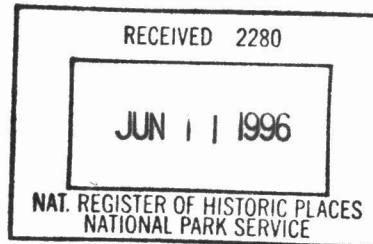


United States Department of the Interior  
National Park Service

## 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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

### 1. Name of Property

historic name Omaha Rail and Commerce Historic District

other names/site number \_\_\_\_\_

### 2. Location

street & number Roughly bounded by Jackson, 15th, 8th Streets and UP Main Line

not for publication [N/A]

city or town Omaha

vicinity [N/A]

state Nebraska code NE county Douglas code 055 zip code 68132

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this [X] 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 [X] meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide [X] locally. ( See continuation sheet for additional comments.)

Lawrence Sommer  
Signature of certifying official

6/3/96  
Date

Director, Nebraska State Historical Society

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register.  
 See continuation sheet.  
 determined eligible for the National Register.  
 See continuation sheet.  
 determined not eligible for the National Register.  
 removed from the National Register.

other, (explain): \_\_\_\_\_

\_\_\_\_\_

Edson H. Beall  
Entered in the  
National Register

7.19.96

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Joe  
Signature of Keeper

Date of Action

## 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	
44	7	buildings
1		sites
		structures
45	7	objects
		Total

Name of related multiple property listing  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed  
in the National Register

6

## 6. Function or Use

Historic Functions  
(Enter categories from instructions)

COMMERCE/TRADE--warehouse

INDUSTRY--manufacturing facility, industrial storage

TRANSPORTATION--rail related, road related

Current Functions  
(Enter categories from instruction)

COMMERCE/TRADE--warehouse

WORK IN PROGRESS

## 7. Description

Architectural Classification  
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN  
MOVEMENTS

Materials  
(Enter categories from instructions)

foundation BRICK, CONCRETE

walls BRICK, STONE--limestone

roof CONCRETE

other TERRA COTTA, METAL--cast iron

Narrative Description  
(Describe the historic and current condition of the property on one or more continuation sheets.)

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## National Register of Historic Places Continuation Sheet

### Omaha Rail and Commerce Historic District

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#### 7. Narrative Description

The Omaha Rail and Commerce Historic District is located in the southeast corner of downtown Omaha, Nebraska bounded roughly by the railroad tracks, 9th, Jackson, and 15th Streets with the southeast portion extending south to Pacific Street. This area in downtown Omaha is arranged in a grid pattern. The district is approximately nineteen blocks containing buildings that have been predominantly influenced by the railroad. Within this area are large jobbing warehouses as well as manufacturing buildings, transfer and storage companies, and service businesses. All of these were drawn to the area because of the railroads, either to utilize the rail lines or to gain business from the railroad traffic, and in turn influence the industrial growth of Omaha. Several buildings in this area are also individually listed on the National Register of Historic Places. These properties include Union Station, Burlington Station, the Bemis Bag Company Building, the Eggerss-O'Flyng Building, the Omaha Bolt, Nut and Screw Building, and the Anheuser Busch Depot Office. This large area contains buildings with some modifications to lower façades and window treatments, but overall the area maintains a high degree of architectural integrity and many buildings retain their architectural characteristics. The buildings in the district all have similar scale and massing and the major exterior material is brick.

#### ARCHITECTURE

The industrial, commercial, and warehouse buildings extant in the Omaha Rail and Commerce Historic District are representative structures of their type for the late nineteenth and early twentieth centuries. The chief function of most of these buildings was for the storage of raw materials and associated space for manufacturing, for providing space for the storage and distribution of finished products, or for the selling of goods or services to the businesses in the area. In some cases buildings served all three functions--factory, warehouse, and commercial distribution. The intended use of these buildings ultimately dictated their form along structural and functional lines.

Several types of building construction are found in this district. Because of the size and uses of these properties, some of the earliest buildings are constructed of light wood posts and joists with load-bearing brick walls. Later improvements in construction techniques allowed for concrete frame buildings with brick curtain walls. The increased awareness for the need of fire proof construction helped create this modification. Later changes in construction technique included steel frame construction with brick curtain walls. These buildings have simple floor plans, usually rectangular or square in footprint. Brick is the main type of exterior building material found in the area.

Because of the utilitarian nature of the buildings, architectural styles also vary within the district. One of the more common types is the Italianate style. During the late nineteenth century, the commercial Italianate style became popular in the business districts of cities. The style is signified in part by arched windows and dentil moldings. Other styles found in the area include Richardsonian Romanesque, Italian Renaissance, Commercial, Art Deco, and Art Moderne. The majority of the buildings, however, were not constructed in high-style architecture but, instead, in variations of these styles. Many of the buildings contain decorative elements on at least one façade. This ornamentation includes corbelling, rustication, string courses, and pilasters.

The buildings within this district have maintained a high degree of integrity. Although many of the buildings have been altered somewhat, much of their original fabric and character remains. The brick façades found on most of the buildings retain their original appearance, though some of the street level façades have been altered. The main changes to the buildings are found in window treatments. Some have brick to infill window openings. However, the majority of original windows have merely been replaced with a different style of window. The size and shape of many window openings have not been changed and are still visible; and the overall scale and massing of the buildings minimize the impact of these window changes.

Several Omaha architects designed many of the buildings in the area. Louis Mendelssohn, George Fisher and Harry Lawrie designed several buildings within the district, both as a firm and individually. Other architects who designed

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**7. Narrative Description (continued)**

buildings in the area include John Latenser, Thomas Kimball, Joseph Guth, Gilbert S. Underwood and John McDonald. These architects have all played an important role in the architectural development of Omaha, and some, including Thomas Kimball and Gilbert S. Underwood, have also been significant in the architectural development of the United States.

Although Gilbert S. Underwood is not an Omaha architect, his Art Deco design of the Omaha Union Pacific Passenger Terminal has become one of the most noted of designs for train terminals in the United States. Also important to national architecture is Omaha architect Thomas R. Kimball, designer of the Paxton & Gallagher and McCord Brady buildings. His designs for buildings can be found throughout the United States. The majority of the architects who worked in this district, however, are most commonly known for their work in the Omaha area, primarily in the design of warehouse properties. Many of these architects also designed buildings in the Old Market National Register Historic District.

Within the Omaha Rail and Commerce Historic District is South Thirteenth Street. This street has historically been wider than the other streets within the district because South Thirteenth Street was the main thoroughfare to South Omaha. Being the main connection between the two cities the road was constructed wider than the others and several of the major industries built along the street.

The Omaha Rail and Commerce Historic District contains several properties that have historically been vacant. 1301 Jones Street was vacant during the district's period of significance. The lot 2 of block 173 directly east of the Skinner Building was also vacant during the district's period of significance. It was owned by the Skinner company in hopes of expanding their building; this never occurred. The vacant property south of the Butternut warehouses and the Parlin, Orendorff, and Martin warehouse was mile one of the original transcontinental railroad. Although the tracks have been removed, the shapes of the buildings reflect the existence of rail lines. Much of the vacant property has been owned by the various railroads and the land was occupied by their tracks. Many of the tracks are non-extant, but the shapes of the various buildings were influenced by the rails, which is particularly evident in the area between Union Station and Burlington Station. Although the majority have been removed, several tracks are still used by the railroads. The growth and physical appearance of the area included in the Omaha Rail and Commerce Historic District has been shaped by the railroads. Visually the district is divided by the 10th Street Viaduct which spans the railroad tracks along the southern edge of the district. The majority of the Omaha Rail and Commerce Historic District is located west of the 10th Street Viaduct, but it provides a unifying force connecting the southern wing with the remainder of the district. The viaduct was formally determined eligible for listing on the National Register of Historic Places by the National Park Service on June 17, 1993.

**CONTRIBUTING PROPERTIES**

The buildings are arranged according to the block and lot number beginning with block 172 lot 5.

**DO09:**

121-069 Western Newspaper Union Building (common name Bekins Van and Storage) (1916) 621 S. 15th Street  
The Western Newspaper Union was founded in 1880 by George A. Joslyn, as one of the largest newspaper service corporations in the world, supplying reading material to smaller newspapers. In 1916, the original location of the union was too small, so a new building was designed by John McDonald for use by the Western Newspaper Union. Currently the building houses Bekins Van and Storage.

Located on the northeast corner of Jones and 15th Streets, the five-story brick building was designed with limestone embellishments including a decorative cornice and entablature in the Italian Renaissance style. Carved in relief in the entablature are medallions in a rectangular shape. Below the entablature is a limestone string course which continues around the building.

The main entrance on the west façade is in a central position creating a symmetrical look. Limestone is used to separate the entrance from the remainder of the building. The cantilevered awning is arched and supported by brackets, and

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**7. Narrative Description (continued)**

cut limestone provides the frame for the door. A limestone string course runs under the first story windows creating the look of base, shaft, and capital which was popular during the early part of the 19th century. Along the west façade the windows are paired, and along the south face the windows are tripled. The windows have all been filled with brick or glass block, but the original fenestration and masonry openings are extant. Limestone decorates the top corners of the windows on the first floor, and limestone sills may still be observed beneath each grouping of windows. Overall, the massing, materials, and setting of 621 S. 15th Street are intact.

**121-070 Pittsburgh Plate Glass (common name O'Keefe Elevator Co.) (1920) 1402 Jones Street**

This four-story brick building was built in 1920 as a warehouse for Pittsburgh Plate Glass. Designed by architect George Prinz, the building is of fire proof construction with its concrete frame, floors, and roof and covered by brick curtain walls. The front façade faces 14th Street and is identified by the stepped parapet cornice that extends above the roof line. The cornice is also decorated by dentils. A segmented string course which runs along the south and east façades just below the second story windows, matches the cornice dentils.

Most of the windows have been replaced with glass block, but the size and shape of the window openings have not been altered. These windows are decorated with wide concrete lintels and sills and the windows are slightly recessed from the main façade. Along the east face of the building is a large concrete loading dock covered by a metal awning and a large steel beam lift. There are several garage door bays which allow access to the building.

**121-028 Skinner Macaroni Building (1914,1915) 1323 Jackson Street**

The Skinner Manufacturing Building is a six-story, over full basement fireproof warehouse constructed in 1914. In 1915, the project was doubled in size to its existing 132'x132' square configuration. Designed by Harry Lawrie, the building consists of a reinforced concrete frame and slab, interior mushroom columns, and perimeter brick walls. An interior brick wall separates the two halves north to south. The building fills a quarter block located on the southeast corner of 14th and Jackson and is embellished on the north and west elevations. It has numerous window openings on all four sides. Many of the original steel sash windows were removed and replaced with glass block in 1948.

The street façades are a standard tripartite design: base, shaft, and capital separated by limestone stringers with brick crenellations and topped with crenelated parapets. The spandrels give a paneled effect to the brick work. Vertical compound pilaster elements rest on the base of the composition. Above the second stringer, the pilasters divide in two at the sixth floor to form the top of the composition along with the uppermost line of crenellations and tall, limestone capped parapets. The main entry is framed with a paneled limestone and mosaic panels with marble tiles. The name Skinner and the date is carved into the limestone above the door.

**121-071 (1912) 617 S. 14th Street**

Built in 1912 for J.J. Hanighen Plumbing, this is a very simple Italianate style, two-story brick building with a full basement. A major decorative feature is the corbelled cornice underneath which is a brick string course. The front façade faces north and is asymmetrical. The second story windows are separated into groups of three. Three doors are located on the lower level. The main entrance to the west is embellished with a stoop porch covered by a small cornice and supported by scrolled consoles. Along the southern façade the windows are separated into groups of three, creating two rows of nine windows. All of the windows are articulated with arched voussoirs and stone sills. The original windows have been replaced with modern windows, which are similar in size, shape, and style to the original windows. Beneath the first story windows is a stone string course.

**121-072 The Omaha Bolt, Nut and Screw Building (1889) 1314 Jones Street (Listed NRHP July, 1992)**

Although most commonly known as the Omaha Bolt, Nut and Screw building, this structure was actually built by Henry

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**7. Narrative Description (continued)**

Voss in 1889 for the Kopp, Dreibus & Co. candy manufacturers. This three-story, 66x125 foot warehouse consists of heavy timber frame and load-bearing brick walls. An interior load-bearing wall separates the east 1/3 from the west 2/3's of the building, each section having its own exterior entrance. Since the building is located on an interior lot, only the south, street-facing elevation has been embellished. Simply detailed cast-iron components are utilized at the building's street-level storefronts. Wooden windows are used throughout the building and all feature transoms. Window openings at the second floor are segmental arched and at the third floor are round arched. Sandstone is utilized for window sills at the second and third floors. Simple tourelles mark the upper corners of the façade and serve to define the ends of a panel of checkered brickwork. A wedge-shaped panel with a raised date "1889" is centered at the top of the front of the building. In terms of architectural style, the building is classified as a simple, utilitarian adaptation of Richardsonian Romanesque.

**121-073 Fairmont Creamery (1916, 1946) 1209 Jackson Street**

Fairmont Creamery Company built this building in two stages. The original building is a narrow western wing of the existing structure, built in 1916 and designed by Harry Lawrie. In 1946 an addition was added to the east of the structure. The 1916 three-story wing has two vertical pilasters on either side of a long, narrow glass block window. The central double door on the first level is covered by a semi-circular metal awning.

