

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: <b>Nebraska</b>
COUNTY: <b>Douglas</b>
FOR NPS USE ONLY
ENTRY DATE <b>AUG 7 1974</b>

**1. NAME**

COMMON:  
**The Burlington Station**

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER:  
**925 South 10th 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	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate):

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
**Burlington Northern Inc.**

STREET AND NUMBER:  
**1815 Capitol Plaza Building**

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 and Farnam Streets**

CITY OR TOWN:  
**Omaha**

STATE: **Nebraska** CODE: **31**

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:  
**Historic Preservation in Nebraska**

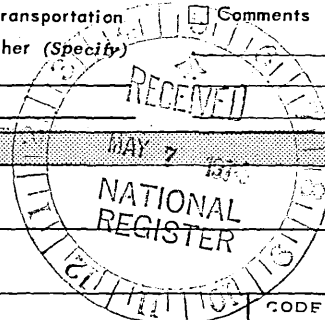
DATE OF SURVEY: **1971**  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
**Nebraska State Historical Society**

STREET AND NUMBER:  
**1500 "R" Street**

CITY OR TOWN:  
**Lincoln**

STATE: **Nebraska** CODE: **31**



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DATE: <b>1974</b>

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SEE INSTRUCTIONS

7 DESCRIPTION

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

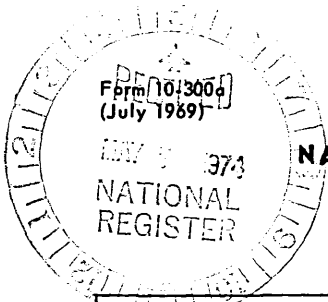
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Burlington Railroad Station in Omaha, Nebraska, has continuously served the railway needs of the city since its completion in 1898 and is still one of the loveliest classical buildings in Omaha. Originally designed in the Greek Revival style by Thomas R. Kimball, a prominent Nebraska architect, it was extensively remodeled in 1930 by Graham, Anderson, Probst, and White of Chicago in accordance with the Neo-Classical Revival style.

The Greek lines of the original station were impressive and a viewer in 1900 describes the depot as finer than the Girard College building, which was noted for its Greek form. The classical temple form was followed, which meant that a portico was built across the front of the building and the roof ridge extended from front to back. The wall surfaces are smooth, being built of brick and stone; the roof was low-pitched. Windows and doors were trabeated with decorative pediments over them. The only variation from the Greek mode was the columns which were in the Roman Doric style. The large pedimental frieze was located on the north side of the station and was carved by Richard Bock of Chicago. The center section of the frieze contains an ornamented clock with a globe over it and below it "1898" in Roman numerals. On each side of the clock there are five classically draped figures representing manufacturing, agriculture, industry, commerce, steam, electricity, enterprise, science, art, and literature.

Functional considerations were also important to the design. Since the two-story depot was built next to the 10th Street viaduct, the main entrance to the station is from the viaduct to the second floor. This portico was noted for its twenty-eight columns made of pink Colorado granite. The columns were designed to create an impressive entrance and for the purpose of breaking up crowds. A ramp lead from the viaduct down to ground level where

SEE INSTRUCTIONS



Form 10-300a  
(July 1969)

NOV 5 1974  
NATIONAL  
REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

(Continuation Sheet)

STATE	
Nebraska	
COUNTY	
Douglas	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	AUG 7 1974

(Number all entries)

Description (cont'd)

page 2 of 4

the south entrance was located. Three utility rooms, including the furnace room, were built in the space under the ramp. The furnace heated both the depot and the hotel directly to the south. The smokestack is still in place just south of the ramp. The railroad tracks are on the north side of the building; the train sheds there are 575 feet long and are constructed of copper and wire glass. The walls of the depot are built of light gray brick and buff Bedford (Indiana) limestone; the roof was covered with red glazed tile. The total cost of the station was \$408,000.

The remodeling in 1930 changed the building to conform with the elements of the Neo-Classical Revival which mainly involved the simplification of the exterior with much of the decoration and columns removed. The building has remained essentially unchanged since this time. The primary change was the removal of the columns and portico. All of the columns were removed and 24 were transported to the University of Nebraska - Lincoln campus where they are arranged in an open colonnade. The building was extended westward to fill in the space where the portico had been. Two Ionic columns were set in the wall over the new west entrance with nothing projected beyond the wall surface except a small canopy over the doorway. The ridged roof was removed along with the three triangular pediments over each entrance. A flat roof was constructed and a solid parapet wall was completed all around the roofline. The ceiling over the central waiting room was raised to create a taller space. A train concourse was added and it extended to the Union Depot across the railroad tracks, permitting easier access to all the trains. The porch of the south entrance was removed and a parking area was constructed on the same level as

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

(Continuation Sheet)

STATE	
Nebraska	
COUNTY	
Douglas	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
AUG 7 1976	

(Number all entries)

Description (cont'd)

page 3 of 4

the viaduct. The new entrance therefore entered onto the second floor waiting room.

The interior space of the depot was allocated so that the movement and service of passengers and freight was efficient with lobbies, waiting rooms, restaurants, and employee rooms on both levels. The main waiting room in the center section of the second floor is one of the most important rooms of the depot since it received major use. Originally it was decorated with Siena marble on the columns, ticket office windows, drinking fountains, and window sills. The columns accent the vestibule entrances on each side of the waiting room. The original mosaic floor is still maintained. The focal point of this room and the lobby directly below it was the double spiral staircase in the center of the room. The iron stairway was copied from one at Francis I's chateau at Chambord. Regional interest was added by topping the newel posts of the staircase with the bronze heads of Rocky Mountain sheep. Other rooms on the second floor included the Pullman Office, two private offices, restaurant, parcel room, and ladies waiting room. The first floor holds baggage, mail, and employee rooms besides the lobby and lunch room.

The remodeling in 1930 changed the interior as well as the exterior. With the roof raised over the main waiting room, that room was redecorated. The buff-painted walls are divided by panels of dark rose which rise fifty feet to a border of gold medallions. These bas-relief seals contain the emblems of Burlington's four trains-The Aristocrat, Ak-Sar-Ban, Fast Mail, and Black Hawk. Four large lanterns were installed each weighing more than a ton. The spiral staircase was totally removed. The vestibule from the 10th

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

(Continuation Sheet)

STATE Nebraska	
COUNTY Douglas	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	AUG 7 1974

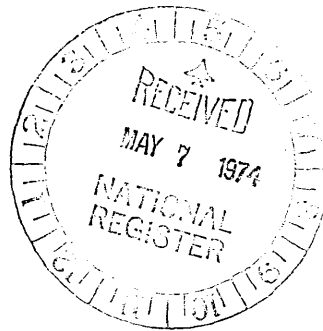
(Number all entries)

Description (cont'd)

page 4 of 4

Street entrance to the waiting room is distinguished by its coffered ceiling done in red and gold with a gold floral medallion in the center of each coffer. With both entrances on the second floor, most passenger services are located there. The first floor was used by the employees.

In recent years train travel has been greatly reduced; the Burlington station has, however, continued in operation.



SEE INSTRUCTIONS

**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) **completed in 1894**

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 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 checked="" 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 Railroad, serving the Midwest since its founding in 1850, entered Nebraska in 1870. It eventually formed a transportation network uniting the Midwest but with a majority of its tracks west of the Missouri River located in Nebraska. The railroad was vital for transporting Nebraska's farm produce to other areas of the country. Burlington also handled the mail through this area from 1884 to 1972. A Burlington station has been located on the same site in Omaha since 1870. At that time a small Gothic style depot was built which was torn down for the present structure. The railroad has been influential in the growth of Omaha and Nebraska and the Omaha Burlington Station has been serving the needs of both passengers and freight for a long time.

Interest in Greek and Classical architecture was high around the turn of the century when this depot was built, and its design was extravagantly praised. The station is a good example of the Greek Revival style. The belief that the utilitarian railroad functions should be hidden as completely as possible behind a classically beautiful building was widespread at this time. The Seattle Post-Intelligence in discussing the Omaha station in 1899 said, "It is very gratifying to see railroad enterprise extend itself beyond the sphere of utilities and entering the fruitful field of adornment and art...Through an inspiration worthy of general limitation, it (the Burlington Railroad) has erected at Omaha

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Whiffen, Marcus. American Architecture Since 1780. (Cambridge, Mass.: M.I.T. Press, 1969)

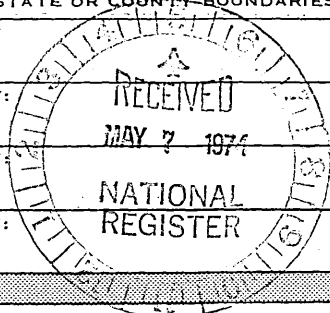
**10. GEOGRAPHICAL DATA**

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
NW	°	'	"	°	'	"	41	15'	00"
NE	°	'	"	°	'	"	95°	55'	42"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **1 acre**

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

STATE:	CODE	COUNTY	CODE



**11. FORM PREPARED BY**

NAME AND TITLE: Persijs Kolberg, Curator of Historic Sites

ORGANIZATION: Nebraska State Historical Society DATE: 3/19/74

STREET AND NUMBER: 1500 "R" Street

CITY OR TOWN: Lincoln STATE: Nebraska CODE: 31

**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 J. Knecht

Title Director, Nebraska State Historical Society

Date April 18, 1974

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

[Signature]  
Director, Office of Archeology and Historic Preservation

Date 2/7/74

ATTEST: [Signature]  
Keeper of The National Register

Date 8-1-74

SEE INSTRUCTIONS

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

(Continuation Sheet)

STATE Nebraska	
COUNTY Douglas	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
2067	1974

(Number all entries)

Significance (cont'd)

a most imposing, most original, and most architectural of passenger stations  
..."

Thomas R. Kimball was the architect responsible for this well-liked design. Raised in Omaha and educated at M.I.T., he began his architectural practice in Omaha in 1891. Many of the prominent buildings in Omaha and Nebraska were designed by him. Many honors, locally and nationally, were bestowed on him. His firm of Walker and Kimball was architects-in-chief of Omaha's Trans-Mississippi Exposition in 1898. He was appointed to the national Commission of Fine Arts by Theodore Roosevelt. While a member and a fellow of the American Institute of Architects, he also served as its national president.

