



# HISTORIC RESOURCES SURVEY OF DAWSON COUNTY



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OF  
DAWSON COUNTY

Prepared for:



Nebraska State Historical Society

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Mead & Hunt prepared this report under contract to the NSHS. Architectural historians from Mead & Hunt who contributed to the survey and report include Emily Pettis, Timothy Smith, Katie Haun, Shannon Dolan, Dusty Nielsen, and Anniina Walsh.

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# EXECUTIVE SUMMARY

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The Nebraska State Historical Society (NSHS) contracted with Mead & Hunt, Inc. (Mead & Hunt) to conduct a Nebraska Historic Resources Survey and Inventory (NeHRSI) of Dawson County. The survey was conducted in the fall of 2010 to document properties that possess historic or architectural significance. Prior to this survey, 487 properties in Dawson County were identified and recorded in the NeHRSI. These properties were reevaluated as part of this project. In addition, 809 properties were newly identified and documented. A total of 1,296 properties were evaluated for the 2010 NeHRSI of Dawson County.

Surveyed properties were evaluated for their potential eligibility for listing in the National Register of Historic Places (National Register). Eighty-three individual properties and four historic districts in Dawson County are recommended as potentially eligible for National Register designation. In addition, ten individual properties associated with the Lincoln Highway are recommended as potentially eligible for National Register designation.

Mead & Hunt would like to thank the following state and local organizations and individuals for assisting us with this study: Patrick Haynes, Jessie Nunn, and Bob Puschendorf of the Nebraska State Historic Preservation Office; the staff of the Nebraska State Historical Society Archives and Library; Judy Andres of the Cozad Historical Society/100th Meridian Museum; Barbara Vondras of the Dawson County Historical Society; Anne Anderson of the Gothenburg Community Department; Lennie Stubblefield of the Nebraska Lincoln Highway Association; the staff of the Wilson Public Library (Cozad), Gothenburg Public Library, and Lexington Public Library; and J.L. Schmidt and Elizabeth Chase.



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# CHAPTER 1.

## HISTORIC OVERVIEW

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### INTRODUCTION

This historic overview provides a context in which to examine the various types of resources researched and documented in this survey. Where possible, the overview presents information about specific buildings in Dawson County. When a building included in the survey is referred to in this overview, its Nebraska Historic Resources Survey and Inventory (NeHRSI) site number follows its reference in the text (e.g., DS01-001). These site numbers begin with an abbreviation of the county (DS for Dawson) and a two-digit number referring to its location within the county. Each community has been assigned a number in alphabetical order (e.g., 06 indicates Gothenburg). Rural sites are numbered 00. The last three digits refer to the specific building or structure (e.g., DS06-001 refers to the first property surveyed in Gothenburg).

### THE LANDSCAPE AND ENVIRONMENT OF CENTRAL NEBRASKA

#### Location and Natural Features

Dawson County is located in central Nebraska and is bordered on the north by Custer County; the east by Buffalo County; the south by Phelps, Gosper, and Frontier Counties; and the west by Lincoln County. Lexington serves as the county seat.

In general, the terrain in the southern and central portion of Dawson County is flat and used predominantly for raising crops. The gently rolling hills and arid terrain of the northeast portion of the county is primarily used for ranching and pastures. The largest body of water, the Platte River, enters the county from the west and flows into the southeast corner of the county. Plum Creek, Buffalo Creek, and Wood River are small tributaries that flow into the Platte. A large number of streams and irrigation canals are located in the county, which have allowed for extensive farming. Man-made lakes and reservoirs are located throughout the southeast portion of the county and provide recreational opportunities.



*The rolling hills of Dawson County*

## DAWSON COUNTY

Prior to any permanent Euro-American settlement of Dawson County, the area was home to the Pawnee Indian tribe. The tribe, consisting of four separate bands, resided along the Platte River. By the early nineteenth century, the Tribe had an estimated population of 10,000 to 12,000. Beginning in 1818, the Tribe agreed to a number of treaties that resulted in the cession of their lands and ultimate relocation to Oklahoma in 1874.<sup>1</sup>

Dawson County was created by territorial legislature in January 1860 and surveyed in 1868. However, the county was not officially organized under the state until 1871, and the county seat at Plum Creek (later Lexington) was chosen in 1873. The county is said to be named after James Dawson, the first postmaster of Lincoln, Nebraska.<sup>2</sup>

## Early Settlement

Beginning in the 1840s, the earliest pioneers traveled through Dawson County on the overland Oregon Trail bound for the west. It was not until the 1860s that pioneers and speculators settled along the Platte River, largely due to the Homestead Act signed by President Lincoln in 1862. The act, which guaranteed free land for those who lived on and improved it for five years, attracted pioneers to Dawson County.<sup>3</sup> Since its founding, Dawson County residents have primarily relied on farming and ranching for their livelihoods. These new settlers to Dawson County benefited from the productive agricultural land, but sought better ways for transporting their goods to market.

Settlement in the area increased after 1866 with the construction of three railroad lines in the county: the Union Pacific (UP), the Omaha & Republican Valley Railroad (later the Kearney

## PONY EXPRESS

Between April 1860 and November 1861, an overland mail route between Sacramento, California, and St. Joseph, Missouri, provided a communication line between the “wild west” and the more populated east. Pony Express riders made the 2,000-mile trip in approximately 10 days, changing horses every 15 miles. Riders had to be able to withstand the long, grueling rides and weather conditions. The completion of the Overland Telegraph and the outbreak of Civil War were factors in the termination of Pony Express service only 19 months after it was established. At its peak, the Pony Express delivered more than 700 letters per week.

In Dawson County the Pony Express route closely followed the Oregon Trail, running along the south side of the Platte River. Today an original Pony Express Station, known as “Midway Ranch Station” (DS00-003), is still located south of Gothenburg. Other stations have been moved into Cozad (DS02-011) and Gothenburg (DS06-284), the latter of which is open to the public.



*The Pony Express Station (DS00-003) located at Midway Ranch, south of Gothenburg and listed in the National Register*

*[National Park Service. Pony Express. Published brochure, n.d.; “150 Years Pass Since Riders Sped Over Route.” Pony Express Times. Gothenburg, Nebr.: Gothenburg Publishing Co., 2010.]*

## RURAL SCHOOLS

Life outside Dawson County's largest communities has historically revolved around agriculture. The demands of operating a farm or ranch combined with the distance from commercial centers often required rural residents to rely on each other and to establish local services, including rural schools. Some of the earliest classes in Dawson County were held in sod houses. As the rural population increased and remote communities solidified in the late nineteenth and early twentieth centuries, more permanent school buildings were constructed. Rural schools, like the wood-frame District 18 School (DS00-181) and the brick District 44 School (DS00-147), sheltered students from the sometimes harsh prairie environment and became centers of community activities and pride.



*District 3 School (DS00-103) near Lexington*

Dawson County historically had 103 school districts. As in many rural areas, various consolidations and district mergers occurred throughout the twentieth century, and many schools were left vacant. By the early 1960s increasing rural populations required larger schools with the amenities of educational facilities in larger communities like Lexington and Cozad. During the 1965-1966 school year, 37 new rural schools opened in Dawson County, many located on the same site as previous school houses. Schools like the District 3 School (DS00-103) and District 100-R School (DS00-264) had more modern designs with large walls of windows and updated facilities that could also host public events. Even in the late twentieth century, rural schools were an important component of the agricultural lifestyle and served as important landmarks and centers of social and community life in Dawson County.

*[Gothenburg Pony Express Historical Society, "Gothenburg Area History" (Dallas, Tex.: Curtis Media Corporation, 1992), 34-39; "Dawson County School Districts," Available at Dawson County Historical Society, Dawson County Schools vertical file, Lexington, Nebr.; "Dawson County Districts Before Mergers," Available at Dawson County Historical Society, Dawson County Schools vertical file, Lexington, Nebr.; "Rural schools open Aug. 30," Dawson County Herald. 16 August 1965. Available at Dawson County Historical Society, Dawson County Schools vertical files, Lexington, Nebr.]*

& Black Hills Railway), and the Burlington & Missouri Railroad. The railroad companies platted new communities along their routes, and railroads provided efficient transportation of goods to larger markets in Lincoln and Omaha.

During the early period of settlement, Dawson County Commissioners were eager to attract settlers to the area. To do this, the group erected a reception house to accommodate immigrants and called for the promotion of the county through newspaper articles, advertisements, and delegations sent east. In the winter of 1871, Plum Creek

founder Daniel Freeman traveled to Philadelphia, Washington D.C., and New York to form a colony of settlers. In Philadelphia a group of about 65 people were organized from an advertisement that called for "adventurous souls." They arrived in the county in April 1872. The reception house, completed in October 1872 at a cost of \$200, provided temporary accommodations in Plum Creek for new arrivals.<sup>4</sup>

By 1885 Dawson County's population had reached more than 6,500. While many settlers came from eastern states, the county was also home to for-

eign-born settlers. Gothenburg, for example, was founded by Swedish and German emigrants, while a group of Canadian African Americans settled near Overton.<sup>5</sup>

## Agriculture

*“No where can there be found better grazing ground than this, and by carrying on farming in connection with raising cattle and sheep, the farmers have been very successful.”<sup>6</sup>*

Farming and ranching have been the primary economic activities in Dawson County since settlement of the area began in the 1860s. The development of a number of irrigation canals further allowed the county to expand its agricultural production. The flat terrain and soil, well-suited for the production of grains, has continued to sustain agriculture in the area. Additionally, the wild plant growth and hilly terrain of the northeast have provided natural pastures for ranching and livestock production. See Chapter 4 for additional information and agriculture typologies.



*Cattle ranching in Dawson County, date unknown (photo courtesy of NeSHPO)*

In the 1860s early settlers had a difficult time producing plentiful harvests due to a series of droughts, wild fires, blizzards, and grasshopper plagues. It was not until the late 1870s that settlers undertook subsistence farming, in which farms typically produced enough for the family.<sup>7</sup> The 1885 census indicates that more than 1,200 farms and/or ranches existed in Dawson County.<sup>8</sup>

The establishment and expansion of the railroads, innovations in farming machinery and practices, and development of irrigation canals allowed for farmsteads to grow and become successful commercial endeavors. By the turn of the century farms were typically diversified, featuring crop farming and cattle, sheep, and hog production. By 1910 corn was the predominant grain crop in Dawson County, followed by wheat and oats.<sup>9</sup> While corn continued to be the prominent crop produced, alfalfa production and processing was on the rise in the early twentieth century. By 1950 Dawson County processed half of Nebraska’s alfalfa crop.<sup>10</sup>



*View of Dawson County farmland looking toward the Platte River and Cozad*

As identified in the 1930 agricultural census, 753 farms were dedicated to livestock production. The number of livestock farms and ranches remained consistent at approximately 700 through the 1960s.<sup>11</sup> In more recent years, modern meat processing centers established in the county have spurred development of large-scale cattle feed lots.

Irrigation canals played an important role in the development of agriculture throughout the county as droughts caused crop failures in the 1860s and 1870s. To remedy the situation and provide water to areas removed from natural springs or creeks, a system of irrigation ditches and canals were developed. The Gothenburg Canal (DS00-151) was constructed in 1890, initially to supply electrical power to Gothenburg. Shortly after, the canal

was extended 20 miles to the east to supply water to 28,000 acres of agricultural land. In 1894 the Dawson County Canal (DS00-107) was developed by the Farmers and Merchants Canal Company, an organization of local farmers. The canal initially stretched for 80 miles and served over 80,000 acres of land, and was extended in 1929 to serve approximately 96,000 acres.<sup>12</sup>



*The Farmers and Merchants Canal Company main canal near Lexington, date unknown (photo courtesy of NeSHPO)*

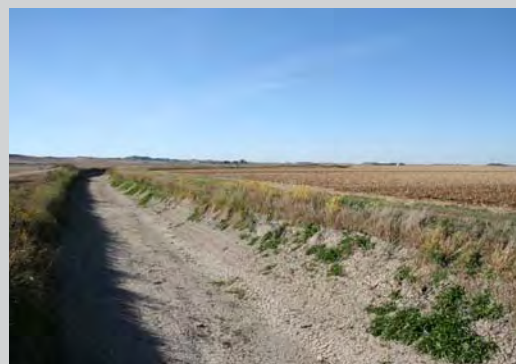
Canal construction continued through the early twentieth century, and by 1930 the county had more than 120,000 acres of irrigated farmland. The irrigation canals allowed for higher annual crop yields and predictable growing seasons unhampered by drought.<sup>13</sup> Other prominent canals in the county include the Thirty-Mile Canal (see sidebar), Farmers and Merchants Canal (DS00-183), Orchard and Alfalfa Canal (DS00-254), Tri-County Canal (DS00-019), Elm Creek Canal (DS00-097), and Six Mile Canal (DS00-245).

### Conservation

A number of areas within Dawson County serve as conservation and recreational centers, which developed along irrigation supply canals. Beginning in 1933, the Central Nebraska Public Power and Irrigation District (CNPPID) proposed a new canal and a number of connected lakes to help supply water to the region. The goal of the project was to bring irrigation to the rich soils of the area that lacked sufficient precipitation to make large-scale

### THIRTY-MILE CANAL

Beginning in 1890 a number of Dawson County canals were funded through bond measures and constructed by companies to improve agricultural production. This was not always the case, however, as proven by the story of the Thirty-Mile Canal (DS00-012). When a bond for a new canal in the southwest region of the county failed, a group of farmers that had experienced crop failures due to the lack of rain were determined to make the canal a reality. In 1926 construction on the Thirty-Mile Canal began, funded and built entirely by these farmers to provide irrigation for their fields in southwestern Dawson and southeastern Lincoln Counties. The canal started 10 miles west of Gothenburg at the Platte River and ran 33 miles, terminating 10 miles east of Cozad at the river. Completed in 1928, the canal cost \$350,000 to construct, or about \$25 per acre, which was the same value of one acre of dry-land wheat crop. Dedication ceremonies took place on July 13, 1928, at the Midway Ranch, which was irrigated from water from the canal. Today, the canal continues to provide water to farms and ranches throughout the county.



*The Thirty Mile Canal (DS00-012)*

*[“The Story of the Thirty-Mile Canal,” dedication pamphlet dated 13 July 1928, Available at “Irrigation Files,” Dawson County Historical Society, Lexington, Nebr.]*

farming productive. CNPPID constructed the Tri-County Canal and a series of lakes and reservoirs in the southeastern part of Dawson County utilizing Public Works Administration funds.<sup>14</sup>

Johnson Lake, a large recreational lake in southwest Dawson County, was created in 1939 and named after George E. Johnson, the chief engineer behind the CNPPID hydro-irrigation project. After its completion in the 1940s, the hydro-irrigation project provided hydroelectric generation, ground water recharge, new wildlife habitats, and recreational opportunities to the region.<sup>15</sup> Other man-made reservoirs connected to the county's irrigation system include Gallagher Canyon Reservoir, Plum Creek Canyon Reservoir, and Central Midway Lake. The reservoirs and lakes have a series of dams that control the water supply to the irrigation canals. Numerous modern homes and marinas are located on the lake, taking advantage of recreation opportunities.

The Nebraska Game and Parks Commission has overseen the state's wildlife conservation programs since 1901. In 1937 the Federal Aid in Wildlife Restoration Act established wildlife management areas supported by taxes.<sup>16</sup> Within Dawson County these areas include the West Cozad State Wildlife Management Area, East Willow Island State Wildlife Management Area, and Dogwood State Wildlife Management Area. These areas provide undisturbed natural habitats for native wildlife.<sup>17</sup>

## Transportation

Dawson County has a rich transportation history, with several transcontinental networks traveling across the county, including early overland trails, the transcontinental railroad, the Lincoln Highway, and Interstate 80 (I-80). From settlement to the present, these transportation corridors have helped shape the county.

Early settlers and pioneers moved through Nebraska on the Great Platte River Road, comprised of a series of trails along the river that

facilitated America's westward expansion. Used from the 1840s until the late 1860s, the Great Platte River Road provided a dry and level western route through the state.<sup>18</sup>

The two earliest trails through Dawson County were the Oregon Trail and the Mormon Trail. Travel along the Oregon Trail began in 1836. The largest wave of pioneers, estimated at 1,000, embarked on the trail in 1843. The 2,000-mile trail ran through the Great Plains to Oregon and was the most practical and popular route to the west.<sup>19</sup> Modern markers identify the route in Dawson County, which followed the south side of the Platte River.



*Historic marker erected in 1912 to commemorate the location of the Oregon Trail, on Highway 47 south of Gothenburg*

Beginning in 1846 a group of Mormons, led by religious leader Brigham Young, began the trek west from Nauvoo, Illinois, to Utah along what became known as the Mormon Trail. The Mormon Trail passed through Dawson County and followed the north side of the Platte River. However, this trail was a less popular route due to loose soils and buffalo wallows. Between 1849 and 1850 more than 85,000 Mormons traveled through Nebraska.<sup>20</sup> Today, U.S. Highway (U.S.) 30 follows portions of the trail, and it is marked with modern signs.

Transcontinental travel on the overland trails became less favorable in the 1860s when railroad lines to the west were constructed. Three railroad lines were established in Dawson County: the UP, the Omaha & Republican Valley (later the Kearney & Black Hills Railway, a branch of the UP), and the Burlington & Missouri Railroad. Each railroad was instrumental in the development of the county, but none more than the UP.

Construction of a transcontinental railroad was spurred into action by President Lincoln in 1862 with the signing of the Pacific Railway Act. The UP was formed to build the line west from Omaha to meet the Central Pacific, which was formed at the same time to construct the line from west to east. Construction of the UP line in Nebraska started in Omaha in 1863; the line was completed in 1867.<sup>21</sup> One of the goals of the railroad company was to reach the 100th Meridian (located in present day Cozad) by 1867. However, it reached that point one year ahead of schedule in 1866.<sup>22</sup> The route followed a northwesterly path across Dawson County north of the Platte River, similar to the overland trails. The UP platted five communities in the county (from east to west): Overton, Willow Island, Darr, Cozad, and Gothenburg.

As automobiles became popular in the early twentieth century, a new type of transcontinental route was planned. The Lincoln Highway was conceived in 1912 by Carl Graham Fisher as a paved and marked transcontinental toll-free highway. In Dawson County the Lincoln Highway route gener-

ally traveled through community centers. In 1925 the Lincoln Highway route through the county was realigned and renumbered as U.S. 30, which followed the UP line and bypassed many downtowns.<sup>23</sup> See Chapter 3 for more information on the Lincoln Highway and the resources surveyed along the route in Dawson County.



*The Lincoln Highway (U.S. 30) outside Cozad*

Transportation routes through the county were broadened with the establishment of the Interstate Highway system. In 1956 President Dwight D. Eisenhower signed a Federal-Aid Highway Act, which provided federal funds to construct a series of Interstate Highways across the nation. States would construct portions of the 40,000-mile national Interstate network using federal and state funds. The I-80 route, connecting New Jersey and California and bisecting 11 states, was planned through Nebraska. In Dawson County the route followed a similar route to U.S. 30 and the UP rail corridor, with construction beginning in 1963.<sup>24</sup> Road connections and overpasses of the railroad tracks between the established centers of the communities of Lexington, Cozad, and Gothenburg were built to provide easy access for travelers and citizens to the Interstate. I-80 resulted in commercial and automobile-oriented services developing around the Interstate. Modern drive-thru restaurants, gas stations, motels, and service buildings make up the buildings between the Interstate and the communities.



## 100TH MERIDIAN

The 100th Meridian is an important location within Dawson County. The imaginary longitudinal line extending from the North Pole to the South Pole signaled the start of the west for nineteenth century America. When construction of the transcontinental railroad started in 1862, it was the 100th Meridian that was the first objective for the UP Railroad on their quest to unite the east and west by train. In 1866 the UP arrived at the 100th Meridian with much fanfare, complete with the construction of a sign that read: “100th Meridian 247 Miles West of Omaha.” John Cozad, a pioneer from Ohio, chose the 100th Meridian as the location for Cozad, the community he established in 1873.

A large sign signaling the 100th Meridian is located near the depot in Cozad. In addition, the 100th Meridian Museum (DS02-214), located in downtown Cozad, chronicles the story of the arrival of the railroad, development of Cozad, and other rich history associated with the 100th Meridian.



*The 100th Meridian, indicated by a stone marker east of the Cozad Municipal Airport*

*[Charles Allen, “Early and Modern History of Cozad and Surrounding Community 1873-1998” (n.p., 1998), 3-5.]*

## COMMUNITY DEVELOPMENT

### Cozad

The community of Cozad was officially established in 1873 on UP tracts purchased by John J. Cozad at the 100th Meridian. The community grew quickly around the railroad and had a population of approximately 600 by 1876. Unfortunately, a large fire destroyed much of Cozad in 1876, but those who remained rallied and began to rebuild. By the 1890s the community had a variety of businesses, including a grain elevator, bank, lumber yards, and several retail stores. A school, depot, and church were also constructed around this time.<sup>25</sup>



*Brown and Bennison Department Store (DS02-020) in downtown Cozad, c.1905 (photo courtesy of NeSHPO)*

Cozad continued to grow and by 1910 had a population of 1,200 centered around a commercial core along Main and Meridian Streets, with residential districts located to the east and north. The community boasted two grain elevators, one of which is extant (DS02-038), two grain companies, a roller mill, public school, two churches, the Hendee Hotel (see sidebar), and a large number of downtown commercial businesses.<sup>26</sup> These businesses and industries, including the railroad, provided many employment opportunities for Cozad residents. The arrival of the Lincoln Highway in 1913 through the downtown business district further enhanced commercial development. Auto repair garages, showrooms, and service stations located along the former highway corridor are extant reminders of the impact the highway had on commercial development in Cozad. Growth was steady through the twentieth century with the population peaking at

4,453 in 1980.<sup>27</sup> Recent commercial development is located predominantly to the south of the railroad corridor to meet the needs of I-80 travelers. Today, modern housing subdivisions, churches, and schools are found to the north, indicating the community is still expanding.

### Darr

Located five miles west of Lexington on U.S. 30, Darr was platted by the UP in 1872. By 1910 the population peaked at 50 and the community featured a general store, two grain elevators, a lumber yard, hotel, post office, and variety of businesses, all of which are nonextant. Darr was known as the “alfalfa shipping center of the world” in the 1970s when six alfalfa distribution mills located to the south of the railroad shipped more than 1,500 cars of pellets each year.<sup>28</sup> However, only one alfalfa mill remains (DS00-284) as the others were either destroyed by fire or removed. Today, a small number of modern homes are located in this quiet community.

### Eddyville

Located approximately 24 miles northeast of Lexington, Eddyville is a small community near the Custer County line. Settlement began in 1886 and the community was officially platted by the Kearney & Black Hills Railway in 1890. Incorporated in June 1893, it is said that Eddyville was either named after Eddyville, Iowa, or Miss Eddy, an acquaintance of the president of the railroad.<sup>29</sup>



*Eddyville commercial district, located along Central Avenue, no date (photo courtesy of NeSHPO)*

### HENDEE HOTEL

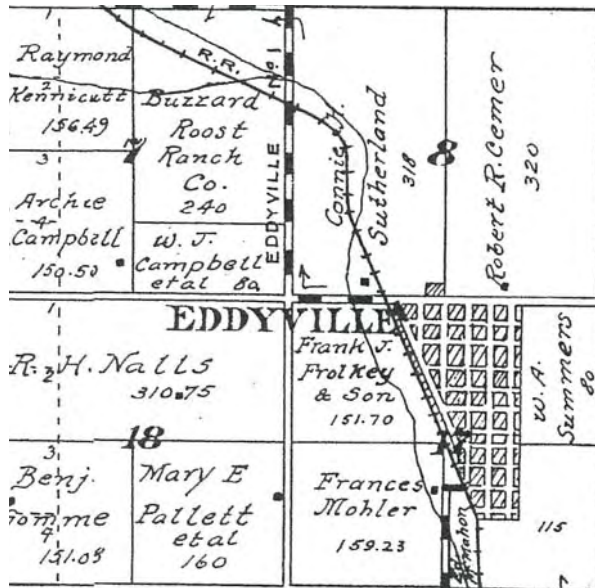
The Hendee Hotel (DS02-004) was constructed in 1879 by John J. Cozad, the founder of Cozad. The building included living space for the Cozad family and rooms for settlers in need of lodging. Cozad owned extensive tracts of land in the area and a kiln, which supplied brick for construction of the building. The hotel takes its name from S.A. Hendee, who acquired the property in 1883. Under Hendee's ownership, the hotel played an important role in the development of Cozad. Early settlers stayed at the hotel until they had their own accommodations, as did train passengers and traveling salesmen. The hotel continued to operate through the automobile era due to its location along the Lincoln Highway. Although the building is believed to be the oldest extant brick building in Dawson County, the double-brick exterior walls have been covered in stucco for many years.



*The Hendee Hotel (DS02-004)*

The building currently houses the Robert Henri Museum. Robert Henri, son of John Cozad, lived in the house with his family and later became an internationally recognized artist. Henri studied in Paris and taught at the New York School of Art. The Hendee Hotel was listed in the National Register in 1979.

*[The Hendee Hotel National Register Nomination, National Park Service, 1979; “Robert Henri, Biography,” Sullivan Goss, An American Gallery, [http://sullivanangoss.com/robert\\_Henri/](http://sullivanangoss.com/robert_Henri/) (accessed 14 December 2010).]*



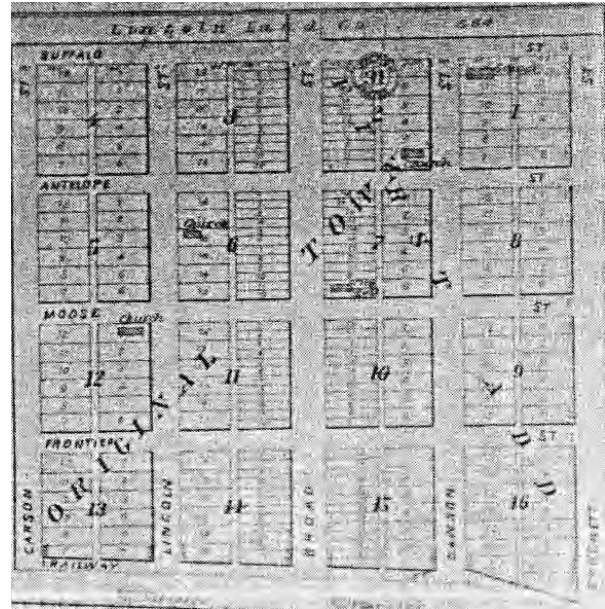
Eddyville in 1919 (Kennebec Township Plat Map "Dawson County Atlas" [Mason City, Iowa: Anderson Publishing Co., 1919])

The established depot and grain elevators in Eddyville provided area farmers and the community with passenger and crop transportation. At its height in 1910, with a population of 250, the community boasted two hotels, a large school, a gymnasium (DS04-024), three churches, a post office, bank, grain elevator, and a variety of other downtown businesses.<sup>30</sup> Little growth beyond the original platted boundaries of the community occurred in the twentieth century. Today, Eddyville is a quiet community located on State Highway 40.

## Farnam

Located in the far southwestern corner of the county, Farnam began as a town site platted by the Lincoln Town Site Company on the Burlington & Missouri Railroad line in 1885. When the town was officially named Farnam in 1886 it boasted a hotel, land office, general store, post office, drug store, lumber yard, and depot. Farnam grew quickly as it was a local commercial and agricultural area for farms in both Dawson County and nearby Gosper County. At its height in 1910, Farnam had a population of 750 with the majority of residences located in the northern part of the town.

By 1930 Farnam had three churches, two hotels, two banks, a school, hospital, theater, gas station, and a variety of other commercial businesses. Additionally, Farnam had three grain elevators and a lumber yard near the rail line.<sup>31</sup>



The original town plat of Farnam, no date (From *These Beginnings We Grew* [Farnam, Nebr: Farnam History Committee, 1982], 9.)

Many of the original buildings in Farnam's downtown core have been removed or replaced with modern buildings. However, Farnam still serves as a center of commerce and grain distribution for the southwestern portion of Dawson County. One grain elevator (DS05-012) is extant and continues to serve as an important resource for the community.



The dairy train in Farnam, no date (photo courtesy of NeSHPO)



## LAKE HELEN

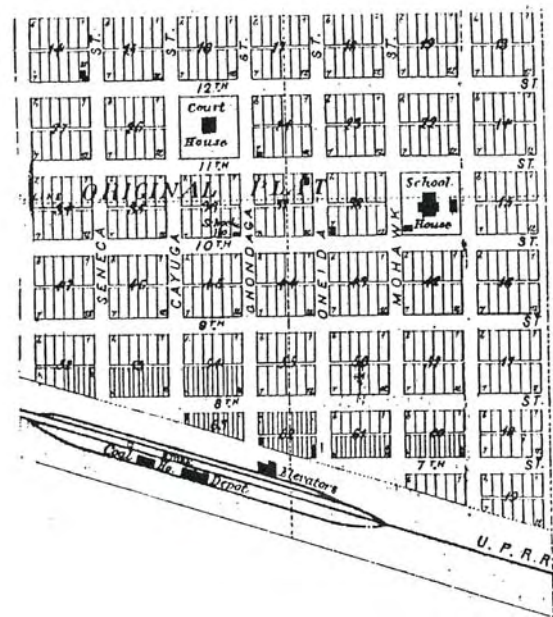
Lake Helen (DS06-273) was completed in 1895 as a reservoir within an irrigation system that provided water and power to Gothenburg. The electricity harnessed by the Gothenburg Light and Power Company provided enough electrical power for Gothenburg and surrounding communities. At the time, it was the largest artificial lake in the state. The earliest alignment of the Lincoln Highway entered Gothenburg only a few blocks south of Lake Helen and a tourist camp developed along its shores. The lake offered various recreational opportunities that were attractive to area residents and tourists, including swimming, fishing, boating, and ice skating in the winter months, and remained a popular stop along the Dawson County segment of the Lincoln Highway, even with later alignments. Lafayette Park, located along the northwest side of Lake Helen, was dedicated in 1918 and served as a campground for the Camp Fire Girls (later home of the Boy and Girls Scouts of America). A pavilion, bunkhouses, and original merry-go-round from the camp still remain today. Portions of Lafayette Park may have also been used by early travelers along the Lincoln Highway. Lafayette Park and the shores of Lake Helen continue to serve as a popular recreational area in Gothenburg with meandering pedestrian trails, shaded picnic areas, and a campground.



*Lake Helen (DS06-273) continues to be a recreational area in Gothenburg*

*[Gothenburg Pony Express Historical Society, "Gothenburg Area History" (Dallas, Tex.: Curtis Media Corporation, 1992), 58.]*

By the early 1900s the population increased to approximately 3,000 and the city had the county courthouse (DS07-030), three newspapers, an opera house, five churches, a school, hotel (DS07-007), mills and elevators, and two lumber yards.<sup>40</sup> These local businesses and the railroad provided employment opportunities for residents. As the county seat, opportunities also existed for lawyers, judges, and court officials. Lexington continued to grow predominantly to the north of the railroad, with its main commercial district centered along North Washington Avenue and the railroad line. The residential neighborhoods were located primarily north and east of the commercial district. Some of the earliest residential streets are distinguished by brick paving.

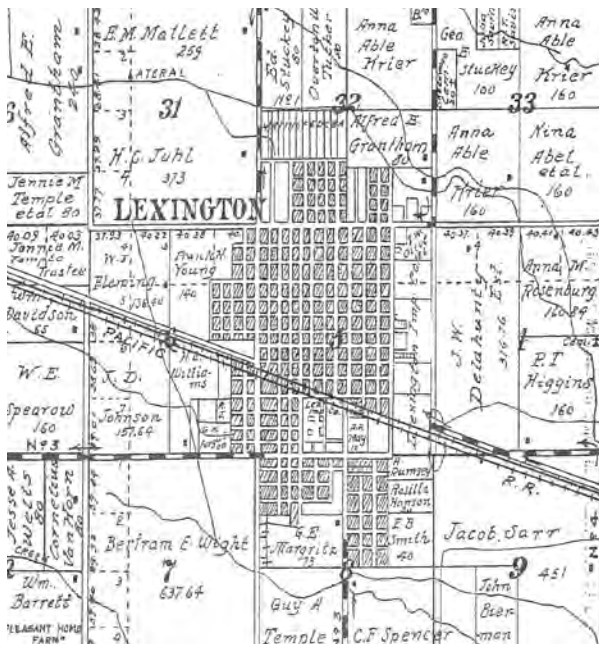


*UP plat for Plum Creek, 1875 (Russ Czapelwki, Plum Creek to Lexington [Kearney, Nebr.: Morris Publishing, 1989])*



View of Plum Creek c.1874 (photo courtesy of NeSHPO)

The early Lincoln Highway route passed through downtown, as evidenced by automobile showrooms and service stations located on or near the highway alignment. These businesses located along the highway provided amenities and services to motorists. The post-1925 Lincoln Highway alignment, located along U.S. 30, brought new commercial development that catered to automobile traffic, including two motels (DS07-066 and DS07-067). By 1950, with new business and industry and the expansion of agricultural distribution businesses, the population increased to 5,000.<sup>41</sup> As a result of the growing population and the increased use of automobiles, which allowed for residents to live further away from the city center, Lexington continued to expand with new residential subdivisions constructed near the north and west edges of the city.



Lexington in 1919 (Lexington Township Plat Map, "Dawson County Atlas")

After the establishment of I-80, modern commercial development occurred between the highway corridor and the city, with modern restaurants, shopping centers, and hotels catering to Interstate travelers. Today, Lexington is the largest community in Dawson County with a population over 10,000.<sup>42</sup> The city continues to serve as the center of Dawson County's commerce and industry.



Downtown Lexington with the prominent First National Bank (DS07-007) on the corner, no date (photo courtesy of NeSHPO)

### Overton

Located to the east of Lexington, Overton is near the eastern border of Dawson County. Established by the UP in the 1860s, Overton was not officially platted until 1873. The community is said to be named after UP employee Frank Overton. After grasshopper plagues and droughts in the 1870s subsided, Overton's population grew steadily to over 250 by 1890.<sup>43</sup> During this time the community developed to the north and south of the railroad.



Overton's main commercial district located along C Street, no date (photo courtesy of NeSHPO)

Although the early Lincoln Highway route ran along the north edge of Overton, the later alignment ran through the community, as evidenced by a service station (DS08-039) located at the western edge of town. Additionally, a concrete bridge, a remnant of this alignment, is located just outside Overton (DS00-018). By the 1930s Overton had a lumber yard, grain elevator, hotel, bank, grocery store, post office, school, and six churches. The community continued to grow slowly throughout the twentieth century, aided by the construction of alfalfa production centers. Since the 1990s Overton's population has held steady at around 650.<sup>44</sup>

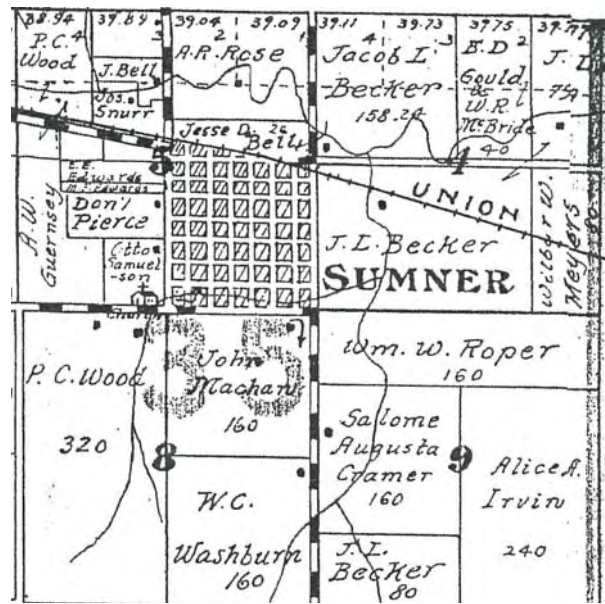


Overton in 1919 (Overton Township Plat Map, "Dawson County Atlas")

### Sumner

In 1886 a rail line was established by the Omaha & Republican Valley Railroad (later the Kearney & Black Hills Railway Company, a branch of the UP) through the rolling ranch land of northeastern Dawson County. In 1890 the railroad company created Sumner as a station stop, named after Massachusetts Senator Charles Sumner. The village was incorporated in May 1893.<sup>45</sup> The community grew quickly and served ranchers and farmers in the area. A school was established,

as well as a variety of commercial businesses including a bank (DS09-006), hotel, newspaper, brickyard, depot, and church. By the 1920s Sumner's population peaked at 350.<sup>46</sup> The population has since decreased due to the modernization of agricultural practices and decline of rural populations. While many of the original downtown structures were removed or replaced, the community has had limited modern development and retains its small-town feel. Sumner still serves the surrounding farmers and ranchers in the northeast portion of the county.



