

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hemphinger Travel Lodge

other names/site number _____

2. Location

street & number 800 Lincolnway East N/A ☐ not for publicationcity or town Plymouth N/A ☐ vicinitystate Indiana code IN county Marshall code 099 zip code 46563

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional
comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☐ entered in the National Register.
☐ See continuation sheet.

- ☐ determined eligible for the
National Register
☐ See continuation sheet.

- ☐ determined not eligible for the
National Register

- ☐ removed from the National Register

- ☐ other, (explain:) _____

Signature of the Keeper

Date of Action

Hemminger Travel Lodge

Marshall IN

Name of Property

County and State

5. Classification**Ownership of Property**
(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☒ building
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	1	buildings
0	0	sites
0	0	structures
0	0	objects
1	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed
in the National Register**

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

DOMESTIC:

Hotel

COMMERCE/TRADE:

Restaurant

TRANSPORTATION:

Road-Related (vehicular)

Current Functions

(Enter categories from instructions)

DOMESTIC:

Multiple Dwelling

7. Description**Architectural Classification**

(Enter categories from instructions)

19th & 20th c. REVIVALS: Colonial Revival

Materials

(Enter categories from instructions)

foundation

BRICK

walls

BRICK

roof

TERRA COTTA

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Hemminger Travel Lodge

Name of Property

Marshall IN

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

SOCIAL HISTORY

ARCHITECTURE

TRANSPORTATION

Period of Significance

1937-1950

Significant Dates

1937

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Hemminger Travel Lodge
Name of Property

Marshall IN
County and State

10. Geographical Data

Acreage of Property .34 Acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 16 558600 4576920
Zone Easting Northing

3 Zone Easting Northing

2 Zone Easting Northing

4 Zone Easting Northing

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kurt Garner, President
organization Wythougan Valley Preservation Council date 02/21/00
street & number 218 West Adams St. telephone 219-936-7517
city or town Plymouth state Indiana zip code 46563

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Mr. Karl & Rose Ann Master
street & number 6059 Main St., P.O. Box 42 telephone
city or town Monterey state Indiana zip code 46960

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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7. NARRATIVE DESCRIPTION

Summary

The Hemminger Travel Lodge was constructed in 1937 on the historic Lincoln Highway (old U.S. Highway 30) approximately one mile east of the Marshall County Courthouse in Plymouth, IN. The surrounding area to the east, west, and north is commercial use mostly dating to the 1950's through 1970's. The area directly behind (south) and southwest of the Lodge is single family residential from the 1920's through early 1940's. The site is situated in a location where the Lincoln Highway takes a sharp curve to the south, therefore putting the site on a "point". The building is situated a distance back from the highway, giving ample front lawn space. The Lodge is two stories in height with a single story sun porch appendage to the west and a flat-roofed garage addition to the east. Another garage structure exists behind the Lodge, it appears to date to a later construction and is a non-contributing resource. All original landscaping has been removed. With the exception of some missing columns on the front porch and filled in garage door, the Lodge appears largely intact to its original construction.

Hemminger Travel Lodge 1937

Description

The Hemminger Travel Lodge was constructed in 1937. Its style may be interpreted as Colonial Revival; however, it may be better described as "non-descript" functional style often attributed to road-side architecture of the period. The two story Lodge is entirely composed of brown brick with a large gabled roof, shed side facing the highway. A single story "sun porch" is attached to the west side of the building with a hip roof connected to the main structure. A garage is attached to the east side; it has low parapet walls and a flat built-up membrane roof. Centered at the front door is a brick stoop and gabled porch roof. The windows are mostly 6 over 1 wood double-hung and are largely intact, although metal shutters have been attached to the openings in some locations. The basement window openings are filled with glass block. A single brick rowlock course forms the typical window sill; lintels are formed by continuing the running bond course from the wall surface. Wood soffit and fascia material is still intact around the building. Eave returns occur on gable end facades. All exterior wood surfaces are painted brown; but were originally white. All roofs are red clay tile with an Imperial French pattern; the tile roof is in good condition.

