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**Nebraska Historic Buildings Survey  
Kimball County**

*Prepared for:*

Nebraska State Historical Society



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# Chapter 1

## Introduction

Throughout most of Nebraska's history, historic preservation was the province of dedicated individuals and organizations working alone in their local communities. Since the passage of the National Historic Preservation Act of 1966, however, the Governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts mandated by the 1966 act. In Nebraska, the Director of the Nebraska State Historical Society (NSHS) serves as SHPO. The staff of the NSHS' Historic Preservation Division forms the Nebraska State Historic Preservation Office (NeSHPO).

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

- Conducting and maintaining a statewide historic building survey.
- Administering the National Register of Historic Places (National Register) program.
- Assisting local governments in the development of local historic preservation programs and certification of qualifying governments.

- Administering a federal tax incentives program for the preservation of historic buildings.
- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.
- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

What follows is a brief description of NeSHPO programs, followed by a staff guide with telephone numbers. Though described separately, it is important to remember that NeSHPO programs often act in concert with other programs, and should be considered elements of the NeSHPO mission and a part of the mission of the NSHS.

### Nebraska Historic Buildings Survey

The Nebraska Historic Buildings Survey (NeHBS) was begun in 1974. The survey is conducted on a county-by-county basis and currently includes more than 60,000 properties that reflect the rich architectural and historic heritage of Nebraska. The survey is conducted by researchers who drive every rural and urban public road in a county and record each property that meets certain historic requirements. Surveyors never enter private property

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without permission. In addition to this fieldwork, surveyors research the history of the area in order to better understand their subject. The NeHBS often includes thematic subjects that may be unique to a certain county such as an historic highway or type of industry.

The purpose of the NeHBS is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the wealth of historic properties in their community. Properties included in the survey have no use restrictions placed on them, nor does the survey require any level of maintenance or accessibility by property owners. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.

The NeHBS provides a basis for preservation and planning at all levels of government and for individual groups or citizens. Generally, the NeHBS includes properties that convey a sense of architectural significance. When possible and known, NeHBS also describes properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed “first look” at historic properties. Additionally, as the NeHBS is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. In short, the NeHBS is not an end in itself, but a beginning for public planners and individuals who value their community’s history.

For more information, please call the NeHBS Program Associate or the Survey Coordinator listed below.

### National Register of Historic Places

One of the goals of the NeHBS is to help identify properties that may be eligible for listing in the National Register. The National Register is our nation’s official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our

history or prehistory. These properties may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national levels.

Properties need not be as historic as Mount Vernon or architecturally spectacular as the Nebraska State Capitol to be listed in the National Register. Local properties that retain their physical integrity and convey local historic significance may also be listed.

It is important to note what listing a property in the National Register means or, perhaps more importantly, what it does not mean. The National Register does not:

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

Listing a property in the National Register does:

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



For more information, please call the National Register Coordinator listed below.

### Certified Local Governments

An important goal of the NeSHPO is to translate the federal preservation program, as embodied by the National Historic Preservation Act, to the local level. An important element of this goal is to help link local governments with a nationwide network of federal, state, and local organizations. One of the most effective tools for this purpose is the Certified Local Government (CLG) program. A CLG is a local government, either a county or municipality that has adopted preservation as a priority. To become a CLG, a local government must:

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

There are a number of advantages to achieving CLG status:

- A CLG is eligible to receive matching funds from the NeSHPO that are unavailable to non-CLGs.
- Contributing buildings within local landmark districts may be eligible for preservation tax incentives (see below), without being listed in the National Register.
- CLGs have an additional tool when considering planning, zoning, and land-use issues through their landmarking and survey programs.

- CLGs have the ability to monitor and preserve structures that reflect the community's heritage.

- CLGs have access to a nationwide information network of local, state, federal, and private preservation institutions.

- Finally, but not least, a CLG through its ordinance and commission has a built-in mechanism to promote pride in, and understanding of, a community's history.

Certification of a local government for CLG status comes from the NeSHPO and the National Park Service, and there are general rules to follow. A community considering CLG status, however, is given broad flexibility within those rules when structuring their CLG program. The emphasis of the CLG program is local management of historic properties with technical and economic assistance from the NeSHPO.

### Preservation Tax Incentives

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

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

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The tax incentive program in Nebraska has been responsible for:

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

Certification of the historic character of the income-producing property (usually by listing the property in the National Register) and certification of the historic rehabilitation is made by both the NeSHPO and the National Park Service. We strongly urge contacting the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office before initiating any activity for a project that anticipates the use of preservation tax incentives.

For more information, please call the Review and Preservation Services Program Associate listed below.

### Federal Project Review

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

identify historic properties in the project area; assess the effects a project may have on historic properties located in the project area; and develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects the project may have on historic properties.

For example, if the Federal Highway Administration (FHWA), through the Nebraska Department of Roads, contemplates construction of a new highway, FHWA must contact the NeSHPO for assistance in determining whether any sites or structures are listed in, or eligible for listing in, the National Register are located in the project area. If properties that meet this criteria are found, the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed in the National Register, only eligible. This process is to take place early enough in the planning process to allow for alternatives that would avoid adverse effects to historic properties; i.e., in the example above, the modification of a new highway's right-of-way could avoid an archaeological site or historic barn.

It is important to note that public participation in this process is vital. The Section 106 process requires the federal agency to seek views of the public and interested parties if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHBS, and the National Register, but often the most valuable information comes from comments provided by the public. Section 106 was included in the National Historic Preservation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an often unsympathetic bureaucratic system.

For more information about Section 106 review, please a member of the Federal Agency Review staff listed below.

### Public Outreach and Education

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spend considerable time conducting public meetings and workshops and disseminating information to the public.

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

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

For more information about the NeSHPO or the programs described above, please call (402) 471-4787 or 1-800-833-6747. Information is also available at the State Historical Society web page at [www.nebraskahistory.org](http://www.nebraskahistory.org).

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# Chapter 2

## Historic Overview

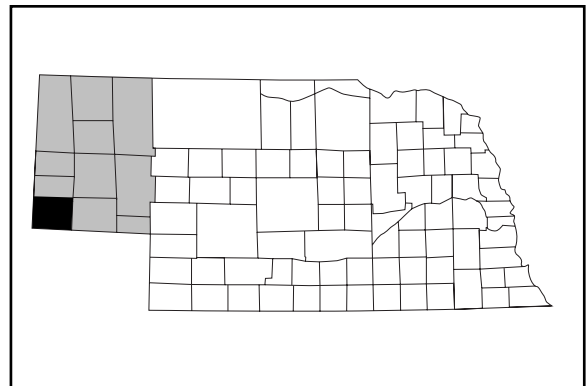
### Introduction

This historic overview provides a context in which to consider the various types of resources researched and documented in this survey. When possible, the overview presents information about specific buildings within the survey area. Within the overview, when a surveyed building is mentioned, its Nebraska Historic Buildings Survey (NeHBS) number follows its reference in the text, “KM01-001” for example. These site numbers begin with an abbreviation of the county, “KM” for Kimball, and a two-digit number referring to its location within the county. Each community has a number; for example, Bushnell is “01,” and rural sites are numbered “00.” The last three numbers refer to the specific building or structure.

### The Landscape and Environment of Nebraska’s Panhandle Region

The Nebraska Panhandle borders Colorado, Wyoming, and South Dakota, and covers almost 14,000 square miles. The Panhandle encompasses Banner, Box Butte, Cheyenne, Dawes, Deuel, Garden, Kimball, Morrill, Scotts Bluff, Sheridan, and Sioux counties. The landscape of the Panhandle is diverse, encompassing the westernmost portion of the sand hills, rolling hills, rocky outcroppings and large buttes, grasslands, and stands of trees. A wide

range in seasonal temperatures characterizes the climate of the region. Counties of the Panhandle hold the state record for least precipitation in a year, recorded at 7.70 inches in 1964, and for the state record for most snowfall in a year, 112 inches in 1973. Overall, a combination of lower-than-average precipitation and high elevation makes the Panhandle drier than other regions in the state.<sup>1</sup>



*Figure 1. Map Showing Kimball County and the Panhandle Region of Nebraska*

Nebraska gained statehood on March 1, 1867. Initially, Lyons County covered the entire area of the present Panhandle region. By 1875, the southern half of the Panhandle organized into Cheyenne County. Beginning in the 1880s, the northern Panhandle counties of Box Butte, Dawes, Sheridan, and Sioux were organized. To

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the south, Cheyenne County was divided to form Banner, Deuel, Kimball, and Scotts Bluff Counties in 1888. The remaining two counties, Garden and Morrill, were organized in 1909.<sup>2</sup>

During the mid-1800s, settlers moved westward along the Mormon and Oregon trails. These trails roughly followed the Platte River into the western United States through what is now the Nebraska Panhandle. Thousands of settlers traveling west ventured through the area during this period. The Panhandle contains many unique natural landforms that helped guide the pioneer's journey, including Chimney Rock, Jailhouse Rock, Smokestack Rock, and Scotts Bluff.

Three railroad companies - the Union Pacific (UP); the Fremont, Elkhorn & Missouri Valley (FE&MV), and the Chicago, Burlington & Quincy (CB&Q) - entered the Panhandle in the late 1800s. Settlement followed railroad construction across the state in the late 1800s, making western Nebraska - including the Panhandle - the last area of the state to be settled. Settlement of the Panhandle during the twentieth century has declined. Generally, rural residents consist of cattle ranchers and farmers raising sugar beets, wheat and other cereals and grains, and growing sunflowers; while residents of the urban centers engage in services that support agriculture, transportation, and trading.<sup>3</sup>

### Oil Industry

Reports of oil discovery and drilling attempts in the Panhandle date back to the late nineteenth and early twentieth centuries. These initial discoveries proved difficult to drill and pump due to the depth of the reserves. Early searches for oil began in 1889 near Crawford, in the northwest corner of the Panhandle, and later in 1903 near Chadron. In 1917, speculation continued when the Prairie Oil and Gas Corporation, operating out of Kansas, leased 40,000 acres in central Banner County, just north of Kimball County, for the right to search for oil and gas. Oil was first discovered in Banner County in 1919, when Standard Oil dug an exploratory well on John Kelly's ranch; however, the gas and oil deposits were too deep

to make it a successful commercial venture. The second unsuccessful attempt to find oil was made by the Nebraska Oil Company in 1946. In 1949, southeast of Gurley, Cheyenne County, oil production commenced, then in January 1951 on the old Prairie Oil and Gas acreage, a well began producing oil in Banner County. The discovery of oil created a booming oil business in the county. Since 1951, Banner County has produced over 73 million barrels of oil and 20 million cubic feet of natural gas. Production peaked in 1960 when Banner County wells produced over 7 million barrels of oil.<sup>4</sup>



*Oil well pump, KM00-060, in Kimball County*



*Oil storage and heating tanks, KM00-060, in Kimball County*

The first oil discovery in Kimball County occurred on S. E. Torgerson's farmstead 8 miles southwest of Kimball. An oil well was drilled south of Dix in 1955. Over 4,225 holes had been drilled in Kimball County by 1984, with 1,527 still pumping oil. Research did not reveal the number of oil wells operating in 2001. Numerous oil pumps and related resources,

installed during the 1950s and 1960s, are still visible in the countryside today. Oil-related resources include pumping units used to pump oil from the ground, small sheds to house the electrical and mechanical equipment, large cylindrical tanks to heat and separate the oil from water, and large storage tanks to store the oil.<sup>5</sup>

### Kimball County

Kimball County is located in the Panhandle of western Nebraska and covers 958 square miles. It shares a border to the west with Wyoming and to the south with Colorado. The landscape is primarily rolling hills with Lodgepole Creek bisecting the county from west to east. The highest point in Nebraska, Panorama Point, rising 5,424 feet above sea level, is located in the southwestern corner of Kimball County.<sup>6</sup>

Following the end of the Civil War, settlement in Nebraska dramatically increased as the federal government encouraged farmstead settlement through legislation such as the Homestead Act. Settlement in Kimball County followed the expansion of the UP Railroad as it pushed west across the state, ultimately reaching the Nebraska-Wyoming border in 1867. As the railroad extended westward, engineers placed stops every 8 to 12 miles to replenish engines with water needed for steam and to serve as shipping points. Initially, the stops served as water stops with a water tank and places for the construction crews to live while building and maintaining the railway. With land purchased for these stops, railroad companies often platted town sites, and constructed depots and houses for section foremen.

Area settlers officially established Kimball County on January 22, 1889. In 1900, 758 people lived in Kimball County. Early settlers in Kimball County included people from the eastern part of Nebraska, Illinois, and Iowa, as well as a small percentage of Swedes, Danes, and Germans from Russia. The Germans from Russia helped to establish the sugar beet industry in the county. The majority of settlers located in the communities of Kimball, Dix, Bushnell, or along Lodgepole Creek. In 1900 Kimball County listed 112 farms. During the

early twentieth century, farmers and ranchers in the county produced cereal, grain, hay, and raised cattle.<sup>7</sup>

Agriculture formed the foundation of the county's economy from early settlement through the present, with oil rights supplementing landowners' income after the 1950s. Ranchers began raising cattle in the region beginning in the late 1800s and livestock has remained an important industry since this time. Due to the dry climate of western Nebraska, however, farmers developed irrigation systems to aid in growing crops. Irrigation was first used in Kimball County when the Bay State Canal was constructed from the Little Lodgepole Creek in 1876, but remained limited in use until the early 1900s. The Kimball Irrigation District constructed the Oliver Reservoir and irrigation ditch system in 1911, serving 6,800 acres of land. The reservoir is located to the west of the city of Kimball along Highway 30.<sup>8</sup>

Patrick Maginnis operated the Maginnis Flume Factory, established c. 1902, in the city of Kimball. The factory constructed Maginnis'-patented Galvanized Steel Flume, which was used to deliver water through an irrigation system across western Nebraska. The Maginnis Irrigation Aqueduct (KM00-039, listed in the National Register in 1994), constructed in 1912, is one section of an elevated flume that delivered water from the Oliver Reservoir to Kimball County farmers until 1975. The section of aqueduct is located 5 miles west of Kimball to the south of Highway 30. Although remnants of earlier irrigation systems remain visible on the landscape, center-pivot irrigation is now the preferred irrigation method in Kimball County.<sup>9</sup>

By 1920, there were 456 farms in Kimball County and the population had reached 4,498. Revenue from cereals, predominately wheat, other grain crops, and cattle production was equal during the 1920s. A prosperous seed potato and sugar beet industry developed in the county as well. Other grain crops included corn, oats, barley, rye, and alfalfa. The population of Kimball County was 4,675 in 1930 and 4,283 in 1950. Between 1920 and 1950, the value of agricultural crops in Kimball County quadrupled, reaching \$5,403,918 in 1950 with a total of 452 farms.<sup>10</sup>

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### Missiles and the Military

Intercontinental Ballistics Missile sites (ICBMs) were constructed in western Nebraska during the early 1960s. In an attempt to strengthen national defense, six sites throughout the United States served as strategic locations for military bases to oversee the missile sites. The Department of Defense clustered hundreds of missile launch sites in the countryside centered on military bases located near Cheyenne, Wyoming; Grand Forks, North Dakota; Minot, North Dakota; Sedalia, Missouri; Rapid City, South Dakota; and Great Falls, Montana. Warren Air Force Base, located about 3 miles west of Cheyenne, Wyoming, was the base for the missile silos located in western Nebraska, Colorado, and Wyoming.

