

Nebraska Lincoln Highway Scenic and Historic Byway Corridor Management Plan



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Chapter 1 Introduction

The Lincoln Highway across America is one of the most important and historic transportation corridors in American history. It is the hope of the current Board of Directors of the Nebraska Lincoln Highway Scenic and Historic Byway that this Corridor Management Plan (CMP) will be used as a roadmap for the organization for the ongoing management of the Byway and will be a catalyst for designation as a National Scenic Byway.

A drive along the Nebraska Lincoln Highway Scenic and Historic Byway is a drive on the most historic transportation corridor in America. One that began with the Native Americans, grew into the main corridor for America's nation-building era of the great westward migration, and finally came to maturity with the Union Pacific Railroad and America's first transcontinental highway – the Lincoln Highway.

History

The Great Platte River Road was a major overland travel corridor originally used by Native Americans approximately following the course of the Platte River in present-day Nebraska. It was shared by several popular emigrant trails during the 19th century, including the Trapper's Trail, the Oregon Trail, the Mormon Trail, the California Trail, the Pony Express route, and the military road connecting Fort Leavenworth and Fort Laramie. It was used by an estimated 250,000 travelers during its peak years of 1841 to 1866.

In 1912, the Nation's highways were just emerging from the "Dark Ages" of road building in the second half of the 19th Century. Railroads dominated interstate transportation of people and goods. Carl G. Fisher was an early automobile enthusiast who had been a racer, the manufacturer of Prest-O-Lite compressed carbide-gas headlights used on most early motorcars, and the builder of the Indianapolis Speedway. He believed that, "The automobile won't get anywhere until it has good roads to run on." In 1912 and 1913 he brought together a group of automobile enthusiasts and industry officials and established the Lincoln Highway Association (LHA) "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."

Fisher's goal was to make the Lincoln Highway an object lesson 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." In its time, the Lincoln Highway would become the Nation's premier highway.

After completing the "trail blazer" tour across America, the LHA announced the route on September 14, 1913. Central City Nebraska became the first community in America to ratify the Lincoln Highway Proclamation on October 8, 1913. The LHA officially dedicated the route of the Lincoln Highway on October 31, 1913. Bonfires and fireworks marked ceremonies in hundreds

of cities in the 13 states along the line. Concerts and parades took place. In at least two locations, the streets were swept and washed so dances could be held on the highway.

During the early years, a trip from the Atlantic to the Pacific on the Lincoln Highway was, according to the LHA's 1916 Official Road Guide, "something of a sporting proposition." The LHA estimated the trip would take 20 to 30 days, but that assumed the motorist could average a driving time of 18 miles an hour.

One of the Lincoln Highway's greatest contributions to future highway development occurred in 1919, when the U.S. Army undertook its first transcontinental motor convoy. The highly publicized convoy, promoted by the LHA, was intended, in part, to dramatize the need for better main highways and continued Federal aid. The convoy left the Ellipse south of the White House in Washington D.C. on July 7 and headed for Gettysburg, Pennsylvania. From there, it followed the Lincoln Highway to San Francisco. Bridges cracked and were rebuilt, vehicles became stuck in mud, and equipment broke, but the convoy was greeted warmly by communities across the country. The convoy reached San Francisco on September 5.

One participant in the convoy was Lt. Colonel Dwight David Eisenhower. The convoy was memorable enough for him to include a chapter on the trip, "Through Darkest America With Truck and Tank," in At Ease: Stories I Tell to Friends (Doubleday and Company, Inc., 1967). "The trip had been difficult, tiring, and fun," he said. That experience plus his observations of the German autobahn network during World War II convinced him to support construction of the Interstate System when he became President. "The old convoy had started me thinking about good, two-lane highways, but Germany had made me see the wisdom of broader ribbons across the land." His "Grand Plan" for highways, announced in 1954, led to the 1956 legislative breakthrough that created the Highway Trust Fund to accelerate construction of the Interstate System.

Nationwide it is estimated that less than 25% of the original historic route can be traveled. The Nebraska Lincoln Highway Scenic and Historic Byway is the exception. Nearly all of the original route is still drivable. Much was incorporated into the official U.S. Highway 30, and where the original 1913 route diverges from the highway, it is an easily accessible side trip.

Modern day travelers will be following in the footsteps of America's transportation pioneers, including pioneering women Alice Ramsey, Emily Post and Anita King in an era when it was thought that women didn't possess the ability to drive.

Creating the Plan

The original corridor management plan for the Nebraska Lincoln Highway Scenic and Historic Byway was completed in 2002 when the Byway only encompassed the counties of Dawson and

Lincoln. In 2006 the Byway was expanded border to border across Nebraska to include all of Highway 30 from the Missouri River bridge at Blair to the Wyoming state line. This expansion was completed with a strategic plan but without an updated CMP.

Byway leaders from across the entire 450-mile route of the Nebraska Lincoln Highway Scenic and Historic Byway began working in cooperation in 2011, coming together for Peer Advisor Network training hosted by National Scenic Byway Foundation representative Bobby Koeplin. Coming together for that training and subsequent updating of the CMP were:

- Deb Loseke – Columbus/Platte County CVB – NLHSHB Past President
- Sarah Focke – Kearney/Buffalo County CVB – NLHSHB Past President
- Shannon Mullen – Fremont/Dodge County CVB – NLHSHB Eastern Representative
- Anne Anderson – Gothenburg/Dawson County Chamber/Economic Development – NLHSHB Treasurer
- Muriel Clark – North Platte/Lincoln County CVB – NLHSHB Secretary
- Jim Griffin – Lincoln County Historical Museum – NLHSHB Historian
- Ramona Joyce – Sidney/Cheyenne County CVB – NLHSHB Western Representative
- Renee Seifert – Grand Island/Hall County CVB
- Lenore Stubblefield – Nebraska Chapter Lincoln Highway Association
- Ronnie O’Brien – Kearney Archway Monument, Director Nebraska Chapter Lincoln Highway Association
- Pam Anderson – Hall County Historical Society
- Twyla Witt – Nebraska Tourism Commission Byway Coordinator
- Sarah Kugler – Special Projects Coordinator Nebraska Department of Transportation

Documents were compiled and held in readiness for the next opportunity for NSB designation which came in the fall of 2019. At this time Nebraska Lincoln Highway Scenic and Historic Byway leaders renewed their efforts to update the existing strategic plan into a Corridor Management Plan that could be the foundation for National Scenic Byway designation.

This CMP was compiled by Byway leaders who entered into a contract with a Byway consultant with extensive experience of the FHWA Byway program, Byway management and the development of CMPs. Byways, especially one that is 450 miles long come with a unique set of management challenges. The goal of this CMP is to document the unique historic attributes of the Nebraska Lincoln Highway Scenic and Historic Byway as well as provide a management document that will preserve the integrity of the Byway and build upon its foundation far into the future.

Byway leaders called upon their extensive knowledge of the Byway gathered throughout years of involvement. Local community leaders, historians, tourism professionals, Lincoln Highway

Association members, state tourism, transportation and historical society officials were called upon to contribute their expertise to the development of the CMP.

Plan Organization

This introduction provides a brief history of the Byway, information on the development of the CMP and a brief synopsis of how the plan is organized.

Chapter 2 provides the case for the historical importance of the Nebraska Lincoln Highway Scenic and Historic Byway to the development of America's modern transportation infrastructure and technology. Chapter 2 also includes extensive lists of the intrinsic qualities and interpretive assets along the Byway. Future plans for preserving and enhancing the intrinsic qualities and interpretive assets, minimizing intrusions and preserving the integrity of the Byway are also discussed in Chapter 2. Chapter 3 outlines the organization of the Byway management.

Planning strategies and recommendations are provided in Chapters 4-6. Chapter 4 focuses on Byway promotion. Chapter 5 includes recommendations for improving and preserving conditions along the route, including ways to improve the Byway experience, from better interpretation of the region's heritage to improvements in wayfinding signage and access to special places. Strategies in this chapter address historic preservation, enhanced interpretation, promotion and signage. In Chapter 6, recommendations are offered for improving community participation in Byway activities.

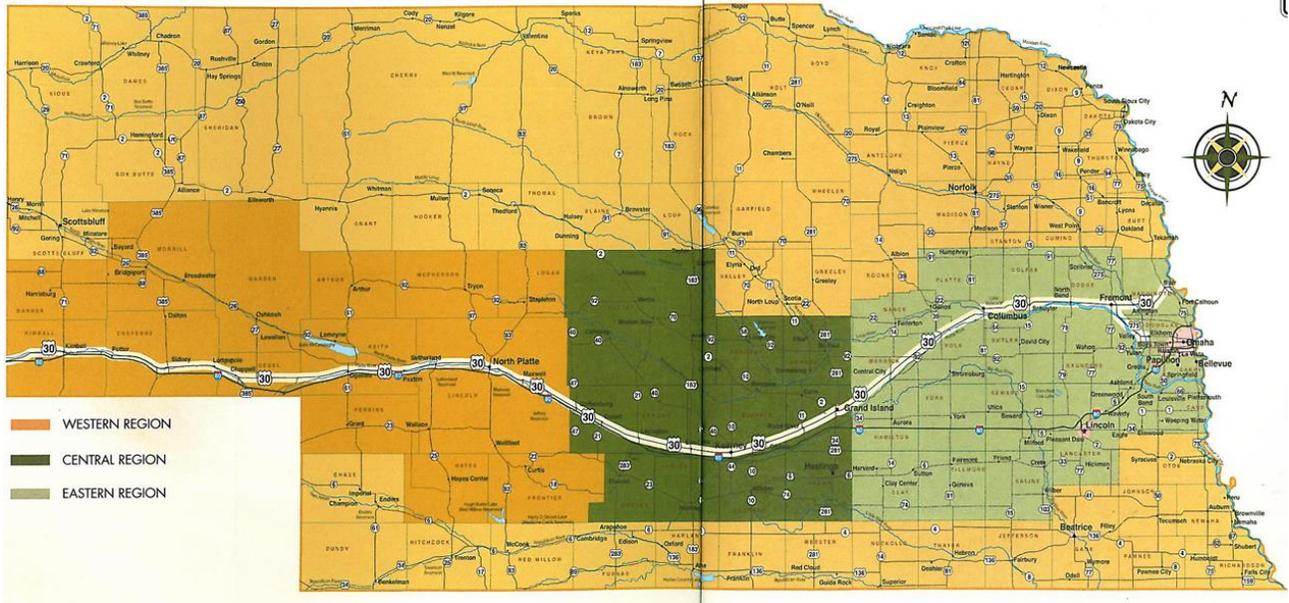
Chapters 7, 8 and 9 discuss the Nebraska Department of Transportation's efforts to maintain and enhance the safety and future traffic loads of the Byway and control outdoor advertising.

Though the Nebraska statutes that created the Byway program in the state do not require regular review and revision of Byway CMPs, the goal of this CMP is that it be a living document that is regularly reviewed by Byway leaders as a guiding document for preservation, promotion and educational activities. As goals are met and circumstances warrant, the CMP should be updated, with accomplishments and goals added.

Throughout this document, the terms Byway, the Nebraska Lincoln Highway Historic Byway, the Nebraska Lincoln Highway Scenic and Historic Byway and Highway 30 are used interchangeably, and all refer to the designated byway, the Nebraska Lincoln Highway Scenic and Historic Byway.

Chapter 2 - Corridor Conditions

Map



Byway Story

Traveling along the Nebraska Lincoln Highway Scenic and Historic Byway is a journey that offers a window into America’s greatest stories – the Manifest Destiny fulfilling nation building era of the great westward migration and the development of modern transportation infrastructure.

This is the Byway story – the story of the people who were in this region before transportation history began, the story of those who passed through to make a better life for themselves as America expanded, the story of those who saw the value of the land and stayed to build a life for themselves in Nebraska, the story of technological advances in transportation, and the story of the development of one of the greatest transportation infrastructures in the world.

Traces of these stories are found everywhere along the Byway. In the historical markers commemorating the original Native American inhabitants, in the remnants of the great wagon trains that passed through, in the communities through which the Byway passes and the rich agricultural heritage that made settlement possible, in the proximity of the Union Pacific Railroad – America’s first transcontinental railroad, and in the remnants of the original 1913 route of the Lincoln Highway, some still dirt and some paved with brick.

The Byway story continues today in the collection of diverse and distinctive communities that lie along the Byway, continuing to draw economic sustenance from travelers along the Lincoln Highway.

Travelers along the Nebraska Lincoln Highway Scenic and Historic Byway experience America's transportation history. The "Great Platte River Road" was a major overland travel corridor originally used by Native Americans approximately following the course of the Platte River in present-day Nebraska that was shared by several popular emigrant trails during the 19th century, including the Trapper's Trail, the Oregon Trail, the Mormon Trail, the California Trail, the Pony Express route, and the military road connecting Fort Leavenworth and Fort Laramie. In modern times it is often regarded as a sort of superhighway of its era and has been referred to as "the grand corridor of America's westward expansion".

The Platte River corridor eventually became the primary avenue of transcontinental travel in the United States, a route so straightforward that it was used by an estimated 250,000 travelers during its peak years of 1841 to 1866.

The Lincoln Highway first began as a dream for Henry B. Joy, president of the Packard Motor Car Company, who envisioned a transcontinental route that would encourage the proliferation of the automobile. The Lincoln Highway was designated in 1913, as a collection of local roads connected together by lines on a map. Later, U.S. Highway 30 encompassed many of these original alignments across America. Nationally, less than 25% of the original alignments are navigable, but across Nebraska, most of the original 1913 route can still be traveled.

In 1919 the first military convoy to cross the country traveled from Washington D.C. to San Francisco following the route of the Lincoln Highway. The convoy highlighted the need for a national transportation system. Dwight D. Eisenhower traveled with the convoy, and his experiences paved the way for the implementation of the Eisenhower National System of Interstate and Defense Highways responsible for America's modern transportation infrastructure.

Travelers navigating the byway from east to west, will see a changing geography as America's moist east meets the arid west. They will see historic transportation structures that served Lincoln Highway travelers and be reminded of the importance of the route in American history and the Lincoln Highway in America's transportation history. The journey begins in the historically significant community of Blair in an area mentioned in the journals of Lewis and Clark.

From Blair the route joins the Platte River valley near Fremont and continues to follow the Platte River valley westward to the town of North Platte where the North and South Platte rivers converge. The route continues along the South Platte River valley to Brule Nebraska where it diverges from the river valley and continues westward as the river turns to the south.

The Byway follows the route of the Union Pacific Railroad which completed construction through Nebraska in 1869. Early surveyors recognized the wisdom of Native Americans and fur traders in using Nebraska's Platte River valley as a transportation corridor. It is centrally located and is relatively straight and flat, with ready access to water. At the time of construction, towns were developed along the route at a distance developers felt it was reasonable for a team and

wagon to travel in a day. Therefore modern travelers will experience small rural towns every six to twelve miles across the entire Byway.

One of the original purposes for the Lincoln Highway was to bring economic activity to the communities through which it passed. To serve this purpose, the route purposely diverted through business districts. While later development of Highway 30 straightened the route and bypassed the circuitous routes through the communities, the Lincoln Highway continues to be an important economic driver for the towns through which it passes. Byway travelers will find a rich heritage of historical architecture dating to the heyday of the 'open road'. Service stations, historic hotels, motels and 'tourist camps' still dot the road.

Nebraska's contribution to the development of the Lincoln Highway cannot be overstated. On October 31, 1913, Central City became the first community in the nation to ratify the Lincoln Highway proclamation, on the steps of the Merrick County Courthouse. Modern day travelers can experience where this momentous occasion occurred. Grand Island's 'seedling mile' was the first in the state and the second in the nation to be completed, followed two weeks later by the seedling mile at Kearney. The original pavement of the seedling mile at Grand Island has been preserved, and both are marked with historical interpretive panels. In nearby Fremont, the longest seedling mile in the nation – six miles – soon followed and can still be traversed on Highway 30 between Fremont and Ames. Finally, the last link of pavement on US Highway 30 was completed just west of North Platte and dedicated on November 6, 1935.

Across the Byway travelers will find numerous historical markers commemorating significant incidents that happened along the highway. These are in addition to the dozens of original 1928 concrete Lincoln Highway markers placed by the Boy Scouts, reproduction concrete markers and utility poles painted with iconic red, white and blue "L" emblems.

Corridor Vision

The Nebraska Lincoln Highway Scenic and Historic Byway links and interprets important historical resources throughout the route of the historic Lincoln Highway in Nebraska, demonstrating the pattern of travel and settlement along the route from the pre-historic era of the "Great Platte River Road" to the modern highway era.

The Byway will present the Nebraska section of the transcontinental Lincoln Highway in a coherent manner so that travelers will quickly gain an appreciation for the importance of the Highway in terms of fulfilling America's Manifest Destiny and the development of the modern transportation infrastructure we enjoy today.

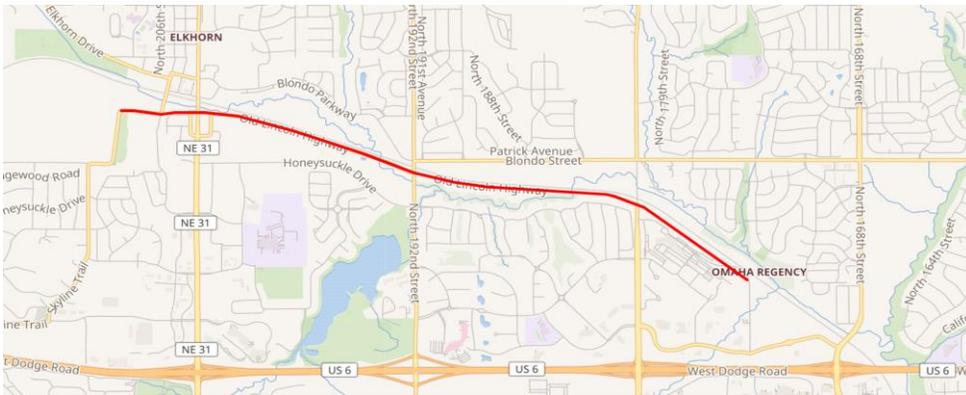
The Byway will attract visitors who share an appreciation for the history of transportation, the region and America.

The development and management of the Byway will complement the region's historic qualities and reinforce the sense of being in a special place. Traveling along the Byway will be an integral part of the visitor experience.

The Byway will thus maintain its central position to the region's community development, economic development and cultural heritage preservation, education and promotion efforts. The Byway will be a model for groups and individuals to work together to create a healthy economy based on cultural heritage tourism.

Intrinsic Quality Inventory

| | |
|---------------------|--|
| Resource Name | Original Brick Section of Lincoln Highway |
| Address | West Dodge Road at 168th Street Omaha, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This 3.6 mile section of the Lincoln Highway, one of only 20 miles that were paved with brick in Nebraska, is one of the most well-preserved in the country. The roadway was listed on the National Register of Historic Places in 1984. It is well worth the time to drive this significant piece of original Lincoln Highway. To access the original brick section, exit Dodge Street at 168th Street, turn west onto Burt Plaza (174th St) and then north onto the Old Lincoln Highway.

This stretch runs parallel to the Union Pacific Railroad line just as it has for the past 100 years. The hand laid stretch of road is a true testament to the durability of the materials and the workmanship.

Winter conditions prohibit people driving on this section. It typically accessible from April to October.

| | |
|---------------------|---|
| Resource Name | Blackstone District |
| Address | 34th to 42nd, on Farnam Street Omaha, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



In the early 20th century, the Blackstone neighborhood, on the original 1913 Lincoln Highway route through Omaha, spanning Dodge Street on the north to Leavenworth on the south. The area attracted some of Omaha’s wealthiest families. Mansions sprung up all around Farnam Street. The avenue gave rise to a thriving business district with a streetcar line running through it. Today, the area has maintained most of the original buildings with a new 21st century purpose.

The Blackstone Hotel located in this area built in 1915, was opened as a luxury hotel in the 1920s hosting many national and international dignitaries. It has been renamed the Cottonwood hotel and is a boutique property which will open the summer of 2020.

Now this retail and entertainment district has been revitalized over the past 8 years. After being mostly a place that closed after 6 o’clock, it is now a thriving entertainment district. Close to downtown and colleges and med schools, it has grown into the place to be. Featuring Mula Mexican Restaurant, Architype Coffee Shop, Noli’s Pizza, a guitar store and bike store besides. Scriptown Brewing Company and Blackstone Social Club and Farnam House Brew House add to the dining and drinking options in the area. Beer Corner, where the Crescent Moon is located on the corner of 36th & Farnam hosts several festivals that have become Omaha traditions.

It’s located one block south of Dodge Street, the original Lincoln Highway route through Omaha and 24 miles from the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) in Blair.

| | |
|---------------------|-------------------------------------|
| Resource Name | Dodge Street Subway |
| Address | 51st and Dodge Streets Omaha, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Works Progress Administration built the pedestrian underpass in 1934 to provide a safe walking route for Dundee Elementary School students who needed to cross the newly widened, major artery Dodge Street.

Over the years, it fell into disrepair and was not used very much. It was dark and leaking and was dangerous at night. In 2015, a group of people in the Dundee area of Omaha determined something had to be done. Led by volunteer Dave Schinzel, raising more than \$40,000 and recruiting volunteers and donors.

On completion, the city had a ribbon cutting ceremony to celebrate the new lighting and murals made by the students at Dundee Elementary School.

They celebrated the history of the area by displaying Lincoln Highway signs on both ends of the subway. Travelers can relive the 1930 by visiting and walking through the pedestrian tunnel.

It's located on 51st Street and Dodge Street, the original Lincoln Highway route through Omaha and 25 miles from the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) in Blair.

| | |
|---------------------|---|
| Resource Name | Omaha's Auto Row 1920s-1960s |
| Address | South 25 th to South 29 th on Harney St. and Farnam Street Omaha, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Omaha's Auto Row was noted as one of the "best lots to choose from between Chicago and San Francisco."

Many of the buildings have been lost. A parking lot for Kountze Church is where a used car lot for the Chevrolet dealership across the street once stood. But some of the buildings are still standing.

On Harney Street between 27th & 29th, the Dodge Brothers Dealership from the 1930s and the big brick Buick dealership have been repurposed but still bear some of the features of the branding of the dealerships.

The last in the country Hupmobile Showroom is being renovated for apartments and office space just east of 26th Street on Farnam.

It's located two blocks south of Dodge Street, the original Lincoln Highway route through Omaha and 24 miles from the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) in Blair.

| | |
|---------------------|-------------------------------|
| Resource Name | Joslyn Castle |
| Address | 3902 Davenport St., Omaha, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



In 1903, George and Sarah Joslyn completed the 35-room mansion located on a hill on the outskirts of Omaha. With its turrets and stone arches, it is an outstanding example of Scottish Baronial Revival architecture. The house and carriage house are made of Kansas Silverdale Limestone. The home was completed in 11 months, with all the stained glass and carved woodwork.

George passed away in 1916 and Sarah Joslyn passed away in 1940, the home served as headquarters to the Omaha Public Schools from 1944 to 1989. The state of Nebraska took control of the property in 2000 and it has been managed by the Joslyn Castle Trust ever since. The property was purchased by the trust in 2010.

The property has many hidden treasures including a bowling alley in the basement, a gigantic music room with a massive organ space and beautiful wood and stonework throughout. There was a huge greenhouse on the east side of the house that was decimated by the 1913 that struck Omaha. There still is a small greenhouse/bird room inside.

The castle is an Omaha Landmark Historic Structure and on the National Register of Historic Places for national significance. It is the site of many Omaha celebrations including weddings and haunted house events.

The grounds are part of the Nebraska Statewide Arboretum.

It's located one block north of Dodge Street, the original Lincoln Highway route through Omaha and 24 miles from the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) in Blair.

| | |
|---------------------|---------------------------------|
| Resource Name | Union Station/The Durham Museum |
| Address | 801 South 10th St., Omaha, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Union Station, which houses the Durham Museum, has been a part of the Omaha landscape for many years. The current building was constructed in 1931 on the site of the original Union Station. That building was built in 1892 and is an example of Art Deco Architecture. The exterior utilizes a terra cotta material for a visually stunning effect.

The station was a major hub for troops during World War II. At its peak, it accommodated 64 trains and 10,000 passengers every day. Originally, the station’s yard had 13 sets of tracks. With the combined efforts of the railroads using the yard, it became the 4th largest in the country.

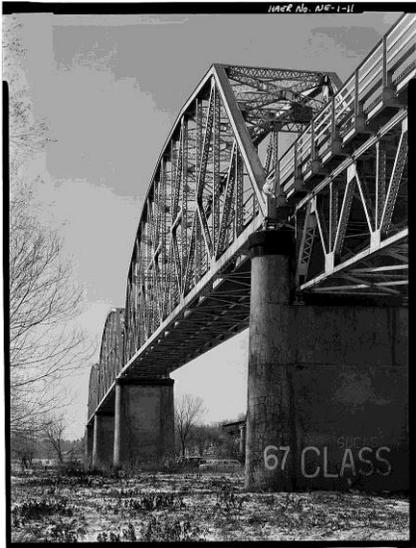
The last passenger train left the station in 1971. In 1975 Union Pacific donated the building to the city of Omaha. It was then made home to the Western Heritage Museum. In 1995 the Durham Family spearheaded the effort to restore the great hall and build parking structures.

In 2016, the Union Station was designated a National Historic Landmark.

The museum opens its doors to the community to celebrate Omaha’s railroading tradition during Railroad Days, and people come from all around to celebrate the holiday season around the 40-foot real Christmas tree donated by a family in the Omaha community.

The museum is open every day except Mondays. It’s located 6 blocks south of the original 1913 route, a.k.a Dodge Street and 26 miles from the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) in Blair.

| | |
|---------------------|--|
| Resource Name | Abraham Lincoln Memorial Bridge (Blair Bridge) |
| Address | US Highway 30 , Iowa to Nebraska over the Missouri River |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



At the end of June 1929, on the first day the Blair toll bridge across the Missouri River opened, 189 cars crossed it. A month later, on the day before its July 26 dedication as the Abraham Lincoln Memorial Bridge, traffic had greatly increased – 9,100 cars drove across.

Those cars, however, weren't on the U.S. 30 we know today — which was also known at the time as the Lincoln Highway, this country's first transcontinental road. They were on the Lincoln Highway Cut-off, and after crossing the bridge they drove from Blair to Fremont on the "B-Line," a designation made in 1923 by the Nebraska state highway department and short for Blair Line.

Had those drivers stayed on the official Lincoln Highway, they would have driven from Missouri Valley to Council Bluffs, across the bridge to Omaha, and then to Fremont. The cut-off through Blair saved them approximately 30 miles.

In 1925 a group of Blair business people petitioned President Herbert Hoover to get the route to go directly through Blair which was on a B route, and with the threat of another bridge planning to be built they did not want to lose the revenue from their toll bridge.

In 1930, a year after the bridge was dedicated, the route became the official Lincoln Highway. The controversial change came about when the Lincoln Highway Association ordered several crews to move, in the middle of the night, Lincoln Highway markers from the original route through Council Bluffs to the new one through Blair.

Moving the markers placed Blair on the principal thoroughfare of the transcontinental highway. It changed from being a toll bridge in the 1970s and was replaced by a new bridge in 1991. This is located on the most eastern edge of the current Nebraska Lincoln Highway Historic Byway. (US Highway 30).

| | |
|---------------------|-----------------------------|
| Resource Name | Louis E. May Museum |
| Address | 1643 N Nye Ave, Fremont, NE |
| Primary Type | Historical |
| Intrinsic Qualities | Historical |

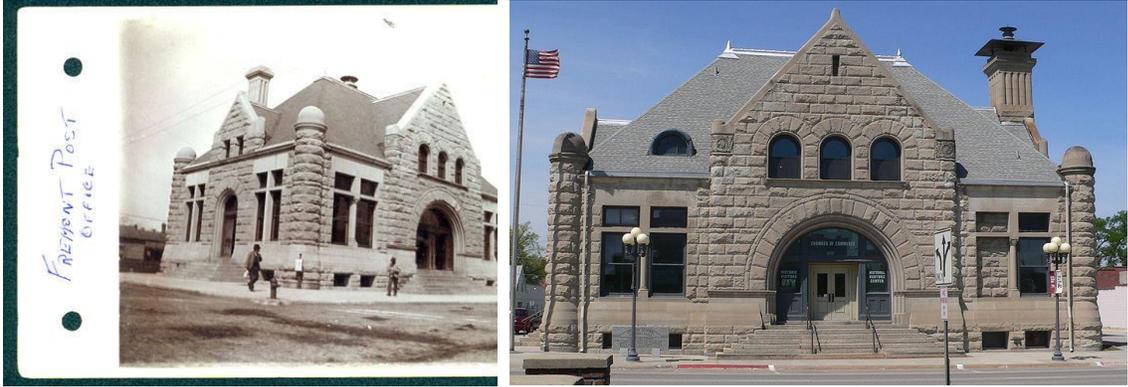
Photo



When you drive down Nye Avenue in Fremont, it’s hard to miss the stately home with giant white pillars. Now known as the Louis E. May Museum, this beautiful 25-room mansion, was built in 1874 in the Italianate Revival style by Fremont’s first mayor, Theron Nye. His son inherited the home in 1900 and remodeled it from 1901 thru 1912 at a cost of \$30,000. The home is listed on the National Register of Historic Places which has withstood time and not much has changed over the years. One of the unique features is the decorative railing that follows the roof perimeter and the outline of the porches. The grounds of this historical home are designated as a Nebraska Arboretum Site and boast a beautiful lawn and garden setting.

An original Lincoln Highway marker is in the front lawn of the museum, which is located along the original Lincoln Highway route and about a half mile from the current Nebraska Lincoln Highway Historic Byway (US Highway 30) through Fremont. The museum is open to visitors from April to October.

| | |
|---------------------|-----------------------------|
| Resource Name | Fremont Post Office |
| Address | 605 N Broad St, Fremont, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Old Fremont Post Office is a historic building in Fremont. It was completed in 1895, and designed in the Richardsonian Romanesque architectural style by W.J. Edbrooke William T. White was hired as the builder, and Charles W. Guindele as the interior designer.

On October 3, 1893, former Republican Congressman George Washington Emery Dorsey dedicated the building, even though it was still under construction. Two additions were added in 1910-11 and 1936-37.

It was listed on the National Register of Historic Places in 1996. The structure is located along the original Lincoln Highway and 1 block off the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) in downtown Fremont.

The building is no longer used as a post office. It was once the home of the Fremont Chamber of Commerce and is now a church.

There is a Lincoln Highway Interpretive Center inside and visitors are allowed to stop by via appointment.

| | |
|---------------------|------------------------------|
| Resource Name | Fremont Opera House |
| Address | 541 N Broad St., Fremont, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Fremont Opera House, formerly the Love Opera House held its grand opening performance the evening of December 14, 1888. This was the start to nearly 28 years of successful live theater in Fremont.

The first of five floors were divided into two large rooms that housed a wholesale liquor store and the opera house restaurant/saloon with eight dressing rooms in the rear and a staircase leading up to stage level. The top three stories housed the actual opera house. Included was a large 52-by-32-foot stage and seating for 1,075 on four levels: the parquet, "dress circle," a balcony and gallery.

This five-story structure was considered one of the finest buildings in the state, with an amazing seating capacity of 1,100. The theater space located on the upper three floors was considered ornate with an impressive domed ceiling. The facility served the community well for many years, yet sadly the upper floors of this historic structure have been closed to the public for decades.

In 1975 the Opera House became the first building in Fremont to join the National Register of Historic Places. It earned this recognition in part due to the architecture of the structure and physical size.

This building also added to its history by surviving the Pathfinder Hotel explosion in 1976. Even though there was damage to the façade, amazingly the building remained structurally sound. Of the more than 500 opera houses built in Nebraska, only a handful remain today.

Today, public can enjoy a variety of performing arts in this unique venue. It is located one block from the current Nebraska Lincoln Highway Historic Byway. (US Highway 30)

| | |
|---------------------|-------------------------------------|
| Resource Name | Fremont Lakes State Recreation Area |
| Address | 4349 W. State Lakes Rd, Fremont, NE |
| Primary Type | Recreation |
| Intrinsic Qualities | Recreation |



One of eastern Nebraska’s most popular recreation areas, Fremont Lakes State Recreation Area has about 40 land acres and nearly 300 water acres in 20 sandpit lakes.

It is located three miles west of Fremont, along the original 1913 Lincoln Highway route and the current Nebraska Lincoln Highway Historic Byway. (US Highway 30)

It is a favorite area with campers, picnickers and water enthusiast who come for great boating, fishing and water skiing. It offers 190 hard-surfaced pads with 20- and 30-amp electrical hookups, as well as 12 non-pad sites with electrical hookups. The campground is situated among mature shade trees, and showers, modern restrooms, water and two dump stations are available. The recreation area also offers 240 non-pad sites without electricity. A concession stand on Victory Lake offers soda, snacks, bait and other supplies. Additional services are available in nearby Fremont.

A park entry permit is required and may be purchased at the park and Nebraska Game and Parks offices.

| | |
|---------------------|-------------------------|
| Resource Name | Kracl Garage |
| Address | 1104 Hwy 30, Rogers, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Kracl Garage that bears its name along the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) and Center St. in Rogers.

It was first owned by Anton Kracl and his younger brother, Frank. They established a machine shop and car repair business here in 1916. For more than 60 years, Verlyn and Rose Ann Kracl owned the garage. Verlyn passed away in early 2020 and so Rose Ann, who does the bookkeeping, and sons will continue on with the business.

The Kracl Garage has served the Schuyler community with their brand of no-frills, meticulous repairs and salvage services.

The garage still stands and is open. Undoubtedly, it serviced many autos whose drivers were traveling along the Lincoln Highway.

| | |
|---------------------|---|
| Resource Name | Oak Ballroom |
| Address | 175 Higgins Drive, South Park, Schuyler |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Listed on the National Register of Historic Places, this beautiful building was built as a Works Progress Administration project and completed in 1937. The building was designed by Nebraska architect Emiel J. Christensen. Its name was derived from the huge natural timbers and beams cut from native oak trees. The trees were hauled to the building site from the nearby Platte River using horse and buggies.

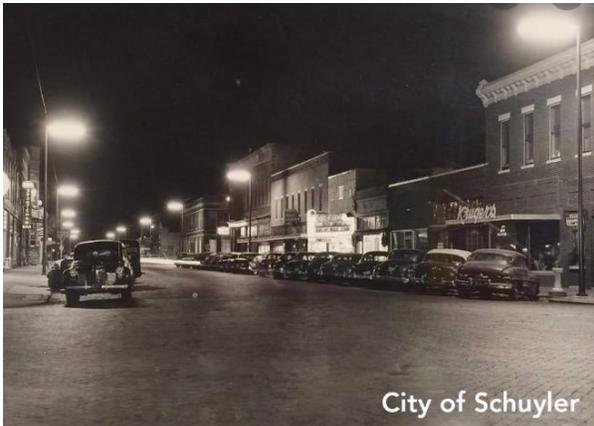
A mural depicting a covered wagon on the Mormon trail is painted above the fireplace. The Oak Ballroom is used for receptions, dances, parties, cultural events and as a general community center.

Native rock is used for the walls and the ballroom is at the entrance to Community Park on the Mormon Trail.

It's located two miles south of the Nebraska Lincoln Highway Historic Byway, US Highway 30, in Schuyler.

| | |
|---------------------|--------------------------------------|
| Resource Name | Downtown Schuyler Historic District |
| Address | 124 E 11 th St., Schuyler |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

Photo



The Schuyler Historic District includes forty-eight historic buildings from the 1880s through the 1950s that represent the town’s development as a thriving agricultural community sustained by the eras of railroad transportation and the arrival of the Lincoln Highway. From 1913 – 1928, the Lincoln Highway passed through Schuyler along 11th and B Streets. New businesses and property types designed to serve the needs of auto travelers appeared along this route.

In addition to surviving brick paving on these streets, the District retains an unusually large number of buildings from this era that were built as auto dealerships, garages, and service stations. The buildings housed a variety of commercial and civic functions essential to the development of a growing city, such as general merchandise stores, movie theaters, farm supply outlets, restaurants, specialty stores, and financial institutions. The Lincoln Highway passed through downtown, represented by several automobile agencies and a gas station, all included in the National Register listing.

The district is located 1 mile south of the current Nebraska Lincoln Highway Historic Byway. (US Highway 30)

| | |
|---------------------|---|
| Resource Name | Evans (Hotel) House |
| Address | 2204 14 th St., Columbus, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Evans Hotel, now renamed the Park Plaza, was constructed in 1913 along the original route of the Lincoln Highway through downtown Columbus. The Evans Hotel was first established in 1912 by a group of Columbus business and professional men, including George A. Scott, Doctor C.D. Evans, Theodore Friedhof, J.C. Echols and G.W. Phillips. The building was erected at a cost of over \$100,000. The four-story brick hotel was formally dedicated on December 2, 1913. Three floors housed 75 sleeping rooms. For more than 50 years the Evans Hotel was Columbus' leading hotel.

The name of the hotel is still on the capstone and the structure appears as much as it was pictured in the 1924 Road Guide.

The building now houses small businesses and apartments. It is located and the current Nebraska Lincoln Highway Historic Byway. (US Highway 30)

| | |
|---------------------|---|
| Resource Name | Lincoln Highway Garage |
| Address | 23rd Avenue & 13 th Street, Columbus, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Lincoln Highway Garage Association was formed by 12 Columbus businessmen at a meeting for the purpose of erecting a modern garage building. The stockholders decided to incorporate for \$50,000 and to put up a one-story, fire-proof building of brick and steel construction.

In 1915, as a result of the incorporation of the Lincoln Highway Garage Association, this service station garage was built.

It was located on the intersection of the original plat of the Lincoln Highway as it entered downtown Columbus. Concrete plaques with the word "Garage" are affixed to the building above the garage doors on the south and east elevations. By 1930, this garage was sold to Ed M. Nielsen and operated under that surname for 74 years. It is five blocks off the current Nebraska Lincoln Highway Historic Byway. (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Dusters/Gottberg Brew Pub (originally known as Gottberg Auto Company) |
| Address | 2804 – 13 th St. Columbus, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Gottberg Auto Company is one block west off the original Lincoln Highway route along 13th Street. It was constructed in 1920 by Max Gottberg for \$65,000. The building's origin was a car assembly plant, garage and dealership until 1937. The large, two-story building has great terra cotta replicas of the front end of an automobile. The grill of the "car" is adorned with the letter "G". Above the belt course on the south side is a name plate which reads "Gottberg Auto Company".

The building housed a roller-skating rink on the 2nd floor in the late 1940s.

In the mid-1950s, the second floor was occupied by Dale Electronics who then took over the whole building from around 1959 until 1975. They moved out in 1975 and the building sat vacant until 1991. Mac Hull, restored the building in 1993 and in 1995 it became home to Dusters Restaurant and the Gottberg Brew Pub, named for the long coat's travelers wore for protection from the elements. The 2nd floor houses the corporate offices of Nebraska's most popular salad dressing, Dorothy Lynch.

Dusters Restaurant and the Gottberg Brewery is located and the current Nebraska Lincoln Highway Historic Byway. (US Highway 30) and open 7 days a week for lunch and dinner.

| | |
|---------------------|--------------------------------------|
| Resource Name | Glur's Tavern |
| Address | 2301 – 11 th St, Columbus |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

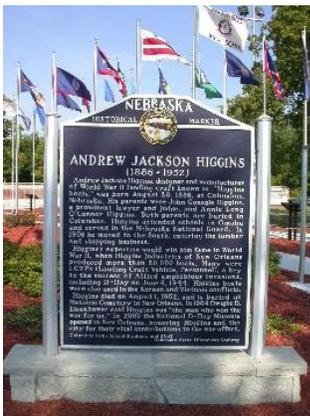


Just south two blocks from the original Lincoln Highway route through downtown Columbus along 23rd Avenue is Glur's Tavern which is about a half mile south of the current Nebraska Lincoln Highway Historic Byway. (US Highway 30)

Built in 1876, as the Bucher Saloon. Joseph and William Bucher, brothers whose family immigrated to Columbus in 1968 from Switzerland, were proprietors. Glur's Tavern is the oldest continuously operated tavern west of the Missouri River. The establishment offers food and beverage. It was listed on the National Register of Historic Places in 1975.

