

COLEMAN LEGACY

The Coleman Legacy ride focuses on the Coleman family whose 18th and 19th centuries' economic endeavors left much to enjoy today – beautiful homes, churches, a summer resort, rail trail, village housing that is reminiscent of Wales, and an incredible iron furnace.

Descriptions and photographs of the Coleman heritage follow in the order of the cycling route.

The village of Lawn came into existence as a result of Robert H. Coleman's railroad that went from Cornwall to Conewago Junction. A railroad station was built at Lawn c. 1884. In 1892, Henry and Christian Gingrich and H.S. Stauffer established the Lawn stockyards. In the first years of its existence six carloads of cattle per week were shipped to feeders and butchers.

The Colebrook Mill was built c. 1793 by Robert Coleman to support the ironmaster's plantation. Robert Coleman, progenitor of the Coleman Family and a native of Ireland, in 1791 established the furnace in Colebrook which he called the Mt. Joy Furnace. It was a charcoal type furnace operated by water power and bellows. Iron ore was hauled over the mine road to the furnace from the Cornwall Mines. The manufactured pig iron was used for plows, plates, utensils and cooking stoves. It operated until 1858 when this form of iron making became obsolete. There are no traces of this furnace; however, Ironmaster Coleman's mansion is beautifully preserved. Coleman built 24 wooden one story houses for the workmen and their families. These were eventually replaced with brick and sandstone homes.

Ironmaster's home



The resort village of Mt. Gretna owes its existence to the grandson, Robert H. Coleman. Coleman headed a committee to select station stops along the Cornwall Lebanon Railroad Line. The committee found a lovely area of huge pines and hardwoods, springs and wild

flowers. They selected the spot where Old Pinch Road passed on its way between Lancaster and Lebanon as the location for the rail station and a recreation area. In 1884, Coleman's interest in Mt. Gretna grew as he had the area near the station converted into a recreational park. He also invited the Pennsylvania 3rd Regiment to encamp at Mt. Gretna. A dam was constructed across the Conewago Creek and by 1886 Lake Conewago was created. Steam from an engine powered a generator which first lit the park with electricity in 1890. Crowds of 20,000 were drawn to the park. In 1891, both a United Brethren camp meeting and the Pennsylvania Chautauqua were invited to Mt. Gretna by Coleman. Mt. Gretna became one of the most charming summer resorts in the nation. Today, Mt. Gretna is enjoyed for its fine theater and musical productions in the outdoor amphitheatre, recreation including swimming, hiking and biking the rail trail, and the annual Mt. Gretna Art Show held in August. Visit www.mtgretna.com.

There are several miners' villages that were built for the furnace workers and are now private homes. The first one that you will pedal through is Burd Coleman composed of 15 duplex sand and limestone homes built c. 1872. (Burd Coleman is also referred to as Bird Coleman as Bird was the middle name of Thomas Coleman) The second significant miners' village is on Boyd Street. These home were constructed from 1869-1870s for the workers. Two other smaller sections of workers' housing can be viewed on the route.



Miners' Village, Boyd Street

The Borough of Cornwall holds many of the Coleman legacies. The United Methodist Church is made of local brown sandstone with Donoghmore quarried limestone. In 1832, Thomas Bird Coleman donated the land for the church in memory of his wife Hannah. The parsonage was built in 1910 as a memorial to Mrs. Margaret Coleman Freeman by her children. The church tower bell came from the Bird Coleman Furnace office. Next to the rail trail bridge is the former company store for The Cornwall Ore Bank Company's employees. Nearby is Alden Mansion, built in 1881, for R. Percy Alden, a cousin of the Colemans. It is being restored.

As you cycle on Rexmont Road to the Cornwall Furnace, you will view a scene very different from the past when the Cornwall Furnace and then the North Cornwall Furnace (1872) and the Burd Coleman Furnace (1873) filled the scene with the clamor and smoke filled air of iron making. Curtis Grubb built the Cornwall Furnace and Robert Coleman

purchased a 1/6 interest but eventually owned 5/6s of the enterprise. Cornwall Furnace fired and bellowed day and night from 1742 to 1883. It produced pig iron, household goods including stoves. During the Revolutionary War it supplied the Continental Army with cannon, shot and shells. In 1788 Generals Washington and Lafayette came to the Furnace to observe cannons being cast. Today this furnace is the only completely intact 19th century charcoal-iron making complex in the country. A visit to the Furnace is recommended. www.cornwallironfurnace.com.



Cornwall Furnace

Across the road from the Furnace is Cornwall Manor and the Paymaster's Office built in 1869; it also served as a gatehouse to the Coleman/Buckingham Estate. Cornwall Manor was built by Curtis Grubb in the 1790s. It housed the ironmaster and his family. The Cornwall Mansion was later acquired by Thomas Bird Coleman. The Coleman families continued to reside here until 1946 when the last owner sold the property to the Methodist Church. The home is referred to as the Buckingham Mansion.



Coleman Estate

When you visit the miners' village on Boyd Street, you will also view the open pit mine area called Cornwall Banks. It was the greatest iron ore deposit east of the Mesabi range, Lake Superior region. Mined from 1737 to 1972, 110 million tons of iron were extracted. It is filled with water due to the mine's flooding caused by Hurricane Agnes in 1972.

From Lawn, the Lebanon Valley Rail Trail (www.LVrailtrail.com) has been paralleling much of the cycling route. It extends into the city of Lebanon where you can view other Coleman “legacies” including the Cornwall & Lebanon Railroad Station and Christ Presbyterian Church at Coleman Park.

In addition to highlighting the Coleman family’s impact on the Lebanon Valley, the cycling route passes by dairy and grain farms, many of which have been placed in agricultural preservation. Signage denotes some of these farms.

ANNVILLE: A Special Place to Explore after Cycling the Coleman Legacy

The ride begins and ends in the late 18th century town of Annville, which was built along an Old Allegheny Indian trail. The trail started in Philadelphia and went to Harrisburg before it continued westward over the mountains. In 1817, a toll road was built which increased trade. When the railroad arrived in 1860, industries were established including the manufacture of shirts and shoes. East Main Street has many late 19th century homes that were built by owners of the industries. Other homes on East Main are referred to as Faculty Row where Lebanon Valley College professors and administrators resided. Visit www.friendsofoldannville.org for much more information. The accompanying cue sheet points out additional highlights.

Coleman Legacy Cue Sheet

Distance: 33 miles

START LOCATION: Quittie Creek Nature Park. From Rt.422 (East Main Street), Annville, turn on Bachman Road. (Right turn driving east) Parking and outdoor restroom are available.)

- (0.0) Start
- (0.1) (0.1) Turn left onto Cumberland Street (unnamed alley)
- (0.3) (0.4) Turn left onto Manheim Street (one way street)
Bear right onto Locust Street (road narrows)

NOTE: At Queen Street, you can divert from the ride by turning right. Cross S. Oak Street very carefully. On the northwest corner of Queen & S. White Oak is the Biever House, built in 1814 of a limestone Georgian style. Continue on Queen to the end of the street to view a 19th century flour mill and miller's home. The mill is owned by McGeary Organics and restoration is underway.. Return on Queen St. to Lancaster St. Right on Lancaster. Left on High St. Right on 934 and rejoin the route just before the bridge crossing the Quitaphilla Creek.)

- (0.2) (0.6) Turn left onto White Oak Street (SR934)

On your right just after crossing the bridge is a home built in 1790. This is the site where one of the earliest founders of Annville, Abraham Raiguel, had one of his three mills. His nephew, Abram Raiguel, who inherited his uncle's properties, built in 1793 the handsome limestone home crowning the hill to your left (east side of the road). It is one of the oldest and finest homes in the county. The mill located below the home was built by Abram in 1797. A tunnel connected the home and mill, and these properties were part of the Underground Railroad.

- (0.3) (0.9) Turn right onto Reigerts Lane (across from entrance to high school)
- (0.7) (1.6) Turn left onto Mount Pleasant Road

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The home on your right at the stop sign has an incredible display of flowering plants, shrubs and trees in Spring and early Summer.

As you cycle on Mt. Pleasant Road you will pass farms whose owners participate in agricultural preservation. The first farm on your right was built in the 1850s. It has signage denoting its preservation. Not all preserved farms have signs..

- (2.9) (4.5) Turn right onto US322 (Horseshoe Pike) Caution:. This road is heavily traveled. The shoulder is wide.
- (0.3) (4.8) Turn left onto Mount Pleasant Road

The climb up Mount Pleasant is challenging but well worth it for the view when you look back at the Lebanon Valley. You are now cycling in what are known as Furnace Hills.

- (2.4) (7.2) Turn right onto Mount Wilson Road
- (0.4) (7.6) Turn right onto Cut Off Road (becomes SR 117, Forge Road)
- (0.5) (8.1) Turn left onto Epler Road
- (0.4) (8.5) Turn right onto Colebrook Road (SR341)

- (1.5) (10.0) Turn left onto Lawn Road (This area is known as Upper Lawn)

Village of Lawn

When you cross the Lebanon Valley Rail Trail, to your left is the community park with a restroom. The parking lot is in front of the former Lawn Hotel which operated until the mid 1930s. The LVRT parallels much of the road cycling route to Cornwall. This can be an alternative route, but you will not be able to view the historic sights.

