

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Nebraska
COUNTY: Douglas
FOR NPS USE ONLY
ENTRY DATE DEC 4 1974

1. NAME

COMMON:
Weiner International Tire & Rubber Co. Warehouse

AND/OR HISTORIC:
Burlington Headquarters Building

2. LOCATION

STREET AND NUMBER:
1004 Farnam Street

CITY OR TOWN:
Omaha

CONGRESSIONAL DISTRICT:
Second

STATE:
Nebraska

CODE:
31

COUNTY:
Douglas

CODE:
055

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Comments

4. OWNER OF PROPERTY

OWNER'S NAME:
Henry Weiner

STREET AND NUMBER:
Weiner International Tire & Rubber Co. 923 Farnam Street

CITY OR TOWN:
Omaha

STATE:
Nebraska

CODE:
31

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Register of Deeds, Douglas County Courthouse

STREET AND NUMBER:
18th & Farnam Streets

CITY OR TOWN:
Omaha

STATE:
Nebraska

CODE:
31

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic Preservation in Nebraska

DATE OF SURVEY:
1971

DEPOSITORY FOR SURVEY RECORDS:
Nebraska State Historical Society

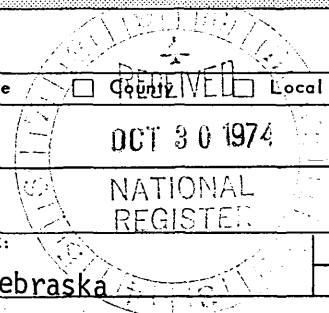
STREET AND NUMBER:
1500 "R" Street

CITY OR TOWN:
Lincoln

STATE:
Nebraska

CODE:
31

SEE INSTRUCTIONS



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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Constructed in 1879, the Burlington and Missouri River Railroad Headquarters Building originally occupied three lots on the northwest corner of Tenth and Farnam Streets. It was a three-story structure, having a frontage of 66 feet on Farnam Street and 127 feet on Tenth Street. Standing fifty-two feet above the ground, it cost about \$40,000 to build. The company spent another \$13,000 on the interior and furnishings. The building is Italianate style, with a flat roof, straight front, and no considerable projections or recessions in the main mass. A brick structure, it has white stone trimmings and a heavy ornamental cornice surmounting the edifice.

The first floor, with a fifteen-foot ceiling, was divided into two stores - one 44 by 127 feet, and the other 22 by 100 feet. These stores, flanking the main entrance on Farnam Street, were rented out for business purposes. The store fronts were cast iron and fitted with plate-glass show windows.

Upper stories were used as offices of the Burlington and Missouri River Railroad Company. Each floor was provided with fireproof and burglar-proof vaults. The interior was finished in oiled southern pine. The stone basement was used for storage and housed the furnace that steam-heated the entire building.

In 1886, owing to insufficient office space, one more floor was added on top of the building. An adjacent lot on the west side was also purchased and an addition built, giving the building a total frontage of 88 feet on the Farnam Street side. A massive cornice, scaled to the full length of the building, crowns the whole structure. The fourth floor is supported by cast-

SEE INSTRUCTIONS

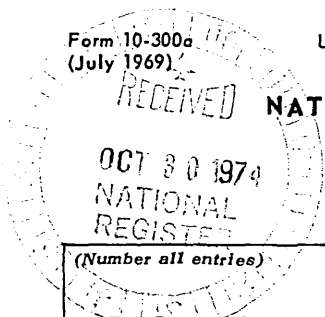
Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

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7. Description (cont'd)

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iron columns rather than by bearing walls as used in the floors below. The windows, unlike the rectangular windows on other floors, have arched openings and no stone trimmings. With all these physical improvements, the building was then valued at about \$60,000. The two east rooms on the first floor were occupied by Sloan, Johnson & Co., wholesale grocers, and the two west rooms by Vineyard & Schneider, wholesale notion dealers. The railroad company occupied the second, third, and fourth floors with the general offices. The second floor contained the general manager's room, the treasurer, cashier, and the telegraph room. The passenger and freight agent's offices were in front. The basement of the building was occupied by the two wholesale dealers and used for storage.