Glur's Tavern was visited on several occasions by Buffalo Bill while he was in Columbus rehearsing his Wild West Show. Local legend says that Buffalo Bill paid his bill at Glur's Tavern in May 1883 with a \$1,000 bill after a funeral for Major Frank North. North was the former leader of the Pawnee Indian Scouts and a close friend of Buffalo Bills.

| | |
|---------------------|---|
| Resource Name | Andrew Jackson Higgins Memorial |
| Address | A.J. Higgins Rd., Pawnee Park, Columbus, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



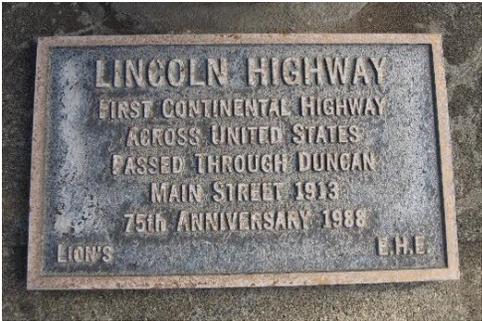
Andrew Jackson Higgins, designer and manufacturer of World War II landing craft known as "Higgins boats," was born August 28, 1886, at Columbus, Nebraska. His parents were John Gonegle Higgins, a prominent lawyer and judge, and Annie Long O'Connor Higgins. Both parents are buried in Columbus. Higgins attended schools in Omaha and served in the Nebraska National Guard.

In 1906 he moved to the South, entering the lumber and shipping business. Higgins's expertise would win him fame in World War II, when Higgins Industries of New Orleans produced more than 20,000 boats. Many were LCVs (Landing Craft Vehicle, Personnel), a key to the success of Allied amphibious invasions, including D-Day on June 6, 1944. Higgins boats were also used in the Korean and Vietnam conflicts. Higgins died on August 1, 1952 and is buried at Metairie Cemetery in New Orleans.

In 1964 Dwight D. Eisenhower said Higgins was "the man who won the war for us." In 2000 the National D-Day Museum opened in New Orleans, honoring Higgins and the city for their vital contributions to the war effort.

The Memorial is outdoors and open to the public. It sets right on the current Nebraska Lincoln Highway Historic Byway. (US Highway 30)

| | |
|---------------------|---|
| Resource Name | Duncan Avenue of Trees & Lincoln Highway Marker |
| Address | 906 – 8 th Street, Duncan |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This section of road, including the marker and an avenue of hackberry trees through which the old highway passed just south of downtown Duncan, is listed in the National Register of Historic Places as Lincoln Highway-Duncan West and used to be a camp ground.

The former route of the Lincoln Highway on the north side of the railroad tracks can still be seen today. A concrete marker at the southeast corner of 8th Street and Main Avenue indicates the northeastern end of a 2.4-mile (3.9 km) section that has not changed significantly since the 1920s.

It was the original path for travelers but can no longer be driven on today.

While traveling the byway, you will reach the town of Duncan. To see the Avenue of Trees and marker, take a right on Main Street, drive over the railroad tracks and you will see the Lincoln Highway marker on your right and the Avenue of Trees is on your left.

| | |
|---------------------|--|
| Resource Name | Lincoln Highway Gardiner Station Section |
| Address | Rural Platte County, 115 th St. , (between Duncan & Silver Creek) |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



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. The original highway section and bridge are listed on the National Register of Historic Places.

While traveling the current Nebraska Lincoln Highway Historic Byway (US Highway 30), west of Duncan, about 6 miles you will turn right on 355th Avenue. Drive over the railroad tracks and then take an immediate right on 115th Street, a gravel road. Travel approximately ¼ mile to the bridge and the marker will be on eastside of the bridge. The bridge is accessible to motor vehicles up to 6 tons.

| | |
|---------------------|---------------------------------|
| Resource Name | Lincoln Manor Steakhouse |
| Address | 1525 16th St., Central City, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Lincoln Manor Steakhouse on 16th Avenue and the current Nebraska Lincoln Highway Historic Byway (US Highway 30), was renamed for the Lincoln Highway and has been serving guests since 1887. The hotel was originally named the Schiller Hotel, then Ratcliff Hotel, Merrick Hotel and today it is the Lincoln Manor Steakhouse.

This photo shows the original building and architecture that is typical of this time period.

Lincoln Manor Steakhouse was a favorite meeting and gathering place for travelers along the Lincoln Highway. The restaurant is currently closed.

| | |
|---------------------|------------------------|
| Resource Name | Merrick County Museum |
| Address | 211 E St, Central City |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



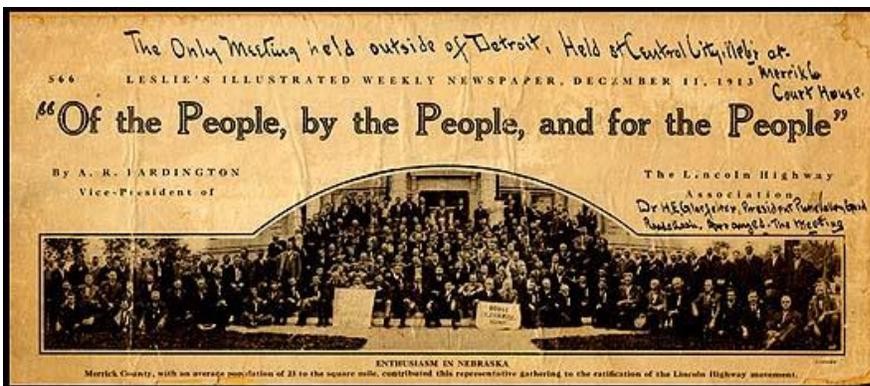
The Merrick County Historical Museum’s artifacts and other items are a historical account for more than 150 years of Merrick County history. Merrick County was organized in 1858.

The Merrick County Historical Museum has its roots back to the 1920s when the growing collection of items was stored in a drug store and saloon. Various businesses in town would show the artifacts. In the 1960s the museum board purchased the Traver House, where many artifacts and historical documents are residing. The larger items, such as farm machinery, are at the Merrick County Fairgrounds.

The museum is located on the northside of the railroad tracks, at the intersection of the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and Highway 14.

Central City housed the first meeting in the United States to ratify the Lincoln Highway proclamation on October 8, 1913. A group photo was taken on the Merrick County Courthouse steps. This photo and other Lincoln Highway artifacts can be seen at the museum.

| | |
|---------------------|--|
| Resource Name | Merrick County Courthouse |
| Address | 1510 18 th Street, Central City, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Merrick County Courthouse was built from 1911 to 1913 in Central City, Nebraska, United States. Designed in the Classical Revival style by architect William F. Gernandt, it was built at a cost of \$100,000. In 1990, it was listed in the National Register of Historic Places, but was removed from the Register in 2014 due to the 2006 renovation.

The Merrick County Courthouse was the site of the first proclamation of the Lincoln Highway on October 8, 1913. (All other meetings were held in Detroit.) Dr. H.E. Glatfelter of Central City, chairman of the Platte Valley Good Roads Association, strongly encouraged the Association to use the central Platte River route. His efforts brought the transcontinental highway across Nebraska. The east-west Highway 30, and Highway 14, running north-south, through Merrick County makes Central City "a convenient crossroads" just 20 miles from Interstate 80.

The courthouse is located two blocks south of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Shady Bend |
| Address | 3609 E. Lincoln Hwy. Lat 40.937940 Long -98.301230 |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



On the corner of the Nebraska Lincoln Highway Historic Byway (US 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. The same family has owned the building since it was built and recently reopened the space as a family style restaurant. They would love to tell you stories from the tourist haven's heyday!

This building was built by H. O. "Doc" Woodward in 1931 as the main building of a cabin camp. The National Register of Historic Places, of which Shady Bend Gas Station and Grocery is a member, states: "Shady Bend includes representative elements of the functions and services for travelers once offered by the larger and more elaborate privately-owned and operated roadside stops: a gasoline station, a grocery, public restrooms, a park and diner.

| | |
|---------------------|--|
| Resource Name | Kensinger Service & Supply |
| Address | 1810 Lincoln Hwy, Grand Island, NE 68803 |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Kensinger Service & Supply is a full-service gas station located on the current Nebraska Lincoln Highway Historic Byway (US Highway 30). Behind the station you can access the last remaining Seedling mile.

Kensinger has been open since the 1930s and remains a staple in the area while retaining its authentic look. Travelers can stop and experience a full-service fueling station.

Kensinger is still owned by the Kensinger family.

| | |
|---------------------|------------------------------------|
| Resource Name | Seedling Mile |
| Address | 1810 Lincoln Hwy, Grand Island, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Just north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and the Kensinger Station is the only piece of original paved Seedling Mile that remains in the U.S.

The Lincoln Highway was envisioned to be a paved, toll free cross-country highway. Organized by the Lincoln Highway Association, which was founded in 1913, supporters propelled the highway into national significance as the nation's first transcontinental automobile route. In one of its earliest and most enthusiastic promotional devices, the Lincoln Highway Association conceived the Seedling Mile program just one year following the organization and routing of the Lincoln Highway. The Seedling Mile program demonstrated the value of improved roads, not only to area motorists but also to those traversing the highway long distance. The roadway represents a single event- the construction of Nebraska's first Seedling Mile - and a pattern of events -the Lincoln Highway Association's promotional scheme to demonstrate the value of improved roads. It was also an early object lesson in the use of concrete as a permanent, all-weather road surface.

The Grand Island section of Seedling Mile, constructed in 1915, was the first of only three that were approved and built in the state. The others are located in Kearney and Fremont. No other example of a Seedling Mile is known to be extant in any of the five states that built Seedling Miles. The roadway exhibits excellent integrity and is considered a significant representative of the development of the early Lincoln Highway as a whole. It is therefore being evaluated at the statewide level of significance under Criterion A. The period of significance is 1915 through about 1931, when improvements to the Lincoln Highway/U.S. Route 30 east of the city caused the Seedling Mile to be vacated as the route of the highway.

| | |
|---------------------|---|
| Resource Name | Grand Theatre |
| Address | 316 W 3 rd St., Grand Island |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Grand Theatre is located two blocks north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and operates a

In the 1920's The Lyda Movie House (1st image) stood in the middle of the 300 block in downtown Grand Island. Business at the Lyda had suffered from the competition of other local theatre's and had become run-down. It was still showing silent films when all the other theatres in town had made the switch to sound.

In 1930, the Lyda was purchased by David Kaufman and Harry Shiller. The theatre underwent extensive remodeling and was renamed "The Grand," (2nd image). About half the size of the present-day building, it was a modest theatre that struggled for survival in the depressed economy of a troubled town.

On October 3, 1936, the "little" Grand was closed, and construction began on a new, larger theatre. In the early morning of December 8th, a fire broke out and caused \$40,000 damage to the never-to-be-seen first interior. The opening date was set back until the following May.

On May 7th, 1937, hundreds of people lined up along Third Street outside of the new theatre building (image 3) The largest neon sign in Grand Island graced the facade, which was built entirely of colored glass. It was the most beautiful modern building in town. The marquee proclaimed, "Nebraska's Finest and Most Modern Theatre!" 705 people were ushered in to watch the premiere of "A Star is Born" starring Janet Gaynor, Adolph Menjou and Fredrick March.

Late 1985, the Grand Theatre also was closed, apparently forever. A year later, Jay French and Juan Portillo rescued the theatre and restored it to a first-rate show house. Once again showing cartoons before classic movies, the theatre enjoyed a much-deserved resurgence in popularity.

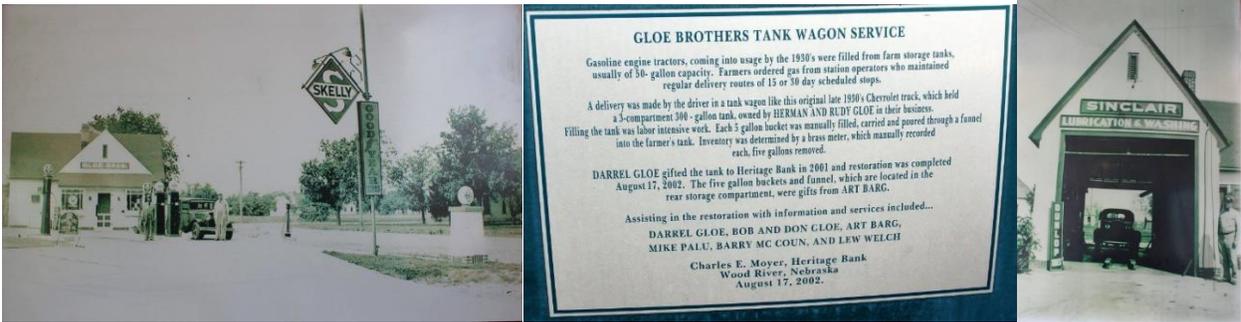
In 1992, the theatre was purchased by Fridley Corporation and became a first run cinema once again. This continued for 12 years until competition from modern multiplexes forced the theatre to close once again. The Fridleys announced that they would donate the building to a non-profit organization. A small group of dedicated business owners banded together to form "The Grand Foundation, Inc." to save the last surviving movie palace in Grand Island.

In March 2005, 75 years after David Kaufman originally purchased the theatre, the Grand Foundation received a grant from the Kaufmann-Cummings Foundation. This donation will assist with the purchase of equipment and building repairs. Donations in the form of cash gifts and volunteerism are crucial to the long-term success of the Grand Theatre (shown in image 4).

| | |
|---------------------|-------------------------------|
| Resource Name | Gloe Brothers Service Station |
| Address | 609 E 11th St. , Wood River |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The station had to be turned a quarter of a turn to accommodate the drive-through, a change that was approved by the National Park Service, as were the replacement windows



Historic photo that hangs in the restored service station. The service bay is now the bank drive-through.



An authentic, historic tank-wagon that was donated to adorn the property.

The Gloe Brothers Oil Station opened in 1925 on the corner of Ninth and East streets, right off the current Nebraska Lincoln Highway Historic Byway (US Highway 30) on the east side of Wood River. The booming popularity of the Lincoln Highway led brothers Herman and Rudy Gloe to move the gas station to a small triangular lot adjacent to the new highway. The structure now serves as drive-through bank for Heritage Bank.

The Collins family, who operated the location from 1945 - 1969. It then remained vacant for 30 years until acquired by Heritage Bank. A plaque in front of the facility commemorates the Collins family.

| | |
|---------------------|---|
| Resource Name | Shelton – original bricks / Bromo-Seltzer billboard |
| Address | 116 C. St., Shelton |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The last remaining original Lincoln Highway billboard in Nebraska was repainted in 2010. The billboard dates to 1920's.

Traveling east one block from the sign is a section of Lincoln Highway bricks with diagonally patterned bricks in the intersection. The bricks were laid this way to prevent them from “stacking” as iron wagon wheels would turn corners in the early 1900s.

Above is one example of the way brick was laid. Patterned street corners were common in early year of the Lincoln Highway.

Both can be viewed by traveling north on C Street one block from the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Shelton Historical Interpretive Center and Lincoln Highway Center |
| Address | 130 C St, Shelton |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The historic 1909 Meisner Bank Building is located along 1 block off the original Lincoln Highway route and on the corner of the current Nebraska Lincoln Highway Historic Byway (US Highway 30)..

Now it's the home of the Shelton Historical Society and the Lincoln Highway Visitors Center where you will find the history of the Lincoln Highway including original highway markers, postcards, vintage memorabilia, brochures and maps. Items are available for sale.

The Visitors Center is open by calling a number displayed on their door and someone will arrive to open the center. They are open during the Lincoln Highway Festival & Car Show, usually the last weekend in July. There is a show & shine, a parade of tractors, the Shelton Historical Society and Lincoln Highway Center had many items on display for visitors.

| | |
|---------------------|---------------------------|
| Resource Name | Museum of Nebraska Art |
| Address | 2401 Central Ave, Kearney |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Museum of Nebraska Art (MONA) is the official art museum of the state of Nebraska. The museum is located in historic downtown Kearney, Nebraska, and is administratively affiliated with the University of Nebraska at Kearney. The official charter of MONA makes it home to the Nebraska Art Collection, which is home to works by artists who were born in Nebraska, have lived in Nebraska, or have some connection to Nebraska. MONA also hosts regular rotating exhibitions by living or historic artists who have some connection with the state of Nebraska.

The Nebraska Art Collection was first created in 1976 but initially lacked a permanent home. In 1985 a state-appointed commission settled on a historic post office building in Kearney which was built in 1911 but was badly outmoded and slated for demolition. The Neoclassical architecture, marble interiors, and spacious, well-lit rooms attracted the attention of museum officials, who purchased the disused building and refitted it. In 1986 MONA opened there in its new permanent location.

The post office building was added to the National Register of Historic Places in 1981 as a fine example of the Neoclassical style, and is believed to be the oldest of its type in Kearney.

The Soldier's Monument located on the corner of the Museum of Nebraska Art is dedicated to those who served in the Civil War and the Spanish-American War. The Monument was originally located in the middle of the Lincoln Highway next to the Midway Hotel which later burned down. The Midway Hotel was named for its location: 1933 miles from Boston and 1933 miles from San Francisco.

The Museum of Nebraska Art is open to the public and located at the corner of Central Ave and the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|--|
| Resource Name | G. W. Frank Museum of History & Culture |
| Address | University of Nebraska at Kearney 2010, University Dr, Kearney |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The popular local architect George William Frank, Jr. designed the Frank House in 1886 as a gift for his parents. George Frank, Sr. and his wife, Phoebe, lived in the home until 1900 after George lost his financial standings in The Panic of 1893, a nationwide financial epidemic. It was one of the first houses west of the Missouri River to be wired for electricity during its initial construction (1889-1890) and featured steam radiators and indoor plumbing. After exchanging ownership numerous times, the house was purchased in 1907 by Ole and Georgiana Grothan, a husband and wife medical team who converted the house into the Grothan Elmwood Sanitarium. Ole was a Nebraska State Senator who represented this district in the early 20th century. In 1911, after Ole and Georgiana finalized their divorce, the Frank House was sold to the state of Nebraska and became part of the Nebraska State Tuberculosis Hospital where it was used as living quarters for the hospital's staff until 1971. At that same time, the hospital grounds were acquired by Kearney State College, now the University of Nebraska at Kearney. In 1973, the home was placed on the National Register of Historic Places and now stands as an integral part of the university and a testament to Kearney's rich history.

The Frank Museum is built in the Richardsonian Romanesque Shingle style. It is constructed of Colorado Red Sandstone mined from Wyoming and contains 7 of the original 10 fireplaces complete with tiles imported from Holland, hand carved oak woodwork, and a beautiful stained- glass window.

The Frank Museum is located on the west edge of the University of Nebraska Kearney just past the seedling mile marker on the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|--|
| Resource Name | Seedling Mile in Kearney |
| Address | West 24 th Street and 19 th Ave Kearney |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



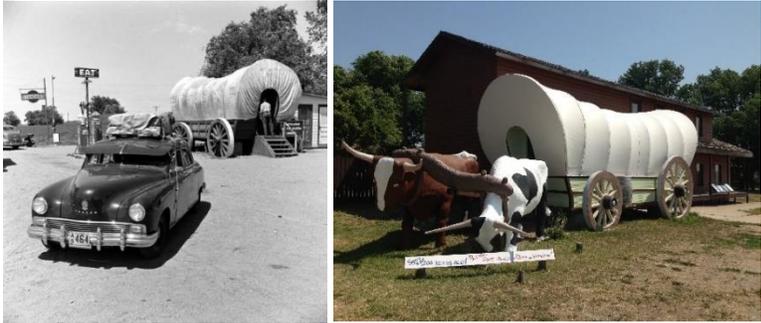
The Lincoln Highway Association conceived the Seedling Mile program to demonstrate the use of concrete as a roadway surface, seedling mile projects included in Kearney, Grand Island and Fremont in Nebraska.

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 Kearney Daily Hub of November 5, 1915, described the completed project: "The road is amply wide enough to make possible the passage of two loaded hayracks without interference."

The trees that lined the seedling mile were later removed as a result of Dutch Elm disease.

The historical marker is located on the east end of the seedling mile on the current Nebraska Lincoln Highway Historic Byway (US Highway 30). It's location was also home to the Hammer Motel, from 1947 to 1987. It was famous for its sign topped by a giant hammer and three supporting poles made to look like nails. The building then served as student housing for the University of Nebraska at Kearney until 1995, when it was razed.

| | |
|---------------------|--------------------------|
| Resource Name | Covered Wagon at Kearney |
| Address | 5 miles west of Kearney |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Covered Wagon and concrete oxen were built in 1932 by a pair of missionaries near the renowned 1733 Ranch, which marked the halfway point on the Lincoln Highway between Boston and San Francisco, which were each 1,733 miles away via railroad. the 1733 Ranch, billed as the site of the “World’s Largest Barn.”

One of Kearney's oldest and most notable landmarks, the Covered Wagon operated many years as a souvenir stand, lunch counter and gas station when traffic on Highway 30 was heavy. It featured a petting zoo, and one unique attraction was a two-headed calf that was preserved by a taxidermist. The Covered Wagon was sold to Boyd McClara in 1939. Fire consumed the wagon in 1951, leaving only the oxen. The wagon was rebuilt and has been refurbished several times since. Nick and Rose Ponticello purchased it in 1963 and operated it more than 35 years. Nick sold many of the store's goods at auction in 2001 before selling the property to Jamie Hayes.

The wagon and former souvenir shop were Kearney landmarks before traffic shifted off Highway 30 to Interstate 80. The covered wagon can be seen today by driving 5 miles west of Kearney on the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

THE WATSON RANCH (no remnants can be seen today)
 In 1888, H. D. Watson established the historic Watson Ranch, at one time containing 8,000 acres, reaching from the fertile Platte Valley on the south to the rolling hills on the north and from downtown Kearney to a point five miles west.

During its existence, the ranching operations were devoted to grains, poultry, vegetables, and a 250-acre fruit orchard primarily of cherry, plum, and apple trees. Watson planted thousands of other trees of numerous varieties.

| | |
|---------------------|---------------------------|
| Resource Name | Painted bridge at Overton |
| Address | ¼ mile east of Overton |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



In 1914, this bridge was constructed to support traffic following the Lincoln Highway. While it no longer carries traffic, but it has been well maintained and bears the distinctive red, white and blue Lincoln Highway logo.

In 2012 a Boy Scout troop from Overton re-painted bridge for the 2013 Lincoln Highway Centennial Celebration.

It's located on the east end of Overton, parallel to the current Nebraska Lincoln Highway Historic Byway (US Highway 30), and the Union Pacific railroad.

| | |
|---------------------|---|
| Resource Name | Olive House |
| Address | 401 East 13 th Street Lexington |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



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 homesteaders, a lynching and trial that received national attention. Ira Olive became a successful banker and cattlemen in the late 1800's and the early 1900's.

The Olive House is listed on the National Register of Historic Places and is located a mile north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30). Designed by George Barber, and built by local carpenter Harry H. Mills, the 3,000 square foot home featured 13 rooms with 46 windows and five original stained-glass windows.

| | |
|---------------------|--|
| Resource Name | Original Union Pacific Depot |
| Address | 105 Lincoln Highway (Meridian Ave and Hwy 30) Cozad |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This original UP depot contains many of its original items and is located on the Lincoln Highway. It is situated on the 100th meridian, and important demarcation line where “the humid meets the arid west.”

There is an Arch, across from the current Nebraska Lincoln Highway Historic Byway (US Highway 30), after you pass the depot, that indicates you’re traveling across the meridian.

The Unions Pacific Depot was designed by Gilbert Stanley Underwood who won fame in this country through his architectural designs of lodges and hotels in historical vacation parks and resorts throughout the United States. Early in his career Underwood became consulting architect to the Union Pacific Railroad. The Cozad Depot was well as the Union Terminal in Omaha, NE resulted from that association.

The depot currently houses the Cozad United Way and the Cozad Food Panty.

| | |
|---------------------|--|
| Resource Name | 100 th Meridian Museum & Visitor Center |
| Address | 206 E Eighth Street Cozad |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The 100th Meridian Museum & Visitors Center is located on the original 1913 Lincoln Highway route, two blocks from to the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and next door to the Robert Henri Museum.

Once a Lincoln Highway car garage, is now home 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 the historical and authentic Pony Express Station, Little Church by the Park and Pioneer School.

| | |
|---------------------|---------------------|
| Resource Name | Robert Henri Museum |
| Address | 218 E 8th St, Cozad |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



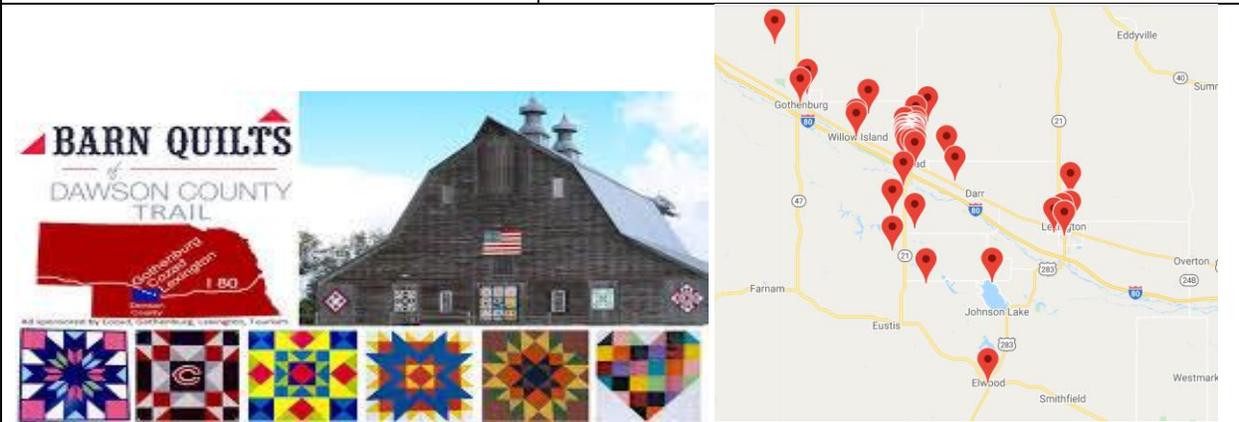
The Robert Henri Museum, also known as the Hendee Hotel, is located on the original 1913 route, two blocks from the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and next door to the 100th Meridian Museum. The building is listed on the Nebraska Register of Historic Places.

The two-story brick (later stuccoed) building was constructed about 1879 by John J. Cozad, who founded the town in 1874. Local legend holds that the hotel was the scene of a shooting incident between Cozad and a local farmer. In 1883 he sold the hotel to Stephen A. Hendee, a grain dealer. The hotel served as a prominent business and social center in Cozad. John Cozad's son, Robert Henry Cozad, who changed his name to Robert Henri following the shooting incident, achieved international fame as an artist. It was restored to its 1878-79 appearance in the 1980s.

Robert Henri (Robert Henry Cozad) was one of America's greatest artists and one of its most important art instructors. In our environmentally controlled gallery, built in 2014, you will find the largest collection of Henri's work on display than anywhere else in the world. In late 2019, a major new exhibit entitled *Through My Own Language: Robert Henri and His Portraits, Paintings and Sketches*. There are eleven of his paintings, thirty-four of his sketches and three prints of his work exhibited along with personal items including letters and props. There are also examples of the work of some of his students.

Robert Henri is thought to be the founder of the Ashcan School. The Ashcan School, also called the Ash Can School, was an artistic movement in the United States during the late 19th-early 20th century that is best known for works portraying scenes of daily life in New York, often in the city's poorer neighborhoods.

| | |
|---------------------|---|
| Resource Name | Dawson County Barn Quilt Tour |
| Address | Corner of 7 th & Meridian, Cozad, NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



In celebration of our agricultural and quilting heritage, over 100 brightly painted barn quilt blocks are on display throughout Dawson County (Lexington, Cozad and Gothenburg). Enjoy a scenic drive through our communities, located off the current Nebraska Lincoln Highway Historic Byway (US Highway 30). A free map of the locations can be downloaded from their website.

Dawson County Nebraska is rich in art, history and ethnicity. To combine and intertwine the diversity of the communities within Dawson County, the Cozad Tourism Committee formed the Barn Quilts of Dawson County Trail. Barn Quilts of Dawson County Nebraska is about celebrating our farming, quilting and diverse ethnic heritage and sharing that art culture with as many as possible. Barn quilts promote a sense of community while preserving and celebrating agriculture, history and art. Barn quilt designs tell a story about a person, their family or their heritage.

A 50 State Barn Quilt Display, 6' x 50' barn quilts with all 50 states represented can be located near the corner of 7th and Meridian in downtown Cozad. One block north of the byway US Highway 30.

Each state has an official quilt block, much like a state bird or flower designation.

| | |
|---------------------|--|
| Resource Name | Lake Helen |
| Address | 22 nd & Lake Avenue Gothenburg |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The lake was created in the early 1890's 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.

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.

Lake Helen is now a recreation area, located north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30) on Lake Avenue. The lake was renovated in 2015 and features activities for the whole family including fishing, boating, a 9-hole Frisbee golf course, concrete exercise trail, playground, picnic pavilions and plenty of room to run and play. Restrooms available.

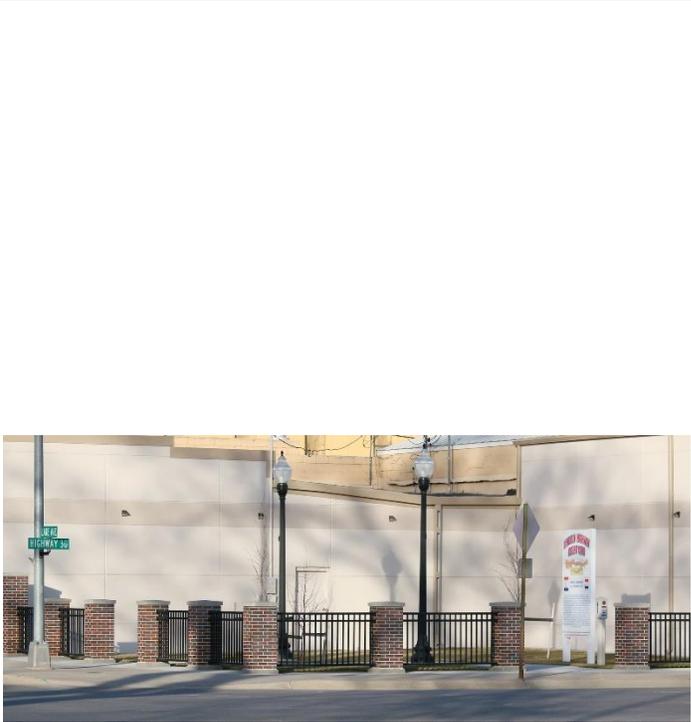
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|---------------------|---|
| Resource Name | The Pony Express Station & Museum |
| Address | Ehmen Park, 15 th and Lake Ave |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Gothenburg is home to two original Pony Express stations. The Sam Machette station (museum) is in the beautiful Ehmen city park/arboretum, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

The original log building was disassembled, moved and reassembled in its current location in 1931 after it was donated to the city of Gothenburg by Mrs. C.A. Williams. After a couple of local teenagers noticed tourists stopping to peer into its windows, they approached the city council with a request to open a gift shop inside the station. They were granted approval and the Gothenburg Pony Express station was officially opened to the public in the mid 1950's. The station/museum has continued as a nationally known tourist attraction that's been open every summer since that time.

| | |
|---------------------|---|
| Resource Name | Lincoln Highway Courtyard |
| Address | Gothenburg's northeast corner at Highway 30 and Lake Avenue |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



A downtown revitalization grant finally allowed for Gothenburg's northeast corner, the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and Lake Avenue to receive a drastic makeover, turning it into a quaint little Lincoln Highway Courtyard.

Included in the project is a Lincoln Highway marker and a sign purchased with tourism funds that tells the story of the Lincoln Highway (now Highway 30) that borders the corner on the south.

| | |
|---------------------|-------------------------|
| Resource Name | Sun Theatre |
| Address | 404 10th St, Gothenburg |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



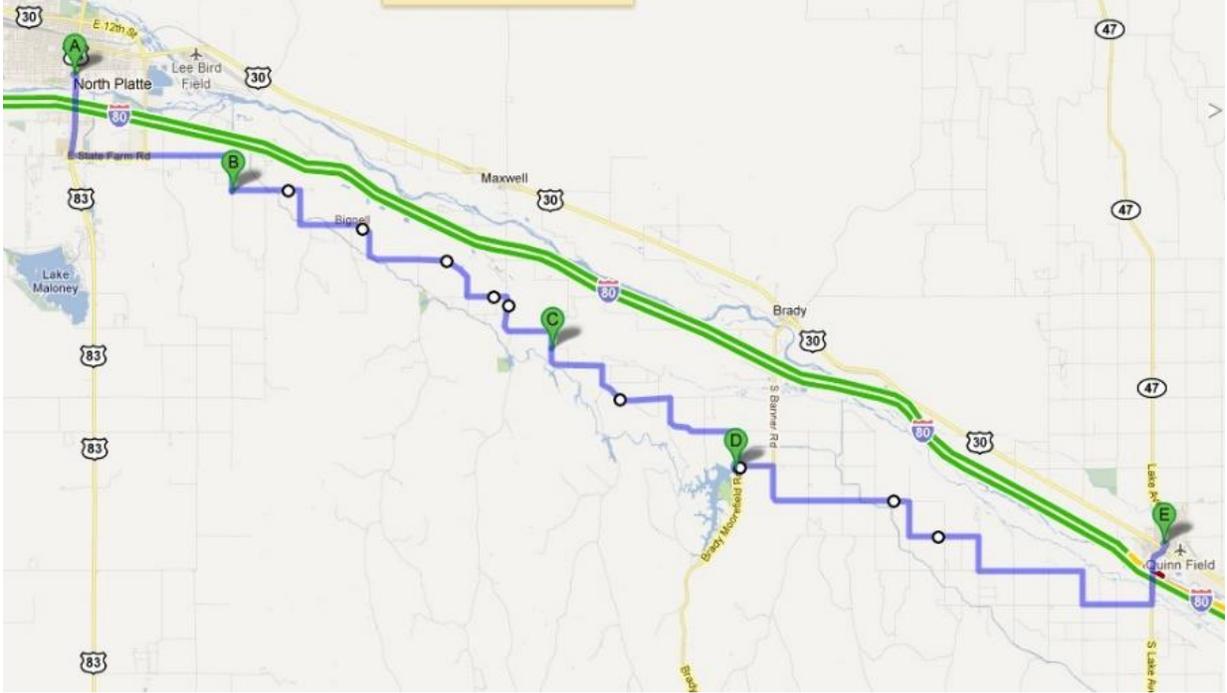
The Sun Theatre of Gothenburg has achieved a long-standing history as a connection to the arts in this charming central Nebraska community of approximately 3,900 residents. The theatre building was originally built and used as an opera house from 1909 to 1926. As the community changed with the times, the theatre was converted to a movie theatre by a gentleman named Glen VanWey. In 1927, children could enjoy a silent movie accompanied by a live orchestra for only 10 cents (adults were charged 20 cents). The 1930’s brought sound, Technicolor and controversy over allowing movies to be shown on Sundays. A public vote was narrowly approved allowing the showing of Sunday movies in town. When money was scarce during the depression, the theatre advertised an “egg night” where a dozen eggs valued at 6 cents was the price of movie admission. VanWey’s son Ernie continued the family business and operated the Sun Theatre as a full time cinema until 1981.

The Gothenburg Community Playhouse (a non-profit organization formed in 1968) purchased the theatre in 1983. Since that time, the theatre has thrived in its split-personality role by providing both live productions and cinema to the community. The cinema side of the business has continually provided first run movies 48+ weekends a year (Friday, Saturday, & Sunday) at the most affordable prices in the region. The playhouse side offers playhouse productions several times a year and strives to bring the community the highest quality of varied entertainment in the form of outside productions, talent shows, and live musical concerts.

The Sun Theatre has remained self-supporting thorough the generosity of individual donations and general memberships, volunteerism, grants, and income derived from movies, concessions, live productions, and concerts.

The theatre is located on the north side of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

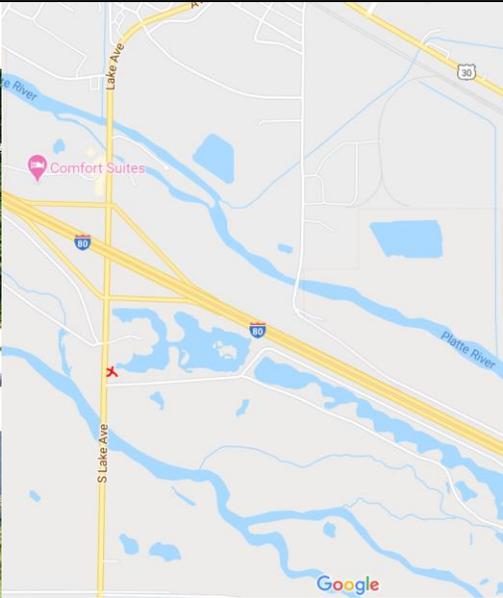
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|---------------------|----------------------------|
| Resource Name | Stair Steps |
| Address | North Platte to Gothenburg |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



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.

This section of the Lincoln Highway is not part of the designated Nebraska Lincoln Highway Historic Byway (US Highway 30) but can be driven by travelers.

| | |
|---------------------|---|
| Resource Name | Gothenburg Berm |
| Address | One-mile south of I-80, connecting Hwy 47 located across from “stair-steps” |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Nationally significant piece of the remaining “stair-steps,” where a tree-lined berm that was the original 1913 route of the Lincoln Highway still exists in picturesque glory.

This area of the Lincoln Highway is a raised berm located south of Gothenburg, now on private land. The berm marks the original bed of the road, which was most likely rock and gravel, as concrete and asphalt was not yet in existence.

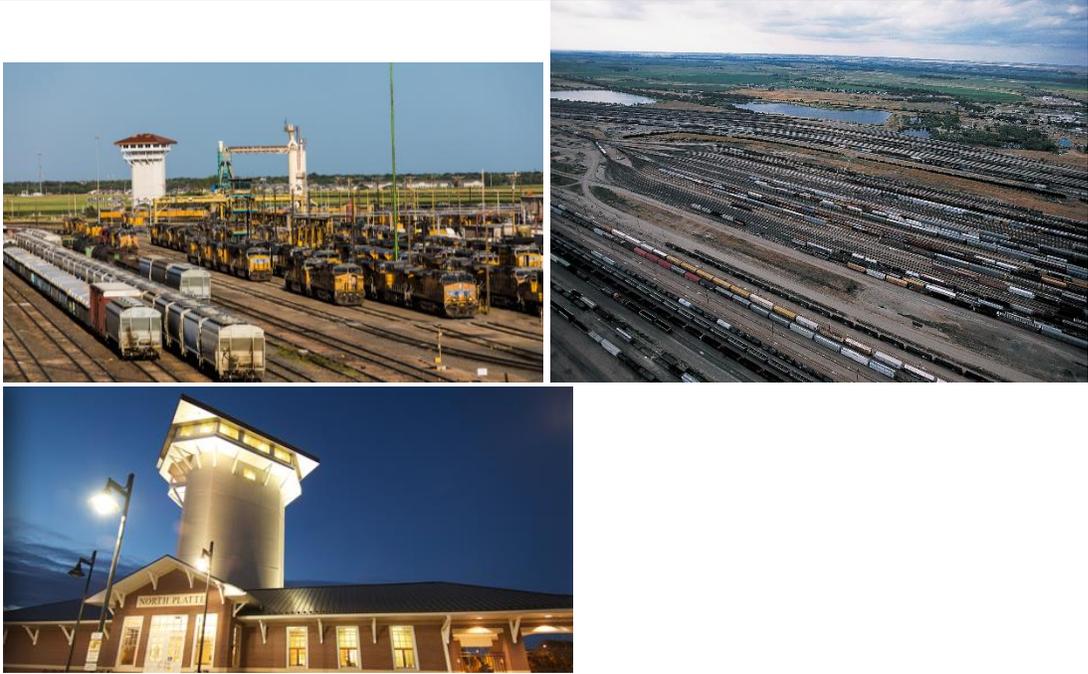
Since there was no bridge over the Platte River west of Gothenburg for many years, the Lincoln Highway turned south at Gothenburg and followed a stair step of roads to North Platte. This historic stair step can be followed on the road map today.

| | |
|---------------------|---|
| Resource Name | Fort McPherson National Cemetery |
| Address | 3 miles south of Maxwell on “stair-steps” |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



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. The cemetery now serves more than 7,000 veterans of America’s armed forces.

| | |
|---------------------|---|
| Resource Name | Union Pacific Railroad's Bailey Yard / Golden Spike Tower |
| Address | 101 Halligan Dr, North Platte |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Today, the Union Pacific remains a major industry in North Platte. The Lincoln Highway paralleled the UP tracks, as it does today's US Highway 30.

