Lincoln Highway
Nation’s First
Transcontinental Highway

By
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1906 Maxwell on typical road of the day
Carl G. Fisher with his 1913 Packard Runabout
YOU ARE REQUESTED TO ATTEND A DINNER
GIVEN BY
CARL G. FISHER AND JAS. A. ALLISON
AT THE GERMAN HOUSE
ON TUESDAY EVENING, SEPTEMBER TENTH
NINETEEN-TWELVE

SEVEN O'CLOCK
Das Deutsche Haus
Today’s Athenaeum
Henry B. Joy, Packard Motor Company president
1913

- 180,000 cars were registered in the nation of 2.5 million miles.
- Less than 7 percent were improved in any fashion.
- Road building was entirely the providence of local government.
- 20 states had no road departments of any sort.
- Little knowledge of roads beyond a 15-mile radius from home.
- Road maps & signs were nearly nonexistent west of Chicago.
1913 Automobiles per capita in the U.S.

- California with 83,728 registrations = 1 automobile to 28 people
- Indiana with 52,048 registrations = 1 automobile to 52 people
- Michigan with 39,235 registrations = 1 automobile to 72 people
- Ohio with 63,550 registrations = 1 automobile to 75 people
- Illinois with 67,904 registrations = 1 automobile to 83 people
- New York with 102,870 registrations = 1 automobile to 89 people
Marmon – No. 22

Heine Scholler, Driver
Charles A. Bookwalter, Spokesman IAMA
Carl G. Fisher, VP Lincoln Highway Association
Capt. Robert Tyndall, Passenger
Haynes – No.13
L.R. Wagner, Driver: Senator W.J. Morgan
Pilot - No. 20
Russell Gaar, Driver: G.Fred Smith, Pilot Motor Car Co.
Charles Kent, Western Union: Eddie McArdie, Tour Photographer
IAMA Tourists in Colorado
This group is led by an American Underslung
Empire – No. 19
Joseph Moore, Driver: Harlow Hyde, Empire Automobile Co.
Henderson – No.4

R.P. Henderson, Treasurer IAMA: W.S. Gilbreth, Secretary Hoosier Club
Made in Indiana

Said the man from California
To his friend from Bangor, Maine:
"Have you heard the latest slogan?
Have you caught the sweet refrain?"
Said the man from Bangor,
Yes, Sir,"
And they warbled forth this glee:
"If it's made in Indiana,
Oh, it's good enough for me!"

W.M. Herschell, in the American Motorist, April 1913
Lincoln Highway Route Map

Black = 1915 Lincoln Highway
Dotted = Later and alternate Lincoln Highway routes
Gray = Interstate 80
1914

Ohio and California began marking the route.

LHA offered 8,000 barrels of cement for Seedling Mile projects.

First improved part of the LH in Indiana dedicated on September 16th.

G.S. Hoag, secretary of the Nevada Automobile Association, urges Congress to appropriate funds for public roads.

October 26, Indiana road crews celebrate Good Roads Day along the Lincoln Highway.
"The Lincoln Highway will never be finished. You and I will be able to drive over it from New York to San Francisco in 1915. Perhaps ten years from now every mile will be of concrete, but there will always be something more to do, some improvement to make.

Not only is the Lincoln Highway a perpetual memorial, but a road to be perpetuated by the energies of future generations. We are only laying the foundations now."

The best minds in the country are "laying the foundation now“ for the beautification of the Lincoln Highway..."

"They are working today that the tourist of fifty and one hundred years from now may cross the country over the most beautiful and inspiring roadway in the world."

"The Lincoln Highway is to be something more than a road- It will be a road with personality, a distinctive work of which the Americans of future generations can point with pride- an economic but also artistic triumph."