The D-, E-, and F-series Atlas Missiles were the first generation of ICBMs in Nebraska. The military introduced the Atlas D missile program to western Nebraska in early 1960 and installation work continued into 1963. The federal government constructed 200 missile-launching sites within a 100-mile area centered on the city of Kimball, Kimball County. Ninety of these 200 sites were located within the state of Nebraska; the remaining missile sites were located in Colorado and Wyoming.

The first installations of the Minuteman Missile system began in Kimball County in 1963. Development of the Minuteman Missile series began in 1958 and progressed rapidly. The Minuteman I became operational in late 1962, replacing the earlier Atlas Missile series. The Minuteman I used solid propellant rather than liquid fuels and was designed to be stored and launched from underground silos.<sup>11</sup>

The Minuteman I was replaced with the more advanced Minute Man II three years later. The Minuteman II incorporated an improved guidance system, a greater range and payload capacity, and an increased ability to survive a nuclear attack. The tri-state corner of Colorado, Wyoming and Nebraska received 200 Minuteman II Missiles, located at converted Minuteman I sites.<sup>12</sup>

The Minuteman III replaced the earlier models during the 1970s. The Minuteman III was the most advanced version of the solid-propellant series of weapons and had a greater range and larger nuclear payload than the earlier models. In western Nebraska, the military began replacing Minuteman II with updated Minuteman III Missiles around 1975. Eighty-two Minuteman III were located in the Nebraska Panhandle at converted Minuteman I and II sites – Banner County had 20, Kimball County had 25, and Cheyenne County had 37.<sup>13</sup>

In 1988, 50 Peacekeeper Missiles replaced Minuteman III Missiles in the Nebraska Panhandle. The Peacekeeper is the most powerful ICBM in the world; capable of delivering ten independently targeted warheads.<sup>14</sup>

Missile silo sites surrounded by chain-link fences are visible across the landscape of Kimball County. A hardened silo, 12 feet in diameter, located about 90 feet below the surface, deploys the missiles from the Minuteman III and Peacekeeper series. Two underground equipment rooms are located around the silo casing; each room extends 28 feet below the surface. Each launch area covers 2 to 3 acres. Twenty underground alert facilities connect the individual silos through a system of hardened cables.

Construction crews employed by the United States Air Force and the Boeing Company, responsible for missile construction, brought a financial boom to western Nebraska. The majority of workers in the Panhandle stayed in and around Kimball. Purchases in the local communities by construction companies and workers accounted for around \$200,000 a month. Preparation for the construction required upgrading of roads. Kimball County had 143.29 miles of road upgraded at a cost of \$1,018,294.<sup>15</sup>



### Community Development

The community of **Bushnell** began in 1867 as the last stop of the UP Railroad before it reached the Nebraska - Wyoming border. Residents named the community after Cornelius Scranton Bushnell, a member of the UP Railroad's board of directors. In 1880, a boxcar located to the south of the railroad tracks became the first railroad depot in Bushnell. Later residents established a post office in 1886. The first building in Bushnell was a general merchandise store constructed in 1887 by the postmaster, James Newell. Confusion over the names Bushnell and Rushville prompted the post office to replace Bushnell with the name Orkney, which was changed back to Bushnell in 1895.<sup>16</sup>

The population of Bushnell reached 137 by 1900 and the community began to grow in the early 1900s. In 1907 Bushnell built its own water tower, J. W. Bogle built a general store, and the UP Railroad Depot (KM01-015) was reportedly moved to Bushnell from Ridge, Wyoming. Duane Vavra purchased the historic depot in 1972 and moved it to a lot five blocks north of Highway 30 in the northwest corner of Bushnell. The Foster Lumber Company opened a yard c. 1909, and the Bushnell State Bank opened in 1910. In 1914 a Presbyterian church was built in Bushnell. Other churches in Bushnell constructed during the early twentieth century include the Calvary United Methodist Church (KM01-012) located on Third Street.<sup>17</sup>

By 1920, Bushnell claimed 321 residents and a multitude of businesses, including banks, general merchandise and specialty stores, a drugstore, the Farmers Union Cooperative Association Grain Elevator Complex (KM01-023), a cream station, a pool hall, restaurants, and the Reed Hotel (nonextant). The Farmers Union Cooperative Association also had an office and store in Bushnell that provided coal, oil, flour, and salt to area residents. The Lexington Mill and Elevator Company also operated a grain elevator at Bushnell during the early twentieth century.<sup>18</sup>

After reaching a high of 341 in 1930, Bushnell's population has gradually declined with 119 residents listed in 1990. Still, portions of Bushnell's historic commercial business area survive. The American State Bank Building (KM01-016, presently the Bushnell U.S. Post Office) was constructed c. 1923 and is located on Elm Street. The Bogle and Blanchard Building (KM01-002) is located on Birch Street. J. F. Bogle and son established a grocery market and butcher shop in Bushnell in 1924. The Sally Lou Art Shop (KM01-013, also called the Hammond's Shoe Shop Building) was constructed c. 1922 and is located on Second Street. Mrs. Salma Hammond operated the Sally Lou Art Shop beginning in 1922. The shop carried millinery and "dainty little things for women, many of them art objects."<sup>19</sup>

Originally named Bennett, the community of **Dix** also started as a stop along the UP Railroad, which had reached across Nebraska to the Wyoming border in 1867. The original settlement was just north of the railroad tracks. The settlement housed a depot and section house until Henry Vogler built a store in 1886. Homes were soon built in Dix by Swedes, Danes, and Germans from Russia. Early businesses included a lumberyard, post office, the Dix Mercantile Company, the Farmers Union and the present High Plains Coop. Grain Elevator (KM02-034). County residents considered Dix for the location of the Kimball County seat of government in 1889, but instead chose the city of Kimball. A drought, together with an economic depression in the 1890s, forced many residents to move away. By 1900, Dix again started to gain population.

Businesses in Dix relocated south of the railroad tracks when the Lincoln Highway passed through town c. 1913. The first businesses to build south of the tracks included a lumberyard, Gus Linn's hardware store, a blacksmith shop, a cheese factory, and the Halladay Windmill Agency. In addition, during the mid-1910s, Sid Torgeson built a gas station and William Belmore built a hotel. The Dix Motor Company developed to serve the needs of the locals and the tourists travelling along the Lincoln Highway, as did the Acheson Garage and hardware store, established in 1920.<sup>20</sup>

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The town constructed the Dix High School in 1919; later a gym was added to the building in 1953 and an elementary school section in 1960. The United Presbyterian Church (KM02-034) congregation dedicated their church on May 9, 1920.<sup>21</sup>

A theater was built in Dix around 1935. The first oil well in Dix was drilled just south of town in 1955. As oil prospects attracted new residents to the area, the population of Dix reached a high of 420 in 1960. As of 1988, Dix had a school, two churches, a post office, cafe, lumber yard (KM02-026, the James Building and Lumber Supply), gas station, telephone building, Legion Hall, community and fire hall, and the High Plains Coop. Grain Elevator Complex. Dix currently has less than 300 residents.<sup>22</sup>

**Jacinto** is also located along the route of the UP Railroad and Highway 30, formerly the route of the Lincoln Highway, located about 5 miles east of Dix. Jacinto was established c. 1867 as a stop along the railway. Residents established the Jacinto School District by 1890 and continued to operate a schoolhouse until it merged with the Dix School District in 1952. The school was located about 1/4-mile north of the Jacinto railroad stop. In 1923 the Jacinto School District constructed a new schoolhouse about 3/4-mile north of the site of the original school. Fifteen students attended the school in 1918, and eight students attended in 1925. A gas station (KM00-041) in Jacinto provided goods and services to travelers along the Lincoln Highway in the early part of the twentieth century. Today, a grain elevator complex located near the railroad, several houses, and the abandoned gas station building are all that remain in Jacinto.<sup>23</sup>

Originally named Antelopeville, **Kimball** changed its name to honor Thomas Lord Kimball, a manager and later vice president of the UP Railroad. The westward migration of settlers seeking land and the establishment of the Bay State Land and Cattle Company during the 1880s initially helped the settlement grow in size and population. Residents of Kimball officially incorporated as a village in 1889. By 1890, Kimball had a population of 250 people involved in cattle ranching, farming, and other business interests.<sup>24</sup>



*The Rodman House located along South Chestnut Street in Kimball, c. 1930, KM04-074 (KPL)*

By the end of the nineteenth century, Kimball consisted of four grocery stores, a confectionery and bakery, a drugstore, two hotels, a bank, a printing office, a blacksmith shop, two lumberyards, a barbershop and a saloon. Hotels located in Kimball included the two-story Hotel Martha, built in 1885, and the Kimball Hotel, built in 1887. Lodging was also available at the German House.<sup>25</sup>



*View of Kimball, c. 1905 (KPL)*

During the early part of the twentieth century, the community benefited from its location along the railroad and from wheat and corn production in the surrounding countryside. In 1900, 378 people resided in the village of Kimball. Kimball developed a busy business district surrounding South Chestnut Street to provide services to area residents and rural farmers. By early 1900, the New Central Hotel and the Whitman House along Chestnut Street, and the Sherman House and the Marshall Hotel, two-story frame buildings located along Front Street, offered lodging for travelers.<sup>26</sup>

### The Bay State Land and Cattle Company

The Bay State Land and Cattle Company, with its first headquarters north of Kimball, was among the largest commercial ranches in western Nebraska. Capital from Scotland, England, and New England was used to finance the venture. The main ranch operated from just outside the city of Kimball until around 1880. The company owned a massive herd of cattle that roamed in and around Kimball, Banner, and Scotts Bluff Counties, along the North Platte River, and west into Wyoming. Purchases made by the company in 1882 and 1884 gave it possession rights to much of Scotts Bluff County south of the North Platte River, much of Banner County, and the northern portion of Kimball County. In 1886, the company constructed a building (KM04-080) at the northwest corner of Front and Walnut Streets in Kimball to serve as its land office. Early telephone service was brought to the building by stringing a wire from the nearby UP Railroad Depot to the land office.

The company erected ranch buildings in northern Banner County along Pumpkin Creek using timber from the Wildcat Hills located along the Banner and Scotts Bluff County border. Known as the Pumpkin Creek Ranch, this location became the main ranch. The company erected a fence that ran north to another Bay State home ranch along the North Platte River, just west of the present site of Haig in Scotts Bluff County. Laws regulating cattle herding enacted in 1888 and the influx of homesteaders were detrimental to the survival of the company. After 1888, Bay State moved their cattle west into Wyoming in a drive of more than 20,000 cattle. The company sold their Nebraska property in 1890 and relocated to Wyoming. Later the company faced financial failure and dissolved its holdings in 1896.

— Adapted from Banner County Historical Society, *Banner County and Its People*, vol. 1 (Harrisburg, Nebr.: Banner County Historical Society, 1982).

During the 1910s, with a rise in ownership and use of the automobile, the Lincoln Highway was established from New York to California, passing through Nebraska. The Lincoln Highway route passed through the village of

Kimball, c. 1913. Area businesses provided travelers with a needed stop between Ogallala and Denver. Lincoln Highway-related resources in Kimball include gas stations, motels, and auto services. Lincoln Highway-related resources in the city of Kimball include a former service station (KM04-159), former automobile showroom (KM04-065), and the Dyer-Storer Chevrolet Building (KM04-137) located along Third Street.



*Kimball residents standing next to the Lincoln Highway, 1913 (KPL)*

The Kimball Creamery also made cheese and provided the dairy needs for Kimball and the surrounding countryside. The Kimball Creamery operated from a one-story brick building on Second Street. The owner, S. Sorenson, constructed a bungalow located along South Chestnut Street (KM04-001) in 1917.<sup>27</sup>



*Kimball Creamery, 1915 (KPL)*

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### Lincoln Highway

Initially the UP Railroad was essential to the settlement of Kimball County. Beginning in the early 1900s, the automobile began to play an increasingly important role in the development of the county as well. The Lincoln Highway was established as America's first transcontinental highway, stretching from New York to San Francisco. The Lincoln Highway brought increased trade and tourism to communities along the route. In Kimball County, the highway connected Bushnell, Dix, Jacinto, and Kimball to other communities along the route. The highway traveled along much of the present Highway 30 but had other alignments. Portions of the old Lincoln Highway are still visible in the countryside today.

Because the new transcontinental highway provided better access to the communities in Kimball County, local business such as garages, hotels, motels, and eateries, benefited by offering goods and services to travelers and tourists traversing the route.

During 2001-2002 Mead & Hunt conducted a statewide survey of Nebraska's historic highways for the NeSHPO. The survey included the Lincoln Highway in Kimball County. For information on the history of highway development, the properties surveyed or recommended for potential listing in the National Register along the Lincoln Highway contact the NeSHPO.