North Platte visitors can study modern railroad operations from high in the air from a unique attraction, the Golden Spike Tower and Visitors Center.

The Golden Spike stand eight stores high and overlooks Baily Yard, the world's largest center for sorting railroad cars and maintaining locomotives.

Bailey Yard stretches across 2,850 acres, and its repair facilities along could house three football fields. Among the important maintenance functions at Baily Yard is replacing worn or damaged wheels on rail cars, about 10,000 pairs annually.

Baily Yard was named in honor of former Union Pacific President Ed H. Bailey. It is located south of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Buffalo Bill State Historical Park |
| Address | 2921 Scouts Rest Ranch Road North Platte |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Frontier showman Buffalo Bill Cody’s Scout Ranch occupies 25 acres one mile west of North Platte. The site is part of Cody’s original 4,000 -acre spread, and today features the showman’s elegant Victorian house, several the original outbuildings, and a huge barn filled with Wild West Show memorabilia and Lincoln Highway artifacts.

The Nebraska Game & Parks Commission maintains and reserves the Buffalo Bill attraction as a state historical park. A state park sticker is required to visit.

| | |
|---------------------|---|
| Resource Name | Lincoln County Historical Museum |
| Address | 2403 North Buffalo Bill Ave, North Platte |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Blacksmith Shop



William Bill Jeffers Childhood home

Just around the corner of Buffalo Bill State Historical Museum is the Lincoln County Historical Museum, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

Visitors will find a Lincoln Highway display and many preserved buildings from the Lincoln Highway era.

The Lincoln County Historical Museum was built by the Lincoln County Historical Society in 1976. The museum now is about 8 acres that includes museum building and entire village when visiting the museum will immerse you in native culture and history of the region of the Great Plains.

Another display educates visitors about the North Platte Canteen, where 55,000 friendly central Nebraska volunteers served coffee and homemade goodies to more than 6.5 million American service personnel passing by train through North Platte on their way to fight World War II. Soldiers who stopped at the North Platte Canteen were aboard trains on the Union Pacific Mainline, the United States' original transcontinental railroad.

| | |
|---------------------|--------------------------|
| Resource Name | Restored Service Station |
| Address | West edge of Sutherland |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This former service station, built near 1927, was most recently a Frontier Gas Station. It has been vacant for many generations until it was restored in 2013.

Travelers can stop and take a photo but is no longer in service.

| | |
|---------------------|--------------------------------------|
| Resource Name | Ole's Big Game Steakhouse and Lounge |
| Address | 123 N Oak St, Paxton |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Ole's Big Game Steakhouse and Lounge in downtown Paxton has been known since 1933 as a place where good friends gather, enjoy each other's company, grab a bite to eat, play KENO and spin a yarn or two. More than 200 big game trophies and countless mementos of Ole's worldwide safaris make this visit to history and adventure a treat for the whole family.

Open for breakfast, lunch and dinner and sits on the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---------------------------------|
| Resource Name | Front Street |
| Address | 519 East First Street, Ogallala |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Front Street Crystal Palace Revenue is a replica of an old west town located on the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

Front Street began in 1964 and is the longest running summer stock theatre production in Nebraska. It is listed on the National Register of Historic Places.

Today visitors can enjoy a restaurant, bar, free cowboy museum and general store.

| | |
|---------------------|---------------------------------------|
| Resource Name | Spruce Street Station Visitors Center |
| Address | 220 N Spruce St Ogallala |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

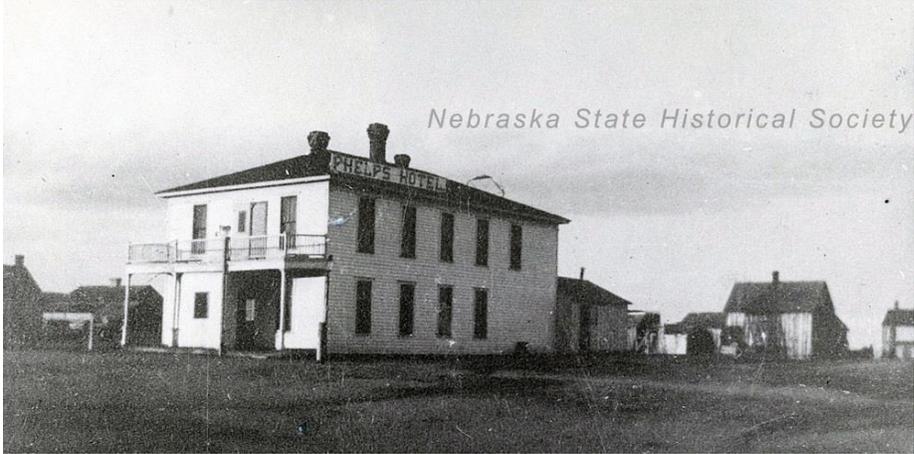


Built in 1922, the Spruce Street Station in Ogallala is considered one of the best preserved of fewer than 20 former Standard Oil stations still standing. Once the state’s largest marketer of petroleum products, Standard Oil of Nebraska rose to prominence with the advent of the automobile.

Through the efforts of the Ogallala Main Street Program, the Spruce Street Station was renovated in 2002-2003 and listed on the National Register of Historic Places.

Today, the station and adjacent 1937 service bay serve as the Spruce Street Visitor Center and sits on the current Nebraska Lincoln Highway Historic Byway (US Highway 30). During the summer months, it is staffed by volunteers from the local Retired Senior Volunteer Program. The service bay portion is also available year-round for community events.

| | |
|---------------------|------------------------------|
| Resource Name | Phelps Hotel |
| Address | 401 Pine Street, Big Springs |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Phelps Hotel located at the NE corner of 2nd and Pine Streets, 2 miles from the current Nebraska Lincoln Highway Historic Byway (US Highway 30). Built in 1885, as a wood frame structure, it has been "viewed as the most important nineteenth century landmark" in the county.

Visitors can stay in the same rooms where railroad crews once rested. It's listed on the National Register of Historic places and is the oldest hotel in Deuel County.

| | |
|---------------------|--|
| Resource Name | Sudman-Newmann Heritage House |
| Address | 701 5 th Street Chappell |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The historic house, built in 1911, is known to have been built by contractor Henry Dickmeyer. It is a 42-by-36-foot wood frame house on a concrete masonry foundation. It is described as a "two-story, symmetrical, central hall, double-pile house," but having a plan that "incorporates spatial design usually reserved for high-style dwellings." It was the first house to have electric lights and running water and is filled with period furniture. The house has now been restored to an early 20th-century appearance and is operated as the Sudman-Newmann Heritage House Museum.

It is listed on the National Register of Historic Places and is located NE of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---------------------------------------|
| Resource Name | Kripal (Texaco) Garage |
| Address | Sheldon & McCall Streets Lodgepole |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The historic Kripal Garage, though privately owned by a classic car enthusiast, is a favorite stop for Lincoln Highway travelers. It is filled with memorabilia dating back to the heyday of the historic road and brings back nostalgic memories of full- service gas stations and main street America car dealerships.

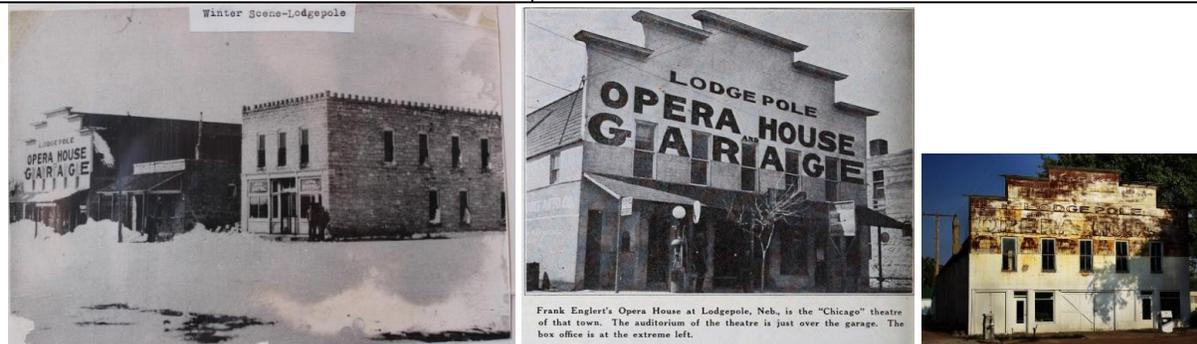
This location is not open to the public

| | |
|---------------------|---|
| Name | Abandoned Rainbow Motel & Hurst's Motel |
| Address | NW Corner of Byway (Highway 30) and Newman St Lodgepole (Rainbow) & NW Corner of Simmons & the Byway (Highway 30) |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Abandoned Rainbow Motel and Hurst Motel were once an integral part of nearly every small town along the Lincoln Highway. These ruins represent a pueblo-revival architecture and can be viewed by traveling the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|------------------------------|
| Resource Name | Lodgepole Opera House Garage |
| Address | 625 Front Street, Lodgepole |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Lodgepole Opera House, an iconic Lincoln Highway landmark and is located on the original 1913 route, one block south of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

Originally the opera house shared its block with the hotel and bank, but now the building stands isolated, surrounded by empty lots. Constructed in 1911 by Frank Isenberger as the upper floor of a garage, the cement block, two-story one-part commercial block structure measures 46' x 70' and has a barn-style pitched tin roof and a false front scalloped with pressed tin shingles. Lodgepole Opera House painted in huge letters, remains visible on the false front above the windows. Access to the second-floor theatre is through a single door and narrow stair on the south end of the building front. A small ticket window is located immediately inside this door on the right; the ticket office was in the garage.

The auditorium is 45' wide and 58' long from the back windows to the edge of the stage. Low ceilings preclude a balcony, but a small, raised, enclosed wooden projection booth at the rear attests to the theatre's past use for motion pictures. Doors on either side of the stage give access to the backstage area which is rather small. The ornate tin ceiling continues down the entire wall to the last angle of the pitched roof, ending about chest height, The simple wooden proscenium arch was painted blue, a color scheme continued on the woodwork of the doors to backstage and on the wainscoting below the 4' high stage, giving the impression that this opera house in its heyday was a cheerful, fun place to go.

Movies were no longer shown at the opera house in 1933. The foundation is solid on the National Register Property, but the building needs to be restored.

Information provided by cinematreasures.org

| | |
|---------------------|----------------------------|
| Resource Name | Lodgepole Depot Museum |
| Address | 722 McCall St Lodgepole |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The village of Lodgepole has a long association with transcontinental transportation history. Early on, the area hosted the “Pole Creek No.2 Pony Express Station”. The Union Pacific Railroad came through in 1867 and the community was formally founded.

A State Historical marker is located on the site, providing information on Lodgepole and the Union Pacific Railroad.

The Lodgepole Depot Museum, on the corner of McCall Street & Bates Boulevard, one block north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30). The depot was constructed by the Union Pacific Railroad in 1887 on the site adjacent to the tracks. The museum displays horse buggies, antique furniture, pony express items and historical clothing. The Pony Express Museum is right next door. An unusual feature of the Lodgepole Depot is that it included living quarters for the station master.

| | |
|---------------------|------------------------------------|
| Resource Name | Fort Sidney Museum |
| Address | 955 6 th Avenue, Sidney |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



Fort Sidney is a historic fort located in Sidney just off the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

Infantry Regiment established "Sidney Station" at a point midway between the Platte Rivers, where the modern community of Sidney, NE, now stands. Initially the installation was a block house on a bluff with soldiers residing in tents nearby. That Spring, Fort Sedgewick, Colorado, was abandoned and the wooden buildings moved by mule train to a location beneath the bluffs and on the Lodgepole creek. This new garrison was named Sidney Barracks and would remain so until 1879, when it was designated Fort Sidney.

In the 1870s Fort Sidney became a major strategic point as the initial supply depot on the 267-mile Sidney-Blackhills trail which allowed military and civilian traffic to reach the Black Hills gold fields. By 1875 the fort contained quarters for three companies, five officer's quarters, a hospital, guardhouse, bakery, laundry, stables and other structures.

The last Indian alarm at Fort Sidney was in 1878 when the Cheyenne, under Chief Dull Knife, escaped from their reservation in Oklahoma and fled across Kansas and Nebraska.

Captain Walter Reed (Walter Reed Army Medical Hospital, Washington, DC) served at Fort Sidney from 1882 - 1884 as the Post Surgeon. Historical markers along the Lincoln Highway give the history of the old railroad town and the north-south trails to the gold fields in the Black Hills.

| | |
|---------------------|--|
| Resource Name | Visitor Center/Public Restrooms/Historic Potter State Bank |
| Address | 327 Chestnut Street, Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This is one of the oldest buildings in Potter. It used to be the home of Potter State Bank (Different charter from the current “The Potter State Bank of Potter”). Potter State Bank moved their building south down the Lincoln Highway one lot and built a new brick bank now known as the Potter Public Library. We consider these one of the three buildings in town that have “traveled the Lincoln Highway”

This building has been a print shop, arcade, senior center just to name of few. It is now Public Restrooms and a visitor information center. It is ADA compliant. Boasted as one of the cleanest restrooms on interstate 80 and the Lincoln Highway. It resides on the historic byway before the LH was straightened out. The Lincoln highway used to run through town when a large livestock corral blocked the original path. Once the corral was demolished the road was straightened out later “down the road”.

It is on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

You will not want to pass by Potter, whether traveling Interstate 80 or the Historic Lincoln Highway, without stopping by Potter and seeing all the history it has to offer.

| | |
|---------------------|----------------------------|
| Resource Name | Potter Depot Museum |
| Address | 898 Front Street Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

Photo



This building had once been moved three miles east on the Lincoln highway and placed beside a pond at the Foot of the Point of Rocks (Sharpest Curve on the Union pacific and a location where the Union Pacific and native Americans Clashed) it has since been moved back to its original location and is now a beloved Train Depot Museum.

It was moved back to Potter in the 1990s to its current location and restored to operate as a museum.

It is one of the three buildings that have literally travelled the Lincoln Highway yet never left it. One is the old bank that is now the Public Restrooms and Visitors Center, the other is a residence that was a School House, The Rome Hotel, and then a residence at two separate locations.

It is on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---------------------------------|
| Resource Name | Bags Bar - Lincoln Highway Café |
| Address | 940 Front St, Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

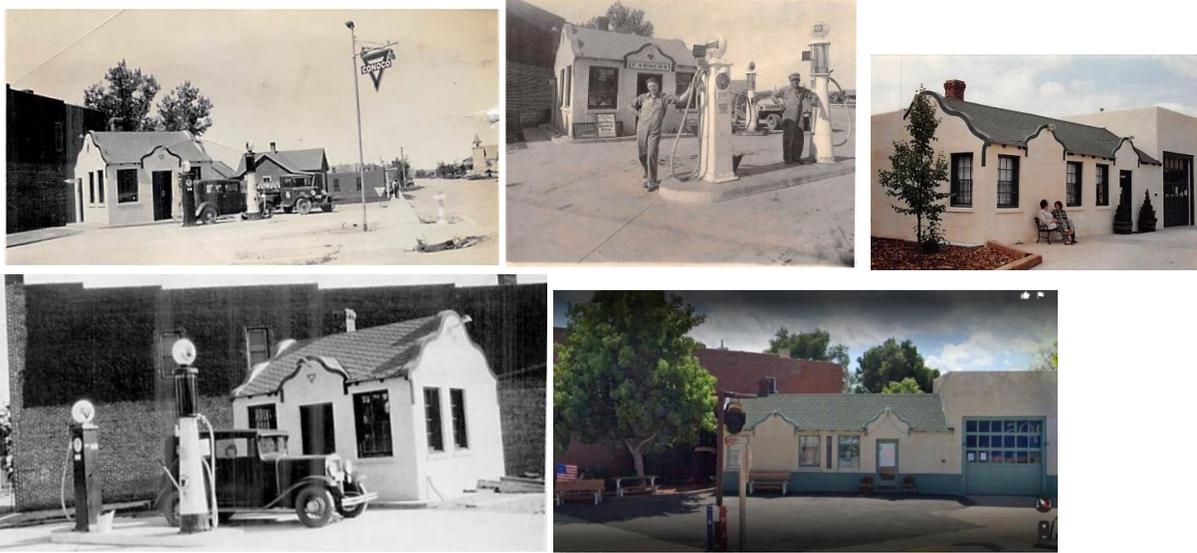


The bar is now a 3-building marriage. In 1904 the East side of the bar, which is the dining room, opened as a merchant business. The front door is where in dining room fireplace is now. The entrance to the upstairs apartment was on the north end. Annie Juelfs remembers living up there as a young girl, when her Dad, George owned the bar. A second building was built around 1909-1911 era. The building had a 2-bedroom, 1 bath apartment, the entrance is the locked door just east of the current front door. At one time there were 4 doors on Lincoln Highway, today's Front Street. The 3rd building built is the west structure, and that was the Lincoln Highway cafe. Approximately 1913, it closed due to a fire. People remember the charred wood on the south & west walls.

Katie & Jim bought building two, which was running as a bar in 1947. The two standalone buildings and the Lincoln Highway Cafe became one business and it was Jim's Place. They bought the cafe building and opened the wall between the two bars and made into one bar. James Salma bought the bar from Katie in 1974 and James "Bags" and his Dad remodeled.

Bags Bar is on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Historic Service Station / Chuckaboo Station (Soon to be Coffee Shop) |
| Address | 947 Sherman Street, Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This historic station is the only angled commercial building in Potter.

Many businesses have come and gone over the years, as is the case with one of Potter's historic buildings. Originally built in 1932 as a gas and service station, 947 Sherman Street has again changed owners and endeavors. The business owners are currently in the process of renovating and remodeling the historic station. Hidden within the walls were found prohibition era liquor bottles that were likely placed by Masons during the building of the station's chimney, which have been perfectly preserved, less the alcohol. Another astonishing find has been a letter written from a disheartened, desperate mother who pleads for her son to show some maturity in his letters to her and in his responsibility to his family during a tragic time before his sister succumbs to her illness. It has been the dream of one owner to provide a sense of history, bringing the Victorian era to life. You'll be able to step into this upcoming coffee shop, experiencing an atmosphere and ambience of a Victorian home. A pellet stove surrounded by an antique fireplace mantle will warm you during winter months. Dark, alluring colors will compliment soft Victorian inspired furniture.

This historic station is on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|--------------------------|
| Resource Name | Potter Sundry |
| Address | 324 Chestnut St., Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

Potter's Hot Tin Roof
Story and Photos
By James Derrney

Attnie Juella starts the fountain for customers Toskio Halligan, foreground, Dorothy Nelson and Betty Bolden.

Potter, Neb. Sundry the next time you are driving along Interstate 80 through the wheat and oil fields of western Nebraska.

The Sundry is a store in this community of 300 people where an old-fashioned soda fountain maintains a sweet tooth.

Attnie Juella, a rural mail carrier who is quick to say she can tell the difference between a stranger and a Potter native, is the proprietor.

"When a Potter native sits at the counter of the soda fountain," Mrs. Juella said, "he never drinks soda fountain. He never drinks soda fountain."

"That's true," said Dr. James E. Thayer of nearby Sidney, "when my father, Earl, was a pharmacist and ran the Sundry, people always use their tin roofs from a tin roof glass sitting on a plate. A native scoops the ice cream in a circular drinkies onto the plate."

A tin roof, a specialty of the Sundry, is a glorified ice cream sundae. It starts with a scoop of vanilla ice cream in a tall glass. Then the vanilla dip is covered with chocolate syrup. Next comes a scoop of chocolate ice cream covered with marshmallow cream. For a final touch, Spanish pistachios are spread across the top.

The Sundry sells about 15 tin roofs a day at \$1.20 each.

They've said he made tin roofs back in the early 1900s.

"My brother, Pinky, was better known behind the counter. He was a master at coming up with various ice cream dishes to please the public."

Mrs. Juella recalled that one of Pinky's concoctions was called a "zombie," which she described as

a rainbow sundae.

"I think he made something else called a blitzer, but I'm not sure of its contents," she said.

Nevertheless, it is the tin roof that brings former Potter residents home to the Sundry. Mrs. Juella said she sold 200 tin roofs a few years ago during a high school reunion week-end.

"We had former real-estate lived up on both sides of the counter."

Mrs. Juella said she knows second and third generations of youngsters who now are eating their first tin roof.

"We still make them like they were made when Dr. Thayer was here," she said.

Locals debate the age of the Sundry and its old soda fountain. Mrs. Juella said she knows, however, that the fountain was in place in the 1930s — a discovery she made recently.

"I wanted to plug in an extension cord back of the fountain when I discovered a notations on the wall," she said. "It said, 'RAB' been there that we five maldin March 29, 1930."

For years, the Sundry has been a gathering place for cowboys and farmers. When Mrs. Juella is delivering the mail — to 80 patrons over an 85-mile route — north and south of 160 — her mother runs the store.

Mother is Martha Schindler, who opens the Sundry doors at 7 a.m. "for the coffee crowd," and Mrs. Juella closes at 5:30 p.m. "after the tin roof crowd."

The Sundry no longer has a pharmacist, it is more of a variety store, selling everything from

The Sundry sits right on the original Lincoln Highway detour through Potter before it was changed to a strait away. From all accounts, the structure was built in 1914, two years after Potter was incorporated. The Potter Drug Co. opened its doors around 1916 and served as a drug store. It has always been a soda fountain and is one building in Potter that has housed the same style business from its inception. The pharmacist at the sundry was James Earl Thayer, whose son, Harold Dean "Pinky" Thayer is credited for inventing the ice cream treat. According to Dr. J.E. Thayer of Sidney, the family lived above the pharmacy and as a teenager, Pinky worked at the soda fountain. Thayer said there are two stories as to how the ice cream treat got its name. The first is that the treat was named the Tin Roof Sundae because of the tin ceiling in the business. The other, Thayer said, is that there was a stable business across the street that had a tin roof and that he named it after that. The sundry sports the original bar and the Tin Roof Sundaes are still served in some of the original ice cream glassware. In addition, the original soda fountain is still operational. (information provided by Scottsbluff Star Herald)

Residents of Nebraska are currently seeking recognition from the Nebraska Legislator to name the Tin Roof Sundae as Nebraska's official Sundae.

The Potter Sundry is located next to the Duckpin Bowling Alley and is on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|--|
| Resource Name | "The Twin Buildings" A Collective Gathering/Potter Duckpin Bowling Alley |
| Address | 326 Chestnut St, Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Potter Duckpin Bowling Alley is owned by the Potter Historical Foundation a 501c3. This building used to be a barbershop and pool hall. The double doors in the front used to be split by a wall. A small barbershop resided in the south portion and most of the lower level housed a pool hall. In the 1950's it was opened up and became one space for a hardware store. The basement was then used to store pipes and fittings and other hardware type items.

The Duckpin Bowling Alley upstairs was built in the 1940's when Potter's only Alley was sold and moved from town. It also resided on the Lincoln Highway where the current Potter State Bank building sits.

The Alley was used actively up into the late 1950's. Names of players from that era can still be seen on the chalk board that has been preserved on the wall. This alley was restored through volunteers in the community and Community Involvement Classes at the Potter Dix High School. The hardware store is now replaced with an antique style flea market.

You will find this gem on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Coyote Caller/Historic Potter State Bank/Formally Citizens State Bank |
| Address | Chestnut/Sherman Street Potter |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The first of two locations for The Potter State Bank of Potter (the Current bank in Potter) is now used as the local newspaper office, the Coyote Caller, a monthly publication ran entirely by volunteers.

This building houses two murals painted by a Native American named Chief Broken Rope in the early 1900's.

The historic mosaic tile and original teller line is still in place as well as the bank vaults. The ad for the Citizens State Bank can be seen on the 1918 curtain currently being used in productions at the Sefang Hall/Legion Hall.

You will find this located on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Sefang Hall/ Legion Post 291 Hall/Community Legion Hall |
| Address | 1107 Sherman St. (Corner of Sherman/Olive), Potter NE |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



This building houses three historic curtains, two from 1918 and one from 1945. The first one from 1918 is a full backdrop curtain that gives a Mediterranean/Grecian feel. The second is also from 1918 and is an advertisement curtain with ads from local business throughout the area. An interesting fact, the phone numbers are all two digits. Neither of these curtains have ever been restored and are still in use today because of their incredible condition.

Billy Sunday also preached in the hall. William “Billy” Ashley Sunday was an American athlete who, after being a popular outfielder in baseball's National League during the 1880s, became the most celebrated and influential American evangelist during the first two decades of the 20th century.

This hall was used for movies, dances, town plays and even basketball games. There were fathers who played here who told their sons that they used to shoot from half court with ease and that their sons should have no problem doing the same, little did the youth know the half court was actually no more than the three point line in today's gyms.

You will find this located on the original 1913 route in Potter, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|-------------------------------|
| Resource Name | Wheat Growers Hotel |
| Address | 102 South Oak Street, Kimball |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Wheat Growers Hotel was constructed in 1918 and built in Early Commercial style by F. Cunningham. It was considered the “most glamorous Hotel between Omaha and Denver” and was the largest hotel built in Kimball. Dwight and Mami Eisenhower (with son Doug and Mami’s parents) stayed at the Hotel in 1919. With 86 rooms, a restaurant and a ballroom, the Hotel became the hub for railroad travelers and locals alike. With modern plumbing, electricity, and steam heat, it cost \$100,000. Although Mr. Cunningham’s financial empire collapsed and the hotel was closed in the mid 1920’s, it was soon reopened. The hotel finally closed in 1988. The Wheat Growers Hotel never reopened and is listed for sale; however, it is listed on the National Register of Historic places. The Wheat Growers Hotel benefited from its location along the Union Pacific Railway and the Lincoln Highway. Lt. Col. Dwight D. Eisenhower stayed here in 1919, when the Army inspected the National Highway and he referred to it in his memoirs.

You will find this historic hotel on the original 1913 route, north two blocks of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Fraternal Hall / Plains Historical Museum |
| Address | 200 S. Chestnut, Kimball |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |

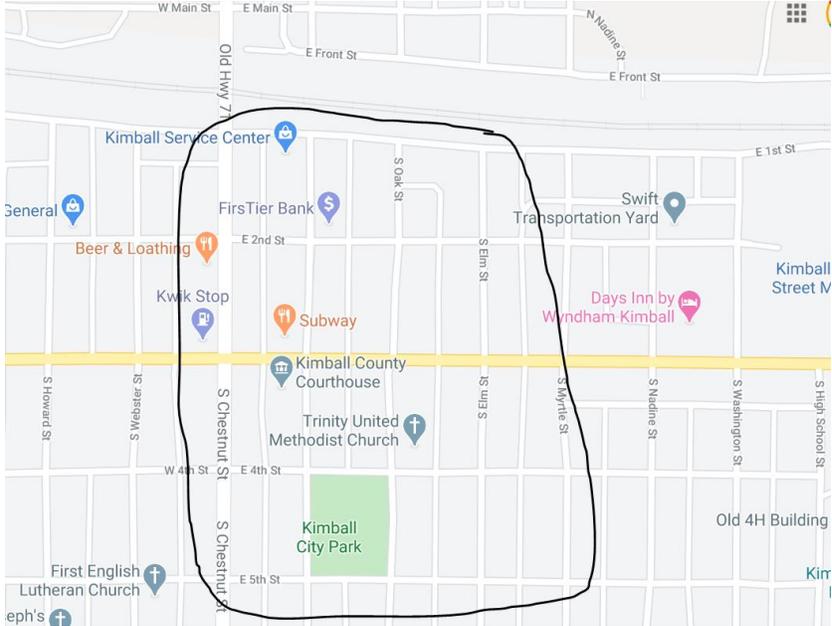


The Fraternal Hall is architecturally quite beautiful with simple classic lines. Unfortunately, the corner has been cut off, destroying one of the pair of oval ornamental windows which came from Philadelphia. The matching window has been painted over. The corner stone was laid on August 4, 1904, and the Grand Opening took place on March 4, 1905. Around 300 invitations were issued, and a sumptuous banquet was served. Entertainment included local talent and speakers; an imported orchestra played for the Grand Ball.

The second floor was used by several fraternal organizations while the first floor, with a stage and a curtain, was the scene of theatricals, recitals, medicine shows, lectures, and church services. The first movies in Kimball were shown here and many high school graduating classes sat on the stage to receive their diplomas. Even public dinners were served in the hall, although all dishes, silver, water and stoves had to be carried in. Today the Fraternal Hall belongs to the Plains Historical Society and is on the National Register of Historic Places.

You will find this historic site on the original 1913 route, north of the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|---|
| Resource Name | Downtown Kimball |
| Address | 100 -400 block of Chestnut to Oak Streets |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



As we travel through Kimball on the original 1913 route, the current Nebraska Lincoln Highway Historic Byway (US Highway 30), we need to reflect on the historic significance of this street. From a dirt road for horses and wagons, it became a part of the famous Lincoln Highway, laid out in 1913. It was the first trans-continental highway in America.

The original Lincoln Highway (Old 30) went down Chestnut Street and turned west, following 1st Street along the tracks. There was strong objection in Kimball when the new 30 was proposed to follow straight through on Third Street and not detour past the two business blocks on Chestnut.

Early business seemed to change locations quite often, sometimes just moving next door or across the street and back again. The coming of the Lincoln Highway almost 30 years after the founding of the town brought great change. Downtown had such necessary businesses as a millinery and dressmaking shops, a harness shop, two livery stables, a cobbler shop, blacksmith shops, and a salt shed. There was also a chicken pen where you bought your chicken live and wrung its neck yourself. Over 100 years later, we have experienced many changes as businesses strived to meet the needs of our residents. As you look at downtown buildings, not much remains of the original structures.

Information provided by Kimball website, Walking Tour.

| | |
|---------------------|--|
| Resource Name | Maginnis Irrigation Flumes |
| Address | Old Highway 30, approx. 6 mi west of Kimball |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



The Kimball County Irrigation District Board held its first organizational meeting in November 1909. Subsequent meetings resulted in plans for an irrigation system. The design of the canal called for a reservoir, and a north and south ditch. Because of the rough topography, several aqueducts were required. The aqueducts used on this canal are of significant because the flumes used in them were manufactured in Kimball by Patrick Maginnis. He began building flumes used in aqueduct systems in the late 1890's, but his initial attempts resulted in crude and expensive products. After additional refinements, however, he developed the Galvanized Steel Flume that was patented on May 20, 1902. Although there are other aqueducts in the region, they do not retain the high degree of integrity of this aqueduct. It is an exceptionally well-preserved example of a type of early twentieth century engineering that was essential to the irrigation system in areas of rough terrain.

One of the most well-preserved aqueducts can be found west of town on the **original 1913 route, the current Nebraska Lincoln Highway Historic Byway (US Highway 30)** between Kimball's city limits and Oliver Reservoir. A State Historical Marker is **located west of Kimball at the remnants of the flume.**

Information provided by Kimball website.

| | |
|---------------------|-------------------------|
| Resource Name | Oliver Reservoir |
| Address | 8 miles west of Kimball |
| Primary Type | Recreational |
| Intrinsic Qualities | Historic, Recreational |



Those interested in camping or other outdoor activities along the Lincoln Highway should visit Oliver Reservoir. There are no fees to camp or enjoy the recreational amenities at Oliver.

With 917 acres of land and a 270-acre lake, Oliver Lake State Recreation Area is the only water based recreational facility in the southwest Panhandle. Located 8 miles west of Kimball on U.S. Hwy. 30.

Facilities include a campground, two boat ramps and docks, swimming beach, change houses, drinking water, vault toilets, 130 picnic tables, two picnic shelters with electricity, 142 charcoal cooking grills, 75 camping pads and 100 non-pads without electricity, lighting and parking lots. Landscaping and tree plantings add beauty and shade to the area.

Nearly all the established recreation facilities are located on the north shore of the lake and are accessible from U.S. Hwy. 30 via three entrances. The south side of the lake is maintained in a primitive state for hiking, fishing and hunting. Signs near the two boat ramps detail special regulations and restrictions on the lake to provide for multiple-use by boaters, water skiers, fishermen, and swimmers. Buoys mark the 5-mph area on the west end of the reservoir, as well as the designated swimming area on the north side.

Oliver provides some good fishing opportunities, since it is a two-story lake that can support both cold-water and warm-water species. It offers action on walleye, yellow perch, largemouth bass, channel catfish, bluegill and some limited numbers of rainbow trout.

The reservoir is 10 miles west of Kimball on the original 1913 route, the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

| | |
|---------------------|--|
| Resource Name | Lodgepole Creek |
| Address | From the Wyoming state line along the Lincoln Highway to Chappell: Bushnell, Kimball, Sidney, Potter, Lodgepole, Chappell |
| Primary Type | Recreational |
| Intrinsic Qualities | Recreational |



The valley of Lodgepole Creek through which passed historic trails, telegraph lines, and railroads. The famed Pony Express followed the valley in 1860-61.

Lodgepole Creek is a tributary of the South Platte River, approximately 278 miles (447 km) long, in the U.S. states of Wyoming, Nebraska and Colorado. Lodgepole Creek drains a basin in the interior of a low plateau which lies between the South Platte Basin and the North Platte Basin in the southeastern corner of Wyoming, the southern edge of the Nebraska Panhandle and several small portions of northeastern Colorado. As its name implies, Lodgepole Creek is a very small stream; for nearly all of its length it flows through the semiarid High Plains. The Lodgepole Creek Valley has been a major transportation route for over 100 years; the line of the original transcontinental railroad, on **the** original 1913 route, the current Nebraska Lincoln Highway Historic Byway (US Highway 30) and Interstate 80 all run along the stream for much of its length.

| | |
|---------------------|---|
| Resource Name | Lincoln Highway culverts between Kimball and Bushnell |
| Address | Along the byway from Lodgepole to Bushnell |
| Primary Type | Recreational |
| Intrinsic Qualities | Recreational |



A number old concrete culverts that mark the Lincoln Highway can be seen from the current Nebraska Lincoln Highway Historic Byway (US Highway 30).

A noticeable pair of tubes that carry the original Lincoln Highway under the Union Pacific Railroad. As seen in the photo above visitors can experience the road by traveling under the bridge.

| | |
|---------------------|--|
| Resource Name | Nebraska – Wyoming State Line Station |
| Address | Nebraska – Wyoming State line Pine Bluffs, WY |
| Primary Type | Historic |
| Intrinsic Qualities | Historic |



One of the most prominent gas stations along the on the original 1913 route, the current Nebraska Lincoln Highway Historic Byway (US Highway 30) is the State-Line Station.

It is located along the state line of Nebraska and Wyoming. It was large for its time. Once having 18 gasoline pumps. The old station building, and deserted pumps are all that remain today.

Interpretive Planning

Historical Markers

The Nebraska Lincoln Highway Scenic and Historic Byway lies in one of the most historic and influential transportation corridors in America, the Great Platte River Road. Because of the significance of this historic route, communities along the route have long partnered with History Nebraska in interpreting the importance of the area. Historic markers dot the route every few miles, telling the story of the accomplishments of three specific groups of people:

1. Those who came before – the Native Americans, early explorers and fur trappers and traders;
2. Those who passed through – the great westward migration including the Oregon, Mormon and California trails, the military, the Pony Express, Telegraph and Union Pacific Railroad, including the history of America’s first transcontinental highway – the Lincoln Highway;
3. Those who stayed – the history of the communities and people who settled them and the importance of agriculture.

Many of these markers are directly on the Byway, or just a short distance off, in communities that are considered Byway communities.

Because of this wealth of interpretation of the significance of the Byway, this collection of 67 historic markers are the foundation of the interpretive planning for the Byway. The locations and message of the interpretive markers will be celebrated on the Byway website, in Byway social media assets, and in any manner convenient and appropriate to reach Byway travelers.

In future planning, the Byway organization will encourage the development of additional interpretive markers, both through History Nebraska and the Nebraska Tourism Commission, and assist in the planning and fundraising for such markers.

Lewis and Clark Camp Site: Aug 3 - 4, 1804

YMCA, 1278 Wilbur St., Blair, Washington County

41.534963, -96.131057

On August 3 Lewis and Clark held a council with the Oto and Missouri Indians at a site they named "Council Bluff," near present Fort Calhoun, Nebraska. It was the first of many councils they would hold on their journey to the Pacific Ocean. Following the council, the explorers moved upriver, camping south of today's community of Blair. Besides describing the council, Clark's journal notes the merits of "Council Bluff" as a location for "a Trading establishment & fortification." In 1819 the army established Fort Atkinson. From the Indians and "Mr. Faufrong, the interpreter," they learned that it was a 25-day journey to Santa Fe. On August 4 the party camped at a site north of Blair. Clark

was concerned over the disappearance of Private Moses B. Reed. Reed had asked permission to return to the previous night's camp to get a knife he left behind, but it was only a pretext to desert. He was captured two weeks later and dishonorably discharged from the army.

Marshall Nurseries

SE intersection of HWY 30 and County Road 15; 2.5 miles east of Arlington, Washington County
41.451173, -96.309484

Brothers George and Chester Marshall founded Marshall Brothers in 1887. Incorporated as Marshall Nurseries in 1916, the tree nursery survived for more than a century, bringing prosperity to Arlington and influencing horticulture throughout the country.

The company's operations grew with its reputation, opening nurseries in Omaha, Colorado Springs, and Denver. Locally, the nursery employed more than 100 people, including a large number from the Winnebago Tribe of Nebraska.

The nurseries supplied much of the original landscaping for the Nebraska State Capitol in Lincoln and for the Joslyn Art Museum in Omaha. The nursery's honors ranged from winning a statewide 'big tree' competition in 1963 to winning the Best Fruit Display at the 1900 World's Fair in Paris. Marshall Nurseries may be best known for the creation of the Marshall Seedless Green Ash tree (*Fraxinus Pennsylvanica* 'Marshall'). For many years the Marshall Ash was the most common green ash cultivar in the United States.

Marshall Nurseries closed in 1994, but its legacy lives on through the lives it touched and the trees it planted.

Trans-Mississippi and International Exposition

Heartland of America Park, Omaha, Douglas County
41.25898, -95.925282

In 1898, following the financial panic of 1893 and the droughts of 1894-95, a world-class exposition was held in Omaha under the guidance of Gurdon W. Wattles and other civic leaders. The Trans-Mississippi and International Exposition emulated earlier "world's fairs" such as at Chicago in 1893. Twenty-nine states, three territories, and eleven foreign countries were represented. Exhibits illustrated the "Progress of the West" after the presumed closing of the frontier. The government authorized a congress of more than 500 Indians from thirty-five tribes, whose presence exhibited cultures seemingly doomed to extinction. Notable guests included President William McKinley, statesman William Jennings Bryan, and showman William F. (Buffalo Bill) Cody. The exposition occupied a 184-acre tract encompassing present Kountze Park at 20th and Pinkney

streets. Centered around a lagoon, the Grand Court was lined with monumental, though temporary, buildings constructed in the popular Neo-classical revival styles under supervision of architects C. Howard Walker and Thomas R. Kimball. The fair attracted over 2.5 million visitors from June through October and helped propel Omaha's development as a progressive commercial center in the twentieth century.

Platte River History

Jct. of U.S. 275/Nebr. 36, 6 miles NW of Valley, Douglas County

41.378991, -96.41095

Just to the southwest is the Platte River, whose valley was one of the great roadways to the west, used by fur traders, emigrants, military expeditions, gold seekers, and Mormons. Mormon migration to the Salt Lake Valley began at Winter Quarters, present-day Florence, in the spring of 1847. The Mormons crossed Big and Little Papillion creeks and the Elkhorn River, then continued along the north side of the Platte River to Fort Laramie in Wyoming. This route from the Missouri River, often referred to as the "Mormon Trail," and later known as the "Council Bluffs Road," follows present-day State Highway 36. It is estimated some 165,000 travelers used the route before the transcontinental railroad was finished in 1869. The Platte River appears on maps of North America dating to the eighteenth century. It is designated by different names including "Panis" based on the name Pawnee, "La Platte" ("The Flat") as referred to by French fur traders, and "Nebraska River," an Indian term meaning "flat water."

Father Flanagan's Boys' Home

Near U.S. 6 and Flanagan Blvd., Boys Town Campus, Douglas County

41.26250, -96.12683

Boys Town was founded as a home and school for homeless, abandoned, neglected or otherwise underprivileged boys, regardless of color or creed, by Father Edward J. Flanagan (1886-1948) on December 10, 1917. The first Father Flanagan's Boy's Home at 25th and Dodge Streets in Omaha, Nebraska, sheltered five boys...three from the Juvenile Court and two homeless newsboys. On October 17, 1921, Father Flanagan brought Overlook Farm outside Omaha, nucleus of today's Boys Town campus. From here thousands of Boys Town residents have gone on to become productive citizens in all walks of life. The philosophy of Boys Town is summarized in Father Flanagan's words: "Our young people are our greatest wealth. Give them a chance and they will give a good account of themselves. No boy wants to be bad. There is only bad environment, bad training, bad example, bad thinking." In 1972 Boys Town expanded its services by creating the Boys Town Institute to help communicatively handicapped boys and girls,

and the Boys Town Center to seek root causes of major youth problems that threaten young people everywhere.