On the night of January 1, 1887, a fire started in the east side of the first floor of the building in the rear part of Sloan, Johnson & Co. The grocers' stock valued at \$75,000 was entirely destroyed. The damage was fortunately confined to the first and second floors. The Burlington offices on the east side of the second floor were heavily damaged. The fire broke out directly under the treasurer's office, the furniture and documents of which were completely ruined by either fire or water. In the telegraph department the wires and instruments were destroyed beyond repair. The general manager's office was totally flooded with water, much of which ran through into the east store of Vineyard & Schneider on the first floor, wetting their stock of notions. The total damage done by the fire was assessed to be \$100,000.

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In 1899 the whole building was remodeled to resemble the Chicago, Burlington and Quincy Railroad Company Building in Chicago, recognized as a showplace of the time. Thomas R. Kimball, a nationally known Omaha architect, was commissioned to direct the project. Externally there was not much physical change except the removal of the cast-iron store front, since the railroad company had decided to convert the first floor into offices too. Brick pillars were put in to support the structure. An iron fence, running along the Farnam and Tenth Street sides, defines the main entrance and encloses the basement areaways. High windows were installed on both sides to illuminate the first-floor offices. There have been no further changes since then.

Internally, a 41 by 43 foot central light court penetrates the second, third, and fourth floors and the roof. A pyramidal skylight, 28 by 34 feet, supported by two steel trusses, covers the court on top. Galleries on each floor encompass the court. Vertical circulation is via an open staircase on the west side of the court and an elevator on the southeast corner. The staircase and railings all around the galleries are cast-iron and are of the same design as the fence in front of the building, bearing the initial of Burlington. Fenestrations opening to the light court are defined by darker colored bricks while the walls are faced with light colored glazed bricks. The floor between the court and the basement is fitted with glass blocks, allowing light to penetrate the floor and illuminate the basement. Hence-

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forth the basement was used as a storage and furnace room.

First floor was used for general offices and the public. Second floor was constituted by the conference room, mail clerk and paymaster's offices, and the general office. On the third floor there were offices for the superintendent of transportation, master carpenter, roadmaster, signal and water service, division superintendent, chief dispatcher, dispatcher, resident engineer, master-mechanic, and the telegraph office. The fourth floor was used by the American Railway Express Company, general baggage agent, tax collector, train master, and medical examiner, and had a telephone room.

The building was occupied by the railway company until they moved to the new headquarters in Capital Plaza in 1966.



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **built in 1879 with an 1886 addition**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Burlington and Missouri River Railroad Company's Headquarters Building signifies the entrance into a machine age of mobility and prosperity in Omaha. The style of the building, the employment of the cast-iron and glass skylight, and the cast-iron structure contribute to the significance of the building. A true glass architecture had been erected over the framework of the building. The creative fantasy of the 19th century can be felt in its combination of skylight, cast-iron railings and staircases, slim iron columns, and the curious ornamental shapes so characteristic of the period.

With the introduction of the skylight, the central court space concept is made possible for varying weather conditions. Internally the building is a miracle of spatial unity. Through the vertical shaft of space, different levels are very closely knit and visually related to each other. Possessing a sense of direction as well as location, the space created is exciting and interesting.

There is an overall feeling of lightness, briskness, and mobility. The slim iron members of the staircase and the railing of the galleries all around are a sudden contrast to the massive masonry walls on the exterior of the buildings. The cast-iron railings disclose every motion and activ-

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Overton, R. C. Milepost 100.
 Morrison, Hugh. Early American Architecture.
 Whiffen, Marcus. American Architecture Since 1780.
 Siedion, S. Space, Time and Architecture.
 Files, Nebraska State Historical Society.