High commodity prices during and following World War I benefited wheat farmers in Kimball County. Area businessman Frank H. Cunningham constructed the Wheat Growers Hotel (KM04-068) in 1918 from profits he made during the boom in wheat prices around World War I. By 1920, the population of Kimball reached 1,620. Kimball elected its first mayor in 1922.<sup>28</sup>

With the discovery of oil and the installation of missiles by the United States government, the city of Kimball expanded during the 1950s and 1960s. Oil was successfully drilled in Kimball County in 1951 and as many as 28 oil producers operated in Kimball during the

ensuing oil boom. Long-range missiles were first installed in the county in 1960, with a total of 90 Minute Man launch sites constructed by 1963. Both oil and missiles brought new residents, and the population of the city of Kimball grew from 2,048 in 1950 to 4,348 in 1960.<sup>29</sup>



*Wheat Growers Hotel located in Kimball, c. 1980, KM04-068 - listed in the National Register*

Kimball features a number of homes and businesses constructed in the early part of the twentieth century. Notable homes in Kimball include the Judge Henry Vogler house (KM04-049) located on Myrtle Street and the W.S. Rodman house (KM04-074) and the S. Sorenson house (KM04-001), both on South Chestnut Street. Constructed in 1917, the Maginnis Building housed the 30-room Maginnis Hotel on the second floor (KM04-123). The owner of the Maginnis Hotel Building was Patrick Maginnis, who owned and operated the Maginnis Flume Factory (nonextant) that constructed the parts for the Maginnis Flume (KM00-039, listed in the National Register in 1994). Another early hotel building remaining in Kimball is the 1918 Wheat Growers Hotel (KM04-068) located on South Oak Street. The Kimball County Courthouse (KM04-070, listed in the National Register in 1990) was completed in Kimball in 1928.<sup>30</sup>

The Wheat Growers Hotel was nominated to the National Register in 2002. The Wheat Growers Hotel is a good example of twentieth century hotel architecture and added to the commercial

development of Kimball. The Wheat Growers Hotel was listed in the National Register in 2002.



Craftsman house located along Webster Street in Kimball, c. 1930, KM04-001 (KPL)

### Notes

<sup>1</sup> Bill Sesow and Susan Wunder, *Journey Through Nebraska* (n.p.: Instructional Materials Council, 1997), 316, 317.

<sup>2</sup> Asha B. Wood, *Pioneer Tales of the North Platte Valley and the Nebraska Panhandle* (Gering, Nebr.: Courier Press, 1938), 165; Jane Graff, *Nebraska Our Towns . . . The Panhandle* (Seward, Nebr.: Second Century Publications, 1988), 13.

<sup>3</sup> Wood, 157, 258. The Chicago & North Western Railroad purchased the FE&MV Railroad in 1903; Dorothy W. Creigh, *Nebraska: A Bicentennial History* (New York: W.W. Norton and Company, 1977), 146.

<sup>4</sup> Banner County Historical Society, *Banner County and Its People*, vol. 1 (Harrisburg, Nebr.: Banner County Historical Society, 1982), 226; "Oil discovery changed landscape and town," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, vol. 101, no. 1, p. 38.

<sup>5</sup> "Oil discovery changed landscape and town," p. 38

<sup>6</sup> Sesow and Wunder, 317.

<sup>7</sup> Plains Genealogical Society of Kimball County, ed., *Kimball County, Nebraska, 100*

*Years, 1888-1988* (Dallas, Tex.: Curtis Media Corporation, 1988), 4, 8; Grant L. Schumway, ed., *History of Western Nebraska and its People*, vol. II (Lincoln, Nebr.: The Western Publishing and Engraving Company, 1921), 302, 303; Inter-University Consortium for Political and Social Research (ICPSR), "1900-1920 County Level Census Data," United States Historical Census Browser, 24 March 1998, <<http://fisher.lib.virginia.edu/cgi-local/censusbin/census//cen.pl>> (7 March 2002).

<sup>8</sup> Greg Miller, "Maginnis Irrigation Aqueduct," National Register of Historic Places Nomination, 1994, sec. 8, p. 2. Located at the Nebraska State Historical Society; "Kimball Irrigation District is economical water proposition," *Western Nebraska Observer* (Kimball), Winter 1928-29, vol. 44, no. 23, p. 24.

<sup>9</sup> Miller.

<sup>10</sup> "15 to '24: Growth was slow, but steady" *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 54; "Kimball County, Nebraska," *Western Nebraska Observer* (Kimball), Winter 1928-29, p.2; ICPSR.

<sup>11</sup> "Boeing LGM-30A 'Minute Man I,'" *United States Air Force Museum*, 2002, <<http://www.wpafb.af.mil/museum/outdoor/od6.htm>> (9 April 2002).

<sup>12</sup> "LGM-30F Minuteman II," *Federation of American Scientists*, 10 June 1998, <[http://www.fas.org/nuke/guide/usa/icbm/lgm-30\\_2.htm](http://www.fas.org/nuke/guide/usa/icbm/lgm-30_2.htm)> (9 April 2002).

<sup>13</sup> Boeing LGM-30G 'Minuteman III,'" *United States Air Force Museum*, 2002, <<http://www.wpafb.af.mil/museum/outdoor/od5.htm>> (9 April 2002).

<sup>14</sup> "90th Space Wing Fact Sheet," *Francis E. Warren Air Force Base*, 6 November 2001, <<http://www.warren.af.mil/Fact%20Sheets/wingfact.html>> (9 April 2002).

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<sup>15</sup> Tim Smith, "Missile Center – USA ... Kimball Boom in 60s," *The Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 172-177; Banner County Historical Society, 44.

<sup>16</sup> "Bushnell springs from rail station," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 184-188; Plains Genealogical Society of Kimball County, ed., 86-87.

<sup>17</sup> Graff, 70; Kimball County site files located at the Nebraska State Historic Preservation Office; Salma Hammond, "Bushnell — Kimball County," n.d., <<http://www.casde.unl.edu/history/counties/kimball/bushnell/bushnell.htm>> (30 May 2001); "Bushnell springs from rail station," p. 185-187.

<sup>18</sup> Graff, 70; Hammond; Nebraska Natural Resources Commission, "Population of Nebraska Cities and Towns: 1860 to 1990," n.d., <<http://www.nrc.state.ne.us/data/state/cency.txt>> (21 December 1999); "Farmers elevator dealers in coal and shippers of grain," *Western Nebraska Observer* (Kimball), Winter 1928-29, p. 14; Lexington Mill and Elevator Company," *Western Nebraska Observer* (Kimball), Winter 1928-29, p. 15.

<sup>19</sup> Nebraska Natural Resources Commission ; "Bogle and Son store and market Bushnell's leading market," *Western Nebraska Observer* (Kimball), Winter 1928-29, p. 15; "Sally Lou Shop popular place with particular women of county," *Western Nebraska Observer* (Kimball), Winter 1928-29, p. 15.

<sup>20</sup> "Dix growth began with Henry Vogler's arrival," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 77; Graff, 71-72; "Dix Motor Company dealers in farming machinery and autos," *Western Nebraska Observer* (Kimball), Winter 1928-29, p. 13, 18.

<sup>21</sup> Llera Nott, "Dix — Kimball County," n.d., <<http://casde.unl.edu/history/counties/kimball/dix/dix.htm>> (30 May 2001); Schumway, ed., 332.

<sup>22</sup> Graff, 72; Nott.

<sup>23</sup> Plains Genealogical Society of Kimball County, ed., 34-35.

<sup>24</sup> "History of Kimball," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 4-6; Plains Genealogical Society of Kimball County, ed., 6; Plains Genealogical Society of Kimball County, 4, 8; Nebraska State Gazetteer, *Business and Farmers List for 1890-91* (Omaha, Nebr.: J. M. Wolfe & Co., 1890), 253.

<sup>25</sup> "History of Kimball," p. 5-7, 9.

<sup>26</sup> Plains Genealogical Society of Kimball County, ed., 14; Schumway, ed., 303; "Kimball moves into the Twentieth Century," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 20.

<sup>27</sup> "Kimball creamery and cheese factory is growing business in the county," *Western Nebraska Observer* (Kimball), Centennial Edition, Winter 1928-29, p. 3.

<sup>28</sup> "'15 to '24: Growth was slow, but steady" p. 54; Graff, 65; "Nebraska Laws Pertaining to Libraries & Library Operations," Nebraska Statutes: Cities of the Second Class and Villages, n.d., <<http://www.nlc.state.ne.us/libdev/liblaws/17-100s.html>> (28 January 2002).

<sup>29</sup> Graff, 66; Nebraska Natural Resources Commission.

<sup>30</sup> Miller, sec. 8, p. 2; Barbara Beving Long, "Kimball County Courthouse," National Register of Historic Places Nomination, 1990, sec. 7, p. 1.

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# Chapter 3

## Survey Results

### Research Design

#### Objectives

The Nebraska State Historical Society (NSHS) retained Mead & Hunt to identify and document significant historic, architectural, and landscape resources within Kimball County. Architectural historians from Mead & Hunt conducted the Nebraska Historic Buildings Survey (NeHBS) in the fall of 2001. The survey builds upon the previous survey efforts undertaken by NSHS. The survey verified the location and evaluated the current status of resources previously surveyed and identified additional resources that qualify for inclusion in the NeHBS. Mead & Hunt's survey team examined the integrity and significance of each previously identified and newly identified historic resource and its potential eligibility for listing in the National Register of Historic Places (National Register). The survey team also reviewed resources collectively to determine their potential to contribute to a National Register Historic District.

#### Methodology

##### *Survey Area*

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

Properties located a considerable distance from the public right-of-way were not included in the survey.

##### *Background Research*

Before beginning fieldwork, architectural historians from Mead & Hunt investigated published information about the history, culture, and settlement of Kimball County and its communities at the following repositories: Nebraska State Historical Society Library, Kimball Public Library's Area History and Genealogy Collection, the Plains Historical Society, and the Nebraska State Historic Preservation Office (NeSHPO).

Mead & Hunt collected information on previously surveyed properties and properties listed in the National Register. NeSHPO staff and the Mead & Hunt survey team participated in a public meeting in the city of Kimball to provide local residents with information about the survey. NeSHPO and Mead & Hunt staff encouraged residents to share information on local history and about sites that may gain significance for their association to historic events, or that were not visible from the public right-of-way.

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### *Field Survey*

During the field survey, architectural historians from Mead & Hunt drove all known public roads and streets to identify properties with historic and architectural significance. Properties that are included in the survey met the evaluation considerations outlined in the *NeHBS Manual* (July 9, 1997). Generally, the NeHBS uses the National Park Service guidelines, which state that a property must:

- Be at least 50 years old — Following NeHBS guidelines, Mead & Hunt included properties that fell a few years outside the 50-year mark if they were significant or unusual property types.
- Be in its original location — Generally, historical associations are absent when a property is moved from its original location, which reduces its significance.
- Retain its physical integrity — For a property to retain physical integrity, its present appearance must closely resemble its original appearance. Common alterations to buildings include the replacement of original materials with modern ones (such as new windows or porches), the construction of additions, and the installation of modern siding materials. Properties that display too many physical changes were excluded from the survey. Because urban residences are the most common resources within a building survey, we evaluated them using a strict integrity standard.

Following NeHBS guidelines, Mead & Hunt considered historic changes in siding materials. Historic siding materials include asphalt shingles and sheet rolls, and asbestos shingles that have been applied during the historic period of the property or more than 50 years ago. Generally, asphalt siding material was used prior to World War II and asbestos siding was popularized after World War II. Historic replacement siding on vernacular buildings (buildings with no distinctive architectural style) was found to be acceptable to qualify for inclusion in the survey if the building displayed no other alterations. However, properties that had an identifiable style with historic siding were not surveyed because the addition of the replacement siding has a greater effect and

diminishes the property's integrity. For more information on historic siding material, see *Glossary of Architectural Styles and Survey Terms*.

Generally, the survey team evaluated farmsteads, ranches, and complexes of agricultural buildings and structures as a whole. If the primary building(s) of the farmstead, ranch, or complex did not retain integrity, the associated buildings were not included in the survey. However, the survey team did make exceptions for outbuildings or structures that held significance collectively or individually, even if the residence, main barn, or outbuilding did not retain sufficient integrity to qualify the entire collection of buildings. The survey included abandoned properties that pre-date 1900, represent a rare or unusual property type, or exhibited regional construction methods or materials such as sod, stone, or log.

Mead & Hunt evaluated commercial buildings individually and as potential contributing components of a commercial historic district. In accordance with NeHBS guidelines, we acknowledged that the first-floor storefronts of multi-story commercial buildings are often modernized. An altered first-floor storefront alone did not eliminate a building from the survey. If a commercial building retained historic wall surfaces, cornices, and second-level window openings, it was generally included in the survey. Mead & Hunt closely evaluated concentrations of commercial buildings within Kimball County communities to determine the potential for a historic commercial district.

Mead & Hunt personnel documented properties according to the NeHBS manual's procedures and requirements. Architectural historians from Mead & Hunt recorded information gathered in the field into the NeHBS electronic database. Photographic documentation included two black-and-white photographs for each newly surveyed property, and color and digital pictures of potentially eligible properties and representative properties in Kimball County. During the evaluation, the survey team related properties to historic contexts and property types developed by the NeSHPO, and outlined in the NeHBS manual, and recorded all



surveyed property locations on a U.S. Geological Survey, county road, and/or city map and in the electronic database. All surveyed properties were evaluated for potential eligibility according to the National Register criteria listed below.

Additionally, as part of the 2001 NeHBS of Kimball County, Mead & Hunt conducted an intensive-level survey of portions of the historic commercial area in the city of Kimball. Architectural historians researched the history and development of the intensive-level commercial survey area, and of the city of Kimball and Kimball County, and identified historic themes in the city's commercial and industrial development. Mead & Hunt then identified properties related to these themes and documented the resources according to NeHBS manual procedures. For discussion of results and recommendations of the intensive-level survey, see *Chapter 4. Commercial and Industrial Development in the City of Kimball*.

### *Limitations and biases of the survey*

Architectural historians evaluated only those properties and resources identifiable from the public right-of-way and not obscured by foliage or other obstructions. The survey team made all possible attempts to view and assess these properties. Kimball County included agricultural properties set back from the public right-of-way a great distance precluding these resources from the survey.

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

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

To be listed in the National Register, a property's significance must be demonstrated by one or more of the following criteria established by the National Park Service:

- Criterion A – Association with events or activities that have made a significant contribution to the broad patterns of our history.

- Criterion B – Association with the lives of persons significant in our past.

- Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.

- Criterion D – Potential to provide important information about prehistory or history.

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

- Religious properties deriving significance from architectural or artistic distinction or historical importance.

- Moved properties that are significant for architectural value.

- Birthplaces or gravesites if there is no other appropriate site directly associated with a significant person's public life.

- Cemeteries that derive primary significance from graves of person's of transcendent importance, from age, or distinctive design features.

- Reconstructed buildings when built in a suitable environment.

- Commemorative properties with significant design, age, tradition, or symbolic value.

- Properties less than 50 years old that are of exceptional importance.

## Chapter 3. Survey Results

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Important in the determination of eligibility of a property is integrity. Integrity is defined as the ability of a property to convey its significance. A property's integrity must be evident through historic qualities, including:

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

The *Glossary of Architectural Styles and Survey Terms* further defines the seven elements of integrity.

This report highlights the results of the survey conducted during the fall of 2001, including recommendations for potential National Register eligibility and listing. Products submitted to NSHS include the survey report, black-and-white photograph contact sheets, negatives, color slides and digital images, maps, an electronic database of the surveyed properties, and research files.

### Survey Results

The 2001 NeHBS of Kimball County evaluated 334 properties. The survey team evaluated approximately 161 previously identified properties in the NeHBS, including five properties listed in the National Register. The previous countywide NeHBS was conducted in 1982. Mead & Hunt did not resurvey 65 previously identified properties

that exhibited poor integrity or were nonextant. In total, the survey team identified and documented 269 historic properties, including 173 new properties and 96 previously identified properties meeting NeHBS guidelines for historic integrity (see *Table 1. Numerical Summary of 2001 Reconnaissance Survey Results*).

### Illustrated Discussion of Significant Historic Contexts

The survey team identified properties that relate to historic contexts outlined by the NeSHPO in the *NeHBS Manual (July 9, 1997)*. Each historic context contains distinct property types and details the history of a particular theme as related to the state of Nebraska. In the survey area, we identified eight significant historic contexts that related to a number of associated properties included in the survey results and properties recommended as eligible for the National Register. The following discussion presents each of the historic contexts through an illustration of related properties identified in the reconnaissance survey. A list of potentially eligible properties listed by context can be found in *Chapter 5. Recommendations*.

#### *Agriculture*

The agriculture context combines property types related to food production, including crops and livestock. Within Kimball County, the survey primarily identified farmsteads and ranches associated with this theme. Historic resources found on farmsteads and ranches typically include a main house flanked by barns and smaller outbuildings, grain bins, machine

**Table 1. Numerical Summary of 2001 Reconnaissance Survey Results**

Total number of historic properties evaluated	334
Previously identified historic properties	161
Previously identified historic properties that lost historic integrity	65
Previously identified historic properties with historic integrity	96
Newly identified properties with historic integrity	173
<b>Total number of properties identified in 2001 NeHBS</b>	<b>269</b>

sheds, garages, chicken coops, and windmills. However, with the introduction of modern farming practices, modern outbuildings and utility buildings are often constructed of metal and were commonly found in agricultural complexes. Many of the ranches in Kimball County are located a considerable distance from the public right-of-way which hindered the ability to survey and evaluate these resources. The barn located on the Nelson Farmstead (KM00-011) near Dix is an example of an agricultural property. The farmstead also contains a stone building and a house.



*Gambrel roof barn located on farmstead near Bushnell, KM00-066*



*Stone building and gambrel roof barn located on the Nelson Farmstead, KM00-011*

### Commerce

The historic context of commerce is concerned with the buying and selling of commodities, which are transported from one place to another. Associated property types include various types of stores providing products or services. Historic commercial buildings are

commonly one- or two-stories in height and constructed of brick. Commercial properties are often located along a central business district, usually on and surrounding the community's main street. Commercial buildings frequently display a vernacular form referred to as Commercial Vernacular style. Commercial Vernacular often includes elements of architectural styles such as Italianate and Neoclassical Revival. The Wheat Growers Hotel (KM04-068) is an example of a commercial building in the city of Kimball that was listed in National Register in 2002. The frame commercial building (KM01-014) located along Second Street in Bushnell is an example of an earlier commercial building with a boomtown facade.



*Wheat Growers Hotel in Kimball, KM04-068*



*Commercial building in Bushnell, KM01-014*

Grain elevators are commonly found in rural areas and small towns, often along railroad tracks, and are included under the historic theme of Commerce. The High Plains Coop. Grain Elevator (KM02-034) located in Dix is an example of a grain elevator.

## Chapter 3. Survey Results

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*High Plains Coop. Grain Elevator in Dix, KM02-034*

As part of the survey of Kimball County, an intensive-level survey was conducted for the historic commercial area in the city of Kimball. For further discussion of commercial development and properties included in the intensive-level survey, see *Chapter 4. Commercial and Industrial Development in the City of Kimball.*

### *Education*



*Schoolhouse near Kimball, KM00-068*

The education context relates to the processes of teaching and learning. The reconnaissance survey identified public schools and related property types. Schools were typically one story, frame or brick buildings. Rural schools were often simple frame front gable roof

buildings with few architectural details. An example of an educational building documented during the survey is a schoolhouse (KM00-068) located near the city of Kimball.

### *Government*

The historic context of government pertains to properties that relate to the act or process of governing at the federal, state, or local level. The Kimball City Hall and Fire Station (KM04-075), located along South Chestnut Street in Kimball is an example of a government-related property.



*Kimball City Hall and Fire Station located on South Chestnut Street in Kimball, KM04-075*

### *Religion*

The historic context of religion relates to the institutionalized belief in, and practices of, faith. Related property types identified during the reconnaissance survey include churches, cemeteries, and clergy residences. The churches identified in the survey were typically of frame or brick construction and demonstrate elements of the Neo-Gothic, or Gothic Revival, style or were vernacular in form. Generally, religious properties are not eligible for inclusion in the National Register unless the property derives its primary significance from architectural distinction or historical importance. An example of a religious property recorded in the reconnaissance survey is the United Presbyterian Church (KM02-009) located along Myrtle Street in Dix, and St. Joseph's Church (KM04-151) located along South Howard Street in Kimball.



*United Presbyterian Church located along Myrtle Street in Dix, KM02-009*



*St. Joseph's Church located along South Howard Street in Kimball, KM04-151*



*Bushnell Water Tower, KM01-018*

### *Services*

The theme of services relates to properties that contain support facilities for an area, such as banking, public utilities, health care, and volunteer and charitable organizations. Related properties identified in the reconnaissance survey include the Bushnell Water Tower (KM01-018).

### *Settlement/Architecture*

The historic context of settlement pertains to the division, acquisition, and ownership of land. Houses are the primary property type associated with settlement in the survey area and represent the largest pool of buildings surveyed. Vernacular forms with some high-style architectural characteristics generally represent the residential properties within the survey area. (For definitions of architectural styles and terms, please refer to *Glossary of Architectural Styles and Survey Terms*).

Vernacular forms – consist of functional, often simplistic, buildings or structures. Vernacular buildings do not exhibit high-style architecture in their design and are most often designed and constructed by local builders, not by trained architects.

- The front gable is one of the most common forms identified in the survey and generally consists of a one- to two-story houses with the roof gable on the front facade.



*Front gable house located along Myrtle Street in Dix, KM02-012*

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*Front gable house located in rural Kimball County, KM00-098*

•Side gable houses were also commonly one- and two-stories with few architectural details.



*Abandoned farmstead house in rural Kimball County, KM00-012*



*Side gable house located along Myrtle Street in Dix, KM02-011*

•One-story hip roof and one-story cube houses were also common throughout Kimball County.



*Hip roof house located along Chestnut Street in Kimball, KM04-148*



*One-story cube house on farmstead located in rural Kimball County, KM00-059*

Examples of front and side gable houses were found throughout the survey area functioning as farmhouses and residences in communities. These houses commonly have a symmetrical fenestration pattern with modest architectural details. Most commonly displayed details include dormers and bay windows. Together, these forms represent much of the rural housing constructed by the ranch and farming community during the late nineteenth and early twentieth centuries.

Architectural Styles — Houses frequently exhibit a vernacular form with a mixture of elements borrowed from high-style architecture. Uses of architectural styles featured in Kimball County include:

•Craftsman and Craftsman-style bungalows dating from the early twentieth century. Houses constructed in this manner commonly exhibit steeply pitched or sweeping gable roofs with exposed rafters, one-and-one-half stories, and brick or stucco exterior. This form was a common building style during the 1920s and 1930s in both rural and urban houses.



*Craftsman house located along Webster Street in Kimball, KM04-096*



*Craftsman house located along Webster Street in Kimball, KM04-092*

•Tudor Revival characteristics, dating from the latter-half of the mid-twentieth century, include half-timbering, multi-gabled rooflines, decorative chimneys, and windows subdivided by a multitude of mullions. Residential buildings typically display balloon frame construction with a stucco or brick veneer.

•Neoclassical, dating from the late nineteenth-century through the twentieth century, includes gable roofs, large boxy massing, and a full-height porch supported by classical columns. Residential buildings typically display balloon frame construction and clapboard siding.

For an example of Neoclassical style architecture in Kimball County, see the Vogler House, KM04-049, in *Chapter 5. Recommendations*.



*Rodman House located along Chestnut Street in Kimball, KM04-074, an example of Tudor Revival recommended as potentially eligible for the National Register*

### *Transportation*

Transportation relates to the carrying, moving, or conveying of material and people from one place to another. Examples of associated property types include trails, roads, gas stations, bridges, railroad stations, depots, and airport terminals. An example of a transportation-related property is the Highway 71 Underpass (KM04-107), see *Chapter 5. Recommendations*.

In the early 1910s, the automobile began to play an increasingly important role in society. The Lincoln Highway was established as one of America's first transcontinental highways. The Lincoln Highway helped bring increased tourism and commerce for the communities along the route. In Kimball County, the highway roughly followed the present route of State Highway 30 and connected Jacinto, Dix, Kimball, and Bushnell to adjacent communities (for more information on the Lincoln Highway, see Chapter 2 and Chapter 4).

During 2001-2002, Mead & Hunt conducted a statewide survey of Nebraska's historic highways for the NeSHPO. The survey included the Lincoln Highway in Kimball County. For information on the history of highway development, the properties surveyed or

## Chapter 3. Survey Results

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recommended for potential listing in the National Register along the Lincoln Highway contact the NeSHPO.



*Gibson Ford Dealership located along South Chestnut Street in Kimball, KM04-138*



*Service station located along Highway 30, KM04-159*

## Numerical Summary of Survey Results

**Table 2. Numerical Summary of 2001 Reconnaissance Survey by Historic Context**

Historic Context	Properties Surveyed
Agriculture (Including farmsteads and rural residences)	49
Association	1
Commerce	27
Diversion	2
Education	6
Extractive Industries	1
Government	5
Religious	11
Services	5
Settlement	107
Transportation	55
<b>Total</b>	<b>269</b>

**Table 3. Numerical Summary of 2001 Reconnaissance Survey by Location**

Location	Properties Surveyed
Rural	84
Bushnell	24
Dix	26
Kimball	135
<b>Total</b>	<b>269</b>



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# Chapter 4

## Commercial and Industrial Development in the City of Kimball

### Introduction

An intensive-level survey of the downtown commercial area of the city of Kimball was undertaken as part of the 2001-2002 Nebraska Historic Buildings Survey (NeHBS) of Kimball County. The Kimball commercial area consists of eight full city blocks. The boundaries span from South Howard Street in the west to South Oak Street in the east, and from Third Street in the south to First Street in the north, including the Union Pacific Railroad (UP) tracks, the Highway 71 Underpass (KM04-107), and the UP Depot (KM04-083) lying parallel to First Street. This area encompasses the historic extent of Kimball's downtown commercial and industrial core during the late nineteenth and early twentieth centuries. The highest concentration of commercial buildings occurs along the east and west sides of South Chestnut Street from First to Third Streets and along the north and south sides of Second Street from South Webster to South Walnut Streets.

This chapter provides an in-depth historical and architectural analysis of the historic commercial and industrial resources identified within the historic commercial area in city of Kimball, as outlined above. When possible references to specific buildings and structures within the intensive-level survey area included in the NeHBS of Kimball County are included, followed by their NeHBS site number. The chapter ends with recommendations for

properties potentially eligible for the National Register of Historic Places (National Register) within the intensive survey area.

### Early Development

The development of Kimball's commercial area is tied to the county's agricultural production and the presence of the UP Railroad. Historically, businesses within the commercial area developed to provide agricultural-related services and products to area farmers, and goods and services to travelers passing through Kimball by rail or automobile. Later, after 1950, the oil industry, the installation of nuclear missiles and the construction of Interstate 80 further affected the development of the historic business area in Kimball.



*Union Pacific locomotive in Kimball, c. 1915 (PHS)*

## Chapter 4. Commercial and Industrial Development in the City of Kimball

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The city of Kimball owes much of its early commercial growth to the UP Railroad line, which passed through Kimball in 1867. Kimball began as a railroad stop with just a few scattered railroad-related buildings. Due to Kimball's location along the UP, the Bay State Cattle Company located its ranch just north of town around 1880. The company's cattle herd roamed between Kimball County and the North Platte River and west into Wyoming, and numbered into the tens of thousands. Bay State cattle were shipped to destinations in the east from Kimball on the UP. Due to changes in the cattle ranching industry, the company sold its holdings in Kimball County and moved its herds west into Wyoming for a short time, before coming to an end in 1896.<sup>1</sup> For more information of the Bay State Cattle Company see Chapter 2.

The UP Railroad along First Street provided area farmers and ranchers with a shipping point for agricultural goods produced in surrounding Kimball County. Kimball's economy historically has had strong ties to the agricultural production of the county, which included grain crops and cattle ranching. Commonly associated resources used for processing agricultural goods include stockyards and grain elevators considered under the NeHBS historic contexts of commerce and the processing industry. One resource, the UP Depot (KM04-083), was identified within the intensive-level survey area. While included in the NeHBS for its significance as a depot, the UP Depot has portions of a grain elevator complex attached to the building around 1955. As such, the depot building was also considered under the NeHBS historic context of Industrial Processing for its function as a grain elevator.