Capitol Hill

20th and Dodge Sts., Omaha, Douglas County

41.25994, -95.942774

This site on Capitol Hill was for a decade the location of Nebraska's second territorial capitol. The building was erected here in 1857 and 1858 and served until the seat of government was removed to Lincoln in 1868. Acting-Governor Cuming designated Omaha as the Capital of Nebraska Territory by convening the First Territorial Legislature in Omaha on January 16, 1855. It met in a small two story brick building donated by the Council Bluffs and Nebraska Ferry Company and located on Ninth Street between Douglas and Farnam facing the Missouri River. It housed the legislature for the sessions of 1855 and 1857. The second capitol was a handsome brick building 137 by 93 feet. The supreme court, the library and government offices were on the first floor and the legislature and governor on the second. Corinthian columns planned for the building were removed as unsafe after several had collapsed. In 1869 the Capitol building and grounds were presented by the state to Omaha for use as a school. The building was pronounced unsafe and the first public Omaha High School was erected in its place on Capitol Hill in 1872. The present Central High School building completed in 1912 replaced the earlier building. The central court of the school represents the approximate area of the original capitol.

Captain William Clark and Private Reuben Field

Lewis and Clark Landing, Adjacent to Omaha Convention Center, Douglas County

41.261382, -95.923621

On July 27, 1804, Lewis and Clark's Corps of Discovery left their "White Catfish" camp and proceeded up the Missouri River. After traveling some distance, Clark "took one man R. Field and walked on Shore with a View of Examining Som mounds" on the Nebraska side. He found the mounds "of Deffirent hight Shape & Size, Som Composed of Sand Some earth & sand....all of which covered about 200 acres." The mounds may have been the remains of earthlodges, which served as dwellings for Oto Indians who had formerly lived nearby, or they may have been natural. Most were located between what in now Farnam, Davenport, Eight, and Eleventh streets of downtown Omaha. Clark and Field did not reach the evening campsite, near present day Eppley Airfield, until after dark. The next morning the expedition proceeded on. On August 3 Lewis and Clark met with Oto and Missouriia Indians at a place the captains named "Council Bluff," near present day Fort Calhoun, Nebraska. It later became the site of Fort Atkinson.

Buffalo Bill at the Trans-Mississippi and International Exposition and Indian Congress of 1898

Kountze Park, northeast corner of Florence Blvd. and Pinkney St., Omaha, Douglas County
41.290664, -95.942005

William F. "Buffalo Bill" Cody held the first official performance of his Wild West show just half a mile northeast of here on May 19, 1883. Eight thousand people attended the premiere at the Omaha Driving Park near Eighteenth and Sprague streets. That site later featured a local wild west show as part of Omaha's 1898 Trans-Mississippi Exposition. Cody brought his Wild West back to Omaha for the exposition, and August 31 was designated "Cody Day." Buffalo Bill had become so popular, however, that he had to hold his actual show two miles south, near Twentieth and Paul streets, to accommodate the crowds. Cody's Wild West was seen by millions of people in twelve countries during its thirty years of performances, making Buffalo Bill among the world's most famous and recognizable personalities. He died in 1917 and is buried on Lookout Mountain near Denver. The Buffalo Bill Historical Center in Cody, Wyoming, and Scout's Rest Ranch State Historical Park in North Platte honor this legendary man, who first attracted throngs of people to his Wild West show here in Omaha.

Lincoln Highway of Elkhorn Old Lincoln Highway

Elkhorn, Douglas County
41.275546, -96.208282

This three-mile brick segment of roadway was once the route of the Lincoln Highway. The Lincoln Highway Association was founded by private interests in 1913 to develop a paved, toll-free, transcontinental highway from New York City to San Francisco. Its work was part of a national movement to improve the nation's highway system, then in its infancy. This section of the Lincoln Highway, mapped in 1913 to connect Omaha and Elkhorn, was originally unpaved. In 1920, as part of a broader initiative to improve the entire highway across the state, it was paved using concrete underlayment with brick surfacing providing two, eight-foot lanes. In 1930 the official route of the Lincoln Highway (now U.S. 30) was relocated to provide a shorter route from a new Missouri River toll bridge at Blair to Fremont, bypassing this segment, which continued to serve local traffic. This well preserved example of early twentieth-century road construction reflects the importance of the Lincoln Highway and its role in promoting today's modern highway system. It is listed in the National Register of Historic Places.

Platte River History

Jct. of U.S. 275/Nebr. 36, 6 miles northwest of Valley, Douglas County

41.378991, -96.41095

Just to the southwest is the Platte River, whose valley was one of the great roadways to the west, used by fur traders, emigrants, military expeditions, gold seekers, and Mormons. Mormon migration to the Salt Lake Valley began at Winter Quarters, present-day Florence, in the spring of 1847. The Mormons crossed Big and Little Papillion creeks and the Elkhorn River, then continued along the north side of the Platte River to Fort Laramie in Wyoming. This route from the Missouri River, often referred to as the "Mormon Trail," and later known as the "Council Bluffs Road," follows present-day State Highway 36. It is estimated some 165,000 travelers used the route before the transcontinental railroad was finished in 1869. The Platte River appears on maps of North America dating to the eighteenth century. It is designated by different names including "Panis" based on the name Pawnee, "La Platte" ("The Flat") as referred to by French fur traders, and "Nebraska River," an Indian term meaning "flat water."

The Great Platte River Route West

U.S. 30, Fremont State Lake, 4 miles west of Fremont, Dodge County

41.45121, -96.56792

The north bank of the Platte River, from the 1830's through the 1860's, served as a major overland route to the West. It was used by fur traders, soldiers, gold seekers and other emigrants. The expedition of Major Stephen H. Long passed through this area in June 1820. Just south of the river were the last villages of the Pawnee Nation, prior to their being placed on a reservation. Fremont was named in honor of General John G. Fremont, when settled in 1856. This trail is usually referred to as the Mormon Trail, as they were the first to use it in great numbers. This route was also known as the Omaha-Fort Kearny Military Road, and the stage line between Omaha and Salt Lake City also ran here. It became the line of the first trans-continental telegraph in 1861, and a few years later it became the route of the Union Pacific Railroad, the first trans-continental route. The railroad reached Fremont in 1866, and, in a few years, the Platte Valley of Nebraska ceased to be a frontier, becoming a prosperous farming region. With the development of the automobile, this route became U.S. Highway 30 or the Lincoln Highway, the first trans-continental road. It was completed to San Francisco in 1913, though the portion of the road west of Fremont was not paved until 1920. Begun as a major road to the West, it developed into and remains an important route to the East as well.

Pawnee Villages

U.S. 77, south side of Platte River, Dodge County

41.39968, -96.50242

Before the Pawnee Indians were placed on a reservation, they located their last earthlodge villages on these nearby bluffs. Pa-huk' hill, one of the five sacred places of the Pawnee, was also here. The villages were occupied from 1850 to 1859 by the Skidi, Tappage and Grand bands led by head chief Petalesharo. The Republican band lived some distance up stream. The Pawnee once numbered more than 10,000 people were recorded in history as early as 1541. Often harassed by the Sioux, they erected sod walls to protect their villages. The Pawnee were friendly toward whites, and some later served as army scouts. By 1833 the tribe had given up all of its land north of the Platte River. General John M. Thayer and O. D. Richardson, representing Territorial Governor Izard, held a conference with the tribe here in 1855. In 1857 the Indians signed the Treaty of Table Creek, ceding the rest of their land to the whites. In return they received a reservation along the Loup River near present-day Genoa. In 1875 the Pawnee moved south to Indian Territory, ending their settlement in Nebraska.

Fremont Nebraska

5th & North Park Ave, Fremont, Dodge County

41.433727, -96.497243

Fremont was laid out in August 1856. The town site was named for John C. Fremont, the new Republican Party's nominee for president in 1856, although Democrat James Buchanan was elected. Between 1842 and 1844 Fremont, then a U.S. Army topographical engineer, led two expeditions to explore the Great Plains, Rocky Mountains, and Great Basin. In September 1842 Fremont and his men passed through the Platte Valley near here while returning east. Fremont became the county seat of Dodge County in 1860.

Millar-Sloss Pioneer Cemetery

.5 mile west of Jct. Nebr. 79/U.S.30 and .25 mile south, North Bend, Dodge County

41.45792, -96.790254

Ann Young was the 36-year-old wife of George Young and the mother of Seth, the first son born to white settlers in Dodge County. The year was 1856, and after forsaking plans to homestead in Kansas the tiny colony, consisting of the Youngs and her brother's family, the Robert Millars, settled down for the night of July 4th near the location which later became North Bend. During the remaining summer and fall they built log dwellings and prepared for a difficult winter. It was one of the bitterest on record. These were the

conditions into which baby Seth was born in November. Less than a month later he was motherless. Ann didn't recover her strength and died at Christmastide. A coffin was fashioned from kitchen floorboards, and she was buried New Year's Day on the knoll which became this cemetery. Many of the later burials were moved to the Woodland Cemetery, established at North Bend in 1887, but Ann and a large number of others remain. Seth saw that the burial ground was cared for until his death in 1952. The burial ground is the oldest in Dodge County and represents an important chapter in Platte Valley history. It reminds us, through the presence of Ann Young, of the extreme hardships faced by our early pioneers, particularly by pioneer women.

Shell Creek Pawnee Settlements

NE 15 north of Schuyler; 1.9 miles north of HWY 30, Colfax County
41.494147, -97.059653

By the early 1600s, the ancestors of the Pawnee Nation began consolidating into a few large communities. Each was home to hundreds, if not thousands, of people. Some of these were built along nearby Shell Creek. These Shell Creek cities may have been built by ancestors of the Čawî, Kitkehahki, and Pîtahawirâta bands. Oral tradition mentions an ancestral group, the Kawarakîs. The other major division of the Pawnee, the Ckîri, built their early communities near Genoa.

The Shell Creek villages were occupied before the Pawnees acquired horses and guns. A few items of European manufacture found at these sites show direct or indirect contact with early French traders. During this time, the Pawnees made a beautiful assortment of tools and ornaments fashioned from bone, stone, shell, antler, and clay. The Pawnees built and lived in sturdy earthlodges, timber-framed lodges covered with earth. These lodges were occupied for decades. Community members grew large amounts of corn and other crops. They went on long-distance hunting trips into Kansas, using dogs to carry home processed buffalo meat and stone for tool manufacture.

Frank Zybach - Inventor of Center-Pivot Irrigation Machine

Columbus Middle School, near intersection of 28th St & Linden, Columbus, Platte County
41.443542, -97.355214

Born in 1894, Frank Zybach grew up in Loup Township, Platte County, Nebraska. He began inventing at age 13. In 1948, he developed a prototype of a self-propelled sprinkler irrigation machine. In 1952, the "Zybach Self-Propelled Sprinkling Apparatus" was granted a patent. After receiving the patent, Zybach went into business with A. E. Trowbridge of Columbus. They improved the design and produced 19 center pivots. Robert Daugherty, head of Valley Manufacturing, purchased the licensing rights to

manufacture the Zybach patent center pivot in 1953. In 1954, Daugherty founded Valmont Irrigation, manufacturer of the Valley brand of irrigation equipment. Zybach and Daugherty designed and manufactured center pivots based on the strong belief in conserving water and increasing crop quality yields. After 1969, other Nebraska manufacturers followed in Valmont's footsteps. It has been said the center pivot irrigation machine is "perhaps the most significant mechanical innovation in agriculture since the replacement of draft animals by the tractor." Frank Zybach's center pivot irrigation machine invention has revolutionized irrigated agriculture around the world. Zybach, who died in 1980, lived his final years in this quiet Columbus neighborhood.

Agricultural Park

Platte County Agricultural Park, Columbus, Platte County

41.431531, -97.338637

Due to the generosity of Mrs. Albert Gehner, Mr. Theodore Friedhof, and many other benefactors, this site has become a focal point of agricultural activity in Platte County. The donation of this land, formerly known as the Browner Farm, and a large sum of money enabled the dreams of several area residents to become reality on June 3, 1941. On that date, a non-profit organization was formed for the purpose of "encouraging improvement in all things pertaining to agriculture, industry, merchandising, domestic science and good citizenship in Platte County." Since that date, county fairs have been held annually under the supervision of a 15-member board of directors, elected from throughout the county. Numerous activities promoting livestock breeding and the work of 4-H and F.F.A. clubs are also held frequently. Thoroughbred horse racing meets are held each summer. Hundreds of college scholarships have been awarded to deserving students of the county since the inception of this society, and many donations have been made to worth-while civic projects.

The Villasur Expedition

1720, Pawnee Park, Columbus, Platte County

305, 41.42307, -97.368751

In June 1720 a Spanish military force led by Sir Pedro de Villasur left Santa Fe, New Mexico, to gather information on French activities near the Missouri River. The contingent included 45 veteran soldiers, 60 Pueblo Indian allies, some Apache scouts, and a priest. Indian trader Juan L'Archeveque, and Jose Naranjo, a black explorer who had reconnoitered Nebraska's Platte River, accompanied the expedition. Near present Schuyler, Nebraska, Villasur's command encountered large numbers of Pawnee and Oto Indians, who were allies of the French. The Spanish withdrew to approximately this spot and camped. The next morning, August 14, 1720, the Indians attacked. In only minutes

Villasur, L'Archeveque, Naranjo, 31 soldiers, 11 Pueblo Indians, and the priest lay dead. The survivors escaped across the prairie and reached Santa Fe September 6. The Spanish losses were the greatest suffered by white men in any battle with Indians on Nebraska soil. The Villasur expedition was the deepest official penetration of the Great Plains by Spanish explorers. Villasur's defeat ended Spanish exploration of the Nebraska country until the 1806 Melgares expedition visited the Pawnee village on the Republican River.

The North Brothers

U.S. 81, adjacent to Region V Services, Columbus, Platte County
41.423485, -97.368463

The West produced many fighting men and ranking high among them are Frank and Luther North of Columbus, leaders of the legendary Pawnee Scouts. The Pawnee, located at their nearby reservation, were eager to cooperate with the Army in fighting their hereditary enemies the Sioux and Cheyenne. Organized as a fighting unit in 1864, they participated in the Powder River Campaigns of 1865 and 1876-1877 and the Republican River Campaign of 1869. They also guarded the builders of the first transcontinental railroad, 1867-1869. William F. Cody, "Buffalo Bill," later Frank North's ranching partner, first became associated with him in the campaign which culminated with the battle of Summit Springs, 1869. Frank North was the commander of the Scouts and one of the West's most successful Indian fighters. The Pawnee revered him and knew him as Pani Leshar or Pawnee Chief. He was assisted on most of the campaigns by his brother Luther. The two brothers spoke Pawnee and a mutual respect and affection existed between them and the Indian soldiers. A number of other Columbus men, including Lt. Gustavus G. Becher, served as officers of the Scouts. The Pawnee moved to Oklahoma in 1875. The North Brothers lived in Columbus the remainder of their lives after having contributed a colorful chapter to the story of the West.

Andrew Jackson Higgins

U.S. 81, West Pawnee Park, Columbus, Platte County
41.418916, -97.368709

Andrew Jackson Higgins, designer and manufacturer of World War II landing craft known as "Higgins boats," was born August 28, 1886, at Columbus, Nebraska. His parents were John Gonegle Higgins, a prominent lawyer and judge, and Annie Long O'Connor Higgins. Both parents are buried in Columbus. Higgins attended schools in Omaha and served in the Nebraska National Guard. In 1906 he moved to the South, entering the lumber and shipping business. Higgins's expertise would win him fame in World War II, when Higgins Industries of New Orleans produced more than 20,000 boats. Many were LCVPs (Landing Craft Vehicle, Personnel), a key to the success of

Allied amphibious invasions, including D-Day on June 6, 1944. Higgins boats were also used in the Korean and Vietnam conflicts. Higgins died on August 1, 1952, and is buried at Metairie Cemetery in New Orleans. In 1964 Dwight D. Eisenhower said Higgins was "the man who won the war for us." In 2000 the National D-Day Museum opened in New Orleans, honoring Higgins and the city for their vital contributions to the war effort.

Duncan

1871-1971, U.S. 30, Duncan, Platte County

41.39060, -97.493076

The history of Duncan, Nebraska has been closely associated with overland routes through the Platte and Loup River valleys. The Mormon Trail passed nearby during the mid-19th Century and the first transcontinental railroad was completed to this point in 1866. The early settlers in the area included Swiss and Polish immigrants. In June, 1869, Cherry Hill Post Office was established here. Two years later, in 1871, officials of the Union Pacific Railroad platted the town of Jackson on this site. In 1879, Jackson was selected as the location for the junction of the Union Pacific and its subsidiary, the Omaha, Niobrara, and Black Hills Railroad. Union Pacific financier, Jay Gould reportedly chose Jackson for the junction because he was angered at the nearby town of Columbus which had promoted construction of a rival railroad into the region. However, an ice jam destroyed the Loup River bridge on the Omaha, Niobrara and Black Hills line in 1881, and the tracks were later relocated to join the Union Pacific at Columbus. In 1880, Jackson was renamed Duncan and the Village was formally incorporated on March 4, 1913.

The Lincoln Highway-Gardiner Station Section

.9 mile west of 340th Ave. on 115th St., west of Columbus, Platte County

41.353494, -97.577472

The Lincoln Highway Association was founded in 1913 to promote a coast-to-coast, toll-free automobile route. The Lincoln Highway, which followed existing roadways through thirteen states, was dedicated on October 31, 1913. The route was marked by the letter "L" within red, white, and blue bands, painted on telephone poles or signs. In Nebraska the Lincoln Highway continued the evolution of the Platte River Valley as a significant travel corridor in American history. Used by fur traders, the U.S. Army, overland emigrants, and the transcontinental railroad during the nineteenth century, the valley remains an important modern railroad and highway route. 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.

Heber Hord House

1505 16th Street, Central City, Merrick County

41.116289, -97.999544

Built in 1906 and remodeled in 1923, this was the home of cattleman Heber Hord until his death in 1949. Hord was the only son of Thomas Benton (T.B.) Hord, who founded a livestock feeding company based in Central City. T.B. Hord began his career during the era of the great cattle drives and the open range, and the Hords played an important role in the birth of the modern livestock industry. The company became one of the world's largest livestock feeding operations by the early 1900s, accommodating 16,000 cattle and 12,000 hogs by 1908. The Hords made pioneering use of technology and modern management practices, making their business a model for the industry. Heber expanded the company further and served for 25 years on the board of the directors of Omaha's Union Stockyards. He also supported the community through philanthropy, donating his father's house for use as a local hospital, and donating land for the city's library and post office.

Lone Tree

U.S. 30, Central City, Merrick County

#92, 41.104935, -98.020133

Lone Tree, a giant, solitary cottonwood, was a noted Platte River landmark as early as 1833. Standing on the north side of the river some three miles southwest of present Central City, the tree was visible at great distance. Several travelers estimated they could see it twenty miles away. The tree was especially prominent since timber was rare on the Nebraska prairies except in stream valleys, where it received protection from prairie fires. The Mormon Trail passed by Lone Tree, as did the Omaha-Fort Kearny stage route. The tree also gave its name to a stage station and a town, later renamed Central City. Ten to twelve feet in circumference, the tree's total height was about fifty feet; its lowest branches were about twenty feet above the ground. Passing travelers often camped beneath Lone Tree and carved their initials on its trunk. This probably hastened its end, for the tree was dead by 1863. A severe storm in 1865 brought it to the earth. In 1911 residents of Merrick County erected a stone in the shape of a tree trunk on the site once occupied by Lone Tree.

The Mormon Trail

Jct. U.S. 30/Nebr. 92, Merrick County
41.10494, -98.0202

Brigham Young led the first mass migration over the Mormon Trail to the Great Salt Lake in 1847. The north bank of the Platte was chosen to avoid contact with the travelers on the heavily-used Oregon Trail that follows the south bank of the river from near Kearney westward. Among the expeditions which followed, were several so poor that pioneers walked and pulled handcarts.

The Seedling Mile

Highway 30 and Stuhr Rd., east edge of Grand Island, Hall County
40.930943, -98.323484

Here is a section of an original Seedling Mile on the Lincoln Highway. It was completed November 3, 1915. Grand Island was the second city in the United States to build such an example of concrete roadway. The original Seedling Mile extended from the corner of Willow Street one mile east, ending near the Seedling Mile School. By 1913 the route of the Lincoln Highway had been chosen and dedicated nationwide by the newly formed Lincoln Highway Association. The association's main goal was to develop a paved, toll-free, transcontinental highway from New York City to San Francisco. To help meet this goal, the association conceived the Seedling Mile program. Seedling Miles would be the "seeds" from which paved roads would extend across the nation. The Seedling Mile was constructed with locally donated cement and funds. Fred W. Ashton of Grand Island raised \$1,170 for the project. Realignment of the highway in 1931 allowed this section to be preserved. It is the only remaining original section of a concrete Seedling Mile that has not been widened or covered with asphalt.

The Hall County Courthouse

Courthouse grounds, Grand Island, Hall County
40.923444, -98.33962

Designed by Omaha architect Thomas Rogers Kimball (1862-1934), the Hall County Courthouse is an exceptional example of Beaux-Arts classicism and borrows on Germanic design sources. Constructed of brick accented with limestone, the building features a domed interior rotunda with a central skylight. It was completed in 1904 at a cost of \$131,793. Originally housing all county offices, the courthouse is now used by the district and county courts. It is listed in the National Register of Historic Places.

Pioneer Park

Pioneer Park, Grand Island, Hall County

40.92247, -98.344997

Pioneer Park, site of the first Hall County Courthouse, honors the courageous settlers who peacefully inhabited this area in 1857 when only Pawnee lived here. In 1866 the Union Pacific reached Grand Island and in 1868 the railroad donated Block 19 for the construction of county buildings. Three years later the county commissioners requested that General Grenville M. Dodge, agent and trustee of the railroad, exchange the property for Block 84 where this park is located. Special elections were held in 1872 wherein bonds totalling \$20,000 were issued for construction. A two story courthouse with a clock tower was completed June 28, 1873 at a cost of \$16,500. In 1901 a special election voted bonds for a new courthouse and other county buildings. When the new structure was completed in 1905, the original courthouse was razed. Four elections were held from 1902 to 1905 to authorize the sale of this block, but dedicated work by the Women's Park Association maintained this site as a memorial to Hall County pioneers. In 1964 action was brought to construct a new postoffice on this land and a 1970 election was held to locate a new library here, but the park was preserved on both occasions.

The Lincoln Memorial Highway

Pioneer Park, West Second and Cleburn Sts., Grand Island, Hall County

40.92231, -98.34561

The Lincoln Highway Association, formed in 1913 to build a New York-to-San Francisco highway, sold "highway memberships" to raise funds for the project. In Nebraska the road, which traversed twelve states, extended westward from Iowa along the Platte Valley route earlier used by emigrants, and followed the mainline Union Pacific Railroad into Wyoming. The section of highway east of Grand Island was started in December, 1914, and an experimental paved mile was completed in 1915. Here, near the center of the transcontinental route, work began quickly because of strong public sponsorship. As the road was built, it was marked by red, white, and blue banded utility posts, three to a mile. In 1928 three thousand concrete markers were erected, each bearing a bronze medallion of the head of Abraham Lincoln. Completed in 1927, the Lincoln Highway, the prototype transcontinental route designed for automobile traffic, stimulated highway improvement. It later became federally marked U.S. Highway 30. In the 1950-1960s Interstate 80 was built to carry east-west traffic through Nebraska. Though I-80 parallels the Lincoln Highway route in many counties, the older route continues as a part of the federal highway network.

Original Townsite of Wood River

U.S. 30, 3 miles west of Wood River, Hall County

40.80437, -98.65480

Between 1844 and 1866 thousands of emigrants, gold seekers, and Mormons moved west through the Platte Valley. The first settlers along Wood River 1858-60 operated road ranches to serve travelers. They included Patrick, Richard, and Anthony Moore; James Jackson; and a Mormon, Joseph E. Johnson. In this immediate vicinity was Jackson's store, opened about 1864, and Moore's Ranche. Johnson's Ranche, also known as Wood River Center, was at the present site of Shelton, Nebraska. The original town of Wood River, named for the tree-lined river directly north, was platted around a station established here by the Union Pacific Railroad in 1866. Jackson moved his store to the settlement, and a log Catholic Church and settlers' school were built by 1869. In 1874-75 the Union Pacific platted the present town of Wood River about three miles east. The station, post-office, and Jackson's store were placed on skids and moved to the new location. In 1990 only St. Mary's Cemetery and the District 5 school marked the original townsite.

The Old Fort Kearny (Nebraska City) Road

Lot 10, Amick Acres subdivision, Hall County

40.77353, 98.412011

The "Old Fort Kearny" or "Nebraska City Road" was a major route for freighters, soldiers, and goldseekers between 1849 and 1866. The road was also known as the "Oxbow Trail," because it looped north from the site of Old Fort Kearny (future Nebraska City) to follow the south bank of the Platte River. It connected with the main overland trail a few miles east of New Fort Kearny. Nebraska City freighters first used the Old Fort Kearny Road in the late 1850s to supply western military posts and mining camps. By 1861 a more direct route, the Nebraska City-Fort Kearny Cutoff, was opened. The cutoff joined the old Fort Kearny Road five miles northeast of here. Overland freighting reached its peak in 1865 when more than 44 million pounds of supplies were shipped from Nebraska City. The completion of the Union Pacific Railroad across Nebraska signaled the end of freighting, but local settlers continued to use the Old Fort Kearny Road for many years. Today, Hall County's "Platte River Road" follows the old trail through the county.

Joseph E. Johnson and The Huntsman's Echo

Railroad Park, Main St. and U.S. 30, Shelton, Hall County
40.780028, -98.735633

In April 1860 Joseph E. Johnson, a Mormon, established a road ranche at Wood River Centre, today's Shelton, and began publishing The Huntsman's Echo, the first newspaper in Nebraska west of Omaha. He had earlier edited papers in Council Bluffs, Iowa, and Omaha. Johnson was a keen observer of the Nebraska scene, which he discussed in a vigorous and breezy style suggested by his paper's motto, "Independent in Everything, Neutral in Nothing." Johnson's Ranche was an important supply point serving Mormons and other travelers on the Council Bluffs Road (Mormon Trail). It included a general store, blacksmith shop, post office, mill, and a farm that grew crops and vegetables. Buffalo and elk roamed the area and the Pawnee Tribe lived nearby. Johnson strongly favored preserving the Union and was appalled by the coming bloodshed of the Civil War. On the grounds that "this Republican reign of terror . . . is too much for our democratic style of free thought, free speech, and freedom," he decided to move west to join his fellow Mormons in Utah. The last issue of The Huntsman's Echo was published August 1, 1861.

Gibbon, Gibbon Heritage Center

2nd and Court St., Gibbon, Buffalo County
40.746826, -98.845355

Gibbon, near here, was the site of a unique experiment in homestead colonization. The Soldiers' Free Homestead Temperance Colony was responsible for bringing the earliest settlers, mostly Union veterans, to this locality. Traveling via the Union Pacific Railroad, the first group arrived April 7, 1871, when the only building was a small section house. They lived in railroad boxcars until sod or frame homes could be built. Their first view of the area was not encouraging, since a prairie fire had recently swept the region, and two days after their arrival a blizzard struck. Still, of 129 families only one failed to file a homestead claim. As you travel east, you will parallel the Nebraska City-Fort Kearny Cut-off which joined the main Overland Trail near here. This freighting trail, in operation from about 1860-1869, was designed to speed travel between the Missouri River, frontier military posts, and Denver. It offered a more direct route than the earlier Ox-Bow Trail which looped north to the Platte Valley. Freighting over the Cut-off peaked in 1865 when 44 million pounds of supplies were shipped west from Nebraska City.

Gibbon, 1871-1971

Windmill Park Access Road, 3 miles south of Gibbon, Buffalo County
40.70676, -98.84418

Gibbon, on the old Mormon Trail, was the site of a unique experiment in homestead colonization. Originally conceived as a financial venture by Colonel John Thorp of Ohio, the Soldier's Free Homestead Colony was responsible for bringing the first homesteaders to the region. Traveling by Union Pacific, which had reached this point in July 1866, the first group of colonists, representing 80 families, arrived in Gibbon on April 7, 1871. Thorp had advertised for colonists, charging a membership fee of \$2.00, with which they received reduced railroad rates to Gibbon, where it was expected that the Civil War Veterans would purchase railroad land and take homesteads, thus increasing the value of other nearby railroad lands. When the first colonists arrived at Gibbon siding, named for Civil War General John Gibbon, the only building was a small section house, and, until sod or frame homes could be built, they lived in railroad box cars. Later arrivals increased the original colonists to 129 families from 15 states, all but a few being Union veterans. The settlers' first view of the area was not encouraging as a prairie fire had recently swept over the region, leaving charred desolation in its wake. Two days after their arrival, a two-day blizzard struck the area. It is a tribute to the perseverance of these hardy pioneers that only one colonist failed to file a homestead claim.

Nebraska Centre - Boyd Ranche

U.S. 30, 1.75 miles west of Gibbon, Buffalo County
40.743309, -98.870128

James E. Boyd settled near here in 1858 and by 1860 operated a trail ranche supplying travelers on the Platte Valley Overland Route (Mormon Trail). The ranche included 200 acres of corn and barley. Nebraska Centre Post Office was here until it was discontinued in 1868. The Union Pacific Railroad, reaching here in 1866, ended the need for ranches. Soon after, Boyd moved to Omaha, was elected mayor and in 1891 became governor of Nebraska.

Kearney Cotton Mill

U.S. 30, 3 miles west of Kearney, Buffalo County
40.701730, -99.143345

In the late 1880's, Kearney business leaders envisioned the city as a major manufacturing center. The Kearney Cotton Mill was among the many enterprises launched as part of this venture, which included paper, woolen, and oatmeal mills; plow

and canning factories; brick works and machine shops. The economic depression of the early 1890's, however, ended most of these businesses. The Kearney Cotton Mill was financed in part by a Massachusetts firm. Upon its completion in 1892 the mill was the largest manufacturing plant in Nebraska. The two-story brick structure cost over \$400,000 to construct. Raw cotton was shipped from the South by barge and railroad. At peak efficiency the mill employed about 450 workers and produced 26,000 yards of unbleached muslin daily, some of which was shipped to such faraway places as the Orient. In 1901 the plant was closed due to economic pressures, including high freight rates and labor costs. During its existence the mill never operated at a profit. The building stood vacant until the Midway Amusement Park was established in the spring of 1920. A swimming pool was constructed in the basement of the plant and the main building was used as a dance pavilion. On March 18, 1922, the mill and park facilities were destroyed by fire.

Buffalo County's Lincoln Highway Seedling Mile

19th Avenue and 24th Street/Highway 30, University of Nebraska at Kearney, Buffalo County
40.699598, -99.105197

The Lincoln Highway Association was founded in 1913 to promote a transcontinental automobile route from New York City to San Francisco. Dedicated on October 31, 1913, the route was marked by the letter "L" within red, white, and blue bands painted on telephone poles or signs. The association conceived the Seedling Mile program to demonstrate the use of concrete as a roadway surface, including projects in Buffalo County and Hall County in Nebraska. 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 Kearney Daily Hub of November 5, 1915, described the completed project: "The road is amply wide enough to make possible the passage of two loaded hayracks without interference." From 1947 to 1987 this location was the site of the Hammer Motel, famous for its sign topped by a giant hammer and three supporting poles made to look like nails. The building then served as student housing for the University of Nebraska at Kearney until 1995, when it was razed.

Historic Kearney

City Centennial Park, Kearney, Buffalo County
40.685278, -99.090019

In 1847 Brigham Young led the first migration over the Mormon Trail along the north bank of the Platte River, and in 1866 the Union Pacific Railroad pushed its main line westward to this valley, bringing pioneer settlers. However, it was not until 1871 when the Burlington & Missouri River Railroad fixed the junction point of its line with the

Union Pacific that a townsite was established here. The village of Kearney Junction was platted in the summer of 1871 and the junction of the two railroads was completed on September 18, 1872. In the fall of 1873, a bridge was completed across the Platte, connecting Kearney with the rapidly developing areas to the south. The City of Kearney was incorporated on December 3, 1873, and became the county seat of Buffalo County in 1874. Kearney developed rapidly as an industrial, agricultural, and cultural center. The railroads and the promise of industry offered by the new Kearney Canal, which was completed in 1886, brought many investors from the East, and by 1892 the population reached the 10,000 mark. This golden era launched the Kearney Cotton Mill, the famed 1733 Ranch, a splendid five-story opera house, and one of the state's first electric street railways.

Kearney State College

1 mile west of Jct. Nebr. 10/U.S. 30, Kearney, Buffalo County
40.70050, -99.094181

In 1903 the legislature appropriated \$50,000 to establish a state normal school in central or western Nebraska. After 111 ballots, the State Board of Education chose Kearney as the site. The city donated twenty acres on the west side of town for a campus, including one building, Green Terrace Hall, which was used mainly as a dormitory until razed in 1960. Construction of the administration building began in 1904. The first classes at Kearney State Normal School were held in the summer of 1905 with 96 students enrolled. In 1921 the school was renamed the Nebraska State Teachers College at Kearney and became a four-year college. The granting of liberal arts degrees was authorized in 1949, and a graduate program was established in 1956. The name was changed to Kearney State College in 1963. On July 1, 1991, the institution became part of the University of Nebraska, to be known as the University of Nebraska at Kearney (UNK). Under its various names, UNK has played an important role in state development and continues to meet the educational, research, and service needs of Nebraska.

Elm Creek

Library on Tyler St., Elm Creek, Buffalo County
40.71923, -99.373499

Elm Creek siding was established in August 1866 during construction of the Union Pacific Railroad. The nearby creek provided both water and timber for the railroad's locomotives. By 1872 a school-church building, a saloon-restaurant, a store, and a post office formed the nucleus of a town. The railroad brought settlers to the area, many of whom were Irish emigrants and railroad workers. They acquired homesteads and timber claims from the government or purchased land from the railroad. About 1880 the

Union Pacific constructed a depot one mile to the east of the original town and the village soon followed in 1883. Elm Creek was incorporated on January 12, 1887, and boasted a population of 300. In 1906 the village survived a major fire which destroyed fourteen buildings on Front Street. Elm Creek's location in the fertile Platte Valley helped make it an agricultural center for sugar beets, alfalfa, livestock, and corn. In its centennial year of 1987 the population was 862.

The Tobin Indian Raid

U. S. 30, 1.5 miles east of Overton, Dawson County
40.73372, -99.50241

Railroads played an important role in the settlement of the Great Plains. Their construction was particularly damaging to the Indian way of life, since railroads helped the military to patrol rapidly along their lines, and villages and farming communities soon grew up along the rights-of-way. The Union Pacific was built across Nebraska between 1864 and 1867. On May 10, 1869, the U.P. tracks joined those of the Central Pacific at Promontory Point, Near Ogden, Utah. Section crews were stationed along the railroad to keep the tracks and telegraph wires repaired. The Sioux and Cheyenne, knowing the importance of maintenance work, attacked working crews. Several such raids took place in present Dawson County. Mrs. Timothy Tobin and Mrs. William Costin, wives of section foremen, and their families were threatened by an Indian raiding party on April 29, 1868. Shortly afterward the warriors attacked and killed Mr. Tobin and section hands Schultz and McCarthy. A third employee named Williams, though seriously wounded, escaped to the section house. Fearing for her husband and his crew, Mrs. Costin bravely set out to warn them of the danger. A passing train picked up the survivors; the two slain workmen were buried near here.

The 100th Meridian

U.S. 30, Cozad, Dawson County
40.85685, -99.98501

The 100th Meridian is the 100th longitudinal line west of Greenwich, England which was set by Congress as a major goal in building the first transcontinental railroad. Construction of the Union Pacific reached the Meridian on October 5, 1866. The first passenger train brought 250 notables, including railroad and territorial officials, congressmen and newspapermen to celebrate the event here on October 26, 1866. A large wooden sign designating "The 100th Meridian, 247 miles west of Omaha," which stood close to the track for many years, was replaced in 1933 by the Cozad Chapter of D. A. R. In 1879 Major John Wesley Powell in his report for the United States Geological Survey recognized the 100th Meridian as the natural demarcation line between the

humid east and the arid west. Evaporation from the gulf waters supplies most of the rainfall for the eastern half of the United States. West of this line precipitation, which comes largely from the Pacific, is insufficient for agricultural needs without irrigation. Here on the 100th Meridian the humid East meets the arid West.

Swedish Crosses Cemetery

NE 1/4, NE 1/4, T12N, R25W, Gothenburg, Dawson County
40.97344, -100.2050

One of the many Swedish settlements in Nebraska during the late nineteenth century was north of Gothenburg in northwestern Dawson County. An enduring symbol of this settlement is Swedish Crosses Cemetery, where three children of Mr. and Mrs. Berg are buried. These unique grave markers were made in a traditional Swedish style between 1885 and 1889 by the children's grandfather, Benjamin Palm. Mr. Palm was the first blacksmith in Gothenburg.

Fort McPherson

U.S. 30, west edge of Maxwell, Lincoln County
#14, 41.083913, -100.536843

The fort was established on the Oregon Trail on the south side of the Platte River in October 1863, on the eve of intensified Indian raids on the Plains. Built next to the well-known Cottonwood Springs and McDonald ranche, it commanded a strategic north-south Indian trail across the Platte valley. First known as Cantonment McKean and then Fort Cottonwood, in February 1886 the fort was named for Major-General James B. McPherson. It served to protect the important Platte Valley line of travel and communication and was the base for innumerable scouting parties and for field campaigns in 1865, 1866 and 1869. General Carr's campaign in 1869 broke the power of the Cheyennes and cleared the surrounding area from more than temporary Indian threats. The Russian prince Alexis prepared here for his famous buffalo hunt in 1871. General Custer, Buffalo Bill, the North Brothers and their Pawnee scouts were often at the Fort. The fort was abandoned in 1880, but a portion of the military reservation is now the Fort McPherson National Cemetery where rest soldiers from McPherson and other frontier forts.

Sioux Lookout

SE Corner of Courthouse Square, downtown North Platte, Lincoln County
41.135628, -100.762454

Sioux Lookout, the highest point in Lincoln County, was a prominent landmark on the overland trails. From its lofty summit the development of the West unfolded before the

eyes of the Sioux and other Indians. Trappers and traders came by here in 1813, the first wagon train in 1830, and the first missionary in 1834. In 1836 Narcissa Whitman and Elizabeth Spalding became the first white women to travel the trail. During the Indian War of 1864-1865, its prominence gave a clear view of troop and Indian movements below. Gold seekers enroute to California, homesteaders seeking free land in the West and a religious people seeking a haven in Utah--all are part of the history of this valley. Here echoed the hooves of the Pony Express. From 1840 to 1866 some 2,500,000 people traveled the valley, engraving into the sod a wide, deep trail. Indians called the route "The Great Medicine Road of the Whites." In 1869 the transcontinental railroad was completed, ending much of the trail travel. Yet even today, the valley with its ribbons of concrete remains the Great Platte River Road to the West.

Scout's Rest, Buffalo Bill Ranch State Historical Park

North Platte, Lincoln County

41.163, -100.795665

William Frederick Cody (1846-1917), known to the world as "Buffalo Bill," was the most noted Nebraskan of his day. The Many national and European tours of his various "Wild West" exhibitions made him the living symbol of the American West. Cody came to Nebraska in 1869 as guide and scout for the 5th Cavalry at nearby Fort McPherson. He also served as guide for the wealthy and famous on buffalo hunts. Buffalo Bill first went on the stage in 1872, and he formed his first "Wild West" in 1883. He was also involved in ranching and farming, and he was a pioneer in the development of irrigation in both Nebraska and Wyoming. Scout's Rest was built for Buffalo Bill in 1886 as a place to relax between show tours. Here he entertained in elaborate style his famous contemporaries as well as his old friends of frontier days. Scout's Rest was named to the National Register of Historic Places on January 30, 1978. The house is in Second Empire style with Italianate and Eastlake features; it cost \$3,900. The rear addition was added in 1909.