10. GEOGRAPHICAL DATA

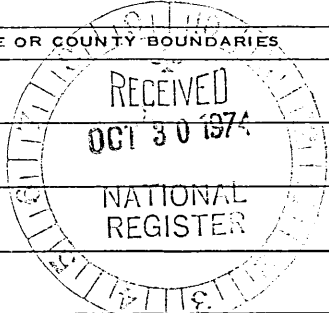
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 ' ' "	0 ' ' "		41 ° 15 ' 28 "	95 ° 55 ' 46 "	
NE	0 ' ' "	0 ' ' "				
SE	0 ' ' "	0 ' ' "				
SW	0 ' ' "	0 ' ' "				

UTM
 15/254580
 4571290
 CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1/8 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



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11. FORM PREPARED BY

NAME AND TITLE:
Persijs Kolberg, Curator of Historic Sites

ORGANIZATION: Nebraska State Historical Society DATE: _____

STREET AND NUMBER:
1500 "R" Street

CITY OR TOWN: Lincoln STATE: Nebraska CODE: _____

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:
 National State Local

Name: Martin E. Knott

Title: Director, Nebraska State Historical Society

Date: Oct 25, 1974

I hereby certify that this property is included in the National Register.

AR Martensen
 Director, Office of Archeology and Historic Preservation

Date: 12/4/74

ATTEST:
George F. Emery
 Keeper of The National Register

Date: Dec. 3, 1974

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8. Significance (cont'd)

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ity inside the building. All these features, together with the natural light which enters the building through its refined and even airy construction, anticipate one of the chief concerns of contemporary architects. In the early 20th century the same joy in the play of light through space is to be found in Le Corbusier's interiors and exteriors and in the way he thought the two should interpenetrate. In 1904 Frank Lloyd Wright employed a similar concept of a central shaft of space, top-lit and surrounded by galleries, in his design of the Larkin Building.

In 1899 the Burlington Building was remodeled to resemble the Chicago, Burlington and Quincy Building in Chicago. Architect in charge of the remodeling was Thomas R. Kimball, the most prominent Nebraska architect of the time. Enjoying local and national fame, Mr. Kimball had executed various impressive building projects in Nebraska and nearby states. He was elected president of the American Institute of Architects from 1918 to 1920. His partnership with Howard Walker won the appointment as architects-in-chief of the Trans-Mississippi Exposition at Omaha in 1898. As professional advisor, Mr. Kimball served many commissions including the Nebraska State Capitol Commission, the Kansas City War Memorial Commission, and the Indiana War Memorial Commission.

The Burlington came into existence on February 12, 1849. On that day a group of forward-looking citizens of Aurora, Illinois, secured a charter for a twelve-mile line to connect their town with the Galena and Chicago Union,

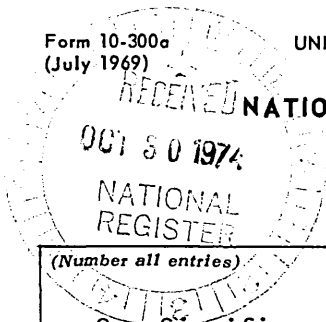
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the only railroad then serving Chicago. When operations began over the first completed segment of September 2, 1850, it brought to the metropolis its second railroad. The enterprise thus simply begun became a modest system between 1852 and 1856, when Boston capital joined local funds to piece together the original Aurora Branch with three small companies to form the first Chicago, Burlington and Quincy Railroad. By 1870 the Burlington had reached the Missouri River and Kansas City, St. Joseph, and Council Bluffs, and was pushing into central Nebraska to connect with the Union Pacific. The Burlington system had its most progressive division of the era in Nebraska because it opened up a portion of the state and provided access to Kansas, Colorado, Wyoming, Utah, and a trans-continental junction with the Central Pacific at Ogden. From the headquarters in Omaha, 1,956 miles of track were operated by 1887. In 1901 it operated nearly 8,000 miles of road and had built its lines to Denver, Minneapolis-St. Paul, and from Lincoln northwestward to a connection with the Northern Pacific at Billings, Montana. Acquisition of the Colorado and Southern and the Fort Worth and Denver City in 1908 linked Texas and the Rockies. In 1949, 100 years after the establishment of the Burlington system, it operated almost 11,000 miles of track and served fourteen states.

The Burlington has participated intimately in the social and economic development of the American Midwest. It has shared the hardships of the frontier settlements, helped pioneer the fertile prairies, stimulated the

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rising cities on its route, and operated through droughts, depressions, and wars. The story is one of pioneering courage and ingenuity, devotion to duty, and responsibility to the community.

