

Nebraska Historic Buildings Survey
Reconnaissance Survey Final Report
of

Dodge County, Nebraska

prepared for

Nebraska State Historical Society

State Historic Preservation Office

by

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with

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FIELD SERVICES

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INTRODUCTION



Fig. 1: Former James Town District No. 34 School, 1895, (DD00-036).

Nebraska Historic Buildings Survey

The Nebraska Historic Buildings Survey (NEHBS) is an ongoing project of the State Historic Preservation Office. Since its beginnings in 1974 with limited fieldwork by staff and student interns, NEHBS has expanded from a few thousand sites in urban and rural areas to nearly 50,000 recorded properties. A five year plan initiated in 1986-87 to complete preliminary statewide reconnaissance coverage was completed in 1991/92. Fieldwork has now been conducted in ninety-one of the state's ninety-three counties. The remaining counties of Lancaster and Douglas have been identified for survey largely in cooperation with Certified Local Government programs in Lincoln and Omaha. With statewide coverage of the Nebraska Historic Buildings Survey, concentration was placed on priorities to redouble and supplement previous county fieldwork by thorough coverage of rural areas, computerized data entry, and published reports.

Through its documentation of the state's historic and architectural resources, NEHBS provides a basis for historic preservation in Nebraska. Survey data is used to list buildings in the National Register, which in turn may result in recognition and preservation. NEHBS data is also used to determine needs for further documentation and planning for the state's historic places.

Equally important, while contributing to the history of the entire state, the survey also promotes local and regional awareness of significant buildings and sites. County officials, historical societies, planning organizations, and individuals are encouraged to use the information for community development, tourism, and historic preservation in their own communities. Brief descriptions of NESHPO programs are listed on the following page.

National Register

The Nebraska Historic Buildings Survey, which documents historic buildings and places throughout the state, also identifies those that may qualify for listing in the National Register of Historic Places. Established in 1966, the National Register is America's official inventory of sites, buildings, and districts, recognized for their importance to national, state, and local history. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. The National Register was developed to recognize historic places and those who contributed to our country's heritage. These properties---whether districts, sites, buildings, structures, or objects---are architecturally or historically significant for their associations with important persons or events.

The National Register is designed to include properties of importance in every locality, not just great national landmarks. A general store, a community's park, a main street, or the remains of a prehistoric Indian village may be just as eligible for inclusion in the National Register as Independence Hall or Gettysburg Battlefield.

To qualify for listing, properties must be at least fifty (50) years old and have associations with one or more of the following: historic events, significant individuals, architecture, or future research potential.

Tax Incentive Program

Inclusion in the National Register may enable income-producing properties to qualify for federal tax credits as certified rehabilitation projects. Designed to encourage the reuse and revitalization of historic buildings, neighborhoods, and "main street" districts, the tax incentives have been available since 1976. The program seeks to promote the reuse of historic buildings, including community redevelopment efforts and economic opportunities by retaining the distinctive qualities of buildings or districts.

Review and Compliance

The Historic Buildings Survey is an important source of information for the State Historic Preservation Office and government agencies when complying with Section 106 of the National Historic Preservation Act. Commonly referred to as "review and compliance," Section 106 was established to ensure the documentation and protection of buildings and sites which may be affected by any federally funded or licensed project, such as highway construction. NEHBS survey data enables preservation staff and federal agencies to evaluate potentially affected properties and upon evaluation, to seek methods to mitigate the effect of these projects on important resources.

These and other programs are administered in Nebraska by the State Historic Preservation Office. Additional information may be obtained by contacting the office.

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The architectural research firm of Save America's Heritage was selected by the Nebraska State Historic Preservation Office (NE SHPO) and engaged in a contractual agreement to conduct the Dodge and Cheyenne County NEHBS. The survey consisted of the completion of preliminary fieldwork, selected thematic studies, and National Register nominations in both counties. Initiated in September, 1993, the survey was completed in the summer of 1994. This project represents the continuation of the NESHP's plan to supplement previous county fieldwork with thorough coverage of rural areas, computerized data entry, and published reports.

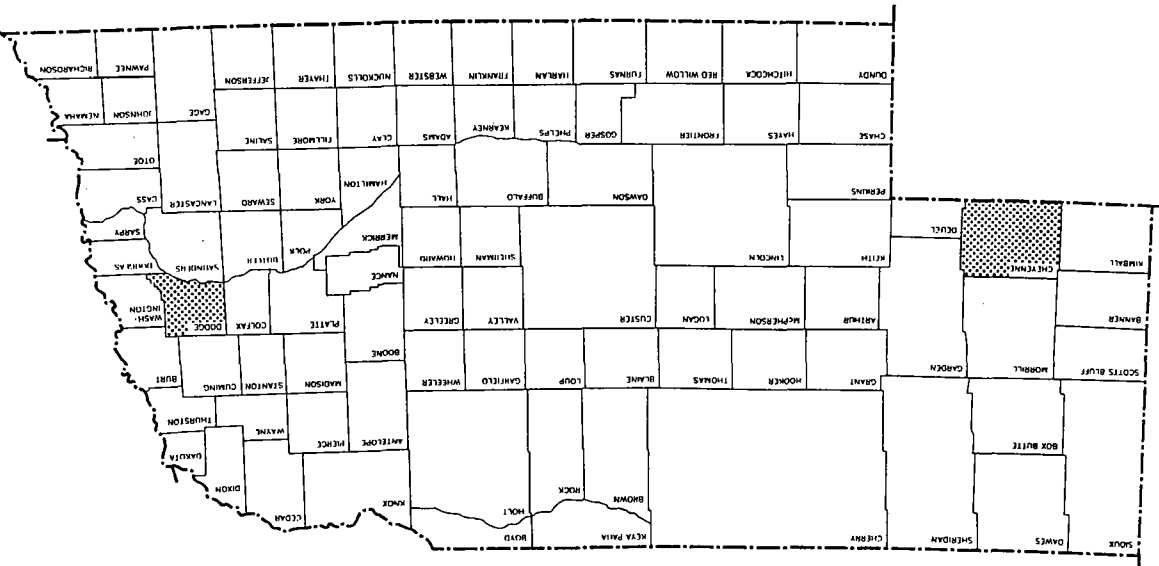


Fig. 2: Dodge and Cheyenne County Survey Area

The primary objective of the survey was to provide a preliminary characterization of the historic resources extant in Dodge County. This includes the identification of historic properties eligible (or potentially eligible) for the National Register of Historic Places (NHP). The Historic Buildings Survey of Dodge County easily satisfied this goal by identifying a total of 393 properties potentially eligible for the NHP. In addition to the completion of these primary goals, several of the survey's secondary goals were also satisfied. These included the identification of building types, construction methods, ethnic settlement patterns, and building technologies.

Historic Integrity

To qualify for NEHBS recordation, a property must retain its historic integrity. Integrity is the unimpaired ability of a property to convey its significance. Evaluating integrity is sometimes subjective, but is always grounded in the understanding of a building's physical features and how they relate to its significance. For reconnaissance level surveys, this generally means that a building must retain its original appearance

from the period of significance. To evaluate historic buildings, the National Register has defined seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. These aspects were considered by the survey team in evaluating Dodge County properties for NEHBS recordation. A total of 1,348 properties in the county retained sufficient integrity for preliminary survey. In addition, 943 properties recorded by the NESHPO in 1975 and 1979 were resurveyed to update computer database records, and determine National Register eligibility. The following table outlines the numerical results of the Dodge County NEHBS. Survey numbers are summarized according to the NEHBS number prefixes for rural and town locations. The 1994 totals include resources added to previously surveyed properties as noted during resurvey. Numbers in parentheses indicate totals for properties previously surveyed by the NESHPO.

Numerical Summary of the Dodge County Historic Buildings Survey

DODGE COUNTY	1993-94 PROPERTIES	CONTRIBUTING BUILDINGS	CONTRIBUTING SITES	CONTRIBUTING STRUCTURES	CONTRIBUTING OBJECTS
DD00: Rural	239 (83)	1,104 (122)	22 (17)	379 (31)	11 (1)
DD01: Ames	7 (1)	6 (1)	0 (0)	0 (0)	1 (0)
DD02: Crowell	2 (0)	2 (0)	0 (0)	0 (0)	0 (0)
DD03: Dodge	25 (32)	36 (33)	0 (0)	1 (0)	0 (0)
DD05: Fremont	882 (561)	1,318 (641)	4 (7)	23 (3)	6 (2)
DD06: Hooper	45 (72)	69 (72)	0 (0)	1 (0)	0 (0)
DD07: Inglewood	6 (0)	9 (0)	0 (0)	0 (0)	0 (0)
DD08: Nickerson	1 (13)	1 (14)	0 (0)	0 (0)	0 (0)
DD09: North Bend	36 (43)	52 (43)	0 (0)	1 (0)	0 (0)
DD10: Scribner	46 (79)	62 (79)	1 (0)	7 (0)	2 (0)
DD11: Snyder	15 (27)	20 (27)	0 (0)	1 (0)	0 (0)
DD12: Uehling	30 (17)	52 (17)	0 (0)	1 (0)	0 (0)
DD14: Winslow	14 (15)	25 (15)	0 (0)	1 (0)	0 (0)

NUMBER SURVEYED IN FY 1993-94:	1,348 (943)	2,756 (1,064)	27 (24)	415 (34)	20 (3)
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TOTAL NEHBS TO DATE :	2,291	3,820	51	449	23
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Area of Survey Coverage: 346 square miles, (221,400 acres)

Numbers in parenthesis indicate previously surveyed properties

1993-94 totals include resources added to previously surveyed properties as noted during resurvey

HISTORIC OVERVIEW OF DODGE COUNTY

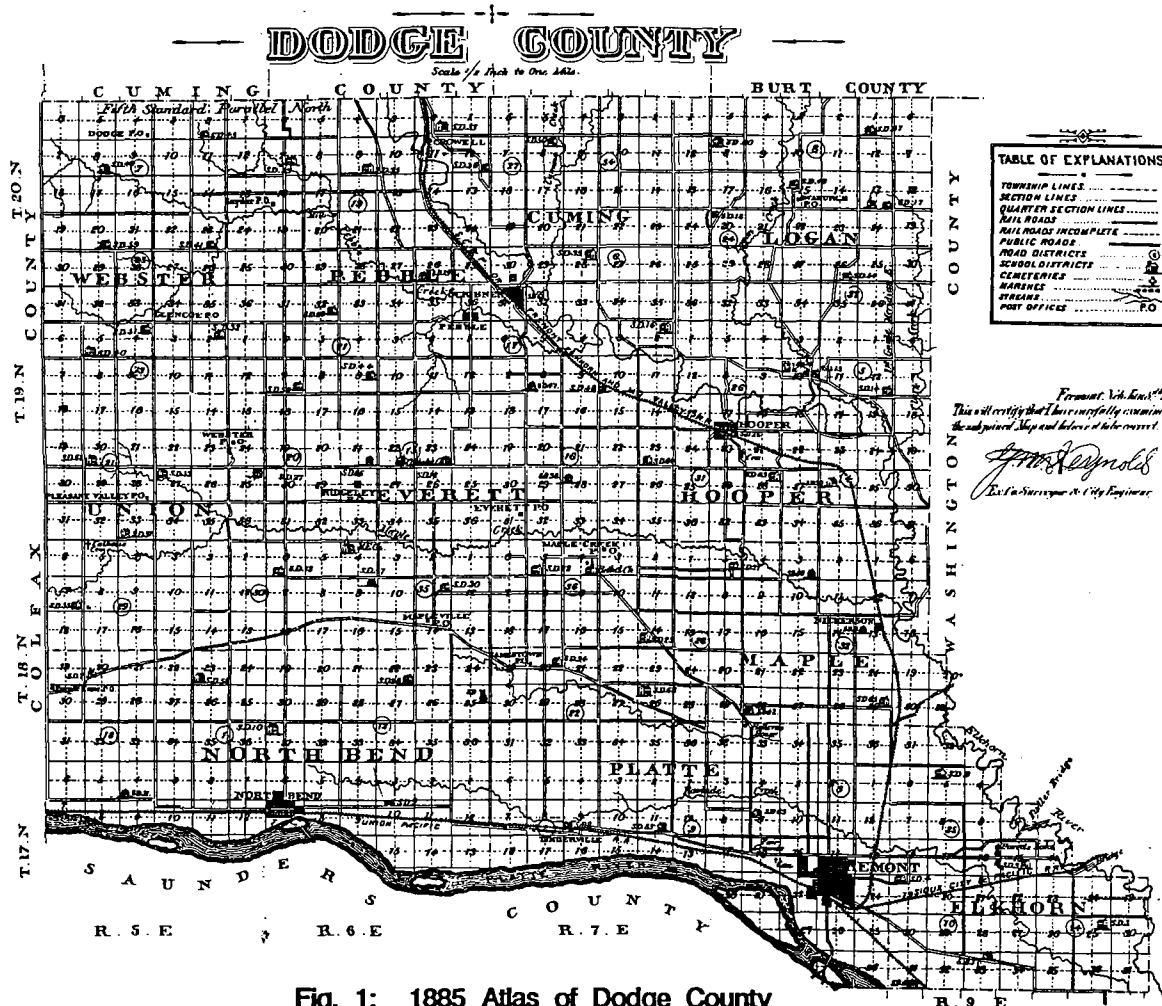


Fig. 1: 1885 Atlas of Dodge County

Physical Description

Dodge County is located in the east central portion of the state of Nebraska. Its shape is generally that of a rectangle with some variations. The Platte River forms much of the southern border, creating an irregular boundary, and an area measuring roughly four miles (north-south) by nine miles (east-west) extends out from the southeast corner. The main body of the county's rectangular shape measures approximately 20 miles north to south and 24 miles east to west, yielding a total land area of 528 square miles. The overall appearance is one of flat to gently rolling land, with elevations ranging from just under 1,200 feet in the southeast corner to almost 1,400 feet in the northwest.

Four types of topography can be found within the county borders: valley land, bluffs and escarpments, plains, and rolling hills. Valley land is flat land located primarily along the Platte and Elkhorn Rivers, and Logan, Maple, and Pebble Creeks. This soil is rich, consisting of stream-deposited silt, clay, sand, and gravel. The plains are

flat-lying land found just above the valley areas. In Dodge County the plains are located between the Platte River and Maple Creek and between Maple Creek and the Elkhorn River from their confluence to the center of the county. A very small area of land along the east bank of Logan Creek is very rugged with steep and irregular slopes. These rugged banks are called bluffs and escarpments. The remainder of the county is composed of rolling hills--hilly land with moderate to steep slopes and rounded crests formed by glaciation.

The primary drainage system is that of the Platte River and its primary tributary, the Elkhorn River. The Elkhorn enters the county in the middle of its northern border and runs southeasterly, flowing in and out of the county along much of its southeastern boundary. The majority of the county is drained by tributaries of the Elkhorn, including Clark, Logan, Maple, Pebble, Silver, Cuming, and Rawhide Creeks. Several irrigation canals and drainage ditches cross the southern part of the county in the low-lying areas north and east of the Platte River.

The climate in Dodge County, as in the entire state of Nebraska, is characterized by seasonal temperature extremes, conditions that range from subhumid to semiarid, and highly variable precipitation. The average January temperature for the east central portion of the state is 20.5 degrees F, while the average July temperature is 76.8 degrees F. The average annual precipitation for the east central is 28.24 inches (Nebraska Statistical Handbook, 1986-1987). In very dry years the precipitation amounts in this area may total as low as 15 inches, while the very wet years may see as much as 47 inches (Nebraska Atlas).

Original Inhabitants

Until the mid-nineteenth century the eastern half of what is today the state of Nebraska was occupied by village dwellers, and the western half by nomadic groups of people. The village dwellers raised corn and other crops, as well as participating in buffalo hunts that required extended periods of time away from their village location. The Pawnee were village dwellers who claimed land in eastern Nebraska and whose hunting range included a good portion of the eastern two-thirds of the entire state. Their village area focused on the land from the mouth of the Elkhorn River to the confluence of the North and South Platte Rivers. Between 1831 and 1857 smallpox, cholera, and on-going clashes with the Sioux decimated the Pawnee population. In the Treaty of Table Rock in 1857, the Pawnee people ceded all of their land to the United States government, with the exception of a small reservation near Genoa in Nance County.

The Omaha people were also village dwellers living in eastern Nebraska. Originally living in the northeastern corner of the state, they moved to the east bank of the Elkhorn River near Cuming Creek in 1819. After a futile attempt to return to the northeast, they moved to the mouth of Logan Creek in 1841. In 1844, the majority of the Omaha people moved into Douglas County, although a scattering were reported living in the areas near the Logan, Maple, and Elkhorn as late as 1875.

History and Settlement of Nebraska

From 1541 until the end of the eighteenth century, the primary white contact on the plains was with the Spanish who were seeking a route to the Pacific and, secondarily,

trade with the Indians. In 1804, Lewis and Clark explored the region for the United States with much the same goals. Later explorers also crossed the plains in search of other goals: Pike looking the source of the Arkansas River in 1806, and Long looking for the headwaters of the Red River in 1820, for example. Some did, however, find interest in Nebraska itself. Fur traders, many of them French, sought out the resources of the region. Trading posts were established as places where trade goods could be exchanged for buffalo robes, beaver pelts and other furs. The posts, the first of which was built in 1812, were located along the Missouri River, and in the panhandle area. To provide protection for the trade, Fort Atkinson was built in 1821 on the Missouri River north of Council Bluffs.



Fig. 2: Trading Post on the Missouri River, Nebraska Territory

In succeeding decades the Platte River became a primary transportation route across the continent. First, fur traders in canoes travelled up and down its waters as they extended their range further west. In the 1840s pioneers on foot and in wagons followed its banks into the Rocky Mountains headed for the rich soils of Oregon, religious freedom of Utah, and gold of California. Few stayed within Nebraska's borders, however, because the area was not officially open for settlement. That changed with the passage of the Kansas-Nebraska Act in 1854, when Nebraska became a territory.

Settlement began in the eastern part of the state along the Missouri River. Towns were platted almost immediately and farmers took up land in the rural areas. Land was most often purchased from the government or obtained by military bounty land warrants.

In the 1860s, settlement spread out gradually from the banks of the Missouri, often following the streams and rivers of the state, with the greatest population being in the east and south. The passage of the Homestead Act in 1862, which allowed individuals to

obtain 160 acres of land free of cost if certain conditions were met, encouraged settlement in the relatively new and sparsely populated state of Nebraska.

Communications were limited to the Pony Express, which operated in the southern part of the state from 1859 to 1861, when the transcontinental telegraph line was established. However, in 1863, Omaha was selected as the eastern terminus of the transcontinental railroad. Nebraska was granted statehood in 1867 and by the end of that year the state was spanned by rail.

At the beginning of the next decade people were moving into the northern portions of the state and following the rail lines into other areas. Much of the state's economy was based on agriculture and the early 1870s were prosperous. However, a series of bad years involving low rainfall and hordes of grasshoppers, added to the economic decline begun with the nation-wide Panic of 1873.

The year 1880 heralded a new decade--one that was to be the greatest settlement era for the great plains. Weather was almost perfect for crops, the railroads promised secure futures for many towns, and population boomed in both urban and rural areas. Cities began improving their environs and rural settlement spread throughout the state, including the previously unsettled portions in the west and central areas.

The year 1890 may have been a harbinger of things to come. The state averaged only 17 inches of rain for the year, with even lower amounts in 1893 and 1894. The drought was accompanied by general economic decline and a national panic in 1893. During this period thousands of people--both farm and city dwellers--left the state. By 1896 normal rainfall returned and economic recovery began. Manufacturing was also encouraged by improved transportation that resulted in lower freight rates on fuel.

The first two decades of the twentieth century were ones of prosperity. Favorable conditions for agriculture persisted and towns benefitted from the farmers' economic good fortunes. This period was one of maturation for the plains towns. If a town's economic base had been unstable, and substantially weakened by the recession of the 1890s, it often faded from the landscape in the early 1900s. If it survived the 1890s, however, it began to mature in this era, often expanding, and adding city improvements. In fact, virtually all of the state's population increase in this era was recorded in the cities (Olson, 249). The Kincaid Act of 1904 attempted to increase population in the dry, western parts of the state by providing increased amounts of land (640 acres) available for homesteading. This proved to be too little for most areas and did not substantially increase the population of the dry regions.

World War I caused an increased demand for food production. Nebraska farmers, already experiencing higher prices than ever before, expanded both their acreage and production to accommodate the war effort. However, land prices began to rise after the war and bank lending increased. Mortgage debt skyrocketed and when war-time food prices were not maintained, Nebraska agriculture went into a tailspin. Despite the overall prosperity of the 1920s for the nation, agricultural areas were depressed, and since Nebraska's economy was based almost wholly on agriculture the state effectively suffered for two decades under a major economic depression. The drought conditions of the 1930s only added to the already depressed farm economy and in many cases was the final blow that forced people off the land, resulting in significant population declines in the state.

In the 1940s, war once again resulted in unprecedented prosperity for Nebraska farmers and city dwellers as well. This war-generated prosperity continued well into the next decade. Some decline was experienced in the 1960s, particularly by small towns that were by-passed by the new Interstate Highway System. Small towns also suffered in the sixties and seventies as railroads curtailed their services and some lines were completely abandoned. The farm crisis of the 1980s brought corporate farming into the fore-front and resulted in a fight to save the family farm from both the corporations and the economy. The 1990 Census reported a one half of one percent gain in population, but only ten of the 93 counties reported gains, with 83 showing a loss in population.

Dodge County History

Dodge County was established in 1854 as one of the original counties defined when Nebraska became a territory. Its original boundaries encompassed its present-day boundaries plus part of Washington County to the east. The town of Fontanelle was named county seat. The following year the first true settlers entered the county, taking up land near the mouth of Maple Creek. Land near present-day Fremont and North Bend was also claimed early. The year 1856 was the year in which the town of Fremont was platted along the Military Road that ran from the Missouri River to Fort Kearny.

Large numbers of settlers arrived in the county in 1857. The economy of the area, especially in the town of Fremont, was boosted in 1859 by trade conducted with people en route to the gold fields in Colorado.

A major political change took place in 1860. The eastern boundary of the county was altered, putting the town of Fontanelle, and the Dodge County seat, in Washington County. Fremont was named the new county seat, although it would not have a courthouse completed for another eight years. The county seat was connected to the rest of the world that same year when telegraph lines reached Fremont.

The remainder of the decade was a time of significant growth for Dodge County. In 1866, the Union Pacific Railroad arrived in Fremont. It continued to build westward along the Platte River, platting the town of North Bend the following year. In 1868, the Sioux City and Pacific Railroad (which was purchased by the Chicago and Northwestern in 1884) reached Fremont and connected with the Union Pacific, giving the county transportation connections to Minnesota and Iowa. A third railroad began serving the county in 1869. The Fremont, Elkhorn, and Missouri Valley Railroad or FEMVRR (which was also purchased by the Chicago and Northwestern in 1884) began laying track in Fremont and was completed to Wisner, located in northwest Cuming County, by the end of the year.

Although some farmers left Dodge County during the 1870s when grasshoppers and drought destroyed their crops, the county made substantial gains in population over the decade. This was due in part to the platting of several towns and a continuing interest in the area for agriculture. Scribner was platted in 1870 on the FEMVRR line and Hooper and Nickerson were laid out the following year. With growth came a need for improved public buildings and in 1875 the county built its first jail.

As in the previous decade, population increased in the 1880s. The growth was supported by several transportation improvements. In 1881, the bridge over the Platte

River at North Bend was completed, replacing a ferry and pontoon bridge that had been used previously and providing reliable connections to Dodge County for the people south of the river. The Chicago and Northwestern Railroad completed its line from Fremont to Lincoln and from Scribner to Lindsey (Platte County) in 1886. As part of its development of its Elkhorn branch line the Chicago and Northwestern platted Dodge and Snyder in 1886 and connected to Omaha and the burgeoning stockyard industry in 1887.

The 1890s opened with a legacy from the eighties. A windstorm in 1884 and a fire three years later severely damaged the Dodge County courthouse. In 1890 the county's second courthouse was dedicated. Dodge County was fortunate during this decade, for it was able to not only maintain its population during difficult economic times, but also to increase it. Improvements in agriculture may have had an impact on this growth, including the first efforts to drain the low-lying valley land in the southern part of the county to make it more productive.

The new century brought many changes to Dodge County, although population declined slightly in the first ten years. A fourth railroad was added when the Burlington built through the county as part of its line from Lincoln to Sioux City. Uehling and Winslow were platted by the Burlington, although they both had been originally laid out in 1895. Passenger and freight depots became more numerous, especially in Fremont which was a primary transfer point for the railroads.

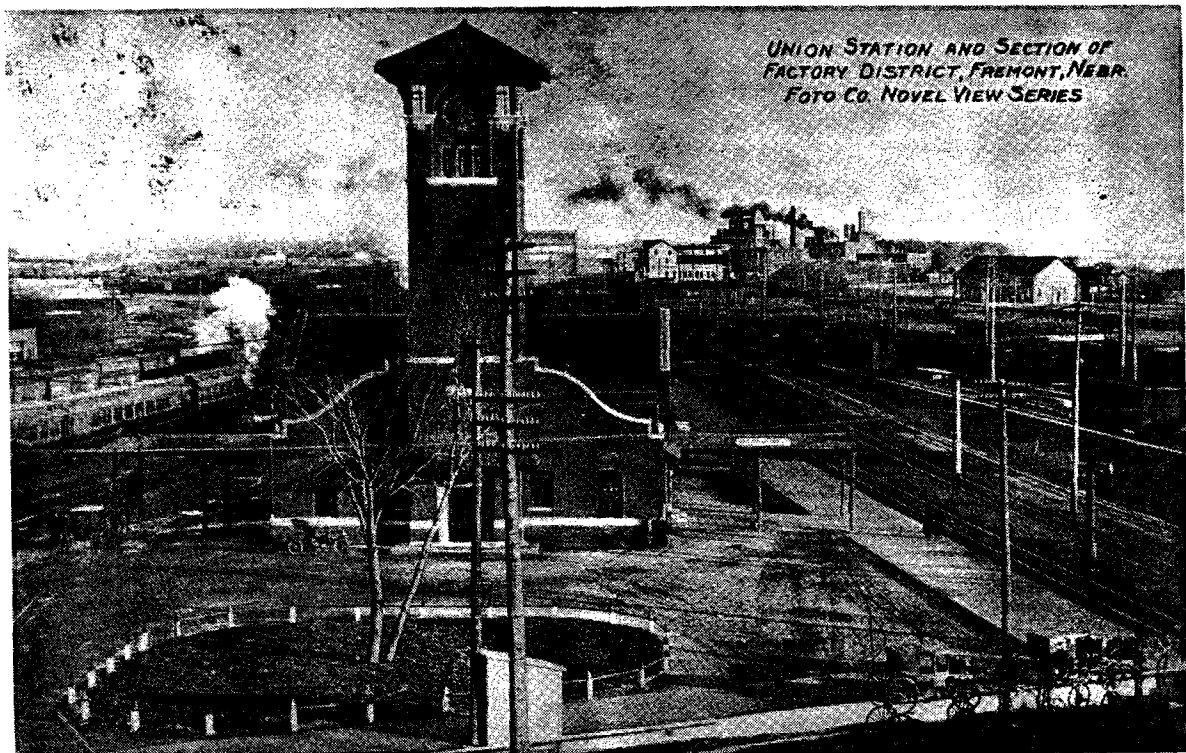


Fig. 3: Union Station and Factory District, Fremont, NE.
(Nebraska State Historical Society)

Population once again made significant gains in the 1920s. By the end of the decade several of the county's towns had achieved their peak populations. The automobile was having a major impact during this era. Five major highways crossed the county, providing improved access to cities and services in the region. The highways were the Lincoln Highway (a transcontinental route), the B Line (from Fremont to Blair), the Cornhusker Highway (from Manville, Kansas, to Sioux City, Iowa), the Black Hills Trail (from Omaha to Deadwood, South Dakota), and the Fremont-Albion Highway.

During the depression of the 1930s Dodge County lost population. In addition, it lost passenger service on several of its branch lines. The Works Progress Administration (WPA), however, helped communities improve themselves, including the construction of an auditorium in Dodge. Another bright spot was the acquisition of land in the northern part of the county by the state in 1938 with the intent of creating the Dead Timber State Recreation Area.

During World War II the government determined that the flat land, relatively sunny weather, and protected interior location of the Great Plains, and especially Nebraska, combined to make an ideal location for army and air bases. In 1942, an Army Air Base was established near Scribner. It served during the war years as a bomber training station, a camouflage operation, and a fighter training site. In 1945, the base was declared surplus and was transferred to the state of Nebraska, providing temporary post-war housing. The 1940s also brought the worst floods in history to the county. In 1944, every town near a major waterway experienced destruction, some of it in disastrous proportions.

The activity brought about by the war helped the county to recover the population that it had lost the previous decade and to add even more. But the phenomenal growth of the 1950s was unequalled in the twentieth century. Although passenger service ended on most of the railroads by the end of the decade, railroads continued to serve as major haulers of goods and Fremont continued as a major rail center. In 1956, the Strategic Air Command took over part of the old Scribner Air Base for use as an Ionic Sound Station. A new bridge was completed over the Elkhorn River at Scribner in 1958, providing better highway transportation for the county.

Dodge County continued to gain population up to 1980. Fremont, as a rail center, retail center, college town, and county seat, provided the focus for this growth. However, Dodge and North Bend also recorded peak populations in 1980 along with Fremont. Population had declined somewhat when the 1990 census was made public, probably due to the crisis in agriculture of the 1980s.

Dodge County Towns

Located in the far south central part of the county, **Ames** began its history as a station on the Union Pacific Railroad. A post office was established there in 1885. The following year, the Standard Cattle Company bought almost 5,000 acres of land near the station. The company fed cattle from its own large ranches in Wyoming and Montana before shipping them to Omaha on the Union Pacific for sale. Other cattle shippers used the station for the same purpose. In addition, the Standard Beet Sugar Factory was constructed in the early 1890's approximately two miles northwest of Ames. Production at the factory peaked near the turn-of-the-century with 14,370 wagon loads of beets processed in 1901-02.

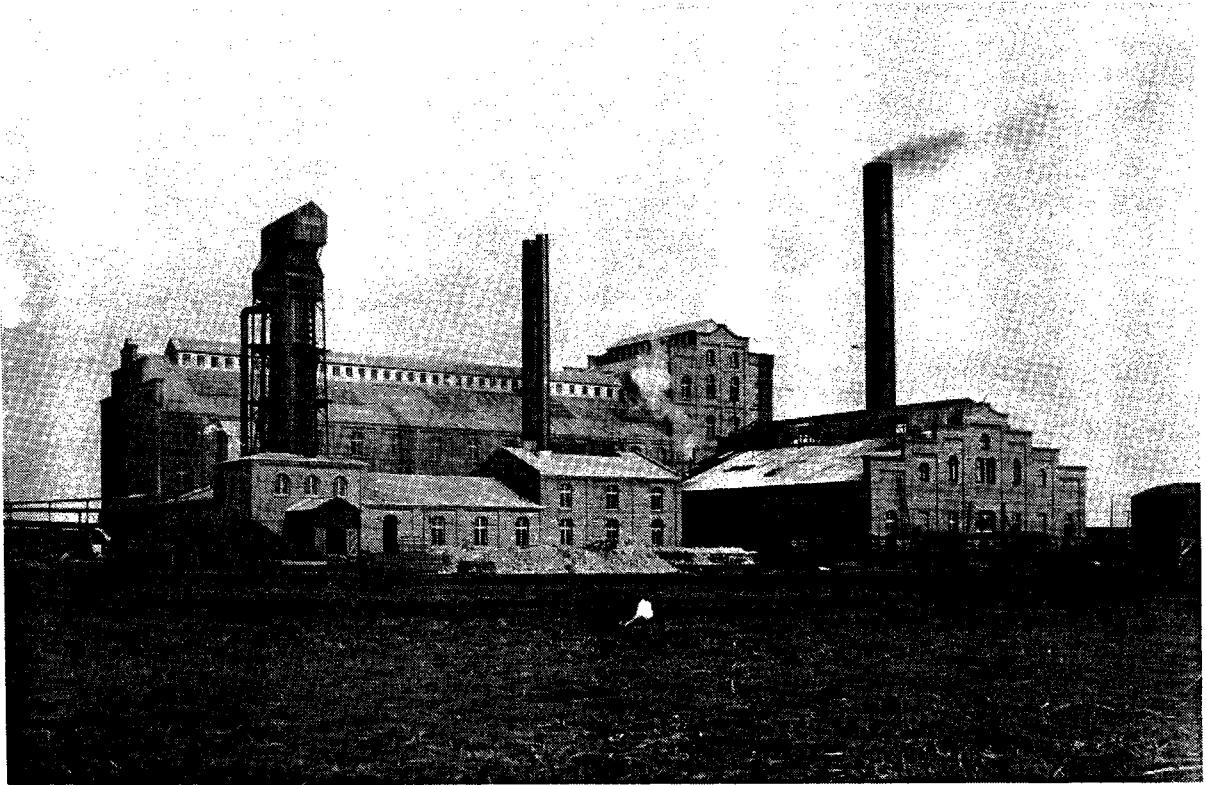


Fig. 4: Standard Beet Sugar Factory, near Ames, (non-extant).
(Nebraska State Historical Society Photograph Collection)

Despite some success, the raising of sugar beets was too labor-intensive. In September, 1908, the factory was sold and moved to western Nebraska. The town prospered again during the early twentieth-century, and was platted for a second time in 1913 (date of the first plat is not certain). However, by the 1920s, improved cattle shipping eliminated the need for a facility so close to eastern Nebraska stockyards. Although the population of the town has been estimated at 100 at its height, the federal census records its peak population as 65 in 1950. No population was recorded in the 1990 census.

Crowell was platted by the Elkhorn Land and Town Lot Company in 1883. The FEMVRR had laid track in the area in 1872 and a post office named Crowell had been established in 1872. After the platting the railroad completed a depot and businesses began to open. By 1885 the population was estimated at 75 with 15 businesses in operation. This was the time that near-by Snyder was also developing. Conrad Schneider, promoter of that town but also business owner in Crowell, moved his business to Snyder in 1886. Crowell's population quickly dropped to 50 with eight businesses. By 1893 only five businesses remained. The town continued to exist, however, despite frequent flooding resulting from its location on the banks of the Elkhorn River. Crowell reached its peak population of 107 in 1940. In 1965 the post office was closed, and currently the county is negotiating the purchase of the remaining land and buildings due to their location on a flood plain.

Located in the northwestern corner of the county on the South Pebble Creek, the town of **Dodge** sits on land that was first homesteaded in 1875. By 1880, a post office was in operation. In the early 1880s a branch line of the FEMVRR was slated to run in the vicinity of the South Pebble Creek. Land was first purchased by the railroad for a townsite in 1885 and two years later the town was officially platted. Businesses had been opened following the initial land purchase, including a general store, hotel, and bank. A meeting hall was built and sold to the Bohemian Theatrical Society, a brick school house was erected, and two churches were established, all before 1890. In that year the new town had achieved the rather large population of 338. Five years later, however, the booming town was struck by disaster. A fire broke out in a livery barn and, despite the efforts of fire fighters from Scribner and Fremont, consumed virtually the entire business district.

Dodge rebuilt after its fire and proved that it could regain its status as a thriving community. In 1906, a water works and electric light plant were completed and in 1908, telephone service was established. Following World War I, a sewer system was installed and the main street was paved. By 1920, Dodge had recovered from its fiery start and the population had climbed to 648. During the 1930s the WPA helped the town to build an auditorium on the grounds of a newly established 18 acre park. A swimming pool was added to the community in 1959 and in 1983 a new municipal building was constructed. The peak population of 815 was reached in 1980, but the recession and farm crisis of the 1980s likely resulted in the decline over the next ten years. The 1990 population was 693.

Fremont was platted in the southeastern corner of the county in 1856 by the Fremont Town Lot Company along the military road that ran from the Missouri River to Fort Kearny. Businesses and residences went up quickly, sometimes with incentives from the town founders. Business was boosted in 1859 when gold seekers headed for Colorado stopped in the town for supplies. The town grew quickly from that first spurt, building a school in 1859 and setting aside land for a park a few years later. In 1860 Fremont was named the county seat and a courthouse was completed in 1868. A major asset for the community was the arrival of the Union Pacific Railroad in 1866. Three years later a second railroad, the Sioux City and Pacific, began to serve the town and the first tracks were laid for the Fremont, Elkhorn, and Missouri Valley Railroad. The arrival of these rail lines marked the beginning of Fremont's role as a trade center for the developing agricultural regions of the Platte and Elkhorn River Valleys. Businesses, banks, and services flourished during this era.

The 1880s were extremely prosperous. Manufacturing and jobbing became major players in the city's economy, represented by such enterprises as the Fremont Foundry, H.J. Lee Hardware, and May Brothers Grocery. City improvements were undertaken, including the improvement of the grade on Broad Street and Military Avenue, the construction of a waterworks, and the building of a city hall. Several public schools were built and in 1884 the Fremont Normal and Business Institute was established. In 1889, the Fremont Business College opened its doors.

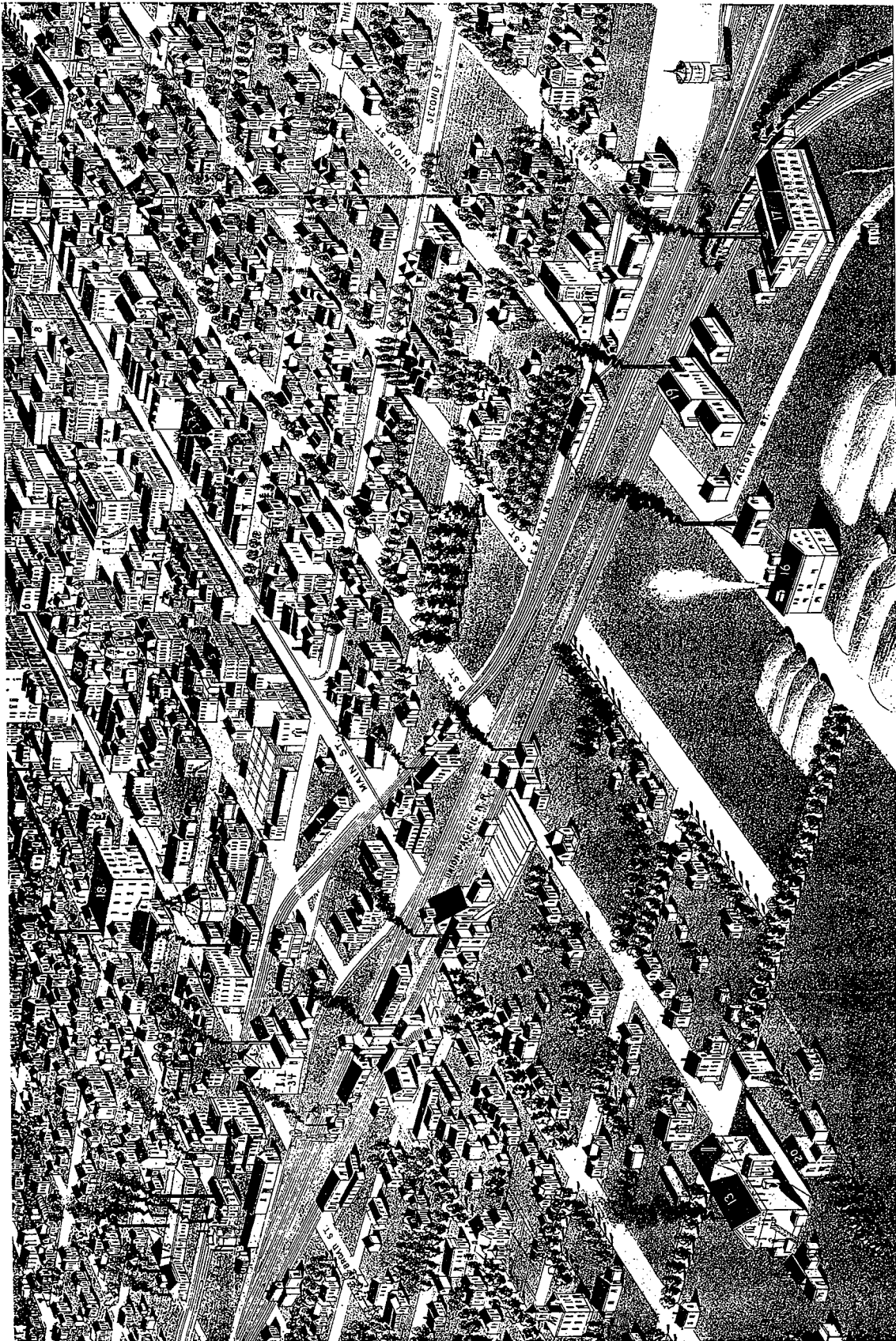


Fig. 5: Bird's-eye perspective of Fremont's railroad and manufacturing district, 1889.

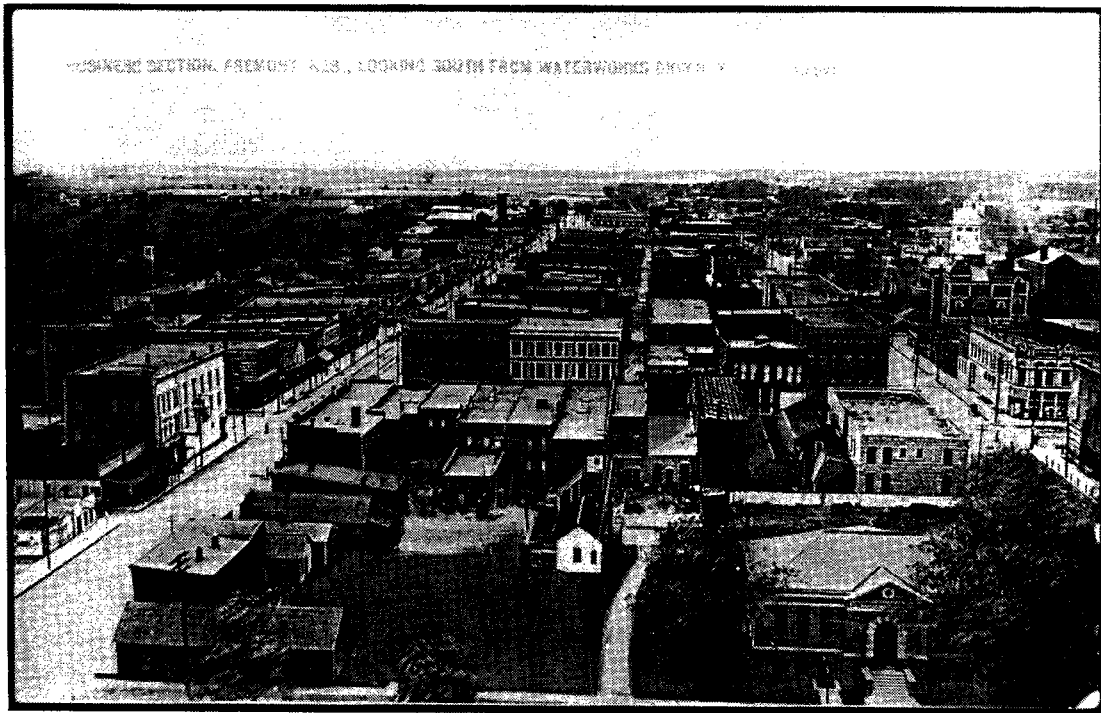


Fig. 6: Fremont central business district, looking south between Main St. and Park Ave.