Escape of the Northern Cheyenne

Hwy 30. 3 miles east of Ogallala, Keith County

41.129667, -101.621032

By 1878 more than 300 Northern Cheyennes were desperate to escape their hated reservation in Indian Territory (Oklahoma). Led by Dull Knife and Little Wolf, they headed for their homeland in the north, fighting their way across Kansas. At about noon on October 4, 1878, they arrived at a crossing of the South Platte River and the Union Pacific Railroad northwest of Alkali Station but east of Ogallala. Their arrival was observed and reported by telegraph to Fort Sidney.

Already aboard rail cars at the fort, the soldiers believed they could stop the Northern Cheyennes at this crossing. Arriving at 4 p.m., they began tracking the trail leading north, but the Cheyennes had already crossed the North Platte River and escaped into the Sandhills.

The Cheyennes soon parted ways. Little Wolf's people made it home to Montana, but Dull Knife continued to northwest Nebraska. His group was captured and taken to Ft. Robinson. They escaped January 9, 1879, but most were captured or killed in a running fight known as the Cheyenne Outbreak or Fort Robinson Massacre.

Cowboy Capital

U.S. 30, City Park, Ogallala, Keith County

41.132957, -101.721018

Named for the Oglala band of Dakota Sioux and located on the Union Pacific Railroad, Ogallala was a lusty cowtown of the Old West. From 1875 to 1885 it was a wild woolly cowboy capital where gold flowed across the gaming tables, liquor across the bar, and often blood across the floor. As farmers settled eastern Oklahoma and Kansas, they destroyed the famous Chisholm Trail, forcing the herds westward, and the Western or Texas Trail through Dodge City to Ogallala was established. From Ogallala, Texas cattle were shipped East or sold to ranchers from Nebraska, Montana, Wyoming, Dakota, and Colorado. Indian agencies and mining camps provided an early market for Ogallala beef. Ogallala, the cowtown, was a lively and colorful segment of the American West and the chief gateway to the newly opened ranges of the northern plains. By 1884 the trail driving days were virtually ended and the Old West and Ogallala turned to other ways of life. Cattle remain an important factor in the area along with farming, hydro-electric power and industry.

Boot Hill

North part of Ogallala, Keith County

41.132839, -101.725479

Boot Hill was the final resting place for many early westerners who helped make Ogallala a booming cowtown in the 1870's and 1880's. These people, the cowboys, settlers, and drifters, came to Ogallala when the railroad and the Texas Trail opened a new market for the Texas Longhorn. Although one of the first burials here was mother and child, many came by running afoul of the law -- some for stealing another man's horse. Others were killed by re-fighting the Civil War or for questioning the gambler's winning hand. In July of 1879 three cowhands were buried in a single day, victims of the sheriff's guns. Another man, "Rattlesnake Ed", was buried here after he was shot down

over a nine dollar bet in a Monte game in the Cowboys Rest, a local saloon. Most were buried with their boots on, thus the name Boot Hill. Their bodies, placed in canvas sacks, were lowered into shallow graves and marked with a wooden headboard. Some of the bodies have since been removed, only the unknown or the unclaimed remain in this western cemetery.

California Hill

U.S. 30, 5 miles west of Brule, Keith County

41.091043, -101.978936

This hill, which became known as "California Hill," was climbed by thousands of emigrants heading west during the covered wagon migration, 1841-60. Many were bound for Oregon. California became the destination of a majority of overland travelers after gold was discovered there in 1848. The most important crossing of the South Platte River during this period was south and a little east of here. After fording the river and ascending California Hill, the emigrants traveled northwesterly to reach the North Platte River by way of Ash Hollow. The terrain restricted the route wagons could take up the hill, causing deep ruts that are still clearly visible. This site and marker were gifts to the Oregon-California Trails Association by Malcolm E. Smith, Jr., in memory of Irene D. Paden, who dedicated much of her life to retracing and writing about the Oregon and California Trails. Assistance in acquiring the site was provided through the generous cooperation of Ivor D. and Carol A. Dilky, the Farmers Home Administration, and the Adams Bank and Trust.

Waterman Sod House

U.S. 138, Eiker Park, Big Springs, Deuel County

41.061961, -102.075164

The Wallace W. and Libby King Waterman sod house, located nine miles north of here on the Day Road, was built about 1886. The original dwelling had three rooms. In 1925 it was enlarged and remodeled by Virgil and Helen Burke Waterman, and the sod walls were covered with concrete. The family lived in the house until 1989, and it was donated to the Deuel County Historical Society in 1993. The house is listed in the National Register of Historic Places.

Phelps Hotel

Block 9, Big Springs, Deuel County

41.06322, -102.07445

The Phelps Hotel was built in 1885 by the Edwin A. Phelps family, who were among the first settlers in the Big Springs area. Also known as the "House of Three Chimneys," the

hotel was the most important nineteenth-century landmark in Deuel County. It served as a house of worship when church services were held there, and it became the center of community activities and a haven for early landseekers, travelers, and pioneers. The hotel is listed in the National Register of Historic Places.

Sam Bass and the Big Springs Robbery

U.S. 138, Big Springs, Deuel County

41.061953, -102.075245

The first and greatest robbery of a Union Pacific train took place near here on the night of September 18, 1877. The legendary Sam Bass and five companions, after capturing John Barnhart, station-master, and destroying the telegraph, forced Union Pacific express train No. 4 to halt. A reported \$60,000 in new \$20 gold pieces and currency was taken from the express car, while about a thousand dollars and a number of watches were taken from passengers. The accumulated loot from this, the Big Springs Robbery, it is said, was then divided by the outlaws, beneath the Lone Tree then growing on the north side of the river. After making the division, the robbers then split into pairs and fled their pursuers. Joel Collins and Bill Heffridge were killed at Buffalo, Kansas. Jim Berry was killed near Mexico, Missouri, while Tom Nixon and Jim Davis were never located. After forming another band and robbing four trains in Texas, Sam Bass was killed by Texas Rangers at Round Rock, Texas, on July 21, 1878; it was his 27th birthday. His epitaph reads "A Brave Man Reposes in Death Here. Why was he not true?"

B-24J Bomber Crash

Pony Express Park, south of Chappell, Deuel County

41.083801, -102.470974

During World War II Nebraska was home to eleven air bases, which filled the sky with planes engaged in training aircrews. On June 7, 1944, fifteen B-24 bombers departed from the Lincoln Army Air Base en route to the west coast. During a thunderstorm B-24J #44-40758 caught fire, descended to 500 feet, and began circling the town of Chappell, Nebraska, when it exploded about two miles southeast of here. All personnel aboard were killed instantly. The ten airmen who made the supreme sacrifice while serving their country were: 2nd Lt. Donald S. Wallace, Peculiar, MO; 2nd Lt. Colon A. Holland, Waynesboro, MS; 2nd Lt. Frank K. Duffey, Cranford, NJ; 2nd Lt. Paul E. Rose, Mammoth Springs, AK; S/Sgt. Robert E. Rogers, Camilla, GA; S/Sgt. Vance C. Johnson, Stromsburg, NE; Sgt. Bernard T. Clark, New York, NY; Sgt. Ralph A. Young, Anadarko, OK; Sgt. Peter L. Zamboto, Rochester, NY; and M/Sgt. William E. Webster, Oneonta, NY. All were members of the 866th Bombardment Squadron (H), Seventh Air Force.

Lodgepole and the Union Pacific Railroad

City Park, Lodgepole, Cheyenne County

41.148696, -102.634986

The history of Lodgepole has been closely associated with railroad development and overland travel in western Nebraska. It was originally established as a station when the Union Pacific Railroad was completed to this point in 1867. A company of U.S. soldiers from nearby Sidney Barracks camped here to guard the railroad against Indian attack, and during the early 1860's a Pony Express Station was located a few miles to the east. Lodgepole derives its name from Lodgepole Creek where Indians reportedly secured timber for their tipi poles. Little permanent settlement occurred until the early 1880's, and the town was platted in 1884. By 1886 it had a population of about 200 people. Stock raising was an important early industry, and many of the state's pioneer ranches were located in the region. This depot was constructed by the Union Pacific Railroad in 1887 on a site adjacent to the tracks. It replaced an earlier section house and was in use until 1968. In 1971 a gift from Mrs. Doris Bates Rowan in memory of her parents, Mr. and Mrs. B. J. Bates, made possible its preservation at this location, where it now serves as the Lodgepole Depot Museum.

Fort Sidney

U.S. 30, Sidney, Cheyenne County

41.144851, -102.969222

Sidney Barracks, when established in 1867, was a temporary camp with one permanent structure, a blockhouse located to the north. In 1869 the Fort was relocated at this site and in 1870 the name was officially changed to Fort Sidney. The primary service of the Fort was in protecting construction crews from hostile Indians while building in Union Pacific. Fort Sidney became a major strategic point on the Plains in the mid-1870's. With the discovery of gold in the Black Hills, the town of Sidney and the Fort became the major supply point. The trail to Fort Robinson and the Black Hills was of strategic importance during the Indian troubles of 1874-1877 in serving freight wagons and stage coaches. At the same time, Sidney was an important trail town and railhead in the picturesque cattle business of the Old West. The last Indian alarm at Fort Sidney was the most dramatic. In 1878 the Cheyenne, under Dull Knife, broke from their reservation in Oklahoma and staged an epic flight across Kansas and Nebraska. A special train was kept ready at Sidney to be rushed either way to intercept the Indians when they came to the Union Pacific. On October 4 the train was rushed to Ogallala, but the Indians escaped into the sandhills. The post closed in 1894 and the buildings were sold in 1899.

Sidney-Black Hills Trail

U.S. 30, Sidney, Cheyenne County

41.144989, -103.000910

Gold was discovered in the Black Hills in August, 1874. By the spring of 1876, the Army had stopped enforcing a treaty which reserved the hills for the Sioux Indians. Miners soon began to pour into the gold regions. From 1875 to 1881, the 267-mile trail north from Sidney carried the bulk of the traffic to the mining towns of Deadwood and Custer. The Union Pacific Railroad brought men and supplies into Sidney. North from Sidney moved stage coaches, freight wagons drawn by oxen or mules, herds of cattle, and riders on horseback. During 1878-1879 alone, over 22 million pounds of freight moved over the Sidney-Black Hills Trail. Gold shipments, worth up to \$200,000 each, moved south from the Black Hills to Sidney and the railroad. The trail's only major obstacle was the North Platte River. In the spring of 1876, a 2000-foot wooden toll-bridge, known as Clarke's Bridge, was constructed near the present town of Bridgeport. In October, 1880, the railroad reached Pierre, Dakota Territory, and most of the traffic to the Black Hills was diverted away from Sidney.

Sioux Army Depot

U.S. 30, northwest of Brownson, Cheyenne County

41.18656, -103.113777

Sioux Army Depot was established on 23 March 1942 as Sioux Ordnance Depot. It was the only U.S. Army Ammunition Depot in Nebraska during World War II, the Korean War, and the Vietnam War. The depot was initially under the command of the U.S. Army Ordnance Department and later the U.S. Army Materiel Command. Sioux Army Depot's mission during its entire history was the receipt, storage, and issue of all types of ammunition from small arms to 10,000 pound bombs, all types of general supplies from small automobile parts to jeeps, and various strategic and critical materials. The depot occupied 19,771 acres and included 801 ammunition storage igloos, 22 general supply warehouses, 392 support buildings, 225 family living quarters, 51 miles of railroad tracks, and 203 miles of roads. Depot personnel assigned ranged from 625 to 2,161 civilian employees and from 4 to 57 military personnel depending on Army activity. Sioux Army Depot was deactivated on 30 June 1967. Dedicated by the Sioux Army Depot Employees on 25 July 1992.

Early Irrigation in Cheyenne County

U.S. 30, 1 mile east of Potter, Cheyenne County

41.214074, -103.2986

On June 1, 1926, George A. Coulter completed one of the first four irrigation wells in Cheyenne County, among the earliest in western Nebraska, on his farm just south of here. He and his son, James, dug the first twenty-two feet by hand. Charles Stanton, a Potter, Nebraska, driller, completed the final sixty feet to reach the Ogallala aquifer. The well pumped about one thousand gallons per minute, irrigating one hundred acres of corn, alfalfa, and wheat. Coulter sold the farm to Albert Nielsen in 1929; the well was still in use by Nielsen's sons in 2009. Irrigation from streams began in western Nebraska during the latter years of the nineteenth century. In the 1940s and 1950s the drilling of groundwater wells expanded rapidly, extending irrigation's benefits throughout the state. By the end of the twentieth century the self-propelled center pivot system, developed in Nebraska, had become a common method of irrigating crops. Irrigation helped transform the state into one of the nation's leading agricultural producers. In 2009 Cheyenne County had 631 registered irrigation wells, with more than 105,000 registered in Nebraska.

Maginnis Irrigation Flume

Old Highway 30, approx 6 mi west of Kimball, Kimball County

41.229194, -103.779102

In 1910 the Kimball Irrigation District voted to construct an irrigation system with a reservoir and two canals. The rough topography traversed by the canals required several aqueducts, which used flumes manufactured in Kimball, Nebraska, by Patrick Maginnis. He began building flumes in the late 1890s and soon developed the patented Galvanized Steel Flume. The Maginnis Flume Factory opened shortly thereafter, and produced flumes for projects throughout the region. This flume is listed in the National Register of Historic Places.

Lincoln Highway Interpretive Panels

In addition to these interpretive markers that have been placed by the History Nebraska, the Lincoln Highway Scenic and Historic Byway developed its own design for interpretive panels during the 2013 centennial of the historic road.

The first of these markers titled “The Lincoln Highway Comes to the Heartland” was placed at the Archway Monument in Kearney. The full color flat panel utilizes the iconic red, white and blue colors of the Lincoln Highway and includes information on the beginnings of the highway,

the importance of the 1928 Boy Scout effort to sign the highway with cement poles and the overnight lodging facilities that popped up along the highway.

This design will be incorporated in future interpretive panels placed along the Byway.

Publications and Marketing

The Nebraska Lincoln Highway Scenic and Historic Byway produces a magazine-style brochure periodically to serve as a visitor guide, telling the Byway Story and interpreting the historic Intrinsic Quality of the Byway. This is reprinted as needed and distributed to visitor centers, communities, attractions statewide along the Byway, other states' Byways.

The magazine is an evergreen publication that emphasizes the historic nature of the Lincoln Highway and its place in the transportation history of America. It contains detailed maps of the Byway, dividing the 450-mile-long Byway into Eastern, Central and Western regions. It provides information on where to obtain tourist information along the Byway and highlights attractions and events to visit.

The National Lincoln Highway Association has developed an online map that shows the current route as well as previous alignments of the highway, points of interest and vehicle charging stations.

<https://lincolnhighwaynebraskabyway.com/>

<https://www.facebook.com/LincolnHighwayNebraskaByway>

<https://twitter.com/lincolnhwybyway>

Visitor Centers

There are a number of Visitor Centers in communities along the Nebraska Lincoln Highway Scenic and Historic Byway. Travelers will encounter one of these Visitor Centers no more than 50 miles apart all along the Byway.

Washington County Chamber of Commerce

1646 Washington St., Blair, NE 68008

402-533-4555

<https://www.washingtoncountychamberne.com/>

Visit Fremont Nebraska

529 N. Main St., Fremont, NE

402-753-6414

<https://visitfremontne.org/>

Visit Columbus Nebraska

753 - 33rd Avenue, Columbus, NE

402-276-3606

<http://www.visitcolumbusne.com/>

Visit Grand Island Nebraska

2424 South Locust St., Suite C, Grand Island, NE

308-382-4400

<https://visitgrandisland.com/>

Shelton Historical Interpretive Center and Lincoln Highway Center

130 C St Shelton, NE

308-390-4123

Visit Kearney

1007 Second Avenue, Kearney, NE

308- 237 – 3178

<https://visitkearney.org/>

Visit North Platte

101 Halligan Drive, North Platte, NE

308-532-4729

<https://visitnorthplatte.com/>

Ogallala Spruce Street Station Visitor Center

220 N Spruce St., Ogallala, NE

800-658-4390

<http://www.visitogallala.com/>

Visit Sidney Nebraska

658 Glover Rd, Sidney, NE

308- 254-4030

<https://visitsidneyne.com/>

Visit Kimball

Kimball Blvd, Kimball, NE

308-241-0573

<https://visitkimball.com/>

Interpretive Planning

Future plans for enhanced interpretation include the development of audio and digital interpretive assets for travelers, including foreign language options.

The Byway BOD has identified important stories that need to be told along the Byway including the final paved section of the transcontinental highway and those pioneering women who traveled the Byway and struck a blow for suffrage and equality.

During the 2013 Lincoln Highway Centennial celebration in Kearney, an interpretive panel was installed at the Archway Monument discussing the importance of the Lincoln Highway, the involvement of the Boy Scouts in signing the Highway in 1928 and the development of visitor services such as tourist courts and motels along the Highway. Utilizing this design, additional panels interpreting various aspects of the Byway could be produced along the Byway.

There is a marker programs through the History Nebraska that could be utilized to provide additional interpretative assets.

Because of the historic and iconic nature of period Lincoln Highway roadside signage such as the red, white and blue “L” painted on utility poles, the concrete pillars placed by the Boy Scouts in 1928 and period billboards painted on buildings and fences, much opportunity exists to beautify the Byway with reproductions of these elements. Not only will these enhance the visitor experience and the Byway identity, but they will help interpret the ingenuity of the early Lincoln Highway Association in signing the Highway with virtually no budget.

The Byway organization will also encourage local communities to develop public art projects such as murals to help Lincoln Highway travelers discover important local stories. These already exist in several communities such as Clarks and Sutherland.

Protection Techniques

The built environment is vital to the historic quality of the Nebraska Lincoln Highway Scenic and Historic Byway. To insure the protection of the built environment including historic architecture, sections of brick paving and original 1913 routes of the Lincoln Highway, the Byway Board of Directors will coordinate with local and state jurisdictions as well as with landowners and businesses along the Byway.

The Board of Directors has collected the following documents to aid in the preservation of the built environment:

- Nebraska Historic Building Survey Reconnaissance Survey Final Report for each county along the Byway
- The Nebraska Department of Transportation/History Nebraska Nebraska Historic Highway Survey
- The National Park Service Lincoln Highway Special Resource Study / Environmental Assessment
- The National Register of Historic Places Multiple Property Documentation Form: Historic and Architectural Resources of the Lincoln Highway in Nebraska
- The Nebraska Chapter of the Lincoln Highway Association 1916 Complete Official Road Guide to the Lincoln Highway
- The Original Locations of the Markers and Signs of the Lincoln Highway 1928

Using these documents, the Board of Directors will coordinate efforts among the communities, businesses and individual property owners along the Byway to identify significant historic resources and target them for preservation, including adaptive reuse projects.

The Byway BOD will work with local historians and the History Nebraska to identify important stories that should be told using Historical Markers and the development of other interpretation resources such as brochures, digital resources and audio tours.

The Byway BOD will discuss with the Nebraska Department of Transportation any concerns it may have regarding state highway transportation projects that may impact the historic integrity of the route of the Byway. Conversations will also be held with individual communities whenever transportation improvement projects come forward that may impact the historic integrity of the route of the Byway.

Land Use and Development

The State of Nebraska has a long history of land preservation efforts. Along the Byway, these originate with the Nebraska Department of Transportation and their strict enforcement of the Outdoor Advertising regulations adopted by the Nebraska Legislature. Further, organizations such as the Nebraska Game and Parks Commission, the USDA's Natural Resource and Conservation Service and Nebraska's Natural Resource Districts have developed programs to encourage thoughtful land use and development policies.

However, it is important to continue to identify and prioritize land for conservation and preservation as land uses change and development occurs. Lands that may be identified should include those that preserve viewsheds or provide buffers.

Development along areas of the byway corridor is both inevitable and desirable. It has the potential to improve local economies and enhance traveler services; however, without careful planning, permitting, and construction, development can have unintended consequences. Municipalities can do a great deal to affect development and assure that it provides the benefits they desire and prevents or mitigates negative impacts. Smart growth policies and strategies should be used as the basis for evaluating and revising zoning and land use regulations to guide and support development.

Smart growth encourages growth in areas that already sustain development, have supportive infrastructure and provide opportunities for reducing travel between facilities or services. These criteria point to village centers and commercial corridors as the most suitable sites for expansion of municipal, commercial and residential facilities. As target areas for further growth, these centers and corridors should be studied comprehensively to determine how to support this growth most effectively. Land use regulations, policies and infrastructure should all work together.

The Byway BOD will position the Byway organization to serve as a resource and consultant for municipalities, businesses and individual property owners along the Byway to develop smart growth policies.

Minimizing Intrusions

Visitors to a scenic byway have expectations of a continuous pleasant experience. In reality, there will always be intrusions affecting experience, especially where a byway passes private property.

The Nebraska Lincoln Highway Scenic and Historic Byway has mostly pleasant views along the route, with a minimum number of intrusive elements. Due to the fact that the Byway is Highway 30, and a busy corridor for commerce, there are intrusions, mainly based in agriculture and manufacturing. The opportunity exists to interpret these intrusions to the Byway traveler, emphasizing the importance of legacy manufacturing and agriculture to the economy. This section discusses existing intrusions, future issues to avoid and ways to minimize threats.

Existing Conditions

An inventory of current intrusions along the Byway route revealed few problems. The intrusions noted are discussed below.

Light Manufacturing

- Light manufacturing plants exist on the edges of some of the larger communities including Fremont, Columbus, Grand Island and Kearney

Meat Processing Plants

- Cargill - Schuyler
- JB's – Grand Island
- American Foods – Gibbon
- Darling International and Tyson Foods – Lexington

Ethanol Plants

- ADM – Columbus
- Green Plains – Central City and Wood River
- Chief Ethanol Fuels – Lexington
- Midwest Renewable Energy – Sutherland

Feedlots

- Olson Farms – Hershey
- Chappell Feeders – Chappell

Grain Elevators

- Gavilon Grain – Clarks
- Aurora Cooperative – Central City, Grand Island, Alda, Gibbon
- Cargill – Shelton, Gibbon
- KAAPA Grains – Elm Creek
- Frenchman Valley COOP - Chappell

The Nebraska Department of Transportation strictly enforces Nebraska's outdoor advertising statutes. Outdoor advertising is discussed in Chapter 9 of this document.

Debris, Abandoned Vehicles and Derelict Buildings

Old and abandoned buildings are scattered along the Byway route. Many are barns and other farm buildings that add to the rural feel rather than detract from it. Others may be period traveler services such as gas stations, motor courts and mom-and-pop motels. In some cases, buildings in community centers fall into despair and become eyesores. These remnants of Lincoln Highway era structures such as service stations, motor courts and the business centers of unincorporated communities are an important component of the intrinsic qualities of the Byway. Where possible, the Byway organization will encourage stabilization, preservation and renovation.

Mitigation

Zoning and comprehensive planning could be used to manage some types of intrusions, if there is local support for these efforts. More and more counties are adopting county zoning policies with provisions to address communication towers, wind turbines, mobile homes and salvage

yards. Stakeholders and officials are more likely to work toward solutions, or prevent intrusions, if they understand Byway benefits to the region and how intrusions can negatively impact those benefits. The Byway organization will position itself as a resource for communities and counties in the development of zoning policies to minimize intrusions.

Signage/Wayfinding

The online map provided by the Lincoln Highway Association (<https://www.lincolnhighwayassoc.org/map/>) provides an invaluable tool to navigate the Byway, including the existing Highway 30 route, and all of the previous alignments. As the Nebraska Lincoln Highway Scenic and Historic Byway is officially designated as Highway 30 through Nebraska, a traveler only needs to follow the signs for U.S. Highway 30. In addition, the Byway itself is marked by the Nebraska Byway logo and the words “Lincoln Highway” at the corporate limits of communities along the Byway. Because many communities have embraced their Lincoln Highway heritage, travelers will find red, white and blue “L” painted signs and signage marking the routes through their towns, as well as original 1928 and reproduction concrete Lincoln Highway concrete markers along the Byway as long as they are not on the Nebraska Department of Transportation Right of Way.

Nebraska U.S. Highway 30 is very well marked across the state. Where applicable, “link” roads connect Highway 30 with Interstate 80. There are numerous junctions with major intersecting highways. These include: US 75 in Blair, US 77 in Fremont, US 81 in Columbus, Nebraska 14 in Central City, US 281 and US 2 the Sandhills Journey Scenic Byway in Grand Island, US 83 in North Platte, US 385 Chappell/Sidney, Nebraska 71 in Kimball. These intersections are all very well marked where travelers can access and navigate the byway from these intersecting highways.

Chapter 3 - Byway Management

The Nebraska Lincoln Highway Historic Byway became a non-profit corporation in the state of Nebraska in July of 2015. The Corporation was created to carry out charitable and educational purposes related to the implementation of the Nebraska Lincoln Highway Scenic and Historic Byway Corridor Management Plan for the Nebraska Lincoln Highway Scenic and Historic Byway which has been designated an official state ‘Scenic and Historic Byway.’”

The Corporation exists to manage the Nebraska Lincoln Highway Scenic and Historic Byway through a collaboration of citizens, organizations, business, industry, and governmental agencies consistent with the vision and goals of the Nebraska Lincoln Highway Scenic and Historic Byway.

Anyone interested in the Byway may purchase a membership. There are three classes of membership, designated as: 1) Any individual interested in supporting the mission, purpose and objectives of the Byway. 2) Any attraction/event/business/organization interested in supporting the mission, purpose and objectives of the Byway. 3) Each County/Convention and Visitors Bureau/DMO/Community through which the Byway passes.

Because the Nebraska Lincoln Highway Scenic and Historic Byway is 451 miles long, traversing the entire state of Nebraska including 13 counties and 48 communities, the corridor has been divided into three regions. East – Washington, Dodge, Colfax, Platte and Merrick Counties. Central – Hall, Buffalo and Dawson Counties. West – Lincoln, Keith, Deuel, Cheyenne and Kimball Counties.

The Board of Directors of the Byway shall be composed of the officers of the Corporation, two representatives from each region and the Nebraska Director of the Lincoln Highway Association. The term of each director is three years with no limit and no waiting period between terms. The officers of the Corporation are the President, Vice President, Secretary, Treasurer and Historian. The Past President shall serve as an Ex Officio member of the Board of Directors.

Activities of the Byway are funded through the annual dues of the members of the Corporation. Current annual dues are \$200 for each County/CVB/DMO, and \$25 for all others. In addition, the Byway conducts periodic fundraising efforts such as COOP Advertising with select tourist publications in which the profits from selling advertising on the Byway COOP page is returned to the organization. The Byway also takes advantage of grant opportunities through the Nebraska Tourism Commission and the Lincoln Highway Association to assist in funding promotion, preservation and education activities.

The Byway organization has developed strong relationships with various organizations that help further the mission of the Byway and provide a variety of resources to enhance Byway activities. These include:

- National Lincoln Highway Association
- Nebraska Chapter Lincoln Highway Association
- National Scenic Byway Foundation

- Nebraska Tourism Commission
- History Nebraska (History Nebraska)
- Nebraska Main Street
- Nebraska Department of Transportation
- Lincoln Highway Heritage Byway (Iowa)
- Ohio Lincoln Highway Historic Byway
- Indiana Lincoln Highway Byway
- Illinois Lincoln Highway National Scenic Byway
- Lincoln Highway Heritage Corridor (Pennsylvania)

Byway Leaders

President – Muriel Clark, North Platte / Lincoln County Visitors Bureau

Treasurer – Deb Loseke, Nebraska Tourism Commission

Past President – Sarah Focke, Kearney Visitors Bureau (Nebraska Director, National Lincoln Highway Assn.)

Secretary – Position Open

Historian – Jim Griffin, Lincoln County Historical Museum

Eastern Representative – Tom Johnson, Omaha Car Enthusiast

Central Representative – Position Open

Western Representative – Kevin Howard, Sidney/Cheyenne County Visitors Bureau

Major Accomplishments

In 2013, the Nebraska Lincoln Highway Scenic and Historic Byway partnered with the community of Kearney, half-way point of the entire transcontinental Lincoln Highway to host the centennial celebration.

The Lincoln Highway Scenic and Historic Byway implemented a quarterly newsletter in 2015. This newsletter is available digitally and in print to members of the Byway and the Nebraska Lincoln Highway Association and online for the public.

The Byway has received multiple Nebraska Tourism Marketing Grants over the past several years to implement marketing projects such as website creation, magazine publication and distribution, and advertising projects in the Lincoln Highway Forum magazine and American Road magazine.

Within the past several years, the Byway has developed both Twitter and Facebook presences in addition to the website.

In 2015 the Byway became a non-profit corporation in the state of Nebraska.

In 2018 the Nebraska Lincoln Highway Scenic and Historic Byway partnered with the Nebraska Tourism Commission and the University of Nebraska Center for Great Plains Studies to host the Heartland Byway Conference in Kearney.

Chapter 4 - Promotion

Target Markets

Specialized interests help marketers categorize travelers as high priority “audiences” for travel on the Nebraska Lincoln Highway Scenic and Historic Byway. They include: Lincoln Highway enthusiasts; international visitors interested in the Lincoln Highway; cultural heritage travelers; and Nebraska travelers. Other important audiences, or target markets, include automobile enthusiasts, motorcyclists, RV travelers and age-specific audiences such as young families ‘road tripping’ with children and multi-generational travelers.

The Iowa Welcome Center Survey 2012 and the Travel Iowa Marketing Summary for 2014 highlighted the following findings:

The target audience for Scenic Byway tourists includes those who are seeking Scenic Byway tourism (58% of travelers), culinary tourism (71% of travelers seeking food, drink, agriculture), cultural and heritage tourism (78% of travelers seek history and heritage), adventure tourism (parks and outdoor activities) and recreational motorcyclists.

94% of Scenic Byway tourists, with an average age of 58, use the Internet to decide on a destination. An average of 56% of those tourists stay in a hotel or motel, and 59% of those tourists come for vacation or leisure. If there is a Scenic Byway in the area, they will extend their initial stay from one to three days. In addition to Scenic Byways, they are interested in seeing historical areas, general sightseeing, outdoor recreation, museums and state and national parks.

The Adventure Tourist, with an average age of 35, tends to stay longer in an area, with a seven- to eight-day trip length. They seek outdoor activities and challenges such as boating, fishing, hunting, birdwatching, and pushing their limits with physically exerting activities such as biking, canoeing, backpacking, caving and hiking

Nationally, over nine percent of adults own a motorcycle and ride recreationally. This is an estimated \$85 billion market. The demographics of this group include an average age of 50-plus years. They tend to travel in groups and enjoy traveling to the destination as much as the final destination itself. The most important characteristic of a good ride is the scenery. Motorcyclists appreciate roads which are challenging yet not congested, and the Scenic Byways fit this model ideally, according to the presentation.

The 29th annual Portrait of American Travelers survey by MMGY Global released in 2019 found that two out of three travelers said they intend to take a road trip in the next 12 months. Further responses indicated that today's road trippers actually took more vacations and spent more money on vacations in 2019 than those who did not take a road trip.

According to RV industry researched released in 2019, roughly 40 million people in the United States go RV camping. The average RV owner drives around 4,500 miles each year in their RV. Although Millennials are discovering the RV industry, Generation X and Baby Boomers are still the biggest

segments of the industry. Households in the 35-54 age demographic are the most likely to own an RV in the U.S. right now.

2019 information from AAA found that two-thirds of all family travelers (68 percent) embarked on a summer getaway, while just under half (45 percent) made plans to travel as a family in 2019. Regardless of the season, the “great American road trip” remains a major draw for these families; about half of traveling families (53 percent) packed up their cars for a road trip in 2019.

According to Kiplinger magazine, multigenerational travel is an increasing segment of the travel industry, especially trips designed for grandparents and grandchildren—leaving the middle generation at home. AARP Magazine reports that for “Boomer” travel, multi-generational, summer vacations and weekend getaways are most commonly identified as the motivation for domestic travel.

Past and current promotional activities

- Speakers bureau - Created a tabletop display and two sets of 3 pull-up banners for use at public meetings, libraries, universities, festivals, etc. (ONGOING)
- Partnering with the Nebraska Tourism Commission in “niche” maps each touting different aspects to be enjoyed along Nebraska’s Byway collection
- Past Participation in American Road Magazine with individual ads and co-op spreads.
- Brochure describing the history and path of the Lincoln Highway, attractions along the way and a large map. (ONGOING)
- Magazine – partnering with a newspaper publisher, since 2013 the Nebraska Lincoln Highway Scenic and Historic Byway has been promoted with a full-color magazine with historic information, maps, attraction and event listings and advertisers. (ONGOING)
- Participation at annual National Lincoln Highway conferences, which are held across the eleven Lincoln Highway states, which includes speaking engagements, sponsorships of events, lectures and pass out literature for Nebraska. (ONGOING)
- Quarter page ad in all Lincoln Highway Forum publications. (ONGOING)
- Membership application promoting Byway activities. (ONGOING)
- Quarterly newsletter in partnership with the Nebraska Chapter of the Lincoln Highway Association. (ONGOING)
- Byway website at LincolnHighwayNebraskaByway.com (ONGOING)
- Our social media includes an active FaceBook page with more than 1,800 likes and a Twitter account with 399 followers. (ONGOING)
- The Byway BOD are members of the National Lincoln Highway Facebook group and respond to inquiries generated by members and use the forum to promote Nebraska Lincoln Highway happenings. (ONGOING)
- Coordination with the Nebraska Tourism Commission for Byway promotion on VisitNebraska.com, in the annual official Nebraska Visitor Guide and on the Commission’s social media channels. (ONGOING)

Future planned activities

- Continue production and distribution of the brochure and magazine
- Maintain the Byway website including the development of expanded photography assets and itineraries
- Continue the use of the Byway social media accounts and expand their use with regular content creation
- Continue to discuss enhanced Byway promotion with the Nebraska Tourism Commission and the Nebraska Department of Transportation.
- Partner with the Nebraska Geocachers to create a Geocache trail across the Byway
- Submit applications to the Nebraska Tourism Commission for Tourism Marketing Grants to promote the byway in print ads in publications such as American Road.
- Partner with travel bloggers to create content highlighting the Byway
- Develop niche marketing programs for classic car enthusiasts, family travelers, RVers and motorcyclists
- Enhance interpretative assets along the Byway.

Chapter 5 - Five-year Goals

Intrinsic Quality Protection, Maintenance, and Enhancement

- Using the collection of historical documents assembled by the Board of Directors, coordinate efforts among the communities, businesses and individual property owners along the Byway to identify significant historic resources and target them for preservation, including adaptive reuse projects.
- Partner with organizations such as the History Nebraska and the Nebraska Main Street Program to assist property owners in preservation projects.
- The Byway BOD will discuss with NDOT any concerns they may have regarding state highway transportation projects that may impact the historic integrity of the route of the Byway. Discussions will also be held with individual communities to identify transportation improvement projects that may impact the historic integrity of the route of the Byway.
- Develop a library of resources to make available to communities and individuals on best practices for maintenance and preservation of historic properties.
- Encourage local communities to develop public art projects to enhance Byway stories.

Interpretive Planning and Promotion

- Develop audio and video interpretation assets for travelers, including foreign language assets.
- Develop digital interpretation assets for travelers
- Identify additional Byway stories that need to be told and utilizing the interpretive panel design implemented at the Kearney Archway Monument during the 2013 centennial, install additional panels.
- Partner with the History Nebraska and the Nebraska Tourism Commission on installation of additional interpretative assets using their respective marker programs.
- Encourage the use of reproductions of the historic and iconic period Lincoln Highway roadside signage such as the red, white and blue “L” painted on utility poles, the concrete pillars placed by the Boy Scouts in 1928 and period billboards painted on buildings and fences by communities, business owners and property owners to beautify the Byway
- Partner with the History Nebraska to make the text of their inventory of historical markers along the Byway available to travelers in print, digital and audio.
- Minimize the effect of intrusions on the Byway by using them as an opportunity to interpret the importance of commerce, manufacturing and agriculture to the region.
- Explore examples of prominent Byway signage on Byways in other states and share ideas with the Nebraska Department of Transportation for developing an enhanced signage plan for the Nebraska Lincoln Highway Scenic and Historic Byway.

Community Support and Public Participation

- Develop the skills of individuals to be a part of a speakers bureau to tell the Byway story to school groups, civic clubs and organizations, business, community and government organizations and at events.

- Host Byway organization business meetings in communities along the Byway and couple them with evening public meetings to which the public is invited to share the Byway story
- Engage those with interest in the Byway or historic Lincoln Highway with a quarterly or bimonthly newsletter
- Utilize the Lincoln Highway curriculum developed during the 2013 centennial celebration to produce educational programs for use in Nebraska Lincoln Highway communities.

Organization and Management

- Strengthen Byway governance by recruiting individuals to serve on the Board, as officers and regional representatives
- Increase the income of the Byway for promotion, education and preservation efforts by recruiting additional dues-paying members
- Seek out grant opportunities for Byway promotion, education and preservation projects
- Complete the contact information for organizations and communities along the Byway
- Complete the contact information for events along the Byway

Transportation Planning and Safety

- Look for opportunities to advocate for projects that would enhance bike access/safety and encourage safe pedestrian access to byway resources.

Chapter 6 - Community Participation Plan

Organizations and local government

| Organization | Contact | Meeting Dates/Time | Follow Up |
|--|------------------------|--|-----------|
| National Scenic Byway Foundation | Sharon Strouse | | |
| Nebraska Dept. of Transportation | Bev Kellison | | |
| Nebraska Tourism Commission | Karen Kollars | | |
| History Nebraska | Jill Dolberg | | |
| Nebraska Main Street | Elizabeth Chase | | |
| Washington County COC | | | |
| Fremont/Dodge County CVB | Shannon Mullen | | |
| Columbus/Platte County CVB | | | |
| Grand Island/Hall County CVB | Brad Mellema | | |
| Kearney/Buffalo County CVB | Sarah Focke | | |
| Dawson County Visitors Committee | | | |
| North Platte/Lincoln Co. CVB | Muriel Clark | Last Wednesday | |
| Keith County Visitors Committee | | | |
| Deuel County Visitors Committee | Konnie Sauder | | |
| Sidney/Cheyenne Co. CVB | Kevin Howard | | |
| Kimball Visitors Committee | | | |
| Blair City Council | | 2 nd & 4 th Tuesday | |
| Kennard Village Board of Trustees | | 1 st Tuesday | |
| Arlington Village Board of Trustees | | 3 rd Monday | |
| Fremont City Council | | 2 nd & Last Tuesday | |
| North Bend Village Board of Trustees | | 2 nd Monday | |
| Rogers Village Board of Trustees | | | |
| Schuyler City Council | | 1 st & 3 rd Tuesdays | |
| Columbus City Council | | Mondays | |
| Duncan Village Board of Trustees | | 3 rd Monday | |
| Silver Creek Village Board of Trustees | Carol Alexander, clerk | | |
| Clarks Village Board of Trustees | | | |
| Central City City Council | | | |
| Chapman Village Board of Trustees | | | |
| Grand Island City Council | | 2 nd & 4 th Tuesday | |
| Alda Village Board of Trustees | | 1 st Thursday | |
| Wood River Village Board of Trustees | | 1 st & 3 rd Monday | |
| Shelton Village Board of Trustees | | 2 nd Thursday | |
| Gibbon City Council | | 3 rd Monday | |
| Kearney City Council | | 2 nd & 4 th Tuesday | |
| Odessa Village Board of Trustees | | | |
| Elm Creek Village Board of Trustees | | 4 th Thursday | |
| Overton Village Board of Trustees | | 2 nd Tuesday | |
| Lexington City Council | | 2 nd & 4 th Tuesday | |
| Cozad City Council | | 2 nd & 4 th Monday | |
| Gothenburg City Council | | 2 nd Tuesday | |
| Brady Village Board of Trustees | | 2 nd Wednesday | |
| Maxwell Village Board of Trustees | | | |
| North Platte City Council | | 1 st & 3 rd Tuesdays | |
| Hershey Village Board of Trustees | | 2 nd Wednesday | |
| Sutherland Village Board of Trustees | Nicki Fleecs, Clerk | 2 nd & 4 th Wednesdays | |
| Paxton Village Board of Trustees | | | |
| Ogallala City Council | | 2 nd & 4 th Tuesday | |
| Brule Village Board of Trustees | | | |
| Big Springs City Council | | | |
| Chappell City Council | | 1 st & 3 rd Mondays | |
| Lodgepole Village Board of Trustees | | 1 st Monday | |
| Sidney City Council | | 2 nd & 4 th Tuesday | |
| Potter Village Board of Trustees | | 2 nd Monday | |
| Dix Village Board of Trustees | | 1 st Monday | |
| Kimball City Council | | 3 rd Tuesday | |
| Bushnell Village Board of Trustees | | | |

Festivals and Events

| Event | Date | Contact | Follow Up |
|---|--|----------------|-----------|
| Gateway to the West Days Blair | 1 st weekend in June | | |
| MSRA Arlington Car Show | 1 st weekend in October | | |
| John C Fremont Days | 2 nd weekend in July | | |
| North Bend Old Settlers Day | 3 rd weekend in June | | |
| Schuyler Spring Festival | Memorial Day Weekend | | |
| Columbus Power & Progress Festival | 1 st weekend in June | | |
| Duncan Rib Fest | Last weekend in June | | |
| Merrick County Fair Central City | 4 th week in July | | |
| Chapman Fall Festival | 3 rd weekend in September | | |
| Nebraska State Fair Grand Island | Late August/Early September | | |
| Grand Island Husker Harvest Days | 2 nd week in September | | |
| Wood River Fun Fest | 3 rd weekend in August | | |
| Lincoln Highway Festival and Car Show Shelton | Last weekend in July | | |
| Gibbon Brick Street Festival | 3 rd weekend in August | | |
| Kearney Cruise Night | 2 nd & 3 rd weekends in July | | |
| Sandhill Crane Migration | Late March | | |
| Elm Creek Buffalo Stampede | 3 rd weekend in August | | |
| Dawson County Fair | 3 rd week in July | | |
| Hispanic Heritage Festival Lexington | 4 th weekend in August | | |
| Cozad Hay Days | 3 rd weekend in August | | |
| Gothenburg 4 th of July | July 3 & 4 | | |
| Gothenburg Harvest Festival | Labor Day Weekend | | |
| Brady Days | 1 st weekend in August | | |
| Maxwell Heritage Day | 3 rd weekend in August | | |
| NEBRASKAland DAYS | 3 rd week of June | David Fudge | |
| Hershey Fall Festival | Last Weekend in August | | |
| Sutherland 4 th of July | July 3 & 4 | Janet Mueller | |
| Paxton Labor Day Celebration | Labor Day | | |
| Ogallala Indian Summer Rendezvous | 3 rd weekend in September | | |
| Deuel County Fair Chappell | First week of August | | |
| Lodgepole Old Settlers Day | Labor Day Weekend | | |
| Panhandle Czech Fest Lodgepole | Last Sunday in September | | |
| Sidney Gold Rush Days | 2 nd weekend in June | Kevin Howard | |
| Cheyenne County Fair & Rodeo | 3 rd Week in July | | |
| Sidney Oktoberfest | First Full weekend in October | Kevin Howard | |
| Potter Car Bowl | Last Saturday in June | Drew Envoldson | |
| Potter Days | Labor Day Weekend | Drew Envoldson | |
| Kimball Farmer's Day | Last weekend in September | | |
| Bushnell Day | 3 rd Saturday of August | | |

The weaknesses in the Community Participation Plan need to be addressed. Full contact information for statewide organizations, organizations in communities along the Byway, community and county government organizations needs to be compiled, as does complete contact information for events along the Byway

Each of these entities need to be contacted and introduced to the importance of the Byway and how the Byway can bring economic activity to local communities. As events are held in these communities or nearby communities, each of these entities should be invited. Byway representatives should be available to conduct an educational event in all of the communities along the Byway.