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On the front facade of the main two story section is a centrally located, raised front door with sidelights which appear to be original. The lower third of the door and sidelights have a recessed panel and the upper two-thirds is composed of a multiple pane opening. The facade is symmetrical in its masonry window openings. A small, single basement window opening lies to each side of the entry. A pair of windows placed side by side in the same masonry opening exist to each side of the front door on the main level. Aligned with these windows are identical windows on the second level. Directly in the center on the second level, at the ridge of the porch roof, is another set of windows in the same masonry opening. These windows are slightly shorter than the typical windows on the building. The top of the second level window openings is just below the roof soffit, at the eave line. A brick chimney projects above the tile roof on the right side, just below the ridge line. It is capped with a flat-surfaced limestone piece.

Projecting from the front facade is a raised brick stoop, approximately eight feet by six feet. The five foot wide concrete steps project beyond the porch and are flanked by low brick walls, continued from the stoop. The stoop and walls are capped by concrete. A gabled, red tile roof is supported by four by four wood posts. The posts replaced original wood Doric columns with smooth shafts. The face of the gable is wood.

To the west of the main building is a single story sun porch, approximately twelve foot by twelve foot, with a partial hip roof. The front of the room is set approximately one foot back from the main building front facade. It has a central masonry window opening with three window units placed side by side. To the east of the main building is an attached garage, original to the structure, with a flat roof. The front facade of the garage is set about one foot back from the front of the main building and has two short masonry window openings spaced equally on the wall. Each masonry opening has a pair of nearly square awning windows divided into six lites. A brick rowlock course caps the low roof parapet wall.

The rear (south) facade of the main building is asymmetrical in its masonry openings. A single basement window is centered on the facade. On the main level, four openings exist. From left to right a single window unit in an opening, then a shorter single unit, both left of center. Another shorter unit lies in the direct center. To the right of center is an opening with a pair of hopper window units (shorter than the smaller units on the rear facade); they may not be the original units. On the second level, left to right lies a single typically sized unit aligned with the opening below. Slightly to the right of center is a shorter single opening, and to the far right is a single typically sized opening and unit. A wall flush with the main building at the height of the first level continues a short distance to the east; it has a flat roof and creates a type of vestibule into the back of the lodge.

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The south wall of the sun porch is set about twelve feet back from the south wall of the main building. Identical to its front facade, it has a centered masonry opening with three window units set side by side. The attached garage south facade has an identical window opening to its north facade.

The west facade of the Lodge has the projecting sun porch covering the lower two-thirds of the main level. The exposed area of the main level of the west facade (to the right of the sun porch) has a single basement window centered in the remaining third. A single window opening with typically sized window unit is on the main level and is placed just left of center. The second level has a single window opening just right of the window below (centered in the remaining third of the building). A single masonry window opening exists in the center of the gable end of the west facade. This unit appears to be a replacement. A wood vent exists in the upper-most part of the gable. The brick chimney, flush with the facade, extends above the roof line at a point centered with the sun porch roof ridge.

The sun porch west facade has two masonry window openings symmetrically placed. Each opening has a pair of window units placed side by side, sizes matching the units in the remaining two sides.

The east facade has the projecting attached garage covering all but the southern-most end of the first level of the main building. A projecting brick "vestibule" with flat roof extends slightly from the main building and has a door opening. A non-historic wood exit staircase descends from the roof of the vestibule. The second level of the main building has a door opening in the center of the facade with a single window flanking each side. A door opening exists centered in the gable end at a third level, possibly non-historic with a wood staircase descending from this level. A wood vent exists in the upper-most part of the gable.

The attached garage east facade had one original bay door opening, now in-filled with brick and a window on the left half. The right half has what appears to be an original door opening and window to the right of the door.

Upon entry of the building from the front, a large lounge area is located to the right, opening to the central hall. Centered in the lounge is a fireplace with original oak surround and mantle. The fireplace is flanked by original french doors to the sun porch. To the left of entry are two rooms designed as living quarters. To the rear of the building, just left of center, is the wood staircase to the second level. The remaining area to the rear of the building is reserved for kitchen facilities.

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The second level is divided into six original sleeping rooms off a central landing. From this landing another wood staircase leads to a third level where two additional units are located. The building contains nearly all of its original oak wood floors, moldings, doors, etc. in good, unpainted condition. The sun porch remains one open room; however, the attached garage has been turned into an additional apartment unit.

