

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name North Platte Commercial Historic District

Other names/site number LN06

Name of related multiple property listing Historic and Architectural Resources of the Lincoln Highway in Nebraska
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & Number South: 4th St. to Front St., Vine St. to Chestnut St. North: 7th St. to 9th St., Vine St. to Dewey St.

City or town North Platte State Nebraska County Lincoln

Not for publication Vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide local

Applicable National Register Criteria: A B C D

SHPO/Director

Signature of certifying official/Title:

Date

Nebraska State Historical Society

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of Commenting Official

Date

Title

State of Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
- determined eligible for the National Register.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of Keeper

Date of Action

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

- Private
- Public-local
- Public-state
- Public-federal

Category of Property (Check only **one** box)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property (Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 60 | 15 | Buildings |
| 2 | 1 | Sites |
| 1 | | Structures |
| 63 | 16 | Objects |
| | | Total |

Number of contributing resources previously listed in the National Register 3

6. Function or Use

Historic Functions (Enter categories from instructions.)

COMMERCE: business, professional, organizational, financial institution, specialty store, department store, restaurant, warehouse

SOCIAL: meeting hall

RECREATION AND CULTURE: theater, auditorium, music facility

TRANSPORTATION: rail related, road related

DOMESTIC: single-family dwelling, hotel

GOVERNMENT: post office

RELIGION: religious facility

HEALTH CARE: hospital

TRANSPORTATION: rail-related; road-related

Current Functions (Enter categories from instructions.)

COMMERCE/TRADE: business, professional, organizational, financial institution, specialty store, department store, restaurant

RECREATION AND CULTURE: theater, museum

DOMESTIC: single-family dwelling, multiple dwelling

LANDSCAPE: parking lot, plaza

TRANSPORTATION: road-related

7. Description

Architectural Classification (Enter categories from instructions.)

LATE VICTORIAN: Romanesque, Renaissance

LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Mission/Spanish Colonial Revival, Neo-Classical Revival,

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENT: Commercial Style, Prairie School

MODERN MOVEMENT: Moderne, Art Deco

Materials (enter categories from instructions.)

Principal exterior materials of the property: Brick, Stone, Vinyl, Wood, Stucco, Metal

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State****Description**

Summary Paragraph (Briefly describe the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

The North Platte Commercial Historic District is in North Platte, Nebraska, county seat of Lincoln County. The 2018 estimated population was 24,011 people over a total area of 13.2 square miles.¹ The city is laid out in a grid pattern oriented in the cardinal directions except between A Street and the railroad tracks where it shifts to mirror the track alignment. North of the tracks the grid realigns with the cardinal directions at West Rodeo Road Avenue. Two major highways—U.S. 83 (formerly Lincoln Highway) running north-south and U.S. 30 running east-west—shape the city. Interstate 80 runs through the south end of town. North Platte sits at the fork of the North and South Platte Rivers, a strategic location when it was first laid out. The historic district is split by the Union Pacific railroad tracks, joined by the Jeffers Street viaduct. The discontinuous districts encompasses roughly 12 blocks. The rough boundaries on the south side are 4th Street on the south, Front Street to the North, Vine Street on the west, and Chestnut Street on the east. The north side is roughly located between 7th and 9th Streets, from Vine Street to Dewey Street.

The North Platte Commercial Historic District contains 79 resources with 75 buildings, three structures, and one object. Construction dates range from 1879 to 2009. A total of 60 buildings are contributing to the district. In addition, three buildings within the district boundaries are listed on the National Register. The National Register properties include the Fox Theater (LN06-044, listed 1985), Hotel Yancey (LN06-045, listed 1985), and the North Platte U.S. Post Office and Federal Building (LN06-038, listed 2009). These properties were built in three different architectural style and represent the more architecturally significant buildings within the district.

Narrative Description

The North Platte Commercial Historic District is a traditional urban area characterized by narrow brick streets, buildings constructed to the property lines, and limited greenery. The brick streets on 5th Street and Dewey Street, two contributing structures, were completed in January 1917 in a running bond pattern with a 45-degree stretcher bond divided into four quadrants. The streets retain their original 1917 brick and some sections have been removed, restored, and re-laid in their original configuration. Each street is illustrated in Table 1 under its respective location.

Buildings within the district range from one to three stories, with a single building containing eight stories. Masonry construction dominates the buildings from the late 19th and early 20th centuries; metal paneling was introduced in the mid-19th century during building renovations. The buildings vary in ornament; however, most have a standard rectilinear form with flat roof, first floor storefronts and second story windows, and projecting parapets. Architectural styles in the district vary and include Late Victorian, Late 19th and Early 20th Century Revivals, Commercial styles, Prairie School, and Modern Movement styles.

Regardless of the year of construction, buildings were built up to the property lines with little to no setback. The continuous street façade and narrow brick streets contribute to the urban and historic downtown district feel, most apparent on North Dewey Street. The only greenery present is in the 1980s era landscape bump outs and planters adjacent to the diagonal parking stalls. All streets carry two-way traffic except for Dewey Street which is northbound traffic only and Bailey Avenue with is southbound only.

The first buildings in North Platte, like all new Midwest towns, were simple log and frame structures one story in height. A primary feature of commercial buildings was their parapeted gables. By the 1870s however, buildings were constructed with brick, a more substantial and fireproof material. Four prominent buildings are still standing from this initial construction boom, characterized by very different architectural styles—Richardsonian Romanesque, Renaissance Revival, Second Renaissance Revival, and Neo-Classical Revival. During its fledgling years, North Platte sought to showcase a variety

¹ U.S. Census Bureau, "Explore Census Data," n.d.,

https://data.census.gov/cedsci/all?q=North%20Platte%20city,%20Nebraska%20population&g=1600000US3135000&hidePreview=false&table=DP05&tid=ACSDP5Y2018.DP05&layer=place&vintage=2018&cid=DP05_0001E&lastDisplayedRow=17.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

of architectural styles to represent the unique businesses within. Banks were built in a Neo-Classical Revival style, while department stores took on a Renaissance Revival appearance.

The second building boom began around 1908 and ended about 1918, producing about 40 percent of the contributing buildings in the district. Again, the buildings of this era represent a wide variety of architectural styles, with the introduction of a vernacular commercial style that characterized many of the buildings. Between 1920 and 1950 more ornate styles reappeared with iconic buildings such as the Hotel Yancy, Paramount Theater, and Fox Theater. By 1960 modern architectural styles took over.

The North Jeffers Street overpass had a significant role in the district's evolution. The two ends of the commercial district were first connected in 1937 with the original bridge constructed. In 1984 several buildings were lost when the bridge was expanded and the buildings still standing on the west side of the 600 block of North Jeffers Street are obscured with only about six feet of space between the building faces and the edge of the bridge.

Contributing status of each resource was determined based on its contribution to the district's role as a regional commercial hub with ties to the Union Pacific Railroad or the Lincoln Highway, or as a high integrity representation of late 19th and early 20th century architectural styles during the period of significance between 1879 and 1970. Additionally, each resource was judged on its ability to convey its historic association(s) through integrity of location, design, workmanship, and materials. Many key building features were altered outside the period of significance, including materials, entrances, and fenestration. Modern material alterations such as metal slipcovers added during the period of significance were not justification for classifying a resource as non-contributing because these alterations were considered part of the evolution of the district during the modern architecture phase of design. Resources were also evaluated for retention of historic form, massing, roofline, scale which most often were intact.

The following descriptions include all counted resources in the district and are organized by block, beginning at the southwest corner of the district describing streets south of the railroad tracks from west to east first, then south to north. Then the descriptions move north of the railroad tracks, beginning with North Jeffers Street, then continuing with streets moving west to east. A detailed description of the architectural styles is discussed for each block face with fronting buildings. In addition to the following architectural descriptions, Table 1 provides an illustrated listing of each property in the district, contribution status, construction date, and inventory number.

West 4th Street (N Vine St to N Jeffers St)**100 Block of West 4th Street (North Side)**

Two contributing buildings sit on the north side of the 100 block of West 4th Street. The Telephone Building constructed in 1928 at 121 West 4th Street (LN06-041). This three-story red brick building retains a high degree of integrity. The first and second floors are divided into four bays using pilasters that terminate in sloped stone at the base of the third story which is not original to the building. When viewed up close, a pattern of recessed diamonds is visible on the third story with recessed brick continuing where the pilasters terminated at the top of the 2nd story. Six windows on the front façade have been either bricked or closed with wood panel. The remainder of the windows are in their original three-over-one condition. The primary entrance protrudes from the building and is flanked on either side by brick pilasters. The door and sidelights have been replaced with an aluminum frame system. Above the door is the name "Telephone Building" engraved in stone with the relief of a bell in stone above. A large three-story addition was added during the period of significance (1958) to the north side of the building with a drive through lane below the second story at the northern end. The brick of the addition matches the original building and the west façade incorporates the use of stone panels in the upper stories. The Lowe Building at 117 West 4th Street was built in 1940 and housed Fairway Foods and two offices. This one-story Art Deco building retains a high degree of integrity. The three-bay storefront is separated with brick pilasters capped with stepped pyramids. The pilasters contrast the running bond brick with header brick. The visible transoms are glass block with a flat metal canopy below.

West 4th Street (N Jeffers St to N Chestnut St)**100 Block of East 4th Street (North Side)**

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

The McCabe Building is addressed as 115 East 4th Street, however due to its orientation towards Dewey Street is discussed later under the 400 Block of North Dewey Street.

200 Block of East 4th Street (North Side)

The only building to front the 200 block of East 4th Street on the north side is the Hendy-Ogier building (LN06-554) constructed in 1918 at 209 East 4th Street. This two-story buff brick building retains its historic character and integrity and is therefore a contributing building. The art deco style is present, coming into fashion at the time the major building addition was constructed. The façade is primarily a running bond brick with a cut-away corner entrance at East 4th Street and North Bailey Avenue. Pilasters project above the stone cornice which is also broken with decorative crenelles in each bay. Decorative stone bands just below the parapet within three of the bays are inscribed with the business name. The second story windows retain their original openings however imitation window stickers have been installed to remove transparency. Other modifications include the fabric canopy running the length of the building on the south and east facades above the storefront windows and the painted brick on the lower story.

300 Block of East 4th Street (North Side)

Two buildings front on the north side of East 4th Street. The two-story Wilcox Hinman Service Station at 301 East 4th Street (LN06-557) was constructed in the Art Deco style, like Higgins Chevrolet (LN06-558) built one year prior at 315 East 4th Street. Both buildings feature dark brown brick in a stretcher bond with a soldier course of brick dividing the two floors as in the case of the Wilcox Hinman Service Station or accentuating the parapet for Higgins Chevrolet. Each building was constructed for an auto-related use, as evident in their design. Higgins Chevrolet has a recessed opening large enough for a vehicle to enter in the western bay. Wilcox Hinman is an L-shape building with the void used for the former filling station. First floor openings have been bricked closed on the 1st floor of the Wilcox Hinman building, however the original steel 24 pane windows are intact on the second floor. Vertical patterns of recessed brick bands accentuate the simple cornice which is capped with stone. The Higgins Chevrolet building features a herringbone brick pattern within a circular brick motif, flanked on each side by protruding brick crosses above the storefront. Both buildings have replacement storefronts largely covering the transom windows.

The building at 408 North Chestnut Street, while addressed to Chestnut reads as part of the East 4th Street block and is therefore described here. The building was built in stages. A one-story rectangular brick building was constructed in 1921 and operated as a filling station. By 1926 the "ell" shaped addition was built to add a single stall grease garage which now has a modern metal roll up garage door. Also, at this time the one-story rear brick addition was added for an automobile dealer. It appears that in early years the two businesses may have operated independently, one as a gasoline service station and the other as new and used automobile sales. At some point the two buildings were joined together under one green metal mansard roof. The bricks have been painted white on the entire building except for the parapet bricks on the rear addition which are black. The condition of the building on the north side is in decline, with portions of the façade missing.

East 5th Street (N Jeffers St to N Chestnut St)**100 Block of East 5th Street (North Side)**

The north side of the 100 block of East 5th Street is varied in its architectural styles. The Swenson Building (LN06-771) at 101 East 5th Street is a two-story square buff brick building built in 1949. The commercial style building whose primary tenant was Youngs Sporting Goods features a mosaic brick pattern framed on the top and bottom with white tile. A new storefront has been installed and the transom windows covered with metal panel signage. A decorative storefront cornice is intact running along the south and west façades. A metal canopy just below the transom windows wraps the building and continues east onto the south (front) facades of 105 and 109 East 5th Streets. This building which has four storefronts, was constructed in 1925 and served a variety of businesses, including Union State Bank. The original façade is brick, however metal paneling installed during the period of significance obscures the original facades. The first-floor storefronts have been replaced. Despite the alterations it is still considered a contributing building because the modernization took place during the period of significance and is in keeping with the trend beginning in the late 1950s and early 1960s to upgrade buildings with slip covers.

100 Block of East 5th Street (South Side)

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

The buildings on the south side of the 100 block of East 5th Street were constructed between 1914 and 1917. The most prominent building is the Mutual Building and Loan Association Building at 100 East 5th Street (LN06-729) completed in 1914. This two-story classical revival building retains a high degree of integrity. The front façade has a split-level entrance, with stairs leading up to the first floor and down to the basement level. The symmetrical brick façade is framed with unbroken pilasters. The cornice is ornamented with modillions and dentils, with the building name inscribed below in the frieze. The cornice and pilasters wrap the east façade. The window openings have been preserved and the replacement windows are the same side-by-side double-hung style as the original. The west façade retains the original double-hung wood windows. Contrasting the light brown brick of the Mutual Building and Loan Association Building is the red brick of the two-story Brodbeck Building built in 1916. This commercial building features a simple design with two storefronts and a central entrance to the second-floor rooms. Non-historic wood and shingle awnings obscure the original transom windows. The second-story wood shutters are not original to the building. The Twinem Building, a late Victorian building completed in 1917 by CE Fitzgerald and Sons, is also a dark red two-story brick building. The storefront opening is intact, however has been replaced and the original transom windows covered with signage. The second story double-hung wood windows remain with metal storms over four of the six windows. The corbelled brick designs on either end of the front façade at the cornice are well preserved.

200 Block of East 5th Street (North Side)

The first building on the north side of the 200 block is a modern style one-story building constructed in 1964. One of the several buildings commissioned by the McDonald family in the 1950s and 1960s, this building has an aluminum storefront framed on either side with grey stone walls. A gold metal sawtooth awning accents the light grey concrete panels above the storefront. Contrasting significantly with this modern design is the Georgian Revival Hotel Yancey (LN06-045) also known as the Hotel Pawnee. This National Register property was designed by Frederick Henninger and constructed in 1929. The "ell" shaped building is the tallest in the district at eight stories with nine bays on the south and seven to the east. The hotel is capped with a terra cotta cornice, but most detailing is located on the first and second stories.