By 1890, Kimball had a population of 250 people deriving their income from cattle ranching, farming, service businesses, and land speculation. As Kimball grew in the late nineteenth century, a commercial area developed around the UP Depot (KM04-083). The commercial area provided goods and services to residents of Kimball, surrounding communities, county farmers, and to workers and travelers coming into town by rail.<sup>2</sup>

Initial development in the Kimball commercial area occurred along First Street (then called Front Street) and South Chestnut Street. The first buildings in the area were primarily wood frame buildings of one or two stories. By the end of the nineteenth century, the Kimball commercial area consisted of four dry goods and grocery stores, a confectionary and bakery, a drug store, two hotels, a bank, a printing office, a blacksmith shop, two lumberyards, a barbershop, and a saloon. The 1904 Fraternal Hall (KM04-006, listed in the National Register in 1983) and the 1894 Stone Store (KM04-007, listed in the National Register in 1983) represent buildings in the Kimball commercial area from its early development.<sup>3</sup>



*South Chestnut Street between First and Second Streets after sleet storm, 1906 (PHS)*

During the early part of the twentieth century, the community continued to benefit from its location along the UP railroad line. The UP laid a second set of tracks through Kimball in 1913, which increased the level of commerce and trade and the number of travelers to the community. Agricultural products shipped from Kimball on the railroad during early twentieth century included wheat, seed potatoes, sugar beets, and beef cattle; industrial products included the Galvanized Steel Flumes produced by the Maginnis Flume Factory. Early industrial businesses were housed in one- and two-story frame buildings – few industrial or commercial warehouse buildings from this era survive in Kimball's intensive-level survey area. The city of Kimball's population in 1910 was 454, and grew to 1,600 by 1920.<sup>4</sup>

## Chapter 4. Commercial and Industrial Development in the City of Kimball

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### The Influence of Transportation

Around the time that the UP expanded its tracks, c. 1913, the Lincoln Highway route was established through Kimball providing travelers with a needed stop between Ogallala and Cheyenne, Wyoming. The Lincoln Highway route followed Third Street along the southern boundary of the Kimball commercial area. There were other routes of the Lincoln Highway through the community over the years. In order to accommodate the increase of travelers through Kimball brought about by the expansion of the UP and the establishment of the Lincoln Highway, businesses that catered to travelers were established in increasing numbers.<sup>5</sup>

During the 1920s, Kimball hosted at least six service stations. Automobile related businesses, including service stations, motels, and diners, tended to locate along Third Street along route of the Lincoln Highway. Since the Kimball commercial area is located just north of Third Street, businesses in this area also benefitted from the increased automobile traffic. Examples of highway-related resources in the Kimball commercial area include an automobile dealership building (KM04-081) at the northwest corner of South Webster and Third Streets and Gibson's Ford Dealership (KM04-138) at the southwest corner of South Chestnut and First Streets, which had a capacity to store 55 cars.<sup>6</sup> For more information on the Lincoln Highway, see Chapter 2.



*Gibson's Ford Dealership, KM04-138, August 25, 1931 (KPL)*

The Farmers Paint and Oil Company Building located at the corner of First and Webster Streets was operated by a cooperative of farmers in the county, established c. 1925. The company offered oils, gasoline, and greases for agricultural machinery and had a gas station facing First Street to serve automobiles.<sup>7</sup>

By 1930, six automobile-related businesses provided services to travelers passing through Kimball along South Chestnut between Second and Third Streets. Businesses included garages, filling stations, and automobile and parts sales. The filling station (KM04-121) located at the corner of First Street and South Chestnut operated as the Continental Oil Company during the mid-thirties. Tucked within the automotive row was the c. 1925 City Hall and Fire Department Building (KM04-075), which housed the Kimball Public Library in the rear of the building.<sup>8</sup>

### Industrial Development and the Maginnis Flume Factory

Pat Maginnis arrived in Kimball on July 22, 1885, and opened the first blacksmith shop in Kimball. The shop was a small frame building with a gable roof and false front located on Webster Street between First and Second Streets. The enterprising blacksmith established a hardware merchandising business in 1887. Responding to the demand for irrigation systems, Maginnis began building flumes in the late 1890s. A flume is a type of raised aqueduct with an inclined channel made of wood, metal, or concrete for transporting water to agricultural fields. After experimenting with different designs, Maginnis developed the Galvanized Steel Flume, which was patented on May 20, 1902. Sections of Maginnis' flume were assembled on wooden trestles to form a long aqueduct to deliver water to various locations.<sup>9</sup>

Shortly thereafter, the Maginnis Flume Factory (nonextant) opened on the east side of South Chestnut Street between First and Second Streets. Electric lights were added to the factory in 1907, making work at night possible. Consequently, Maginnis was able to fill large orders and the factory was operating at capacity in the early part of the twentieth century. The

## Chapter 4. Commercial and Industrial Development in the City of Kimball

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factory first produced flumes for a number of projects in western Nebraska, including the flumes used for the Maginnis Irrigation Aqueducts (KM00-039, listed in the National Register in 1994), constructed between 1911 and 1912 by the Kimball Irrigation District. Flumes were later shipped to other states and abroad. One load of flumes, for example, was shipped from Kimball to Cuba in the early part of the twentieth century. Maginnis eventually sold his patent and closed the factory. Remnants of Maginnis Galvanized Steel Flumes and wooden support trestles are visible in Kimball County today.<sup>10</sup>

Maginnis continued to operate his hardware store. In 1917 with the completion of a brick building along South Chestnut, the store moved to the Maginnis Building (KM04-123). The hardware store occupied first floor of the building and the Maginnis Hotel was located on the second level.<sup>11</sup>



West side of Chestnut Street between Second and Third Streets, 1925 (PHS)

The 1920s were a time of general prosperity for Kimball. In 1927, for example, the three grain elevators shipped \$3 million of wheat to market. Lumber companies were also present among Kimball's industrial concerns. Lumberyards reported record sales during the late 1920s due to increased construction in the Kimball commercial area.<sup>12</sup>

Along the UP Railroad, grain elevators and feed mills operated to the north of the commercial area. These industrial and processing buildings were an important component of Kimball's continued development. The economy of

Kimball before the discovery of oil was dependent on the productivity of the surrounding countryside.

### Oil Industry

The city of Kimball expanded during the 1950s due to the discovery of oil. After three unsuccessful attempts, oil was struck on June 27, 1951, at S. E. Torgeson's farm about 8 miles southwest of Kimball. This first successful commercial well was just the beginning, and as many as 28 oil producers operated in Kimball during the ensuing oil boom. In 1954 oil wells began to appear in the city of Kimball. Kimball's economy grew as revenue from oil located under streets and alleys went directly into city coffers. City property owners also received oil royalties according to the size of their lot. Oil revenue facilitated improvements to branches of government, libraries, schools, power plant generators, and business owners updated and remodeled several store fronts in Kimball's commercial area. Oil is no longer produced in the city of Kimball, but industrial buildings continue to serve the oil industry in rural Kimball County. For more information on the oil industry in Kimball County, see *Chapter 2, Historic Overview*.

— Jane Graff, *Nebraska Our Towns . . . The Panhandle* (Seward, Nebr.: Second Century Publications, 1988), 66; Plains Genealogical Society of Kimball County, ed., *Kimball County, Nebraska, 100 Years, 1888-1988* (Dallas, Tex.: Curtis Media Corporation, 1988), 26; "Oil discovery changed landscape and town," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 38-39.

The city of Kimball expanded during the 1950s and 1960s due to the commercial production of oil and the installation of nuclear missiles by the United States government. Missiles and oil attracted new residents and the population of the city of Kimball grew from 2,048 in 1950 to 4,348 in 1960. Oil was successfully drilled in Kimball County in 1951, and as many as 28 oil producers operated in Kimball during the ensuing oil boom. The Petroleum Building (KM04-102) is an oil-related resource in the Kimball commercial area.

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The United States government first installed intercontinental ballistic missiles in Kimball County in 1960, with a total of 90 Minute Man launch sites constructed by 1963. A Titan I Missile in Gotte Park and a residence constructed from an Atlas Missile launch site bear witness to the lasting influence of missiles in and around Kimball.<sup>13</sup> For further information on the role of the United States government and missile site construction in Kimball County, see Chapter 2.

### Commercial Development

The commercial core of Kimball developed during the late nineteenth and early twentieth century, and extended north from the tracks along South Chestnut Street, spreading east and west along First, Second, and Third Streets. Generally, industry development remained clustered in the area immediately adjacent to the railroad tracks. Early construction methods included one- and two-story frame clapboard buildings often with boomtown facades. During the early twentieth century, rather than wood frame and clapboard, commercial buildings were commonly constructed of less fire prone materials such as brick, concrete block, and stone. Few nineteenth century buildings survive in Kimball's commercial area.

The commercial area expanded rapidly during the 1910s and 1920s due to the activities associated with the railroad and the Lincoln Highway, and a good economy for agricultural goods. Many of the businesses historically located in the commercial area were constructed during this time of prosperity and catered to the traveling public. Several hotels were established in Kimball, while other businesses offered goods and services needed by local residents.

The two-story, brick Kimball Club Market and Grocery Building (KM04-077) constructed c.1915, was located along the west side of South Chestnut Street and included a bakery. Adjacent to this building, to the south, stands the 1917 Maginnis Building (KM04-123). On the east side of South Chestnut Street, at the intersection of Second Street stands the Bank of

Kimball, constructed c. 1915. The building also housed the offices of the Kimball Realty Company, which was established in 1924 by local businessmen. Currently, the entire north and west elevations are covered in a modern metal facade that covers the early twentieth century details of the building.<sup>14</sup>



*View of commercial development along First Street looking south, c. 1900 (PHS)*



*South Chestnut Street looking north, 1925 (KPL)*

Also on South Chestnut Street stands the Isaac Rousch Building (KM04-016) that housed the former Kimball Clothing Company. The c. 1915, two-story building is constructed of brick in the Commercial Vernacular style with a decorative cornice with modern alterations. The Kimball Clothing Store was a community staple during the early half of the twentieth century.<sup>15</sup>

The American State Bank operated from the Rodman Building (KM04-076) and was constructed in 1918. The building is located on the northeast corner of the intersection of South Chestnut and Second Streets. The bank housed the Rodman Mortgage Company, which

## Chapter 4. Commercial and Industrial Development in the City of Kimball

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dealt in farm loans and real estate to area residents. W.S. Rodman was president of the American State Bank and active in real estate and building in the city of Kimball. By 1929, W.S. Rodman is attributed with purchasing and building \$200,000 worth of homes and businesses in Kimball. R.V. Rodman served as vice president of the American State Bank and W.M. Rodman worked as a cashier.<sup>16</sup>



*Kimball Clothing Company, 1932 (PHS)*

Other notable businesses and buildings located off South Chestnut Street, included the two-story Brown Hotel (nonextant) and the Burwell Funeral Home Building (KM04-009). Located at 203 Webster Street, the Burwell Funeral Home is a one-story building with a stucco exterior with Spanish Colonial Revival style influences. A. and E. M. Burwell operated the mortuary along with a furniture store beginning c.1926. Later the building operated as a photography store. The Kimball U.S. Post Office building stands along Second Street near the corner of Walnut Street. Smaller service buildings such as metal shops, farm implement and part dealers, plumbing, and oil wholesale companies occupied small buildings.<sup>17</sup>

The Great Depression of the 1930s limited economic growth and curtailed construction of new buildings in the Kimball commercial area. It also caused unemployment in Kimball and Kimball County and hard times for Kimball County farmers. In 1938, for example, 141 people in Kimball County were unemployed. Another 336 people were employed by the Works Progress Administration (WPA), and 356 people were employed part-time. During the 1930s, the population of Kimball County fell from 4,675 in 1930 to 3,913 in 1940. The

population of Kimball remained relatively unchanged with a population of 1,711 in 1930 and 1,725 in 1940.<sup>18</sup>

During the onset of the Depression both state banks became associated with national banking. The American State Bank changed to the American National Bank and the Bank of Kimball changed to the Kimball National Bank in 1929. With additional economic pressure mounting, the two banks merged in 1931. Located to the south of the Fraternal Hall, the Darling Hotel was housed in the second level of two adjacent commercial buildings (KM04-005) in 1931.<sup>19</sup>



*Bank of Kimball, southeast corner of South Chestnut and Second Street, c. 1925 (PHS)*

While the Depression limited economic growth, in 1937, Kimball's economy was able to support four hotels: the Brown Hotel, the Maginnis Hotel, the Murray Hotel, and the Wheat Growers Hotel (KM04-068, listed in the National Register in 2002). The Maginnis Hotel was located in the upper floor of the Maginnis Building (KM04-123), which featured commercial space on the first floor. Although these four hotels are not in operation today, historically they would have provided services to travelers and visitors to the area and would have served as gathering places for community activities.<sup>20</sup>

The city of Kimball continues to serve as the seat of county government, which has contributed to its economic stability. The commercial area still benefits from traffic along Highway 30 (formerly, the Lincoln Highway), despite a decline in auto-tourism after the construction of the interstate highway system in

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the early 1970s. Interstate 80 (I-80) generally follows the Platte River through Nebraska and passes just south of Kimball. When I-80 was completed in 1973, it diverted traffic that once passed through Kimball on Highway 30.

A handful of modern fast-food restaurants, hotels, motels, and gas stations and convenience stores are now found at the I-80 interchange south of Kimball. Today, Kimball is home to light industries and agricultural businesses, with many thriving businesses located in and around the historic commercial area.

### Architectural Character

Historically, a variety of businesses occupied the buildings in the commercial intensive area, creating a mix of architectural styles. This mix is a result of the variety of businesses, industries, and social groups that constructed buildings in the commercial area during the late nineteenth and twentieth centuries. This variety includes retail, service, and office space, a theater, an automobile showroom, a service station, two banks, hotels, restaurants, and railroad-related properties. The buildings range from one to three stories in height and are constructed primarily of brick and masonry.



*East side of 200 block South Chestnut Street in Kimball's commercial area*

The architectural styles found in Kimball's commercial area evolved as tastes and building styles changed through time. Consequently, the commercial area displays various architectural styles, including Neo-Classical Revival, Craftsman, Art Deco, Art Moderne, and

Commercial Vernacular. The following descriptions highlight individual buildings and structures within the commercial area that represent these architectural styles.

The 1894 Stone Store (KM04-007, listed in the National Register in 1983) and the 1904 Fraternal Hall (KM04-006, listed in the National Register in 1983) at the corner of South Chestnut and Second Streets, are two of the older buildings in the commercial area. The Fraternal Hall is a Neo-Classical Revival style building that features a clapboard exterior, dentils under the eaves of the front gable, and molded corner pilasters. The Fraternal Hall currently houses the Plains Historical Society museum and collections.



*West side of 100 block South Chestnut Street in Kimball's commercial area showing the Stone Store, KM04-007 (on left)*

Craftsman style details are featured on the former theater building (KM04-124) on the east side of South Chestnut Street between First and Second Streets. This c. 1925 one-story brick building has a set of three craftsman style windows with half timbering and stucco in a decorative arrow motif on either side of the building. The building is now used as commercial space.

The Art Moderne style has been applied to two buildings in the Kimball commercial area. The c. 1940 automobile dealership (KM04-081) at the northwest corner of South Webster and Third Streets features a rounded corner on the front facade and historically featured polychromatic brickwork. The commercial building (KM04-122), located on the south side of first

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street between South Chestnut and South Webster Streets, was constructed c. 1950 and features concrete pilasters with stucco applied to sections of the exterior.



*East side, 100 block of South Chestnut Street in Kimball's commercial area showing Rodman Building/American Bank, KM04-076 (far right)*

The Highway 71 Underpass (KM04-107) is located at the north end of Kimball's commercial area. This concrete structure was constructed in 1940 with Art Deco details for a cost of \$105,000 and featured a roadway for vehicular traffic and walkways for pedestrian traffic. The underpass was constructed to increase safety by diverting automobile traffic under the UP Railroad crossing.<sup>21</sup>

Commercial Vernacular style is the most prominent style found in the intensive survey area. These buildings are typically one- or two-stories in height and constructed of brick with limited architectural details. The City Hall and Fire Station (KM04-075), for example, is a one-story brick building featuring polychromatic brickwork, arched window hoods with keystones, and a brick cornice with corbelling. The Maginnis building (KM04-123) has decorative window hoods, a decorative brick cornice with corbelling, and pilasters located on the building's corners and between the second-story windows.

Kimball's commercial area continued to evolve following the growth of the 1920s and during the 1950s and 1960s. Continuing changes to the area include the remodeling of building facades, the demolition of buildings, and the construction of new buildings.

Many of the main facades, on both the storefront and the second level of several buildings in Kimball's commercial area, have undergone "facelifts" to modernize their appearance. Alterations within the historic period of a building can achieve importance as part of the building's evolution. Although these facelifts alter the historic appearance of the buildings, they can achieve significance in their own right by demonstrating the use of current architectural styles to "modernize" the store's appearance and attract customers. Unfortunately, many alterations made within the last 50 years can significantly diminish a building's historic integrity and are considered non-historic. Because buildings less than 50 years old are generally not eligible for the National Register, alterations and additions made within this time period diminish the building's historic integrity.

### Recommendations

As part of the Kimball County survey, the commercial area of Kimball was evaluated to determine its potential eligibility as a National Register Historic District. The Kimball commercial area encompasses eight full city blocks from South Howard Street in the west to South Oak Street in the east, and from Third Street in the south to First Street in the north, including the UP Railroad tracks and adjacent land between South Howard and South Oak Streets.

All resources within the eight city blocks of the Kimball commercial area were looked at in order to determine the collective historic and architectural significance of the area. The survey identified 28 resources within the area that were included in the NeHBS. Properties that were not surveyed did not meet the outlined survey methodology and did not have the potential to contribute to a historic district.

The commercial area was evaluated collectively for its potential for listing in the National Register as a historic district according to National Register criteria. The commercial area was evaluated by applying *Criterion A* of the National Register for its role in the commercial and economic development of Kimball County



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and the city of Kimball. The commercial area was also evaluated under *Criterion C* as representative examples of commercial buildings depicting a transition of architectural styles and construction methods during the late nineteenth and early twentieth centuries.

The National Register states that for an area to qualify as a historic district it must “possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” Collectively, the buildings in the Kimball commercial area have undergone a number of changes that diminish its visual continuity, historic character, and integrity as a whole. The diminished visual continuity and historic character stems from modern construction and significant alterations to extant historic buildings.

Alterations made to main facades within the commercial area include the addition of modern facades on the storefront and upper levels, altered or enclosed window openings, the removal of architectural details, and the addition of modern decorative features. Changes to the first level on multi-level buildings are not considered to significantly diminish a building’s architectural integrity. First-story alterations are commonly applied to commercial properties in order to appear “modern.” However, significant changes to both the storefront and the upper stories or to a one-story building, can alter the building’s historic appearance, making it unrecognizable as a historic building and unable to contribute to a potential historic district.

Altered facades and new construction diminish the historic integrity and character of Kimball’s commercial area. In order to qualify as a historic district eligible for the National Register, an area must retain a significant concentration and continuity of historic buildings. Given the extent of the changes to the Kimball commercial area, it is recommended that the area does not retain the significant linkage, integrity, and continuity of historic buildings necessary for listing in the National Register.

The historic commercial area outlined served the needs of the city of Kimball, Kimball County, and a lower portion of the Nebraska Panhandle region. The survey area represents a significant part of the history of commerce and commercial development in Kimball County and Nebraska. As such, the commercial survey area possesses the necessary historic significance to qualify it for the National Register. Once qualified, a property must also possess the physical features and retain a sufficient level of integrity to convey the aspect of history with which it is associated – in this case commerce.

The significance of a property is determined by evaluating it within its historic context. Historic contexts are patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning is made clear. Although a property or proposed collection of properties may lack the physical integrity to convey its history, the properties may remain historically significant.

While the Kimball commercial area does not qualify for listing in the National Register as a historic district, one building and one structure within the area are recommended as individually eligible for the National Register:

- Rodman Building (KM04-076), located at the northeast corner of South Chestnut and Second Street, is potentially eligible for the National Register under *Criterion A: History* for its role in the economic development of Kimball.

- Highway 71 Underpass (KM04-107), which spans South Chestnut Street just north of First Street, is potentially eligible for the National Register under *Criterion C: Engineering* as a fine and intact example of an underpass/railroad bridge constructed in the Art Deco style.

In addition, the Stone Store (KM04-007) and the Fraternal Hall (KM04-006), located within the Kimball commercial area, are listed in the National Register. The Wheat Growers Hotel (KM04-068), located at 102 South Oak Street, was listed in the National Register in 2002 under *Criterion A: Commerce* as an important resource in the commercial and economic development of Kimball and under *Criterion C: Architecture* as an example of early-twentieth-century hotel design.

# Chapter 4. Commercial and Industrial Development in the City of Kimball

Although the area does not retain the coherence and integrity required to be eligible for the National Register, the area could qualify for designation as a local landmark district under a local historic preservation ordinance or through the Nebraska Lied Main Street Program already established in Kimball. Locally designated historic districts often do not need to retain as great a level of integrity as required by the National Register. A local designation can provide the property owners with tools to encourage tourism and increase business.

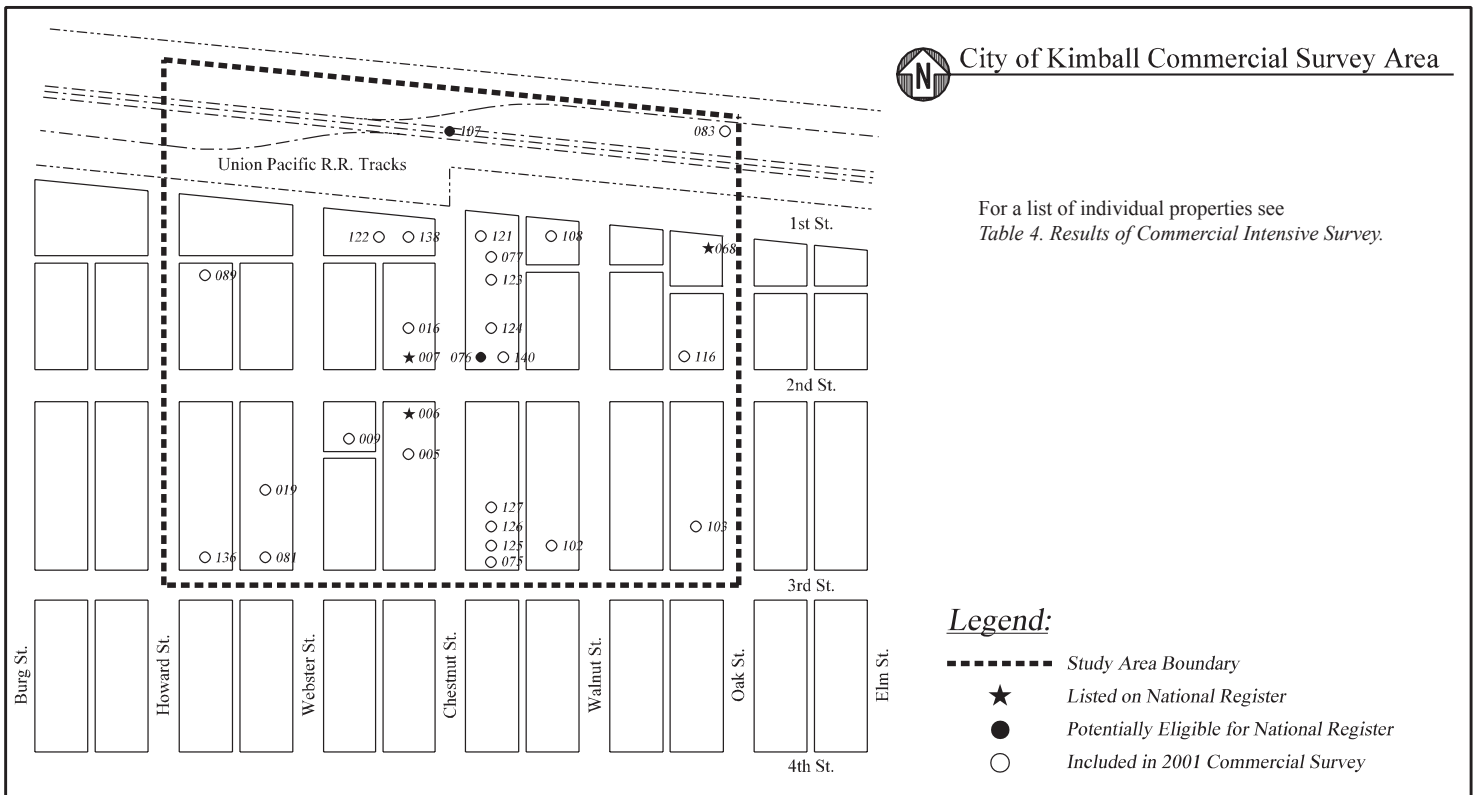


Figure 2. City of Kimball Commercial Survey Area

## Chapter 4. Commercial and Industrial Development in the City of Kimball

**Table 4. Properties Surveyed in City of Kimball Commercial Survey**

NeHBS Site No.	Resource Name		
<i>National Register Listed Properties</i>			
KM04-006	Fraternal Hall Building		
KM04-007	Stone Building		
KM04-068	Wheat Growers Hotel		
<i>Properties Recommended Potentially Eligible for the National Register</i>			
KM04-076	Rodman Building-American State Bank Building		
KM04-107	Union Pacific Railroad Underpass Bridge		
<i>Properties included in 2001 Commercial Intensive Survey</i>			
KM04-005	Commercial Building	KM04-123	Maginnis Building
KM04-009	Burwell Funeral Home Building	KM04-124	Former Theater Building
KM04-016	Isaac Rousch Building	KM04-125	Commercial Building
KM04-075	City Hall and Fire Station	KM04-126	Commercial Building
KM04-077	Club Market and Grocery Building	KM04-127	Commercial Building
KM04-081	Automobile Dealership*	KM04-138	Gibson's Ford Dealership*
KM04-083	Union Pacific Depot and Grain Elevator	KM04-140	Commercial Building
KM04-102	Petroleum Building	KM04-089	House**
KM04-108	Service Station*	KM04-019	House**
KM04-116	Continental Emsco Company Building	KM04-136	House**
KM04-121	Continental Oil Company*	KM04-103	House**
KM04-122	Commercial Building		

\* Included in 2001-2002 Intensive Survey of Nebraska's Historic Highways

\*\* Residential properties included within Kimball Commercial Survey boundaries and recorded as part of the 2001 NeHBS, but not related to historic context of commerce or industry

### Notes

<sup>1</sup> Plains Genealogical Society of Kimball County, ed., *Kimball County, Nebraska, 100 Years, 1888-1988* (Dallas, Tex.: Curtis Media Corporation, 1988), 6, 86; "History of Kimball," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, vol. 101, no. 1, p. 4-6; Plains Genealogical Society of Kimball County, ed., 6; *Banner County Historical Society, Banner County and Its People*, vol. 1 (Harrisburg, Nebr.: Banner County Historical Society, 1982), 389-390.

<sup>2</sup> J. M. Wolfe & Co., *Nebraska State Gazetteer, Business and Farmers List for 1890-91* (Omaha, Nebr.: J. M. Wolfe & Co., 1890), 253.

<sup>3</sup> "History of Kimball," p. 5-7, 9; "Travel difficult so early hotels a must," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 110 and 112.

<sup>4</sup> Plains Genealogical Society of Kimball County, ed., 14; "'25 to '34: from prosperity to the Great Depression," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 74; "'15 to '24: Growth was slow, but steady," *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, p. 54.

<sup>5</sup> Plains Genealogical Society of Kimball County, ed., 60.

<sup>6</sup> "'25 to '34: from prosperity to the Great Depression," p. 74; Sanborn Map Company,

## Chapter 4. Commercial and Industrial Development in the City of Kimball

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Sanborn fire insurance Map, Kimball, Nebr., June 1931.

<sup>7</sup> “Farmers Paint and Oil Company has a new and modern service station,” *Western Nebraska Observer*, Winter 1928-29, vol. 44, no. 23, p. 11.

<sup>8</sup> Plains Historical Museum, Historic Photography Collection, Kimball, Nebraska, n.d.; Sanborn Map Company.

<sup>9</sup> “Maginnis persevered to carve future here,” *Western Nebraska Observer*, (Kimball), Centennial Edition, 2 May 1985, p. 98, 100; Greg Miller, “Maginnis Irrigation Aqueduct,” National Register of Historic Places Nomination, 1994, sec. 8, p. 2.

<sup>10</sup> Miller; “Maginnis persevered to carve future here,” p. 98, 100.

<sup>11</sup> “Maginnis Hardware dealers in all kinds hardware and builders goods,” *Western Nebraska Observer*, Winter 1928-29, p. 12.

<sup>12</sup> “‘25 to ‘34: from prosperity to the Great Depression,” p. 74.

<sup>13</sup> Nebraska Natural Resources Commission, “Population of Nebraska Counties: 1860 to 1990,” n.d., <<http://www.nrc.state.ne.us/data/state/cency.txt>> (16 February 2001); Graff, 66.

<sup>14</sup> Plains Historical Museum, n.p., n.d.; “Bank of Kimball has served the people faithfully for many years,” *Western Nebraska Observer*, Winter 1928-29, p. 20; “Kimball Realty Company owner and dealer valuable real estate here,” *Western Nebraska Observer*, Winter 1928-29, p. 24.

<sup>15</sup> “Kimball Clothing Company has popular brands of best makers,” *Western Nebraska Observer*, Winter 1928-29, p. 30; Plains Historical Museum, Historic Photography Collection.

<sup>16</sup> “‘15 to ‘24: Growth was slow, but steady,” p. 53; “American State Bank Kimball county’s

largest banking institution,” *Western Nebraska Observer*, Winter 1928-29, p. 8.

<sup>17</sup> “Burwell funeral home modern; furniture stock largest here,” *Western Nebraska Observer*, Winter 1928-29, p. 11; Sanborn Map Company.

<sup>18</sup> “‘25 to ‘34: from prosperity to the Great Depression,” p. 76; “‘35 to ‘44: A changing world,” *Western Nebraska Observer* (Kimball), Centennial Edition, 2 May 1985, vol. 101, no. 1, p. 102-103; Nebraska Natural Resources Commission.

<sup>19</sup> “‘25 to ‘34: from prosperity to the Great Depression,” p. 76, 81; Sanborn Map Company.

<sup>20</sup> “Hotel is more than Brick and Mortar . . . it is a Monument to an Era,” *Western Nebraska Observer* (Kimball), 1 March 1979, n.p.; *The Official Hotel Red Book and Directory* (New York: Official Hotel Red Book and Directory Co., 1937), 420; John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore, Md.: The Johns Hopkins University Press, 1996), 25; Dana L. Pratt, “Hotel Norfolk,” National Register of Historic Places Nomination, 1988, sec. 8, p. 2-3. Available at the Nebraska State Historic Preservation Office.

<sup>21</sup> “Sketches of Kimball,” a project of The Kimball Main Street Program (Kimball, Nebr.: Kimball Main Street Program, 2002), n.p. Available from the Kimball Main Street Program.

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# Chapter 5

## Recommendations

### Individual Properties Potentially Eligible for the National Register of Historic Places

One purpose of the 2001 Nebraska Historic Building Survey (NeHBS) of Kimball County is to identify properties potentially eligible for the National Register of Historic Places (National Register). National Register listing is an honorific status given to properties that possess historic or architectural significance at the local, state, or national level.

Six properties in Kimball County are listed in the National Register:

- Brookside Farm, KM00-002, listed in 1997.
- Maginnis Irrigation Aqueduct, KM00-039, listed in 1994.
- Fraternal Hall, KM04-006, listed in 1983.
- Stone Building, KM04-007, listed in 1983.
- Kimball County Courthouse, KM04-070, listed in 1990.
- Wheat Growers Hotel, KM04-068 listed in 2002.

As a result of this survey, the survey team recommends nine individual properties as potentially eligible for the National Register. These properties retain good integrity and possess the characteristics and significance that may allow them to be listed in the National Register. Additional intensive-level research

and review by the Nebraska State Historic Preservation Office is necessary before a final decision is made on eligibility or pursuing National Register listing.

Properties recommended as potentially eligible for listing in the National Register are listed under their primary historic context. For a discussion of historic contexts, see *Chapter 3, Illustrated Discussion of Significant Historic Contexts*.

#### Agriculture



*Farmstead in rural Kimball County, KM00-063*

## Chapter 5. Recommendations

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### Commerce



*Commercial building in Bushnell, KM01-014*

### Settlement/Architecture



*Craftsman house in Kimball, KM04-101*



*Sally Lou Art Shop in Bushnell, KM01-013*



*Vogler House in Kimball, KM04-049*

### Services



*Rodman Building/American State Bank in Kimball, KM04-076 - shown in foreground.*



*Rodman House in Kimball, KM04-074*



*Sorenson House in Kimball, KM04-001*

### Transportation



*Highway 71 Underpass in Kimball, KM04-107*

The survey revealed no historic districts recommended as potentially eligible for the National Register within Kimball County. The survey team carefully evaluated both urban and rural areas for concentrations of resources that collectively meet the NeHBS criteria for integrity, historic association, and historic architectural qualities to be considered a potential historic district.

### Future Survey and Research Needs

The 2001 NeHBS of Kimball County identified historic topics and resource types that would benefit from further study. We recommend the following future research and survey activities to help interpret Kimball County's unique history for local residents, the NSHS, and interested historians. Future survey and research should work to provide a clearer understanding of the history of the Panhandle Nebraska and its resources.

### Community-level Preservation Activities

Kimball County has a significant amount of historic preservation potential. The goal of historic preservation is to instill preservation as a shared and recognized community value and to encourage the consideration of the county's historic resources in future planning activities. The Plains Historical Society and the city of Kimball's Main Street Program are actively engaged in local history. The NSHS, together with the Plains Historical Society and other local organizations focused on preservation, need to increase public awareness of preservation issues and sponsor local preservation initiatives. Examples of recommended activities include:

- Strengthening county and regional preservation by partnering with neighboring counties and communities on projects such as interpretive driving tours, oral histories, and other projects to heighten public awareness.
- Establishing a preservation ordinance to locally designated local landmarks and to establish design guidelines.
- Listing properties in the National Register.

Additionally, Mead & Hunt identified two themes for possible future research within Kimball County. Future research themes focus on significant historic developments that occurred in the county.

### Intensive-level Survey of Stone Construction

Kimball County contains a concentration of stone-constructed houses and outbuildings. The survey evaluated several stone buildings in the southeastern corner of the county. Although some of these buildings are now abandoned, many are still used on farmsteads. The area was home to larger-than-average numbers of Scandinavian settlers. Research revealed references to the area as "Little Denmark." Additional research may reveal ethnic influences to the stone construction methods in this area.

## Chapter 5. Recommendations

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### Context Development of the Development of the Oil Industry

The oil industry dramatically changed the landscape of Kimball County beginning in the 1950s. The story of oil exploration started much earlier, during the late nineteenth and early twentieth century, for western Nebraska. As resources related to oil exploration and production begin to reach the 50-year age mark, they will need to be considered for their historic significance. A contextual study evaluating buildings, structures, and landscape features will guide in future evaluations.

### Context Development of the Role of the U.S. Government in Missile Site in Banner, Kimball, and Cheyenne Counties

The arms race that ensued following the end of World War II and the development of the Cold War visibly changed the landscape of Kimball County. Beginning in 1963, Banner, Kimball, and Cheyenne County rural residents witnessed the installation of hundreds of nuclear missile sites as they plowed their fields and tended to their livestock. As the historical significance of the Cold War continues to be documented, its effects on rural areas and off military bases become an important component of that story. Future surveys of these counties will likely need to consider missile sites for their historical significance.

**Table 5. Individual Properties Recommended Potentially Eligible for the National Register of Historic Places**

NeHBS Site Number	Resource Name	NeHBS Context	Historic National Register Area of Significance
KM01-014	Commercial Building	Commerce	Architecture/Commerce
KM01-013	Sally Lou Art Shop	Commerce	Architecture/Commerce
KM04-101	Craftsman House	Settlement	Architecture
KM04-049	Vogler House	Settlement	Architecture
KM04-107	Union Pacific Railroad Bridge Underpass	Transportation	Engineering
KM04-074	Rodman House	Settlement	Architecture
KM04-001	Craftsman House	Settlement	Architecture
KM00-063	Farmstead	Agriculture	Architecture/Agriculture
KM04-076	Rodman Building-American State Bank Building	Services	Architecture/Commerce



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# List of Surveyed Properties

NeHBS No.	Property Name	Address	Vicinity
<i>Rural</i>			
KM00-001	L. K. Nelson House	Rural	Rural
KM00-002	Farmstead	Rural	Kimball
KM00-003	Abandoned House	Rural	Kimball
KM00-005	Farmstead (Barn)	Rural	Rural
KM00-007	Farmstead	Rural	Dix
KM00-010	Farmstead	Rural	Dix
KM00-011	Peter Nelson Farmstead	Rural	Dix
KM00-012	Farmstead	Rural	Rural
KM00-013	Remains Of House	Rural	Rural
KM00-014	Abandoned House	Rural	Rural
KM00-015	Abandoned Farmstead	Rural	Rural
KM00-017	Abandoned Farmstead	Rural	Rural
KM00-021	Farmstead (Barns)	Rural	Dix
KM00-027	Farmstead	Rural	Rural
KM00-029	Stone House Ruins	Rural	Rural
KM00-030	Stone House	Rural	Rural
KM00-031	Warick House	Rural	Kimball
KM00-032	Section of Maginnis Irrigation Aqueduct	Rural	Rural
KM00-034	St. Peter's Cemetery	Rural	Rural
KM00-037	Andrew Anderson Farmstead	Rural	Rural
KM00-039	Maginnis Flume Kimball Irrigation District Canal	Rural	Kimball
KM00-040	Atlas E ICBM House	Rural	Kimball
KM00-041	Gas Station	Rural	Dix

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## List of Surveyed Properties

NeHBS No.	Property Name	Address	Vicinity
KM00-042	Farmhouse	Rural	Dix
KM00-043	Farmstead	Rural	Kimball
KM00-044	Dillon Homestead	Rural	Kimball
KM00-045	Schoolhouse	Rural	Kimball
KM00-046	Abandoned Farmhouse	Rural	Bushnell
KM00-047	Farmstead	Rural	Bushnell
KM00-048	Farmstead	Rural	Bushnell
KM00-049	Concrete Arch Railroad Culvert	Rural	Bushnell
KM00-050	Abandoned School	Rural	Rural
KM00-051	Farmstead	Rural	Rural
KM00-052	Farmstead	Rural	Rural
KM00-053	Farmstead	Rural	Rural
KM00-054	Farmstead	Rural	Rural
KM00-055	Abandoned Farmstead	Rural	Rural
KM00-056	Schoolhouse	Rural	Kimball
KM00-057	Behlen Building	Rural	Kimball
KM00-058	Abandoned Farmstead	Rural	Kimball
KM00-059	Abandoned Farmstead	Rural	Kimball
KM00-060	Oil Well	Rural	Rural
KM00-061	Abandoned Farmhouse	Rural	Rural
KM00-062	Abandoned Farmstead	Rural	Rural
KM00-063	Farmstead	Rural	Rural
KM00-064	School	Rural	Rural
KM00-065	Barn	Rural	Rural
KM00-066	Farmstead	Rural	Bushnell
KM00-067	Farmstead	Rural	Kimball
KM00-068	Schoolhouse	Rural	Kimball
KM00-069	Blodgett Farmstead	Rural	Rural
KM00-070	Farmstead	Rural	Rural
KM00-071	Farmstead	Rural	Kimball
KM00-072	Stoney Ranch	Rural	Rural
KM00-073	Administration Building	Rural	Kimball
KM00-074	Single-T Hangars	Rural	Kimball
KM00-075	Rotating Tower And Beacon	Rural	Kimball
KM00-076	Multi-T Hangar	Rural	Kimball
KM00-077	Hangar	Rural	Kimball
KM00-078	Potato Barn	Rural	Kimball
KM00-079	Abandoned Farmstead	Rural	Dix
KM00-080	Dix Rural Cemetery	Rural	Dix
KM00-081	Farmstead	Rural	Kimball
KM00-082	Farmstead	Rural	Dix

## List of Surveyed Properties

NeHBS No.	Property Name	Address	Vicinity
KM00-083	Culvert With Obelisk	Rural	Bushnell
KM00-084	Concrete Culvert with Parapet	Rural	Bushnell
KM00-085	Abandoned Sections of Lincoln Highway Roadbed	Rural	Rural
KM00-086	Bushnell Cemetery	Rural	Bushnell
KM00-087	Garage	Rural	Bushnell
KM00-088	House	Rural	Bushnell
KM00-089	Service Station	Rural	Bushnell
KM00-090	Tunnel Underpass	Rural	Bushnell
KM00-091	Concrete Retaining Wall	Rural	Bushnell
KM00-092	Stone Arch Bridge	Rural	Kimball
KM00-093	Concrete Culvert	Rural	Kimball
KM00-094	Stone Arch Bridge	Rural	Kimball
KM00-095	Concrete Culvert	Rural	Kimball
KM00-096	Concrete Arch Bridge	Rural	Kimball
KM00-097	Steel Girder Bridge	Rural	Kimball
KM00-098	House	Rural	Kimball
KM00-099	Drive-In Theater	Rural	Kimball
KM00-100	Kimball Cemetery	Rural	Kimball
KM00-101	Steel Girder Bridge – Union Pacific Railroad Bridge	Rural	Dix
KM00-102	Concrete Arch Bridge	Rural	Dix
NeHBS No.	Property Name	Address	