Sumner in 1919 (Wood River Township Plat Map, "Dawson County Atlas")

### Willow Island

Willow Island, located between Cozad and Gothenburg on U.S. 30, was a small community that included a church, general store, grain elevator, and depot during its heyday. The first settler to establish a home in Willow Island arrived in April 1873. By 1882 the community had a small number of houses located south of the railroad.<sup>47</sup> Willow Island has remained a small community, never growing beyond the original settlement size. All that remains today is a general store that was converted into a service station to serve Lincoln Highway travelers (DS10-001), a small number of residences, and a modern grain elevator.<sup>48</sup>



Willow Island in 1919 (Willow Island Township Plat Map, "Dawson County Atlas")

### Former Communities

Dawson County is also home to two former communities that no longer support populations. Few or no buildings remain in these former communities. Buffalo was a settlement located in the hilly north central ranch lands. In the 1960s the Buffalo General Store (DS00-144) was relocated a few miles from its original site. It is the only reminder of commercial activity in this area. The village of Josselyn was located between Overton and Lexington along the UP railroad. It was named after S.T. Josselyn, an official of the UP railroad. By 1924 Josselyn had a population of 30 with a railroad station, general store, and a gas station to serve travelers along the Lincoln Highway. The small village never had accommodations for tourists.<sup>49</sup>



The former Buffalo General Store (DS00-144), relocated from its original site



## NOTES

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- <sup>2</sup> Connie Snyder, "Dawson County," NEGen Web, [www.usgennet.org](http://www.usgennet.org) (accessed 14 December 2010).
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- <sup>4</sup> Russ Czapski, "Plum Creek to Lexington 1866-1939" (Lexington, Nebr.: Dawson County Historical Society, 1989), 3-4.
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- <sup>37</sup> Graff, *Nebraska Our Towns... Central and North Central*, 107-108.
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- <sup>45</sup> Czaplowski, "Sumner and Eddyville: Centennial Communities," 1.
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# CHAPTER 2.

## SURVEY METHODS AND RESULTS

### INTRODUCTION

This chapter describes the methods used to conduct the survey and the results of the survey. The Nebraska State Historical Society (NSHS) retained Mead & Hunt to identify and document significant historic and architectural properties within Dawson County. Architectural historians from Mead & Hunt conducted a NeHRSI field survey in September and October 2010. The survey builds upon previous survey efforts undertaken by the NSHS. For more information on the NeHRSI refer to Chapter 7.

### SURVEY METHODS

#### Objectives

The purpose of the survey was to identify and document significant properties that appear to retain sufficient historic integrity to meet NeHRSI survey criteria within Dawson County. Properties meeting survey criteria were evaluated to determine if they qualified as potentially eligible for listing in the National Register both individually and collectively as contributing properties within a possible historic district. This chapter highlights the results of the survey effort with a description of the types of historic properties within the survey area. Chapter 3 – Intensive Survey and Evaluation of the Lincoln Highway provides a discussion of properties that may qualify for National Register designation and other recommendations.

Additional discussion on promotion of the county and its National Register properties is included Chapter 6 – Heritage Tourism in Dawson County.

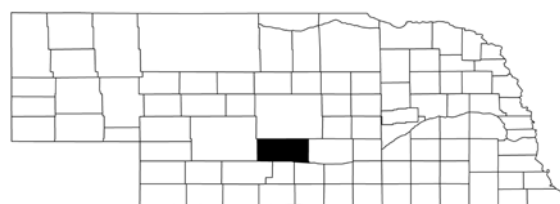


Figure 1. Map of Survey Area, Dawson County, Nebraska

#### Survey Methodology

The purpose of a reconnaissance-level NeHRSI is to provide data on properties of architectural and historical importance through research, evaluation, and documentation. Research is limited to a general review of the history of the development of the survey area. Properties that met NeHRSI survey criteria were identified and documented as outlined in the *Nebraska Historic Resources Survey & Inventory Manual* (2010 edition).

#### Survey Area and Research

The survey area consisted of buildings, structures, sites, and objects within Dawson County that are visible from the public right-of-way.

Architectural historians investigated published information about the history, culture, and settle-

ment of Dawson County and its communities at the following repositories: NSHS Archives and Library, Nebraska State Historic Preservation Office (NeSHPO), Wisconsin Historical Society, Love Library at the University of Nebraska-Lincoln, Dawson County Historical Society, Cozad Historical Society, and Gothenburg Public Library. NeSHPO and the Mead & Hunt survey team participated in a public meeting held in October 2010 that provided local residents with information about the survey. Residents were encouraged to share information about local history, properties that may gain significance from their association with an historic event or important person, and properties that are not visible from the public right-of-way.

### ***Identification and Evaluation***

The survey verified the location and evaluated the status of previously surveyed properties, and identified additional properties that qualify for inclusion in the NeHRSI. Properties that met NeHRSI survey criteria were documented with photographs, a basic physical description, and geographic location that is plotted on a survey map and in a Geographic Information Systems (GIS) database. The Mead & Hunt survey team examined the integrity and significance of each previously surveyed and newly identified property and its potential to qualify for listing in the National Register.

During the field survey, architectural historians from Mead & Hunt drove known public roads and streets in the county and identified properties that appeared to possess historic and architectural significance and retained historic integrity as outlined in the *NeHRSI Manual*. Generally, the *NeHRSI Manual* follows National Park Service (NPS) guidelines, which state that a property must:

- Be at least 50 years old, or less than 50 years in age but possess exceptional significance — following NeHRSI guidelines, properties that fell a few years outside the 50-year mark were included in the survey if they were significant or unusual property types, even though they did not possess exceptional significance.

- Be in its original location — generally, historical associations are absent when a property is moved from its original location.
- Retain its physical integrity — for a property to retain physical integrity, its present appearance must closely resemble its original appearance. Common alterations to buildings include the replacement of original features with modern ones (such as new windows or porches), the construction of additions, and the installation of modern siding materials. Historic siding materials include asphalt shingles and sheet rolls and asbestos shingles that have been applied during the historic period of the property or more than 50 years ago. Generally, asphalt siding was used prior to World War II and asbestos siding was popularized after World War II. For further discussion of historic siding materials, see the Glossary of Architectural Styles and Survey Terms. Properties that displayed many physical changes were excluded from the survey. Because urban residences are the most common property type within countywide building surveys, evaluation of houses followed a strict integrity standard. Due to the large number of these properties in the survey area, only properties that displayed architectural interest and retained a high degree of physical integrity were documented.

Generally, the survey team evaluated farmsteads and complexes of agricultural buildings and structures as a whole. If the primary building(s) of the farmstead did not retain integrity or was of modern construction, but the associated buildings retained integrity as a farmstead, then the complex was included in the survey. If the primary building(s) of the farmstead and the associated buildings did not retain integrity as a farmstead, then the complex was not included in the survey. Farmhouses, primary barns, or other large outbuildings that retained integrity and held individual significance were surveyed. The survey included abandoned properties that pre-date 1900, represent a rare or unusual property type, or exhibit regional construction methods or use of materials such as sod or log.

Mead & Hunt evaluated commercial buildings individually and as potential contributing components of a commercial historic district. In accordance with NeHRSI guidelines, an altered first-floor storefront alone did not eliminate a building from the survey. NeHRSI guidelines acknowledge that the first-floor storefronts of commercial buildings are often modernized. If a commercial building retained historic wall surfaces, cornices, and second-level window openings, it was generally included in the survey.

### ***Documentation***

Architectural historians documented properties that met the survey criteria as outlined in the *NeHRSI Manual* and recorded information gathered in the field into the NeHRSI database. Property locations were recorded on a U.S. Geological Survey (USGS) county road and/or city map and in the database. Photographic documentation included a minimum of two digital images for each surveyed property, with representative streetscape and landscape views to demonstrate notable features within the survey area. During the evaluation, the survey team related properties to historic contexts and property types developed by the NeSHPO and outlined in the *NeHRSI Manual*.

Property locations were digitized on-screen using an aerial image of the county and linked to attribute data. The image and data will be available to the NeSHPO. Individual properties such as bridges and residences were plotted as a point feature, while complexes of buildings and structures such as farmsteads and cemeteries were delineated with a polygon and linear properties, including highway segments and canals delineated with lines. Surveyed resources within communities were delineated as polygons based on parcel boundaries.

Documentation products submitted to the NSHS included a survey report, digital survey images, digital GIS data layers, maps, a database, and research files.

### ***Survey Limitations and Biases***

Some properties in Dawson County were not visible from the public right-of-way due to dense shelterbelts or deep setbacks. The survey team attempted to view these properties; however, only those properties visible from the public right-of-way and not obscured by other buildings, foliage, or other obstructions were documented during field survey. Obscured properties were identified on survey maps. Properties were evaluated largely on design and architectural features. Information received from area residents helped identify properties associated with historic events or important persons.

### **National Register of Historic Places**

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level. To qualify for listing in the National Register, properties generally must be at least 50 years old and possess historic significance and physical integrity.

To qualify for listing in the National Register, a property's significance must be demonstrated by one or more of the following criteria established by the NPS:

- *Criterion A* – Association with events or activities that have made a significant contribution to the broad patterns of our history.
- *Criterion B* – Association with the lives of persons significant in our past.
- *Criterion C* – Association with the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- *Criterion D* – Holds the potential to provide important information about prehistory or history.

Cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing in the National Register. However, these properties may qualify if they fall into one of the following categories:

- Religious properties deriving significance from architectural or artistic distinction or historical importance.
- Moved properties that are significant for architectural value.
- Birthplaces or gravesites if there is no other appropriate site directly associated with a significant person's public life.
- Cemeteries that derive primary significance from graves of persons of transcendent importance, from age, distinctive design features, or from association with historic events.
- Reconstructed buildings when built in a suitable environment.
- Commemorative properties with significant design, age, tradition, or symbolic value.
- Properties less than 50 years old that are of exceptional importance.

Integrity, meaning the ability of a property to convey its significance, is important in determining the eligibility of a property. A property's integrity must be evident through physical qualities, including:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

The Glossary of Architectural Styles and Survey Terms defines the seven elements of integrity. For more information on the National Register refer to Chapter 7.

## **SURVEY RESULTS**

The survey of Dawson County evaluated 1,296 properties. The survey team evaluated 487 previously surveyed properties, including eight listed in the National Register. Mead & Hunt did not resurvey 247 previously surveyed properties that exhibited poor integrity or were nonextant. In total, the survey team identified and documented 1,041 properties, including 809 newly surveyed properties and 232 properties that were resurveyed and met NeHRSI survey criteria. See Table 1 and Table 2 for a summary of surveyed properties by each community and in rural areas. See Figure 2 for surveyed properties in rural areas.

### **Illustrated Discussion of Significant Historic Contexts**

Identified properties are related to 15 historic contexts developed by the NeSHPO and listed in the *NeHRSI Manual*. Each historic context outlines a particular theme in Nebraska history and includes a list of associated property types found in Nebraska related to each theme. Historic contexts, including examples of properties documented under the main historic contexts in the survey, are presented below. Properties recommended as potentially eligible for listing in the National Register are discussed in Chapter 5.

#### ***Agriculture***

The agriculture context addresses property types related to food production, including crops and livestock. Within Dawson County, the survey results primarily identified farmsteads associated with this context. Farmsteads typically consisted of a farmhouse flanked by barns, garages, machine sheds, and other outbuildings. With the introduction of modern farming practices during the second half of the twentieth century, modern outbuildings and utility buildings, often constructed of metal, were commonly added to agricultural complexes. In some cases, farmsteads were located a distance from the public right-of-way or



*Tri-County Public Power and Irrigation District near Cozad, DS00-019*



*Gambrel-roof barn near Lexington, DS00-169*



*Farmstead near Overton, DS00-112*

were surrounded by dense shelterbelts, which may have precluded their evaluation and inclusion in the survey. Examples of agricultural properties include the Tri-County Public Power and Irrigation District (DS00-019) near Cozad, a gambrel-roof barn (DS00-169) near Lexington, and a farmstead (DS00-112) near Overton.

### ***Association***

Association relates to those social organizations that develop out of a mutual interest in science, trade, professions, sports, politics, and humanitarian efforts. Associations include fraternal and benevolent associations such as the Masons, Independent Order of Odd Fellows, or Rotary; trade organizations; special interest organizations; educational organizations, such as the 4-H, YMCA, or Boy and Girl Scouts; political organizations, professional organizations, business organizations, or even collegiate fraternities and sororities. Properties associated with these groups can range in styles, forms, and period. Related property types include the Dawson Lodge (DS07-175) in Lexington and a Masonic Temple (DS06-291) in Gothenburg.



*Dawson Lodge in Lexington, DS07-175*



*Masonic Temple in Gothenburg, DS06-291*



### **Commerce**

The historic context of commerce is concerned with the buying and selling of commodities that are transported from one place to another. Associated property types include stores that provide a variety of products or services and grain elevators. Commercial buildings are often one or two stories, and consist of brick or false-front frame structures. Commercial Vernacular was the dominant architectural style reflected in commercial buildings. Numerous commercial properties were documented, such as the commercial building (DS08-034) in Overton and the Hotel Platte (DS06-027) in Gothenburg.



*Commercial Building in Overton, DS08-034*



*Hotel Platte in Gothenburg, DS06-027*

### **Diversion**

The diversion context relates to those activities designed for relaxation and amusement. Examples include the Sun Theater (DS06-219) in Gothenburg and the Veterans Memorial Park (DS02-223) in Cozad.



*Sun Theater in Gothenburg, DS06-219*



*Veterans Memorial Park in Cozad, DS02-223*

### **Education**

The education context relates to the processes of teaching and learning. The survey identified public schools as related property types. Urban schools are typically one or two stories in height and of brick or frame construction. Rural schools are usually simple frame buildings with gable roofs and few architectural details or mid-century buildings with Modern influences. Examples of educational buildings documented during the survey include a modern-style rural schoolhouse (DS00-200) near Cozad and the Lexington Public School (DS07-017) in Lexington.



*Modern-style rural school near Cozad, DS00-200*



*Lexington Public School, DS07-017*

### **Government**

The context of government includes public buildings used for governmental functions and services, such as administrative offices, court-houses, police and fire stations, and post offices. Vernacular forms are most commonly used for government-related properties in Dawson County. The Gothenburg Post Office (DS06-236) and the National Register-listed Dawson County Courthouse (DS07-030) in Lexington are examples of government-related properties.



*Gothenburg Post Office, DS06-236*



*Dawson County Courthouse in Lexington, DS07-030, listed in the National Register*

### **Religion**

The context of religion relates to the institutionalized belief in, and practice of, faith. Related property types identified during the survey include churches, cemeteries, and clergy residences. The churches identified in the survey were typically of frame or brick construction, and most were vernacular buildings with steeples.

Religious properties are not usually eligible for inclusion in the National Register unless the property derives its primary significance from architectural distinction or historical importance. Examples of religious properties recorded in the survey are the Catholic Church (DS04-017) in Eddyville and the Hewitt Cemetery (DS00-030) near Lexington.



*Catholic Church in Eddyville, DS04-017*



*Hewitt Cemetery near Lexington, DS00-030*

### ***Settlement/Architecture***

The historic context of settlement pertains to the division, acquisition, and ownership of land. Residential properties are the primary property type associated with settlement in the survey area, and represent the largest pool of buildings surveyed. Vernacular forms with stylized architectural details generally characterize the residential properties within the survey area and were documented if they retained a high degree of integrity. Vernacular forms consist of functional, often simplistic, buildings and structures. Vernacular buildings do not exhibit high-style architecture in their design and are generally designed and constructed by local builders and not by trained architects. For definitions of architectural styles and terms, refer to the Glossary of Architectural Styles and Survey Terms. A description of the residential architectural styles found within the survey area is presented below.

#### ***Front gable vernacular***

Front gable houses are among the most common house type in the survey area, and generally are one-and-one-half stories, rectangular square in plan, with a prominent front gable.



*Front gable house in Gothenburg, DS06-223*



*Front gable house in Overton, DS08-030*

#### ***Side gable vernacular***

Side gable houses are relatively common in the survey area, and generally are one-and-one-half stories in height.



*Side gable house in Lexington, DS07-121*



*Side gable house in Sumner, DS09-027*

### *Gable ell*

Gable ell style houses are also found in the survey area. They are generally one-and-one-half stories and consist of two gabled wings that are perpendicular to each other in an “L” or “T” plan. The roof ridge of the gable-front portion was typically higher than the adjacent wing.



*Gable ell in Gothenburg, DS06-135*



*Gable ell in Cozad, DS02-167*

### *Prairie cube*

A number of prairie cube houses were identified in the survey. Prairie cubes are typically a one-story, square house with a hip roof.



*Prairie Cube in Gothenburg, DS06-217*



*Prairie Cube in Farnam, DS05-024*

Examples of side gable, front gable, gable ell, and prairie cube houses were found throughout the survey area functioning as farmhouses and residences in communities. These houses commonly have a symmetrical fenestration pattern and modest architectural details. The most commonly displayed details include front porches with turned spindle or square columns and interior brick chimneys.

Houses frequently exhibit a vernacular form with a mixture of elements borrowed from high-style architecture. Architectural styles featured in Dawson County include Queen Anne, American Foursquare, Craftsman, Period Revival, Ranch, and Contemporary.

### *Craftsman-style bungalows*

Houses constructed in this manner commonly exhibit low pitched or sweeping gable roofs with exposed rafters, one-and-one-half stories, and wood, brick, or stucco exteriors. This building style was common during the 1920s and 1930s for both rural and urban houses.



*Craftsman-style bungalow in Lexington, DS07-123*



*Craftsman-style bungalow in Cozad, DS02-228*

### *Queen Anne*

These houses date from the late nineteenth and early twentieth centuries and display frame construction with an irregular form. Details include decorative shingle work, porches with scrollwork and spindles, turrets, and a variety of wall materials.



*Queen Anne-style house in Overton, DS08-043*



*Queen Anne-style house in Lexington, DS07-020, listed in the National Register*

### *American Foursquare*

American Foursquare houses are generally two stories with large massing and a square plan. Architectural features typically include a hipped roof, often with a hipped dormer on one or more elevations, and a porch across the front facade.



*American Foursquare in Lexington, DS07-204*

### *Period Revival*

Period Revival styles include Colonial Revival, Dutch Colonial Revival, and Tudor Revival. These styles were popular during the early decades of the twentieth century and reflect a variety of characteristics associated with the period revival movement.



*Dutch Colonial Revival house in Gothenburg, DS06-008*



*Colonial Revival house in Gothenburg, DS06-279*



*Minimal Traditional-style house in Sumner, DS09-026*



*Tudor Revival house in Cozad, DS02-230*

### *Minimal Traditional*

The Minimal Traditional form was one of the earliest of the modern styles to develop in the postwar period. Loosely based on the Tudor Revival and Colonial Revival style, Minimal Traditional homes typically have a side gable form with shallow eaves and a front-gable entry vestibule. Minimal Traditional houses are small, unadorned cottage-sized structures.



*Minimal Traditional-style house in Gothenburg, DS06-229*

### *Ranch*

The Ranch form is typically asymmetrical and consists of one story with a low pitch roof and wide eaves. Exterior walls are typically wood or brick, sometimes in combination. A garage is nearly always incorporated into the main mass of the house. The Ranch-style became the dominant house type from 1950 to 1970.



*Ranch-style house near Willow Island, DS00-248*



*Ranch-style house in Gothenburg, DS06-259*

### *Contemporary*

The Contemporary style was common for architect-designed houses built from 1950 to 1970. Contemporary houses are commonly one story in height and feature low pitch hip or flat roofs. Overhanging eaves and exposed structural members are common. Designers often stressed integration with the landscape by utilizing planters and large picture windows.



*Contemporary house near Lexington, DS00-172*



*Contemporary house in Gothenburg, DS06-260*

### *Services*

The services context pertains to primary support services provided by the government and also includes private professional services. Examples of associated property types include banks and public utility buildings. Service-related properties include a bank (DS09-016) in Sumner and the former Lexington Community Hospital (DS07-237).



*Bank in Sumner, DS09-016*



*Former Lexington Community Hospital, DS07-237*

### *Transportation*

Transportation relates to the carrying, moving, or conveying of materials and people from one place to another. Examples of associated property types include roads, gas stations, bridges, railroad stations and depots. Further discussion of properties related to the Lincoln Highway found in Dawson County can be found in Chapter 3. Related properties include a steel pony truss bridge (DS00-142) near Buffalo and the relocated Gothenburg Union Pacific (UP) Depot (DS06-001).



*Steel pony truss bridge near Buffalo, DS00-142*



*Relocated Gothenburg UP Depot in Lafayette Park, DS06-001*

### ***Processing Industry***

Processing Industry relates to the processing of extracted industrial products. Examples of associated property types include mills, canneries, stockyards, bakeries, breweries, lumber yards, and concrete plants. Related properties include a former alfalfa mill (DS02-174) in Cozad and a grain elevator (DS02-012) in Farnam.



*Former alfalfa processing mill in Cozad, DS02-174*



*Grain elevator in Farnam, DS05-012*

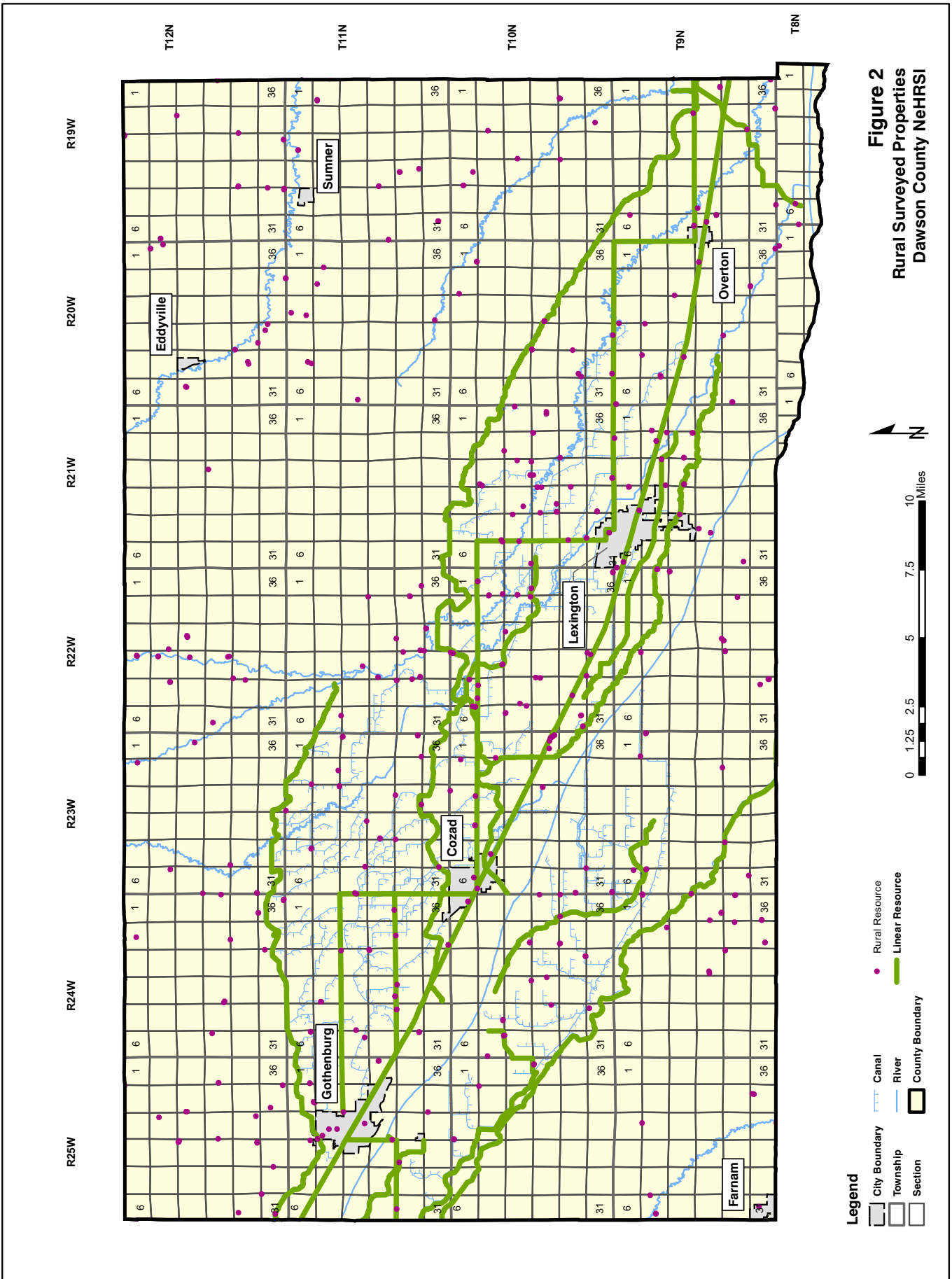


**Table 1. Numerical Summary of Survey Results**

Total number of historic properties evaluated	1,296
Previously identified historic properties	479
Previously identified historic properties that have lost historic integrity or are nonextant	247
Previously identified historic properties with historic integrity	232
Listed in the National Register and not requiring evaluation	8
Newly identified properties with historic integrity	809
<b>Total number of properties identified and documented</b>	<b>1,041</b>

**Table 2. Numerical Summary of Survey by Location**

Location	Properties Surveyed
LC00 - Rural	307
DS01 - Buffalo	0
DS02 - Cozad	168
DS03 - Darr	0
DS04 - Eddyville	19
DS05 - Farnam	27
DS06 - Gothenburg	216
DS07 - Lexington	237
DS08 - Overton	38
DS09 - Sumner	25
DS10 - Willow Island	4
<b>Total</b>	<b>1,041</b>



**Figure 2**  
**Rural Surveyed Properties**  
**Dawson County NeHFSI**



# CHAPTER 3.

## INTENSIVE SURVEY AND EVALUATION OF THE LINCOLN HIGHWAY IN DAWSON COUNTY

*“To procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all description without toll charges: such highway to be known, in memory of Abraham Lincoln, as ‘The Lincoln Highway.’”<sup>1</sup>*

### INTRODUCTION

This intensive survey of the Lincoln Highway in Dawson County builds upon the previous survey efforts of the NSHS and the Nebraska Department of Roads (NDOR). In 2001 the NSHS and NDOR retained Mead & Hunt to complete a statewide reconnaissance-level survey of the Lincoln Highway, Detroit-Lincoln-Denver Highway, Meridian Highway, Potash Highway, and U.S. Highway 20.

The reconnaissance-level survey of the Lincoln Highway focused on the 1913-1921 routes, which represent the highway’s early development and popularity as a named route. This intensive-level survey of the Lincoln Highway includes all known iterations of the route in Dawson County.

This chapter includes a historic context for the Lincoln Highway in Nebraska and Dawson County, followed by a discussion of the survey methodology, survey results, and National Register eligibility recommendations.



### HISTORY AND DEVELOPMENT OF THE LINCOLN HIGHWAY

#### Introduction

The Lincoln Highway, developed and promoted in the early twentieth century, was intended to be a paved, toll free, and direct route across the United States. As early as 1890, the poor condition of the nation’s roads led to the formation of groups who lobbied politicians at all levels of government to improve existing conditions and create new road networks. Interest in better roads and the promotion of such ideals coalesced into a broad-based movement known as the Good Roads Movement. Participants in the movement included businessmen, progressive farm leaders, university educators, professional engineers, local merchants and residents that valued improved

infrastructure for their daily lives and the future economic vitality of their respective communities. Supporters also found value in a more connected nation. The Lincoln Highway Association and community supporters along its route propelled the Lincoln Highway into national significance as a major east-west transcontinental route. Within the first years of route designation, thousands of people left Times Square in New York City and set out for the west coast. In Nebraska, the route entered Omaha in the east, crossed 13 counties and 47 communities, and exited at Bushnell near the state's western border with Wyoming.

The earliest alignment of the Lincoln Highway, designated in 1913, passed through Dawson County following section line roads and crossing through communities. For the most part, the early Lincoln Highway alignment in the county was located to the north of the Platte River. However, when the highway reached Gothenburg in western Dawson County, it crossed the Platte River and the UP Railroad. In its later configuration within Dawson County, the Lincoln Highway followed a linear path along the UP rail line through the county, bypassing several communities. Although the Lincoln Highway alignment within Nebraska changed frequently, the route within Dawson County had fewer iterations over the years.



*Lincoln Highway at the Nebraska-Wyoming border, c.1915 (photo courtesy of the University of Michigan Lincoln Highway Digital Image Collection)*

## National Development and Promotion<sup>2</sup>

In the early twentieth century few people seriously considered driving an automobile across the country. Although roads existed across the U.S., formally designated or direct transportation routes did not, and the majority of roads were not paved. In September 1912 Carl Graham Fisher conceived of a paved and marked transcontinental highway that would be toll free, for use by all who sought the most direct route from the east to the west coast. As an entrepreneur, Fisher was founder of the Prest-O-Lite Company, owner of the Indianapolis Motor Speedway, and one of the largest promoters of the Miami land boom. In 1911 he received national attention when he paved the Indianapolis Motor Speedway with brick and inaugurated the Indianapolis 500 automobile race.<sup>3</sup> Following this success, Fisher dreamed of developing a paved road across the country for use by travelers.

In the fall of 1912 Fisher presented his plan at a dinner party. With open ears, leaders of Indianapolis automobile manufacturing industry listened to the idea, praised the plan, and began offering their assistance. The businessmen knew, however, that the outcome of the highway depended not only on their own enthusiasm and capital, but also the support of the general public, partly due to a number of stories in the national press, including the *New York Times*. Fisher had no problem gaining public interest as they saw limited use for new automobiles due to the lack of an improved road system. Soon after, his dream of building a passable route from one coast to the other became a nationwide initiative to connect the oceans.<sup>4</sup>

Three months after Fisher's initial announcement, he received a letter from Henry B. Joy, president of the Packard Motor Car Company. The letter not only contained a pledge of money, but it also offered an idea that would further the public's excitement and have profound patriotic appeal.<sup>5</sup> With the 1909 centennial of Abraham Lincoln's birthday in mind, Joy's intention was for the high-

way to memorialize the past president.<sup>6</sup> Knowing that the original name, the Coast-to-Coast Rock Highway, was not as inspiring, Fisher was quick to adopt the new name of the Lincoln Highway. The following spring Fisher called together several automobile manufacturers and other highway supporters for informal meetings. It was not until the July 1, 1913, meeting, however, that the Lincoln Highway Association was officially organized.

Although they had announced the highway's establishment, the Lincoln Highway Association still did not have a formal route mapped. The highway was to start at New York City and end at the western terminus of San Francisco, the location of the 1915 Panama-Pacific Exposition. The Association's goal was to have the route paved in time for the 1915 Exposition. With the termini announced, the organization did not disclose any information about the points through which the route would pass between the two coasts. Knowing that the success of the project depended on contributions of the public on a nationwide level, Fisher first wanted to gain support from the nation in its entirety, not only the towns, counties, and states on the route.

The Lincoln Highway Association appointed a team to research and determine the highway's exact route. Joy, the first president of the association, stated that the most important factor in determining the route was directness. Other factors included the need to take advantage of easy terrain and natural paths while avoiding the congestion of large cities.<sup>7</sup> By August 26, 1913, the general route was announced. The coast-to-coast highway started in Times Square and traveled west for 3,389 miles, ending at Lincoln Park in San Francisco. After traveling through New Jersey and Pennsylvania, the route traversed the Midwest states of Ohio, Illinois, Indiana, and Iowa. From there, the route turned southwest to cross the Missouri River and entered the West. The Lincoln Highway crossed Nebraska and went on to California via Wyoming, Utah, and Nevada.

In Nebraska, the chosen route of the Lincoln Highway largely followed the broad Platte River valley, which had been a 'highway' of the great overland migrations on the Oregon, California, and Mormon Trails, and the nation's first transcontinental railroad in the nineteenth century.<sup>8</sup> The Lincoln Highway connected the following cities across the state: Omaha, Fremont, Columbus, Grand Island, Kearney, North Platte, Ogallala, Sidney, and Kimball. Within Dawson County, the route connected Overton, Lexington, Cozad, Willow Island, and Gothenburg.



*Early Lincoln Highway alignment west of Gothenburg, c.1915 (photo courtesy of the University of Michigan Lincoln Highway Digital Image Collection)*

On October 8, 1913, Central City, Nebraska, became the first city in the country to ratify the Lincoln Highway Proclamation. Over 200 road proponents met and unanimously chose to support the transcontinental highway in Nebraska.<sup>9</sup> That same month, leaders of the Lincoln Highway Association called for a nationwide celebration to dedicate the highway in the memory of Abraham Lincoln and asked state executives along the route to proclaim October 31, 1913, as the day of celebration. Throughout Nebraska, communities celebrated with symphony performances, luncheons, fireworks, parades, bonfires, and patriotic speeches about the benefits of the highway and its namesake.

As the Lincoln Highway Association planned the transcontinental route through Nebraska, Cozad residents and local participants in the Good Roads Movement were determined to have the highway pass through the city. Within a few weeks after the intent to construct the Lincoln Highway was announced, Cozad businessmen William McLaughlin, C.K. Brown, and Charles Allen attended a Good Roads Convention in Central City, Nebraska. While there, the men stumped for Cozad's inclusion on the coast-to-coast route.<sup>10</sup> Their tenacity paid off as the 1913 alignment of the highway passed through the center of Cozad.

Although the counties and towns through which the route crossed were celebrating, many communities vying for the highway were left disappointed and withdrew their pledge of financial assistance. As a result of the loss of financial contributions, the Lincoln Highway Association realized that they obtained less than half of the funds needed to meet their goal of a paved road by the 1915 exposition in San Francisco. Since the success of the highway depended on public enthusiasm, the organization was determined to retain community interest and support and quietly postponed their plans to pave the highway in its entirety. To rally support, the Lincoln Highway Association came up with two promotional devices to increase the highway's popularity.



*Paving the Lincoln Highway between Ames and Fremont in Dodge County, c.1920 (Photo courtesy of NDOR)*

The first promotional scheme was the development of "Seedling Miles." The Lincoln Highway Association preached that "Great oaks from little

acorns will grow; long roads of concrete from 'seedling miles' will spring."<sup>11</sup> The concept of seedling miles was to hard-surface small sections of road through donations which would, in turn, encourage communities and states to continue improvement along the entire route. In 1916 *The Complete Official Road Guide of the Lincoln Highway* described seedling miles as "strips of standard concrete road surface." The road guide further explained that the first seedling miles were constructed with cement donated by the Lincoln Highway Association and cement producers with hopes that the traveler would "appreciate the value of hard-surfaced roads" and encourage similar construction throughout other sections of dirt road through donations.<sup>12</sup>

Although many communities along the Lincoln Highway applied for seedling miles, these applications were delayed and sometimes lapsed because of legal or financial difficulties. Suppliers abandoned or delayed their offer of donated concrete because of mill strikes, congestion on the railroads, or wartime demands. Although it sometimes took months or even years, many communities accepted offers for a seedling mile and waited out the delays. Donations by the Portland Cement Company and local sponsors provided for the construction of a few mile-long stretches of hard surfaced highway in Ohio, Indiana, Illinois, and Nebraska. Generally, the seedling miles were constructed of concrete, one mile in length, and were located on the edge of town. On November 3, 1915, Grand Island, Nebraska, celebrated as it became the first city in the state to complete a seedling mile, located just east of town. Two weeks later Kearney exhibited a finished seedling mile just west of town that was 15 feet wide—five feet wider than the recommended 10 feet.<sup>13</sup> Throughout the span of the Lincoln Highway, the seedling "mile" near Fremont was the longest, measuring six miles. This seedling mile also was the first section in the state to incorporate new methods of highway construction, including the use of a moving concrete mixer, the piping of water to the mixer, and delivery trucks transporting a batch of concrete.<sup>14</sup>



*Lincoln Highway Seedling Mile just west of Kearney, c.1915 (photo courtesy of the University of Michigan Lincoln Highway Digital Image Collection)*

After this six-mile section of road was paved with concrete and other seedling miles were completed, the hard surface sections of the Lincoln Highway began to convert skeptics of concrete as a road surface material. In an August 1919 letter to the Lincoln Highway Association's national headquarters in Detroit, the association's State Consul outlined the condition of the highway in Nebraska and expressed that, with several tourists and trucks traveling through Fremont daily, the condition of the road was better than ever before.<sup>15</sup> After months of trucks and other heavy motor vehicles passing over the paved roads, the Lincoln Highway Association had proven the value of a hard-surfaced highway. After 1919 cement manufacturers no longer felt it was necessary to donate materials or labor toward these seedling miles, and no other promotional seedling miles were constructed. Nationally, seedling miles were constructed in Ohio, Indiana, Illinois, Iowa, and Nebraska.<sup>16</sup> Although several seedling miles were completed in Nebraska, none have been identified in Dawson County.



*Official Lincoln Highway Association road crews designating the highway alignment in Pennsylvania c.1920, a similar scene would have occurred throughout Nebraska (Photo courtesy of the University of Michigan Lincoln Highway Digital Image Collection)*

Another promotional device of the Lincoln Highway Association was marking the highway for easy navigation. Most areas of the route, particularly segments in Nebraska, remained a dirt track of land that only grew more apparent with every vehicle that drove the highway and created deeper ruts. To make the route easy to follow and to keep the public's interest, at least initially, the Lincoln Highway Association quickly placed markers to designate the route. The most common markers consisted of metal signs featuring Lincoln's profile or a 21-inch band around telephone poles painted with the Lincoln Highway insignia with a red, white, and blue stripes and the "L" for Lincoln Highway.<sup>17</sup>



*Painted Lincoln Highway marker on a Gothenburg telephone pole, c.1921 (Photo courtesy of NeSHPO)*



The Lincoln Highway Association did its part to promote the road. The Association gave radiator caps bearing the emblem of the Lincoln Highway to anyone who subscribed to the organization and requested car manufacturers who were association members to place the “L” insignia on their products. They sold lapel buttons, pennants, and stickers with the association’s insignia as well as portraits of President Lincoln and framed copies of their proclamation. One of the association’s most crafty promotions was to solicit school-aged children for pennies. In return, their affiliated school would receive certificates of membership.<sup>18</sup>

Efforts of the Lincoln Highway Association remained strong until the late 1920s. When the Lincoln Highway became part of the national system of numbered highways in 1927, the road became identified with several different highway numbers. In Nebraska the Lincoln Highway became U.S. 30. As the federal designation occurred, numbered route signs replaced Lincoln Highway markers, initiating the demise of the promotion of the named highways. Following the dissolution of the Lincoln Highway Association in December 1927, small promotional efforts continued. In 1928 Gael Hoag, the last paid representative of the association, took the final official coast-to-coast tour of the highway. Hoag also arranged for approximately 3,000 concrete directional markers to be constructed with a small bronze bust of Lincoln and a directional arrow. On September 1, 1928, Boy Scout troops across the country erected these concrete markers in one of the last efforts of the Lincoln Highway Association.<sup>19</sup>

Lincoln Highway markers in Dawson County included metal signs or painted insignias on telephone poles and concrete obelisks featuring a medallion with Lincoln’s profile and the highway insignia. Arrows on the obelisks helped guide a motorist along the route. Today, the majority of original markers are no longer in place. However, markers have been placed in the wayside park in Overton between U.S. 30 and the UP Railroad, and at the Dawson County Museum in Lexington.