As all positions on the Byway Board of Directors are filled, regional representatives should be assigned as liaisons to the organizations within their regions and should be held accountable for regularly staying in contact with them and keeping the contact information updated.

Chapter 7 - Safety/Accommodating multi-modal

The 450-mile byway has edge line rumble strips and centerline rumble strips/stripes on most of the Byway to assist with lane departure. U.S. Highway 30 speed is 65 mph throughout most of the rural trek, but speeds drop to 15–35 mph through metropolitan areas, villages and towns along the route. Lighting along the highway occurs at busy intersections outside of communities and on drives through each community across the entire Byway. Most of the route is a 2-lane highway with shoulders to accommodate emergency stopping if needed by motorists. Guard rails are placed where necessary to protect motor vehicles from sharp shoulder drop-offs and roadside hazards. Regulation, warning and directional signage is prevalent along Highway 30 to assist drivers to anticipate road changes, hazards and speed limit changes.

Accident records are on file at the Nebraska Department of Transportation for Nebraska Lincoln Highway Scenic and Historic Byway – U.S. Highway 30. Statistics show most accidents take place in the more urban counties

Chapter 8 - Transportation Planning

The Nebraska Lincoln Highway Historic Byway, along most of the route is a 2-lane highway with a shoulder. In rural areas, bicycles are accommodated in the driving lane or on surfaced shoulders where present. In urban areas, pedestrians are generally accommodated through sidewalks and crosswalks.

Nebraska Department of Transportation has not included enhancements to US Highway 30 besides basic road and bridge repair. Enhancements to U.S. Highway 30 in rural areas to assist pedestrian traffic is not in their future plan, at this time.

The byway organization supports and would look for opportunities to advocate for projects that would enhance bike access/safety and encourage safe pedestrian access to byway resources.

Travelers will come across designated pull - offs for Nebraska State Historical Markers located along U.S. Highway 30.

Chapter 9 - Outdoor Advertising

The Nebraska Legislature and the Nebraska Department of Transportation takes very seriously their responsibility to protect the view sheds along the System of Federal-Aid Primary Roads in the State of Nebraska. Because the Lincoln Highway Scenic and Historic Byway is a part of this system, the regulation of outdoor advertising along the Byway is strictly enforced.

Nebraska Sign Regulations

For Nebraska to remain in compliance with federal outdoor advertising rules and regulations, the Nebraska Legislature enacted laws to comply with the federal acts regarding outdoor advertising. Title 415 Chapter 1 (Rules and Regulations Concerning the Nebraska Scenic Byways Program) Section 002.02 of the Nebraska Administrative Code states that “the Nebraska Scenic Byway Program will conform to federal and state laws and regulations regarding advertising signs.”

Title 410, Chapter 3, Section 002.02A states that “the erection or maintenance of any advertising sign, display or device adjacent to the National System of Interstate and Defense Highways, and the System of Federal-Aid Primary Roads of the State of Nebraska, and visible from the main-traveled way of such highway or road, is hereby prohibited unless in compliance with these rules.” There are four sign classes that are allowed on Nebraska’s highways and byways:

- Class I—Official Signs
- Class II—On-premise Signs
- Class IV—Directional Signs
- Class V—Farm and Ranch Directional Signs

Of the five sign classes allowed in Nebraska, only Class III—Commercial Signs—are not allowed to be erected adjacent to a scenic byway. Class III signs are commercial billboards that advertise off premise activities, good, or services.

Chapter 39 (Highways and Bridges) of the Nebraska Statutes covers statewide sign regulations. Following are the headings of sections in state law to explain the types of signs that are allowed along the rights-of-way of Nebraska’s highways:

39-202 Advertising signs, displays, or devices; visible from highway; prohibited; exceptions; permitted signs enumerated;

39-205 Informational signs; business signs; posted by department; costs and fees; disposition; notice of available space;

39-207 Tourist-oriented directional sign panels; erection and maintenance;

39-212 Acquisition of interest in property; control of advertising outside of right-of-way; compensation; removal; costs; payment by department;

39-213 Control of advertising outside of right-of-way; agreements authorized; commercial and industrial zones; provisions;

39-214 Control of advertising outside of right-of-way; adoption of rules and regulations by department; minimum requirements;

39-215 Prohibition of advertising visible from main-traveled way; other signs permitted; where; criteria listed;

39-218 Scenic byways; prohibition of signs visible from main-traveled way; exceptions;

39-219 Control of advertising outside of right-of-way; erected prior to March 27, 1972; effect;

39-220 Control of advertising visible from main-traveled way; permit; fee; rules and regulations; exceptions;

39-221 Control of advertising outside of right-of-way; compliance; damages; violations; penalty;

39-222 Control of advertising outside of right-of-way; eminent domain; authorized.

Sections 39-215 and 39-218 deal most directly with the location of outdoor advertising and scenic byways. The text for these sections is as follows:

Section 39-215

- 1) Except as provided in sections 39-212 to 39-222, the erection or maintenance of any advertising sign, display, or device that is visible from the main traveled way of the Highway Beautification Control System is prohibited. On-premise signs, directional and official signs, and notices as defined and controlled in the department's rules and regulations shall be permitted.
- 2) Other signs controlled in accordance with the federal-state agreement shall be permitted, if conforming to sections 39-212 to 39-222, in the following areas:
 - All zoned commercial or industrial areas within the boundaries of incorporated municipalities, as those boundaries existed on September 21, 1959, and all other areas where the land use as of September 21, 1959, was clearly established by law or ordinance as industrial or commercial in which outdoor advertising signs, displays, and devices may be visible from the main-traveled way of the National System of Interstate and Defense Highways, except that no such signs, displays, or devices shall be permitted in areas in which advertising control easements have been acquired;
 - All zoned and unzoned commercial and industrial areas in which outdoor advertising signs, displays, and devices may be visible from

the main-traveled way of those portions of the National System of Interstate and Defense Highways constructed upon right-of-way, any part of the width of which was acquired on or before July 1, 1956, except that no such signs, displays, or devices shall be permitted in areas in which advertising control easements have been acquired;

- All zoned and unzoned commercial and industrial areas in which outdoor advertising signs, displays, and devices may be visible from the main-traveled way of all portions of the Highway Beautification Control System other than the National System of Interstate and Defense Highways within the State of Nebraska, except that no such signs, displays, or devices shall be permitted in areas in which advertising control easements have been acquired. No signs shall be allowed in such areas along scenic byways except those permitted under section 39-218; and
- All signs, displays, or devices beyond six hundred sixty feet of the edge of the right-of-way of the Highway Beautification Control System and outside of urban areas which are visible from the main-traveled way are prohibited except those which are authorized to be erected by the Federal-Aid Highway Acts of 1965, 1970, and 1974 and those signs whose advertising message is only visible from a secondary road or street but not visible from the main-traveled way of the Highway Beautification Control System.

Section 39-218

No sign shall be erected which is visible from the main-traveled way of any scenic byway except (1) directional and official signs to include, but not be limited to, signs and notices pertaining to natural wonders, scenic attractions, and historical attractions, (2) signs, displays, and devices advertising the sale or lease of property upon which such media are located, and (3) signs, displays, and devices advertising activities conducted on the property on which such media are located. Signs which are allowed shall comply with the standards and criteria established by rules and regulations of the Department of Transportation in Title 410, Chapter 3. These rules and regulations implement the preceding state statutes.

Appendix – Corridor Map

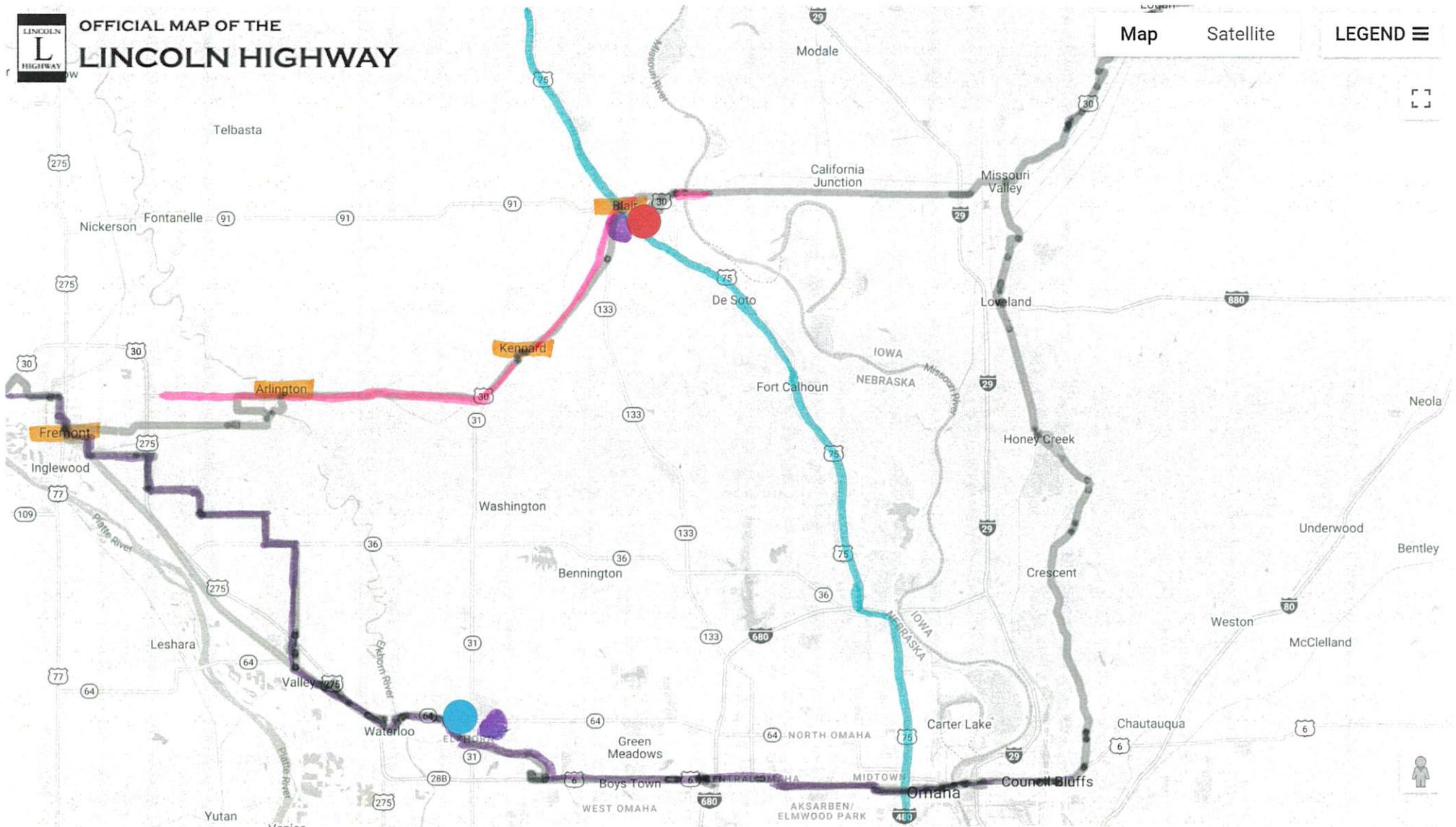


OFFICIAL MAP OF THE LINCOLN HIGHWAY

Map

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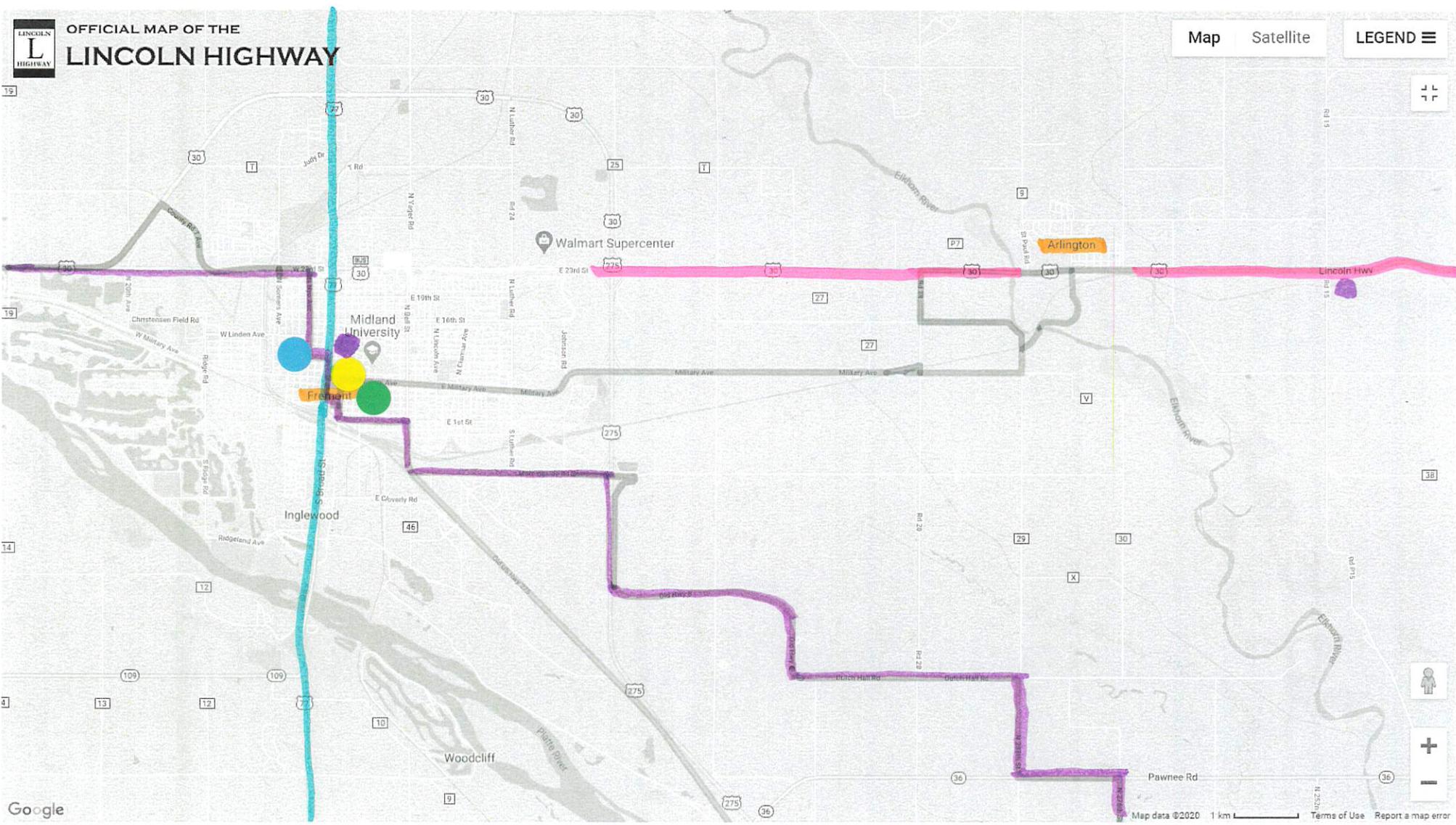
LEGEND



Legend

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- Original 1913 Lincoln Highway Alignment
- Major Intersecting Highways
- Byway Communities

- Beginning and End Point of the Byway
- Existing Information/Interpretive Panels
- Visitor Centers/Visitor Amenities
- Fueling/Charging Stations
- Byway Experience Features



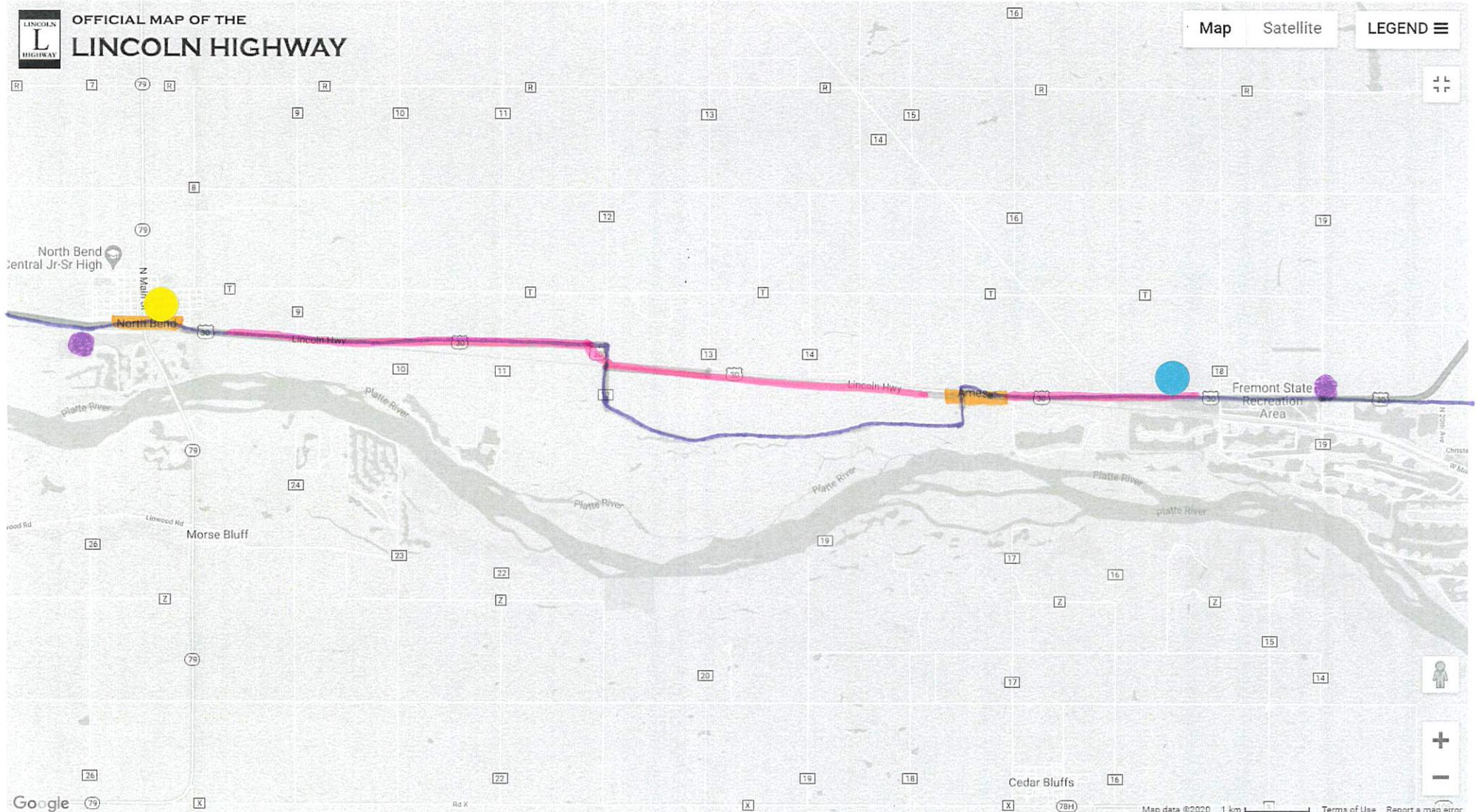
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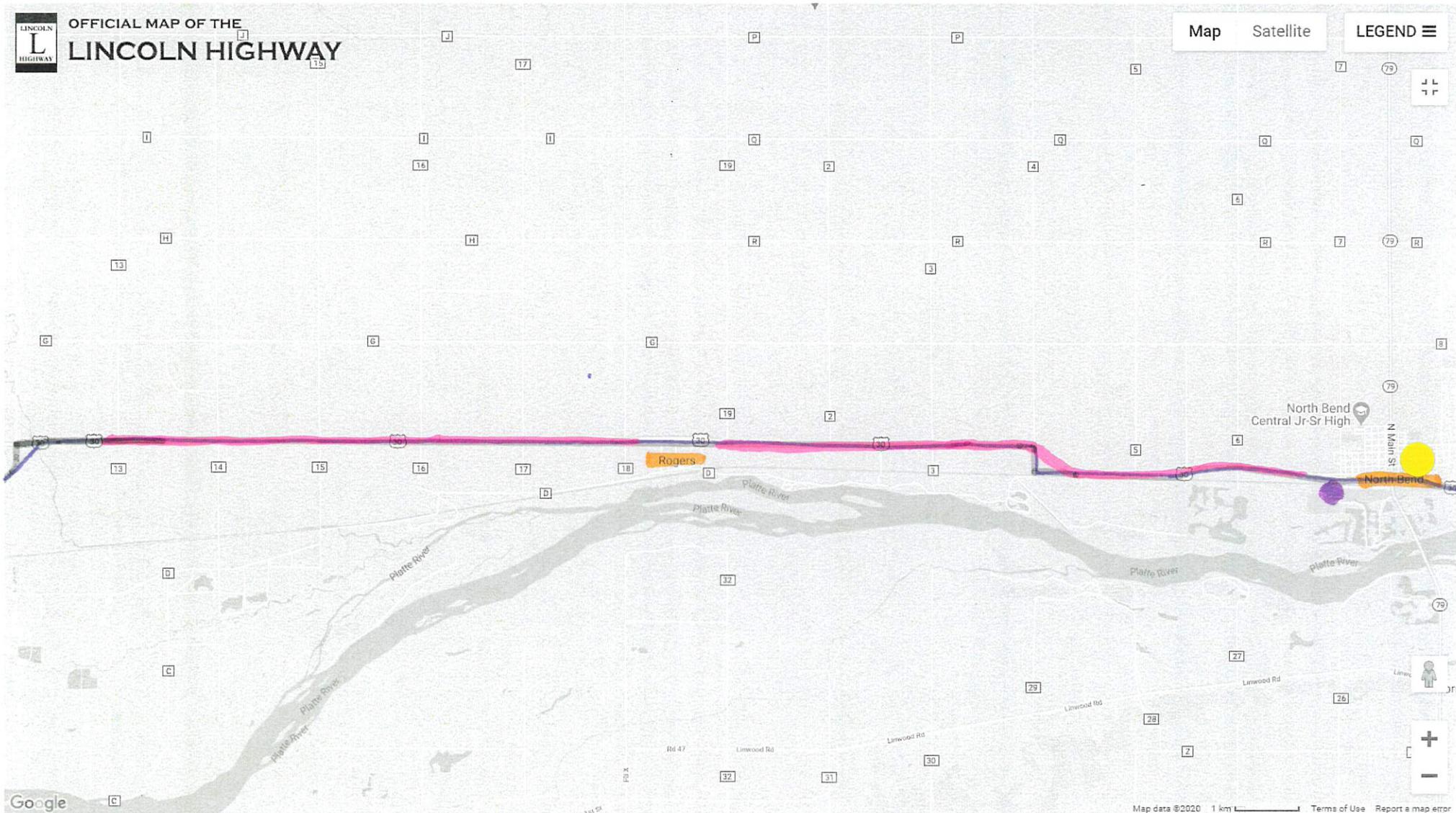
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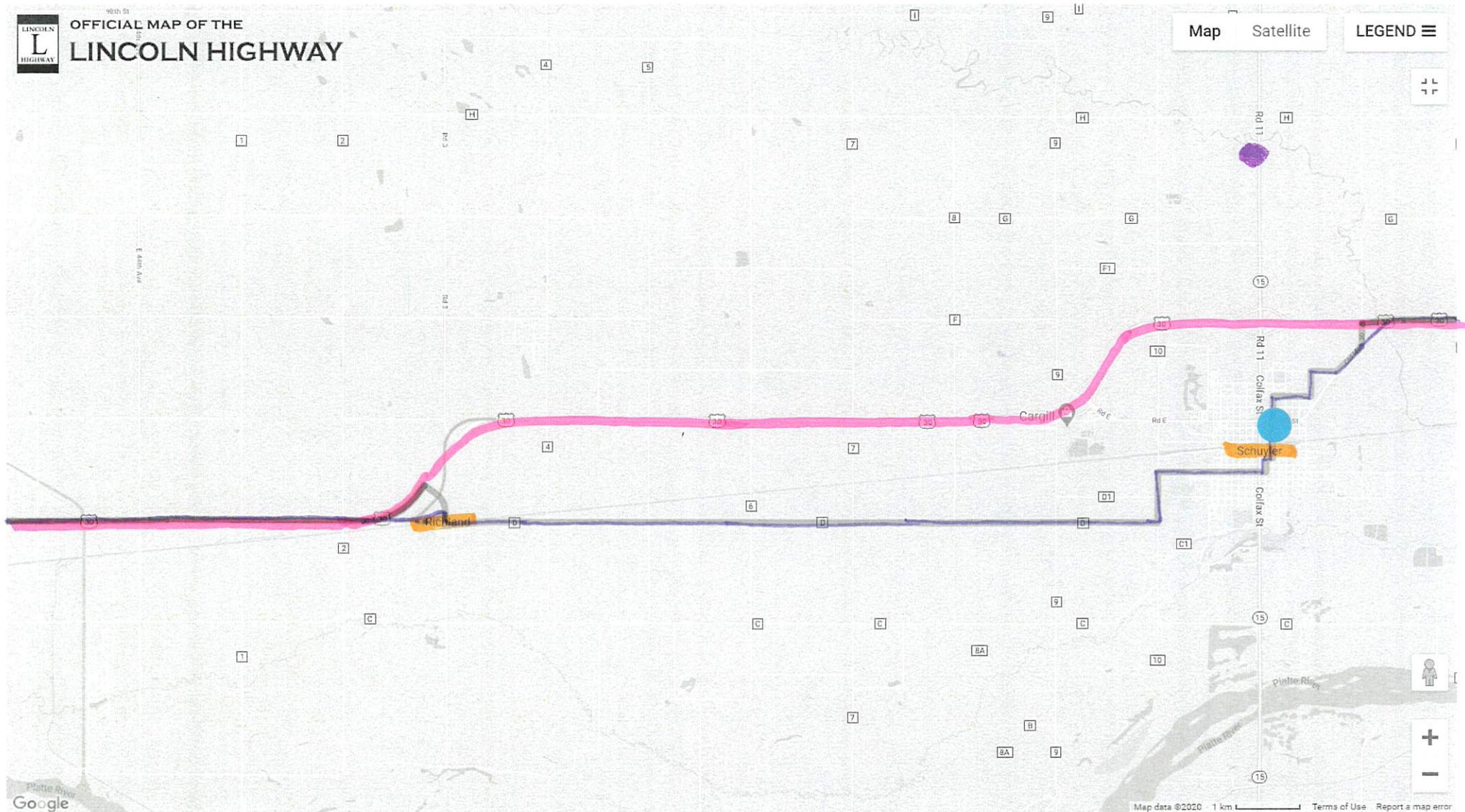
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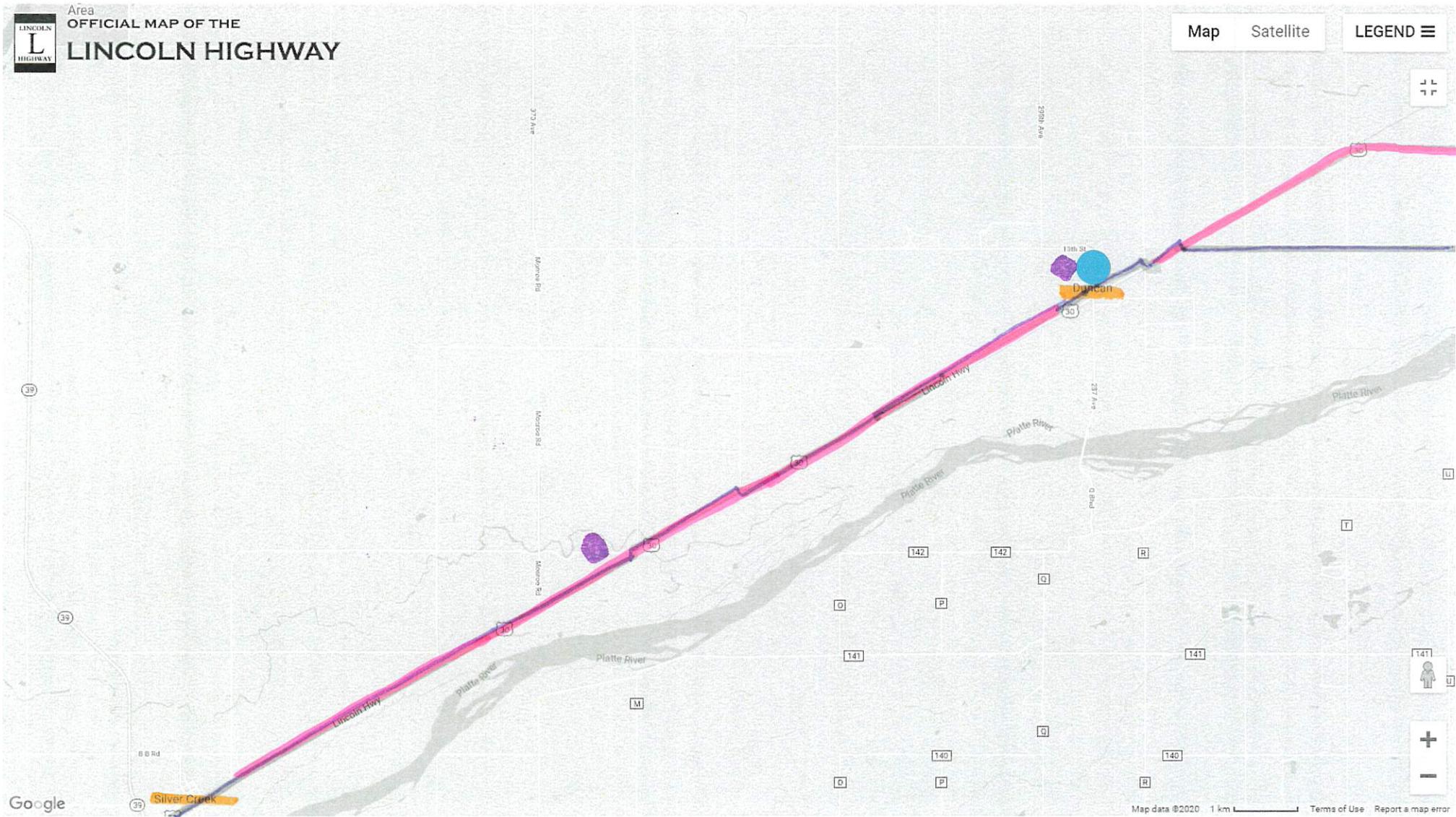
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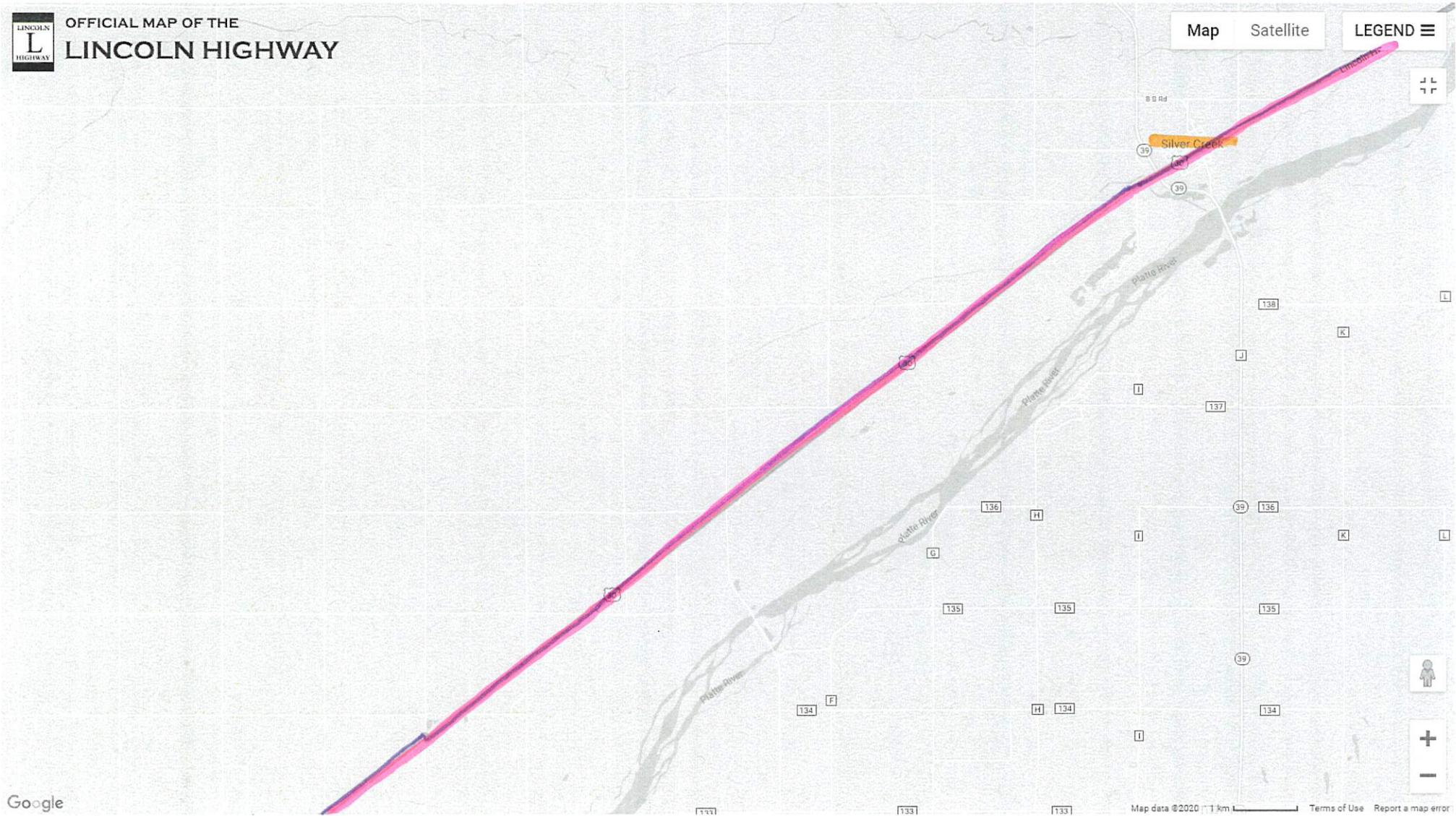