Detached Garage

A wood frame garage on concrete block foundation, possibly built as late as 1960, was constructed in the southeast corner of the property along an unimproved city alley. The structure is covered with brown insul-brick and has a red asphalt shingled roof. The roof is a low pitched gable roof with ridge line running east to west. Most original openings are covered; the garage itself is in poor condition and is considered non-contributing to the Travel Lodge site.

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8. STATEMENT OF SIGNIFICANCE

Summary

The Hemminger Travel Lodge is eligible for listing on the National Register of Historic Places under criteria A and C. It derives its historical significance from its association to the Lincoln Highway as a refuge for travel along this historic route. Examples of early road-side architecture are disappearing from the landscape at an alarming rate or are being altered to greatly change their original appearance. The Hemminger Travel Lodge represents a very intact example of a facility designed to house traveling motorists along an historic transportation route during a period of time when ease of travel on the "open road" was becoming romanticized. Historic travel routes have long been championed by landscape scholars and increasingly they and their road-side architecture have been the focus of conservation efforts. (Liebs, p. 9)

Narrative Statement

History of Transportation Routes

A historic transportation corridor is defined as "a historically significant route along which people and/or goods have moved, in which there is evidence that the natural environment has been modified by mankind. It is a linear cultural landscape, which combines the natural and cultural environment." Corridors may have ceased to be in use or may continue in their function of transportation today. The earliest corridors were simple trails with certain improvements along the way; most of what remains of these routes are ruins of structures. Roads became the vehicle of transportation for many imperial purposes (conquest, commerce, ritual) in ancient times. The earliest example was the Persian Royal Road built in 500 B.C. near the Persian Gulf. Royal messengers would relay information across the 1,500 mile tract in nine days. (Cameron, p. 6) Several historic routes developed in Europe and Asia in the early part of the first millennium.

In America, the first recognized national transportation corridor was the National Road. The idea is thought to have originated with George Washington because of his military experience and vision for the eastern seaboard to be connected to the expanding western frontier. President Jefferson approved legislation for a National Pike from Cumberland, Maryland to Vandalia, IL in 1805. Construction began in 1811, completed across Indiana in 1834, and finally completed in

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1839. (Holycross, p. 3) Another other well-know transportation route developed out of the invention and wide-spread use of the automobile. Famed Route 66, from Chicago to Santa Monica became the symbol of America on the move. The route came into being during the late 1920's, shortly after the Lincoln Highway, but has been far more romanticized over the years. In each case of the aforementioned routes, lodging and accommodations were made for the weary traveler as they drove wagons or automobiles west-ward. Taverns, lodges, hotels, diners, motels, gas stations, roadside parks and chapels all sprung up along these routes in the entrepreneurial spirit of America. They have become attractions themselves as the "road" has become the destination for many modern tourists.

The Lincoln Highway

Three names most closely associated with creating the Lincoln Highway are Henry Joy and Carl Fisher, automotive leaders in Detroit and Indianapolis, and Harry Ostermann, a native Hoosier, who became the road's most vocal advocate. Fisher, the creator of the Indianapolis 500, is credited with devising the plans and financial details for the first transcontinental route. At a 1912 dinner in Indianapolis the plan was presented and called "Coast-to-Coast Rock Highway", later Abraham Lincoln's named was attached as a lasting memorial to the President. (Harstad, p. 29) In 1913 the Lincoln Highway Association was formed in Michigan and its route was announced. The road would run from Times Square in New York to Lincoln Park in San Francisco, covering 3,389 miles. Memberships from private individuals and corporations flowed into the Association from its strong public relations thrust, trenched in patriotism. The highway was designed to 1) promote auto travel; 2) follow the most direct route from east to west; 3) connect centers of population; and 4) promote travel through scenic and historic places. (Ibid) Towns vied for the route to pass through their communities in order to realize economic gain. Construction began in October, 1913; the route was complete by 1919, when a military convoy led by Ostermann made the trek between Washington D.C. and California. The federal government began a highway numbering system in 1924 and in 1926 highway names were eliminated-the Lincoln Highway became U.S. 30 in the East and Midwest over the protest of the Lincoln Highway Association. In 1928 the Boy Scouts nationwide marked the Lincoln Highway with concrete markers with Lincoln medallions and directional arrows. By 1931 the highway had been completely paved. (*Coast to Coast on the Lincoln Highway*, p. 3)