A concrete marker (DS08-037) located in the Overton wayside park, placed by the Overton Boy Scouts in 2005

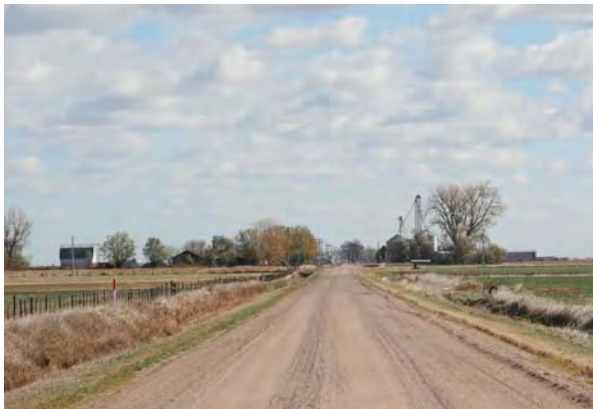
### LINCOLN HIGHWAY ASSOCIATION

The Lincoln Highway Association was created in July 1913 to encourage the development of the Lincoln Highway using private and corporate donations. Shortly after founder Carl Fisher announced his plans for a coast-to-coast automobile route, the association began planning the 3,400-mile route. With their tireless energy, the group continued to promote the route through tour guides featuring information on travel accommodations, mileage charts, and areas of interest along the highway. The association reorganized in 1992 with a mission “to identify, preserve, and improve access to the remaining portions of the Lincoln Highway and its associated historic sites.” The group continues to promote the preservation and history of the Lincoln Highway in its quarterly publication, the *Lincoln Highway Forum*. The association has members worldwide and 12 active state chapters, including a Nebraska chapter that meets annually. The association also operates a national tourist center, located in Franklin Grove, Illinois.

[The Lincoln Highway Association, “Celebrating the First Road Across America,” [www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org) (accessed 16 December 2010).]

## Following the Road across Nebraska

The early route of the Lincoln Highway in Nebraska roughly following the route of the Platte River and the UP corridor across the state. The Lincoln Highway was developed largely by connecting a system of existing local roads, which were primarily dirt, and designating them as the Lincoln Highway. The early east-west road was subject to many route changes over the first 10 to 20 years of its existence as a result of federal and state funding for road improvements, improved road design standards, and the designation of U.S. 30.

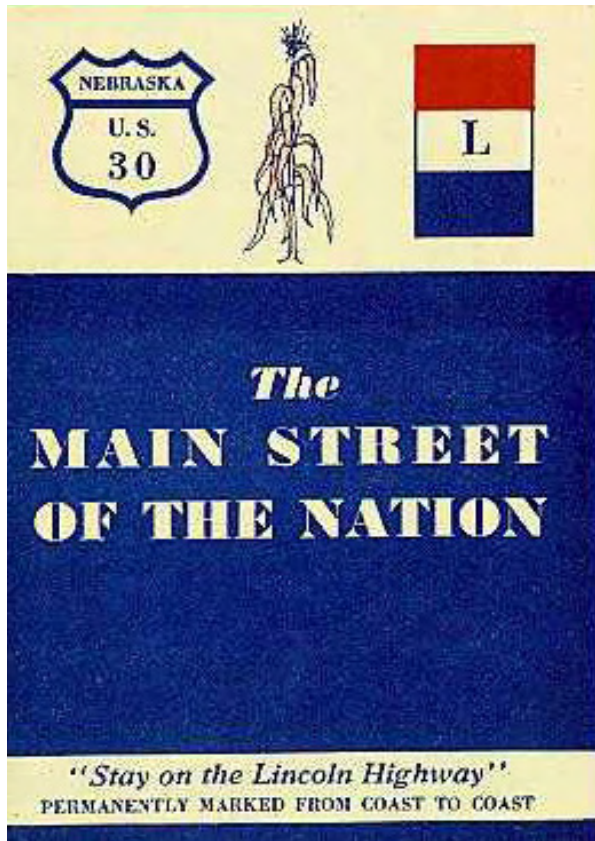


*The original 1913 Lincoln Highway alignment followed section lines through the county, as seen on this original segment east of Gothenburg (DS00-049)*

In Nebraska, much of the early Lincoln Highway was routed on existing section line roads (see Figure 3). This resulted in a seemingly endless zig-zag of interconnected roads. Since the highway also followed the general route of the UP railroad, its right-of-way was also followed. The 1913 Lincoln Highway alignment entered Dawson County at its eastern border on a section line road just north of the UP rail corridor. The route traveled west and north along section line roads in a series of broad stair steps, through the communities of Overton, Lexington, Cozad, Willow Island, and Gothenburg. In Gothenburg the route turned south and crossed the UP rail corridor and the Platte River. There it began a series of multiple jogs, known as the “Gothenburg Stairsteps,” as it followed the course of the Platte River across Lincoln County.<sup>20</sup>

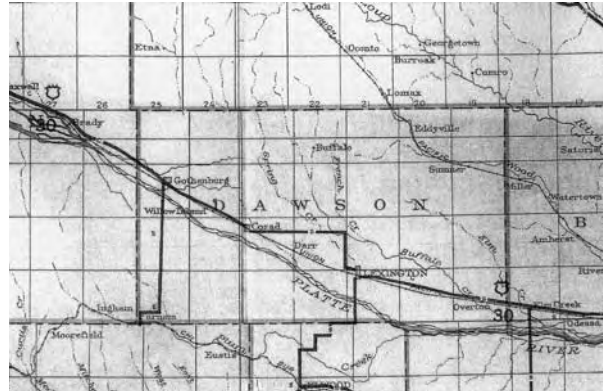
A series of Lincoln Highway reroutes involved straightening the right angle-turning by relocating the highway from section roads to new alignments parallel to the railroad. The UP supported the re-alignment, which minimized train wrecks caused by cars crossing the tracks. The realignments eliminated at-grade crossings while shortening the route. Beginning in 1917 portions of the Lincoln Highway in Dawson and Lincoln Counties were relocated to the edge of the UP right-of-way, bypassing several miles of broad stairsteps. Instead of entering the county from the east on a section line, the route entered the county along a route that paralleled the UP Railroad. West of Gothenburg and primarily within Lincoln County, this relocation was the first step in eliminating the “Gothenburg Stairsteps,” which was completed by 1928, with the route between Gothenburg and North Platte shortened by 18 miles.<sup>21</sup> The remaining segments of the Lincoln Highway alignment in Dawson County eventually shifted to the UP corridor, bypassing the section line roads of the initial alignment.

By the mid-1920s the popularity of named highways reached new heights. The large number of named roads, along with an increased use of motor vehicles, caused great confusion regarding the highway system. To improve this situation, the U.S. Department of Agriculture and its Bureau of Public Roads announced a plan for a numbered system of highways in the fall of 1925. The department designated 145 roads, or 76,000 miles, across the U.S. as part of a national, uniform system of marking highway routes. Much of the Lincoln Highway route through Nebraska became part of U.S. 30, which extended from New Jersey to Oregon. Although the new numbered route made several deviations from the original Lincoln Highway, the Lincoln Highway name was associated with the route for many years after U.S. 30 designation.<sup>22</sup>



*After designation as U.S. 30, the name 'Lincoln Highway' remained associated with the route (photo courtesy of NeSHPO)*

By 1930 several new sections of road were constructed for the numbered route across the state. Within Dawson County, the Lincoln Highway alignment between Overton and Lexington and between Cozad and Gothenburg was straightened between 1930 and 1932 to follow the UP corridor. The current U.S. 30 alignment was in place by 1934, with the corridor following the north side of the UP rail across the county.<sup>23</sup> Because Overton, Lexington, Cozad, and Gothenburg were established along the rail corridor, the realignment did not remove the highway from the communities entirely. Rather, the corridor shifted away from the downtown areas, resulting additional transportation-related development along the new alignment.



*Route of U.S. 30 in Dawson County, 1932 (Nebraska State Highway Maps, [Lincoln, Nebr.: Nebraska Department of Roads, 1932])*



*The 1930 alignment of the Lincoln Highway (U.S. 30) followed the UP railroad corridor through the county, as seen here outside Cozad*

### **Dirt to Hard Surface: Driving the Lincoln Highway in Nebraska**

Throughout the early history of the Lincoln Highway in Nebraska, road surface upkeep and improvement was an ongoing endeavor. In 1914, a year after the Lincoln Highway was established, the State Board of Irrigation, Highways, and Drainage Biennial Report stated that the route was “in fairly good shape through the state excepting at the western portion, where there is room for a large improvement.”<sup>24</sup> The eastern portion of the highway was at least graded, but the west section, having not been graded at this point, was comprised of deeply rutted trails. For the next couple of years, with the exception of the seedling miles, much of the road surface remained the same.

In its description of the Lincoln Highway in Nebraska, the 1916 road guide proclaimed that “the tourist will find many indications that assure the complete future improvement of this section of the Lincoln Highway.” It highlighted the seedling miles at Grand Island and Kearney and made reference to the amount of money spent in this state on improvements.<sup>25</sup> However, the fifth edition of the road guide, published eight years later, explained that permanent improvements were still pending for many of Nebraska’s roads.<sup>26</sup>



*Motorists stuck in muddy conditions west of Overton, 1915 (photo courtesy of the University of Michigan Lincoln Highway Digital Image Collection)*



*Motorists free of muddy conditions of Overton, 1915 (photo courtesy of the University of Michigan Lincoln Highway Digital Image Collection)*

In the summer of 1919 an army caravan of nearly 100 vehicles crossed the U.S. by way of the Lincoln Highway. The convoy resulted out of a campaign for better roads and to create a national highway commission to disburse federal funds.<sup>27</sup> One of

the caravan members on this trip was Lieutenant Colonel Dwight D. Eisenhower, who later served as 34th President of the United States and was a major proponent of the national Interstate Highway system. The purpose of the convoy was two-fold: the caravan was to test the motor vehicle for army transportation, but more importantly, the caravan was to test road conditions of the highway and promote improvement. The trip pointed out the poor condition of the highway and the need for a good transcontinental route, especially in the West. Due to the poor conditions in Nebraska, it took the caravan 10 days to cross the state. On August 5 the convoy was held up for seven hours near North Platte, just west of Gothenburg. Their heavy trucks were stuck in quicksand that appeared dry on the surface due to evaporating water. In a telegram sent to Washington, First Lieutenant E.R. Jackson stated that the 200-foot stretch of highway as the “worst stretch of road we have yet encountered.”<sup>28</sup> This stretch of the Lincoln Highway would prove to be a problem for the road department for at least another decade. The 1927-28 biennial report of the Nebraska Department of Roads stated:

*“On account of the traffic on the Lincoln Highway, particularly east of North Platte, and on account of soil conditions, difficulty was experienced in maintaining this road in good shape. The soil near the Platte River is about 18 inches to 24 inches deep and is underlaid with river sand. During the spring and fall, water rises up to within about 12 inches of the surface causing the surfacing of the road under heavy traffic to become wavy and pitted.”<sup>29</sup>*

After the caravan crossed Nebraska, the Army reported that the entire length of the highway in the state was dirt, with the exception of some city streets and the three areas of seedling miles—Grand Island, Kearney, and Fremont. West of Dawson County, the road was no more than a rutted trail.<sup>30</sup>

In 1919 there was still more than 1,800 miles of dirt road across the entire length of the Lincoln

Highway, or approximately 50 percent of the national highway.<sup>31</sup> Within Dawson County, the majority of the alignment followed dirt roads. The Nebraska Department of Public Works biennial reports showed that by the mid-1920s many improvements were continuing to be made to the Lincoln Highway. The reports showed a general trend between 1923 and 1926 toward paving, or at least upgrading much of the highway to a graveled road. Other improvements included constructing and strengthening drainage structures and culverts to help control massive flooding. By the mid-1920s, only 84 miles of the Lincoln Highway in Nebraska was still dirt road.<sup>32</sup>

By the 1929 and 1930 biennial report, the trend in improvements shifted to paving the highway. By this time, portions of the highway that were not paved were surfaced with oiled gravel. Only small sections of gravel road remained into the early 1930s. In Dawson County, the Lincoln Highway was graded and paved in the 1930s, finally allowing for year-round travel on the highway. As Nebraska's constitution prohibited a state debt of more than \$100,000, road improvement projects in Nebraska often had to be constructed on a gradual basis, as state and federal funding became available.<sup>33</sup>

According to the November 6, 1935, issue of the *Omaha World-Herald*, the Lincoln Highway was not formally opened across Nebraska until that year, when paving was complete. Reporting on a celebration, the headline read, "Lincoln Highway Now Hard-Surfaced Across State; North Platte Celebrates." A ribbon-cutting ceremony formally opened a 30-mile stretch of paving west of North Platte and officially finished Nebraska's first cross-state, hard-surfaced highway. Designated by then as U.S. 30, the Lincoln Highway in Nebraska consisted of 323 miles of concrete or brick paving and 139 miles of bituminous material.<sup>34</sup>



*Typical paving operation on U.S. 30 in Dodge County, near Fremont, Nebraska, c.1920 (photo courtesy of NDOR)*

### **Gateway to the West: Nebraska Lincoln Highway Tourism**

In the first years after the construction of the Lincoln Highway, the majority of traffic along the route consisted of individuals traveling across the country. Some of the route's earliest travelers were on their way to the Panama-Pacific Exposition in San Francisco in 1915. However, as the automobile became available to the working class and as road conditions improved, the Lincoln Highway not only served the tourist, but it also provided a route from rural areas to town and connected several Nebraska communities.<sup>35</sup>

As early as 1915 the Lincoln Highway Association published road guides to promote the route and provide tourists with travel information. The guides included state-by-state descriptions for route navigation and travel accommodations. In addition, they offered tourists helpful notes and suggestions, such as sections titled "Don'ts for Tourists," "Cost of the Trip," "The Time Required," and "Facts of Interest to the Transcontinental Tourist." Mileage charts calculated the distance between communities within each state, as well as the distance between Nebraska cities and those in other states. The road guides included photographs and maps of major cities, as well as advertisements for highway resources such as tourist camps, hotels, filling stations and garages. The Dawson County communities of Overton,

Lexington, Cozad, and Gothenburg were highlighted in the road guides with brief community descriptions and listings of automobile-oriented businesses and amenities provided for motorists.

Entrepreneurs across the country realized the potential financial rewards and constructed highway facilities to aid travelers in their journey from coast to coast. Within the first years of the Lincoln Highway, local businesses along the route in Nebraska realized the financial opportunities associated with such a transcontinental route and gas stations, service garages, and diners appeared along the corridor. Dawson County entrepreneurs were no exception, providing motorists with options for lodging, repairs, and amenities. The tenacity of Cozad businessmen in 1913 to route Lincoln Highway through the community paid off as highway-related businesses flourished. By 1920 the community boasted a cabin camp, gas station, and three automobile garages. As the population continued to increase through the 1930s so did automobile-oriented services. By 1931 Cozad supported six gas stations, three garages, one automobile showroom, and three tourist camps.<sup>36</sup>

Lexington also embraced the Lincoln Highway alignment within the community. In May 1917 the Community Club of Lexington ran a full-page advertisement in the Omaha World-Herald promoting the community as mid-way between San Francisco and New York on the Lincoln Highway. Lexington marketed itself as an excellent place for tourists to stop because the city provided shopping, entertainment, and first-class amenities.<sup>37</sup> By 1920 Lexington boasted seven auto garages located within one block of the Lincoln Highway (Washington Street), one filling station, the Morgan Motor Company automobile showroom and dealership (DS07-182), and Morgan's Garage. In the 1924 *Complete Official Road Guide to the Lincoln Highway*, the Cornland Hotel (nonextant) was advertised as the "Headquarters for Automobile Tourists" with rooms with a private bath costing two dollars per day and a first class a la carte café.<sup>38</sup>

In the following decades the influence of the Lincoln Highway in downtown Lexington remained evident as a total of 12 filling stations, two dealerships, three garages, and a number of repair shops were adjacent to the route during the 1940s.<sup>39</sup>



Advertisement for the Cornland Hotel in *The Complete Official Road Guide to the Lincoln Highway, 1924 edition*

Within Gothenburg the route passed on southern edge of the community, spurring development of motorist amenities, including service garages and an automobile showroom. Gothenburg developed as a prosperous community through the 1920s, primarily due to successful alfalfa crops but also as a result of its location on the Lincoln Highway. Business owners and the community offered many Lincoln Highway-related amenities to motorists by 1922, such as a number of filling stations and repair garages. The following decade brought even more automobile-oriented businesses along route, including two tourist camps, nine gas stations, and three repair garages.<sup>40</sup>

Within Overton the 1913 alignment skirted the north side of the community, which was primarily residential. When the highway was aligned along the UP corridor, the route passed along the south edge of the community, closer to Overton's downtown. This alignment allowed for development of highway-related businesses adjacent to the highway, including a gas station (DS02-039) and two repair garages.

Business owners in communities adjacent to the highway sought to take advantage of the Lincoln Highway's promotion and popularity by renaming

their businesses for an association with the road. For example, in Lexington the Lincoln Highway Garage served as a stop for motorists in need of oil, accessories, a car wash, or Chevrolet parts. Gothenburg also had a Lincoln Highway Garage.<sup>41</sup>

Across the state, local residents and officials constructed new auto tourist camps, motor courts, and hotels to accommodate travelers. At the earliest camps, travelers provided their own tents and cooked their own meals. Although some camps were free, “pay camps” offered more conveniences such as on-site gasoline and groceries.<sup>42</sup> Dawson County had a number of tourist camps that advertised amenities including “lights, water, and shade.” The tourist camp in Lexington even featured ovens, showers, and cottages for rent on the Platte River. In Gothenburg, a tourist could relax or enjoy the recreational opportunities offered by Lake Gothenburg (now Lake Helen) near the campground in Lafayette Park. In addition to men’s and women’s bath houses and beautiful scenery, the Gothenburg tourist camp advertised “Good camping places. Very cool in summer.”<sup>43</sup>



*Lexington Tourist Camp, no date  
(photo courtesy of NeSHPO)*

As tourists demanded more comforts such as shelter from severe weather, camp owners began to construct individual cabins. Some of these cabin camps, which became very popular in the late 1920s, also offered gas and food and aided the motorists in “making good time.” Within Dawson County, the Cozad Model Tourist Camp featured eight small cabins (one cabin is extant – DS02-120)

and a separate restroom and gas station (DS02-055) for the motorist’s convenience. Tourists staying at the camp also had the benefit of free entry to the nine-hole golf course southeast of town. Overton featured a tourist camp in the 1920s that included showers, baths, shade, and a ball park.<sup>44</sup> Developed in the 1930s, the 15-unit Lincoln Highway Camp (nonextant) in Gothenburg offered amenities such as showers, a swimming pool, and a filling station.<sup>45</sup>



*Lincoln Highway gas station (DS02-055) in Cozad*



*Entrance to the Gothenburg Tourist Camp, no date  
(photo courtesy of NeSHPO)*

As the route changed and the central business districts were bypassed, tourist services gradually extended from the downtown main streets to the highway corridor. For example, in Lexington a number of cabin courts and early motels developed along the highway after it bypassed downtown. Two nonextant cabin courts located on the highway provided tourists with a place

to stay. A 15-unit tourist cabin court, located on the west side of Harrison Street and the highway, provided not only beds but also a filling station, restaurant, and auto repair services. A smaller three-unit camp, located off of the highway at Jackson Street, also had an on-site service garage and gas station.<sup>46</sup> Beginning in the 1940s, motels replaced camps and cabin courts as the preferred form of lodging. The c.1940 Green Valley Motel (DS07-070), located at the intersection of Harrison Street, 5th Street, and the highway, featured a central office and a nine motel units in a long one-story building. As the popularity of the motel increased, travelers came to expect modern amenities, and comfort and convenience. Motels with ample parking, homey decor, swimming pools, telephones, and televisions became commonplace.<sup>47</sup> This was also the case in Dawson County, where travelers on the Lincoln Highway could stay at the LR Ranch Motel (DS07-066) or at the Hollingsworth Motel (DS07-067). Both advertised in-room air conditioning and telephones.



*Hollingsworth Motel sign (DS00-067), advertising air conditioning and telephones*

## Conclusion

The heyday of the Lincoln Highway, and later U.S. 30, as the state's major transcontinental route came to an end with the construction of I-80 across the state in the 1960s and early 1970s. I-80 was built paralleling U.S. 30 but did not directly incorporate the highway into the route. In Dawson County the Interstate was constructed along the north bank of the Platte River, between one and three miles from the nearest community. As was the case with the Lincoln Highway, development shifted to the new road alignment and commercial corridors developed around Interstate off-ramps.

The opening of I-80 in the 1960s eventually led to a decrease in transcontinental travel for the early twentieth-century Lincoln Highway route and later U.S. 30 route. Although the highway's heyday may have ended with the opening of the Interstate, the significance of the Lincoln Highway in Nebraska and Dawson County is evident by the extant cultural resources adjacent to the original transcontinental road. Within Dawson County former tourist cabin camps, auto showrooms, car dealerships, motels, and gas stations, often abandoned or converted to new uses, stand as a reminder of the many travelers who ventured west across the Lincoln Highway.

## SURVEY METHODOLOGY

The intensive survey of the Lincoln Highway in Dawson County included the initial 1913 alignment and subsequent alignments, including the 1934 alignment, that last iteration of the route that corresponds with the current U.S. 30 corridor. To begin the survey, the project team reviewed the previous reconnaissance-level survey of the Lincoln Highway in Nebraska, completed in 2001, as well as published information about the development and use of the Lincoln Highway in Nebraska and Dawson County in available highway maps, guidebooks, and community histories. Repositories consulted included the NSHS Archives and Library, NeSHPO, Wisconsin Historical Society, Love Library at the University of Nebraska-Lincoln, Dawson County Historical



Society, Cozad Historical Society, and Gothenburg Public Library. In addition, staff coordinated with the Nebraska Lincoln Highway Association to identify alignments within the county and resources of interest.

Because the previous reconnaissance-level survey evaluated the 1913-1921 highway alignments, identification of later iterations of the route was necessary prior to completing fieldwork. Lincoln Highway guidebooks and maps were evaluated to identify shifts in the alignment. Compared to other Nebraska Counties, Dawson County had few alterations to the Lincoln Highway alignment. Dawson County has two major phases of the Lincoln Highway – the original 1913 route and the 1934 realignment that follows the present-day U.S. 30. The portions of road realigned in 1917 and 1930-1931 generally follow the existing 1934 alignment along the UP rail corridor. A minor realignment located north of Cozad was also identified during research but the date of this realignment is unknown as it may have only been a brief iteration of the route. Within communities, the route deviated often, sometimes yearly, so the exact number and location of realignments in communities is hard to identify or estimate. The major routes and realignments of the Lincoln Highway in Dawson County are illustrated on Figure 3.

The period of significance for Lincoln Highway-related resources begins in 1913 and extends to 1965, corresponding to the completion of I-80 in Dawson County, which resulted in U.S. 30 having a diminished role as a highway corridor. Within rural areas, the survey included transportation or road-related resources located along each major alignment and realignment. Bridges along each alignment were only included in the intensive survey if their construction date corresponded to the establishment of the associated Lincoln Highway route. Within communities, transportation and road-related resources within several blocks of the alignment were included in the survey to account for frequent shifts in the alignment and local businesses that catered to Lincoln Highway

travelers. Extant properties mentioned in guidebooks and other research materials but located off the main alignment were also documented. Transportation-related property types considered for survey included gas stations and service stations; tourist camps, cabin courts, motels, and parks known to have accommodated automobile tourists; automobile dealerships and garages; restaurants and cafes; bridges; and portions of the highway alignment.

### **Identification and Evaluation**

The survey verified the location and evaluated the status of previously surveyed properties related to the Lincoln Highway, and identified additional transportation and road-related properties that qualify for inclusion in the NeHRSI. Properties that met NeHRSI survey criteria were documented with photographs, a basic physical description, and geographic location plotted on a survey map and in a GIS database. Additional details regarding the historic resource name or route alignment were added to the database record. The Mead & Hunt survey team examined the integrity and significance of each previously surveyed and newly identified property and its potential to qualify for listing in the National Register.

### **SURVEY RESULTS**

The intensive-level Lincoln Highway NeHRSI identified and documented 59 properties, including 44 newly surveyed properties and 15 properties that were resurveyed. See Appendix B for a summary of surveyed properties.

*The Historic and Architectural Resources of the Lincoln Highway* in Nebraska National Register Multiple Property Document (MPD) was reviewed regarding eligibility requirements for highway-related resources. By applying the registration requirements of the MPD, the following 10 properties are recommended eligible for listing in the National Register. One additional property may be eligible, but additional information is needed to complete the evaluation. Unless otherwise noted, these properties are considered

eligible under National Register *Criterion A: Transportation* for their association with the development and history of the Lincoln Highway, and under *Criterion C: Architecture* as examples of roadside property types.<sup>48</sup>

These recommendations are based on the condition of the properties during fieldwork activities, completed in the fall of 2010. Future demolition or exterior alterations may impact future eligibility decisions. Additional review by NeSHPO may be necessary to pursue National Register listing.



*Calling Garage (DS06-203) in Gothenburg*



*1914 Lincoln Highway Bridge (DS00-018) on original alignment outside Overton*



*Gas station (DS02-055) on 1913 alignment in Cozad, eligible as a grouping along with DS02-120*



*L.R. Ranch Motel complex (DS07-066) in Lexington*



*Lincoln Highway Model Tourist Camp cabin (DS02-120) in Cozad, eligible as a grouping along with DS02-055*



*L.R. Ranch Motel complex (DS07-066) in Lexington*



*Hollingsworth Motel sign (DS07-067) in Lexington*



*Service garage (DS08-023) in Overton*



*Store (DS10-001) in Willow Island, under Criterion A: Transportation only*



*Green Valley Motel complex (DS07-070) in Lexington, including the sign*



*Lincoln Highway segment (DS00-244) 1913 alignment – additional information is needed to determine if this segment meets National Register criteria*



*Automobile Showroom (DS07-201) in Lexington*

## NOTES

<sup>1</sup> Drake Hokanson, *The Lincoln Highway: Main Street Across America* (Iowa City, Iowa: University of Iowa Press, 1988), 11. This statement was the purpose of the Lincoln Highway Association, organized in 1913.

<sup>2</sup> The majority of information from this chapter is pulled from Mead & Hunt, Inc., *Nebraska Historic Highway Survey*, prepared for the Nebraska Historical Society and Nebraska Department of Roads (August 2002).

<sup>3</sup> Hokanson, 5.

<sup>4</sup> Hokanson, 8.

<sup>5</sup> Hokanson, 9.

<sup>6</sup> William Kaszynski, *The American Highway* (Jefferson, N.C.: McFarland & Co, Inc., 2000), 38.

<sup>7</sup> "History and Facts," *The Lincoln Way*, n.d., <http://www.paus30.org/history.html> (accessed 9 August 2001).

<sup>8</sup> *The Complete Official Road Guide of the Lincoln Highway* (Detroit, Mich.: Lincoln Highway Association, 1916), 9.

<sup>9</sup> Carol Ahlgren and David Anthone, "The Lincoln Highway in Nebraska: The Pioneer Trail of the Automotive Age," *Nebraska History* 73, no. 4 (Winter 1992): 173.

<sup>10</sup> Gregory Franzwa, *The Lincoln Highway Nebraska* volume 2 (Tucson, Ariz.: The Patrice Press, 1996), 42.

<sup>11</sup> Tom Anderson, "Hall County's Seedling Mile Holds Memories of Nation's First Transcontinental Highway," *Prairie Pioneer Press* 25, no. 10 (October, 1991).

<sup>12</sup> *The Complete Official Road Guide of the Lincoln Highway*, 1916, 30.

<sup>13</sup> Ahlgren and Anthone, 176.

<sup>14</sup> The Lincoln Highway Association, *The Lincoln Highway; The Story of a Crusade that Made Transportation History* (New York: Dodd, Mead & Company, 1935), 135.

<sup>15</sup> "The Forum" (Detroit, Mich.: Lincoln Highway Association, August 15, 1919).

<sup>16</sup> The Lincoln Highway Association, *The Lincoln Highway; The Story of a Crusade...*, 135; Hokanson, 82.

<sup>17</sup> "History and Facts;" Grant L. Shumway, ed. *History of Western Nebraska II* (Lincoln, Nebr.: The Western Publishing & Engraving Company, 1921), 323.

<sup>18</sup> The Lincoln Highway Association, *The Lincoln Highway; The Story of a Crusade...*, 119-120.

<sup>19</sup> Chris Lewis, "Ambition Paved the Way," *The Lincoln Highway; An Introduction to America's First Transcontinental Road for the Automobile*, October 7, 1998, <http://www.ugcs.caltech.edu/~jlin/lincoln/papers/tribune/ambition.html> (accessed 15 August 2001).

<sup>20</sup> Franzwa, 43 and maps 50-66.

<sup>21</sup> Kevin Patrick, "Lincoln Highway in Nebraska" Draft Historic Context, Fall 2002. Available at the Nebraska State Historic Preservation Office, Lincoln, Nebr.

<sup>22</sup> U.S. West Research, Inc., *Nebraska Historic Buildings Survey Reconnaissance Survey Final Report of Platte County*, Nebraska (July 1996), 85.

<sup>23</sup> Nebraska State Highway Maps, [Lincoln, Nebr.: Nebraska Department of Roads], 1927, 1930, 1932, 1934, 1938, and 1939.

<sup>24</sup> State Board of Irrigation, *Tenth Biennial Report of The State Board of Irrigation; Highways and Drainage 1912-1914* (Lincoln, Nebr.: State Board of Irrigation, Highways and Drainage, 1914).

<sup>25</sup> *The Complete Official Road Guide of the Lincoln Highway*, 1916, 101.

<sup>26</sup> *The Complete Official Road Guide of the Lincoln Highway*, Fifth Edition (Detroit: The Lincoln Highway Association, 1924), 371.

<sup>27</sup> Bruce E. Seely, *Building the American Highway System; Engineers as Policy Makers* (Philadelphia, Pa.: Temple University Press, 1987), 52-53.

<sup>28</sup> Tom White, "The Khaki-Colored Caravan," *Nebraskaland* (November 1999): 24-25, 30.

<sup>29</sup> Nebraska Department of Public Works, *Seventeenth Biennial Report of the Department of Public Works 1927-1928* (Lincoln, Nebr.: Nebraska Department of Public Works, 1928).

<sup>30</sup> White, 30.

<sup>31</sup> White, 24.

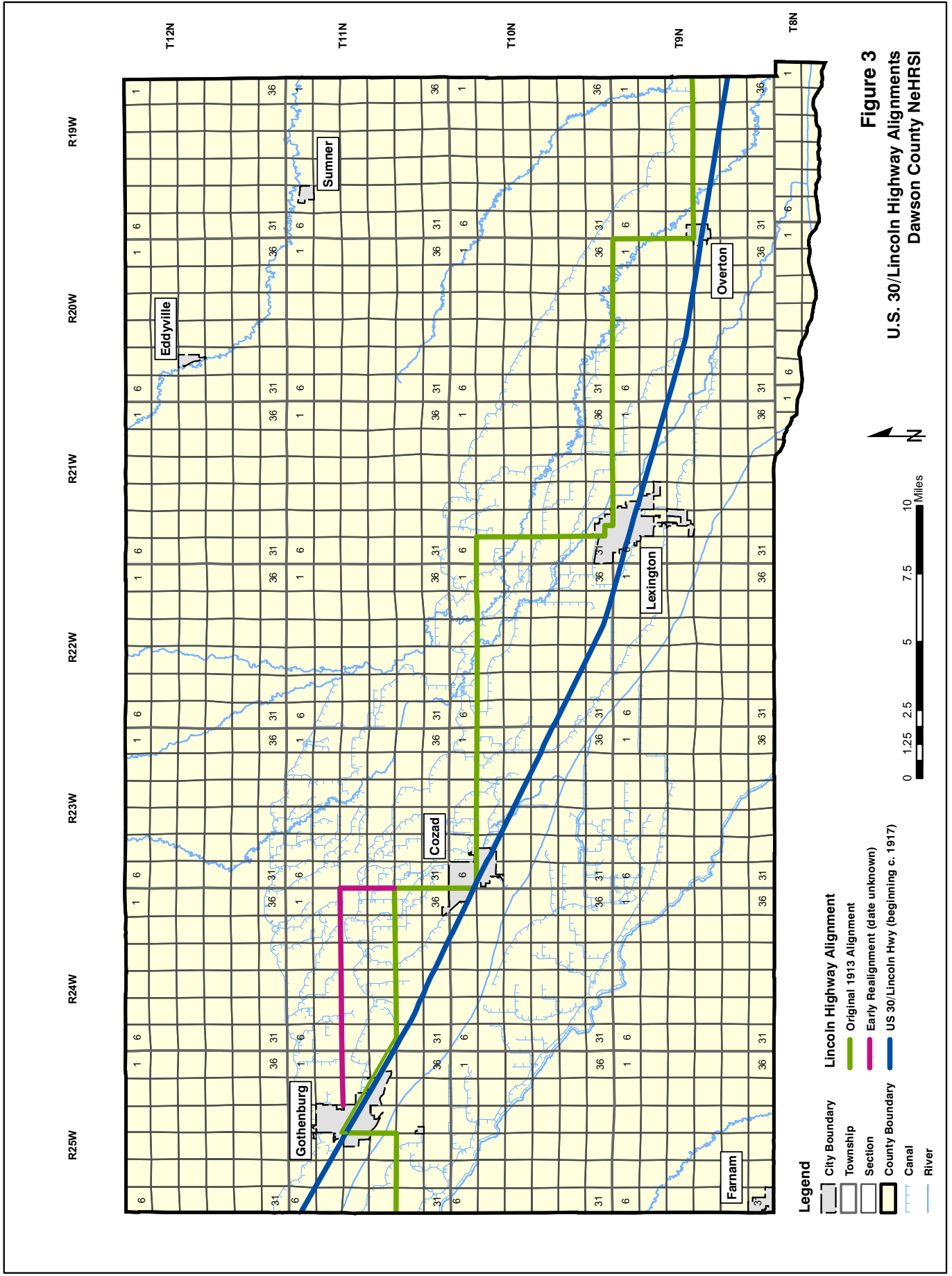
<sup>32</sup> *The Complete Official Road Guide of the Lincoln Highway*, 1924, 372.

<sup>33</sup> "Lincoln Highway Now Hard-Surfaced Across State; North Platte Celebrates" *Omaha World-Herald*, (6 November 1935).

<sup>34</sup> "Lincoln Highway Now Hard-Surfaced Across State; North Platte Celebrates."

<sup>35</sup> Hokanson, 31-32.

- <sup>36</sup> Sanborn Map Company, "Cozad" (New York: Sanborn Map Company, 1931).
- <sup>37</sup> Russ Czapelwski, "Plum Creek to Lexington 1866-1939," (Lexington, Nebr.: Dawson County Historical Society, 1989), 14.
- <sup>38</sup> "The Complete Official Road Guide of the Lincoln Highway, Fifth Edition," (Tucson, Ariz.: The Patrice Press, 1924), 392.
- <sup>39</sup> Sanborn Map Company, "Lexington," (New York: Sanborn Map Company, 1943).
- <sup>40</sup> Sanborn Map Company, "Gothenburg" (New York: Sanborn Map Company, 1931 with 1943 update).
- <sup>41</sup> Ahlgren and Anthone, 176; Northwestern Bell Telephone Company, "Lexington Telephone Directory, November 1921," (n.p, 1921), 12. Available at "Lexington Telephone 1921-1929 Vertical File, Dawson County Historical Society, Lexington, Nebr.; *Automobile Blue Book, Automobile Blue Book 1920 Volume Ten* (New York: Automobile Blue Book Publishing Company, 1920), 56.
- <sup>42</sup> "Nebraska's Changing Auto Culture, 1900-1930," *Nebraska History* 73, no. 4 (Winter 1992), 180.
- <sup>43</sup> Nebraska Automobile Association, "Nebraska Highway Guide Book 1922," (Lincoln: General Offices Banker's Life Building, 1922), 17-18.
- <sup>44</sup> Nebraska Automobile Association, "Nebraska Highway Guide Book 1922," 17-18.
- <sup>45</sup> Sanborn Map Company, "Lexington," (New York: Sanborn Map Company, 1943).
- <sup>46</sup> Sanborn Map Company, "Lexington," 1943.
- <sup>47</sup> Warren James Belasco, *Americans on the Road: From Autocamp to Motel 1910-1945* (Baltimore: The Johns Hopkins University Press, 1979), 171-172; Mead & Hunt, Inc. and Nebraska State Historical Society, *Historic and Architectural Resources of the Lincoln Highway in Nebraska* (Washington, D.C.: National Register of Historic Places, National Park Service, January 2007), F-7.
- <sup>48</sup> Mead & Hunt, Inc. and Nebraska State Historical Society, *Historic and Architectural Resources of the Lincoln Highway in Nebraska*, F-1.



**Figure 3**  
**U.S. 30/Lincoln Highway Alignments**  
**Dawson County NeHRSI**



# CHAPTER 4.

# AGRICULTURAL TYPOLOGIES

# IN DAWSON COUNTY

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## INTRODUCTION

This chapter describes the evolution of farming in Dawson County, the types of farmsteads identified during the NeHRSI field survey efforts, and an illustrated typology of the agricultural structures found on the typical Dawson County farmstead. This information is intended to inform the understanding of agriculture-related buildings and structures in Dawson County. The results of this effort may be used as a starting point for future intensive-level survey and evaluation of agriculture-related buildings and structures, including a National Register MPD Form.

Farmsteads identified during the NeHRSI field survey were analyzed to identify trends based on geographic location, building form, and use. When possible, surveyors recorded the historic function of outbuildings in the NeHRSI database, but in some cases buildings were located behind other structures and not clearly visible. In other cases, outbuildings have been repurposed or are in a deteriorated state and the historic function is not certain. As a result, the survey information presented in this chapter is based on visual observations and not inclusive of all farms found within the county.

It is important to note that the results of this analysis and typology are based on the Dawson County NeHRSI. This reconnaissance-level survey

was limited to those properties clearly visible from the public right-of-way and at least 40 years of age at the time of the survey with a degree of integrity. Properties that were not visible, lacked a degree of historic integrity, or of modern construction were not included in the survey and did not influence the results of this analysis and illustrated typology.



*Dawson County landscape*

## AGRICULTURAL DEVELOPMENT IN DAWSON COUNTY

The varied landscape and agriculture of Dawson County represent broad, statewide trends on a micro level. However, with certain crops, such as alfalfa, Dawson County exceeds statewide agricultural trends. The Platte River Valley and irrigation canals that occupy the central portion of the county are similar to other irrigated areas in the state and allow for successful crop farming. The arid



hills in the northeast part of the county are similar to the Sand Hills of the north-central part of the state. Although the fragile soil is unsuitable for crop production, it is ideal for livestock pastureland. Dawson County supports crop farming in the irrigated areas, primarily within and adjacent to the Platte River Valley, and livestock and diversified farms, which raise both crops and livestock, throughout the county. Diversified farms may be common because farmers are able to grow their own forage crops for their livestock herds.



*Northeast Dawson County pastureland*

The growth of Dawson County's farming industry over the last 150 years is documented in agricultural census records. The 1880 agricultural census identified 511 farms in Dawson County. By 1900 the total number of farms stood at 1,728, and by 1910 the number had increased to 2,093. As summarized in Table 3, the number of farms remained steady at around 2,000 until the 1950s.<sup>1</sup> The decline in the total number of farms is not unusual as the average size of Dawson County farms continued to increase throughout the twentieth century. This increase in farm size is likely a result of technological advances, which made farming more profitable and allowed farmers to expand their operations. Table 4 summarizes the average Dawson County farm size.<sup>2</sup>

Table 3. Number of Farms in Dawson County

Census Year	Total Number of Dawson County Farms
1880	511
1890	1,513
1900	1,728
1910	2,093
1920	1,934
1930	2,086
1940	1,919
1950	1,714
1964	1,391
1978	920
1987	974

Table 4. Average Acreage of Dawson County Farms

Census Year	Average Acreage of Dawson County farms
1880	175
1890	227
1900	Unavailable
1910	274.4
1920	295.2
1930	285
1940	313.4
1950	349.8
1964	501.1
1978	Unavailable
1987	729

Irrigation canals and reservoirs, primarily concentrated in the Platte River Valley, contributed to the overall success of farming in Dawson County. Irrigation canals, constructed as early as the 1890s, provided a more reliable farming season in central Nebraska, which was prone to droughts. By 1920 more than 25,000 acres of Dawson County were irrigated.<sup>3</sup> The introduction of sprinkler irrigation techniques after World War II made it possible to irrigate land removed from traditional irrigation canals. As a result, the size of farms grew as new land was cultivated for crop production. Dawson County currently has 225,000 acres under irrigation, the second highest rate in the state and approximately 37 percent of the total acreage in the county.<sup>4</sup>

The Dawson County NeHRSI identified crop and diversified farms throughout the county, with the majority located along the Platte River Valley and the network of irrigation canals. The survey identified livestock farms throughout the county, both in the arid hills of the northeast and fertile irrigated areas.

Dawson County's natural terrain and well-drained soils are ideal for both crop production and livestock ranching. The county is located in the area of the state historically referred to as the "Central Corn and Livestock Area," which was characterized by corn as the dominant grain and a large amount of pastureland for livestock production. Although beef was the predominate livestock, hogs and dairy cows were also common in the area.<sup>5</sup>

The farms in Dawson County during the late nineteenth and early twentieth centuries were generally diversified and did not specialize in the production of one type of crop or livestock. Diversified farming practices are confirmed in the 1880 census, where Dawson County farms reported production of a variety of vegetables and crops including potatoes, corn, oats, wheat, rye, and barley, as well as a small number of cattle, sheep, hogs, and poultry – making the farming practices the county truly diverse.<sup>6</sup> Over the years, innovations in agricultural practices, developments in harvesting machinery, and increased national demand for specific products resulted in more specialized farms in the county. By the 1920s and 1930s, Dawson County agricultural census data listed farms specialized in growing only grains or raising only livestock.



*Dawson County grain stacks, 1901 (photo courtesy of NeSHPO)*

### ***Crop farming***

Historically, Nebraska has produced mainly staple grains and forage crops with millions of acres dedicated to crop production. Dawson County was an ideal location for crop and grain production and represented this statewide trend. The well-drained soils surrounding the Platte River provided prime farmland for the production of corn, alfalfa, wild hay, wheat, and oats. Much of these crops were used as feed for the livestock herd in the county.



*Dawson County alfalfa field, no date (photo courtesy of the U.S. Farm Security Administration [FSA])*

In the twentieth century, the primary Dawson County crops were corn and alfalfa. However, other grains including barley, wild hay, grasses, sorghum, soybeans, timothy, and clover were produced. In 1910 corn was the most popular crop, with over 120,000 acres planted in the county. Wheat, oats, and alfalfa were also planted on the prairie but not to the extent of corn.<sup>7</sup> According to the 1920 agriculture census records, more than two million bushels of corn were harvested annually in Dawson County.<sup>8</sup> In 1940 corn was still the dominant crop with 1.5 million bushels harvested.<sup>9</sup> In the 1970s Dawson County farmers produced more than 19 million bushels of corn, which was more than double previous years. This significant increase is attributed to growth in the cattle industry; with nearly 60 percent of the grains harvested in Dawson County converted to livestock feed.<sup>10</sup> Corn remains one of the most produced crops in the county. According to the 1997 agricultural census, approximately 30 percent of the farms in Dawson County were producing corn.<sup>11</sup>

Alfalfa was also a popular crop grown with Dawson County. The first reported planting of alfalfa in Dawson County is credited to Hans Zimmerman and Charles Ballinger in 1884, who planted the crop on one-half acre and five acres of their farms respectively. By 1896 over 2,170 acres of alfalfa were planted in the county, or about 20 percent of the state total produced that year. During the early twentieth century Dawson County's alfalfa cultivation increased dramatically to over 27,000 acres and it ranked first in alfalfa acreage in the state.<sup>12</sup> In 1910 more than 75,000 tons of the crop were produced and by 1934 production had increased to 133,000 tons.<sup>13</sup> By this time, Dawson County was known as "the largest alfalfa producing county in the world" due to the large amount of hay produced.<sup>14</sup>

Alfalfa production continued to increase after World War II, with 230,000 tons of the grain processed in the county, representing over half of Nebraska's alfalfa crop.<sup>15</sup> By 1947 a total of 25 dehydration plants were established in the Dawson County communities, including the more rural communities of Darr, Josselyn, and Willow Island; by 1952 the number rose to 30.<sup>16</sup> Alfalfa production remained strong in the late part of the twentieth century, with the county producing 45 percent of the nation's dehydrated alfalfa; in 1997 approximately 20 percent of Dawson County farms produced alfalfa. In 2010, 300,000 tons were produced, representing 25 percent of the nation's alfalfa crop.<sup>17</sup>

### **Livestock**

Raising livestock has historically been an important enterprise in Nebraska. Between 1923 and 1927, 75 percent of Nebraska farmers' gross income was from the sale of livestock and livestock products. Dawson County reflected this trend, with livestock production as a major agricultural enterprise. Although the sandy, arid hills in the northeast portion of the county were ill-suited for crop production, they were ideal pastureland.<sup>18</sup>



*Dawson County cattle farmers, no date (photo courtesy of FSA)*

Historically, Dawson County farmers raised hogs, cattle, sheep, and chickens, largely because they could easily feed the animals with staple crops grown in the county. Local corn and alfalfa production were important to the development of the livestock industry as the extensive production of these grains were a "splendid combination for feeding and growing livestock."<sup>19</sup>

*1920 advertisement for a Dawson County cattle dealer (Dawson County Pure Bred Livestock Breeders Association, 13)*

In the earliest settlement period through the early twentieth century, livestock production within the county was limited when compared to other counties in the state. The earliest report of the number of livestock raised in the county appears in the 1880 census, in which Dawson County farmers produced 11,211 head of cattle and 1,197 hogs.<sup>20</sup> The number of cattle and hogs continued to raise throughout the decades with 58,000 head of hogs and 42,000 head of cattle reported in the 1910 agricultural census; however, this number is only a fraction of the over one-million produced in the state.<sup>21</sup> To a lesser extent, farmers also raised chickens, sheep, and horses, but this was likely for individual farm use and consumption. Small numbers of dairy cows were also present, likely for farm consumption rather than commercial dairy production. For example, the 1880 census lists only 1,157 milk cows in the county compared to 161,187 milk cows reported in the state. Of the 42,000 cattle reported in Dawson County in 1910, only 8,000 were dairy cows.<sup>22</sup>

In the 1920s and 1930s the number of Dawson County farms that specialized in livestock increased. Livestock shipping associations, developed in the 1920s, encouraged the development of livestock production in the county. Shipment centers, located in five of the seven communities in the county, were responsible for sending 85 percent of the Dawson County cattle and hogs raised in 1920 to production markets, including Omaha. At this time the Dawson County Purebred Livestock Breeders Association was actively promoting local livestock dealers. The association also erected a livestock sales pavilion at the county fairgrounds in Lexington (now nonextant).<sup>23</sup>



*Dawson County Purebred Livestock Breeders Association sales pavilion at the Dawson County Fairgrounds, c.1920 (Dawson County Pure Bred Livestock Breeders Association, 1920 Purebred Livestock Directory [Dawson County, Nebr.: Dawson County Pure Bred Livestock Breeders Association, August 1920] back cover)*



Mammoth Queen 889392

## Forest Lawn Farm Poland-Chinas

*Herd headed by*  
Prince Wonder—Medium Chieftain

**Red Polled Cattle**  
Herd Bull RANDAL 24811  
Barred Plymouth Rocks

Young stock for sale. Stock under accredited system  
Farm located four miles west of Lexington, Nebraska

J. O. ANDERSON & SON Lexington, Neb.  
Phone Ash 1724

[44]

*1920 advertisement for a Dawson County hog dealer (Dawson County Pure Bred Livestock Breeders Association, 44)*

By the 1930s, 40 percent of all land in Dawson County was dedicated to pastures and ranches. Of the 2,086 farms reported in the 1930 agricultural census, 753 were specifically raising livestock.<sup>24</sup> Cattle, hogs, and sheep were the top animals raised in the county between 1930 and 1940. After World War II, cattle production increased dramatically, while sheep and hog production remained consistent. In 1950 more than 69,500 head of cattle were present on Dawson County farms.<sup>25</sup> By 1964 the number increased to over 155,000, and by 1974 it was over 178,000.<sup>26</sup> This was likely due to the increased supply of grains and hay dedicated to feed cattle and improvements to pastureland as well as increased consumer demand for beef

in the postwar era.<sup>27</sup> The proximity of the Omaha Stockyards, the largest livestock market in the world between 1955 and 1967, may have also influenced Dawson County cattle production as farmers had a nearby market for sale and distribution.<sup>28</sup> According to the 1987 agriculture census, 921 farms in the county were dedicated to cattle and beef cow production, with over 260,000 animals raised.<sup>29</sup>

Due to the growing number of cattle raised, large feedlots and beef production centers are an important and thriving industry in Dawson County, with several feedlots as major employers in the county. In recent years, over 350,000 cattle are finished annually in feedlots.<sup>30</sup>



*Dawson County feedlot*

### **Evolution of farming practices**

The evolution of farming practices and techniques has had a profound impact on how Dawson County farmsteads appear today. In general, farmsteads have been altered, adapted, and modified to meet changing agricultural practices and needs. One of the most common alterations was the improvement and modification a primary domestic building on the farm: the farmhouse. Farmhouses evolved with additions and modifications as families grew and farms prospered. Increased interest in modern comforts, like indoor plumbing and electricity, also resulted in the modernization of the home or construction of a new farmhouse. When a new house was constructed, the older house was typically repurposed for additional

living space for family or workers, used as an additional agricultural storage building, or removed entirely.<sup>31</sup> During this period of modernization, secondary structures associated with original dwellings, including privies, well houses, and summer kitchens, were often abandoned or removed from the farmyard. However, remnants of these structures are still commonly found on Dawson County farms.

Changing agricultural practices and techniques over the years have had an impact on the configuration of the farmstead. During the early settlement period, farmers relied on subsistence farming in which they produced enough to support the family. Steel plows pulled by oxen or horses broke the land, which was planted with corn, wheat, and oats. Due to the nature of this farming, large barns and other storage buildings were needed to house work animals, livestock, and plows.

Subsistence farming was replaced by larger, commercial farms as a result of irrigation canals, the arrival of the railroad, and improved farm implements. The development of irrigation canals in the county increased the number of acres of land that could be successfully planted. Additionally, the arrival of the railroad opened Dawson County farmers to Omaha and other outside markets, making cash-crop farming and livestock raising profitable. Improvements in agricultural technology and farm implements, including listers and threshing machines, further increased farm productivity.<sup>32</sup> The canals, railroads, and technological advances allowed farmsteads to grow larger and more specialized. As a result, additional storage buildings for new farm implements and grains were added to the farmyard and farms specializing in livestock production added larger animal barns to house increased numbers of cattle, hogs, and sheep.



*Dawson County farmer using a power rake to harvest alfalfa, no date (photo courtesy of FSA)*

In the early twentieth century, the invention of the gas-powered tractor and combine had a significant impact on agricultural practices nationally. The gas-powered tractor increased farm productivity by reducing the time it took to produce and harvest crops. Gas-powered combines could harvest four times faster than earlier equipment, which was traditionally steam-powered or led by a team of oxen or horses.<sup>33</sup> As a result, large teams of work animals were no longer needed and the buildings constructed to house them were no longer necessary. Likewise, the storage of the larger combines and tractors took precedence on the farm. New equipment storage buildings were constructed and barns previously used for animals were often abandoned, removed, or repurposed for equipment. Metal storage buildings, such as Quonsets and pole buildings, were introduced to the farmyard in the years following World War II.

The typical Dawson County farmstead continued to change throughout the twentieth century. As corn and grain production and processing techniques evolved, storage was no longer necessary and harvested crops were shipped directly to production centers. As a result, grain storage buildings were removed or repurposed. On farms that continued to store large amounts of agricultural products, large metal granaries or Harvestore silos were added.

The evolution of irrigation practices within the county also had a significant impact on farmsteads. Dawson County farmers traditionally relied on man-made irrigation canals to provide water to their fields. However, the introduction of sprinkler-irrigation systems after World War II resulted in larger farmsteads and increased cultivation of land. Sprinkler-irrigation systems, such as wheel-move sprinklers, boom sprinklers, and center-pivot sprinklers, were quickly adopted since they saved farmers a large amount of labor. By 1970 more than 2,000 center-pivot systems existed in the state.<sup>34</sup> This reliance in the new system resulted in alterations to the historic farmstead. New storage buildings were needed to house the systems in the winter and smaller outbuildings, livestock barns, and crop storage buildings located in fields were removed to allow irrigation equipment to circulate. In some cases, entire farmsteads were removed for crop land and irrigation systems. As the average farm size has increased in recent years, entire farmsteads have been cleared to make way for irrigation systems and additional cropland.



*Early center-pivot irrigation system in Nebraska (photo courtesy of Wessel's Living History Farm)*

Today, the Dawson County farm continues to evolve as it has for over one-hundred years. Historic agricultural structures are used in new and modified ways. As farm implements continue to advance and new innovations in crop production and harvesting develop, the Dawson County farm will continue to change.

## ILLUSTRATED TYPOLOGY OF AGRICULTURAL STRUCTURES IN DAWSON COUNTY

The majority of Dawson County farmsteads include a house, barn or barns to house animals and store feed, a corn and/or grain storage building, a poultry house or small animal barn, and ancillary storage buildings to house vehicles and farm equipment. More specialized farms may also include hog houses and pens and larger, specialty animal barns to house livestock. Farmhouses, barns, and corn or other grain storage buildings are considered primary structures. Privies, poultry houses, small animal barns, garages and machinery sheds, and other storage buildings are considered secondary structures.



*Typical Dawson County farmstead, no date (photo courtesy of NeSHPO)*

In addition to the built environment the Dawson County agricultural landscape also includes natural and man-made features. Early farmers planted linear rows of trees near the domestic space and outbuildings to provide protection against strong prairie winds. These wind breaks are still visible on the landscape. Irrigation systems, including canals that serve large areas and sprinkler systems on individual farms, are also part of the landscape. Dawson County contains a large number of fences and pens that are associated with farmsteads. Within farmsteads, fences define the perimeter of the property and confine animals to pens that are often adjacent to barns and loafing sheds. Fences are also used in the grazing areas to confine livestock to specific area. These fences are comprised of different materials, including barb wire, woven

wire, electrified wire, and split rail, among others, as well as more ornamental fences near the domestic space.



*Series of barb wire fences and pens on abandoned farmstead near Sumner, DS00-061*

The following section includes an illustrated discussion of the structures identified on Dawson County farmsteads during the 2010 NeHRSI field-work efforts.

### **Farmhouses and associated structures**

In addition to providing much needed shelter for farm families, the farmhouse represents the heart of the domestic space. Farmhouses, the primary domestic structure found on a farm, evolved as families grew and farms prospered. Despite variation in size, scale, construction materials, and architectural style, farmhouses are symbols of rural family life. A majority of farmhouses across the Nebraska landscape are vernacular; however, some represent popular architectural styles. Early farmhouses were small, constructed using materials found on the surrounding landscape. In areas where trees were scarce and access to lumber was limited, settlers used sod to construct their homes. As Nebraska became more populated and railroads penetrated the plains, farmers had access to construction materials, such as wood and concrete, to build their homes and outbuildings. By the late nineteenth century farmers were replacing their original farmhouses with larger balloon frame houses. In some instances, these earlier structures were converted to a secondary use as summer kitchens or other outbuildings.

The construction of new farmhouses peaked in many states, including Nebraska, after World War I. Many farmhouses throughout Dawson County are bungalows from the 1920s and their construction likely coincided with the higher crop prices and construction boom that followed World War I. This trend of replacing older farmhouses continued and second-generation farmhouses were also constructed after World War II.<sup>35</sup>



*Dawson County sod house and outbuilding remnants near Buffalo, DS00-005*



*Farmhouse near Cozad, DS00-258*

Secondary farm structures associated with the domestic space include summer kitchens, privies, root cellars, pump houses, and woodsheds. A majority of these structures were constructed on the same orientation as each other and typically correspond with the cardinal directions. Privies, also referred to as outhouses, were typically located at a convenient distance behind the house. They are small structures with roof ventilators and a hinged door, often with decorative cutouts. Root cellars, also referred to as storm cellars, were underground storage facilities used to store and insulate root and

vegetable crops used to feed the family. Root cellars were typically constructed near the farmhouse on a slope or hillside with doors that provided access to the storage space below. Summer kitchens were separate buildings located at the rear of the house in close proximity to the main kitchen. In some cases, earlier dwellings were converted into summer kitchens, while other families constructed these buildings specifically as summer kitchens. They were typically rectangular in plan and often featured an open ridgeline cupola with a dinner bell.<sup>36</sup> As technology advanced, the need for summer kitchens, privies, root cellars, and pump houses decreased and many of these buildings were demolished or repurposed. In some cases their materials were salvaged to build other outbuildings. Remnants of these structures can still be found on farms in Dawson County; unfortunately, many are no longer standing or clearly visible.



*Privy near Cozad, DS00-303*

Windmills were common on Dawson County farms, typically located in the domestic space near the farmhouse. The earliest windmills date to the mid-1800s and are found across the U.S. They were especially common in areas of the Great Plains, like Nebraska, where water was essential to farmers.<sup>37</sup> Derived from the technology of grist mills in Europe, windmills in the U.S. were used to pump water from deep underground wells for livestock and later used to generate electricity. Early examples of windmills were primarily constructed of wood. However, by the 1870s manufacturers



introduced all-metal windmills. Farmers were skeptical of these new structures, fearing they were not durable and difficult to repair.<sup>38</sup> Metal windmills gradually gained acceptance and by the turn-of-the-century manufacturers began taking advantage of their popularity. The metal blades were able to move in the slightest breeze and were much more efficient than wooden windmills. From the early to mid-twentieth century metal windmills dominated the rural landscape. The all-metal windmills were typically aluminum or steel frame structures with multiple metal blades in a rosette pattern and a rudder that rotates in the breeze. As other means for accessing water and generating electricity became available, windmills began to disappear.



*Windmill near Overton, DS00-112*



*Windmill near Willow Island, DS00-249*

## **Barns**

Barns embody the iconography of rural America. They are the most prominent structures associated with farmsteads aside from farmhouses. They are multi-functional structures designed to shelter animals and store and process agricultural products. Their prominent position within the farmstead landscape is dictated by factors, such as topography, weather, convenience, land survey systems, and tradition.<sup>39</sup> Barns are predominantly vernacular structures that are difficult to accurately date using materials and construction techniques alone because a majority of barns were originally constructed by farmers using local materials. It was not until catalog companies and Agriculture Experiment Station Bulletins were published that floor plans and exterior appearance of barns became more standardized; thus, making the construction date easier to isolate.<sup>40</sup> By the twentieth century, national trends homogenized barn styles and plans introducing new trends to rural residents across the U.S. The introduction of a new hay baling machine combined with the move away from draft animal power in the mid-twentieth century all but eliminated the need for large barns. See Figure 4 for the distribution of barn types included in the survey.

### ***Gable roof barn***

Gable roof barns are classified as the earliest and simplest forms constructed in rural areas throughout the U.S. They originally provided shelter for farmers threshing grain and storage; however, as farms diversified in the late nineteenth century larger gable roof barns were constructed to accommodate livestock and additional storage needs. Gable roof barns typically date from early settlement through the 1910s, but can date to all periods of farm development.<sup>41</sup> Early examples of the gable roof form are one story, of timber-frame construction, and rectangular in plan with a steeply pitched

gable roof often exceeding a 45-degree angle.<sup>42</sup> They are three bays wide with a large central bay flanked by two smaller storage bays of equal size. Windows were uncommon aside from a transom located above double doors on the central bay.



**“Bloomfield” Modern Barn No. 3008**

*1929 advertisement for gable roof barn (from Ed Nizalowski, The Sears Barn in Newark Valley, N.Y.)*

By the late 1800s many farms diversified. In order to house livestock and provide storage for feed crops, farmers began to build larger barns. Gable roof barns constructed during this period increased in size to one-and-one-half or two-and-one-half-stories, and the floor plan was modified to accommodate animals. These larger gable roof barns were typically of frame construction, rectangular in plan, clad in vertical or horizontal wood siding, and rested on a stone or brick foundation. Although balloon frame construction was popularized by 1900, many farmers continued to employ timber framing or a combination of the two methods until pre-cut timber-framed barns became available via catalog orders in the early 1920s. Windows were often restricted to the gable ends and multi-light transoms were added above the main entrance doors on the first floor. Gable ends also featured hay hoods and hay doors, which allowed farmers to load hay directly into the haymow using a hayfork on tracks. The modified interior floor plan of these larger gable roof barns accommodated livestock and feed and typically consisted of stalls, stanchions, and granaries on the main level. The upper levels functioned as haymows accessed from the interior by ladders or stairs.

Within Dawson County, the gable roof barn was the most common barn form included in the NeHRSI. Fifty-five surveyed examples were identified, distributed evenly across the county.



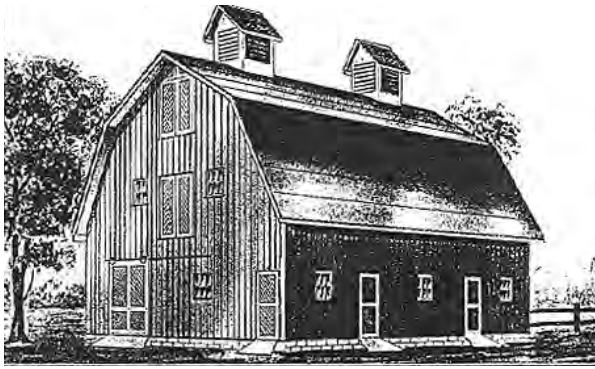
*Gable roof barn near Lexington, DS00-124*



*Gable roof barn near Overton, DS00-132*

### ***Gambrel roof barn***

Farms across the country began to diversify throughout the nineteenth century. As their operations expanded to include more livestock, farmers began growing feed crops to sustain their animals. Gambrel roof barns were introduced as a new barn type that allowed farmers to accommodate their expanding operations and to facilitate growth. The dual-pitched gambrel roof covered the same dimensions as gable roofs, but created maximum hay storage in the upper loft area(s) or haymow, allowing the lower level to function as multi-purpose storage and shelter areas. In addition to providing increased storage capacity, gambrel roof barns enabled farmers to use less construction lumber without compromising structural support. Gambrel roof barns were constructed from the



1911 advertisement for gambrel roof barn (from The Sears Barn in Newark Valley, N.Y.)

1880s through the mid-twentieth century.<sup>43</sup> Since its inception, this barn form has become an icon of the rural American landscape. Although they are typically associated with dairy farming, gambrel roof barns were also constructed in areas of the U.S., such as Nebraska, that did not widely practice dairy farming and were used to shelter livestock and store hay. These barns are typically of frame construction, one-and-one-half or two-and-one-half stories, clad in vertical wood siding, and rest on raised masonry or concrete foundations. Although it was not widely used, some barns were constructed of brick masonry and some examples remain in Dawson County. Gambrel ends feature hay hoods and hay doors, which allowed farmers to load hay directly into the haymow using a hayfork on tracks. A majority of gambrel roof barns are rectangular in plan; however, some were built with lower cross gables, which likely added additional space for storing hay and livestock. The interior floor plan typically features a central aisle flanked by stalls, stanchions and/or granaries on the first floor and haymows above. Early examples of gambrel roof barns were predominantly of timber construction with heavy composite framing. However, as technology advanced through the early 1900s gambrel roof barns were constructed using a combination of balloon framing and advanced truss work. The new construction methods improved the gambrel roof barns and the availability of these new barns in catalogs, such as Sears Roebuck and Company, Montgomery Ward and Company, and Gordon-Van Tine, made them more accessible to the general

farming community.<sup>44</sup> By the 1920s the gambrel roof barns replaced earlier gable roof forms in popularity and in some instances farmers replaced aging gable roofs with gambrel roofs, while maintaining the original barn structure.

Within Dawson County, the gambrel roof barn is very common. Forty-three examples were included in the NeHRSI. The barns are primarily located in the irrigated areas; however, some are also located in the more arid northeast corner.



Brick gambrel roof barn near Lexington, DS00-129



Gambrel roof barn near Cozad, DS00-305

### ***Midwest Prairie barn***

Midwest Prairie barns are a subcategory of gable roof barns also known as Prairie or Western barns. They were constructed from the period of early settlement through the 1910s, but can date to all periods of farm development. These barns are characterized by wide sweeping roofs, horizontal massing, and entrances in the gable ends; which are typically wider than they are tall and long. The roof form varies from gable to

gambrel, both typically with a continuous roofline that slopes downward. These barns are typically of frame construction and clad in vertical or horizontal wood siding. The interior floor plan of the Midwest Prairie barn is comparable to gambrel and arch roof barns with center aisles that are flanked by stalls and haymows on the upper levels. In some instances the haymow extends over the side bays. This form displays prominent hay hoods and double entrance doors. Midwest Prairie barns were popular with livestock farmers because they were able to store enough hay and feed for the animals during the winter months. Sears Roebuck and Company offered plans for gable and gambrel roof versions of this barn in their 1919 catalog.

The Midwest Prairie Barn is the third most common barn identified in Dawson County. Nineteen were included in the survey. The majority area located within the Platte River Valley with a few scattered examples to the north and south.



*Midwest Prairie barn near Cozad, DS00-302*



*Midwest Prairie barn near Overton, DS00-114*

### ***Monitor roof barn***

Monitor roof barns originated on the east coast and moved west with the migration of settlers. As a result, they are found throughout the U.S., especially the Midwest. Monitor roof barns typically functioned as a stable or smaller outbuilding.<sup>45</sup> Monitor roof barns feature a raised center section that serve as a storage loft that is intermediate between a gable or gambrel roof.<sup>46</sup> They are typically rectangular in plan and of frame construction with wood cladding. Windows typically line the lower elevations and provide light and ventilation. The interior floor plan features a central feeding alley flanked by stables or storage areas.

The monitor roof barn is a rare barn type in Dawson County; only seven were identified during the field survey and most are gable or gambrel roof examples. Five of these are clustered in the north-central portion of the county and may be associated with a single builder or family.



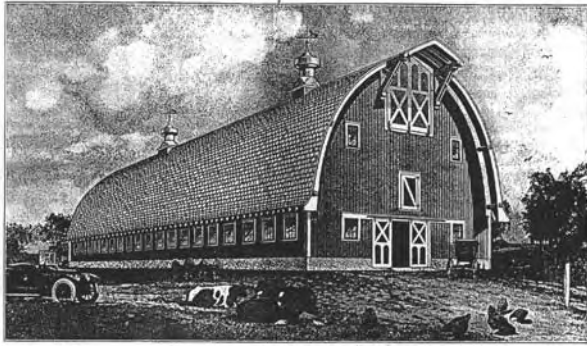
*Monitor roof barn near Cozad, DS00-288*



*Monitor roof barn near Buffalo, DS00-139*

### ***Arch roof barn***

Arched barns pushed the innovations of gambrel roof barns further by increasing loft capacity. This new barn form surpassed the efficient use of loft space praised in the gambrel roof barn forms with the new curved or parabolic roof, which offered more upper level storage space than gambrel roof barns. Although experimentation with arched barns began in the late nineteenth century, large-scale popularization of the style did not happen until after 1916 when the plans were published in California for a bent rafter version.<sup>47</sup> Arched roof barns reached their height of popularity in 1920 but continued to be used through the 1950s. Although this form is relatively uncommon, it is widely distributed across the U.S., including Nebraska, and was often built in areas of later settlement.<sup>48</sup>



*1919 advertisement for arched barn (from The Sears Barn in Newark Valley, N.Y.)*

Arched barns display roof forms that vary from pointed or Gothic arches to more rounded (rainbow) forms.<sup>49</sup> They are typically of frame construction, clad in horizontal or vertical wood siding and resting on stone, brick, or concrete foundations. The ends occasionally feature hay hoods and hay doors. The interior floor plan typically features a central aisle flanked by stalls, stanchions and/or granaries on the first floor and haymows above. Arched barns were initially constructed by farmers using plans provided by the county agricultural agent or state agricultural experiment station. However, it was not long before catalog companies such as Sears and Roebuck

Company, Gordon-Van Tine Company, and Loudon Company offered farmers pre-cut prefabricated curved rafters to construct arched barns. Despite this, arched barns did not experience the same widespread success as gambrel roof barns, in part because they required skilled labor to assist with construction and they were expensive to build.<sup>50</sup> By the 1930s the limited popularity of the arched barn began to decline due to technological advances in baling and tying hay and the move away from animal power. As the need for draft animals and storage space for feed decreased, so did the need for large barns.

Few examples of the arch roof barn were identified during the survey; only five were included in the NeHRSI. They are located west of Cozad and east of Gothenburg in irrigated areas.



*Gothic arch roof barn near Cozad, DS00-223*



*Gothic arch roof barn near Cozad, DS00-201*

## Corn cribs

Buildings used for storing and processing grain evolved in close association with barns spatially and functionally.<sup>51</sup> Since corn was not raised in Europe, it is assumed that early European settlers adopted corn storage techniques from Native Americans. As people migrated west and agricultural practices changed, auxiliary outbuildings were introduced across the rural landscape. The intensification of corn production led to the development of corn cribs and other grain related structures in states located across the Corn Belt, including Nebraska. The increase in feed crop production was a direct response to the increase in livestock agriculture occurring in the mid-to-late 1800s. As production increased, farmers began husking corn in the field and storing the cobs in free standing cribs that were no longer attached to or located within the barn. Corn cribs were designed to store the husked corn while allowing it to dry slowly and preventing mold and mildew, while protecting it from vermin.<sup>52</sup> Technological advancements and necessity led to variation in corn crib forms and construction and framing materials, such as timber, wire, metal, and masonry. The invention of the combine and corn head in 1956 led to a decrease in the construction of and use of corn cribs.<sup>53</sup> Seven surveyed properties in Dawson County included a corn crib.

### Wood slat corn crib

Early examples of wood slat corn cribs are of frame construction, with a narrow rectangular plan, and clad in widely spaced wood slats with a gable or shed roof. They are typically oriented north/south on the landscape to maximize air circulation from prevailing crosswinds. The overall size of corn cribs varies and is largely based on regional influences, including the date that the corn matures and the weather conditions after the corn is harvested. The narrower the width of the structure the easier it is for the air to circulate through the cobs and promote the natural drying process.<sup>54</sup> Openings are limited to an entrance door in the gable end and smaller doors near the base of the structure to unload the corn.

As the dependence on corn in Nebraska's agriculture continued to escalate and farms continued to expand, so did the need for corn storage. By the late nineteenth century farmers began constructing larger corn cribs as cheaper and more efficient means for storing large amounts of corn. These larger structures were often constructed in a variety of forms with varying rooflines; however, their construction materials and function remained essentially the same. Some of these larger corn cribs featured a central drive-in bay flanked by two storage bins or a device used for lifting corn in a series of cups or buckets attached to a continuous chain or belt to distribute it into the bins.<sup>55</sup> These larger corn cribs were frequently constructed next to grain elevators and were used to store surplus grain for drying and shelling up to the 1940s.<sup>56</sup> Occasionally these structures were incorporated within barns or granaries.<sup>57</sup>



*Corn crib near Cozad, DS00-267*



*Corn crib near Lexington, DS00-177*

### ***Wire corn crib***

Corn cribs constructed of steel rods or heavy mesh wire were promoted as an alternative to wood cribs because they cost less, required less maintenance, and were easier to fill. Although heavy wire cribs were available in the 1890s via mail order from Montgomery Ward and Sears Roebuck Company, their popularity did not peak until after World War II.<sup>58</sup> Wire corn cribs were not widely available and affordable to farmers until after the 1950s, when lumber prices increased and wood slat corn cribs became less affordable to build.<sup>59</sup> Wire corn cribs are circular in form with a metal supports wrapped in wire mesh, resting on a concrete pad with a conical metal roof.



*Wire corn cribs near Buffalo, DS00-143*

### ***Concrete corn crib***

As crop production continued to grow through the twentieth century, technology was developed to help farmers expand their storage facilities.<sup>60</sup> Many smaller family farms were replaced by larger consolidated farms, which focused on large-scale production of agricultural goods. Concrete and steel were introduced as alternative construction materials that solved the structural problems associated with the need for increasingly larger and taller cribs, which included broken braces, poor ventilation, and loss of corn.<sup>61</sup> The use of concrete to build new structures in areas of the Corn Belt, such as Nebraska, was advocated by agricultural colleges and the U.S. Department of Agriculture between 1900 and 1950.<sup>62</sup> The concrete stave corncrib was the most common type found along

the Corn Belt with several examples identified in Dawson County. These corn cribs were built with interlocking stave blocks with narrow openings to promote ventilation and are encircled with steel rods, which reinforce the side walls against the pressure from the grain and deter vermin. These concrete corn cribs are large, rounded structures with a central entrance bay and central interior aisle flanked by circular storage bins and often feature overhead storage bins and a conical or hip roof with cupola located on the ridge of the roofline. The number of storage bins has evolved from simple single bins to complex four-bin structures to accommodate increased crop production.<sup>63</sup> Some feature enclosed gable vestibules with sliding entrance doors. These structures lack windows, but small square doors are located near grade level for emptying the grain.



*Concrete corn crib with double bin near Lexington, DS00-076*



*Concrete corn crib with four bins near Eddyville, DS00-070*

## Grain storage

The evolution of grain storage structures was directly tied to new innovations in farming, such as crop rotation, fertilizer use, improved seeds, and mechanical farm implements. These improvements allowed farmers to increase crop and livestock production, thereby increasing their profits. Structures such as granaries, grain elevators, and grain bins were used not only for preserving livestock feed, but also for storing grain until the optimum time as determined by grain markets.<sup>64</sup> On the farmstead, they were typically located in areas with easy access to fields and cattle.