The eastern 1946 addition is a two-story wing with virtually no ornamentation. The windows have been replaced by glass block and there are only four large windows on the far west end of the north face. The building is situated on the southwest corner of 12th and Jackson Street and the corner of the building has been curved slightly to give a decorative appearance to the building. The rounded corner and the emphasis on the horizontal provide the basis for the Art Moderne architectural style evident in the building. Along the east side of the building there are four window openings, two which are glass block and two which have been bricked over. Although the windows have been altered, the size and shape of the openings are still visible. The changes to the window are also small in comparison to the overall scale and massing of the building. On the first level there is a metal awning covering a loading dock and a small sheet metal covering for loading bays.

**121-099 York Ice Machine Company (1927) 1213 Jackson Street**

In 1927 this two-story building was built by the York Ice Machine Company, manufacturer of cooling and refrigeration equipment. The main façade faces north and is covered in a dark brown brick, varying from the light red brick of the west side. The second story windows are replacement aluminum sash windows, but the size and shape of the original window openings still remain. The twelve windows are separated into groups of two and all of the windows are supported by a continuous sill of white stone. Between the second story and first story there are nine diamond shapes made of light red brick. The first story has retained its three separate storefronts through the use of brick walls. The storefronts are predominantly glass windows with iron frames. Along the west side of the building second story windows and a first story storefront have been added to create another entrance into the building. There are no decorative elements on this façade of the building.

**121-100 (1937) 1220 Jones Street**

This one-story concrete block warehouse was built in 1937 by John H. Neumann, for Consolidated Freight Company. This utilitarian structure was built with no stylistic features. It consists of a square plan with a flat roof. The main façade runs along Jones Street where a large concrete loading dock is located. Here there are several large garage doors and the entire dock is covered by a metal canopy.

**121-074 Fairmont Foods (1906, 1911, 1943) 1202-1218 Jones Street**

This group of buildings was built in three different phases for Fairmont Foods. The original building was located at the

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#### 7. Narrative Description (continued)

corner of 11th and Jones Street and designed with Italian Renaissance design details. This six-story structure has decorative arched pavilions at the cornice that extend above the regular roof line. The sixth story windows are sash and wrap around the entire façade. Beneath the sixth story windows is a string course of stone. The remainder of the window openings have been boarded. Four vertical, quoined, brick pilasters run from the foundation to the sixth story string course.

In 1911 an addition was added west of the original building. Although also six stories in height, this addition is made of a lighter colored brick and has relatively little ornamentation aside from seven decorative buttresses that separate the windows, creating six bays. The cornice is capped with white limestone coping, as are the buttresses. There are two complete horizontal rows of windows, one at the sixth floor, the other at the second. A vertical row of windows is found at the far west edge of the southern façade. The first floor is characterized by a metal awning covering a loading dock which extends from the far eastern building to the far western building.

The final addition was added in 1943. This addition extends only three floors but is similar in design to the 1911 construction. There are five buttresses extending from the foundation. The top floor has four glass block windows and two additional windows are found on the second level. As in 1911, this addition is decorated with white limestone at the cornice and on top of the buttresses.

#### 121-076 Emerson Brantingham Implement Company Building (1917, 1953) 1101 Jackson Street

Designed by C.D. Coaley and Company, this five-story brick building has concrete floors and frame with brick curtain walls. The first four floors of the building were built in 1917 for Emerson Brantingham Implement Company to be used as a jobbing warehouse. In 1953, the fifth floor was added. This addition is visible with the change in brick color at the fifth floor.

This seven bay structure is situated on the southwest corner of Jackson and 11th Street. The bays of the building are separated by pilasters running the entire height of the building, including the fifth story addition. These pilasters are broken by limestone string courses above the first and fourth stories. The windows of the front façade (north) are narrow, industrial steel sash with limestone sills. Storefronts with large glass windows divide the first floor. The highly ornate entry is surrounded by white limestone and centrally located. The primary façade also has a garage door located toward the far west end. At the east end is a metal awning covering a loading dock.

#### 121-075, 121-077 Peterson Baking Company Building (common name Peter Pan Bakery) (1917, 1927) 1123 Jackson Street, 1120 Jones Street

Begun in 1889 by P.F. Peterson, the Peterson Baking Company grew to one of the largest baking companies in Omaha, changing its name in 1961 to Peter Pan Bakery. In 1917 the company constructed the building located on the southeast corner of Jackson and 12th Streets. This complex consists of a large central four-story building flanked on either side by two, two-story wings. In 1927, an addition was added on Jones Street.

The central portion contains the decorative features of the building. In the center of the façade is a large area with glass block windows surrounded by white stone. A second set of windows lies directly beneath the large window. Above the second set of windows is a large white stone sill. Two slight battlements are located at the corners of the cornice and they appear to extend up from the foundation creating a tower effect. Decorative brickwork surrounds the central window and diamond shapes are prevalent in the top corners of the battlements. At the base of the towers are two doors surrounded by white limestone above which pediments and entablatures rest.

The two wings are almost identical, each having eight second story windows with white limestone sills. The east wing has two windows and a large garage door in an asymmetrical placement. The west wing has only windows. A limestone string course is located below the first floor and continues across the two wings, bypassing the central area. The west wing connects with another portion of the Peterson Baking Company located at 1120 Jones. The two buildings are connected at the roof line creating a passageway for trains to travel through the alley.

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**7. Narrative Description (continued)**

The 1927 addition faces Jones Street and is similar in character to the original building. This four-story building was designed by John and Alan McDonald and is made of reinforced concrete and brick. A white limestone string course runs the entire width of the building and extends into the rear of the original east wing. The windows in this portion are double-hung sash and are set into simple window openings. The front façade has a central concrete block loading area. The loading area has concrete walls and a metal roof. The southern façade has a central garage door at the first level. Other than a white limestone lintel above the garage door, the façade is undecorated.

121-029 Bemis Omaha Bag Company Building (1887, 1898, 1902) 1114 Jones Street (Listed NRHP January, 1985)  
Designed in 1887 by the prominent Omaha architectural firm of Mendelsohn and Lawrie, the original Bemis Omaha Bag Company Building occupied the northern half of two lots on the northwest corner of 11th and Jones Streets.

The red brick structure has exterior walls of solid masonry construction resting on rough stone piers at the first floor and basement levels. The original building has five stories plus raised basement with a three-bay composition and three windows per bay. On the first floor, the sills and lintels are cast-iron and the original openings have been filled in with brick and industrial sash. The windows on the second through fourth floors are grouped in three's with limestone sills and multi-pane transoms. Limestone string courses separate the first and fifth floors. The center bay windows have cast-iron support elements and lintels. The fifth floor windows are segmentally-arched and the alley windows are regularly spaced.

A three-story plus raised basement, red brick addition was constructed in 1898 west of the original building by the architectural firm of Lockwood, Greene and Company of Boston. The major departure from detailing found in the original building was the replacement of the segmentally-headed window opening with a limestone lintel, producing white horizontal bands across the façade. A prominent string course at sill level divides the first two floors from the third. The top floor has round-arched windows. The only major exterior alteration on the front façade is the addition of a large loading door on the west corner of the top floor.

In 1902 another five-story plus raised basement addition was erected. Identical in detailing to the first addition, this addition was located on the southern half of the first two lots. This addition was designed by C.A. Tripp and is of mill construction. All of the windows are paired on the first three floors. Prominent white limestone lintels and sills decorate the simple façade. The top floor window openings are round-arched, as they are on the original building and the first addition. A limestone string course with brick dentils at sill level of the third floor is placed on both primary façades.

121-037,086 Paxton-Gallagher Warehouses (1892, 1907) 901-923 Jones Street  
The cluster of buildings east of the 10th Street viaduct was built by the Paxton-Gallagher Company, who specialized in wholesale groceries and hardware as well as coffee roasting. The vernacular structure at 911 Jones was built in 1878 with ordinary joist construction and load-bearing brick walls. The Jones Street façade is four stories with a two-story main entry. A continuous loading dock added at ground level was constructed across all of the Jones Street façades.

The two buildings at 915-923 Jones visually separate into north and south elements. The three-story building on the south was built in 1882 for Paxton Gallagher's home office. The exterior of the buildings has been altered with window infill, paint, and roofing material spanning between the building and the 10th Street viaduct. These alterations are minimized by the overall scale and massing of the building. The west façade is divided into four bays and is symmetrical. A patterned brick cornice and spandrels stretch between the vertical lines of the pilasters.

On the north is a vernacular warehouse designed by Fisher & Lawrie in 1892. It is ordinary joist construction with columns and bearing walls. The exterior features arched windows on the bottom and top floors, recessed windows at the middle floors, and a two-story brick architrave trim motif for the middle floors. Only one original window remains intact, all others have been bricked over or changed out, but visually the original fenestration is not altered.

The easternmost building is a nine-story plus basement brick warehouse. It was designed by Thomas Kimball in 1908, and is topped with a water tank painted to resemble a can of Butter-Nut Coffee. This flat-roofed building is of

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#### 7. Narrative Description (continued)

semi-mill construction with concrete floors on the first and second levels. The load-bearing brick walls have numerous window openings on the three exposed sides. The articulated façades are constructed in a tripartite style (base, shaft, capital) with a corbelled wall supporting a series of Romanesque arches with brick crosses underneath. The entablature is further corbelled to appear as dentils which support a stylized Romanesque limestone cornice topped with a parapet and limestone coping. The two-story base is topped with projecting dentils supporting a stone string course just below the third story windows. The windows at the next six stories are recessed into the pier-like composition and topped with segmented Romanesque arches with limestone keystones. All other windows and doors have steel lintels.

#### 121-035, 034 Paxton and Gallagher (1899, 1906) 1001-1011 Jones Street

On the west side of the 10th Street viaduct are three large brick warehouses built to the same height and occupying an entire half block. The three buildings were built in two stages from 1899 to 1920 by the owner and developer John W. Nicholas Brown and, later, his estate.

In 1899 the Sattley Manufacturing Company, a farm implement fabricator, occupied the five-story building built by Fisher and Lawrie. By 1905, three more floors had been added to the structure. The building is semi-mill construction with wood posts and massive load-bearing brick walls. Designed in the vernacular style with Romanesque elements popular during the 1880's-early 1900's it features: large pairs of original double-hung windows, arched windows on the fifth, seventh, and eighth floors, stone horizontal banding, keystones, springers and a large galvanized metal cornice with substantial overhang.

The building at 1007-1011 Jones is the Creighton Block designed by Charles Cleves and built in 1906, with a three-story 1920 addition by John Latenser. By 1910, the Pacific Storage and Warehouse Company occupied the building. It has Italian Renaissance features at the arched fifth floor in the form of the limestone composite capitols atop brick pilasters and medallions in the arches. Overall, however, it is of period vernacular: load-bearing walls, landing, double-hung windows and topped with a metal cornice. The two buildings were purchased by the Paxton Gallagher Company and the interior spaces were opened to connect the two buildings. These two are also connected to 901-923 Jones through an addition underneath the 10th Street Viaduct.

#### 121-033 Mercantile Storage and Warehouse (1919,1920) 1013-1023 Jones Street

Occupying a quarter block is the Mercantile Storage and Warehouse Company. The Mercantile Storage building exhibits the emerging modernistic characteristics popular at the time.

Designed by John Latenser and built in 1919, a three-story addition was built in 1920, creating a new, nine story building. This structure is of fireproof construction, concrete frame and floors with twelve-inch, brick, curtain walls on three sides. The brick façades are void of articulation, and topped with a horizontal band and cornice work in brick. A segmented arch "pediment" flanked with a pair of finials with the name of the present owner, Ford's Warehouse, is located in the center of the parapet.

#### 121-036 Parlin, Orendorff, and Martin Warehouse (1906) 707 S. 11th Street

The Parlin, Orendorff and Martin Plow Co. building is a flat-roofed, seven-story warehouse constructed in 1906. Designed by Omaha architect John Latenser and trapezoidal in plan, the building is situated with the main entrance on the east, level with the 10th Street viaduct. The warehouse's technical system consists of heavy timber framing and perimeter masonry load-bearing walls. The building is faced with red-brown brick and all four sides are embellished with Renaissance detail in the brick work and limestone elements.

Primary exterior features are the east and west end portions, formed as pavilions and faced with darker brick. The pavilions are articulated on three sides by a blind arcade of recessed window sections topped by round arches, a masonry

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**7. Narrative Description (continued)**

band with a grid pattern of projecting headers, a limestone sill supported by limestone brackets, and a parapet. Three limestone medallions adorn the parapet on each side of the pavilions. At ground level, a concrete dock exists along the south side, abutting the rail line. There are several loading doors and larger windows topped by round arches on this level.

**121-092 (1948) 716 S. 9th Street**

This single story building built in 1948 was used as a storage warehouse. Constructed of concrete frame and floors, with brick curtain walls, this building is void of any exterior ornamentation. Along all four walls, the concrete frame is visible, and the brick walls are built as infill between the frame joists. The only windows are found along the top of the walls and are simple steel frame windows. The entrance can be found on the main façade which faces south. Along here there are several garage door openings. Although constructed slightly less than fifty years before the submittal of this nomination, this building contributes to the significance of the district because its overall scale, massing, and building material compliments and conforms with other buildings in the district. Also, historically, the building's design and purpose were influenced by the rail lines.