The Lincoln Highway in Plymouth - Marshall County

In Indiana the Lincoln Highway created heated debate as to where the route would be located. Fort Wayne and Valparaiso remained fixed points. Initially the highway went through Elkhart, South Bend, and LaPorte. Discussions began in 1920 to reroute the highway along a southerly direction in order to eliminate a northern kink in the highway. In 1926 it was determined the

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route would pass through the cities of Warsaw and Plymouth. This southerly route paralleled the Pennsylvania Railroad and partially followed an earlier road, the Yellowstone Trail, created in 1886 to lead to the northern plains area of the country. This route was reconstructed and dedicated as State Highway #44 in 1921.

With the path of the Lincoln Highway being already determined through Marshall County in late 1926, Plymouth became the one location still undetermined as to the direction it would take through the city. The Federal Government threatened to pull funding from the highway project all together if a route was not chosen by April 1, 1927. There were three possible routes determined: 1) Continue a route parallel with the railroad along Pennsylvania Avenue, then north on Michigan Street, then west on Jefferson Street. 2) West on Laporte Street to Liberty, curving toward Garro Street in front of Lincoln High School, then following Garro west through the downtown to Berrenbrook, north to Jefferson then west. 3) Allow Lincoln Highway to connect to Jefferson Street from the southeast, follow Jefferson Street west, north of downtown - then west out of town. The Pennsylvania route was immediately dismissed. Factions in favor of each of the other two routes developed. Business men supported the Garro St. route because it passed through the downtown. The county and many residents supported the Jefferson St. route, however a new bridge would need to be constructed over the Yellow River. The City Council had the duty to choose one or the other. Evidence supporting each route was presented in February of 1927, however no decision was made. The fervor grew as to the placement of the route. In mid-March a community meeting was held with the city and county councils and 300 citizens at Lincoln High School. More heated debate regarding the benefits and problems with each route ensued. The city council decided that at the March 29th city meeting, each side was to have cost estimates to back their planned route; petitions were locked away so no new names could be added-each side had exactly 126 names. The city council would choose the route most cost-efficient. On March 29, 1927 (three days before the deadline) the city council meeting was packed with 500 citizens. The Garro Street group felt they could not loose, but the Jefferson Street group surprised everyone with calculations that proved even with the construction of a new bridge, their route would be less costly for the city. The meeting adjourned at 11:30 p.m. after a four to one vote in favor of using the Jefferson Street route. (Shirk, p. 5)

The Lincoln Highway enters the eastern edge of Marshall County just east of Bourbon. It continues through Bourbon's Downtown Commercial Historic District, passing a small diner and auto garage dating to the 1920's. West of Bourbon the highway goes through Inwood, taking a slight jog to the north. West of Inwood, the route passes by a small cemetery (c.1850-1900) which was partially moved to accommodate the road. It then passes the 1895 Wing and Mahurin Marshall County Infirmary (awaiting National Register Listing), before passing under the new U.S. 31.

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The highway enters Plymouth from a south-easterly direction and redirects its route west just in front of the Hemminger Travel Lodge. On the east side of town the road passes by another vintage travel lodge and other commercial enterprises, including the now defunct Warana Restaurant, the location where the Northern Indiana chapter of the American Institute of Architects was formed. A neighborhood of particular distinction by which the road passes was formed because the route cut a farming estate into a triangle. The neighborhood boasts of some particularly fine examples of late 1920's residential architectural styles. In the city of Plymouth, the route is Jefferson Street, which intersects the historic Michigan Road upon crossing the Yellow River. The Michigan Road, later old U.S. 31, was the first north to south route across the State of Indiana. This intersection marked an important crossroads for the "Crossroads State". Only in Indianapolis do two comparatively historic routes intersect in Indiana-the Michigan Road and the National Road. Jefferson Street (the Lincoln Highway) passes just north of the Plymouth Downtown National Register District, through the North Michigan Street Historic District which includes the Marshall County Courthouse, also listed on the National Register of Historic Places. On the west side of town, the highway passes some Lincoln Highway era structures including a tavern, apartment house, restaurant, and other commercial structures. A landmark building, the Barrel Drive-In, was partially demolished in the 1960's. The highway goes through the small community of Donaldson before leaving the county on the western edge.

At one time travelers commonly experienced the built environment as a continuum when they rode along updated versions of ancient trails. Today the landscape is perceived as a series of "view bites". (Liebs, p. 9) The Lincoln Highway represents the former. The character of the route in Marshall County is defined by the large right-of-way between it and the Pennsylvania Railroad, along which grows a variety of native prairie grasses and wild flowers. One can view decorative concrete bridges over which either the road or the rail line pass. Mostly farms are located outside city limits. Inside the small towns the road is dotted with vintage era structures recalling the period before Interstate construction. The highway itself is entirely intact with the exception of about a fifty foot section between Plymouth and Donaldson. The new U.S. 30 bypassed the highway in 1970. Of the four concrete Lincoln Highway markers erected in the county, the last stood at the Marshall County Courthouse grounds; it was removed and placed in the county museum in the early 1980's. About the same time, the county renamed the section of road from "old U.S. 30" to its original name, the Lincoln Highway.

The Hemminger Travel Lodge

The stage was set for the construction of a fine road side lodge along the new highway. Mr. John Hemminger, an auto garage owner, purchased the corner property that had been irregularly shaped due to the construction of the highway. The point of land became a prime location to

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attract the traveler's eye. The Lodge advertised "tourist rooms": \$1.00 for a single bed and \$1.50 for a double. A young German woman was the Lodge caretaker and prepared meals for its patrons and operated a restaurant on the lower level for the public. According to the current Mayor, young men often skipped Sunday services to take advantage of the caretakers lack of compliance with Indiana's Blue Laws prohibiting the sale of alcohol on Sundays. The building ceased as a lodge after the highway was relocated; currently it is an apartment building.

Architecture

The Hemminger Travel Lodge is also eligible for the National Register due to its characteristic of a period and type of construction attributed to road-side architecture. The Lodge embodies the style of an era where commercial enterprises, particularly those located along highways, were not "cookie-cutter" productions as are current restaurants, travel lodges, and gas stations. This example of a travel lodge with living quarters, garage, and sun porch is an unusual feature along a highway commercial corridor. Also the interior and exterior historic material such as the brown brick, red tile roof, wood windows, front porch, interior doors, moldings, floors, and fireplace-all unpainted-make the building a remarkably intact example of a highway Travel Lodge of the 1930's.

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9. MAJOR BIBLIOGRAPHICAL REFERENCE

Bibliography

Cameron, Christina, *The Challenges of Historic Corridors*, CRM 1993 No. 11

Coast to Coast on the Lincoln Highway, 1998, published by The Lincoln Museum, Ft. Wayne, IN

Fischer, Suzanne Hays. "Facilities for Motorists, 1900-1940, Historic Context Study and Property Type Analysis." Graduate research paper for Dr. Philip Scarpino, I.U.P.U.I., 1994.

Harstad, Peter, *Ostermann and the Lincoln Highway*, Spring 1994, Lincoln Highway Traces

Holycross, Fred, Indiana's Historic National Road, Indiana National Road Association, Cambridge City, IN

Liebs, Chester, *Reconnecting People with Place*, CRM 1993 No. 11

Shirk, Donald "Crossroads of Indiana, Follow the Yellow Brick Road", 1977

10. GEOGRAPHICAL DATA

Verbal Boundary Description

The boundaries are described as Lots #108-111 of Bollman's Second Addition to the City of Plymouth. Beginning at the southeast corner of the intersection of Roy Street and Lincoln Highway, to a point southeast, 150'. Then to a point south, 80'. Then following the property line along an unimproved alley, west, 120'. Then follow a line along Roy Street, north, 170' to the corner of Roy Street and Lincoln Highway.

Boundary Justification

The boundary for the Hemminger Travel Lodge is the four platted lot boundaries of the site. The boundary incorporates the two buildings constructed as the Hemminger Travel Lodge and the detached garage located on the defined city lots.

HISTORIC HEMMINGER
TRAVEL LODGE
PLYMOUTH, MARSHALL COUNTY
INDIANA

LINCOLN JR. HIGH SCHOOL
1923

