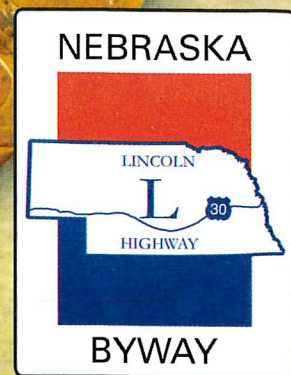


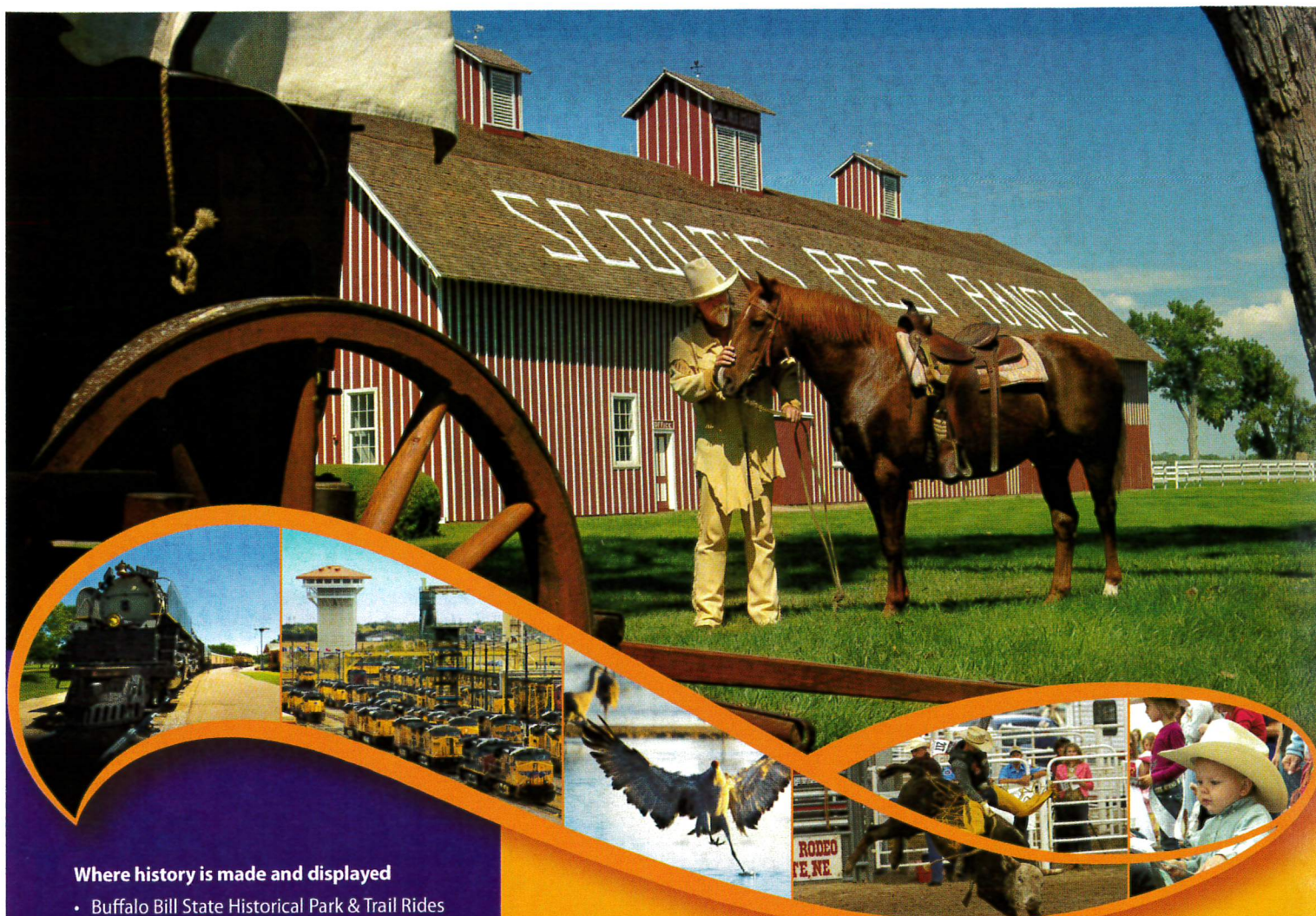
NEBRASKA Lincoln Highway

Historic Byway Guide



LincolnHighwayNebraskaByway.org





Where history is made and displayed

- Buffalo Bill State Historical Park & Trail Rides
- NEBRASKALand Days & Buffalo Bill Rodeo in June, annually
- Lincoln County Historical Museum
- Fort Cody Trading Post and more fun to explore!

Make tracks to an unforgettable time

- Horseback Riding with Dusty Trails Outdoor Specialists
- Cody Park Railroad Museum
- The Golden Spike Tower overlooking Bailey Yard - the world's largest rail yard
- Annual Rail Celebration in September and non-stop fun for train lovers!

Where the wild west is best

- Christmas at the Cody's Celebration
- Country Bluegrass Show
- Honky Tonk BBQ Festival
- Feather River Vineyards
- Natural History & Outdoor fun!

UNTAME YOUR ADVENTUROUS SPIRIT

Your next adventure awaits! Discover the home of Buffalo Bill and the Golden Spike Tower overlooking Bailey Yard - the world's largest rail yard. Enjoy outdoor festivals, arts & culture, and fun for all ages in this unique and vibrant community. We invite you to come explore western heritage and enjoy fine hospitality in the place where east meets west.

For more information, go to

VisitNorthPlatte.com.

See you soon!



North Platte
NEBRASKA

North Platte/Lincoln County Visitors Bureau
101 Halligan Drive • North Platte, Nebraska
VisitNorthPlatte.com • 1.800.955.4528



ATTRACTIONS

Tourists rush, but travelers relish

Before turning another page, we suggest that you ask yourself, "Am I a tourist or a traveler?" The manner in which you answer that question is of utmost importance because, as a motorist on the Lincoln Highway — our nation's original coast-to-coast highway — you owe it to yourself to be a "traveler."

Tourists stray only as far as necessary from their favorite routes over interstate highways. They rush through meals at franchise restaurants, and, if presented an opportunity to absorb a bit of history or culture, they gawk for a few moments, then race back to the super slab, where at great speed they can miss even more of the magical experiences they otherwise might enjoy.

If you see yourself as a tourist, please consider a change. In contrast to the tourist's stop-eat-and-get-gas approach of getting from Point A to Point B, the traveler is a risk-taker. Travelers are more apt to invest the time to enjoy the pleasures of motoring off the beaten path. They believe that straight roads mostly lead nowhere, but that crooked roads will carry them to discoveries and lifelong memories.

In every respect, the Lincoln Highway — now U.S. Highway 30 — is a road for travelers, not tourists.

So unleash the traveler in you, and be prepared for the pleasures and surprises that are waiting around the bend.

Historic Route Across Nebraska

For decades the Platte River Valley served as a transportation corridor for wagons, stagecoaches and trains. With the coming of "the horseless carriage" it became apparent that the same paths would be ideal as the route for an automobile highway.

Historian Donald Hickey notes the progress over time: In the 1840s, pioneers followed the Oregon Trail; in the 1870s they rode the Union Pacific Railroad; in the 1930s they drove Highway 30.

Today, Interstate 80 follows the Platte River Valley across much of Nebraska.

When planners designated the Lincoln Highway's route in 1913, they recognized the advantages of the Platte River Valley.

The Lincoln Highway connected these main communities: Omaha, Fremont, Columbus, Grand Island, Kearney, North Platte, Ogallala, Sidney and Kimball.

Regardless what you prefer to call it — Lincoln Highway or U.S. Highway 30 — it indeed is an historic route across Nebraska.

Published by the Kearney Hub
in partnership with the
Nebraska Lincoln Highway
Historical Byway



On the cover

A common sight along the 498 bone-jarring miles of the Lincoln Highway were concrete markers featuring medallians with the profile of the president whose memory inspired millions of Americans to support construction of the Lincoln Highway — the nation's first coast-to-coast roadway.

(Photo from the Lincoln Highway memorabilia collection of Lenore and the late Bob Stubblefield of Shelton.)

WELCOME

Welcome!

As you drive the road, imagine a time gone by, when brick streets, diners, filling stations and roadside cabins were regular stops in your family automobile. Many of these sites are still visible along the Nebraska Historic Byway.

Welcome to the Nebraska Lincoln Highway Historic Byway, celebrating the history of the Nebraska Lincoln Highway.

From the beautiful landscape of western Nebraska to the cityscape of eastern Nebraska, enjoy our nostalgic stops along the Lincoln Highway.

If you enjoy the history of early roads, fun and exciting things to do along the way, this is your Byway! Please use this guide to explore its historic treasures. Enjoy your journey!

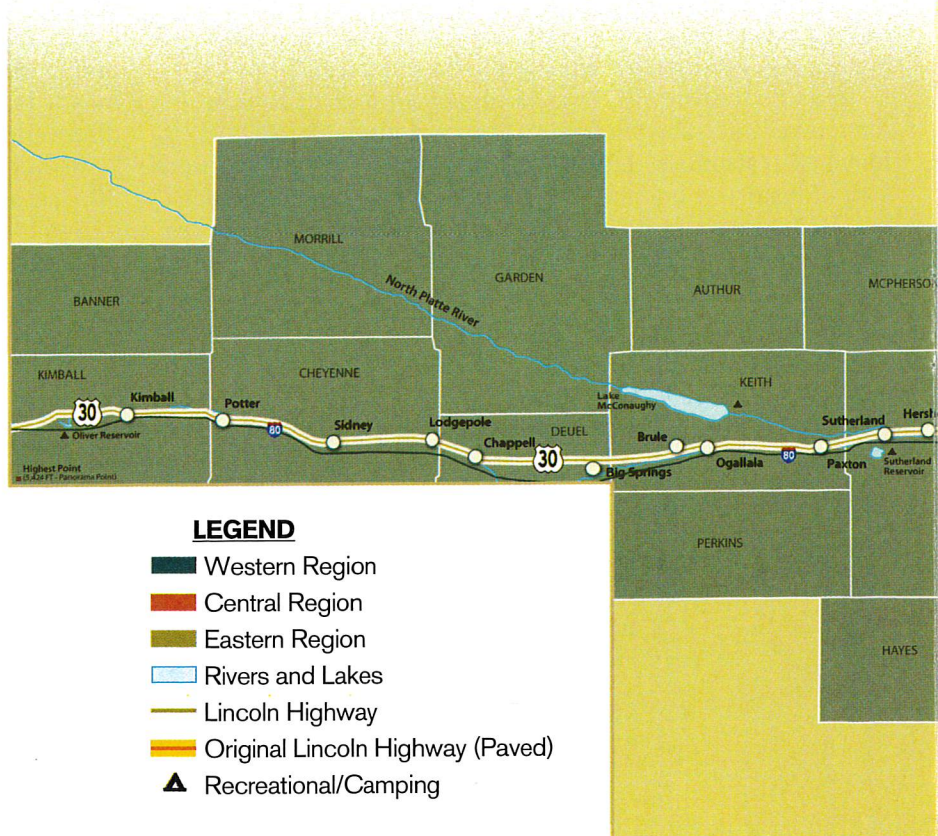
Nebraska Lincoln Highway Historic Byway

P.O. Box 607 • 1007 Second Avenue

Kearney, NE 68848

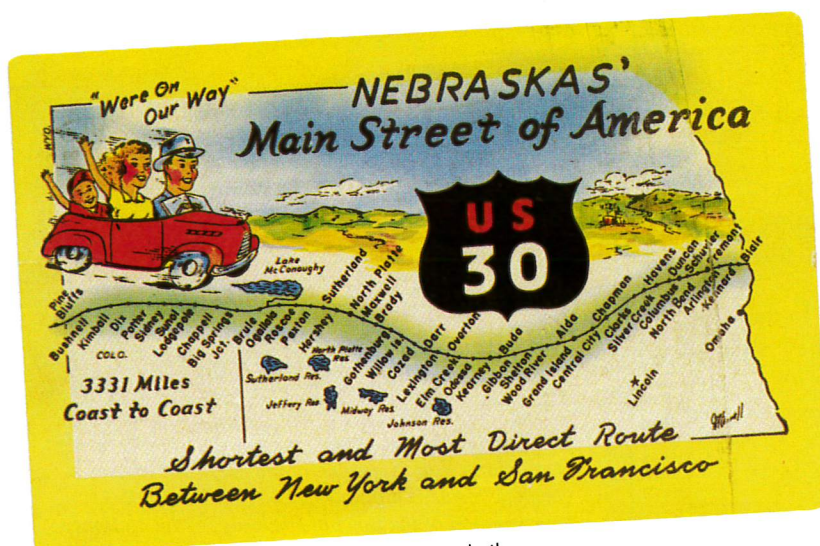
800-652-9435

www.LincolnHighwayNebraskaByway.org



Nebraska's Lincoln Highway History

The last stretch of Lincoln Highway in the United States to be paved was in North Platte, Neb., in 1935. Before that, the route across the state was anything from paved streets in parts of Omaha to brick streets, gravel roads and dirt paths elsewhere. The best roads at the time made up the route, depending on the year and weather. Every community in its path benefited from the route, and tourist destinations sprung up across the state. From Kimball in the west to Omaha and Blair in the east, road travelers found unique attractions and accommodations. The Lincoln Highway era, 1913-1950s, was the heyday of flurry and activity on the Lincoln Highway (officially designated U.S. Highway 30 in 1928) before Interstate 80 took its place as the main thoroughfare through Nebraska in 1962.

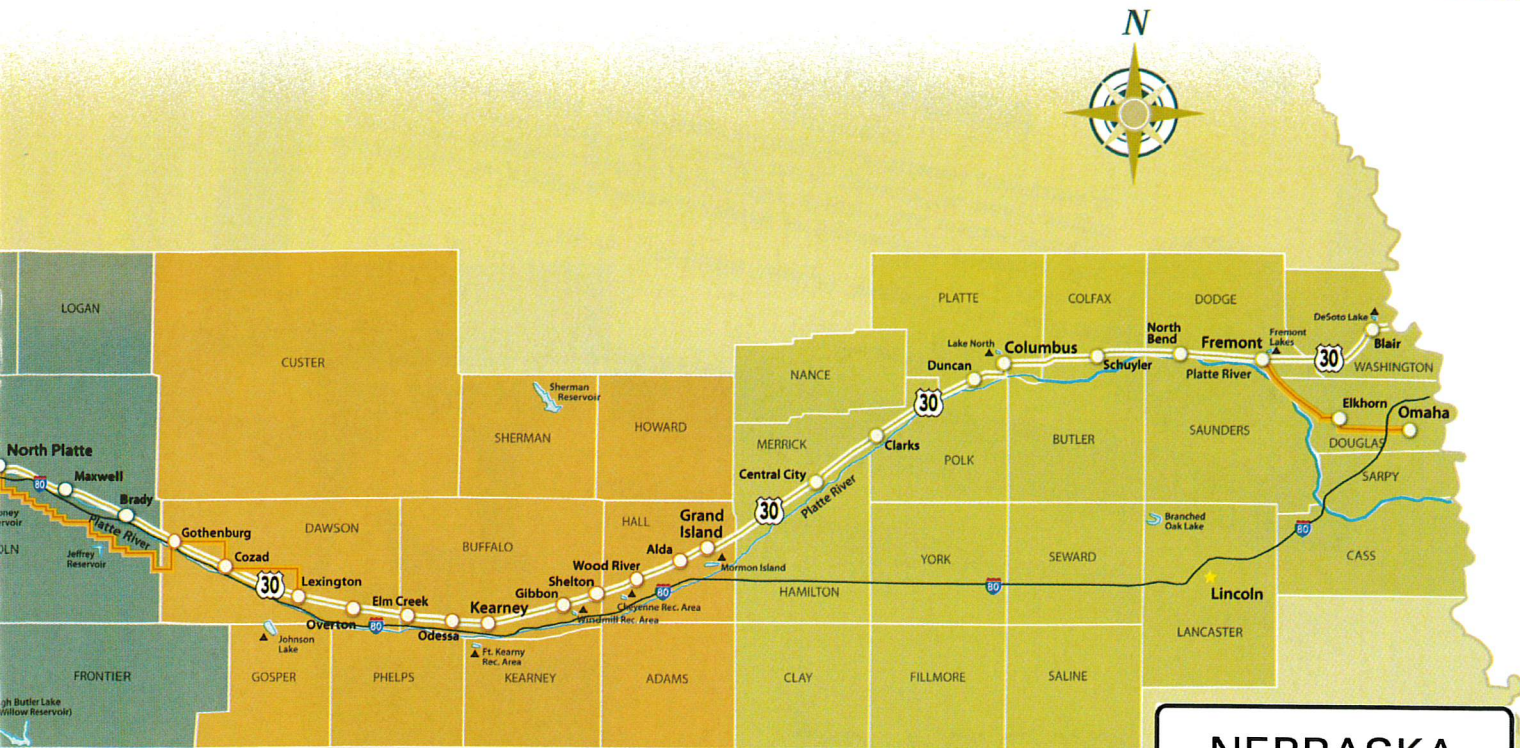


Nebraska's Lincoln Highway Historic Byway is the only byway that traverses the entire state, a total of 498 miles.

Nebraska Lincoln Highway Historic Byway

The Nebraska Lincoln Highway Historic Byway is one of nine recognized byways in Nebraska. The Nebraska Byways Program, which began in 1999, is designed to showcase out-

WELCOME



standing archaeological, cultural, historic, natural, recreational and scenic qualities along Nebraska's two-lane highways. This program gives towns, attractions and businesses along the Scenic Byways another tool to use in their marketing and advertising strategies.

The purpose of the Lincoln Highway Historic Byway is to promote and preserve the intrinsic scenic and historic qualities of the Lincoln Highway route through Nebraska. It also gives the communities the direction needed to support ongoing efforts to identify significant aspects of the highway, educate residences, and make its history come to life for visitors.

Driving across Nebraska on this byway today is a reminder of what the road was like. The communities along the route are embracing their Lincoln Highway past, with new renovations and restorations occurring each year. Many sites are right on Highway 30, and others are just a block or two away. Many yet-to-be restored locations also exist, adding interest to the journey.

To explore modern-day attractions and regional events along the byway, refer to each region in this guide or visit www.LincolnHighwayNebraskaByway.com

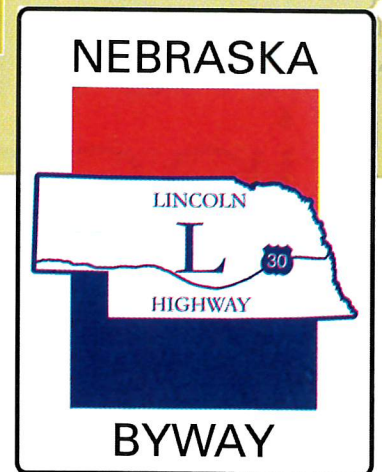
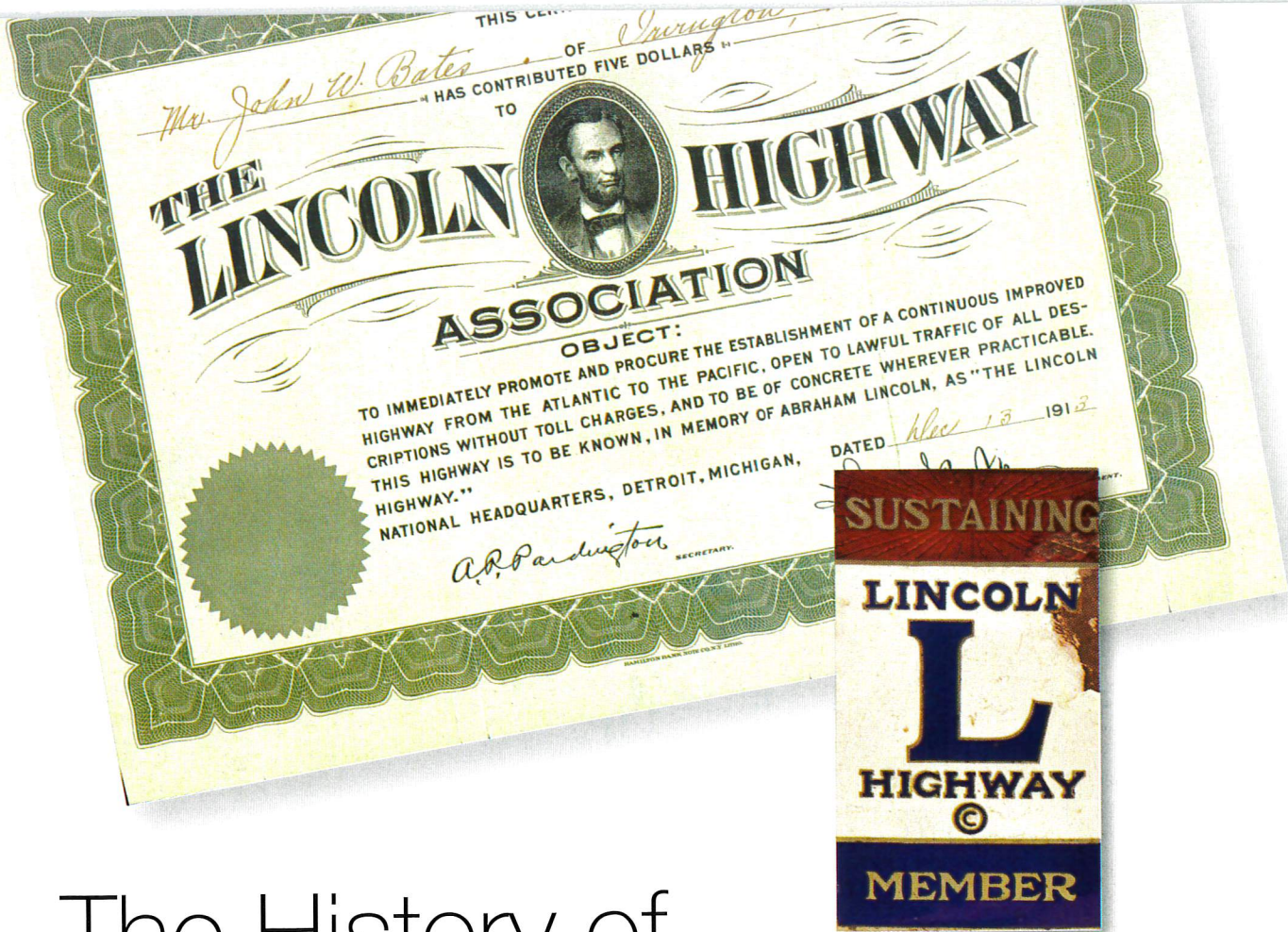


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The History of Lincoln Highway

In 1913, Nebraska was at the center of what would become the United States' premier roadway, the Lincoln Highway.