**121-093 Fairmont Creamery (1940) 1101 Jones Street**

Built in 1940 for Fairmont Creamery by John McDonald, this one-story, concrete block with brick front warehouse was the center of operations for the Fairmont poultry processing. The building is constructed of a concrete block frame and is simple in design with little ornamentation on the exterior of the building. On the front façade, which faces north, there is a large centrally placed garage door with white wood framing. Many of the windows have been bricked over and the only functional windows are on the far west side of the front façade. However, the original window openings are still visible and the brick replaces glass block windows that were added in 1944. In this grouping is a door surrounded by five steel sash windows. The four bays of the façade are separated by recessed, ornamental panels.

West of the original building is a two-story addition built in a manner similar to the original construction. The frame is concrete block and the front is a brick veneer. As with the original building, most of the windows have been bricked over, but the window shapes are visible. Along the entire front of the building is a concrete slab loading dock covered by a metal awning. No ornamentation is found on this addition.

**121-094 Metropolitan Utilities District (1888) 1109 1/2 Jones Street**

In 1888 the Omaha Gas Manufacturing Company's main gas plant was located on the entire block at the corner of Jones and 11th Streets. In 1921, the name was changed to Metropolitan Utilities District. The plant's location was changed in the early 1920's, after which many of the buildings were torn down. Currently, two original buildings of the plant remain. This one-story brick building was a small structure housed within the gas plant. It was for meter and valve housing. In the 1920's and again in the 1940's the area surrounding the building was purchased by Fairmont Foods.

The MUD building is a single story brick building resting on a concrete base. The roof is a simple gable with the ridge line running from east to west. The original composition shingles have been replaced with asphalt shingles. Underneath the eaves at the gable ends is the half-timbering ornamentation of the building. The entrance is on the gable end and is a single door on the east front. On the south side of the building are two large windows with plain moldings. Aside from the half-timbering, there is very little ornamentation on the exterior of the structure.

**121-084 Metropolitan Utilities District (1888) 715 S. 12th Street**

This elongated structure is the second extant building associated with the original Omaha Gas Manufacturing Plant. It was a storage building used by the plant for production of gas needed by the city of Omaha. After the new plant was constructed in the 1920's, this building was converted into a warehouse.

This simple brick building has a gable roof over the main portion of the building and another gable roof over the

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smaller front section. Facing South 12th Street, the building has an asymmetrical entrance. Originally, the entrance was a large garage door, but it has been replaced with a smaller window and door. The only windows in the building are located at the front portion of the building and have been replaced with glass block. The walls are constructed of white stone and the moldings are simple. A white stone string course is found below the windows and continues around the entire building. Simple brick pilasters accent the south and north façades of the main building. The skylights are an addition to the original building.

**121-083 Fairmont Foods (common name Cornbelt Automotive, Inc.) (1923) 705 S. 12th Street**

Situated on the southeast corner of 12th and Jones Streets, this half block by half block building was built in 1923 by the architectural firm of John and Alan McDonald for Fairmont Foods. This building was constructed with concrete frame, floors, and roof.

Although some changes have occurred to the building, much of the original fabric still remains. The front of the building is divided into eight bays; each bay with one window decorated with a limestone sill. In 1944 all of the original windows were replaced with glass block. In between the bays of the façade, on the second floor, there is decorative white limestone cut in the shape of diamonds. The building faces Jones Street and the main entrance is located in an off-center placement. The first level of the building has a concrete loading dock which is partially covered by a metal awning.

The façade facing South 12th Street is similar in design, having glass block windows and decorative limestone features. A metal awning covers the entire first floor of the west side creating a covered loading area. Another entrance is found on this façade at the far north corner.

**121-085 Chicago, Milwaukee, St. Paul, Pacific Railroad Freight Warehouse (1930) 723 S. 12th Street**

This freight warehouse built in 1930 for the CMSPPRR displays minor Art Deco features and decorations. The 45x200 foot structure is made of brick curtain walls and wood trusses and rests on a concrete slab foundation. The roof is flat, but decorated on the west end with battlements and white limestone cornice trim. A brick string course is located at the top of the windows. Loading doors accent the north and south façades of the building. Some of these have been altered and made into small windows, but the size and shape are still visible and the majority of them are still being used for loading purposes. The loading bays are covered by overhanging awnings of wood supported by wood brackets.

The main entrance to the building is located on the west end where there are three steel windows with white limestone sills and, at the far southwest corner, the door. The door is set into a white limestone frame with an Art Deco keystone above it. Wrapping around onto the north and south sides of the building are more steel windows providing the only source of light into the building.

**121-030 Anheuser-Busch Beer Depot Office (1887) 1215 Jones Street (Listed NRHP February, 1979)**

The Anheuser-Busch Beer Depot Office was designed in 1887 by architect Henry Voss. The beer depot was operated by Anheuser-Busch until prohibition was approved in Nebraska in 1916. Since then it has been used as an office for a number of companies. Once part of a larger complex, the office building is the only extant building of the original complex. The building is constructed of masonry bearing frame with brick curtain walls.

The building is designed in the Victorian Romanesque style of architecture. Emphasis is given to the Jones Street façade through the use of red pressed-brick walls with terra cotta trim. Brick with rounded ends are also used along this front for the building corners, the heads and jambs of both windows and doors, and the brick pilasters. A rich variety of color and texture is visible on the front of the building. Particularly notable features include the cut terra cotta trim and the copper coping, finials and wall cornice.

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**7. Narrative Description (continued)**

121-032 McCord Brady Warehouse (1892) 724 S. 12th Street

This five-story brick building designed in the Italian Renaissance style by Omaha architects Fisher and Lawrie was originally a two-story warehouse built on the south half of two lots. In 1900, three stories were added to the top of the original structure. The additional stories were designed by Thomas R. Kimball. Kimball designed another addition in 1911 when a five-story structure was built on the northern half of the lots.

The Italian Renaissance style is evident through the use of modified egg and dart cornice decorations and arched windows. The openings have all been bricked over, but much historic fabric remains, as the brick has been placed behind the steel sash windows. A white stone string course with decorative dentils separates the fifth floor from the rest of the building. The second through fourth floors have squared windows with recessed spandrels between. A large metal fire escape is the dominant feature of the building, as it is located in the center of the main façade. The east and south façades have been altered by a large, enclosed loading dock. This poured concrete addition is decorated by several large garage doors and a few smaller doors. The roof consists of a metal awning attached to the building by angle ties.

121-081 Cudahy Packing Company (1905) 1321 Jones Street

John Otis designed this 66x120 foot brick warehouse for Cudahy Packing Company in 1905. Cudahy Packing remained in the building until 1945 and utilized the services of the rail lines which ran along the rear of the building.

The two-story brick warehouse is situated on the southeast corner of 14th and Jones Streets and displays the characteristics of the Italian Renaissance style. The cornice is embellished with white limestone and pilasters. Below the cornice is a protruding entablature carved of white limestone with a string course running directly below. The second story is separated into four bays of equal proportion, each having three, double-hung sash windows. The bays are set apart by five brick pilasters with white limestone capitals and bases. The sills of the pilasters rest on another entablature, this one supported by six pilasters: five are brick with limestone capitals and bases, and one white limestone pilaster. These pilasters separate the first floor into five bays. Three of the bays contain large storefront windows with white limestone sills. The second bay from the east has been boarded up and is in the process of being rehabilitated. The second bay from the west is the entrance. Placed off-center, the door is recessed creating a portico that is decorated by a white limestone arch supported by Doric pilasters. The building's decorative elements wrap around its west side.

121-096 John Gund Brewing Company (1909) 1324 Leavenworth Street

This one-story, U-shaped building was originally two buildings, a small office building at 1324 Leavenworth and a brick wagon shed at 1316 Leavenworth. Later, the two buildings were connected by a simple square building and another addition was added to the buildings at 1324 Leavenworth. The original office building was built on the rear of a single lot. A front was added extending the building to Leavenworth Street. This building has housed a variety of businesses over the years including a brewery, a restaurant, and a transfer company.

The west wing has a single corner entrance with a medallion over the door and a post supports the portico roof. A large window with arched voussoirs and keystone is found to the east of the door. Along the west façade all of the windows have been covered over, but the stone lintels are still visible. The east wing of the "U" is a simple building with one single garage door on the Leavenworth Street façade. The building has been covered with stucco and the windows have all been bricked over. The portion of the building connecting the two wings is a modern building with corrugated metal siding.

121-095 Booth Packing Company (1917) 1308 Leavenworth Street

This one-story building was built in 1917 for A. Booth Packing Company. The company was one of the largest wholesale dealers in fish and seafood in Omaha. The simple construction of the building has vernacular detailing.

This flat roofed structure is accented by a pointed false gable at the center of the roof line. Under the point is a rectangular, white limestone panel. The southern façade is separated into three bays by four brick pilasters. The pilasters

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rest on the concrete foundation and extend vertically to the tops of the windows. The capitals of the pilasters are decorated in a trefoil shape with white limestone tips. There are two garage doors on the western-most part of the front façade. In the far eastern bay there is a single door and windows that are currently boarded over. The three windows are separated by two vertical pilasters with limestone bases and capitals. These windows are placed above the single entrance and come to the same height as the garage doors.

#### 121-080 David Cole Creamery (1912) 1401 Jones Street

Designed in 1912 by John Latenser, David Cole Creamery operated in this building until 1940. Located in the area because of the rail lines, this warehouse was built of fireproof construction and concrete floors. The creamery is a vernacular style building.

This two-story building sits on the southwest corner of Jones and 14th Streets and is made of a dark red brick. The cornice is decorated with projecting brick work in a mosaic diamond pattern. The second story windows are double-hung sash with white limestone sills, but the size of some have been altered making the windows narrower. Beneath the windows, separating the first from the second floor, is a white limestone string course. The majority of the alterations have occurred on the first floor. Here most of the window openings have been replaced with brick, however, the limestone sills are still visible. The original door placements have also been covered with brick or altered in size. The main entrance is off-center at the east end of the north façade. A concrete slab loading dock extends along the east end of the building and remains uncovered.

#### 121-079 International Harvester Company (1924) 701 S. 15th Street

George Prinz designed this truck depot building for International Harvester in 1924. This single story brick building is constructed of steel trusses with concrete floors. The main entrance of the building, on the west façade, is centrally located with single pane storefront windows to the south and boarded over window openings to the north. The covered windows are also found on the north façade where wood has been placed in a diagonal pattern. The wood has been cut to fit the original openings. Also found on the north side are two large garage doors and a loading door. A central steel sash window is also located on this façade. The main decorative elements of the building are located on the west façade, where a stepped gabled false front decorates the flat roof.

#### 121-102 (1910) 709 S. 15th Street

This building built in 1910 for Frank G. Burkley, is constructed of wood posts, brick curtain walls, and a flat roof. The one story building measures 50x132 feet. The cornice is corbelled and extends slightly above the roof line. A string course runs the entire façade of the building just below the cornice. The primary façade faces west and contains three windows on the far north. The windows are all single pane, replacement windows in the original openings. Two of the windows are set into simple rectangular placements, but one is decorated with brick, segmented arches. The two entrances to the building include a door with a segmented arched frame and a simple large garage door. The entire front of the building has been painted white.

#### 121-097 Watson Brothers Transportation Company (1938, 1940, 1946, 1948) 1402 Leavenworth Street

The Watson Brothers Transportation Company building was constructed in four stages between the years 1938 and 1948. The first building, built in 1938, was a single story, concrete block shop. In 1940, a concrete block, one-story addition was built and another concrete block garage was built in 1946. The final addition, built in 1948 was a structural steel and concrete block warehouse. Although the two later additions were built after the period of significance, the additions remain contributing because their scale and massing relates to the original building as well as the district.

The building rests on the corner of 14th and Leavenworth Streets and has entrances on both streets. The L-shaped

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building creates an open area on the corner of the street. The main entrance is on Leavenworth Street, where there are two large garage doors set into a brick front. The roof line is embellished with a stepped gable and a large, centered sign. Along the east side there are several operable, steel sash windows. The wall has been painted white along this side of the building. The leg of the 'L' that faces east has three small garage door bays. Along the north side of this wing are steel frame windows. This entire building has been painted white.

#### 119-027 Omaha Merchant's Express Transfer Company (1891) 802 S. 14th Street

Built in 1891 by the architectural firm of Mendelssohn, Fisher, and Lawrie for Omaha Merchant's Express Transfer Company, this building was a three-story brick structure measuring 132x132 feet. By 1936 Watson Brothers Transfer Company occupied the building. In 1957 a fire destroyed the top two floors of the building, but the original first story was retained and is the only surviving portion of the original facility.

Located on the corner of Leavenworth and 14th Streets, this one-story brick building was constructed of simple wood posts and brick floors. The load-bearing brick walls are blond colored brick. Little embellishment is found on the exterior of the building. The cornice is simple with white limestone coping and a projecting string course. The windows are industrial steel frame. Four of these windows on the east façade are centrally located, separating the two large garage door entrances. Three other windows are found on either side of the doors. The north façade has very few openings and they are hidden from view by several large trees and bushes. A small, brick stoop porch can be found on this façade. Projecting slightly from the façade, the stoop is uncovered and leads to a single door opening.

#### 119-001 Eggerss-O'Flyng Building (1902, 1912, 1918, 1928) 801 S. 15th Street (Listed NRHP December, 1991)

The one-half block by one block Eggerss-O'Flyng Building was constructed in four stages over a period of 26 years. The warehouse is comprised of a 1902 three-story building designed by Omaha architect Joseph Guth; a six-story structure built to the east of the original structure in 1912, also by Guth; the addition of three stories to the original structure in 1918, assumed to have been designed by Guth; and a four-story addition south of the original building designed in 1928 by architect John Latenser.