Carl G. Fisher, Founder
The Lincoln Highway
Chicago, Illinois
1915 New York to San Francisco Film Trip
Stutz Motor Car with film crew
1915 New York to San Francisco Film Trip
Stutz and Packard at state line
1915 New York to San Francisco Film Trip

Studebaker somewhere in Indiana
1915 New York to San Francisco Film Trip
Studebaker in Kearney, Nebraska
1915 New York to San Francisco Film Trip
Wayne Pump car and Studebaker at Pacific Ocean
Highway construction between Elkhart and Osceola.
A journey from the Atlantic to the Pacific by motor car is still something of a sporting proposition. It differs from a tour of the Berkshire Hills or any of the popular, extensive drives in the northeastern part of the United States. Any such accommodations and roads as the eastern tourist is accustomed to must not be expected. You must cheerfully put up with some unpleasantness, as you would on a shooting trip into the Maine woods, for example. Yet there are no hardships, nor experiences which make the trip one of undue severity, even to a woman.
Federal Aid Road Act of 1916

- Appropriated some $75 million to be spent over 5 years to improve rural post roads.
- $10 million to be expended in 10 years on forest road construction and maintenance.
- The money was to be spent under the jurisdiction of state highway departments.
- Unfortunately, there was no provision for states to cooperate and coordinate planning for cross country highways.
1917 Indiana State Highway Commission

- To determine what roads shall be designated as main market highways.
- Total mileage of such system not to exceed 2,000 miles prior to January 1, 1920.
- No detached roads shall be designated as main market highways.
- Under the supervision and direction of the highway engineer.
1917 Indiana State Highway Commission, part 2

- Supervision over the repair is vested in the state highway commission.
- Rights of way are provided by the counties.
- A state highway fund is created composed of the proceeds of the inheritance tax.
- State participation was expended by the requirement in the act that for improvements estimated to cost more than $2,000 per mile.
1917 American Motorist points

- The State highway departments and the Federal Office of Public Roads would make an initial selection from existing State highway systems of those highways which are of interstate importance.
- A system thus selected would be approved by Congress with the requirement that Federal funds be applied only to such systems on and after a specified date.
- The Federal Aid should be extended to maintenance as well as construction as the national system of highways should have for all time a close relationship to the Federal Government.
Federal Highway Act 1921

• Provided $75 million in federal money to be matched on an equal basis with state funds.
• Stated that federal aid should be concentrated upon “such projects as will expedite the completion of an adequate and connected system of highways, interstate in character.”
• Stipulated that each state identify no more than 7 percent of its total mileage as “primary”
• Approximately 200,000 miles of important highways, will serve more that 75 percent of the total traffic of the Union.
The Show Road of the World

“Ideal Section” to Be Built On Lincoln Highway
Highway Experts and Engineers from All Parts of U. S. to Collaborate On Design—Practical Purpose Behind Association’s Educational Plan

Lincoln Highway Ideal Section
an object-lesson road
Ideal Section location between Dyer and Schererville.
Six miles east of state line before construction of the Ideal Section.
Finished Ideal Section in Lake County
Henry C. Ostermann memorial on the south side of the Ideal Section
1924 LH route across Indiana

From Townley to Dyer = 177.9 miles
With a proper understanding of conditions to be encountered, with sufficient time at one’s disposal to discount conditions arising from possible bad weather, particularly in the Middle-West, with a reliable automobile and the right spirit of interest, the Lincoln Highway drive across the continent should be to anyone a source of continued interest and pleasure, having no element of danger. But, for those who have never undertaken long tours of this character, through unfamiliar country, it should be preceded by a thorough understanding of the nature of the conditions likely to be encountered, and by adequate preparation suggested by the experience of others.
In 1913, it is probable that there were less than 150 through transcontinental trips by motor car. 

Estimated the number of motor cars which made the transcontinental drive last year at between twenty and twenty-five thousand from the Mississippi River to the Pacific coast.

The ordinary, unhurried progress of a pleasure party can make the trip on the LH in the summer months in less than a month. Twenty days is an easy drive for anyone.
1924 Road Guide Report, part 3

• In 1914, $1.2 million was expended by states and counties on the improvement of the LH.
• In 1923, over $6.4 million was expended-bringing the total expended in 10 years to slightly over $53.6 million.
• By January 1, 1924, 506 miles of the route were paved with concrete, 332 additional miles with brick and other types of permanent surface.
• In 1924, The Bureau of Public Roads of the Federal Government estimated that 10 years more may see the adequate completion of a basic American highway system.
Louis B. Miller and C.I. Hansen in Green River Wyoming during their 1925 Trip.
Lincoln Highway Summer Events


Lincoln Highway Caravan overnight stop in South Bend on June 26th. www.indianalincolnhighway.org

Highway Adventure/Moveable Feast, on July 20th. www.indianalandmarks.org
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