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Map

Satellite

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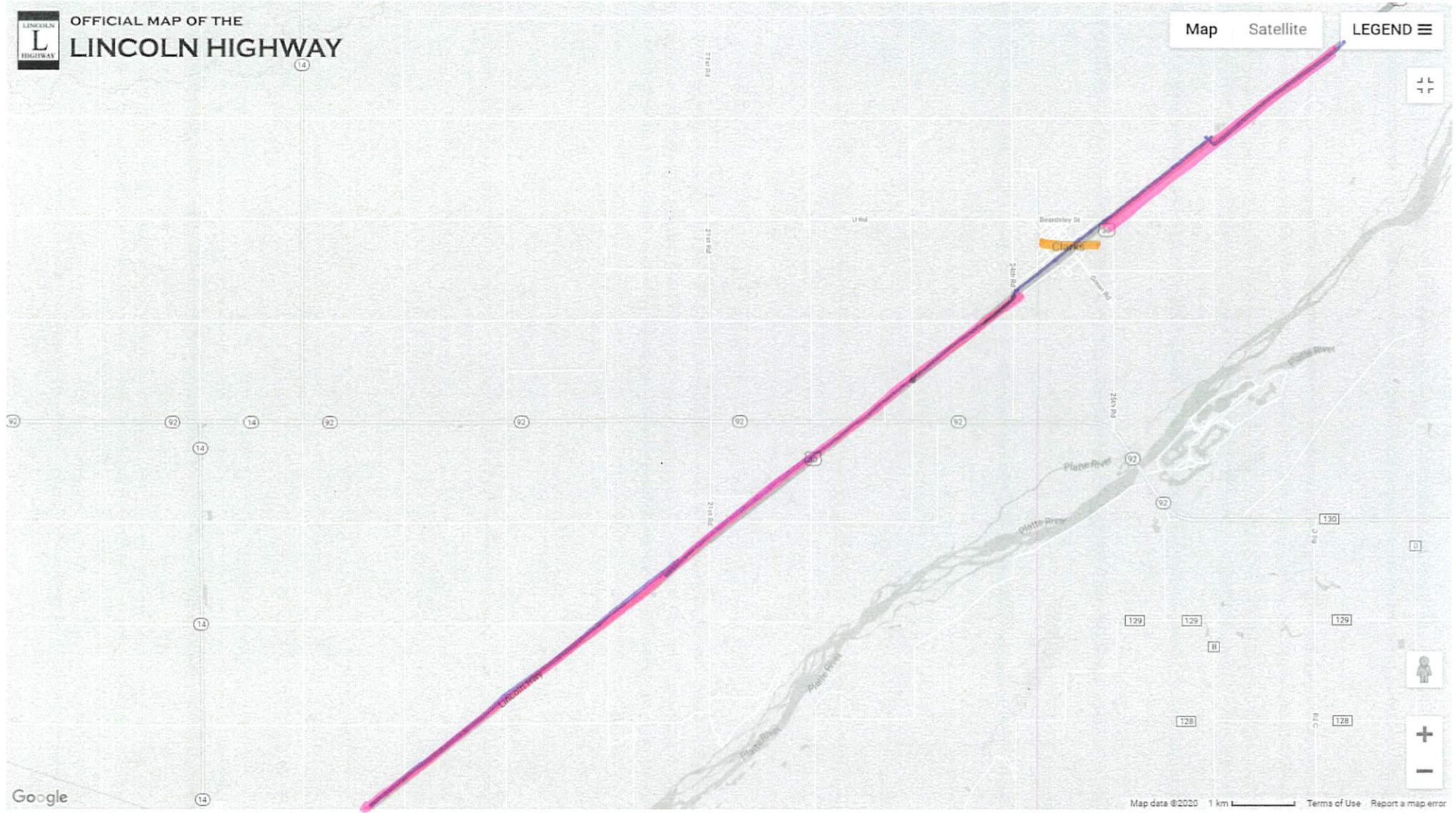
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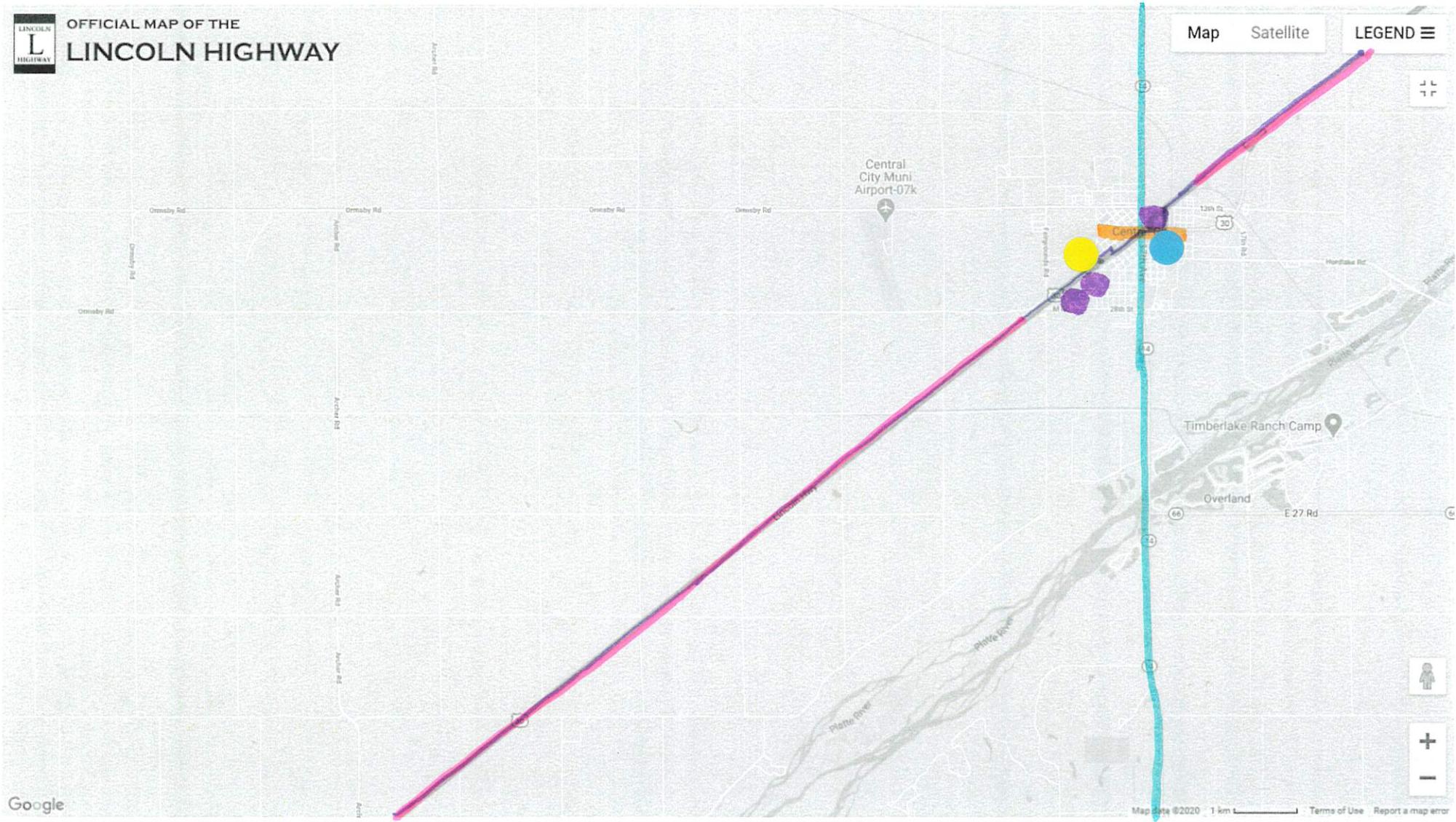
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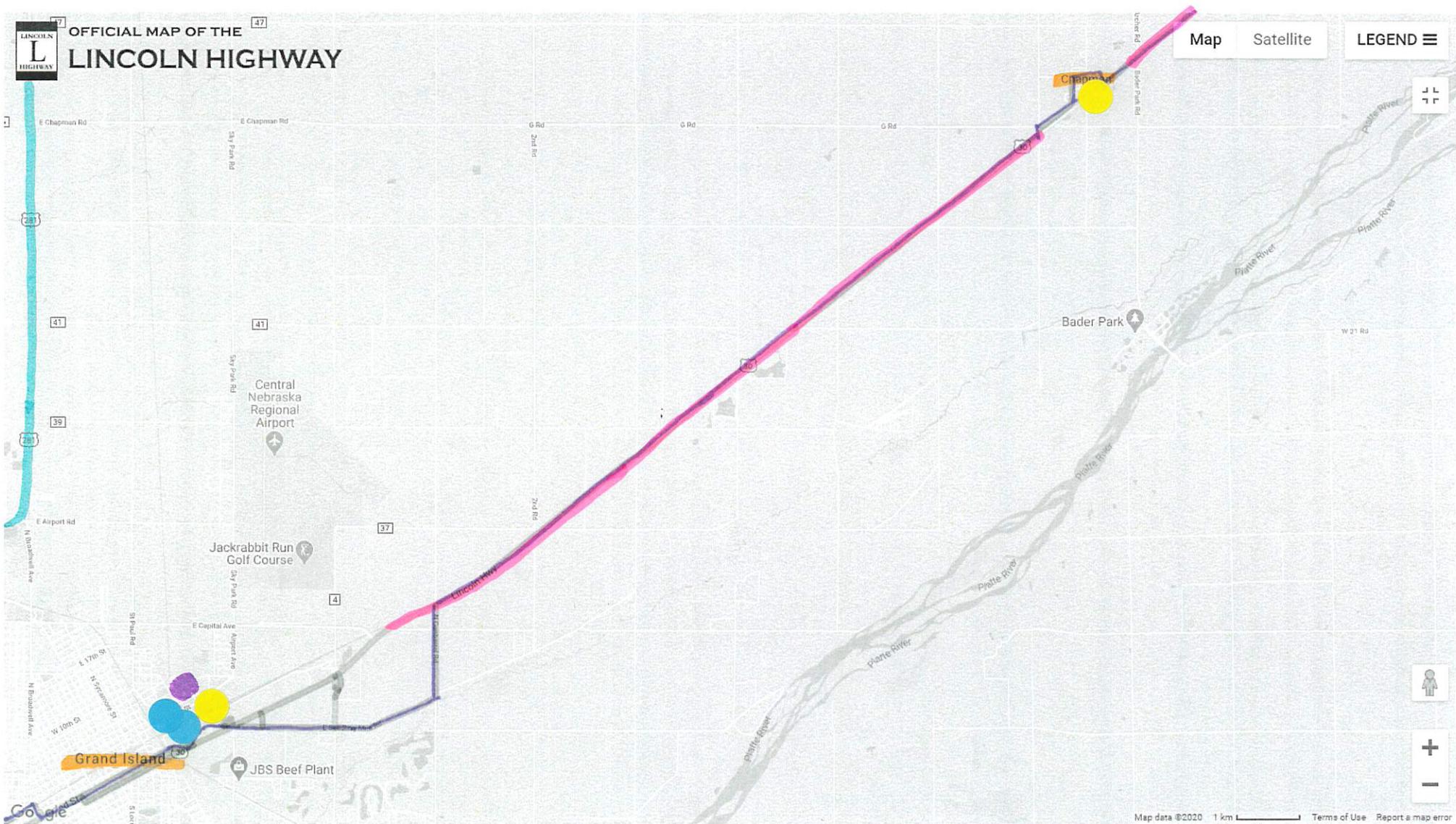
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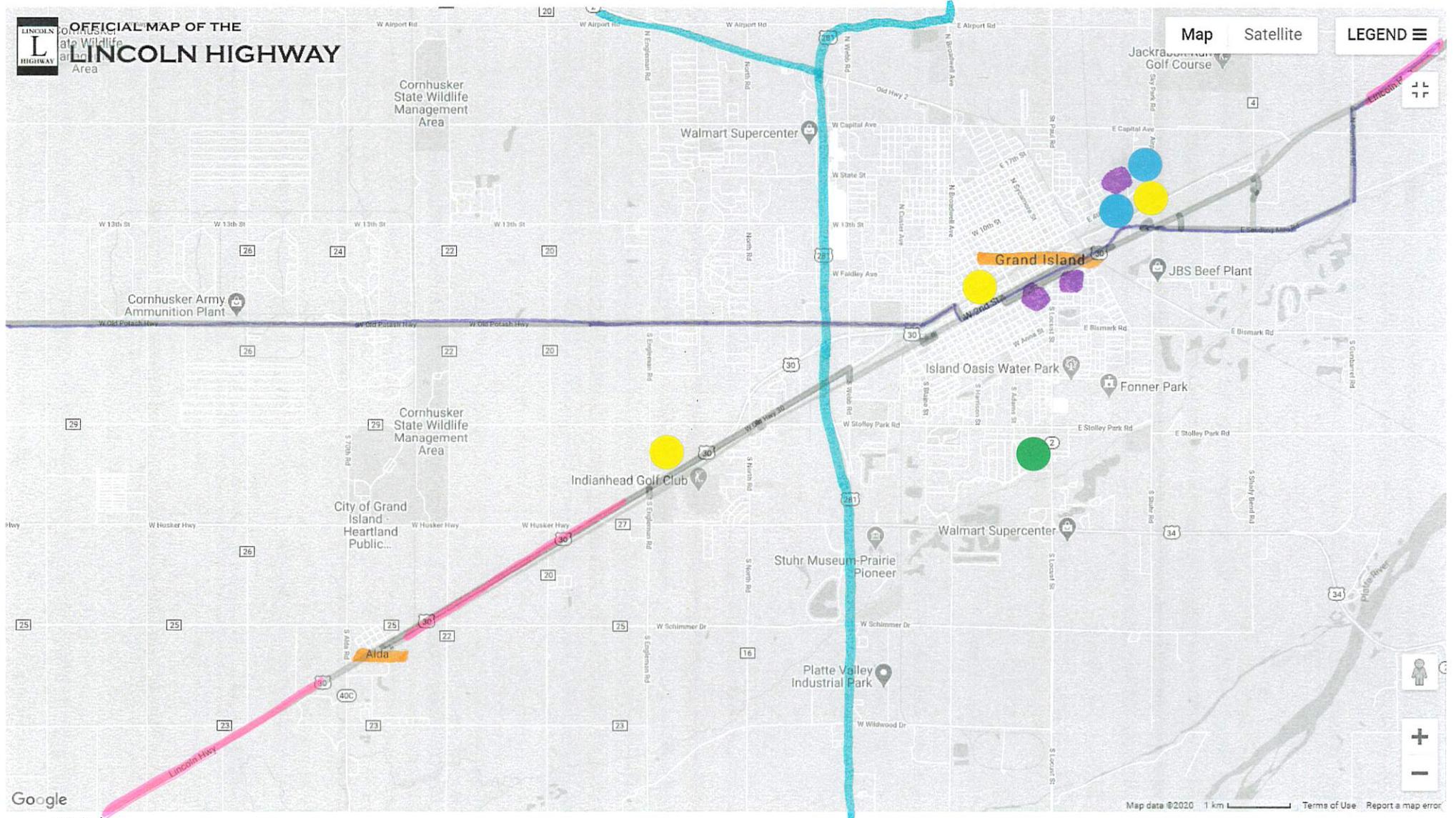


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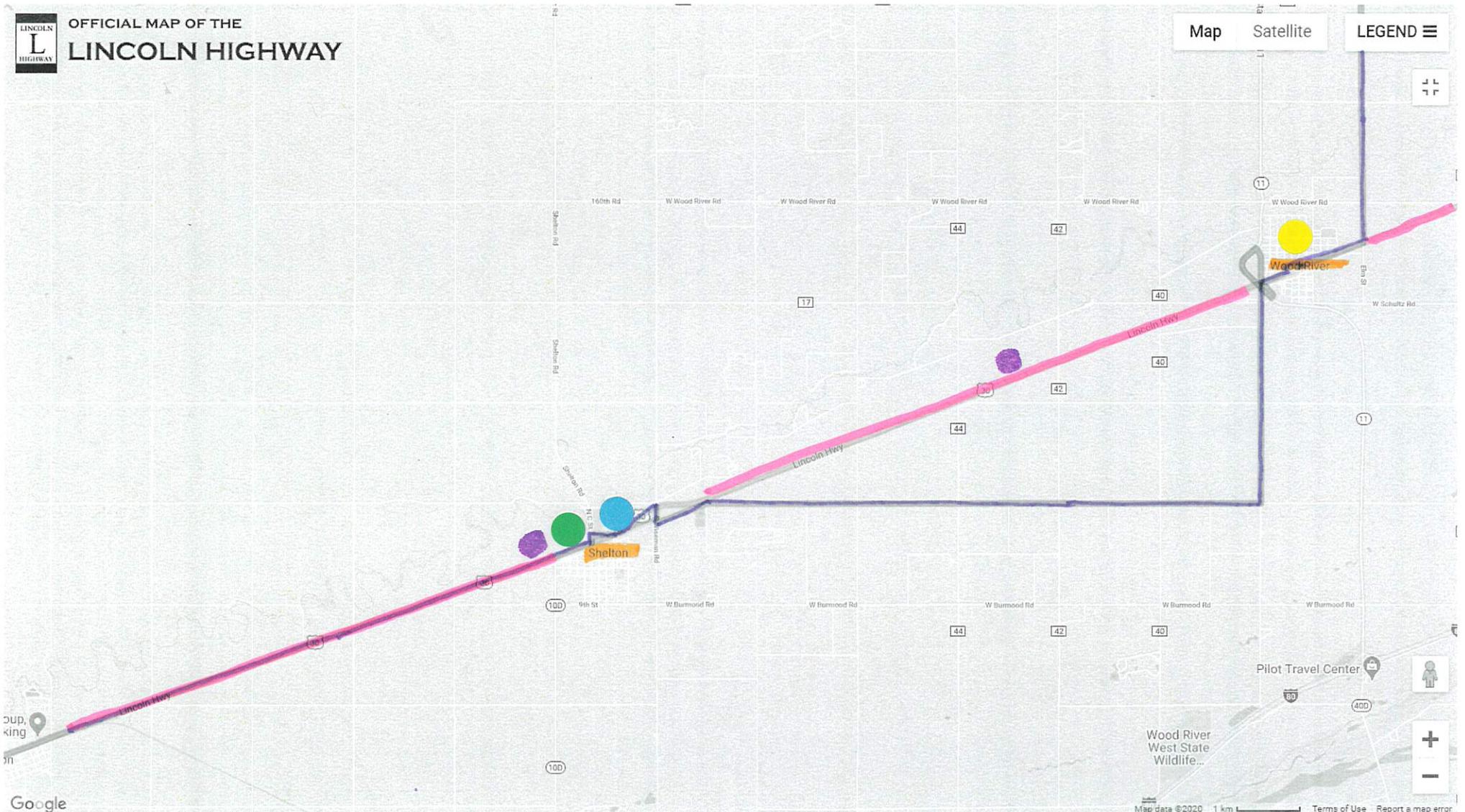
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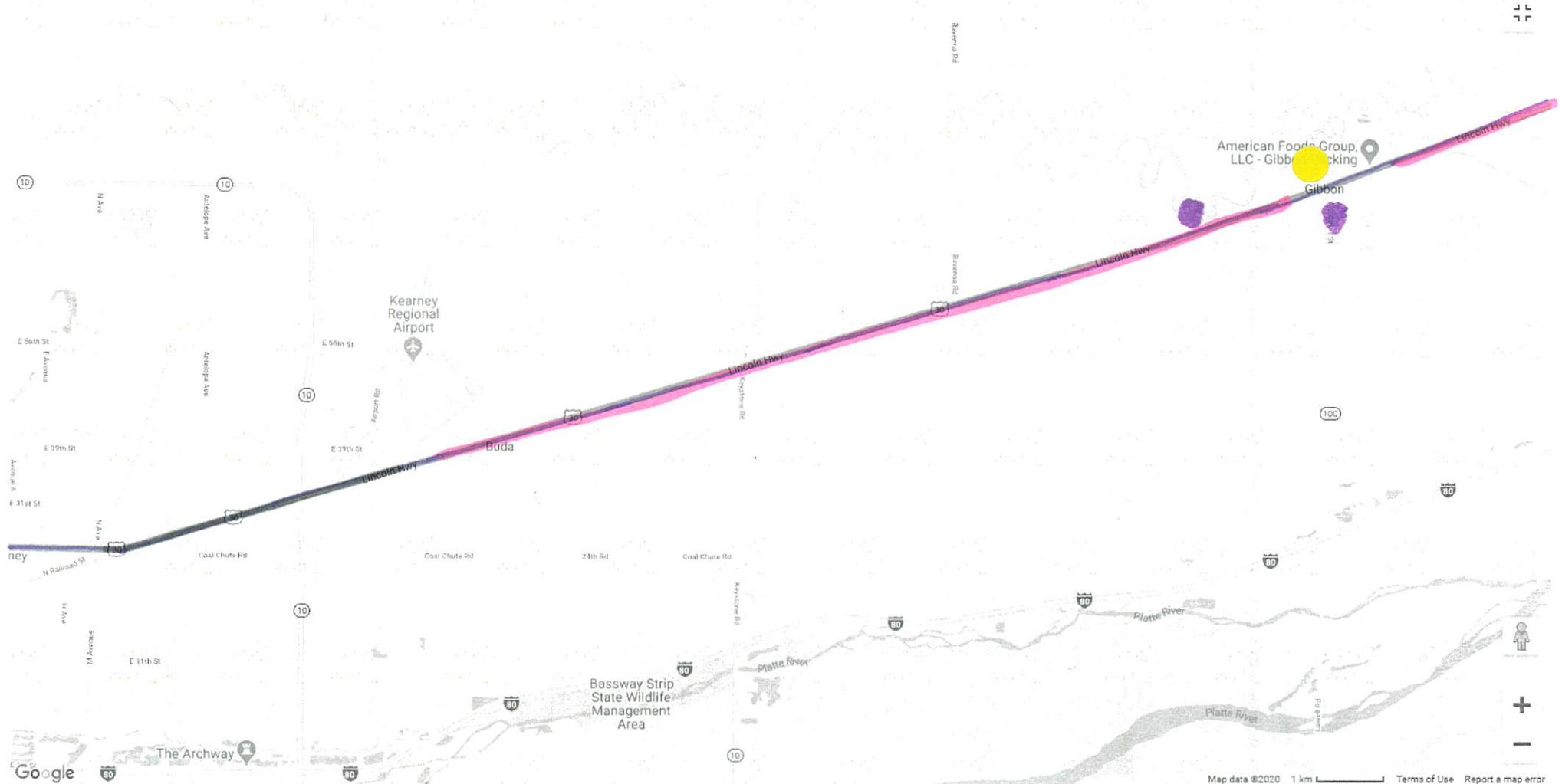
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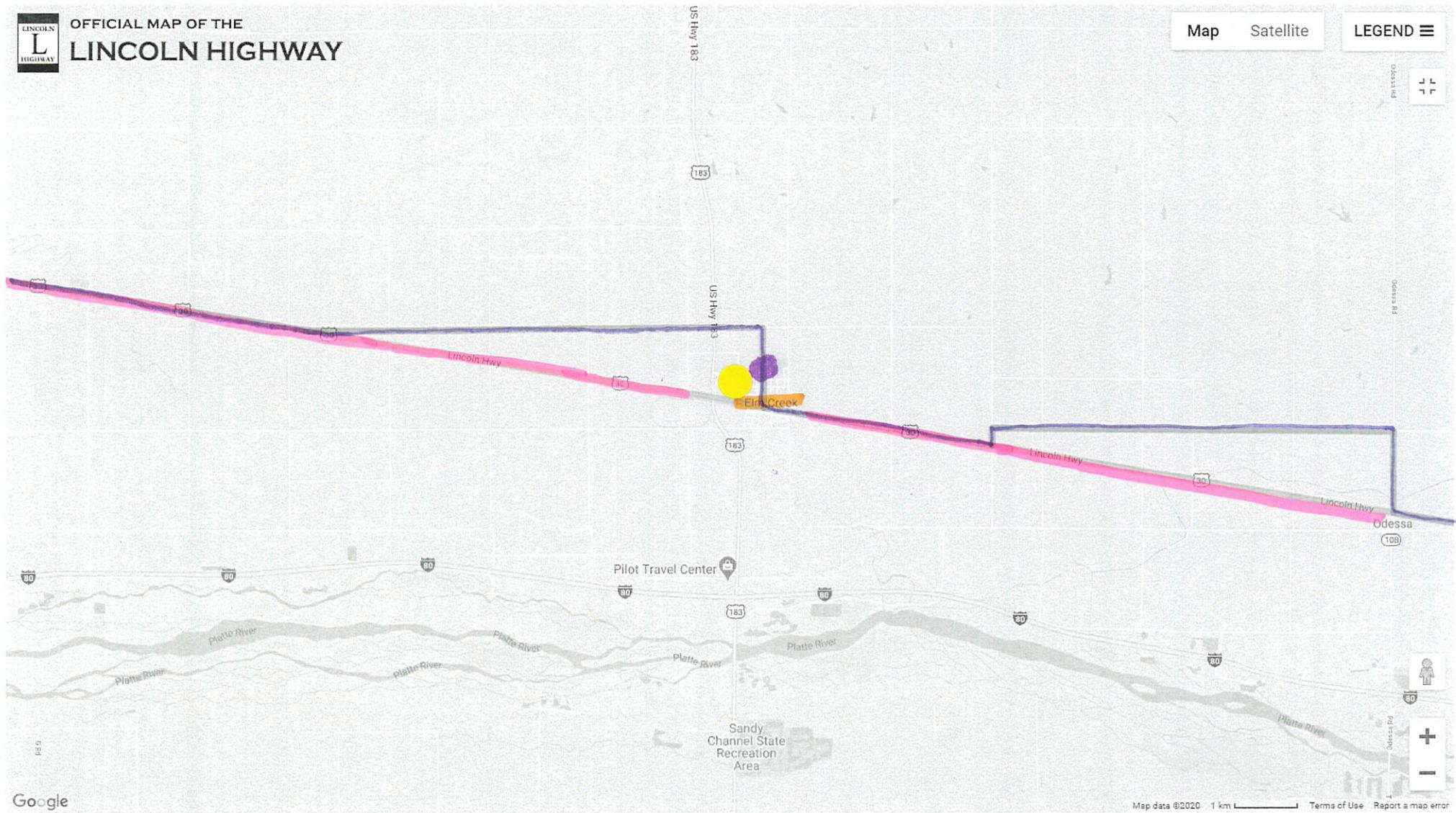


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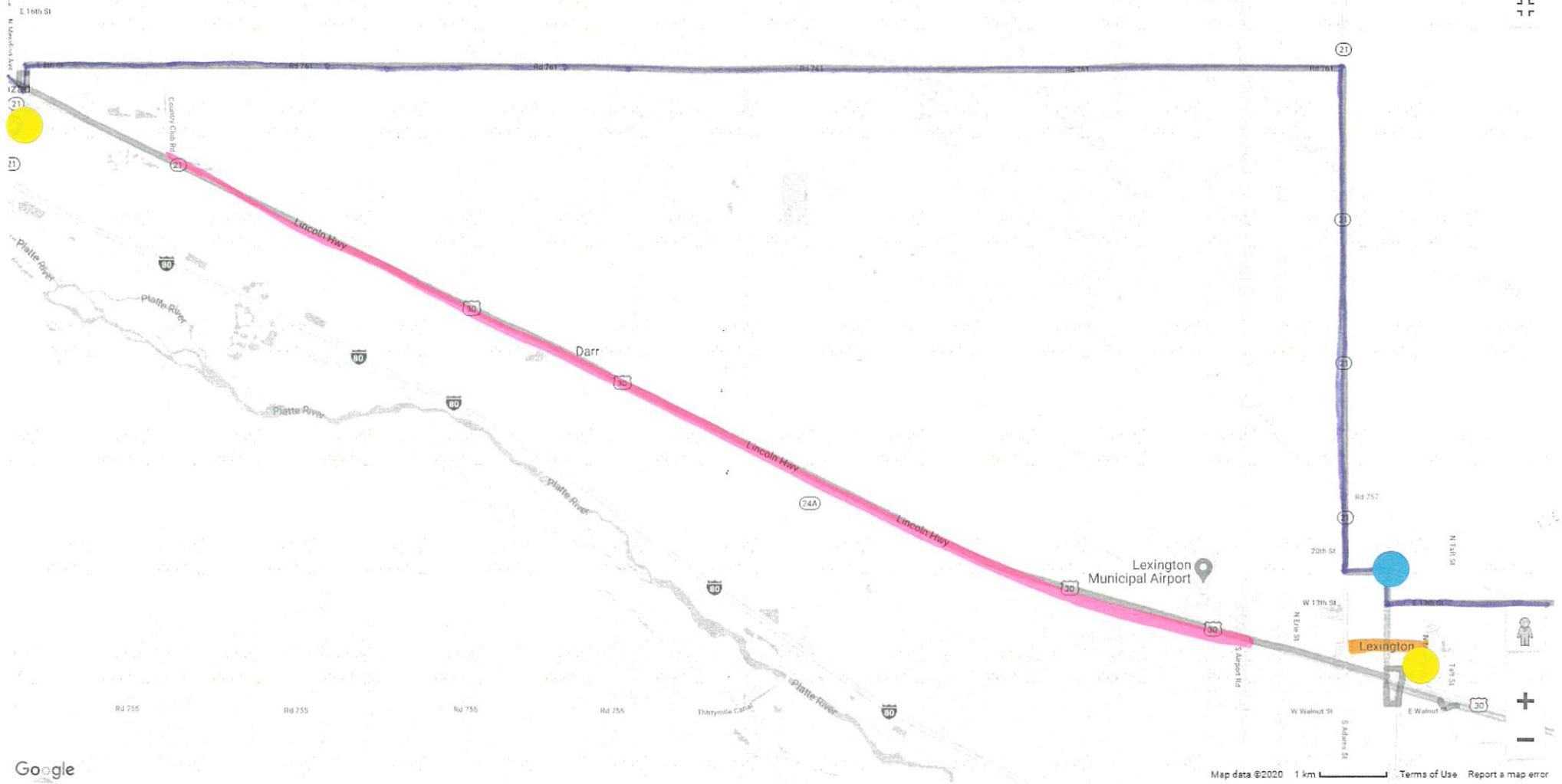
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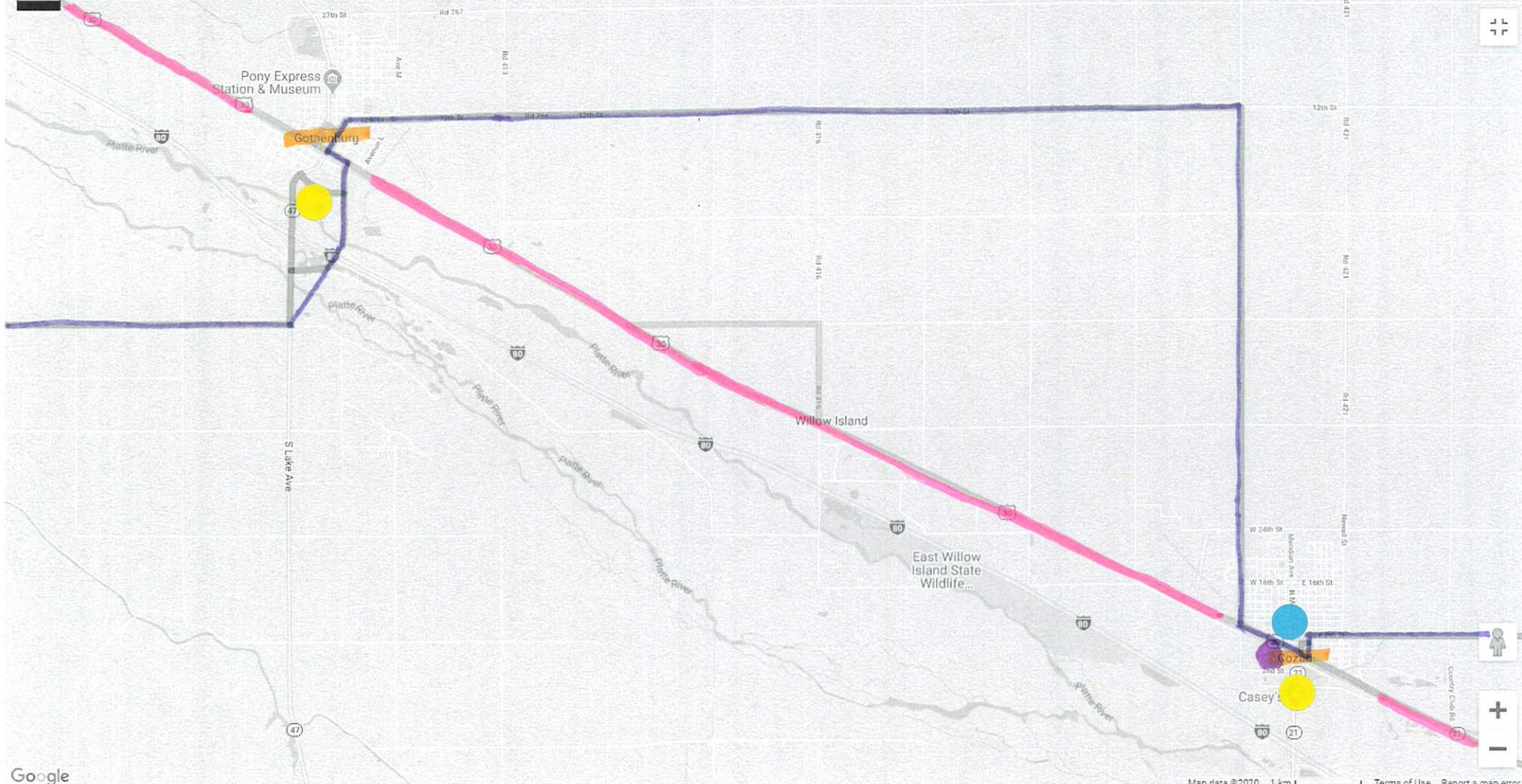


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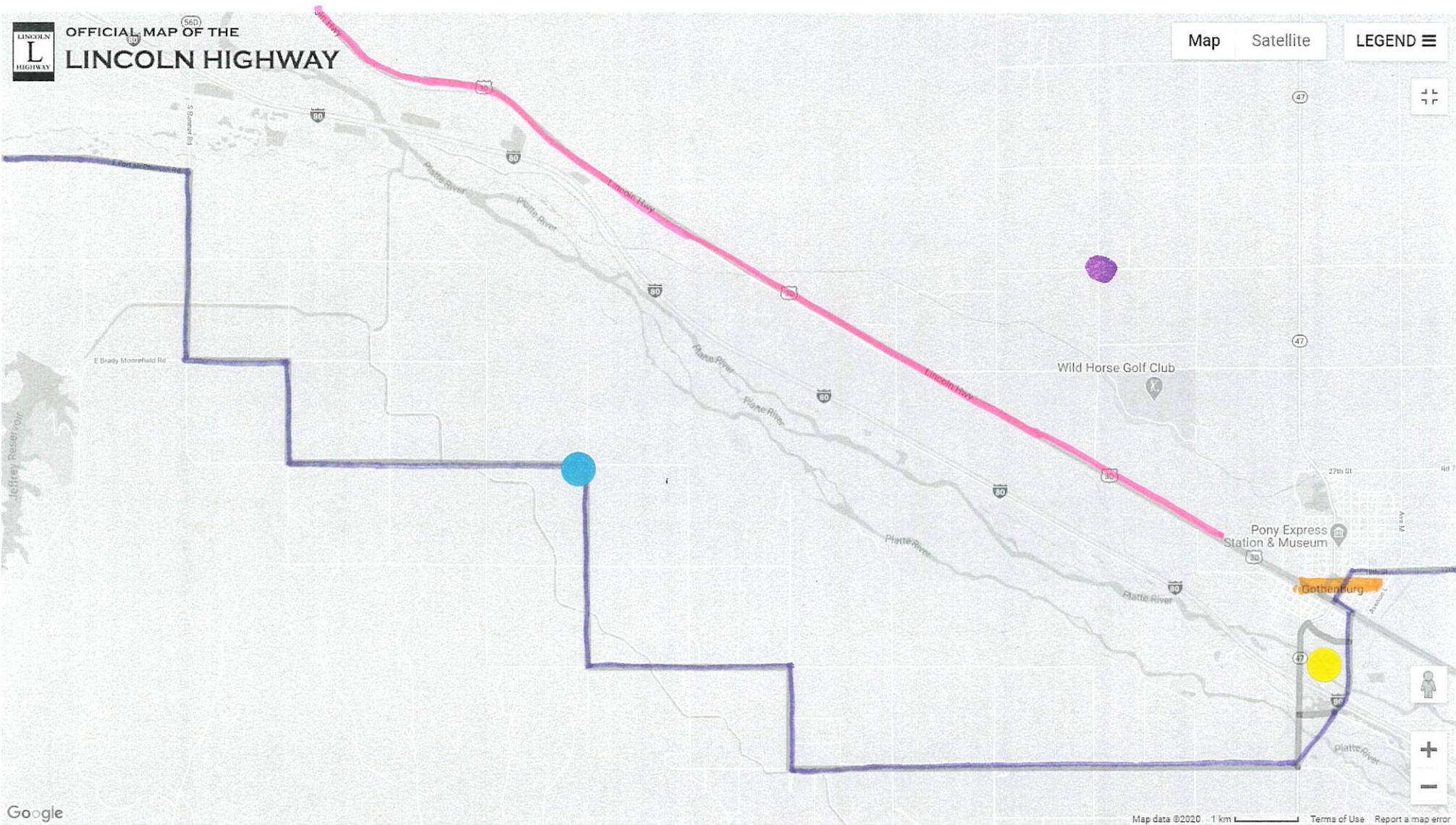


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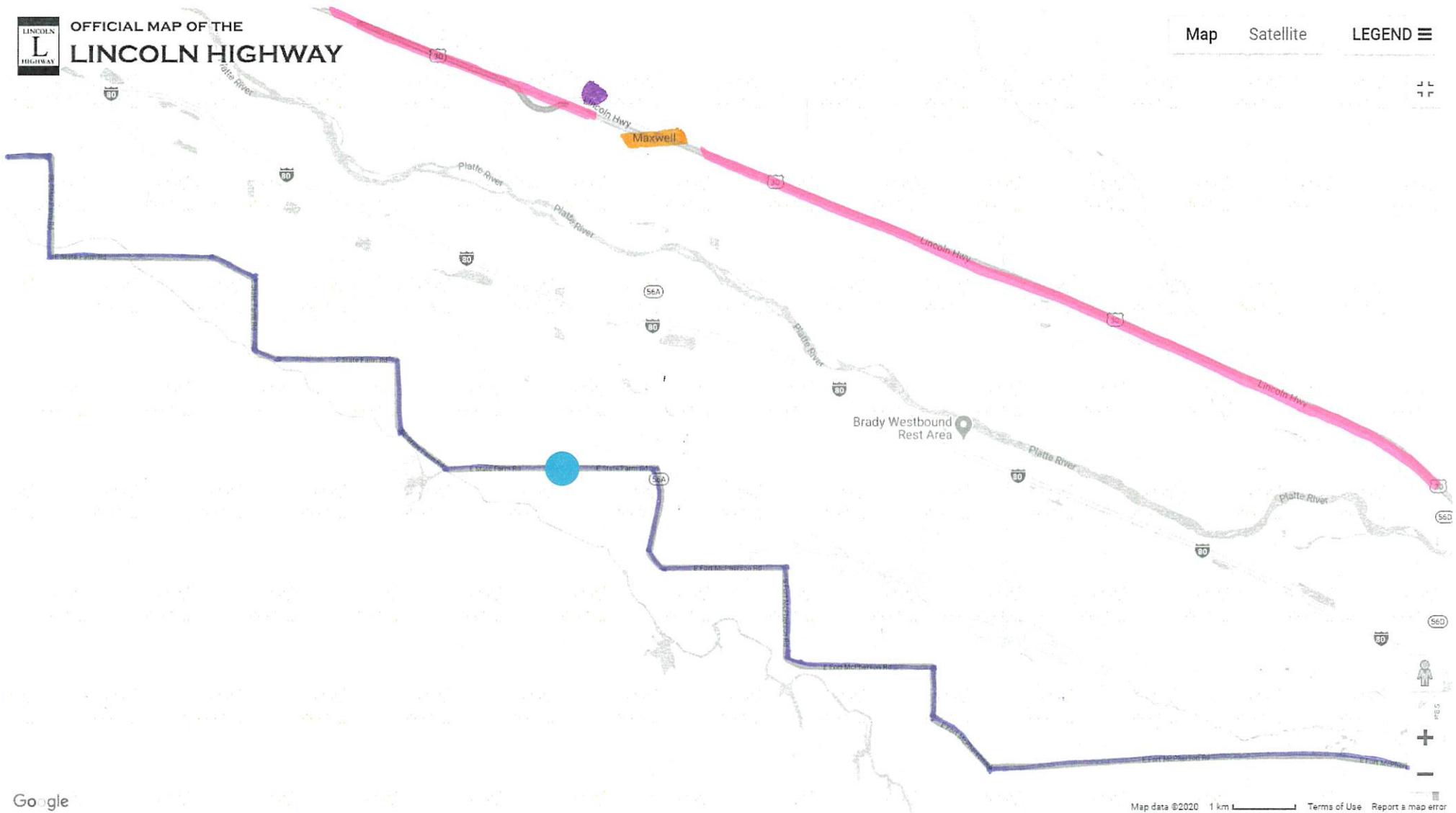


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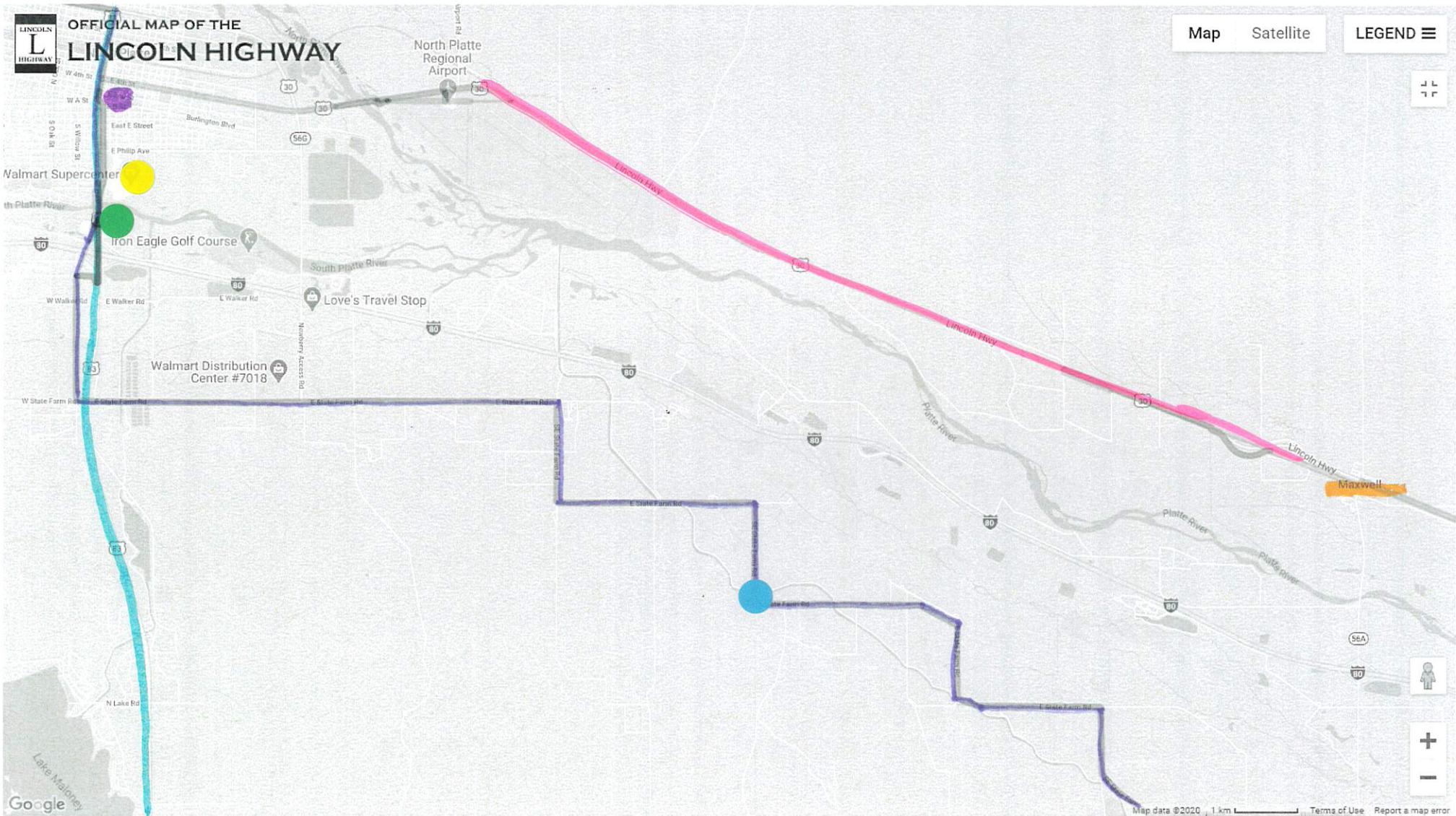