- (0.8) (10.8) Turn left onto SR241 (Elizabethtown Road)

As you cycle towards Colebrook, Pennsylvania Game Lands will be on both sides of Elizabethtown Road.

12.4: On the left is Colebrook Mill.

Colebrook: Colebrook Tavern, Twin Kiss and a convenience store are available as well as a trailhead for LVRT with outdoor bathroom.

- (2.1) (12.9) Turn right onto SR117 (Mount Wilson Road)
- (0.2) (13.1) Turn left to continue on SR117

This section of your ride takes you through more Pennsylvania Game Lands. This area was the training grounds for the 104th Cavalry of the Pennsylvania National Guard from 1921-1932 when it was mechanized. On your right you'll pass Buckshot Spring which was used by locals and the military for a water supply.

As you pass Conewago Lake, you are entering the Mt. Gretna area.

- (5.4) (18.5) SR117 becomes Ironmaster Road
- (0.8) (19.3) Turn left onto Burd Coleman Road

Burd Coleman Miners Village

- (0.5) (19.8) Turn right onto Rexmont Road

You can divert from the route very briefly by turning left to go under the stone arched bridge. The rail trail is overhead. At the other side of the tunnel by bearing left you will view the beautiful United Methodist Church.. As you return to the tunnel, on your left is the former Cornwall Store (now a B&B).

Return through the tunnel to rejoin the route.

You will very quickly reach Cornwall Iron Furnace and the Cornwall Estate/Mansion directly across the road.

- (0.6) (20.4) Turn right onto to Boyd Street. This is an out and back.

On your left is the Cornwall Children's Center. This was a fine inn known as the Jackson House where travelers would stay. Boyd Street was the well traveled Horseshoe Pike. On your right you can view the open pit mine area called Cornwall Banks. You will enter the miners' village.

- (0.8) (21.2) Turn around to return to Rexmont Road
- (0.8) (22.0) Turn right onto Rexmont Road and immediately bear right to stay on Rexmont

To your left you can view Anthracite Village, another row of miners' homes.

Village of Rexmont

- (1.1) (23.1) Turn left onto Store Lane
- (0.6) (23.7) Turn left onto SR419 (Schaeffer Road)
- (0.3) (24.0) Turn right onto Lincoln Avenue
- (0.4) (24.4) Bear Left onto Whitman Road
- (0.2) (24.6) Turn left onto Culvert Road

The underpass was for the Cornwall Lebanon Railroad and is now the LVRT. The rail trail continues to the city of Lebanon. As you cycle towards Cornwall Road, you can view the Bluebird Tavern to your right on Cornwall Road. Originally called "Ye Golden Key Hotel", this tavern was built in 1859. Food and drink is available.

- (0.8) (25.4) Turn left onto Cornwall Road

Straight ahead from where you turn right onto N. Cornwall Road is Toy Town. These are catalog homes that were ordered from the Minder Home Corporation. The pre cut housing materials were transported by rail and then hauled to the building sites and reconstructed like jig saw puzzles in the 1920s.

- (0.2) (25.6) Turn right onto North Cornwall Road

To your right at the intersection of Furnace Street and Hillside Road is the residence of the manager of the North Cornwall Furnace.

- (0.2) (25.8) Turn left to remain on North Cornwall Road
- (1.0) (26.8) Turn right onto Zinns Mill Road

The miller's home is on your left; the mill has been dismantled.

- (0.1) (26.9) Turn left onto North Cornwall Road
- (0.9) (27.8) Turn left onto Rocherty Road
- (1.0) (28.8) Turn right onto SR241 (Colebrook Road)
- (0.3) (29.1) Turn left onto Royal Road

Before turning left onto Royal Road, you can cycle straight ahead a short distance on your right to Frey's Farm Market which offers fruits and vegetables in season.

While suburban homes and a golf course occupy the north side of Royal Road, preserved farmland is to your left.

After cycling past a Mennonite Cemetery with stone walls, you can view on your left a limestone trolley station. The trolley not only carried passengers but was important for bringing farmers' milk to the Hershey Chocolate Factory.

- (1.6) (30.7) Turn right onto Oak Street
- (0.1) (30.8) Turn left onto Royal Road
- (1.5) (32.3) Turn right on Bachman Road

Bachman Road passes several suburban homes, then the road surface becomes very rough as you cycle to the Quittipahilla Creek. Walk across the pedestrian bridge that brings you to the starting point. The vehicle bridge was destroyed during the Hurricane Agnes floods of 1973.

- (0.7) (33.0) Finish