At the time it was conceived and built, the famous 3,400-mile Lincoln Highway ignited excitement across the nation. Americans were ready in 1913 to press hard on the accelerator and bound from an age when railroads provided the primary source of cross-country transportation to an era of freedom in which four-wheel machines could carry them anywhere — including the 498 bone-jarring miles across Nebraska on the Lincoln Highway

In the early stages, it was a bumpy route that the Lincoln Highway's proponents and supporters followed, but their vision, persistence and hard work paved the way for the modern system of U.S. highways and interstates.

Headlight manufacturer Carl G. Fisher of Indianapolis, Ind., is regarded as the creator of the Lincoln Highway. On July 1, 1913, Fisher gathered a group of car industry leaders and automobile enthusiasts to form the Lincoln Highway Association.

The goal was to build a highway that linked the Atlantic Ocean to the Pacific, and to do it largely without government assistance. Rather, Fisher and his associates secured pledges of \$10 million, including \$1 million from auto manufacturers. Cement factories also contributed tons and tons of their product for concrete.

Americans in hundreds of cities built bonfires and set off fireworks the evening of Oct. 31, 1913, when the Lincoln Highway Association dedicated the route for the famous roadway. Residents danced in the streets to celebrate the news that the highway would pass through their towns.

In Nebraska, the Lincoln Highway paralleled the Union Pacific Railroad, which in parts of the state followed the Platte River and sections of the Pony Express route and Mormon, California and Oregon trails that carried U.S. settlers to the West.

Fisher thought the Lincoln Highway could be completed by 1915, but World War I slowed progress, and it was a number of years later when the final sections were paved.

In 1924, the Lincoln Highway stretched almost 500 miles across Nebraska. Most of the road — 329 miles — was graded gravel. A little more than 80 miles was graded earth. The rest was brick, concrete or asphalt.

Some of the first paved sections were the result of the Lincoln Highway Association's challenge to communities to build "seedling miles." These stretches of concrete or brick were intended to spur more paving by showing motorists the advantages over gravel or earth.

Under the slogan "Great oaks from little acorns will grow; Long roads of concrete from 'seedling miles' will spring,"

Nebraska communities capitalized on the excitement to pave their seedling miles.

Central Nebraska's Hall and Buffalo counties were among the nation's leaders in the seedling mile initiative. Hall County dedicated its seedling mile just east of Grand Island in 1915, followed shortly by Buffalo County's seedling mile west of Kearney.

The Lincoln Highway was primitive compared to modern standards. Kearney's seedling mile, for example, was only wide enough for two horse-drawn hay wagons to pass.

The highway was a threat to the early automobiles that crossed it. Flat tires were a chronic problem, so motorists carried several spares. Making more serious repairs, such as replacing a broken axle, required replacement parts to be ferried by railroad from urban manufacturers to service garages in Nebraska. Travelers banked on the availability of telephone and telegraph service in case they had to order parts for shipment to Nebraska.

Despite the many challenges, construction continued and Lincoln Highway enthusiasts could measure their progress.

To drum up support for the Lincoln Highway Association, Fisher and his associates conducted a cross-country

trip in 1913 that took 34 days to complete.

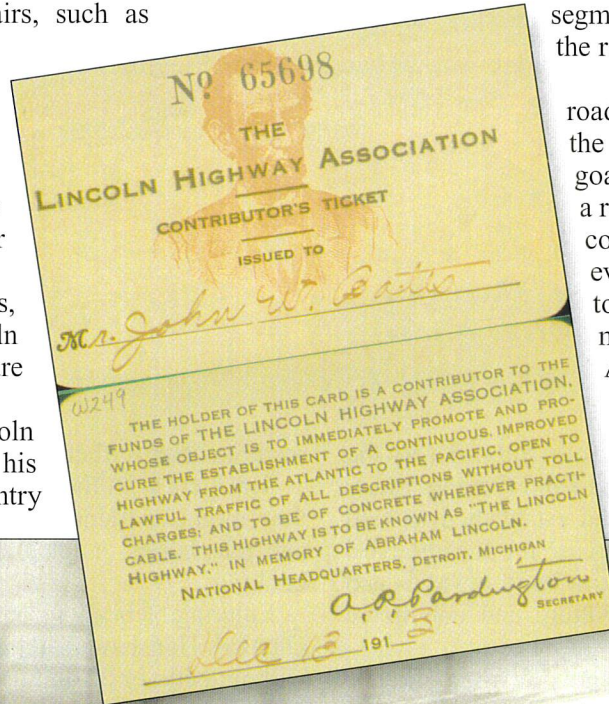
Later, when the Lincoln Highway Association published "The Complete Official Road Guide of the Lincoln Highway" in 1915, the authors estimated travelers could cross the nation from East Coast to West Coast in just 19 days — an average of about 180 miles for every 10-hour day on the road.

The Lincoln Highway was a leader in the evolution of highways that later saw the advent of the Dwight D. Eisenhower System of Interstate and Defense Highways.

As a lieutenant colonel in 1919, Eisenhower crossed the nation in a military convoy that followed the Lincoln Highway. In 1974, Nebraska became the first state to complete its segment of Interstate 80, which approximated the route of the Lincoln Highway.

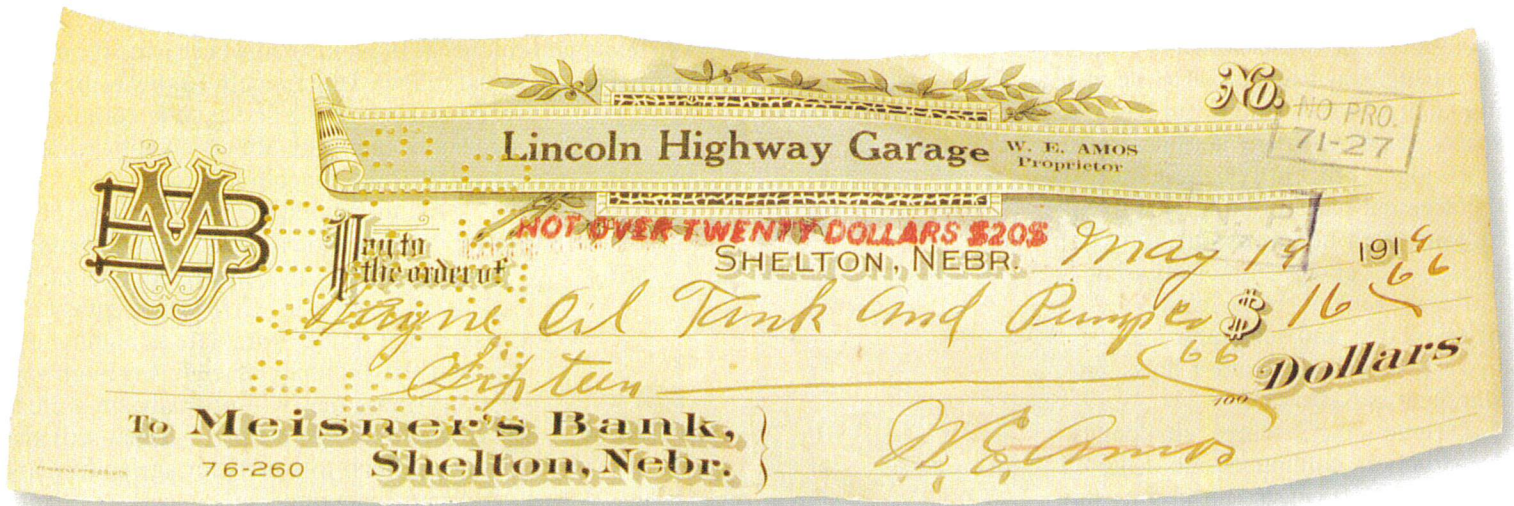
As an inspiration for more and better roads and a national network of interstates, the Lincoln Highway fulfilled one of the goals of its creator. Carl Fisher envisioned a road that would "stimulate as nothing else could the building of enduring highways everywhere that will not only be a credit to the American people, but that will also mean much to American agriculture and American commerce."

Fisher achieved his dream with the Lincoln Highway.



Omaha Automobile Club, from left: J.H. Rehm, Packard Motor Car Co.; D.E. Goodell, Iowa State Consul; George F. Walz, Nebraska State Consul; and S.E. Smyth, Secretary

New Economy



Scores of communities sprang up across Nebraska as the Union Pacific Railroad pressed westward from Omaha. Many of the towns were waypoints the railroad established to load new crews, top off water and fuel, and grease the locomotives' bearings and axles. Some of these early railroad towns began growing into something more as agriculture and commerce took root.

The Union Pacific was scarcely 50 years old when officials dedicated the Lincoln Highway in 1913 and the road ushered in a new generation of economic activity — catering to the parade of Lincoln Highway travelers.

The 3,400-mile Lincoln Highway connected main streets in hundreds of towns and provided plenty of opportunities for businesses to cater to travelers exploring the United States in their automobiles.

Lodging, maintenance and repair, communication, and medical attention all were necessities, and they were available in most Nebraska communities that were along the Lincoln Highway.

Some businesses attempted to profit from the excitement by naming their businesses after the highway.

Among those businesses were the Lincoln Highway Tire Co., Lincoln Highway Oil Co. and Lincoln Highway Cigars.

Travelers planning to follow the Lincoln Highway cross country had an important source of information available to them.

The Lincoln Highway Association published "The Complete Official Road Guide of the Lincoln Highway" and sold it to travelers for 50 cents per copy.

Thumbing through the guide, travelers found assurance that the Lincoln Highway they were about to travel would be "of varying degrees of excellence," and that a host of hotels, campgrounds, restaurants, service stations and garages were

ready to cater to their needs.

Travelers with the official road guide in hand learned where they might encounter a hot bath, which towns had electricity and telephones or telegraphs, and where they could do their banking.

Entering Nebraska from the east, travelers could overnight at Omaha's Henshaw Hotel at 15th and Farnam for just \$1 and up without bath, or \$2 and up with bath.

Entering Nebraska from Wyoming, Kimball was the first Lincoln Highway community where travelers found hotel accommodations.

Travelers could stay for \$1.50 to \$2.50 per night at the Whitman or Brown hotels. Kimball garages offered overnight shelter for vehicles for 50 cents, wash for \$1, oil for 75 cents and gasoline for 18 cents. About 50 miles east of Kimball, Sidney featured five hotels, an auto club, electric lights, a telephone company and a newspaper.

The availability of skilled mechanics, spare parts stores and repair shops was of utmost importance. The vehicles travelers drove across the nation weren't as reliable as modern cars and trucks, and the Lincoln Highway could be punishing to the vehicles that rolled over it.

Flat tires were a given. Many vehicles were equipped with more than one spare. Travelers had their flat tires repaired whenever they had the opportunity.

Although some replacement parts might be available, a major repair such as a blown engine or broken axle could take several days to repair. Often, travelers would telegraph their auto's manufacturer for replacement parts and then wait in the local hotel or campground for the parts' arrival via railroad.

The excitement of crossing the United States by car bred new business models and caused some businesses to think differently about the services they provided.

Although the need for repairs was nearly inevitable, travelers could equip their vehicles with heavy duty tires and tubes and avert engine-cooling problems by retrofitting their radiators with temperature gauge caps.

Heavy-duty electric replacement starters helped get motors turning, while louder horns headed off stray cattle to prevent them from wandering into travelers' paths.

In Dodge County in eastern Nebraska, three Fremont businesses advertised round-the-clock service for travelers.

Fremont's Electric Garage Co. offered "day and night service, gas and electric repairing, storage and supplies." Larson Auto Co. boasted "We never sleep" and advertised itself as "a safe place to keep your car. Prompt and efficient service."

Finally, Fremont's Brunswick Restaurant near Union Station promised "service at its best, open day and night."

In Central City, travelers were assured a telephone in every room at the Hotel Ratcliff, along with running hot and cold water. Rates were \$2 per night "American" and 50 cents "European."

Central City's Overland Garage dealt in Hudson, Overland and Metz automobiles and advertised "competent workmen and courteous service," including a ladies' waiting room.

At Overland Garage, travelers could

buy a Metz Twenty-Five for \$600. Built in Waltham, Mass., the touring car came fully equipped with a 25 horsepower engine, electric lights and an electric starter backed up by a hand crank. An electric "L" sign beckoned travelers to the Midway Hotel in downtown Kearney, the center point of the Lincoln Highway.

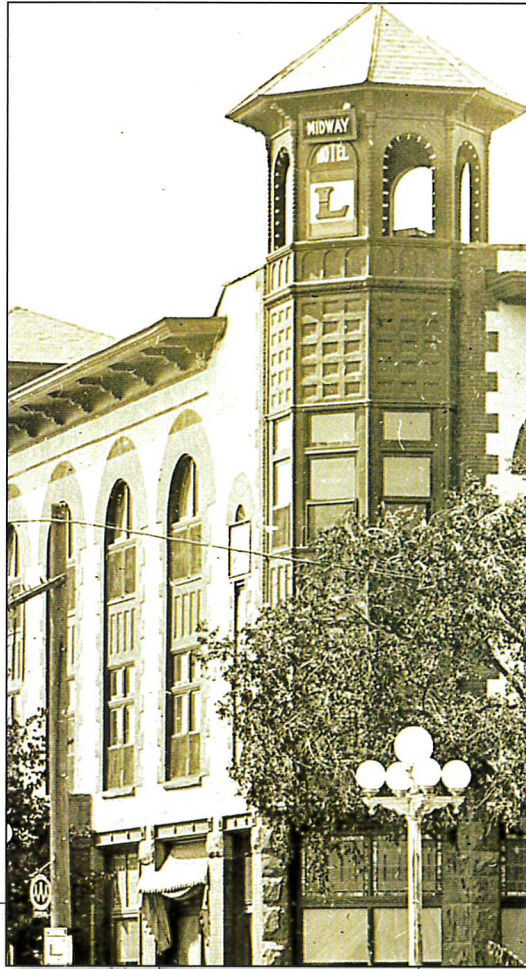
The Midway's 100 rooms came with or without baths and access to sleeping porches. Midway Garage was connected to the hotel. Overnight rates ranged from \$2 to \$3 on the "American plan with everything entirely modern, including a first-class grill room."

Noyes Garage was west of the opera house in downtown Kearney and said in its advertisement, "We have anything in the supply line you desire. We do the business because our service is the best."

Travelers on a budget could opt for less expensive lodging.

In central Nebraska, Elm Creek offered its Red Top Cabin Camp as an alternative to hotel lodging. Campers could cook their own food, which might occasionally include a rabbit they bagged along their route earlier in the day.

The Lincoln Highway Association's guide suggested travelers pack hunting rifles and camping supplies. Several companies manufactured tents that could be pitched and anchored to vehicles.



Tourist Cabins,
Midway Hotel
and
Lincoln
Highway
memorabilia



WESTERN REGION

Entering Nebraska from Wyoming on Highway 30, you are following the original 1913 route of the Lincoln Highway. Highlights along this section include an old-fashioned soda fountain at the Potter Sundry and the home of Cabela's, the World's Foremost Outfitter, at Sidney. In Ogallala, you'll find a restored 1920 era filling station, and for a unique driving experience, you can take the "stair-step" route between North Platte and Gothenburg.



Western County Contacts

Chappell/Big Springs/Deuel County

(308) 464-0983
visitdeuelcounty.org

Kimball/Kimball County

Kimball/Kimball County Visitors Center
204 S Kimball Blvd, Kimball
(308) 241-0573
visitkimball.org

North Platte/Lincoln County

North Platte / Lincoln County Visitors Bureau
101 Halligan Drive | North Platte
(800) 955-4528
visitnorthplatte.com

Ogallala/Keith County

Ogallala/Keith County Visitors Center
204 East A, Ogallala
(800) 658-4390
visitogallala.com

Sidney/Cheyenne County

Sidney/Cheyenne County Visitors Center
658 Glover Road, Sidney
(866) 545-4030
sidneycheyennecountytourism.com



1924 NORTH PLATTE

Western Road Trip Events!