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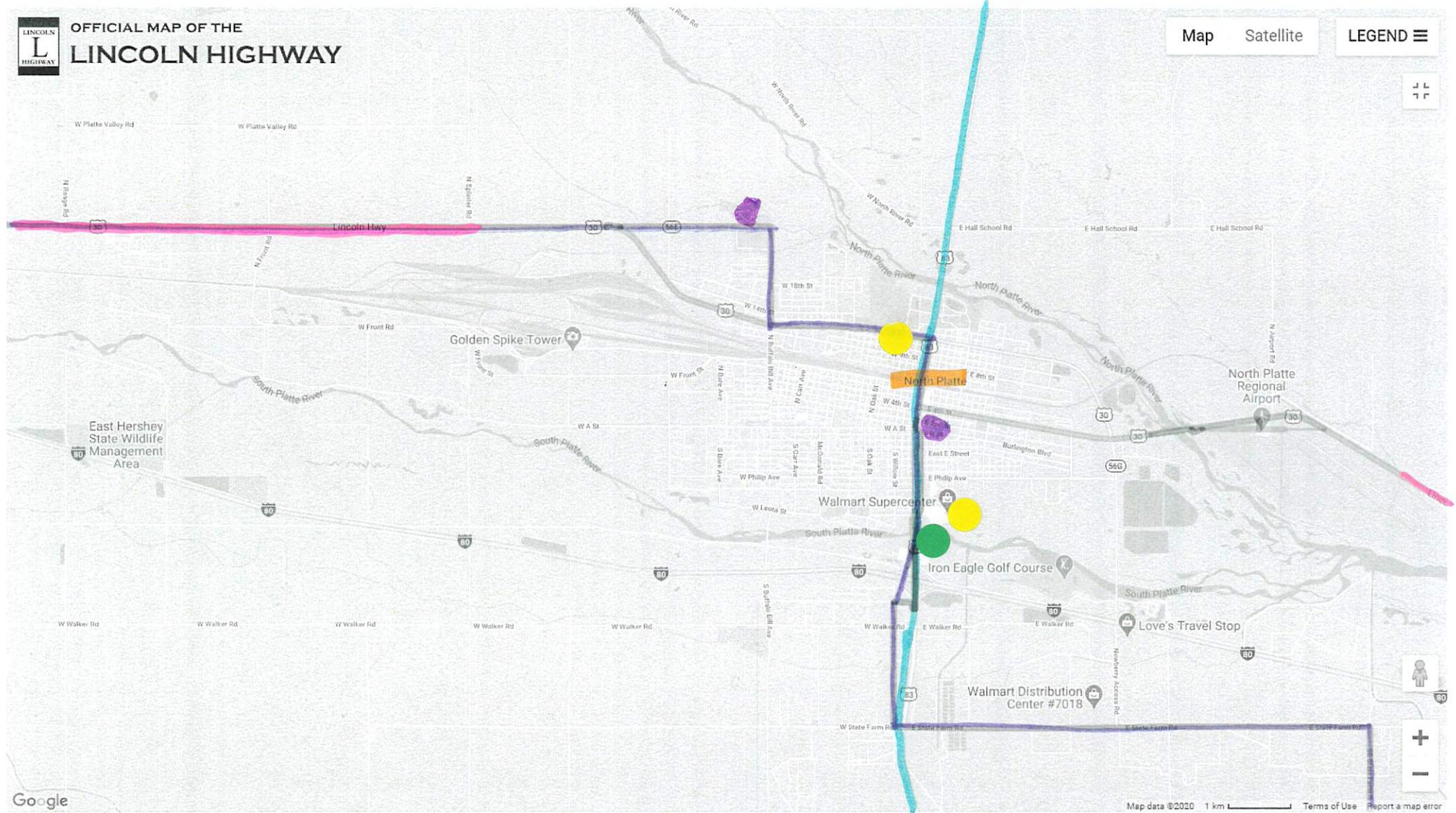


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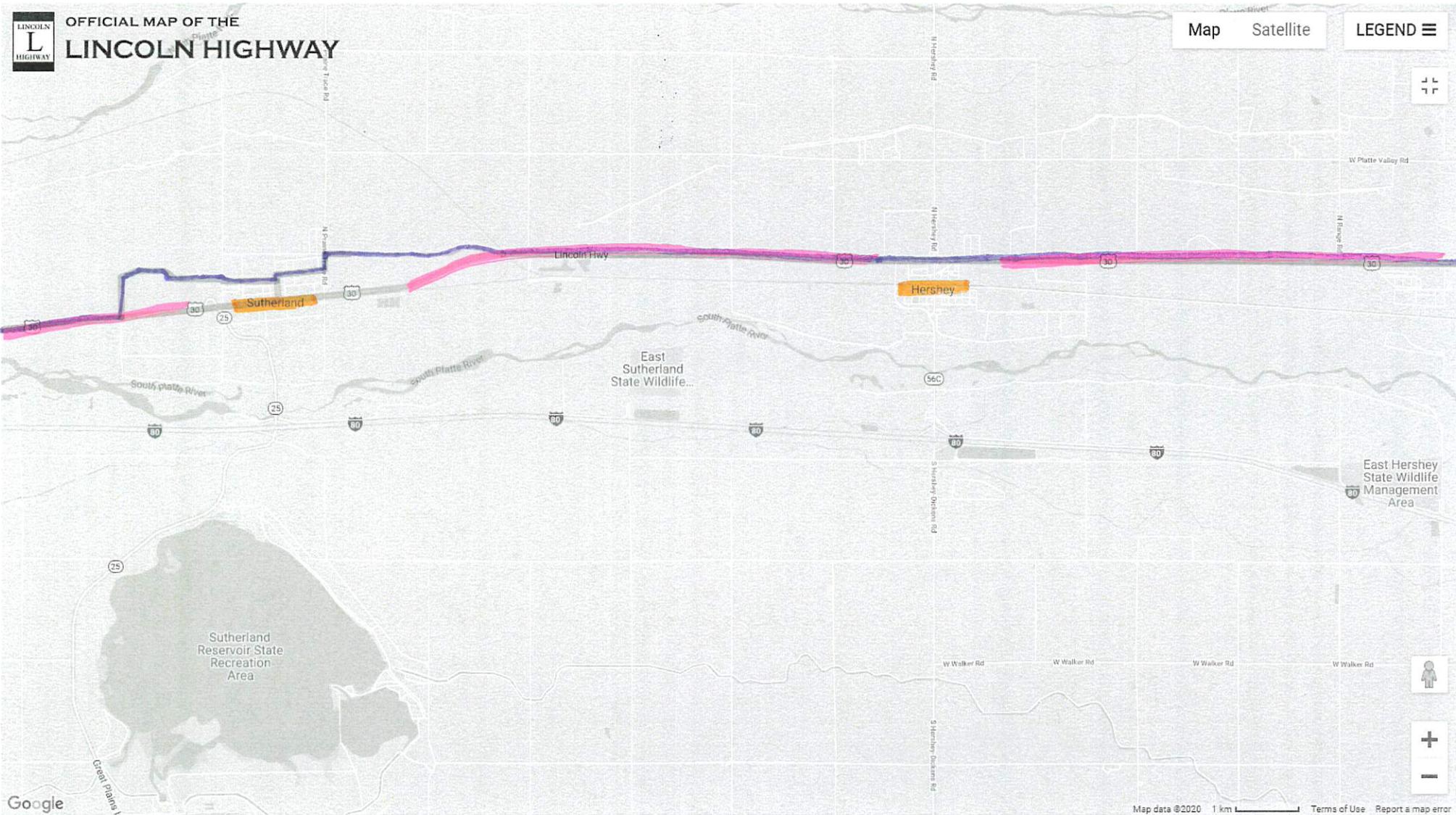
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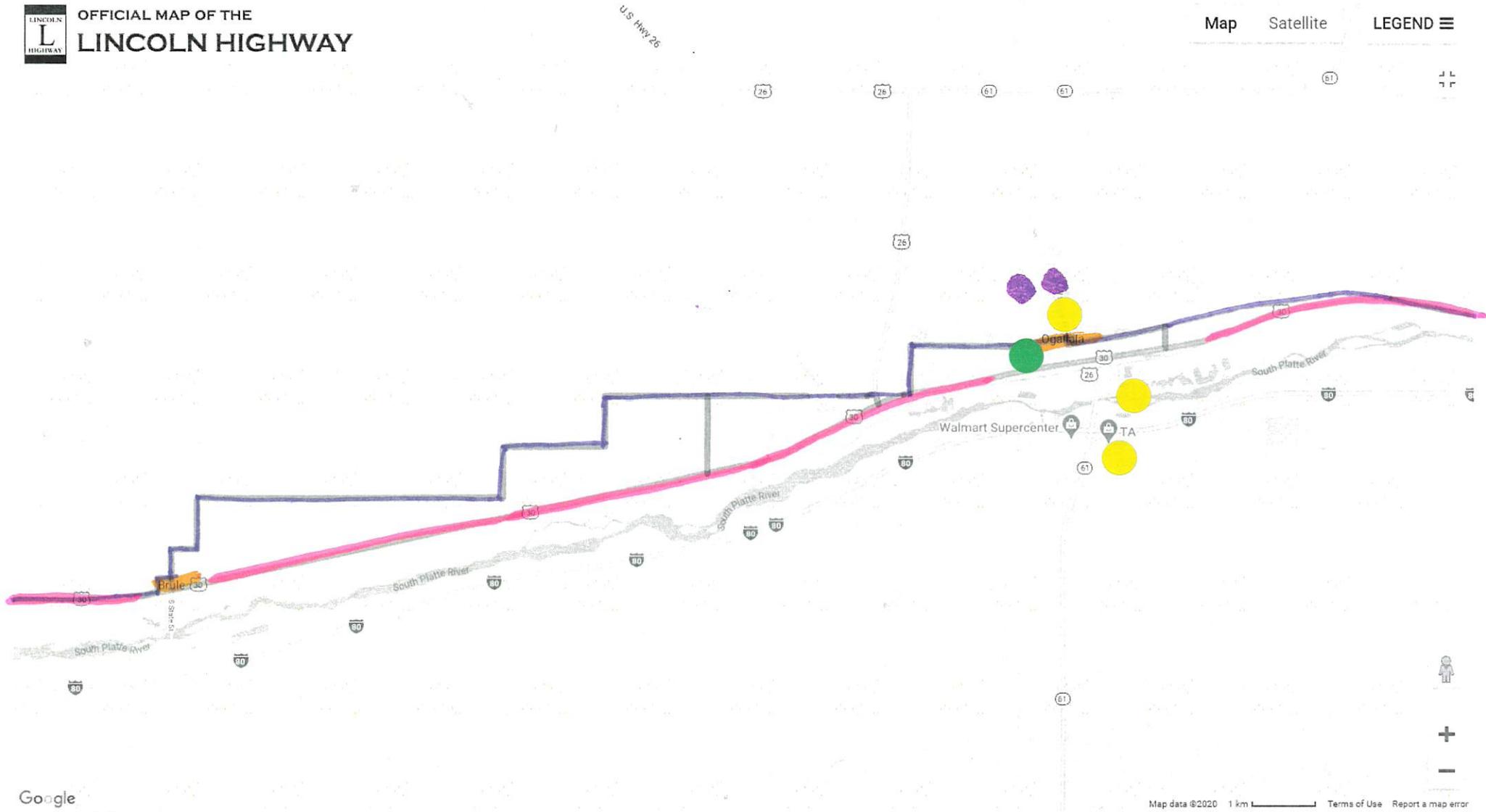
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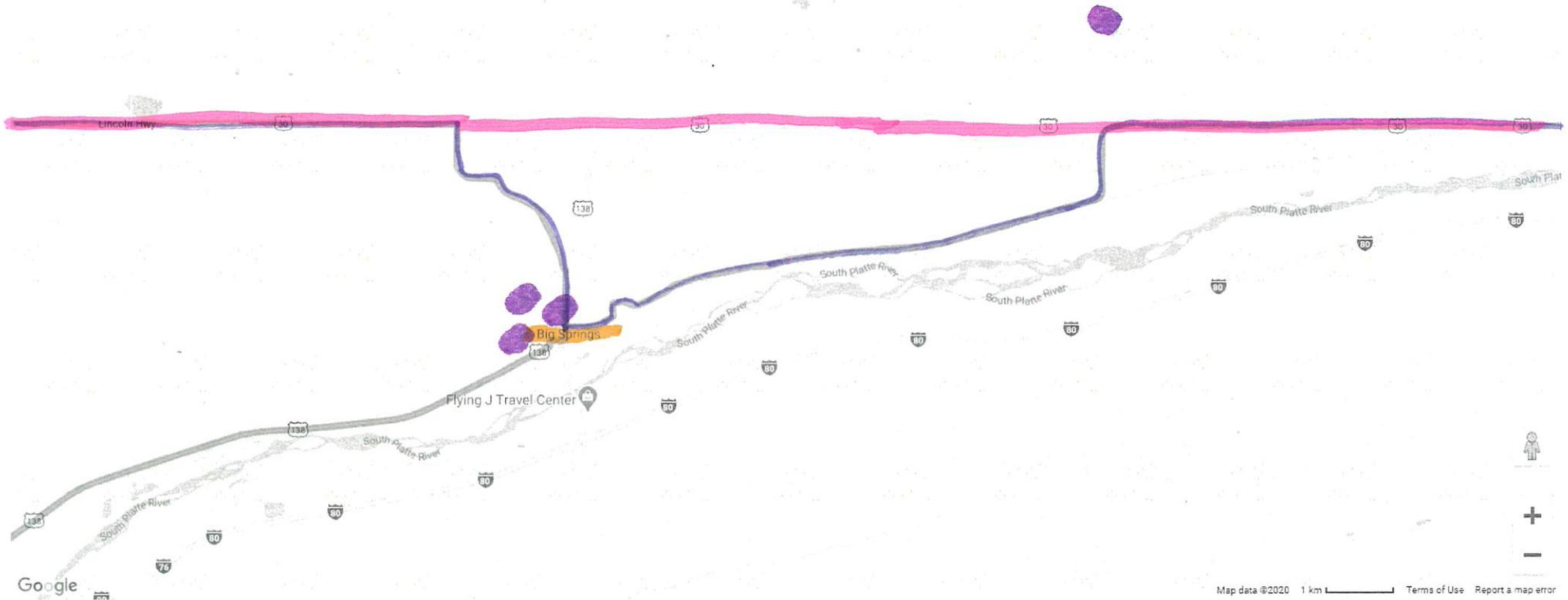
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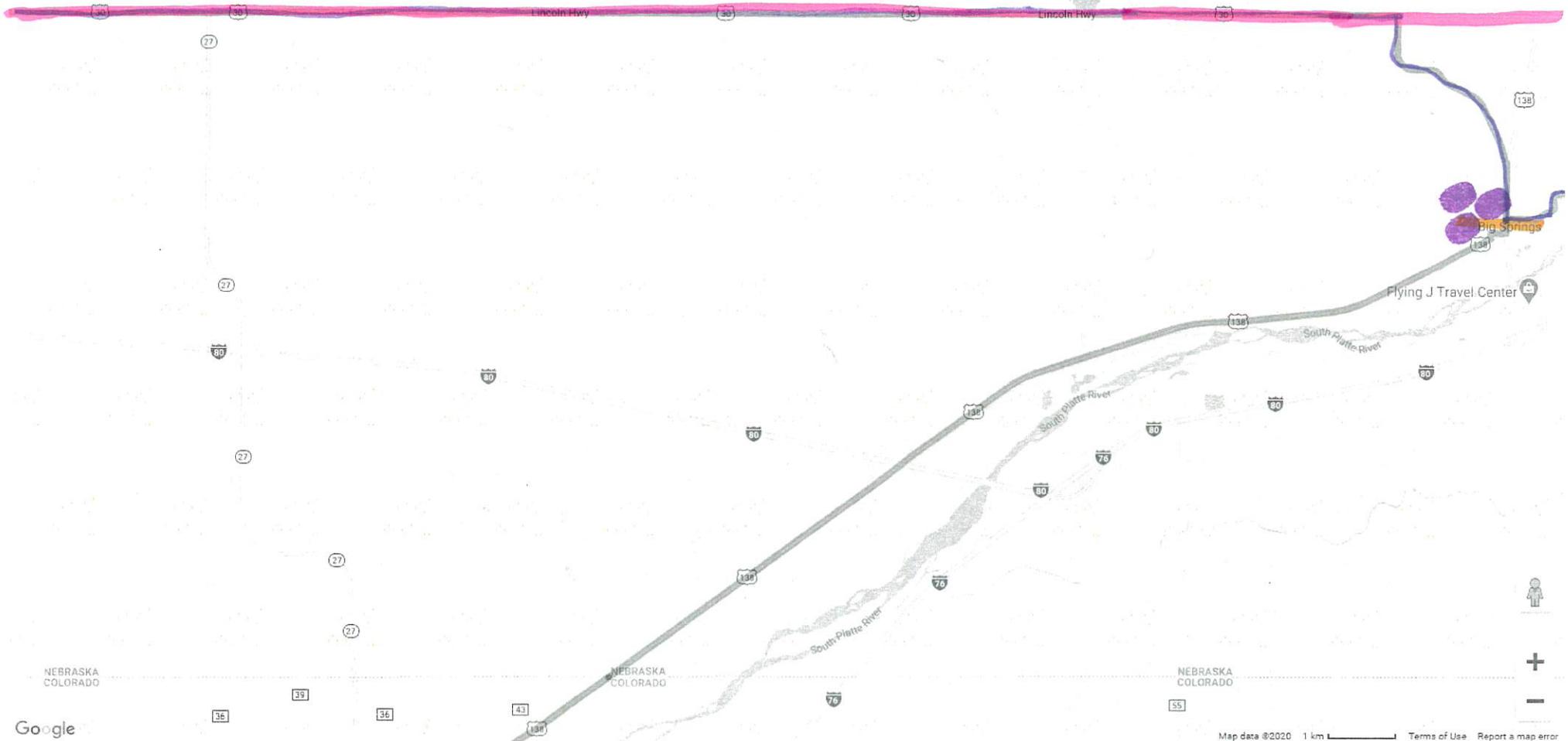
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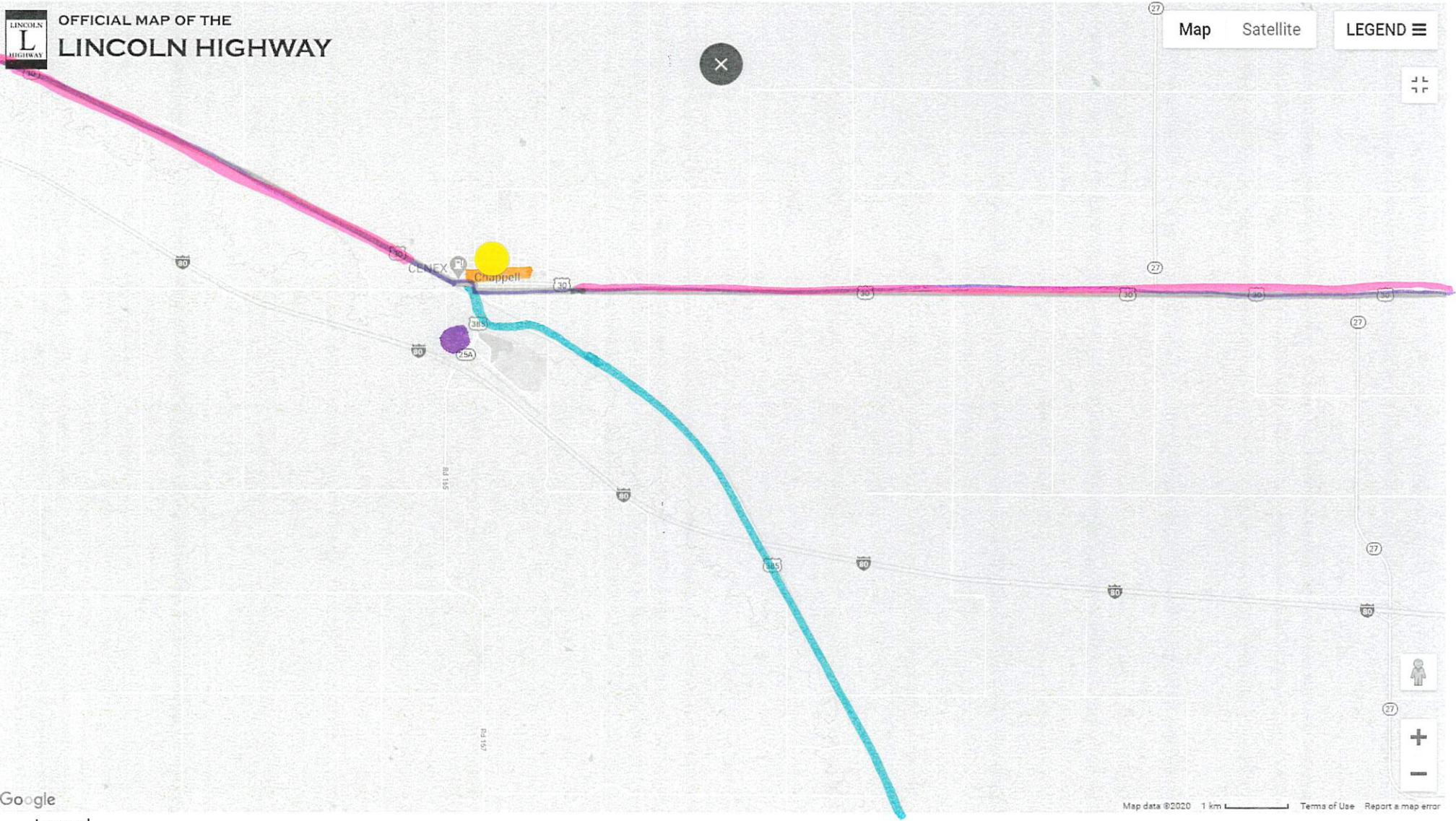
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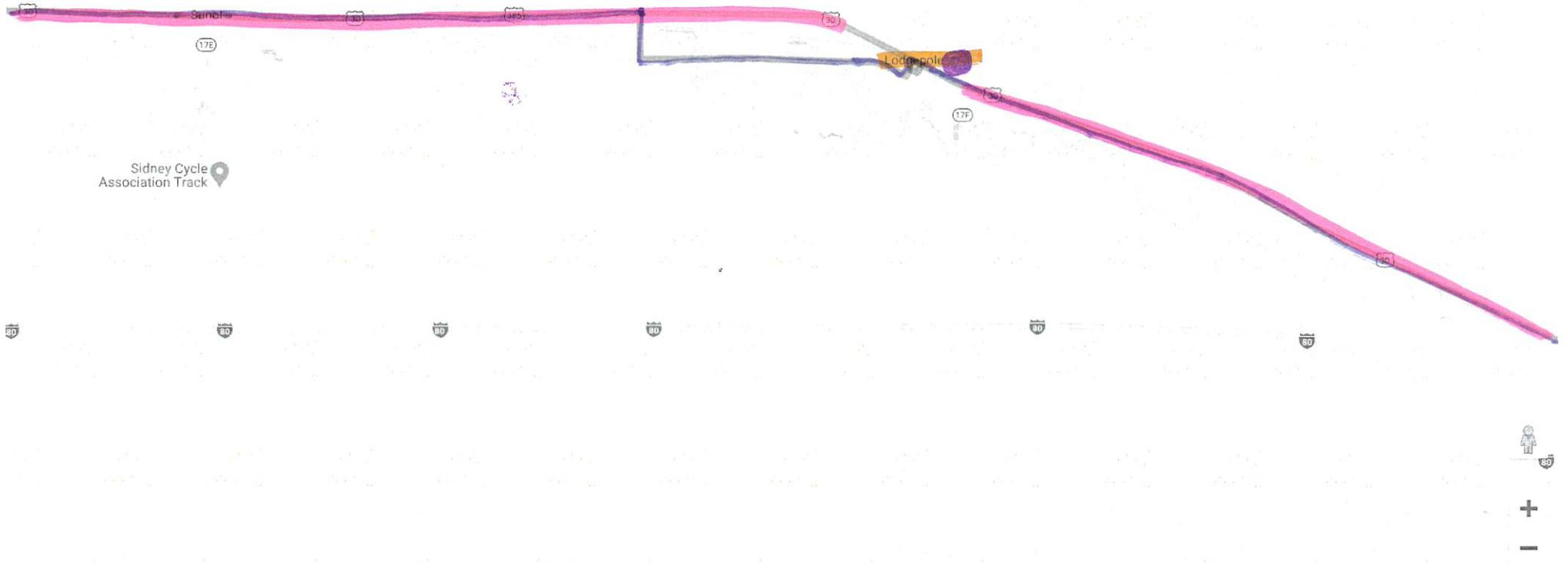
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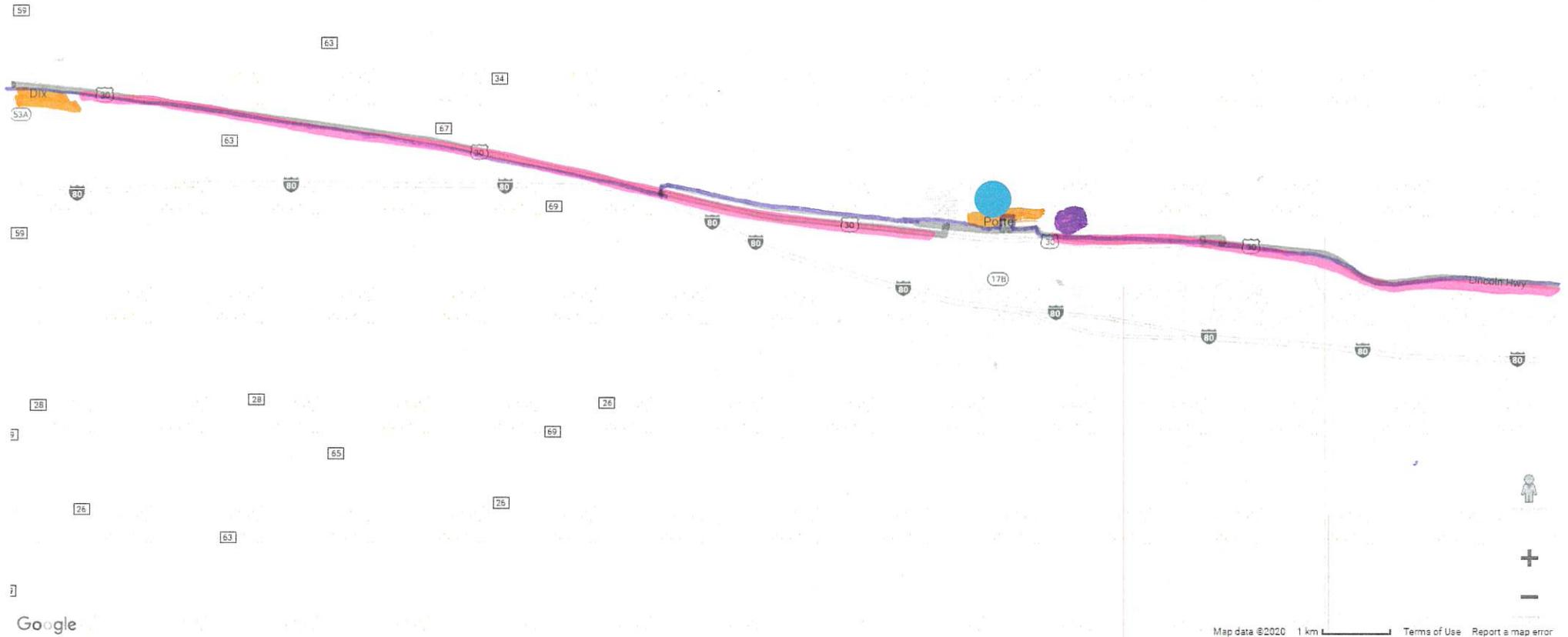


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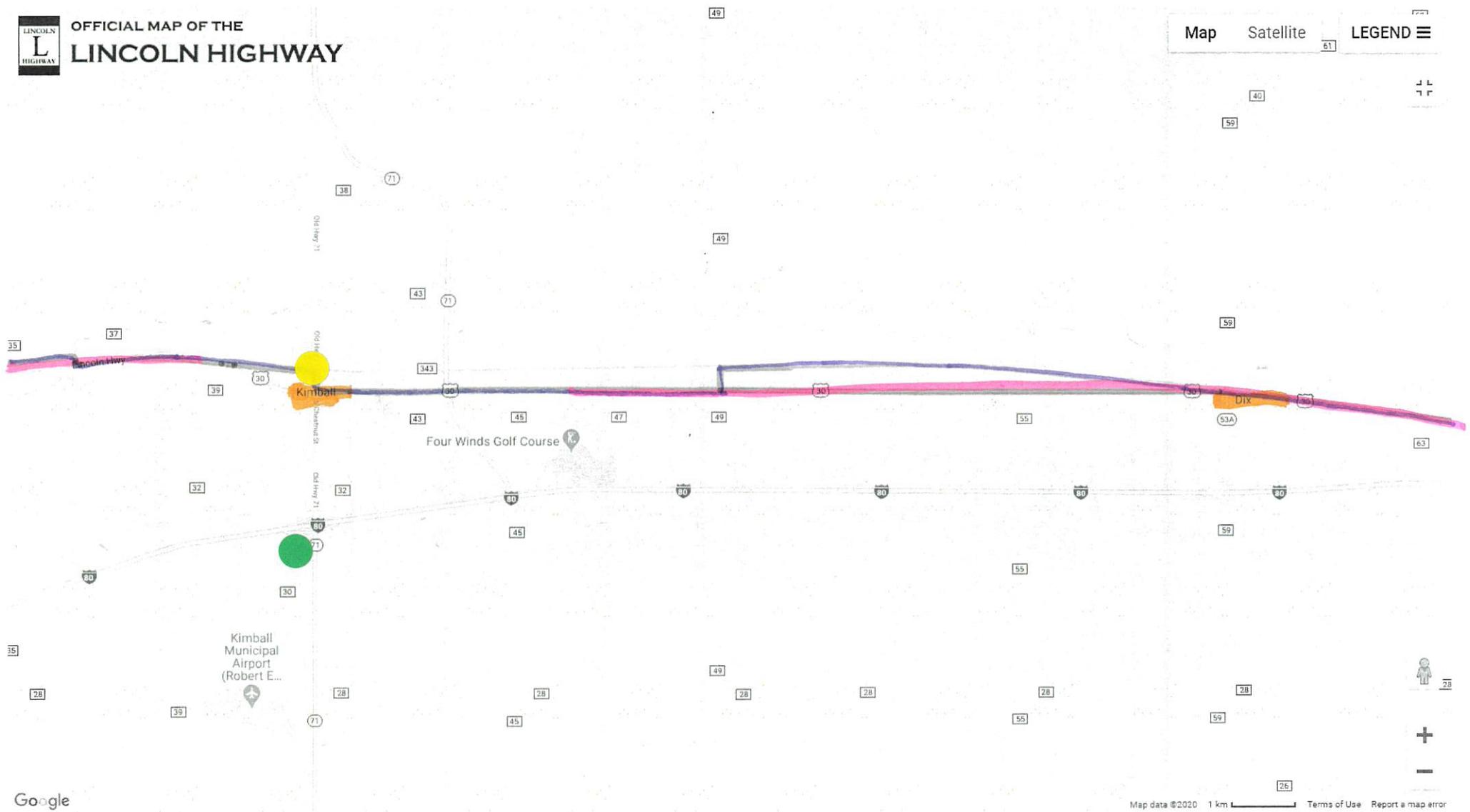
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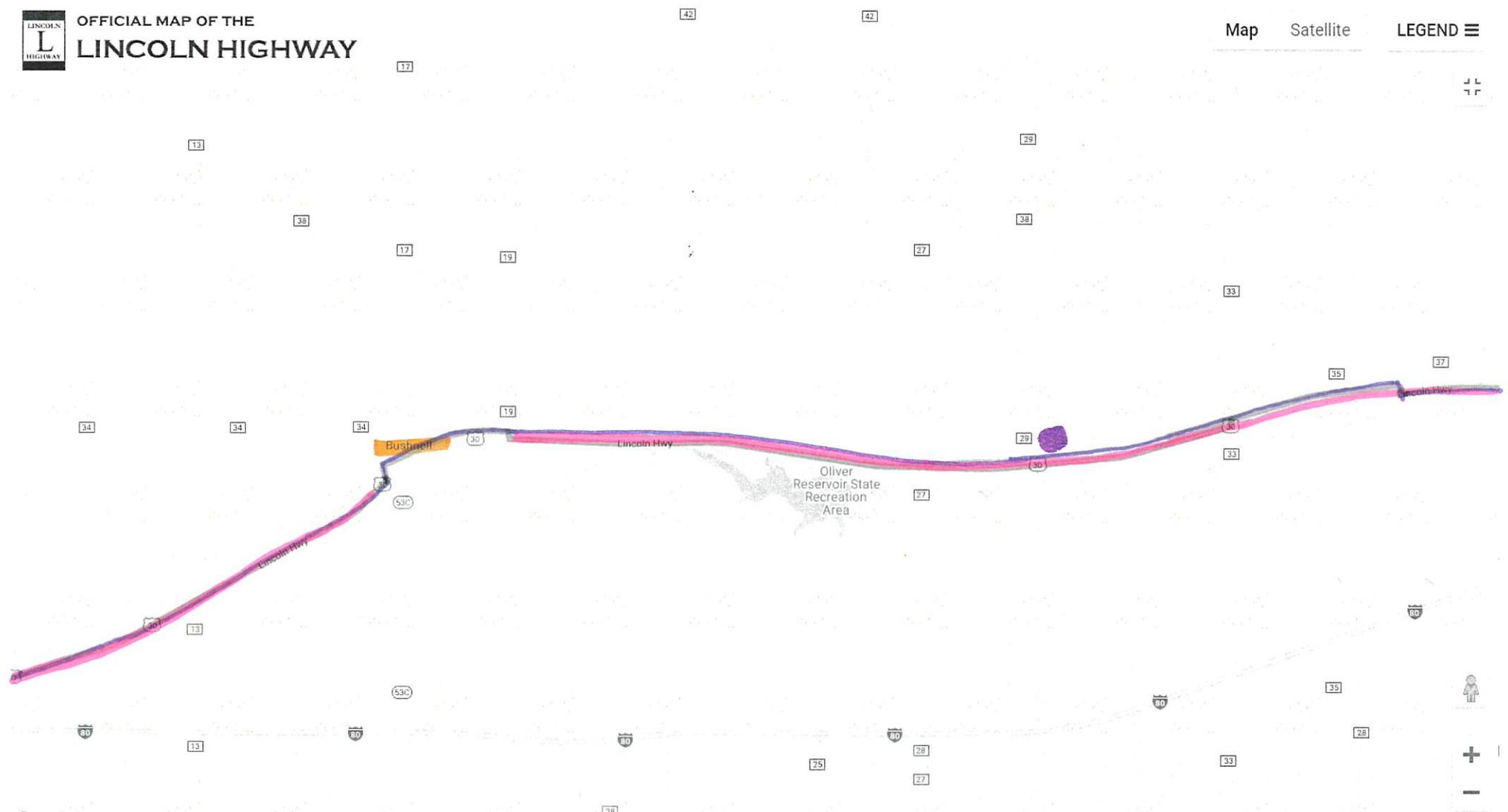
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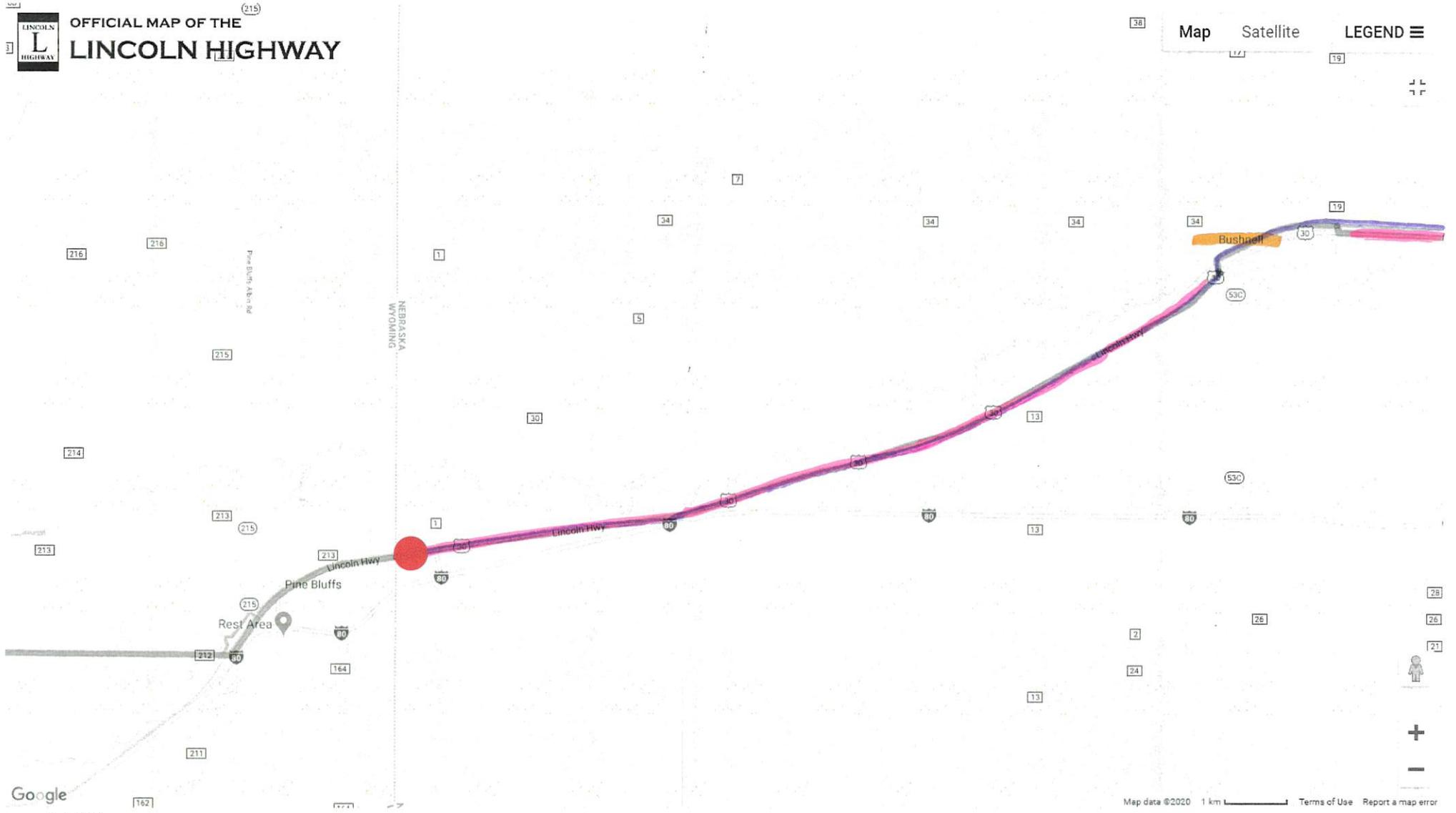
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