### ***Bushnell***

KM01-002	Bogle and Blanchard Building	Birch St., east side between First St. and Second St.
KM01-003	Commercial Building	NW corner Second and Birch St.
KM01-007	Pumphouse	B St., north side between Birch St. and Maple St. in alley
KM01-008	City Building	SE corner Third St. and Birch St.
KM01-010	House	110 Elm St.
KM01-012	Calvary Methodist Church	209 Third St.
KM01-013	Sally Lou Art Shop	Second St., north side between Elm St. and Walnut St.
KM01-014	Commercial Building	213 Second St.
KM01-015	Union Pacific Depot	Maple St., 500 block
KM01-016	American State Bank Building (Current Bushnell Post Office)	Elm St., east side of 100 block
KM01-017	Commercial Building	SE corner Second St. and Elm St.
KM01-018	Bushnell Water Tower	SE corner Third St. and Birch St.
KM01-019	House	525 Maple St.
KM01-020	Barns	NW corner Maple St. and D St.
KM01-021	Service Station	Maple St., 100 block

## List of Surveyed Properties

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NeHBS No.	Property Name	Address
KM01-022	Bridge	First St., near Pine St.
KM01-023	Farmers Union Cooperative Assn. Grain Elevator Complex	First St., south side between Chestnut St. and Gehrke St.
KM01-024	House	305 Third St.
KM01-025	House	317 Walnut St.
KM01-026	House	SW corner Third St. and Walnut St.
KM01-027	House	SW corner Birch St. and B St.
KM01-028	House	301 B St.
KM01-029	House	A St., north side between Birch St. and Maple St.
KM01-030	Ralph's Quality Service	SE corner Ash and Railroad St. (Along Highway 30)
<i>Dix</i>		
KM02-001	House	200 Spruce St.
KM02-003	House	214 Spruce St.
KM02-005	Commercial Building	Myrtle St., west side on 100 Block
KM02-006	Commercial Building	NE corner Myrtle St. and Crownover St.
KM02-007	Fire Station	119 Myrtle St.
KM02-008	House	NW corner Myrtle St. and Martin St.
KM02-009	United Presbyterian Church	300 Myrtle St.
KM02-010	House	304 Myrtle St.
KM02-011	House	307 Myrtle St.
KM02-012	House	309 Myrtle St.
KM02-013	House	311 Myrtle St.
KM02-014	House	NW corner Myrtle St. and Hamilton St.
KM02-016	House	401 Maple St.
KM02-021	Dix Bible Church	Horpum St. south side between Cedar St. and Pine St.
KM02-023	House	201 Pine St.
KM02-024	House	200 North Myrtle St.
KM02-025	Water Tower	SW corner Crownover St. and Maple St.
KM02-026	James Building/Lumber Supply	SW corner Spruce St. and Crownover St.
KM02-027	House	SW corner Pine St. and Martin St.
KM02-028	House	Cedar St. east side on 300 block
KM02-029	Service Station	Highway 30 between Cedar St. and Maple St.
KM02-030	Commercial Building	405 Highway 30
KM02-031	Service Station	Highway 30, south side between Vine St. and Myrtle St.
KM02-032	House	205 Highway 30
KM02-033	Gas Station	Highway 30, north side on 200 block
KM02-034	High Plains Coop. Grain Elevator	Lincoln St., south side along Union Pacific Railroad tracks

## List of Surveyed Properties

NeHBS No.	Property Name	Address
<i>Kimball</i>		
KM04-001	S. Sorenson House	610 South Chestnut St.
KM04-002	House	604 South Chestnut St.
KM04-003	House	602 South Chestnut St.
KM04-004	House	400 South Chestnut St.
KM04-005	Commercial Building	South Chestnut St., west side between Second St. and Third St.
KM04-006	Fraternal Hall	SW corner Second St. and South Chestnut St.
KM04-007	Stone Building	126 South Chestnut St.
KM04-009	Burwell Funeral Home	203 Webster St.
KM04-010	House	401 Webster St.
KM04-011	House	504 Webster St.
KM04-012	House	506 Webster St.
KM04-013	House	510 Webster St.
KM04-014	Commercial Building	NW corner Second St. and Howard St.
KM04-015	City Light And Power Company	Howard St., west side between Second St. and railroad tracks
KM04-016	Isaac Rousch Building	120 South Chestnut St.
KM04-019	House	212 Webster St.
KM04-020	House	400 South Howard St.
KM04-021	House	408 South Howard St.
KM04-025	Commercial Building	High School St., west side between Third and Fourth St.
KM04-026	House	312 High School St.
KM04-031	House	709 Washington St.
KM04-036	House	310 Washington St.
KM04-038	House	SE corner First and Nadine St.
KM04-042	House	307 Nadine St.
KM04-045	House	400 Nadine St.
KM04-046	House	SE corner Fourth St. and Nadine St.
KM04-049	Vogler House	South Myrtle St., south side at Ninth St.
KM04-051	House	405 Myrtle St.
KM04-053	Kimball Assembly of God Church	NW corner Third St. and Myrtle St.
KM04-054	House	201 Myrtle St.
KM04-055	House	200 Myrtle St.
KM04-056	House	510 Second St.
KM04-059	House	212 Elm St.
KM04-061	House	406 Elm St.
KM04-064	Trinity United Methodist Church	NE corner Fourth St. and Oak St.
KM04-065	Automotive Building	SW corner Third St. and Oak St.
KM04-066	House	207 South Oak St.
KM04-068	Wheat Growers Hotel	102 South Oak St.
KM04-070	Kimball County Courthouse	114 East Third St.
KM04-071	House	410 Walnut St.

## List of Surveyed Properties

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NeHBS No.	Property Name	Address
KM04-073	House	519 South Chestnut St.
KM04-074	Rodman House	427 South Chestnut St.
KM04-075	City Hall and Fire Station	223 South Chestnut St.
KM04-076	Rodman Building/ American State Bank	NE corner Second and South Chestnut St.
KM04-077	Club Market	South Chestnut St., east side between First St. and Second St.
KM04-079	Church Of St. John's Lutheran Church	NE corner Walnut St. and Main St.
KM04-080	Bay State House	NW corner Walnut St. and Front St.
KM04-081	Automobile Dealership	NW corner Third St. and Webster St.
KM04-082	Service Station	SW corner Third St. and Locust St.
KM04-083	Union Pacific Depot and Grain Elevator	SW corner Oak St. and Front St.
KM04-084	House	NE corner Elm St. and East State St.
KM04-085	House	210 Elm St.
KM04-086	House	Oak St., west side between Main St. and State St.
KM04-087	House	215 North Oak St.
KM04-088	House	506 South Howard St.
KM04-089	House	109 South Howard St.
KM04-090	House	605 South Burg St.
KM04-091	Grain Bins	SE corner First St. and Cedar St.
KM04-092	House	404 Webster St.
KM04-093	House	414 Webster St.
KM04-094	House	505 Webster St.
KM04-095	House	601 Webster St.
KM04-096	House	600 Webster St.
KM04-097	House	704 Chestnut St.
KM04-098	House	601 Walnut St.
KM04-099	House	504 Walnut St.
KM04-100	House	406 Walnut St.
KM04-101	House	402 Walnut St.
KM04-102	Petroleum Building	Walnut St., west side between Second St. and Third St.
KM04-103	House	210 South Oak St.
KM04-104	House	305 South Oak St.
KM04-105	House	SE corner Seventh St. and South Oak St.
KM04-106	House	Chestnut St., east side between State St. and Main St.
KM04-107	Highway 71 Underpass	Chestnut St. and Union Pacific Railroad tracks
KM04-108	Service Station	SW corner First and Walnut St.
KM04-109	Duplex	NE corner Ninth St. and Elm St.
KM04-110	House	314 Myrtle St.
KM04-111	Apartment Building	SW corner Myrtle St. and Sixth St.
KM04-112	House	402 Myrtle St.

## List of Surveyed Properties

NeHBS No.	Property Name	Address
KM04-113	House	404 Myrtle St.
KM04-114	House	704 Myrtle St.
KM04-115	Mobile Home	506 Myrtle ST.
KM04-116	Continental Emsco Company	Second St., north side between Walnut St. and Oak St.
KM04-117	House	501 Second St.
KM04-118	House	412 Elm St.
KM04-119	House	601 Elm St.
KM04-120	Basement House	712 Eighth St.
KM04-121	Continental Oil Company	NE corner Chestnut St. and First St.
KM04-122	Commercial Building	First St., south side between Chestnut St. and Webster St.
KM04-123	Maginnis Building	Chestnut St., east side between First St. and Second St.
KM04-124	Former Theater Building	Chestnut St., east side between First St. and Second St.
KM04-125	Commercial Building	229 South Chestnut St.
KM04-126	Commercial Building	South Chestnut St., east side on 200 block
KM04-127	Commercial Building	South Chestnut St., east side on 200 block
KM04-128	Western Motel	Third St., south side
KM04-129	Service Station	Third St., NW corner Birch St.
KM04-130	Wolf Ford Dealership	Third St., SE corner Birch St.
KM04-131	Sleep-For-Less Motel	Third St., SW corner Cedar St.
KM04-132	Wolf Chevrolet Dealership	Third St., NW corner Cedar St.
KM04-133	Service Station	Third St., NE corner Cedar St.
KM04-134	Garage	Birch St., between Third St. and Fourth St.
KM04-135	Service Station	Third St., NW corner Burg St.
KM04-136	House	Third St., between Martin St. and Burg St.
KM04-137	Dyer-Storer Chevrolet Garage	Third St., SE corner Webster St.
KM04-138	Gibson's Ford Dealership	Chestnut St., SW corner Chestnut St. and First St.
KM04-139	Andy's Paint Shop Building	Second St., north side between Webster St. and Howard St.
KM04-140	Commercial Building	Second St., north side between Chestnut St. and Walnut St.
KM04-141	House	329 South Chestnut St.
KM04-142	House	323 South Chestnut St.
KM04-143	House	330 South Chestnut St.
KM04-144	House	417 South Chestnut St.
KM04-145	House	416 South Chestnut St.
KM04-146	House	SW corner Fifth St., and South Chestnut St.
KM04-147	House	505 South Chestnut St.
KM04-148	House	511 South Chestnut St.
KM04-149	House	508 South Chestnut St.
KM04-150	House	607 South Chestnut St.
KM04-151	St. Joseph's Church	NE corner Sixth St. and Howard St.
KM04-152	Service Station	Third St., north side between Oak St. and Elm St.
KM04-153	Service Station	Third St., north side between Oak St. and Elm St.

## List of Surveyed Properties

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NeHBS No.	Property Name	Address
KM04-154	House	Third St., south side between Oak St. and Elm St.
KM04-155	House	SE corner Elm St. and Third St.
KM04-156	House	411 Third St.
KM04-157	House	410 Third St.
KM04-158	House	414 Third St.
KM04-159	Service Station	504 Third St.
KM04-160	House	NE corner Myrtle St. and Third St.
KM04-161	The Arabian Motel	NE corner Nadine St. and Third St.
KM04-162	House	616 Third St.
KM04-163	Service Station	NE corner Third St. and Washington St.
KM04-164	House	Third St., north side between Adams St. and High School St.
KM04-165	House	Third St., north side between Adams St. and High School St.
KM04-166	Motel Kimball	Third St., north side between Adams St. and High School St.
KM04-167	Service Station	Third St., NE corner Jefferson St. and Third St.
KM04-168	Finer Motel	Third St., NE corner CR 43 Third St.



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# Glossary of Architectural Styles and Survey Terms

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Architectural Styles and Survey Terms

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



*Example of Commercial Vernacular style*

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

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

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

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

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

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

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

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

**Eligible.** Properties that meet the National Park Service Criteria for nomination and listing in the National Register.

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

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

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



*Example of Cross gable building form*

# Glossary of Architectural Styles and Survey Terms

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*Example of a Dormer*

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

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

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

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

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

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



*Example of Gabled ell building form*

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

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

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

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



*Example of Front gable building form*

## Historic siding materials

As asphalt building materials became more popular, companies such as Flinkote, Johns-Manville, Ruberiod, and Pabco began creating siding materials in addition to roof shingles. The asphalt roofing industry developed between 1903 and 1920, creating varied shingle sizes and shapes. The siding shingles were typically similar in color and design to the roofing shingles, but were larger in size. During the 1930s, the Flintkote Company offered a siding pattern that imitated bricks. During World War II the use of asbestos-cement siding and roofing materials rose to new levels, primarily as a result of the need to enclose munitions supplies with an easy assembled, inexpensive, fireproof material. The material became a popular residential building material following the war. Asbestos-cement siding shingles, also referred to as slate siding, came in a wide variety of colors, sizes, and textures. During production, asbestos fibers were typically bound with cement, causing the asbestos to be unable to breathe, and therefore limiting the health risk. The material proved popular because of building material shortages caused by the war, the efficient price, and the benefit of being fireproof. Companies that produced asphalt building materials, such as Johns-Manville, Ruberoid, and Pabco also produced asbestos materials. Advertisements from the 1950s show how popular these products were, and claimed that they could modernize a home, add fireproof protection, and were a permanent, no maintenance product. Production began during World War II, and some companies produced siding into the 1980s, although rising health concerns about the materials in the 1960s curtailed popularity.

-- Discussion adapted from Thomas C. Jester, ed., *Twentieth-Century Building Materials* (Washington D.C.: The McGraw-Hill Companies, 1995), 42, 250.

## Glossary of Architectural Styles and Survey Terms

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

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

**Integrity.** Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period. (See Chapter 3, Research Design.)

**Italianate Style** (circa 1870-1890). A popular style for houses, these square, rectangular, or L-shaped, two-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

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

**Late Gothic Revival Style** (circa 1880-1920). A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.

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

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

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

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

**National Register of Historic Places** (National Register). The official federal list of districts, buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices (see Chapter 1, Introduction of this report).

**National Register of Historic Places Criteria.** Established criteria for evaluating the eligibility of properties for inclusion in the National Register. See Chapter 3, Research Design.

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

**Noncontributing** (National Register definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented



*Example of One-story Cube building form*

## Glossary of Architectural Styles and Survey Terms

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significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

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

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

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

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

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



*Example of Side gable building form*

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

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

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

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

**Queen Anne Style** (circa 1880-1900). A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

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

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

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

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

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

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

## Glossary of Architectural Styles and Survey Terms

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

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

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

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

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

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

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

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