200 Block of East 5th Street (South Side)

The W.R. Maloney building is a two-story buff brick building. The east bay was completed in 1913 and the western two bays in 1920. The symmetrical design consists of three bays defined by second story pilasters. Each bay has three one-over-one aluminum replacement windows. The first-floor storefront has been greatly altered with one primary entrance and three bays of windows over a stone bulkhead in place of the original three storefront bays, each with their own entrance. The stone corbelling on the second story façade above the windows has been preserved in its original state. To the east is the three-story Art Deco Paramount Theater (LN06-067) completed in 1931. The tan brick building is void of any windows, save the modern storefront spanning the full length of the front façade. To break up the bulk, dark brown bricks were set into the tan brick in large rectangles on the east façade. The front façade corners are highlighted with a row of dark brown header brick every sixth row. Two rows of dark brown soldier course bricks span the front and side façade to divide the first floor from the upper floors. Symmetrical relief panels of three dark brown brick rectangles project above the roofline and define the front façade. The cornice is emphasized with tan terra cotta panels.

300 Block of East 5th Street (North Side)

The Fox Theater anchors the north side of the 300 block on East 5th Street (LN06-044). The eclectic building was built in 1929 and is listed in the National Register. Architect Fred Henninger designed the three-story rectangular brick building. The primary facades, south and west, are clad with glazed brick and plaster and terra cotta ornamentation. Each of the seven bays on the south façade has recessed decorative panels of brick in a diagonal basket weave design with Grotesques above. The west façade is more reserved in its ornamentation with panels and belt-courses of contrasting brick. Adjacent and now part of the Fox Theater is 307 East 5th Street. This one-story brick building was originally an auto sales and service shop constructed around 1940. To the east is the former Telegraph-Bulletin building completed in 1948 in a Moderne style. The two-story painted brick building underwent a major renovation when it was converted to a church in 1982. Six casement windows were added to the second story of the front façade and the storefronts distinctive rounded rectangular storefront was replaced with two aluminum window bays on either side of the front entrance. A stone bulkhead with stucco walls was also added to the first story. The one feature that remains unchanged on the building is the flat metal canopy above the first story spanning the length of the front façade. As a result of the changes that have occurred outside the period of significance this building is a non-contributing resource. The corner building on this block is a one-story tan brick rectangular building completed in 1945 for Paul J Thomsen. The commercial building looks much as it did when the

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

Paul J Thomsen agricultural implements shop was in operation except for the modern blue canvas canopies and signage. The storefront openings are preserved in their original configuration.

300 Block of East 5th Street (South Side)

Built in 1949 by Walker Rhoads with Sears and Roebuck as the primary tenants, 304 East 5th Street was the first modern shopping center built in the district. The one-story tan brick rectangular building retains a high degree of integrity. The storefronts are in their original openings with the same flat metal canopy above. This building represents the districts transition from early 20th century architectural styles to the modern era.

West 6th Street (N Vine St to N Jeffers St)**100 Block of West 6th Street (North Side)**

The three-story Ritner Hotel (111 W 6th St) was built in 1915 in light brown brick. The building had full width balconies on the second and third floors when complete, supported by Doric columns which has since been removed. The building is non-contributing as EIFS has been applied to the lower story of the building and new windows installed. The one-story portion of the building received the same treatment with the addition of metal doors where the original storefront was. The storefront cornice with dentils is still intact. The second and third floor double-hung wood windows are extant. The side facades have been painted a light grey and many of the windows have been partially covered. To the east is the Broadmoor Hotel, a building with an illicit past. This two-story building was built around 1915 as a one-story building with tan bricks. The first-floor storefront has been covered with various paneling and shingles; however, the openings appear in their original configuration. The upper and lower facades are separated with a band of soldier course brick and header brick. Each of the four double-hung windows has a lintel and sill of header brick. The cornice is capped with header brick and supported below with projecting header brick that forms a dentil design. Located at 105 West 6th Street is a one-story glazed brick building. The primary brick is tan; however, three rows of dark brown brick cap the building which is simple in design. The glass block transom above the aluminum storefront appears to be a later addition. Below the transom is a flat metal awning. The glazed brick base below the storefront has been removed, likely when the storefront glazing was replaced.

East 6th Street (N Bailey St to N Chestnut St)**300 Block of East 6th Street (South Side)**

517 North Bailey Street is a one-story rectangular building built in 1941 for the 6th Street Market, the largest food store in the state when it opened.² The most drastic building alteration is the addition of a mansard style roof which projects outward a few feet from the west façade where the original flat canopy once was. The rounded brick corners are still a key feature of this modern style building. Like the Sidles Garage Building to the east, the north façade has pilasters that terminate a few feet from the roofline. The storefront has been replaced with four casement windows set within metal paneling to reduce the size of the original opening. The entire building has been painted. The number and severity of changes made to the building has led to its status as a non-contributing building in the district. Directly west across North Bailey Street is a non-contributing structure. The hipped roof shelter was built by a local Boy Scout troop outside the period of significance. 306-320 East 6th Street (also addressed at 520 Chestnut Street) is a two-story tan square brick building constructed in 1949 for additional storage space for the 6th Street Market. Sidles Garage, an auto accessories shop, took over the space within a few years and made good use of the storefront windows on the west facade. The original three doors with transoms on the west façade have been removed and converted to windows and the large storefront has been reduced with black paneling. Both alterations are reversible and therefore does not alter the contributing status. The double sash two-over-two windows wood windows are intact on the upper story. The south façade has the original tan brick and seven pilasters that extend to just a few feet below the roofline. The brick on the north and east facades has been painted a cream color.

² North Platte Telegraph Bulletin, March 16th, 1949 "Cut Family Food Cost: New 6th Street Market Custom-Designed to Bring You Greater Food Bargains," p.8.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**West Front Street (N Vine St to N Jeffers St)**100 Block of West Front Street**

Two contributing buildings are located on the south side of the 100 block of West Front Street. 108 West Front Street was completed around 1920. This one-story red brick building originally had two traditional storefronts which have since been replaced with roll up garage doors after 1939. The regular doors were moved from the center of the storefront to the east and west sides of the garage doors. Early tenants in 1924 included a lawyer's office and monument company, but by 1936 the two tenant spaces were used for auto and tire repair. The sign bands are still in place below the cornice which is capped with stone. To the east, 100 West Front Street was built around 1942 for Shrake's Auto Body Shop which is still in operation at this location today. They had been a tenant at 108 West Front in 1939 and likely moved after the completion of their new building next door. The one-story red brick building retains the original five openings for garage doors however the doors themselves have been replaced. The regular doors have also been replaced with new doors in their original openings, preserving the transom windows. The one casement window remains in its original location on the east bay of the front façade.

North Dewey Street (4th St to 6th St)**400 Block of North Dewey Street (West Side)**

The McCabe Building was constructed in 1913 and fronts North Dewey Street despite the primary address of 115 East 4th Street (LN06-554). The two-story mission revival building was designed by architect B.M. Reynolds with three bays on the front façade and nine on the south façade framed by full height pilasters broken by the storefront cornice. The symmetrical front façade looks much as it did when originally constructed except for the storefront which has been rebuilt and the transom windows covered with signage. The second story retains the original twelve-over-one windows which are also present on the second story of the south façade. First floor openings on the south façade, originally garage door openings for the Hendy Ogier Auto Company, have been closed or modified with stucco. The stucco and brick were painted a light tan color. To the north is the McCabe Hotel, finished three years after the McCabe Building, at 404 North Dewey Street (LN06-553). The builder was Howard and Jim McMichael and the architect of the third story addition was Victor Beck. This Second Renaissance Revival brick building retains a high degree of integrity. While the historic black panel covering reminiscent of art deco design was removed, one of the two large clipped rectangular windows retains its shape while the other was modified to create a second entrance. The brick on the first story was painted tan like the McCabe Building. The second and third stories retain their six-over-one windows with exterior metal storms. The third story addition breaks the three bays created on the first and second stories. A stone cornice with square leaf motifs spans the front façade. The Knights of Columbus Building adjacent to the alley at 408 N Dewey Street (LN06-552) is also a Second Renaissance Revival building designed by Victor Beck and built by the McMichael brothers. Completed one year after the McCabe Hotel in 1917, the three-story red brick building carries over a similar design language. Instead of a cornice, this building uses a pattern of white stretcher bond brick tracing the stepped parapet to draw attention upwards. The second and third story windows have a similar pattern tracing their openings with white header course brick. Green tile diamonds framed with white brick set into the parapet provide further ornamentation. Original double-hung wood windows are located on the top two floors. Like many buildings in the district, the storefront has been altered, covering the transom windows with black metal panels and replacing the fabric awning with a corrugated metal awning.

North of the alley is the Keith Theater, built in the Mission style in 1908 at 412-414 North Dewey Street (LN06-072). This two-story brick building is styled similar to the McCabe Building which was built five years later. The building façade has three bays and is a symmetrical design. Each bay of the second story has three non-historic rectangular windows. The middle bay of windows is framed with radial brick and stone. Below is a double band of stone, broken at each bay by brick pilasters. Instead of circle windows in the mission style parapets like the McCabe Building, the Keith Theater features raised brick Stars of David set into a circle. The south storefront bay configuration was altered, and new stone added. While the tile was changed outside the period of significance in the north two bays, the configuration is the same as it appeared in 1942. The columns in all three bays have new cream tile. The transom windows were covered. To the north is the Belton and McDonald Building constructed at 418 North Dewey Street. The B.M. Reynolds designed Mission style building was originally constructed in 1916 and extensively remodeled circa 1950. The current appearance is modern in design and uses

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

a similar skinny brick as the 1953 building one block north at 512 N Dewey St. The parapet wall uses a basket weave pattern, separated from the stretcher brick below with an extruded band of soldier course brick over a header course. Three square windows with stone sill are all the detail on the upper façade. The storefront has a V-shaped recession and the glass is partially covered with black panels. The IOOF Hall (LN06-046) was built by DW Thompson in the Neo-Classical Revival style and has been anchoring the corner since about 1903. An Italianate building was at this location from 1881 until the new IOOF Hall was built. This two-story tan brick building retains a high degree of integrity. The second story façade retains the same openings and ornamentation as the day it opened. The upper front façade features two bays, each with Palladian windows capped with stone lentils and anchored with a stone sill. The building cornice has brackets and a decorated frieze plain. The building name is featured in a protruding name plate above. The storefront has a cornice with dentils and a broken pediment above the recessed entrance. The column with recessed entrance at the northeast corner of the building was removed during the period of significance and converted to a standard brick pilaster and windows. The replacement windows on the lower story are single casement windows instead of the original double-hung style.

400 Block of North Dewey Street (East Side)

The Elks Lodge Building was designed by Carl Shaffer and built by R.P. Basta in the Neo-Classical Revival Style at 401 North Dewey Street (LN06-542). Completed in 1910, the three-story rectangular brick building looks much as it did when first constructed. The windows on the second and third stories have been replaced with two fixed sash windows with half round window above and stone sills. Each window is separate by a two-story brick pilaster with stone base and cap. The original stone building cornice and storefront cornice have been replaced with cream colored tile spanning the west and south facades. Arched canopies obscure the original transom windows. The first-floor storefront has been altered, consolidating the separate recessed entrances along the west façade to one primary entrance on at the southern end of the west façade. The original BPOE entrance on the south façade retains its original opening with wood half lite double doors. The smaller single door to the left of the BPOE entrance has been bricked closed. The two-story brick Morsch Building is located north of the Elks Lodge Building and is a noncontributing resource due to significant alterations outside the period of significance. This rectangular building was built in the commercial style in 1912 and designed by architects Huntington and Howard. Windows on the north façade have been bricked shut, however the stone sills for nearly all the openings are still in place. The front façade is capped with a simple painted cornice. The two second story windows have been replaced, however a double-hung divided lite like the original was used. Both windows retain the original radiating brick voussoir with keystone. Each keystone has a ram motif. The storefront has undergone a complete remodel and is a modern design with three bays—two arched windows and one arched recessed entrance.

Across the alley is the Howe and Maloney building designed by B.M. Reynolds and constructed in 1915. The original structure was one story, with the second story addition completed in 1936. This Prairie style building is a two-story brick rectangular building. The symmetrical front façade is well preserved. The primary features include the raised rectangular brick panel at the center, flanked by two single-sash windows on either side. The metal sign band is capped with a stone storefront cornice that wraps to the end of the first bay on the south façade. The storefront has been altered by removing the northern recessed entrance and middle bay of the storefront. Anchoring the north end of the block is the Masonic Temple Building (LN06-544) completed in the Renaissance Revival style in 1908. The third-story addition, begun in 1929, was opened in 1930 and is defined with a stone band supported with corbelled brick along the front and north facades. The parapet is emphasized with a basket weave brick with stone cornice. The third story front facade features three glass blocked windows with brick quoins and a header of soldier course brick which is also present on the north façade. Above and to either side of these windows on the front facade are carvings representing masonic society. Glass block encloses the windows on the second story of the front and north facades and the first-floor windows on the north façade. Engaged columns adorn the second story windows. The transom windows above the storefront have also been glass blocked. While the original brick pilasters on the ground floor have been covered with cream colored tile, the four storefront bays have been retained in much their original configuration with replacement glass.

500 Block of North Dewey Street (West Side)

The first building on the west side of the 500 block of North Dewey Street was built in 1974, replacing several historic buildings. This one-story cream tile building with stone pilasters is not contributing to the district. The Reynolds Tramp Building to the north retains a high degree of integrity and has been well preserved. The two-story tan brick building was constructed in 1915 and has a high degree of ornament characterized by its Italianate style. The building retains two storefronts, but the windows are new, and the entrances deeply recessed. The northern storefront has been altered

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

slightly, angling the recessed entrance. The original transom windows have been covered with corrugated metal. The end piers are capped with floral stone carvings. The storefront cornice has evenly spaced brackets with carved arrows. Brown header course brick with rosettes frame the upper story windows. Diamond shaped floral motifs are spaced evenly above the windows, framed with a rectangular band of brown header course brick. The most distinctive feature of the building is the cornice which is comprised of square floral designs above dentils and a central medallion.

Adjacent to the alley is 512 North Dewey Street constructed in 1953 with stacked red brick. The building reads as two stories despite the lack of windows on the upper façade. The storefront has aluminum windows with a recessed entrance, like the Reynolds Tramp building, covered with a sloped metal awning. To the north is the Dixon Building (LN06-549), the oldest in the district, built in 1879. This two-story red brick Renaissance Revival building is another example of a well-preserved building down to the projecting "Dixon's" sign. The storefront retains the same basic layout with recessed entrances; however, the base and glass have been replaced. Modern canvas awnings obscure the transom windows. The second story fenestration includes eight double-hung windows with tan header course brick. The windows have been replaced with aluminum frames. The stone keystone patterns above each window remain. The simple cornice is three rows of corbelled brick with a row of header brick as the cap. The final building on this block is the Dickey Building (LN06-047) constructed in 1889 in the Richardsonian Romanesque style. This highly ornamented building retains its original rusticated stone, corbelled brick, Corinthian capitals, and wood windows. Most of the storefronts on both the east and north facades have been altered or replaced with metal panel and brick or glass block. A large pillar at the corner of the building was removed during the 1938 remodel and is now installed in the fountain in Cody Park. The double-hung windows on both facades are still intact. The three chimneys projecting above the parapet wall have been removed, but the three character defining bell roofs remain. A small one-story addition was added between 1892 and 1903 on the west end of the building fronting 6th Street. The storefront looks like the original portion of the building with transom windows and rusticated stone. The 1903 Sanborn Map shows the addition was used in tandem with the original space through an opening by the U.S. Land Office. Sometime between 1921 and 1930 the second story was added to the addition, accounting for the simple design and pair of two double hung windows instead of the original pattern of single double hung windows.

500 Block of North Dewey Street (East Side)

Located at 503 North Dewey Street, the Janet McDonald Building was constructed in 1966 in a modern style replacing the former King Fong Cafe. The building was designed by Hinde and Laurinat and built by Wayne Dowhower Construction Company. The building is a combination of concrete masonry and chocolate brown and white brick veneer walls. The original storefronts were anodized aluminum in bronze color. The front (west) façade has two bays, emphasized by two rectangles of white brick. The eight bays on the south façade are defined by rectangles of white brick with a vertical strip of chocolate brick showing through the lower half of the rectangle. To the north is the Hinman Building (LN06-546) constructed in the Renaissance Revival style in 1885 by John Hinman. The storefront on the two-story yellow brick building has been altered, with red and tan tile added to the façade. The southern bay has two doors with one casement window, while the north bay has an angled recessed glass storefront. Visual interest is created using soldier brick in a stacked bond at the corners of the building division between the upper and lower façade and at the parapet which is capped with a header course of brick. The Hahler Building is located north, adjacent to the alley. This two-story contributing building was built around 1907 in a dark brown brick. The storefront has been altered using small mosaic tile to cover the brick. New storefronts have been added and the transom windows covered. The central entrance is partially removed and only the north pilaster framing the entrance remains. The upper story retains the Flemish bond brick and diamond brick reliefs above and below the windows. While the upper windows retain their original opening, they have been replaced. Corbelled brick creates the cornice.

Across the alley is a one-story modern brick building at 513 North Dewey Street (LN06-760). This red brick building was completed in 1960 and has a stretcher bond brick with a stone cap. The storefront consists of three aluminum framed panes with a swing door at the southern end. The building immediately north is a one-story brick shopping center finished in 1975. The construction outside the period of significance makes this a non-contributing building.

North Jeffers Street (4th St to Front St)**400 Block of North Jeffers Street (East and West Sides)**

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

The most prominent building on the 400 block of North Jeffers Street is the National Register listed Federal Post Office Building (LN06-038) built in 1913. This three-story Italian Renaissance Revival building is rectangular in shape with brick veneer. The clay tile hipped roof is accentuated with wide overhanging eaves with exposed rafter ends and elaborate paired brackets. The building is defined by the four ionic curved stone pilasters flanked by squared stone pilasters with ionic capitals on the front façade. The building retains a high degree of integrity and stands out as one of the most well-preserved buildings in the district. At the northeast corner of the building is a stone Lincoln Highway Marker dating to 1928 (LN06-717) a contributing object within the district. There are two non-contributing resources on this block, 402 and 409 North Jeffers Street. The former is a one-story brick building with hipped asphalt roof. The later is a one-story brick building with an asphalt gable roof. Both were constructed outside the period of significance.

500 Block of North Jeffers Street (East and West Sides)

Only three buildings front onto the 500 block of North Jeffers Street—Kunkel Auto Supply (LN06-538), Morsch/Klenk (LN06-800), and Firestone Garage (LN06-536) and all are contributing buildings to the district. Kunkel Auto Supply at 505 North Jeffers Street was built in 1933 with a second story addition in 1937. This two-story tan brick building was designed by architect C.C. Coursey in the Art Deco style. The building has brick rectangles with a 45-degree basket weave pattern above the storefront and second floor windows. Ground to cornice parapets are capped with pyramids and divide the front (west) façade into three bays. The storefront has two bays of replacement windows and a recessed double-door entrance. Metal awnings obscure the original transom windows. On the west side of the street is the 1916 Morsch-Klenk Building at 506 North Jeffers Street. This contributing building is a two-story rectangular building with one bay. The storefront has been replaced with a modern aluminum system and the transom windows covered with a modern fabric awning. The upper façade has seven double-hung windows with metal storms and individual canvas awnings. Each window is surrounded with a header course of brick. Two brick pilasters flank either end of the front façade and terminate at the corbelled cornice. The last building on this block is the Firestone Garage. This Spanish Revival building was built in 1928 of brown brick with a red clay tile mansard roof. The filling station canopy has been enclosed as part of the building with wood paneling, also used on many of the windows and garage doors. The building retains the original rooflines and brick detailing including the large brick arch over the primary entrance, small arch motifs, and basket weave patterns.

600 Block of North Jeffers Street (West Side)

The first remaining resource is the Ideal Dairy building constructed in 1921. This two-story red and brown brick building has one bay and appears to have been completed in two stages with the second story as a later addition. The windows and doors have been boarded up but retain their original openings. Five rows of stacked dark brown brick provide visual interest between the two stories along with a row of dark brown soldier brick above the first-floor windows and door. To the north is a one-story red brick building which also has the fenestration covered up with corrugated metal. The original construction was simple in design with one large window, single recessed entrance, and garage door. A basket weave brick pattern defines the parapet.

North Jeffers Street (6th St to 9th St)

600 Block of North Jeffers Street (East Side)

North of the bridge on the east side of the street stands 633 North Jeffers Street, originally built about 1948 for Cornhusker Tractor and Equipment Company. This one-story tan brick building exemplifies the Streamline Moderne style with its rounded storefront. The original glass storefront which wrapped the curve at the northwest corner under a metal band has been partially infilled with a roll up garage door, glass block, brick, and paneling. Four of the five 10 pane metal windows on the north façade are original, while one has been converted to an entrance.

700 Block of North Jeffers Street (West Side)

The corner building on the 700 block of North Jeffers Street has been in place since approximately 1920 as the Woodgate Building. This simple two-story brick building is white stucco which appears to be original based on a 1922 photograph. The second-floor windows on the east and south façade have been boarded up and the recessed entrance on the front (east) facade has been partially enclosed with stucco and a single glass door installed. The transom windows have been boarded over, but the three window openings (two on the east and one on the south facade) below retain their original form despite the modern aluminum replacements. To the north is the Leypoldt and Pennington Building at 706-710 North Jeffers Street. This two-story red brick building began construction in 1917 and is currently vacant. The front (east) façade is

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

divided into four bays. Each storefront has been modified, losing the original transom windows. One storefront was converted to a garage door. The windows on the second story have been removed and boarded. Brick rectangles created through extruded header course brick are in each bay above and below these windows. The cornice is defined by corbelled brick. The one-story brick building to the north was constructed about 1923 at 712-714 North Jeffers Street (LN06-561). The details of this design are like the Leypoldt Building with rectangular extruded brick motifs above the two storefronts and on the parapet. One additional ornament is the diamond shaped brick relief seen between the two lower rectangles and on either side of the upper rectangle. Both storefronts appear to maintain their original recessed entries however the glass has been replaced. One transom window remains while the other has been converted to signage. In keeping with the style on this block, 716 North Jeffers Street (LN06-562) also uses raised brick rectangles in the parapet, but the tan brick of the header course contrasts with the red brick of the façade. Additionally, the top of the rectangle is arched to mimic the parapet line. The storefront retains one original recessed opening, however the second has been enclosed with brick and glass. The transom windows remain over the storefront but have been boarded up over the current and former entrance. 718 North Jeffers Street was built in 1929 and combines elements of the previous buildings on this block. The storefront has been enclosed with vinyl siding and one door placed at the center. The one-story brown brick building has a tan brick rectangle motif with three brick diamonds, one in the center and flanking either side. The stepped roofline is capped in tan header course brick. The final building on this block was constructed in 1960 and replaced a 1915. The one-story building has vinyl siding and an entrance on the north façade. It is a non-contributing building in the district.

700 Block of North Jeffers Street (East Side)

The first building on the south end of the 700 block of North Jeffers on the east side is a non-contributing Dollar General built in 2003. The metal panel building is set back from the front property line with two rows of parking and a drive aisle, detracting from the urban character of the district. To the north of this building are two more non-contributing buildings due to alterations that have occurred outside the period of significance. 713 and 715 North Jeffers Street were built around 1915 and are two- and one-story buildings respectively. Both have vertical wood siding installed to cover the original brick. The openings for the first-floor windows remain but have been reduced or covered. 717-719 North Jeffers Street is a two-story contributing building to the north. Built as an automobile sales garage, this building retains a fair degree of integrity. What were likely vehicle bays were closed with 45-degree wood paneling and single doors installed at the center. The original central entrance has also been closed with wood panels. The original double-hung windows remain on the second story with metal transoms. Ornament includes tan colored brick crosses under the parapet with smaller crosses above the second story windows. The northern most building on this block has a long history as the first hospital in North Platte. This two-story concrete block building was constructed in 1907 as the Lamb Building (LN06-560). The storefront retains the original transom windows in the southern bay along with the recessed storefront. The northern bay has lost the original concrete block base and the transom was covered with wood panel. The upper-story windows have all been replaced with a modern lite configuration that does not match the original double-hung style. The lintel and sills have been painted a cream color and the building was painted pink. Three rows of dentils adorn the parapet.

800 Block of North Jeffers Street (West Side)

Two buildings stand on the west side of North Jeffers Street on the 800 block. The corner building is one of the more prominent resources in the north side of the district. Built in 1916, the Julius Morgensen Building (LN06-563) is a two-story brown brick rectangular building. Once home to Chrysler-Plymouth Auto Company, this building retains a good amount of integrity. The only major storefront modification was the alteration of the central entrance from a double-door recessed entry to a single recessed entrance with a longer storefront. The other two entrances remain in their original configuration but one of the doors has been replaced with a modern glass door. All the transom windows have been covered. The second story windows on the south and east facades are the original double-hung wood windows with metal storms. The lower story windows on the south façade appear to be original glass block. The south and east facades are both adorned with rectangular brick reliefs with diamond brick motifs in and flanking the rectangles. The cornice is defined with four rows of corbelled brick. This building dwarfs the smaller one-story rectangular brick building to the north. The north façade of this smaller building has been stuccoed and the storefront replaced with a stone base and two aluminum casement windows next to a single aluminum door. Simple brick pilasters frame the front façade and light red brick frame the upper sign band.

West 7th Street (N Vine St to N Jeffers St)**100 Block of West 7th Street (North Side)**

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property**County and State**

Of the three buildings on this street the one-story brick building on the corner (121 W 7th St) is in the best condition. The brick on Eschelman's Feed Store has been painted white. The symmetrical façade has a modern roll up garage door in the middle bay with two four pane windows on either side. Brick pilasters that project above the parapet wall define the three bays. The west façade has been stuccoed and three small windows boarded. Attached to the rear of Eschelman's fronting Vine Street is a one-story building constructed about 1921. The building is stuccoed with a central roll up garage door. The south window has been converted to signage but the 25-pane window to the north is intact. A regular door is located south of the roll up door. The roof is a shingled mansard style. To the east of Eschelman's is a third Woodgate financed building originally home to a Buick dealership. This one-story stucco building has no ornamentation save the raised "1923" and "Woodgate" lettering below the parapet. Having been constructed around the time of the first Woodgate building (700 North Jeffers) by the same owner, it is likely the building also originally used stucco. Some wood windows are intact while others have been enclosed. All three vehicle bays have been modified to reduce their size or convert them to a regular entrance. Behind the original Woodgate Building (700 North Jeffers) is a third building constructed by Mr. Woodgate. The engraving below the second story windows indicates he had the building constructed in 1925. The building, used as a garage, is in a deteriorated state, with the parapeted gable roof beginning to cave in. All the windows on the south and east façade have either been boarded up or concrete blocked. The fenestration and entrances appear to be in their original configuration.

East 7th Street (N Jeffers St to N Dewey St)**100 Block of East 7th Street (North and South Side)**

On the north side of East 7th Street is a one-story tan and red brick building constructed about 1947. The south façade retains the original four-sash aluminum windows on either side of the primary entrance. The lower half of the windows to the east have been covered with paneling. The entrance is the same single lite door with transom above. The brick basket weave pattern below the roofline on the front facade is still visible. Directly south of this building is a metal barrel vault machine shed built around 1948. The front façade has a sliding barn door with vent above and double sash six pane metal windows on either side. Six six-pane casement windows are located on both side facades. The roof is asphalt shingle.

West 8th Street (N Vine St to N Jeffers St)**100 Block of West 8th Street**

Only one building on this street contributes to the district. 121 West 8th Street is a Streamline Moderne building constructed between 1944 and 1947 as an implement shop. The two-story tan brick Kaiser Frazer Building retains a high degree of integrity. The only changes to the front façade include the canvas and metal awnings over the storefront and entrance and the replacement of the original second story windows with vinyl windows in their original openings. The two bays of windows on the lower façade look much as they originally did. The west façade has three original storefront windows, two glass block windows, and three roll up garage doors. One three-sash window was bricked between the two regular doors. To the east at 115 West 8th Street is a metal building constructed in 2009 and therefore is a non-contributing building.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Table 1: All properties within the North Platte Commercial Historic District

| Image | Address | Survey Number | C/NC | Construction Date |
|---|--------------------------|---------------|------|-------------------|
| West 4th Street (N Vine St to N Jeffers St) | | | | |
| <p>Telephone Building</p>  | 121 W 4 th St | LN06-041 | C | 1928 |
| <p>Low Building</p>  | 117 W 4 th St | LN06-767 | C | 1940 |
| East 4th Street (Dewey St to Chestnut St) | | | | |
| <p>Hendy-Ogier Auto Company</p>  | 209 E 4 th St | LN06-554 | C | 1918 |
| <p>Wilcox Hinman Service Station</p>  | 301 E 4 th St | LN06-557 | C | 1930 |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|--|-----------------|----------|--------------------------|
| <p>Higgins Chevrolet</p>  | <p>315 E 4th St</p> | <p>LN06-768</p> | <p>C</p> | <p>1929</p> |
| <p>BO Callender Oil Company</p>  | <p>408 N Chestnut St</p> | <p>LN06-769</p> | <p>C</p> | <p>Ca. 1921/1926</p> |
| <p>East 5th Street (N Jeffers St to N Chestnut St)</p> | | | | |
|  | <p>E 5th Street between N Jeffers St and N Bailey Ave</p> | <p>LN06-770</p> | <p>C</p> | <p>1917</p> |
| <p>Swenson Building</p>  | <p>101 E 5th St</p> | <p>LN06-771</p> | <p>C</p> | <p>1949</p> |
|  | <p>105 E 5th St</p> | <p>LN06-772</p> | <p>C</p> | <p>1925</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|---|--|-----------------|----------|-------------|
| <p>Union State Bank</p>  | <p>109-111 E 5th St</p> | <p>LN06-773</p> | <p>C</p> | <p>1925</p> |
| <p>Mutual Building and Loan Building</p>  | <p>100-102 E 5th St</p> | <p>LN06-729</p> | <p>C</p> | <p>1914</p> |
| <p>Brodbeck Building</p>  | <p>104-106 E 5th St</p> | <p>LN06-774</p> | <p>C</p> | <p>1916</p> |
| <p>Twinem Building</p>  | <p>108-110 E 5th</p> | <p>LN06-775</p> | <p>C</p> | <p>1917</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|------------------------------------|-----------------|--------------------|------------------|
| <p>Belton McDonald Building</p>  | <p>215 E 5th St</p> | <p>LN06-776</p> | <p>C</p> | <p>1964</p> |
| <p>Hotel Yancey</p>  | <p>217-222 E 5th St</p> | <p>LN06-045</p> | <p>NRHP Listed</p> | <p>1929</p> |
| <p>W.R. Maloney Building</p>  | <p>214 E 5th St</p> | <p>LN06-556</p> | <p>C</p> | <p>1913/1920</p> |
| <p>Paramount Theater</p>  | <p>222 E 5th St</p> | <p>LN06-067</p> | <p>C</p> | <p>1931</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|---|------------------------------------|-----------------|--------------------|-----------------|
| <p>Fox Theater</p>  | <p>301-305 E 5th</p> | <p>LN06-044</p> | <p>NRHP Listed</p> | <p>1929</p> |
|  | <p>307 E 5th Street</p> | <p>LN06-777</p> | <p>NC</p> | <p>Ca. 1940</p> |
| <p>Telegraph Bulletin</p>  | <p>315 E 5th St</p> | <p>LN06-778</p> | <p>NC</p> | <p>1941</p> |
| <p>Thomsen Agricultural Implements</p>  | <p>321 E 5th St</p> | <p>LN06-779</p> | <p>C</p> | <p>1945</p> |
| <p>Sears and Roebuck</p>  | <p>304 E 5th St</p> | <p>LN06-780</p> | <p>C</p> | <p>1949</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State