Structurally, the first three phases of the building consist of a system of wood posts, girders and joists, and perimeter brick load-bearing walls. The 1928 addition is basically utilitarian with little stylistic embellishment. Wooden double-hung windows are used throughout the building. Sills and other trim items are of limestone. A metal canopy--a portion of which is shown on plans for the original building--covers a concrete loading dock at the northwest corner of the structure.

The earliest buildings are ornamented by Italianate arches over the windows and doors. The two-over-two, double-hung sash windows are original to the design and are set into brick surrounds with arched voussoirs, and limestone lintels. The windows are separated into groups of two or three. A limestone string course ornaments the cornice along the primary façade which faces north. The main entrance is located on the west edge of the primary façade. The entry protrudes from the façade and creates a brick vestibule. The 1928 addition has no ornamentation and is primarily utilitarian. The windows are similar in construction to the first buildings. They are two-over-two, double-hung sash organized into groups of two and three. The main difference, however, is the windows on the 1928 addition are set into plain surrounds with the only decorative elements being limestone sills.

#### 119-011, 030 (1890, 1944) 814 S. 14th Street

Built around 1890 this four-story building once housed the Chicago Lumber Company. Made of wood posts and load-bearing brick walls, this building was used as a warehouse for several different companies. In 1944 John Latenser designed a one-story warehouse to the rear of the original building for Central Storage and Van. Since that time both buildings have been used as warehouses.

The 1890's structure is a two-bay, four-story building designed in a vernacular Renaissance Revival style. The

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cornice is decorated with modified egg and dart moldings. Each of the floors is separated by string courses which also serve as sills for the windows. Each floor (second through fourth) has six narrow windows in groups of three that fit into the two-bay front. Facing east, the first level is divided into large glass storefronts with recessed doorways. Dividing the first floor into two bays are three pilasters with bands of white limestone resting on white limestone bases. Floors two through four have also been painted gray.

The 1944 addition is a simple one and one half story building with a parapet on the east face. The building is void of any decoration. Two garage doors are found on the southern façade and are decorated by concrete lintels and sills. An arched one-half story addition was added to the building above the roof line. Here there are two, single-pane windows set in plain moldings. The exterior of this addition has been covered with vertical wood siding.

**119-020 McCord Brady Garage (1920) 810 S. 13th Street**

Constructed of load-bearing brick walls, the McCord Brady Garage was built in 1920 and faces 13th Street on the east. This one and two-story building has a parapet roof with stone coping and corbels. The stepped parapet allows for the center of the building to extend into a two-story wing with window openings along the sides. The center also sports a central garage door with a panel above the door into which is carved 'McCord Brady Co.' The two wings are one-story and each has three double-hung sash windows with white limestone sills. Other windows are found along the north and south façades. A single entrance is found on the north wing, directly to the north of the garage door. Small basement windows are also visible near the ground level.

**119-021 Franz Faulk Brewing Company (1886) 1307 Leavenworth Street**

The warehouse for Franz Faulk brewing company was built in 1886. Although the company remained at this locale for only a few years, the building has continued its use as a warehouse. The building is a two-story structure with a frontage of twenty feet. Constructed of wood posts and brick load-bearing walls, the exterior has been covered with a concrete stucco.

The second floor is divided into three bays, each bay having a segmented, sash window. The existing windows are smaller than the original arched windows. The arches have been infilled with brick. The second floor is accented by windows with elongated transoms. The door is off-center at the far west side of the north face. There is a concrete loading dock in the front that has been converted into a raised sidewalk. Other than the original arched windows, there are no decorative features on the building.

**119-095 Morris and Company Meat Packers (1920) 1309 Leavenworth Street**

Immediately to the west of 1307 Leavenworth is the Morris and Company Meat Packers building. Built in 1920 by W.E. Whitmarch, Morris and Company remained in the building until 1928 when Hinky Dinky Stores took over the property. By 1936, the Service Exchange Bureau was in the building and remained for several years.

This two-story brick structure has a flat roof with simple cornice and stucco over the front façade. Directly below the cornice is a white limestone string course. Completed in a modest, vernacular Richardsonian Romanesque style, the building contains rustication, colored stone, and paired columns often found on buildings of this style.

The second story is embellished with four steel windows covered by a decorative architrave. Three simple pilasters separate the windows to create two bays. Within the two bays are paired columns with decorative capitals. A continuous rusticated sill runs along the bottom of the windows. Five pilasters divide the first level into four bays. Windows are located in the two eastern bays and the far western bay; a large garage door is located in the remaining bay. All of the openings have transoms except for the far western window. The two end and center pilasters have rusticated bases and capitals and rusticated banding. The pilasters support a decorated architrave.

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##### 119-022 Omaha Baker's Supply (1919, 1920, 1929) 1313-1317 Leavenworth Street

This two-story brick building was built in 1919 for Omaha Baker's Supply and it is one of the few buildings in the area whose ownership has not changed. Walter Petersen designed this building for the company as well as the 1920 and 1929 additions. The two additions to the building were designed in the same style as the original building and it is difficult to distinguish the additions from the original. The original building is the eastern portion of the current building, and included a one story garage. The first addition is now the second story of the garage and the second addition is currently the west wing of the building.

Simple in detail, the building's main façade (north) is divided into three distinct bays. The first level contains a centrally placed garage door with a door and large glass windows on either side. The windows are steel frame and consist of single glass panes. The second floor has six windows, two per bay. Each window is double-hung sash with white limestone sills. Above the windows is a single white limestone string course. Several windows with canopies can also be found along the west side of the building.

##### 119-008 Avery Manufacturing (1900) 1007 Leavenworth Street

Avery Manufacturing used this building as a warehouse for its farm implements. A one-story addition of concrete block was later added to the building. Designed and built in 1899 by H. Haarmann, this building is a wood post and load-bearing brick wall structure with two primary façades. Both façades are decorated in the Italianate style. The cornice is articulated with Italianate arches of brick and a raised string course.

Facing Leavenworth Street is a five-story façade that was used primarily for access from the street level. This façade has clearly defined tripartite style with a base, shaft, and capital separated from each other. The capital is adorned with eight, paired sash windows with dark brick framing. The capital is separated by a single sill that runs under the windows. Floors two through four are divided into four bays by simple pilasters and recessed spandrels. On the first floor a metal awning covers a concrete loading dock and there are several large loading bay doors.

The southern façade was designed to utilize the rail lines which, at one time, ran directly past the lower doors. This façade has only three visible stories, because the building was built on an incline. The third story is similar to the fifth story of the north façade. This floor, however, is set apart with quoins along the edges, as well as the continuous sill. The second floor has the same fenestration and detailing pattern as the middle floors of the front. Cast iron columns used to separate individual panes of glass are visible, although the windows have been boarded over. Four large garage doors separated by cast iron pilasters with Doric capitals exist on the first floor of the south façade. At one time there was an awning covering the doors, but it has since been removed.

##### 119-007 Bushman Warehouse (1890) 1013 Leavenworth Street

The Bushman Warehouse was built for W.M. Bushman in 1890. Designed by Charles Cleves, the building was used primarily for dry storage and was built specifically to take advantage of the railroad lines that were located south of the building. As with the adjacent building (1007 Leavenworth) the Bushman Warehouse has two primary façades, one for truck deliveries, the other for rail deliveries. Italianate details are visible with the arched windows and dentil moldings under the cornice.

The Leavenworth Street façade is a five-story façade with three bays. The central bay is slightly larger than the two end bays. All of the windows have segmented arches with limestone sills and all have been boarded over. A central door on the first level is flanked by window openings on either side. The entire first level is covered by an iron and corrugated metal pent roof. The west façade is embellished by a painted Bull Durham advertisement.

The façade that faces south is a three-story façade with similar details as the front: arched windows with limestone sills and segmented arches. The first level has a central door and is flanked by two windows on the east and one large opening on the west. The windows have all been covered.

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**119-006 U.S. Bonded Warehouse (1900) 1017 Leavenworth Street**

Built in the early part of the 1900's the U.S. Bonded Warehouse was owned and operated by W.M. Bushman. Simply constructed, this one-story warehouse is a square shaped plan with a flat roof and brick load-bearing walls. The primary façade faces north and is decorated by a brick string course with dentils and three bays. The three bays have a central door and two flanking windows. All of the openings have been covered. A single, arched, double-hung sash window is visible along the west side of the building. A concrete loading platform runs the entire length of the façade and is covered by a corrugated metal awning.

**119-003 Union Pacific Passenger Terminal (1931) 801 S. 10th Street (Listed NRHP November, 1971)**

The Union Passenger Terminal was designed by Gilbert Stanley Underwood, of Los Angeles, CA, and completed in 1931. The terminal is of steel frame construction on reinforced concrete piling. The exterior gives a massive appearance and is built of cream-colored, glazed terra cotta. Over the doors of the north main entrance are sculptured figures of a brakeman and locomotive engineer; over the 10th Street entrance are figures of a civil engineer and railroad mechanic.

The Union Pacific Terminal is three stories and was constructed at a cost of \$1,250,000. The main façade faces north where entrance is gained from a recently rehabilitated parking structure. The entry is recessed and surrounded by Art Deco ornamentation. To the rear of the structure is an enclosed copper stairway that once led to the tracks. The windows found on the north and south façade are cathedral-style windows of stained plate glass.

This building was constructed in the Art Deco architectural style which is extremely rare for Omaha. The Union Pacific Terminal is the best example of Art Deco style architecture in Omaha and it has been noted as one of the finest in the United States. The Art Deco detailing is evident through the angular characteristics of the ornamentation. The building was built with strong angles and massive height. Diamonds and rectangular shapes ornament the entire building, including the exterior light fixtures. Connected to the terminal underneath the viaduct, a concrete block building was later built to be used as storage facilities. Another addition to the east of the main terminal is a heating plant with a smokestack. This addition is covered with a clay tile roof.

**119-004 Burlington Railroad Station (1898, 1930) 1001 S. 10th Street (Listed NRHP August, 1974)**

The Burlington Railroad Station was completed in 1898. Originally designed by Thomas R. Kimball in the Greek Revival style, it was extensively remodeled in 1930 by Graham, Anderson, Probst, and White of Chicago in accordance with the Neo-Classical Revival style.

The 1930 remodeling of the Burlington Station used elements of Neo-Classical Revival style. This change in style mainly involved simplification of the exterior by removing much of the original Greek Revival elements. The building is a three story structure constructed of light grey brick and buff Bedford limestone. This flat-roofed, cross plan building is ornamented with pilasters, relief sculpture and a solid parapet wall. The north façade of the building is the main façade. This primary façade contains the majority of the decorative elements. This is ornamented with ionic columns rising the full three stories.

Entrance to the structure is gained through doors along the west and south façades. These doors are accented by two ionic columns. Small, decorative, triangular pediments cover the tops of the elongated windows. The building is divided in the tripartite manner with stringcourses separating the base, shaft, and capital.

Although major changes occurred to the original appearance of the structure, these changes are significant to the building's history. The changes occurred at a time of increasing rail travel and in competing with the new Union Pacific Terminal, the Burlington terminal needed to be impressive in order to compete.

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**066-006 Burlington Heating Plant (1930) 822 Pacific**

This two-story brick building was built in 1930 by the Chicago, Burlington, and Quincy Railroad. Built to provide the Burlington Station with steam heat, the building is located southeast of the terminal. All of the window openings have been covered with boards, but the façade is symmetrical in design. The building is separated into three distinct bays by four buttresses capped with white limestone. The flat roof of the building is embellished with shallow battlements at the cornice. The windows and doors are in plain moldings and there are three door openings on the first level. There is a smoke stack with a corbelled top to the west of the building. The smokestack has been painted white and "BURLINGTON ROUTE" is painted in red.

**119-010 Pullman Building (1909) 1017 S. 10th Street**

Designed in the late 19th century Richardsonian Romanesque style, the Pullman building was built as a four story hotel with the lower level containing stores. Keeping with the tradition of Richardson, the building was designed with rusticated stone, arched windows with keystones and white limestone sills, and dentils below a limestone string course. Although the first floor of the building has been covered with metal siding, the remainder of the building retains most of the original features of the building.

The north and west sides of the building are the only two façades that are articulated. The cornice on these façades is embellished with limestone coping and a white limestone string course with dentils. Another string course runs along the top of the fourth story windows. All of the windows on the west and north façades are arched with radiating voussoirs and a central keystone. The double-hung sash windows are set into limestone sills. The original façade of the first level has been altered, however, these alterations are not significant in relation to the scale of the building or the district.

Directly north of the building is a large smokestack made with the same rusticated stone as the building. This octagonal structure is corbelled and banded with white limestone.

**119-009 Burlington Mail Terminal (1926) 1002 Mason Street**

W.T. Krausch designed this building for the Chicago, Burlington, and Quincy Railroad in 1926 to be used as a mail terminal. Located south of the main line of railroad tracks, the mail terminal was constructed in the tripartite style using rusticated stone for the base, brick for the shaft, and a brick string course to separate the capital. This ornamentation is found only on the south and east elevations.

The main façade of the building is located on the narrow end of the east elevation. Here only three bays are found on three stories. The windows on the second and third floor are industrial steel sash windows set into plain moldings. The first level has a rusticated, covered portico with a balustrade and Doric pilasters towards the south and a large garage door towards the north. The cornice protrudes from the roof line and a recessed string course wraps around the east and south sides of the building.