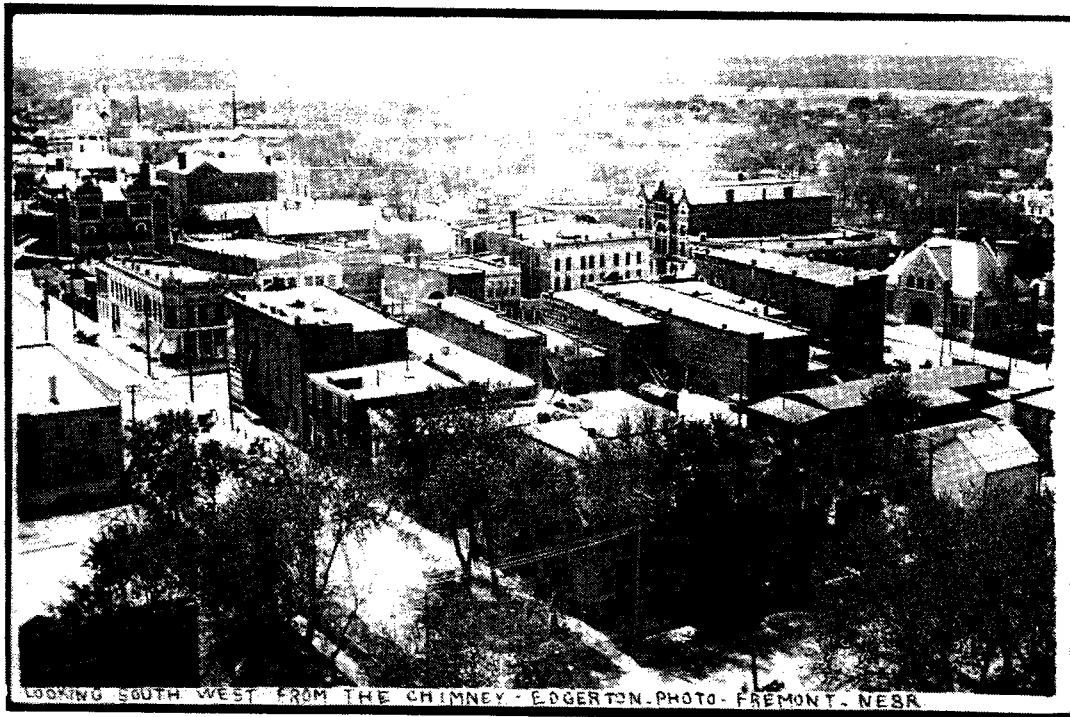


Fig. 7: Fremont central business district, looking southwest between Park Ave. & Broad St.

The 1890 census showed Fremont with a population of 6,741 people. During the 1890s, a hospital was erected, an association for homeless children was established, and a new post office building constructed. Despite the recession of the decade, several new businesses opened and by 1905, there were over 40 manufactures and jobbers in the city. Fremont continued to grow in the first years of the new century, building a Carnegie Library, remodeling the post office and building a new high school. In 1919 Midland College purchased the Fremont Normal and Business Institute. The 1920 population was 9,605.

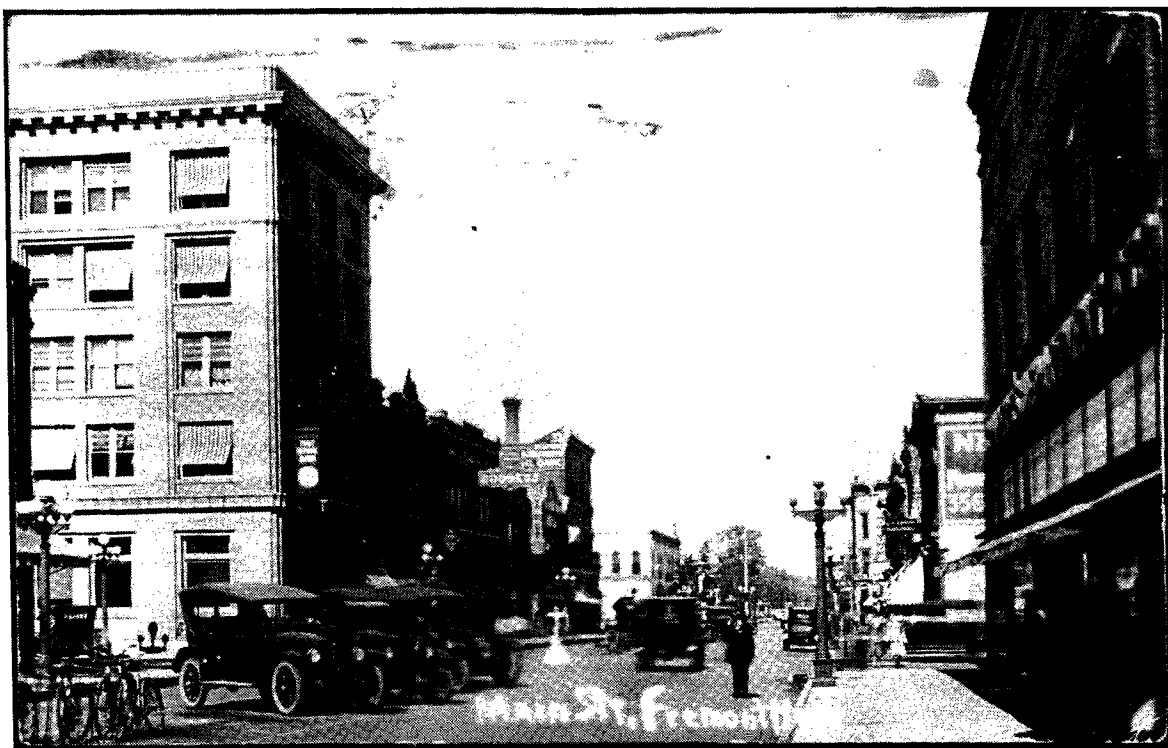


Fig. 8: Main Street, Fremont, NE, circa 1920.
(Nebraska State Historical Society)

The depression took its toll on the community, as did World War II. With many returning and unemployed soldiers, a group of local business people undertook to built their own meat processing plant. The plant was a success and eventually sold to Hormel and Company. This plant became a significant contributor to the city's economy, employing as many as 1,000 people. Fremont reached its peak population of 23,979 in 1980. Although the population dropped somewhat in the next census due to the recession and farm crisis, the city still supported 130 agribusinesses in 1990. In addition to its roles as rail center, trade center, college town and county seat, Fremont is becoming a retirement center and tourism hub. The city and county historical sites as well as the recreation offered by the Fremont Lakes State Recreation Area to the west of town bode well for Fremont's future.

Hooper was platted in 1871 along the Elkhorn River. The town was also on the FEMVRR, which built a depot within the first year of the town's existence. A post office was also

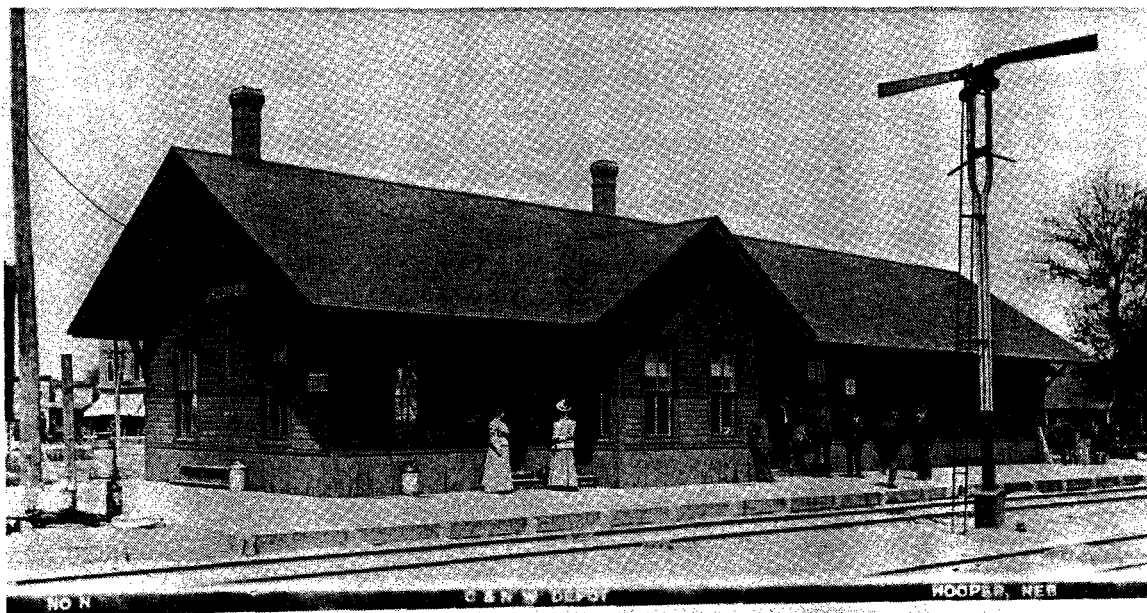


Fig. 9: Chicago & Northwestern Railroad Depot, Hooper, NE.
(Nebraska State Historical Society)

built that first year, as well as an increased number of settlers made possible by the railroad. A few buildings existed before the plat, but many more went up in the following years, several constructed from brick made in the local brickyard. These included a school, two banks, and an opera house. In the winter of 1884-85 a good part of the business district burned down, with damage to many others. A second fire occurred in 1890 along the west side of the main street. The town survived the fires, with business people rapidly rebuilding. The town did not have a waterworks system and the impact of the two fires resulted in the completion of a waterworks system before the end of 1890. By that time the population of Hooper was 670 people. Industry continued to grow, including a flower pot factory, a new depot was built, brick sidewalks were laid, and electric lights were provided before the turn of the century.

The twentieth century brought additional improvements to the community. Telephone service arrived in 1901, a city hall was finished in 1914, and a new street lighting system was installed in 1919. By 1920 the population had grown to 1,014--the largest ever recorded. Improvements continued with a new high school in 1923, a golf course in 1928, and natural gas service in 1930. As the depression set in one of the town's banks closed. The WPA brought money and jobs to Hooper when it undertook a project to repair sidewalks throughout the town. The main street was also paved during the decade. During World War II the Scribner Army Air Base was built. The base was between Hooper and Scribner and had an impact both on the economy and on farmers whose land was condemned for the building of the base. Before the war ended and the base was closed, a devastating flood hit the

community. The damage in 1944 is on record as the worst in the history of the town. As the war ended Hooper built a new city park in 1945.

Recent years find changes in Hooper. A city auditorium was built in 1957, and a new golf course was created in 1963. After severe floods in 1944, 1960, and 1962, a dike was finally built around the north end of the town in 1966. A new post office was built in 1969 and a library almost ten years later. A vote in 1967 resulted in the merger of 16 local school districts. The Logan View Junior-Senior High School was opened northeast of Hooper in 1971 to accommodate the merged districts. In 1980, a portion of the central business district was listed on the National Register. Due to its location within the county, Hooper has survived recent recessions, and supported a 1990 population of 850.



Fig. 10: Hooper Historic District, (NRHP: 1980).

The history of **Inglewood** dates to the nineteenth century. The main road from Fremont to the state capital ran directly through Inglewood and on to the banks of the near-by Platte River. There wagons and buggies were ferried across the river. The low-lying river land was very fertile and the people of the town grew fruits and vegetables to be marketed as far away as Omaha. The land also flooded frequently, and in 1912 a dike was finally built to protect the community from the river's waters. The town was platted in 1918 with about 20 homes already built. The close proximity to Fremont offered residents jobs and services. Thus, Inglewood did not develop a large industrial base or numerous services.

During the mid-twentieth century, Inglewood residents negotiated with Fremont to be included as a ward of the city. When that failed, Inglewood became an incorporated village in 1959 for the first time in its long history.

Once incorporated, however, the town put public improvements high on its agenda. Sewer and water system improvements were undertaken, streets were blacktopped, a city hall was acquired, and a city park established. In the 1990s, Inglewood almost goes unnoticed, for the city of Fremont has grown southward and abuts the smaller town. The 1990 population of Inglewood was 286.

Nickerson was platted in 1871 near the eastern border of the county as a refueling station for the FEMVRR. A post office was established that same year. In 1872, the local farmers formed an association to handle grain from a warehouse they constructed. That same year the county poor farm was set up near by, operating until 1942. Other establishments slowly joined the warehouse, including a bank and a school. In 1892, however, a fire destroyed the greater part of the business houses in the community. The town rebuilt slowly, but was boosted by the arrival in 1906 of the Sioux City and Ashland Railroad, which laid tracks on the opposite side of town from the FEMVRR. The second railroad attracted grain companies and resulted in an improved economy. By 1920, Nickerson claimed approximately 14 businesses and a population of 141.

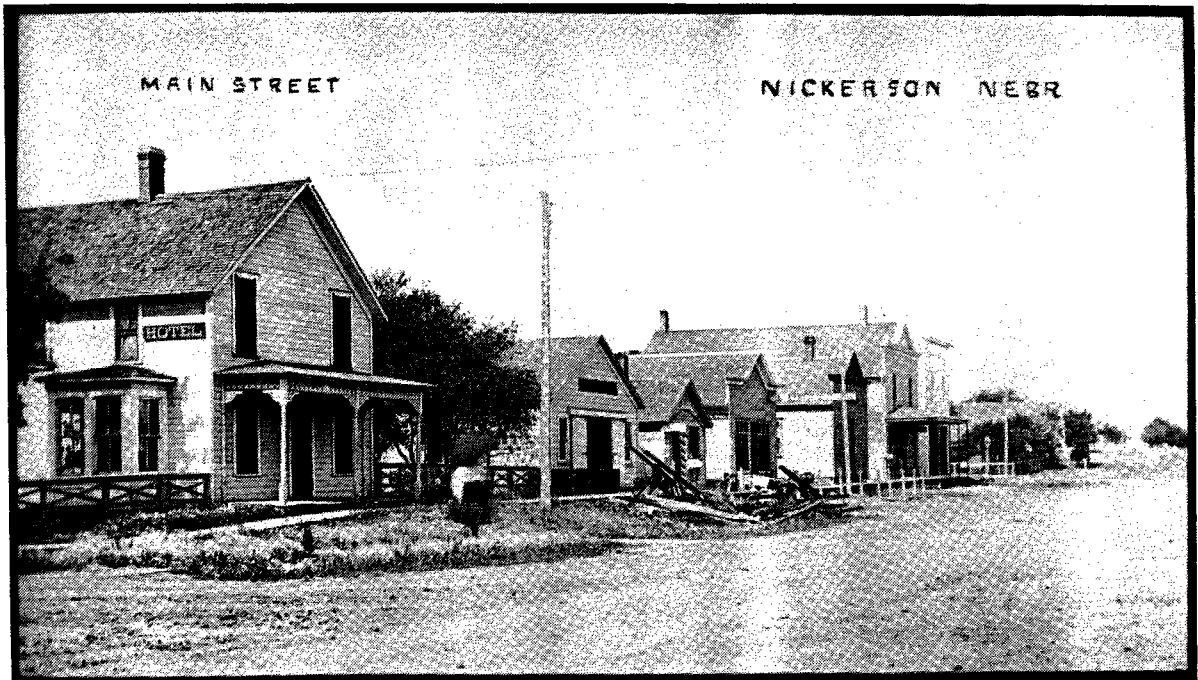


Fig. 11: Main Street, Nickerson, NE.
(Nebraska State Historical Society)

A second fire destroyed five businesses on the main street in 1923. When U.S. Highway 77 was routed through the county, Nickerson was by-passed. Despite its two major fires and

its location one mile east of the highway, the town has managed to grow, reaching its peak population of 291 in 1990.

Lying on the north bank of the Platte River, **North Bend** was known by many names in its early history. "Emerson", "Franklin", and "Wallace" all faded into the background when the Union Pacific Railroad purchased land on which to build a depot in 1864. Survey maps had called the location "the north bend" for years, so the name officially became North Bend. The first train arrived in the settlement in 1866 and it was platted by the railroad the following year. Buildings began to go up, including a school, and businesses opened. By 1876 the population was estimated to be 250, with 21 businesses, the school and two churches. New schools were built in the 1880s, as well as an opera house. In 1890, with a population of 897, North Bend erected a city building. Fire struck twice in the decade, in 1892 along the west side of Sycamore between 6th and 7th, and in 1895 in the southeast part of the business district.

North Bend recovered from its disasters and continued its growth in the twentieth century, although at a slower pace. By 1920, a waterworks had been installed, electricity was available, and the streets were paved. The population had climbed to 1,087. In the 1940s, fire again destroyed several businesses. But the 1950s were prosperous, with new businesses opening, two factories established, a new elementary school built, and main street widened.



Fig. 12: **Main Street, North Bend, NE.**
(Nebraska State Historical Society)

The prosperity carried through the next two decades, with North Bend recording its peak population of 1,368 in 1980. Although the population declined slightly by 1990, the town remains the second largest in the county. Located on U.S. Highway 30, North Bend supports four churches, consolidated schools, a retirement home, and close to 100 small businesses.

Scribner was platted in 1870 by representatives of the FEMVRR. Located along the Elkhorn River, the town grew slowly in its early years. The estimated population in 1874 was 50, but the following year 40 residences were constructed. By 1882, there were over two dozen businesses in operation and in 1885 a new school was built. The town also benefitted from its location at the junction point of the main line of the FEMVRR with the Albion branch. The 1890 census indicated tremendous growth over the previous decade, with the population totalling 664. During the 1890s, a new depot was built and a park established around it.



Fig. 13: Scribner News office with public school in background.
(Nebraska State Historical Society)

The new century brought many additions to the community. By 1902, limited telephone service was available and a library was serving the town. In 1906, a waterworks was installed, an electric light and power plant built, and a city building erected. By 1920, a municipal ice plant had been built and a city park established. Many advances took place in the 1920s. A new high school was built, streets were paved, a bandstand was built in the park, and a swimming pool was constructed. The 1930 census recorded Scribner's largest

population ever--1,059 people. The thirties opened with the town acquiring natural gas, but overall times were hard. The community was able to improve and extend its water system with the aid of the WPA and progress was made on the paving of Highway 8 into Scribner. During World War II an Army Air Base was located near the town, boosting the economy, but causing unhappy farmers who lost land and had trouble obtaining payment. The great flood of 1944 hit Scribner hard, causing disruption of telephone, electric, and natural gas service for days. For the remainder of the twentieth century, Scribner maintained a fairly large population due in part to its location on Highway #275. The school district merged with Snyder in 1987, and the 1990 census recorded 950 residents.

The town of **Snyder** located in the northwest part of the county along Pebble Creek, owes its existence to Conrad Schneider who built a grist mill along the creek in 1880. As population grew, a post office was established in 1882 and named for Mr. Schneider, but the name was Anglicized to "Snyder". The town was officially platted in 1886 by the Western Town Lot Company, representatives of the FEMVRR, which was building a branch line to Albion. The railroad by-passed the town of Pebble, and Snyder gained many of its residents who relocated. Businesses were established quickly, including a pressed brick kiln that aided the construction of new buildings. A school was built in 1891, and a bank the following year. By 1892, there were 18 businesses operating in Snyder, located primarily along Front Street between Ash and Elm, and by 1900 the population had reached 229.

The new century brought the usual array of public services, including electric lights for homes, businesses, and the city streets, concrete sidewalks, and a city hall. Snyder recorded its largest population ever in 1930: 458 people. Although population dropped from that point and the last train ran through town in 1961, several industries remained including a meat processing plant, a construction company, a grain company, and a manufacturer of farm implements and fire equipment. The 1990 population stood at 280.



Fig. 14: Snyder Town Hall, constructed 1903, (DD11-001).

Located in the far northeastern corner of the county, **Uehling** was established in 1895. Its site was along the route that would be followed by the rail line planned to run between Ashland and Sioux City. The town was officially platted in 1905. The following year the town gained a post office and a frame schoolhouse. Public services soon arrived, including telephones in 1907, a waterworks in 1909, and electric lights in 1914. The population in 1910 was 228 and growing.



Fig. 15: Uehling Congregational Church, (DD12-008).
(Nebraska State Historical Society)

By 1920, Uehling had its own town hall, a new hospital and over two dozen businesses. The largest population ever recorded was 297 people in 1930. Located along U.S. Highway 77, Uehling has managed to maintain its livelihood over the years. In 1990, the town supports a population of 273 and 24 businesses.

Winslow was established in 1895 by the Sioux City and Ashland Development Company as a station on the line of the FEMVRR being constructed between Sioux City and Ashland in the eastern part of Dodge County. A post office was begun that same year. The village grew rapidly and was platted in 1906 and incorporated in 1909. By 1910, the population totaled 99 and the town supported over a dozen businesses. Electric lights were installed by 1920 and in 1929 work began on a water system. The largest population recorded was in 1920, although sources differ as to the total (some give 154, some 275). From that time on

Winslow suffered from the depression and its close proximity to the larger town of Hooper. In 1977 the Winslow school closed, becoming part of a Hooper district. The 1990 population was 140.



Fig. 16: Main Street, Winslow, circa 1900.
(Nebraska State Historical Society)

Rural Communities

While the word "community" often evokes images only of towns and cities, rural areas can also be considered communities. Regions develop in rural areas with their own particular characteristics and often with an isolated church, store, or meeting hall as a focal point. The following are the rural communities identified in Dodge County.

Cloudy: was located northwest of Snyder and focused on a post office (established in 1870) and a school (built in 1871). The post office closed in 1884, and the school eventually closed in the mid twentieth century.

Manhattan: was located east of Snyder in the 1850s and included Manhattan Cemetery.

Maple Creek: Rural district in Maple Creek Valley comprised of a Post office, church, and school

Ridgeley: focused on the Farmers Club, which built a hall southwest of Scribner in the late nineteenth century. The club disbanded in 1944, but the hall remained functional for several years as a township meeting hall.

Swaburgh: German-American settlement in northeast Dodge County.

Pleasant Valley: located in the Maple Creek valley of west-central Dodge County.

Purple Cane: Post Office and District #7 school located on the Colfax-Dodge line in southwest Dodge County.

Glencoe: 1870 - c. 1910; northwest

Pebble: 1868 - early 1870s; on Pebble Creek; declined when the railroad went through Scribner and Snyder

Webster: 1871 - c. 1910; west central

Population Characteristics

The decennial federal censuses of the population of the United States show Dodge County to be a relatively typical plains county whose economy is based primarily on agriculture and service (see table p. 26). The population grew very rapidly in the initial settlement period of the 1860s and continued to grow during the less productive years of the 1870s. The agriculturally favorable 1880s also produced growth, and so did the 1890s--a period of economic depression. The population experienced a slight decline in the first ten years of the twentieth century, but returned to a pattern of significant growth in the following two decades. The county suffered a substantial loss during the Great Depression, but returned to decades of growth up to 1980, including a gain of over 6,000 people in the 1950s. Population declined between 1980 and 1990, but the 1990 total was the third highest recorded in the county's history.

Dodge County is also typical of the majority of Nebraska counties in its ethnic settlement. The 1870 federal census indicated that the largest number of foreign born persons in Dodge County had been born in Germany, as was true for much of Nebraska. In 1870 they accounted for over 20% of the total population in Dodge County, 16.2% in 1880, 15.4% in 1890, and 11.4% in 1900. The second largest group were the Swedes and Norwegians who were counted together in 1870 and 1880. The third largest group in the county for both years was the Irish. In 1890, Danes ranked second with 3.2% and Swedes third. The Irish were replaced by Bohemians, who comprised 1.9% of the population. In 1900, the top four groups, in order, were the Germans, Danes, Bohemians, and Swedes. As the twentieth century continued, the numbers of foreign born steadily declined. While the Germans were fairly widespread, some areas were still identified with certain ethnic groups. In Dodge County, the Germans were particularly strong near Scribner, Snyder, Dodge, and in the northwest corner. Bohemians were also strong in the northwest, especially around Dodge, and near Snyder. A small group of Poles selected the northwest corner for settlement as well. Danes were numerous in Fremont. Swedes settled in the northeast and Scandinavians in general selected the southeast portion of the county.

Dodge County Population Table

1860	309	1910	22,145	1960	32,471
1870	4,212	1920	23,197	1970	34,782
1880	11,191	1930	25,273	1980	35,847
1890	19,260	1940	23,799	1990	34,500
1900	22,298	1950	26,265		

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GENERAL SUMMARY OF SURVEY RESULTS

Introduction

The Dodge County NEHBS project consisted of reconnaissance-level survey, selected thematic survey, and preparation of a National Register nomination. As part of the survey, preliminary evaluation of all properties with respect to the NESHPO planning document, "Historic and Prehistoric Contexts in Nebraska," was performed. This included the resurvey of over 900 properties previously recorded by the NESHPO. Most of the previous research resulted from fieldwork conducted in 1976 and 1979. Data from the reconnaissance fieldwork provided a basis for the preparation of the Fremont Historic Commercial District nomination. Reconnaissance survey data was also used to conduct further research on the Lincoln Highway (Route #30) in Dodge County. The Lincoln was the nation's first transcontinental highway and followed the Platte River through the southern part of the county. Results of these studies are summarized in the Thematic Survey section of the report beginning on page 121.

Project Objectives

Objectives identified in the Research Design for the Dodge County NEHBS were developed to utilize the large volume of data generated by fieldwork. This data was integrated with existing information to broaden our understanding of historic buildings throughout the state. The survey provides a preliminary characterization of historic resources throughout the county, serves as a basis for evaluating the significance of historic buildings, and identifies properties eligible for National Register listing.



Fig. 17: Logan Creek Farmer's Club Hall Association building (DD00-045).

Secondary objectives of the survey included: the identification of specific properties or geographic areas which, in the event of an intensive survey, would contribute useful information to the context of Nebraska's historic architecture; the identification of property types and construction methods which relate to, or are unique to those already recorded in the NEHBS database, and the expansion of knowledge regarding ethnic settlement, and building technologies.

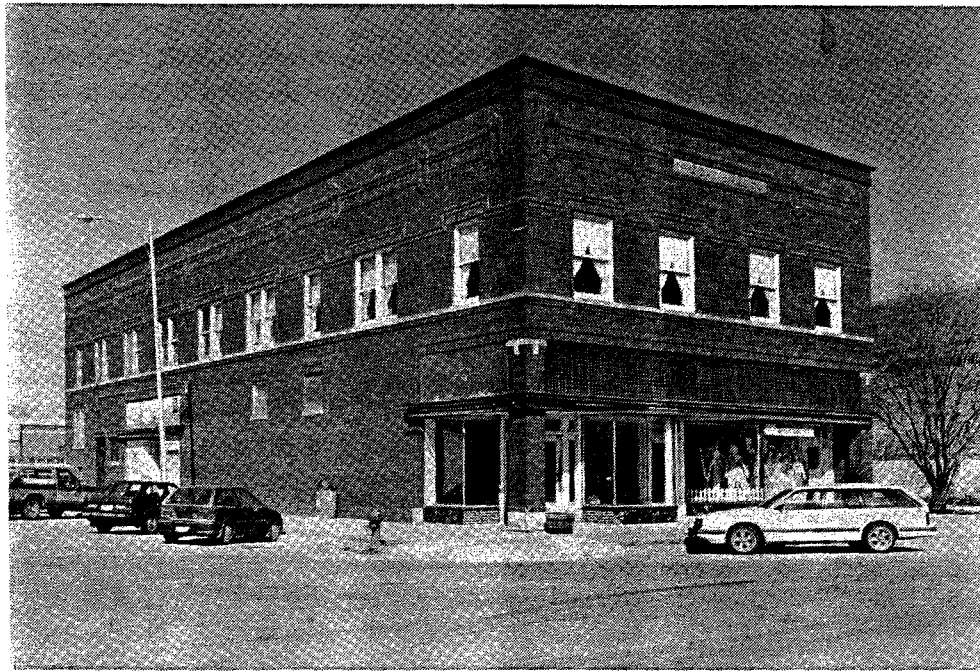


Fig. 18: F.B. Datel Block, North Bend, (DD09-028).

In addition to these objectives, the Research Design for survey activities identified other goals which are reprinted below.

- A. The coverage of approximately 224,000 acres (350 square miles) in the county. In addition, each street of the fourteen extant Dodge County communities would be surveyed using reconnaissance survey methods.
- B. Identification of at least 200 properties worthy of nomination to the National Register of Historic Places.
- C. The nomination of the Fremont Historic Commercial District to the National Register of Historic Places.
- D. Evaluating by the following hierarchy those properties which are eligible (E) or potentially eligible (P) for listing in the National Register, and those properties which contribute (C) to the database of extant material resources in the county.

Survey Results



Fig. 19: Brunswick Hotel & Restaurant, Fremont, (DD05: E-007).

A post-survey review of these goals illustrates the success of the Dodge County NEHBS. Each street of the fourteen communities and nearly every rural road was surveyed using reconnaissance survey methods. The number of properties recorded during the survey exceeded preliminary estimates stated in the Research Design: 3,038 contributing buildings, sites, structures, and objects were documented on 1,348 individual properties.

The survey canvassed approximately 346 square miles (221,400 acres) and identified 393 properties eligible or potentially eligible for listing in the National Register of Historic Places. These numbers indicate the favorable levels of historic integrity retained by most of the Dodge County communities. Alterations were present in some cases, but the overall historic integrity in the towns was impressive. The large volume of recorded properties can also be attributed to the comprehensive nature of the project.

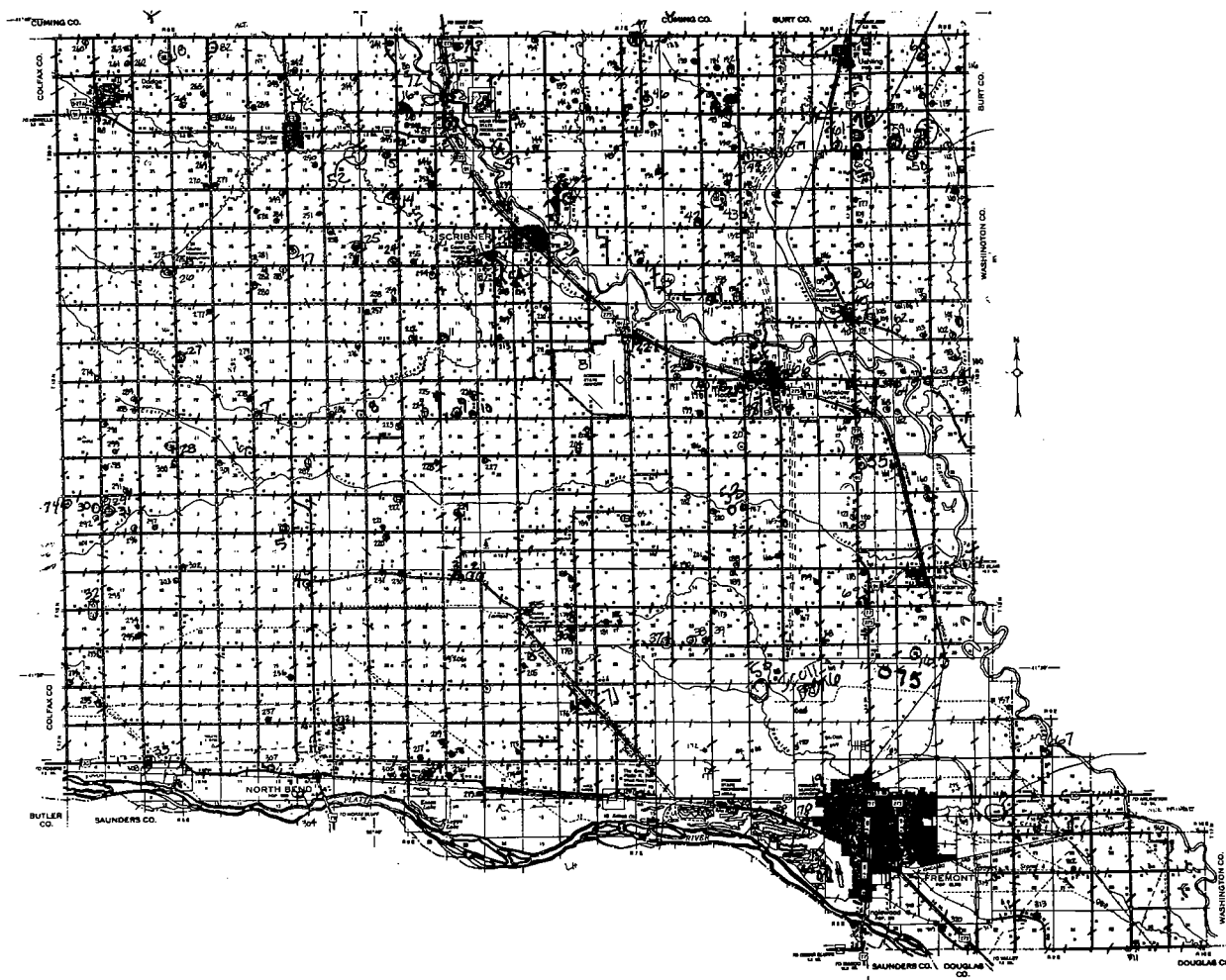


Fig. 20: Dodge County rural field map with marked roads showing coverage of survey.

The survey of Dodge County has produced documentation on a diverse collection of historic buildings. The diversity of these resources is evident in the broad range of Historic Contexts associated with the surveyed properties. The list of Historic Contexts represented in the survey data is included on the following page. These contexts are defined by the NESHPO (Historic Contexts in Nebraska--Topical Listing, 1989). Completed Historic Context Reports in the NESHPO Cultural Resource Plan are indicated in bold type.

Historic Contexts in Dodge County**Religion: (02)**

Religious/Ceremonial
Roman Catholic Church in Nebraska
Lutheran Church in Nebraska
Missouri Synod Lutheran Church in Nebraska
Augustana Synod Lutheran Church in Nebraska
Presbyterian Church in Nebraska
Congregational Churches in Nebraska
United Church of Christ
Methodism
Methodist Episcopal Church in Nebraska
Baptist Church in Nebraska

Aesthetic Systems: (03)

Sculpture

Government: (04)

Local
County
Federal Government
United States Military

Associations: (05)

Service Associations
Eagles
Masons
IOOF

Education: (06)

Schooling
Rural Education
Elementary Education
Middle Schools
High Schools and Secondary Education
Vocational/Technical Training
Libraries
Carnegie Libraries in Nebraska

Diversion: (07)

Fairs and Expositions
Travel and Tourism
Leisure and Recreation
State Recreational Facilities
Recreational Areas in the Northeast Region
Entertainment
Opera Houses Built in Nebraska

Agriculture: (08)

Northeastern Intensive Livestock Production

Manufacturing: (10)

Building Materials
Light Industries

Processing: (11)

Milling
Water Powered Flour Mills in Nebraska
The Dairy Industry in Nebraska
Sugar Beet Industry
Meat Packing

Commerce: (12)

Wholesale Commerce
Retail Commerce in the Northeast Region
Grain Handling and Storage

Transportation: (13)

Exploration
Military Routes
County Roads
State Highways
Federal Highways
Rail, Union Pacific
Rail, Burlington Railroad
Rail, Chicago & Northwestern
Rail, Other Smaller Lines
Air Transportation

Communication: (14)

Newspaper and Periodical Communications
Telephone Communications
Book Publishing

Services: (15)

Public Utilities
Health Care
Professional
The Age of Main Street Banking, (1889-1920)
Nebraska Banking System, Economic Distress

Settlement: (16)

Dwelling in Dispersed and Clustered Settlement

Ethnic Groups: (18)

Danish-Americans in Nebraska
German-Americans in Nebraska
Czech-American Settlement in Nebraska

Historic Contexts and Preliminary Inventory of the Dodge County Survey

Reconnaissance-level survey of historic buildings in Dodge County was first performed in 1976. This preliminary research was limited to the city of Fremont, and primarily recorded houses. In 1979, a county-wide reconnaissance survey was performed by the NESHPO. These preliminary surveys identified 943 contributing properties throughout the county including churches, schools, lodge halls, city buildings, parks, commercial buildings, banks, and houses. A complete resurvey of these properties was included in the 1994 Dodge County survey. Data entry forms printed from the NEHBS database were used in the field to add or delete relevant information and record National Register evaluations. Previously surveyed buildings determined eligible for listing by the 1994 survey are included in the Inventory along with the newly surveyed eligible properties.

The following provides a brief description of historic contexts as related to buildings recorded during the Dodge County survey. Only those contexts associated with buildings determined eligible (DOE: E) or potentially eligible (DOE: P) for National Register listing are included. Summaries of historic contexts are followed by photographs of eligible and potentially eligible properties in Dodge County. Photograph captions include site numbers, approximate dates of construction, locations, and statements of significance. Also included are photographs of buildings already listed in the National Register.

Historic Context: Religion

Religion refers to cultural manifestations relative to an acknowledged deity and includes entities such as organizations and sacred places. In terms of historic resources, this includes churches, parsonage-rectories, cemeteries, fellowship halls, and schools.

The 1994 Dodge County survey recorded twenty-three (23) religious properties. In addition to these, forty-five (45) buildings previously recorded by the NESHPO were re-surveyed. Of the sixty-eight (68) total properties, twenty-one (21) were judged eligible for listing in the National Register and are included in the following preliminary inventory.

The large number of religious buildings surveyed reflects the cultural importance placed upon organized worship during the Settlement and Expansion (1867-1890) and Development and Growth (1890-1920) periods in Dodge County. These properties represent a variety of artistic, historical and cultural influences. Churches ranged from hall-type buildings such as the Immanuel Evangelical Lutheran Church (DD11-016) in Snyder, to more elaborate high style structures such as St. Charles Catholic Church (DD09-019) in North Bend, and Trinity Lutheran Church (DD05:C-069) in Fremont.

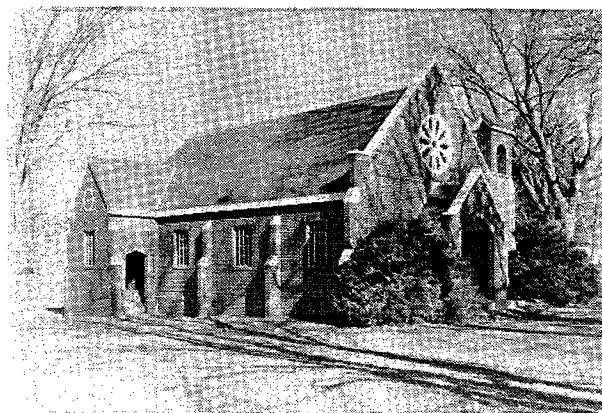
NEHBS NUMBER: DD00-014 Rural
DATE: 1901
NAME: Trinity Lutheran Church & Cemetery

A frame church with a central bell-tower entry and Gothic Revival style details, such as pointed-arch windows and wall buttresses. Significant as a well-preserved church constructed during Nebraska's period of Development and Growth (1890-1920) in Dodge County.



NEHBS NUMBER: DD00-018 Rural
DATE: 1883, 1886, 1930-31
NAME: Cesky Narodni Hrbítov A Kaple

A church complex consisting of a cemetery, chapel and a sectarian hall. Considered significant for its association with Czech-American settlement in Nebraska. The cemetery reflects characteristics of those established during the era of Settlement and Expansion (1867-1890) in Dodge County.



NEHBS NUMBER: DD00-304 Rural
DATE: 1856
NAME: Miller-Sloss Pioneer Cemetery

The Miller-Sloss Pioneer Cemetery is important as one of the first cemeteries established in rural Dodge County. A cast-iron fence and several landscape trees are contributing features and reflect the historic character of cemeteries established during the Territorial Period of Nebraska history (1854-1867).



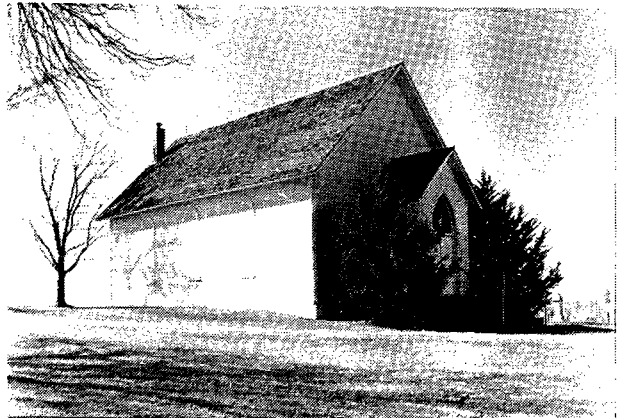
NEHBS NUMBER: DD00-232 Rural
DATE: C1865
NAME: Woodland Cemetery

Established during the 1860's, this rural cemetery contains several contributing features including a Civil War Memorial. The well-maintained site reflects the historic character of cemeteries established during Nebraska's Territorial Period (1854-1867) in Dodge County.



NEHBS NUMBER: DD00-026 Rural
DATE: 1871, 1887
NAME: Glencoe M.E. Church and Cemetery

This modest frame building is a rare example of a simple hall-type rural church constructed during the Settlement and Expansion period (1867-1890) in Dodge County. Its most notable features are the Gothic Revival style pointed-arch windows and entry.