| West 6 th Street (N Jeffers St to N Vine St) | | | | |
|--|--------------------------|----------|----|----------|
| <p>Ritner Hotel</p>  | 111 W 6 th St | LN06-781 | NC | 1915 |
| <p>Broadmoor Hotel</p>  | 107 W 6 th St | LN06-782 | C | 1915 |
|  | 105 W 6 th St | LN06-783 | C | Ca. 1947 |
| East 6 th Street (N Bailey Ave to N Chestnut St) | | | | |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State


| | | | | |
|--|---|-----------------|-----------|-----------------|
| <p>6th Street Market</p>  | <p>517-521 N Bailey St</p> | <p>LN06-784</p> | <p>NC</p> | <p>1941</p> |
| <p>Sidles Garage</p>  | <p>306-320 E 6th St (also 520 Chestnut St)</p> | <p>LN06-785</p> | <p>C</p> | <p>1949</p> |
| <p>Boy Scout Shelter</p>  | <p>(SW corner E 6th and N Bailey St)</p> | <p>LN06-786</p> | <p>NC</p> | <p>Unknown</p> |
| West Front Street (N Vine St N Jeffers St) | | | | |
|  | <p>108-110 W Front St</p> | <p>LN06-787</p> | <p>C</p> | <p>Ca. 1920</p> |
| <p>Shrake Auto Body</p>  | <p>100-102 W Front St</p> | <p>LN06-788</p> | <p>C</p> | <p>Ca. 1942</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| North Dewey Street (4 th Street to 6 th Street) | | | | | |
|---|---|---------------------------------|----------|------|------|
|  | Dewey Street from 4 th Street to 6 th Street | LN06-789 | C | 1917 | |
| McCabe Building |  | 115 E 4 th Street | LN06-554 | C | 1913 |
| McCabe Hotel |  | 404-406 N Dewey St | LN06-553 | C | 1916 |
| Knights of Columbus |  | 408-410 N Dewey St | LN06-552 | C | 1917 |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|---------------------------|-----------------|----------|-----------------|
| <p>Keith Theater</p>  | <p>412-414 N Dewey St</p> | <p>LN06-072</p> | <p>C</p> | <p>1908</p> |
| <p>Belton and McDonald</p>  | <p>418 N Dewey St</p> | <p>LN06-790</p> | <p>C</p> | <p>Ca. 1916</p> |
| <p>IOOF Building</p>  | <p>420-422 N Dewey St</p> | <p>LN06-046</p> | <p>C</p> | <p>Ca. 1903</p> |
| <p>Elks Lodge/Hirschfelds</p>  | <p>401 N Dewey St</p> | <p>LN06-542</p> | <p>C</p> | <p>1910</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|---------------------------|-----------------|-----------|------------------|
| <p>Morsch Building</p>  | <p>409 N Dewey St</p> | <p>LN06-791</p> | <p>NC</p> | <p>1912</p> |
| <p>Howe and Maloney</p>  | <p>413-415 N Dewey St</p> | <p>LN06-792</p> | <p>C</p> | <p>1912/1936</p> |
| <p>Masonic Temple</p>  | <p>417-423 N Dewey St</p> | <p>LN06-544</p> | <p>C</p> | <p>1908/1930</p> |
| <p>Brown's Shoe Fit</p>  | <p>502 N Dewey St</p> | <p>LN06-793</p> | <p>NC</p> | <p>1974</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|-------------------------------|-----------------|----------|-------------|
| <p>Reynolds-Tramp</p>  | <p>508-510 N Dewey St</p> | <p>LN06-551</p> | <p>C</p> | <p>1915</p> |
| <p>Wilson's Shoes</p>  | <p>512 N Dewey St</p> | <p>LN06-794</p> | <p>C</p> | <p>1953</p> |
| <p>Dixon Building</p>  | <p>514-518 N Dewey St</p> | <p>LN06-549</p> | <p>C</p> | <p>1879</p> |
|  | <p>520-522 N Dewey St</p> | <p>LN06-047</p> | <p>C</p> | <p>1889</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State





| | | | | |
|---|---------------------------|-----------------|----------|-----------------|
| <p>McDonald Building</p>  | <p>503 N Dewey St</p> | <p>LN06-795</p> | <p>C</p> | <p>1966</p> |
| <p>Hinman Building</p>  | <p>505-507 N Dewey St</p> | <p>LN06-546</p> | <p>C</p> | <p>1885</p> |
| <p>Hahler Building</p>  | <p>511 N Dewey St</p> | <p>LN06-796</p> | <p>C</p> | <p>Ca. 1907</p> |
|  | <p>513 N Dewey St</p> | <p>LN06-760</p> | <p>C</p> | <p>1960</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|------------------------|----------|-------------|------|
|  | 515 N Dewey St | LN06-797 | NC | 1975 |
| North Jeffers Street (4th Street to 7th Street) | | | | |
| <p>Post Office and Federal Building</p>  | 416 N Jeffers St | LN06-038 | NRHP Listed | 1913 |
| <p>Lincoln Highway Marker</p>  | Lincoln Highway Marker | LN06-717 | C | 1928 |
| <p>RX Express</p>  | 402 N Jeffers St | LN06-798 | NC | 2000 |
|  | 409 N Jeffers St | LN06-799 | NC | 1978 |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|---|---------------------------------|-----------------|----------|------------------|
| <p>Kunkel Auto Supply</p>  | <p>505-507 N Jeffers St</p> | <p>LN06-538</p> | <p>C</p> | <p>1933/1937</p> |
| <p>Morsch-Klenk Building</p>  | <p>506-508 N Jeffers St</p> | <p>LN06-800</p> | <p>C</p> | <p>1916</p> |
| <p>S & R Service Station (Firestone Garage)</p>  | <p>520 N Jeffers St</p> | <p>LN06-536</p> | <p>C</p> | <p>1928</p> |
| <p>Ideal Dairy</p>  | <p>612 N Jeffers Street</p> | <p>LN06-801</p> | <p>C</p> | <p>1921</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|-----------------------------|----------------------------|----------|-----------------|
|  | <p>616 N Jeffers St</p> | <p>LN06-802</p> | <p>C</p> | <p>1921</p> |
| <p>North Jeffers Street (7th Street to 9th Street)</p> | | | | |
| <p>Cornhusker Tractor</p>  | <p>633 N Jeffers St</p> | <p>LN06-803</p> | <p>C</p> | <p>Ca. 1948</p> |
| <p>Woodgate Building</p>  | <p>700-702 N Jeffers St</p> | <p>LN06-804</p> | <p>C</p> | <p>1920</p> |
| <p>Leyoldt and Pennington</p>  | <p>706-710 N Jeffers St</p> | <p>LN06-805 LN06-7</p> | <p>C</p> | <p>1917</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



| | | | | |
|--|---------------------------------|-----------------|-----------|-------------|
| <p>Antonides Hardware</p>  | <p>712-714 N Jeffers St</p> | <p>LN06-561</p> | <p>C</p> | <p>1923</p> |
|  | <p>716 N Jeffers St</p> | <p>LN06-562</p> | <p>C</p> | <p>1922</p> |
|  | <p>718 N Jeffers St</p> | <p>LN06-806</p> | <p>C</p> | <p>1929</p> |
|  | <p>720 N Jeffers St</p> | <p>LN06-807</p> | <p>NC</p> | <p>1960</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State


| | | | | |
|--|-----------------------------|-----------------|-----------|-----------------|
| <p>Dollar General</p>  | <p>705 N Jeffers St</p> | <p>LN06-808</p> | <p>NC</p> | <p>2003</p> |
| <p>Nelson and Co</p>  | <p>713 N Jeffers St</p> | <p>LN06-809</p> | <p>NC</p> | <p>Ca. 1915</p> |
|  | <p>715 N Jeffers St</p> | <p>LN06-810</p> | <p>NC</p> | <p>Ca. 1915</p> |
| <p>Logan Buick</p>  | <p>717-719 N Jeffers St</p> | <p>LN06-811</p> | <p>C</p> | <p>Ca. 1920</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|---|--------------------------------|-----------------|-----------|-----------------|
| <p>Lamb Building</p>  | <p>723 N Jeffers St</p> | <p>LN06-560</p> | <p>C</p> | <p>1907</p> |
| <p>Julius Morgensen Building</p>  | <p>800-802 N Jeffers St</p> | <p>LN06-563</p> | <p>C</p> | <p>1916</p> |
| <p>Neve Building</p>  | <p>806-808 N Jeffers St</p> | <p>LN06-812</p> | <p>C</p> | <p>Ca. 1942</p> |
| West 7th Street (N Vine St to N Jeffers St) | | | | |
| <p>Eshelman's Feed Store</p>  | <p>121 W 7th St</p> | <p>LN06-565</p> | <p>C</p> | <p>1921</p> |
| <p>Hay and Feed Building</p>  | <p>711 N Vine St</p> | <p>LN06-813</p> | <p>NC</p> | <p>Ca. 1921</p> |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|---|--|-----------------|----------|-----------------|
| <p>Buick Building</p>  | <p>113-119 W 7th St</p> | <p>LN06-565</p> | <p>C</p> | <p>1923</p> |
| <p>Woodgate Garage Building</p>  | <p>107-111 W 7th St</p> | <p>LN06-814</p> | <p>C</p> | <p>1925</p> |
| <p>East 7th Street (N Dewey St to N Jeffers St)</p> | | | | |
| <p>Machine Shed</p>  | <p>124 E 7th St</p> | <p>LN06-815</p> | <p>C</p> | <p>Ca. 1948</p> |
| <p>Franks Farm Equipment</p>  | <p>117 E 7th St</p> | <p>LN06-816</p> | <p>C</p> | <p>Ca. 1947</p> |
| <p>West 8th Street</p> | | | | |

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

| | | | | |
|--|--------------------------------|-----------------|-----------|-------------|
| <p>Schlientz Implement Co</p>  | <p>121 W 8th St</p> | <p>LN06-817</p> | <p>C</p> | <p>1945</p> |
| <p>UHaul</p>  | <p>115 W 8th St</p> | <p>LN06-818</p> | <p>NC</p> | <p>2009</p> |

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A** Owned by a religious institution or used for religious purposes.
- B** Removed from its original location.
- C** A birthplace or a grave.
- D** A cemetery.
A reconstructed building, object, or structure.
- E** A commemorative property.
- F** Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Commerce

Architecture

Period of Significance

1879-1971

Significant Dates

1913-Lincoln Highway designated on 4th and Locust and Federal Post Office Constructed

1929- Fox Theater and Hotel Yancey Constructed

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

B.M. Reynolds

Victor Beck

McMichael Brothers

Frederick Henninger

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The North Platte Commercial Historic District represents the core of commercial activity in the city from its earliest development. It is locally significant under National Register Criterion A in the area of Commerce for its role as a regional commercial hub highly influenced by its relationship to the Union Pacific Railroad and later, Lincoln Highway. It is also

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

significant under Criterion C in the area of Architecture for its collection of commercial buildings representing a variety of architectural styles from the late 19th and early 20th centuries, each with a high degree of integrity. The period of significance begins in 1879 with the construction of the Dixon Building, the oldest extant building in the district and extends to 1971, the year the Downtown Improvement District as part of the local Urban Renewal Program was formalized. This end date was chosen because many of the influences of the modern era, including alterations and building replacements, were completed by this date creating the general appearance of the district as seen today. Once the formal Downtown Improvement District was approved it quickly began work to change other portions of the commercial district in a drastic manner.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

North Platte was one of many towns laid out in response to the Union Pacific railroad. The town's location on the transcontinental railroad played an even more significant role in its development than most communities since the Union Pacific Railroad did more than just lay track but proceeded to invest in what would become the world's largest train yard. It was the town's location on these same tracks that allowed it to play such a meaningful role in WWII at home through the North Platte Canteen. It was not just the railroad that shaped North Platte, but another major trans-American transportation system, the Lincoln Highway. Long distance travel was inhibited by the lack of connectivity and poor road conditions until the development of a connected network of highways began. As one of the major coast-to-coast system, the Lincoln Highway brought travelers through North Platte in droves unlike ever before.

These two diverse methods of travel shaped the commercial district in distinct ways. The railroad created a tight hub of commercial activity surrounding the Union Pacific Depot, while the Lincoln Highway resulted in a host of automobile related uses stretching along East 4th Street and North Jeffers Street. These forces helped North Platte become a regional commercial hub and is therefore significant under Criterion A for Commerce.

The architectural styles in the Commercial Historic District are as varied as its development history. The buildings reflect a variety of styles from the late 19th and early 20th centuries and all retain a high degree of integrity. Styles range from simple vernacular commercial to the more ornate Italianate style. This collection of architecture which has visual continuity of form, scale, and function, has retained historic integrity, especially as a result of recent renovation projects which removed 1980s era metal canopies. Therefore, the North Platte Commercial Historic District is eligible locally under Criterion C for Architecture. Of the 82 resources within the district, 63 are contributing plus three additional buildings that are already listed in the National Register. A total of 60 buildings are contributing to the district. The districts period of significance begins with the construction of the earliest extant building, the 1879 Dixon Building and ends in 1971. One significant date within the period of significance is 1913, the year the Lincoln Highway route was identified, showing its path through North Platte on East 4th Street and North Locust (now Jeffers) Street. This was also the year the National Register listed Federal Post Office was built. A second significance year was 1929 when two additional National Register listed buildings were constructed—the Fox Theater and Hotel Yancey.

History of North Platte

Establishing the Railroad Town: The Influence of Union Pacific

While not formally settled until the 1860s, the area now known as North Platte was visited often in the late 1700s and early 1800s by various groups. The first exploration in Lincoln County was by French and Spanish explorers in 1720. In 1739 the Mallet brothers attempted to use the Platte River to reach Santa Fe, New Mexico.³ The growing fur trade brought trappers through the area beginning in the 1760s and extending through the early 1800s. The United States Government sent surveyors into the area in 1819 to document natural features of Lincoln County under the leadership of Major Stephen H. Long.⁴ Several other military groups and settlers passed through Lincoln County along the Platte River throughout the 1830s and 1840s, largely resulting from the Oregon and Mormon Trails that both passed through the county. In 1847 Brigham Young and his Mormon settlers camped just north of North Platte on their way west.⁵

³ Mary S. Hutton, "An Early History of North Platte, Nebraska," Thesis. (N.P., July 1944), 11-17.

⁴ Ibid.

⁵ Hutton, 18.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

It was not until the Transcontinental Railroad came through that travelers across the prairie made North Platte their destination. General G.M. Dodge surveyed the area in 1853 with a group of engineers and determined “that through this region the road must eventually be built.”⁶ North Platte was laid out in November 1866 by General Dodge for the Union Pacific Railroad preceding its arrival to this point.⁷ The plat however was not filed until January 31, 1867. Knowledge that the Union Pacific was planning to establish an important division point just west of the junction of the North and South Platte Rivers brought William Peniston and A.J. Miller to the area. They began by constructing the first building, a general store built of logs, at the corner of Locust and Front Streets. The second building was a log hotel moved from Cottonwood Springs by John Burke.⁸ Prior to these developments, settlers passing through were supplied by the various trading ranches that stocked essential items.⁹ Peniston and Miller were soon joined by a tent village of 3,000 people helping to build the railroad in addition to a garrison of soldiers stationed there.¹⁰ By winter there were more than 300 buildings and the population reached more than 5,000 people.¹¹

This rapid growth brought with it an environment of lawlessness. It was not long before North Platte was labeled “Hell on Wheels” for its high rates of violence and disorder. The large number of saloons supported gambling and theft. Drunken brawls, murder, and violence were common occurrences that often went unpunished. If they were, it was in the frontier town spirit of residents taking the law into their own hands. This period was relatively short and left when the railroad construction neared completion in June 1867 at which point the terminus moved to Julesburg.¹² The following year the County Commissioners began preparations for constructing a county jail. W.S. Peniston was selected to build the jail at a cost of \$2,500 which was to be located on Front Street between Vine and Locust. The rough log building was a poor excuse for a jail and prisoners often escaped. It was replaced by a more substantial two-story brick building on Locust Street in 1888.¹³ Additional attempts to curb vice included resolutions designating North Platte as one of the first “dry” cities in Nebraska, just two years before another law banned women from entering saloons. The former resolution was poorly enforced, and citizens found creative ways around the law including labeling beer as buttermilk.¹⁴

While lawless behavior declined it was at the cost of overall population which declined as well. Fewer people remained, including the newspaper established in November 1866 by Mr. Freeman called the *Pioneer on Wheels*.¹⁵ Despite this setback, North Platte began to improve and grow. Census records from the first census taken in North Platte show a population of only 363 residents in 1880, but within one decade had grown an explosive 741 percent.¹⁶ Growth was aided by the decision in June 1867 to establish

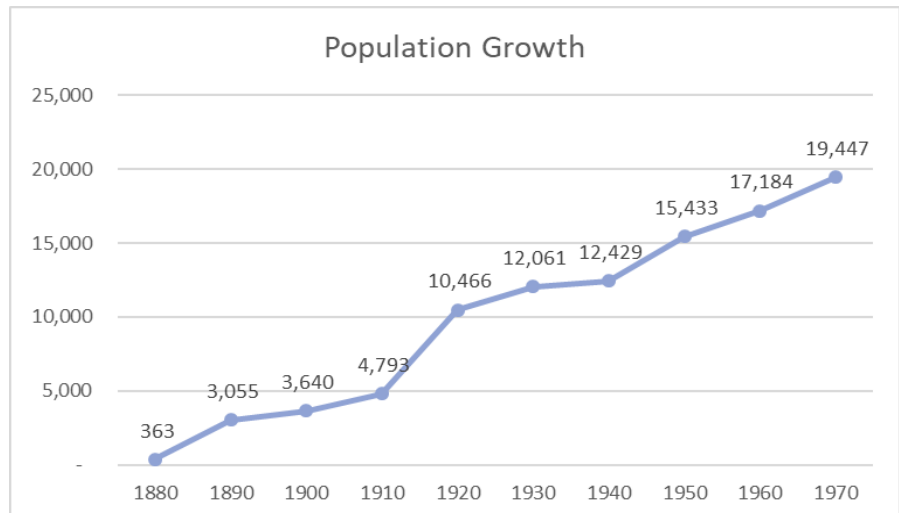


Figure 1: Population Growth as recorded by the United States Census Bureau

North Platte as a division point for

⁶ Hutton, 40.

⁷ Liz Lee. “Part 5: North Platte.” *Andreas’ History of the State of Nebraska*. Accessed at http://www.kancoll.org/books/andreas_ne/lincoln/lincoln-p5.html.

⁸ Hutton, 48.

⁹ Hutton, 22.

¹⁰ Jane Graff, *Nebraska... Our Towns: South Central* (Dallas, Texas: Taylor Publishing Co., 1968), 143-146.

¹¹ Liz Lee. “Part 5: North Platte.” *Andreas’ History of the State of Nebraska*. Accessed at http://www.kancoll.org/books/andreas_ne/lincoln/lincoln-p5.html.

¹² Ibid.

¹³ Hutton, 37.

¹⁴ Hutton, 53.

¹⁵ Liz Lee. “Part 5: North Platte.” *Andreas’ History of the State of Nebraska*. Accessed at http://www.kancoll.org/books/andreas_ne/lincoln/lincoln-p5.html.

¹⁶ North Platte, Nebraska. *Wikipedia*. Accessed at https://en.wikipedia.org/wiki/North_Platte,_Nebraska.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

the Union Pacific Railroad which proceeded to build machine shops, a twenty stall roundhouse and a hotel. Passenger train service also began this year and ridership grew with the completion of the transcontinental railroad on May 10, 1869.¹⁷

In addition to its strategic railroad location, a vote in 1867 established North Platte as the new county seat, stealing the title from Cottonwood Springs. By 1869 the town had 25 buildings including the courthouse, bank, four churches and many stores and shops, a land office, and three newspapers. The railroad had completed its roundhouse and other structures as well.¹⁸

By the early 1870s many businesses were being built with a more substantial material—brick. In 1873 the schoolhouse, replacing the old log structure, was the first to be constructed with brick at a cost of \$16,000 and was located at 4th and Dewey Streets.¹⁹ The first brick courthouse was constructed in 1875 at a cost of \$20,000 and was considered one of the finest in the state.²⁰ The building remained in use until it was lost to fire in 1923 and a new courthouse was erected on the same block.²¹

In addition to new buildings, bridges were being constructed to better connect the community to the region. Up until 1871 the only crossing on the Platte River was the railroad bridge. Non-train travelers were forced to ford the river, a risky endeavor. A bond was issued in March 1871 for \$30,000 and a bridge constructed over the South Platte River. In 1886 a \$13,000 bridge was built over the North Platte River.²²

North Platte had been incorporated as a village in 1873 but reached the threshold for becoming a second-class city and was organized as such on December 28, 1875. The first mayor was Anthony Reis, a Union Pacific employee who went on to serve as a member of the State Legislature.²³ Between 1870 and 1885 it was reported that growth “has been steady and healthy in-keeping with the development of the county. Indications are that this same healthy improvement will continue during the coming summer, several fine business blocks being in contemplation besides numerous residences.”²⁴ Much of this growth was in support of the rapid settlement of the sandhills after the passage of the 1862 Homestead Act. As a regional population and trading center for the western settlers, North Platte, given its position as a transportation hub, was posed to grow. A pictorial history published in 1937 summarized the early growth as a result of “the coming of the homestead settlers in 1883 to 1887” leading to “the town of North Platte [beginning] to divest itself of its swaddling clothes and [begin] a rapid growth in size, population and business prominence.”²⁵

The early prediction was soon realized and by 1910 North Platte had grown to the status of a first-class city.²⁶ The new title was a result of many advancements including the first telephones installed in 1896 by the North Platte Telephone Company and the first successful (second actual company) electric light and power company forming in 1902 which added 1,200 new

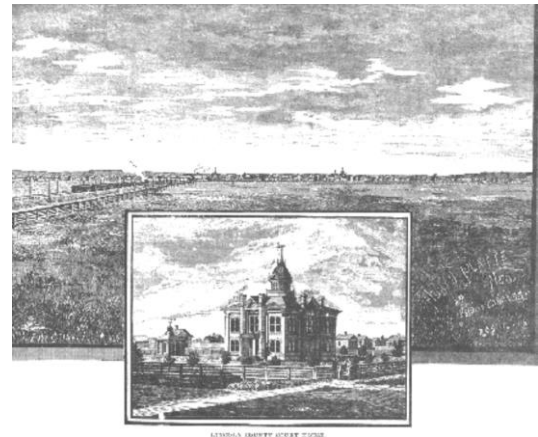


Figure 2: View of North Platte and the Lincoln County Courthouse (Source: Andreas' History of the State of Nebraska)

¹⁷ Hutton, 44.

¹⁸ Graff, 143-146.

¹⁹ Hutton, 92.

²⁰ Liz Lee. “Part 5: North Platte.” *Andreas' History of the State of Nebraska*. Accessed at http://www.kancoll.org/books/andreas_ne/lincoln/lincoln-ps.html.

²¹ Hutton, 37.

²² Hutton, 38.

²³ Liz Lee. “Part 5: North Platte.” *Andreas' History of the State of Nebraska*. Accessed at http://www.kancoll.org/books/andreas_ne/lincoln/lincoln-ps.html.

²⁴ Hutton, 58.

²⁵ Pictorial North Platte Lincoln County Nebraska. Published by John A Stryker, Souvenir Publisher, North Platte, NE 1937.

²⁶ Graff, 143-146.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

lights in the city.²⁷ Growth was also reflected in the school district which required the construction of a new school building just 16 years after the previous two-story building was completed.²⁸

County and State

As much as North Platte was a railroad town, its early years were also characterized by the cattle drive. In the beginning the town served as the end of the Texas Cattle trail, flooding the streets with longhorn cattle in the summers.²⁹ The dirt streets of downtown were packed hard from the heavy animals stomping through to reach the railroad from 1773 until 1884.³⁰ North Platte also served as the location of the nation's first rodeo, staged by Buffalo Bill Cody on July 4, 1882. Buffalo Bill Cody's first Wild West Show was created as an attempt to "stir up a little July 4 activity" in 1882. It was financially supported by W.H. McDonald of McDonald Bank,³¹ one of the oldest institutions in downtown. Cody took his show on the road to Omaha the following year and from there toured the U.S. and then Europe becoming an international sensation.

Creating the Lincoln Highway (1913 to 1930)

Prior to 1913, long distance travel was done via train. The lack of connectivity and adequately maintained roads made it prohibitive for anyone to travel in the newly invented automobile. This was despite the "Good Roads Movement" which emerged around the 1890s, largely as a result of campaigning from bicyclist organizations like the League of American Wheelman.³² This began to change with Carl Graham Fisher who in September of 1912 "conceived of a paved and marked transcontinental highway that would be toll free, for use by all who sought the most direct route from the east to the west coast."³³ With the assistance of Henry B. Joy, president of the Packard Motor Car Company, the highway was named the Lincoln Highway to memorialize Abraham Lincoln and on July 1, 1913 the Lincoln Highway Association was officially organized with Joy as president.³⁴ On October 31st of that year cities along the entire route across the national celebrated the beginning of the project. In North Platte the Chamber of Commerce "arranged for a bonfire, band concert and public speaking at the courthouse..."³⁵

The first step was to determine the route. With the rich history of cross-country travel following the Platte River (both the Oregon and Mormon Trails followed this path), the decision was quick and easy to route 450 miles of the Lincoln Highway largely along the Platte River through Nebraska.³⁶ As seen in Figure 3 from the 1924 Complete Official Road Guide of the Lincoln Highway, the route ran along 4th Street to Locust Street where travelers headed north to 12th Street to continue west. This route took them past several automobile related businesses and hotels which had sprang up in the early teens after the announcement of the Lincoln Highway. The Official Road Guide indicated there were three hotels, one of which was the McCabe Hotel (opened 1916), and several garages. The local speed limit was a mere 12 miles per hour. A total of four banks, 200 general business places, and the Union Pacific Railroad headquarters were in

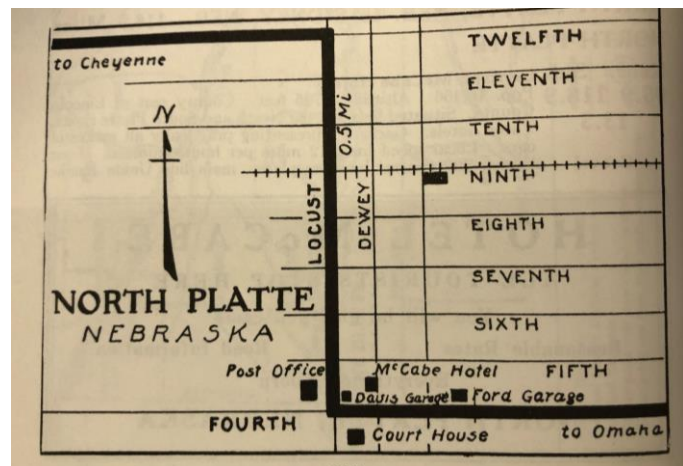


Figure 3: Original Lincoln Highway Route through North Platte (Source: Complete Official Road Guide of the Lincoln Highway)

²⁷ Hutton, 87-88.

²⁸ Hutton, 96-97.

²⁹ Graff, 143-146.

³⁰ Hutton, 75.

³¹ Hutton, 61.

³² National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 2.

³³ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 13.

³⁴ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 14.

³⁵ *The North Platte Semi Weekly Tribute*, October 31st, 1913 "Lincoln Highway Celebration," p.4 col.3.

³⁶ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 14.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

operation. The town had telephones, three newspapers and camp grounds in downtown maintained by the Chamber of Commerce which included "shower baths and other conveniences." The great achievements of North Platte at the time included the world's largest ice manufacturing plant owned by Union Pacific to chill their 10,000 cars of fruit annually, the U.S. wireless station, weather bureau and Nebraska State Experimental Farm, along with the North Platte Air Terminal which supported the Government Aero Mail planes.³⁷

Roads were gravel and dirt paths in most cases, especially west of Omaha. Some cities, like Grand Island in 1915, received support to complete Seedling Miles, which were small paved segments intended to demonstrate the value of improving the roads along the Lincoln Highway.³⁸ The Association and various cement producers donated the material to construct these sections hoping travelers along these stretches would appreciate the smooth and easy to traverse surface so much they would rally support and donations for cities to finish the remaining roadway.³⁹ This was as much a way to improve the actual roads as it was a promotional campaign. The Lincoln Highway Association had set a lofty goal of paving the entire highway by the 1915 Panama-Pacific Exposition in San Francisco and this type of promotion was one way to help them get there.⁴⁰ They did not however reach their goal and would not for several more decades. In



Figure 4: Early view of Locust Street (Now Jeffers) looking north towards 6th Street (Source: Lincoln County Museum)

Nebraska, the pavement was completed in 1935 after a 30 mile stretch west of North Platte was complete. A ribbon-cutting ceremony formally opened this stretch on November 6, 1935.⁴¹

Within the city of North Platte, however, officials placed priority on paving their roads. In February 1915 paving downtown was one of seven top city projects. The decision was made to use brick by city engineer C.J. McNamara who wrote in a letter to the editor of the *Lincoln County Tribune* on April 9, 1915 that the cost would be 50 percent higher than concrete, but was in favor of brick for downtown because "it will last longer and is less expensive to maintain" than concrete. The area to be paved was Locust Street from 3rd to 9th, Dewey Street from 3rd to Front Streets, Front Street from Chestnut to Vine Streets, 5th and 6th Streets from Pine to Vine Streets, and 4th Street from Pine to Locust Streets. G.V. Stack of Denver won the bid with an estimate of \$104,000 to complete the 25 blocks. Negotiations with Union Pacific also produced a discount on shipping costs. City officials also had the foresight to include new utilities in conjunction with the paving project. Prep work began at 3rd and Dewey in June 1916 to install new concrete curbs and by October the first reports were made of bricks being laid. The bricks were laid at such a rapid rate they garnered an audience of pedestrians on Locust Street timing the bricklayers who were reported to move at a rapid pace. By November bricks were laid on East Front Street and Pine Street with work beginning on Dewey Street. On January 4, 1917 it was announced the paving project was complete. The work came to a grand total of \$111,000 paid for with bonds issued by the city at the start of the project.⁴²

³⁷ The Lincoln Highway Association, *A Complete Official Road Guide of the Lincoln Highway*, 5th Edition. (Tucson, AZ: The Patrice Press, 1993), 395-396.