### *Granary*

Prior to the advent of granaries, farmers stored small grains, such as wheat, barely, and oats, in loft areas of their houses or storage rooms in barns.<sup>65</sup> However, as agricultural practices expanded and crop production increased throughout the 1800s, farmers began to construct separate structures to store harvested grains. The construction of free-standing granaries allowed farmers to maintain storage space in the barn while improving grain storage conditions. Granaries were not commonly found on large cash grain farms; however, they are found on average-size farms and were built on well-drained land near livestock feeding areas and easily accessible by a wagon. They are typically one-story frame structures with a rectangular plan and gable roof, and are clad in board and batten siding with small doors for filling the structure. Hallmarks of these structures are raised wood, stone, or concrete piers to protect the grain from vermin, vents or cupolas on the roof, and the absence of windows. Louvers were occasionally added to the gable ends. The interior was typically divided into storage bins or compartments to allow multiple grains to be stored in a single building. The interior featured storage areas with double walls and vent shafts or flues to promote air flow. In the late nineteenth century some farmers opted to combine granaries and corncribs into a single structure.

Similar to other farm buildings, granaries evolved as the need for storage space increased and technological advances made processing easier. As capacity increased, granaries became much larger and taller structures and often had a central driving alley for easy unloading and loading. These structures were constructed of wood or concrete and were occasionally clad in metal siding and had varying roof forms with a cupola or vents. The interior of these structures featured a top load system and used a portable elevator to move grain into the granary using a trap door in the peak of the gable. By the early twentieth century many of these granaries resembled grain elevators as they were serviced by an elevator leg and conveyor belt with scoops, and had a moveable chute at the top to dump grain into different bins. Thirty-three surveyed properties in Dawson County included a granary.



*Granary near Cozad, DS00-203*

### *Grain elevators*

Grain elevators are essentially granaries that have mechanical elevating equipment.<sup>66</sup> The advent of the railroad and mechanized farm implements allowed grains to be harvested more quickly and transported to market for sale. As a result, large scale grain elevators or country elevators were constructed along railroad corridors. Railroad companies and terminal elevator owners were often responsible for the construction of these commercial structures, which were typically the tallest and largest structures visible across the Nebraska landscape. In some cases, farmers constructed their own grain elevators on the farm,



which were smaller size and scale than the commercial elevators. These structures vary in form; however, they typically feature a central alley driveway with a pit below where grain was deposited then transported using a conveyor belt to the top of the storage bins. Originally, these were often wood frame construction clad in corrugated metal to decrease the chance of fire damage. Ten grain elevators in Dawson County were included in the NeHRSI.



*Grain elevator near Lexington, DS00-078*



*Grain elevator near Lexington, DS00-130*

### **Grain bins**

Technological advancements and increased crop production led to the invention of metal grain bins. These simple circular metal structures were first introduced in the early 1910s and were used on farms across the country by the mid-1920s.<sup>67</sup> These new structures dominated the Corn Belt and allowed farmers to move away from the use of corn cribs. Metal grain bins reached their peak in popularity after World War II. The grain bins are typically prefabricated circular-shaped bins clad in smooth or corrugated aluminum or steel siding with conical caps. Fifty-two surveyed properties in Dawson County had grain bins.



*Grain bins near Eddyville, DS00-062*

### **Silos**

Silos are relatively recent additions to the rural landscape.<sup>68</sup> First marketed in the U.S. in the 1890s, silos are typically associated with dairy farming but were also used to store silage for livestock, as was the case in Dawson County.<sup>69</sup> Silos preserve fodder by preventing air and moisture from permeating the feed. Early silos came in a variety of sizes and shapes and were typically constructed of wood or fieldstone and were often built adjacent to large barns. As silos evolved, masonry, poured concrete, and concrete stave silos replaced these earlier versions by the 1910s.<sup>70</sup> A new type of silo, the Harvestore, was introduced in the late 1940s. These structures were constructed using fiberglass bonded to sheets of metal. Despite these options, some farmers opted to store silage

in trench silos comprised of narrow excavated pits lined with reinforced concrete walls. Silos are not common in Dawson County; ten examples were included in the NeHRSL.

### ***Poured concrete silo***

Around the turn of the century, farmers started using concrete to build silos.<sup>71</sup> Concrete offered farmers a more durable and fireproof construction alternative compared to wood and fieldstone. Poured concrete silos are constructed using individually poured concrete rings that are stacked. Silage was unloaded from the top. A metal ladder is typically located on the exterior and it is occasionally enclosed by a wooden projection.<sup>72</sup>



*Concrete silo near Gothenburg, DS00-275*

### ***Concrete stave silo***

The first concrete stave silos were built in Michigan around 1906.<sup>73</sup> Concrete stave silos were constructed in similar fashion to the earlier wooden stave silos. The stave was designed with interlocking sides and arranged in a series of rings, which were then secured by metal bands and turnbuckles.



*Concrete stave silo near Lexington<sup>74</sup>*

### ***Harvestore silo***

The Harvestore silo was invented after World War II by the A.O. Smith Company in Milwaukee, Wisconsin, and is still used on farms today.<sup>75</sup> Although these silos became more accessible in the 1950s, they cost more to construct than concrete stave silos. As a result, Harvestores came to symbolize commercially successful farms.<sup>76</sup> The distinct blue fiberglass plates adhered to metal panels are the primary character-defining feature of these structures. The new materials prevented

the silage from freezing during the winter months and reduced the occurrence of rust because the silo was airtight. Augers were used to remove the silage from the bottom of the structure.



*Harvestore silos near Lexington DS00-122*

### ***Trench silo***

Trench silos became popular with farmers throughout the U.S. after World War II because they were inexpensive to build and maintain compared to upright silos. Early examples of trench silos are predominantly found in the plains areas of the Midwest, including Dawson County. By the 1950s trench silos began to spread from the plains across the country and are still used by farmers today. Trench silos are located below ground while bunker silos are located above ground. They are constructed by excavating a trench and placing concrete or reinforced walls along the sides of the trench for support. Silage is stored on the ground surface of the trench and is sealed by a large plastic sheet secured by tires.



*Trench silo near Cozad, DS00-202*

### **Animal shelters**

The typical Dawson County farmstead included buildings to shelter animals, including chickens, cattle, hogs, and sheep.

### ***Poultry/brooding house***

Many nineteenth century farms raised chickens primarily for their own consumption. Chickens were permitted to roam freely about the farmstead, often seeking shelter in trees or hay lofts. It was not until farm families realized they could supplement their income by selling surplus eggs that they began constructing chicken coops and brooding houses. It was common for Dawson County farms to have chickens, and some farms even specialized in poultry according to agricultural census records.

Early structures were often unspecialized buildings that originally served a different purpose but were converted into poultry houses.<sup>77</sup> Because these buildings were not constructed using standardized plans or construction materials, it is often difficult to identify early poultry houses. However, as the profits of raising chickens were realized, farmers in the early twentieth century began constructing buildings specifically designed to house chickens. With input from agricultural extensions, plans for poultry houses became standardized. They are typically rectangular in plan, of frame construction, clad in wood, with south-facing windows, small entrance doors, and roof vents.

Although other roof forms were used, monitor or half-monitor roofs are commonly associated with these structures. Sixty-six surveyed properties in Dawson County included poultry houses.

Brooder houses began appearing in the late nineteenth and early twentieth centuries. These structures were used to incubate and raise young chicks and were typically constructed in sunny open areas.<sup>78</sup> Similar to poultry houses, brooder houses varied in their exterior appearance. A flue projecting from the structure is the key characteristic that aids in identification. The interior of these structures had pens to separate chicks by age. Only seven surveyed properties in Dawson County included a brooding house.



*Poultry house near Lexington, DS00-187*



*Brooding house near Lexington (in foreground), DS00-104*

### ***Hog houses***

Hog production was a large component of the Dawson County agricultural economy. Similar to chickens, many early subsistence farms raised pigs for their own consumption. Pigs were housed in enclosed sties consisting of a small shed and wallow, typically located far away from the farmhouse. By the late nineteenth century, farms began adding hogs to their operations. They constructed large, one-story frame structures with shed, gable, gambrel, or half-monitor roofs. Some hog houses were constructed of brick or clay; however, wood was more durable and easier to maintain.<sup>79</sup> A series of windows were typically located on the south elevation to increase access to sunlight and ventilation. The interior was typically arranged in a row of pens aligned east/west with small openings to an exterior enclosure. By the 1920s portable hog houses were widely used to reduce the risk of soil borne diseases. These were typically small, frame, rectangular structures with wood cladding and gable or single sloped roofs. Because sunlight and ventilation were essential to the design of these structures, they commonly include south-facing windows and ground level entrance doors. The addition of hogs to farm operations led to increased commercialization and long-term viability of Dawson County farms. Nine surveyed properties in Dawson County included a hog house.



*Hog house near Lexington, DS00-216*



*Hog houses near Cozad, DS00-219*

### ***Loafing sheds***

Technological advancements in harvesting hay and changes in agricultural theory led to a dramatic shift in farming practices. As farmers moved away from loose to baled or chopped hay, the need for storage space decreased and farmers began to adopt the loafing system for housing livestock.<sup>80</sup> As the ideology for sheltering livestock changed, farmers began constructing a new type of outbuilding that had open entrance bays on a single elevation, which allowed animals to move about freely between the barn and fields.<sup>81</sup> Early examples of these structures were of masonry construction with solid walls on the north, east, and west elevations, while entrance bays on the south elevation were open.<sup>82</sup> Loafing sheds constructed after World War II were primarily clad in metal and were also referred to as pole barns.<sup>83</sup> Unlike earlier barn-like structures, loafing sheds were based on engineer-prepared plans, manufactured with standardized components, and most importantly were fireproof.<sup>84</sup> These structures are typically clad in metal with a wide low-pitched gable roof, and either a concrete pad or dirt floor. Nine surveyed properties in Dawson County included a loafing shed.



*Loafing shed near Lexington, DS00-216*



*Loafing shed converted to storage building near Gothenburg, DS00-259*

### **Storage buildings**

Farms typically feature a variety of storage buildings used to house farm implements and vehicles. These buildings typically vary in size and scale based on their function.

### ***Pole buildings***

As the need for storage space for animal feed decreased, farmers began to rely on smaller, less conventional structures for housing feed and storing farm equipment.<sup>85</sup> Pole buildings, also known as pole barns, gained popularity in the farming community after World War II. They are framed with upright wood or metal poles, which are inserted directly into a concrete slab or dirt floor, and are typically one-story, rectangular in plan, with a low-pitched gable roof that lacks a loft area for storage.<sup>86</sup> Pole barns constructed after World War II used metal pole construction.<sup>87</sup> Pole buildings have remained popular

and many farmers continue to construct them on farmsteads, often replacing aging structures. One variation on the typical rectangular pole building found in Dawson County is a trapezoidal-shaped metal building with side walls that flare downward. The Behlan Manufacturing Company of Columbus, Nebraska, is a local producer of steel storage buildings, which are common additions on farmsteads.



*Pole barn near Sumner, DS00-052*



*Pole barn near Cozad, DS00-154*

### ***Quonset barns***

Quonset barns became popular with farmers after World War II. Similar to the loafing or pole barns popular in the mid-twentieth century, Quonset barns represent the shift away from larger frame barns and are used primarily for storing hay. Manufacturers, such as Great Lakes Steel Corporation, advertised the buildings to farmers in the late 1940s, promoting Quonsets as strong structures that could not only withstand the elements, but time. The use of metal was an attempt to move farmers away from the traditional wood-

clad outbuildings. Quonset barns were typically rectangular in plan, clad in corrugated metal, and rested on a concrete pad or dirt floor with a rounded arch roof.



*1946 advertisement for Stran-steel Quonset 20 by Great Lakes Steel, Noble and Wilhelm, 227<sup>88</sup>*



*Quonset barn near Lexington, DS00-122*



*Quonset barn near Lexington, DS00-218*

### ***Garages and machine sheds***

Garages and machine sheds provide shelter for both farm and non-farm-related vehicles, machinery, and equipment. Depending on their function, garages are often situated close to the farmhouse and multiple garages on a single farmstead are not uncommon. In some cases, garages have been added to historic-period farmhouses, and modern farmhouses often have attached garages. Similar to other outbuildings, garages range in size and form; however, they typically feature large doors to allow for vehicle access. Equipment and machine sheds are often located near the outbuildings and vary in size and form. Modern pole buildings are commonly used to house farm machinery and equipment, often replacing the previous storage buildings.



*Garage near Cozad, DS00-291*



*Garage near Willow Island DS00-164*

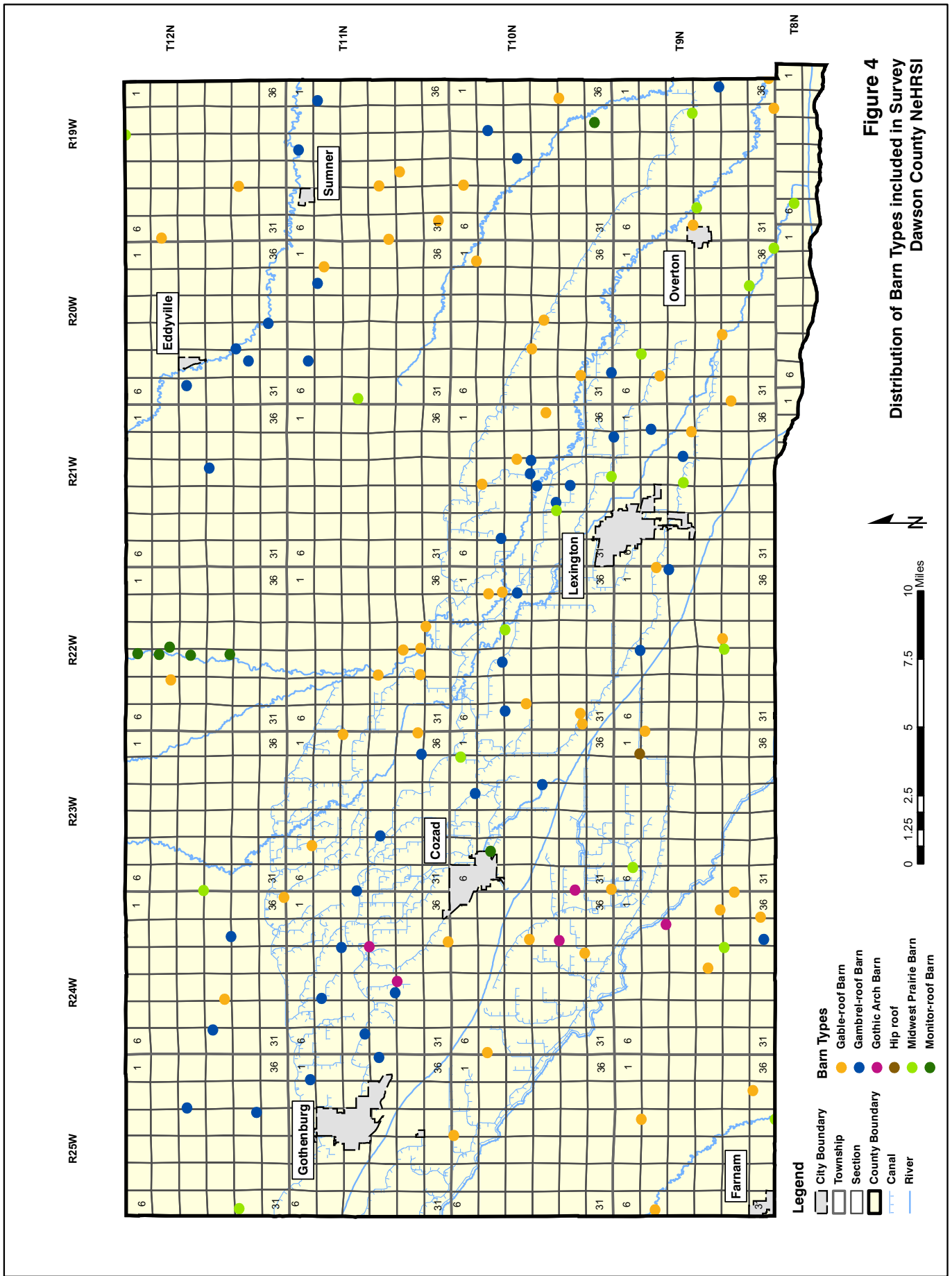
### **NOTES**

- <sup>1</sup> From the 1860, 1880, 1890, 1910, 1920, 1930, 1940, 1950, and 1964, and 1978, and 1987 agricultural census reports.
- <sup>2</sup> From the 1880, 1890, 1910, 1920, 1930, 1940, 1950, 1964, 1978, and 1987 agricultural reports. Although the 1860 and 1870 census records are available, returns were not included for Dawson County.
- <sup>3</sup> Dawson County Pure Bred Livestock Breeders Association, "1920 Purebred Livestock Directory" (Dawson County, Nebr.: Dawson County Pure Bred Livestock Breeders Association, August 1920), 5, [www.usgennet.org](http://www.usgennet.org) (accessed 3 March 2011).
- <sup>4</sup> "Business and Industry," Village Profile.com [www.villageprofile.com/Nebraska/dawsoncounty/02/topic.html](http://www.villageprofile.com/Nebraska/dawsoncounty/02/topic.html) (accessed 3 March 2010).
- <sup>5</sup> Harold Hedges and F.E. Elliott, RB30-244 Types of Farming in Nebraska (Lincoln, Nebr.: University of Nebraska-Lincoln, 1930) 25-26.
- <sup>6</sup> Dawson County farm specific census data from the 1880 agricultural census is available in the U.S. Bureau of Census, "Selected U.S. Federal Census Non-Population Schedules, 1850-1880," [www.ancestry.com](http://www.ancestry.com) (accessed 7 April 2011).
- <sup>7</sup> U.S. Department of Commerce, "Thirteenth Census of the United States: 1910 v.7, Agriculture" (Washington D.C.: Government Printing Office, [1910]), 32, 50.
- <sup>8</sup> U.S. Department of Commerce, "Thirteenth Census of the United States: 1910 v.7, Agriculture," 50; U.S. Department of Commerce, "Fourteenth Census of the United States: 1920 v.6, Agriculture," (Washington D.C.: Government Printing Office, [1920]), 710.
- <sup>9</sup> U.S. Department of Commerce, "Sixteenth Census of the United States: 1940, Agriculture" (Washington, D.C.: Government Printing Office, 1942), 618.
- <sup>10</sup> Merlin Lawson, *Agricultural Atlas of Nebraska* (Lincoln, Nebr.: University of Nebraska Press, 1977), 80.
- <sup>11</sup> Nebraska CropMAP, "Dawson Crop Statistics (1997 US Census of Agriculture)," [www.hort.purdue.edu](http://www.hort.purdue.edu) (accessed 17 February 2011).
- <sup>12</sup> Russell Anthony Czapski, "A Century of Alfalfa Production in Dawson County Nebraska 1884-1985," (Thesis, Kearney State College, 1985), 8-11.

- <sup>13</sup> U.S. Department of Commerce, "Thirteenth Census of the United States: 1910 v.7, Agriculture," 50; U.S. Department of Commerce, "Sixteenth Census of the United States: 1940, Agriculture," 626.
- <sup>14</sup> Czapelwski, 16.
- <sup>15</sup> U.S. Department of Commerce, "United States Census of Agriculture: 1950" (Washington D.C.: Government Printing Office, 1951), n.p.; Robert Houston, "Lexington Is a Fast Growing City," *Omaha World-Herald Magazine* (4 July 1954).
- <sup>16</sup> Czapelwski, 18.
- <sup>17</sup> Czapelwski, 22; Nebraska CropMAP, "Dawson Crop Statistics (1997 US Census of Agriculture);" "Business and Industry," *Village Profile.com*.
- <sup>18</sup> Hedges and Elliott, 15.
- <sup>19</sup> Dawson County Pure Bred Livestock Breeders Association, 6.
- <sup>20</sup> Department of the Interior, Census Office, "Report on the Productions of Agriculture as Reported in the Tenth Census (June 1, 1880)," (Washington D.C.: Government Printing Office, 1881), 162.
- <sup>21</sup> U.S. Department of Commerce, "Thirteenth Census of the United States: 1910 v.7," 25, 41.
- <sup>22</sup> Department of the Interior, Census Office, "Report on the Productions of Agriculture as Reported in the Tenth Census," 162; U.S. Department of Commerce, "Thirteenth Census of the United States: 1910 v.7," 41.
- <sup>23</sup> Dawson County Pure Bred Livestock Breeders Association, 5. Although the communities with shipment centers were not noted in the Association's advertisement, it is assumed that they included the four communities along the railroad corridor – Overton, Lexington, Cozad, and Gothenburg.
- <sup>24</sup> U.S. Department of Commerce, "Fifteenth Census of the United States: 1930 Agriculture," (Washington D.C.: Government Printing Office, 1932), 927; Hedges and Elliott, 22.
- <sup>25</sup> U.S. Department of Commerce, "1950 United States Census of Agriculture," 128.
- <sup>26</sup> U.S. Department of Commerce, "United States Census of Agriculture: 1964 v. 1 part 20" (Washington D.C.: Government Printing Office, [1964]), 294; U.S. Bureau of the Census, "1978 Census of Agriculture" (Washington D.C.: Government Printing Office, [1978]), 308.
- <sup>27</sup> Economic Research Service, "Cattle Inventory Adjustments," *U.S. Beef Industry/TB-1874* <http://www.ers.usda.gov/publications/tb1874/tb1874c.pdf> (accessed 5 April 2011).
- <sup>28</sup> Wessels Living History Farm, "The Rise & Fall of the Omaha Stockyards," *Farming in the 1950s and 60s* [http://www.livinghistoryfarm.org/farminginthe50s/money\\_14.html](http://www.livinghistoryfarm.org/farminginthe50s/money_14.html) (accessed 5 April 2011).
- <sup>29</sup> U.S. Department of Commerce, "1987 Census of Agriculture," (Washington D.C.: U.S. Department of Commerce, 1989), 143.
- <sup>30</sup> "Business and Industry," *Village Profile.com*.
- <sup>31</sup> Gemini Research, *Historic Context Study of Minnesota Farms, 1820-1960*, prepared for the Minnesota Department of Transportation (June 2005), 6.144, 6.147. Available at the Minnesota Department of Transportation, St. Paul, Minn.
- <sup>32</sup> Christy Davis and Brenda Spencer, *Historic Agriculture-Related Resources of Kansas* (Washington, D.C.: National Register of Historic Places, National Park Service, n.d.), E-12.
- <sup>33</sup> Davis and Spencer, E-25.
- <sup>34</sup> Wessels Living History Farm, "Robert Daughterty & Valmont," *Farming in the 1950s and 60s*, [http://www.livinghistoryfarm.org/farminginthe50s/water\\_04.html](http://www.livinghistoryfarm.org/farminginthe50s/water_04.html) (accessed 11 March 2001).
- <sup>35</sup> Davis and Spencer, F-63.
- <sup>36</sup> Allen G. Noble and Richard K. Cleek, *The Old Barn Book: A Field Guide to North American Bans & Other Structures* (New Brunswick, N.J.: Rutgers University Press, 2003), 146.
- <sup>37</sup> Noble and Cleek, 141.
- <sup>38</sup> T. Lindsay Baker, "Brief History of Windmills in the New World," <http://www.windmillersgazette.com/history.html> (accessed 23 March 2010).
- <sup>39</sup> Allen G. Noble and Hubert G.H. Wilhelm, eds., *Barns of the Midwest*, (Athens, Ohio: Ohio University Press, 1995), 9.
- <sup>40</sup> Davis and Spencer, F-44; Noble and Cleek, 35; Noble and Wilhelm, 45.
- <sup>41</sup> Noble and Wilhelm, 149.
- <sup>42</sup> Noble and Cleek, 35; Noble and Wilhelm, 45.
- <sup>43</sup> Noble and Wilhelm, 149.
- <sup>44</sup> Davis and Spencer, F-52.
- <sup>45</sup> Noble and Cleek, 39.



- <sup>46</sup> Noble and Cleek, 39.
- <sup>47</sup> Noble and Cleek, 9-14; Noble and Wilhelm, 161.
- <sup>48</sup> Noble and Cleek 37.
- <sup>49</sup> Allen G. Noble, Wood, Brick, & Stone: *The North American Settlement Landscape, Vol. 2: Barns and Farm Structures*, (Amherst, Mass.: The University of Massachusetts Press, 1984), 46.
- <sup>50</sup> Noble, 46; Noble and Wilhelm, 161-162.
- <sup>51</sup> Noble and Wilhelm, 181.
- <sup>52</sup> Noble 104-105.
- <sup>53</sup> Noble and Wilhelm, 182-183.
- <sup>54</sup> Noble 106.
- <sup>55</sup> Noble and Wilhelm, 174-175.
- <sup>56</sup> Noble and Wilhelm, 182.
- <sup>57</sup> Noble and Wilhelm, 183.
- <sup>58</sup> Noble and Wilhelm, 179-180.
- <sup>59</sup> Noble and Wilhelm, 180.
- <sup>60</sup> Noble and Wilhelm, 177.
- <sup>61</sup> Noble, 108-109.
- <sup>62</sup> Noble and Wilhelm, 177-178; Noble, 109.
- <sup>63</sup> Noble, 109.
- <sup>64</sup> Gemini Research, 6.233.
- <sup>65</sup> Davis and Spencer, F-61.
- <sup>66</sup> Gemini Research, 6.239-6.240.
- <sup>67</sup> Gemini Research, 6.238.
- <sup>68</sup> Noble and Cleek, 154.
- <sup>69</sup> Noble and Wilhelm, 108.
- <sup>70</sup> Noble and Wilhelm, 108.
- <sup>71</sup> Peggy Lee Beedle, "Silos An Agricultural Success Story," *Giving Old Barns New Life* (Madison, Wis.: University of Wisconsin-Extension, Wisconsin Historical Society, Wisconsin Trust for Historic Preservation, 2001), 9.
- <sup>72</sup> Noble and Cleek, 161.
- <sup>73</sup> Noble 77.
- <sup>74</sup> The farmstead was not included in the NeHRSI because it did not meet survey criteria.
- <sup>75</sup> Noble and Cleek, 161.
- <sup>76</sup> Noble, 78-79.
- <sup>77</sup> Michigan Agricultural Heritage Project, *The Agricultural Landscape of Michigan: An Historic Context for the Theme of Agriculture* (East Lansing: Mich.: Michigan Department of Transportation, 28 May 2004), 69; Noble and Cleek, 135-136.
- <sup>78</sup> Michigan Agricultural Heritage Project, 69.
- <sup>79</sup> Gemini Research, 6.277.
- <sup>80</sup> Noble and Wilhelm, 225.
- <sup>81</sup> Noble and Wilhelm, 225.
- <sup>82</sup> Noble and Wilhelm, 225; Davis and Spencer, F-66.
- <sup>83</sup> Davis and Spencer, F-66; Noble and Cleek, 120.
- <sup>84</sup> Noble and Wilhelm, 225.
- <sup>85</sup> Noble and Wilhelm, 225.
- <sup>86</sup> Noble and Cleek, 120.
- <sup>87</sup> Noble and Cleek, 120.
- <sup>88</sup> Noble and Wilhelm, 227.





# CHAPTER 5.

## RECOMMENDATIONS

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### INTRODUCTION

One purpose of the survey of Dawson County was to identify properties that may qualify for listing in the National Register. National Register listing is an honorific status given to properties that possess historic or architectural significance at the local, state, or national level.

Eight properties in Dawson County are currently listed in the National Register.

- Midway Stage Station, DS00-003, listed in 1969
- Midway Ranch House, DS00-016, listed in 2001
- Hendee Hotel, DS02-004, listed in March 1979
- Allen's Opera House, DS02-019, listed in 1988
- Ira Webster Olive House, DS02-020, listed in 1989
- Gothenburg Carnegie Library, DS06-006, listed in 1986
- Ernest A. Calling House, DS06-015, listed in 1979
- Dawson County Courthouse, DS07-030, listed in 1990

### NATIONAL REGISTER OF HISTORIC PLACES RECOMMENDATIONS

As a result of this survey, Mead & Hunt recommends 83 individual properties and four historic districts as potentially eligible for listing in the National Register. These properties retain good

integrity and possess the characteristics and significance that may allow them to be listed in the National Register. During a reconnaissance-level survey, research efforts are limited and most properties are identified based on their architectural style and historic integrity. As a result, most properties are recommended for listing under *Criterion C: Architecture* and demonstrate a significant architectural type or method of construction. Some properties, such as religious or relocated properties, may also need to meet National Register Criteria Considerations to be eligible for listing. Additional intensive-level research on potentially eligible properties and review by the NeSHPO is necessary before a final decision is made on eligibility or in order to pursue National Register listing.

These recommendations are based on the condition of the properties during fieldwork activities, completed in the fall of 2010. Future demolition or exterior alterations, including revealing previously obscured storefronts, may impact future eligibility decisions.

Properties recommended as potentially eligible for listing in the National Register are identified and illustrated below under their primary NeHRSI historic context. For a discussion of historic contexts, see Chapter 2 – Survey Methods and Results. Properties historically associated with

the Lincoln Highway and associated with the transportation context are identified and illustrated in Chapter 3 – Intensive Survey and Evaluation of the Lincoln Highway.

## Agriculture



*Farmhouse near Sumner, DS00-007*



*Thirty Mile Canal near Gothenburg, DS00-012*



*Farmstead near Sumner, DS00-061*



*Midwest Prairie Barn near Overton, DS00-096*



*Farmstead near Lexington, DS00-122*



*Farmstead near Lexington, DS00-122*



*Farmhouse near Lexington, DS00-126*



*Brick barns near Lexington, DS00-129*



*Farmstead near Cozad, DS00-158*



*Brick barns near Lexington, DS00-129*



*Brick Barn near Lexington, DS00-182*



*Midwest Prairie Barn near Cozad, DS00-155*



*Farmstead near Lexington, DS00-187*



*Farmstead near Cozad, DS00-158*



*Farmstead near Lexington, DS00-187*



*Granary near Cozad, DS00-203*



*Barn near Cozad, DS00-290*



*Farmhouse and barn near Farnam, DS00-227*



*Farmstead near Cozad, DS00-291*



*Corn crib near Cozad, DS00-267*



*Midwest Prairie Barn near Cozad, DS00-302*



*Barns near Cozad, DS00-288*



*Farmstead near Cozad, DS00-305*

## Association



*Elks Lodge in Cozad, DS02-225*

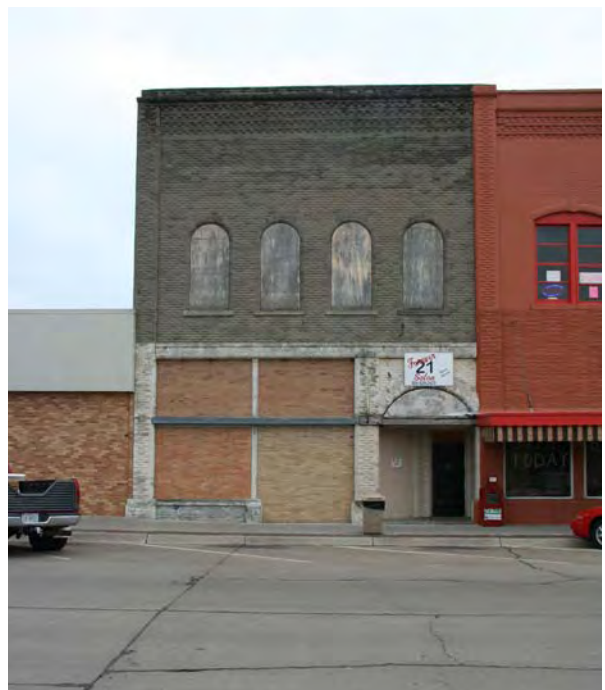


*Davis Building in Cozad, DS02-022 (in potential historic district)*

## Commerce



*Brown and Bennison Department Store in Cozad, DS02-020 (in potential historic district)*



*Commercial Building in Gothenburg, DS06-026 (in potential historic district)*



*Commercial Building in Gothenburg, DS06-214*





*Carr & Fleming Building in Lexington, DS07-006 (in potential historic district)*



*Commercial Building in Overton, DS08-035*



*First National Bank in Lexington, DS07-007 (in potential historic district)*



*Commercial Building in Sumner, DS09-006*



*Commercial Building in Sumner, DS09-015*



*Commercial Building in Overton, DS08-034*

## COZAD'S DISTINCTIVE CONTEMPORARY BUILDINGS

Five surveyed buildings in Cozad have a distinctive wavy roof form: the Elk's Lodge, a former grocery store, two service garages, and an agriculture/industrial building. The roofs are cast-in-place poured concrete. These distinctive roofs appear to have some local significance and are all associated with Paulson Building and Supply.

The Elk's Lodge (DS02-225) is the best example of this roof type and also displays modest elements of the Contemporary style. According to the local historical society, the Elk's Lodge was built in 1962 by Paulson Building and Supply, a local company active in Cozad since the 1940s. Mr. Paulson was also a structural engineer. The architect for the lodge was Hinde and Laurimat of North Platte.



*Former Cozad grocery store (DS02-206) with the distinctive wavy roof*

## Diversion



*Allen's Opera House in Cozad, DS02-019 (in potential historic district)*

## Education



*One-room school near Overton, DS00-111*



*Progress School District West 12 near Overton, DS00-115*



*District 44 School near Buffalo, DS00-147*



*District 18 School near Lexington, DS00-181*



*School in Cozad, DS02-132 (along with DS02-132 as an educational complex)*



*School near Lexington, DS00-233*

### **Government**



*Post Office in Lexington, DS07-052*



*District 100-R School near Gothenburg, DS00-264*

### **Processing Industry**



*Darr Alfalfa Mill Complex near Darr, DS00-283*



*Cozad Junior-Senior High School in Cozad, DS02-131 (along with DS02-132 as an educational complex)*



*National Alfalfa Dehydrating and Milling Company in Cozad, DS02-238*



*First Evangelical Church in Cozad, DS02-060*

**Religion**



*Buffalo Grove Presbyterian Church near Lexington, DS00-004*



*American Lutheran Church in Cozad, DS02-154*



*Iron Crosses (Swedish) Cemetery near Gothenburg, DS00-011*



*Episcopal Church in Gothenburg, DS06-179*



*St. Ann's Catholic Church in Lexington, DS07-109*

## Services



*Bank in Eddyville, DS04-003*



*Gothenburg Memorial Hospital in Gothenburg, DS06-289*



*Overton National Bank in Overton, DS08-017*

## Settlement Systems



*Richardson Sod House near Buffalo, DS00-005*



*House near Lexington, DS00-195*



*House in Cozad, DS02-005*



*House in Cozad, DS02-075*



*House in Cozad, DS02-230*



*Dr. C.H. Sheets House in Cozad, DS02-087*



*House in Cozad, DS02-232*



*House in Cozad, DS02-101*



*House in Farnam, DS05-030*



*House in Cozad, DS02-216*



*House in Farnam, DS05-032*



*Norsworthy House in Gothenburg, DS06-014*



*Potter House in Gothenburg, DS06-103*



*Harry and Marian Williams House in Gothenburg, DS06-017*



*Larson House in Gothenburg, DS06-104*



*Kelly-Kittenbrink House in Gothenburg, DS06-031*



*Carroll-Cotton House in Gothenburg, DS06-117*



*Norsworthy-Harvey House in Gothenburg, DS06-101*



*H.C. Booker House in Gothenburg, DS06-157*



*House in Gothenburg, DS06-278*



*House in Lexington, DS07-027*



*H.V. Temple House in Lexington, DS07-021*



*House in Lexington, DS07-100*



*House in Lexington, DS07-022*



*House in Lexington, DS07-123*



*Gunn-Grantham House in Lexington, DS07-026*



*House in Lexington, DS07-157*





*House in Lexington, DS07-217*



*Willow Island Pony Express Station in Cozad, DS02-011*



*House in Overton, DS08-015*



*Original Pony Express Station in Gothenburg, DS06-284*

## Transportation



*Prestressed Concrete Girder Bridge near Darr, DS00-047*

## Summary of the Proposed Cozad Downtown Commercial Historic District

The proposed Cozad Downtown Commercial Historic District is centered on the intersection of Meridian Avenue and 8<sup>th</sup> Street, and radiates out approximately one block in each direction. The district consists of various commercial buildings, a bank, former opera house, and transportation-related resources that date primarily from c.1900 to c.1930. The proposed district is potentially eligible under *Criterion C: Architecture* as a collection of buildings that represents commercial development in Cozad throughout the early twentieth century and contains the various businesses that typically comprised the downtown areas of rural Nebraska communities during this period.



*Proposed Cozad Downtown Commercial Historic District*



*Proposed Cozad Downtown Commercial Historic District*

**Summary of the Proposed Gothenburg Downtown Commercial Historic District**

The proposed Gothenburg Downtown Commercial Historic District is generally situated along Lake Avenue between 10<sup>th</sup> Street and 8<sup>th</sup> Street. The district consists of commercial buildings that range in date from c.1900 to c.1930. The proposed district is potentially eligible under *Criterion C: Architecture* as a collection of buildings that represent commercial development in Gothenburg throughout the early twentieth century.



*Proposed Gothenburg Downtown Commercial Historic District*



*Proposed Gothenburg Downtown Commercial Historic District*

**Summary of the Proposed Gothenburg Residential Historic District**

The proposed Gothenburg Residential Historic District is located north of the downtown area and is roughly bound by 18<sup>th</sup> Street to the north, Avenue A to the west, Avenue F to the east, and 11<sup>th</sup> Street to the south. The district contains larger and more high-style homes on the eastern side and more modest but intact homes on the western side. Homes in the proposed district are of varying architectural styles that date to the late nineteenth and mid-twentieth century, including Queen Anne, Craftsman, Colonial and Tudor Revivals, and mid-century styles. The district also contains other contributing resources, including a church and park historically used by residents of the district. The proposed district is potentially eligible under *Criterion C: Architecture* as a collection of residences that represent patterns of residential development and popular architectural styles that date to between the late nineteenth and mid-twentieth century in Gothenburg. Further research is needed to verify that a historic district exists and to determine boundaries.



*Proposed Gothenburg Residential Historic District*



*Proposed Lexington Downtown Commercial Historic District*



*Proposed Gothenburg Residential Historic District*



*Proposed Lexington Downtown Commercial Historic District*

### **Summary of the Proposed Lexington Downtown Commercial Historic District**

The proposed Lexington Downtown Commercial Historic District is situated along Washington Street between Seventh and Fifth Streets. The district consists of commercial buildings that range in date from the late nineteenth century to the mid-twentieth century. Some of the older buildings were altered in the 1950s and 1960s with metal slip covers and reconfigured storefronts to convey a mid-century aesthetic. The proposed district is potentially eligible under *Criterion C: Architecture* as a collection of commercial buildings that represents commercial development in Lexington between the late nineteenth and mid-twentieth century, and conveys the evolution and reuse of commercial architecture in rural Nebraska communities during this period.

### **FUTURE SURVEY AND RESEARCH NEEDS**

#### **Additional Information**

Additional information is needed for properties that were not clearly visible from the public right-of-way or require additional research to determine significance. Additional information is required to determine if the following properties are eligible for the National Register.



*Farmstead near Lexington, DS00-009*



*Farmstead near Lexington, DS00-108*



*Corn crib near Buffalo, DS00-211*



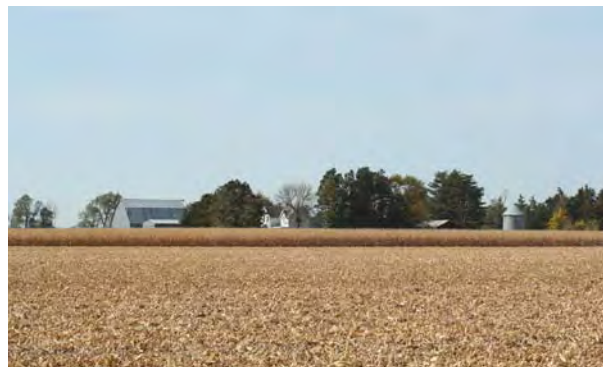
*Farmstead near Overton, DS00-117*



*Farmstead near Lexington, DS00-216*



*Barn near Lexington, DS00-124*



*Farmstead near Cozad, DS00-220*



*Barn near Cozad, DS00-205*



*Farmhouse near Cozad, DS00-221*



*First Presbyterian Church in Cozad, DS02-010*



*Professional Building in Lexington, DS07-111*



*Relocated church in Cozad, DS02-066*



*Relocated school in Cozad, DS02-229*



*House in Gothenburg, DS06-079*

***Summary of the Potential Overton Commercial Historic District***

The potential Overton Commercial Historic District is situated along U.S. 30, which coincides with the 1934 alignment of the Lincoln Highway, between D Street and C Street. Buildings within the potential historic district consist of a service garage, three commercial buildings, and a bank – all built from c.1915 through the 1920s and oriented toward the highway. The potential district also includes a wayside park located on the opposite side of U.S. 30 that contains a historic Lincoln Highway marker. Resources within the district not only represent commercial development in Overton in the early twentieth century, but also maintain an association with the Lincoln Highway through their resource types and physical orientation with the former highway alignment. However, additional research is needed to determine the significance of this potential district.



*Commercial building in proposed Overton Commercial Historic District*



*Proposed Overton Commercial Historic District*



*House in Cozad, DS02-135*

**Reevaluate When They Reach 50 Years of Age**

Some properties included in the survey possess a distinctive architectural style and retain a high degree of integrity, but were not old enough at the time of the survey to be considered eligible for the National Register. The following properties should be reevaluated for eligibility under *Criterion C: Architecture* when they reach 50 years of age.



*First United Methodist Church in Gothenburg, DS06-280*



*House near Lexington, DS00-172*



*Auto bank in Lexington, DS07-094*



*Zion Evangelical Lutheran Church near Gothenburg, DS00-263*



*House in Lexington, DS07-096*



*Bank in Lexington, DS07-124*



*Library in Lexington, DS07-149*



*Auto bank in Lexington, DS07-210*



*House in Lexington, DS07-239*

## **Future Study**

The 2010 NeHRSI of Dawson County identified historic topics and resource types that would benefit from further study. The following research and survey activities would help to interpret Dawson County's unique history for local residents, the NSHS, and interested historians.

### ***Intensive Survey of Canals and Irrigation Structures***

Dawson County has a number of canals and irrigation structures constructed to improve agricultural practices. Although the Thirty Mile Canal has been identified as eligible for the National Register, intensive-level survey and evaluation is recommended for the other extant canals and structures to determine their significance in agricultural practices in the county.

### ***Local Preservation Activities***

Dawson County has a significant amount of historic preservation potential. The continuing goal of historic preservation is to instill preservation as a community value and to consider the county's historic resources in future planning activities. The NSHS, together with the Dawson County Historical Society and other local preservation advocates, can increase public education of the county and state's historic resources and preservation issues and initiate local preservation activities. Examples of activities include:

- Promoting Heritage Tourism (for additional information see Chapter 6 – Heritage Tourism)
- Establishing locally designated landmarks and design guidelines
- Listing properties in the National Register
- Strengthening county and regional preservation by partnering with neighboring counties and communities on projects such as interpretive driving tours, oral histories, and other projects to heighten public awareness. For more information about the National Register and local preservation activities, see Chapter 7 – The Nebraska State Historic Preservation Office.

# CHAPTER 6.

## HERITAGE TOURISM IN DAWSON COUNTY

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### INTRODUCTION

The Dawson County NeHRSI also includes an assessment of existing heritage tourism sites in the county, as well as recommendations for additional heritage tourism promotion. The assessment of existing heritage tourism efforts is based on sites that were identified during field survey efforts in fall 2010. The majority of sites are actively promoted by local agencies and surveyors collected promotional materials during fieldwork and visited those sites that were open.

### EXISTING HERITAGE TOURISM IN DAWSON COUNTY

Dawson County has a number of existing historic and cultural sites, including museums and historic transportation corridors. Descriptions of the sites actively promoted to tourists are included below, organized by location. Countywide and rural properties are listed first, followed by properties within communities; the communities are organized alphabetically. If the property was included in the NeHRSI, the inventory number is included.

#### Lincoln Highway

##### *Countywide, unrestricted access*

Established in 1913, the Lincoln Highway was the first paved highway to connect the east and west coasts. This historic transcontinental highway

ran through Dawson County and passed through the communities of Overton, Lexington, Cozad, and Gothenburg (see Chapter 3 for additional information on the Lincoln Highway). The Lincoln Highway Scenic and Historic Byway is promoted at the statewide level with maps and brochures, and at the local level in county travel guides and community attraction pamphlets. Published by the Nebraska Division of Travel & Tourism, the statewide brochure also includes Dawson County attractions.

#### Mormon Pioneer Trail

##### *Countywide, unrestricted access*

From 1846 to 1869 more than 70,000 Mormons traveled from Nauvoo, Illinois, to Salt Lake City, Utah, along the Mormon Trail. Within Dawson County the trail followed the northern banks of the Platte River. A detailed NPS brochure includes a national map, timeline, and historical facts. Several communities also promote the trail with fliers and pamphlets.

#### Oregon Trail

##### *Countywide, unrestricted access*

Between 1840 and 1869 more than 500,000 pioneers headed west along the Oregon Trail. The 2,000-mile route passed through Dawson County along the southern banks of the Platte River. Historic stone markers and modern signs currently



highlight the route. Within Dawson County, the route is promoted through a Lexington Chamber of Commerce pamphlet and county travel guidebooks. A detailed NPS brochure includes a national map, timeline, and historical facts.

### **Pony Express Trail and Stations**

#### **Trail – Countywide, unrestricted access**

##### **Stations:**

- ***Ehmen Park in Gothenburg, open to the public as a tourist center***
- ***9th Street in Cozad, open to the public***
- ***Midway Ranch near Gothenburg, open to the public***

The historic Pony Express Trail, an overland mail route established in 1860, ran through Dawson County along the Platte River. Three extant Pony Express stations are located in Dawson County: one in Gothenburg (DS06-284), the second in Cozad (DS02-011), and the third at the Midway Ranch (DS00-003, listed in the National Register in 1969), located south of Gothenburg. The Gothenburg and Midway stations operate as museums and educate the public on the Pony Express. Dawson County brochures, area travel guides, community newspapers, and individual community attraction guidebooks promote the Pony Express stations and the Pony Express Trail. The NPS has published a detailed national-level brochure and map outlining the history, location, and legacy of the Pony Express.



*Pony Express station (DS02-011) in Cozad*

### **Platte River Historic Trails**

#### ***Countywide, unrestricted access***

The NPS has developed a national automobile driving tour that focuses on the trails of the Great Platte River Road. The marked trail includes the California, Mormon, and Oregon Trails, and the Pony Express route. The Nebraska and Wyoming edition of the booklet includes an overall history of the trail and the route with points of interest highlighted. Within Dawson County, the Dawson County Historical Museum, Willow Creek Pony Express Station in Cozad, and Gothenburg Pony Express Station are highlighted.

The Lincoln Highway, Mormon Trail, Oregon Trail, and Pony Express Trail are also included in the Platte River Historic Trails driving tour, which is promoted by the Lexington Convention and Visitors Bureau and the Lexington Area Chamber of Commerce. The tour includes two different loops that highlight locally significant sites along the route.

### **Swedish Crosses Cemetery**

#### ***North of Gothenburg, unrestricted access***

A small cemetery (DS02-011) with three wrought iron crosses represents pioneer Swedish settlement in Dawson County. A Nebraska Historical marker at the site provides details on the cemetery and its significance. County and local attraction guides and community fliers promote the cemetery.



*The historic marker at the Swedish Crosses Cemetery (DS02-011)*

### **100<sup>th</sup> Meridian Museum**

***East 8th Street in Cozad,  
open to the public***

Established in 1994, the 100<sup>th</sup> Meridian Museum (DS02-214) contains a collection of artifacts from Cozad's founding through the present. The museum displays celebrate the heritage of Cozad, including its rich railroad and agricultural history. Community attraction fliers and county travel guidebooks market the museum.



*100<sup>th</sup> Meridian Museum (DS02-214) in Cozad*

### **Robert Henri Museum**

***220 East 8<sup>th</sup> Street in Cozad,  
open to the public***

The boyhood home of renowned artist Robert Henri, also known as the Hendee Hotel (DS02-004), houses a museum that provides a glimpse into Henri's early boyhood life in Cozad, Nebraska (see the Hendee Hotel sidebar in Chapter 1). The museum has period furniture and artifacts from Henri's life. Dawson County brochures, community attraction pamphlets, and a flier promote this National Register-listed site. In addition, the museum promotes a small walking tour that includes three relocated properties: the Little Church by the Park, Country School District No. 86, and a Pony Express Trading Post.

### **Gothenburg Historical Museum**

***1420 F Avenue in Gothenburg,  
open to the public***

The Gothenburg Historical Museum (DS06-286), located in a former church, is dedicated to educating the public on Gothenburg's rich history. The

museum contains artifacts and collections dating from the community's settlement in 1885. Displays include authentic furniture and dress from the pioneer period as well as family artifacts and photographs. A flyer and community attraction pamphlets promote the museum.



*Gothenburg Historical Museum (DS06-286)*

### **Sod House Museum**

***Highway 47 at I-80 in Gothenburg,  
open to the public***

The Sod House Museum, located in Gothenburg, provides visitors with a glimpse of early pioneering life. The museum includes typical pioneer-era buildings, including a barn and replicated sod house, photographs, and memorabilia. Local community pamphlets, county brochures, and an annual souvenir newspaper published by the City of Gothenburg promote the museum.

### **Dawson County Historical Museum**

***805 North Taft Street in Lexington,  
open to the public***

Dawson County history is on display at the Dawson County Historical Museum in Lexington. The museum features exhibits on the county's prehistory, settlement, railroading era, early pioneer events, and significant people and events. Included within the museum are a one-room schoolhouse (DS07-260) constructed in 1888, log house (DS07-261), and relocated Willow Island Depot (DS07-054). County attraction guidebooks, community travel brochures, and a flier promote the museum.



*Reed Schoolhouse (DS06-260), part of the Dawson County Historical Museum*

### **Heartland Museum of Military Vehicles** **606 Heartland Road in Lexington,** **open to the public**

The Heartland Museum of Military Vehicles houses over 100 authentic military vehicles dating to early as World War II. Located in Lexington, the museum educates the public on military equipment and conflicts. Local community attraction pamphlets and the Dawson County guidebook promote the museum.

### **RECOMMENDATIONS**

Heritage tourism is one of the fastest growing sectors of the Nebraska tourism economy and more than \$100 million is spent annually by tourists in the state.<sup>1</sup> Although Dawson County has several existing historical and cultural sites marketed to tourists, the potential is there for increased heritage tourism in the county and greater region. Dawson County communities and individual historic and cultural sites may benefit from the following recommendations, which are based on a review of the existing heritage tourism opportunities in Dawson County and the results of the Dawson County NeHRSI.

#### **Obtain Certified Local Government Status**

Cozad, Gothenburg, and Lexington, as well as other Dawson County communities and the Dawson County government, should consider pursuing Certified Local Government (CLG) status. CLG communities are able to apply for grant money to fund local historic preservation ef-

forts, which may include intensive-level surveys, National Register nominations, local designation efforts, and design guidelines.

Communities may use CLG grants to fund National Register Nominations for National Register-eligible properties and historic properties identified in the Dawson County NeHRSI (see Chapter 5 for National Register eligibility recommendations). Communities with historic districts could also create design guidelines to guide future restoration of historic buildings. These and other preservation efforts could promote tourism within Dawson County and its communities.

#### **Create Main Street programs**

According to the Center for Urban Policy Research at Rutgers University, participation in the Heritage Nebraska Main Street program enhances local downtown economies through an emphasis on historic preservation, business revitalization, and organization.<sup>2</sup> Currently, Dawson County does not have any communities with an active Main Street program and only Lexington maintains an associate member status with Heritage Nebraska Main Street. By establishing these Main Street programs, Dawson County communities may further enhance and promote their downtown commercial areas.

#### **Promote Dawson County native** **Robert Henri**

Noted artist Robert Henri is a Dawson County native. The son of John Cozad, Henri spent his early years in Cozad in the family home, later the Hende Hotel. After leaving Cozad, Henri studied in Paris and taught at the New York School of Art, eventually becoming an internationally recognized artist. Cozad and the existing Robert Henri Museum could promote this association more aggressively to attract people who are interested in his artwork and career.

### **Collective promotional efforts**

Dawson County communities and local historic and cultural sites could work together to collectively develop and market Dawson County sites and cultural attractions. This could build upon the existing efforts of local museums and sites; offering a more targeted approach for future promotional efforts. Local groups could also coordinate with statewide agencies and adjacent counties to pool efforts and reach larger audiences.

In addition to those resources already promoted on a countywide scale, such as the Platte River Historic Trails, collective promotional efforts could focus on the following, all of which could potentially be funded through CLG grants:

- Comprehensive effort to promote the trail network in the county, including increasing the number of interpretive areas along the corridors

- Countywide and regional Lincoln Highway automobile tourism, including promotion of National Register-eligible resources (see Chapter 3 – Intensive Survey and Evaluation of the Lincoln Highway for a list of these properties)
- Rural driving tour to focus on agricultural-related resources in Dawson County, including farmsteads, irrigation systems, and rural schools
- Build upon, promote, and develop new walking tours within communities to highlight locally significant and National Register-eligible properties

### **NOTES**

<sup>1</sup> Nebraska State Historical Society, “Preservation at Work for the Nebraska Economy” (Lincoln, Nebr.: Nebraska State Historical Society, 2007), 3.

<sup>2</sup> Nebraska State Historical Society, 8.



# CHAPTER 7.

## THE NEBRASKA STATE HISTORIC PRESERVATION OFFICE

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### INTRODUCTION

Throughout much of Nebraska's history, preservation was the province of dedicated individuals and organizations working alone in local communities. However, since the passage of the National Historic Preservation Act of 1966, the governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts. In Nebraska, the Director of the NSHS serves as SHPO. Staff of the NSHS Historic Preservation Division forms the NeSHPO.

The NeSHPO administers a wide range of preservation programs. The duties of the NeSHPO relating to programs called for by the National Historic Preservation Act include the following:

- Conducting and maintaining a statewide historic resources survey
- Administering the National Register of Historic Places program
- Assisting local governments in the development of historic preservation programs and certification of qualifying governments
- Administering a federal tax incentives program for the preservation of historic buildings
- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects
- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies

What follows is a brief discussion of NeSHPO programs, followed with contact information. Though described individually, it is important to note that NeSHPO programs often act in concert with other programs and should be considered elements of the NeSHPO mission and a part of the overall mission of the NSHS.

### NEBRASKA HISTORIC RESOURCE SURVEY AND INVENTORY (NEHRSI)

Originally called the Nebraska Historic Buildings Survey (NeHBS), survey activity has been a part of the Nebraska State Historical Society since 1961. Surveys are typically conducted on a county-by-county basis or by individual cities. Information from these surveys and survey conducted by other government agencies and the public contribute to the statewide inventory of historic resources which currently stands at 73,000 documented sites, reflecting Nebraska's rich architectural and historic heritage. Surveys funded by the NeSHPO are conducted by researchers who drive every rural and urban public road in a county/city and record each property that meets certain historic requirements. Surveyors do not enter private property without permission. In addition to this fieldwork, surveyors research the area's history to better understand the region. Survey projects often include thematic or statewide subjects that may be unique to a certain location, such as a specific structure or type of industry.

The purpose of NeHRSI is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the value of historic properties in their communities. Properties included in the survey have no use restrictions placed on them and survey inclusion does not require any type of special maintenance. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.

NeHRSI provides a basis for preservation and planning at all levels of government and for individual groups or citizens. The survey normally includes properties that convey a sense of architectural significance. When possible and known, NeHRSI also documents properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed examination of historic properties. Additionally, as NeHRSI is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. The survey is not the end result, but a starting point for public planners and individuals who value their community's history.

The NeHRSI is funded in part with the assistance of a federal grant from the U.S. Department of the Interior, National Park Service. For more information, please contact the NeSHPO.

## **NATIONAL REGISTER OF HISTORIC PLACES**

One of the goals of NeHRSI is to help identify properties that may be eligible for listing in the National Register. The National Register is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our history or prehistory. These properties and objects may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national levels.

Properties need not be as historic as Fort Robinson or architecturally spectacular as the Nebraska State Capitol to be listed in the National Register. Local properties that retain their physical integrity and convey local historic significance may also be listed. It is important to note what listing a property in the National Register means, or perhaps more importantly, does not mean.

The National Register does not:

- Restrict, in any way, a private property owner's ability to alter, manage or dispose of a property
- Require that properties be maintained, repaired, or restored
- Invoke special zoning or local landmark designation
- Allow the listing of an individual private property over an owner's objection
- Allow the listing of an historic district over a majority of property owners' objections

Listing a property on the National Register does:

- Provide prestigious recognition to significant properties
- Encourage the preservation of historic properties
- Provide information about historic properties for local and statewide planning purposes
- Promote community development, tourism, and economic development
- Provide basic eligibility for financial incentives, when available

For more information, please contact the National Register Coordinator at the NeSHPO.

## **CERTIFIED LOCAL GOVERNMENTS**

An important objective of the NeSHPO is to translate the federal preservation program, as embodied by the National Historic Preservation Act, to the local-level. One element of this goal is to link local governments with a nationwide network of federal, state, and local organizations. One of the most effective tools for this purpose is the CLG program. A CLG is a local government, either a

county or municipality, which has adopted preservation as a priority. To become a CLG a local government must:

- Establish a preservation ordinance that includes protection for historic properties at a level the community decides is appropriate.
- Promote preservation education and outreach.
- Conduct and maintain some level of a historic building survey.
- Establish a mechanism to designate local landmarks.
- Create a preservation commission to oversee the preservation ordinance and the CLG program.

The advantages of achieving CLG status include:

- A CLG is eligible to receive matching funds from the NeSHPO that are unavailable to non-CLGs.
- Contributing buildings within local landmark districts may be eligible for preservation tax incentives without being listed in the National Register.
- Through the use of their landmark and survey programs, CLGs have an additional tool when considering planning, zoning, and land-use regulations relating to historic properties.
- CLGs have the ability to monitor and preserve structures that reflect the community's heritage.
- CLGs have access to a nationwide information network of local, state, federal, and private preservation institutions.
- Finally, a CLG through its ordinance and commission has a built-in mechanism to promote pride in, and understanding of, a community's history.

Certification of a local government for CLG status comes from the NeSHPO and the NPS, and there are general rules to follow. A community considering CLG status is given broad flexibility with those guidelines when structuring its CLG program. The emphasis of the CLG program is local management of historic properties with technical and grants assistance from the NeSHPO.

## **PRESERVATION TAX INCENTIVES**

Since 1976 the Internal Revenue Code has contained provisions offering tax credits for the certified rehabilitation of income-producing historic properties. Historic properties are defined as those listed in the National Register, or as buildings that contribute to the significance of a National Register or Local Landmark historic district. An income-producing property may be a rental residential, office, commercial, or industrial property. Historic working barns or other agricultural outbuildings may also qualify.

A certified rehabilitation is one that conforms to the Secretary of the Interior's Standards for Rehabilitation. The standards are a common sense approach to the adaptive reuse of historic buildings. It is important to remember that this program promotes the rehabilitation of historic properties so that they may be used to the benefit and enjoyment of the property owner and the community. The program is not necessarily intended to reconstruct or restore historic buildings to exact/original specifications.

The tax incentive program in Nebraska has been responsible for:

- Reinvesting millions of dollars for the preservation of historic buildings.
- Establishing thousands of low- and moderate-income housing units and upper-income units.
- Encouraging the adaptive reuse of previously under or unutilized historic properties in older downtown commercial areas.
- Helping to broaden the tax base.
- Giving real estate developers and city planners the incentive to consider projects in older, historic neighborhoods.
- Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property—usually by listing the property in the National Register—and certification of the historic rehabilitation is made by both the NeSHPO and the NPS. Before initiating any



activity for a project that anticipates the use of preservation tax credits, owners should contact the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office. For more information, please contact the Project Coordinator at the NeSHPO.

### **VALUATION INCENTIVE PROGRAM**

The Valuation Incentive Program (VIP) is a property tax incentive that assists in the preservation of Nebraska's historic buildings. Through the valuation preference, the assessed valuation of a historic property is frozen for eight years at the year rehabilitation started. The valuation then rises to its market level over a four-year period. To be eligible for this state tax incentive, a building must:

- Be a qualified historic structure, either by listing in the National Register or by local landmark designation through an approved local government ordinance.
- Be substantially rehabilitated, which means the project must be worth at least 25 percent of the property's base-year assessed value.
- Be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
- Buildings must be a qualified historic structure and the NeSHPO must approve the rehabilitation before construction work starts in order to qualify for the tax freeze benefits. The tax freeze benefits the owners of the historic properties and the community by:
  - Providing a real economic incentive to rehabilitate historic buildings.
  - Increasing the long-term tax base of a community.
  - Helping stabilize older, historic neighborhoods and commercial areas.
  - Encouraging the promotion, recognition, and designation of historic buildings.
  - Allowing participation by local governments that enact approved historic preservation ordinances.

For more information about VIP, please contact the Project Coordinator at the NeSHPO.

### **FEDERAL PROJECT REVIEW**

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of their undertakings on historic properties; develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects their projects may have on historic properties; and afford the federal Advisory Council on Historic Preservation an opportunity to comment on the project and its effects on historic properties. The regulations that govern the Section 106 process, as it is known, also require that the federal agency consult with the NeSHPO when conducting these activities.

For example, if the Federal Highway Administration (FHWA), via the Nebraska Department of Roads, contemplates construction of a new highway, it must contact the NeSHPO for assistance in determining whether any sites or structures located in the project area are listed, or eligible for inclusion, in the National Register. If properties that meet this criteria are found, the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed in the National Register to be considered for protection, only to have been determined eligible for listing. This process is to take place early enough in the planning effort to allow for alternatives that would avoid adverse effects to historic properties.

It is important to note that public participation in this process is critical. The Section 106 process requires the federal agency to seek public input if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHRSI, and the National Register; although, often the most useful information comes from public comments. Section 106

was included in the National Historic Preservation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an unwieldy bureaucratic system.

For more information about Section 106 review, please contact the Review and Compliance Coordinator at the NeSHPO.

### **PUBLIC OUTREACH AND EDUCATION**

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spends considerable time conducting public meetings and workshops and disseminating information to the public. Additionally, NeSHPO staff is frequently looking for ways to assist teachers as they incorporate Nebraska's heritage into classroom lessons. Please visit [www.nebraskahistory.org](http://www.nebraskahistory.org) for more information on NeSHPO public outreach and education.

The NeSHPO's goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

The aforementioned descriptions are meant to orient the reader to the NeSHPO programs within the larger mission of the NSHS. As all NeSHPO programs originate from a common source—the National Historic Preservation Act—they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve: the public.

For more information about the NeSHPO or the programs discussed, call (402) 471-4787 or (800) 833-6747. Additional information is available at the Nebraska State Historical Society web page at [www.nebraskahistory.org](http://www.nebraskahistory.org).

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# APPENDIX A.

## LIST OF SURVEYED PROPERTIES

<b>NeHRSI #</b>	<b>Name</b>	<b>Address</b>	<b>City</b>
DS00-002	School	Rural	Lexington
DS00-004	Buffalo Grove Presbyterian Church	Rural	Lexington
DS00-005	Richardson House	Rural	Buffalo
DS00-007	Farmhouse	Rural	Sumner
DS00-008	Farmhouse	Rural	Gothenburg
DS00-009	Simmons Farmstead	Rural	Lexington
DS00-011	Iron Crosses (Swedish) Cemetery	Rural	Gothenburg
DS00-012	Thirty Mile Canal	Rural	Gothenburg
DS00-015	St. John's Lutheran Cemetery	Rural	Buffalo
DS00-017	Culvert	Rural	Overton
DS00-018	Concrete Bridge	Rural	Cozad
DS00-019	Tri-County Public Power and Irrigation District	Rural	Cozad
DS00-020	Cozad Municipal Airport	Rural	Cozad
DS00-021	Jim Kelly Field	Rural	Lexington
DS00-023	Lutheran Cemetery	Rural	Gothenburg
DS00-024	Cottonwood Cemetery	Rural	Cozad
DS00-025	Evergreen Cemetery	Rural	Lexington
DS00-026	Fairview Cemetery	Rural	Cozad
DS00-027	Gothenburg Cemetery	Rural	Gothenburg
DS00-028	Grace Cemetery	Rural	Lexington
DS00-029	Grand View Cemetery	Rural	Gothenburg
DS00-030	Hewitt Cemetery	Rural	Lexington
DS00-031	Hillside Cemetery	Rural	Lexington
DS00-032	Jewell Cemetery	Rural	Sumner
DS00-033	Mount Hope Cemetery	Rural	Lexington
DS00-034	Overton Cemetery	Rural	Overton
DS00-035	Park Valley Cemetery	Rural	Eddyville
DS00-036	Pleasant View Cemetery	Rural	Gothenburg
DS00-037	Buffalo First Lutheran Cemetery	Rural	Lexington
DS00-038	St Ann's Cemetery	Rural	Lexington
DS00-039	St Patrick Catholic Cemetery	Rural	Eddyville
DS00-040	Salem Cemetery	Rural	Gothenburg
DS00-041	Sumner Cemetery	Rural	Sumner
DS00-042	Walnut Grove Cemetery	Rural	Cozad

DS00-043	Willow Island St. Patrick's Catholic Cemetery	Rural	Willow Island
DS00-044	Bridge	Rural	Sumner
DS00-045	Bridge	Rural	Overton
DS00-046	Bridge	Rural	Cozad
DS00-047	Bridge	Rural	Darr
DS00-048	Bridge	Rural	Lexington
DS00-049	Lincoln Highway	Rural	Various
DS00-050	District 48 School	Rural	Overton
DS00-051	Corn Crib	Rural	Overton
DS00-052	Richard Warta Farmstead	Rural	Sumner
DS00-053	Farmstead	Rural	Sumner
DS00-054	Farmstead	Rural	Sumner
DS00-055	Farmhouse	Rural	Sumner
DS00-056	Farmhouse	Rural	Sumner
DS00-057	Farmstead	Rural	Sumner
DS00-058	Farmhouse	Rural	Sumner
DS00-059	Farmstead	Rural	Sumner
DS00-060	Farmstead	Rural	Gothenburg
DS00-061	Farmstead	Rural	Sumner
DS00-062	Farmstead	Rural	Eddyville
DS00-063	Farmhouse	Rural	Eddyville
DS00-064	Farmstead	Rural	Lexington
DS00-065	Farmstead	Rural	Eddyville
DS00-066	Farmstead	Rural	Eddyville
DS00-067	Barn	Rural	Eddyville
DS00-068	Farmstead	Rural	Eddyville
DS00-069	Barn	Rural	Eddyville
DS00-070	Corn Crib	Rural	Eddyville
DS00-071	Greenwood Cemetery	Rural	Lexington
DS00-072	Barn	Rural	Sumner
DS00-073	Barn	Rural	Eddyville
DS00-074	Farmhouse	Rural	Eddyville
DS00-075	Barn	Rural	Eddyville
DS00-076	Corn Crib	Rural	Lexington
DS00-077	Farmstead	Rural	Lexington
DS00-078	Ranch	Rural	Lexington
DS00-079	Farmstead	Rural	Lexington
DS00-080	Farmstead	Rural	Lexington
DS00-081	Barn	Rural	Lexington
DS00-082	Farmstead	Rural	Sumner
DS00-083	Farmhouse	Rural	Sumner
DS00-084	Farmstead	Rural	Sumner
DS00-085	Farmhouse	Rural	Sumner
DS00-086	Farmstead	Rural	Sumner

DS00-087	Farmstead	Rural	Sumner
DS00-088	Farmhouse	Rural	Sumner
DS00-089	Farmstead	Rural	Sumner
DS00-090	Farmstead	Rural	Overton
DS00-091	Farmstead	Rural	Overton
DS00-092	Barn	Rural	Overton
DS00-093	Farmstead	Rural	Overton
DS00-094	Barn	Rural	Overton
DS00-095	Farmhouse	Rural	Overton
DS00-096	Barn	Rural	Overton
DS00-097	Canal	Rural	Overton
DS00-098	Barn	Rural	Overton
DS00-099	Corn Crib	Rural	Lexington
DS00-100	House	Rural	Lexington
DS00-101	Farmstead	Rural	Lexington
DS00-102	Berquist Lateral Irrigation Canal	Rural	Lexington
DS00-103	District 3 School	Rural	Lexington
DS00-104	Farmstead	Rural	Lexington
DS00-105	Farmstead	Rural	Lexington
DS00-106	Dawson County Drain No. 1 Irrigation Canal	Rural	Lexington
DS00-107	Dawson County Canal	Rural	Lexington
DS00-108	Farmstead	Rural	Lexington
DS00-109	Barn	Rural	Lexington
DS00-110	Barn	Rural	Lexington
DS00-111	School	Rural	Overton
DS00-112	Farmstead	Rural	Overton
DS00-113	House	Rural	Overton
DS00-114	Barn	Rural	Overton
DS00-115	Progress School District West 12 School	Rural	Overton
DS00-116	Farmstead	Rural	Overton
DS00-117	Farmstead	Rural	Overton
DS00-118	Farmstead	Rural	Overton
DS00-119	Farmstead	Rural	Lexington
DS00-120	Bridge	Rural	Overton
DS00-121	Farmstead	Rural	Lexington
DS00-122	Farmstead	Rural	Lexington
DS00-123	Barn	Rural	Lexington
DS00-124	Farmstead	Rural	Lexington
DS00-125	Farmhouse	Rural	Lexington
DS00-126	Farmhouse	Rural	Lexington
DS00-127	Farmhouse	Rural	Lexington
DS00-128	Barn	Rural	Lexington
DS00-129	Farmstead	Rural	Lexington

DS00-130	Grain Elevator	Rural	Lexington
DS00-131	Farmhouse	Rural	Lexington
DS00-132	Barn	Rural	Overton
DS00-133	Bridge	Rural	Lexington
DS00-134	Bridge	Rural	Lexington
DS00-135	Barn	Rural	Lexington
DS00-136	First Evangelical Lutheran Church	Rural	Buffalo
DS00-137	Barn	Rural	Buffalo
DS00-138	Farmstead	Rural	Buffalo
DS00-139	Farmstead	Rural	Buffalo
DS00-140	Farmstead	Rural	Buffalo
DS00-141	Barn	Rural	Buffalo
DS00-142	Bridge	Rural	Buffalo
DS00-143	Farmhouse	Rural	Buffalo
DS00-144	Buffalo Store	Rural	Buffalo
DS00-145	Barn	Rural	Buffalo
DS00-146	Rosehill Cemetery	Rural	Buffalo
DS00-147	District 44 School	Rural	Buffalo
DS00-148	Farmstead	Rural	Buffalo
DS00-149	Farmstead	Rural	Buffalo
DS00-150	Farmstead	Rural	Cozad
DS00-151	Gothenburg Canal	Rural	Gothenburg
DS00-152	Farmstead	Rural	Cozad
DS00-153	Farmhouse	Rural	Cozad
DS00-154	Farmstead	Rural	Cozad
DS00-155	Barn	Rural	Cozad
DS00-156	Farmhouse	Rural	Cozad
DS00-157	Farmstead	Rural	Cozad
DS00-158	Farmstead	Rural	Cozad
DS00-159	Farmhouse	Rural	Cozad
DS00-160	Farmstead	Rural	Cozad
DS00-161	Farmstead	Rural	Cozad
DS00-162	Farmstead	Rural	Cozad
DS00-163	County Highway Garage	Rural	Lexington
DS00-164	Farmstead	Rural	Willow Island
DS00-165	Grain Elevator	Rural	Lexington
DS00-166	Utilitarian Building	Rural	Overton
DS00-167	Barn	Rural	Overton
DS00-168	Farmstead	Rural	Overton
DS00-169	Barn	Rural	Lexington
DS00-170	House	Rural	Lexington
DS00-171	Farmstead	Rural	Lexington
DS00-172	House	Rural	Lexington
DS00-173	House	Rural	Lexington

DS00-174	Farmstead	Rural	Lexington
DS00-175	Barn	Rural	Lexington
DS00-176	House	Rural	Lexington
DS00-177	Corn Crib	Rural	Lexington
DS00-178	District 16 School	Rural	Lexington
DS00-179	House	Rural	Lexington
DS00-180	Farmstead	Rural	Lexington
DS00-181	District 18 School	Rural	Lexington
DS00-182	Barn	Rural	Lexington
DS00-183	Farmers and Merchants Canal	Rural	Lexington
DS00-184	Farmstead	Rural	Lexington
DS00-185	Farmstead	Rural	Lexington
DS00-186	Barn	Rural	Lexington
DS00-187	Farmstead	Rural	Lexington
DS00-188	Farmstead	Rural	Lexington
DS00-189	Grain Elevator	Rural	Lexington
DS00-190	Corn Crib	Rural	Lexington
DS00-191	House	Rural	Lexington
DS00-192	Farmstead	Rural	Lexington
DS00-193	Farmstead	Rural	Lexington
DS00-194	House	Rural	Lexington
DS00-195	House	Rural	Lexington
DS00-196	House	Rural	Lexington
DS00-197	House	Rural	Cozad
DS00-198	Farmstead	Rural	Cozad
DS00-199	House	Rural	Cozad
DS00-200	School	Rural	Cozad
DS00-201	Farmstead	Rural	Cozad
DS00-202	Farmstead	Rural	Cozad
DS00-203	Granary	Rural	Cozad
DS00-204	Storage Building	Rural	Cozad
DS00-205	Barn	Rural	Cozad
DS00-206	Barn	Rural	Farnam
DS00-207	House	Rural	Cozad
DS00-208	Barn	Rural	Cozad
DS00-209	Farmhouse	Rural	Cozad
DS00-210	Farmstead	Rural	Cozad
DS00-211	Corn Crib	Rural	Buffalo
DS00-212	Utility Building	Rural	Overton
DS00-213	Farmhouse	Rural	Sumner
DS00-214	Bridge	Rural	Sumner
DS00-215	Barn	Rural	Lexington
DS00-216	Farmstead	Rural	Lexington
DS00-217	Farmstead	Rural	Lexington



DS00-218	Quonset	Rural	Lexington
DS00-219	Farmstead	Rural	Cozad
DS00-220	Farmstead	Rural	Cozad
DS00-221	Farmstead	Rural	Cozad
DS00-222	Farmstead	Rural	Cozad
DS00-223	Barn	Rural	Cozad
DS00-224	Farmstead	Rural	Cozad
DS00-225	Corn Crib	Rural	Cozad
DS00-226	Farmhouse	Rural	Cozad
DS00-227	Ranch	Rural	Farnam
DS00-228	Ranch	Rural	Farnam
DS00-229	Church	Rural	Farnam
DS00-230	Barn	Rural	Lexington
DS00-231	Barn	Rural	Lexington
DS00-232	Farmstead	Rural	Lexington
DS00-233	School	Rural	Lexington
DS00-234	Barn	Rural	Willow Island
DS00-235	Farmhouse	Rural	Lexington
DS00-236	Lucerne Valley School	Rural	Willow Island
DS00-237	Farmhouse	Rural	Buffalo
DS00-238	Barn	Rural	Buffalo
DS00-239	House	Rural	Buffalo
DS00-240	Farmstead	Rural	Buffalo
DS00-241	House	Rural	Lexington
DS00-242	Barn	Rural	Farnam
DS00-243	Utility Building	Rural	Cozad
DS00-244	Lincoln Highway Roadbed	Rural	Gothenburg
DS00-245	Six Mile Canal	Rural	Gothenburg
DS00-246	Barn	Rural	Gothenburg
DS00-247	School	Rural	Gothenburg
DS00-248	House	Rural	Willow Island
DS00-249	Farmstead	Rural	Willow Island
DS00-250	Corn Crib	Rural	Willow Island
DS00-251	House	Rural	Cozad
DS00-252	Farmstead	Rural	Cozad
DS00-253	Farmstead	Rural	Cozad
DS00-254	Orchard and Alfalfa Canal	Rural	Cozad
DS00-255	Farmhouse	Rural	Gothenburg
DS00-256	Utility Building	Rural	Gothenburg
DS00-257	Farmhouse	Rural	Gothenburg
DS00-258	Farmhouse	Rural	Cozad
DS00-259	Farmstead	Rural	Gothenburg
DS00-260	Farmhouse	Rural	Gothenburg
DS00-261	Farmstead	Rural	Gothenburg