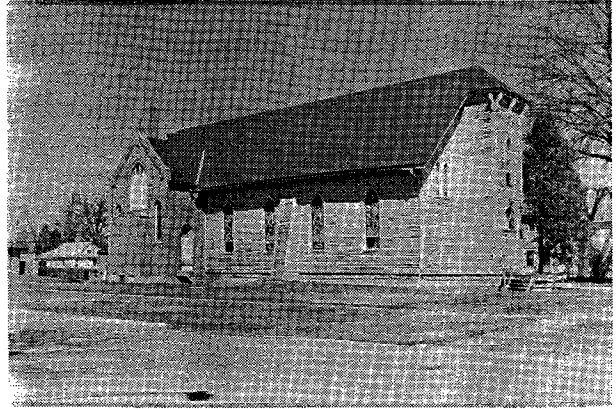
NEHBS NUMBER: DD01-001 Ames
DATE: C1910
NAME: Resurrection Lutheran Church

Considered unique for its "T"-shaped floor plan and raised basement, combined with a central bell-tower entry. Considered significant for its association with religious worship and as a church constructed in Ames during the early twentieth-century.



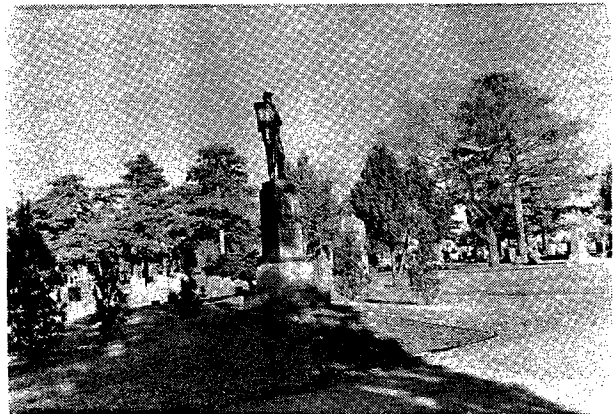
NEHBS NUMBER: DD03-018 Dodge
DATE: C1912, C1937
NAME: Abandoned St. Joseph's Catholic Church

Although abandoned, this church is potentially significant for exhibiting two distinct periods of construction. The first is the original frame C1912 church which was built with Gothic style detailing and what is thought to have been a central bell-tower entry. During the second period of construction in C1937, a brick transept was built and the tower may have been reduced in height.



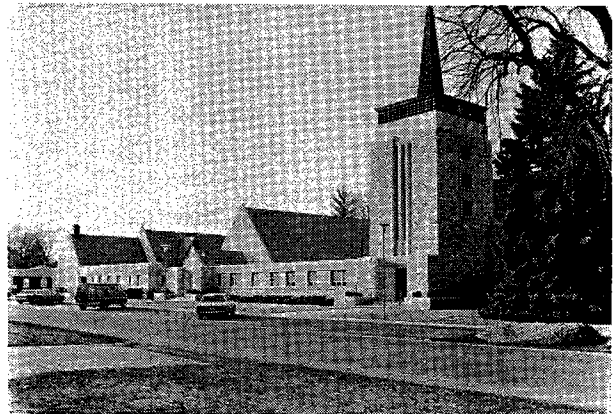
NEHBS NUMBER: DD05: A-263 Fremont
DATE: C1870
NAME: Ridge Cemetery

Established C1870, the Ridge Cemetery contains several contributing features including stone entry piers, landscape trees and a Civil War Memorial. The well-maintained site reflects the historic character of cemeteries established during the period of Settlement and Expansion in Dodge County.



NEHBS NUMBER: DD05: A-020 Fremont
DATE: 1951, 1873
NAME: First Presbyterian Church

Although not currently eligible for the National Register due to its date of construction, this large stone church was considered potentially significant. This church retains several basic components of historic church construction, but has adapted them for use in modern, multiple function buildings. For example, the bell tower entry was drastically increased in size and stature to balance out the complex of interconnected buildings, that present a unified facade with Gothic Revival inspired detailing.



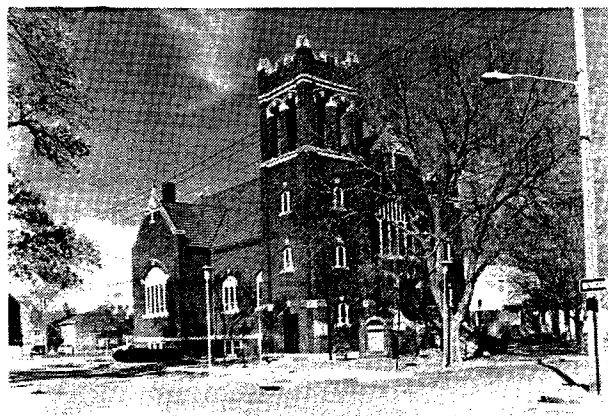
NEHBS NUMBER: DD05: B-019 Fremont
DATE: C1890
NAME: Former Norwegian-Danish M.E. Church

Although abandoned and deteriorated, this church is potentially significant for its association with Norwegian-American and Danish-American settlement in Fremont during the late nineteenth-century. Notable features include pedimented window hoods and the square entry tower with a hipped roof and flared eaves.



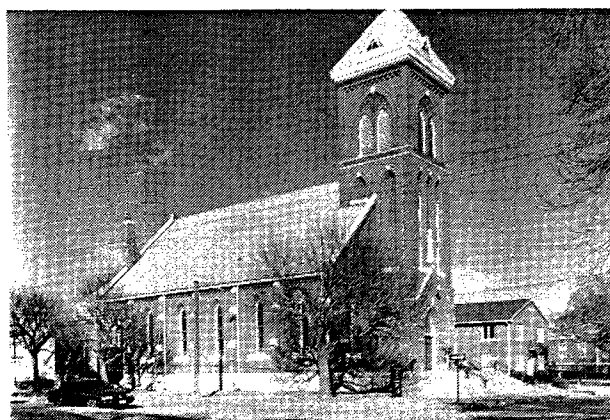
NEHBS NUMBER: DD05: C-069 Fremont
DATE: 1884, 1927
NAME: Trinity Lutheran Church (UAC)

Large two-story masonry church with asymmetrical facade, corner bell-tower and Gothic Revival detailing. Potentially significant as a well-preserved example of a large scale church constructed during the period of Spurious Economic Growth period in Nebraska, (1920-1929).



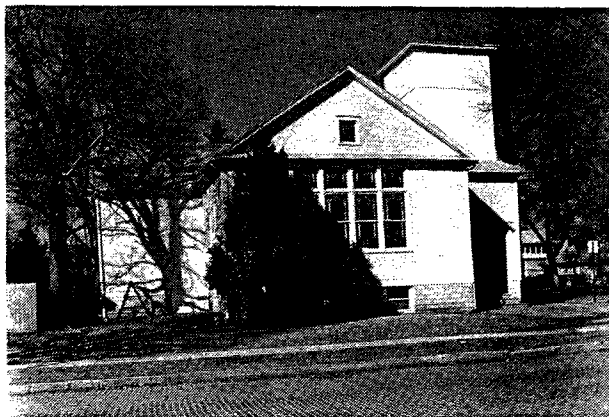
NEHBS NUMBER: DD05: C-070 Fremont
DATE: 1894
NAME: St. Patrick's Catholic Church

Late nineteenth-century brick hall-type church with a large central bell-tower entry, Gothic Revival style pointed-arch windows and wall buttresses. Potentially significant example of a church built during the Development and Growth period in Nebraska (1890-1920).



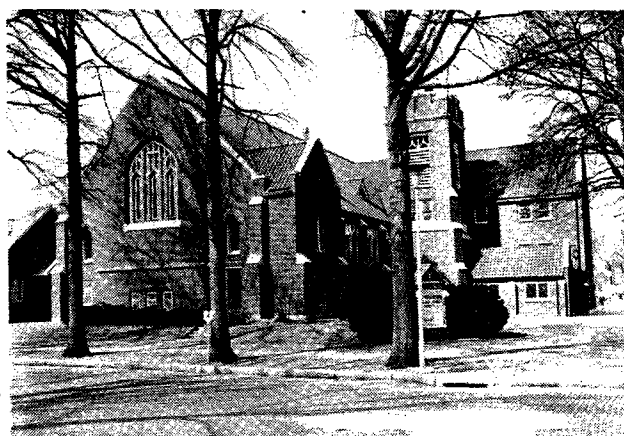
NEHBS NUMBER: DD05: C-136 Fremont
DATE: C1910
NAME: Four Square Church

Unique frame church with a cross-shaped floor plan that retains a high degree of historic integrity. Potentially significant as a church constructed during the Development and Growth period in Dodge County.



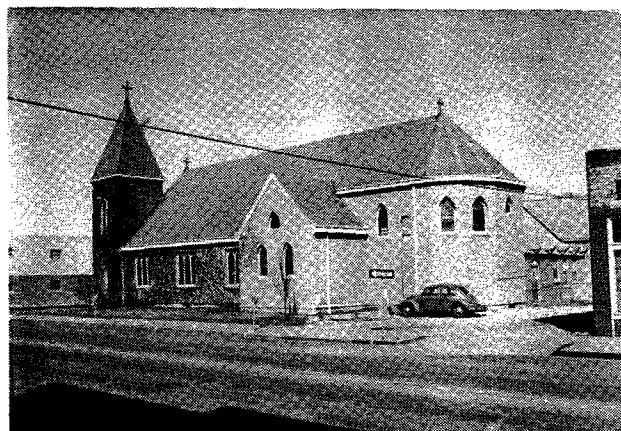
NEHBS NUMBER: DD05: C-142 Fremont
DATE: 1868, 1922
NAME: First Baptist Church

Large brick church constructed in 1922 for the First Baptist congregation which was established in 1868. Distinctive for its use of Late Gothic style details such as pointed arch windows and wall buttresses. Considered significant for its contribution to religion, and as a church constructed during the Spurious Economic Growth era in Dodge County.



NEHBS NUMBER: DD05: C-143 Fremont
DATE: 1886
NAME: St. James Episcopal Church

Although this church is connected to later additions that have formed a "U"-shaped church complex, the church retains its historic character. Gothic Revival style details such as pointed arch windows and a corner bell-tower are used to articulate the facade. Potentially significant as one of the oldest surviving churches in Dodge County, and as an example of a church built during the Settlement and Expansion period.



NEHBS NUMBER: DD05: D-172 Fremont
DATE: C1930
NAME: Evangelical Church

Representative of the Late Gothic Revival style that was popularized during the transition from late nineteenth and early twentieth-century church styles to the modern churches of today. Typically, these churches have less architectural detail than earlier styles. Potentially significant for its association with religious worship in Fremont.



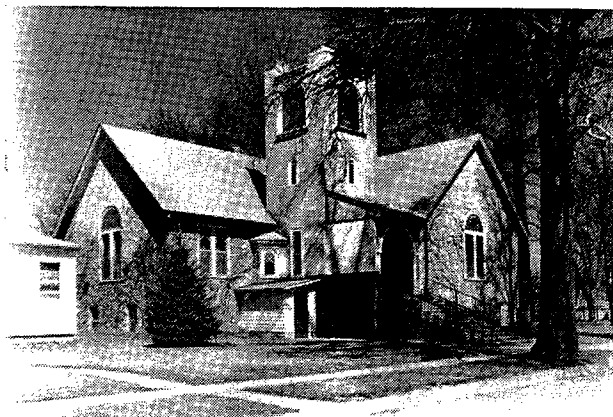
NEHBS NUMBER: DD09-019 North Bend
DATE: 1915
NAME: St. Charles Catholic Church

Twin bell-towers highlight this symmetrical facade brick church. Other notable features include the arched Romanesque Revival style window and door openings, clay tile roof, and large transept window. This church is significant as a well-preserved example of large scale churches constructed during the period of Development and Growth (1920-1929) in Nebraska.



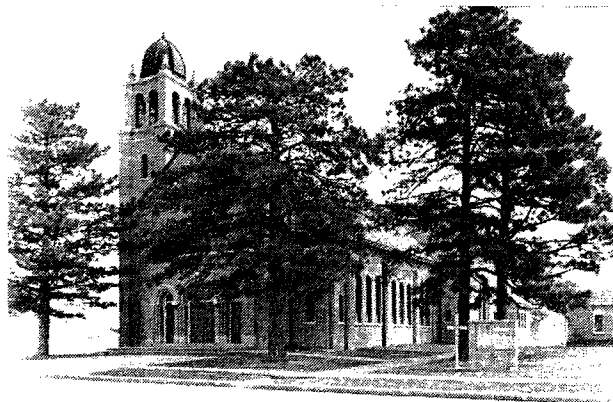
NEHBS NUMBER: DD10-034 Scribner
DATE: 1882, 1902
NAME: United Congregational Church

Despite minor alterations to the bell-tower entry, this church is considered potentially significant for its association with religious worship in Scribner and as a church constructed during the period of Stability and Further Growth (1900-1930) of Congregational Churches in Nebraska.



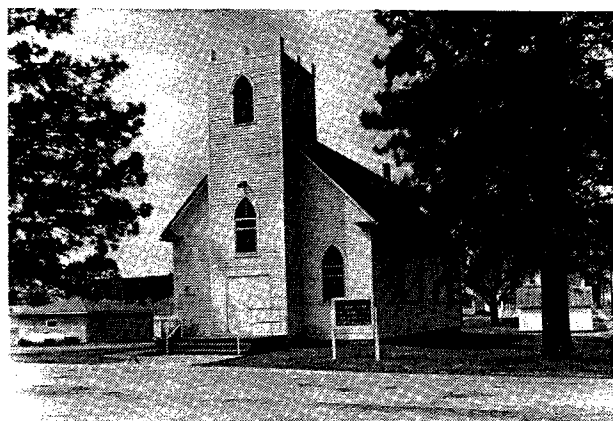
NEHBS NUMBER: DD11-004 Snyder
DATE: 1930
NAME: St. Leo's Catholic Church

Visually dominated by the tall corner bell-tower, this large brick church shows evidence of the Romanesque Revival style. Potentially significant for its contribution to religious worship in Snyder during the twentieth-century.



NEHBS NUMBER: DD11-016 Snyder
DATE: C1900
NAME: Immanuel Evangelical Lutheran Church

Frame hall-type church with a central bell-tower entry and Gothic Revival style detailing. Although minor alterations have occurred, the church is potentially significant for its role in the evolution of religious worship in Snyder during Nebraska's period of Development and Growth (1890-1920).



NEHBS NUMBER: DD11-041 Snyder
DATE: 1934
NAME: St. Peter's Ev. Lutheran Church

Typical of churches constructed during the mid-1930's, the facade of this Lutheran church is restrained and exhibits minimal architectural detailing. Despite alterations to the foundation, it is potentially significant for its contribution to the continued development of religion in Dodge County.



NEHBS NUMBER: DD14-007 Winslow
DATE: C1915
NAME: Church

An internal corner bell-tower is the highlight of this frame Craftsman style church. Deteriorated and possibly abandoned as of the 1994 survey, it was considered potentially significant as a church constructed during the Development and Growth period (1890-1920) in Winslow.



Historic Context: Government

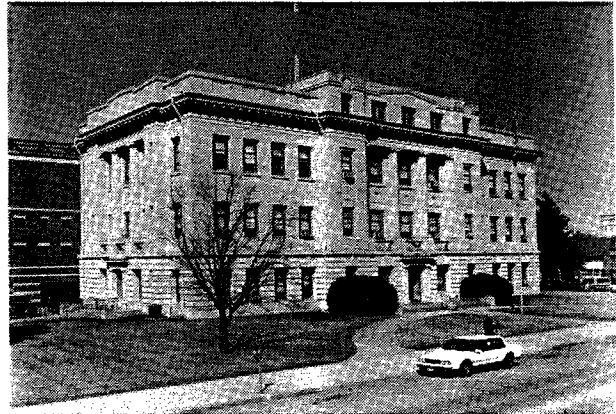
Government refers to both established government and competition between interest groups for leadership at the local, state or national levels. Associated buildings include post offices, courthouses, community halls, and fire stations. Typically, not many of these buildings are surveyed because a small community, for example, required only one post office or town hall.

The 1994 Dodge County survey recorded only one (1) building related to government. However, eleven (11) properties previously recorded by the NESHPO were resurveyed. Of the twelve (12) total Government properties recorded in Dodge County, seven (7) were judged eligible for National Register listing and are illustrated below. The Dodge County Courthouse (DD05: E-006) was surveyed in 1989 as part of statewide research on county courthouses. As a result of this research, the courthouse was listed on the National Register as part of a multiple property nomination of Nebraska county courthouses.

Based on survey findings, an intensive-level study of Town Halls in Dodge County may produce a significant collection of research. The Government database for Dodge County includes eight Town Hall buildings. Six of the buildings are included in the inventory of eligible properties illustrated below. These buildings are located in Dodge, North Bend, Scribner, Snyder, Uehling, and Winslow. The Hooper Town Hall is already listed on the National Register as part of the Hooper Historic District. These buildings were constructed between 1895 and 1906, and represent a significant group of related property types. Hall buildings in Scribner, Snyder, and North Bend are particularly significant as examples of the European arcaded-front building type. This two-story design included first floor garage bays below second floor administrative offices. In North Bend, the garage bays are articulated with large limestone surrounds. Central bell-tower cupolas used for fire calls were constructed on each of the buildings.

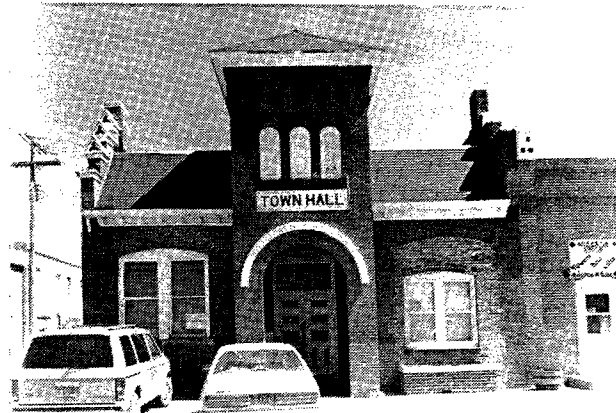
NEHBS NUMBER: DD05: E-006 Fremont
DATE: 1917
NAME: Dodge County Court House

One of 56 county courthouses listed in the National Register as part of a state-wide multiple property nomination. Elements of Neo-classic Revival style displayed here include the symmetrical arrangement, monumental proportions, and unadorned parapets. Exterior alterations include replacement windows with glass block, and a second level skywalk to an adjacent judicial center. Constructed in 1917, this building was designed by the architectural firm of A.H. Dyer & Co., and built by Olson & Johnson Contractors.



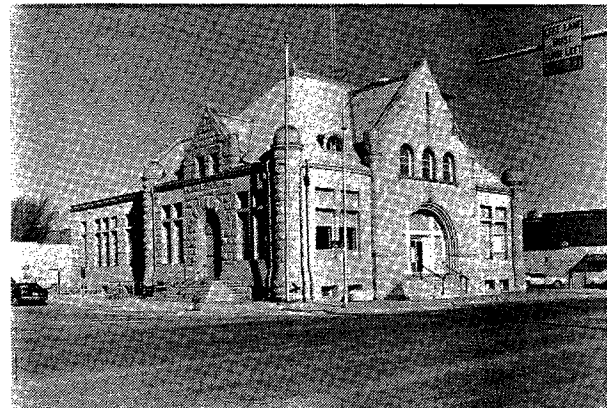
NEHBS NUMBER: DD03-004 Dodge
DATE: 1895
NAME: Dodge Town Hall

One-story brick town hall that features a central bell-tower arched entry and stepped parapet side walls. The building exhibits the characteristics of the "Rundbogenstil" style, a German variant that combined Romanesque and Renaissance details. Potentially significant for its contribution to the recommended study of town halls constructed in Dodge County.



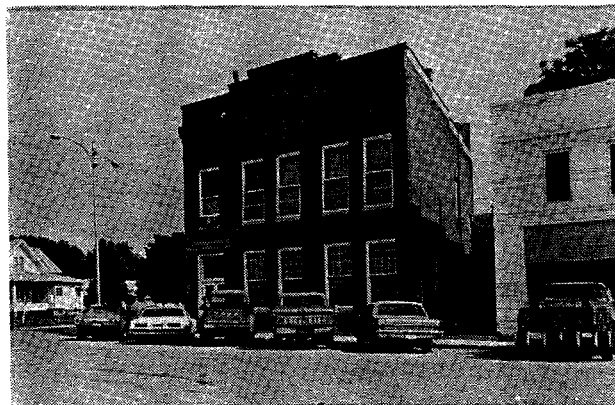
NEHBS NUMBER: DD05: E-002 Fremont
DATE: 1893
NAME: Former U.S. Post Office

A Richardsonian Romanesque style building that typifies this architectural style with its rough hewn stone facade, rounded arch window and entry openings and short towers. Considered to be significant for retaining a high degree of historic integrity and as a post office constructed at the beginning of Nebraska's Development and Growth era (1890-1920) in Fremont.



NEHBS NUMBER: DD06-067 Hooper
DATE: 1914
NAME: Hooper City/Fire Hall

Listed on the National Register of Historic Places in 1980 as part of the Hooper Main Street Historic District.



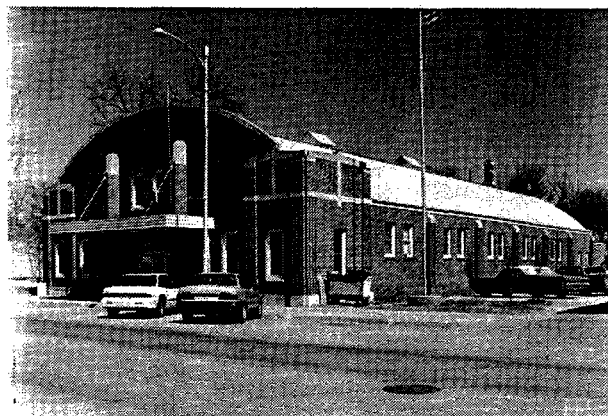
NEHBS NUMBER: DD09-008 North Bend
DATE: C1905
NAME: Original North Bend City/Fire Hall

Although the original arched openings were partially infilled, this brick two-story city/fire hall with a truncated hip roof retains its historic character. Potentially significant for its contribution to the recommended study of town halls constructed in Dodge County.



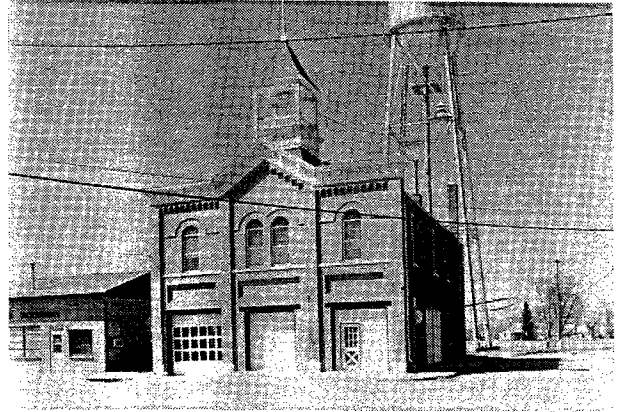
NEHBS NUMBER: DD09-009 North Bend
DATE: C1938
NAME: City Hall/Auditorium

Large rectangular brick auditorium with a vaulted roof, pilasters and brick corbeling. This building is potentially significant for providing recreation and social functions to the community of North Bend, and for its association with public works programs of the New Deal.



NEHBS NUMBER: DD10-069 Scribner
DATE: C1906
NAME: Scribner City/Fire Hall

A two-story brick building that combines the city hall and fire department under one roof. Romanesque Revival style details include round-arch second level windows and brick corbeling. Minor alterations have taken place, such as the infill of two out of three fire bay doors. Significant for its contribution to the recommended study of area town halls constructed in Dodge County.



NEHBS NUMBER: DD11-001 Snyder
DATE: 1903-04
NAME: Snyder Town/Fire Hall

Brick two-story town/fire hall that retains a high degree of historic integrity. The facade is highlighted by round-arch second level windows and a bell-tower that is engaged into the parapet and cornice. Considered significant as a town/fire hall constructed during the period of Development and Growth (1890-1920). The building also contributes to the recommended study of Dodge County town halls.



NEHBS NUMBER: DD12-040 Uehling
DATE: C1895
NAME: City/Fire Hall

Two-story brick and frame vernacular city/fire hall that is void of architectural details. Aside from the modern "roll-up" garage door, the building retains its historic integrity. Potentially significant as a town/fire hall built during the Development and Growth period (1890-1920), and as a contributor to the study of Dodge County town halls.



Historic Context: Association

The theme association refers to institutions of human interaction such as service or special interest clubs, political, social, and business organizations. Historic buildings relating to this theme include lodge buildings, mixed-use commercial buildings and recreation grounds.

Identifying association buildings is often difficult. Organizations in small Nebraska communities did not always build a structure exclusively for their own use. Instead, they often rented the second floor of an existing Main Street commercial building. Association buildings are often only found in large communities where greater membership and financial resources permitted the construction of a lodge building. When new construction was not feasible, some organizations met the demands of growing memberships through adaptive reuse of existing buildings.

The 1994 Dodge County survey added three (3) properties to the Association database. During fieldwork, two Association buildings previously recorded by the 1976 and 1979 NEHBS were resurveyed. Of the five (5) total buildings, four (4) were determined potentially eligible for National Register listing. Other significant properties may contribute to the Association theme but because of their primary use as commercial buildings, they are included in the Commerce inventory (p. 60). The IOOF Hall #59 in Fremont (DD05:E-025) is not illustrated below. This building is an important contributor to the proposed Fremont Historic Commercial District and is included in the district summary starting on page 133.

One of the most endangered historic buildings in Dodge County is found in the Inventory below. The Logan Creek Farmer's Club Hall Association building (DD00-045) served a vital role in the development of the Logan Creek valley in northeast Dodge County. The building was the site of agricultural and political gatherings that strongly impacted the rural community. The building is also associated with German-American settlement in Logan Township during the late nineteenth century. Currently, the building is highly threatened by deterioration. The opportunity for preservation of this historically significant building is drawing to a close.

NEHBS NUMBER: DD00-045 **Rural**
DATE: 1891
NAME: Former Logan Creek Farmers Club Hall

Although abandoned and deteriorating, the former Logan Creek Farmers Club Hall building played an important role in the development of the surrounding region. The building was the site of Farmers Union and Farmer's Alliance gatherings, political meetings, dances, plays and social events. The two-story main facade features a false-front pedimented parapet. A one-story large rectangular multipurpose room is located to the rear, with balconies at either end.



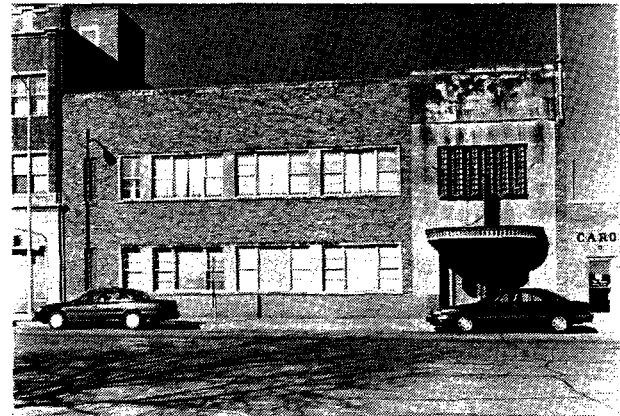
NEHBS NUMBER: DD05: D-362 Fremont
DATE: 1916, 1922, 1927, 1931
NAME: Masonic-Eastern Star Home for Children

A complex of historic and contemporary buildings sited around a circular road. The historic buildings exhibit Craftsman and Mission style detailing with shallow pitched clay tile roofs and exposed roof beams. Potentially significant for its association with the Masons-Eastern Star benevolent organization and for its original mission of providing services to the orphaned children of its members.



NEHBS NUMBER: DD05: E-026 Fremont
DATE: 1950
NAME: Fraternal Order of Eagles (F.O.E.)
Aerie #200

Built in 1950, this two-story brick hall is not eligible to the National Register until the year 2000. Art moderne style elements include a curved entrance canopy and a sawtooth shaped window within a two-story limestone entry projection. Potentially significant as a building constructed during Nebraska's Post War era (1946-Present).



Historic Context: Education

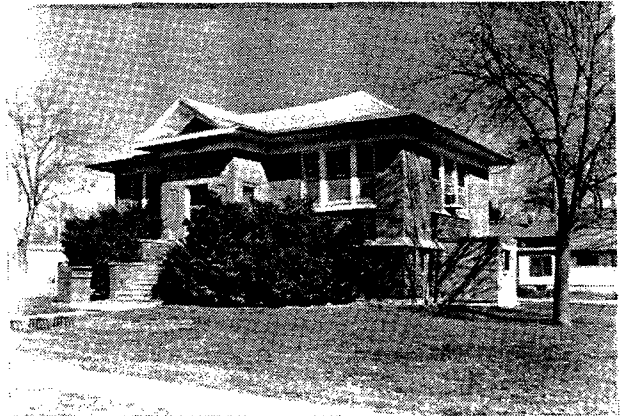
Education refers to any act or process which imparts the acquisition of knowledge. Buildings associated with this theme include schools, libraries, and museums. The 1994 Dodge County survey recorded seven (7) Education buildings including elementary, high schools, and rural schools. In addition, thirty-two (32) buildings previously surveyed by the NESHPO were re-surveyed. Of the thirty-nine (39) total buildings, eight (8) are included in the inventory as eligible for National Register listing. The North Bend Carnegie Library (DD09-010) is also illustrated below. This building was listed on the National Register in 1981, and was later involved in a 1991 statewide survey of Carnegie Libraries.

Previous NEHBS fieldwork has identified two main school building types: one-room frame hall-type schools, and large brick "modern" schools. One-room hall-type schools have been frequently surveyed in rural Nebraska. These modest frame buildings were typically the first schools constructed in rural areas during the early settlement era. Common features of this type include one-story, rectangular-shaped plans with a gable-end entry. Significant hall-type schools in Dodge County include James Town District #34 (DD00-036), and NEHBS numbers DD00-011, DD00-174, DD00-196, and DD00-220.

The second type of school is the "modern" school -- a larger brick building generally found in towns. Built between 1915 and 1935, these schools are two stories in height with raised basements and are located on an entire city block. Examples in Dodge County include public schools in Fremont (DD05: A-078, D-154), Scribner (DD10-056), and Snyder (DD11-014).

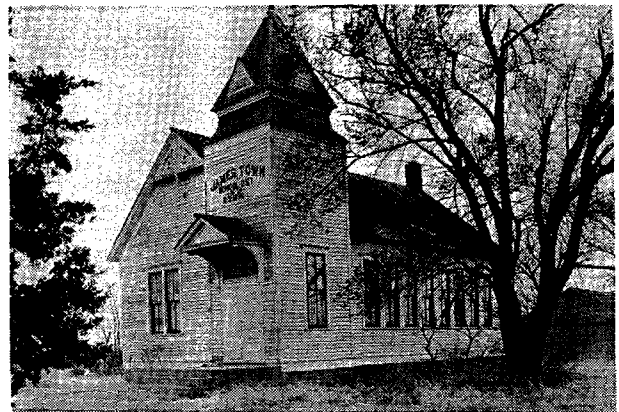
NEHBS NUMBER: DD09-010 North Bend
DATE: 1911-13
NAME: North Bend Carnegie Library

Listed on the National Register in 1981, this brick library was designed by Lincoln architect J.R. Smith. The building is significant as one of many Carnegie-sponsored libraries constructed throughout the United States during the early twentieth-century.



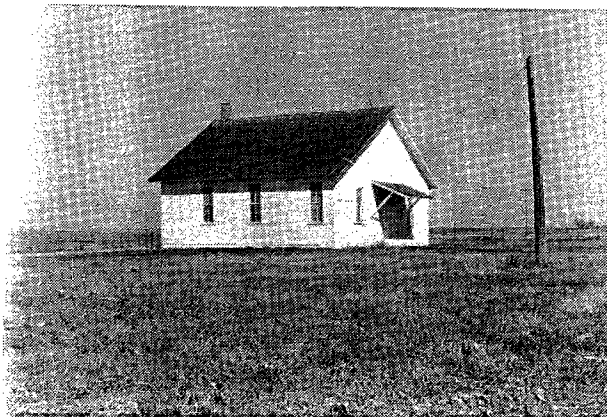
NEHBS NUMBER: DD00-036 Rural
DATE: 1895
NAME: Jamestown School District #34

Frame one-story hall-type rural school with a corner entry tower and Queen Anne style details. Potentially significant as a well-preserved example of a school built during the Development and Growth period (1890-1920) in Dodge County.



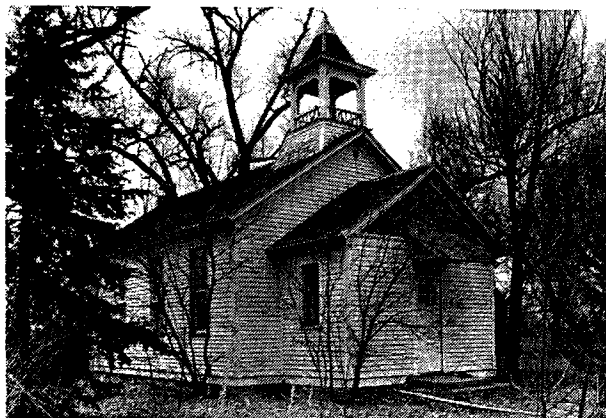
NEHBS NUMBER: DD00-011 **Rural**
DATE: C1905
NAME: School

One-story frame hall-type school included for its association with the advancement of education during the Development and Growth period (1890-1920) in Dodge County.



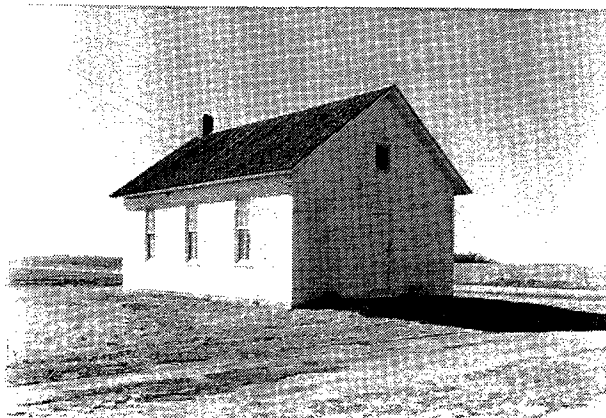
NEHBS NUMBER: DD00-174 **Rural**
DATE: C1895
NAME: Former School

Despite abandonment, this one-story frame hall-type school retains a high degree of historic integrity. Notable features include the Queen Anne style bell-tower and fish scale shingles in the gable end of the porch roof. Potentially significant for its association with the development of public education in Dodge County.



NEHBS NUMBER: DD00-196 **Rural**
DATE: C1895
NAME: Former School

A simple, one-story frame hall-type school. Detailing is limited to fish scale shingles in the gable end. Potentially significant as a rural school built during the Development and Growth era (1890-1920), and for its association with public education in Dodge County.



NEHBS NUMBER: DD00-220 Rural
DATE: C1895
NAME: Former School

Although abandoned and deteriorating, this one-story, frame, hall-type school retains its historic integrity. The most notable feature is the Queen Anne style bell-tower with a pyramidal hip roof. Potentially significant to the study of educational properties constructed during the period of Development and Growth in Dodge County.



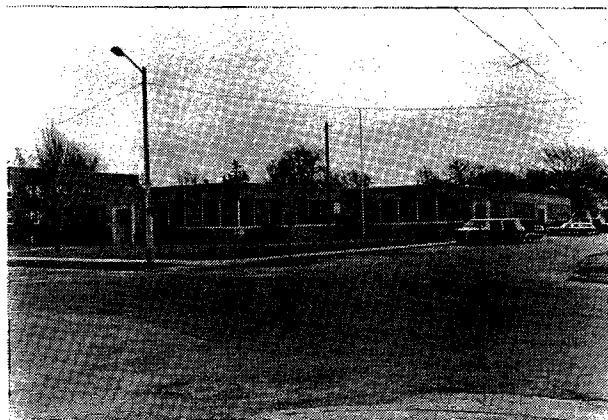
NEHBS NUMBER: DD05: C-227 Fremont
DATE: C1927
NAME: Former School

Two-story brick school with a raised basement and Art Deco influenced brick corbeling and pilasters. Potentially significant to the development of education and as an example of larger schools built during the period of Spurious Economic Growth (1920-1929) in Fremont.



NEHBS NUMBER: DD05: D-150 Fremont
DATE: C1940
NAME: Industrial Arts School Building

Large one-story industrial arts school. The facade features a continuous band of steel frame windows interrupted only by entrances. Important to the study of public education in Dodge County during the twentieth-century.



Historic Context: Diversion

Diversion generally refers to any activity which relaxes and amuses; such as recreation, entertainment, sport and travel. A broad range of buildings fall under this context including movie theaters, taverns, fairgrounds and parks. However, limited numbers of properties associated with Diversion are found during historic buildings surveys. This may be caused by a lack of population as well as historic changes in recreational activity. Popular forms of entertainment changed rapidly and buildings were often adapted to other uses. In many cases, entertainment activities occurred on the second floor of "Main Street" commercial buildings. This eliminated the need for a separate building for recreation purposes.

The 1994 Dodge County survey recorded eight (8) properties with a primary association to Diversion. When combined with nine (9) properties surveyed in 1976 and 1979, seventeen (17) Diversion buildings have been recorded to date. This does not include other significant properties that are more strongly related to other contexts. For example, the Barnard Park Historic District (NRHP, 1990) in south-central Fremont is a fourteen-block residential area that surrounds Barnard Park, the focal point of the district. While the park is a significant Diversion property, the majority of the district is comprised of houses, and is therefore illustrated in the Settlement Inventory (p. 77).

The inventory of properties illustrated below does include two buildings listed on the National Register as significant Diversion properties. The Love-Larson Opera in Fremont (DD05:E-003) was listed in 1974, and Schneider's Opera House (DD11-002) was listed in 1988 as part of a statewide study on opera houses. These are followed by five (5) other properties determined potentially eligible for listing during the 1994 survey.

One of the more important aspects of the Dodge County NEHBS was a thematic survey of the Lincoln Highway. The Lincoln Highway, the nation's first transcontinental highway, played an important role in the commercial development of the county. Buildings associated with the highway were assigned Commerce, Transportation, or Diversion historic context numbers. A summary of the Lincoln Highway thematic survey begins on page 121.

NEHBS NUMBER: DD05: E-003 Fremont
DATE: 1888
NAME: Love-Larson Opera House

Listed on the National Register in 1974, the Love-Larson Opera House was built by James Wheeler Love in 1888. In 1905, it was purchased by L.P. Larson and renamed the L.P. Larson Opera House. The three-story brick and stone building is a Fremont landmark and is one of the largest remaining opera houses in the state. The Friends of the Fremont Opera House have restored the first level and are raising funds to complete the restoration of the opera house into use as a performing arts and community center.



NEHBS NUMBER: DD11-002 **Snyder**
DATE: 1900
NAME: Schneider Opera House

The brick two-story opera house features two separate commercial store-front facades. Listed on the National Register in 1988 as part of a multiple property nomination of Nebraska opera houses, the building is also significant for its contribution to the historic character of downtown Snyder. Notable features include a pressed-metal cornice, arched window hoods, and cast iron columns.



NEHBS NUMBER: DD00-321 **Rural**
DATE: C1940
NAME: YMCA Camp Christian

A complex of nine contributing buildings that includes wood frame cabins, a mess hall and care-takers house, and cement block office building. Located in close proximity to the Platte River, the camp is also significant for its landscaping which enhances the natural beauty of the site. Potentially significant as a campground that retains its historic integrity and for its association with the YMCA.



NEHBS NUMBER: DD05: D-093 **Fremont**
DATE: 1859
NAME: John C. Fremont City Park

Located just north of the central business district, the park has provided open space and recreation since it was established in 1859. The park includes statues that commemorate World War I, and President Lincoln. Significant for playing a vital role in recreation and social diversion in Fremont.



NEHBS NUMBER: DD05: A-077 **Fremont**
DATE: 1935-37
NAME: Auditorium

Located just west of the John C. Fremont City Park, this brick auditorium, with Art Deco style detailing, was built by the Works Progress Administration (WPA). The building is still used by the schools and local community. Despite infill of the upper level windows it is considered potentially significant for its association with the WPA.



Historic Context: Agriculture

The theme of agriculture is obviously of great variety and importance to Nebraska. As a predominantly agricultural state, Nebraska's economic well-being is largely dependent upon crop and livestock production. Dodge County's settlement was greatly influenced by the agricultural success of the early homesteaders. The importance of agriculture to the county is indicated by the 192 properties surveyed that relate to this theme. The 192 properties, generally farmsteads, contained 1,373 contributing features such as stock barns, granaries, corn cribs, machine sheds, and farmhouses. Only thirty-five (35) of these properties were recorded by the 1979 NEHBS. Subsequent research conducted by the NESHPO in 1985 resulted in the listing of the Uehling Barn on the National Register. The barn is illustrated below and is followed by 62 other properties determined potentially eligible by the 1994 survey.

The farmsteads included in the survey are important resources associated with the history and settlement of Nebraska. The majority of Dodge County's farms date from 1875 to 1930. However, the continued existence of the surveyed farmsteads is uncertain: nearly twenty-percent of the 192 properties surveyed were abandoned. Also, historic research revealed that a large number of farmsteads which appeared on early county atlases are gone--primarily because of crop land expansion and technological advances.

Particular emphasis was placed on the observance of farm properties relating to Northeastern Intensive Livestock Production (08.02). This was identified by the NESHPO as the predominant type of agriculture practised in Dodge County (see Historic Contexts in Nebraska--Topical Listing, 1989).

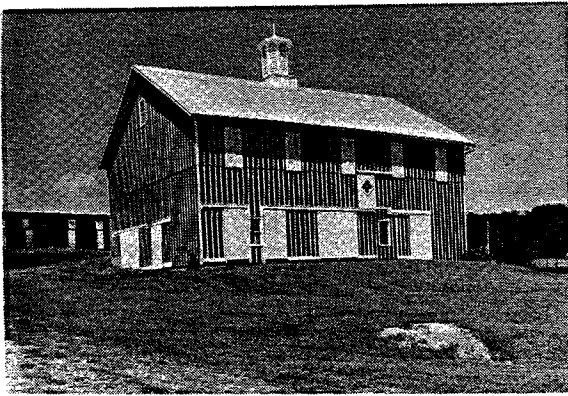
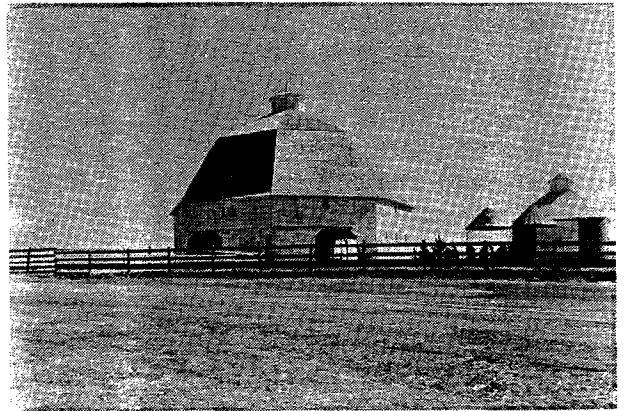
NEHBS NUMBER: DD00-049

Rural

DATE: 1918

NAME: Frank Uehling Barn

The Uehling Barn, listed on the National Register in 1985, is located on a hill overlooking the town of Uehling. The prominent location of the barn has made it a local landmark since its construction in 1918. The wood frame barn has pressed-metal siding in a brick pattern and is one of a small number of round, or octagonal, barns in Nebraska. Frank Uehling established the model stock farm which became the center of purebred livestock raising in Dodge County.