³⁸ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 15.

³⁹ "Lincoln Highway-Grand Island Seedling Mile," National Register of Historic Places Program, accessed at <https://www.nps.gov/nr/feature/places/13000198.htm>.

⁴⁰ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 15.

⁴¹ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 20.

⁴² North Platte building histories, files from North Platte Librarian Kaycee Andersen.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

While travelers could follow the deep ruts in the dirt road and often had the latest Lincoln Highway guide with them, the Association went a step further to ensure travelers were on the right path. They began by painting telephone poles with a stripe of red, white and blue paint and adding metal markers with Lincoln's profile to the route.⁴³ These primitive wayfinding devices would later give way to more permanent concrete markers with bronze reliefs of Lincoln's profile. These markers were installed by in 1928 by Boy Scout troops and were located along Locust Street (now Jeffers Street) and East 4th Street in North Platte.⁴⁴

In the 1920's the Lincoln Highway became part of the national system of federal numbered highways. As a result, it was broken into several numbered highways, the Nebraska section becoming Highway 30. The Lincoln Highway Association was phased out in December 1927.⁴⁵ After its conversion to the numbering system, travelers and locals alike still referred to the road as the Lincoln Highway, despite the changes that began in the 1930s. To reduce mileage and create more direct paths, the highway was often routed around communities. Work began to remove the zig zags that were in place in many locations but evolved into a way to bypass towns. One example is the original seedling mile in Grand Island which was bypassed with the new stretch of Highway 30 by 1930.⁴⁶ North Platte was lucky however and the route continued to follow its original path through the commercial district.

In 2007 the Historic and Architectural Resources of the Lincoln Highway in Nebraska Multiple Property Documentation (MPD) Form was prepared for the State Historic Preservation Office. As previously stated, this district has a strong association with commerce as a regional hub due in large part to its location on the Lincoln Highway. Several associated property types outlined in the MPD are included within the district boundaries and meet the registration requirements of the MPD. Such examples include the Lincoln Highway marker on North Jeffers Street, the Firestone Garage, several hotels, and shops like the 5 and 10 cent shop located in the Elks Lodge building.

Rapid Growth (1910-1920)

The first two decades of the 20th century saw rapid growth in both population and construction. North Platte grew by 1,153 residents from 1900 to 1910 and 5,673 or 118 percent from 1910 to 1920.⁴⁷ This explosive growth aided the construction boom which saw 41% of the districts contributing buildings constructed during these two decades. Both sides of the viaduct had just under half of their building stock built at this time, however the north side of the commercial district lacks the older 19th century structures that anchor the northern end of Dewey Street on the south.



In 1909 Sanborn maps show the area on Locust Street (now Jeffers),

Figure 5: Dewey Street Looking North from 4th Street (Source: Lincoln County Museum)

⁴³ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 16.

⁴⁴ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 16.

⁴⁵ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 16.

⁴⁶ National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Neb., Section X, page 18.

⁴⁷ North Platte, Nebraska. *Wikipedia*. Accessed at https://en.wikipedia.org/wiki/North_Platte,_Nebraska.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

between 7th and 9th Street occupied by a livery, dwellings, and various groceries or meat shops. Adjacent to the railroad tracks were various industries including bottling and cigar factories, agricultural implements, and warehouses. There were no auto related uses within the commercial district. Just a few years after the Lincoln Highway was mapped, the buildings on Locust were largely unchanged, save the construction of a few offices, the Carnegie library, and the federal post office building, but the area was beginning to form itself into a more substantial commercial district. Most of the buildings on the two blocks bounded by Locust and Dewey Street between East 4th and 5th Streets were built between 1910 and 1918. Houses to support the commercial development were going up at a rapid rate. In 1907, 70 residences were built and an additional 50 homes the following year⁴⁸.

The year 1916 was big for new construction in downtown and was “the most prosperous year from a building and improvement stand point.”⁴⁹ A January article in the *North Platte Telegraph* listed the following buildings under construction in the commercial district—Union Pacific Station (\$130,000), Hotel McCabe (\$40,000), First National Bank (\$45,000; non-extant), Morsch Building (\$25,000), Mogenson Building (\$25,000), Brodbeck Building (\$10,000), Lamb Building (\$6,000). This was also the year the \$111,000 street paving project was nearing completion.⁵⁰ Only one dedicated auto use, a garage, appears on the 1916 Sanborn map.

Within just eight years of the Lincoln Highway announcement Locust Street, the designated path for the highway, spurred dozens of auto oriented businesses to support the new cross-country traffic. North of the tracks, two auto sales room and service stations had been constructed, one at the northwest corner of 8th Street and at 717-719 Locust Street. Each business had buried gasoline storage tanks in front of their buildings. Additional auto-oriented businesses in the area included the Auto Wrecking Company at 115 West 8th Street and an auto painting shop directly to the south. South of the tracks auto uses appeared in the building at 601-603 Locust Street (auto sales and show room) and 109-113 East 6th Street (garage). All the buildings on the east side of Locust between 5th and 6th Street were auto related, while a few southwest of Locust and 6th Street catered towards travelers. Three more shops, one for tires and one for batteries and a filling station and repair shop, were located mid-block on each side of Locust Street south of 5th Street and at the northeast corner of 4th and Locust Streets.



Figure 6: Automobile oriented uses along North Jeffers Street in 1939 (Source: Lincoln County Museum)

While many communities began with early drive up sources of gasoline in front of businesses, it appears that in North Platte the construction of dedicated off-street drive-in filling stations were the first to serve the gas needs of vehicles. The 1921 Sanborn shows several stand-alone gas stations with canopies or auto repair shops with canopies. By 1928 North Platte would see the construction of the “house” style station at the Firestone Garage (LN06-713) on the southwest corner of Locust and 6th Streets. The Spanish Revival construction was likely “intended to attract the highest attention for pulling the motorist from the road.”⁵¹

⁴⁸ H. Jason Combs, *Historic Downtown North Platte*, Nebraska Historic Building Survey (Fall 2009), 9.

⁴⁹ *North Platte Telegraph*, January 4, 1917 p.1 “Old Year Saw Big Strides For City”

⁵⁰ *Ibid.*

⁵¹ National Register of Historic Places, Multiple Property Documentation Form, “Historic and Architectural Resources of the Lincoln Highway in Nebraska” Statewide, Neb., Section F, page 4.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Several new dealerships were built in the 1920s to support the rise of the automobile along the Lincoln Highway. These buildings were more than just structures to house vehicles but were highly stylized architectural buildings. One example is the Hendy-Ogier dealership on East 4th Street (LN06-554) built in 1918 in the Art Deco style. In 1929 the Higgins Chevrolet building (LN06-558) was complete one block east from Hendy-Ogier, also reminiscent of the Art Deco period.

With all this growth and development, North Platte regained its early reputation as a rough town and became known as Little Chicago, a place for gambling, prostitution, and bootlegging.⁵² Part of this reputation came with the various houses of ill-repute that sprang up in the district. One infamous madam, Mable Kaufman, ran a brothel for several decades at 605 ½ North Jeffers (the Lotus Rooms), 611 ½ North Jeffers (the Atlas Rooms) and most notably the Broadmoor Hotel (107 West 6th Street).⁵³ But by the 1950s city leaders made a serious effort to clean up the red light district that had operated around the railroad tracks and most of the rooming houses were gone.

Slowed Growth and The Canteen Days (1930 to 1950)

Despite the slowed population growth beginning in 1930, North Platte still served a vital commercial role for the larger region. People traveled from distances of 50 to 125 miles away to shop in town, bringing North Platte to the position of 4th in Nebraska cities for retail trade in 1935.⁵⁴ Businesses like O-Connors 5 and 10 cent Store (401 N Dewey St) supported tourists on the Lincoln Highway as they stopped for souvenirs and other supplies. The Masonic Temple building on the other hand supplied farmers and ranchers from nearby farms with daily necessities at Montgomery Ward and Co.⁵⁵ A 1937 promotional publication boasted "As the largest city in the west two-thirds of Nebraska, and the gateway to the irrigated empire of the Platte River Valley, the strategical location of North Platte insures its continued growth as a shopping and commercial center."⁵⁶

In August 1937 the first viaduct over the railroad tracks was opened to vehicular traffic⁵⁷, becoming one of the last grade crossings on U.S. Highway 30 to be removed and the last in Nebraska.⁵⁸ It was celebrated with a ceremony that included a procession of cars driving city officials over, followed by a parade and invitation for anyone interested to drive their car over the viaduct. The bridge was paid for through bonds allowed by a special 1935 act of the state legislature. The total cost for construction and condemnation of property totaled \$140,000.⁵⁹ This same bridge would be widened from two to four lanes through new pilings, modification and extension of the existing steel substructure, and a new concrete deck in 1984.⁶⁰



Figure 7: The first bridge over the railroad on Jeffers Street (Source: Kaycee Andersen)

Another major infrastructure project was undertaken, this time by the Union Pacific. The UP line in 1937 carried 18 passenger trains and 38 freight trains daily. They employed a total of 1,154 men with a payroll in 1936 of \$2,049,000.⁶¹ In 1948 it was decided North Platte would be the site of the "retarder" rail yard which required 51 additional miles of track

⁵² Matthew Spencer, "At the Center of Its Own Western World," Nebraska Life Magazine, 49.

⁵³ Kaycee Anderson and Steve Olson, *City Bones: Landmarks of North Platte, Nebraska Second Edition* (North Platte, NE: Lincoln County Historical Museum, 2012), 90.

⁵⁴ John A Stryker, *Pictorial North Platte Lincoln County Nebraska* (North Platte, NE: Souvenir Publisher, 1937), n.p.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ *North Platte Telegraph*, "Jeffers Street Viaduct Now Open for Travel," August 20, 1937.

⁵⁸ *North Platte Telegraph*, "Last Link in Lincoln Highway Forged Today."

⁵⁹ Ibid.

⁶⁰ *North Platte Telegraph*, "City and state haven't neglected viaducts in 1980s."

⁶¹ Stryker, n.p.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

costing \$3,500,000. Today, Bailey Yard has grown to the largest train yard in the world sorting up to 6,300 cars per day with an average of 60 trains per day moving through the yard.⁶²

North Platte is perhaps most famous for its Canteen, in operation from 1941 to 1946. While many other canteens were in operation at this time, no other community can claim to have provided free meals and other general supplies such as magazines and cigarettes to military personnel traveling through their town every day for the entire duration of WWII and months after as troops returned home. The canteen began operation on Christmas Eve 1941 and continued until April 1, 1946. It is estimated the Canteen served about 6 million service members, while the next greatest canteen was in Lima, Ohio serving only 2.5 million members.⁶³



Figure 8: Union Pacific Depot prior to its demolition (Source: Lincoln County Museum)

The entire operation was a volunteer effort and ran on donations. A total of 125 communities sent nearly 55,000 volunteers who used their own war time rations to make cakes, sandwiches, and hard-boiled eggs among other treats.⁶⁴ Local farms were the backbone of the operation and supplied much of the ingredients. At the close of its operations an estimated tally of all the food produced in just one month in 1945 was 40,161 cookies, 30,679 hard boiled eggs, 6,547 doughnuts, 6,939 birthday cakes, 2,845 pounds of sandwich meat, and 12 dozen different items of similar proportions.⁶⁵

The Union Pacific Depot was an integral part of the downtown activity for 55 years, serving as a point of departure and destination for millions of people. Before televisions provided easy in-home entertainment, residents would drive to the depot just to see the activity taking place. The location at the north end of Pine Street (now Bailey) on Front Street served to anchor the commercial development. It was a welcome center for millions of homesick servicemen over the course of five years during the war. Unfortunately, with the rise in air travel and the construction of the interstate highway system, passenger service stopped on the Union Pacific line in 1971 and in November 1973 the station was demolished.

Modernism and the Start of Urban Renewal (1950-1980)

Modernism is an architectural style that focused on building form rather than ornament. Unlike the highly adorned buildings of the early 20th century, modernist buildings were far simpler, especially in Midwest downtowns. In North Platte however, at least one modern building attempted to add geometric shapes more commonly found in larger cities. The Belton McDonald Building at 215 East 5th Street was built in 1964 with a grey stone façade and



Figure 9: Buildings on 700 block of North Jeffers Street, demolished for a Dollar General (Source: Lincoln County Museum)

⁶² Graff, 143-146.

⁶³ "North Platte Canteen: Where the Heartland Opened its Heart in WWII." <https://www.npr.org/sections/thesalt/2016/12/07/503179599/north-platte-canteen-where-the-heartland-opened-its-heart-in-wwii>.

⁶⁴ Ibid.

⁶⁵ Exhibits at the Lincoln County Museum, viewed February 4, 2020.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

concrete panels. The storefront is covered with a zig-zag metal canopy. Next door, the Janet McDonald Building constructed two years later is a simpler dark brown brick building with variation created by using a buff brick pattern on the upper half of the facades. Up the street at 512 and 513 North Dewey Street, these buildings also reflect a more subdued modernist style with red brick arranged to create interest in the facades.

What started as the modern movement gave way to urban renewal which left its mark on downtown North Platte like many other urbanized cities across the nation. Urban renewal was a federal program intended to revitalize cities that were suffering from lack of investment and a dwindling population. Buildings sat vacant and began to decay as crime and vandalism increased. The solution was to tear down the buildings housing social ills and replace them with either new buildings or parking lots. In North Platte, demolition most often made way for surface parking lots.

National trends often take several extra years to reach the Midwest and urban renewal was no exception. It was not until 1967 that discussions began about how these methods of urban planning could work in North Platte. A representative of the Federal Urban Renewal Office talked with North Platte city officials and citizens about the 75 percent federal share towards acquisition and clearing of buildings in the city. The city only had to provide the remaining 25 percent through in-kind money using street and parking lot projects.⁶⁶ The area chosen after survey work by the Federal Urban Renewal Office in 1968 and 1969 was a large swath of buildings bound by Chestnut Street on the east, Jeffers Street on the west, Sixth Street on the south, and Front Street on the north. The area was perceived as blighted and an eye sore for the city, the most common characteristic for urban renewal sites. While there were grand plans of a county hospital, city auditorium, civic center, or a new police headquarters, none of these became a reality.⁶⁷

One of the first buildings to fall was the First National Bank at the northeast corner of 6th and Dewey Streets.⁶⁸ While not officially part of the designated urban renewal project, it was one of the first buildings in the area demolished as part of an effort to revitalize downtown and compete with suburban shopping centers. In November 1970 a group of local business owners proposed to form a committee to study the needs of downtown. They raised concerns about the parking meters deterring shoppers who could park for free at a mall if it were built and proposed removing the 1940s meters.⁶⁹ One of the results to come out of this discussion was the formation of a Downtown Improvement District in 1971, made possible by state legislation the preceding year.⁷⁰ After all the planning, this action paved the way for demolition and real changes to begin.



Figure 10: Front Street looking east; all buildings were demolished during urban renewal (Source: Lincoln County Museum)

The urban renewal project began in July 1972 after a public hearing resulted in no major concerns and was summarized by Mayor Robert Phares stating, "Most people here have no disagreement with the concept of urban renewal."⁷¹ An *Omaha*

⁶⁶ Anderson and Olson, 63.

⁶⁷ Ibid.

⁶⁸ *North Platte Telegraph*, March 1, 1969.

⁶⁹ *North Platte Telegraph*, November 25, 1970, p.3.

⁷⁰ Ibid.

⁷¹ Anderson and Olson, 63.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

World Herald article in September 1972 stated the urban renewal project in North Platte was Nebraska's first.⁷² They started with \$806,601 in federal funding to finance the project which was planned initially as a 3-year project, but quickly was readjusted to 5 years.⁷³ Just one year after the local program began the federal government made changes to their Urban Renewal Program. In response the urban renewal authority rearranged their priorities to complete the Dewey Street Parkade ahead of schedule. The streetscape project included installation of metal canopies, covered alleys, new sidewalks and curbing, landscaping and planters, storm sewer upgrades, and underground wiring.⁷⁴ This was also when Dewey Street went from two-way to one-way traffic.

One of the biggest hurdles for a downtown in the 1970s to overcome was the threat of the shopping mall. For nearly a century, residents did their shopping downtown. Even the large department stores like J.C. Penny and Sears & Roebuck (304 E 5th Street) located their stores in downtown. So, when the idea of a regional shopping center further south came up, city leaders devised a new strategy: build the shopping center right in downtown. In December 1976 the North Platte Urban Renewal Authority sought a developer for the 10-block area south of the former Union Pacific Depot for an 86,205 square foot shopping center surrounded by parking estimated to increase the number of downtown stalls by 114.⁷⁵ This project moved forward and has drastically impacted the look and feel of downtown North Platte. Many historic buildings were lost as a result of this program as seen in Figure 6 taken from the pictorial book "North Platte: a City Between Two Rivers."



Figure 11: North Bailey Street, looking North towards Union Pacific Depot; All the buildings have been demolished (Source: North Platte: City Between Two Rivers)

Summary

North Platte has one of the best maintained commercial districts of the many cities originally planned by the Union Pacific railroad. The town's growth can be attributed to two factors: the Union Pacific Railroad investment in North Platte as a major hub for rail activity culminating in Bailey Yard became the world's largest train yard and the routing of the Lincoln Highway through the commercial core. Long distance travel was inhibited by the lack of connectivity and poor road conditions until the development of the highway system. North Platte knew early on their investment in the Lincoln Highway would help boost their commercial success. Business owners followed, constructing elegant buildings to support travelers via train and car. With such a long history of construction, the resources that make up the commercial district are a unique collection of some of the best examples of both revival and modern styles. Even through the period of urban renewal, the core of the district remained intact. Losing the Union Pacific Depot and the three blocks immediately south were very unfortunate, but the buildings that remain tell the story of North Platte's early construction years and commercial development. The community has since taken steps to return the historic character of the district by removing the non-historic awnings which obscured the building facades, rehabilitated one section of brick streets, and is looking to update the 1970s streetscape. While many businesses have closed and new ones opened in the district over the last 40 years, many, such as Hirschfelds, have remained stable tenants. The building uses have remained largely the same as they were during the later years of the period of significance, but with more small retail uses and fewer banking and personal needs shops.

⁷² *Omaha World Herald*, September 13, 1972, "State's Pioneers Aim for Vitality."

⁷³ *Ibid.*

⁷⁴ *North Platte Telegraph*, June 11, 1975, "Parkade big step toward downtown transformation."

⁷⁵ *North Platte Telegraph*, December 8, 1976, "Authority may land developer for NP site," P.3.

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State

9. Major Bibliographic References

Bibliography (Insert bibliography here – cite the books, articles and other sources used in preparing this form.)

Anderson, Kaycee and Olson, Steve. *City Bones: Landmarks of North Platte, Nebraska, Second Edition*, North Platte, NE: Lincoln County Historical Museum: 2012.

National Register of Historic Places, Multiple Property Documentation Form, "Historic and Architectural Resources of the Lincoln Highway in Nebraska" Statewide, Nebraska.

The Lincoln Highway Association, *A Complete Official Road Guide of the Lincoln Highway, 5th Edition*, Tucson, AZ: The Patrice Press: 1993.

Hutton, Mary S. *An Early History of North Platte, Nebraska*, Thesis. July 1944.

Lee, Liz. *Part 5: North Platte. Andreas' History of the State of Nebraska*. Accessed at http://www.kancoll.org/books/andreas_ne/lincoln/lincoln-p5.html.

Graff, Jane. *Nebraska...Our Towns: South Central*. Dallas, Texas: Taylor Publishing Co.: 1968.

Stryker, John A. *Pictorial North Platte Lincoln County Nebraska*. North Platte, NE: Souvenir Publisher: 1937.

Spencer, Matthew. "At the Center of Its Own Western World," *Nebraska Life Magazine*.

Lincoln Highway-Grand Island Seedling Mile, National Register of Historic Places Program, accessed at <https://www.nps.gov/nr/feature/places/13000198.htm>.

North Platte Canteen: Where the Heartland Opened Its Heart in WWII, accessed at <https://www.npr.org/sections/thesalt/2016/12/07/503157986/north-platte-canteen-where-the-heartland-opened-its-heart-in-wwii>.

North Platte, Nebraska. Wikipedia. Accessed at https://en.wikipedia.org/wiki/North_Platte,_Nebraska.

Combs, H. Jason. *Historic Downtown North Platte*, Nebraska Historic Building Survey. Fall 2009.

Archives

Exhibits at the Lincoln County Museum, viewed February 4, 2020.

North Platte building histories, files from North Platte Librarian Kaycee Andersen.

Periodicals and Newspapers

North Platte Telegraph, March 1, 1969. North Platte, NE.

North Platte Telegraph, November 25, 1970, p.3. North Platte, NE.

North Platte Telegraph, June 11, 1975, "Parkade big step toward downtown transformation." North Platte, NE.

North Platte Telegraph, December 8, 1976, p.3. "Authority may land developer for NP site." North Platte, NE.

North Platte Telegraph, "City and state haven't neglected viaducts in 1980s." North Platte, NE.

The North Platte Semi Weekly Tribute, October 31st, 1913, p.4 col.3. "Lincoln Highway Celebration." North Platte, NE.

North Platte Telegraph, "Last Link in Lincoln Highway Forged Today." North Platte, NE.

North Platte Telegraph, January 4, 1917, p.1 "Old Year Saw Big Strides For City". North Platte, NE.

Omaha World Herald, September 13, 1972, "State's Pioneers Aim for Vitality." Omaha, NE.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Figure Sources

- Figure 1: U.S. Census Bureau and RDG Planning & Design
- Figure 2: Andreas' History of the State of Nebraska (see bibliography above)
- Figure 3: Complete Official Road Guide of the Lincoln Highway (see bibliography above)
- Figure 4: Lincoln County Museum archives
- Figure 5: Lincoln County Museum archives
- Figure 6: Lincoln County Museum archives
- Figure 7: Files from librarian Kaycee Anderson
- Figure 8: Lincoln County Museum archives
- Figure 9: Lincoln County Museum archives
- Figure 10: Lincoln County Museum archives
- Figure 11: Beckius, Jim. North Platte: City Between Two Rivers. Arcadia Publishing: 2002.

Previous documentation on file (NPS):

Primary location of additional data:

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #
- recorded by Historic American Landscape Survey #

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other (Name of repository)

Historic Resources Survey Number (if assigned): LN06

10. Geographical Data

Acreeage of property 31.28 USGS Quadrangle North Platte West, Nebr.

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

- | | | | | |
|----|----------|------------------|-----------|-------|
| 1. | Latitude | <u>See Map 5</u> | Longitude | _____ |
| 2. | Latitude | _____ | Longitude | _____ |
| 3. | Latitude | _____ | Longitude | _____ |
| 4. | Latitude | _____ | Longitude | _____ |

Verbal Boundary Description (Describe the boundaries of the property.)

As indicated by the solid black lines on the accompanying map, the historic district is comprised of two discontinuous elements divided by the Union Pacific Railroad tracks. The northern portion of the district encompasses 8.28 acres bounded by the following parameters: Beginning at the center point of the intersection of West 7th Street and North Vine Street, proceeding north along the center line of North Vine Street continuing to its intersection with the center line of the east west alley of Block 83 O.T. Addition (between West 7th and West 8th Streets); thence east along the center line of the alley to the intersection with North Jeffers Street; thence south to the center point of the intersection of North Jeffers Street and West 8th Street; thence east along the centerline of West 8th Street to the intersection of with the center line of the north-south alley of Block 84 O.T. Addition to the intersection of the east-west alley of Block 84 O.T. Addition; thence east to the intersection with North Dewey Street; thence south along the centerline of North Dewey Street to the intersection of East 7th Street; thence continuing south approximately 150 feet; thence continuing west along the south building walls to the intersection of the centerline of North Jeffers Street; thence continuing north along the centerline of North Jeffers Street to the intersection with East 7th Street; thence continuing west along the centerline of West 7th Street until reaching the point of beginning.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

The southern portion of the historic district encompasses 23 acres bounded by the following parameters: Beginning at the center point of the intersection of North Vine Street and West 4th Street, proceeding north along the center line of North Vine Street to its intersection with the center line of West 5th Street; thence east along the centerline of West 5th Street to the southeast corner of Lots 6, Block 131, O.T. Addition; thence continuing north along the east lot lines of Lots 6 and 3, Block 131, O.T. Addition to the southeast corner of Lot 6, Block 116, O.T. Addition; thence continuing west to the southwest corner of Lot 6, Block 116, O.T. Addition; thence continuing north along the western property line of Lot 6, Block 116, O.T. Addition to its northwest corner; thence continuing east along the north property line of Lot 6, Block 116, O.T. Addition a distance of 44 feet; thence continuing north along the west property line of the west 48 feet of Lot 2, Block 101, O.T. Addition to the northwest corner of the lot; thence continuing east along the north property line to the northeast corner of Lot 1 and the east 18 feet of Lot 2, Block 101, O.T. Addition; thence extending east to the centerline of North Jeffers Street and continuing south along the centerline of said street to the intersection with East 6th Street; thence continuing east along the centerline of East 6th Street to the intersection with North Chestnut Street; thence continuing south along the centerline of North Chestnut Street to the intersection with East 4th Street; thence continuing west along the centerline of East 4th Street until reaching the point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

Consisting of two discontinuous elements currently divided by the Union Pacific Railroad tracks, the North Platte Commercial Historic District encompasses a cohesive collection of commercial properties dating to the late 19th and early 20th century. District boundaries coincide with concentrations of historic properties within the original limits of the Original Town Addition to the City of North Platte. The boundaries encompass those portions of the downtown that retain a significant degree of integrity of historic setting and feeling, strengthened by the continuity provided by historic streetscapes and the Lincoln Highway connection. Areas beyond these boundaries are generally residential in nature or suffer from a loss of historic integrity. Properties outside the historic district also include functionally different resources, such as non-historic commercial properties and large-scale institutional properties.

11. Form Prepared By

| | | | |
|-----------------|--|-----------|---------------------------------|
| name/title | <u>Stephanie Rouse/Architectural Historian</u> | | |
| organization | <u>RDG Planning and Design</u> | date | <u>March 30, 2020</u> |
| street & number | <u>1302 Howard Street</u> | telephone | <u>402-449-0853</u> |
| city or town | <u>Omaha</u> | state | <u>NE</u> zip code <u>68102</u> |
| email | <u>srouse@rdgusa.com</u> | | |

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Photo Log

Name of Property North Platte Commercial Historic District

City or Vicinity North Platte County Lincoln State Nebraska

Photographer Stephanie Rouse Date Photographed November/February 2020

Description of Photograph(s) and number, include description of view indicating direction of camera.



1. View looking north on Dewey Street from 4th Street. Hirschfeld's Department Store is on the right and the McCabe Building is on the left in the foreground.

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State



2. Dewey Street looking south at the west side of the 400 block with the IOOF Lodge in the foreground.



3. Dewey Street looking south at the east side of the 400 block with the Masonic Lodge in the foreground.

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State



4. Dewey Street looking north at the west side of the 500 block with Reynolds-Tramp in the middle.



5. East side of the 500 block of Dewey Street with the Janet McDonald building on the right

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State



6. The west side of the 500 block north of the alley on Dewey Street.



7. View looking east towards of the 6th Street Market from intersection of East 6th Street and Bailey Street.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



8. Looking east down 5th Street with the Sears and Roebuck Building on the south side of the street.



9. Looking southwest at the Paramount Theater at the intersection of 5th Street and Bailey Street.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



10. South side of the 200 block of 5th Street looking west. The Masonic Building is on the right.



11. Looking northwest at the intersection of Chestnut Street and 5th Street. The Pawnee Hotel is to the left.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



12. View from Bailey Street looking west on 4th Street with the Hendy-Ogier Building in the foreground.



13. Looking east from the intersection of 4th Street and Bailey Street at the Wilcox-Hinman Building

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State



14. Looking north at the Lowe Building midblock on the 100 block of West 4th Street.



15. View of the east façade of the Federal Post Office Building from Jeffers Street.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



16. Looking southeast at the intersection of Jeffers Street and 5th Street. The Mutual Building and Loan Building is on the corner.



17. Looking northeast at the intersection of Jeffers Street and 5th Street. The central building is the Youngs Sporting Goods Store.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



18. View of the Firestone Garage looking southwest from Jeffers Street and 6th Street.



19. View looking north of the 100 block of West 6th Street with the Ritner Hotel on the left.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



20. View looking north adjacent to the west side of the Jeffers Street viaduct.



21. View looking east down Front Street with the south side of the 100 block pictured.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



22. View looking south at the west side of the 700 block of North Jeffers Street.



23. View of the east side of the 700 block of North Jeffers Street.

North Platte Commercial Historic District
Name of Property

Lincoln County, Nebraska
County and State



24. View of the Lamb Building at the southeast corner of Jeffers Street and 8th Street.



25. Looking northeast at the intersection of 8th Street and Vine Street.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State



26. View of West 7th Street looking east from the intersection of Vine Street.



27. View looking south from the intersection of North Jeffers Street and East 7th Street.

North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 1: Photo Key



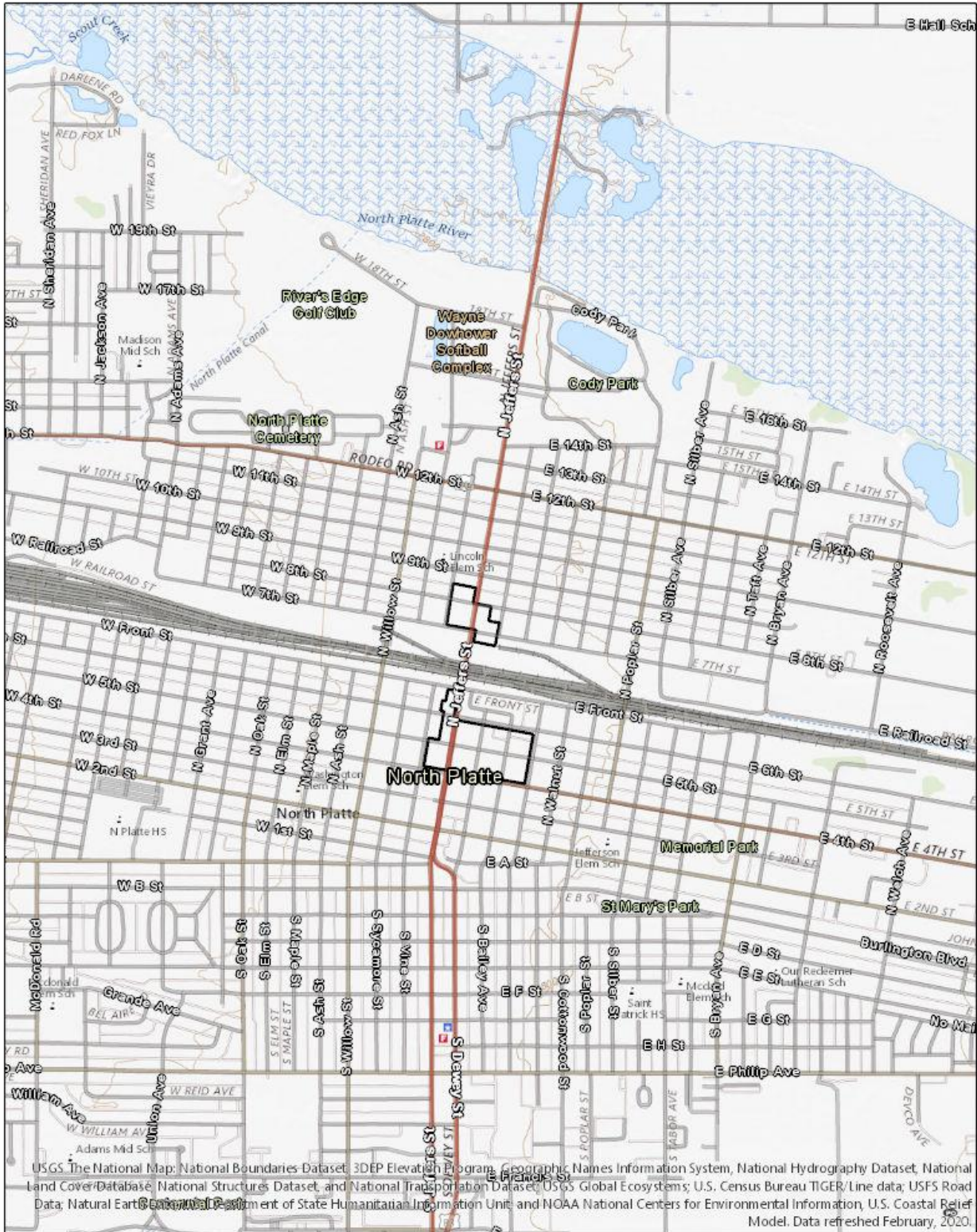
North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 2: 7.5 Minute USGS Map



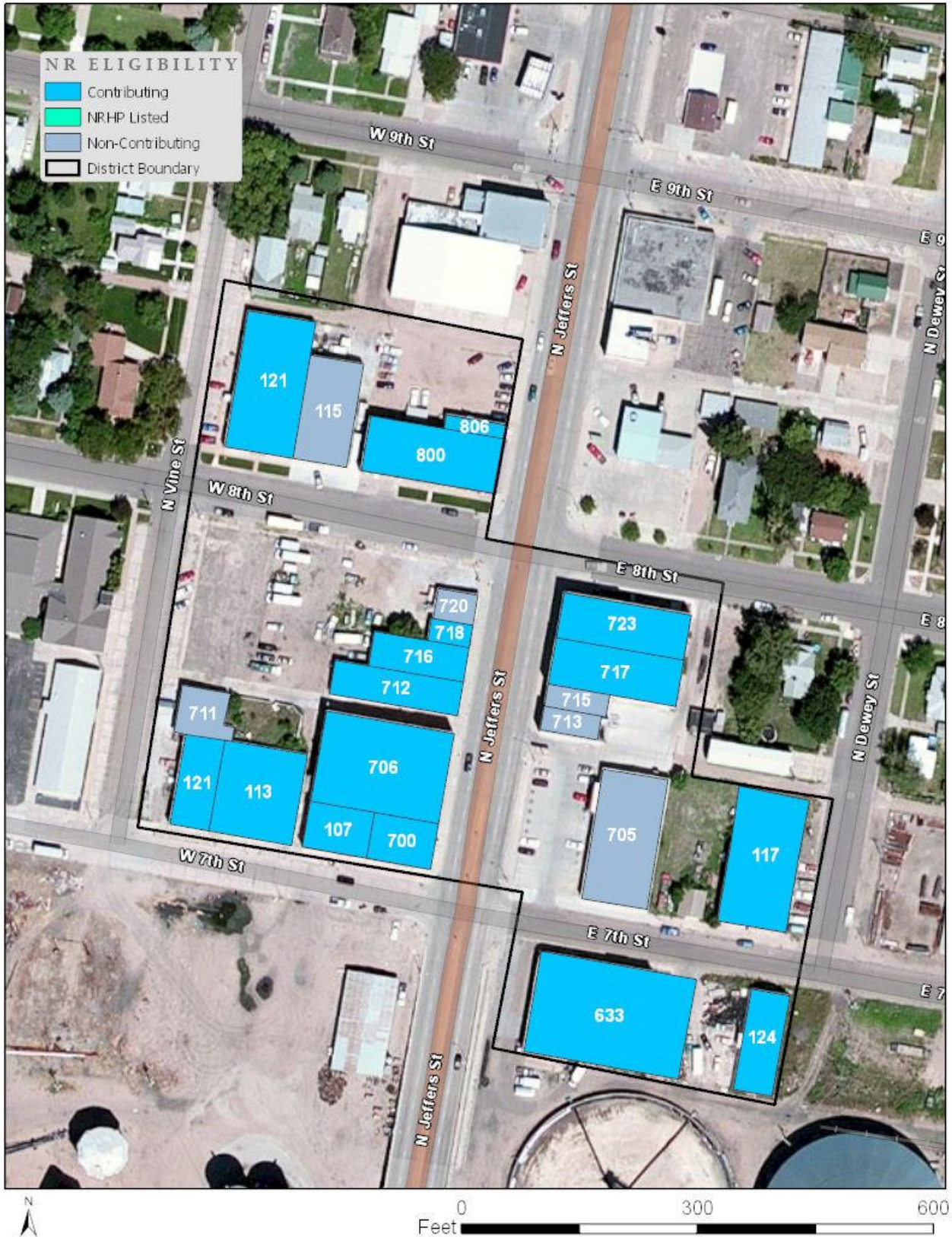
North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 3a: Contributing Status- North Side. Building address number is used to identify buildings on map below.



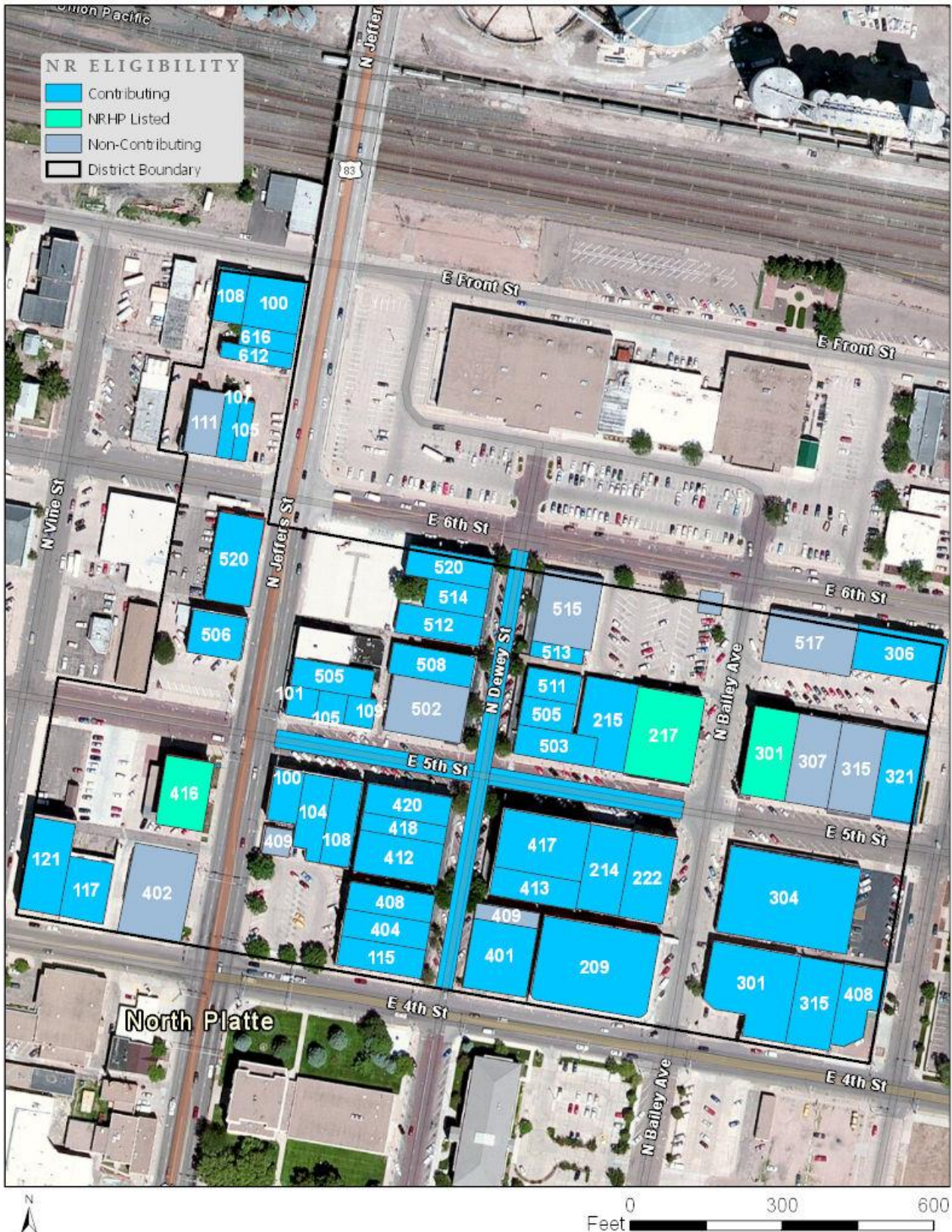
North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 3b: Contributing Status- South Side. Building address number is used to identify buildings on map below.



North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 4a: Year Built- North Side. Building address number is used to identify buildings on map below.



North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 4b: Year Built- South Side. Building address number is used to identify buildings on map below.



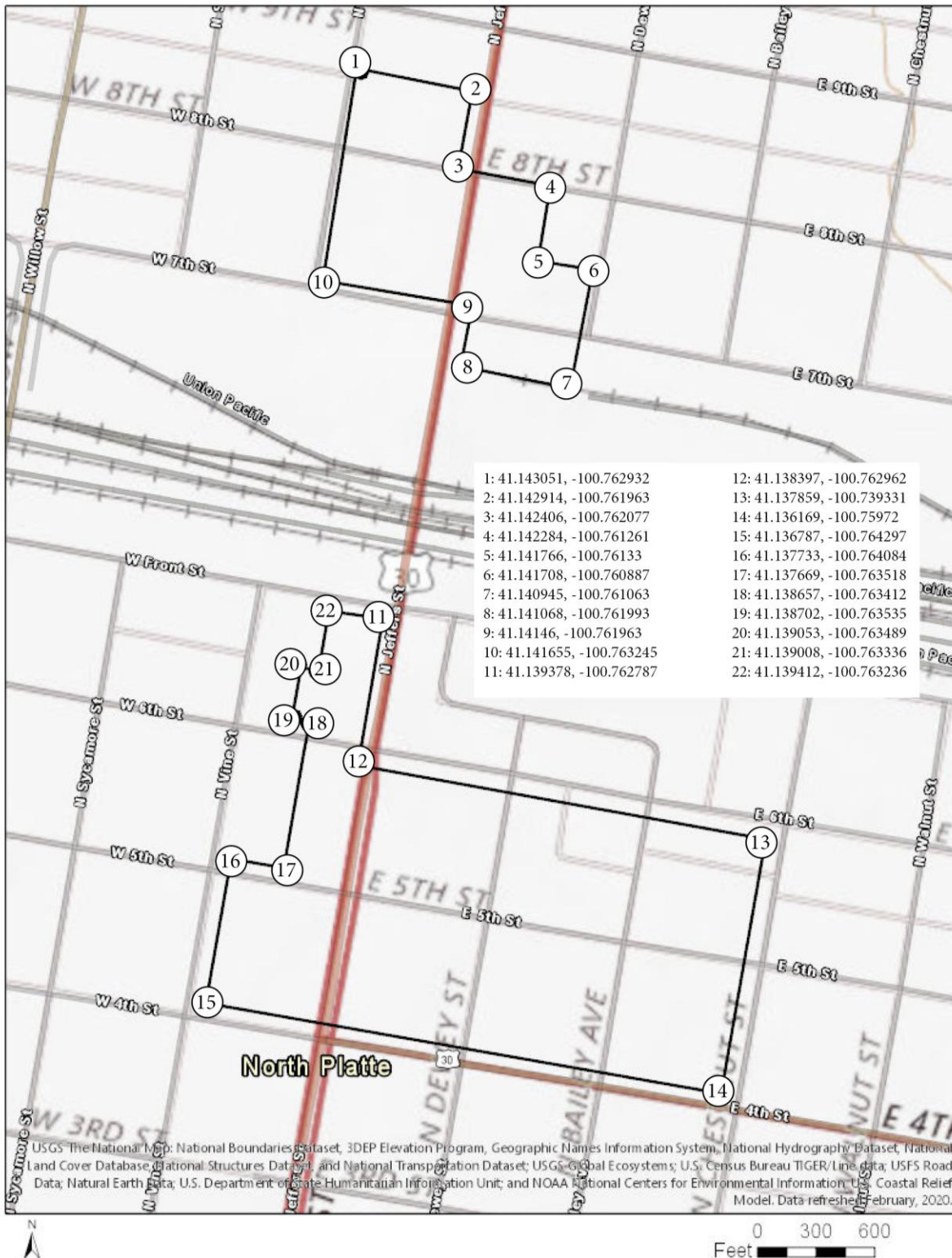
North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Map 5: Latitude/Longitude Coordinates



North Platte Commercial Historic District

Lincoln County, Nebraska

Name of Property

County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.