MARCH

Throughout the Month - Annual Sandhill Crane Migration, viewing sites at many locations in the North Platte River valley. For more information call the North Platte / Lincoln County Visitors Bureau, (308) 532-4729, North Platte

APRIL

4th weekend ~ Country Bluegrass Show, npcountrybluegrassfestival.weebly.com, Lincoln County Fairgrounds, 5015 Rodeo Road, (308) 340-4552, North Platte

MAY

2nd & 3rd weekends in May ~ Meadowlark Lilac Collection, 14 miles south of Ogallala, explorekeithcounty.com, (800) 658-4390, Ogallala

JUNE

1st Friday & Saturday ~ Ogallala Annual BBQ Cook-off, Rendezvous Square, 112 E. 2nd St., explorekeithcounty.com, (800) 658-4390, Ogallala

1st Saturday & Sunday ~ Drovers 2-day Golf Tournament, West Wind and Bayside Golf Courses, explorekeithcounty.com, (800) 658-4390, Ogallala

Early June ~ Miss Nebraska Pageant, missnebraska.org, North Platte High School Performing Arts Center, 1220 W. 2nd, North Platte

Early June ~ Gold Rush Days, Sidney Legion Park, sidneygoldrush.com, (308) 254-4030, Sidney

Every Thursday Night ~ Sounds of the Square, Rendezvous Square, 112 E. 2nd St., explorekeithcounty.com, (800) 658-4390, Ogallala

2nd weekend ~ Heritage Festival at the Lincoln County Historical Museum, lincolncountymuseum.org, 2403 N. Buffalo Bill Ave., (308) 534-5640, North Platte

Mid-June ~ Downtown Sounds, Hickory Street Square, sidneycheyennecountytourism.com, Sidney

3rd week ~ NEBRASKAland DAYS, nebraskalanddays.com, various locations in North Platte, (308) 532-7939, North Platte

Late June ~ Ash Hollow Pageant, Ash Hollow State Historical Park, explorekeithcounty.com (800) 658-4390, Lewellen

Last weekend ~ Potter Car Bowl, Potter, potterne.com, Potter

JULY

3rd & 4th ~ Fourth of July Celebration, villageofsutherland.com, various locations (308) 386-4721, Sutherland

3rd of July Celebrations ~ sidneycheyennecountytourism.com, Sidney

4th of July Celebrations ~ lodgepolene.com, Lodgepole

Saturday before the 4th ~ Demo Derby, Keith County Fairgrounds, 110 W. 5th St., explorekeithcounty.com (800) 658-4390, Ogallala

4th ~ Fourth of July Celebration, Western Diamond Sports Complex, 301 W. 10th St., explorekeithcounty.com, (800) 658-4390, Ogallala

Every Thursday Night ~ Sounds of the Square, Rendezvous Square, 112 E. 2nd St., explorekeithcounty.com, (800) 658-4390, Ogallala

Mid-July ~ Downtown Sounds, Hickory Street Square, sidneycheyennecountytourism.com, Sidney

Late July ~ Lincoln County Fair, lincofair.com, Lincoln County Fairgrounds, 5015 Rodeo Road, North Platte

Late July ~ Cheyenne County Fair and Rodeo, cheyennecountyfairandrodeo.com, 10955 Hwy 30, (308) 254-4030, Sidney

Last Saturday ~ Kites & Castles, Lake McConaughy, kitesandcastles.com, Ogallala

End of July/1st of August ~ Keith County Fair, keithcountyfair.com, Keith County Fairgrounds, 110 W. 5th St., (308) 284-6952, Ogallala

AUGUST

1st Full Week ~ Kimball-Banner County Fair, 6th & High School St, visitkimball.com, (308) 241-0573, Kimball

1st weekend ~ Brady Days, villageofbrady.com, various locations, Brady

1st weekend ~ Brule Day, ci.brule.ne.us, various locations, Brule

3rd weekend ~ Maxwell Heritage Day, various locations, Maxwell

Mid-August ~ Bushnell Days, sistersgrimm.biz, (308) 230-0683, Bushnell

Mid-August ~ Downtown Sounds, Hickory Street Square, sidneycheyennecountytourism.com, Sidney

4th weekend ~ Hershey Fall Festival, various locations, Hershey

SEPTEMBER

1st weekend ~ Col. Cody's Cruise Show & Shine, codycruisers.com, various locations downtown, North Platte

1st weekend ~ Potter Days, potterne.com, Potter

Labor Day weekend ~ Paxton Labor Day Celebration, various locations in Paxton, Paxton

Labor Day weekend ~ Ogallala Indian Summer Rendezvous, Rendezvous Square, 112 E. 2nd St., www.facebook.com/OgallalaRendezvous, Ogallala

Labor Day weekend ~ Old Settler Days, lodgepolene.com, (308) 483-5353, Lodgepole

1st Sunday after Labor Day ~ Arts in the Park, Cody Park, facebook.com/artsintheparknorthplatte, 1400 N. Jeffers, North Platte

3rd weekend ~ Annual Rail Celebration, Golden Spike Tower and Visitor Center, goldenspiketower.com, 1249 N. Homestead Road, North Platte

3rd weekend ~ Dalton Fall Festival, Dalton

Last full weekend ~ Farmers Day, various locations, visitkimball.com, (308) 241-0573, Kimball

OCTOBER

1st weekend ~ Oktoberfest and Cruisin' Class Rod & Roll Show, cruisenclass.com, 10955 Highway 30, (308) 254-4030, Sidney

NOVEMBER

Saturday before Thanksgiving ~ Annual Arts & Crafts Fair, Keith County Fairgrounds, 110 W. 5th St., explorekeithcounty.com, (800) 658-4390, Ogallala

Friday after Thanksgiving ~ Fort Sidney Museum and Post Commanders Home Lamplight Tours, sidneycheyennecountytourism.com, Sidney

DECEMBER

All month ~ Santa's Workshop and Winter Wonderland, visitnorthplatte.com, Cody Park, 1400 N. Jeffers, North Platte

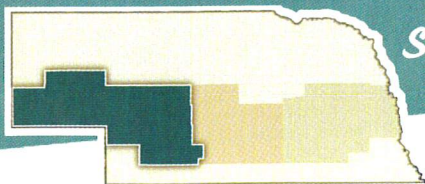
1st Thursday ~ Parade of Lights, downtown Ogallala, explorekeithcounty.com, (800) 658-4390, Ogallala

Weekends ~ Christmas at the Cody's, Buffalo Bill State Historical Park, 2921 Scouts Rest Ranch Road, (308) 535-8035, North Platte

Nebraska-Wyoming State Line

In the heyday of two-lane roads, one of the most prominent gas stations was the State-Line Station. It was right on the border between Nebraska and Wyoming on the old Lincoln

Highway. It was large for its time, once having 18 gasoline pumps. The old station building and the deserted pumps are all that remain today.



State line to Brady

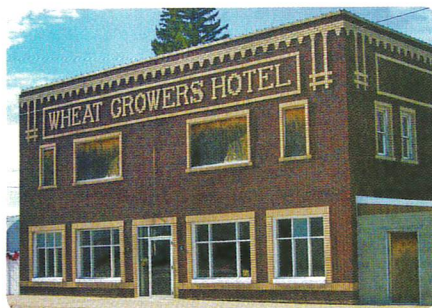
Kimball, Pop. 3,689

kimballne.org

In 1913, the year the Lincoln Highway began, Kimball County had 32 automobiles. By September 1914, every fifth telephone pole in the county carried the Lincoln Highway logo. The route through town is still marked today with metal Lincoln Highway signs. The

Wheat Growers Hotel was built in 1918

and was considered the most glamorous hotel between Omaha and Denver. Dwight Eisenhower stayed there in 1919 during his historic military trip the Lincoln Highway. With 86 rooms, a restaurant and ballroom, the hotel became the hub for railroad travelers and locals alike. The building is under renovation.



WHEAT GROWERS HOTEL

Four Winds Golf Course

Box 22 E. Hwy 30 | (308) 235-4241 | At nearly 5000 feet elevation, this 18-hole championship golf course is the highest in Nebraska.

Potter, Pop. 337

potterne.com

A descendant of the original owner has carefully converted an early **1920s Conoco service station** into an antique shop. The Lincoln Highway route is marked through town with metal Lincoln Highway signs.



CONOCO SERVICE STATION

Potter Sundry/Duckpin Bowling Alley

324 Chestnut Street | (308) 879-4548 | Home of the Tin Roof Sundae, this old fashioned soda fountain is home to what is believed to be the only working duckpin bowling alley west of the Mississippi.

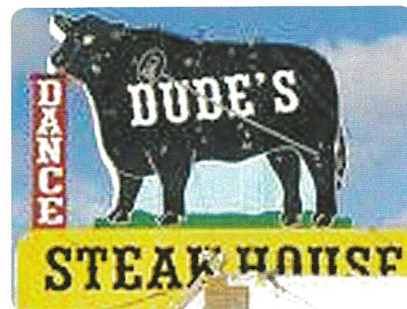


POTTER SUNDRY

Sidney, Pop. 6,914

sidneycheyennecountytourism.com

Dude's Steak House opened in 1952 and remains authentic, with old west murals on the inside walls and western décor throughout. Historic downtown Sidney has many preserved buildings from the Lincoln Highway era. Both the Carnegie Library built in 1914, now housing the Cheyenne County Chamber of Commerce, and the post office are still in use. The route is marked through town with metal Lincoln Highway signs.



DUDE'S STEAK HOUSE

Fort Sidney Museum & Post Commanders Home

1108 Sixth Avenue | (866) 545-4030 | Original buildings built in 1869 as part of the Sidney Barracks still remain to house a museum and to show how life was lived by the soldiers guarding the railroad workers. Open Memorial Day through Labor Day or by appointment.

Home of Cabela's

One Cabela Drive | (308) 254-7889 | This world-famous outfitter offers entertaining and educational displays, a museum quality trophy animal diorama and a towering conservation mountain.

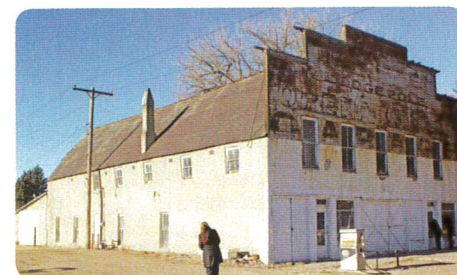


CABELA'S

Lodgepole, Pop. 319

lodgepolene.com

The **historic opera house** building is closed, but the building's rustic appearance and old signage take you back to another time. Downtown, the old **Finch's Drug and Sundries** now houses an antique store.



LODGEPOLE HISTORIC OPERA HOUSE

Chappell, Pop. 926

chappellne.org

Chappell Memorial Library

289 Babcock Avenue | (308) 874-2626 | The library houses a large Nebraska rock exhibit and the art collection of Mrs. Charles Henry Chappell, wife of the town's founder, including paintings from famous Nebraska artist Aaron Gunn Pyle.

Big Springs, Pop. 400

ci.big.springs.ne.us

Built in 1885 and on the National Register of Historic Places, the renovated

Phelps Hotel housed

railroad workers staying in

Big Springs between shifts. It

again welcomes visitors for special occasions, including use of the coffee shop and sleeping rooms.



PHELPS HOTEL

Big Springs Natural Spring

Located at Swimming Pool Park, this natural spring was used in the late 1800s to supply water to the railroad, and is in working order today. Big Springs is also site of the Sam Bass train robbery.

Brule, Pop. 316

The utility poles are painted with Lincoln Highway signs to show the old Lincoln Highway route through town - the traditional way of marking the route.

Ogallala, Pop. 4,606

visitogallala.com

A Standard Oil Red Crown filling station in 1922, the historic Spruce Street Station is graced with pumps from the 1930s. Owned by the city, the completely renovated station is a visitors center during the summer, with a garage available year-round for groups and gatherings.



CONOCO SERVICE STATION

Boot Hill Cemetery

West 10th Street & Parkhill Drive. This is the final resting place for many cowboys, drifters, and settlers (most buried with their boots on) who helped make Ogallala a booming cowtown in the 1800s.



BOOT HILL CEMETERY

Front Street

519 East First Street | (308) 284-6000 | ogallalafrontstreet.com | Ogallala's Front Street recreates a Wild West cowtown, fitting as Ogallala was the end of the western cattle trails of the 1800's. Located right along the Lincoln Highway, you'll find an Old West museum, gift shop and top quality steakhouse. The Crystal Palace Revue entertains crowds every night through the summer.

Lake McConaughy

9 miles north of Ogallala. Fishing has long been the primary lure to Nebraska's largest reservoir, with clear, deep water and over 100 miles of white sandy beach.



LAKE MCCONAUGHY

Petrified Wood Gallery

418 East 1st Street | (308) 284-9996 | petrifiedwoodgallery.com | A prize-winning collection of hand-crafted art work specializing in ancient woods, fossils and many rare pieces of petrified wood, some millions of years old, collected by twin brothers Howard and Harvey Kenfield for over 45 years. Open year-round.

Paxton, Pop. 529

Ole's Big Game Steakhouse and Lounge opened one minute after midnight August 9, 1933, which is the day Prohibition ended. For over 50 years, Ole traveled the world in search of trophy game. Today, more than 200 mounts adorn the wall of this famous family eatery alongside memorabilia from the 1930s, '40s and '50s.



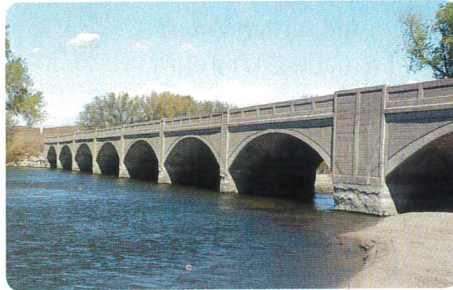
State line to Brady

Sutherland, Pop. 1,356

villageofsutherland.com

Sutherland State Aid Bridge

Five miles north of Sutherland on Prairie Trace Road you'll cross the historic State Aid Bridge and enter the Nebraska Sandhills. The Sutherland Bridge is technologically significant as the best example in the state of concrete arch construction. Moreover, of the 17 multiple-span concrete arch bridges built under the state aid program in the 1910s and 1920s, all but the Sutherland Bridge have been destroyed or substantially altered, leaving this structure as the sole intact example of this important construction trend. The Missouri River bridges aside, the Sutherland State Aid Bridge is the most important vehicular span in Nebraska.



SUTHERLAND STATE AID BRIDGE

Mormon and Oregon Trail Ruts

Just past the bridge in the high sand bluffs to the east, you'll see the best remaining ruts from the Mormon Trail, preserved in the prairie grasses. An interpretive marker on the site displays the words of Mormon pioneers as they reached this exact spot. Oregon Trail ruts are preserved at the eastbound rest area on Interstate 80 just east of the Sutherland Exit. Several interpretive panels tell the story of the great westward migration, and large iron wagon wheels are set into the swales that remain of the ruts made by thousands of wagons passing over the fragile prairie.



OREGON TRAIL RUTS - JIM WEST PHOTOGRAPHY

Restored Service Station

Located on the west edge of Sutherland, this former service station, built near 1927, was most recently a Frontier Gas Station.

It had been vacant for many generations until it was restored in 2013.

Hershey, Pop. 664

Stones and Bones Gallery and Emporium | 105 East 2nd Street | (308) 368-7400 | stonesandbonesofnebraska.com | Stones and Bones is a unique gallery of art and artifacts. The displays are offered for public viewing free of charge. The museum features an assemblage of western and wildlife art and a premier private collection of native Stone Age artifacts from rural western Nebraska. Not always open, it's best to call ahead.



STONES AND BONES GALLERY AND EMPORIUM

North Platte, Pop. 24,327

visitnorthplatte.com

Starting at approximately the point Scouts Rest Ranch Road enters Highway 30 west of North Platte and continuing west for six miles, travelers along the Nebraska Lincoln Highway Scenic and Historic Byway will be motoring on the last section of the coast-to-coast roadway to be hard surfaced. At 2 p.m. on

November 5, 1935, dignitaries gathered at a golden ribbon that was strung across the highway here. A company of National Guardsmen was on hand as a guard of honor, along with a special police force to regulate the parade watchers. Lined up back to the east were an ox-drawn covered wagon, a Concord coach, a horse and buggy, dozens of new and antique automobiles,



SCOUTS REST RANCH

and even a "plainsman" on horseback, waiting for the ribbon to be cut. A popular attraction today, the Old Lincoln Highway took tourists by **Buffalo Bill State Historical Park** in North



BUFFALO BILL STATE HISTORICAL PARK

Platte. Buffalo Bill Cody's beautiful ranch and home were built during the heyday of his Wild West Show which was begun in North Platte. His magnificent mansion and large barn along with several outbuildings have been preserved and filled with Cody and period memorabilia. The original 1913 highway followed local farm-to-market roads which usually proved to be the best available in the area. From North Platte to Gothenburg, this "stair-step" section of the Highway is completely paved and provides a scenic route through the Platte River Valley, passing numerous monuments to the western trails and to the Pony Express. For the exact route, refer to the Lincoln Highway map at LincolnHighwayAssoc.org/map/

Golden Spike Tower & Visitor Center

1249 Homestead Road | (308) 532-9920 | goldenspiketower.com | See a panoramic



GOLDEN SPIKE TOWER & VISITOR CENTER

view of Union Pacific's Bailey Yard, the world's largest railroad yard, and the sweeping Platte River Valley. The Visitor Center includes railroad memorabilia and a well stocked gift shop. Open year-round.

Lincoln County Historical Museum

2403 North Buffalo Bill Avenue | (308) 534-5640 | lincolncountymuseum.org | The museum houses the famous World War II Canteen exhibit, which



LINCOLN COUNTY HISTORICAL MUSEUM

tells the story of local volunteers who served more than 6 million servicemen and women during World War II. A western prairie village, complete with homes, schools, churches and railway depot, is located behind the museum.

Cody Park Train Museum

1400 North Jeffers Cody Park | (308) 535-6719 | The only Challenger 3900 series steam locomotive on public display,



CODY PARK TRAIN MUSEUM

accompanied by a 6900 series diesel locomotive. These two locomotives have a combined horsepower of more than 12,000! Also on display is a fully restored railroad depot, several rail cars, a caboose and railroad memorabilia.

Fort Cody Trading Post

221 Halligan Drive | (308) 532-8081 | fortcody.com | Changing with the times, when Interstate 80 opened, the Fort Cody Trading Post

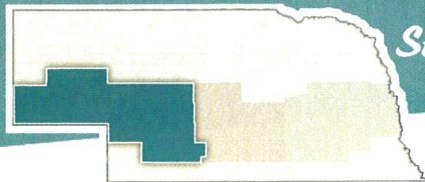
made its way from the historic Lincoln Highway to the Interstate. Today this Old West museum and gift shop is one of North Platte's most iconic attractions, right down to the Muffer Man Indian in the parade ground.



FORT CODY TRADING POST

20th Century Veterans Memorial

2811 South Jeffers | (308) 532-6579 | 20thcvetsmem.org | The five major branches of the armed forces and the five major conflicts of the 20th century are memorialized by larger than life bronze statues and a 15-foot-tall brick bas-relief mural.

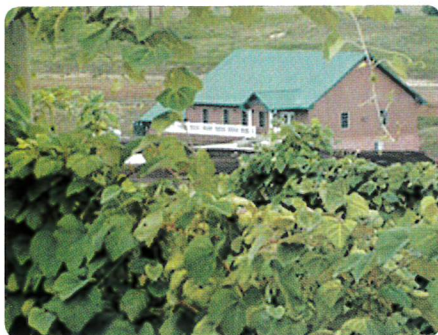


State line to Brady

Feather River Vineyard

5700 SE State Farm Road | (308) 696-0078 | feather-river.com | Located on the original "stair-step" 1913 alignment of the Lincoln Highway, Feather River Vineyards is perched in

the lush and scenic Loess Hills just south of North Platte. The vineyard is the largest in the state and is open for tastings, private parties and group tours.



FEATHER RIVER VINEYARD

Grain Bin Antique Town

10641 S Old Hwy 83 | (308) 539-7401 | grainbinantique-town.com | Grain Bin Antique Towns features 19 historic wooden, octagon granaries that are full of primitives and antiques of all types. Specialties include many vintage farm items, decorative iron pieces and. Located in the beautiful hills just south of the original 1913 alignment of the Lincoln Highway south of North Platte.



GRAIN BIN ANTIQUE TOWN

Relax With Us!

WILKINSON
COMPANIES



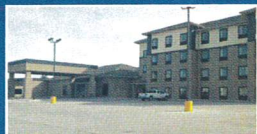
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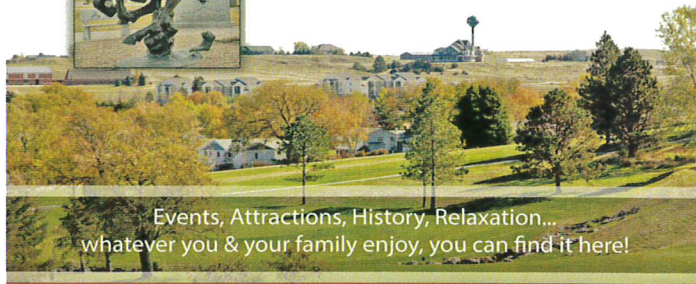
Maxwell, Pop. 308

Located three miles south of Maxwell, Fort McPherson once guarded wagon trains and workers building America's first transcontinental railroad. By the time the original Lincoln Highway passed by in 1913, it had already been a National Cemetery for 40 years and was the final resting place of soldiers from the Indian wars and Civil War. **Fort McPherson National Cemetery** now serves more than 7,000 veterans of America's armed forces.



FORT MCPHERSON CEMETERY

Visit Sidney, Lodgepole & Potter Just off the Lincoln Highway



Events, Attractions, History, Relaxation...
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A Slice of Americana Kimball, Nebraska

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Places to stay:
1st Interstate Inn ~ 308-235-4601
Days Inn ~ 308-235-4671
Finer Motel ~ 308-235-4878
Motel Kimball ~ 308-235-4404
Sleep For Less ~ 308-235-4878
Super 8 Motel ~ 308-235-4888



Kimball Area Tourism * 204 S. Kimball, Blvd. (I-80, Exit 20) * Kimball, NE 69145
308-241-0573 * www.visitkimball.com * visit@kimballne.org

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your way across
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Pets are welcome!

A 1919 Army Convoy in Cheyenne County. It was during this transcontinental trip that then Lt. Col. Dwight D. Eisenhower realized the value of a network of highways to connect the nation's cities and coasts. As president, Eisenhower spearheaded the movement for a transcontinental interstate highway system.



Eisenhower's Caravan

Modern highways and interstates allow Americans to travel anywhere safely and rapidly. But before today's highways and interstates, advocates and motoring pioneers had to carve out the first roads suitable for automobiles — including the Lincoln Highway.

It was one of the Lincoln Highway's early travelers, then-Lt. Col. Dwight D. Eisenhower, who realized during a transcontinental Army the value of a network connect the nation's cities

The purpose of the convoy was two-fold. First, 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 focused attention on the poor condition of the highway and the need for a good transcontinental route, especially in the West.

Because of the deplorable road conditions in Nebraska, it took the caravan 10 days to cross the state. On Aug. 5, the convoy was held up for seven hours near North Platte. Their heavy trucks were stuck in quicksand that appeared dry on the surface because of evaporating water. In a telegram sent to Washington, First Lt. E.R. Jackson stated that the 200-foot stretch of highway was the "worst stretch of road we have yet encountered."

This stretch of the Lincoln Highway would prove to be a problem for the road department for at least another decade.

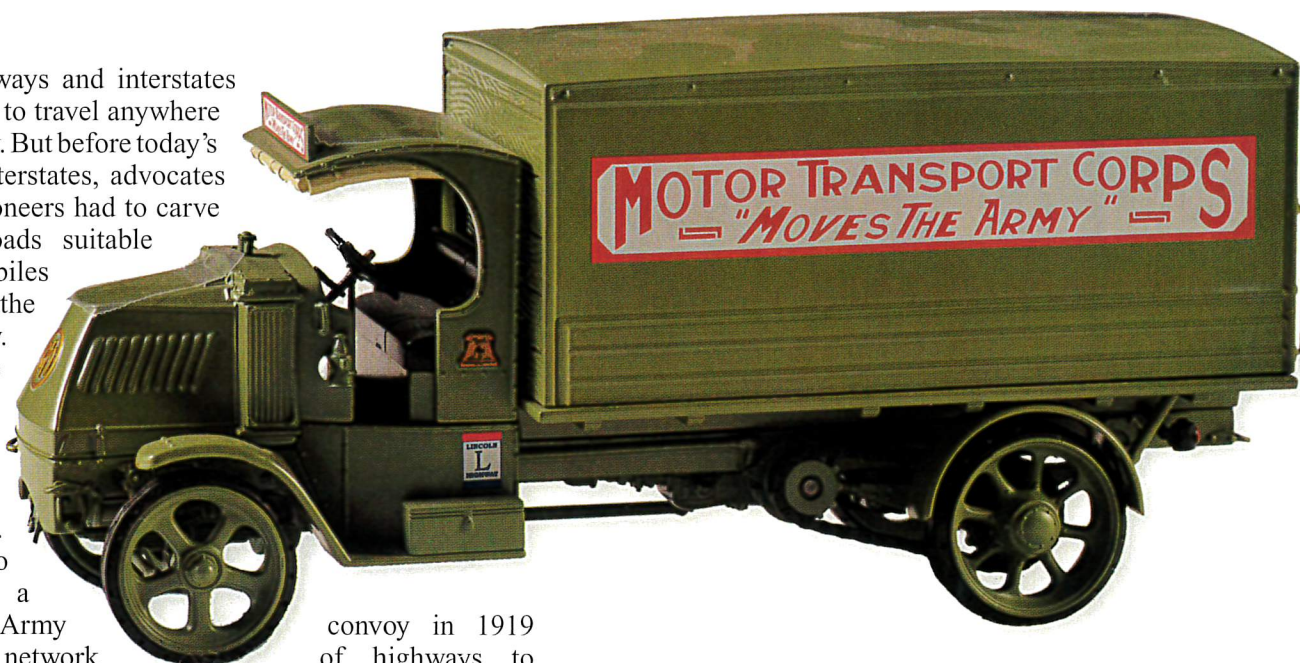
After the caravan crossed Nebraska, the Army reported that the entire length of the highway in the state was dirt, with the exception of some city streets and the three areas of seedling miles at Grand Island, Kearney and Fremont.

West of Dawson County, the road remained no more than a rutted trail.

Eisenhower wasn't the first American with a vision for widespread motorized travel.

As Americans increasingly adopted automobiles for their transportation, it became clear that wagon and carriage roads

convoy in 1919 of highways to and coasts.



weren't good enough. With the move away from horse-drawn transportation came the need for better roads, and so the U.S. Good Roads Association was formed.

The Good Roads Association was among organizations, including the Lincoln Highway Association, that advocated for highways to connect U.S. cities. To demonstrate the desire for improved roads, many motorists attempted cross-country trips over the relatively few improved roads that existed at the time.

Dedication of the Lincoln Highway in 1913 was a boon to transcontinental travel. As the nation's interest in automobiles piqued, writers churned out how-to books for would-be travelers, and in 1915, a film crew crossed the nation from coast to coast.

The "Three-Mile Picture Show," named for the length of film used in producing the movie, required a convoy of vehicles traveling for four months.

Among the early transcontinental motor convoys were three U.S. Army truck trains, including the 1919 Motor Transport Corps convoy from Washington, D.C., to San Francisco.

Eisenhower, who was one of the 24 officers on the 1919 convoy, later became supreme commander of Allied Forces in World War II and served as U.S. president from 1953 to 1961.

Convinced of the value of transcontinental travel, Eisenhower spearheaded the movement for a transcontinental interstate highway system.

Today, Interstate 80 mostly parallels the route of the Lincoln Highway that Eisenhower first followed in 1919.



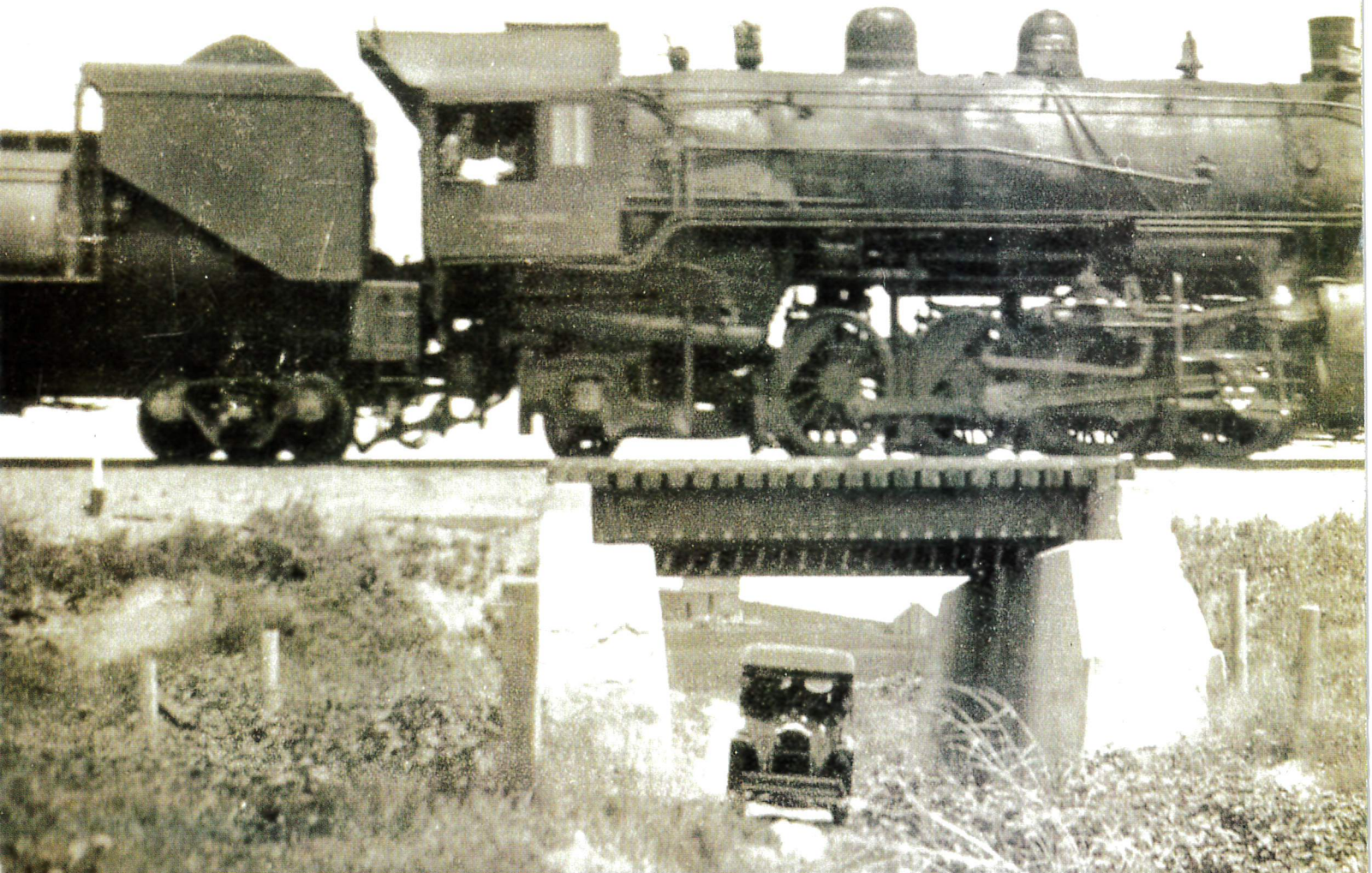
National Register of Historic Places

Eleven properties along the route of the Lincoln Highway in Nebraska are listed on the National Register.

- Sidney Business Historic District, downtown Sidney, Cheyenne County
- Fremont Commercial Historic District, downtown Fremont, Dodge County
- Lincoln Highway, County Road 120, east of Elkhorn, Douglas County
- Gloe Brothers Service Station, U.S. 30 and 11th St. in Wood River, Hall County
- Hotel Yancey (Yancey Motor Hotel), 123 N. Locust St. in Grand Island, Hall County
- Roscoe State Aid Bridge (State Link 51B over South Platte River), one-half mile south of Roscoe, Keith County
- Wheat Growers Hotel, 102 S. Oak St. in Kimball, Kimball County
- Columbus Commercial Historic District, downtown Columbus, Platte County
- Columbus Loup River Bridge, U.S. 30 over the Loup River in Columbus
- Hotel Yancey (Hotel Pawnee), 221 E. Fifth St. in North Platte, Lincoln County
- Welsh Motor Court, First Street between East B and East C Streets, Ogallala

** The Sidney, Columbus and Fremont historic districts include individual buildings that contribute to the larger historic district with a period of significance related to the time period when the highway passed through these cities.*

Train Underpass in 1923 and present day.



Historical Legends

The Lincoln Highway was dedicated on Oct. 31, 1913, about 50 years after the Union Pacific Railroad became the United States' first transcontinental railroad, so it was no coincidence that the highway followed much of the same path as the railroad across Nebraska.

Americans traveling on the Oregon, Mormon and California trails were the first to establish the paths that headed westward along the banks of the Platte River across much of Nebraska.

Because the Lincoln Highway was a historical "first," much of what travelers viewed and experienced might seem odd by modern standards of highway travel, but the Americans who built the Lincoln Highway and rolled across it were exploring new territories.

In 1924, there were almost 463 miles of the Lincoln Highway in Nebraska. Of that total, 329 miles were graded gravel, 84 miles were graded earth, 19 miles were brick, 15 miles were paved streets, 10 miles were concrete and almost six miles were asphalt.

In the early days, telephone poles with painted signs and arrows pointed the way for travelers. Soon, Boy Scouts installed scores of concrete signposts that carried the familiar symbols of the Lincoln Highway, a blue letter "L" with stripes of blue and red on top and bottom.

Much of the 463 miles of the Lincoln Highway in Nebraska was unpaved in the early years. To encourage paving, towns were challenged to create "seedling miles" of concrete or brick to demonstrate the advantages of paving. The Lincoln Highway Association preached: "Great oaks from little acorns will grow; long roads of concrete from 'seedling miles' will spring." Hall and Buffalo counties in central Nebraska were the nation's leaders to plant their little "acorns." Hall County dedicated its seedling mile just east of Grand Island in 1915, followed shortly by Buffalo County's seedling mile west of Kearney. The last stretch of the Lincoln Highway to be paved was near North Platte in 1933.

The Lincoln Highway Association's early guide for travelers boasted the highway would be "of varying degrees of excellence," but the dirt roads Americans encountered caused many difficulties for the early automobiles. Motorists carried several spare tires because flats occurred so frequently — about four every 100 miles. Across many stretches, the

speed limit was about 20 mph, and even slower when the highway passed through towns. Omaha strictly enforced its 8 mph speed limit.

The name of the Lincoln Highway became a number — U.S. Highway 30 — after the federal highway numbering system was adopted in 1928. The entry point of the Highway 30 into Nebraska changed in 1929 from Omaha to Blair, and it remains so today.

Today's U.S. Highway 30 follows a mostly straight course across Nebraska, but the Lincoln Highway sometimes jogged north or south, often in order to link with paved sections and sometimes because of property boundaries. One segment between Gothenburg and North Platte appears on the map to be stair steps because the old highway route jogged so many times. The route also jogged through towns. In Omaha, the Lincoln Highway crossed into Nebraska on Douglas Street, jogged to Farnam Street, and finally headed west on Dodge Street. As time passed and the Lincoln Highway gave way to U.S. Highway 30, there were fewer turns.

Lincoln Highway Association vice president and secretary Arthur R. Pardington was quoted in 1913 in the Omaha World-Herald, "God Almighty put Omaha on the Lincoln Highway and Omaha should do what the Almighty will not: in gratitude supply what money it can to push the work." Unlike modern highways, the Lincoln Highway sprang to life with private donations and community support, including \$1 million pledged by the U.S. automobile industry. Omaha later was described glowingly by author Emily Post. Writing for Colliers Magazine, she said, "In Omaha, the avenues are so splendidly wide that they can afford chalked-off parking places in the center of the streets where motorists can stand unmolested and indefinitely. If only New York and Boston had the space to follow their example!"

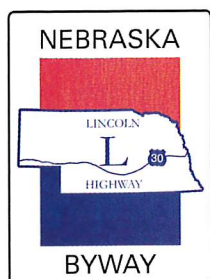
In July 1919, the U.S. Army sent a truck caravan across the country from Washington to San Francisco. The caravan rolled onto the Lincoln Highway in central Pennsylvania to test whether the highway could withstand the pounding of heavy military vehicles. Among soldiers in the caravan was then-Lt. Col. Dwight D. Eisenhower, who as U.S. president campaigned for an interstate highway to link the United States' two sea coasts. The result was Interstate 80, which opened in 1962.



On a chilly Halloween night in 1913, cities across the country were ablaze in the biggest celebration the United States of America had ever seen. Ten thousand Omaha citizens flocked to the corner of 18th and Farnam streets outside Omaha's City Hall (pictured above) to hear Lincoln Highway Association State Consul H.E. Frederickson speak. Frederickson delivered a sensational message that the nation's first transcontinental highway would route right through their city. The road was to be called the Lincoln Highway in honor of President Abraham Lincoln and was created to expand American tourism and economic growth. An excited crowd listened to a lively band play in the autumn air and watched a brilliant, \$100 fireworks display explode in the night sky. Union Pacific Railroad donated eight wagonloads of old railroad ties for the occasion. They were stacked and ignited for a huge bonfire.

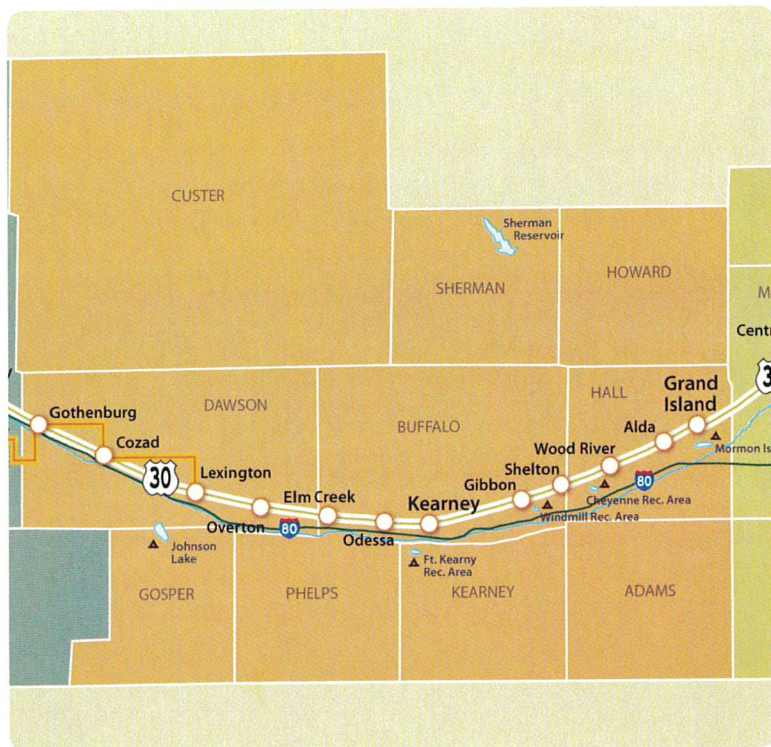
CENTRAL REGION

Explore the historic Lincoln Highway in Central Nebraska! See the Gothenburg Berm, a nationally significant piece of the remaining "stair steps." In Cozad you'll cross the 100th Meridian and be in the geographic center of the United States and the Lincoln Highway. Stroll and shop on The Bricks in downtown Kearney. Enjoy the Lincoln Highway Visitors Center in Shelton that features exhibits and memorabilia, and a must-see in Grand Island is the only remaining section of a paved Seedling Mile in the United States.



LEGEND

- Western Region
- Central Region
- Eastern Region
- Rivers and Lakes
- Lincoln Highway
- Original Lincoln Highway (Paved)
- ▲ Recreational/Camping



KENSINGER SERVICE & SUPPLY, GRAND ISLAND

Central County Contacts

Cozad/Dawson County

Cozad Chamber of Commerce
Visitors Center
135 W. Eighth St., Cozad
(308) 784-3930
cozadnebraska.net

Gothenburg/Dawson County

Gothenburg Chamber of
Commerce/Visitors Center
1001 Lake Ave., Gothenburg
(800) 482-5520
gothenburgdelivers.com

Grand Island/Hall County CVB

Grand Island/Hall County Visitors Center
2424 S. Locust St., Suite C, Grand Island
(800) 658-3178
visitgrandisland.com

Kearney/Buffalo County

Kearney Visitors Bureau
1007 Second Ave, Kearney
(800) 652-9435
visitkearney.org

Lexington/Dawson County

Lexington Chamber of Commerce
Visitors Center
1501 Plum Creek Pkwy #2A, Lexington
(308) 324-5504
lexcoc.org

Central Road Trip Events!

JANUARY

2nd weekend ~ Monster Truck, heartlandeventscenter.com, Heartland Events Center, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
2nd weekend ~ Fonner Outdoor Expo, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
3rd weekend ~ Central NE Home & Builders Show, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
Last Saturday ~ Lumpen Ball, visitgrandisland.com, Liederkrantz, 403 W First St., (308) 382-9337, Grand Island

FEBRUARY

Every Friday ~ Sunday Live Thoroughbred Horse Racing, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
2nd & 3rd weekend ~ GILT Dinner & Play, githeatre.org, College Park, 3180 W Hwy 34, (308) 398-7275, Grand Island
Valentine's Day ~ Wings Over The Platte Art Show opening, stuhrmuseum.org, Stuhr Museum, 3133 W Hwy 34., (308) 385-5316, Grand Island
3rd weekend ~ Tri-City Street Rod, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
3rd week ~ Nebraska Cattlemen's Classic, cattlemens.org, Buffalo County Fairgrounds, 3807 Ave. N., (308) 627-6395, Kearney
Mid ~ February through beginning of April, Sandhill Crane Migration, visitkearney.org, (308) 237-3178, Kearney

MARCH

All March Sandhill Crane Migration ~ cranetrust.org & seethecranes.com, Crane Trust Nature & Visitor Center, 9325 S Alda Rd, (308) 382-1820, Grand Island
All March Friday-Sunday ~ Live Thoroughbred Horse Racing, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
17th ~ St Patrick Day Celebration, McKinney's Irish Pub, visitgrandisland.com, 123 W Third St., (308) 391-2953, Grand Island
3rd weekend ~ Iron Horse Motorcycle Show, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515 - Grand Island

APRIL

Early April ~ Live Thoroughbred Horse Racing, fonnerpark.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island
3rd weekend ~ AKC Dog Show, gikennelclub.com, Pinnacle Bank Expo Center, 700 E Stolley Park Rd., (308) 385-4949, Grand Island
3rd & 4th weekends ~ GILT Spring Play, githeatre.org, College Park, 3180 W Hwy 34, (308) 398-7275, Grand Island
3rd weekend ~ Tri City Street Rod, visitgrandisland.com, Fonner Park, 700 E Stolley Park Rd., (308) 382-4515, Grand Island

MAY

1st ~ Railroad Town opens for its summer season, stuhrmuseum.org, Stuhr Museum, 3133 W Hwy 34, (308) 385-5316, Grand Island
3rd weekend of May ~ NE Wine & Jazz Festival, wineandjazzfest.org, Buffalo County Fairgrounds, 3807 Ave N., (308) 237-3114, Kearney
Memorial Day Weekend ~ Fort Kearny State Historical Park Living History Celebrations, 1020 V Rd., (308) 865-5305, Kearney
Memorial Day weekend ~ Old Fashioned Memorial Day Celebration, stuhrmuseum.org, Stuhr Museum 3133 W Hwy 34, (308) 385-5316, Grand Island

JUNE

1st Saturday ~ Yanney Heritage Days, Yanney Park, 2020 11th St, Kearney
1st Saturday ~ Nebraska Shrine Parade, neshrinebowl.com, downtown, 10a, (308) 237-3178, Kearney

1st Saturday ~ Nebraska Shrine Bowl Football Game, neshrinebowl.com, afternoon at University of Nebraska Kearney Foster Field, (308) 237-3178, Kearney

2nd, 3rd & 4th Thursdays ~ Park & Rec Summer Concerts, grand-island.com, various park locations, (308) 385-5444 ext 290, Grand Island

3rd week ~ GILT Summer Play, githeatre.org, College Park, 3180 W Hwy 34, (308) 398-7275, Grand Island

3rd weekend ~ Central NE Ethnic Festival, visitgrandisland.com, 1010 Bismark Rd, (308) 382-5200, Grand Island

3rd weekend ~ Wagon's West Celebration, bchs.us, Trails & Rails Museum, 710 11th St, (308) 234-3041, Kearney

Mid-July ~ Sidewalk Sales, Downtown and Hilltop Mall, visitkearney.org, Kearney

4th weekend ~ Robert Henri Arts Festival, cozadchamber.com, 218 E 8th, (308) 784-4154, Cozad

3rd & 4th Sunday ~ Concerts in the Park, kearneyarts.org, Harmon Park, 3100 5th Ave, Kearney

Last Friday in June - last Friday in August ~ Hear Grand Island Concerts, visitgrandisland.com, Railside Plaza Third & Wheeler, (308) 398-7022, Grand Island

Last week through July 3 ~ Crane River Theater Play Production, annual 10 day performance, Yanney Park, 2020 11th St., cranerivertheater.com, Kearney

JULY

Every Sunday ~ Concerts in the Park, kearneyarts.org, Harmon Park, 3100 5th Ave, Kearney

4th ~ Independence Day Parade and Celebrations, gibbonchamber.nctc.net, (308) 468-1239, Gibbon

4th ~ Fort Kearny State Historical Park Living History Celebrations, 1020 V Rd., (308) 865 5305, Kearney

2nd Sunday in July ~ Art in the Park, Harmon Park, 3100 5th Ave, Kearney

2nd weekend ~ Bands, Brews and BBQ's, cozadchamber.com, downtown, (308) 784-3930, Cozad

2nd week of July ~ Dawson County Fair, Dawson County Fairgrounds, 1000 Plum Creek Parkway, (308) 324-3600, Lexington

3rd weekend ~ Cruise Nite, cruisenitekearney.com, (308) 440-2941, various locations around Kearney, Kearney

Last week of July ~ Buffalo County Fair, buffalocountyfairgrounds.com, Buffalo County Fairgrounds, 3807 Avenue N., (308) 236-1201, Kearney

Last Sunday of July ~ Lincoln Highway Festival and Car Show, (308) 647-6554, Shelton

August

1st & 2nd Sunday ~ Concerts in the Park, kearneyarts.org, Harmon Park, 3100 5th Ave, Kearney

1st Saturday ~ Grand Theatre Car Show, grandmovietheatre.com, downtown 316 W Third St, (308) 381-2667, Grand Island

1st Saturday ~ Citywide Garage Sale, woodriverne.com, all around town, (308) 583-2066, Wood River

3rd Saturday ~ Brew Fest, Liederkrantz courtyard, visitgrandisland.com, 403 W First St, (308) 382-9337, Grand Island

Mid-August ~ Quilts Around the Block, cozadchamber.com, downtown, (308) 784-3930, Cozad

3rd weekend ~ Wood River Fun Fest, woodriverne.com, downtown 9th St, (308) 233-9703, Wood River

3rd Sunday ~ Vintage Classic Wheels Car Show, visitgrandisland.com, Stolley Park, Stolley Park Rd, (800) 658-3178, Grand Island

Last Friday through Labor Day ~ Nebraska State Fair, statefair.org, State Fair Grounds at Fonner Park, (308) 382-1620, Grand Island

CONTINUED ON PAGE 26

Central Road Trip Events!

AUGUST

Last weekend of August ~ Buffalo Stampede, elmcreekne.com, Elm Creek

SEPTEMBER

Tuesday, Wednesday & Thursday week after

Labor Day ~ Husker Harvest Days, huskerharvestdays.com, 9000 W Husker Hwy, (308) 384-4646, Grand Island

Labor Day ~ State Fair & Stuhr Museum Railroad Town closes, Grand Island

Labor Day Weekend ~ Fort Kearny State Historical Park Living History Celebrations, (308) 865 5305, Kearney

Labor Day Weekend ~ Antiques & Craft Extravaganza, Dawson County Fair, Dawson County Fairgrounds, 1000 Plum Creek Parkway, visitlexington.org, Lexington

2nd weekend ~ Hay Days, cozadchamber.com, downtown, (308) 784-3930, Cozad

Last weekend ~ 300 mile yard sale Nebraska Junk Jaunt, junkjaunt.com, (308) 530-0557, Cairo & Grand Island

OCTOBER

1st Saturday ~ Harvest of Harmony, gichamber.com, downtown Third St (Eddy to Sycamore), (308) 382-9210, Grand Island

1st weekend ~ Oktoberfest, kearneycoc.org, Buffalo County Fairgrounds, 3807 Ave. N, (308) 237-3101, Kearney

2nd weekend ~ Prairie Lights Film Festival, grandmovietheatre.com, Grand Theatre, 316 W Third St, (308) 381-2667, Grand Island

3rd Friday & Saturday ~ All Hallows Eve, Stuhr Museum, stuhrmuseum.org, 3133 W Hwy 34, (308) 385-5316, Grand Island

4th Saturday ~ Day of The Dead, visitgrandisland.com, downtown Third Street, (308) 385-5242, Grand Island

NOVEMBER

1st Saturday & Sunday ~ Down Town Antique Walk, visitgrandisland.com, Third St, (308) 384-6018, Grand Island

Friday, Saturday & Sunday after

Thanksgiving ~ LaCamerata, visitgrandisland.com, (308) 381-3678, Grand Island

3rd week of November (week before Thanksgiving) ~ gatewayfarmexpo, Gateway Farm Expo, Buffalo County Fairgrounds, 3807 Avenue N, (877) 720-4885, Kearney

4th Friday ~ opening Fantasy of Trees, Stuhr Museum, stuhrmuseum.org, 3133 W Hwy 34, (308) 385-5316, Grand Island

DECEMBER

1st Saturday ~ Taste of Cozad, cozadchamber.com, downtown, (308) 784-3930, Cozad

1st weekend Old Fashioned Downtown Christmas visitgrandisland.com, Third Street, (308) 398-7022, Grand Island

1st Saturday & 2nd full weekend ~ Christmas Past & Present, stuhrmuseum.org, Stuhr Museum 3133 W Hwy 34, (308) 385-5316, Grand Island

1st week ~ Christmas Tree Walk, Trail & Rails Museum, bshs.us, 710 W 11th St., (308) 234-3041, Kearney

Gothenburg, Pop. 3,558

gothenburgdelivers.com

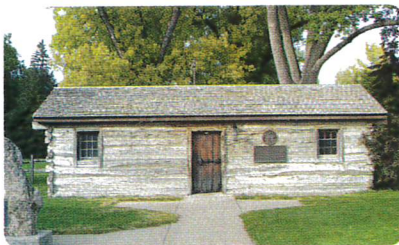
Located in Ehmen Park, the **Pony Express Station** was as popular during the Lincoln Highway era as it is today. Moved from its original site to preserve the building, it opened to the public in 1954 attracting over 20-30,000 visitors annually. The **Gothenburg berm**, a nationally significant piece of the remaining "stair steps," is located one mile south of Interstate 80, connecting with Highway 47. Since there was no bridge over the Platte River west of Gothenburg for many years, the Lincoln Highway turned south at Gothenburg and followed a stair step of roads to North Platte. The historic stair steps can be followed on the road map today.



GOTHENBURG BERM

Pony Express Stations

Ehmen Park, 15th & Lake Avenue | (800) 482-5520 | gothenburgdelivers.com | Relive history when you stop in Gothenburg, home to two Pony Express Stations – the Midway, on



PONY EXPRESS

its original ranch site south of town, and the Sam Macchette station, located in Ehmen Park. Guides are available to tell the story of the Pony Express and pioneer history.

Gothenburg Historical Museum

1420 Avenue F | (800) 482-5520 | gothenburghistory.org | This museum is adjacent to the Pony Express Station in Ehmen Park. Browse through and enjoy the items from an era of the past. See how Gothenburg was to become the "Little Chicago" of Nebraska with the implementation of water-generated electricity in 1890.

Lake Helen

22nd & Lake Avenue | (800) 482-5520 | The lake was created in the early 1890s by digging a canal from the Platte River to a dammed canyon to create a reservoir. A power plant was built, electricity was generated and it was promoted to make Gothenburg the "Little Chicago" of Nebraska. It was selected as Project of the Century in 1999 and offers a picturesque recreation area with a walking trail, picnic shelters and playground. A Lincoln Highway campground, adjacent to the lake, was a popular campsite for the travelers in the early days of the highway. The campground is still there and provides a shady repose at the end of the day for current day travelers.



Learn More!

about The Lincoln Highway and life along The Great Platte River Road at Museums across Dawson County, Nebraska



DAWSON COUNTY HISTORICAL MUSEUM

805 N. Taft Street
Lexington, NE 68850
308-324-5340
www.dchsmuseum.com



ROBERT HENRI MUSEUM & HISTORICAL WALKWAY

218 E. 8th Street
Cozad, NE 69130
308-784-4154
www.roberthenrimuseum.org



100TH MERIDIAN MUSEUM

206 E. 8th Street
Cozad, NE 69130
308-784-3930
www.cozadchamber.com



GOTHENBURG HISTORICAL MUSEUM

1420 Avenue F
Gothenburg, NE 69138
308-537-4214
www.gothenburghistory.org



HEARTLAND MUSEUM OF MILITARY VEHICLES

606 Heartland Road
Lexington, NE 68850
308-324-6329
www.heartlandmuseum.com



EVENTS: Lex Fall Fest–Labor Day Weekend • Plum Creek Rodeo–2nd Weekend in June

LEXINGTON LODGING: Econolodge–50 rooms Comfort Inn–49 rooms • Days Inn–30 rooms • Minuteman Motel–36 rooms
Holiday Inn Express–70 rooms Lexington Super 8 Motel–47 rooms

ANTIQUE SHOPS: Bargain John's Antiques, 700 S. Washington Street • Memories Antiques, 75933 Road 434 • Chester's Antiques, 110 East River Road

WINERY: Mac's Creek Vineyard & Winery–43315 Rd 757, www.macs creekvineyards.com

RECREATION: Family Aquatic Center • Optimist Field • 6 Parks • Bowling Alley • Skate Park • Field House • Stock Car Racing • Majestic Theatre • YMCA
Lakeside Country Club (18 holes) • Overton Golf Course (9 holes)

For more information about Lexington area businesses, attractions, and services visit the Lexington Tourism and Visitor's Bureau's website @ www.visitlexington.org
Paid for by Lexington CVB

Join the Fun!



Barn Quilts of Dawson County Nebraska Trail

Join us as we celebrate our farming and quilting heritage and share Cozad's art culture. Visit the Barn Quilts of Dawson County Nebraska Facebook page or cozadchamber.com for a growing list of barn quilt sites and more information.



GOZAD

The 100th Meridian City



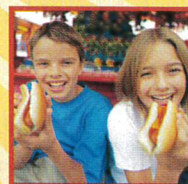
Robert Henri Arts Festival
4th Saturday of June



Bands, Brews & BBQs
2nd Saturday of July



Quilts Around the Block
Biennial Event,
Coming in August 2017

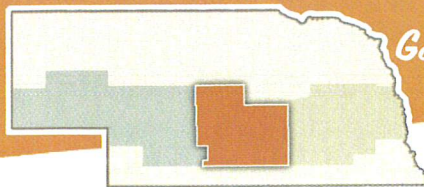


Hay Days Celebration & Carnival
2nd Weekend of September



Taste of Cozad Christmas Event
1st Saturday of December

Visit CozadChamber.com for more information
Sponsored by Cozad Chamber of Commerce Tourism



Gothenburg to Grand Island

Cozad, Pop. 3,934

cozadnebraska.net

Robert Henri Museum and Historical Walkway

218 E. Eighth Street | (308) 784-4154 or (308) 784-3930 | The museum commemorates the world-renowned artist for whom it is named. Robert Henri was the son of Cozad's founding father, John J. Cozad. The building, built by the Cozad family more than a century ago, was Henri's childhood home. When the family left, it served Lincoln Highway travelers as the Hendee Hotel. Visit the Robert Henri Art Gallery to see the largest collection of Henri sketches on display in the world. Open May through September.



ROBERT HENRI MUSEUM

100th Meridian Museum & Visitor Center

206 E. Eighth Street | (308) 784-1100 | Located next door to the Robert Henri Museum is the 100th Meridian Museum. Once a Lincoln Highway car garage, the museum is now home



100TH MERIDIAN MUSEUM

to the rare Yellowstone Concord Touring Coach and exhibits telling the story of our rich heritage of early settlers as well as presenting a portrayal of contemporary life. Take a tour of our historical and authentic Pony Express

Station, Little Church by the Park and Pioneer School. Shop at the Grow Nebraska store located at both museums.

Original Union Pacific Depot

Meridian and Hwy 30 | (308) 784-2804 | This original UP depot, contains many of its original items, and is located on the Lincoln Highway. It is situated on the 100th meridian, an important demarcation line where "the humid east meets the arid west."



UP DEPOT

Lexington, Pop. 10,146

lexcoc.org

The **Olive House** at 401 East 13th Street in Lexington is listed on the National Register of Historic Places. The Olive family was a prominent Texas family who came to Nebraska and was instrumental to the introduction of cattle to the area. Stories are told of the conflicts between the ranchers and the homesteaders, a lynching and trial that received national attention. Ira Olive became a successful banker and cattleman in the late 1800s and the early 1900s.

Dawson County Historical Museum

805 North Taft Street | 308-324-5340 | dchsmuseum.com | The main facility offers a collection of historic artifacts, unique exhibits, research library, art gallery and museum gift shop. Must-sees include the Columbian mammoth, baby biplane, quilt collection, period rooms, farm machinery and log cabin. The Wheels of Progress exhibit tells of the Union Pacific Railroad, telegraph and the Lincoln Highway/U.S. Highway Archives, library and depot.

Heartland Museum of Military Vehicles

I-80 Exit 237 and U.S. Hwy 283 | 606 Heartland Road | (308) 324-6329 | heartland-museum.com | See, touch and even sit in some of the vehicles which date from World War II. The vehicles

are restored to working condition and are ready to roll at a moment's notice. Weapons, uniforms, equipment, photos, a gift shop and more are on exhibit.



HEARTLAND MUSEUM OF MILITARY VEHICLES

Mac's Creek Vineyard

43315 Road 757 | (308) 324-0440 | macscreekvineyards.com | Mac's Creek Winery & Vineyards is family owned and operated by the McFarland family, and they are committed to producing quality Nebraska wines for all to share. The vineyard lies along the banks of the beautiful Spring Creek just one-half mile north of Lexington on U.S. Highway



MAC'S CREEK VINEYARD

BONEYARD CREATION MUSEUM & ROCK SHOP

A museum dedicated
to the truth of the
Bible and the
untruth of
evolution

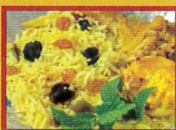
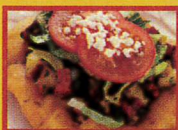
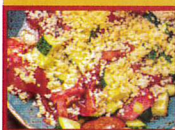


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on the west side
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from 10am to 5:30pm
Closed Sunday & Monday
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or email us at
boneyardmuseum@hotmail.com for an appointment anytime.

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308-987-2111



OVERTON SCOUTS PRESERVE LINCOLN HIGHWAY BRIDGE

July 16,
2004



Kearney Hub photo by Malena Ward

2004 Webelo Scouts, from left, Trenton Lammers, Will Bauer and Jacob Hagemeister and their Pack 141 leader Roger Bauer adopted the Lincoln Highway bridge just east of Overton.
(not pictured: Preston Meier, Zach Olmstead, Jacob Olmstead and Jacob Zern)

The Scouts reunited to refurbish the bridge in 2012

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Super 8-Kearney
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Quality Inn-Kearney
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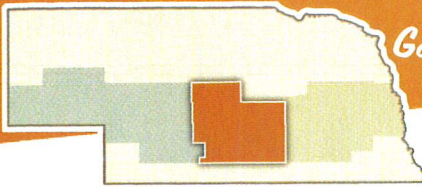
Rodeway Inn-Kearney
308-698-2810



Rodeway In-Cozad
308-784-4900



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Affordable Accommodations*



21, what was once the early route of the Lincoln Highway. Ten different types of grapes, including red and white varieties are used to create their wines. Special activities are always on the calendar posted on their website.

Overton, Pop. 588

One-quarter mile east of Overton, between Highway 30 and the Union Pacific Railroad tracks, is an **old Lincoln Highway concrete bridge**. The bridge sits on the highway's original location and has a logo on the outside wing wall, recently painted by Boy Scouts.



OVERTON BRIDGE

Elm Creek, Pop. 934

elmcreekne.com

On the east edge of town are several buildings with red tile roofs from the former Red Top Cabin Camp. Early travelers spent the night under the stars at tourist camps that offered shade and a place to park. Over time cabin camps with individual cabins evolved; in some cases, the cabins were connected and called motels.

Kearney, Pop. 32,469

visitkearney.org

West of Kearney, a **covered wagon** and its pair of cement oxen were built in 1932 and in 1939 it became part of a souvenir store. A fire destroyed the store in 1951. The oxen and covered wagon remain on the site. Located on the south side is a marker commemorating the 1733 Ranch. 1733 miles is the midway point between Boston & San Francisco. **Museum of Nebraska Art (MONA)** is housed in a 1911 Renaissance Revival building that once served as a post office. MONA collects, preserves and exhibits its work from artists with connections to Nebraska. Kearney's **historic downtown** district, called The Bricks, is adjacent to the Lincoln Highway and is a nostalgic brick street and has been



MUSEUM OF NEBRASKA ART

a retail destination for over 100 years. The **Historic World Theater** in downtown Kearney opened its doors in 1927 as a vaudeville

house. By the mid-1940s the World was purely a movie theater. It closed in 2008. Beginning in 2011, a group of locals restored the theater to its original glory.

Kearney/Buffalo County was among the first in Nebraska to create a Seedling Mile. The Kearney Commercial Club raised funds to construct a Seedling Mile on West 24th Street from present-day 19th Avenue to 30th Avenue, formerly a dirt road. The **Seedling Mile** was dedicated with a Nebraska State Historical Marker in May 2011.

G.W. Frank Museum of History & Culture

2010 University Dr. | (308)

865-8284 | frank.unk.edu |

Built in 1889, the museum was Kearney's most elaborate home during the city's industrial "boom" period. It was designed by George Frank, Jr. in the H.H. Richardson Romanesque style as a gift for his parents, George and Phoebe Frank, two of Kearney's most prominent residents. Highlights of the home included early electric lighting, hand-carved woodwork, and a large stained glass window.

During the Lincoln Highway era, the building was part of the Nebraska State Hospital for Tuberculosis. It is listed on the National Register of Historic Places. Today it serves as a museum focusing on the history and culture of Kearney, and is free and open to the public for guided tours and programs.

Classic Car Collection

3600 E Hwy 30 | (308)

234-1964 | classiccarchollection.org | The best public



WORLD THEATRE



G.W. FRANK MUSEUM OF HISTORY & CULTURE



CLASSIC CAR COLLECTION

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- Pony Express Station Museum
- Gothenburg Historical Museum
 - Wild Horse Golf Club
- Historic Lincoln Hwy (U.S. Hwy 30)
 - Three Motels – 150 Rooms
 - Two Campgrounds

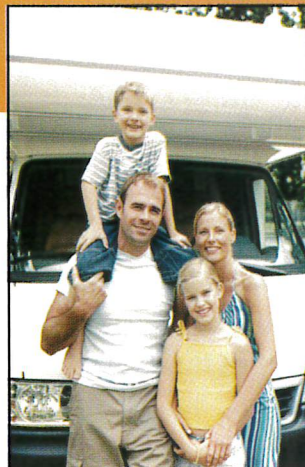


Pony Express Capital of Nebraska

Gothenburg Area Chamber of Commerce

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Hours:

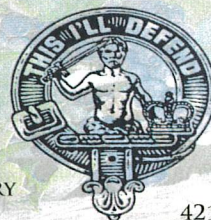
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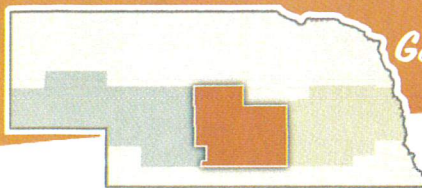


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308-455-4932

WWW.MACSCREEKWINEBAR.COM



Gothenburg to Grand Island

car attraction between Chicago and Denver includes more than 160 vintage automobiles from the early 1900s to the 1980s. The attraction includes video and multimedia displays throughout. Located on the Lincoln Highway, it is adjacent to **Cabela's**, the World's Foremost Outfitter.

The Archway

3060 East First Street | (877) 511-ARCH | archway.org | This fantastic eight-story museum that spans Interstate 80 offers a self-guided audio tour. From trail ruts to diners, the Archway explores the routes that opened and settled the West. A one-of-a-kind, award-winning attraction, the Archway boldly presents the historic transcontinental roads that followed the Platte Valley, including the Lincoln Highway.



THE ARCHWAY

Trails & Rails Museum/ Buffalo County Historical Society

710 West 11th Street (308) 234-3041 | bchs.us | Trace the history of transportation through Buffalo County on a site



TRAILS AND RAILS MUSEUM

where the Mormon Trail once passed. In addition to the Union Pacific steam engine and archives of the area, displays include an 1898 depot and church, 1880s Freighters Hotel and an 1871 school house.

Nebraska Firefighters Museum

2434 East First Street | (308) 338-FIRE (3473) | nebraskafirefightersmuseum.com | The Nebraska Firefighters Museum and Education Center is designed to provide a place to safeguard and preserve Nebraska's proud firefighting heritage and to educate individuals on fire prevention.

Kearney Area Children's Museum

5827 Fourth Avenue | (308) 698 2228 | kearneykidzone.com
The Museum is dedicated to developing within children and adults a feeling of excitement about learning, a sense of family and community. KidZone provides fun, interactive educational experiences for children. It's a place for children and families to experience the world of science, cultures and the arts in a unique, hands-on environment.

Gibbon, Pop. 1,851

cityofgibbon.org

An old **Ford** garage is now an antique car restoration shop on Highway 30.

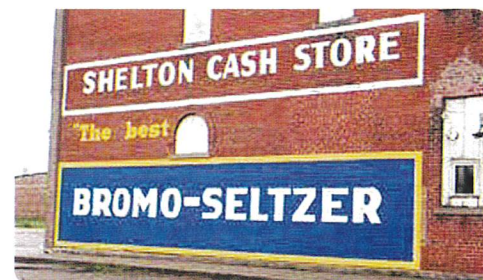


LINCOLN HIGHWAY VISITORS CENTER

Shelton, Pop. 1,079

villageofshelton.net

The last remaining original Lincoln Highway billboard in Nebraska has been repainted. The **Bromo-Seltzer** and **Shelton Cash Store** billboard



BROMO-SELTZER STORE

dates to the 1920s and was preserved on the shady north side of the building, one block north of Highway 30 on Shelton's main street, C Street. **Original Lincoln Highway bricks** travel south and east from this street corner, with diagonally patterned bricks in the intersection, which prevented them from "stacking" from iron wagon wheels turning the corners in the early 1900s. Patterned street corners were common in the early years of the Lincoln Highway for this reason.

Wood River, Pop. 1,361

woodriverne.com

On the east edge of town is the historic **Gloe Brothers Service Station**, which has been carefully converted into a drive-through bank.



GLOE BROTHERS SERVICE STATION

Where your OLD is someone else's NEW

Gilgi's Furniture CONSIGNMENT

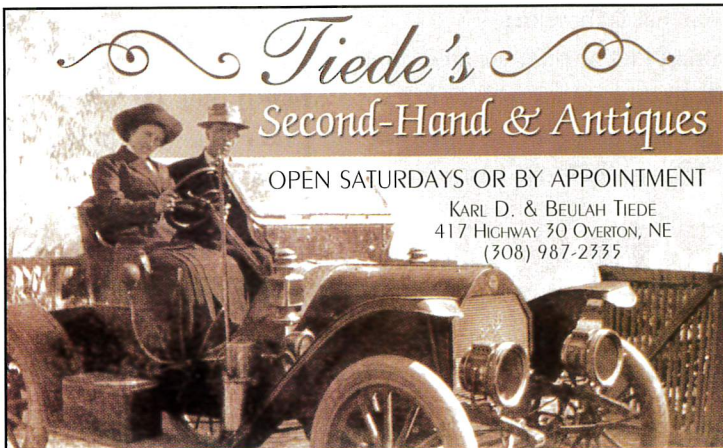
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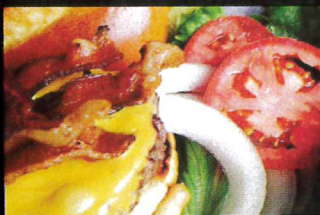
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HISTORY AND CULTURE

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Admission is free, donations
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Explore Kearney's Past
frank.unk.edu | 308.865.8284



And MONA MUSEUM OF NEBRASKA ART

Then find us at 2401 Central Avenue,
On the Bricks, Downtown Kearney
Open: Tue-Sat 11am-5pm, Sun 1-5pm;
Closed major holidays
Admission is free, donations
are appreciated.

Discover the story
behind the art!
mona.unk.edu | 308.865.8559

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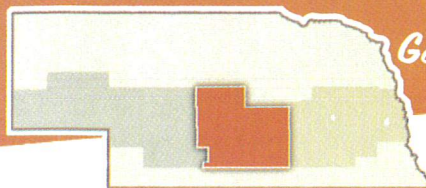


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Gothenburg to Grand Island

Union Pacific Train watching Wood River's pedestrian bridge over the Lincoln Highway/Highway 30 provides a safe and spectacular location to watch and photographs trains.

The Babel Barn is a 1850s to 1860s Pennsylvania bank barn. Taken apart in rural Pennsylvania loaded onto three flatbeds and remarkably reassembled with no nails at its present site. The old dairy barn now serves as the Babel Agency office. The attached metal building is rental space. The all-volunteer **Wood River Fire & Rescue Department** protects 123 square miles and 3,500 people. Outside their station stands a single firefighter keeping watch in remembrance of two brave volunteer firefighters who gave their lives in the winter of 2004 trying to rescue a woman from a burning house.

Alda, Pop. 647

ci.aldanebraska.us

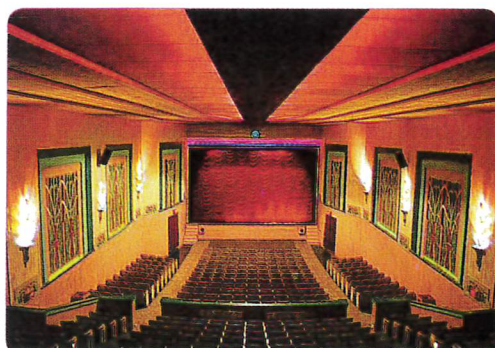
Townsley-Murdock Immigrant Trail Site

North of I-80, Alda, Exit 305 | (800) 658-3178 | This 2.4-acre site contains the region's last-known Mormon Trail wagon ruts known as swales. First recorded by the original Pioneer Company of Mormons led by Brigham Young, the site features a National Park Service interpretive panel.

Grand Island, Pop. 50,000

visitgrandisland.com

See the historic downtown district anchored by the recently restored **Grand Theatre**, a 1937 Art Deco building on Third Street, just off the Lincoln Highway. The million-dollar restoration included replacing the façade with glass and a marquee replicating the original. A museum of Grand Island show houses is in the basement. Call ahead for a tour. Movies every Friday, Saturday and Sunday.



GRAND THEATRE

Third Street has many buildings from the Lincoln Highway era with distinctive elements of the 1920's - 1950's that remain from the heyday of the Lincoln Highway. Further down the street is the **Coney**

Island lunch counter, open since the 1930s, where you can still get marvelous malts and award-winning chili. The 1935 menu still hangs on the wall over the grill. The tiny **Kensinger Filling Station**, east of town, has been open since 1933.



SEEDLING MILE

Just north of the Kensinger Station is the only piece of **original paved Seedling Mile** that remains in the U.S. Poured in 1915, it is a nationally significant



SHADY BEND CAMPGROUND

piece of remaining road bearing a recently erected historical marker. Further east, on the corner of Highway 30 and Shady Bend Road, stands the filling station building from the **Shady Bend Cabin Camp**. The camp was well known for its tennis courts, pool, and roaming herd of buffalo. Located along the Lincoln Highway is the first monitoring station constructed for the exclusive use of the Federal Radio Commission, later the **Federal Communications Commission**. The main station building was constructed from plans and specifications prepared by the U.S. Navy. Groundbreaking ceremonies were in October 1929. While no longer used by the FCC, the building still stands 5 miles west of Grand Island.

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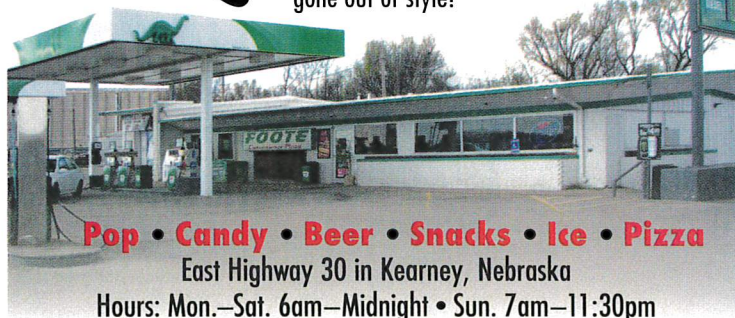
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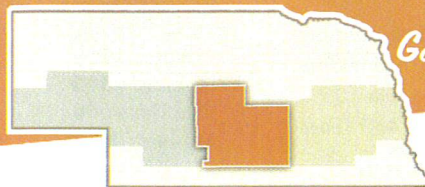
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STUHR MUSEUM

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Downtown Third & Fourth Streets | 800-658-3178 | Visit-grandisland.com | During peak seasons, an average of 160 trains pass through Grand Island daily. The most action happens downtown at the flyover - the Burlington Northern Santa Fe arches over the Union Pacific.

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501 East Fonner Park Road #100 | Nebraska Building 308-385-3967 | Raisingnebraska.net | Raising Nebraska is a 25,000 square-foot agricultural interactive display detailing how our food goes from farm to fork for consumable goods and farm to manufacturing for wide variety products. Try the touch screen dining table, walkable elevation/water map, run a full size pivot, drive a combine simulator, use a milking machine and see a short film on Nebraska agriculture in the grain bin theater. There is also an adjacent one-acre educational garden.



RAISING NEBRASKA

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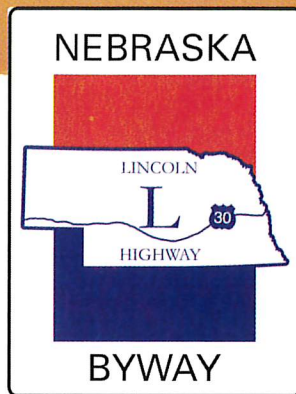


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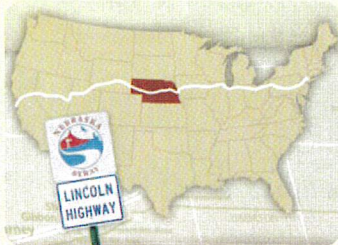


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Online Map

In June 2012, the LHA unveiled an interactive online map of the entire highway, from New York City to San Francisco. See satellite and street views of the Lincoln Highway and hundreds of points of interest along the way. The interactive online map represents the first detailed mapping of the entire Lincoln Highway, including several generations of road improvements and realignments with points of interest to visit. Check it out at www.LincolnHighwayAssoc.org



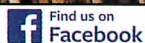
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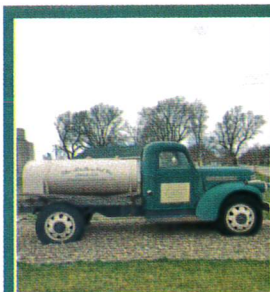


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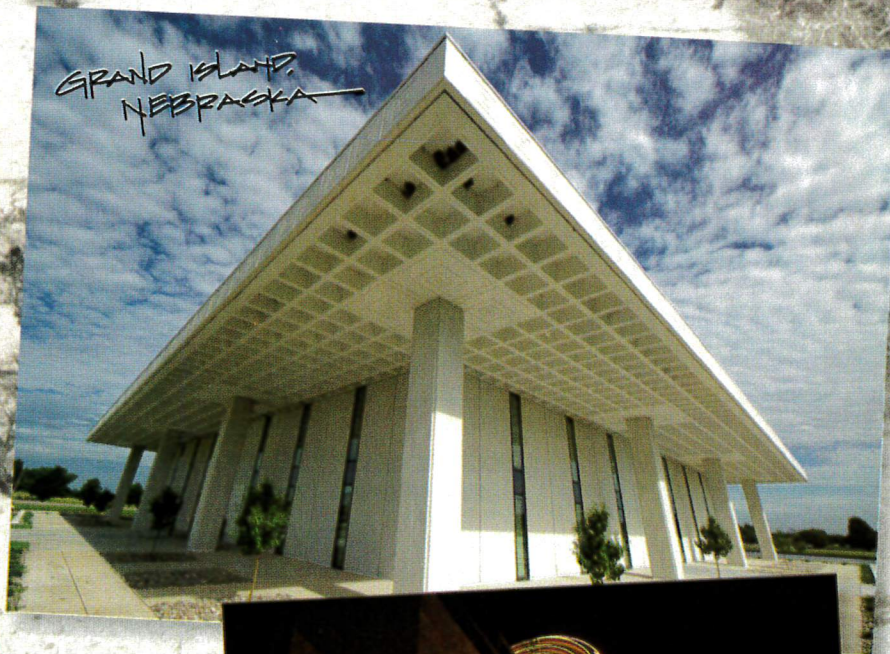


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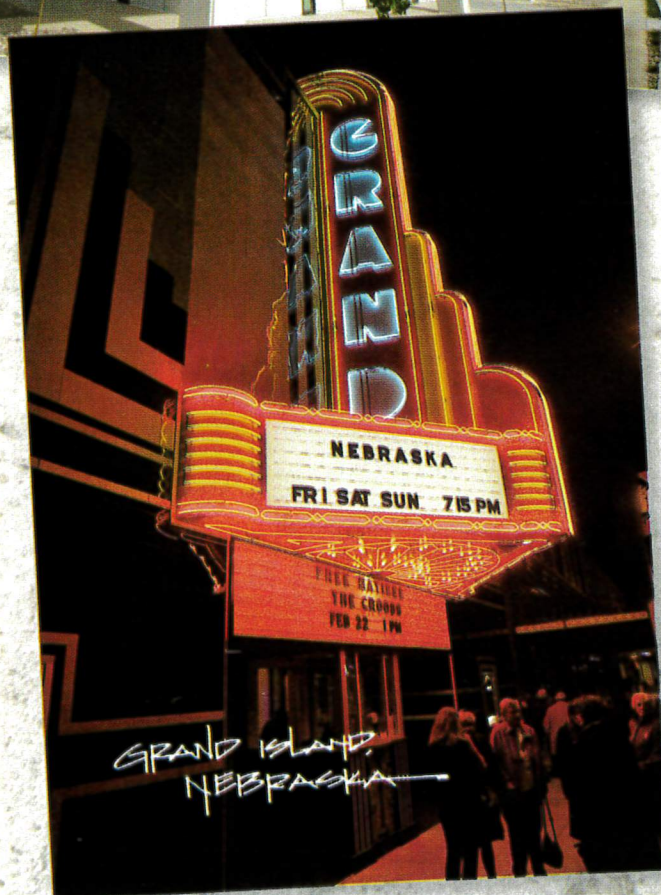
Just north of the 1930s Kensinger Station is the only piece of original paved Seedling Mile (pictured) that remains in the U.S. Poured in 1915, it is a nationally significant piece of remaining road bearing a recently placed historical marker.



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Seedling mile at west edge of Kearney in 1926

Seedling Miles

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 it obtained less than half of the funds needed to meet the goal of a paved road by the 1915 Panama-Pacific 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 plans to pave the highway in its entirety.

To rally support, the Lincoln Highway Association came up with promotional devices to increase the highway's popularity.

One 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."

The concept of seedling miles was to hard-surface small sections of road through donations that 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.

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 Co. 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 Nov. 3, 1915, Grand Island celebrated as it became the first city in Nebraska to complete a seedling mile. This stretch of road was located just east of town.

District School No. 74 on the road was renamed Seedling Mile School. Two weeks after Grand Island's seedling mile was completed, Kearney exhibited a finished seedling mile, 15 feet in width — five feet wider than the recommended 10 feet.

Exceeding all others, both within Nebraska and nationally, the most remarkable seedling "mile" was near Fremont.

Throughout the span of the Lincoln Highway, the seedling "mile" near Fremont was the longest measuring six miles. In 1914, the Association's state consul in Nebraska, George F. Wolz, convinced the Fremont Commercial Club to donate \$8,000 to purchase 3,000 barrels of cement. Although the war delayed cement shipment until 1918, the concrete section began at the northern boundary of Fremont and provided a paved road westerly for six miles.

The Fremont seedling mile also was the first section in the state to incorporate new methods of highway construction.

New construction methods used for the Fremont seedling mile included the use of a moving concrete mixer, the piping of water to the mixer, and delivery trucks transporting a batch of concrete. The Fremont seedling mile was only the second area of road in Nebraska to be constructed under the 1916 Federal-Aid Road Act.

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 a letter to the Lincoln Highway Association's national headquarters in Detroit, Wolz outlined the condition of the highway in August 1919.

He expressed that, with tourists and trucks traveling through Fremont daily, the condition of the road was better than ever before.

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 had been constructed in Ohio, Indiana, Illinois, Iowa and Nebraska.

Governor Sees Seedling Mile of Lincoln Highway
Special Dispatch to the World-Herald.
Grand Island, Neb., Oct. 13.—Governor Morehead, accompanied by Mr. Kennedy of Lincoln, was in the city last night and this morning enroute to Kearney for the cornerstone laying exercises at the state normal school. While here he personally inspected the construction of the seedling mile of Lincoln highway and was highly pleased with this first actually constructed mile of permanent country road in the state outside of the two big counties of Douglas and Lancaster. The work further convinced the governor of the merit in his plan of working state convicts on public roads and other improvements.

Road Across Nebraska

The early route of the Lincoln Highway in Nebraska traveled west from Omaha, generally following the route of the Platte River valley and the Union Pacific Railroad across the state.

The Lincoln Highway was developed largely by connecting a system of exist-ing roads. The earliest roads served local farm-to-market transportation, often described as "wagon roads," and the more developed "postal roads," which accommodated Rural Free Delivery mail service to rural areas.

In many places, section-line roads were identified as the route of the Lincoln Highway. This system resulted in a zigzag of left and right turns; "stairstep" routes.

However, much of the original route of the Lincoln Highway in the state was to be located on railroad right-of-way. When the Union Pacific Railroad developed railroad lines across the state, the federal government granted as much as a 400-foot right-of-way as a subsidy.

However, because the railroad did not require this much right-of-way, it leased portions of it to counties to use as public roads. Many of these existing county roads were incorporated into the route of the Lincoln Highway.

The 1915 "Official Road Guide of the Lincoln Highway" stated that in Nebraska "frequent crossings of the Union Pacific Railroad are encountered, and tourists are cautioned to use extreme care, although normally the trains can be seen for long distances before the approach."

By 1919, about 160 miles of the highway was located on Union Pacific right-of-way.

Early improvements to the Lincoln Highway were hampered in Nebraska because the road was in the Union Pacific right-of-way. The expenditure of Nebraska's federal aid on any portion of the Lincoln Highway that followed on the outer 50 feet of the railroad's right-of-way was prohibited.

As a result, nearly one-third of the Lincoln Highway in Nebraska was not eligible for the federal assistance appropriated by the 1916 act. It was not until late 1919 that the federal government agreed that federal aid could be used on these portions of the Lincoln Highway.

After agreement was reached, federal money, as well as county and state money, was concentrated to improve the Lincoln Highway in Nebraska.

The official history of the Lincoln Highway Association states that the agreement with Union Pacific in Nebraska brought about the longest realignment of the Lincoln Highway in the United States.

Nearly half of the total 450 miles of the highway would be located on Union Pacific right-of-way.

In 1919 the state of Nebraska designated the Lincoln Highway as part of the state highway system and continued to improve the route. By the start of 1920 more than \$615,000 in state and county money had been used to improve the Lincoln Highway, including relocation of the road in some sections.

This money, in addition to a \$3 million bond issue, helped pay for new construction of more than 63 miles in Dodge, Hall, Dawson and Lincoln counties.

The road construction was on completely new routes and the process occurred gradually on a county-by-county basis. The April 1919 issue of Nebraska Highways, the official publication of the Nebraska Good Roads Association, made reference to the upcoming realignment outside of Grand Island.

The article read as follows: "The Nebraska Highway Department secured the right-of-way for a new route that would parallel the Union Pacific road west of Grand Island. Eight miles could be saved between Grand Island and Gibbon. Improved construction meth-ods will insure a better road."

The Lincoln Highway was still bound to section line roads laid out by the township and range land survey system. Due to this, the Lincoln Highway made endless 90-degree turns and crossed many railroad grades. A series of Lincoln Highway reroutes involved straightening the right angle-turning, known as "stairsteps," by relocating the Lincoln Highway from section roads to new alignments that were more direct.

In 1917 the Lincoln Highway in Dawson and Lincoln counties was relocated to the edge of the Union Pacific right-of-way, bypassing miles of stairsteps. This relocation included the Gothenburg stairstep on the south side of the Platte River, which was eliminated with the opening of the North Platte River Bridge, shortening the Lincoln Highway between Gothenburg and North Platte by 18 miles.

Those that paralleled the railroad were the subject of great interest to govern-ment officials and the Lincoln Highway Association. The Union Pacific supported the realignment, which minimized train wrecks caused by cars crossing the tracks.

The realignments eliminated grade crossings, while shortening the route.

In addition to the Union Pacific Railroad agreement, funding made available by the 1921 Federal-Aid Highway Act also led to improvements and realignments of the Lincoln Highway. Beginning in the late 1920s route changes occurred in Platte County as efforts continued to eliminate railroad crossings.

Lincoln Highway Director Gael Hoag, State Consul George Wolz, and State Engineer Roy Cochran traveled the Lincoln Highway across Nebraska to determine which railroad crossings should be eliminated. They agreed to eliminate six of the seven crossings between Columbus and Grand Island, shifting the route in this section to the south side of the tracks.

In April 1930 State Engineer Cochran reported additional improvements and changes to the Lincoln Highway. Cochran noted that the segment from Columbus to Schuyler had been paved and a viaduct would be built at Columbus. In addition with the upcoming paving of a two-mile stretch at Schuyler, the highway would be paved from Omaha to Columbus.



Early Lincoln Highway travelers experienced mud, mud and more mud. While traveling the Lincoln Highway in 1915 A.F. Bement and Henry B. Joy took these pictures of cars being pulled from the mud in Nebraska including their work and reaction (below and right) of getting their car out of a ditch two miles west of Overton.





Good Dirt Road

Throughout the early history of the Lincoln Highway in Nebraska, road maintenance 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.”

The eastern portion of the highway was graded, but the west section, having not been graded, was only made up of deeply rutted trails. For the next several years, with the exception of the seedling miles, much of the road surface remained dirt.

One touring guide of the period described the highway. “Good dirt road through absolutely level country. In dry weather good time can be made. Slippery in wet weather; use care.”

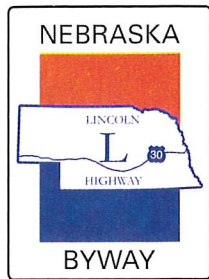
In its description of the Lincoln Highway in Nebraska, the 1916 official road guide proclaimed that “the tourist will find many indications that assure the complete future improvement of this section of the Lincoln Highway.” It highlighted the seedling miles at Grand Island and Kearney and made reference to the amount of money spent in Nebraska on improvements.

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.

- *Nebraska State Historical Society*

EASTERN REGION

The eastern region follows the Platte River Valley from Central City to Omaha and Blair. The Merrick County Courthouse in Central City housed the first meeting in the U.S. to ratify the Lincoln Highway in 1913. While in Columbus stop at Duster's Restaurant and Gottburg Brew Pub in its historic 1920s building. A must-drive on the original route is the most famous brick street in America at Elkhorn, and visitors can tour Boys Town in Omaha where Fr. Flanagan built his world-acclaimed home for boys on the Lincoln Highway.



LEGEND

- Western Region
- Central Region
- Eastern Region
- Rivers and Lakes
- Lincoln Highway
- Original Lincoln Highway (Paved)
- Recreational/Camping



Eastern County Contacts

Blair/Washington County

Blair Chamber of Commerce/Visitors Center
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Central City/Merrick County

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Visitors Center
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Columbus/Platte County

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753 33rd Ave., Columbus
(402) 564-2769
visitcolumbusne.com

Fremont/Dodge County

Fremont/Dodge County Visitors Center
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(402) 721-1511
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North Bend/Dodge County

City of North Bend/Visitors Center
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JUNE

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2nd weekend ~ Knights of Columbus Annual Spring Festival Vehicle Show, downtown, (402) 352-5883, Schuyler

Early June ~ Santa Lucia Festival, santaluciafestival.com, (402) 342-6632, Lewis & Clark Landing, downtown Omaha

Mid-June ~ Omaha Summer Arts Festival, summerarts.org, (402) 345-5401, Gene Leahy Mall, Omaha

Mid-June ~ Railroad Days, omaharailroaddays.com, various locations, Omaha

Mid to Late June ~ NCAA College World Series, cwsomaha.com, TD Ameritrade Park Omaha, (402) 554-4404, Omaha

Mid or Late June ~ Duncan Ribfest, downtown, (402) 897-3165, Duncan

4th weekend ~ Old Settler Days, northbendne.org, (402) 652-3584, North Bend

JULY

1st weekend ~ Summer Sizzle, blairchamber.org, (402) 533-4455, Arlington

3rd ~ Red, White, Kaboom Fireworks Show, thecolumbuspage.com, Ag Park, (402) 564-2769, Columbus

4th ~ Fireworks, blairchamber.org, (402) 533-4455, Blair

Week of the 4th ~ Lone Tree Days, cc-ne.com/ccne/chamber-of-commerce, (308) 946-3897, Central City

2nd weekend ~ John C. Fremont Days, johncfremontdays.org, (402) 727-9428, Fremont

Mid-June ~ Railroad Days, omaharailroaddays.com, various locations, Omaha

AUGUST

August to Labor Day ~ Live Thoroughbred Horse Racing, Friday – Sunday, columbushorseracing.org, agpark.com, Ag Park, (402) 564-0133, Columbus

2nd weekend ~ Nebraska Balloon & Wine Festival, showofficeonline.com/nebras-kawineballoonfestival.html, Coventry Campus, (402) 346-8003, Omaha

Mid-August ~ Maha Music Festival, mahamusicfestival.com, Stinson Park @ Aksarben Village, (402) 314-8516, Omaha

3rd weekend ~ Columbus Days, thecolumbuspage.com, downtown, (402) 564-2769, Columbus

3rd weekend ~ Calico Quilt Club Quilt Show, Columbus Art Gallery, 2504-14th St., (402) 564-1646, Columbus

3rd weekend ~ Platte Valley Mustang All-Ford Car Show, pvmustangs.net, downtown, (402) 564-2769, Columbus

Late-August ~ Omaha Fashion Week, omahafashionweek.com, Omaha Design Center, (402) 934-4303, Omaha

SEPTEMBER

Labor Day weekend ~ Labor Day Celebration, schuylernebraska.net/alumni-week-end-labor-day-celebration/, city-wide, (402) 352-5472, Schuyler

Mid-September ~ Oktoberfest, germanamericansociety.org, (402) 333-6615, Omaha

Late September ~ AKSARBEN Stock Show & Rodeo, aksarbenrodeo.com, CenturyLink Center, (402) 554-9600, Omaha

OCTOBER

1st weekend ~ Heritage Days, wchamuseum.com, (402) 468-5740, Fort Calhoun

NOVEMBER

3rd Thursday ~ Sugarplum Walk, blairchamber.org, (402) 533-4455, Blair

3rd Thursday ~ Christmas Stroll, columbusnebraskadowntown.com, downtown, (402) 910-6604, Columbus

Thanksgiving – Jan. 1st ~ Holiday Lights Festival, holidaylightsfestival.org, Old Market, (402) 345-5401, Omaha

DECEMBER

2nd weekend ~ Christmas in Calhoun, fortcalhoun.org, (402) 468-5303, Fort Calhoun

Central City, Pop. 2,906

cc-ne.com

Built in 1912, the **Merrick County Court House** housed the first meeting in the United States to ratify the Lincoln Highway proclamation in 1913. The **Lincoln Manor Steak House** on 16th Avenue, renamed for the Lincoln Highway, has been serving guests since 1887. The old route is marked with painted signs on utility poles through town.

Merrick County Historical Museum

211 E Street | (308) 946-2757 | The museum is housed in the gorgeous Traver mansion and features colorful accounts of city and county history.



MERRICK COUNTY COURT HOUSE

Clarks, Pop. 355

clarks.net/clarksnr

A large **Lincoln Highway** mural is painted on the side of a veterinary building downtown, and the old route through town is marked with painted signs on utility poles.

Duncan, Pop. 365

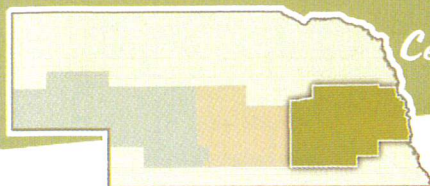
villageofduncan.com

The **Avenue of Trees**, which once flanked the Lincoln Highway, dates to the early days of the Lincoln Highway and marks the former camping location in

Duncan. Across the street is an original Lincoln Highway marker still in its original spot. **Lincoln Highway Gardiner Station Section** is located in rural Platte County between Duncan and Silver Creek.



THE LINCOLN HIGHWAY
GARDINER STATION SECTION



Central City to Omaha

This 1.2-mile Gardiner Station section of the original Lincoln Highway and the Pratt pony-truss bridge spanning Prairie Creek were in use from 1913 to 1928, when this highway section was rerouted south of the Union Pacific tracks. By then the Lincoln Highway had received federal designation as U.S. Highway 30. The original highway section and bridge are listed in the National Register of Historic Places.

Columbus, Pop. 22,630

visitcolumbusne.com

Dusters Restaurant/ Gottberg Brew Pub, named for the long jackets worn by travelers on the Lincoln Highway, is one of the best in the state.

Housed in the unique Gottberg building, which was built in 1920 to assemble and sell Fords, antique cars made of cement ornament the tops of the outside walls. **Historic Glur's Tavern**, established in 1876, is the oldest continuously operated tavern west of the Missouri River. The **Lincoln Highway Garage** (most recently known as Nielsen Chevrolet Co.) was built in 1915 as a result of the incorporation of the Lincoln Highway Garage Associations and lies along the original 1913 Lincoln Highway route.



DUSTERS RESTAURANT & GOTTBERG BREW PUB

Andrew Jackson Higgins National Memorial

2001 A.J. Higgins Road | (402) 564-2769 | The memorial includes a full-size replica of a Higgins boat, steel from the World Trade Center, a freedom eagle, memorial wall and life-size bronze soldiers.



A.J. HIGGINS
NATIONAL MEMORIAL

Pawnee Plunge Water Park

560 33rd Avenue | (402) 562-4269 | The park features a flowrider, 6-lane swimming pool, zero-depth entry, splash play area, numerous slides, lazy river and food court.



PAWNEE PLUNGE WATER PARK

Platte County Museum

2916 – 16th St. | (402) 564-1856 | The museum is partially housed in the original Ward school built in 1912 and features many artifacts that bring to life the history of Platte County and Columbus.

Quincentenary Belltower

3420 Pawnee Park Drive | (402) 564-2769 | Ten church bells that have area historical significance are displayed, and a plaque near each tower tells of that bell's history. The bells toll every 15 minutes.

Schuyler, Pop. 6,169

schuylernebraska.net

The **Oak Ballroom** was built as a Works Program Administration (WPA) project during the Depression and is known for its hand-hewn native oak timbers and native stone. It opened in 1937 to the music of Lawrence Welk and his orchestra and hosted other big name bands including Guy Lombardo, Jan Garber, Ray Pearl, Gene Krupa and Tex Beneke. Tours available by appointment. Two blocks of original **Lincoln Highway bricks** laid in 1923 can be found on B Street, just past 14th Street, and A Street bricks between 10th and 11th streets are original to the route. The Schuyler Department of Utilities is housed in the original Kopak Brothers Garage built in 1907. In its day it was touted as the finest garage between Omaha and Denver.

St. Benedict Center & Benedictine Mission House

4 miles north on Nebraska Highway 15 | (402) 352-8819 | St. Benedict is a retreat and conference center, and an architectural masterpiece decorated with artwork from around the world.

North Bend, Pop. 1,234

northbendne.org

Originally a bank, the **Corner Café** is located on the Lincoln Highway and has been operating since the 1930s.

North Bend Carnegie Library

140 E. Eighth St. | The building, constructed in 1911, is listed in the **National Register of Historic Places**. The building was dedicated in 1913.

Veterans Memorial Park

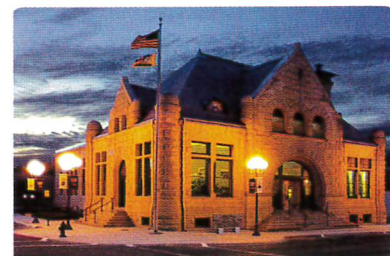
Ninth & Main Streets | (402) 652-3584 | The park honors all veterans who have served in the Armed Forces, with bronze sculptures representing various military branches.

Fremont, Pop. 26,500

visitfremontne.org

The old **Fremont post office** has been renovated and is open to the public on weekdays. The building features Lincoln Highway and post office exhibits.

Three blocks of original Lincoln Highway bricks remain on 10th Street between Broad



FREMONT POST OFFICE

and Nye Streets. Metal Lincoln Highway signs mark the route through town. The **Fremont Opera House** was built in 1888 and is one of the largest remaining opera houses in the state of Nebraska.

Fremont State Lakes

2351 County Road 18 | (402) 727-3290 | One of eastern Nebraska's most popular recreation areas, Fremont has about 40 land acres and nearly 300 water acres in 20 sandpit lakes. Located three miles west of Fremont, this is a favorite area with campers, picnickers and water enthusiasts— from boating to fishing to water skiing.

Louis E. May Historical Museum

1643 North Nye Avenue | (402) 721-4515 | The museum is a Victorian mansion that houses the Dodge County Historical Society.



LOUIS E. MAY HISTORICAL MUSEUM

Nebraska Railroad Museum and Fremont & Elkhorn Valley Railroad

1835 North Somers Avenue | (402) 727-0615 | This stretch of rail is a 16-mile excursion through scenic Elkhorn Valley, in a diesel-powered train featuring vintage and climate-controlled coaches.

Elkhorn (suburb of Omaha)

The **Elkhorn Bricks**, a 3.6 mile stretch of 1920 brick road east of Elkhorn, may be the most famous brick street in America. It is well worth the time to drive this significant piece of original Lincoln Highway. To access the old brick section, exit Dodge Road at 168th Street,



BOYD AND CHARLIES BBQ

turn west onto Burt Plaza and then north onto the Old Lincoln Highway, 174th Street. Several concrete Lincoln Highway markers and signs painted on utility poles mark the old route through town, and an original pony truss bridge remains over West Papillion Creek. In an effort to preserve this historic brick

section, it will be closed annually from November through March. The interior of **Boyd and Charlies BBQ** along the route resembles an old-time saloon.

Omaha, Pop. 427,872
visitomaha.com

In Omaha, the Lincoln Highway followed Farnam and Dodge Streets. Located along Dodge Street is one of Nebraska's top attractions, the

Boys Town campus shares the history of Father Flanagan's dream to care for America's children. In 1949, Fr. Flanagan had a pylon built with Boys Town in large letters at the Lincoln Highway entrance to the village of Boys Town so boys who were walking there to find a home would be able to locate it easily.



HE AIN'T HEAVY, HE'S MY BROTHER
AT BOYS TOWN

In central Omaha along Farnam Street, the historic Blackstone District is experiencing a renaissance. Restored historic buildings are filled with trendy eateries, taverns, brewpubs, shopping and entertainment.

Union Station was a bustling train station and a popular restaurant for Lincoln Highway travelers in Omaha. Today it houses the Durham Museum, the regions, premier history museum and an affiliate of the Smithsonian Institution. Built in 1905, Saint Cecelia's Cathedral in Omaha has its own museum that tells the history of how it took 50 years to complete this Spanish-style landmark.

Henry Doorly Zoo

I-80 Exit 454 | (402) 733-8401 | The Henry Doorly Zoo features the



HENRY DOORLY ZOO

world's largest indoor desert, rainforest and nocturnal exhibit and 28-acre African Grassland, as well as the Scott Aquarium, Orangutan Forest, Gorilla Valley, Cat Complex, Bear Canyon and more.

Joslyn Art Museum

2200 Dodge Street | (402) 342-3300 | Joslyn is Nebraska's largest art museum and has been named one of the 10 best art museums in the nation for children.

Lauritzen Gardens and Kenefick Park

100 Bancroft Street | (402) 346-4002 | This 100-acre site includes an arboretum, bird sanctuary, rose garden, children's garden, herb garden, spring flowering walk, Victorian garden, festival garden, woodland trail and more. Kenefick Park is home to one of the world's largest steam and diesel-electric locomotives and details Union Pacific Railroad history.



LAURITZEN GARDENS AND KENEFICK PARK

Blair, Pop. 7,990

blairchamber.org

The Lincoln Highway entrance to Nebraska was moved from Omaha to Blair in 1930, making the route 33 miles shorter, thanks to a new bridge across the Missouri River. A monument has been placed at a forgotten corner of the Lincoln Highway "B-Line" through Blair at 10th and Jackson Streets.



BLACK ELK/NEIHARDT PARK

Black Elk/Neihardt Park:

Home of The Four Winds

College Drive & 32nd St | (402) 533-4455 | The Park commemorates two great men of the Plains with a pavilion and sculptures. It features stunning views of eastern Nebraska's rolling hills.

DeSoto National Wildlife Refuge

5 miles East on U.S. Hwy 30 | (712) 642-4121 | The Refuge provides a haven for wildlife along the Missouri River. The visitor's center houses a collection of 1865-era artifacts from the wreckage of the Bertrand steamboat.

Washington County Historical Museum

102 N. 14th Street, Blair | (402) 468-5740 | The oldest county museum in Nebraska, the Washington Historical Museum houses prehistoric artifacts, Native American dress and equipment, and relics from nearby Fort Atkinson.



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(308) 234-8448

Grand Island

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(308) 381-4970
&
2250 Diers Avenue
(308) 381-0337

Hastings

3803 Osborne Dr W
402-462-6000

Lexington

200 Frontier St
308-324-7427

North Platte

1401 S. Dewey St.
308-532-5529

Ogallala

201 Pony Express LN
308-284-0143

Deli, Bakery, Grocery,
Tire Lube Express, Pharmacy,
Vision Center, Photo

COLUMBUS, Nebraska

A part of Nebraska's Main Street history since 1913!