DD00-004

Alexander Thom Barn

Rural

1888



DD00-023

Frame Barns

Rural

C1890

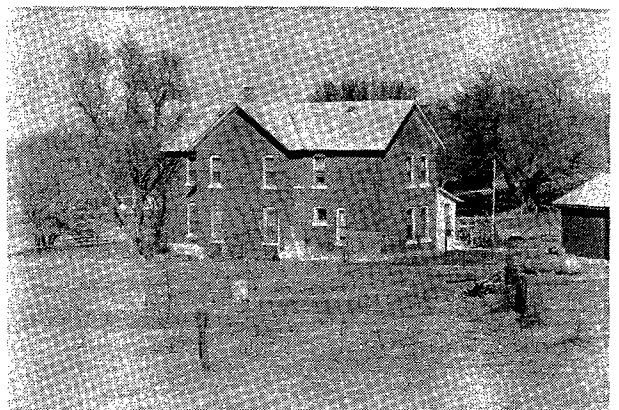


DD00-039

Farmstead

Rural

C1900



DD00-048

Farmstead (near Hooper Brickyard)

Rural

C1885

53
FARMSTEADS



DD00-055
Farmstead with Brick House

Rural
C1890



DD00-058
Farmstead

Rural
C1910



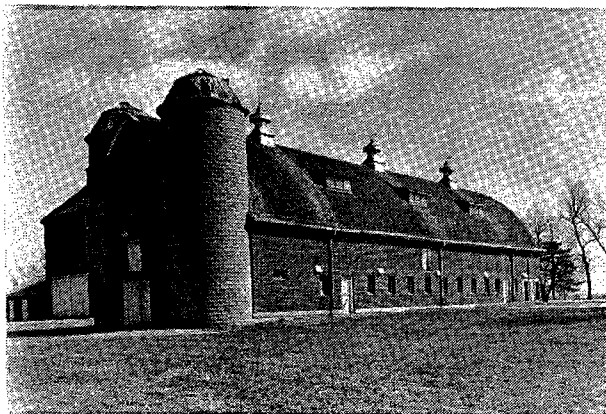
DD00-067
Daniel Stephens Farm

Rural
C1911



DD00-068
Homer Uehling Farm

Rural
C1905



DD00-069
Malmsten-Nelsen Farmstead

Rural
1929



DD00-082
Vaclav Kriz Farmstead

Rural
C1870, 1880



DD00-095
Farmstead

Rural
C1890



DD00-112
Farmstead

Rural
C1890



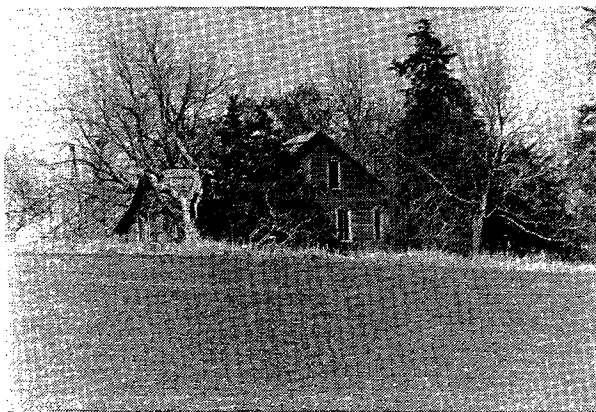
DD00-116
Farmstead

Rural
C1910



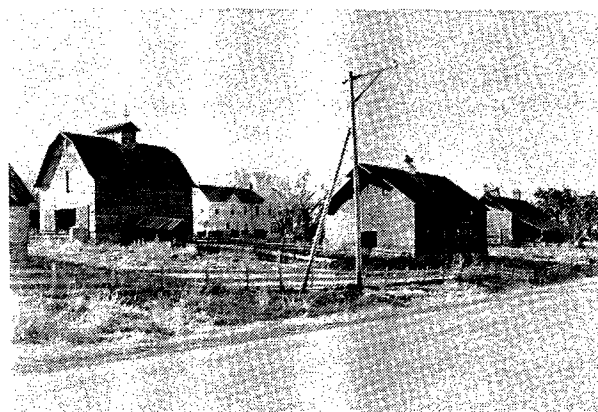
DD00-141
Abandoned Farm

Rural
C1900



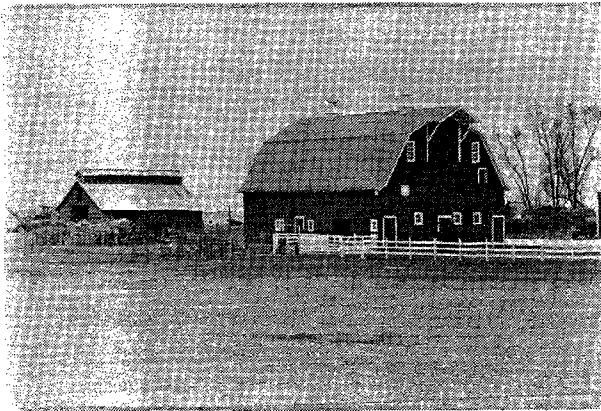
DD00-143
Abandoned Farmstead

Rural
C1885



DD00-153
Farmstead

Rural
C1888, C1915



DD00-159 Rural
Barn & Crib on Non-contributing Farm C1925



DD00-178 Rural
Farmstead C1890



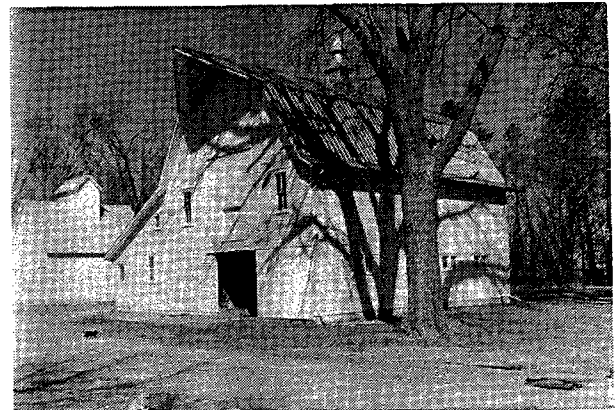
DD00-182 Rural
Farmstead C1905



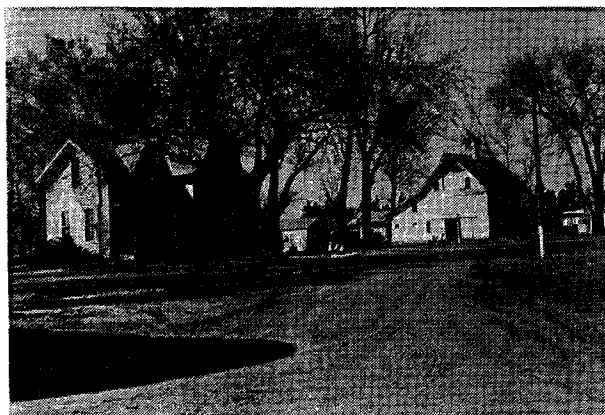
DD00-203 Rural
Farmstead C1890



DD00-211 Rural
Farmstead C1885

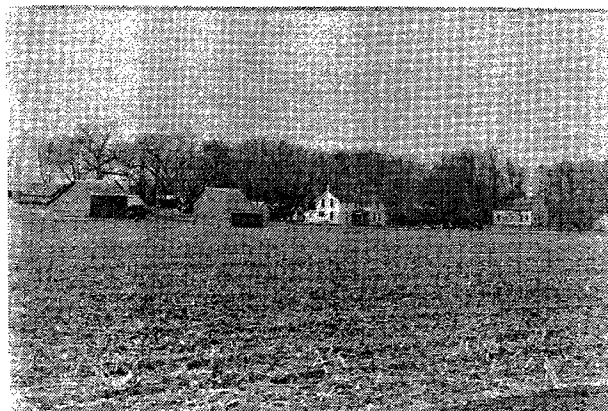


DD00-219 Rural
Farmstead C1920



DD00-236
Farmstead

Rural
C1890



DD00-246
Abandoned Farmstead

Rural
C1890



DD00-251
Farmstead

Rural
C1890



DD00-257
Abandoned Farmstead

Rural
C1890



DD00-262
Abandoned Farmstead

Rural
C1890



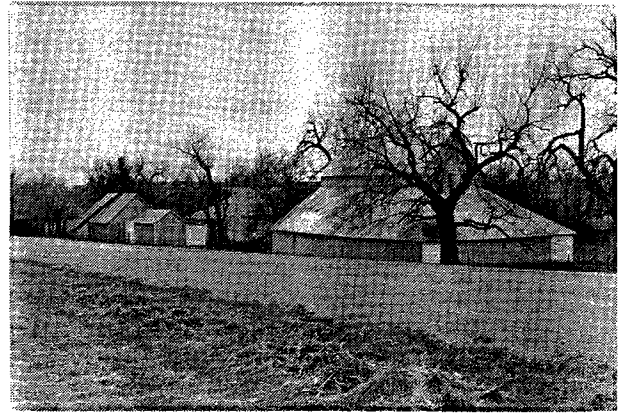
DD00-263
Abandoned Farmstead

Rural
C1912



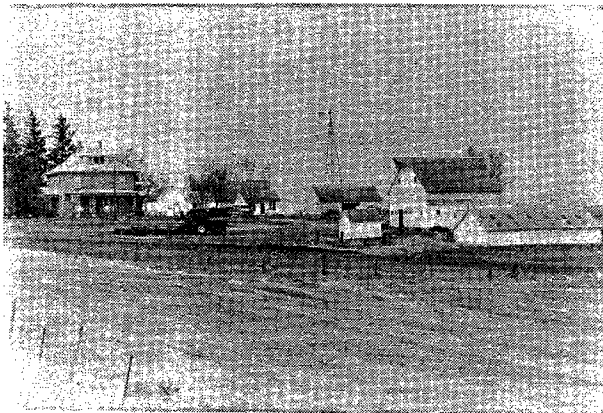
DD00-265
Farm w/Non-contributing House

Rural
c1900



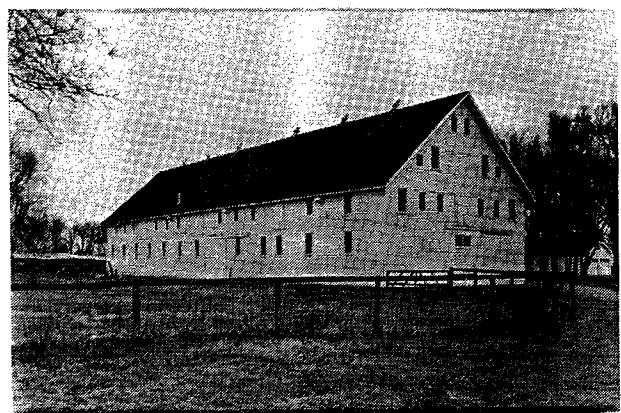
DD00-289
Farmstead

Rural
c1890, c1910



DD00-301
Farmstead

Rural
c1910



DD00-309
Barn on Non-contributing Farm

Rural
c1925

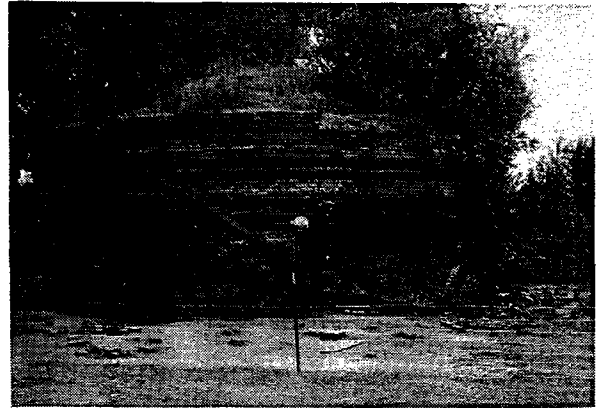
Historic Context: Manufacturing

The Manufacturing context involves the making of products from raw materials. This theme encompasses a broad range of topics including the manufacturing of agricultural and household products, building materials, and light industrial goods. Historic buildings related to this theme can include cement plants, foundries, sawmills, brick yards, and blacksmith shops.

The 1994 Dodge County survey recorded six (6) properties related to manufacturing industries. While many more buildings related to manufacturing are extant within the county (especially in Fremont), only six buildings retained the necessary historic integrity for reconnaissance survey. Of the six buildings, three (3) were determined potentially eligible for National Register listing. These properties, illustrated below, made significant contributions to the development of Dodge County.

NEHBS NUMBER: DD00-013 Rural
DATE: 1890
NAME: Scribner Brick Kiln and Barn

Located east of Scribner, this brick kiln was in operation from 1890-1910 as the Builders Brick Manufacturing Company. Despite the addition of a modern house on the site, and the deteriorating condition of the kiln, it is potentially significant for its association with area construction during the period of Development and Growth (1890-1920) in Dodge County.



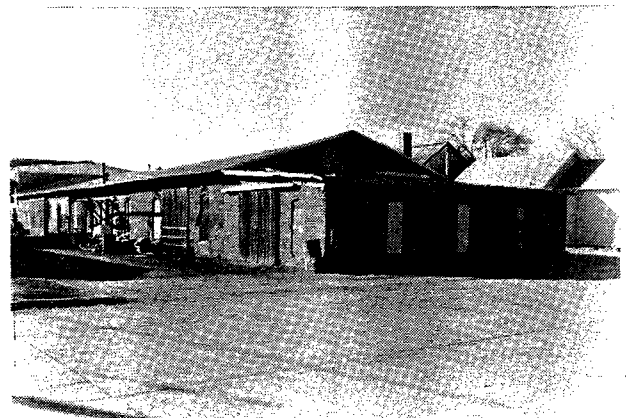
NEHBS NUMBER: DD05: E-009 Fremont
DATE: C1925
NAME: Rogers Tent and Awning Company

Impressive two-story brick building with large steel frame windows, brick corbeling and limestone trim. This building retains a high degree of historic integrity and is an asset to the historic character of the central business district. Significant as a manufacturing/warehouse building that was constructed near the end of the Spurious Economic Growth era (1920-1929) in Fremont.



NEHBS NUMBER: DD05: B-020 Fremont
DATE: 1881
NAME: Fremont Foundry

One-story brick building with a gable roof and segmentally arched window openings. Potentially significant for its association with the production of boilers, bridges, steam and gas engines, and tools throughout the late nineteenth and early twentieth century.

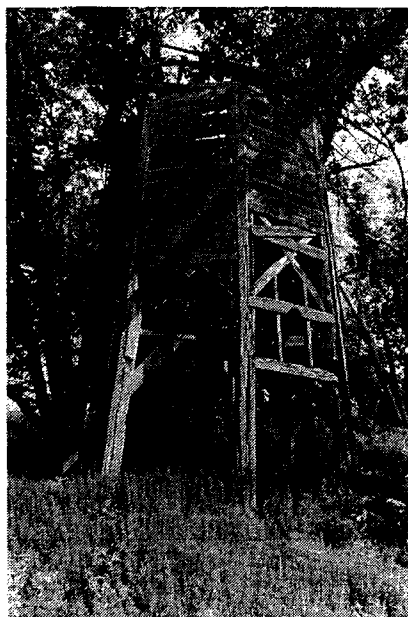


Historic Context: Processing

Processing refers to the preparation and packaging of consumable goods including milling, dairy manufacturing, meat packing, brewing, and canning. Associated buildings include grist mills, stockyards, packing plants, bakeries, breweries, lumber yards, creameries, and cigar factories. The 1994 Dodge County survey recorded two (2) buildings associated with Processing. In addition, six (6) properties surveyed by the NESHPO in 1979 were updated. Of the eight (8) total properties, two (2) were determined potentially eligible for National Register listing.

NEHBS NUMBER: DD00-041 Rural
DATE: 1873-78
NAME: Monnich Mill and House

The mill was used primarily for the Monnich family who immigrated from Germany and settled in Dodge County in 1869. Construction of the mill was believed to have started 1873 and completed by 1878. Originally located on a bluff overlooking the Elkhorn River valley, the mill is octagonal in shape, and built from logs. The mill was unique because the top portion sat on a turntable which could be turned in any direction to harness the wind. Significant as an extremely rare structure built during the Settlement and Expansion period in Dodge County.



NEHBS NUMBER: DD05: E-053 Fremont
DATE: C1890
NAME: Fremont Cake and Flour Mill

Despite the alteration of its historic setting with several modern elevators, this large mill retains much of its historic integrity. Significant as a rare property type, and for association with late nineteenth-century milling in Fremont.



Historic Context: Commerce

The context of Commerce refers to the buying and selling of commodities, such as wholesale, retail, trade and barter, business organization, and mercantile business. A broad range of buildings are associated with this theme including general stores, hotels, shops, and department stores.

The 1994 Dodge County survey added 106 buildings to the previously documented group of seventy-three (73) commercial properties. Among the 179 total properties, seventy-three (73) were judged potentially eligible for listing in the National Register. However, 43 of these buildings were significant contributors to the proposed National Register nomination of the Fremont Historic Commercial District and are illustrated with the district summary beginning on page 133. In addition, five (5) of the eligible properties were associated with the Lincoln Highway in Dodge County. The Lincoln Highway, the nation's first transcontinental highway, played an important role in the commercial development of the county. Buildings associated with the highway were assigned Commerce, Transportation, or Diversion historic context numbers. A summary of the Lincoln Highway thematic survey begins on page 121.

One of the more important aspects of the Dodge County survey was the preparation of a National Register nomination for the Fremont Historic Commercial District. Survey and evaluation of district boundaries, contributing buildings, historic significance, and architectural descriptions were drafted and submitted to the NESHPO. After staff review, the nomination will be presented to the State Historic Preservation Review Board for final approval. The Hooper Historic District was listed on the National Register in 1980 and is comprised primarily of one and two-story brick commercial facing Hooper's main street. Dating from the late nineteenth-century, the district is a well-preserved village of "American Renaissance" architecture, incorporating elements of Romanesque Revival and Italianate styles (see Fig. 21).

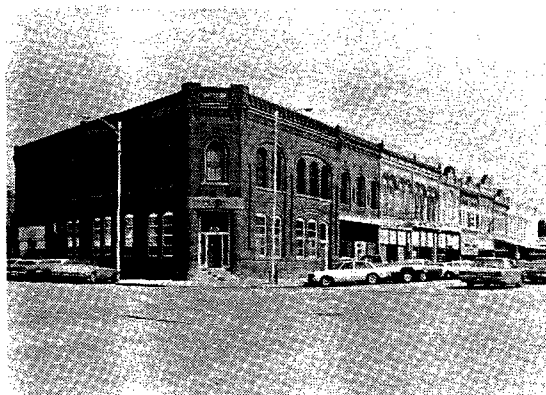


Fig. 21: General views of the Hooper Historic District (NRHP, 1980).

Previous NEHBS recordation of commercial buildings in Nebraska have found two main property types: frame false-front buildings and brick buildings or business blocks. Unfortunately, false-front type buildings in Dodge County have generally failed to survive. Only four examples are illustrated in the following inventory. Although few remain in the county, false-front type buildings have been frequently surveyed in many Nebraska small towns. The common features of this type include one-story rectangular-shaped buildings with gable roofs hidden behind a large facade. Dodge County false-front stores were built between 1860 and 1890.

The second type--the masonry commercial building or block--were found in the larger towns of the county. Typically built between 1880 and 1925, these buildings are two-story structures constructed of brick, cement block, or clay tile. Commercial block buildings often included mixed-use functions; first floor stores with second floor lodge halls, opera houses, offices or hotels. Significant examples of this type illustrated below include the Brunswick Hotel in Fremont (DD05: E-007), the F.B. Dattel Block in North Bend (DD09-028), and the Harder Hotel (DD10-063) and J.O. Milligan Building (DD10-064) in Scribner.

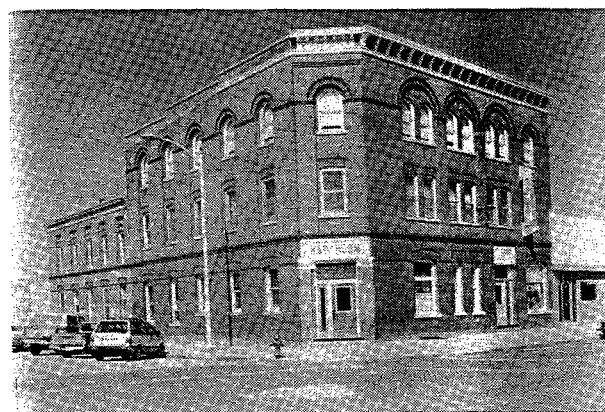
NEHBS NUMBER: DD05: E-004 Fremont
DATE: 1884
NAME: Osterman & Tremaine Building
(Ideal Steam Laundry)

Listed on the National Register in 1978, this two-story brick building was designed by Omaha architect, Charles F. Driscoll, and built for Charles Osterman and George Tremaine for use in their wholesale grocery business. The Ideal Steam Laundry moved into the building in 1894 and doubled the size of the structure in 1911. The building is an excellent example of the adaptive reuse of historic buildings.



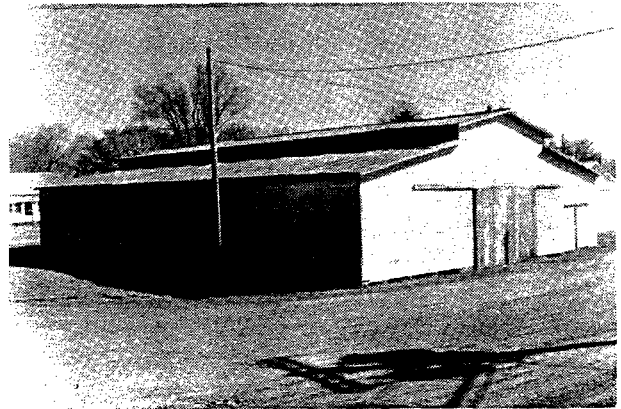
NEHBS NUMBER: DD10-063 Scribner
DATE: 1901
NAME: Harder Hotel

Listed on the National Register of Historic Places in 1989, this three-story brick hotel was designed by architect Frederick A. Henninger and constructed by Fritz Stabenow in 1901. Rundbogenstil style detailing, (see also DD03-4), was used to differentiate the facade. The Harder Hotel is significant for its contribution to Scribner's downtown and as a hotel constructed during the Development and Growth period (1890-1920) in Dodge County.



NEHBS NUMBER: DD01-008 **Ames**
DATE: C1910
NAME: Storage Building

Unadorned one-story frame storage building located on the property of the Ames Co-op facility. Potentially significant for its association with agricultural related commercial businesses constructed at the beginning of the twentieth-century in Dodge County.



NEHBS NUMBER: DD03-005 **Dodge**
DATE: C1895, C1905
NAME: Commercial Building

Located adjacent to the Dodge City hall (DD03-1), this commercial building has the same segmental arched door and window openings. Other features include a pressed-metal cornice and brick corbeling. Potentially significant for its association with the evolution of retail commerce in the town of Dodge during the Development and Growth period (1890-1920).



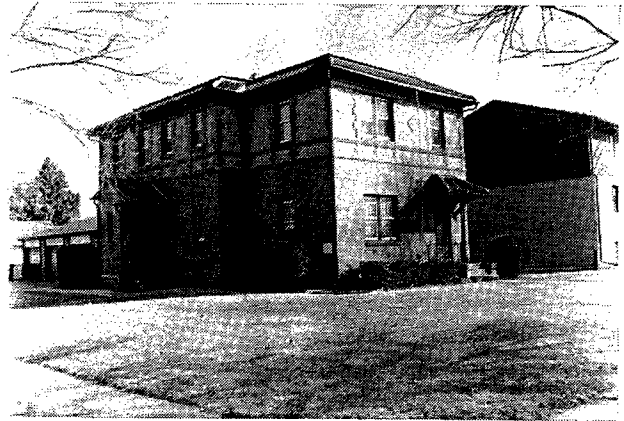
NEHBS NUMBER: DD05: A-053 **Fremont**
DATE: C1928
NAME: King Apartments

Two-story brick apartment building with a raised basement. Its design includes Neo-classical style detailing, such as the cornice, pedimented parapets, and segmentally arched porch roof. Potentially significant as an apartment building constructed during the Spurious Economic Growth period (1920-1929) in Fremont.



NEHBS NUMBER: DD05: A-174 Fremont
DATE: C1928
NAME: Nye Avenue Apartments

Brick and Stucco two-story apartment building with Period Revival style detailing. Considered potentially significant for its association with the development of multiple family housing in Fremont and as an apartment building constructed during the Spurious Economic Growth period (1920-1929).



NEHBS NUMBER: DD05: B-041 Fremont
DATE: 1930
NAME: Murphy Apartment Building

Exceptionally well-preserved combination apartment and commercial building. Prominent architectural details include stained glass transom windows, Tudor style brick corbeling and wall dormers. Considered significant to the study of apartment house types built during the early twentieth-century in Dodge County.



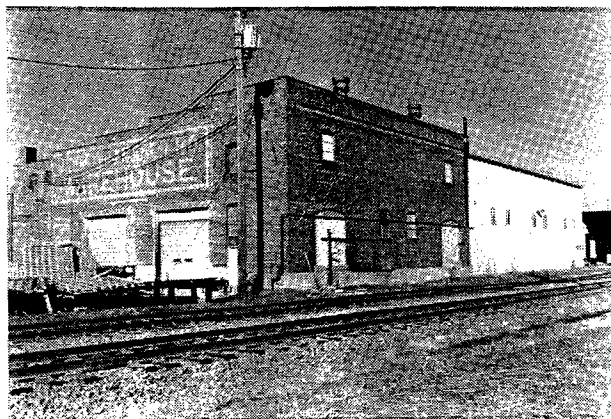
NEHBS NUMBER: DD05: B-007 Fremont
DATE: 1885
NAME: Commercial Building

Rare one-story frame, false-front commercial building with recessed store front and transom windows. Potentially significant for its association with retail commerce during the Settlement and Expansion era (1867-1890) in Fremont.



NEHBS NUMBER: DD05: B-069 Fremont
DATE: C1915
NAME: Industrial/Warehouse Building

Two-story brick industrial/warehouse building with infilled windows and non-contributing addition. Considered potentially significant for its association with the wholesale jobbing industry and as a warehouse built during the Development and Growth period (1890-1920) in Fremont.



NEHBS NUMBER: DD05: B-073 Fremont
DATE: C1885
NAME: Former Commercial Building/Residence

Well-preserved one-story frame, false-front commercial building that is notable for the house attached to the rear. Queen Anne style wooden shingles highlight the upper portion of the facade. Potentially significant as an example of a false-front commercial building/residence built during the Settlement and Expansion period (1867-1890) in Dodge County.



NEHBS NUMBER: DD05: C-270 Fremont
DATE: C1895
NAME: Factory Warehouse

Located on the south side of the railroad tracks, this two and three-story brick warehouse is potentially significant for its contribution to wholesale commerce in Fremont during the Development and Growth period (1890-1920).



NEHBS NUMBER: DD05: D-153 **Fremont**
DATE: C1925
NAME: Apartment Building

A large Period Revival style apartment building that retains a high degree of historic integrity. The prominent entry tower, with Mission style arched parapet, is the most distinguishing exterior feature. Determined potentially significant as an early example of multi-family apartment blocks typically built in the larger cities of Nebraska.



NEHBS NUMBER: DD05: E-007 **Fremont**
DATE: C1892
NAME: Brunswick Hotel & Restaurant

Well-preserved two-story brick commercial building with a decorative pressed metal cornice, window hoods and cast-iron columns. The Brunswick was constructed in the early 1890's by Henry Archer as a bottling works, hotel, and restaurant. It is significant as an exceptionally well-preserved commercial block constructed during the beginning of the Development and Growth period (1890-1920) in Fremont.



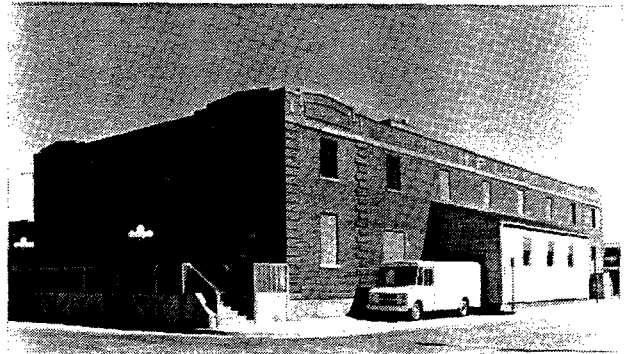
NEHBS NUMBER: DD03-032 **Dodge**
DATE: C1925
NAME: Ford Garage

Although nearly all the windows have been covered with fiberglass panels, this building is potentially significant to the study of transportation related buildings constructed in Dodge County during the early twentieth-century. Notable features of the two-story clay-tile and brick structure include a side porte-cochere, brick corbeling, and corner entry.



NEHBS NUMBER: DD05: E-049 Fremont
DATE: C1919
NAME: H.P. Lau Building

Despite alterations to the original window openings, the Lau Building is potentially significant for its association with the wholesale jobbing and freighting industries in Fremont during the first part of the twentieth-Century. This building was constructed following the merger between the May (Fremont) and Lau (Lincoln) wholesale grocer companies.



NEHBS NUMBER: DD05: E-050 & 005 Fremont
DATE: C1889
NAME: Fremont Carriage & Manufacturing Co.

This large two-story commercial block is located at the base of the Highway #77 viaduct on the southwest corner of Fremont's central business district. The carriage manufacturing company was started in 1889 by John Bunt, and was an important local industry. Following the development of automobile transportation, the building was sold to the Widhelm Remedy & Manufacturing Company.



NEHBS NUMBER: DD05: E-078 Fremont
DATE: C1925
NAME: Commercial Building

A two-story brick commercial building notable for its stained glass transom window and pent roof with oversized brackets and clay tile shingles. Potentially significant for its contribution to retail commerce in Fremont during the period of Spurious Economic Growth (1920-1929).



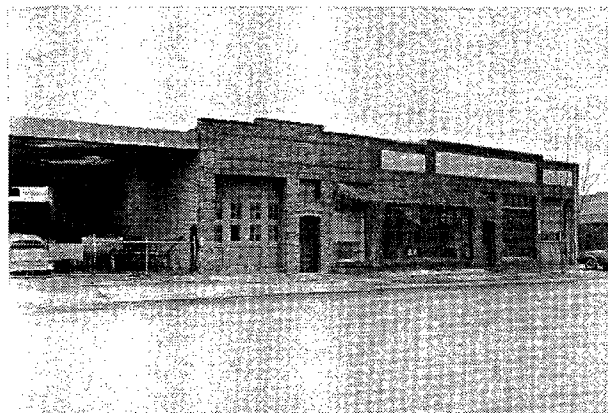
NEHBS NUMBER: DD06-007 Hooper
DATE: 1885
NAME: Wickwire Hotel

This three-story brick and frame building is located south of the Fremont, Elkhorn, and Missouri Valley Railroad in Hooper. Constructed in response to railroad traffic, this impressive building is potentially significant as a rare extant example of hotels constructed during the Settlement and Expansion era (1856-1890) in Dodge County.



NEHBS NUMBER: DD08-014 Nickerson
DATE: C1917
NAME: Service Garage

A one-story brick service garage with two service bays, brick corbeling and large windows. Important to the study of transportation related properties constructed during the end of the Development and Growth era in Dodge County (1890-1920).



NEHBS NUMBER: DD09-007 North Bend
DATE: 1891
NAME: Commercial Building

Although the first-level recessed store front has minor alterations, this two-story brick building retains an acceptable level of historic integrity. Potentially significant for its association with simplified Italianate style commercial buildings constructed during the late nineteenth-century in Dodge County.



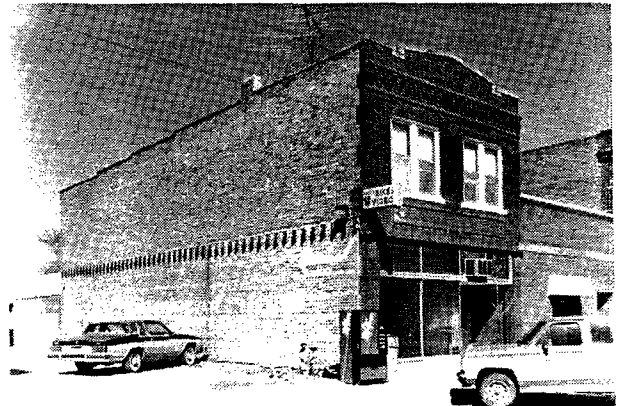
NEHBS NUMBER: DD09-028 **North Bend**
DATE: C1912
NAME: F.B. Dattel Block

Despite a non-contributing roof addition, this two-story brick building is potentially significant for its contribution to the development of retail commerce in North Bend during the early twentieth-century. The Dattel Block is one of the pivotal historic buildings in North Bend's central business district. Extensive use of brick corbeling is used to articulate the facade.



NEHBS NUMBER: DD09-030 **North Bend**
DATE: C1912
NAME: Commercial Building

A pedimented parapet, brick corbeling and stained glass transoms highlight the facade of this two-story brick commercial building. Located on "main street" in North Bend, this building was determined potentially significant for association with retail commerce during the early twentieth-century.



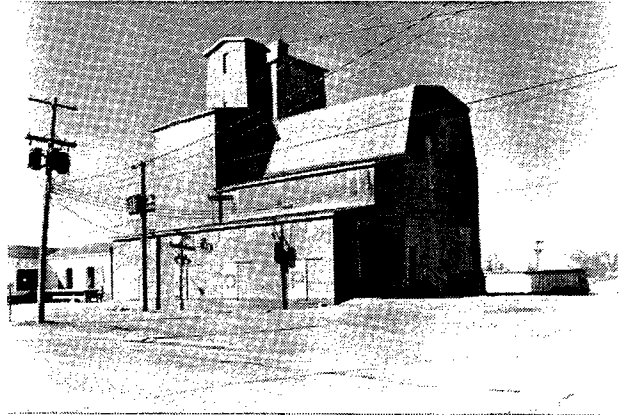
NEHBS NUMBER: DD10-064 **Scribner**
DATE: 1884
NAME: J.O. Milligan Building

Exceptional two-story brick commercial building that retains a high degree of historic integrity. An elaborate pressed-metal cornice, stained glass transoms and deeply recessed store front entries highlight the facade. Currently used as the Musbach Museum, the Milligan Building is significant for its role in the development of retail commerce in Scribner.



NEHBS NUMBER: DD10-077 **Scribner**
DATE: C1880
NAME: Monitor Mills (CO-OP Elevator)

The Monitor Mill is potentially significant for its role in the agricultural development of northern Dodge County, and as a mill constructed during the Settlement and Expansion period (1867-1890). This tall and narrow mill is capped with a steeply pitched gambrel roof, and sheathed with corrugated tin siding.



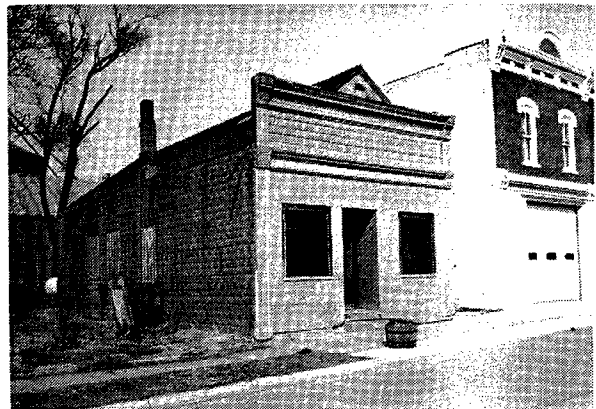
NEHBS NUMBER: DD10-110 **Scribner**
DATE: C1925
NAME: Commercial Garage/Auto Dealership

Nearly void of architectural detail, this two-story brick garage is potentially significant for its role in commercial activities related to transportation in Dodge County during the early twentieth-century.



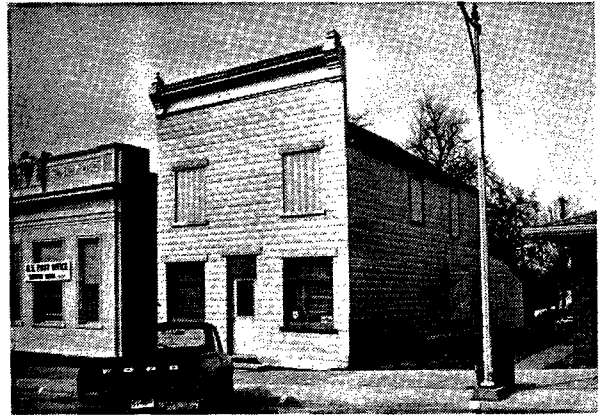
NEHBS NUMBER: DD11-019 **Snyder**
DATE: C1885
NAME: Commercial Building

One-story frame false front commercial building with pressed-metal siding. Significant for its contribution to the development of retail commerce in Snyder during the late nineteenth-century, and as a rare example of false-front type commercial buildings.



NEHBS NUMBER: DD11-020 **Snyder**
DATE: C1900
NAME: Commercial Building

A rare two-story example of a frame false-front commercial building. Notable for its pressed-metal cornice and siding. Despite the infill of the second-story windows, this building is potentially significant for its association with commerce in Snyder during the turn-of-the-century.



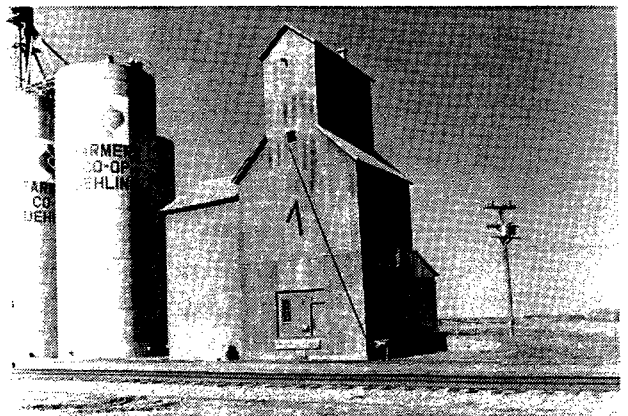
NEHBS NUMBER: DD12-003 **Uehling**
DATE: C1917
NAME: Commercial Garage Building

One-story brick double-wide commercial garage located on Main Street in Uehling. Potentially significant for its contribution to the development of transportation related commerce in Dodge County during the early twentieth-century.



NEHBS NUMBER: DD12-023 **Uehling**
DATE: C1895
NAME: Grain Elevator

This square-shaped grain elevator with pressed-tin siding is located adjacent the C.B. & Q. railroad tracks (Burlington Northern) in Uehling. It is potentially significant for its role in the development of agriculture related commerce in northern Dodge County.



Historic Context: Transportation

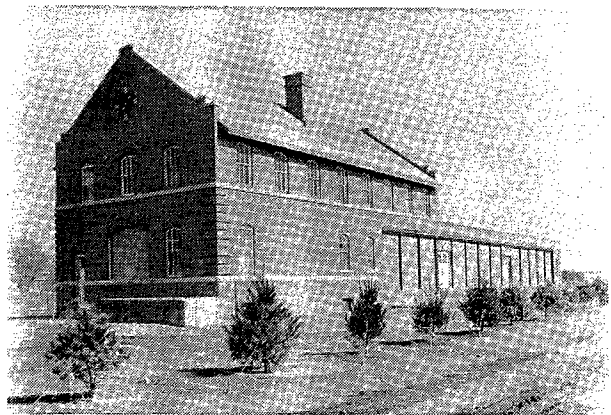
Transportation involves the carrying, moving or conveying material and people from one place to another by air, land, water, railroads, and highways. Historic resources associated with this theme include wagon trail ruts, railroad depots, gas stations, bridges, motels, and road signs.

The 1994 Dodge County survey added eleven (11) properties to the database of nine (9) buildings and structures previously recorded by the NESHPO. The previous research includes a 1992 statewide review of historic bridges which identified six Dodge County structures meeting survey criteria. Of the twenty (20) total properties, five (5) are included in the photographic inventory of eligible properties starting on page 72. The majority of these properties were associated with railroads or highways. These buildings may also be cross-referenced with the theme of commerce; examples include hotels, gas stations, and garages.

An important component of the Dodge County survey was the recordation of properties related to the Lincoln Highway/Route 30 transportation corridor. The Lincoln Highway was the first transcontinental highway in the nation and played an important role in the development of communities on its route. A summary of the Lincoln Highway thematic survey begins on page 121. These properties have been catalogued in the NEHBS database with Commerce, Transportation, or Diversion historic context numbers.

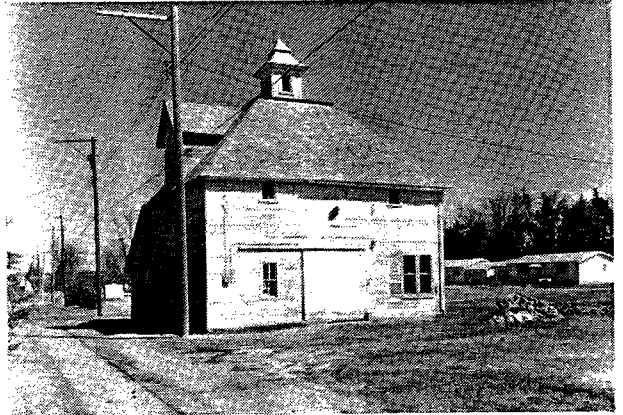
NEHBS NUMBER: DD05: C-214 Fremont
DATE: 1903
NAME: Chicago & North Western Freight Depot

This impressive two-story brick building served as the Headquarters and Transfer Depot for the Chicago & North Western Railroad in Fremont. It is potentially significant for its association with the wholesale jobbing and freighting industries in Fremont during the first part of the twentieth-Century. The rectangular-shaped building is over 200-feet long and encloses over 8,700 square feet. The majority of this area served as the main freight room which occupied 6,400 square feet. Trackside platforms (non-extant) were capable of handling 20,000 square feet of freight. Quoined corners and a rusticated brick facade articulate the first level from the second, however segmentally arched openings unify the entire building.



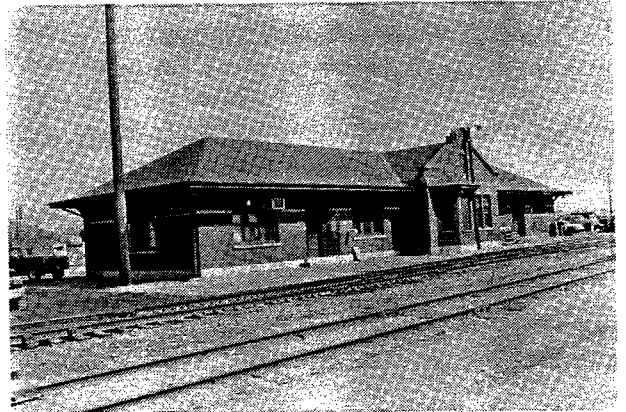
NEHBS NUMBER: DD03-053 Dodge
DATE: C1905
NAME: Carriage Barn

Frame two-story carriage barn determined potentially significant as a locally rare building type associated with early 20th-century domestic transportation. Distinguishing features include a truncated hip roof with cupola, and a side gable wall dormer.



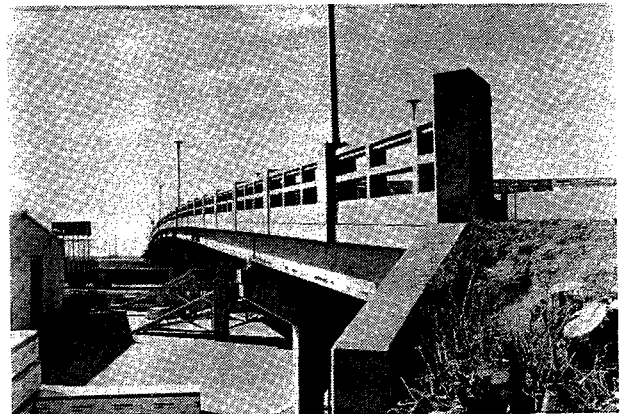
NEHBS NUMBER: DD05: C-269 Fremont
DATE: C1907
NAME: Chicago, Burlington & Quincy Depot

The C.B. & Q. depot (Burlington Station) in Fremont was determined potentially significant for its early 20th-century association with rail transportation. A mission style parapet highlights the facade of the one-story brick depot. With its broad hip roof and bracketed eaves, this building is similar to C.B. & Q. depots recorded in other Nebraska towns.



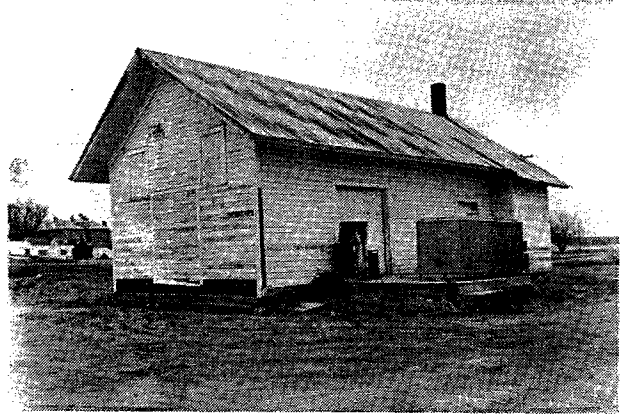
NEHBS NUMBER: DD05: C-404 Fremont
DATE: 1936
NAME: U.S. Highway #275/Bell Street Viaduct

Although slated for demolition by 1996, the Bell Street viaduct is significant for its association with the New Deal's public works programs. The bridge is comprised of 13-span steel stringers resting on concrete abutments and concrete piers joined with a shallow arched sill beam. The viaduct was constructed in 1936 to eliminate a railroad grade crossing on one of the two major north-south streets in Fremont. As an important crossing of the Chicago and North Western Railroad tracks, the viaduct formed an integral part of the City of Fremont's street system.



NEHBS NUMBER: DD11-027 Snyder
DATE: C1904
NAME: C. & N.W. Depot

Originally surveyed in 1980 as part of the Nebraska Depot Survey conducted by the NESHPO. The depot is significant for association with railroad transportation and is an excellent example of small town depots constructed during the period of Development and Growth (1890-1920) in Nebraska.



Historic Context: Services

The historic context of Services refers to community support services provided or controlled by government and commonly viewed as necessities. This includes utilities such as gas, electricity, and water; waste disposal, fire fighting, and disaster relief. Private professional services are also included in this context such as architecture, banking, medical and insurance industries.

The 1994 Dodge County survey recorded twenty-one (21) Service properties. These twenty-one buildings were added to seventeen (17) other Service properties surveyed by the NESHPO in 1976. Among the thirty-eight (38) total buildings, thirteen (13) were judged potentially eligible for National Register listing. However, four of these are banks located in the Fremont Historic Commercial District and are included in the district summary starting on page 133.

Fremont Historic Commercial District Bank Buildings:

- DD05: E-054: Nebraska State Building & Loan Association (Fremont State Bank), C1905.
- DD05: E-024: Fremont National Bank & Trust, C1938
- DD05: E-019: Union National Bank Building, 1914
- DD05: E-035: Commercial National Bank Block, C1890

The Hooper Historic District was listed on the National Register in 1980. The district is comprised almost entirely of one and two-story brick commercial buildings located along the main street. The district includes three banks; the State Bank of Hooper (DD06-059), the First National Bank, (DD06-037), and Dodge County Bank, (DD06-038). General views of the Hooper District are included in the Commerce summary found on page 60.

NEHBS NUMBER: DD03-027 Dodge
DATE: C1924
NAME: Professional Building

One-story brick building significant as a largely unaltered example of small-scale professional buildings constructed in Dodge County during the 1920's. This type of building was generally associated with second-generation development, particularly following the destruction of initial frame buildings.



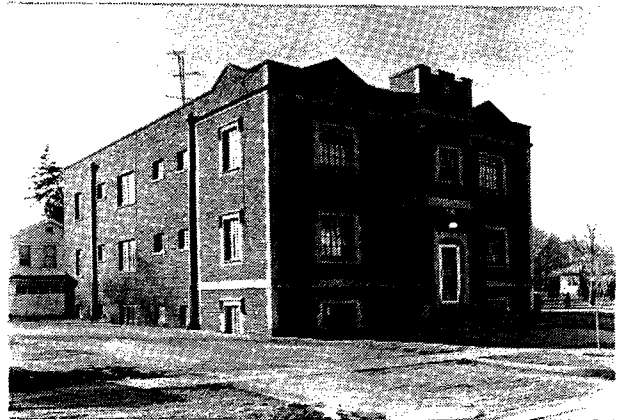
NEHBS NUMBER: DD03-030 Dodge
DATE: 1910
NAME: Former Bank

Although currently abandoned, this brick one-story bank is a significant example of the Temple Front facade. This composition was used during the early twentieth-century (1906-1920) to create a readily identifiable image for bank structures. Determined potentially significant as a bank constructed during the era of Main Street banking (1889-1920) in Nebraska.



NEHBS NUMBER: DD05: B-054 Fremont
DATE: 1928
NAME: Former Hospital (Murphy Apartments)

Originally constructed as a two-story brick hospital and later converted for use as an apartment building. Important for its use of Period Revival style detailing as seen in the limestone window and door surrounds, and entrance tower with crested battlements. Potentially significant as a hospital constructed at the end of the Spurious Economic Growth period (1920-1929) in Dodge County.



NEHBS NUMBER: DD05: D-151 Fremont
DATE: C1916
NAME: Power Plant

Impressive two-story brick power plant that retains a high degree of historic integrity. Located on the north edge of Fremont's central business district, this well-preserved building is potentially significant for its association with power generation during the early twentieth-century and as a rare property type.



NEHBS NUMBER: DD09-006 North Bend
DATE: 1918
NAME: First National Bank

Despite alteration of the original window frames, this bank is potentially significant for its role in the economic development of North Bend during the period of Main Street Banking (1889-1920). Neo-Classical Revival style details were used to create a readily identifiable bank image.



NEHBS NUMBER: DD09-026 North Bend
DATE: 1912, 1882
NAME: First State Bank

Located adjacent Highway #30 in the central business district of North Bend, this bank is significant for association with the "Age of Main Street Banking" in Nebraska (1889-1920). This one-story brick building exemplifies the characteristics of this type through its corner location, and formalistic design.



NEHBS NUMBER: DD11-007 **Snyder**
DATE: 1909, 1920
NAME: Farmers & Merchants Bank

Despite the alteration of original window openings, this one-story glazed and terra-cotta tile bank retains its historic character. Neo-Classical Revival style details are seen in the engaged pilasters, pedimented entrance, and cornice. Potentially significant for its association with early twentieth-century banking.



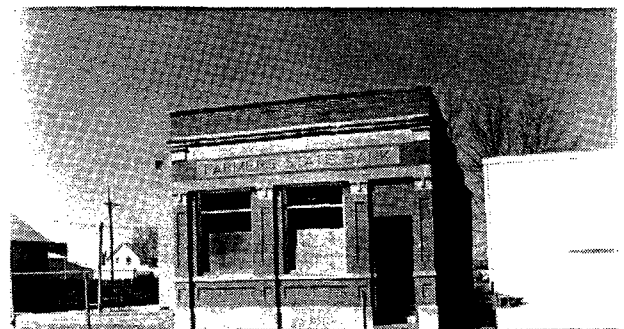
NEHBS NUMBER: DD12-002 **Uehling**
DATE: C1898
NAME: Theodore Uehling Bank/Opera House

A two-story mixed-use commercial building that incorporates a bank, two store fronts, and an opera house on the second floor. The bank and second level windows have segmentally arched openings and the commercial store fronts have typical full height window openings. Potentially significant as an example of mixed-use bank buildings constructed at the end of the nineteenth-century in Dodge County.



NEHBS NUMBER: DD14-001 **Winslow**
DATE: C1917
NAME: Farmers & Merchants Bank

Although abandoned and deteriorating, this one-story brick bank is potentially significant for contributions to early twentieth-century financial services in Winslow.



Historic Context: Settlement

Settlement is a broad theme that refers to land division, acquisition, occupation, and ownership including settlement patterns created by political, religious, or commercial organizations. Historic buildings related to this theme can include planned communities, ethnic or religious enclaves, subdivisions, residential areas in towns and cities, apartments, farmhouses, parsonages, and most commonly, the individual dwelling. Houses represent the largest proportion of all buildings documented during reconnaissance-level surveys. The Dodge County survey was no exception: 1,579 houses were recorded, or 41% of all buildings surveyed.

Although houses are such a common aspect of our surroundings, describing and comparing them can be complicated; variations result from period of construction, building material, and possible ethnic heritage of builders. The following categories provided the basis for evaluating houses for the Nebraska Historic Buildings Survey.

1. **High Style/Popular Architectural Styles.** Houses significant under this category include good examples of popular architectural styles, for example, Queen Anne and Bungalow styles. To be included in the reconnaissance-level survey under this category, houses exhibited characteristic elements of the style, and retained historic integrity. For general descriptions of the styles, please refer to p. 143, Appendix 1.
2. **Folk/Vernacular.** This category refers to houses that are significant for construction of local or regional materials such as stone, log, baled hay, and sod. Vernacular also refers to houses that are difficult to label as a specific architectural style, but retain integrity and therefore contribute to the study of Nebraska houses.
3. **Potential Ethnic Associations.** Houses that may be significant for association with various ethnic and immigrant groups that established homes, urban, and rural communities in Nebraska in the nineteenth and twentieth-centuries.
4. **Contributes to district.** Individual houses, whether in a rural or urban setting, may be important as part of a larger group of houses or for association with an ethnic community, as a planned or designed community, or as a distinctive area or subdivision in a city or town.

The following inventory illustrates those houses determined eligible or potentially eligible for the National Register at the reconnaissance-level for one or more of the categories discussed above. The inventory provides site numbers (NEHBS), location, and approximate dates of construction. Historic resources already listed on the National Register are illustrated first, followed by potentially eligible houses organized into groups according to architectural style.

Barnard Park Historic District

The Barnard Park Historic District was listed on the National Register in 1990 by the Dodge County Historical Society. The residential district is comprised of a square-shaped area situated in the south-central part of the city and surrounds Barnard Park, the focal point of the district. Houses predominate the district which includes 187 contributing resources on fourteen square blocks. The houses are representative of the architectural

styles popular during the late nineteenth and early twentieth-centuries including Queen Anne, Italianate, Gothic Revival, Greek Revival, Craftsman, and Prairie Style.



DD05: C-134: Lewis M. Keene, Jr. House



DD05: C-151: Enos Gray House



DD05: C-118: Clark C. McNish House



DD05: C-148: Reynolds-Pohl-Marr House

The oldest part of the neighborhood is located in the original plat with adjoining blocks found in early town additions. While the oldest extant building dates to 1870, the majority of the district is comprised of houses built during the 1920's. Boundaries for the nominated area include Fourth Street on the south, Eighth Street on the north, Platte Avenue on the east, and Union Street on the west.

The Barnard Park district typifies the establishment and development of residential neighborhoods in towns on the Great Plains during the late nineteenth and early twentieth-centuries. The district is significant as the only intact neighborhood that exhibits the full range of upper and middle class residential development of the period. It was the home to the business and professional community of Fremont, and has a direct association with the Fremont Historic Commercial District. Businesses maintained by the Barnard Park residents were, in many cases, located in buildings in the commercial district.

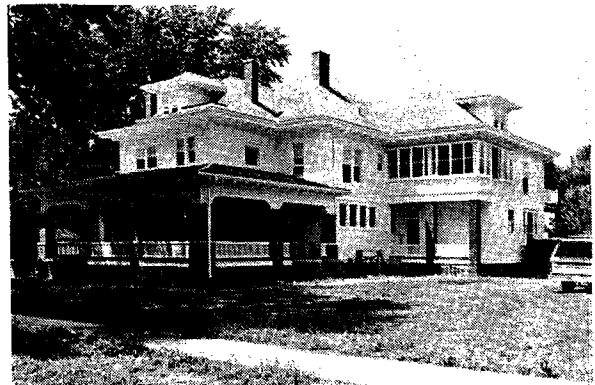
NEHBS NUMBER: DD05: D-013 Fremont
DATE: 1888
NAME: J.D. McDonald House

Listed on the National Register in 1980, the J.D. McDonald House is an excellent example of the Queen Anne style. While employing the varied building materials and roof lines typical of Queen Anne architecture, the home has a distinctive rounded and engaged stair tower set back from the corner of the house. J.D. McDonald was a prominent railroad contractor and banker in Fremont.



NEHBS NUMBER: DD05: A-051 Fremont
DATE: 1887, C1897, C1909
NAME: R.B. Schneider House

The large two-story frame Schneider house was listed on the National Register in 1982, and represents a transitional house with both Queen Anne and Neo-Classical Revival style architecture. A founding member of the Nye, Schneider, and Fowler Company, (grain dealers), Schneider built the house in 1887 with later additions in C1897 and C1909.



NEHBS NUMBER: DD05: A-085 Fremont
DATE: 1869
NAME: Samuel Bullock House

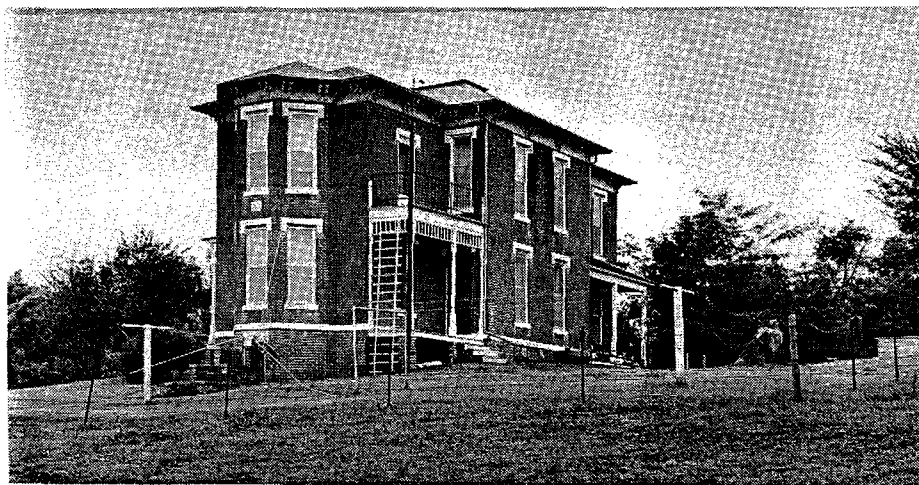
Listed on the National Register in 1985, the Greek Revival style house was built in 1869 for Samuel Bullock, a prominent local interior decorator. Greek Revival details include a low pitched gable roof, Doric porch columns, and Doric column pilasters framing the entry. The house was later owned by Dr. Joshua S. Devries, an early pioneer Nebraska physician and surgeon.





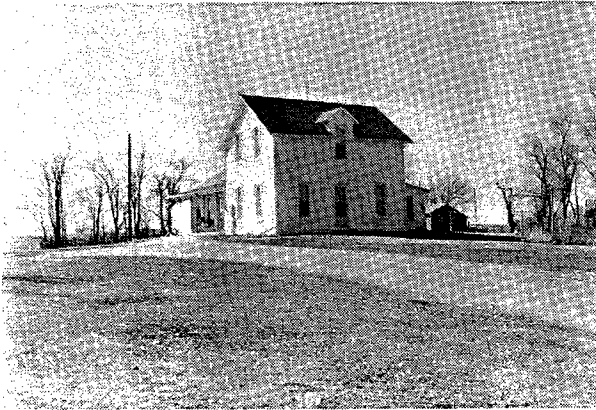
NEHBS NUMBER: DD05: A-037 **Fremont** **DATE:** 1874, 1905
NAME: Theron Nye House

The Nye House, originally built in 1874, was listed on the National Register in 1977. The original two-story brick house was designed with Italianate style detailing for Theron Nye. Nye was involved in various businesses including grain, lumber, banking, and farming. After Ray Nye inherited the home from his father, a series of additions and alterations were completed which give the house its current Georgian Revival appearance. The building currently houses the May Museum operated by the Dodge County Historical Society.

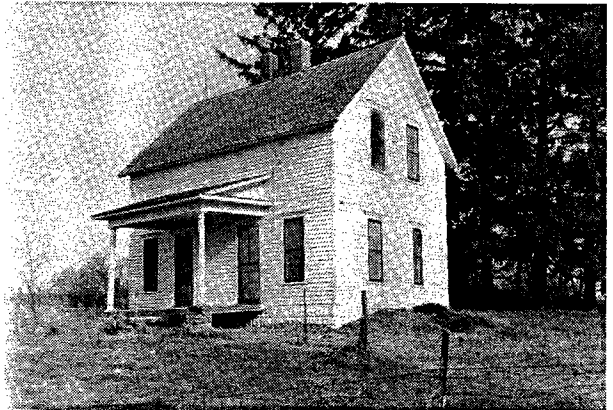


NEHBS NUMBER: DD00-050 **Rural** **DATE:** 1864, 1869, 1888
NAME: Christopher Knoell Farmstead (Knoell-Bang Farmstead)

The Christopher Knoell Farmstead is listed on the National Register as an example of a well-preserved, late nineteenth century eastern Nebraska farmstead. Established in 1864, the farm retains most of the structures used by the Christopher Knoell and Lyle Bang families. The most striking building is the two-story brick Italianate style house constructed by Knoell in 1888. The property also includes a large frame barn, built in 1908-9, and various outbuildings.



DD00-021 Rural
Brick House: Vernacular, I-House Type C1890



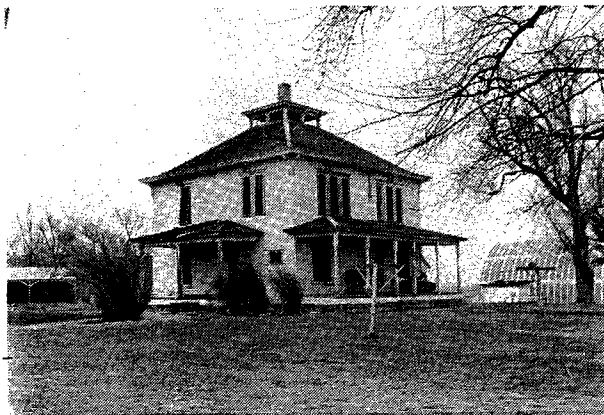
DD00-027 Rural
Vernacular House: Gable-Front Type C1890



DD00-070 Rural
Brick House: Second Empire style C1880



DD00-234 Rural
House: Four-Square Type C1912



DD00-302 Rural
House: Italianate style C1885

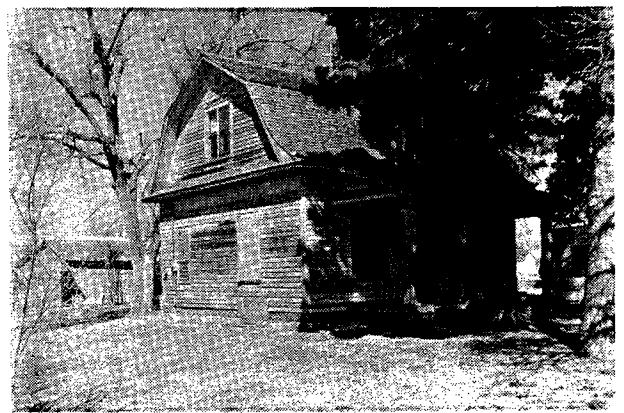


DD03-014 Dodge
Period House: Tudor Revival style C1938



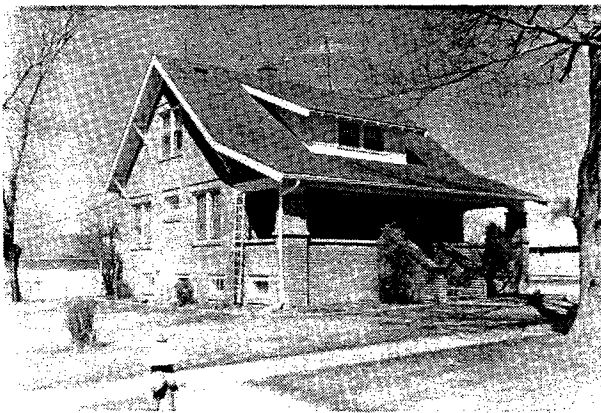
DD03-023
House: Queen Anne style

Dodge
C1910



DD03-045
House: Vernacular w/Neo-Classical Porch

Dodge
C1910



DD03-049
House: Craftsman style

Dodge
C1920



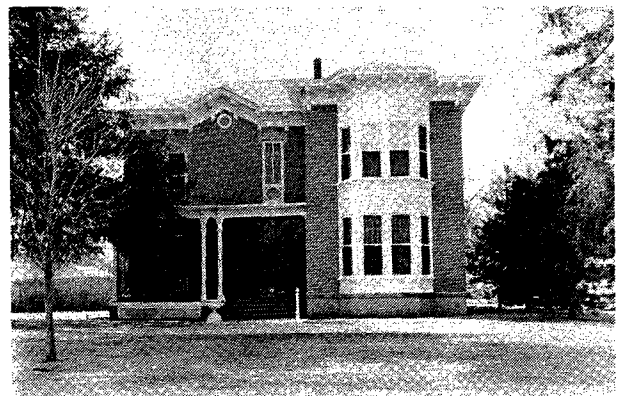
DD03-051
House: Vernacular w/Neo-Classical Porch

Dodge
C1908



DD05: A-003
House: Cross-gambrel w/Neo-Classical Porch

Fremont
C1905



DD05: A-004
Robert Somers House: Italianate style

Fremont
C1887



DD05: A-006 Fremont
Vernacular House: Gable-Front, Eastlake Porch C1890



DD05: A-008 Fremont
Vernacular House: Gable-Front, Eastlake Porch 1890



DD05: A-009 Fremont
Brick House: Italianate Style C1887



DD05: A-013 Fremont
House: Queen Anne style C1890



DD05: A-014 Fremont
House: Queen Anne style-Free Classic type C1905



DD05: A-016 Fremont
House: Queen Anne with Craftsman Porch C1905



DD05: A-017
House: Craftsman style

Fremont
C1920



DD05: A-028
House: Italianate style

Fremont
C1890



DD05: A-029
Period House: Tudor Revival style

Fremont
C1928



DD05: A-030
John Cleland House: Queen Anne style

Fremont
C1900



DD05: A-031
Period House: Georgian Revival style

Fremont
C1938



DD05: A-032
House: Eclectic

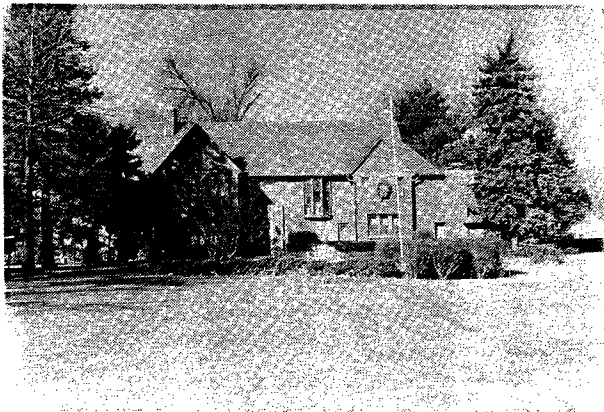
Fremont
C1920



DD05: A-033 Fremont
Charles Abbott House: Georgian Revival style C1937



DD05: A-034 Fremont
William Adams House: Period House C1928



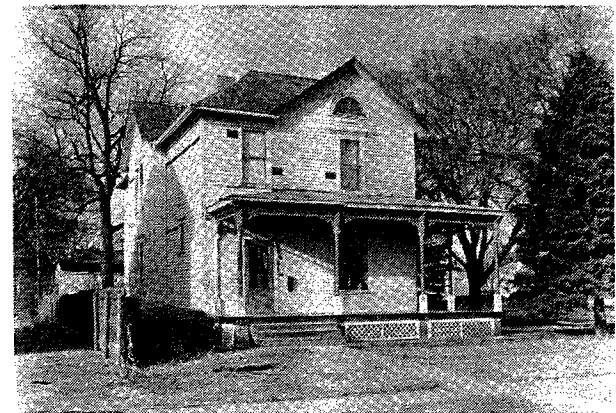
DD05: A-039 Fremont
John Monnich House: Tudor Revival style 1928



DD05: A-041 Fremont
House: Colonial Revival style 1887, 1937



DD05: A-042 Fremont
House: Second Empire style C1888



DD05: A-043 Fremont
House: Queen Anne style C1893



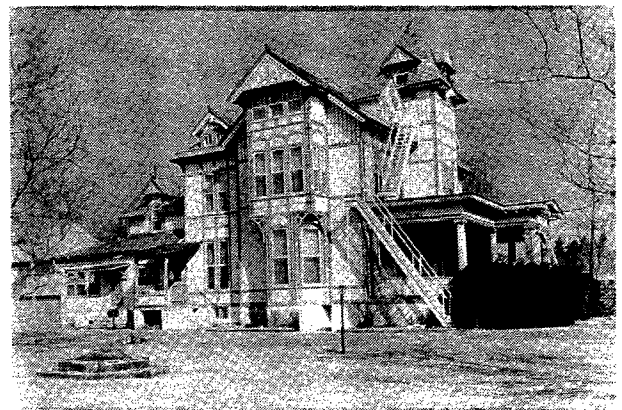
DD05: A-044 Fremont
House: Italianate style w/altered porch C1887



DD05: A-045 Fremont
Period House: Tudor Revival style C1940



DD05: A-048 Fremont
House: Queen Anne style-Free Classic type C1910



DD05: A-049 Fremont
George Dorsey House: Queen Anne style 1881



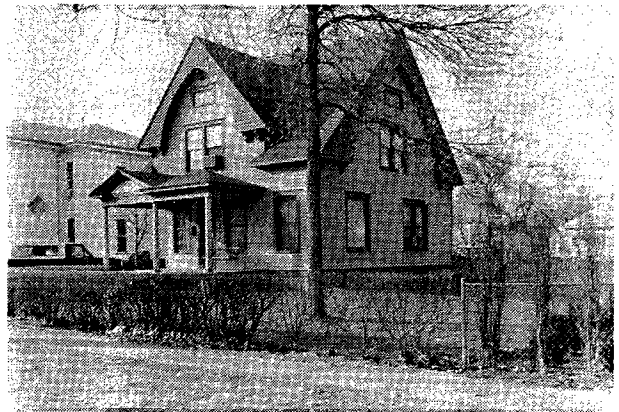
DD05: A-052 Fremont
House: Neo-Classical Revival style C1908



DD05: A-054 Fremont
John Sonin House: Shingle Style C1920



DD05: A-055 Fremont
Louis Holloway House: Queen Anne-Free Classic C1910



DD05: A-057 Fremont
House: Eclectic C1908



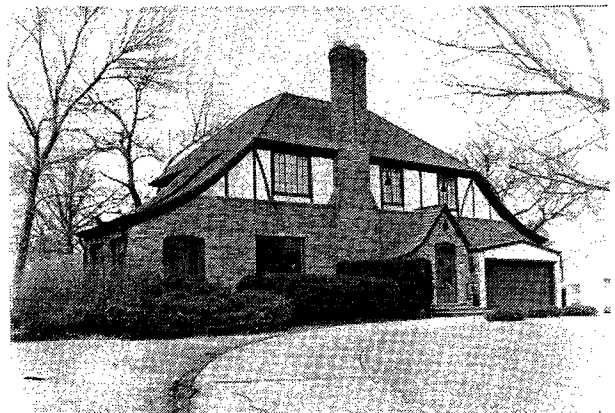
DD05: A-058 Fremont
House: Four-Square w/Neo-Classical Porch C1910



DD05: A-059 Fremont
House: Queen Anne style details C1910



DD05: A-060 Fremont
Period House: Tudor Revival style C1927



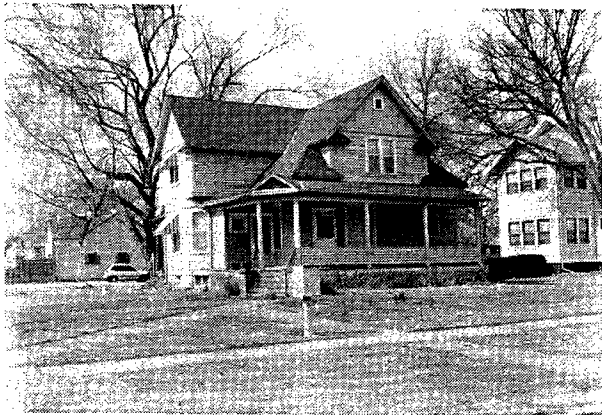
DD05: A-061 Fremont
Period House: Tudor Revival style C1927



DD05: A-065 Fremont
House: Queen Anne style-Free Classic type C1912



DD05: A-066 Fremont
Ray Chappel House: Craftsman style details C1920



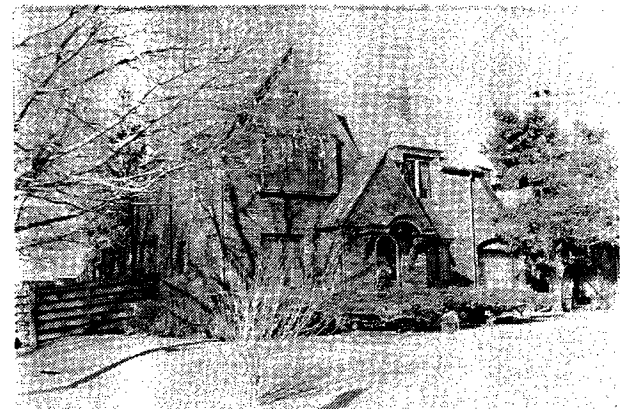
DD05: A-068 Fremont
House: Queen Anne style-Free Classic type C1890



DD05: A-075 Fremont
House: Craftsman style C1913



DD05: A-083 Fremont
House: Queen Anne style-Free Classic type C1908



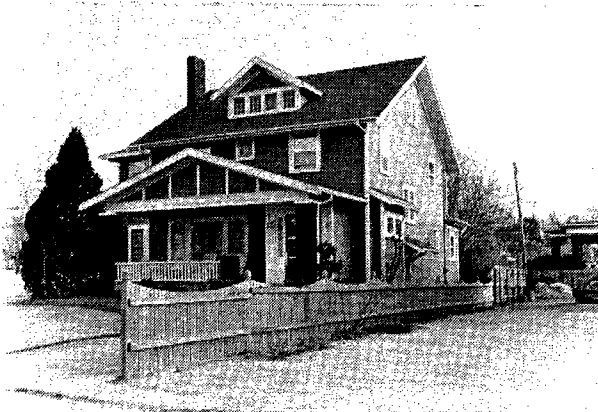
DD05: A-084 Fremont
Period House: Tudor Revival style C1938



DD05: A-087 Fremont
House: Queen Anne style-Free Classic type C1905



DD05: A-123 Fremont
Period House: Tudor Revival style C1938



DD05: A-145 Fremont
House: Craftsman style porch C1920



DD05: A-150 Fremont
House: Queen Anne style-Free Classic type C1910



DD05: A-191 Fremont
Vernacular House: Gable-Front, Eastlake Porch C1905



DD05: A-205 Fremont
House: Craftsman style C1917



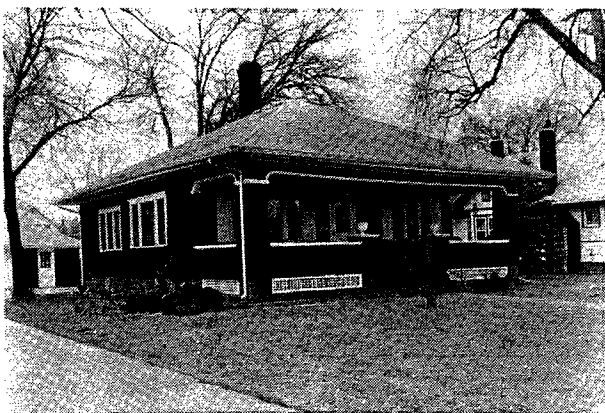
DD05: A-210
Vernacular House:

Fremont
C1908



DD05: A-212
House: Four-Square Type

Fremont
C1915



DD05: A-213
House: Craftsman style details

Fremont
C1912



DD05: A-214
House: Craftsman style

Fremont
C1920



DD05: A-215
House: Bungalow type

Fremont
C1910



DD05: A-224
Period House: Dutch Colonial Revival style

Fremont
C1924



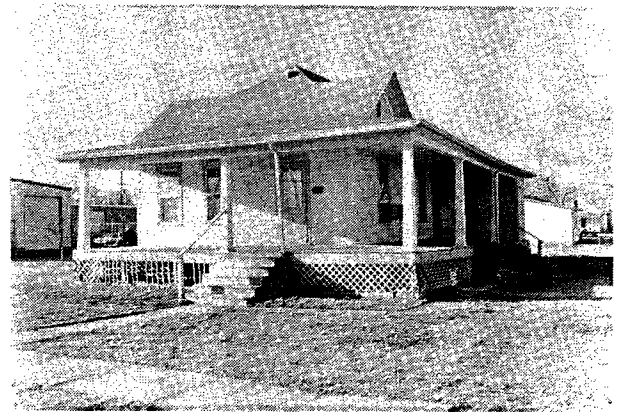
DD05: A-242
Vernacular House: Hall and Parlor Type
Fremont
C1885



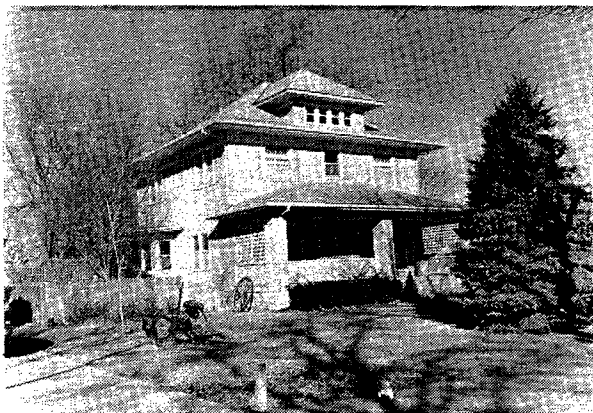
DD05: A-246
Vernacular House
Fremont
C1900



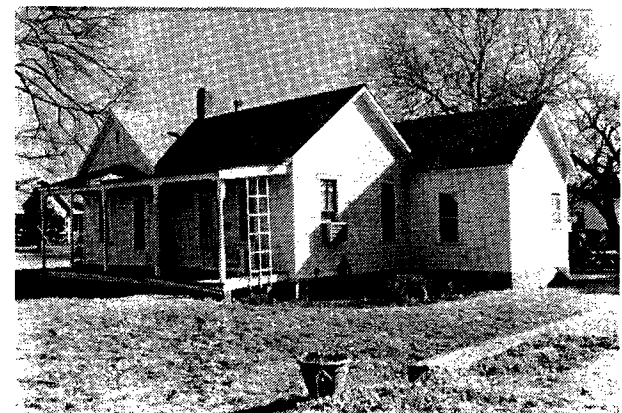
DD05: A-257
Vernacular House: Gable-Front Type
Fremont
C1900



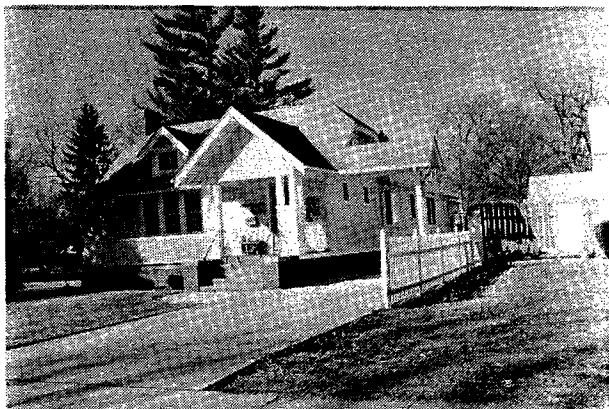
DD05: A-260
Vernacular House
Fremont
C1890



DD05: A-265
House: Four-Square Type
Fremont
C1920



DD05: A-269
Vernacular House with Eastlake Porch
Fremont
C1885



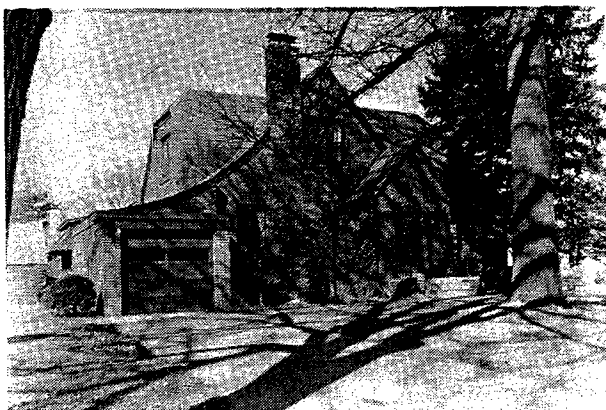
DD05: A-273
House: Craftsman style

Fremont
C1920



DD05: A-274
Period House: Georgian Revival

Fremont
C1928



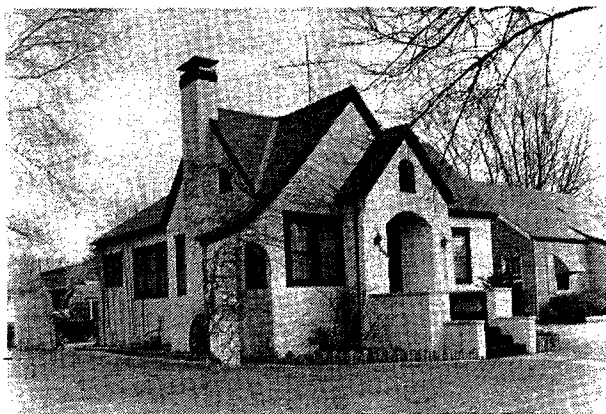
DD05: A-275
Period House: Tudor Revival style

Fremont
C1938



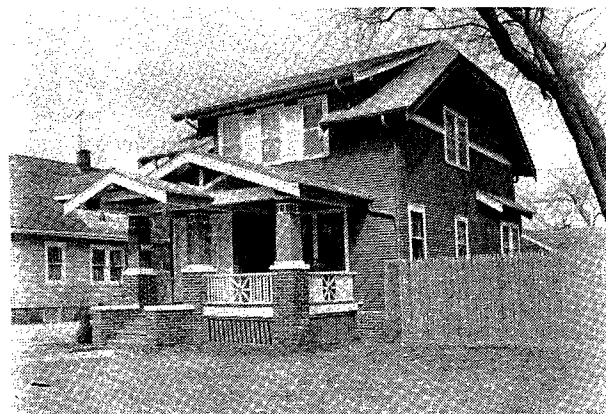
DD05: A-277
House: Craftsman style details

Fremont
C1920



DD05: A-293
Period House

Fremont
C1928

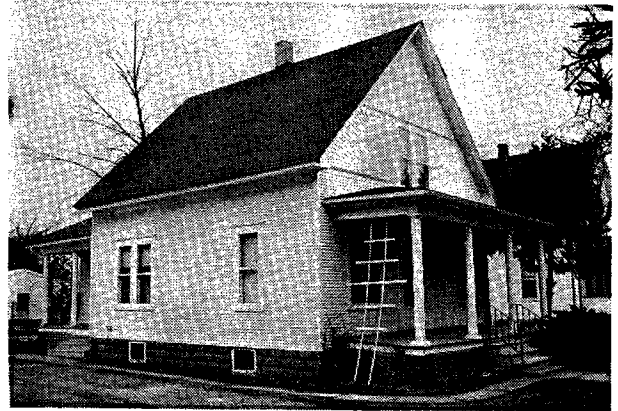


DD05: A-301
House: Craftsman style

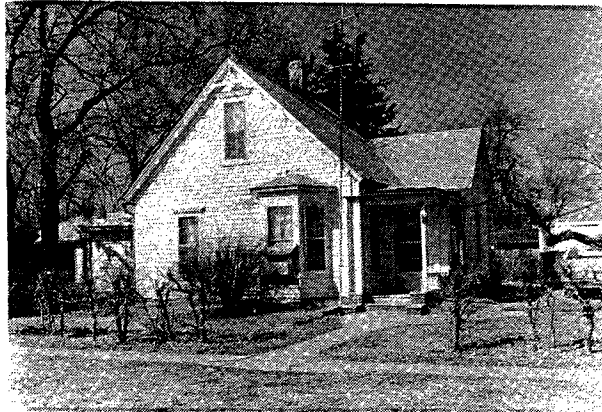
Fremont
C1925



DD05: B-005
House: Queen Anne style
Fremont
C1905



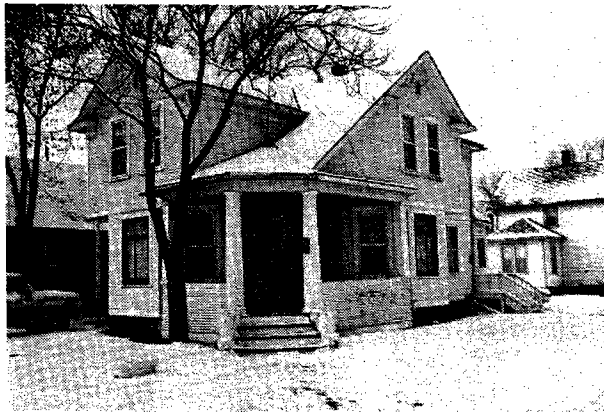
DD05: B-006
Vernacular House: Gable-Front Type
Fremont
C1905