The southern façade of the building is separated into ten bays with windows grouped into two's and three's. The windows are set into plain moldings and are also industrial steel sash. There are window openings covered by metal panels on the rusticated base.

**119-014, 015, 016, 017 Neon Goose Restaurant (common name) 1002-1014 S. 10th Street**

Although constructed in four phases between 1894 and 1906, the exterior of the building was built to create one continuous façade. This complex building housed mainly personal services including two bars, a barber, and a pool hall. With its location near both passenger terminals and the hotel, this was a prime location for these types of services.

At 1002 S. 10th Street the original building was built in 1894 for Pat O'Hearn and was designed by Henry Voss. Directly south of the first building, Voss designed an addition in 1902 for the partnership of Krug and Brandes. 1008-1010 S. 10th Street was also built in 1902 for Walter Brandes. The final addition was constructed in 1906 and designed by John

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#### 7. Narrative Description (continued)

McDonald for Walter Brandes as well.

This one-story structure has been painted in dark gray and maintains elements of the Neo-Classical Revival style with massive pilasters supporting a large entablature. The main entrance is found in a corner placement on 10th and Mason Streets and is fringed by two massive, Doric pilasters and topped by a large rectangular transom. Windows facing Mason Street are arched with stone sills. An entablature, painted maroon, runs the entire façade facing S. 10th Street and is supported at spaced intervals by thin, Doric pilasters which extend above the entablature to the roof line. Windows along the front façade are large storefront windows with rectangular transoms. Three other entrances are found at various locations along this façade.

Along the 10th Street façade two extensions have been built to accommodate more seating. The first, just south of the main entrance, is a small projection covered by lattice work to create an exterior eating area. Another projection is found at the southernmost end where it had been built to make the façade of the two southern buildings flush with the two northern buildings. This addition is circa 1940. Neither of these additions affect the integrity of the structure because they were only minor changes in relation to the overall scale and massing of the building. Also, the 1940 addition was constructed during the period of significance.

#### 119-013 Railway Express Company Garage (1928) 1015 Mason Street

Constructed in 1928 of concrete frame and brick curtain walls, this building was first built to be used as a service garage. Its L-shape provides the building with two entrances--one on Mason the other on South 11th. Although many of the window and door openings have been altered or covered, much of the original fabric of the building remains and the scale and massing has not been compromised.

Each of the two façades have been constructed with the same characteristics, but the Mason Street façade has been built with two full stories, whereas the 11th Street façade only has one. The roof on each front is topped by a single gabled parapet with limestone trim. Within this gable is a decorative limestone panel. Each façade is separated into three bays by four pilasters that are crowned by limestone capitals.

Along the north (Mason) facade there are three, elongated, steel sash windows on the second floor, one in each bay. The first floor has a central garage opening that has been modified to a small single entry surrounded by brick infill. The flanking window openings have also been bricked in. The western façade has a large central garage door and two flanking windows that have been boarded over. A non-contributing, concrete block addition was added to the east of the building.

#### 0119-031 Union Pacific Locker House (1942) 1415 Marcy, RR Right Of Way

This one-story elongated building is constructed of blond brick and has a gable roof. Oriented to face southeast along the railroad tracks, this building was constructed primarily for railroad workers and was located here to gain access to the rail lines. The building has a brick chimney with a limestone cap centrally located on the gable roof. The front façade of the building faces south and all openings have been altered or covered with boards. The façade is symmetrical with four aluminum double-hung sash windows in the center of the face. Two doorways with stoop and concrete porches flank the windows. Two smaller windows located at each end of the building have been boarded over. All of the windows are decorated by white limestone lintels.

#### 119-024 Union Pacific Railroad Switching Station Southwest of Vacated 13th and Marcy Streets

Located adjacent to the Union Pacific rail yards, this single story, rectangular building was used as a switching house for the railroad. The building is simple in construction with brick walls and a high-pitched hip roof. There is a chimney located on the northern end of the roof. The building faces south towards the tracks and contains replacement windows within the original openings.

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#### 7. Narrative Description (continued)

121-087 10th Street Viaduct (1890, 1929, 1939) (formally determined eligible June 17, 1993)

The 10th Street Viaduct is the only contributing engineering structure contained within this district. Originally constructed in 1890, this viaduct has been used continuously since its construction. Designed to bypass the main rail lines, this structure is made of steel trusses and reinforced concrete. The viaduct spans the entire area from Leavenworth to Mason Streets which, at one time, was entirely covered with railroad tracks. Built of reinforced concrete and steel trusses, this structure is scheduled to be reconstructed at sometime. Two steel staircases are connected to the viaduct for pedestrian access to the sidewalks. These are located near Leavenworth Street, one on the northeast side and the other on the southwest side of the viaduct. The viaduct is two lanes wide with parking on both sides of the street. Sidewalks with steel railings flank the street.

#### NON-CONTRIBUTING

##### 1315 Jones Street

A 1961 one-story, elongated sheet metal shed which was built after the period of significance.

##### 1324 Marcy Street

A two-story concrete block building built after the period of significance.

##### 714 S. 13th Street

Two two-story, brick buildings, built in the late 1800's, that have been altered. Northernmost building has had first level changed, window openings have been changed and the building, at one time, had three floors. Southern building is simple gray painted brick. No original openings remain.

##### 727 S. 13th Street

A two-story building, built in 1942, that has had the exterior covered with modern corrugated metal siding. The first floor has an open arcade that has exterior metal siding and modern concrete blocks.

##### 733 S. 15th Street

A one-story brick auto garage built in 1963. Although compatible with the buildings, the building is less than fifty years old.

##### Lots 1-8 Block 233

A single story, modern railroad depot.

## 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.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

### Previous documentation on file (NPS):

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 # \_\_\_\_\_

### Areas of Significance

(Enter categories from instructions.)

COMMERCE  
INDUSTRY  
TRANSPORTATION

Period of Significance  
1887-1945

Significant Dates  
1887, 1945

Significant Person  
(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation  
N/A

Architect/Builder  
VARIOUS

### Primary Location for Additional Data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

### Name of repository:

Omaha City Planning Department

United States Department of the Interior  
National Park Service

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**8. Statement of Significance**

The Omaha Rail and Commerce Historic District is significant to the commercial development of Omaha. It is related to the importance of the railroad in overland trade particularly during the period between 1887 and 1945. During this time the overland trade industry flourished and the buildings within the district were constructed. Situated along the main line of the original transcontinental railroad, this district harbors the large scale warehouses needed for the jobbing trade, as well as manufacturing warehouses, and service oriented properties. The jobbing trade was a new type of commerce during the late nineteenth and early twentieth centuries. The wholesale jobber would purchase good directly from the manufacturer and sell the goods to small businesses through the traveling salesman. These businesses utilized the railroad lines that once traversed the district. Eligible for the National Register at the local level under criterion A, the industrial, commercial, and warehouse buildings extant in the district are historically significant because of their importance to the development of the commercial and industrial economy of the city of Omaha during the late nineteenth and early twentieth centuries.

**HISTORY**

Completed in 1869, the transcontinental railroad provided a foundation for the establishment of trade in downtown Omaha. Under the Enabling Act of July 1862, Omaha was chosen by President Lincoln as the eastern terminus for the transcontinental railroad of the Union Pacific Railroad.<sup>1</sup> Omaha was chosen because of its location on the Missouri River which is located only nine blocks east of the Omaha Rail and Commerce Historic District. Because a rail line had not yet been complete across Iowa, the only means of transportation to the railroad was via the river at Omaha. Both its location as the eastern terminus on the Union Pacific line and as a primary river port helped Omaha to develop its strong commercial trade.<sup>2</sup> After the Missouri River Railroad bridge was completed in 1872, Omaha began to develop industry along the rail lines in the southern section of downtown. Replacing the single family houses that first occupied the land, the warehouses and related buildings associated with the railroad industry soon covered the entire area surrounding the railroad tracks.

The area north of the railroad tracks developed into a large scale commercial and warehouse area used primarily for the wholesale jobbing trade. Wholesale jobbing began in Omaha about 1880 and the jobbers increased rapidly in number, building up a new section of downtown for wholesaling activities.<sup>3</sup> Omaha took advantage of its unique position as the eastern terminus of the first transcontinental railroad by first developing as a major distribution center for Nebraska and states westward to the coast.<sup>4</sup> The area to the southeast of the Central Business District developed at this time and included the Omaha Rail and Commerce Historic District as well as the Old Market. This growth was encouraged by the Union Pacific Railroad's policy to promote traffic, and the national revolution in mass marketing which the new efficient transportation and communication systems had made possible.<sup>5</sup> At the same time, transportation companies, printing houses,

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<sup>1</sup>Gerald M. Best, *Iron Horses to Promontory*. (San Marino, CA: Golden West Books, 1969), p. 89.

<sup>2</sup>Barry B. Combs, *Westward to Promontory*. (Palo Alto, CA: American West Publishing Co., 1969), P. 20.

<sup>3</sup>Penelope Chatfield, Daniel Kidd, and D. Murphy, "Old Market National Register Nomination." (Nebraska State Historical Society, 1979).

<sup>4</sup>Ibid.

<sup>5</sup>Ibid.

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**8. Statement of Significance (continued)**

restaurants, bars and pool halls, service garages, and supply companies developed to serve the needs of the jobbers and manufacturers.

Although Omaha's commerce experienced a severe setback during the depression of the 1890's, the turn of the century brought a tremendous resurgence in the economy. The successful 1898 Trans-Mississippi Exposition helped to convince Omahans that the depression was over. The Union Pacific Railroad, which went into receivership during the depression, regained control of its branch lines. The Union Pacific also improved roadbeds and acquired more powerful locomotives for increased hauling capacities.<sup>6</sup>

The post-1900 economic boom and the accompanying need for warehouse space resulted in a flourish of construction after the turn of the century. After the 1930's Depression and following World War II commerce once again increased the economy began to improve. Collectively, the majority of all of the warehouses built in Omaha between 1875 and 1945—a period that includes both economic booms—were located in eastern downtown within an area generally defined by Capitol Avenue on the north, the Union Pacific mainline on the south, 16th Street on the west and 9th Street on the east.<sup>7</sup> The Omaha Rail and Commerce Historic District is included in this generalization, but the district extends south of the main line to Pacific Street and the generalization extends to an area six block further north. The Omaha Rail and Commerce Historic District was served by the huge and efficient railway yards forming an industrial/commercial district with more than six different railway companies. Although the majority of the warehouses in this district were built before 1941, the importance of the railroad economy extends to 1950. After that time rail transportation declined as trucking and air freight transportation increased.

Omaha jobbers handled a wide variety of wholesale products. Groceries, dry goods, and hardware were always among the highest volume sold.<sup>8</sup> Following the economic depression of the 1890's, agricultural implements joined the list of top products. Other wholesale goods that contributed largely to Omaha's economy were produce and fruits, paper, boxes, sacks and bags, and liquors. All of these businesses were represented in the district under nomination and the extant buildings represent one of the remaining areas that defines Omaha's rail, commerce, and wholesale economy of the late nineteenth and early twentieth centuries.

One of the earliest businesses represented in the Omaha Rail and Commerce Historic District was the grocery business. The Paxton Gallagher Company (901-923 and 1001-1011 Jones Street), the city's largest wholesale grocer, was established in 1879. Also in the area was the McCord Brady Company (724 S. 12th) dealers in dry goods and groceries, begun in 1892. These warehouses were all located along the eastern edge of the district. The McCord Brady company was one of the leading grocery wholesale dealers in the city of Omaha during the last half of the 19th century. These companies expanded their operations to become important jobbing warehouses in the area and having a service area covering most of the western part of the country. The wholesale grocery warehouses were often the largest buildings: the Paxton Gallagher company buildings are the largest in this historic district. Eventually Paxton Gallagher took over the buildings of the Parlin, Orendorff, and Martin Plow Company. Many of the businesses in the district began as small ventures that culminated in the expansion into a larger company. Although not currently used as grocery warehouses, the buildings of these large companies are extant.

A variety of other extant warehouses can also be found in the district. The Parlin, Orendorff, and Martin Company

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<sup>6</sup>Robert G. Athearn, *Union Pacific Country*. (Chicago: Rand McNally and Com., 1971), p. 174-175.

<sup>7</sup>Chatfield, Kidd, and Murphy.

<sup>8</sup>Ibid.

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**8. Statement of Significance (continued)**

(707 S. 11th), the International Harvester Company (701 S. 15th), Emerson-Brantingham (1101 Jackson), Sattley Manufacturing (1001 Jones), and Avery Manufacturing (1007 Leavenworth) were all dealers in agricultural implements. Parlin, Orendorff, and Martin was established here in 1887 and was a branch house for the company out of Canton, IL. The International Harvester Company took up residence here in 1924 and is still one of the largest manufacturers of agricultural implements in the country. Agricultural implements were important trade goods in Nebraska, as agriculture was and still is a leading economic source for the state. Its location in the "corn belt" provided Omaha with a market for agricultural products.

Several brewing companies also located their warehouses in the area. The Anheuser-Busch Beer Depot (1215 Jones), a St. Louis, Missouri company, was established at its location in 1887. Two beer warehouses were built along Leavenworth Street --the Franz Faulk Brewing Company (1307 Leavenworth) in 1886, and the John Gund Brewing Company (1324 Leavenworth) in 1909. Because of prohibition in 1916, these companies were short-lived ventures, but their original buildings served as warehouses for other companies in the area and are still being used today.