Visit these Lincoln Highway Historic Sites:

*Glur's Tavern

*Duster's Restaurant/Gottberg Brew Pub

*Evans Hotel

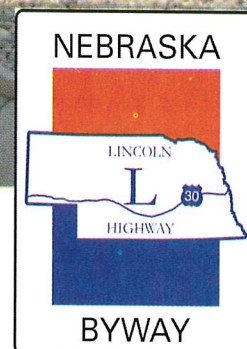
*Lincoln Highway Garage

*Oregon Trail Monument

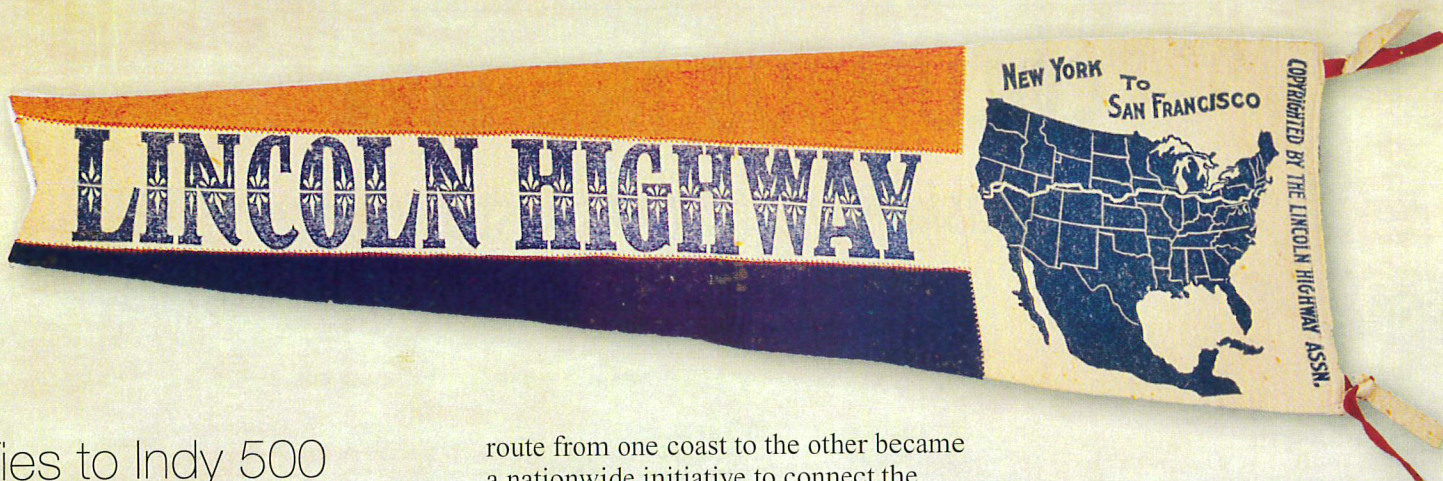
*Avenue of Trees & Original Lincoln Highway Markers - Duncan

*Lincoln Highway Gardiner Station Section

...and activities/attractions for the whole family!



www.VisitColumbusNe.com
402-564-2769



Ties to Indy 500

The Lincoln Highway, developed and promoted in the early 20th century, was to be a paved, toll free and cross-country highway. The Lincoln Highway Association and community supporters along its route propelled the highway into national significance as a major east-west transcontinental route.

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 Coast to the West Coast. As an entrepreneur, Fisher was founder of the Prest-O-Lite Co. and one of the largest promoters of the Miami, Florida land boom.

In 1911 he received national attention when he paved the Indianapolis Motor Speedway with brick and inaugurated the Indianapolis 500 automobile race. In the fall of 1912 Fisher presented his plan at a dinner party. With open ears, leaders of the 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.

Nebraska State Historical Society

From Rock Highway to Lincoln Highway

Because of the overall lack of improved roads, Carl Graham Fisher of the Prest-O-Lite Co. in Indianapolis had no problem gaining interest from the people to build the Lincoln Highway. Soon after, his dream of building a passable

route from one coast to the other became a nationwide initiative to connect the oceans.

Three months after Fisher's initial announcement, he received a letter from Henry B. Joy, president of the Packard Motor Car Co. 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. Joy's intention was for the highway to memorialize Abraham Lincoln.

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 organized. After electing officials, the men announced the purpose of their organization.

The statement read as follows:

"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.'"

Nebraska State Historical Society

Mapping route, gaining support

Although the organization 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 association's goal was to have the route paved in time for the 1915 Panama-Pacific Exposition in San Francisco. 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, Carl Graham Fisher first wanted to gain support from the nation in its entirety, not only the towns, counties, and states on the

route. The association appointed a team to research and determine the highway's exact route.

Henry Joy, the first president of the Lincoln Highway Association and president of the Packard Motor Co., 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.

By Aug. 26, 1913, the 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 going 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.

The Lincoln Highway crossed Nebraska and went on to California via Wyo-ming, Utah and Nevada.
Nebraska State Historical Society

Passing through 47 Nebraska towns

In Nebraska, the Lincoln Highway largely followed the Platte River route. The 450-mile route in Nebraska, designated in 1913, entered Omaha in the east from Iowa, crossed 13 counties and 47 towns, and exited at Bushnell near the state's western border with Wyoming.

The Lincoln Highway connected these main communities across the state: Omaha, Fremont, Columbus, Grand Island, Kearney, North Platte, Ogallala, Sidney and Kimball.

The main route of the Lincoln Highway traveled through western Nebraska going northwest from

Big Springs, west of Ogallala, into Wyoming. An optional route or loop, referred to as the "Colorado Lincoln Highway Feeder," traveled southwest from Big Springs to Denver and resumed with the Lincoln Highway in Cheyenne, Wyo.

In the mid-1920s the loop from Big Springs to Colorado was abandoned as part of the designated Lincoln Highway route.

On Oct. 8, 1913, Central City became the first city in the country to ratify the Lincoln Highway Proclamation. More than 200 road proponents met and unanimously chose to support the transcontinental highway in Nebraska.
Nebraska State Historical Society'

Bonfires, symphonic bands, celebrations

In October 1913, leaders of the Lincoln Highway Association called for a nationwide celebration to dedicate the highway in the memory of Abraham Lincoln. They asked state executives along the route to proclaim Oct. 31, 1913, as the day of celebration.

H. E. Fredrickson, Nebraska's first state counsel of the Lincoln Highway Association, described the preparations under way for Omaha's celebration: "I have eight large loads of old street car ties and three barrels of good burning oil for our bonfire, \$100 worth of

fireworks and the mayor and others for short speeches. Most of our retail stores will be decorated in red, white and blue." Throughout Nebraska, communities celebrated with symphony performances, luncheons, fireworks, parades, bonfires and patriotic speeches about the benefits of the highway and its namesake. For example Nebraska's celebrations included: the Symphony Club performing in Ogallala; Fredrickson leading the celebration in Omaha by lighting the bonfire in view of 10,000 spectators; and farmers near Kearney placing torches along 20 miles of the highway.
Nebraska State Historical Society

Red, white and blue

Even one year after the route of the Lincoln Highway was designated, excitement continued, especially in communities along the route.

In February 1914, the owner of Kearney's Midway Hotel, L. A. Dennison, erected a sign in the tower of his building. Lighted with electricity, the red, white and blue "L" kept with the patriotic spirit of the named highway. Furthermore, the entire length of the highway through Kearney was lit with 100-watt bulbs and the road through town was renamed "Lincoln Way."
Nebraska State Historical Society



way and created deeper ruts. It zigzagged along section line roads or paralleled the Union Pacific Railroad. To make the route easy to follow, the Lincoln Highway Association painted telephone poles with stripes of red, white and blue and markers to designate the route.

The markers consisted of metal signs featuring Lincoln's profile or a 21-inch band around telephone poles painted with the Lincoln Highway insignia — a red, white and blue stripe and the "L" for Lincoln Highway.

The Lincoln Highway Association did its part to promote the road. Members gave radiator emblems to anyone who subscribed to the organization and re-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.

Nebraska State Historical Society

Boy Scouts' markers

Efforts of the Lincoln Highway Association continued strong until the late 1920s. On Sept. 1, 1928, Boy Scout troops across the country erected almost 3,000 concrete markers in one of the last efforts of the Lincoln Highway Association.

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 the concrete directional markers to be constructed with a small bronze bust of Lincoln and a directional arrow.

When the Lincoln Highway nationally became part of the system of federal numbered highways, the road was broken up nationally into several numbered highways.

In Nebraska, the Lincoln Highway became Route 30. As the federal designation occurred, numbered route signs replaced Lincoln Highway markers, initiating the demise of the promotion of this and other named highways. The termination of the active Lincoln Highway Association was in December 1927.

Nebraska State Historical Society

Names to numbers

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 a numbered system of U.S. highways was established in 1926. The department designated 145 roads, or 76,000 miles across the United States, as part of a national, uniform system of marking highway routes. Much of the Lincoln Highway route through Nebraska became part of U.S. Highway 30, which extended from New Jersey to Oregon. The new numbered route, however, made several deviations from the original Lincoln Highway.

The name, Lincoln Highway, remained associated with the route for many



years after its designation as U.S. 30.

By 1930 several new sections of road were constructed for the new numbered route. The most significant route changes occurring during this time was the bypassing of towns. For example, the original Lincoln Highway and its Grand Island

seedling mile was bypassed with a new stretch of U.S. Highway 30 by 1930.

The community of Big Springs in Deuel County also was bypassed to the north with the new U.S. Highway 30. The route also was switched from Omaha to Blair after the completion of the Lincoln Memorial Bridge over the Missouri River near Blair.

Nebraska State Historical Society

Omaha outraged

The greatest change in the route of the Lincoln Highway was the relocation of U.S. 30 around Nebraska's largest city, Omaha, and Council Bluffs, Iowa. The route was moved north of Omaha to the town of Blair, where the newly constructed toll-free Lincoln Memorial Bridge crossed over the Missouri River. This resulted in the redesignation of the route of the Lincoln Highway to follow the new U.S. 30 route through Blair.

The July 30, 1930, issue of the Omaha World-Herald stated that the rerouting of the highway would have little effect on traffic.

However, what outraged local citizens was not entirely the rerouting, but instead the manner in which the redesignation came about. Without notifying Omaha or Council Bluffs officials, several crews of workers went to remove the Lincoln Highway markers from the original route to the new one in the middle of the night.

Two days later the Omaha World-Herald printed the Lincoln Highway Association's rebuttal. Gael S. Hoag,



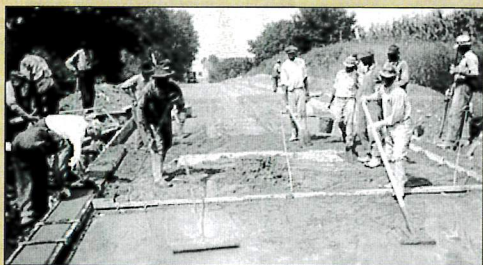
secretary of the organization, stated that "Lincoln Highway" was a copyrighted name. Therefore, the markers which line the highway are private property, owned by the association, and could be placed where they saw fit. He went on to explain that, because the markers were private property, they only need permission from the towns in which the signs were to be placed and not from the places they were removed.

Nebraska State Historical Society

Gradual improvements

A 1927-1928 report of the Nebraska Department of Public Works 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."



By the 1929 and 1930 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. 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.

Nebraska State Historical Society

1935, paving complete

According to the Nov. 6, 1935 issue of the Omaha World-Herald, the paving was complete on the Lincoln Highway. 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. Highway 30, the Lincoln Highway in Nebraska consisted of 323 miles of concrete paving and 139 miles of bituminous material.

Nebraska State Historical Society

Interstate 80

The heyday of the Lincoln Highway/U.S. 30, as the state's major transcontinental route, came to an end with the construction of Interstate 80 across the state in the 1960s and early 1970s. After the Federal-Aid Highway Act of 1944 authorized the National System of Interstate Highways, controversy on where the new interstate would cross Nebraska ensued.

In 1959 five state senators of Nebraska's Unicameral introduced a plan that would build the interstate adjacent to U.S. 30 and incorporate its two lanes into the new four-lane superhighway.

After it received much criticism from the Nebraska Department of Roads the bill failed. Interstate 80, however, was built paralleling U.S. 30, but did not directly incorporate the highway into the route.

In 1974, Nebraska celebrated the

completion of Interstate 80 in Nebraska, by the laying of a "Golden Link" near Sidney.

The construction of Interstate 80 through Nebraska eventually led to a decrease in transcontinental travel on the Lincoln Highway/U.S. 30. Although the highway's heyday may have ended with the opening of the Interstate, the significance of this highway in Nebraska is evident by the extant cultural resources found along its route.

Nebraska State Historical Society

Nebraska hosted centennial in 2013

The nation's eyes turned to Nebraska on June 30-July 1, 2013 in celebration of the 100th anniversary of the Lincoln Highway.

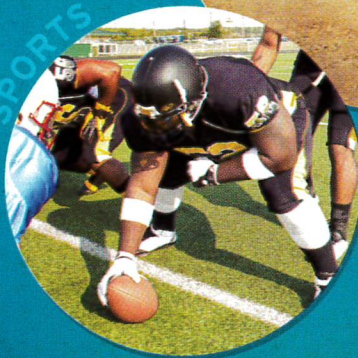
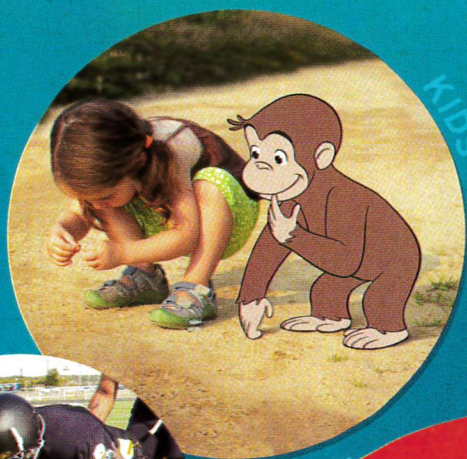
The centennial took place in Kearney. During the heyday of the Lincoln Highway, Kearney was known as "Midway City" because it was exactly 1,733 miles in either direction from the eastern and western ends of the highway in New York City and San Francisco.

The 2013 celebration featured 50 cars from San Francisco and 75 from New York that traveled from both coasts along the Lincoln Highway and arrived in Kearney the day of the celebration. Many cars in the caravan were antique automobiles or classic cars from the 1950s and 1960s that owners restored for the trip.

The cars crossed at the intersection of U.S. Highway 30 and Central Avenue, turned south, and reunited for a gala parade up Central Avenue, which was crowded by an estimated 10,000 people. Among the throng was Bernie Queneau, a 100-year-old Pittsburgh man who, as a 16-year-old Boy Scout in 1929, rode in a van across the Lincoln Highway.

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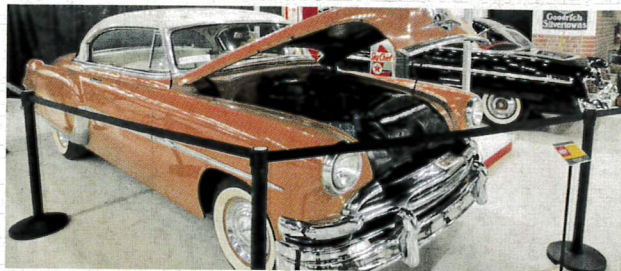
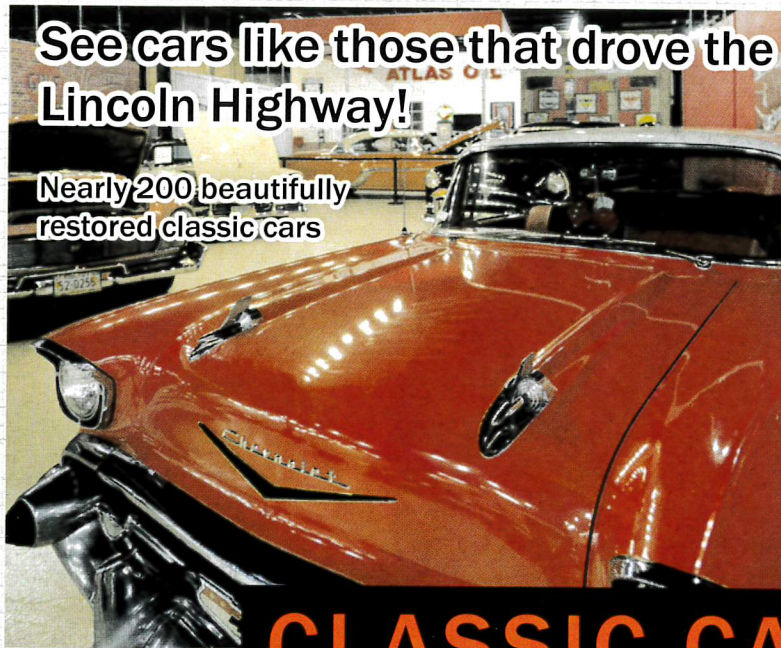
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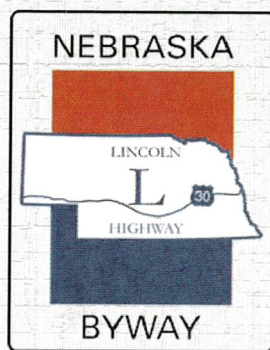
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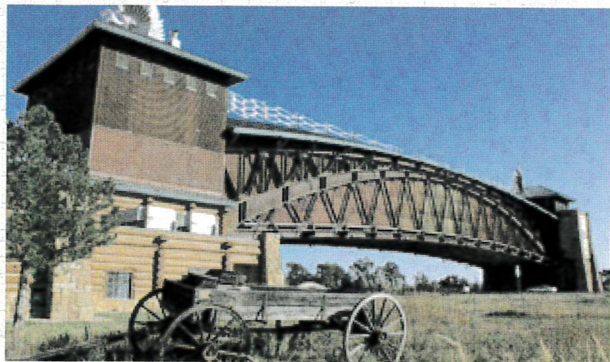
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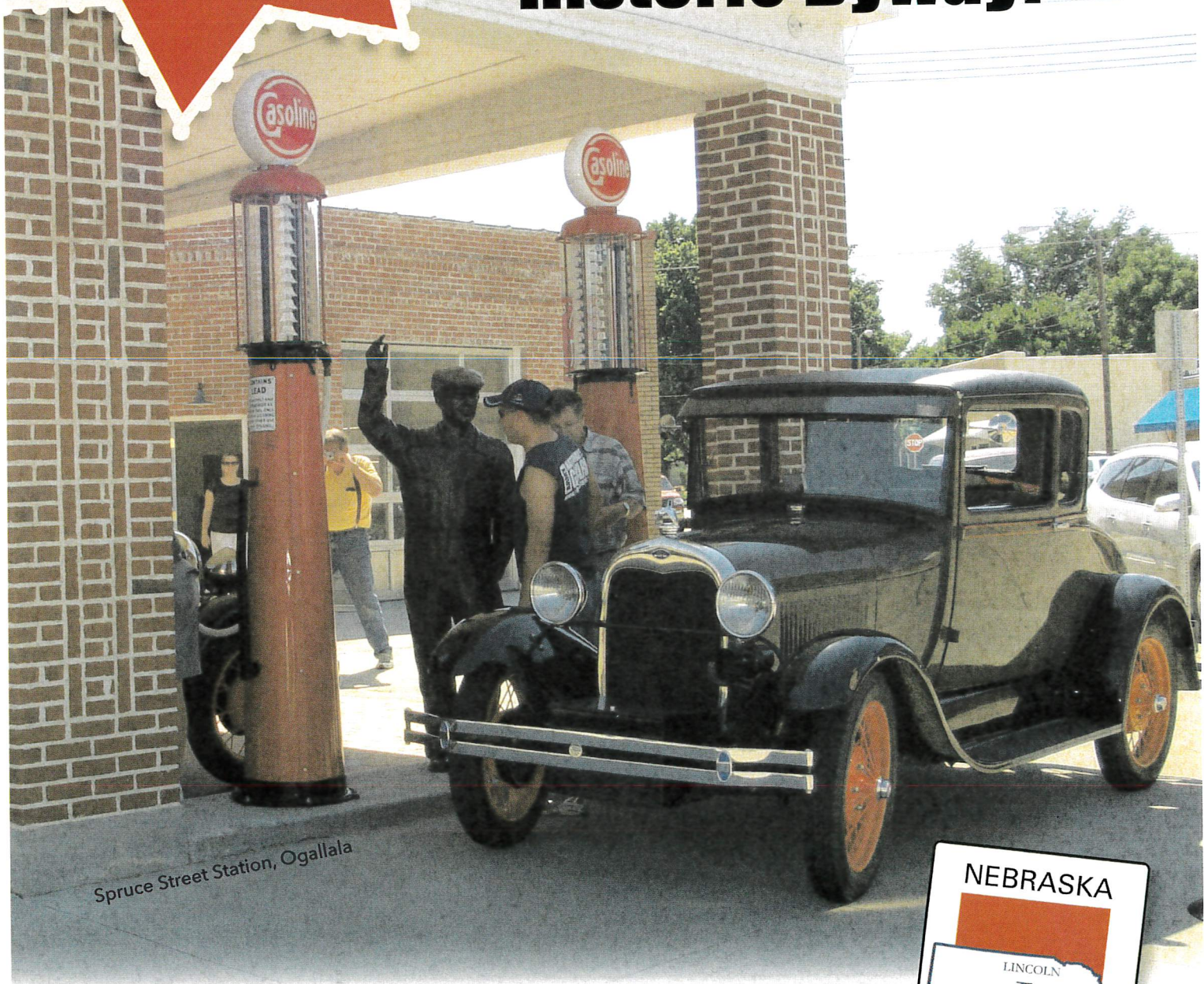
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