DD05: B-024
House: Carpenter Gothic
Fremont
C1890



DD05: B-029
House: Queen Anne style-Free Classic type
Fremont
C1908



DD05: B-031
House: Queen Anne style-Free Classic type
Fremont
C1908



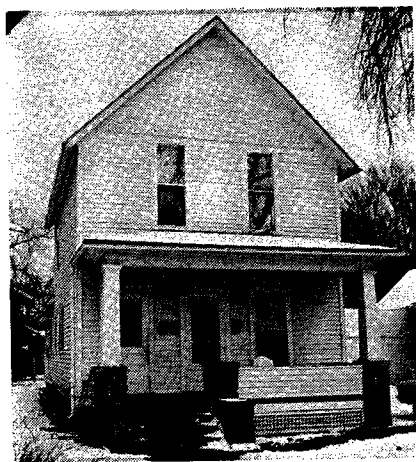
DD05: B-033
William Saeger House:
Fremont
C1913



DD05: B-037
House: Vernacular w/Neo-Classical Porch
Fremont
C1927



DD05: B-038
House: Queen Anne style-Free Classic type
Fremont
C1908



DD05: B-045
House: Gable-Front type
Fremont
C1905



DD05: B-052
House: Craftsman style details
Fremont
C1925



DD05: B-053
House: Queen Anne with Craftsman style porch
Fremont
C1905



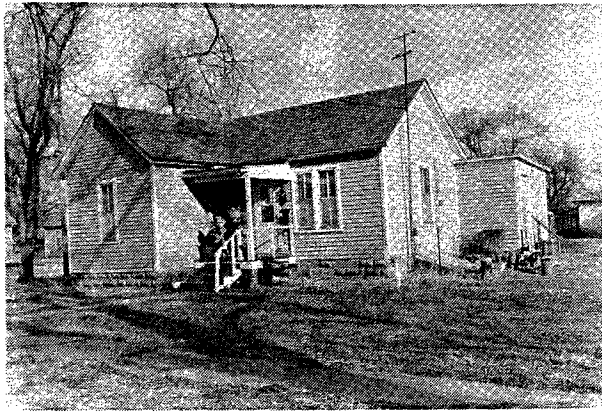
DD05: B-057
House: Queen Anne style
Fremont
C1888



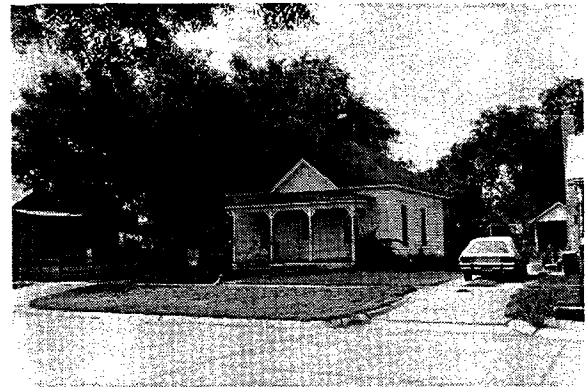
DD05: B-058 Fremont
House: Simplified Queen Anne style C1890



DD05: B-059 Fremont
House: Vernacular with Craftsman Porch C1890



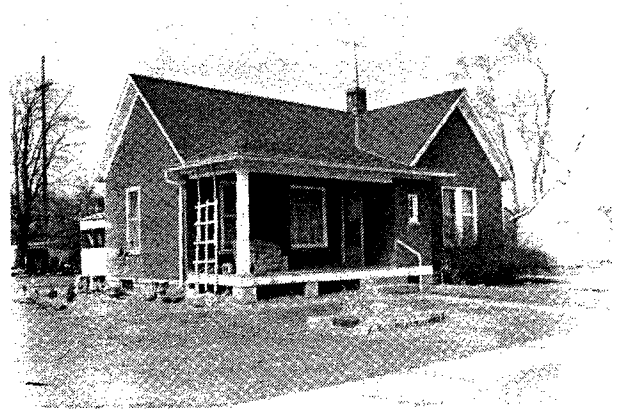
DD05: B-076 Fremont
Vernacular House C1888



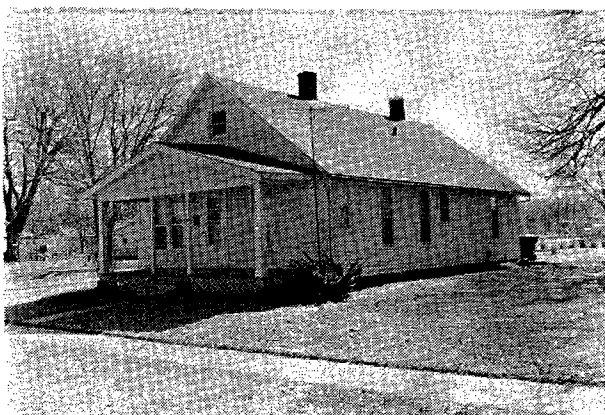
DD05: B-077 Fremont
House: Vernacular w/Eastlake Porch C1890



DD05: B-081 Fremont
House: Gable-Front Type w/Eastlake Porch C1885



DD05: B-093 Fremont
Vernacular House C1890



DD05: B-105
House: Gable-Front Type

Fremont
C1905



DD05: B-148
House: Craftsman style

Fremont
C1920



DD05: B-151
Duplex: Queen Anne details

Fremont
C1890



DD05: B-152
House: Craftsman style

Fremont
C1920



DD05: C-004
House: Queen Anne style

Fremont
C1890



DD05: C-005
House: Simplified Queen Anne style

Fremont
C1890



DD05: C-006 Fremont
Vernacular House: Gable-Front, Eastlake Porch C1890



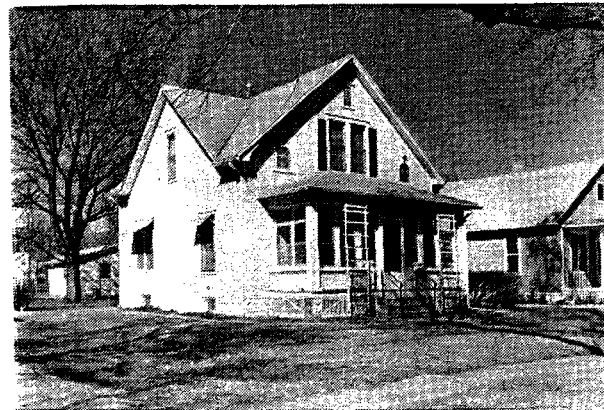
DD05: C-007 Fremont
House: Simplified Queen Anne style C1890



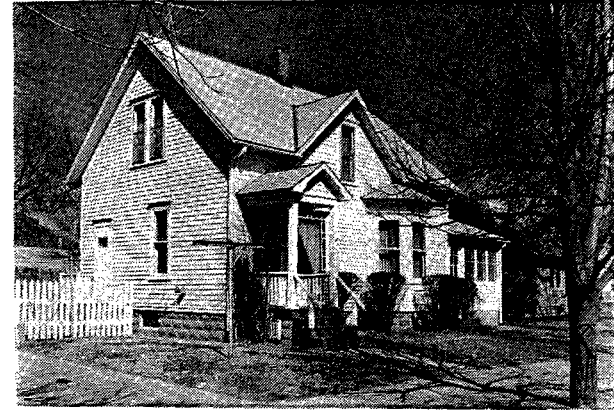
DD05: C-025 Fremont
Shepherd House: Queen Anne-Free Classic C1905



DD05: C-037 Fremont
House: Vernacular with Neo-Classical Porch C1900



DD05: C-041 Fremont
House: Four-Square Type C1908



DD05: C-045 Fremont
House: Vernacular C1900



DD05: C-046 Fremont
House: Gable-Front Type, Eastlake details C1900



DD05: C-051 Fremont
House: I-House with Eastlake Porch C1890



DD05: C-059 Fremont
Mels Johnson House: Queen Anne style C1890



DD05: C-065 Fremont
House: Eclectic C1890



DD05: C-067 Fremont
Vernacular House C1890



DD05: C-091 Fremont
House: I-House C1890



DD05: C-100
House: Queen Anne style-Free Classic type
Fremont C1890



DD05: C-103
Peter Johnson House: Four-Square Type
Fremont C1910



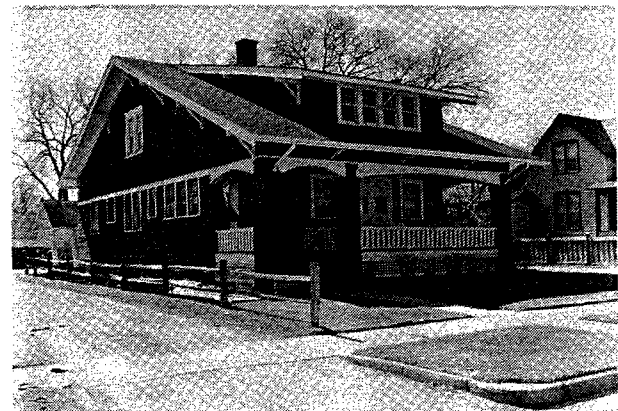
DD05: C-104
House: Queen Anne style-Free Classic type
Fremont C1905



DD05: C-107
Katherine Meyer House: Four-Square Type
Fremont C1910



DD05: C-108
House: Upright with side wing
Fremont C1900



DD05: C-111
House: Craftsman style
Fremont C1912



DD05: C-138
Vernacular House

Fremont
C1910



DD05: C-139
John Goff House: Queen Anne style

Fremont
C1900



DD05: C-144
Vernacular House: Neo-Classical Porch

Fremont
C1888



DD05: C-164
Vernacular House

Fremont
C1910



DD05: C-166
House: Craftsman style Bungalow

Fremont
C1920

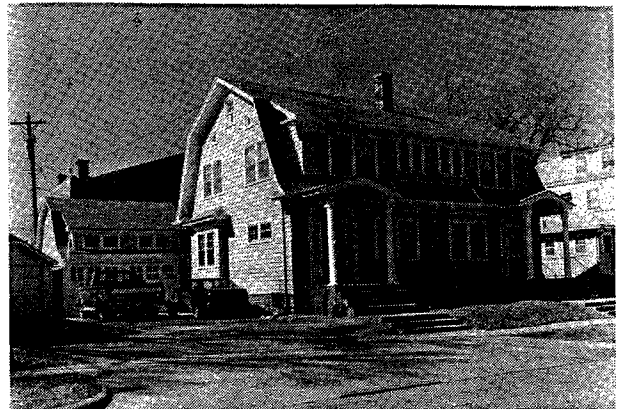


DD05: C-171
House: Eclectic

Fremont
C1885



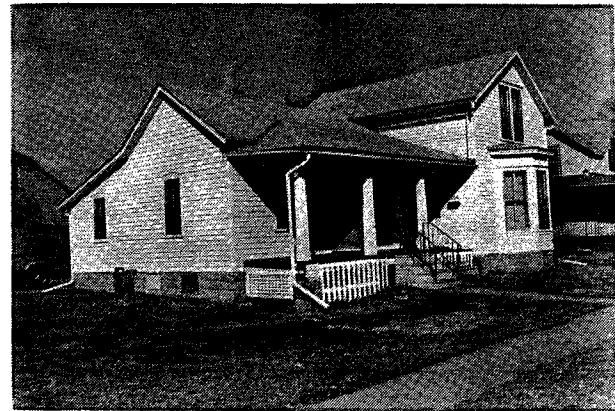
DD05: C-181
House: Queen Anne style-Free Classic type
Fremont C1890



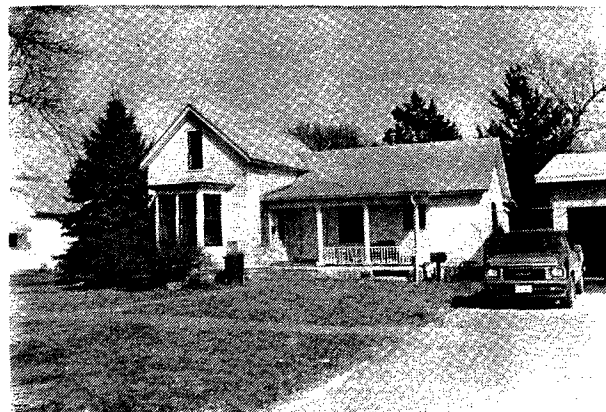
DD05: C-183
Duplex: Dutch Colonial Revival
Fremont C1938



DD05: C-188
Vernacular: I-House
Fremont C1885



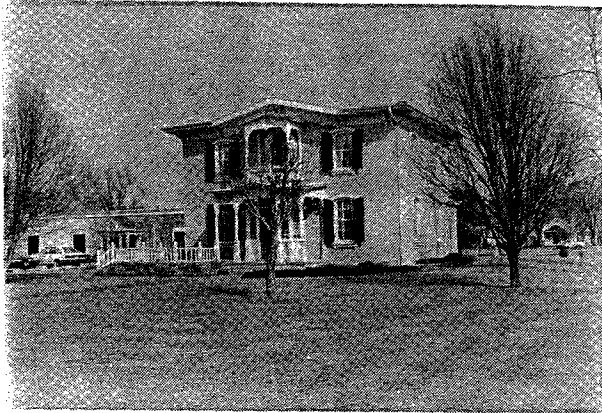
DD05: C-202
House: Upright with side wing
Fremont C1888



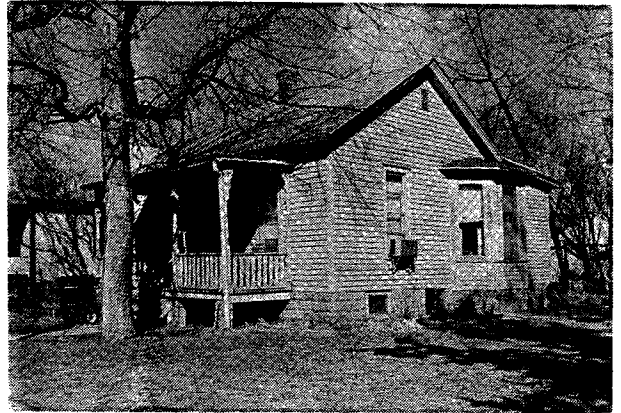
DD05: C-204
House: Upright with side wing
Fremont C1890



DD05: C-208
Bothwell House: Italianate, Second Empire
Fremont C1885



DD05: C-213 Fremont
George Turner House: Italianate style 1867



DD05: C-216 Fremont
Vernacular House: Hall and Parlor Type C1885



DD05: C-240 Fremont
House C1913



DD05: C-272 Fremont
Vernacular House: Gable Front Type C1890



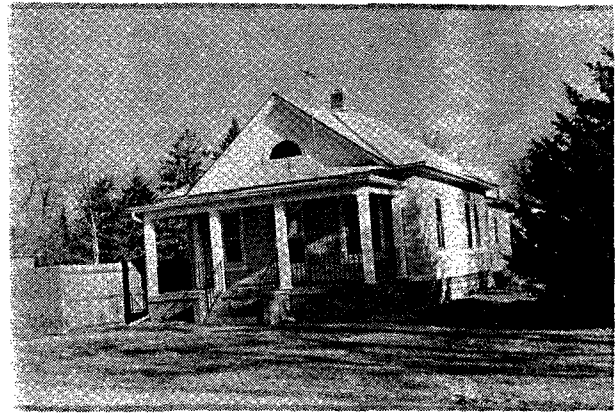
DD05: C-286 Fremont
House: Vernacular w/Neo-Classical Porch C1885



DD05: C-360 Fremont
Vernacular House: Gable-Front Type C1905



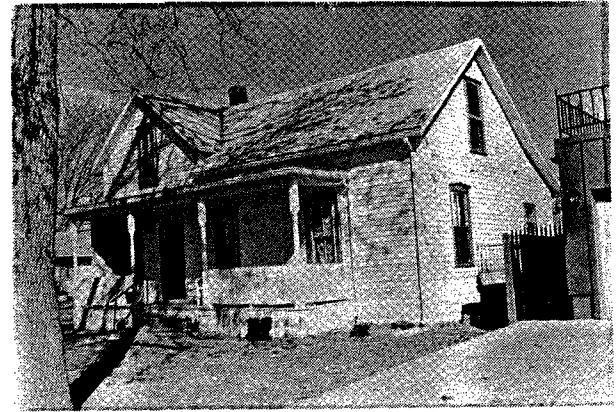
DD05: C-361 Fremont
House: Gable-Front Type, Craftsman Porch C1908



DD05: C-384 Fremont
House: Four-Square Type C1890



DD05: C-399 Fremont
House: Vernacular House C1905



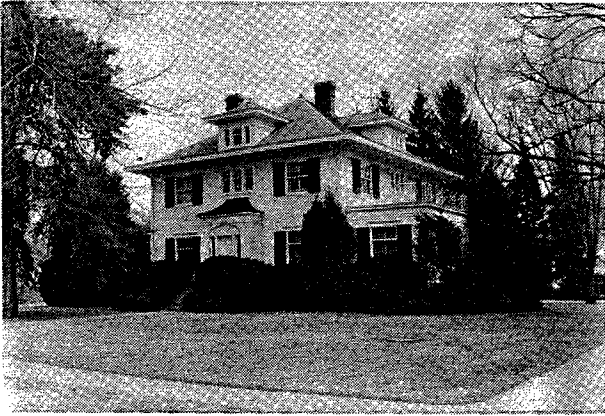
DD05: C-402 Fremont
House: Greek Revival details C1885



DD05: D-002 Fremont
House: Craftsman style Bungalow C1920



DD05: D-005 Fremont
House: Queen Anne style-Free Classic type C1908



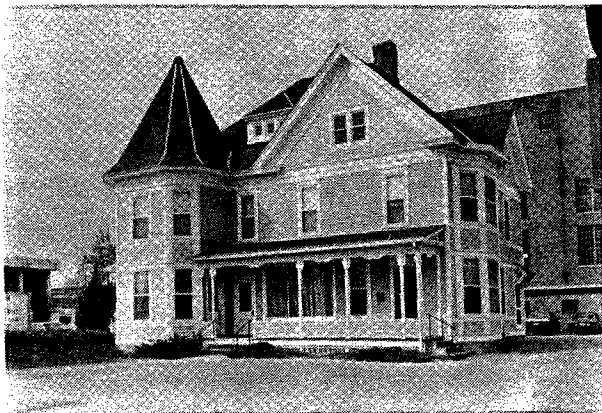
DD05: D-007
Teiegler House: Eclectic

Fremont
C1908



DD05: D-009
Hoebener House: Queen Anne-Free Classic type C1905

Fremont



DD05: D-012
Nathan Brown House: Queen Anne style

Fremont
C1890



DD05: D-014
George Volz House: Queen Anne style

Fremont
C1910



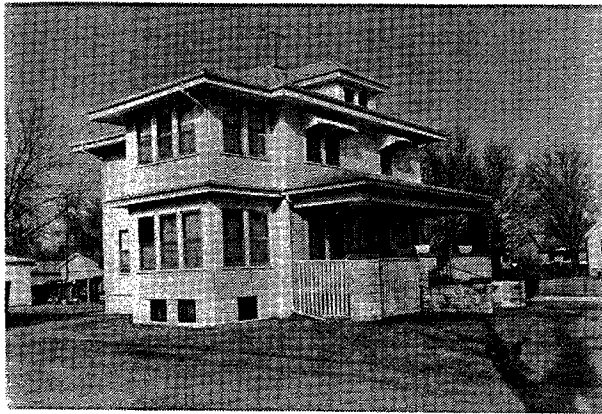
DD05: D-023
Brugh House: Queen Anne w/ Neo-Classic. porch C1900

Fremont



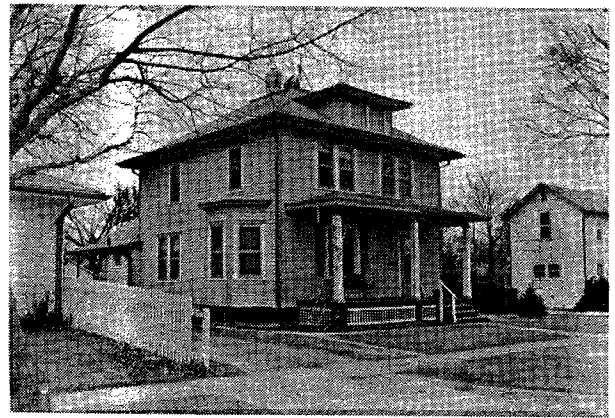
DD05: D-025
House: Four-Square w/Prairie Style details C1913

Fremont



DD05: D-031
House: Prairie Style Details

Fremont
C1912



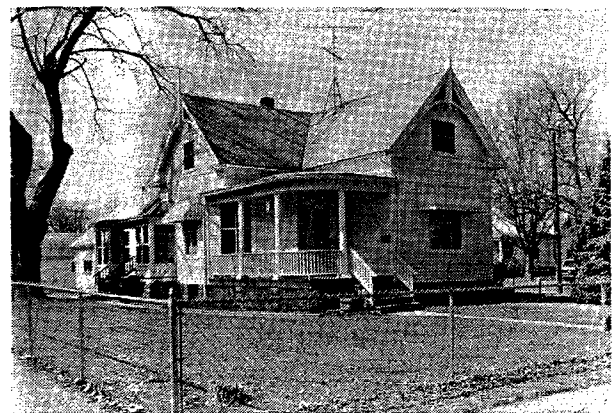
DD05: D-043
House: Four-Square type

Fremont
C1912



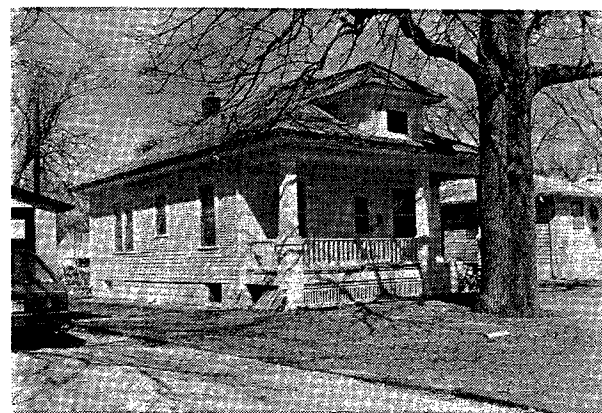
DD05: D-044
Vernacular House: Eastlake porch

Fremont
C1890



DD05: D-050
House: Simplified Queen Anne-Free Classic

Fremont
C1905



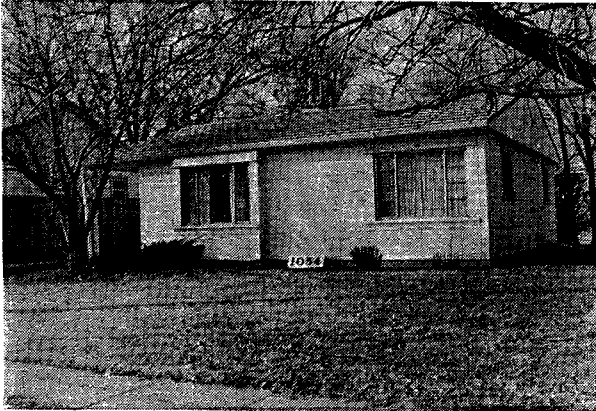
DD05: D-111
House: pre-bungalow type

Fremont
C1910

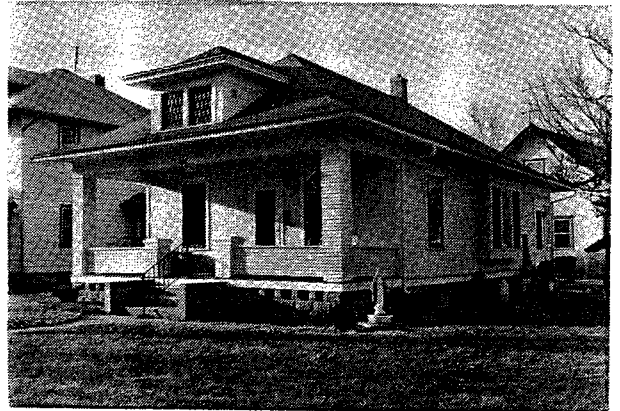


DD05: D-124
Vernacular House: Hall-and-Parlor type

Fremont
C1880



DD05: D-135 Fremont
House: Lustron type, prefabricated metal C1952



DD05: D-142 Fremont
House: pre-bungalow type C1908



DD05: D-149 Fremont
House: Craftsman style Bungalow C1920



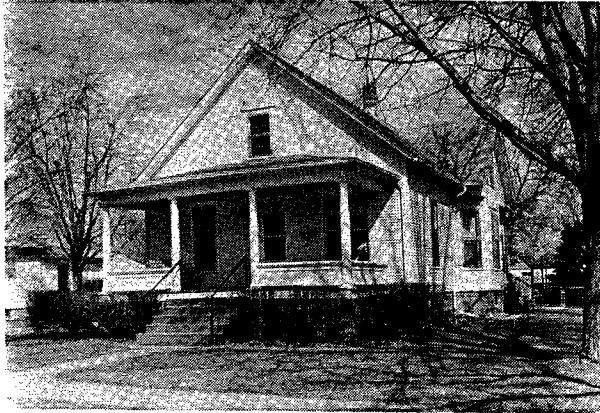
DD05: D-174 Fremont
House: Gable-Front type w/Queen Anne details C1890



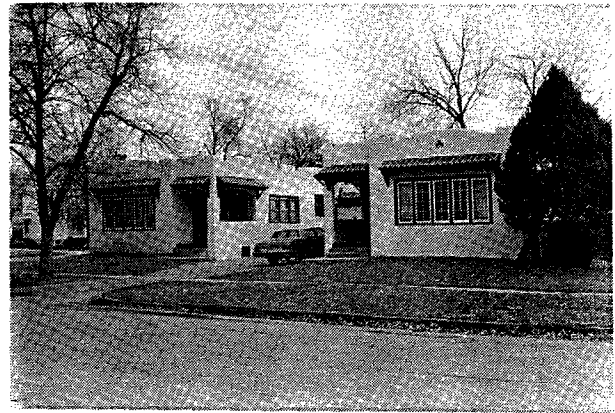
DD05: D-175 Fremont
House: Queen Anne-Free Classic subtype C1890



DD05: D-183 Fremont
House: Eastlake porch C1890



DD05: D-193
House: simplified Queen Anne-Free Classic
Fremont C1905



DD05: D-200
House(s): Period-Spanish Colonial Revival
Fremont C1936



DD05: D-206
House
Fremont C1912



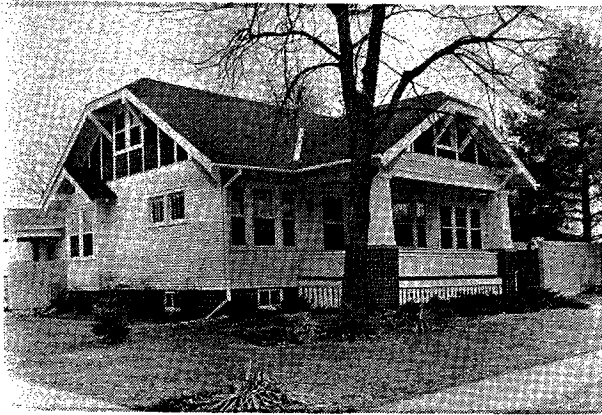
DD05: D-207
House
Fremont C1912



DD05: D-208
House: Craftsman style
Fremont C1923



DD05: D-210
House: Queen Anne-Free Classic type
Fremont C1905



DD05: D-219
House: Craftsman style Bungalow
Fremont
C1920



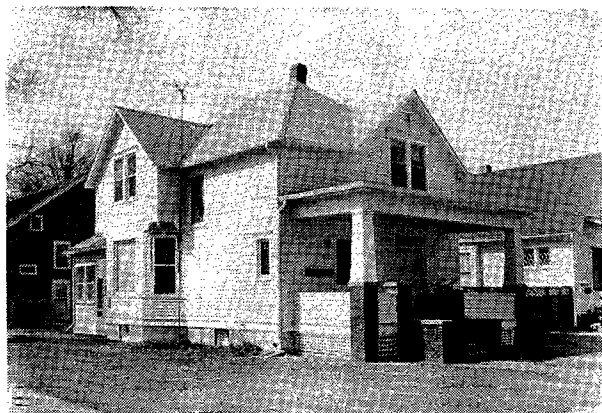
DD05: D-222
House: Second Empire style
Fremont
C1885



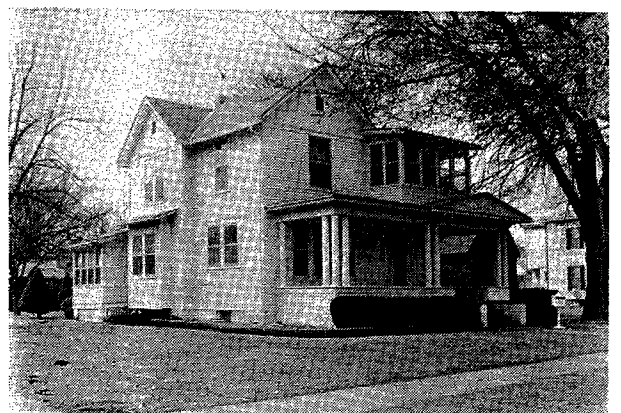
DD05: D-247
House: Queen Anne style-Free Classic type
Fremont
C1890



DD05: D-248
House
Fremont
C1900



DD05: D-251
House: simplified Queen Anne-Free Classic type
Fremont
1900

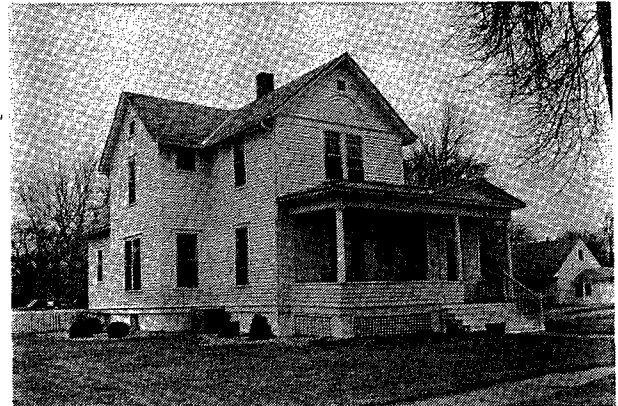


DD05: D-253
House: Queen Anne style-Free Classic type
Fremont
C1910



DD05: D-264
House: Queen Anne style

Fremont
C1890



DD05: D-281
House: Queen Anne style-Free Classic type

Fremont
C1900



DD05: D-284
House: Craftsman style Bungalow

Fremont
C1923



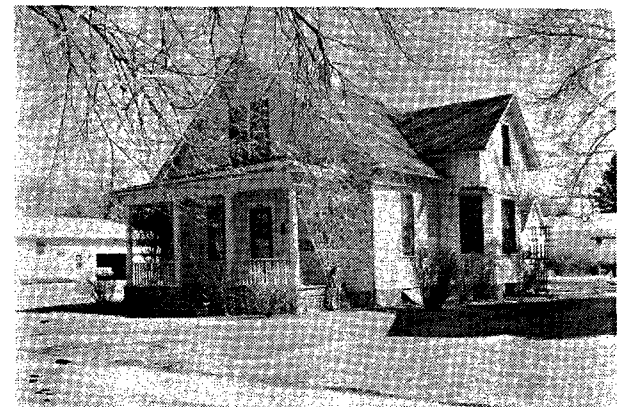
DD05: D-288
House: pre-bungalow type

Fremont
C1913



DD05: D-298
Period House: Spanish Colonial Revival details 1935

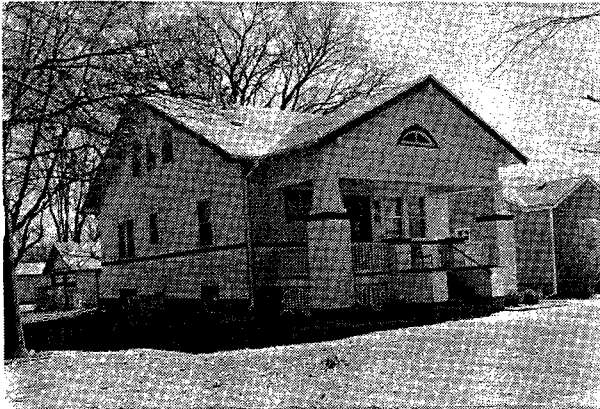
Fremont



DD05: D-315
House: Simplified Queen Anne-Free Classic

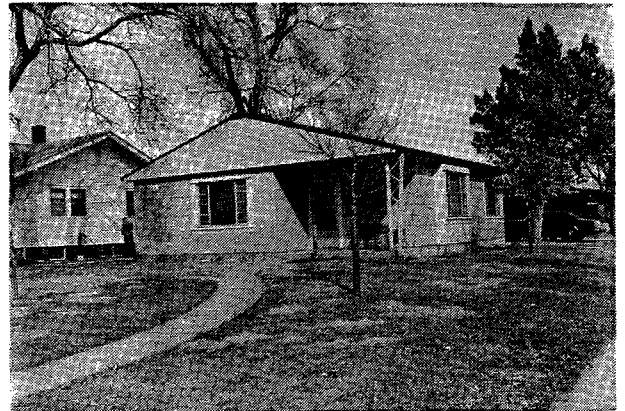
Fremont

C1900



DD05: D-321
House: Craftsman style Bungalow

Fremont
C1920



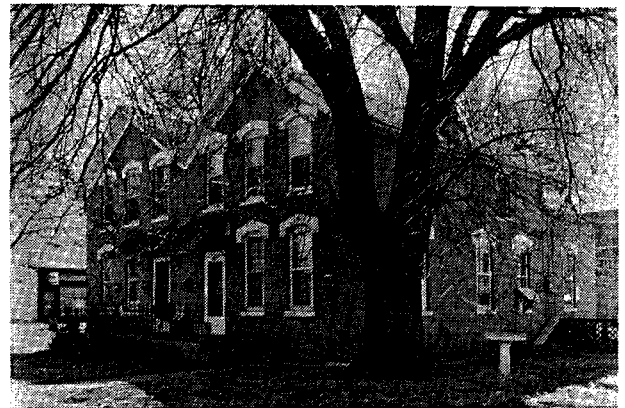
DD05: D-342
House: Lustron type, prefabricated metal

Fremont
C1953



DD05: D-345
House: simplified Queen Anne style

Fremont
C1905



DD05: E-010
Double House: Italianate style details

Fremont
1887



DD06-012
Brick House: Four-square type

Hooper
C1890



DD06-018
House: Vernacular, eastlake porch

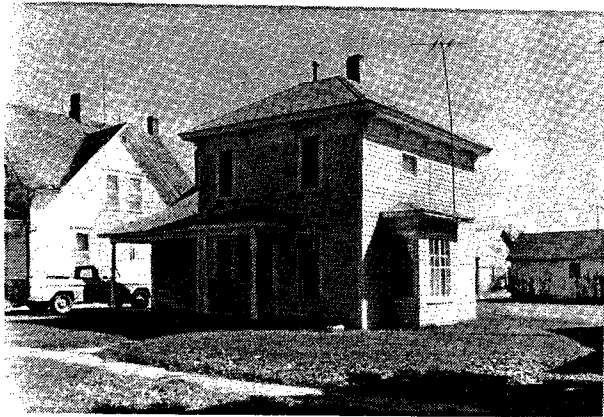
Hooper
C1888



DD06-020
House: simplified Queen Anne style
Hooper
C1890



DD06-021
Period House: Tudor Revival style
Hooper
C1937



DD06-023
House: Italianate style details
Hooper
C1885



DD06-024
House: Queen Anne style-Free Classic type
Hooper
C1900



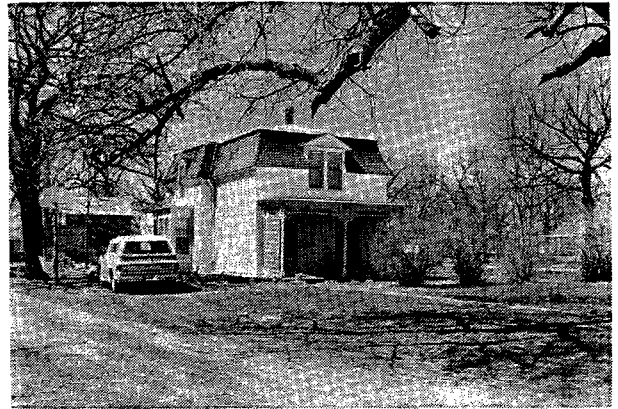
DD06-027
House
Hooper
C1888



DD06-031
House: Queen Anne style
Hooper
C1905



DD06-046	Hooper
House: Prairie and Bungalow details	C1908



DD09-001 North Bend
House: Second Empire style C1880



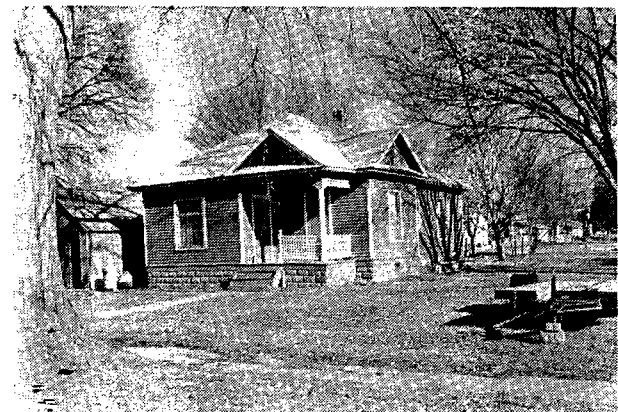
DD09-004 North Bend
House: simplified Queen Anne-Free classic type 1888



DD09-005 North Bend
House: Eclectic; Gothic Rev. & Queen Anne C1890



DD09-014 North Bend
House: simplified Italianate style C1885



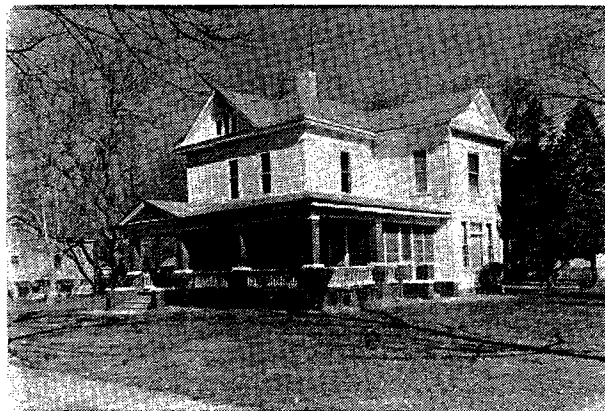
DD09-016 North Bend
House: simplified Greek Revival porch C1900



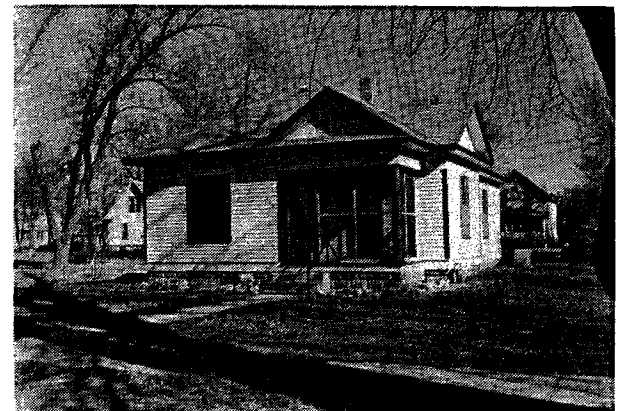
DD09-020 North Bend
Brick House: Queen Anne style C1888



DD09-023 North Bend
House: Eclectic C1908



DD09-035 North Bend
House: Queen Anne style-Free Classic type C1900



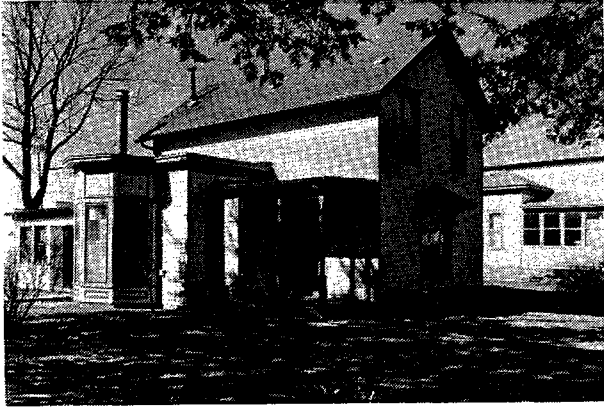
DD09-037 North Bend
House: simplified Greek Revival porch C1908



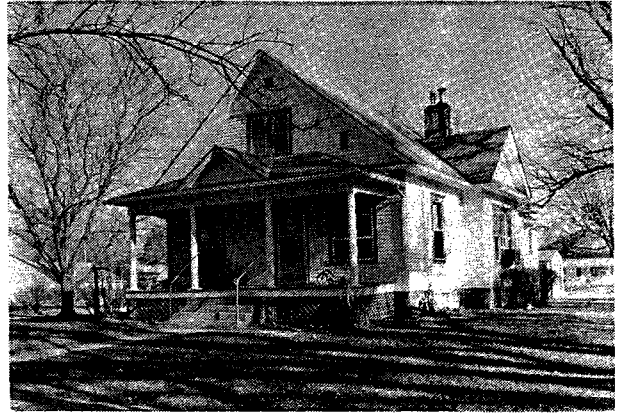
DD09-039 North Bend
House: simplified Gothic Revival style C1888



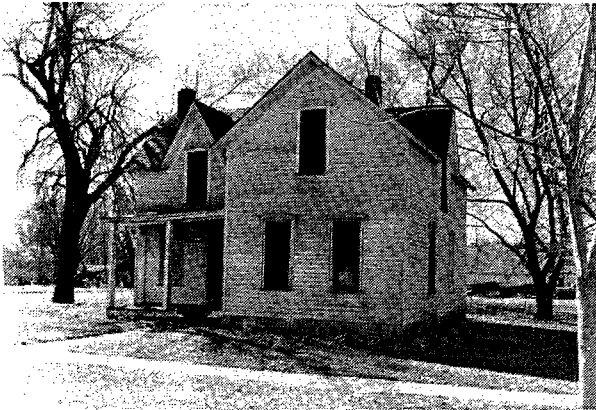
DD09-041 North Bend
House: Four-Square type C1885



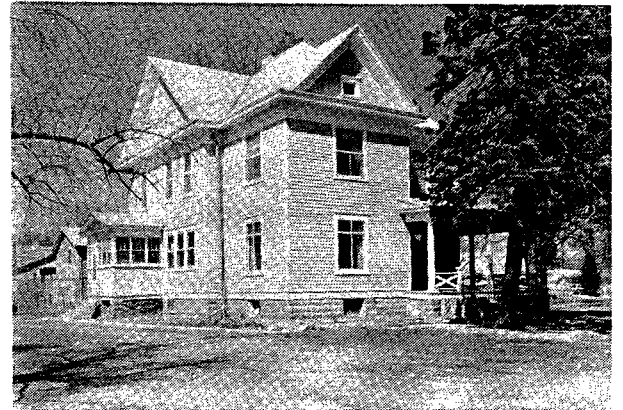
DD09-042 North Bend
House: Gable Front with Eastlake details C1885



DD09-044 North Bend
House: simplified Queen Anne-Free Classic C1905



DD09-052 North Bend
House: simplified Gothic Revival details C1888



DD09-065 North Bend
House: Queen Anne style-Free Classic type C1912



DD09-067 North Bend
House: Gable Front type-Queen Anne details C1905



DD10-001 Scribner
House: Gable Front type w/Neo-Classical porch C1906



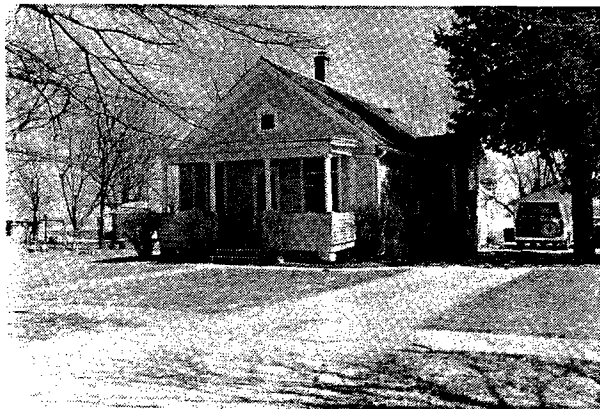
DD10-002
House: Cross Gable type

Scribner
C1908



DD10-013
House: Craftsman style Bungalow

Scribner
C1922



DD10-014
House: Gable Front type w/Queen Anne details

Scribner

C1900



DD10-016
House: Queen Anne style-Free Classic type

Scribner
C1900



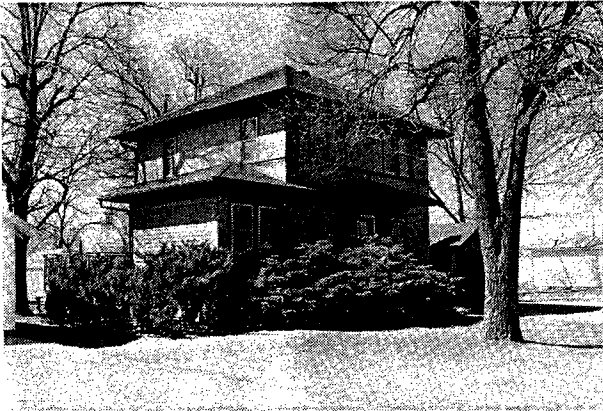
DD10-018
House: Italianate style

Scribner
C1885



DD10-020
House: Vernacular

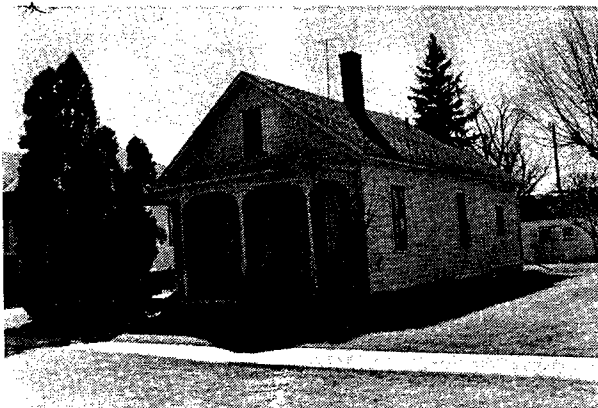
Scribner
C1905



DD10-048 Scribner
House: Four Square type w/Prairie details C1917



DD10-055 Scribner
House: Queen Anne style 1888



DD10-058 Scribner
House: Gable Front type w/Eastlake porch C1888



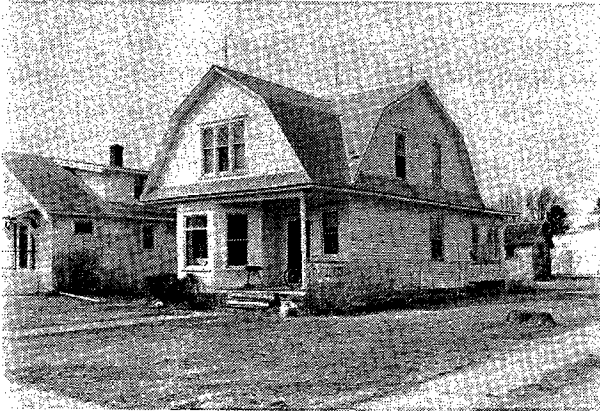
DD10-070 Scribner
House: Italianate w/later Neo-Classic porch C1890



DD10-072 Scribner
House: simplified Queen Anne C1890

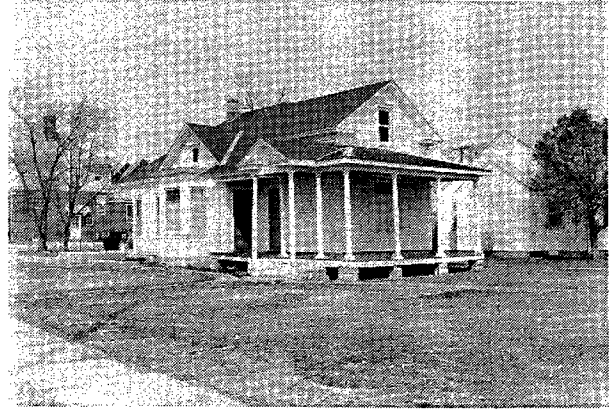


DD10-073 Scribner
House: Craftsman style C1916



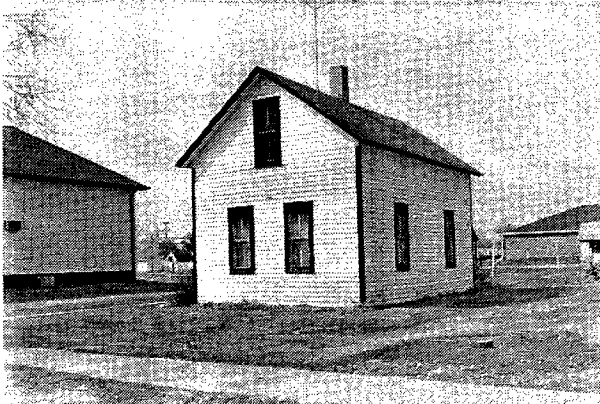
DD11-010
House: simplified Queen Anne style

Snyder
C1905



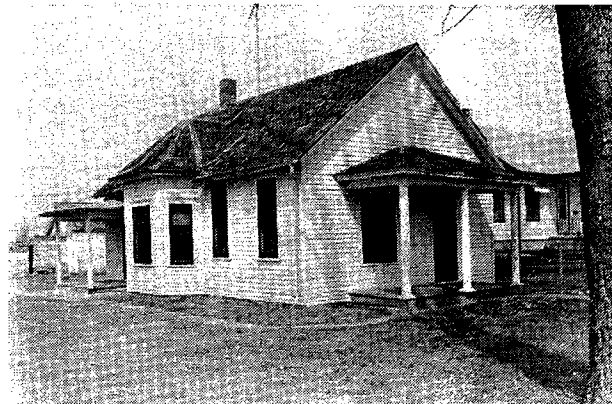
DD11-011
House

Snyder
C1890



DD11-026
House: Gable Front type

Snyder
C1888



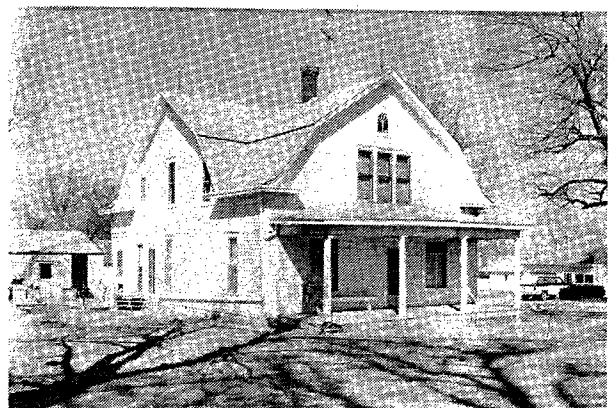
DD11-034
House: Gable Front type w/Neo-Class. porch

Snyder
C1890



DD12-028
House: Four Square type

Uehling
C1912

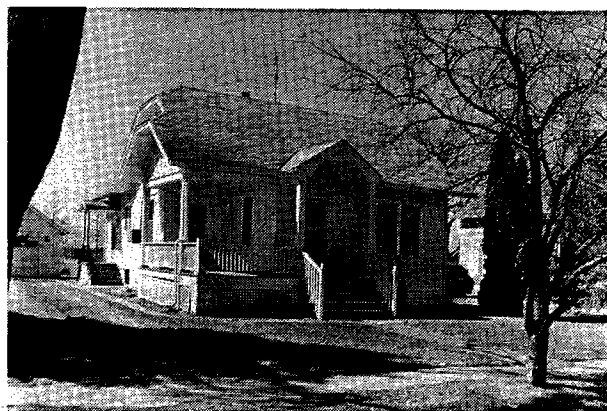


DD12-029
House: Gambrel Front type

Uehling
C1900



DD14-010 Winslow
House: Gable Front type w/Queen Anne details C1908



DD14-013 Winslow
House: Craftsman style details C1915



DD14-015 Winslow
House: Eastlake porch C1890



DD14-022 Winslow
Period House: Spanish Colonial Revival style C1937

Dodge County House Type Summary

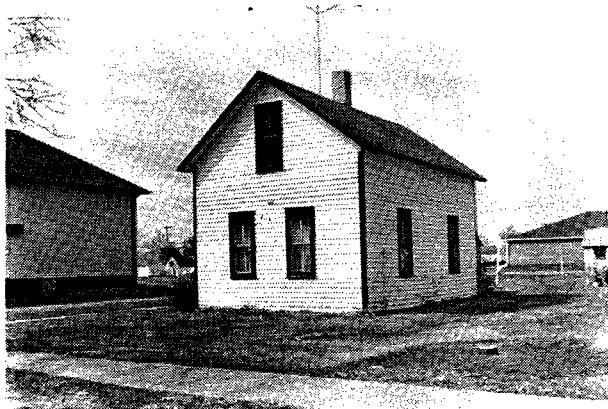


Fig. 22: Circa 1890 frame house, rural Dodge County, (DD00-027).

During fieldwork for historic buildings surveys it becomes apparent that many houses are not good examples of specific architectural styles. Since the goal of NEHBS is to document all houses with historic integrity, the NESHPO has developed a recording system; the method and rationale are described as follows.

Whether high style, folk/vernacular, or popular, houses can be analyzed for their shapes and frequency of occurrence in a given area. In the case of vernacular houses documenting the form can be especially important since there may not be other convenient ways to describe them. Historians have developed methods to describe ordinary houses; while the methods vary considerably, most use descriptions of the overall shape of the house, including shape, size, and roof type.

The Nebraska Historic Preservation Office uses stylistic terms where possible, and also a system to describe and categorize houses based on five elements. The method visually records form (e.g., rectangular, square); width; number of stories; roof type (e.g., gable, hip); and orientation to the street. These elements are computerized to determine dominant types in survey areas. A brief description of the most numerous combinations and their characteristics identified in Dodge County begins on the following page.



DD11-026



DD05: A-191

Type #1

This type is characterized by a rectangular shape, gable roof house with the narrow end facing the street. This type, with variations, represented nearly one-fourth (24%) of all Dodge County houses.



DD05: C-188



DD05: D-124

Type #2

This type, composed of seventeen varieties, represents over one-fifth (21%) of all Dodge County houses. This type is virtually identical to Type #1 with the exception of the orientation toward the street. In this case, the long dimension of the house is parallel to the street.

RECONNAISSANCE SURVEY OF THE LINCOLN HIGHWAY IN DODGE COUNTY

History of the Lincoln Highway

The Lincoln Highway can trace its origins to a group of automobile manufacturers and automotive suppliers who, under the leadership of Carl Graham Fisher, formed an association in 1912 with the goal of establishing a "Coast-to-Coast Rock Highway". The Lincoln Highway Association planned to develop a paved, marked, toll-free road that would provide the most direct route from New York to San Francisco. The highway, which would link the United States, as had the Union Pacific before it, was planned as a memorial to Abraham Lincoln. In 1913, a proclamation was issued which officially designated it as the first transcontinental highway in the United States. At the time of its dedication in October, 1913, the Lincoln Highway existed only on paper following established roads. It existed in this form for over a decade while the Lincoln Highway Association raised money and matched funds for paving of the roadway, since there were no federal funds and very limited state funds available.

Initially, the route of this memorial highway was widely coveted. Cities, rural, and resort areas appealed to the Association to locate the route through their area. Many local organizations suffered disappointment when the route was officially announced in 1913. The highway was to begin in New York and follow the most direct route to San Francisco, through New Jersey, Pennsylvania, northern Ohio, Indiana, and Illinois, central Iowa and Nebraska, southern Wyoming, northern Colorado and Utah, north and central Nevada, and through the Sacramento Valley, ending at Freedom Park in San Francisco.

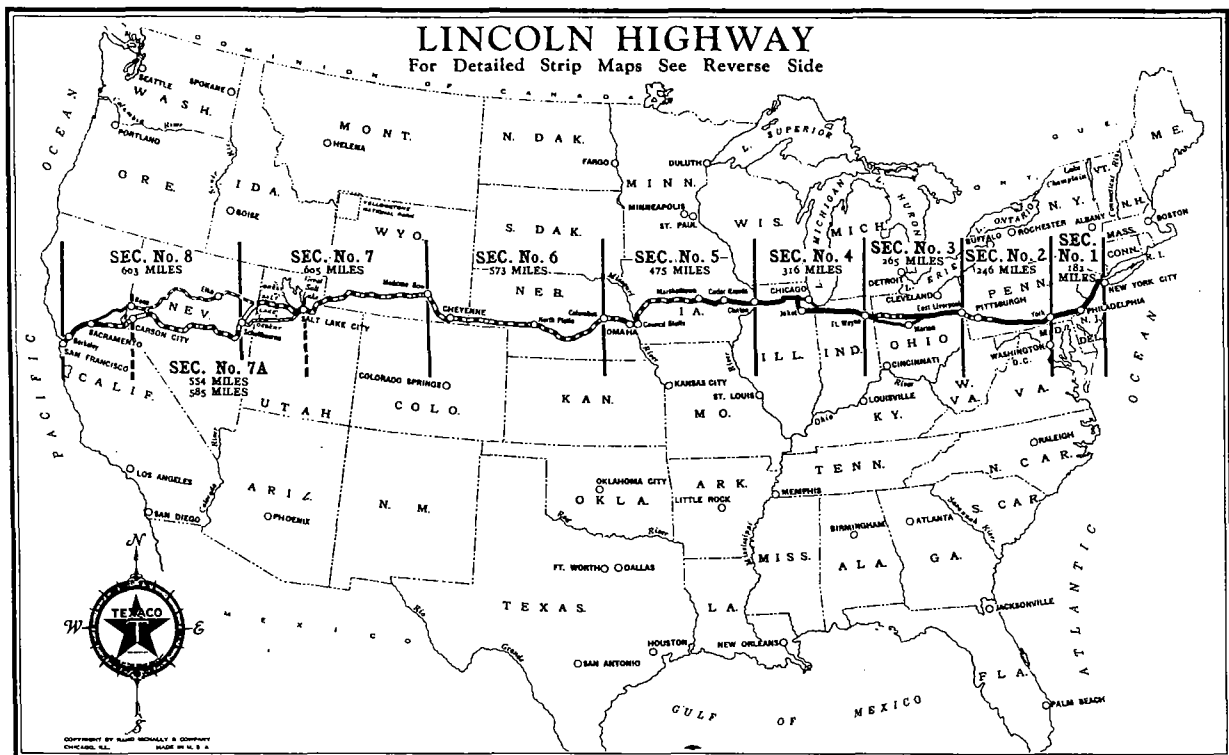


Fig. 23: Texaco Road Map featuring the Lincoln Highway/U.S. Route 30, C1930.

Following the official dedication of the route, the Lincoln Highway Association launched an extensive national effort to improve, mark and promote the highway. Individuals throughout the country contributed money, even if they were not on the route. The roads were soon marked with red, white and blue signs, and stripes with the letter "L" painted on telephone poles. With a network of state and local boosters, the Association criss-crossed the route, published and sold a series of guidebooks which informed travellers of road conditions, scenic sites, local history, and accommodations.

With cement donated by the Portland Cement Company and matching local funds, the Lincoln Highway Association also sponsored the construction of "seedling miles". At the time of their construction in several states along the route, these concrete sections of highway were usually the only improved road in the area. Seedling miles enabled the general public to understand what the Lincoln Highway could become, and underscored the necessity for improved roads.

Despite the tremendous efforts made by the Lincoln Highway Association, by 1919 the route was still unimproved in many areas. That year, a U.S. Army convoy crossed the country on the Lincoln Highway. The trip pointed out the poor condition of the highway and illustrated the need for a good transcontinental route. In 1926, the Lincoln Highway became part of the numbered routes in the newly established highway system, with most of the route becoming U.S. Route 30.

In Nebraska, the Lincoln Highway entered the eastern edge of the state at Omaha. It proceeded west through Elkhorn and Valley, and then followed the Platte River valley, as had the fur traders, pioneers, Pony Express, telegraph lines, and railroads before it. The highway followed the South Platte River to Big Springs where it then followed Lodgepole Creek to Sidney and crossed into Wyoming at Pine Bluffs.

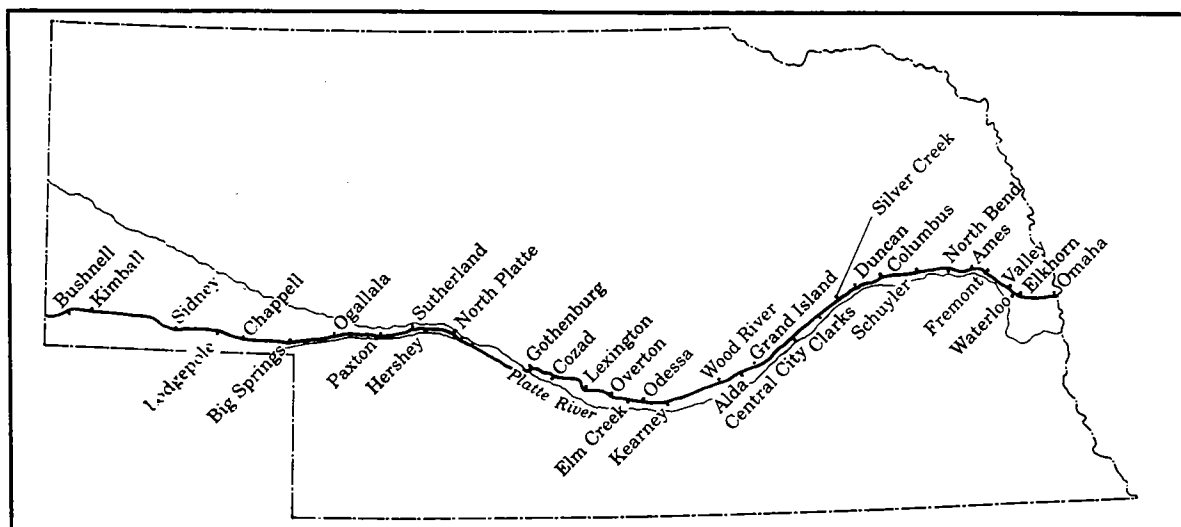


Fig. 24: Route of the Lincoln Highway in Nebraska
(Nebraska State Historical Society)

Nebraska, like most of the other states along the highway, enthusiastically endorsed the endeavor. When the highway proclamation was issued in 1913, Central City, Nebraska, became the first town in the country to ratify the proclamation. Ceremonies on dedication

day were held in cities on the route throughout the nation and Nebraska was no exception. In addition to the red, white, and blue markers, many communities erected their own signs or monuments in honor of the highway.

The "seedling mile" program was also successful in the state, with Grand Island, Fremont, and Kearney participating. In 1915, Grand Island became the first city in Nebraska to complete a seedling mile. Fremont, however, raised enough money to construct a six-mile stretch, the longest seedling mile in the country. This was constructed from Fremont west to Ames. Concrete seedling miles were, however, a very small portion of the route. With large amounts of land and small populations, western states like Nebraska had difficulty paving major sections of the highway. Much of the road was gravel, although this was an improvement over the cow paths and dirt trails through fields, described in the Lincoln Highway guidebooks.

Shortly after the Lincoln Highway became part of the national highway system, it was rerouted in the eastern part of Nebraska. The bridge crossing the Missouri River at Omaha was a toll bridge, but a free bridge was built in 1929-30 to the north at Blair. The Lincoln Highway, by then renamed U.S. Route 30, was re-routed to the free crossing in keeping with the Association's goal of making the road toll-free and direct. There were many other changes in the route through the early years, most were due to property disputes or problems with railroad right-of-ways which resulted in small adjustments, often with the route jogging along section-line roads. The route in 1913 sometimes jogged five or six miles to avoid crossing rivers, or to remain on section lines. When money became available for highway projects, in many instances, bridges were built, or new stretches of highway were laid to straighten out the route. By 1935, the highway was finally paved in its entirety.

The Lincoln Highway in Dodge County

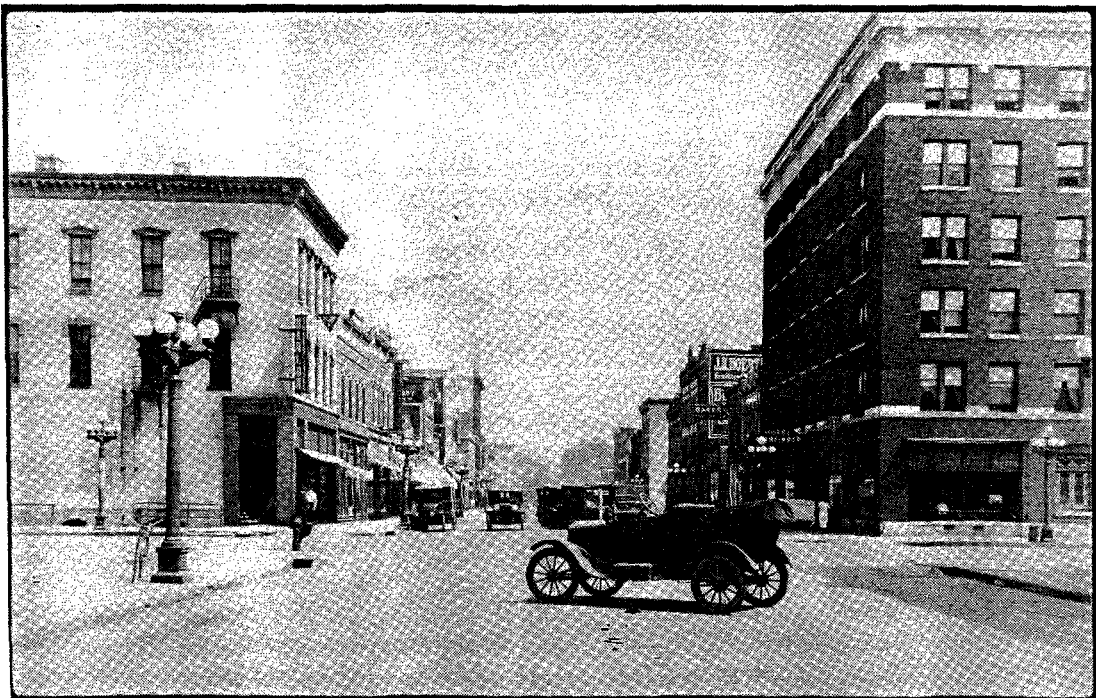


Fig. 25: The Lincoln Highway in the central business district of Fremont.
(Nebraska State Historical Society)

In Dodge County, the original route of the Lincoln Highway entered the county at the southeast corner, one-and-one-half miles east of the Platte River and turned in a northwesterly direction towards Fremont. After traveling through Fremont, the Lincoln Highway turned west at 23rd Street and followed the Platte River along the southern boundary of the County. The highway ran along the north side of the Union Pacific Railroad, except for a three-and-a-half mile stretch beginning at Ames where the highway crossed the tracks and continued west along the southern side. This was necessary to avoid crossing the South Branch of Rawhide Creek. The highway then returned to the north side of the railroad tracks and continued in a relatively straight line, through North Bend and on to the Colfax County line.

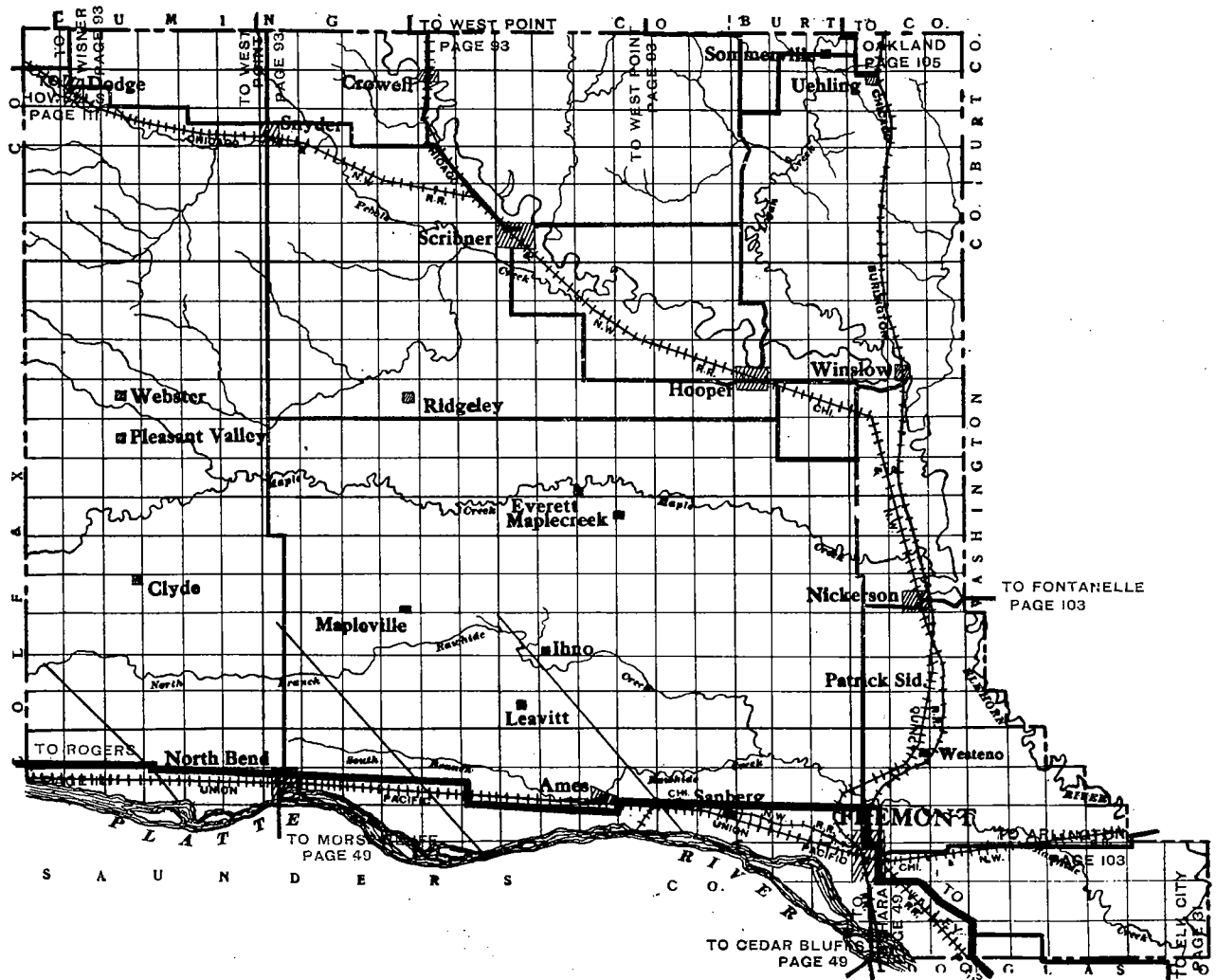


Fig. 26: Location of the Lincoln Highway in Dodge County, 1913, (indicated by bold line).
(From: The Official Road Book of the Nebraska State Automobile Association)

As of July, 1919, Fremont resident George F. Wolz, who was state consul for the Lincoln Highway Association for Nebraska and president of the State Good Roads Association, was preparing petitions for State and Federal aid for the proposed six mile stretch of "seedling-mile" on the Lincoln Highway. Wolz sent a report to the national headquarters of

the Lincoln Highway Association in Detroit outlining the condition of the highway through Nebraska in August of 1919. He stated that the conditions of the highway from Omaha to Cheyenne, Wyoming, "were the best they have ever been", and that traffic was very heavy with "25 to 40" tourists passing through Fremont daily in addition to the heavy truck transport, ("The Forum" Lincoln Highway Association: Detroit, August 15, 1919).

The report also gave an overview of paving progress throughout the state. Bond issues passed in Douglas County to pave the highway from Omaha to the Dodge County line; Platte County applied for three miles of hard surfacing west of Columbus and east to the Colfax County line. Grading of the entire mileage of the federal aid highways in Hall county had been completed. Improvement to the Lincoln Highway from Buffalo County west to the Nebraska-Wyoming border, however, was delayed due to settlement of leases with the Union Pacific railroad so that Federal aid could be secured. The report also described Fremont's plans to construct a six mile long "seedling-mile".

The six mile segment of paved road between Fremont and Ames was completed by the end of 1919 and it had the distinction of being the longest "seedling-mile" in the nation. Total cost of the contract was \$199,440.34, of which \$60,221 was received as federal aid; \$7,000 from the Lincoln Highway Association, and the remainder from land assessments, private, city, and county donations. Local good roads boosters declared that the success of the paved road was having a dramatic effect on the people of Dodge County; support was strong for securing bonds to pave the highway east to the Douglas county line.

The route of the Lincoln Highway west of Fremont to the Dodge/Colfax County line was straightened, but it closely follows the original 1913 road. The same cannot be said for the highway east of Fremont. The front page headline of the July 24th, 1930 Fremont Evening Tribune announced in banner heading: "RE-ROUTE LINCOLN WAY, FREMONT-MO. VALLEY". In the article, National Lincoln Highway Secretary, G.S. Hoag stated that the Association had the change in mind for ten or twelve years, and with the completion of the bridge over the Missouri River at Blair, Nebraska, in 1929, the change could be implemented. The City of Fremont anticipated that the Lincoln Highway would eventually be re-routed directly from Missouri Valley, Iowa, for many years. In fact, the "B-line" highway, which had been established shortly after the founding of the Lincoln Highway, ran east out of Fremont on Military Avenue to the county line. A dirt road until improvements were made in 1929, the "B-line" connected Fremont to Blair, and a ferry originally took freight and passengers across the Missouri River. Woods Brothers' Company of Lincoln, Nebraska built the bridge at Blair and a significant number of the transcontinental tourists began using it as a shortcut to Fremont. The re-routing reduced the distance between Fremont and Missouri Valley, Iowa by 28.6 miles, but eliminated Omaha and Council Bluffs from the official route of the Lincoln Highway.

Omaha and Council Bluffs argued that since 1926, the Lincoln Highway had been part of the federal highway system as U.S. Route #30, and therefore the Lincoln Highway Association no longer had the authority to change route. Apparently both Lincoln Highway and U.S. Route 30 signs remained posted on the transcontinental highway for several years (FET 7/25/30). Articles and road maps produced in 1930 labeled the route in a variety of ways. One map listed the highway from Omaha to Fremont as U.S. 30-S and from Fremont to Missouri Valley as U.S. 30, while another map labeled the Fremont to Missouri Valley route as both the Lincoln Highway and U.S. 30. Until the new Lincoln Highway route was paved by C1932-33, the original route through Omaha was still used by those who chose not to gamble with a

potentially muddy road. An editorial in the Fremont Evening Tribune summed up the situation:

"Omaha's protest, however, is a bit louder than the circumstances warrant. After all, there has been no change made in existing highways. No roads have been torn up or discontinued. Any traveler desiring to pass through Council Bluffs and Omaha will find the same fine highways available now as before. These highways will be clearly indicated on all maps". (FET 7/26/30)

Between 1913 and 1933, the Lincoln Highway entered and passed through Fremont on several different routes. For instance, in 1913 the original route of the highway entered Fremont at Bell Street and proceed towards the downtown on First Street. By 1920, an alternate route was added by continuing north on Bell to Fifth Street which then headed west toward the downtown. When the official route of the Lincoln Highway entered Fremont from Missouri Valley, Iowa, it entered Fremont on Military Avenue, which was the northern boundary of the downtown. This new route was temporary until East 23rd Street was paved, and then the new route of the Lincoln Highway connected with the original route west out of Fremont at Nye Avenue and 23rd Street. The final alignment also bypassed Fremont's central business district, (see Fig. 27).

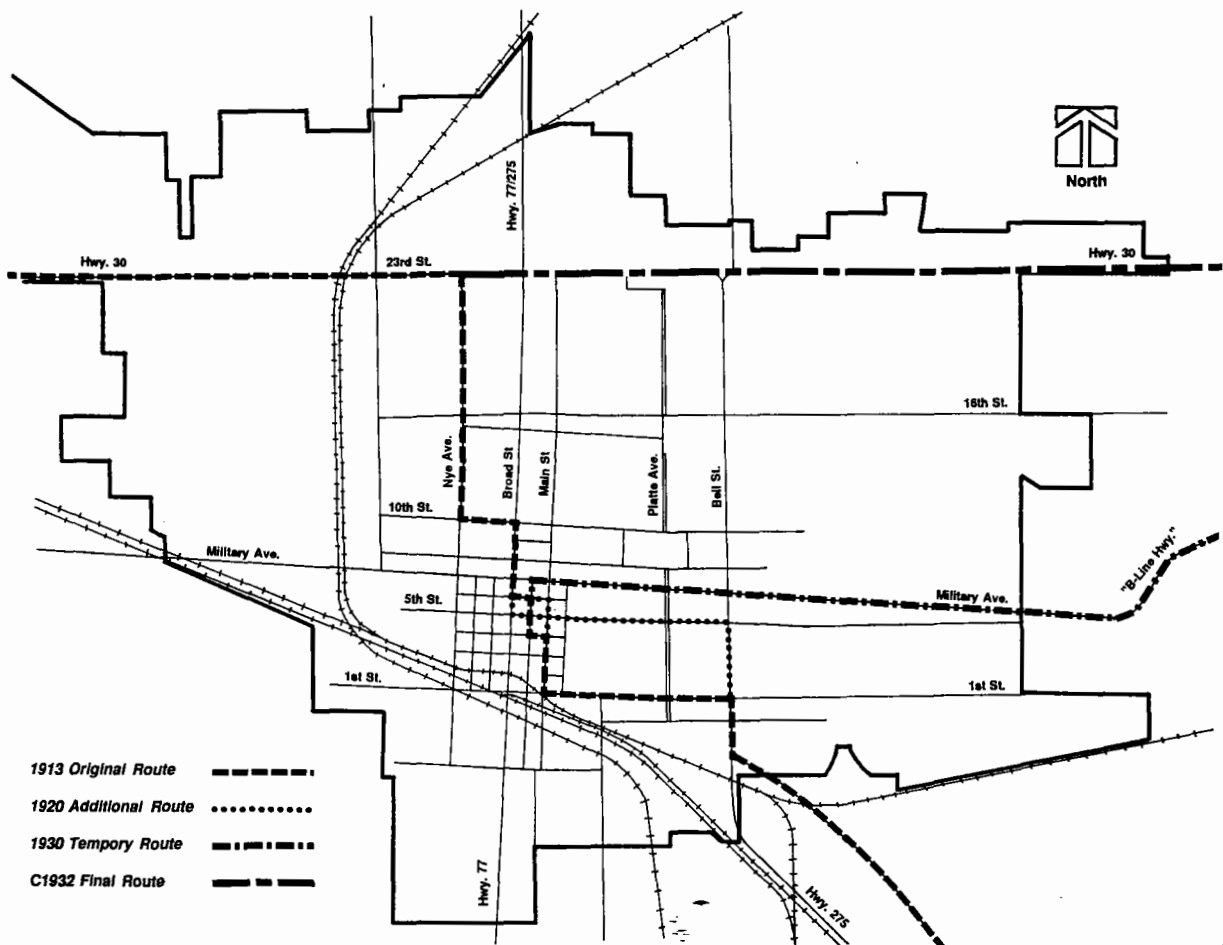


Fig. 27: Fremont city map showing routes of the Lincoln Highway between 1913 and C1932

While traveling the Lincoln Highway through downtown Fremont, the various routes of the highway exposed visitors to many of Fremont's important buildings, such as the previous Dodge County Court House, (the current court house, DD05:E-006, was built in 1917), the Love-Larson Opera House (DD05:E-003), and the U.S. Post Office (DD05:E-002), as well as the City Park (DD05:D-093). The 1920 route also ran through the section of downtown Fremont that is being nominated to the National Register as a commercial district.

As the route of the highway headed north on Broad Street through the residential areas of Fremont, it remained unchanged until the 1930 re-routing was completed. At 10th Street, the original route of the highway turned west and continued to Nye Avenue, where it turned north. For the next several blocks, the route took travelers through what the current survey identified as the potential "Nye Avenue Historic District", a residential area comprised of early twentieth-century houses. At the intersection of 23rd Street and Nye Avenue, the Lincoln Highway turned west and connected with the six mile stretch of the "seedling-mile" to Ames.

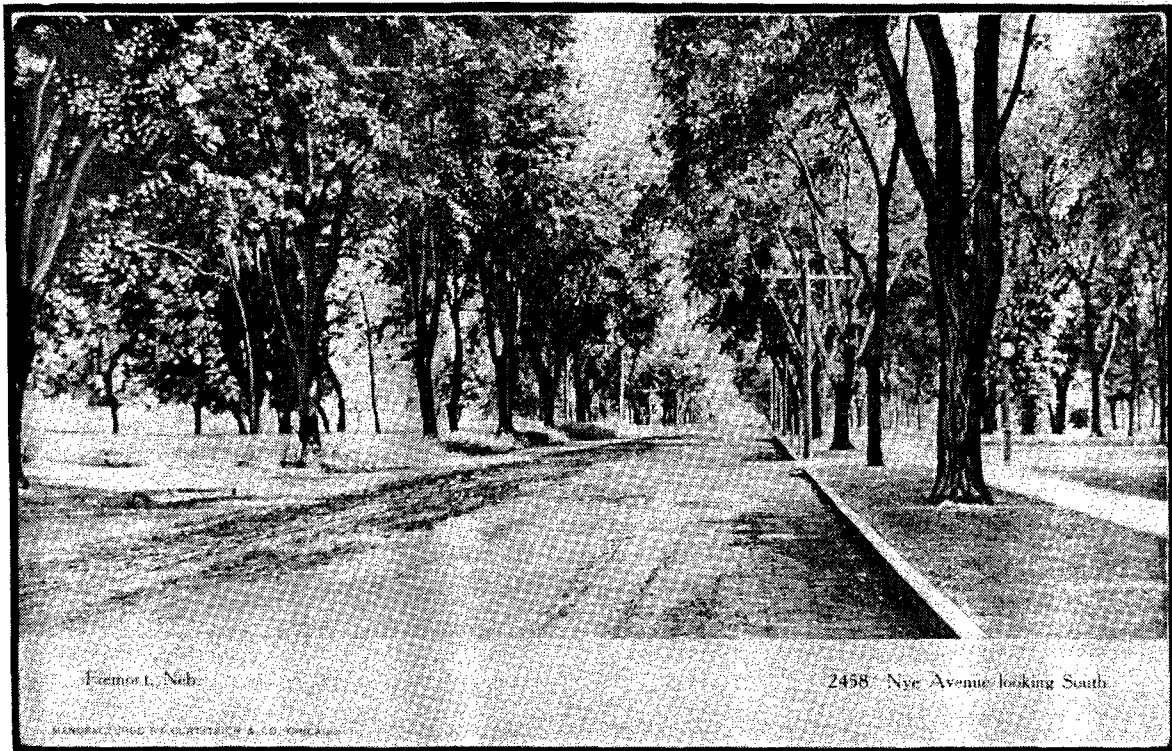


Fig. 28: General View of the Lincoln Highway looking south on Nye Avenue.
(Nebraska State Historical Society)

The Impact of the Lincoln Highway in Dodge County

The automobile changed America's transportation system, as well as the landscape through which it passed. Communities that were originally focused around central business districts or near railroad depots gradually expanded their retail and service industries along highways. Initially, these businesses were exclusively automobile related, such as filling stations and service garages. Dodge County towns along the route of the Lincoln

Highway had various tourist accommodations, although in early years, they were usually not specifically oriented to motor travel. In 1916, Fremont had four hotels and eight garages; North Bend had one hotel and two garages. Ames did not have any overnight tourist accommodations, but the Lincoln Highway was marked through the town and surrounding rural areas. By the late 1920's, the comfort and convenience of travelers was emphasized with the development of cabin camps, motel courts, and cafe's.

One example of roadside development located in Fremont was the Red Arrow Cabin Camp, which was located 200 yards north of the highway and faced Broad Street (Highways 77 & 275). The name "Red Arrow" in large letters was painted on the south facade of the cabins and could be seen from the Lincoln Highway. Wilson B. Reynolds built this cabin camp in 1926 and it boasted a filling station at the entrance in the shape of a windmill with a cafe in the rear and individual cabins behind. The entire Reynolds' family operated the cabin camp during the summer months, and as one would expect "mountains of laundry with a wringer-type washer" were cleaned daily. Daughter's of Mr. Reynolds, Susan Bierman and Mary Reynolds, a current Fremont resident, commented that their father built the Red Arrow because of the Lincoln Highway. As of the 1920's, people were beginning to travel across the country, and the cabin camps provided families economical lodging.

"The highway brought people to Fremont, and they patronized restaurants, gasoline stations, grocery stores and other businesses. My father spent most of the summer evenings for years at the Red Arrow because he loved meeting and visiting with people."

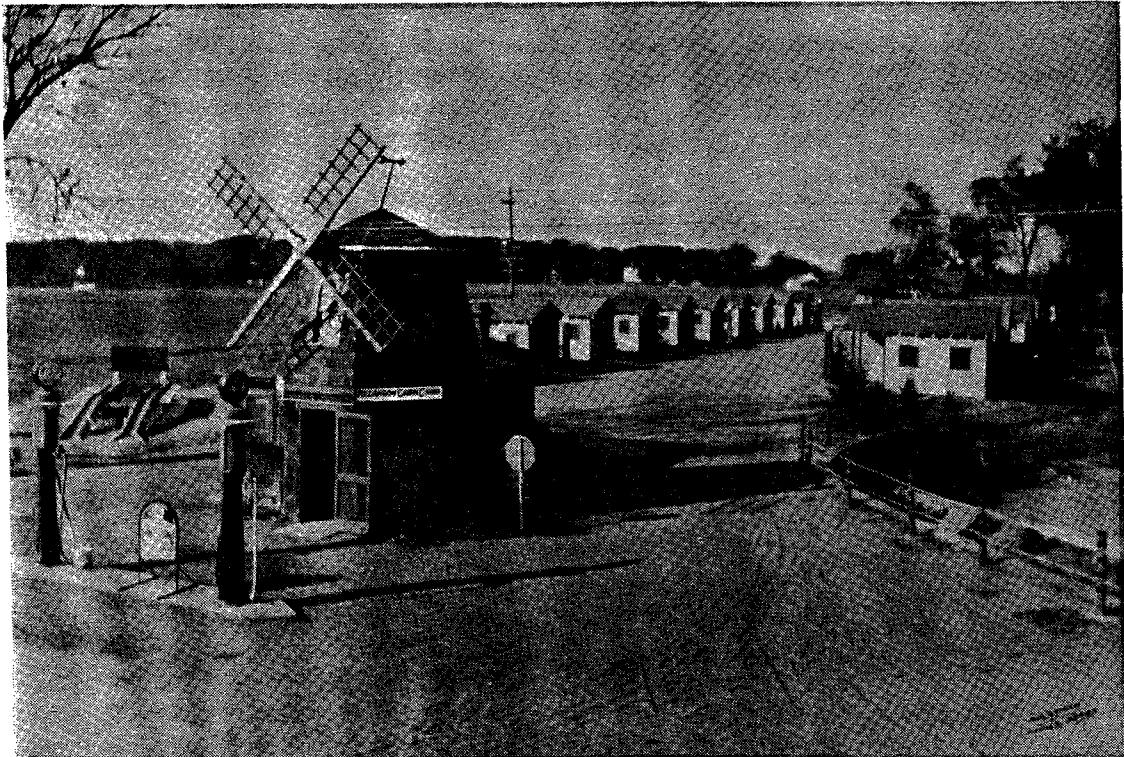


Fig. 29: Red Arrow Cabin Camp, C1926
(Photo courtesy of Mary Reynolds)

Cabin camps eventually gave way to the modern roadside motel and hotels. The Red Arrow remained in the Reynold's family until 1959 when it was sold and demolished. Although like countless other cabin and tourist camps across the county that are now non-extant, pictures and memories preserve their story.

Usually these businesses were located at the outskirts of communities and allowed travelers quick access to the highway. With the onset of the Great Depression, the amount of leisure travelers decreased, as did the construction of new motels and service stations. However, with the post-World War II prosperity in the mid-to late 1940's, automobile ownership and recreational travel increased dramatically.



Fig. 30: U.S. Route #30 looking west, near Broad Street (Highway #77).
(Carol Ahlgren Collection)

The prosperity of the 1940's and 50's enabled the existing roadside business owners to become so successful that more and more competitors built along the highway. Further, it was not just larger communities that supported roadside businesses, but small towns and villages also offered motels and rest areas. Roadside business owners were forced to compete for business. More often than not this competitive spirit resulted in a wide range of building types designed to attract tourists.

With the construction of the Interstate highways during the 1950's-60's, much of the traffic on the older highways was displaced to the new routes. As modern day hotel and motels were constructed in close proximity to the Interstate, many of the original roadside businesses were closed or abandoned. This is evident in Fremont where several former motel courts have been converted for use as apartments, or new commercial businesses. It is also interesting to compare the route of the Lincoln Highway/U.S. Route 30 to that of the Interstate-80, which runs through Omaha and Lincoln and eventually parallels Highway 30 again from Grand Island west to Big Springs. Perhaps Omaha and Council Bluffs, by-passed

by the Lincoln Highway and Route 30, have been vindicated. The towns along the route of the old Lincoln Highway were by-passed by the Interstate, however, as the 1994 historic building survey has shown, for those who are willing to take the road less traveled, there is much to be re-discovered.

Summary of Lincoln Highway Buildings

Rural

Although the section-line roads that the Lincoln Highway originally was routed on still exist, they have been regraded several times and no portion of the original road remains. There are however, a few stone memorial markers on current U.S. Route 30 that memorialize the Mormon, Oregon, and California Trails, as well as the Military Road all of which preceeded the Union Pacific railroad through the Platte River valley. These markers are important because they educate travelers about of the role of the valley in westward expansion.

Fremont

Early businesses that were located on the Lincoln Highway in Fremont are represented by commercial and professional buildings of the late nineteenth an early twentieth centuries that already existed or were built during the establishment of the highway. The route of the original Lincoln Highway ran through the downtown area from 1913 until 1932. A total of eleven properties were surveyed in Fremont that had an association with the highway, however only four were found to retain their historic integrity. Two of the four are located downtown, and the other two are located on 23rd Street.



Fig. 31: C1940 postcard of the Downtown Motel, Fremont (DD05:A-312).
(Carol Ahlgren Collection)

Very few buildings remain that were directly associated with the highway in the downtown and those that are extant were constructed after the mid 1920's. Two buildings in the downtown are considered to be potentially significant for their association with the Lincoln Highway; the former Texaco service station (DD05:E-008), and the "Downtown Motel" court (DD05:A-312). The two remaining potentially significant properties are both former motel courts; DD05:A-305 is located at the intersection of 23rd and Nye Avenue, where the original route turned west towards Ames, and the second (DD05:A-311) is now used as apartments.

One other property has associations with the Lincoln Highway: the Masonic Park on the south side of 23rd Street (Route 30) between Broad and "C" Streets. The park was built as a roadside park primarily for tourists to use as a picnic and rest area. It is potentially significant for its association with the Lincoln Highway and also as a park that used WPA (Work Progress Administration) labor to clear the site and install park fixtures. This park also represents a property that was constructed after the re-routing of the highway was complete from Missouri Valley, Iowa through Fremont on 23rd Street.

Ames

Two service garages were surveyed in the town of Ames, however, neither retain their historic integrity, but were surveyed for their contribution to the Lincoln Highway. Perhaps more importantly, the current route of U.S. 30 curved through the middle of Ames. Originally, the route turned at the eastern edge of town and crossed the Union Pacific tracks to avoid the South Branch of Rawhide Creek. Later when the highway was straightened and paved west through Ames to the County line, it was routed without regard for the existing city plat. Normally, the highway followed existing city streets, thus, although not entirely unique, the route of Highway 30 through Ames is an interesting feature.

North Bend

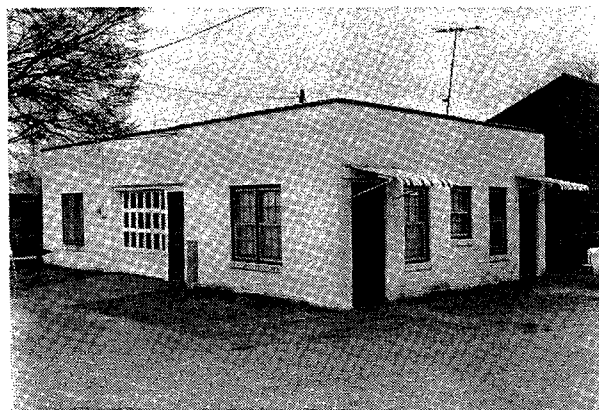
Of the two properties that were surveyed in North Bend with ties to the Lincoln Highway, one was found to be potentially significant, (DD09-31) a commercial building constructed C1918. Due to the location of the towns' central business district, directly north of the highway on a cross street, many of the existing commercial buildings serviced travelers. Thus, there was no strong need for additional buildings along the highway.

Preliminary Inventory of Lincoln Highway Properties

A Preliminary Inventory of Lincoln Highway properties follows. Of the seventeen (17) surveyed properties associated with the highway, five (5) have been determined potentially eligible for National Register listing.

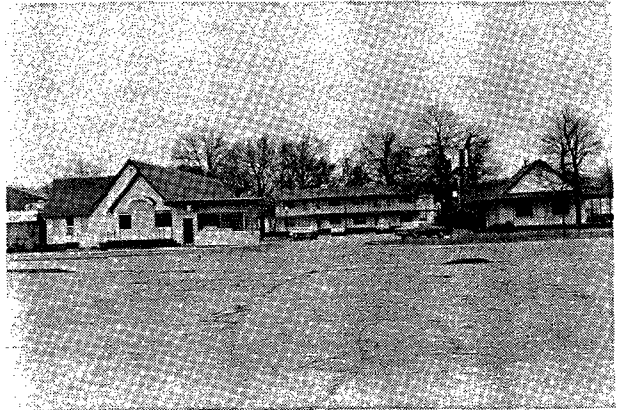
NEHBS NUMBER: DD05: A-305 Fremont
DATE: C1928, C1951
NAME: Motel Court

Comprised of three clay tile cabins, four connected cabins with perma-stone exteriors and a perma-stone sided house/office. Potentially significant for its association with the Lincoln Highway/Route #30 and to the study of transportation related commerce.



NEHBS NUMBER: DD05: A-311 Fremont
DATE: C1925, C1945
NAME: Former Motel Court

Although this former motel court has been converted into an apartment complex, it retains its historic integrity. The motel court, which includes nine individual buildings, encompasses an entire city block. Five brick cabins and the original office are of the same C1925 vintage; a two-story motel room building and a row of connected cabins were built C1945. Considered potentially significant for its association with the development of roadside motels along the Lincoln Highway/Route #30.



NEHBS NUMBER: DD05: A-312 Fremont
DATE: C1936
NAME: Downtown Motel

Although the original flat roofs of the two cabin buildings have been altered to shed roofs, the complex retains its historic character. Potentially significant for association with an early route of the Lincoln Highway through Fremont.



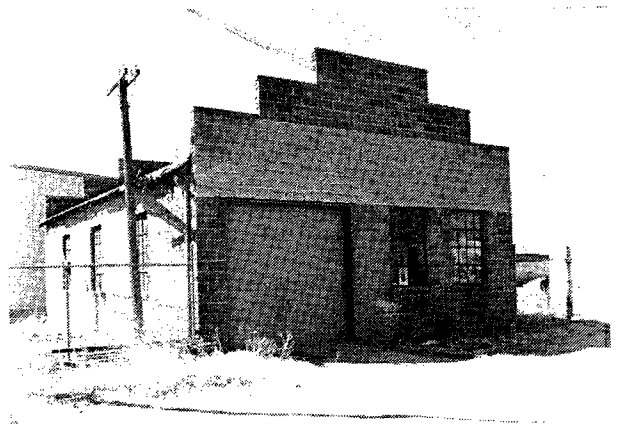
NEHBS NUMBER: DD05: E-008 Fremont
DATE: C1930
NAME: Former Texaco Service Station

A fanciful service station that was designed to resemble a castle with turrets and rounded corners. Gas and service stations of this type were generally constructed along highways to catch the attention of passing motorists. Potentially significant for its association with an early route of the Lincoln Highway through Fremont, and roadside related commerce.



NEHBS NUMBER: DD09-031 North Bend
DATE: C1918
NAME: Commercial Building

This former garage is located on the south side of Highway #30 in North Bend. The modest building is constructed from clay-tile and cement block materials and is potentially significant for roadside commerce associated with the Lincoln Highway.



FREMONT HISTORIC COMMERCIAL DISTRICT

Interest in National Register designation for the Fremont commercial district was first expressed in the mid-1980's by the Dodge County Historical Society (DCHS). The DCHS is comprised of motivated local citizens who have shown a commitment to the interpretation of Dodge County history. Due to local interest, preparation of the district nomination was incorporated into the 1994 resurvey of Dodge County by the Nebraska State Historic Preservation Office (NESHPO). With assistance from the DCHS, a public meeting regarding the survey and potential district designation was held at the Love-Larson Opera House in March, 1994. Following the meeting, fieldwork was conducted and a draft nomination prepared in July, 1994. A final draft nomination is scheduled for submittal after the printing of this report. As a result, the following is an abbreviated summary of the nomination to be submitted to the National Register. Copies of the completed nomination will be available through the DCHS or the NESHPO.

Concurrent to the district research, the University of Nebraska College of Architecture conducted a three-week planning and design study of downtown Fremont. The study was requested by the Fremont Downtown Improvement District (DID) and consists of suggestions to enhance the commercial vitality and historic character of the district. A copy of the report is available through the DID or the City of Fremont.

The Fremont Historic Commercial District consists of an enclave of late 19th and early 20th-century buildings significant for their association with Fremont's role as a regional center of retail and wholesale commerce. Fremont (1990 population: 23,979), is the county seat of Dodge County, and is located on the north side of the Platte River in east-central Nebraska. The asymmetrical-shaped district encompasses a seven and one-half acre portion of seven blocks first platted for commercial use in 1856 by the Fremont Town Lot Company. Originally located in the center of the city, extensive 20th-century growth around the district has now placed it in the south-central part of Fremont. Historic buildings are concentrated on the sides of two primary district streets (E. 6th & N. Main) in an L-shaped configuration. The nominated area is roughly bounded by 3rd Street on the south, 6th Street on the north, and the alleys adjacent to Main Street on the east and west.

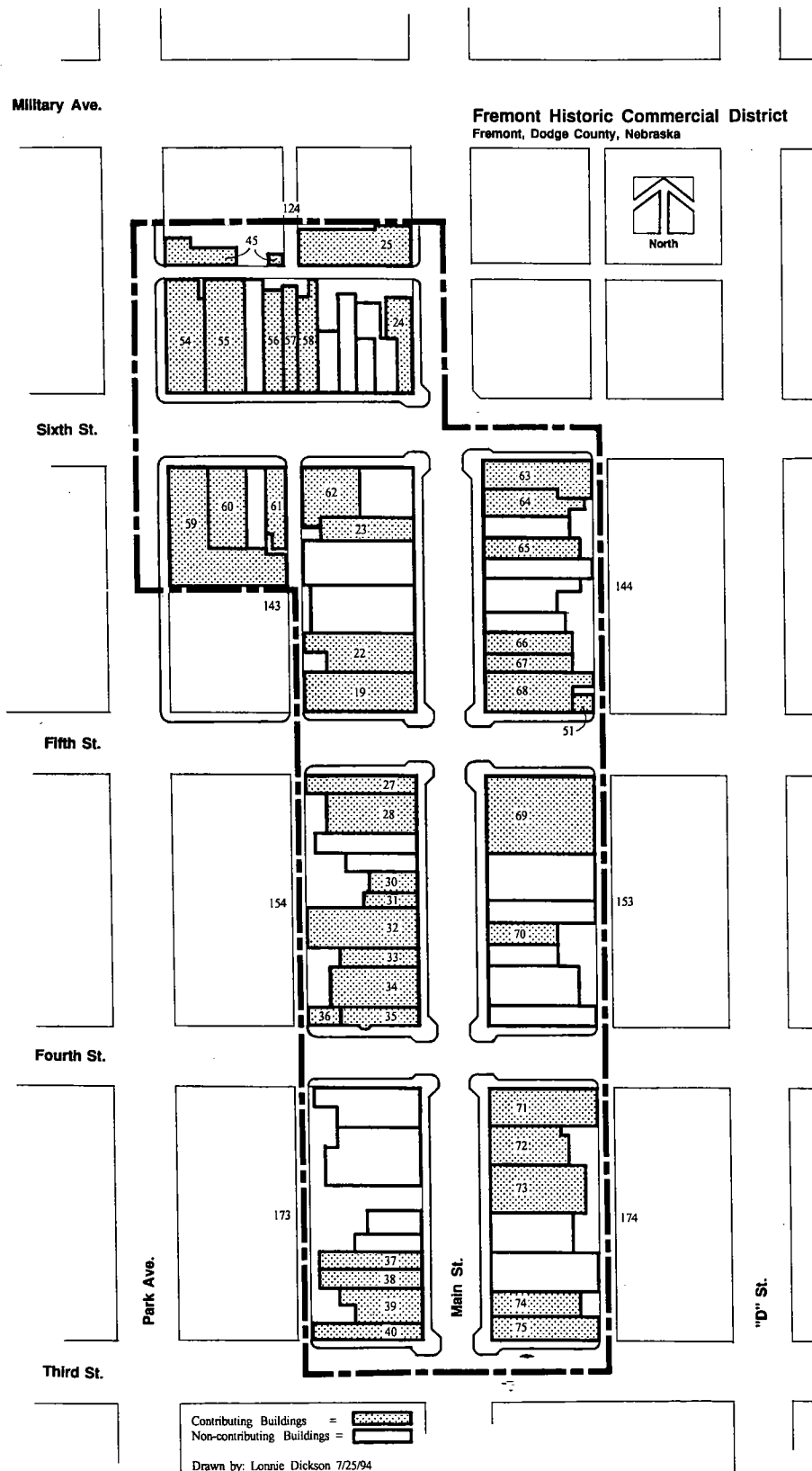


Fig. 32: Boundary Map of the Fremont Historic Commercial District



Fig. 33: Bird's-eye view of Fremont's central business district, 1889.
(Nebraska State Historical Society)

Commercial and light warehouse buildings predominate the district which includes 43 contributing and 27 non-contributing buildings. The 43 contributing buildings are primarily multi-story masonry and masonry-clad buildings constructed between 1878 and 1938. The nominated area represents the most intact collection of buildings related to the period of significance. The buildings reflect the architectural styles popular during the period of significance including Italianate, Neo-Classical Revival, Romanesque Revival, Chicago School, and Art Moderne. The dense pattern of development and exclusive use of masonry construction are distinctive features of the district. While alterations to first-floor storefronts have occurred through time, the district still conveys a strong sense of its historic character.

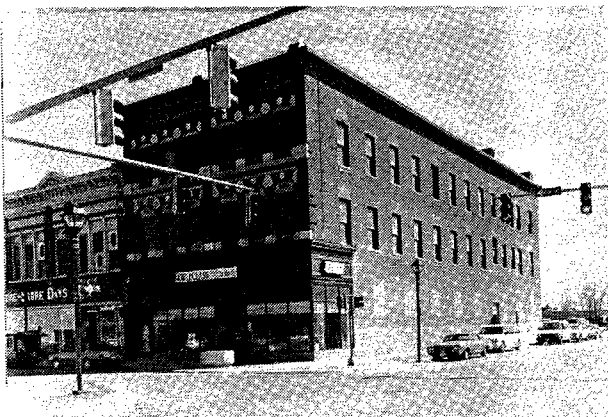
The district is significant on the local level under National Register Criterion A in the area of commerce for its role as a major retail and wholesale center for much of the Platte and Elkhorn River valleys. These functions developed over a thirty-year period, beginning with the opening of the town's first retail stores shortly after its platting in

1856 and culminating with the establishment of wholesaling and manufacturing during the 1880s. Once in place, these functions maintained a prominent place in the city's economy throughout the 20th-century. The period of significance, 1878 to 1938, is derived from the date of construction of the oldest extant building in the district to the date of the last significant construction in the district.

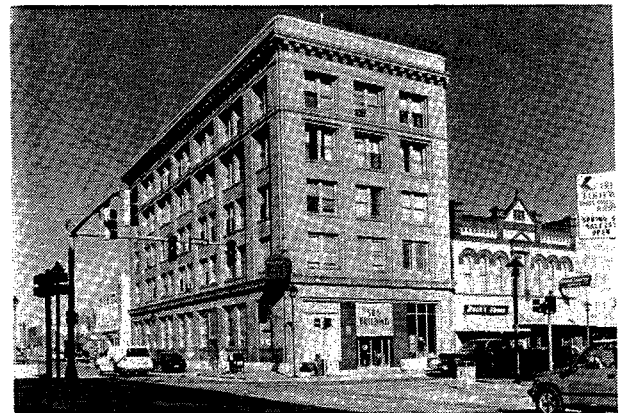
Fremont's location in the Platte River valley greatly benefitted the city. Rail lines and highways servicing northeast and north-central Nebraska were forced through the narrow six-mile valley between the Elkhorn and Platte rivers resulting in Fremont's development as a regional center of wholesale and retail commerce. This role is most apparent when viewing the city from the bluffs above the valley. The broad horizon of the valley is interrupted by the outline of large factories and grain elevators that rise above the tree-lined streets of the city.

The district boundaries define the most well-preserved contiguous portion of a larger, more dense central business district. The central business district (CBD) as a whole has lost much of its historic integrity. The CBD originally consisted of a large 17-block area from Broad Street east to Main, and from Military Avenue south to the railroads. Street-front commercial lots on 12 of the 17 blocks were completely developed with very few lots vacant on five other blocks (see Fig. 33, p. 135). This area formed the nucleus of the CBD which included the courthouse block and several important railroad-related buildings. The development of entire blocks created a dense commercial grid reminiscent of large urban districts (see Fig. 6 & 7, p. 15).

Reinforcing the "urban grid" pattern were multi-story (3 or more) commercial blocks. The scale of these large masonry buildings, in comparison to the more typical two-story buildings, created a more monumental sense of enclosure on the street. Pivotal examples of multi-story district buildings include the May Brothers Wholesale Grocery Building (DD05:E-059), the Quinn Dry Goods Building (DD05:E-055), the Union National Bank (DD05:E-019), the IOOF Building (DD05:E-025), the Lee-Havens Building (DD05:E-062), Gumpert's Department Store (DD05:E-069), and the Dexter Hotel/Hotel Terry (DD05:E-071).



May Brothers Building (DD05:E-059)



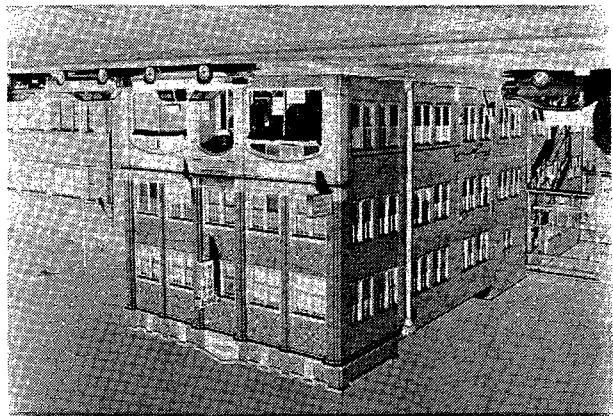
Union National Bank Building (DD05:E-019)

Commercial development in the district was consistent with the pattern established by town builders during the westward expansion of the mid-19th century. Businesses were clustered in loosely defined areas with an initial emphasis on a single primary street (i.e. "Main Street"). This route served as the anchor of the district with narrow-front commercial buildings constructed on each side of the "spine". In Fremont, a two-block portion of 6th Street between Main and Broad, was the first primary commercial street in the city. Development began on 6th Street in the late 1850's due to its location one block south of Millitary Avenue, an important military supply route from Omaha to Fort Kearny. By 1874, commercial buildings were concentrated on 6th Street between Main and Broad. This pattern continued into the 1880's with uninterrupted rows of commercial buildings on each side of 6th Street from Main to Broad completed by 1885.

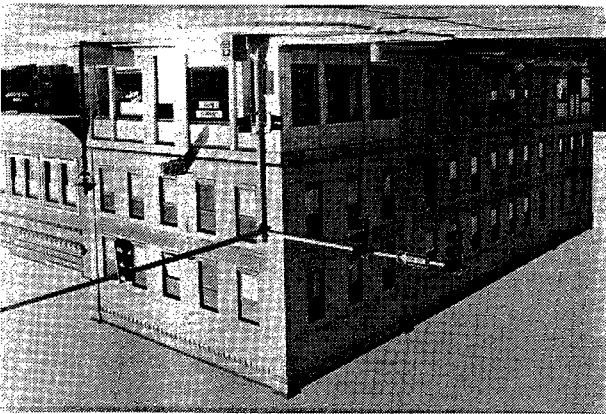
The economic prosperity that led to the development of 6th Street also encouraged the lateral expansion of other commercial streets in the district. During the 1870's and 1880's, Main Street emerged as an important commercial corridor. Bolstered by the location of railroad depots near 1st and Main, commercial buildings were constructed on both sides of Main from 5th to 6th. Evidence of this growth is reflected in the nominated resources. Five buildings constructed during the late-1870's and 1880's are still extant on Main Street between 5th and 6th. This includes the H.J. Lee Building (Fig. 34: DD05:E-063), the oldest building in the district. The Lee Building, constructed in 1878, anchors the southeast corner of the 6th and Main intersection. Current owners of the building have initiated certified rehabilitation through the Tax Incentive Program administered by the NESHPO.

During the prosperity of the 1880's, Broad Street also developed into an important commercial street. However, Broad Street has also been a historically well-traveled transportation route which provided access to an important Platte River crossing two-miles south of Fremont. Consequently, buildings on Broad were designed with regard to the street's role as a transportation corridor. Large multi-use commercial blocks such as the Eno Hotel/First National Bank block (non-extant), were built on Broad between 5th and Millitary (7th). As a result, small-scale specialty shops leasing narrow 25-foot frontages generally clustered on Main.

I.O.O.F. Hall #59 (DD05:E-025)



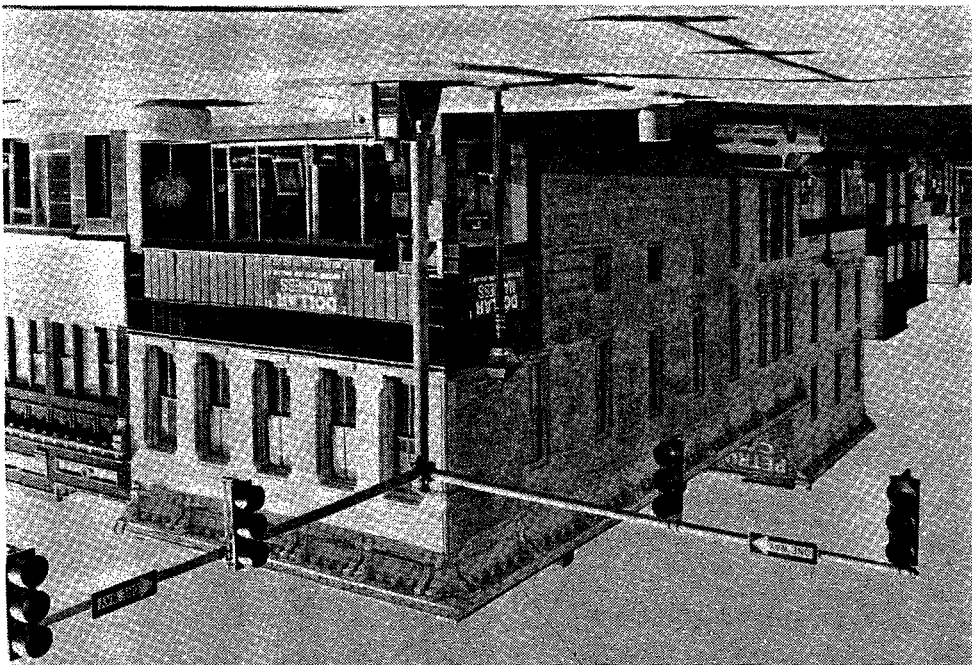
Hotel Terry/Dexter Hotel (DD05:E-071)



As commercial development increased on Main Street, special emphasis was placed on the 6th and Main intersection which linked the two commercial streets, and provided access to Broad Street. The importance of this intersection was illustrated in the 1880's with the construction of a streetcar system which used 6th and Main to link two well-traveled lines. The streetcar eventually yielded to the automobile, but 6th and Main continued to be an important intersection. In 1913, the transcontinental Lincoln Highway was designated through Fremont, and by 1920, 6th and Main was the site of a pivotal highway intersection. The pattern of growth on 6th and Main streets is still evident within the nominated area. Late 19th-century buildings are concentrated on Main between 5th and 6th Street, and on 6th from Main to Park. These buildings reflect the evolution of popular facade plans and interior layout schemes. During the late 19th-century, the majority of the two and three-story buildings were constructed of brick with a first floor storefront and office, lodge halls, or rental rooms on the second and third floors. These buildings exhibit a relatively high degree of ornamentation, such as pressed-metal cornices, brick corbeling, facebrick veneer fronts, cast-iron storefronts, leaded-glass transoms, and limestone window surrounds.

Buildings constructed during the first and second decades of the 20th-century are predominantly located on Main between 3rd and 4th streets. These buildings followed a similar facade pattern but were generally more subdued in their detailing. Virtually all of the buildings in the district built after 1900 are masonry, fireproof structures.

Fig. 34: The H.J. Lee Building, constructed 1878, (DD05:E-063).





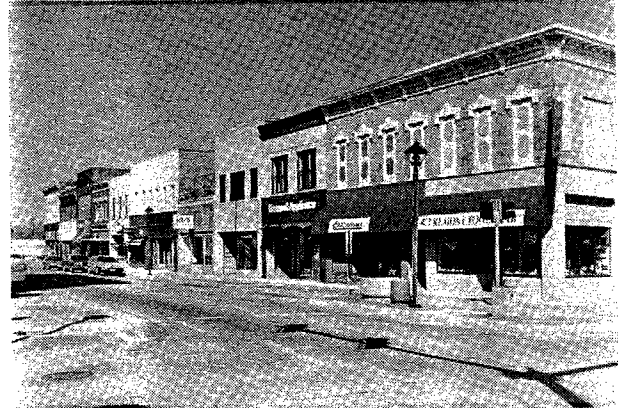
North side 6th St. between Park & Main



West side Main St. between 4th & 5th



West side Main St. between Military & 6th



East side Main St. between 5th & 6th

Due to alterations in the CBD during the mid-20th century, the need for preservation of the nominated area is critical. This area represents the most historically intact portion of the CBD, and reflects the area of Fremont in which the town's role as a major commercial center first emerged. With 6th and Main streets as the focal point, the district evolved during the late 19th-century into a primary commercial center for the Platte and Elkhorn River Valleys. Supported by its wholesale and retail commerce, the district continued to expand during the early 20th-century. Today, the nominated area consists of buildings directly associated with Fremont's historic role as a regional commercial center.

RECOMMENDATIONS FOR FUTURE WORK

By nature, reconnaissance level surveys often generate more questions than answers and should be viewed only as the beginning of further research. Throughout the Dodge County survey, observations were made about buildings or themes that warranted further study. Recommendations include National Register nominations as identified in the Inventory (see p. 32-132), and suggested historic context development, and theme studies.

Potential Historic Contexts

Based on the large number of resources identified and basic research undertaken for the Dodge County survey, further research regarding the county's agricultural development should be conducted. The agricultural historic context for Dodge County is Northeastern Intensive Livestock Production (H.C.: 08.02). This report was developed by the NESHPO (1987) and was used as a basis for determining the eligibility of rural properties for reconnaissance level survey. With the completion of the survey it is our recommendation that the property type analysis be developed and integrated into the historic context report.

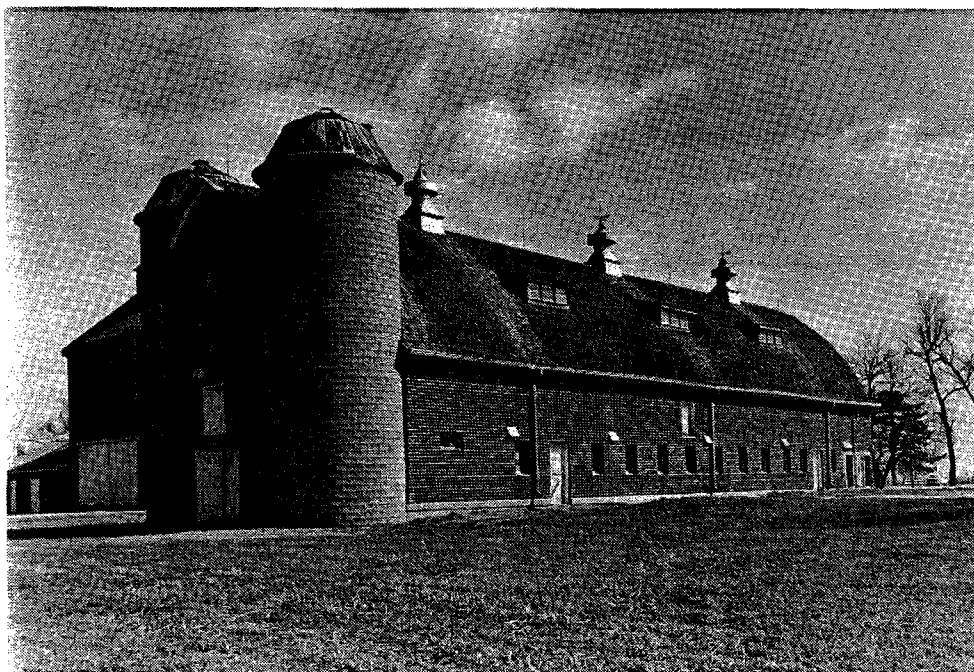


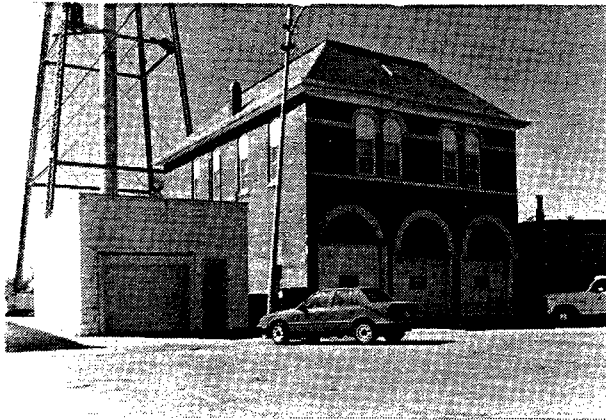
Fig. 35: Malmsten-Nelsen Barn, rural Dodge County (DD00-069).

Two settlement related contexts also appear significant with regard to the surveyed properties in Dodge County: Dwelling in Dispersed and Clustered Settlement, (H.C.: 16.05.) and Land Ownership: The Homestead Act of 1862 (H.C.: 16.01.). Properties of historic

significance with respect to these topics are found in the Agriculture Inventory (p. 52-57) and the Settlement Inventory (p. 77-120).

Town Halls in Dodge County

Based on survey findings, an intensive-level study of Town Halls in Dodge County may produce a significant collection of research. The Government database for Dodge County includes eight Town Hall buildings. Six of the buildings are included in the inventory of eligible properties illustrated on pages 41-43. These buildings are located in Dodge, North Bend, Scribner, Snyder, Uehling, and Winslow. The Hooper Town Hall is already listed on the National Register as part of the Hooper Historic District. These buildings were constructed between 1895 and 1906, and represent a significant group of related property types. Hall buildings in Scribner, Snyder, and North Bend are particularly significant as examples of the European arcaded-front building type.



DD09-008: Former North Bend Town Hall

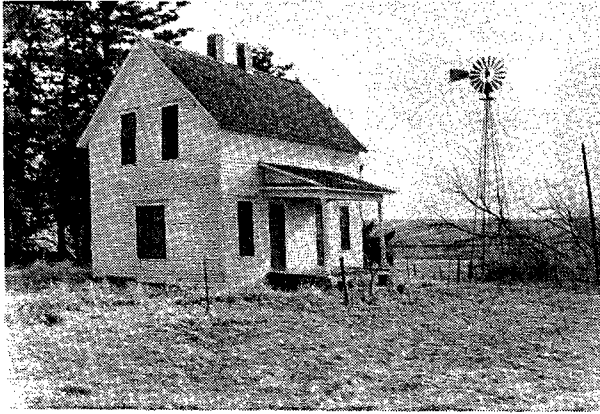


DD03-004: Former Dodge Town Hall

Nye Avenue Historic District

During field evaluation of previously surveyed properties in Fremont, a considerable number of houses on Nye Avenue were determined potentially eligible for National Register listing. These houses merit further evaluation to determine their significance with respect to the Settlement and Aesthetic Systems contexts. Many of these houses are illustrated in the Settlement inventory (p. 77-120). The houses on Nye Avenue are linked by a single contiguous area, and are therefore potentially eligible as a Historic District. Interest in a district on Nye Avenue was first expressed by the Dodge County Historical Society in the mid-1980's. Walking brochures of the street were published during this time, and local interest in district designation was reiterated during the 1994 NEHBS.

Conclusion



It is our belief that people, and the places they live, are the raw materials of history. The built environment, and its development through time, are proper subjects for research for it is through the study of the past that we gain a fuller comprehension of the present. The need for preserving historic properties was expressed on a national level in 1966 by Senator Edmund Muskie as he addressed the eighty-ninth Congress on the passage of the National Historic Preservation Act:

"In less than 200 years, America has grown from a sparsely populated agricultural community of States to the most urbanized and technologically advanced Nation in the world. During these 20 decades and before, American genius has created marvels of mortar and stone... In the next four decades alone, our expanding population and urbanization will require more construction than we have witnessed during our first 20 decades. This means that much of what we have created to date is threatened by the thrust of bulldozers or the corrosion of neglect. In many instances, efforts to preserve sites of architectural and historic value will be too late. America must move promptly and vigorously to protect the important legacies which remain. This we can achieve without blunting our progress. With sensitive planning, the past and the future can live as neighbors and contribute jointly to the quality of our civilization."

In the year 1994, America has passed the halfway point in the forty-year period of expansion delineated in this speech. Have we achieved the balance of preserving our past while progressing toward the future? In some cases we have, but in many others we have not. This does not say that all older buildings are worthy of preservation. The neglect or destruction of non-contributing buildings has no adverse affect on the historic character of the built environment. However, the heightening of public awareness and the education of our elected public officials about historic preservation is essential. It is imperative that documentation and review of threatened historic buildings be conducted and appropriate decisions made regarding the cultural value of historic properties. It was toward this goal that the historic buildings of Dodge County were recorded. It is our hope that the historic properties in this region will be enjoyed by many future generations of Nebraska citizens.

GLOSSARY

Neo-Classical Revival 1900-1920

Front facades are usually dominated by a full-height porch with the roof supported by classical columns. Symmetrically arranged buildings show monumental proportions, balanced windows, and a central entry.

Renaissance Revival 1900-1920

The style is characterized by formalism in plans, raised basements, low hipped roofs covered with clay tiles, symmetrical facades with wide overhanging eaves, arched entries and second story porches. Window treatments vary from story to story and are flat or round arched.

Georgian or Colonial Revival 1900-1930

A style characterized by a symmetrical facade enriched with classical detail, gable or hip roof, and eaves detailed as classical cornices. The standard window is rectangular with a double-hung sash. The Palladian window is often used as a focal point.

Spanish Colonial Revival 1900-1920

These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red-tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.

Prairie 1900-1930

This movement, popularized by Frank Lloyd Wright, emphasized the integration of a building and its site. Elements of the style include a low-pitched roof line with wide over-hanging eaves, two stories high with one-story porch, and an overall horizontal emphasis in the design.

Period 1920-1930

Influenced by the styles of medieval English and French country cottages, these houses are usually of two stories and display irregular massing, steeply pitched roofs with slate or clay tile covering, massive chimneys, half-timbering, casement windows, and attached garages.

Modernistic 1930-1940

Art Deco, the earlier Modernistic phase, was used primarily for public and commercial buildings and is characterized by angular composition, with towers and vertical projections and smooth wall surfaces with stylized and geometric motifs, including zigzags and chevrons. Art Moderne, the later version, shows smooth wall finishes without surface ornamentation, asymmetrical facades with a horizontal emphasis, flat roofs, rounded corners, and bands of windows or curved window glass creating a streamlined effect.

GLOSSARY

APPENDIX 1: Glossary of Architectural Styles

This glossary lists architectural styles common in Nebraska during the mid-to-late nineteenth and early twentieth-centuries. Style names are followed by dates suggesting general periods of construction, and brief descriptions identifying characteristic features. These summaries were defined by the NESHPO and included in their publication "Historic Places: The National Register for Nebraska" (NEBRASKAland, Jan.-Feb., 1989).

Italianate 1870-1890

A popular style for houses, these square, rectangular, or L-shaped two-story buildings have low-pitched hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

Queen Anne 1880-1900

A style which enjoyed widespread popularity in the state, these two-story houses have asymmetrical facades and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

County Capitol 1880-1910

This was a popular form for courthouses in the state and was inspired by the U.S. Capitol in Washington D.C. Usually situated on a courthouse square, these square-shaped monumental buildings exhibit corner pavilions, a prominent central domed tower, and Neo-Classical or Romanesque styling.

Romanesque Revival 1880-1920

These buildings are of masonry construction and usually show some rough-faced stonework. The Roman or round-topped arch is a key feature. Facades are asymmetrical and most examples have towers, brick corbelling and horizontal stone banding.

Late Gothic Revival 1880-1930

A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window opening remains a key feature, however designs are more subdued than those of the earlier period.

Eclectic 1890-1910

An eclectic building displays a combination of architectural elements from various styles. It usually resulted when a house designed in one architectural style was remodeled.

Shingle 1890-1920

Characteristics include a two-story asymmetrical house with hip, gable, or gambrel roof; walls covered wholly or in part with wood shingles; little or no ornamentation; and extensive porches.

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Note: The following does not include the previously issued bibliography of the Historic Overview (p. 26).

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