Although few wholesalers were also manufacturers, several manufacturing companies existed in this district. Skinner Manufacturing at 1323 Jackson (1914), Bemis Bag Company at 1114 Jones (1887), Eggerss-O'Flyng Company at 801 S. 15th (1902), Peter Pan Bakery at 1123 Jackson (1917), and Fairmont Foods at 1202 Jones (1917) were all located in the area, and were large enterprises. Skinner Manufacturing dealt primarily in macaroni and grain products and was the leading manufacturer of macaroni products in the world. Both Peter Pan Bakery and Fairmont Foods specialized in manufacturing of food products namely breads and dairy products. Although Fairmont Foods was one of the largest creameries in Omaha, other creameries also existed in this area including David Cole Creamery (1401 Jones). Although the South Omaha Stockyards were growing at a rapid rate, packing companies, including Cudahy Packing Company (1321 Jones) and A. Booth Fisheries (1308 Leavenworth) also used this area for their warehouses. Both Eggerss-O'Flyng and Bemis Bag Company produced packaging products, bags and boxes, and were two of the largest companies of their kind.

The Watson Brothers Transportation Company (1402 Leavenworth) specialized in the transportation of goods. The business began in 1870 and continued through the 1950's. The company expanded with the railroad and provided their customers with convenient transportation. By 1891 the Omaha Merchant's Express Transfer Company (802 S. 14th) moved into the district creating competition for the Watson Brothers, although Watson Brothers eventually took over the Omaha Merchant's Express Transfer Company. The prosperity of the area contributed to the increasing numbers of competing businesses.

Service oriented businesses also settled in the area. Hotels and restaurants were among the earliest services provided. The Pullman Hotel (1017 S. 10th) was erected by the Pullman Company for passengers and railroad workers. The current Neon Goose restaurant (1002 S. 10th) originally housed several services including barbers, pool halls, restaurants, and bars. Plumbers, liveries and, later, auto garages can also be found in the area. These were mainly built to provide services for the railroads and railroad personnel. J.J. Hanighen Plumbing (617 S. 14th) was one such service business. His business began in 1912 and was the only plumbing company in the area. Other important services whose buildings are extant include Western Newspaper Union (621 S. 15th), McCord Brady Garages (810 S. 13th) and Railway Express Service Garage (1015 Mason).

The railroad companies also saw the importance of growth in the area and many important railroad structures were built in the area. The passenger terminals for the Union Pacific Railroad and the Chicago, Burlington, and Quincy Railroad were built along the main line. These two buildings brought an influx of passengers and railroad workers to the area, who demanded personal services, including hotels, restaurants, bars, and pool halls. Several of these businesses established their headquarters in the area south of the two stations, which allowed them to secure their trade from the passengers and workers. The railroad companies also built warehouses for use by other companies, including the warehouse at 723 S. 12th Street (1930).

All of the companies named above played an important role in the commercial development of this area of Omaha. These companies all depended on the railroad for their customers or for shipping and receiving goods. With the increasing

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**8. Statement of Significance (continued)**

importance of Omaha as a trading center, many of the companies profited from Omaha's position. Wholesale jobbing in Omaha depended on the railroad and this is evident by the number rail lines found throughout the district. Although the majority of the companies are no longer active, their warehouses are extant and many are still being used today by other companies.

Omaha was one of the first towns to benefit from the Union Pacific Railroad.<sup>9</sup> Because of its location, businesses located in St. Louis and Chicago opened branch offices in Omaha. These companies include: Anheuser-Busch (1887); Parlin, Orendorff, and Martin (1906); International Harvester (1924). These branch offices reduced transportation costs for the companies and increased their profits. They also helped to improve the economy of Omaha. Unlike some cities, Omaha's financial success did not come from the manufacturing of goods, but rather it came from the transportation of goods.<sup>10</sup> A vital center for the major railroads of the United States, Omaha specialized in the jobbing industry, creating a much more profitable income than manufacturing.<sup>11</sup> The large warehouses extant in the district are the best representative structures of this prosperous period in the history of Omaha's economy.

As the city moved into the twentieth century, the trade in the area of the Omaha Rail and Commerce Historic District increased. New businesses were formed and old businesses expanded. The early half of the twentieth century was a prosperous era for trade in Omaha. Although the country experienced two major depressions, during the 1890's and the 1930's, Omaha and its railroad industry survived and the city flourished. The largest building boom in the city occurred during the first two decades of the twentieth century, but growth continued through the early 1940's. After 1945 trade within the commercial downtown of Omaha began to decline. The movement of people to west Omaha and the growth of the trucking industry helped cause the downtown area to decline. The Omaha Rail and Commerce Historic District is the best remaining example of the types of buildings associated with making Omaha the trading center that it was between 1887 and 1945.

The Omaha Rail and Commerce Historic District is the best representative district of commercial/industrial warehouses in Omaha. Some of the buildings have been altered, but the majority of the changes are cosmetic. The scale and massing of the buildings as well as the original fenestration are visible on the buildings. Many of the streets in the area are constructed of the original cobblestones and visible rail spurs are found throughout the Omaha Rail and Commerce Historic District. The appearance of the area has changed little. Some of the buildings have been torn down, but the entire district maintains a sense of unity. The rail lines provide the most defined sense of unity to the entire district. The large rail yards at the southern edge of the district are a visible reminder of the importance of the railroad to the city of Omaha. The right-of-way for the original transcontinental railroad is visible immediately south of the Paxton Gallagher buildings. The transcontinental railroad was vital to the development of this area as a commercial center for Omaha as is evident by the number of buildings built along the right-of-way. South Thirteenth Street is one of the widest streets in the district. Historically this street was the main connection between the cities of Omaha and South Omaha. Although wider than other streets, South Thirteenth has historically been wider, because it handled a much larger amount of traffic than the other streets.

The railroad played an important role in the commercial and economic development of Omaha. Nebraska's role in the construction of the transcontinental railroad provided a natural means for the development of Omaha as a center of commerce and trade in the state.

<sup>9</sup>Robert G. Athearn, p. 28.

<sup>10</sup>George R. Leighton, *Five Cities: The Story of Their Youth and Old Age*. (New York: Harper and Brothers Publishing, 1939), P. 164.

<sup>11</sup>Ibid, p. 164.

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**10. Geographical Data**

**UTM Reference (continued)**

5.	15	254480 4570930	6.	15	254830 4570920
7.	15	254795 4570330	8.	15	254575 4570342
9.	15	254580 4570415	10.	15	254460 4570420
11.	15	254480 4570695	12.	15	254020 4570520

**Verbal Boundary Description**

See Boundary Map

**Boundary Justification**

The boundary includes those commercial and industrial buildings retaining integrity that are situated in the southeast corner of downtown Omaha and have historically been associated with the rail and commercial development of downtown Omaha. Limits of the district were selected on the basis of visual changes in architectural character due to a decline in the concentration of potentially contributing properties.

**OMAHA RAIL AND COMMERCE HISTORIC DISTRICT  
OMAHA, NEBRASKA  
PROPERTY OWNERS**  
All addresses Omaha, Nebraska unless otherwise stated.

**BLOCK 172**

Lots 5&6	Bekins Van & Storage Co. 1601 Leavenworth, 68102	621 S. 15th	121-069
Lots 7&8	O'Keefe Elevator Co., Inc. 701 N. 20th St., 68102	1402 Jones	121-070

**BLOCK 173**

Lot 1 & Part Lot 2	Rivergate Apartments 2502 S. 97th Ave., 68124	602 S. 13th	vacant
Part Lot 2 & All Lots 3&4	Rivergate Apartments 2502 S. 97th Ave., 68124	1323 Jackson	121-028
N44 ft Lot 5	Union Pacific R.R.	611 S. 14th	vacant
S88 ft Lot 5	Rivergate Apartments 2502 S. 97th Ave., 68124	617 S. 14th	121-071
Lot 6 & S1/2 Lots 7&8	1316 Jones St. Partnership 1213 Jones, 68102	1314 Jones	121-072
N1/2 Lots 7&8	Rivergate Apartments 2502 S. 97th Ave., 68124	610 S. 13th	vacant

**BLOCK 174**

Lots 1&2	Patrick L. Verditte, Etal. 1209 Jackson, 68102	1209 Jackson	121-073
Lots 3&4	1213 Jackson LTD 2502 S. 97th Ave., 68127	1213 Jackson	121-099
Lot 5	Eloise F. Neumann 5823 Woolworth St., 68106	1220 Jones	121-100
Lot 6	Needham Properties, Inc. 6446 Ponderosa Circle, 68137	1218 Jones	121-074
Lots 7&8	Needham Properties, Inc. 6446 Ponderosa Circle, 68137	1202 Jones	121-074

**BLOCK 175**

N121 ft Lots 1&2	First National Bank of Omaha One First National Circle, 68102	1101 Jackson	121-076
N 121 ft Lots 3&4	Susan K.H. Brink 1123 Jackson, 68102	1123 Jackson	121-075
Lot 5	Jun Kaneko 1120 Jones, 68102	1120 Jones	121-077

**Property Owners (continued)**

Lot 6 & W12' Lot 7	Bemis Bag Building Partners 511 S. 11th St., 68102	1114 Jones	121-029
Except W 13' Lot 7 and all Lot 8	Samuel D. Mercer c/o Bemis Bag Partnership 511 S. 11th St., 68102	614 S. 11th	121-029

**BLOCK 191**

Lots 1-4 & Irreg, N Part Lots 5-8	10th Street Apartment LLC c/o Margaret Delavar 3000 Farnam #5 W, 68131	901 Jones	121-037, 086
S Part Lots 5-8	Midwest Carbon Co. 2645 26th Ave. S Minneapolis, MN 55406	716 S. 9th	121-092

**BLOCK 192**

Lots 1-4	Ford Merchandise Warehouse Co. 7402 L Street, 68127	1003 Jones	121-035,034, 033
N Part Lots 5-8	Butternut Apartments, LP c/o Wayne Rasmussen 11605 Miracle Hills, 68154	707 S. 11th	121-036
S Part Lots 5-8	Butternut Apartments, LP c/o Wayne Rasmussen 11605 Miracle Hills, 68154	711 S. 11th	vacant

**BLOCK 193**

Lot 1 & Part Lot 2	Jun Kaneko 1120 Jones, 68102	1101 Jones	121-093
S50' of W50' Lot 2	Jun Kaneko 1120 Jones, 68102	11091/2 Jones	121-094
Part Lot 2 & Lots 3&4	Cornbelt Automotive, Inc. 705 S. 12th, 68102	705 S. 12th	121-083
N42.3'Lot 5 N 42.3W56' Lot 6	George L. Abraham 1103 68 Ave., Dr. West Bradenton, FL34207	715 S. 12th	121-084
Part Lots 5&6 & All Lots 7&8	Ichiro Okada c/o Alternative Work Site, Inc. 724 S. 12th, 68102	723 S. 12th	121-085

**BLOCK 194**

Lots 1&2	Warren Distribution, Inc. 727 S. 13th, 68102	1201 Jones	vacant
N1/2 Lot 3	John T. Ruggiero 504 N. 73 St., 68114	1215 Jones	121-030

**Property Owners (continued)**

Lot s 3&4	Warren Distribution Inc 727 S. 13th, 68102	709 S. 13th	vacant
Lots 5 & 6 Except E11.95 S 63.4 ft	Warren Oil Co. Inc. 727 S. 13th, 68102	727 S. 13th	non-contrib.
E11.95 S63.4' Lot 6 All Lots 7&8	Alternative Work Site Inc. 614 S. 11th, 68102	724 S. 12th	121-032

**BLOCK 195**

Lots 1&2	Norman J. Rips 611 N. 69th, 68114	1301 Jones	vacant
Lot 3	Clifford J. Ehlers 14535 Ohio, 68116	1315 Jones	non-contrib.
Lot 4	William C. Stanek 1321 Jones, 68102	1321 Jones	121-081
Lot 5 & W1/2 Lot 6	DeMarco Brothers 1324 Leavenworth, 68102	1324 Leavenworth	121-096
E1/2 Lot 6 & All Lot 7	H.M. Freeman Construction P.O. Box 44038, 68144	1308 Leavenworth	121-095
Lot 8	I.L. DeMarco 1324 Leavenworth, 68102	714 S. 13th	non-contrib.