DS00-262	Barn	Rural	Gothenburg
DS00-263	Zion Evangelical Lutheran Church	Rural	Gothenburg
DS00-264	District 100-R School	Rural	Gothenburg
DS00-265	Farmstead	Rural	Gothenburg
DS00-266	House	Rural	Gothenburg
DS00-267	Corn Crib	Rural	Cozad
DS00-268	Farmstead	Rural	Gothenburg
DS00-269	Barn	Rural	Gothenburg
DS00-270	Block Cemetery	Rural	Gothenburg
DS00-271	Barn	Rural	Gothenburg
DS00-272	Barn	Rural	Gothenburg
DS00-273	Lutheran Cemetery	Rural	Gothenburg
DS00-274	Cozad Canal	Rural	Gothenburg
DS00-275	Farmstead	Rural	Gothenburg
DS00-276	Camp Rockhaven Church Camp	Rural	Gothenburg
DS00-277	Barn	Rural	Gothenburg
DS00-278	Farmhouse	Rural	Gothenburg
DS00-279	Farmhouse	Rural	Cozad
DS00-280	Barn	Rural	Gothenburg
DS00-281	Farmstead	Rural	Gothenburg
DS00-282	Industrial Building	Rural	Lexington
DS00-283	Darr Alfalfa Mill Complex	Rural	Darr
DS00-284	Grain Elevator	Rural	Darr
DS00-285	Café	Rural	Darr
DS00-286	Industrial Building	Rural	Darr
DS00-287	Industrial Building	Rural	Darr
DS00-288	Barns	Rural	Cozad
DS00-289	Farmstead	Rural	Gothenburg
DS00-290	Barn	Rural	Cozad
DS00-291	Farmstead	Rural	Cozad
DS00-292	Barn	Rural	Cozad
DS00-293	Farmhouse	Rural	Cozad
DS00-294	Farmstead	Rural	Willow Island
DS00-295	Lincoln Highway Alignment	Rural	Gothenburg
DS00-296	House	Rural	Cozad
DS00-297	House	Rural	Cozad
DS00-298	Farmhouse	Rural	Cozad
DS00-299	Cemetery	Rural	Cozad
DS00-300	Farmhouse	Rural	Cozad
DS00-301	Farmhouse	Rural	Cozad
DS00-302	Barn	Rural	Cozad
DS00-303	Farmstead	Rural	Cozad
DS00-304	House	Rural	Cozad
DS00-305	Farmstead	Rural	Cozad

DS00-306	U.S. Highway 30	Rural	Various
DS00-307	Corn Crib	Rural	Lexington
DS00-308	Farmhouse	Rural	Lexington
DS00-309	Farmstead	Rural	Lexington
DS00-310	Farmstead	Rural	Cozad
DS00-311	Farmstead	Rural	Cozad
DS00-312	Barn	Rural	Cozad
DS00-313	Cozad Cemetery	Rural	Cozad
DS02-002	House	405 E. 7th St.	Cozad
DS02-005	House	314 E. 8th St.	Cozad
DS02-009	House	320 W. 9th St.	Cozad
DS02-010	First Presbyterian Church	SW corner E. 9th St. and C St.	Cozad
DS02-011	Willow Island Pony Express Station	N. side E. 9th St. between E St. and F St.	Cozad
DS02-015	Julia Gatewood House	316 E. 11th St.	Cozad
DS02-018	Stockton State Bank	NW corner Meridian Ave. and W. 8th St.	Cozad
DS02-020	Brown and Bennison Department Store	S. side E. 8th St. between Meridian Ave. and F St.	Cozad
DS02-021	Brown and Bennison Building	SE corner Meridian Ave. and E. 8th St.	Cozad
DS02-022	Davis Building	SW corner E. 8th St. and F St.	Cozad
DS02-026	Clark Brown House	114 W. 9th St.	Cozad
DS02-027	Hecox Office Building	820 Meridian Ave.	Cozad
DS02-029	Odd Fellow Hall	724 Meridian Ave.	Cozad
DS02-030	Commercial Building	718 Meridian Ave.	Cozad
DS02-031	Commercial Building	714 Meridian Ave.	Cozad
DS02-033	Rialto Theatre	202 E. 8th St.	Cozad
DS02-036	Water works	SW corner W. 7th St. and H St.	Cozad
DS02-038	Grain Elevator	S. side UP RR tracks at Meridian Ave.	Cozad
DS02-041	House	505 E. 5th St.	Cozad
DS02-045	Hogarth-Corrick House	205 E. 7th St.	Cozad
DS02-055	Gas Station	801 E. 8th St.	Cozad
DS02-059	House	309 W. 9th St.	Cozad
DS02-060	First Evangelical Church	120 E. 9th St.	Cozad
DS02-065	House	202 E. 10th St.	Cozad
DS02-066	Church	214 E. 10th St.	Cozad
DS02-072	House	115 W. 11th St.	Cozad
DS02-075	House	118 E. 11th St.	Cozad
DS02-080	House	403 E. 12th St.	Cozad
DS02-081	House	524 E. 12th St.	Cozad
DS02-082	House	1223 Potter St.	Cozad
DS02-085	House	1014 F St.	Cozad
DS02-086	House	1105 C St.	Cozad
DS02-087	Dr. C.H. Sheets House	1003 Meridian Ave.	Cozad

DS02-088	House	1009 Meridian Ave.	Cozad
DS02-092	House	1303 Meridian Ave.	Cozad
DS02-096	House	1514 H St.	Cozad
DS02-099	Cozad Union Pacific Depot	S. side U.S. Highway 30 between Meridian Ave. and F St.	Cozad
DS02-101	House	322 E. 8th St.	Cozad
DS02-109	Service Station	NE corner Meridian Ave. and U.S. Highway 30	Cozad
DS02-110	Service Station	N. side Highway 30 between E St. and F St.	Cozad
DS02-112	Service Station	NW corner U.S. Highway 30 and A St.	Cozad
DS02-113	Commercial Building	108-110 E. 8th St.	Cozad
DS02-114	Commercial Building	128 E. 8th St.	Cozad
DS02-115	Commercial Building	813 Meridian Ave.	Cozad
DS02-116	Commercial Building	824 Meridian Ave.	Cozad
DS02-117	Commercial Building	700 Meridian Ave.	Cozad
DS02-119	Scale House	SW corner of Elm St. and E. 8th St.	Cozad
DS02-120	Tourist Cabin	E. side Newell St. between E. 8th St. and E. 7th St.	Cozad
DS02-121	House	410 Maple St.	Cozad
DS02-122	House	702 Maple St.	Cozad
DS02-123	Tourist Cabin	702 E. 8th St.	Cozad
DS02-124	Industrial Complex	601 W. Highway 30	Cozad
DS02-125	Industrial Building	S. side U.S. Highway 30 between J St. and H St.	Cozad
DS02-126	Grain Elevator	S. side U.S. Highway 30 at J St.	Cozad
DS02-127	Service Station	116 W. U.S. Highway 30	Cozad
DS02-128	Auto Garage	NE corner U.S. Highway 30 and E St.	Cozad
DS02-129	Grain Elevator	S. side U.S. Highway 30 between E St. and D St.	Cozad
DS02-130	Auto Garage	NW corner D St. and U.S. Highway 30	Cozad
DS02-131	Cozad Junior-Senior High School	W. side C St. between E. 8th St. and E. 9th St.	Cozad
DS02-132	School	N. side E. 8th St. between D St. and C St.	Cozad
DS02-133	Motel	E. side Highway 21 between I-80 and Johansen Dr.	Cozad
DS02-134	House	2007 Meridian Ave.	Cozad
DS02-135	House	1715 H St.	Cozad
DS02-136	House	W. side N St. between W. 14th St. and W. 16th St.	Cozad
DS02-137	House	NW corner K St. and W. 13th St.	Cozad
DS02-138	House	612 W. 11th St.	Cozad
DS02-139	House	525 W. 11th St.	Cozad

DS02-140	House	421 W. 11th St.	Cozad
DS02-141	House	417 W. 11th St.	Cozad
DS02-142	House	420 W. 11th St.	Cozad
DS02-143	House	1401 M St.	Cozad
DS02-144	House	SW corner M St. and W. 16th St.	Cozad
DS02-145	House	302 E. 14th St.	Cozad
DS02-146	House	601 E. 15th St.	Cozad
DS02-147	St. Christopher's Episcopal Church	SE corner E. 16th St. and B St.	Cozad
DS02-148	House	302 E. 15th St.	Cozad
DS02-149	House	917 D St.	Cozad
DS02-150	House	304 E. 13th St.	Cozad
DS02-151	House	208 E. 14th St.	Cozad
DS02-152	Church of God	NW corner E. 14th St. and E St.	Cozad
DS02-153	House	216 E. 12th St.	Cozad
DS02-154	American Lutheran Church	NE corner E. 12th St. and F St.	Cozad
DS02-155	House	209 E. 12th St.	Cozad
DS02-156	House	117 E. 12th St.	Cozad
DS02-157	Commercial Building	110 W. 12th St.	Cozad
DS02-158	House	1317 J St.	Cozad
DS02-159	House	1313 J St.	Cozad
DS02-160	House	SE corner J St. and W. 12th St.	Cozad
DS02-161	House	909 J St.	Cozad
DS02-162	House	710 W. 11th St.	Cozad
DS02-163	House	SW corner E. 14th St. and Potter St.	Cozad
DS02-164	House	1215 Potter St.	Cozad
DS02-165	House	1213 Potter St.	Cozad
DS02-166	House	410 E. 4th St.	Cozad
DS02-167	House	420 E. 4th St.	Cozad
DS02-168	Service Garage	N. side E. 5th St. between D St. and E St.	Cozad
DS02-169	Commercial Building	315 E. 5th St.	Cozad
DS02-170	Service Garage	NW corner E. 5th St. and D St.	Cozad
DS02-171	House	317 E. 5th St.	Cozad
DS02-172	Service Garage	N. side E. 6th St. between Meridian Ave. and F St.	Cozad
DS02-173	Service Garage	N. Highway 30 between F St. and Meridian Ave.	Cozad
DS02-174	Former Mill	S. side E. 6th St. between viaduct and F St.	Cozad
DS02-175	Cozad Christian Church	SW corner E. 9th St. and F St.	Cozad
DS02-176	House	915 F St.	Cozad
DS02-177	House	c.917 F St.	Cozad
DS02-178	House	921 F St.	Cozad
DS02-179	House	1015 F St.	Cozad
DS02-180	House	1101 C St.	Cozad

DS02-181	House	416 E. 11th St.	Cozad
DS02-182	House	NW corner E. 11th St. and D St.	Cozad
DS02-183	House	217 E. 11th St.	Cozad
DS02-184	House	204 E. 11th St.	Cozad
DS02-185	House	404 D St.	Cozad
DS02-186	House	517 E. 7th St.	Cozad
DS02-187	House	216 E. 7th St.	Cozad
DS02-188	House	215 E. 7th St.	Cozad
DS02-189	House	c.207 E. 7th St.	Cozad
DS02-190	Commercial Building	124-126 W. 7th St.	Cozad
DS02-191	Commercial Building	c.130 W. 7th St.	Cozad
DS02-192	Commercial Building	136 W. 7th St.	Cozad
DS02-193	Commercial Building	NE corner W. 7th St and H St.	Cozad
DS02-194	House	1315 H St.	Cozad
DS02-195	House	1501 H St.	Cozad
DS02-196	House	1110 Meridian Ave.	Cozad
DS02-197	W.E. May Building	c.817 Meridian Ave.	Cozad
DS02-198	Commercial Building	819 Meridian Ave.	Cozad
DS02-199	Commercial Building	W. side Meridian Ave. between 7th St. and 8th St.	Cozad
DS02-200	Commercial Building	708-706 Meridian Ave.	Cozad
DS02-201	Commercial Building	E. side Meridian Ave. between 8th St. and Alley	Cozad
DS02-202	Commercial Building	E. side Meridian Ave. between 8th St. and Alley	Cozad
DS02-203	Commercial Building	S. side W. 8th St. between H St. and Alley	Cozad
DS02-204	Auto Showroom	SE corner W. 8th St. and H St.	Cozad
DS02-205	Public Works Building	211 W. 8th St.	Cozad
DS02-206	Grocery Store	NW corner W. 8th St. and J St.	Cozad
DS02-207	Commercial Building	N. side W. 8th St. between H St. and Meridian Ave.	Cozad
DS02-208	Commercial Building	112 W. 8th St.	Cozad
DS02-209	Commercial Building	N. side E. 8th St. between Meridian Ave. and F St.	Cozad
DS02-210	Commercial Building	N. side E. 8th St. between Meridian Ave. and F St.	Cozad
DS02-211	Auto Showroom	NW corner E. 8th St. and F St.	Cozad
DS02-212	Commercial Building	217 E. 8th St	Cozad
DS02-213	Fire Station	229 E. 8th St.	Cozad
DS02-214	Auto Showroom	N.side E. 8th St between F St. and E St.	Cozad
DS02-215	Brick Sidewalks	N. side E. 8th St. between F St. and E St.	Cozad
DS02-216	House	401 E. 8th St.	Cozad
DS02-217	House	E. side C St. between E. 8th St. and E. 9th St.	Cozad

DS02-218	House	E. side C St. between E. 8th St. and E. 9th St.	Cozad
DS02-219	House	501 E. 9th St.	Cozad
DS02-220	House	609 E. 9th St.	Cozad
DS02-221	House	507 E. 9th St.	Cozad
DS02-222	House	402 W. 9th St.	Cozad
DS02-223	Veterans Memorial Park	N. side E. 9th St. between E. St and F St.	Cozad
DS02-224	Post Office	NE corner Meridian Ave. and E. 9th St.	Cozad
DS02-225	Elks Lodge	SE corner J St. and W. 9th St.	Cozad
DS02-226	House	302 W. 9th St.	Cozad
DS02-227	House	308 W. 9th St.	Cozad
DS02-228	House	213 W. 10th St.	Cozad
DS02-229	District 86 School	W. side E St. between E. 10th St. and E. 11th St.	Cozad
DS02-230	House	302 E. 10th St.	Cozad
DS02-231	House	306 E. 10th St.	Cozad
DS02-232	House	312 E. 10th St.	Cozad
DS02-233	House	318 E. 10th St.	Cozad
DS02-234	House	322 E. 10th St.	Cozad
DS02-235	House	NE corner E. 10th St. and D St.	Cozad
DS02-236	House	410 E. 10th St.	Cozad
DS02-237	House	601 E. 10th St.	Cozad
DS02-238	National Alpha Dehydrating and Milling Company	SW corner Meridian Ave. and Railroad St.	Cozad
DS04-003	Bank	NW corner Central Ave. and Ash St.	Eddyville
DS04-004	Bank	SE corner Central Ave. and Ash St.	Eddyville
DS04-007	House	609 Central Ave.	Eddyville
DS04-008	House	SW corner Central Ave. and Cypress St.	Eddyville
DS04-009	House	West side of Central Ave., between Cypress St. and Buzzard's Roost	Eddyville
DS04-010	House	SE Corner of Sycamore St. and Fourth Ave.	Eddyville
DS04-011	Scale House	West end of Ash St. at Fourth Ave.	Eddyville
DS04-012	Post Office	West side of Central Ave., between Ash St. and Cherry St.	Eddyville
DS04-013	House	SW corner Main St. and First Ave.	Eddyville
DS04-014	Eddyville Gymnasium	NE corner Sycamore St. and Second Ave.	Eddyville
DS04-015	House	109 Second Ave.	Eddyville
DS04-016	House	SE corner of Second Ave. and Oak St.	Eddyville
DS04-017	Church	SE corner Main St. and Second Ave.	Eddyville
DS04-018	House	506 Second Ave.	Eddyville

DS04-019	House	NW corner Maple St. and Second Ave.	Eddyville
DS04-020	Service Station	SE corner Ash St. and Fourth Ave.	Eddyville
DS04-021	Industrial Building	NE corner of Ash St. and Fourth St.	Eddyville
DS04-022	House	East side First Ave., between Cherry St. and Ash St.	Eddyville
DS04-023	House	SE corner Central Ave. and Cherry St.	Eddyville
DS05-011	Methodist Church	222 Lincoln Street	Farnam
DS05-012	Grain Elevator	N. side Railroad St. at Lincoln St.	Farnam
DS05-013	Farnam Schools	N. side Carabou St. between Crockett St. and Dawson St.	Farnam
DS05-014	House	603 Dawson St.	Farnam
DS05-015	House	604 Dawson St.	Farnam
DS05-016	House	524 Dawson St.	Farnam
DS05-017	House	513 Dawson St.	Farnam
DS05-018	Hosue	505 Dawson St.	Farnam
DS05-019	House	NE corner Dawson St. and Buffalo St.	Farnam
DS05-020	House	120 Lincoln St.	Farnam
DS05-021	St. Joseph's Catholic Church	NE corner Carabou St. and Main St.	Farnam
DS05-022	Service Garage	SE corner Moose St. and Lincoln St.	Farnam
DS05-023	House	301 Lincoln St.	Farnam
DS05-024	House	422 Lincoln St.	Farnam
DS05-025	House	E. side Lincoln St. between Elk St. and Buffalo St.	Farnam
DS05-026	House	SW corner Elk St and Lincoln St.	Farnam
DS05-027	House	621 Lincoln St.	Farnam
DS05-028	House	612 Main St.	Farnam
DS05-029	House	NW corner of Buffalo St. and Main St.	Farnam
DS05-030	House	522 Main St.	Farnam
DS05-031	House	513 Main St.	Farnam
DS05-032	House	503 Main St.	Farnam
DS05-033	House	504 Main St.	Farnam
DS05-034	Commercial Building	223 Main St	Farnam
DS05-035	Post Office	c.225 Main St.	Farnam
DS05-036	House	W. side Carson St. at Antelope St.	Farnam
DS05-037	House	321 Caribou St.	Farnam
DS06-001	Gothenburg Union Pacific Depot	N. side of Lafayette Park	Gothenburg
DS06-005	Presbyterian Church	SW corner 11th St. and Lake Ave.	Gothenburg
DS06-008	House	1705 Ave. G	Gothenburg
DS06-011	House	1320 Ave. F	Gothenburg
DS06-013	Boatsman-Kjelson House	1403 Ave. F	Gothenburg



DS06-014	Norsworthy House	1804 Lake Ave.	Gothenburg
DS06-017	Harry and Marian Williams House	1217 Lake Ave.	Gothenburg
DS06-018	House	404 11th St.	Gothenburg
DS06-019	House	1319 Ave. D	Gothenburg
DS06-020	House	1403 Ave. D	Gothenburg
DS06-022	House	1306 Ave. B	Gothenburg
DS06-024	Barn	N. side 18th St. between Ave. A and Ave. B	Gothenburg
DS06-025	Commercial Building	NE corner of 10th St. and Lake Ave.	Gothenburg
DS06-026	Commercial Building	E. side Lake Ave., between 10th St. and 11th St.	Gothenburg
DS06-027	Hotel Platte	E. side Lake Ave., between U.S. Highway 30 and 9th St.	Gothenburg
DS06-029	House	1124 Ave. F	Gothenburg
DS06-031	Kelly-Kittenbrink House	1304 Lake Ave.	Gothenburg
DS06-032	Frank Anderson House	503 Lake Ave.	Gothenburg
DS06-033	Duplex	1209-1211 Ave. A	Gothenburg
DS06-034	House	1303 Ave. A	Gothenburg
DS06-038	House	1421 Ave. A	Gothenburg
DS06-041	House	1720 Ave. B	Gothenburg
DS06-044	House	1611 Ave. B	Gothenburg
DS06-047	Andrew Danielson House	1421 Ave. B	Gothenburg
DS06-048	House	1412 Ave. B	Gothenburg
DS06-052	House	1218 Ave. B	Gothenburg
DS06-057	Fred Berger House	1303 Ave. C	Gothenburg
DS06-058	Ed Hurbut House	1304 Ave. C	Gothenburg
DS06-059	House	1315 Ave. C	Gothenburg
DS06-064	Conrad Krekeler House	1517 Ave. C	Gothenburg
DS06-066	House	SE corner Ave. C and 16th St.	Gothenburg
DS06-067	House	1620 Ave. C	Gothenburg
DS06-068	House	1702 Ave. C	Gothenburg
DS06-071	House	1212 Ave. D	Gothenburg
DS06-072	L. D. Rich House	1219 Ave. D	Gothenburg
DS06-073	John Kiewitt House	1302 Ave. D	Gothenburg
DS06-074	George Baak House	1315 Ave. D	Gothenburg
DS06-076	E. F. Scheide House	1413 Ave. D	Gothenburg
DS06-077	House	1418 Ave. D	Gothenburg
DS06-079	Clyde Hiles House	1511 Ave. D	Gothenburg
DS06-080	House	1604 Ave. D	Gothenburg
DS06-082	House	1616 Ave. D	Gothenburg
DS06-083	House	1620 Ave. D	Gothenburg
DS06-084	House	1703 Ave. D	Gothenburg
DS06-087	House	1720 Ave. D	Gothenburg
DS06-088	House	1721 Ave. D	Gothenburg

DS06-089	House	1812 Ave. D	Gothenburg
DS06-092	House	1915 Ave. D	Gothenburg
DS06-093	House	1926 Ave. D	Gothenburg
DS06-095	House	1103 Lake Ave.	Gothenburg
DS06-098	D.L. Thompson House	1311 Lake Ave.	Gothenburg
DS06-099	Gus Dalquist House	1315 Lake Ave.	Gothenburg
DS06-101	Norsworthy-Harvey House	1320 Lake Ave.	Gothenburg
DS06-102	House	1615 Lake Ave.	Gothenburg
DS06-103	Potter House	1602 Lake Ave.	Gothenburg
DS06-104	Larson House	1706 Lake Ave.	Gothenburg
DS06-106	Adolph Peterson House	1902 Lake Ave.	Gothenburg
DS06-107	Andrew M. Nelson House	1906 Lake Ave.	Gothenburg
DS06-109	House	1912 Lake Ave.	Gothenburg
DS06-111	E. G. West Park	S. side 20th St between Lake Ave. and Ave. F	Gothenburg
DS06-113	Walter Dale House	520 11th St.	Gothenburg
DS06-114	Clarence Strahle House	1109 Ave. F	Gothenburg
DS06-117	Carroll-Cotton House	1220 Ave. F	Gothenburg
DS06-118	House	1303 Ave. F	Gothenburg
DS06-120	W.J. Bartholomew House	1310 Ave. F	Gothenburg
DS06-123	J.M. Alexander House	1421 Ave. F	Gothenburg
DS06-124	House	1613 Ave. F	Gothenburg
DS06-127	Carl Quist House	1721 Ave. F	Gothenburg
DS06-131	House	1717 Ave. G	Gothenburg
DS06-133	House	2503 Ave. G	Gothenburg
DS06-135	House	204 9th St.	Gothenburg
DS06-136	House	308 9th St.	Gothenburg
DS06-140	George Erb Building	812 Lake Ave.	Gothenburg
DS06-141	Commercial Building	812 Lake Ave.	Gothenburg
DS06-142	Commercial Building	918 Lake Ave.	Gothenburg
DS06-145	Gene Tarr House	706 10th St.	Gothenburg
DS06-149	House	606 11th St.	Gothenburg
DS06-154	House	414 14th St	Gothenburg
DS06-157	H.C. Booker House	516 16th St.	Gothenburg
DS06-158	House	606 16th St.	Gothenburg
DS06-164	Turnquist House	310 16th St.	Gothenburg
DS06-165	V.W. Stebbins House	404 16th St.	Gothenburg
DS06-167	House	606 18th St.	Gothenburg
DS06-169	N.E. Axling House	722 18th St.	Gothenburg
DS06-172	House	1004 18th St.	Gothenburg
DS06-179	Episcopal Church	NE corner Ave. D and 15th St.	Gothenburg
DS06-190	Lafayette Park	N. of Lake Helen	Gothenburg
DS06-191	Vannier Ford Building	N. side U.S. Highway 30 between Ave. L and Ave. K	Gothenburg
DS06-193	Dr. E. Stevenson House	1314 Lake Ave.	Gothenburg

DS06-194	House	1505 Ave. F	Gothenburg
DS06-197	T. L. Carroll Elevator	S. side U.S. Hwy 30 at railroad tracks, between Lake Ave. and Ave. D	Gothenburg
DS06-198	Hangar-Building No. 3	Gothenburg Municipal Airport	Gothenburg
DS06-199	Single-"T" Hangar-Building No. 6	Gothenburg Municipal Airport	Gothenburg
DS06-200	Rotating Beacon and Tower	Gothenburg Municipal Airport	Gothenburg
DS06-202	Calling Garage	N. side U.S. Highway 30 between Lake Ave. and Ave. F	Gothenburg
DS06-203	Calling Garage	N. side U.S. Highway 30 between Lake Ave. and Ave. F	Gothenburg
DS06-204	House	1116 Ave. F	Gothenburg
DS06-205	Gothenburg City Building	409 9th St.	Gothenburg
DS06-206	Commercial Building	528 9th St.	Gothenburg
DS06-207	House	925 Ave. D	Gothenburg
DS06-208	Commercial Building	c.415 9th St.	Gothenburg
DS06-209	Commercial Building	417 9th St.	Gothenburg
DS06-210	Commercial Building	c.511 9th St.	Gothenburg
DS06-211	Commercial Block	SW corner 9th St. and Ave. F	Gothenburg
DS06-212	Auto Repair	524 9th St.	Gothenburg
DS06-213	Commercial Block	603 9th St.	Gothenburg
DS06-214	Commercial Building	S. side 9th St., between Ave. F and viaduct	Gothenburg
DS06-215	Garage	S. side 9th St. between viaduct and Ave. F	Gothenburg
DS06-216	State Highway Garage	N. side 9th St. at viaduct	Gothenburg
DS06-217	House	212 9th St.	Gothenburg
DS06-218	House	317 10th St.	Gothenburg
DS06-219	Sun Theater	NE corner 10th St. and Ave. D	Gothenburg
DS06-220	Commercial Building	412 10th St.	Gothenburg
DS06-221	Commercial Building	416 10th St.	Gothenburg
DS06-222	Commercial Building	512 10th St.	Gothenburg
DS06-223	House	c.709 10th St.	Gothenburg
DS06-224	House	904 11th St.	Gothenburg
DS06-225	House	802 11th St.	Gothenburg
DS06-226	House	412 11th St.	Gothenburg
DS06-227	House	1118 Ave. F	Gothenburg
DS06-228	House	1808 Ave. D	Gothenburg
DS06-229	House	812 12th St.	Gothenburg
DS06-230	Service Garage	817 Ave. F	Gothenburg
DS06-231	House	1015 Ave. F	Gothenburg
DS06-232	House	1910 Ave. D	Gothenburg
DS06-233	House	1219 Ave. F	Gothenburg
DS06-234	House	1215 Lake Ave.	Gothenburg
DS06-235	House	1213 Lake Ave.	Gothenburg
DS06-236	Post Office	SE corner 11th St. and Lake Ave.	Gothenburg

DS06-237	Commercial Building	915 Lake St.	Gothenburg
DS06-238	E.G. West Building	E. side Lake Ave. between 9th St. and 10th St.	Gothenburg
DS06-239	Commercial Block	905 Lake Ave.	Gothenburg
DS06-240	Commercial Building	NE corner Lake Ave. and 9th St.	Gothenburg
DS06-241	Dale Building	916 Lake Ave.	Gothenburg
DS06-242	Commercial Building	922 Lake Ave.	Gothenburg
DS06-243	Commercial Building	924 Lake Ave.	Gothenburg
DS06-244	Commercial Building	827 Lake Ave.	Gothenburg
DS06-245	Commercial Building	819 Lake Ave.	Gothenburg
DS06-246	Commercial Building	817 Lake Ave.	Gothenburg
DS06-247	Commercial Building	815 Lake Ave.	Gothenburg
DS06-248	Commercial Building	807 Lake Ave.	Gothenburg
DS06-249	Commercial Building	822 Lake Ave.	Gothenburg
DS06-250	Commercial Block	828 Lake Ave.	Gothenburg
DS06-251	House	2504 Ave. F	Gothenburg
DS06-252	House	2405 Ave. F	Gothenburg
DS06-253	House	2220 Ave. F	Gothenburg
DS06-254	House	2122 Ave. F	Gothenburg
DS06-255	House	2121 Ave. F	Gothenburg
DS06-256	Holcomb House	2017 Lake Ave.	Gothenburg
DS06-257	House	2312 Grand Crescent Dr.	Gothenburg
DS06-258	House	SE corner of Grand Crescent Dr. and 22nd St.	Gothenburg
DS06-259	House	522 22nd St.	Gothenburg
DS06-260	House	2008 Ave. G	Gothenburg
DS06-261	Utilitarian Building	320 7th St.	Gothenburg
DS06-262	House	NW corner Ave. D and 18th St.	Gothenburg
DS06-263	Motel	NE corner of Highway 47 and Interstate Highway 80	Gothenburg
DS06-264	Motel	207 Highway 47	Gothenburg
DS06-265	House	1018 Ave. D	Gothenburg
DS06-266	Service Garage	E. side Ave. D, between 10th and 11th Sts.	Gothenburg
DS06-267	House	310 10th St.	Gothenburg
DS06-268	House	c.1307 Ave. A	Gothenburg
DS06-269	House	1407 Ave. A	Gothenburg
DS06-270	House	W. side Ave. A at W. end of 17th St.	Gothenburg
DS06-271	Bridge	W. side Lafayette Park	Gothenburg
DS06-272	Dam	S. side Lafayette Park at near NW corner Lake Helen	Gothenburg
DS06-273	Lake Helen	W. side Lake Ave. between 27th St. and 20th St.	Gothenburg
DS06-274	Duplex	1822-1824 Lake Ave.	Gothenburg
DS06-275	Evangelical Free Church	SE corner Lake Ave. and 18th St.	Gothenburg

DS06-276	House	SE corner Lake Ave. and 17th St.	Gothenburg
DS06-277	G.E. Mahan House	1616 Lake Ave.	Gothenburg
DS06-278	House	W. side Lake Ave. between 16th St and 17th St.	Gothenburg
DS06-279	McVicker House	1518 Lake Ave.	Gothenburg
DS06-280	First United Methodist Church	NE corner Lake Ave. and 14th St.	Gothenburg
DS06-281	House	1307 Lake Ave.	Gothenburg
DS06-282	House	1303 Lake Ave.	Gothenburg
DS06-283	House	1406 Ave. F	Gothenburg
DS06-284	Original Pony Express Station	N. side 15th St in Ehmen Park	Gothenburg
DS06-285	Ehmen Park	N. side 15th St between Lake Ave. and Ave. F	Gothenburg
DS06-286	Church	1420 Ave. F	Gothenburg
DS06-287	House	W. side Ave. F between 17th St and 18th St.	Gothenburg
DS06-288	House	E. side Ave. F between 18th St. and 19th St.	Gothenburg
DS06-289	Gothenburg Memorial Hospital	SE corner 20th St. and Ave. F	Gothenburg
DS06-290	House	620 18th St.	Gothenburg
DS06-291	Masonic Temple	SE corner Ave. G and 15th St.	Gothenburg
DS06-292	American Lutheran Church	NW side Ave. G between 16th St. and 15th St.	Gothenburg
DS06-293	House	1621 Ave. G	Gothenburg
DS06-294	House	1610 Ave. G	Gothenburg
DS06-295	House	c.413 16th St	Gothenburg
DS06-296	House	518 16th St.	Gothenburg
DS06-297	House	412 15th St.	Gothenburg
DS06-298	House	N. side 14th St between Lake Ave. and Ave. F	Gothenburg
DS06-299	House	305 13th St.	Gothenburg
DS06-300	House	NE corner Ave. I and 19th St.	Gothenburg
DS06-301	Service Garage	W. side Ave. L between U.S. Highway 30 and 10th St.	Gothenburg
DS06-302	Commercial Building	NW corner U.S. Highway 30 and Ave. I	Gothenburg
DS06-303	Commercial Building	718 U.S. Highway 30	Gothenburg
DS06-304	Commercial Building	712 U.S. Highway 30	Gothenburg
DS06-305	Service Garage	NE corner Ave. D and U.S. Highway 30	Gothenburg
DS06-306	Service Station	NW corner U.S. Highway 30 and Ave. D	Gothenburg
DS06-307	House	1322 Ave. B	Gothenburg
DS06-308	House	W. side Ave. B, between 14th and 15th Sts.	Gothenburg
DS06-309	House	1709 Ave. B	Gothenburg
DS06-310	House	1914 Ave. C	Gothenburg
DS06-311	House	1816 Ave. C	Gothenburg

DS06-312	House	1518 Ave. C	Gothenburg
DS06-313	House	1418 Ave. C	Gothenburg
DS06-314	House	1408 Ave. C	Gothenburg
DS06-315	House	SE corner Ave. C and 14th St.	Gothenburg
DS06-316	House	1309 Ave. C	Gothenburg
DS06-317	House	1504 Ave. D	Gothenburg
DS06-318	House	1509 Ave. D	Gothenburg
DS06-319	House	1608 Ave. D	Gothenburg
DS06-320	House	1617 Ave. D	Gothenburg
DS06-321	House	1708 Ave. D	Gothenburg
DS07-004	House	407 N. Washington St.	Lexington
DS07-006	Carr & Fleming Building	501 N. Washington St.	Lexington
DS07-007	First National Bank	525 N. Washington St.	Lexington
DS07-009	First Methodist Episcopal Church	NE corner E. 8th St. and N. Grant St.	Lexington
DS07-014	House	900 N. Washington St	Lexington
DS07-015	House	908 N. Washington St.	Lexington
DS07-016	House	1001 N. Jackson St.	Lexington
DS07-017	Lexington Public School	E. side Washington St., between E. 11th and E. 12th Sts.	Lexington
DS07-018	House	1200 N. Jackson St.	Lexington
DS07-021	H .V. Temple House	305 E. 13th St.	Lexington
DS07-022	House	305 E. 13th St.	Lexington
DS07-024	House	1310 N. Washington St.	Lexington
DS07-025	House	1401 N. Washington St.	Lexington
DS07-026	Gunn-Grantham House	101 W. 15th St.	Lexington
DS07-027	House	108 E. 13th St.	Lexington
DS07-032	Emile Mathias F. Leflang House	1007 N. Washington St.	Lexington
DS07-039	Church of Christ	1011 N. Lincoln St.	Lexington
DS07-040	First Presbyterian Church	NW corner W. 8th St. and N. Lincoln St.	Lexington
DS07-045	House	1312 N. Madison St.	Lexington
DS07-048	House	401 W. 6th St.	Lexington
DS07-052	Lexington Post Office	203 E.6th St.	Lexington
DS07-054	Willow Island Union Pacific RR Station	W. side N. Taft between E. 7th St. and Memorial Park	Lexington
DS07-059	Commercial Building	S. side W. 6th St., between N. Taylor and N. Johnson Sts.	Lexington
DS07-064	Steven Potter House	909 N. Grant St.	Lexington
DS07-065	Brick Streets	Along Washington St. between 16th St. and U.S.Highway 30	Lexington
DS07-066	LR Ranch Motel	605 U.S. Highway 30	Lexington
DS07-067	Hollingsworth Motel	NW Corner U.S. Highway 30 and Monroe	Lexington
DS07-068	Gas Station	SE corner 4th and Grant St.	Lexington

DS07-069	Former Cabin Court	E. side of Johnson St., just north of U.S. Highway 30	Lexington
DS07-070	Green Valley Motel	311 W. 5th St.	Lexington
DS07-071	Gas Station	NW corner W. 7th St. and Washington St.	Lexington
DS07-072	House	1307 Park St.	Lexington
DS07-073	House	951 W. 11th St.	Lexington
DS07-074	House	959 W. 11th St.	Lexington
DS07-075	House	932 W. 12th St.	Lexington
DS07-076	House	1008 Ontario St.	Lexington
DS07-077	House	312 Vine St.	Lexington
DS07-078	House	806 Madison St.	Lexington
DS07-079	House	305 Elm St.	Lexington
DS07-080	Evangelical Free Church	810 Washington St.	Lexington
DS07-081	House	711 Madison St.	Lexington
DS07-082	House	N. side Cedar St. between Harrison St. and Madison St.	Lexington
DS07-083	House	306 Walnut St.	Lexington
DS07-084	House	310 Walnut St.	Lexington
DS07-085	House	401 Maple St.	Lexington
DS07-086	House	410 Oak St.	Lexington
DS07-087	House	E. side of Lincoln St. between Cedar St. and High St.	Lexington
DS07-088	Commercial Building	SW corner of RR and Washington St.	Lexington
DS07-089	Scale House	W. side Washington St. between Railroad tracks and Vine St.	Lexington
DS07-090	Grain Elevator	W. of Washington St. at RR tracks	Lexington
DS07-091	Motel	801 Plum Creek Parkway	Lexington
DS07-092	Gas Station	N. side Washington Blvd. between Plum Creek Pkwy and High St.	Lexington
DS07-093	Drive-in Restaurant	700 Washington Blvd.	Lexington
DS07-094	Bank	E. side Plum Creek Parkway at Washington Blvd.	Lexington
DS07-095	House	504 20th St.	Lexington
DS07-096	House	307 Polk Rd.	Lexington
DS07-097	House	313 17th St.	Lexington
DS07-098	House	1808 Hoover St.	Lexington
DS07-099	House	1812 Hoover St.	Lexington
DS07-100	House	1816 Hoover St.	Lexington
DS07-101	House	1813 Hoover St.	Lexington
DS07-102	House	1711 Hoover St.	Lexington
DS07-103	House	NW corner N. Monroe St. and 5th St.	Lexington
DS07-104	House	603 E. 6th St.	Lexington
DS07-105	House	609 E. 6th St.	Lexington
DS07-106	House	301 N. Monroe St.	Lexington

DS07-107	House	603 E. 7th St.	Lexington
DS07-108	House	406 E. 6th St.	Lexington
DS07-109	St. Ann's Catholic Church	NE corner E. 6th St. and N. Jackson St.	Lexington
DS07-110	Commercial Building	211 E.6th St.	Lexington
DS07-111	Commercial Building	N. side E. 6th St, between N. Jackson and Jefferson Sts.	Lexington
DS07-112	Commercial Building	119 E. 6th St.	Lexington
DS07-113	Auto Showroom	SW corner E. 6th St. and Grant St.	Lexington
DS07-114	Commercial Building	114 E. 6th St.	Lexington
DS07-115	Commercial Building	S. side W. 6th St, between N. Washington and Lincoln Sts.	Lexington
DS07-116	Duplex	204 W. 6th St.	Lexington
DS07-117	Berean Fundamentalist Church	NE corner W. 6th St. and N. Madison St.	Lexington
DS07-118	Triplex	403-405 W. 6th St.	Lexington
DS07-119	House	407 W. 6th St.	Lexington
DS07-120	House	506 W. 6th St.	Lexington
DS07-121	House	503 W. 7th St.	Lexington
DS07-122	House	309 W. 7th St.	Lexington
DS07-123	House	207 W. 7th St.	Lexington
DS07-124	Bank	110 W. 7th St.	Lexington
DS07-125	House	301 E. 7th St.	Lexington
DS07-126	House	309 E. 7th St.	Lexington
DS07-127	House	311 E. 7th St.	Lexington
DS07-128	House	312 E. 7th St.	Lexington
DS07-129	House	505 E. 7th St.	Lexington
DS07-130	First Baptist Church	SW corner N. Monroe St. and E. 8th St.	Lexington
DS07-131	House	311 E. 8th St.	Lexington
DS07-132	House	308 E. 8th St.	Lexington
DS07-133	House	304 E. 8th St.	Lexington
DS07-134	House	210 E. 8th St.	Lexington
DS07-135	House	211 E. 8th St.	Lexington
DS07-136	House	204 E. 8th St.	Lexington
DS07-137	House	204 W. 8th St.	Lexington
DS07-138	House	405 W. 8th St.	Lexington
DS07-139	House	500 E. 8th St.	Lexington
DS07-140	House	409 W. 9th St.	Lexington
DS07-141	House	406 W. 9th St.	Lexington
DS07-142	House	306 W. 9th St.	Lexington
DS07-143	House	204 W. 9th St.	Lexington
DS07-144	House	110 W. 9th St.	Lexington
DS07-145	Brick Streets	Residential and Commercial Streets in Lexington	Lexington
DS07-146	House	201 E. 9th St.	Lexington



DS07-147	House	N. side E. 9th St. between N. Grant and N. Jackson Sts.	Lexington
DS07-148	Triplex	511-511 1/2 W. 10th St.	Lexington
DS07-149	Library	NE corner W. 10th St. and N. Washington St.	Lexington
DS07-150	House	107 W. 10th St.	Lexington
DS07-151	House	110 W. 11th St.	Lexington
DS07-152	House	111 W. 11th St.	Lexington
DS07-153	Apartment Complex	1209-1211 N. Monroe St.	Lexington
DS07-154	House	E. side N. Monroe St., between E. 11th and E. 12th Sts.	Lexington
DS07-155	House	1200 N. Fillmore St.	Lexington
DS07-156	House	SW corner N. Washington St. and E. 13th St.	Lexington
DS07-157	House	1201 N. Washington St.	Lexington
DS07-158	House	1107 N. Washington St.	Lexington
DS07-159	House	1105 N. Washington St.	Lexington
DS07-160	House	1101 N. Washington St.	Lexington
DS07-161	Commercial Building	505 N. Washington St.	Lexington
DS07-162	Commercial Building	515 N Washington St.	Lexington
DS07-163	Commercial Building	521 N Washington St.	Lexington
DS07-164	Commercial Building	500 E. 5th St.	Lexington
DS07-165	Commercial Building	502 N. Washington St.	Lexington
DS07-166	Commercial Building	508 N. Washington St.	Lexington
DS07-167	Commercial Building	512 N. Washington St.	Lexington
DS07-168	Commercial Building	516 N. Washington St.	Lexington
DS07-169	Commercial Building	518 N. Washington St.	Lexington
DS07-170	Thomas Building	520 N. Washington St.	Lexington
DS07-171	Barmore Drug	600 N. Washington St.	Lexington
DS07-172	Commercial Building	606 N. Washington St.	Lexington
DS07-173	Barmore Drug	608 N. Washington St.	Lexington
DS07-174	Commercial Building	614 N. Washington St.	Lexington
DS07-175	Dawson Lodge 93	616-618 N. Washington St.	Lexington
DS07-176	Commercial Block	617-621 N. Washington St.	Lexington
DS07-177	Theater	615 N. Washington St.	Lexington
DS07-178	Commercial Building	413 N. Washington St.	Lexington
DS07-179	Commercial Building	403 N. Washington St.	Lexington
DS07-180	Commercial Building	401 N. Washington St	Lexington
DS07-181	Commercial Building	402 Grant St	Lexington
DS07-182	Auto Showroom	201 E. 5th St.	Lexington
DS07-183	Trinity Evangelical Lutheran Church	NE corner N. Grant and E. 7th St.	Lexington
DS07-184	Commercial Building	612-614 N. Grant St.	Lexington
DS07-185	House	W. side N. Grant between E. 9th and E. 10th St.	Lexington
DS07-186	House	910 N. Grant St.	Lexington
DS07-187	House	1004 N. Grant St.	Lexington

DS07-188	Hosue	1008 N .Grant St.	Lexington
DS07-189	House	1010 N. Grant St.	Lexington
DS07-190	Masonic Temple	SE corner N. Washington St. and E. 9th St.	Lexington
DS07-191	House	807 N. Washington St.	Lexington
DS07-192	Office Building	806 N. Washington St.	Lexington
DS07-193	Library	705 N. Washington St.	Lexington
DS07-194	Commercial Building	114 W. 5th St.	Lexington
DS07-195	Commercial Building	109 W. 5th St.	Lexington
DS07-196	Commercial Building	113 W. 5th St.	Lexington
DS07-197	House	211 W. 5th St.	Lexington
DS07-198	House	309 W. 5th St.	Lexington
DS07-199	Commercial Building	S. side E. 5th St., between N. Grant St. and N. Washington St.	Lexington
DS07-200	House	509 E. 5th St.	Lexington
DS07-201	Auto Showroom	NW corner of N. Jefferson St. and E. 4th St.	Lexington
DS07-202	House	W. side N. Jefferson St. between E. 9th and E. 10th St.	Lexington
DS07-203	House	1007 N. Jefferson St	Lexington
DS07-204	House	1201 N. Jefferson St.	Lexington
DS07-205	House	1809 N. Cleveland St.	Lexington
DS07-206	House	411 17th St.	Lexington
DS07-207	Service Garage	SW corner W. 5th St. and N. Lincoln St.	Lexington
DS07-208	Commercial Building	123 W. 5th St.	Lexington
DS07-209	Commercial Building	W. side N. Lincoln St., between W. Fifth St. and W. Sixth St.	Lexington
DS07-210	Great Western Bank	SW corner W. Sixth St. and N. Lincoln St.	Lexington
DS07-211	Commercial Building	NW corner W. 6th St. and N. Lincoln St.	Lexington
DS07-212	House	911 N. Lincoln St.	Lexington
DS07-213	House	1001 N. Lincoln St.	Lexington
DS07-214	House	1002 N. Lincoln St.	Lexington
DS07-215	House	1007 N. Lincoln St.	Lexington
DS07-216	Duplex	1008-1010 N. Lincoln St.	Lexington
DS07-217	House	1110 N. Lincoln St.	Lexington
DS07-218	House	1306 N. Lincoln St.	Lexington
DS07-219	House	1406 N. Lincoln St.	Lexington
DS07-220	House	1409 N. Lincoln St.	Lexington
DS07-221	House	1412 N. Lincoln St.	Lexington
DS07-222	Pioneer Park	W. Side N. Lincoln St., between W. 15th St. and W. 16th St.	Lexington
DS07-223	House	1510 N. Lincoln St.	Lexington
DS07-224	House	1613 N. Lincoln St.	Lexington
DS07-225	House	1511 N. Madison St.	Lexington

DS07-226	House	1409 N. Madison St.	Lexington
DS07-227	House	1408 N. Madison St.	Lexington
DS07-228	House	1311 N. Madison St.	Lexington
DS07-229	House	NE Corner N. Madison St. and W. 13th St.	Lexington
DS07-230	House	1205 N. Madison St.	Lexington
DS07-231	House	1110 N. Madison St.	Lexington
DS07-232	House	W. side N. Madison St., between W. 11th St. and W. 12th St.	Lexington
DS07-233	House	1706 Hoover St.	Lexington
DS07-234	House	1302 N. Washington St.	Lexington
DS07-235	House	1402 N. Washington St.	Lexington
DS07-236	House	1406 N. Washington St.	Lexington
DS07-237	Lexington Community Hospital	SE corner N. Grant St. and W. 17th St.	Lexington
DS07-238	House	404 Apache Rd.	Lexington
DS07-239	House	SE corner 20th St. and Plum Creek Ln.	Lexington
DS07-240	House	1805 Plum Creek Ln.	Lexington
DS07-241	House	1711 Cleveland St.	Lexington
DS07-242	Statue	W. side Dawson County Court-house Square	Lexington
DS07-243	House	205 W. 12th St.	Lexington
DS07-244	House	N. side W. 12th St. between N. Madison St. and N. Lincoln St.	Lexington
DS07-245	House	912 N. Johnson St.	Lexington
DS07-246	House	1504 N. Taylor St.	Lexington
DS07-247	House	E. side N. Harrison St. between W. 9th St. and W. 10th St.	Lexington
DS07-248	House	711 N. Harrison St.	Lexington
DS07-249	House	611 N. Madison St.	Lexington
DS07-250	Brick Sidewalks	N. Washington St. at W. 13th St.	Lexington
DS07-251	Commercial Building	NE corner of U.S. Highway 30 and E. 3rd St.	Lexington
DS07-252	House	1406 N. Grant St.	Lexington
DS07-253	House	1404 N. Grant St.	Lexington
DS07-254	House	1403 N. Grant St.	Lexington
DS07-255	House	N. side W. 13th St between N. Grant St. and N. Jefferson St.	Lexington
DS07-256	House	301 E. 13th St.	Lexington
DS07-257	House	402 E. 13th St.	Lexington
DS07-258	House	1603 N. Tyler St.	Lexington
DS07-259	Apartment Complex	NE corner N. Tyler St. and E. 14th St.	Lexington
DS07-260	Reed Schoolhouse	W. side Taft between 7th St. and Memorial Park	Lexington

DS07-261	Log House	W. side N. Taft St. between Memorial Park and E. 7th St.	Lexington
DS07-262	Saint Ann's School	E. side N. Taft between E. 7th St and E. 11th St.	Lexington
DS07-263	House	806 N. Jackson St.	Lexington
DS07-264	House	1003 N. Jackson St.	Lexington
DS07-265	House	1012 N. Jackson St.	Lexington
DS07-266	House	1504 E. Jackson St.	Lexington
DS07-267	House	W. side E. Jackson St. at curve, between E. 13th St. and E. 15th St.	Lexington
DS07-268	House	209 W. 16th St.	Lexington
DS07-269	House	309 W. 16th St.	Lexington
DS07-270	House	1403 E. Jackson St.	Lexington
DS07-271	Gas Station	NW corner U.S. Highway 30 and Taft St.	Lexington
DS07-272	Service Garage	N. side U.S. Highway 30 between Grant St. and viaduct	Lexington
DS07-273	Service Garage	403 W. 5th St.	Lexington
DS07-274	Service Station	NE corner U.S. Highway 30 and Taylor St.	Lexington
DS07-275	Industrial Building	NE corner U.S. Highway 30 and N. Ontario St.	Lexington
DS08-003	Overton School	N. side Seventh St. at C St.	Overton
DS08-008	House	101 Seventh St.	Overton
DS08-013	United Methodist Church	NW corner Sixth St. and D St.	Overton
DS08-015	House	602 E St.	Overton
DS08-017	Overton National Bank	NW corner Fourth St. and C St.	Overton
DS08-018	Union Pacific Depot	W. side C St., between Fifth St. and Sixth St.	Overton
DS08-023	Service Garage	NW corner Fifth St. and D St.	Overton
DS08-024	Commercial Building	W. side C St., between Fifth St. and Sixth St.	Overton
DS08-025	Commercial Building	SW corner C St. and Fifth St.	Overton
DS08-026	Post Office	W. side C St., between Fifth St. and Sixth St.	Overton
DS08-027	Commercial Building	513 C St.	Overton
DS08-028	House	SE corner Eighth St. and E St.	Overton
DS08-029	Holy Rosary Church	SW corner Sixth St. and D St.	Overton
DS08-030	House	301 Sixth St.	Overton
DS08-031	House	302 Sixth St.	Overton
DS08-032	House	504 Lincoln St.	Overton
DS08-033	Service Garage	NW corner D St. and U.S. Highway 30	Overton
DS08-034	Commercial Building	417 U.S. Highway 30	Overton
DS08-035	Commercial Building	N. side U.S. Highway 30, between D St. and C. St.	Overton
DS08-036	Commercial Building	N. side U.S. Highway 30, between D St. and C. St.	Overton

DS08-037	Wayside Park	S. side of U.S. Highway 30, adjacent to railroad tracks	Overton
DS08-038	Highway Marker	S. side U.S. Highway 30, between C St. and B. St.	Overton
DS08-039	Gas Station	NE corner U.S. Highway 30 and Lincoln St.	Overton
DS08-040	House	802 Lincoln St.	Overton
DS08-041	House	W. side Lincoln St., between Ninth St. and Eight St.	Overton
DS08-042	House	W. side B St. between Ninth St. and Eighth St.	Overton
DS08-043	House	709 B St.	Overton
DS08-044	House	705 B St.	Overton
DS08-045	House	601 A St.	Overton
DS08-046	House	603 D St.	Overton
DS08-047	House	801 D St.	Overton
DS08-048	House	807 D St.	Overton
DS08-049	House	604 Ninth St.	Overton
DS08-050	House	705 Ninth St.	Overton
DS08-051	House	E. side C St. between First St. and Town limits	Overton
DS08-052	House	N. side First St. between 24B and B St.	Overton
DS08-053	House	NW corner C St. and First St.	Overton
DS08-054	Grain Elevator	N. side Third St. at B St.	Overton
DS09-001	House	SE corner of Fifth St. and Elm St.	Sumner
DS09-002	House	301 Fifth St.	Sumner
DS09-005	Sod House	E. side Oak St, between Fifth St. and Fourth St.	Sumner
DS09-006	Post Office	NE corner Main St. and Fifth St.	Sumner
DS09-008	School	N. side Fifth St., between Elm St. and Ash St.	Sumner
DS09-009	House	606 Ash St.	Sumner
DS09-010	House	305 Fourth St.	Sumner
DS09-011	House	409 Fifth St.	Sumner
DS09-012	House	NE corner Cherry St. and Fifth St.	Sumner
DS09-013	House	307 Fifth St.	Sumner
DS09-014	House	305 Fifth St.	Sumner
DS09-015	Commercial Building	S. side Fifth St., between Main St. and Elm St.	Sumner
DS09-016	Bank	SW corner Main St. and Fifth St.	Sumner
DS09-017	House	S. side State Highway 40, between Main St. and Elm St.	Sumner
DS09-018	House	206 Fourth St.	Sumner
DS09-019	House	SW corner Fourth St. and Elm St.	Sumner
DS09-020	House	103 Main St.	Sumner
DS09-021	House	NW corner Second St. and Elm St.	Sumner

DS09-022	House	NW corner Poplar St. and County Rd. 767	Sumner
DS09-023	House	NE corner Chestnut St. and Fifth St.	Sumner
DS09-024	House	303 Fifth St.	Sumner
DS09-025	House	301 Fifth St.	Sumner
DS09-026	House	209 Sixth St.	Sumner
DS09-027	House	201 Sixth St.	Sumner
DS09-028	Service Garage	W side Main St., between Fifth St. and Sixth St.	Sumner
DS10-001	General Store	NW corner CR 416 and U.S. Highway 30	Willow Island
DS10-002	Grain Elevator	SW of U.S. Highway 30 and CR 763	Willow Island
DS10-003	Commercial Building	SE of U.S. Highway 30 and CR 763	Willow Island
DS10-004	Garage	NE corner CR 416 and U.S. Highway 30	Willow Island



# APPENDIX B.

## LIST OF SURVEYED PROPERTIES

### ASSOCIATED WITH THE LINCOLN HIGHWAY

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<b>NeHSI #</b>	<b>Name</b>	<b>Address</b>	<b>City</b>
DS00-017	Culvert	Rural	Overton
DS00-018	Concrete Bridge	Rural	Cozad
DS00-244	Lincoln Highway Roadbed	Rural	Gothenburg
DS00-285	Café	Rural	Darr
DS00-295	Lincoln Highway Alignment	Rural	Gothenburg
DS00-306	U.S. Highway 30	Rural	Various
DS02-055	Gas Station	801 E. 8th St.	Cozad
DS02-109	Service Station	NE corner Meridian Ave. and U.S. Highway 30	Cozad
DS02-110	Service Station	N. side Highway 30 between E St. and F St.	Cozad
DS02-112	Service Station	NW corner U.S. Highway 30 and A St.	Cozad
DS02-120	Tourist Cabin	E. side Newell St. between E. 8th St. and E. 7th St.	Cozad
DS02-123	Tourist Cabin	702 E. 8th St.	Cozad
DS02-127	Service Station	116 W. U.S. Highway 30	Cozad
DS02-128	Auto Garage	NE corner U.S. Highway 30 and E St.	Cozad
DS02-130	Auto Garage	NW corner D St. and U.S. Highway 30	Cozad
DS02-168	Service Garage	N. side E. 5th St. between D St. and E St.	Cozad
DS02-169	Commercial Building	315 E. 5th St.	Cozad
DS02-170	Service Garage	NW corner E. 5th St. and D St.	Cozad
DS02-172	Service Garage	N. side E. 6th St. between Meridian Ave. and F St.	Cozad
DS02-173	Service Garage	N. U.S. Highway 30 between F St. and Meridian Ave.	Cozad
DS02-204	Auto Showroom	SE corner W. 8th St. and H St.	Cozad
DS02-211	Automobile Showroom	NW corner E. 8th St. and F St.	Cozad
DS02-214	Auto Showroom	N. side E. 8th St between F St. and E St.	Cozad
DS06-191	Vannier Ford Building	N. side U.S. Highway 30 between Ave. L and Ave. K	Gothenburg
DS06-202	Calling Garage	N. side U.S. Highway 30 between Lake Ave. and Ave. F	Gothenburg
DS06-203	Calling Garage	N. side U.S. Highway 30 between Lake Ave. and Ave. F	Gothenburg
DS06-206	Commercial Building	528 9th St.	Gothenburg
DS06-212	Auto Repair	524 9th St.	Gothenburg
DS06-215	Garage	S. side 9th St. between viaduct and Ave. F	Gothenburg
DS06-230	Service Garage	817 Ave. F	Gothenburg
DS06-266	Service Garage	E. side Ave. D, between 10th and 11th Sts.	Gothenburg



DS06-301	Service Garage	W. side Ave. L between U.S. Highway 30 and 10th St.	Gothenburg
DS06-305	Service Garage	NE corner Ave. D and U.S. Highway 30	Gothenburg
DS06-306	Service Station	NW corner U.S. Highway 30 and Ave. D	Gothenburg
DS07-066	LR Ranch Motel	605 U.S. Highway 30	Lexington
DS07-067	Hollingsworth Motel	NW corner U.S. Highway 30 and Monroe	Lexington
DS07-068	Gas Station	SE corner 4th and Grant St.	Lexington
DS07-069	Former Cabin Court	E. side of Johnson St., just north of U.S. Highway 30	Lexington
DS07-070	Green Valley Motel	311 W. 5th St.	Lexington
DS07-071	Gas Station	NW corner W. 7th St. and Washington St.	Lexington
DS07-113	Auto Showroom	SW corner E. 6th St. and Grant St.	Lexington
DS07-182	Auto Showroom	201 E. 5th St.	Lexington
DS07-201	Auto Showroom	NW corner of N. Jefferson St. and E. 4th St.	Lexington
DS07-207	Service Garage	SW corner W. 5th St. and N. Lincoln St.	Lexington
DS07-222	Pioneer Park	W. side N. Lincoln St., between W. 15th St. and W. 16th St.	Lexington
DS07-271	Gas Station	NW corner U.S. Highway 30 and Taft St.	Lexington
DS07-272	Service Garage	N. side U.S. Highway 30 between Grant St. and viaduct	Lexington
DS07-273	Service Garage	403 W. 5th St.	Lexington
DS07-274	Service Station	NE corner U.S. Highway 30 and Taylor St.	Lexington
DS08-023	Service Garage	NW corner Fifth St. and D St.	Overton
DS08-033	Service Garage	NW corner D St. and U.S. Highway 30	Overton
DS08-034	Commercial Building	417 U.S. Highway 30	Overton
DS08-035	Commercial Building	N. side U.S. Highway 30, between D St. and C. St.	Overton
DS08-036	Commercial Building	N. side U.S. Highway 30, between D St. and C. St.	Overton
DS08-037	Wayside Park	S. side of U.S. Highway 30, adjacent to railroad tracks	Overton
DS08-038	Highway Marker	S. side U.S. Highway 30, between C St. and B. St.	Overton
DS08-039	Gas Station	NE corner U.S. Highway 30 and Lincoln St.	Overton
DS10-001	General Store	NW corner CR 416 and U.S. Highway 30	Willow Island
DS10-004	Garage	NE corner CR 416 and U.S. Highway 30	Willow Island

# APPENDIX C.

## PROPERTIES RECOMMENDED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

<b>NeHSI #</b>	<b>Name</b>	<b>Historic Context</b>	<b>NR Area of Significance</b>
DS00-004	Buffalo Grove Presbyterian Church	Religion	Architecture*
DS00-005	Richardson Sod House	Settlement	Architecture
DS00-007	Farmhouse	Agriculture	Architecture
DS00-011	Iron Crosses (Swedish) Cemetery	Swedish-Americans in Nebraska (Religion)	Architecture; Settlement**
DS00-012	Thirty Mile Canal	Agriculture	Agriculture
DS00-018	Lincoln Highway Bridge	Lincoln Highway	Engineering; Transportation
DS00-047	Bridge	Transportation	Engineering
DS00-061	Farmstead	Agriculture	Agriculture; Architecture
DS00-096	Barn	Agriculture	Architecture
DS00-111	School	Education	Architecture; Education
DS00-115	Progress School District West 12	Education	Architecture; Education
DS00-122	Farmstead	Agriculture	Agriculture; Architecture
DS00-126	Farmhouse	Agriculture	Architecture
DS00-129	Brick Barns	Agriculture	Agriculture; Architecture
DS00-147	District 44 School	Education	Architecture; Education
DS00-155	Barn	Agriculture	Architecture
DS00-158	Farmstead	Agriculture	Agriculture; Architecture
DS00-181	District 18 School	Education	Architecture; Education
DS00-182	Barn	Agriculture	Architecture
DS00-187	Farmstead	Agriculture	Agriculture; Architecture
DS00-195	House	Settlement	Architecture
DS00-203	Granary	Agriculture	Agriculture; Architecture
DS00-227	Farmhouse and Barn	Agriculture	Agriculture; Architecture
DS00-233	School	Education	Architecture; Education
DS00-264	District 100-R School	Education	Architecture; Education
DS00-267	Corn crib	Agriculture	Agriculture; Architecture
DS00-283	Darr Alfalfa Mill Complex	Processing Industry	Architecture; Industry
DS00-288	Barns	Agriculture	Architecture
DS00-290	Barn	Agriculture	Architecture
DS00-291	Farmstead	Agriculture	Agriculture; Architecture
DS00-302	Barn	Agriculture	Architecture
DS00-305	Farmstead	Agriculture	Agriculture; Architecture
DS02-005	House	Settlement	Architecture

DS02-011	Willow Island Pony Express Station	Transportation	Architecture; Transportation***
DS02-019	Allen's Opera House	Diversion	Architecture; Entertainment/Recreation
DS02-020	Brown and Bennison Department Store	Commerce	Architecture
DS02-022	Davis Building	Commerce	Architecture
DS02-055	Gas Station	Lincoln Highway	Architecture; Transportation
DS02-060	First Evangelical Church	Religion	Architecture*
DS02-075	House	Settlement	Architecture
DS02-087	Dr. C.H. Sheets House	Settlement	Architecture
DS02-101	House	Settlement	Architecture
DS02-120	Lincoln Highway Model Tourist Camp cabin	Lincoln Highway	Architecture; Transportation
DS02-131	Cozad Junior-Senior High School	Education	Architecture; Education
DS02-132	School	Education	Architecture; Education
DS02-154	American Lutheran Church	Religion	Architecture*
DS02-216	House	Settlement	Architecture
DS02-225	Elks Lodge	Association	Architecture; Association
DS02-230	House	Settlement	Architecture
DS02-232	House	Settlement	Architecture
DS02-238	National Alpha Dehydrating and Milling Company	Processing Industry	Architecture; Industry
DS04-003	Bank	Services	Architecture; Commerce
DS05-030	House	Settlement	Architecture
DS05-032	House	Settlement	Architecture
DS06-014	Norsworthy House	Settlement	Architecture
DS06-017	Harry and Marian Williams House	Settlement	Architecture
DS06-026	Commercial Building	Commerce	Architecture
DS06-031	Kelly-Kittenbrink House	Settlement	Architecture
DS06-101	Norsworthy-Harvey House	Settlement	Architecture
DS06-103	Potter House	Settlement	Architecture
DS06-104	Larson House	Settlement	Architecture
DS06-117	Carroll-Cotton House	Settlement	Architecture
DS06-157	H.C. Booker House	Settlement	Architecture
DS06-179	Episcopal Church	Religion	Architecture*
DS06-203	Calling Garage	Lincoln Highway	Architecture; Transportation
DS06-214	Commercial Building	Commerce	Architecture
DS06-278	House	Settlement	Architecture
DS06-284	Original Pony Express Station	Transportation	Architecture; Transportation***
DS06-289	Gothenburg Memorial Hospital	Services	Architecture; Health/Medicine
DS07-006	Carr & Fleming Building	Commerce	Architecture
DS07-007	First National Bank	Services	Architecture; Commerce
DS07-021	H .V. Temple House	Settlement	Architecture
DS07-022	House	Settlement	Architecture
DS07-026	Gunn-Grantham House	Settlement	Architecture

DS07-027	House	Settlement	Architecture
DS07-052	Lexington Post Office	Government	Architecture
DS07-066	L.R. Ranch Motel Complex	Lincoln Highway	Architecture; Transportation
DS07-067	Hollingsworth Motel Sign	Lincoln Highway	Architecture; Transportation
DS07-070	Green Valley Motel Complex	Lincoln Highway	Architecture; Transportation
DS07-100	House	Settlement	Architecture
DS07-109	St. Ann's Catholic Church	Religion	Architecture*
DS07-123	House	Settlement	Architecture
DS07-157	House	Settlement	Architecture
DS07-201	Automobile Showroom	Lincoln Highway	Architecture; Transportation
DS07-217	House	Settlement	Architecture
DS08-015	House	Settlement	Architecture
DS08-017	Overton National Bank	Services	Architecture; Commerce
DS08-023	Service Garage	Lincoln Highway	Architecture; Transportation
DS08-034	Commercial Building	Commerce	Architecture
DS08-035	Commercial Building	Commerce	Architecture
DS09-006	Commercial Building	Commerce	Architecture
DS09-015	Commercial Building	Commerce	Architecture
DS10-001	Gas Station	Lincoln Highway	Transportation

\*Applying Criterion Consideration A for religious properties

\*\*Applying Criterion Consideration D for cemeteries

\*\*\*Applying Criterion Consideration F for commemorative properties



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# GLOSSARY

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**Art Moderne Style** (circa 1930-1950). An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, horizontal massing, details in concrete, glass block, aluminum, and stainless steel.

**Association.** Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

**Balloon frame.** A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

**Bay window.** A decorative window that projects out from the flat surface of an exterior wall, often polygonal in design. Bay windows are often seen on Queen Anne style buildings.

**Boom-Town** (circa 1850-1880). See false-front.

**Brackets.** Support members used under overhanging eaves of a roof, usually decorative in nature.

**Building.** A building is erected to house activities performed by people.

**Bungalow/Craftsman Style** (circa 1890-1940). An architectural style characterized by overhanging eaves, modest size, open porches with large piers and low-pitched roofs.

**Circa, Ca., or c.** At, in, or of approximately, used especially with dates.

**Clapboard.** Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular form houses and their secondary buildings.

**Colonial Revival** (circa 1900-1940). An architectural style that relies heavily on a simple, classically derived entrance to indicate the style's architectural heritage. Colonial Revival houses often feature symmetrical forms and elevations, side gable roofs with dormers, columns, and shutters.

**Column.** A circular or square vertical support member.



Example of Commercial Vernacular Style

**Commercial Vernacular Style** (circa 1860-1930). A form of building used to describe simply designed commercial buildings of the late nineteenth and early twentieth centuries, which usually display large retail windows and recessed entrances on the first floor.

**Contemporary** (circa 1950-1980). A style that relies on minimal architectural detail and harmony with nature, through the integration of the building into the landscape. Contemporary architecture often features large expanses of glass, geometrical and angular shapes, and flat roofs. In some cases, Contemporary houses are modified Ranch and Split-level forms.

**Contributing** (National Register definition). A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

**Contributing** (NeHSI definition). A building, site, structure, object, or collection of buildings such as a farmstead that meets the NeHSI criteria of integrity, historic association, historic architectural qualities, and was present during the period of significance. A property that contributes to the NeHSI is generally evaluated with less strictness than for an individual listing on the National Register, yet more strictness than a building which may “contribute” to a proposed National Register district.

**Cross-Gable** (circa 1860-1910). A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.



Example of Cross Gable building form

**Design.** Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.



Example of Dormer

**Dormer.** A vertical window projecting from the roof. Variations of dormer types can be based on the dormer’s roof form, for example shed dormer, gable dormers, and hipped dormers.

**Dutch Colonial Revival Style** (circa 1900-1940). A residential architectural style based on the more formal Georgian Revival style. This style is identified by its gambrel roof and symmetrical facade.

**Eclectic Style** (circa 1890-1910). An eclectic building displays a combination of architectural elements from various styles. It commonly resulted when a house designed in one architectural style was remodeled into another.

**Elevation.** Any single side of a building or structure.

**Eligible.** Properties that meet the National Park Service Criteria for nomination and listing on the National Register of Historic Places.

**Evaluation.** Process by which the significance and integrity of a historic property are judged and eligibility for National Register of Historic Places (National Register) listing is determined.

**Extant.** Still standing or existing (as in a building, structure, site, and/or object).

**False-front** (circa 1850-1880). A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as “boom-town.”

**Feeling.** Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

**Fenestration.** The arrangement of windows and other exterior openings on a building.

**Foursquare Style** (circa 1900-1930). Popularized by mail-order catalogues and speculative builders in the early twentieth century, this style is typified by its box-like massing, two-stories, hipped roof, wide overhanging eaves, central dormers, and one-story porch spanning the front facade.



Example of Front Gable building form

**Front Gable** (circa 1860-1910). The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

**Gable.** The vertical triangular end of a building from cornice or eaves to ridge.

**Gabled Ell** (circa 1860-1910). The vernacular form of a building, generally a house, in which two gabled wings are perpendicular to one another in order to form an “L”-shaped plan.



Example of Gabled Ell building form

**Gable end.** The triangular end of an exterior wall.

**Gable roof.** A roof type formed by the meeting of two sloping roof surfaces.

**Gambrel roof.** A roof type with two slopes on each side.

**High Victorian Gothic** (circa 1865-1900). This architectural style drew upon varied European medieval sources and employed pointed arches and polychromatic details. The heavier detailing and more complex massing made this style popular for public and institutional buildings.

**Hipped roof.** A roof type formed by the meeting of four sloping roof surfaces.

**Historic context.** The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.



**Integrity.** Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period.

**Italianate Style** (circa 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.

**Keystone.** A wedge-shaped piece at the crown of an arch that locks the other pieces in place. It is seen most often over arched doors and window openings and is sometimes of a different material than the opening itself.

**Late Gothic Revival Style** (circa 1880-1920). 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 openings remain a key feature; however, designs are more subdued than those of the earlier period.

**Location.** Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

**Materials.** Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

**Mediterranean Revival** (circa 1900-1940). These buildings are characterized by flat wall surfaces, often plastered, broken by a series of arches with terra cotta, plaster, or tile ornamentation. Details such as red tile roofs and heavy brackets are also commonly seen.

**Minimal Traditional** (circa 1935-1950). Loosely based on the Tudor Revival and Colonial Revival style, Minimal Traditional homes are small, unadorned cottage-sized structures characterized by a side gable form with shallow eaves and a front-gable entry vestibule.

**Multiple Property Nomination.** The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

**National Register of Historic Places** (National Register). The official federal list of districts, buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices.

**National Register of Historic Places Criteria.** Established criteria for evaluating the eligibility of properties for inclusion in the National Register. See Chapter 2, Survey Methods and Results.

**Neo-Classical Style** (circa 1900-1920). An architectural style characterized by a symmetrical facade and usually includes a pediment portico with classical columns.

**Noncontributing** (National Register definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

**Noncontributing** (NeHRSI definition). A building, site, structure, object, or collection of buildings such as a farmstead that does not meet the NeHRSI criteria of integrity, historic association, historic architectural qualities, or was not present during the period of significance. Noncontributing properties are not generally entered into, nor kept in, the NeHRSI inventory; however, exceptions do exist.

**Object.** An artistic, simple, and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments.

**One-story Cube** (circa 1870-1930). The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.



Example of One Story Cube building form

**Period of Significance.** Span of time in which a property attained the significance for which it meets the National Register criteria.

**Pony truss bridge** (circa 1880-1920). A low iron or steel truss, approximately 5 to 7 feet in height, located alongside and above the roadway surface. Pony truss bridges often range in span lengths of 20 to 100 feet.

**Portico.** A covered walk or porch supported by columns or pillars.

**Potentially eligible.** Properties that may be eligible for listing on the National Register pending further research and investigation.

**Property.** A building, site, structure, and/or object situated within a delineated boundary.

**Property type.** A classification for a building, structure, site, or object based on its historic use or function.

**Queen Anne Style** (circa 1880-1900). A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, 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.

**Ranch** (circa 1945-1970). An architectural form that was the dominant postwar house type throughout the country. These houses have a one-story elongated main mass, asymmetrical facade, and low-pitched roof with wide eaves. Additional characteristic features include a large picture window on the facade, elevated windows, integrated planters, wrought-iron porch supports, wide chimneys, roof cutouts, and an attached garage or carport.



Example of Ranch building form



Example of Side Gable building form

**Setting.** Quality of integrity applying to the physical environment of a historic property.

**Shed roof.** A roof consisting of one inclined plane.

**Side Gable** (circa 1860-1940). The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

**Significance.** Importance of a historic property as defined by the National Register criteria in one or more areas of significance.

**Site.** The location of a prehistoric or historic event.

**Spanish Colonial Revival Style** (circa 1900-1920). These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red clay tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.

**Structure.** Practical constructions not used to shelter human activities.

**Split-level** (circa 1955-1975). A house form that is characterized by a one-story main mass resting on a raised foundation and connected to a two-story mass partially below grade, thus resulting in three floor levels of divided living space. Influenced by the Ranch, Split-level houses often feature horizontal lines, low-pitched roofs, overhanging eaves, and attached garages.

**Stucco.** A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plastic state to form a hard covering for exterior walls.

**Tudor Revival Style** (circa 1920-1940). A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

**Turret.** A little tower that is an ornamental structure and projects at an angle from a larger structure.

**Two-story Cube** (circa 1860-1890). The vernacular form, generally for a house, which is a two-story building, box-like in massing, with a hipped roof, near absence of surface ornament, and simple exterior cladding such as brick, clapboard, or stucco.

**Vernacular.** A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

**Workmanship.** Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.

Images shown in glossary adapted from Barbara Wyatt, ed., *Cultural Resource Management in Wisconsin*, vol. 2, *Architecture* (Madison, Wis.:State Historical Society of Wisconsin, 1986).