**BLOCK 196**

Lots 1&2	Specialty Automotive Inc. 1401 Jones, 68102	1401 Jones	121-080
Lots 3&4	Universal Manufacturing Co. 405 Diagonal Algona, IA 50511	705 S. 15th	121-079
Lots 5&6	Stanley J. Slosburg 10040 Regency Circle, #200 68114	733 S. 15th	non-contrib.
Lots 7&8	Larry L. Jiskra Rte. 1, Box 2344 Council Bluffs, IA 51501	1402 Leavenworth	121-097

**BLOCK 199**

Lots 1&2	Ronald N. Volcheck 3806 Parkview Drive, 68134	802 S. 14th	119-027
Lots 3&4	1413 Leavenworth Historic District 9670 Berry Plaza, 68127	801 S. 15th	119-001
Lots 5&6	Cedric Hartman P.O. Box 3842, 68103	1420 Marcy	119-001
Lots 7&8	Frank A. Horejsi 3312 Martha, 68105	814 S. 14th	119-011 119-030

**Property Owners (continued)****BLOCK 200**

Lot 1	Katharine A. Hurt 2617 Blackhawk Drive, 68123	810 S. 13th	0119-020
Lot 2	Raymond J. Neary 11301 Davenport St., 68154	1307 Leavenworth	119-021 119-005
Lots 3&4	Baker's Supply, Ltd. 11301 Davenport, 68154	1317 Leavenworth	119-022
Lots 1 through 8	Union Pacific Railroad		vacant
Lots 1through 3 & E22 ft Lot 4	Larry Marinovic 1013 Leavenworth Omaha, NE 68102	1013 Leavenworth	119-006, 007 008
W2/3 Lot 4	Union Pacific Railroad	1021 Leavenworth	vacant
Lots 5 through 8	Union Pacific Railroad		vacant

**BLOCK 204 & 205**

Lots 1-8 bBock 204	City of Omaha	801 S. 10th	119-003
Lots 1-4&7 Block 205	1819 Farnam, 68183		

**BLOCK 220**

Lots 1 through 4	Union Pacific Railroadrailyards		
Lots 5 through 8	LBKM Investments, Ltd 8010 Harney, 68114	905 S. 10th	119-009

**BLOCK 224**

Railroad Right of Way	Union Pacific Railroad	1415 Marcy	119-031
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**BLOCK 231**

Lot 1	Spaghetti Works Restaurants 1105 Howard Omaha, NE 68102	1002 S. 10th	119-014,015 016,017
Lots 2 through 4	Ken M. Millard Trust 1011 Mason, 68108	1015 Mason	119-013

**BLOCK 232**

Lots 1-4, E16 ft Lot 6 & All Lots 7&8	Warren Distribution, Inc. 727 S. 13th St., 68108	1001 S. 10th	119-004
N1/2 Lot 5	Oksana B. Narduzzo 1017 S. 10th, 68108	1017 S. 10th	119-010
S66 ft Lot 5	Yano J. Bonafede 6321 Country Club Rd., 68152	1023 S. 10th	vacant

**Property Owners (continued)**

**BLOCK 233**

Pt lots 5-7	John Walz Sr. 1205 N. 126th St. 68154	822 Pacific	066-006
Lots 1-4 pt lots 5-8	National Railroad Passenger Corp.		

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Omaha Rail and Commerce Historic District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: NEBRASKA, Douglas

DATE RECEIVED: 6/11/96 DATE OF PENDING LIST: 6/25/96  
DATE OF 16TH DAY: 7/11/96 DATE OF 45TH DAY: 7/26/96  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 96000769

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 7.19.96 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



2/19

JONES STREET CORRIDOR

OMAHA RAIL AND COMMERCIAL HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANKE, OMAHA CITY

PLANNING DEPARTMENT; 1990

LOOKING EAST FROM 16TH STREET

(PHOTO 1 of 7)



SKINNER MACARDI BUILDING (DD09: 0121-028)

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING SOUTH ALONG 14TH STREET FROM JACKSON

(PHOTO 20f17)

76



PITTSBURGH PLATE GLASS (DDDG: D121-070)

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANKE, OMAHA CITY

PLANNING DEPARTMENT, 1996

EAST FAÇADE LOOKING WEST

(PHOTO 3 of 17)

S/6



OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANKE, OMAHA CITY

PLANNING DEPARTMENT; 1996

LOOKING NE FROM WEST SIDE OF 14TH STREET

(PHOTO 4 OF 17)

4/23



2/6

2X

OMAHA BOLT NUT AND SCREW BUILDING (DDNR: D121-D72) #2

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DODGELAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING NW FROM SOUTH SIDE OF JONES STREET

(PHOTO 50f 17)



JACKSON STREET FAÇADES

OMAHA RAIL AND COMMERCE DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING EAST FROM 13TH AND JACKSON

[PHOTO 6 of 17]

10/8



EMERSON BRANTINGHAN IMPLEMENT CO. BUILDING (DD09:0121-076)

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DODGELAS COUNTY, NEBRASKA

PHOTO: JAMES KRANKE, OMAHA CITY PLANNING

DEPARTMENT, 1996

LOOKING SE FROM NORTH SIDE OF JACKSON STREET

(PHOTO 7 OF 17)

A/E



2/13

JONES STREET CORRIDOR

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING WEST FROM 10TH STREET VIADUCT

(PHOTO 8 OF 17)



2/14

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING NW FROM UNION PACIFIC TERMINAL PARKING

PLATFORM

(PHOTO 9 OF 17)



2/11

OMAHA RAIL AND COMMERCIAL HISTORIC DISTRICT

15

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING WEST FROM 10TH STREET VIADUCT

(PHOTO ID OF 17)



210

OMAHA RAIL AND COMMERCIAL HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

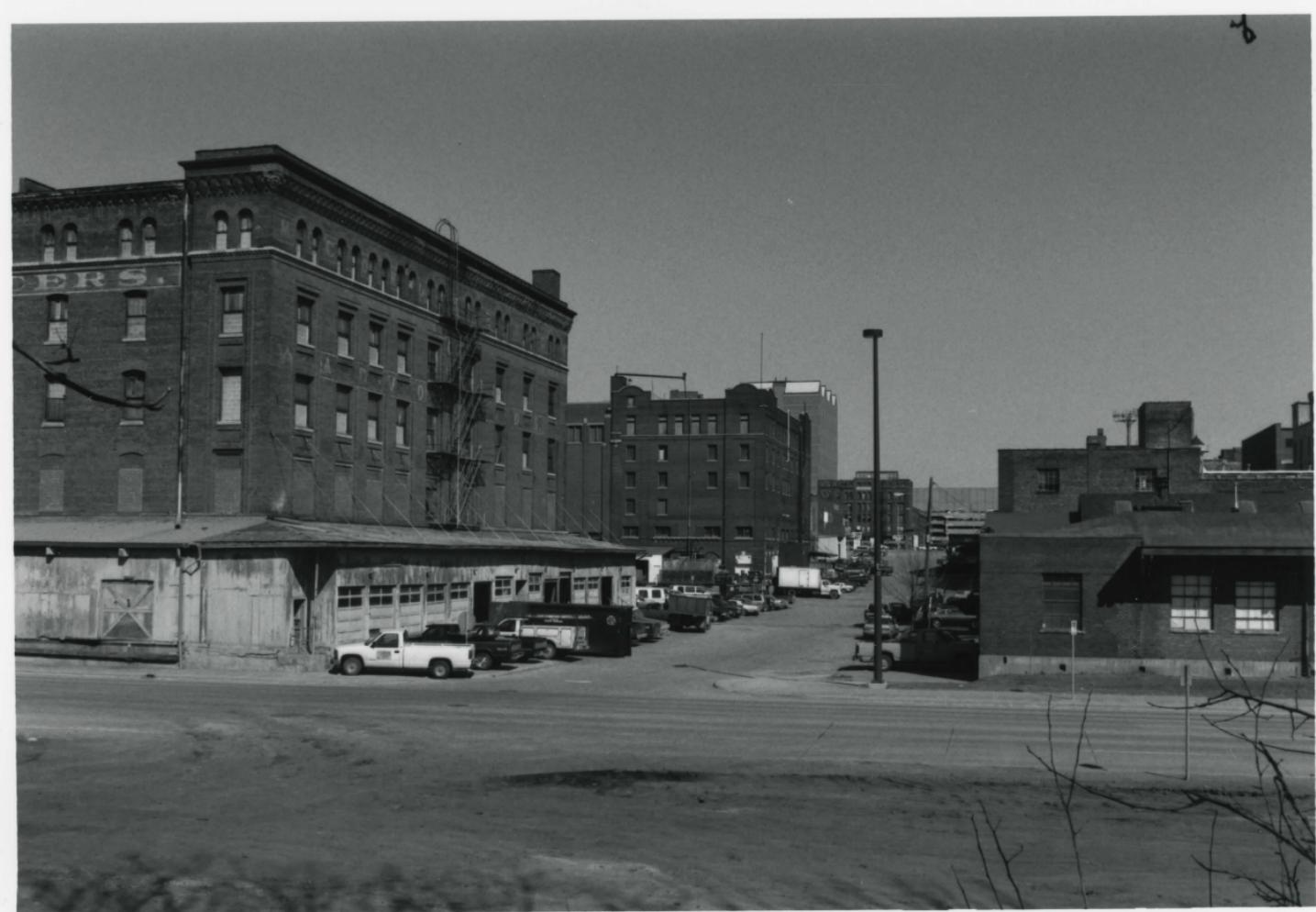
PHOTO: JAMES KRANKE, OMAHA CITY

PLANNING DEPARTMENT; 1990

LOOKING NORTH ALONG 11TH STREET FROM ~~LEAVENWORTH~~

LEAVENWORTH

(PHOTO 11 OF 17)



McLORD BRADY WAREHOUSE (DD009; D121-032)

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRAUSE; OMAHA CITY

PLANNING DEPARTMENT; 1996

LOOKING NORTH FROM 12TH AND LEAVENWORTH

(PHOTD12DF17)

b/c



1301-1317 LEAVENWORTH (DDDA: D119-D21, D22, D95)

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANKE; OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING SW FROM NORTH SIDE OF LEAVENWORTH

(PHOTO 13 OF 17)



2/24

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DODGELAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING EAST FROM 16TH STREET VIADUCT

(PHOTO 14 OF 17)



AVERY MANUFACTURING (DD09: D119-008)

OMAHA RAIL AND COMMERCE DISTRICT

OMAHA, DOUGLAS COUNTY, NEBRASKA

PHOTO: JAMES KRANKE, OMAHA CITY

PLANNING DEPARTMENT; 1996

LOOKING SE FROM 11TH AND LEAVENWORTH

(PHOTO 15 of 17)

4/8



113'

OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

OMAHA, DODGELAS COUNTY, NEBRASKA

PHOTO: JAMES KRANCE, OMAHA CITY

PLANNING DEPARTMENT; 1996

LOOKING NW FROM 10TH STREET VIADUCT

(PHOTO 16 OF 17)



BURLINGTON RAILROAD STATION (DD09:019-004)

UNION PACIFIC PASSENGER TERMINAL (DD09:019-003)

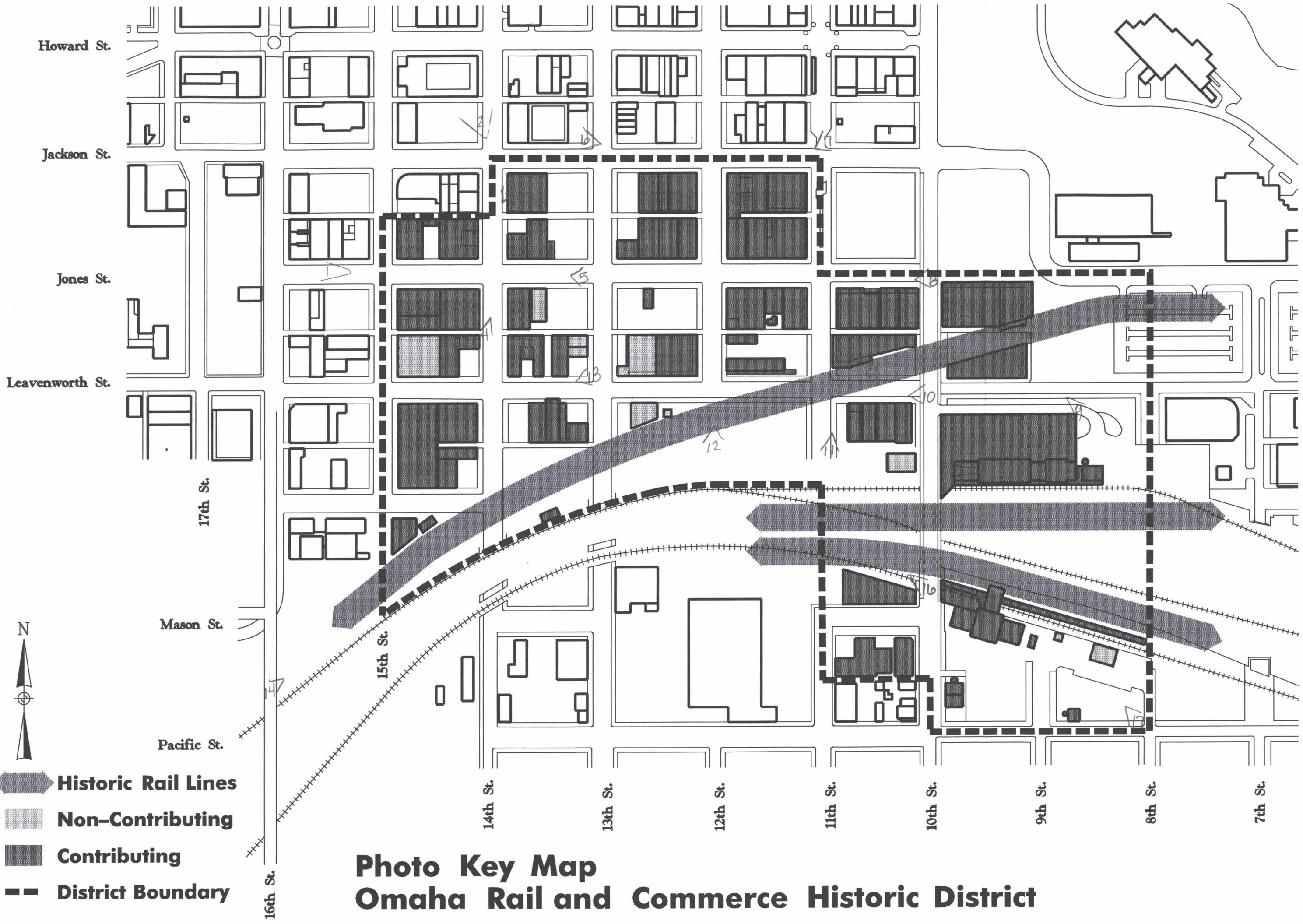
OMAHA RAIL AND COMMERCE HISTORIC DISTRICT

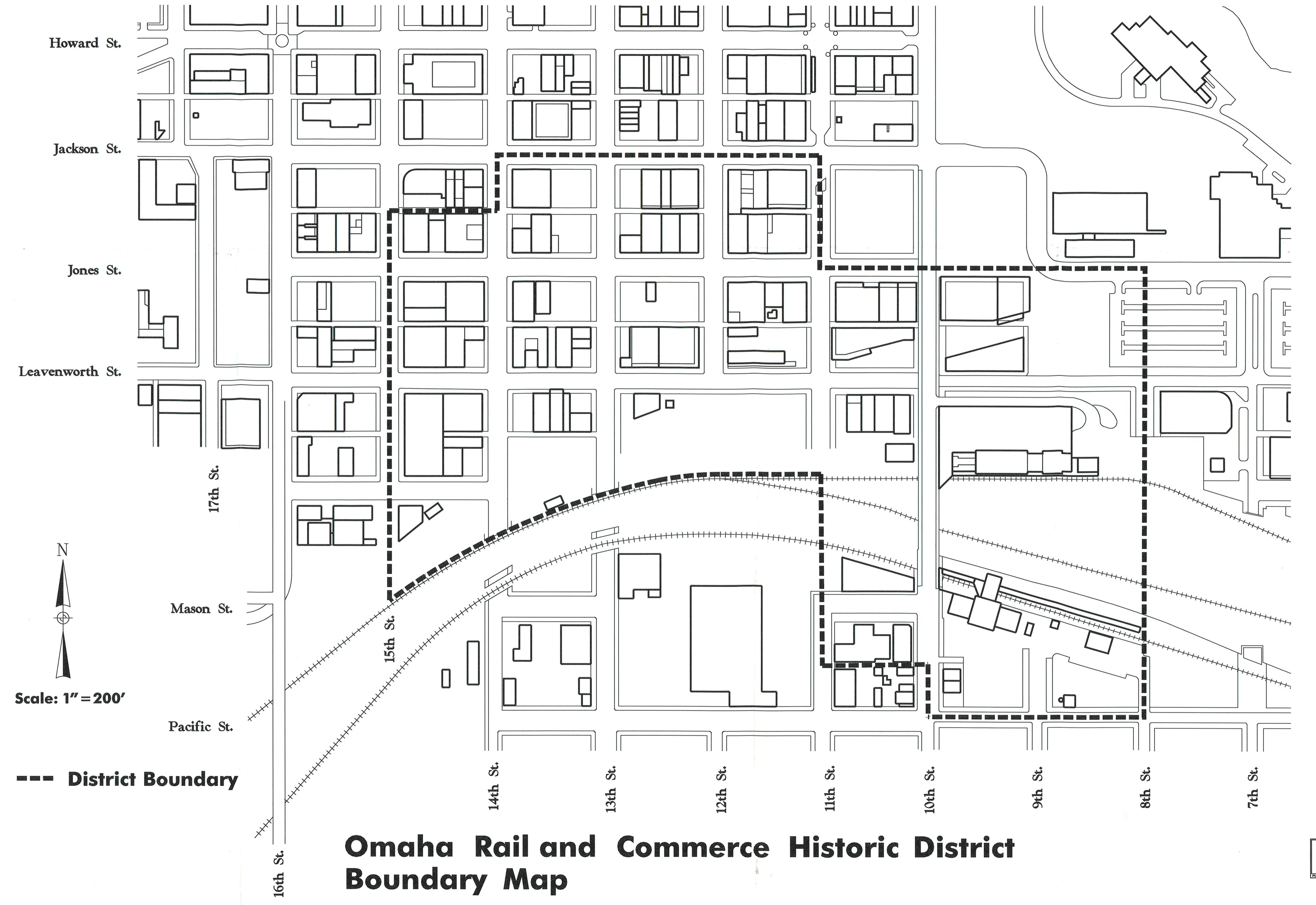
PHOTO: JAMES KRANKE; OMAHA CITY

PLANNING DEPARTMENT, 1996

LOOKING NORTHWEST FROM 8TH AND PACIFIC  
(PHOTO 17 OF 17)

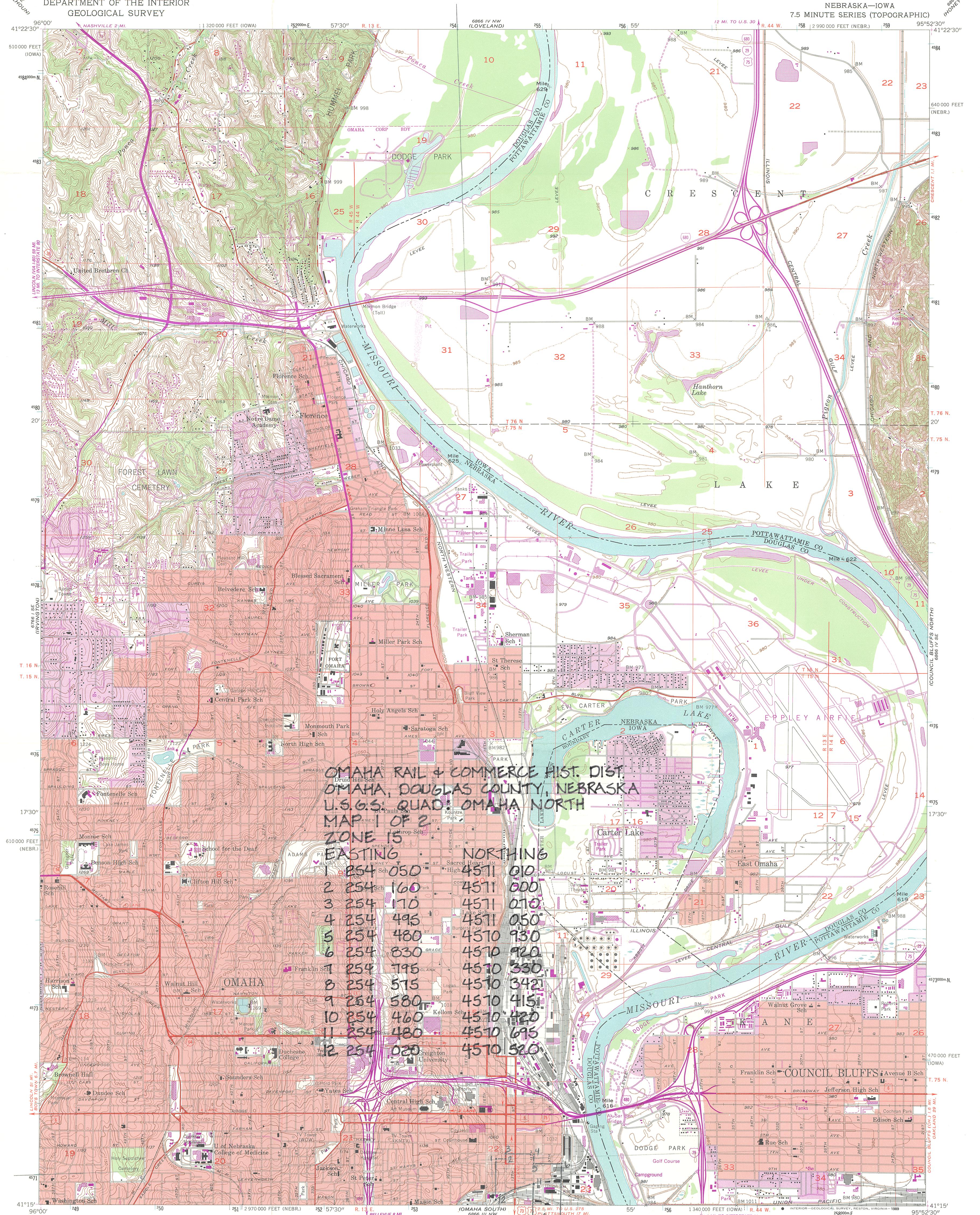
SL/C





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

OMAHA NORTH QUADRANGLE  
NEBRASKA—IOWA  
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Contract by USGS and USC&GS

Topography from aerial photographs by Kelsh plotter  
and by planimetric surveys 1956. Aerial photographs taken 1952

Polyconic projection. 1927 North American datum  
10,000-foot grids based on Nebraska coordinate system,  
south zone, and Iowa coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue

Red tint indicates areas in which only landmark buildings are shown  
To place on the predicted North American Datum 1983,  
move the projection lines 4 meters north and  
24 meters east as shown by dashed corner ticks

UTM GRID AND 1984 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET

34 MILS 1.56° 6.6°  
116 MILS 34 MILS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SCALE 1:24,000

2.5 MI TO U.S. 275  
1.5 MI TO INTERSTATE 80  
1.5 MI TO INTERSTATE 80

CONTOUR INTERVAL 10 FEET  
DOTTED LINES REPRESENT 5-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET  
1 5 0 1 1 KILOMETER

ROAD CLASSIFICATION

Heavy-duty — Light-duty —

Medium-duty — Unimproved dirt —

U.S. Route — State Route —

Interstate Route —

OMAHA NORTH, NEBR.—IOWA  
41095-C8-TF-024

1956

PHOTOREVISED 1984

DMA 6866 IV SW—SERIES V875

Revisions shown in purple compiled from aerial  
photographs taken 1982 and other sources  
This information not field checked. Map edited 1984

Purple tint indicates extension of urban area

QUADRANGLE LOCATION

NEBRASKA

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

OMAHA SOUTH QUADRANGLE  
NEBRASKA—IOWA  
7.5 MINUTE SERIES (TOPOGRAPHIC)

6866 IV SE  
UNCIL BLUFF  
NORTH)

Mapped, edited, and published by the Geological Survey

Mapped, edited, and published  
Central by USCIS and USCIS

Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
and by planetable surveys 1956. Aerial photographs taken 1952

Polyconic projection. 1927 North American datum  
10,000-foot grids based on Nebraska coordinate system,  
south zone, and Iowa coordinate system, south zone

1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

Red tint indicates areas in which only landmark buildings are shown

To place on the predicted North American Datum 1983,  
move the projection lines 4 meters north and  
24 meters east as shown by dashed corner ticks

24 meters east as shown by dashed corner ticks

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET  
DOTTED LINES REPRESENT 5-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

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FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

PACIFIC JUNCTION  
8866 III SE

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	

 U.S. Route
 State Route

 Interstate Route

OMAHA SOUTH, NEBR.—IOWA

OMAHA SOUTH, NEBR.—IOWA  
41095-B8-TF-024  
1956

34 1956 PHOTOREVISED 1984  
DMA 6866 III NW—SERIES V875

**NEBRASKA STATE HISTORIC PRESERVATION BOARD MEETING**  
**May 3, 1996, 1 pm**  
**City Building, 400 E Military Ave., Fremont**

---

*Please print clearly your name and address.*

Name John Sanders  
Address 5432 Saylor  
City/State/Zip Lincoln, NE 68506

JFOA-A7

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Name CARI W. MANTHEY  
Address 1310 So. 40th St  
City/State/Zip Lincoln  
Nebr. 68510

JFOA-A7

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Name Mrs Carl W. Manthey  
Address 1310 So. 40th St  
City/State/Zip Lincoln, Ne. 68510

JFOA-A7

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Name RALPH & LEEANN ADAMS  
Address 503 MAIN ST  
City/State/Zip HUMPHREY, NE

PT05-22

Name Thomas J. Kehantik  
Address 1723 N. 102 AVE.  
City/State/Zip Omaha, NE. 68114

DOOG:122-A

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Name REPRESENTING MAYOR HAL DAUB OF OMAHA  
JEAN DUNBAR, CITY OF OMA. HISTORIAN  
Address CIVIC CENTER  
City/State/Zip OMAHA NE 68102

DOOG: H.D. 117-R  
122-4, 122-52, 123-75

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip CITY/STATE/ZIP

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip CITY/STATE/ZIP

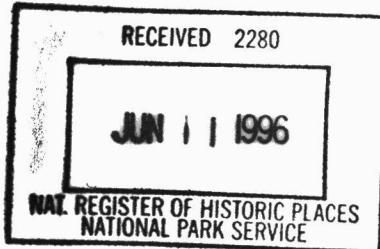
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_



**NEBRASKA STATE HISTORICAL SOCIETY**  
1500 R STREET, P.O.BOX 82554, LINCOLN, NE 68501-2554  
(402) 471-3270 Fax: (402) 471-3100 Museum Fax: (402) 471-3314

June 3, 1996

Ms. Carol Shull  
Chief of Registration  
National Register of Historic Places  
1100 L Street, NW  
Washington, DC 20240



RE: Omaha Rail & Commerce Historic District  
roughly bounded by Jackson, 15th, 8th & UP Mainline,  
Omaha, Douglas County, Nebraska

Dear Ms. Shull:

Please find enclosed the National Register of Historic Places nomination form for the above property. This nomination has met all notification and other requirements as established in 36 CFR 60.

If you have any questions concerning this nomination, please let me know.

Sincerely,

*L. Robert Puschendorf*  
L. Robert Puschendorf  
Deputy State Historic Preservation Officer

DO09: