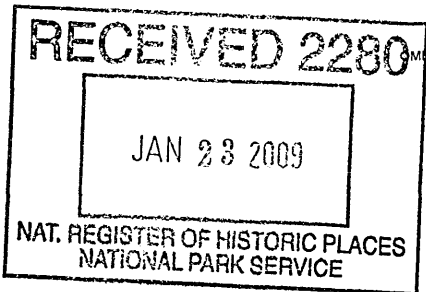


United States Department of the Interior National Park Service

070



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 Nicholas Street Historic District
Other names/site number See Section 7 Individual Building Descriptions

2. Location

Street & number An area roughly bounded by N 11th Street, Izard, N 14th Street and a line parallel to and roughly 450' North of Nicholas Street
City or town Omaha
State Nebraska Code NE County Douglas Code 055 Zip code 68102

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.)

Signature of certifying official: [Handwritten Signature]
Director, Nebraska State Historical Society
State or Federal agency and bureau

Date: January 16, 2009

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

Signature of certifying official/Title
State or Federal agency and bureau

Date

4. National Park Service Certification

I, hereby, certify that this property is:

- [X] 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):

[Handwritten Signature: Edson H. Beall] 3-2-09

Signature of Keeper
Date of Action

Nicholas Street Historic District  
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**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	
14	3	Buildings
		Sites
		Structures
		Objects
14	3	Total

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

**Number of contributing resources previously listed in the National Register**  
4 (Four)

**6. Function or Use**

**Historic Functions**

- (Enter categories from instructions.)
- Commerce/Trade: specialty store
- Commerce/Trade: warehouse
- Government: public works
- Industry/Processing/Extraction: manufacturing facility
- Industry/Processing/Extraction: industrial storage

**Current Functions**

- (Enter categories from instructions.)
- Commerce/Trade: business
- Commerce/Trade: professional
- Commerce/Trade: warehouse
- Government: public works
- Vacant/Not in Use

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

- Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals
- Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements
- No style

**Materials**

- (Enter categories from instructions.)
- Foundation Brick
- Walls Brick
- Roof Synthetic
- Other

**Narrative Description**

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

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**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.)

**Areas of Significance**

(Enter categories from instructions.)

Community Planning and Development

Industry

**Period of Significance**

1893-1958

**Significant Dates**

1893, 1905, 1906, 1917, 1930, 1940

**Significant Person**

(Complete if Criterion B is marked above.)

NA

**Cultural Affiliation**

NA

**Architect/Builder**

Unknown

**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 # \_\_\_\_\_

**Primary location for additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local Government
- University
- Other
- Name of repository: Omaha Main Public Library

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### 10. Geographical Data

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Acreage of property 20.86 acres

UTM References (place additional UTM references on a continuation sheet).

Zone	Easting	Northing	Zone	Easting	Northing
1.			3.		
2.			4.		
			[X]	See continuation sheet	

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

#### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

---

### 11. Form Prepared By

---

name/title Jennifer Honebrink, AIA  
organization Alley Poyner Macchietto Architecture, P.C. date Nov 2008  
street & number 1213 Jones St telephone (402) 341-1544  
city or town Omaha state NE zip code 68102

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### Additional Documentation

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Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional items

(Check with the SHPO or FPO for any additional items.)

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### Property Owner

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(Complete this item at the request of the SHPO or FPO.)

name/title See Section 10, page 26  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended, (15 USC 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**UTMs**

Zone 15

A.	Northing 4572800	Easting 254220	D.	Northing 4572544	Easting 254275
B.	Northing 4572780	Easting 254560	E.	Northing 4572588	Easting 254244
C.	Northing 4572544	Easting 254500	F.	Northing 4572588	Easting 254230
			G.	Northing 4572600	Easting 254220

**Verbal Boundary Description**

Located at the Northern edge of the original plat of Omaha, Nebraska, the Nicholas Street Historic District is a compact area of three full city blocks and the three half blocks that align with them to the North. The District is bound by N 11th Street on the East, Izard Street on the South, N 14th Street on the West and a line approximately 450' to the North of and parallel to Nicholas Street.

**Boundary Justification**

This includes all of the property historically associated with businesses located in the Nicholas Street Historic District.

OWNER NAME	OWNER ADDRESS	PARCEL #	PARCEL ADDRESS
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	324680000	1101 NICHOLAS ST OMAHA NE 68102
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	324750001	1106 IZARD ST OMAHA NE 68102
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	324280000	1108 NICHOLAS ST OMAHA NE 68102
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	324740000	1112 IZARD ST OMAHA NE 68102
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	324730000	1118 IZARD ST OMAHA NE 68102
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	N/A	12TH ST BET NICHOLAS ST & ALLEY N OF NICHOLAS ST
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	N/A	13TH ST BETWEEN IZARD ST AND NICHOLAS ST
CITY OF OMAHA	C/O CITY FINANCE 1819 FARNAM ST OMAHA NE 68183	N/A	PUMP STATION IN IZARD ST ROW
ELECTRONIC REAL ESTATE LLC	1218 NICHOLAS ST OMAHA NE 68102	324250000	1218 NICHOLAS ST OMAHA NE 68102
GUILD BY ASSOCIATION LLC	1301 NICHOLAS ST OMAHA NE 68102	324920004	1302 IZARD ST OMAHA NE 68102
HOREJSI FRANK A, ETAL	3312 MARTHA ST OMAHA NE 68105 C/O CN BUSINESS REDEVEL & R E 1 ADMINISTRATION RD FLOOR 1	324200000	1101 N 14 ST OMAHA NE 68102-0000
IRON HORSE PROPERTIES INC	CONCORD ON L4K 1B	214200002	not listed by DC Assessor webpage
JAC INVESTMENTS INC	603 TARVIN RD MCKINNEY TX 75069	213840002	1126 N 11 ST OMAHA NE 68102
KIMBALL LOFTS LLC	1502 JONES ST OMAHA NE 68102	324700000	1113 NICHOLAS ST OMAHA NE 68102
L R HOLDINGS, ETAL	1112 N 13 ST OMAHA NE 68102	214180006	1112 N 13 ST OMAHA NE 68102
LESLIE DAVID L, ETAL	12511 EAGLE RUN DR OMAHA NE 68164	324720000	1001 N 12 ST OMAHA NE 68102
MIDSTATES HOLDINGS LLC	C/O TRACY J SMITH 1201 NICHOLAS ST OMAHA NE 68102	324770000	1201 NICHOLAS ST OMAHA NE 68102
MIDSTATES HOLDINGS LLC	C/O TRACY J SMITH 1201 NICHOLAS ST OMAHA NE 68102	324810000	1206 IZARD ST OMAHA NE 68102
MIDSTATES HOLDINGS LLC	C/O TRACY J SMITH 1201 NICHOLAS ST OMAHA NE 68102	324800000	1218 IZARD ST OMAHA NE 68102
MIDSTATES HOLDINGS LLC	C/O TRACY J SMITH 1201 NICHOLAS ST OMAHA NE 68102	324780002	1223 NICHOLAS ST OMAHA NE 68102
MIDSTATES HOLDINGS LLC	C/O TRACY J SMITH 1201 NICHOLAS ST OMAHA NE 68102	324790000	1224 IZARD ST OMAHA NE 68102
NEW STREET LLC	C/O JERRY BANKS 6336 JOHN J PERSHING DR OMAHA NE 68110	324910000	1015 N 14 ST OMAHA NE 68102
WILD DONKEY LLC	C/O VINCE POWERS 411 S 13 ST #300	324690000	1107 NICHOLAS ST OMAHA NE 68102
WILD DONKEY LLC	C/O VINCE POWERS 411 S 13 ST #300	324290000	1115 N 11 ST OMAHA NE 68102

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In comparison, the southern island finally matured. The remaining residential units were removed and the companies in the area filled the existing area with larger and more substantial warehouses. This area retained its wide variety of uses, including the electric company, a molasses factory, a grocery warehouse and the Union Pacific freight and passenger depots.

After WWII, with the change in transportation from railroads to trucks and the change in the local economy from food distribution to a financial and insurance center, this area changed slowly. The 1940s saw the addition of a few small garage buildings, and in the 1950s additions were erected for the Industrial Chemical Laboratory Company and the M.A. Disbrow company. Each replaced earlier structures on the same site. Since the 1960s, other structures were lost, including a six-story office/factory building and three storage warehouses.<sup>32</sup> Overall, the stability of the companies in this area generally continued into the late 1970s.

### Conclusion

Altogether, this area is locally significant under Criterion A in the area of Industry as representative of some of Omaha's oldest and longest-lasting industries. It represents the lesser known support businesses of Omaha that were able to reach out to the local and regional markets with products for those who made their living working at Omaha's more well-known food processing industries.

Furthermore, it is locally significant under Criterion A in the area of Community Planning and Development as a good example of the island form of organization and the fourth phase of construction in industrial areas in the Mid-West. Common in cities across the Mid-west that developed simultaneously with the railroads, it was created as tracks coiled their way around previously developed land. This group of businesses was able to strike a fine balance between competition and interdependency with their neighbors. The island provided immediate, convenient access to the railroads, enough room for the well-established businesses to expand as needed and a boundary from competing companies that didn't fit into the balanced business population that had formed. These factors helped this industrial center to grow and thrive as the city of Omaha matured. It is the area's isolation that has preserved it for our generation and those of the future.

<sup>32</sup> See Sanborn Map 1962 in Appendix

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businesses.

In comparison, the uses of the central island of development were changing very little, while the uses of the southern island of development were moving towards a more typical mix for Omaha. The central island maintained its highly residential nature with a limited amount of industry while the southern island replaced a large number of homes with new implement dealerships, breweries, grocery wholesalers and the Union Pacific Passenger Depot. This last island began illustrating Omaha's economic emphasis on food processing and jobbing, while the Nicholas Street Historic District began to exemplify the support industries and locally crafted goods.<sup>28</sup> The difference in use with-in the islands was due in part to the location of the Union Pacific Shops. Located between the Nicholas Street Historic District and the central island, it caused a break in continuity along/with-in the railroad tracks. Since businesses tend to locate next to similar businesses this caused jobbing businesses to concentrate in the southern island, where several had been previously established, and support industries to cluster in the north for the same reason.

The nature of being an island also affected development. It was difficult for pedestrians to cross so many tracks, which limited the types of businesses that made sense to locate with-in one. Although it was acceptable for employees to cross the tracks, it was objectionable to make patrons do so. Additionally, with little room for expansion, few business owners saw the potential or appeal of the Nicholas Street location any more. Some of the blocks which had never been purchased were taken over by the city public works department.

### 1920-1935

Between 1920 and 1935, this area matured to phase four of construction. It developed both additional substantial buildings and a denser configuration. Many of the buildings constructed as new structures or additions to existing buildings were for companies already in the District. Having established a presence here and having been able to acquire enough adjacent land to extend their business interests when necessary, it must have seemed natural to stay. By the end of this period, the core of brick structures were surrounded by smaller brick one story buildings serving as ancillary support structures and smaller, industrial businesses.<sup>29</sup>

In contrast, the central island in Omaha was wiped out by the expansion of the Union Pacific shops and railroad tracks cutting through town.<sup>30</sup> In the southern island, just a few residential units were left and the larger factory buildings were evolving. A few left, but many simply replaced earlier structures with larger and more substantial new buildings.<sup>31</sup>

### 1935-1960

As with most of the Mid-West during the Depression, this area saw little change. A number of small buildings were constructed, but nothing substantial. Overall the uses of the buildings also remained steady. The companies located here were well established by this time and were able to devise strategies for weathering the tough economic times.

<sup>28</sup> See Omaha Sanborn Maps for 1918, p. 17-18 and 178-179.

<sup>29</sup> See Sanborn Map 1934 in Appendix

<sup>30</sup> See Sanborn Map Omaha 1934, p. 221 and 222.

<sup>31</sup> See Sanborn Map Omaha 1934, p. 18, 65 and 66.



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limited number of large buildings in the Nicholas Street Historic District were one or two stories tall and filled their respective lots, with platforms overhanging into the street and railroad right-of-ways. Showing the true nature of this urban edge, immediately along the railroad tracks were the warehouse buildings and directly behind them, and in some cases along side, were small residential buildings. Listed as squatter's shanties and very small dwellings, some were even located in what is now the street. Businesses in the area were those common along railroad lines in this era, including a mix of fuel dealers and what buildings codes now classify as light industrial buildings. In particular, this area attracted a few warehouses, a millwork company, two sawmills and a mattress/upholstered furniture manufacturer. Several of the companies located here began to thrive, including the M.A. Disbrow Company which stayed in the area for the next 100 years, and the Orchard and Wilhelm Company which stayed until the late nineteen-teens.<sup>26</sup>

Compared to other industrial areas here in Omaha, this section of the city was already distinguishing itself both in its form of organization and its uses. The buildings here served more industrial uses such as fuel distribution and furniture manufacturing than those generally found around Omaha railroad tracks. The area lacked the meat packing, beer distilleries, food and hardware distribution of the Eastern and Southern portions of the railroad loop around Omaha. Additionally, at this time there were three examples of the island form of organization in Omaha; one at blocks 308-310 and 317-319 (the Nicholas Street Historic District); one at blocks 6-8 and 354 (the central island – Burt to California and 12<sup>th</sup> to 15<sup>th</sup>); and the last at blocks 188-191, and 202-207 (the southern island – Leavenworth and Marcy, 6<sup>th</sup> to 12<sup>th</sup> – now part of the Omaha Rail and Commerce Historic District, NR 1996). Both of the other islands were substantially more residential in nature, and in fact, the central island was only separated from the adjacent residential neighborhood by a single track along its southern edge.

1900-1920

Over the next 20 years, the Nicholas Street Historic District passed through phases two and three of construction. The residences became incidental to the industry which was establishing itself between the railroad lines in this area. After the depression of the 1890s, many of the residences disappeared as well as the smaller businesses; notably the smaller fuel dealers. Overall however, the area remained full of light industry, adding grain and hay dealerships and City of Omaha Sewer Department activities to the warehouse, millwork, and mattress/upholstered furniture manufacturers in the area. During this period several more companies were established that began to anchor the area, including L.G. Doup, an upholstered furniture and mattress maker, and Adams & Kelly, a window, door, and trim manufacturer.<sup>27</sup> Brick buildings became prominent and several companies added to their existing buildings.

During this period, the core buildings of this historic district were constructed. Three to four stories tall, these buildings were constructed to withstand heavy warehouse and factory loads and utilized by companies who were all related by wood processing; making furniture, millwork, windows, doors and trim. Additionally the companies each sold to a regional market. Each wood process produced something different however; and companies generally specialized in one type of item or another. Of the mattress companies, sash and door companies, and millwork companies, those located in this area of Omaha were in business longer than almost any of their rivals in their specialty, making this area unique for its stability of use for such closely related

<sup>26</sup> See Sanborn Map 1890 in Appendix.<sup>27</sup> See Sanborn Map 1918 in Appendix

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began to occur when a noticeable number of spurs began to branch off the main trunk lines through town, creating an interlaced finger pattern of organization between Omaha's major industrial area and the railroads to the east of the downtown. By 1918 the Omaha Sanborn illustrates that tracks circled three sides of the original plat of Omaha forming a vast network. Development along and between tracks in these areas held the majority of the city's fuel and lumber yards, grain warehouses and breweries. Some meat packing plants also stood in the original city plat, although the larger companies already concentrated their businesses in South Omaha.

By the late 1920s, Omaha had established itself as a regional industrial center and its industries had entered the fourth phase of construction. In 1934, five-sevenths of Omaha factories were devoted to the production of food products.<sup>21</sup> Subsidiary industries, such as soap factories and tanneries became important local industries. At the same time factories devoted to supporting the numerous outlying farms grew, such as those that produced farm machinery and hardware. All of these in turn created a demand for local factories that produced clothes, building materials, furniture and drugs.<sup>22</sup> The majority of these factories were still located between, around and along the rail road tracks, crowding out other uses as they vied for access to the railroad system, even through trucks began to take some of the loads on shorter runs. Smaller structures were replaced with larger, more substantial structures as investors sought to make the most of their now limited space.

After WWII, Omaha's economic base began to shift away from meat packing, grain processing and wholesaling to service industries such as insurance and retail.<sup>23</sup> By the late 1950s, over 40 insurance companies had located their headquarters here and factories began to decline.<sup>24</sup> Omaha's claim to bring breakfast to the world began to wane.<sup>25</sup>

### Development of the Nicholas Street Historic District

#### Pre-1890s

When Omaha was founded, this area straddled the border between the north edge of the city plat and the vast prairie. In 1866, a single railroad line for the Union Pacific railroad ran South along the river, near this area, past Omaha's future downtown and West out of town. Several spurs extended through town, including one from the edge of the future downtown up to the corner of 14<sup>th</sup> Street and Icard. Furthermore, the north levee / ferry landing was approximately at the eastern end of Nicholas Street, making this a good location for collection of goods coming across the Missouri and readying them for resale or further transport. Thus, as investors selected likely sites for the future growth of the town, this area held several indicators of potential and some of Omaha's pioneering settlers bought land here.

#### 1890s

As Omaha grew, the form of organization in this area quickly developed into an island, separated from Omaha's main industrial area to the South by the Union Pacific railroad shops and from the large estates of Omaha's prominent businessmen to the North by scores of railroad tracks. In its first phase of construction, the

<sup>21</sup> Federal Writers Project, *Omaha: A Guide to the City and Environs*, Omaha: Omaha Public Library, 1981, p. 39.

<sup>22</sup> Federal Writers Project, *Omaha: A Guide to the City and Environs*, Omaha: Omaha Public Library, 1981, p. 41.

<sup>23</sup> Janet Rose Daly Bednarek, *The Changing Image of the City*, Lincoln: University of Nebraska Press, 1992, p. 52.

<sup>24</sup> Janet Rose Daly Bednarek, *The Changing Image of the City*, Lincoln: University of Nebraska Press, 1992, p. 57.

<sup>25</sup> Federal Writers Project, *Omaha: A Guide to the City and Environs*, Omaha: Omaha Public Library, 1981, p. 38.

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Phase 3. Brick structures begin to dominate and the transition to separated uses occurs with areas of town becoming dominated by residential, commercial or industrial uses. Although zoning may or may not be in place yet, similar businesses tend to gravitate to locations near each other. Most empty spaces in this phase of construction are in-filled by buildings with income producing activities.

Phase 4. As the population swelled and the opportunity to spread out was restricted, floors were added to the brick structures or they were replaced by larger brick structures.<sup>15</sup>

### Development of Industry and the Rail Roads in Omaha

In Omaha, the development of the railroad was simultaneous with the development of the city. Because space was open and ill-defined, all three forms of organization can be seen here. Additionally, because of Omaha's significance as a regional business and industrial center, its industrial areas have evolved through all four phases of construction.

Omaha was founded in 1854 and selected as the terminus of the transcontinental railroad in 1863. By January 1866, 50 miles of track were completed and in running order.<sup>16</sup> That same year, Omaha offered more bonds than Council Bluffs and won the Union Pacific's business for locating the main transfer depots, general offices, machine shops, etc. in Omaha.<sup>17</sup> In 1868, three railways came to Omaha; drawn here by the prospect of connecting to the transcontinental railroad. Four more lines came in quick succession, connecting Omaha to Sioux City, Minneapolis & St. Paul, Chicago, Milwaukee and Kansas City.<sup>18</sup>

As the railroads boomed, so did Omaha's population. During the 1860s, 70s and 80s the city's population grew exponentially from 1,883 in 1860 to 140,452 in 1890. Likewise the number of railroad tracks grew. Working around lots that were already claimed and developed, the tracks began to snake in ever increasing numbers throughout Omaha.<sup>19</sup> Maps from this period illustrate the growing scale of local development. Because of the number of lines coming into Omaha, several islands of mixed-use development began to appear between major track lines as well as a concentration of industrial buildings alongside the railroad tracks. (See map in Appendix B, page 36) In most cases, the pattern of development was derived based on who originally bought the land since Omaha zoning codes were not developed until the 1910s, and were not adopted until 1920. The industrial areas of this era began to pass through phases one and two of construction, infilling empty lots, constructing additions and expanding in number.

Little development occurred through the national depression and local drought of the 1890s. In fact, Omaha lost 27% of its population during this period. The turn of the century however, brought renewed energy and growth.<sup>20</sup> A second railroad boom occurred from 1900-1920 and Omaha's population began a steady increase. In addition, Omaha's industrial buildings began to pass through phase three of construction, using more substantial materials and becoming separated from other uses. In 1905, the third form of organization

<sup>15</sup> Richard V. Francaviglia, *Main Street Revisited: Space Time and Image Building in Small-Town America*, Iowa City: University of Iowa Press, 1996, p. 59-60.

<sup>16</sup> Alfred Sorenson, *Omaha Illustrated*, Omaha, NE: D.C. Dunbar and Co, Jan 1888, (no page numbers given).

<sup>17</sup> Alfred Sorenson, *Omaha Illustrated*, Omaha, NE: D.C. Dunbar and Co, Jan 1888, (no page numbers given).

<sup>18</sup> At this time, there was still a break in the line between Omaha and Des Moines.

<sup>19</sup> Sanborn Maps of Omaha, 1890.

<sup>20</sup> Figures from the Censuses of the United States, posted on Wikipedia.org.

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of the railroads as a percentage of the GNP began to fall. To survive the depression and throughout the 1930s, railroads reduced expenses wherever possible, curtailing purchases, cutting services, limiting salaries, and reducing employment, despite the advent of the diesel engine and swift passenger service.<sup>11</sup> Overall the railroads' importance as an employer began a steady decline from its peak in 1920 of 1 in 28 people of working age to 1 in 170 of working age in 1969.<sup>12</sup>

World War II brought back government oversight, but it acted as a coordinating force instead of a direct takeover. For example, the government directed that no car should be sent out unless it was full. Since the war was fought on two fronts, neither coast was overwhelmed with goods and personnel. Troop movements were typically coordinated through the railroads. Sleeping two to a bunk in Pullman cars probably did not leave fond memories of passenger service in the minds of many Americans.<sup>13</sup>

After the war, the transition in transportation away from trains was rapid. Automobile sales soared as GIs moved to the suburbs; truckers took advantage of the improved roadways to carry more freight; and thanks to improvements during the war, airplanes were more reliable, more spacious and less expensive to operate than ever before.<sup>14</sup> The changeover was guaranteed when railroad rates rose and the Interstate Highway Act was passed in 1956 authorizing the construction of our federal highway system.

### Development of Industrial Areas in Mid-west Towns

#### Forms of Organization

As the railroad network developed, those Mid-western towns fortunate enough to lie at intersections of major routes between established Eastern cities and popular Western destinations began to develop as regional business and industrial centers themselves. In these new industrial centers, the relationship between the railroad tracks and the adjacent urban environment began to take shape in one of three forms. In towns large and small, warehouses, manufacturing buildings and fuel dealership building began to emerge in one of three places in conjunction with the railroads:

Form 1. The first and simplest form of organization was parallel lines of industry and railroad tracks.

Form 2. Interlaced fingers of railroad tracks and rows of warehouse/manufacturing plants.

Form 3. Railroad tracks were routed around an area, forming an island.

This occurred for a number of reasons, including natural barriers and previously developed areas of town.

#### Phases of Construction

In addition to these three forms of organization, the evolution of industrial areas within our towns had a process of their own. Like their commercial counterparts, the industrial areas typically passed through four phases of construction.

Phase 1. Small wooden structures with a mix of commercial, residential and industrial buildings along the same street.

Phase 2. Additions and infill. Buildings were still primarily wooden structures, but more substantial. A few brick buildings began to emerge and residential buildings began to disappear.

<sup>11</sup> William L. Withuhn, ed, *Rails Across America*,: A History of railroads in North America, Ney York: Salamander Books, 1993, p. 134, 140.

<sup>12</sup> Norm and David Cohen, *Long Steel Rail*, "The Railroads are Coming", Urbana: University of Illinois Press, 2000, 3<sup>rd</sup> ed, p. 6.

<sup>13</sup> William L. Withuhn, ed, *Rails Across America*,: A History of railroads in North America, Ney York: Salamander Books, 1993, p. 146.

<sup>14</sup> William L. Withuhn, ed, *Rails Across America*,: A History of railroads in North America, Ney York: Salamander Books, 1993, p. 150.

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### Statement of Significance:

The Nicholas Street Historic District is locally significant under Criterion A for its association with community development and industry in Omaha. As a whole, this District represents one of three patterns of industrial development along railroad lines in Midwestern towns which were formed simultaneously with railroads.

### Development of America's Railroad System

As sections of the Great Plains achieved statehood, railroads began to spread across the United States. The first railroad charter in North America was granted to John Stevens in 1815. For the next 25 years, a series of inventions continued to improve and refine components of the railway. By 1840 the parts of the system were standardized. Tracks began spreading throughout the country.

In the 1850s, two significant factors of railroad development emerged that influenced the growth of communities all over the mid-west. The first was that speculators began to purchase land in hopes railroads would come through their area.<sup>4</sup> As a result, individuals and towns began wooing the railroads and many early towns either began to thrive or became ghost towns due to where the railway was laid. The second factor was that a private/public partnership developed between the U.S. Government and the railroads, in which the government granted alternating one-mile-square sections of land to the rail companies with the government retaining ownership of the intervening lands. This partnership in turn led to the extension of the railroads into underdeveloped areas.<sup>5</sup> By 1880, this first boom of railroad growth had laid 160,506 miles of track and had connected both coasts of America with the first transcontinental railroad.<sup>6</sup> During this period, it was common for small lines to sell out to one another and form larger systems.<sup>7</sup> Where two companies had competing lines, often the more difficult route was abandoned.

The boom was quickly halted by the national depression of the 1890s. Financial panics and mismanagement of various companies forced approximately one-fourth of the railroad tracks and capital into receivership.<sup>8</sup> The resulting natural consolidation produced large railroad conglomerates that divided up the country and eliminated competing lines.<sup>9</sup>

Once the economy was back on its feet in the early 1900s, a second railroad boom began and railroads began quickly laying out more track. In 1916, the number of railroad tracks peaked at 254,000 miles.<sup>10</sup> The peak was short-lived however, as the government took over the railways during WWI. They cut passenger lines, removed passenger cars, increased freight traffic, increased efficiency and guaranteed a net annual income for investors.

In 1920, the railroads were returned to private control. By this time, an overall decline in the importance of transportation by railroad had begun. Increasing competition from trucks and airplanes at first meant fewer passengers, but soon also meant a decrease in freight traffic, especially for short runs. By 1932, the total value

<sup>4</sup> Answers.com, "Railroads: Chronology"

<sup>5</sup> Answers.com, "Railroads: Chronology"

<sup>6</sup> About.com "A History of American Agriculture 1776-1990"; Information provided by the USDA.

<sup>7</sup> The Encyclopedia of Americana : A Library of Universal Knowledge, Encyclopedia Americana Corp., 1919, v.23, p. 143.

<sup>8</sup> Harold Underwood, The Decline of Laissez Faire, 1897-1917, M.E. Sharpe, p. 191.

<sup>9</sup> The Encyclopedia of Americana : A Library of Universal Knowledge, Encyclopedia Americana Corp., 1919, v.23, p. 143.

<sup>10</sup> About.com "A History of American Agriculture 1776-1990"; Information provided by the USDA.

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Address	Name	Built	# of Add's	Style	Type	Status
<b>Block 308</b>						
1322 Nicholas St	Wayne Auto Truck and Trailer	a. 1945	0	Garage	Trade: Store	C
1322 Nicholas St	Wayne Auto Truck and Trailer	a. 1945	0	Quonset	Trade: Store	C
<b>Vacated RR ROW</b>						
1112 N 13 <sup>th</sup> St	Consumer' Coal Co	a. 1940	0	Vernacular	Industry:	C
1112 N 13 <sup>th</sup> St	Consumer' Coal Co	a. 1930	0	Vernacular		C
<b>Block 309</b>						
1202-1212 Nicholas St	Adams & Kelly	c. 1906	1	Italianate	Industry: mfgr	C
1220-1224 Nicholas St	Adams & Kelly	c. 1906	0	Italianate	Industry: mfgr	C
<b>Lands 15-15-13</b>						
1126 N 11 <sup>th</sup> St	Deep Rock Oil Co	s. 1917	0	Modern Industrial	Industry: whse	C
<b>Block 310</b>						
1108-1112 Nicholas St	City of Omaha	c. 1962	0	Vernacular	Gov: pub wks	N
1114 Nicholas St	Street Maintenance Department	c. 1920	0	2 <sup>nd</sup> Renaissance Revival	Gov: pub wks	C
1124 Nicholas St	City Street Cleaning Department	c. 1924	0	Vernacular	Gov: pub wks	C
<b>Block 317</b>						
1113-1117 Nicholas St	Orchard & Wilhelm	a. 1892	0	Italianate	Industry: whse	C
1123 Nicholas St	City of Omaha	c. 1969	0	Vernacular	Gov: pub wks	N
1001 N 12 <sup>th</sup> St	M.A. Disbrow Co	c. 1924	1	Vernacular	Industry: whse	N
<b>Block 318</b>						
Varies	M.A. Disbrow Co	Varies		Varies	Industry: w&m	L
<b>Block 319</b>						
1301-1311 Nicholas St	L.G. Doup Co	d. 1906	1	2 <sup>nd</sup> Renaissance Revival	Industry: mfgr	C
1302-1306 Iazard	Orchard & Wilhelm 2	c. 1918	0	Vernacular	Industry: whse	C
1308-1312 Iazard	J.D. Adams Co	c. 1934	0	Vernacular	Industry: whse	C
1015 N 14 <sup>th</sup> St	Hay Exchange Building	c. 1920	4	Varies	Industry: whse	C

Notes to the Table:

1. Built Dates preceded with "a" are from the Assessor's Records, "s" are from the Sanborn Maps, "d" are from deeds research and "c" are estimated from a variety of sources
2. Contributing Status symbols are "C" for Contributing, "N" for Non Contributing, and "L" for those previously listed on the National Register.

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bays. A single pedestrian door, located on the west façade in the southernmost structural bay, also provides access to the interior of the building.

### Second Addition to North

A two story concrete block addition was built to the east of the larger three story addition. There is only one window on the primary façade located on in the center of the second floor. An air condition has modified the original nine paned steel window.

### *History:*

This property has served a variety of uses over the years. Around 1920, the Hay Exchange Building was constructed at 1015 N 14<sup>th</sup> street. At that time, they shared the building with the Nebraska Hay company and the Grand Omaha Grain Exchange. Spurs from the railroad tracks ran through lots 3 and 6. In 1924, Industrial Laboratories Inc moved into the space. In 1935 the alley to the south of lot 4 was vacated and an addition was constructed, infilling the space between the Hay Exchange and the building to the North. In 1958 the south/east addition was constructed on lots 3, 6 and the south half of lot 5. At some point after 1962, the original building on lot 4 was torn down and replaced by a new addition to the Hay Exchange building. Finally, at an unknown date, the north half of lot 3 was in-filled with an addition to the building.

### *Integrity:*

The group of buildings has a high level of integrity. Few door and window openings have been altered and those that have been changed are clearly identifiable. Although inappropriate re-pointing techniques were used to repair the original structure, all of the masonry appears to be in good condition and the original detailing is still intact.

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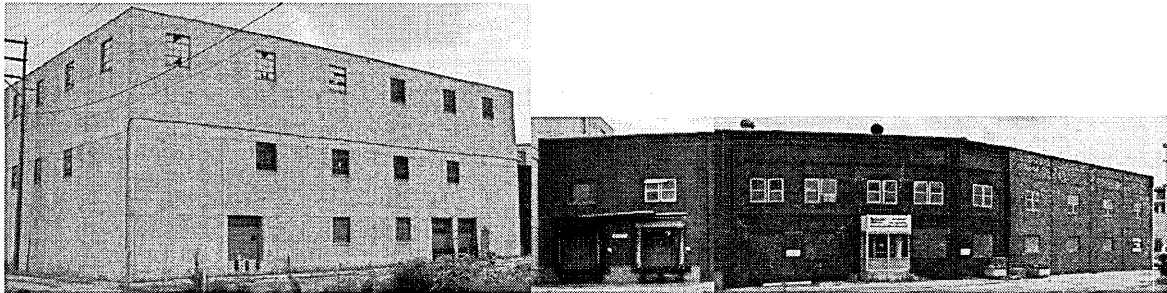
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**Name:** Hay Exchange Building

**Address:** 1015 N 14<sup>th</sup> St

**Site Number:** DO09:0129-006

**PIN:** 0324910000; Block 319 Lots 3,4,5 and 6

**Built:** 1920

**Physical Description:**

Original Structure

The footprint of the two-story, flat roofed, masonry building constructed some time around 1920 was angled on its west side due to the existence of the railroad. Two different brick masonry colors, soldier and rowlock coursing on the west primary façade differentiate the first story from the second and the parapet above, as well as providing vertical emphasis at either end of the building and as it angles to facilitate the railroad track. Two pairs of window openings flank either side of the front aluminum frame and glass door. Currently these windows have been in-filled with plywood. The window fenestration of the second floor aligns with windows on the first floor and has been slightly modified to accept storm windows and one window air conditioner.

1935 Addition to North

This two-story addition in-filled a vacated alley and uses the same architectural language and materials as the original structure. The primary difference is that instead of windows and an aluminum frame and glass door at the first floor, we see two larger overhead wood doors used for loading and unloading.

Addition to South and East

In 1958, another two story masonry building was constructed to the south and wrapped around the east side of the original structure and 1935 addition to the north. Although the same window fenestration, soldier and rowlock coursing were used on the west/south façade the brick masonry colors differs from previous construction. As with the original structure, the windows on the first floor have been in-filled with plywood. Concrete block was used to construct the east façade and is punctuated by 12 paned steel windows on the second floor. A single, overhead door provides a space to load/unload goods from the railroad spur in the east alley.

Addition to North

The three-story building is a concrete post and beam structure with concrete block wall in-fill with six structural bays on the west façade and four on the north. Each bay on the third floor is penetrated by a 12 paned steel window. Identical windows for the second floor are located only in the center four bays on the west façade and three of the bays on the north. There are only two first floor windows located in the center bays of the west façade and no window openings on the north side of the building. Also on the west façade are large overhead loading doors in the structural bays flanking the windowed center structural



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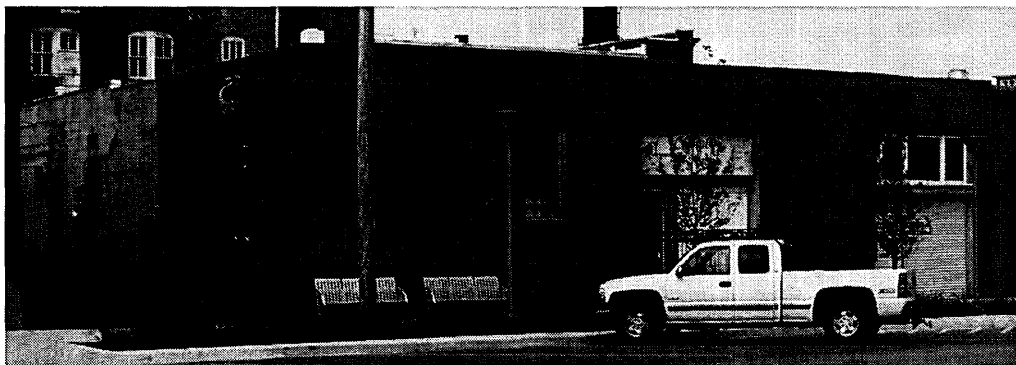
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**Name:** J.D. Adams Company

**Address:** 1308-1312 Izard St

**PIN:** 0324920004; Block 319 Lot 7

**Built:** 1934

*Physical Description:*

The primary south façade of this single-story rectangular concrete masonry building was originally dominated by a wood platform. The original platform is no longer there, but a new smaller steel platform and railing has been added. Both of the original overhead doors have been replaced with combinations of modern doors, wood siding, window transoms and signage, but the original masonry openings have not been altered. One window and a door opening have been in-filled with concrete block.

*History:*

This building was constructed in 1934 for the J.D. Adams road machinery company. Several years after he purchased this property, he also bought the adjacent lot at 1302-1308 Izard and joined the two buildings, running the newly renamed company out of the 1302-1306 Izard address. The On-time Transfer Company operated out of these buildings until the Owner's death, when L.G. Doup bought the property and began using it as an extension of their business.

*Integrity:*

The buildings have a fair amount of integrity. Massing, scale, proportion and materiality are present in both structures, although the doors and windows are gone or have been replaced. Much of the masonry is in need of repair due to building settlement.

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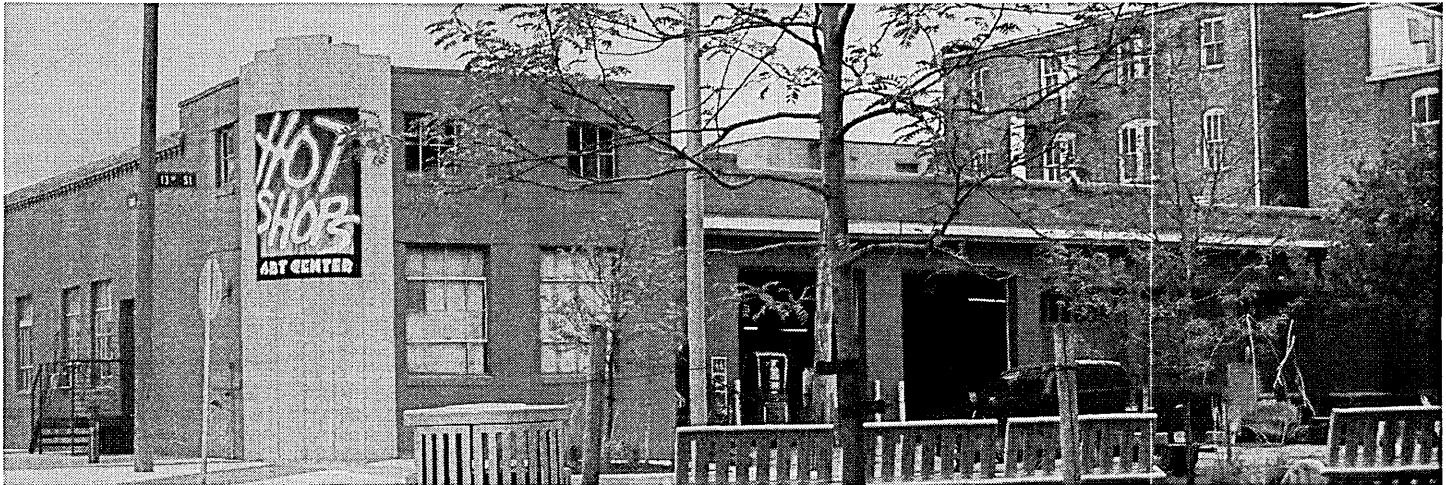
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**Name:** Orchard and Wilhelm Warehouse #2

**Address:** 1302-1306 Izard (now fronts N 13th St)

**Site Number:** DO09: 0129-008

**PIN:** 0324920004; Block 319 Lot 8

**Built:** 1918

**Physical Description:**

The rectangular brick masonry and wood timber building was constructed in two phases: the first was a single-story structure seen from Izard Street and the second was an addition to the east side of the building which fronts 13<sup>th</sup> Street.

A large overhead loading/unloading door, pedestrian door, and three sixteen pane operable steel windows are the only fenestration on the south façade of the original single-story structure. A corbelled brick cornice is the only ornament.

The south end of the east addition is two-stories in height and punctuated by windows on both floors, six pane windows at the second floor and sixteen pane operable steel windows on the first floor. The southeast corner of the building has been curved and displays signage for the current tenant. Access to the single story space on the north end of this addition is provided by six overhead garage doors.

**History:**

This building was originally constructed in 1918 as a warehouse space for rent. The 1918 Baist Map shows it as another warehouse for the Wilhelm and Orchard Furniture Carpet Company. The 1934 Sanborn map shows it as a Chemical Warehouse, likely for Industrial Laboratories Inc at the other end of this block. In 1936, the property was purchased by William Bouquib, who used this property for the On-Time Transfer Company until the late 1960s, when L.G. Doup began using the property for loading its products. Doup bought the property in 1972 and continued to use it as an extension of their business.

**Integrity:**

The building and its addition has a high level of integrity. Few door and window openings have been altered and those that have been changed are clearly identifiable.

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**Block 319**

**Name: L.G. Doup Co.**

Address: 1301-1311 Nicholas

Site Number: DO09:0129-007

PIN: 0324920004; Block 319 Lots 1 & 2

Built: 1906 with an addition in 1916

*Physical Description:*

The flat roofed building is of Mill construction and was built in two phases. The four-story rectangular structure on the west side of the property was constructed first and the three-story rectangular structure on the east was constructed later. Pairs of double hung windows capped with camber arches punctuate the north wall at all floors of both the four and three-story structures. The only exceptions are found in the four-story structure: a rectangular storefront located on the west side of the fourth floor, a pedestrian door, overhead garage door and first floor rectangular windows. Windows on the east façade are not arranged in pairs and each opening holds a double hung window capped with a camber arch. A large door is located in the center of this façade. A stone cornice ornaments the east and north parapets of both structures. Windows on the south façade in both structures are two over two double hung units typically arranged in pairs in similar fashion to the north façade.

*History:*

The L.G. Doup company was a furniture manufacturer. They moved their business to this location in 1905, specializing in upholstered furniture and mattresses. The company continued to grow rapidly and in 1916 constructed an addition to their building. In the 1920s, the company dropped the upholstered furniture line and focused on mattresses. Over the years, the number of mattress factories in Omaha varied from three to six. Typical of the larger and longer-lasting mattress factories, this one was located directly adjacent to railroad lines. It was the oldest mattress company in Omaha when it went out of business. Doup remained in business at this location until 1980. When the building changed hands, it remained a mattress factory, operating as a Serta mattress factory until the late 1990s.

*Integrity:*

The four-story and three-story buildings have maintained a high level of integrity. Each structure has sustained little or no alteration over the years with the exception of window replacement on the north and east facades.

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**Block 318**

**Name: M.A. Disbrow Co.**

Address: Block 318

Listed on the National Register 2008

This company was in business at this location from 1886 to 1984 and manufactured a wide variety of products, including molding, millwork, sashes, doors, blinds and screens.

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**Block 317**

**Name:** Orchard & Wilhelm Warehouse #1

**Address:** 1117-1119 (1113-1117) Nicholas St

**Site Number:** DO09-0129-016

**PIN:** 0324700000; Block 317 Lot 3

**Built:** 1893

**Physical Description:**

This three story rectangular building was constructed in 1892 of Mill construction typical of warehouse buildings of this era in Omaha. The short end of the rectangle faces Nicholas Street. Italianate in style, this building is four bays wide. On the interior, the building is divided down the center with a load-bearing wall. All of the windows have been altered, infilling most and changing others to steel fixed/hopper units. The original front entry dock and flanking stairs have been changed to a single stair, stoop and entry door with sidelights. Additionally, the building has been covered in stucco, likely due to deterioration of the original brick.

**History:**

This is the oldest extant building in the district. When constructed, it was so close to the fringe of the city that it was cut off from the Sanborn Map. Completed in the early 1890s, the building was first used as a furniture and carpet warehouse by Orchard and Wilhelm, who founded their company in 1893.<sup>3</sup> It was next used as an agricultural implement dealership by T.G. Northwall Company before becoming the site of the Omaha School Supply company in 1921. The School Supply Company sold school books, furniture, laboratory equipment, etc. For many years, it was the only company in Omaha with such a niche market, although on and off a rival appeared. From the 1930s through the 1950s, they shared the building with Ossit Brothers Church Furniture Company, who specialized in church furniture. The School Supply Company remained in business at this location until the early 1960s, when they sold the building to a furniture manufacturer.

**Integrity:**

The building maintains a fair amount of integrity for its age. Despite the stucco, it projects the mass, scale and proportions of a building of the 1890s. Its loss would create a gap in the district.

<sup>3</sup> Sara Mullin Baldwin, ed., *Who's Who in Omaha: Biographical Sketches of Men and Women of Achievement, 1928*, Louisville, KY: Baldwin Corp, 1928, p. 206.

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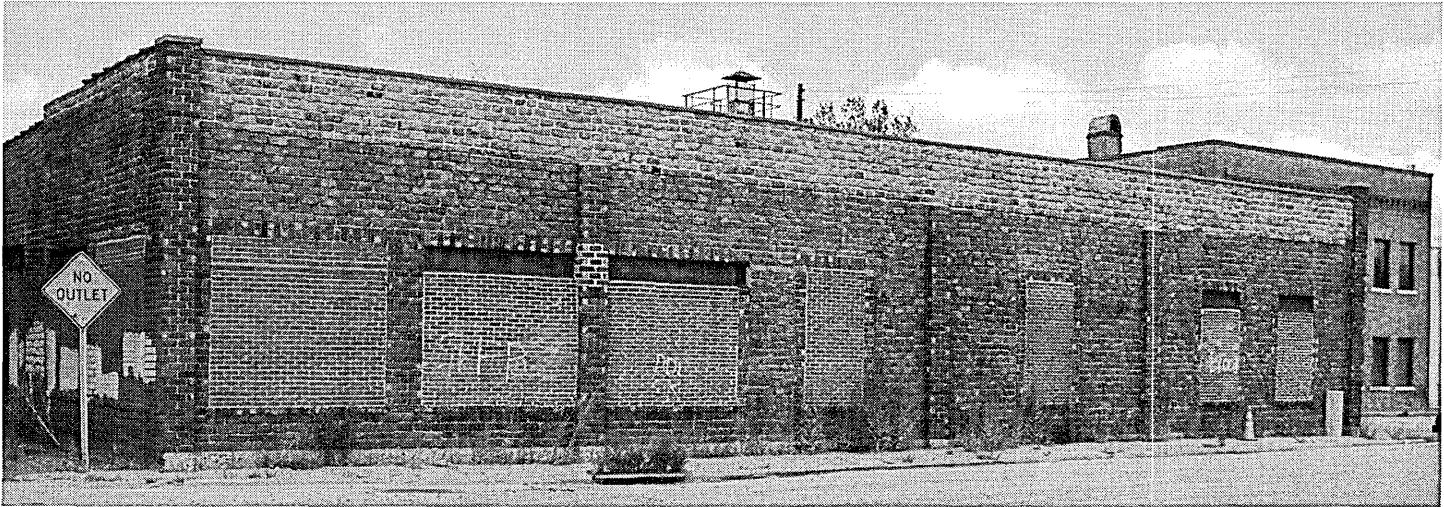
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**Name:** City Street Cleaning Dept

**Address:** 1124 Nicholas St

**Site Number:** DO09:0129-015

**PIN:** NA; Lots 5 & west half of 6

**Built:** 1924

**Physical Description:**

This one-story brick vernacular building was constructed out of street pavers. The façade is divided into four bays by brick pilasters. Within the bays are a variety of window openings, all of which have been in-filled with contrasting red brick. The parapet has been repointed with mortar that does not match the original dark mortar color. This building appears to have never had a door along the street.

**History:**

Out of the original city plat, no one bought this lot, so as the city developed the need for road construction and maintenance it took over this property for that purpose. In 1924 they constructed this building to house the expanding needs of the City Street Cleaning Department. At the time this building was constructed, road finish materials were switching from pavers to concrete. Locally, pavers were considered surplus and were given away or sold inexpensively as construction materials. This building is one of several local examples of these surplus pavers put to new uses. The city continues to use these buildings for street maintenance.

**Integrity:**

Like the first city street department building, this building has a good level of integrity with no alterations other than the in-fill of the windows within their original openings.

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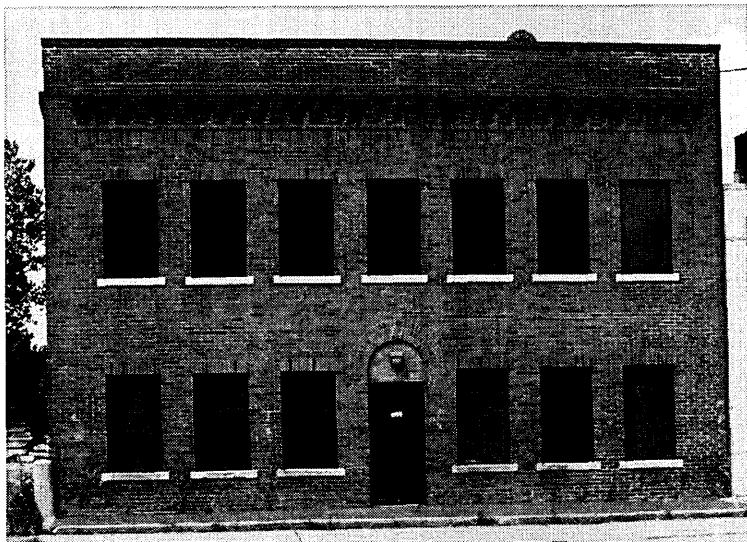
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**Block 310**

**Name:** Street Maintenance Dept

**Address:** 1114 Nicholas St; east half of Lot 6

**PIN:** NA

**Built:** 1920

**Physical Description:**

This two-story brick rectangular structure was completed in a vernacular version of the Second Renaissance style. Seven windows are even spaced across the façade. Brick rowlock headers and stone sills trim each window. A half-circle arch highlights the centrally placed door. The doors and windows have been replaced with modern aluminum storefront systems. A corbelled brick cornice divides the space between the second floor windows and the parapet, which is capped with stone.

**History:**

Out of the original city plat, no one bought this lot, so as the city developed the need for road construction and maintenance it took over this property for that purpose. It is unclear how early the city began using this site for road maintenance as the city directories do not list properties by address until 1912. At that time, this property was listed as an asphalt and sewer plant and had a small office building in the front part of the lot. In 1920 the city replaced the earlier office and plant with a new building for the Street Maintenance Department. It changed its name to the City Street Cleaning Department, and then to the City Street and Boulevard Department shops. The city continues to use these buildings for street maintenance.

**Integrity:**

This building has a good level of integrity with no alterations other than the replacement of the windows and doors within their original openings.

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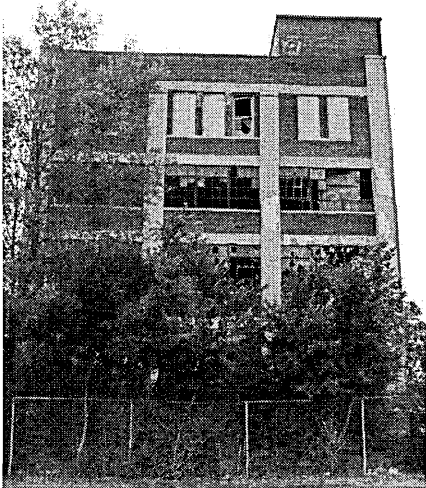
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**Lands SEC-TWN-RGE 15-15-13**

**Name: Deep Rock Oil Co**

Address: 1126 N 11th St (1114-1136 N 11th St)

PIN: 0213840002; Lands Sec-Twn-Rge 15-15-13 Irreg E 1.125 S 264 Ft Tax Lot 6 & -EX N 145 Ft—34 Ft Strip VAC 11 St Adj & Sub Lot 8 Tax Lot 5 SE 1/4 NE 1/4

Built: 1921

*Physical Description:*

This four-story rectangular brick and concrete structure is larger on the first floor than the upper floors. The exposed concrete structure creates a series of bays which have been in-filled with brick and steel windows in an early Modern Industrial style. Three 16-lite center-pivot steel windows are set together in the openings on the second and third floors on limestone sills. On the first floor, a single one-over-one wooden double hung window remains. The remaining windows on this floor have been in-filled with concrete masonry units.

*History:*

The Shaffer Oil and Refining Company succeeded the Consumers Refining Company in 1920 and opened a warehouse here in 1921. In 1926, the company left or was renamed the Deep Rock Petroleum Company. The 1934 Federal Writer's Project noted that 11<sup>th</sup> street was Omaha's oil distributing center, with six major oil refineries and warehouses stretching from Clark to Nicholas, with Deep Rock Oil offices and tanks at the Southern end of the group.<sup>2</sup> In the 1950s, Deep Rock was joined by the Seavle Petroleum Company. By 1965, both companies left, or merged under the name Nebraska Producing and Refining Company. This company lasted until the late 1970s, when the building was used by Economy Products Inc to produce insecticides.

*Integrity:*

This building has a fair amount of integrity, with few alterations over the years. Evidence of all the original building materials is there, but the building has been abandoned for a number of years and is in poor condition.

<sup>2</sup> Federal Writers Project, *Omaha: A Guide to the City and Environs*, Omaha: Omaha Public Library 1981, p. 143-144.



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are still visible on the first floor through the aluminum combination storm windows. Both original doors have been in-filled with concrete masonry units. At an unknown time, a garage door was installed using a steel lintel. Two older eight-lite wooden windows currently fill the transom over a modern metal garage door in this opening.

*History:*

The Adams and Kelly Millwork Company was established in Omaha in 1892.<sup>1</sup> The company manufactured windows, doors, and interior millwork for local and regional use. In 1902, the company moved into an existing building in the center of this half block. In 1905 they purchased all three lots on this half of the block and by 1906 they had constructed the buildings on either end of this block. Their 1908 catalogue contains a watercolor of these buildings in addition to a second factory located in Dubuque, Iowa. In 1910 they removed the smaller, center building and replaced it with an infill. The company was in business and remained at this location for almost 70 years, until 1961.

*Integrity:*

This group of buildings has a high level of integrity. Minor door and window alterations have occurred as the uses of the building evolved, but it is generally clear what has been altered and the buildings are in good condition.

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<sup>1</sup> Federal Writers Project, *Omaha: A Guide to the City and Environs*, Omaha: Omaha Public Library 1981, p. 144.

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West Building

Infill

East Building

### Block 309

**Name:** Adams & Kelly Co

**Address:** 1202-1224 Nicholas St

**Site Number:** DO09:0129-013

**PIN:** 0324250000; Block 309 Lots 5,6,7 and 8

**Built:** 1906 (end buildings); infill 1910

**Physical Description:**

#### East Building

This four-story rectangular brick building was constructed in a vernacular Italianate style. There is no ornamentation on the building. Windows were constructed using evenly spaced arched rowlock header courses in a 1:1.75 proportion and trimmed with a stone sill. Aluminum combination storm windows have been installed onto the original wooden window frames. The parapet was capped with terra cotta coping tiles. On the lower floor, plywood has been installed over the lower sash. One of the original entry doors has been in-filled with concrete masonry units, while the other has been in-filled with a combination of plywood and a modern door. Ghosts of previously painted signs are still visible on this facade.

#### West Building

This four-story rectangular brick building was also constructed in a vernacular Italianate style. Pairs of windows divide the building into eight structural bays. Windows were constructed using evenly spaced arched rowlock header courses in a 1:2 proportion and trimmed with a stone sill. Aluminum combination storm windows have been installed onto the original wooden window frames in the upper three floors. The windows of the lower floor have been covered with metal sheeting. The parapet was capped with terra cotta coping tiles. Masonry at the bottom of the walls is efflorescing. One of the original doors has been in-filled with concrete masonry units, while the other has been modernized with a new concrete stoop, metal railing and door. At both ends of the front façade, adjacent to where the downspouts rest against the building numerous bricks are spalling and the mortar has been pointed with mortar that does not match the original mortar color. Ghosts of previously painted signs are still visible on this facade.

#### In-fill

The four-story in-fill was constructed between the two original buildings in a style to match the west building. Windows of this addition align with the West building. Twelve over twelve wooden double hung windows

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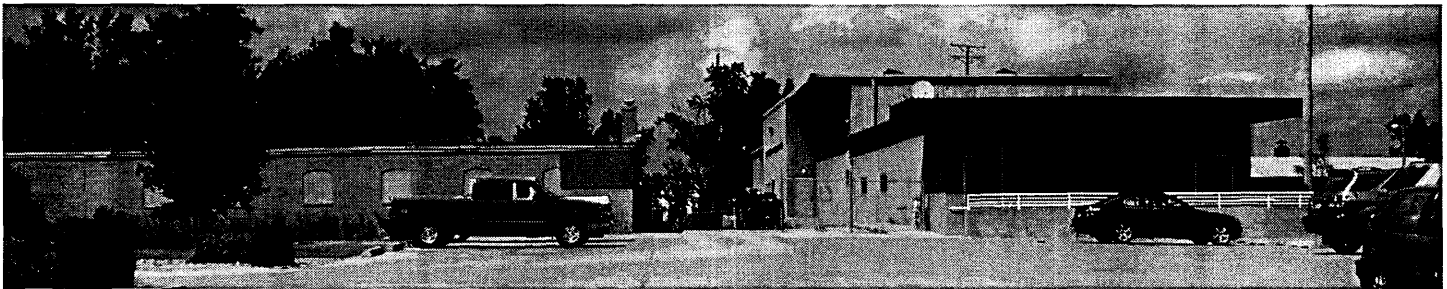
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**Vacated Illinois Central RR R.O.W. (Right of Way)**

**Name: Consumer's Coal & Supply Co**

Address: 1112 N 13th St

PIN: 0214180006; Vacated Portion of Illinois Central RR R.O.W. (Right of Way) and 16' of Vacated N 13th Street

Built: Building 1—1940; Building 2—1930

*Physical Description:*

Building 1

Constructed in 1930, this one-story brick rectangular building has a flat roof covered with a ballasted membrane. Arched windows with stone sills have been infilled with plywood on the South façade and all wall surfaces of the building have been painted. A brick party wall separates the structure into two large bays on the interior.

Building 2

Constructed in 1940, this long, rectangular building is one story in the front (South) half and two stories in the rear (North) half. The exterior is a mixture of concrete masonry units and metal siding, all painted. A flat metal cornice projects out over three modern aluminum storefront windows with transoms on the front façade. A ramp with metal guardrail was constructed across the face of the building in the late 1990s.

*History:*

Consumer's Coal and Supply Company and Consumer's Oil Company were first listed at this address in 1925. In 1940, the property was taken over by the Federal Works Agency. In 1945, a collection of fuel dealers and a home heating equipment dealer moved onto the site. These companies included the Gordon Fuel Company, the Liberty Gas & Oil Company, the Gendler Home Equip. Company, the State Coal Company and the Puritan Fuel Company. Names of the fuel companies changed, but the group remained; using the buildings into the late 1960s.

*Integrity:*

The buildings have a fair amount of integrity. Massing, scale, proportion and materiality are present in both structures, although the windows are gone or have been replaced.

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**Block 308**

**Name: Wayne Auto Truck and Trailer**

Address: 1322 Nicholas

PIN: 0324200000; Block 308 Lot 5

Built: approximately 1945 for both buildings

*Physical Description:*

Building 1

The north garage appears to be the older of the two. It is a one story rectangular building facing North 14<sup>th</sup> Street. Constructed of concrete masonry units in a running bond pattern that has been left unpainted, the parapet is in poor condition. The only opening on any of the building's facades is the single garage door on the front of the building. It contains the original wood paneled garage door, which is in poor condition. The South side of the building contains remnants of colored, painted signage for Wayne's Auto Truck and Trailer.

Building 2

The south garage appears to be newer. Constructed of corrugated metal, the long face of the quonset has been cut short to accommodate garage doors along its length. Each of the short ends contains two fixed, four lite steel windows.

*History:*

In 1945, the alley to the north of this lot was vacated and became part of this parcel. Shortly after this, the property was purchased by Beulah Wayne. An auto truck and trailer painting shop opened at this address in 1948. Between 1946 and 1962, the large building at the front of the property was torn down and replaced by a smaller office and work shop. Also with-in this period, both of the garage buildings extant today were constructed.

*Integrity:*

Both buildings have a high level of integrity having sustained little or no alterations over the years.

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### Architectural Style

The buildings in this District are all vernacular commercial structures with little ornament. Each is reflective of the general architectural styles, construction methods and materials of the period in which it was constructed. They span the range from Italianate industrial buildings of the 1890s to Behlen Buildings of the 1950s. (See the table at the end of Section 7.)

### Construction Materials

With three exceptions, the buildings of this District are constructed using Mill construction; load-bearing masonry exterior walls with wooden beam and column systems on the interior, although two use steel posts. The exceptions to Mill construction are the Deep Rock Oil Company Building which is a concrete framed structure with brick curtain wall in-fill, the metal garage Quonset at 1322 Nicholas and the Behlen building at 1222 Iard.

### **Integrity**

The core buildings of the Nicholas Street Historic District have maintained good physical integrity. These include the buildings of the M.A. Disbrow Company, the L.G. Doup Company and the Adams and Kelly Company. The two larger buildings on the fringe, 1113-1117 Nicholas Street (Orchard and Wilhelm) and 1126 N 11th Street (the Deep Rock Oil Company Building) are in fair condition. Both have lost windows and the Orchard and Wilhelm building has been covered in stucco.

Of the smaller buildings, 1114 Nicholas Street, 1124 Nicholas Street and 1322 Nicholas Street have also maintained good integrity.

### **Individual Building Descriptions**

#### Non-Contributing Properties

A limited number of extant properties are non-contributing for standard reasons. Two of the properties are non-contributing due to lack of integrity. These are 1001 N 12th St and 1108-1112 Nicholas St. One additional property was listed as non-contributing due to construction after the period of significance. It is 1123 Nicholas St. which was constructed sometime after 1962.

#### Contributing Properties

Following are descriptions of the contributing buildings to the Nicholas Street Historic District; including location, Omaha property identification number, historic name, date of construction, physical description, type designation, alterations and historical background.

Information for each building was gathered from city directory listings, Sanborn maps and city histories. Clippings on company history were not available at the main public library for any company other than the M.A. Disbrow company.

The integrity of each building was assessed through visual examination of the exteriors. An examination of each building reviewed its materials, fenestration, surface and design treatment, stylistic influences and consistency of construction methods with the period of construction.

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### Physical Description:

#### Context

##### Omaha

At the turn of the century, Omaha, Nebraska grew quickly as a large jobbing, meat-packing, and transportation center. Its unique location along the Missouri River and at the Eastern end of America's first transcontinental railroad line gave it an early lead compared to other communities which were trying to quickly connect goods and people in the East to those in the far West. As the railroads developed, lines spread out in all directions from Omaha connecting it to Sioux City, Minneapolis and St. Paul, Chicago, St. Louis, Kansas City, and Denver.

##### Site

Located at the Northern edge of the original plat of Omaha, Nebraska, the Nicholas Street Historic District is a compact area of three full city blocks and the three half blocks that align with them to the North. The District is bound by N 11th Street on the East, Izard Street on the South, N 14th Street on the West and a line approximately 450' to the North of and parallel to Nicholas Street. The area includes a total of 17 buildings, of which 14 are contributing. Additionally, the buildings in block 318 of the original plat of the city of Omaha have been previously listed on the National Register as the M.A. Disbrow building complex.

These lots were originally along the Northern curve of the railroad as it looped around downtown Omaha. They were bought and first developed by some of Omaha's pioneering settlers. As the railroads grew, adding lines and criss-crossing this area, these buildings were cut off from neighboring development and became an island of commercial warehouse space and factories.

##### Period of Significance

The period of significance for this District spans from 1893 to 1958. The dates were selected based on construction in the area. The oldest extant structure in the District is the Orchard & Wilhelm warehouse, erected in 1893. The youngest portion of a building was an addition to the Hay Exchange Building (Industrial Chemical Labs) in 1958.

#### Architecture

##### Building Types

The buildings of the District generally fall into four types; specialty stores, public works buildings, warehouses and manufacturing buildings. The specialty store buildings are the most limited type in the district, including only the two auto repair garages at 1322 Nicholas Street. The public works buildings are concentrated in the northeast corner of the district. They include the City of Omaha Street Department offices and warehouses at 1114 and 1124 Nicholas Street.

The remaining buildings all fall into the category of Industry/Processing/Extraction and include subtypes of both warehouses and manufacturing facilities. Some buildings include both subtype uses, while others are specific to one or the other. (See the table at the end of Section 7.)

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**Name: Wayne Auto Truck and Trailer**

*City Directory Listings:*

1935	1324 Nicholas	Vacant
1940	1322 Nicholas	Brown Hay and Feed Co
1945	1322 Nicholas	Brown Hay and Feed Co
1948	Wayne, Lawrence (Beulah)	Auto Pntr Nicholas NE Cor N 14th
1951	NE corner	Wayne Auto Truck and Trailer painting
1955	NE corner	Wayne Auto Truck and Trailer painting
1961	NE corner	Wayne Auto Truck and Trailer painting
1965	1101 N 14 <sup>th</sup> St	Wayne Auto Truck and Trailer painting

*List of Deeds:*

Purchased by:	Date:
Brown Hay and Feed Co	Nov 1944
Beulah Wayne	Sept 1946
Harry Wemberg	Apr 1949

**Name: Consumer's Coal & Supply Co**

*City Directory Listings:*

1915	No Listings
1920	No Listings
1925	1112 N 13th Consumer's Coal & Supply Co; Consumer's Oil Co (Morris M. Rosenblatt, mngr)
1931	No Listings
1935	1112 N 13th Consumer's Coal Co; Milder Oil Co
1940	1112 N 13th Federal Wks Agency
1945	1112 N 13th Gordon Fuel Co
1951	1112 N 13th Gordon Fuel Co; Liberty Gas & Oil Co; Gendler Home Equip. Co; State Coal Co; Puritan Fuel Co
1955	1112 N 13th Gordon Fuel Co; Liberty Gas & Oil Co; Gendler Home Equip. Co; State Coal Co; Puritan Fuel Co
1961	1112 N 13th Gordon Fuel Co; Liberty Gas & Oil Co; Gendler Equip. Co; Renstrom Fuel Co; State Coal Co; McCormick Oil Co; People's Coal Co
1965	1112 N 13th Gendler Equip. Co (a Div of Liberty Gas & Oil Co); Gordon Fuel Co; Liberty Gas & Oil Co; McCormick Oil Co; People's Coal Co; Renstrom Fuel Co; State Coal Co

*List of Deeds:*

Purchased by:	Date:
---------------	-------

**Name: Adams & Kelly Co**

*Built:* 1900 Per assessor page; One 2 story building on 1918 Sanborn; 1/2 blk of 3 buildings—4 stories each on 1934 Sanborn. Possibly on City planning department microfiche list Reel 3 #34 and Reel 4 #1; "Adams and Kelly Add. To Wrhse., 1206-14 Nicholas" – 1910.

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*City Directory Listings:*

1887 1202 Nicholas Anderson & Musgrif stair builders; L McGreer  
1890 No Listing  
1902 Adams and Kelly Millworks Factory 1212-1214-1216 Nicholas St  
1903 Adams and Kelly Millworks Factory 1212-1214-1216 Nicholas St  
1905 Adams and Kelly Millworks Factory 1212-1214-1216 Nicholas St  
1906 Adams and Kelly Millworks Factory 1206-24 Nicholas St  
1912 1202 Nicholas Adams & Kelly Co mill  
1920 1202 Nicholas Adams & Kelly millwork  
1925 1202 Nicholas Adams & Kelly millwork  
1931 1202 Nicholas Adams & Kelly millwork  
1935 1202 Nicholas Adams & Kelly millwork  
1940 1202 Nicholas Adams & Kelly millwork  
1945 1202 Nicholas Adams & Kelly millwork  
1951 1218 Nicholas Adams & Kelly millwork  
1955 1218 Nicholas Adams & Kelly millwork  
1961 1218 Nicholas Adams & Kelly millwork  
1965 1218 Nicholas Ashton Wholesale Service Inc.; Builder's Supply wholesale;  
Viking Aluminum Co.

*List of Deeds:*

Purchased by:	Date:
Adams and Kelly Co	July 1905
O.W. Siebert Co	June 1961
Ashton W'Sale Ser. Inc.	Jan 1962

**Name: Deep Rock Oil Co**

*Built:* 1920 Per Sanborn Map; 1917 Per assessor's page; Not on 1918 Sanborn or Baist Maps; Possibly on city planning department microfiche list Reel 10 #20 "Consumers Refining, 1114-34 No 11" - 1918; or Reel 11 #24 Sinclair Refining Co, 1163-75 No 11, McArthur" - 1919.

*City Directory Listings:*

1915 1118 N 11th T.D. Manfor  
1920 No Listings by address  
Shaffer Oil and Refining Co successor to Consumers Refining Co; General Offices Chicago Ill, distributing Dept Omaha NE, F.L. Wilson Supt; 1202-1212 City National Bank Bldg  
1921 Shaffer Oil and Refining Co successor to Consumers Refining Co; General Offices Chicago Ill, distributing Dept Omaha NE, T.C. McCormic Supt; 1135 Omaha National Bank Bldg; warehouse 1126 N 11th.  
1923 1126 N 11th Shaffer Oil and Refining Co warehouse  
1925 1126 N 11th Deep Rock Petroleum Co; Shaffer Oil and Refining Co warehouse  
1926 Deep Rock Oil Co, Fred W Callahan Div Mngr  
1931 1126 N 11th Deep Rock Oil Co



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1935	1126 N 11th	Deep Rock Oil Co
1940	1126 N 11th	Deep Rock Oil Co
1945	1126 N 11th	Deep Rock Oil Co
1951	1126 N 11th	Deep Rock Oil Co
1955	1126 N 11th	Omaha Deep Rock Oil Co; Seavle Petroleum Co
1961	1126 N 11th	Omaha Deep Rock Oil Co; Seavle Petroleum Co; Frontier Refining Co
1965	1126 N 11th	Nebraska producing and Refining Co oil; Shepard Laboratories Distribution leather dressings

*List of Deeds:*

Purchased by: \_\_\_\_\_ Date: \_\_\_\_\_

**Name: Street Maintenance Dept**

Address: 1114 Nicholas St

Built: First shown on 1934 Sanborn Map; Possibly on city planning department microfiche list Reel 12 #25 "Wrhse, 11 & Nicholas" - 1920

City Directory Listings:

1912	1114 Nicholas St	City Asphalt and Sewer Plant
1915	1114 Nicholas St	City Engineers Testing Laboratory; City Street Repair Plants
1920	1114 Nicholas St	City Street Repair Plant; City Eng testing Lab; Street Maintenance Dept
1925	No Listings	
1931	1114 Nicholas St	City Street Cleaning Dept
1935	1114 Nicholas St	City Street Cleaning Dept
1940	1114 Nicholas St	City Street Cleaning Dept
1945	1114 Nicholas St	City Street Cleaning Dept
1951	1114 Nicholas St	City Street Cleaning Dept
1955	1114 Nicholas St	City Street & Blvd Dept shops
1961	1114 Nicholas St	City Street & Blvd Dept shops
1955	1114 Nicholas St	City Street & Blvd Dept shops

**Name: City Street Cleaning Dept**

Address: 1124 Nicholas St

Built: First shown on 1934 Sanborn Map

City Directory Listings:

1915		
1920		
1925		
1931	1114 Nicholas St	City Street Cleaning Dept
1935	1114 Nicholas St	City Street Cleaning Dept
1940	1114 Nicholas St	City Street Cleaning Dept
1945	1114 Nicholas St	City Street Cleaning Dept

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1951	1114 Nicholas St	City Street Cleaning Dept
1955	1114 Nicholas St	City Street & Blvd Dept shops
1961	1114 Nicholas St	City Street & Blvd Dept shops
1955	1114 Nicholas St	City Street & Blvd Dept shops

**Name: Orchard & Wilhelm Warehouse #1**

Built: 1892 Per Assessor's page

*City Directory Listings:*

1887	No Listing	
1890	No Listing	
1899	Orchard and Wilhelm Carpet Co 1414-1418 Douglas;	Samuel Orchard Pres. C.M. Wilhelm Tres
1900	Orchard and Wilhelm Carpet Co ad in furniture section	
1912	No Listing	
1915	1115 Nicholas St	Orchard & Wilhelm warehouse
1920	No Listing	
1925	1113 Nicholas St	Omaha School Supply Co
1931	1113 Nicholas St	Omaha School Supply Co; Middle West School Review; Omaha Central Radio Co
1935	1113 Nicholas St	Omaha School Supply Co; Middle West School Review
	1115 Nicholas St	Ossit Bros Church Furn Co
1940	1113 Nicholas St	Omaha School Supply Co; Middle West School Review; Central Carnival Co
	1115 Nicholas St	Ossit Bros Church Furn Co
1945	1113 Nicholas St	Omaha School Supply Co
	1115 Nicholas St	Ossit Bros Church Furn Co
1951	1113-17 Nicholas St	Omaha School Supply Co
	1115 Nicholas St	Omaha Central Paper Co
1955	1113-17 Nicholas St	Omaha School Supply Co; Ossit Bros Church Furn Co; Omaha Central Paper Co
1961	1113-17 Nicholas St	Omaha School Supply Co; Central Mfgr Co
1965	1117 Nicholas St	Price Clayton and Sons furn mfgs

*List of Deeds:*

Purchased by:	Date:	
Orchard and Wilhelm Co		
Omaha School Supply Co	Oct 1921	
UPRR Co	Nov 1924	lack of payment
William Ramsey	Feb 1966	7 yr Deed
New York Discount Corp	Aug 1968	
Clayton Price and Sons Inc	Nov 1968	
1113 LTD Ptr	Aug 1983	

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**M.A. Disbrow Co Warehouse**

*Built:* built 1908 and remodeled 1973 per assessor; Not shown on 1918 Sanborn, but shown in current configuration on 1934 Sanborn; the 1918 Baist map shows a large wooden framed building with a slightly different footprint; Possibly on City planning department microfiche list Reel 17 #42 "Garage, NE corner 12 & Izard" - 1924

*City Directory Listings:*

1920	1011 N 12 <sup>th</sup>	Holley Tool Mfgr Co
1925	No Listing	
1931	No Listing	
1935	No Listing	
1940	No Listing	
1945	No Listing	
1951	No Listing	
1955	No Listing	
1961	No Listing	
1965	No Listing	

*List of Deeds:*

Purchased by:	Date:
Omaha Boiler Works	Nov 1908
M.A. Disbrow	May 1911
Clayton Price and Sons	Sept 1972
Arland Aspland & Wf	May 1979

**Name: L.G. Doup Co.**

*Built:* 1906 with an addition in 1916; Possibly on City planning department microfiche list Reel 7 #14 "Warehouse, 1307-11 Nicholas; Prinz" - 1915

*City Directory Listings:*

1887	1307 Nicholas	The E.M. Hulse Mattress Co
1890	1307-09-11 Nicholas	The E.M. Hulse Co whol furn
1912	1301 Nicholas	L.G. Doup furn mfgr
1915	1301 Nicholas	L.G. Doup Co furn
1920	1301-1311 Nicholas	L.G. Doup Co furn
1925	1301 Nicholas	L.G. Doup Co mattress factory
1931	1301 Nicholas	Doup, L.G. Co mattress mfgr
1935	1301 Nicholas	Doup, L.G. Co mattress mfgr
1940	1301 Nicholas	Doup, L.G. Co mattress mfgr
1945	1301 Nicholas	Doup, L.G. Co mattress mfgr
1951	1301 Nicholas	Doup, L.G. Co mattress mfgr
1955	1301 Nicholas	Doup, L.G. Co mattress mfgr
1961	1301 Nicholas	Doup, L.G. Co mattress mfgr; Pomeroy mfgr co;

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1965	1301 Nicholas	Serta of Omaha mattress mfgr Doup, L.G. Co mattress mfgr; Pomeroy furn mfgr;
1980	1301 Nicholas	Serta of Omaha mattress mfgr Doup, L.G. Co mattress mfgr;
1981	1301 Nicholas	Serta of Omaha mattress mfgr
1990	1301 Nicholas	Serta of Omaha mattress mfgr
1995	1301 Nicholas	Serta of Omaha mattress mfgr
1999	1301 Nicholas	Diversified Moving and Storage; Diversified Office Furniture Service

*List of Deeds:*

Lot 1

Purchased by:	Date:
L.G. Doup	May 1905
Dixie Bedding Co	Oct 1980

Lot 2

Samuel Curtis	?
L.G. Doup	Oct 1914
Dixie Bedding Co	Oct 1980

**Name: Orchard and Wilhelm Warehouse #2**

*City Permits Info:* Built 1904 Architect J.B. Mason Builder A.H. Donecken Owner J.I. Redick

*Built:* 1920 per assessor's page; The 1918 Sanborn shows an empty lot. The 1918 Baist Map shows this building as Orchard and Wilhelm Warehouse. The 1934 Sanborn shows a one story Chemical Warehouse, with an entrance centered on N 13<sup>th</sup> St.

*City Directory Listings:*

1915	No listings for Izard or N 13th
1920	No listings for Izard or N 13th
1925	No listings for Izard or N 13th
1931	No listings for Izard or N 13th
1935	No listings for Izard or N 13th
1940	1302 Izard On-Time Transfer Co.
1945	1302 Izard On-Time Transfer Co.
1951	1302 Izard On-Time Transfer Co.
1955	1302 Izard On-Time Transfer Co.
1961	1302 Izard Interstate Freight Lines; White Line Transfer Co
1965	1302 Izard L.G. Doup Co loading

*List of Deeds:*

Purchased by:	Date:
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Wm Redick et al	Dec 1913
George Redick	Feb 1915
Mason Redick	Dec 1933
Albert Bouquib	Sept 1936
Wm Bouquib	Dec 1936
L.G. Doup	Oct 1972
Dixie Bedding Co	Oct 1980

**Name: J.D. Adams Company**

*Built:* The 1918 Sanborn shows a three story building in front of a two story building, listed as Aermotor Co in the rear and warehouse in the front. The 1934 Sanborn shows a 1 story, simple rectangular building – like that which we see today.

*City Directory Listings:*

1915	No Listings	
1920	No Listings	
1925	No Listings	
1931	No Listings	
1935	1310 Izard	Adams, J.D. Co road mach
1940	No Listings	
1945	No Listings	
1951	No Listings	
1955	No Listings	
1961	No Listings	
1965	No Listings	

*List of Deeds:*

Purchased by:	Date:
Mary Dunce	Oct 1907
Maynard Copeland	Sept 1914
August Wagner	Aug 1918
Albert Boquuet	Dec 1937
L.G. Doup Co	Oct 1972
Dixie Bedding Co	Oct 1980

**Name: Hay Exchange Building**

*Built:* Btwn 1918 & 1934; Not shown on either 1918 Sanborn or Baist Map; 1920 city directory address first listed, business is NE Hay Co.

*City Directory Listings:*

1915	
1920	Nebraska Hay Co; Hay Exchange building; Grand Omaha Grain Exchange office Nebraska hay Co. Cornelius M Rice Propr Wholesale Receivers and Shippers of Hay, Alfalfa and Straw;

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	Hay Exchange Building 1015 N 14th	
1925	1015 N 14th St	Hay Exchange Building; Industrial Laboratories Inc, Mfg Chemists
	1019 N 14th St	Suttie – Peckham Co, hay
1926	1015 N 14th St	Industrial Laboratories Inc, Mfg Chemists
	1019 N 14th St	Suttie – Peckham Co, hay
1931	1015 N 14th St	Industrial Laboratories Inc, Mfg Chemists; Modern Brush Mfgr Co
	1019 N 14th St	Suttie – Peckham Co, hay
1935	1015 N 14th St	Industrial Laboratories Inc, Mfg Chemists
	1019 N 14th St	Suttie – Peckham Co, hay
	1021 N 14th	Rome Co Inc, beds
1940	1015 N 14th St	Industrial Laboratories Inc; Suttie – Peckham Co, hay
1951	1015 N 14th St	Industrial Laboratories Inc; Suttie – Peckham Co, feed; Cord Belt Supply Co
1955	1015 N 14th St	Industrial Laboratories Inc
1958	1015 N 14th St	Industrial Laboratories Inc, jan supplies
1961	1015 N 14th St	Industrial Laboratories Inc
1965	1015 N 14th St	Industrial Laboratories Inc

*List of Deeds:*

Purchased by:	Date:
Lot 3	
Union Pacific RR	
Loyd D Mattson Jr	1944 (+vacated ROW)
Industrial Chemical Co	1957

Lot 4	
Charles W. Creighton	
Gilbert Ferry	1923
Jessie Pratt Ferry	1929
Cark Kohler	1932
Midwest Holding Co	1932
Industrial Chemical Co	1935 (+ vacated alley)

Lot 5	
Harry A Turkey	1924
Industrial Chemical Co	1926

Lot 6	
U.P.R.R.	
Industrial Chemical Co	1940

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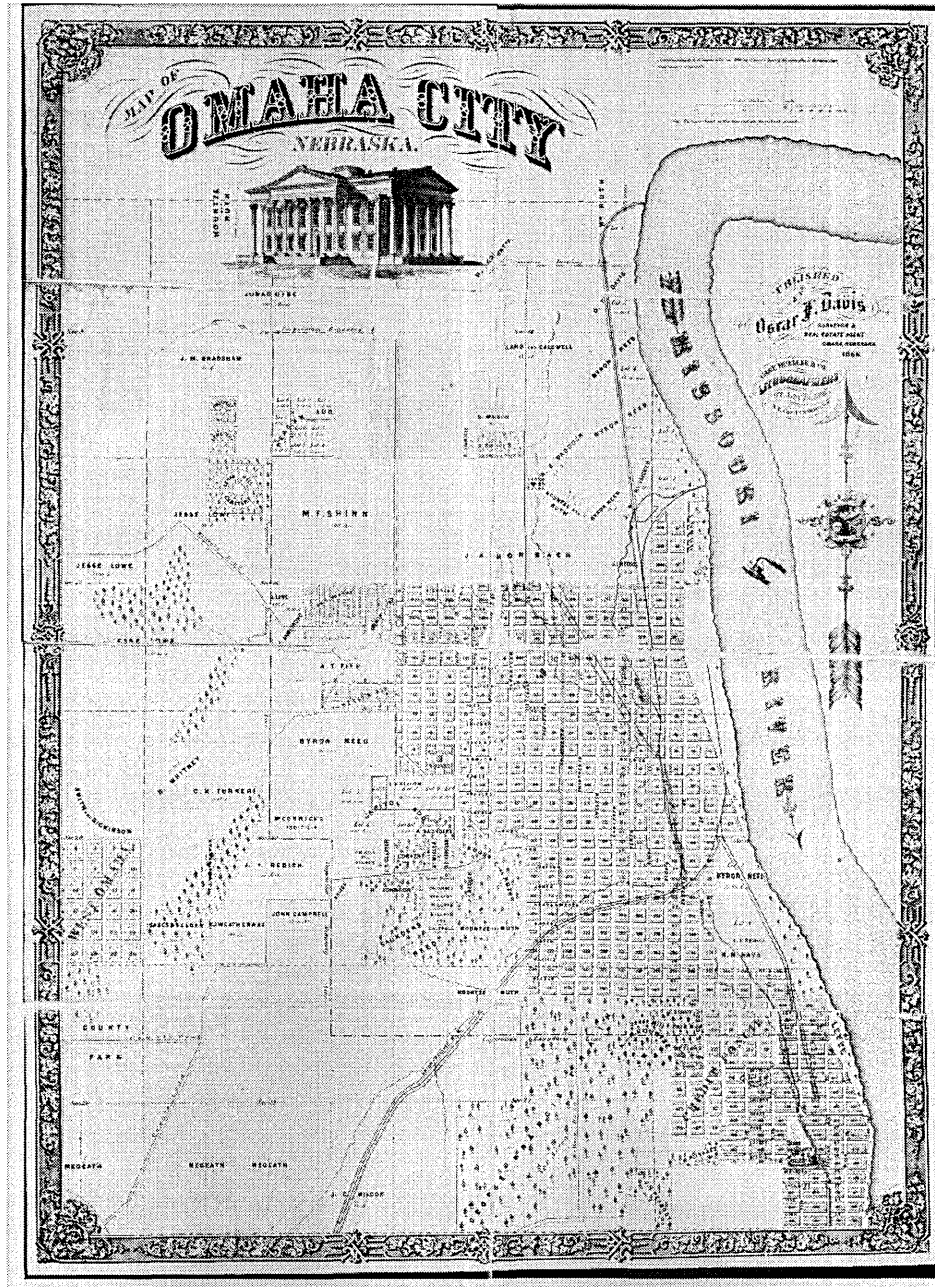
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Map of Omaha 1866

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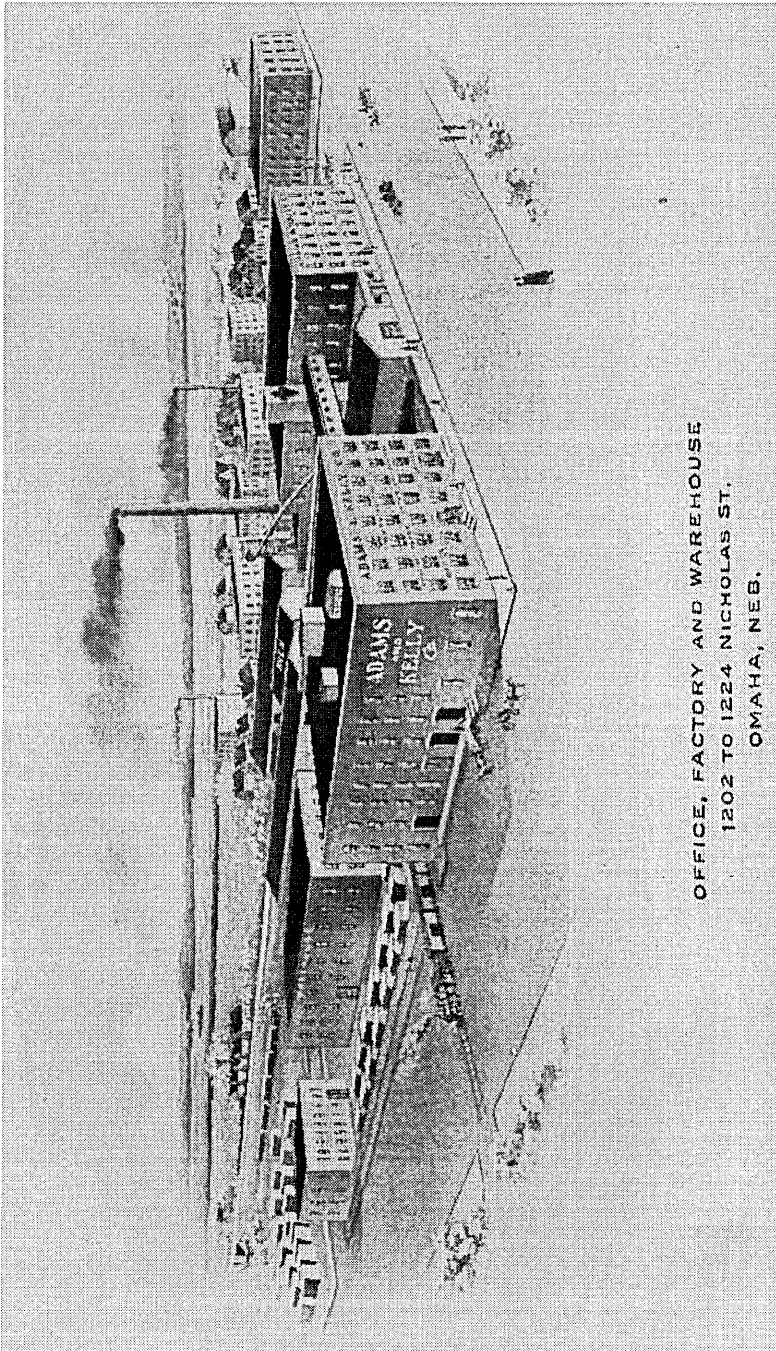
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OFFICE, FACTORY AND WAREHOUSE  
1202 TO 1224 NICHOLAS ST.  
ADAMS, KELLY & CO.  
OMAHA, NEB.

Adams and Kelly Catalogue 1908



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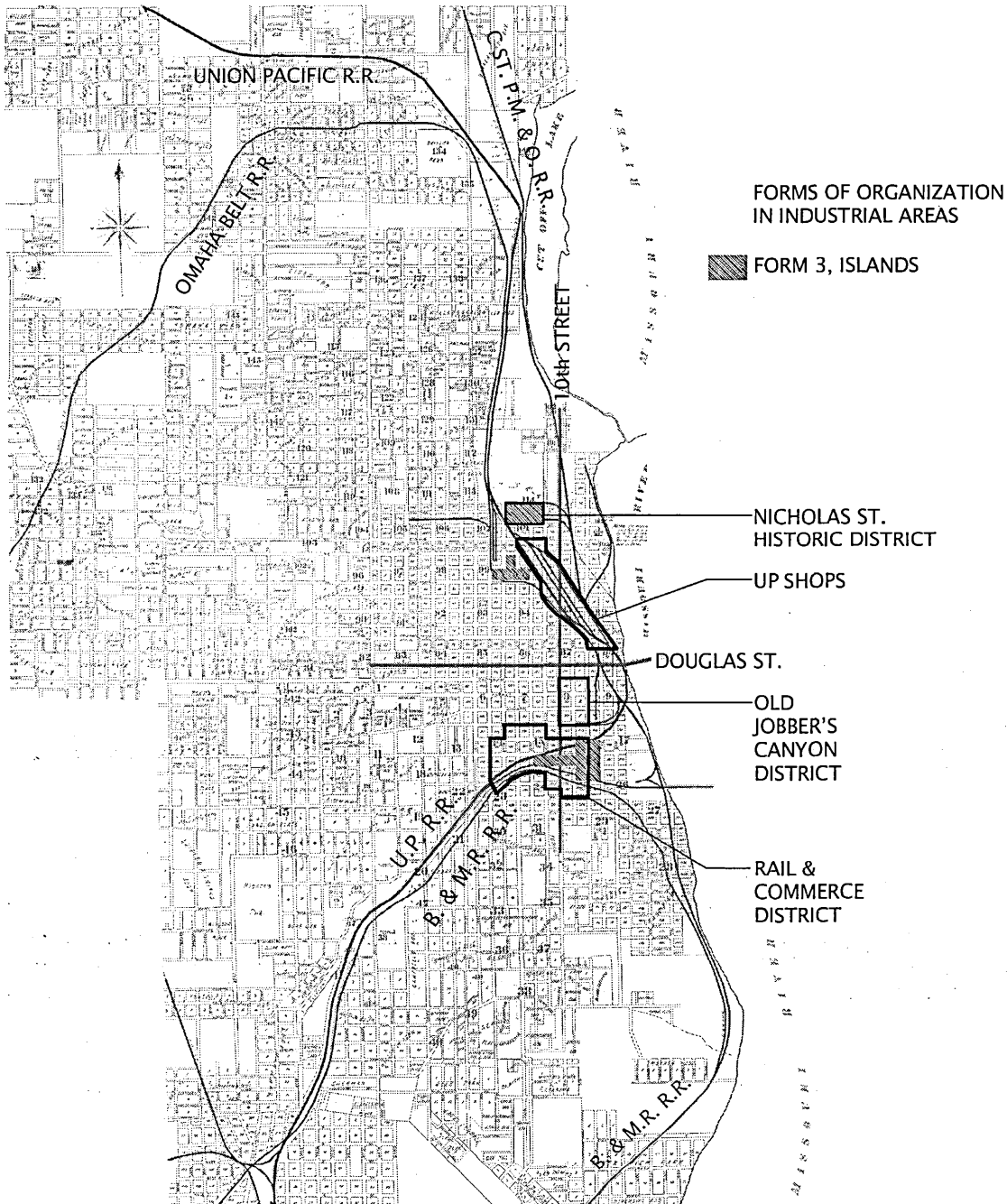
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Map of Omaha in 1890 illustrating the location of the three island forms of organization relative to railroad lines of the period.

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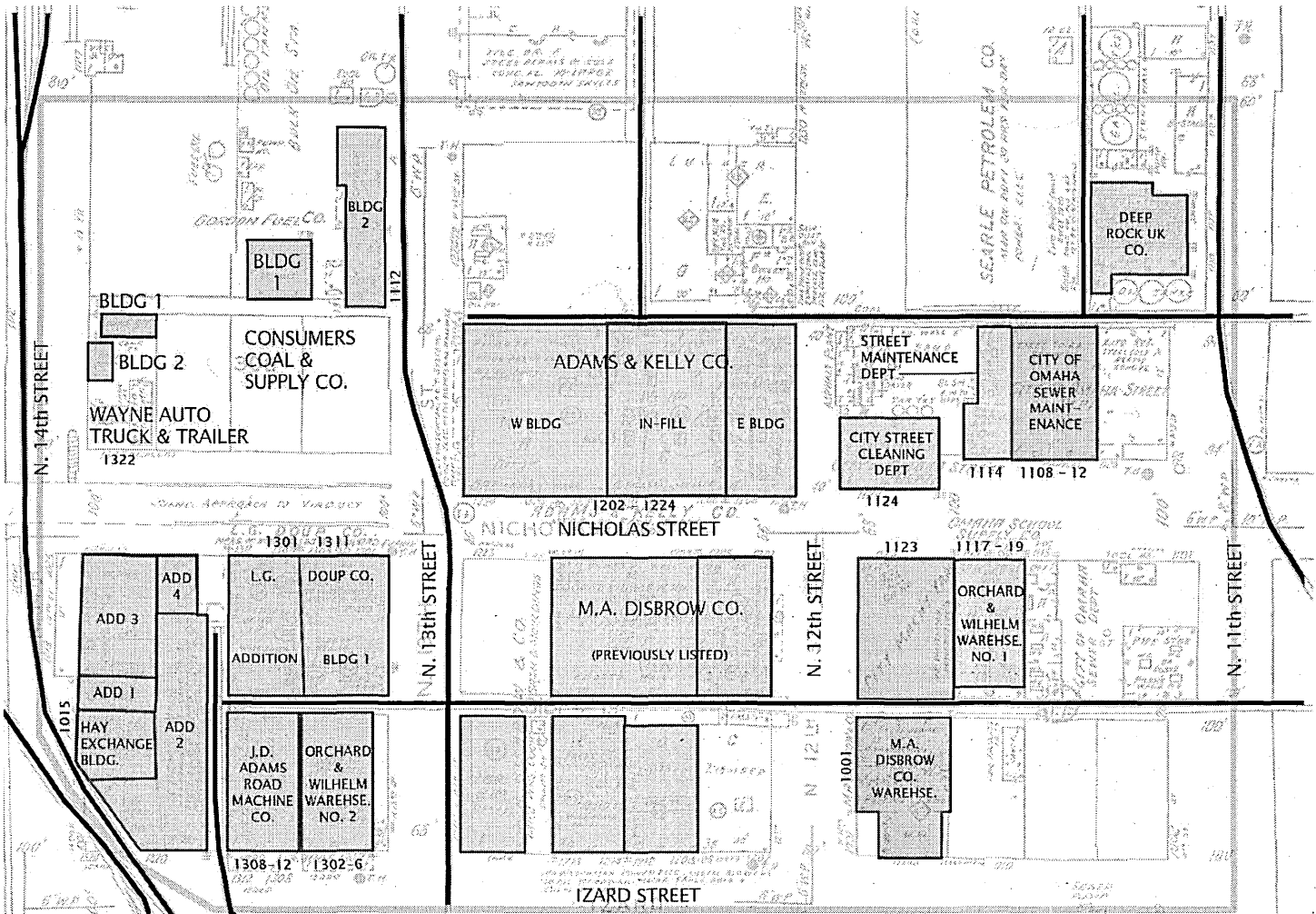
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- DISTRICT BOUNDARY 
- HISTORIC RAIL LINES 
- CONTRIBUTING 
- NON-CONTRIBUTING 

Map of the Nicholas Street Historic District

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National Park Service

### National Register of Historic Places Continuation Sheet

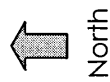
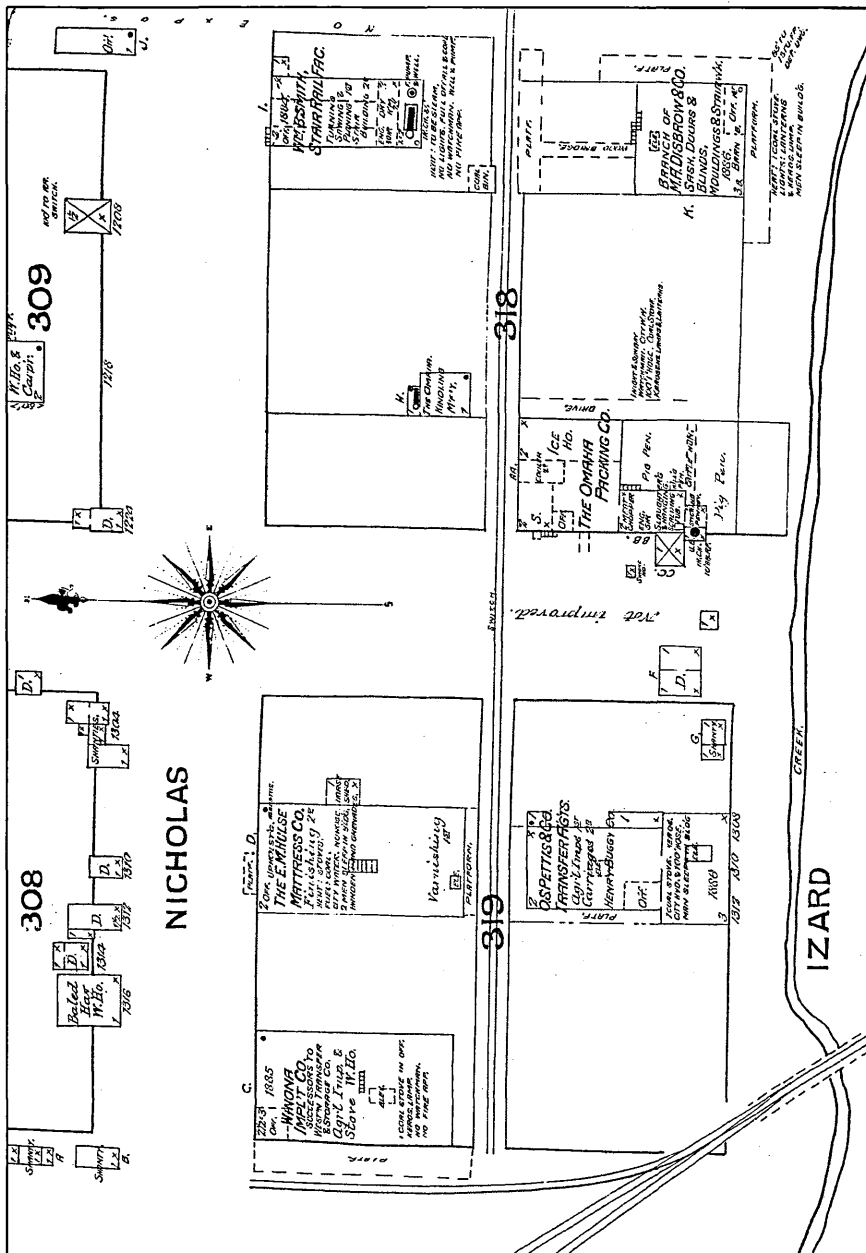
Nicholas Street Historic District

Name of Property

Douglas County, Nebraska

County and State

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North

1887 Sanborn Map, page 2. None of these buildings are extant in 2008.

United States Department of the Interior  
National Park Service

### National Register of Historic Places Continuation Sheet

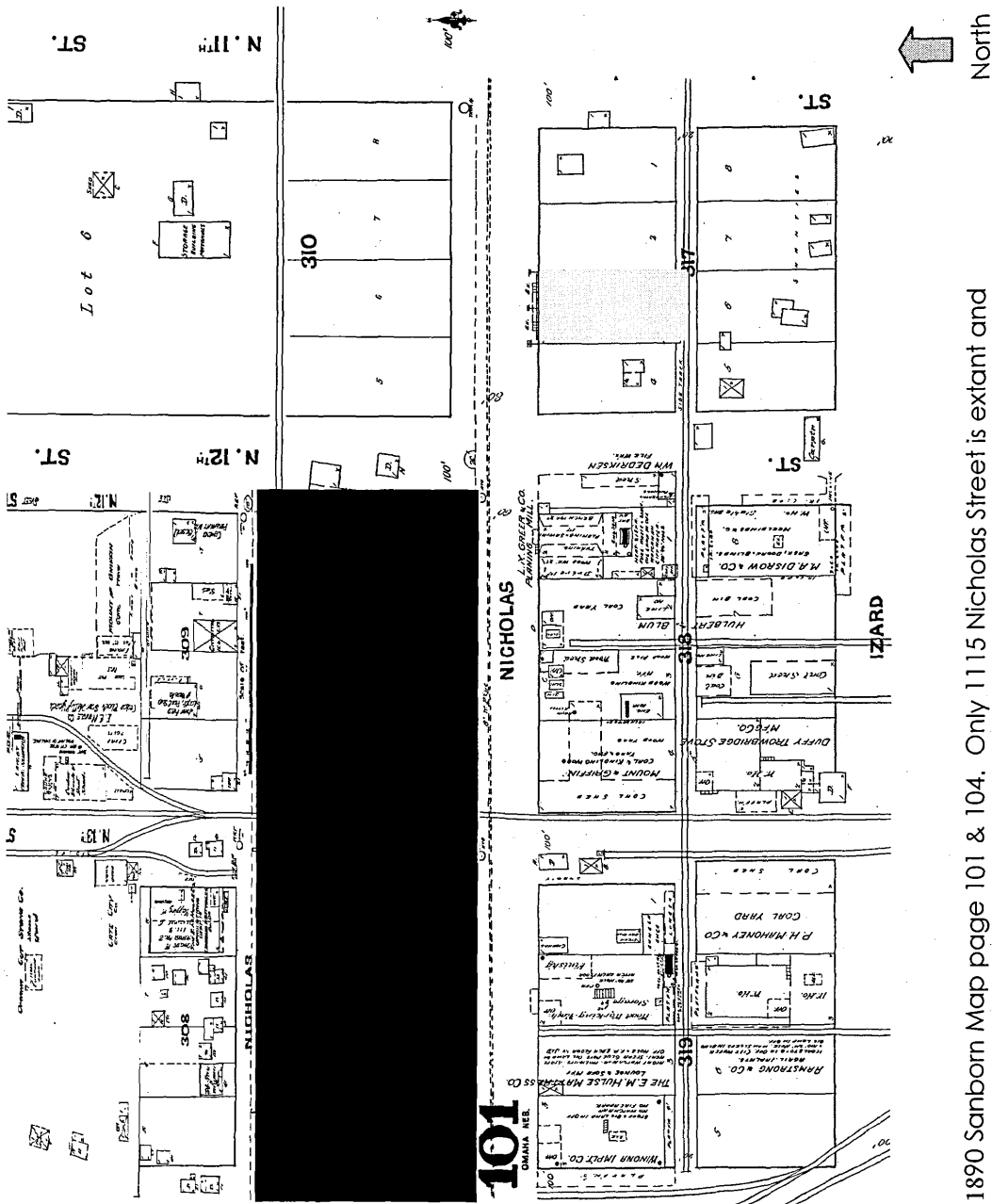
Nicholas Street Historic District

Name of Property

Douglas County, Nebraska

County and State

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1890 Sanborn Map page 101 & 104. Only 1115 Nicholas Street is extant and contributing in 2008.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

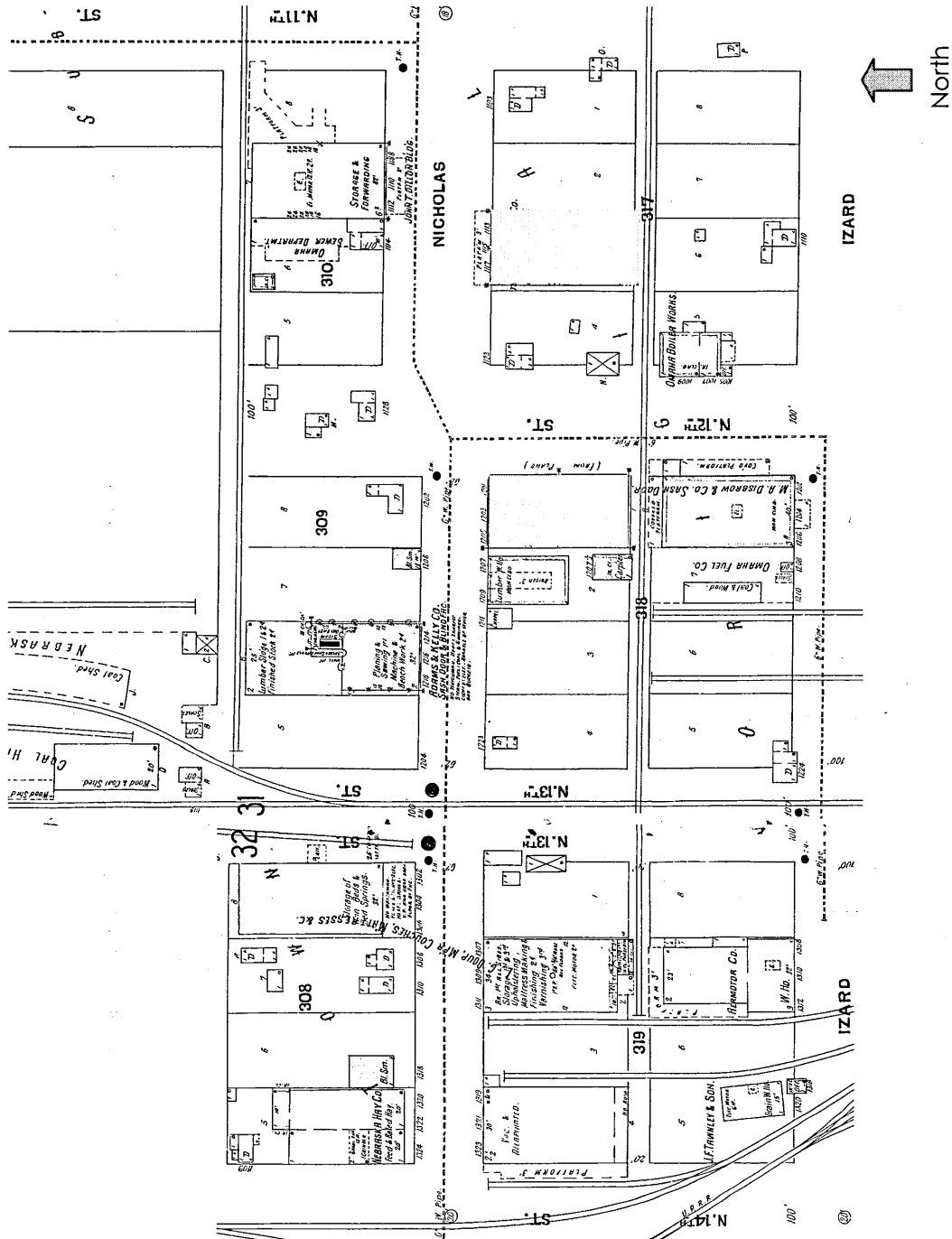
Nicholas Street Historic District

Name of Property

Douglas County, Nebraska

County and State

Section Appendix B Page 41



1918 Sanborn Map page 31 & 32. The high-lighted buildings are extant and contributing in 2008.

United States Department of the Interior  
National Park Service

### National Register of Historic Places Continuation Sheet

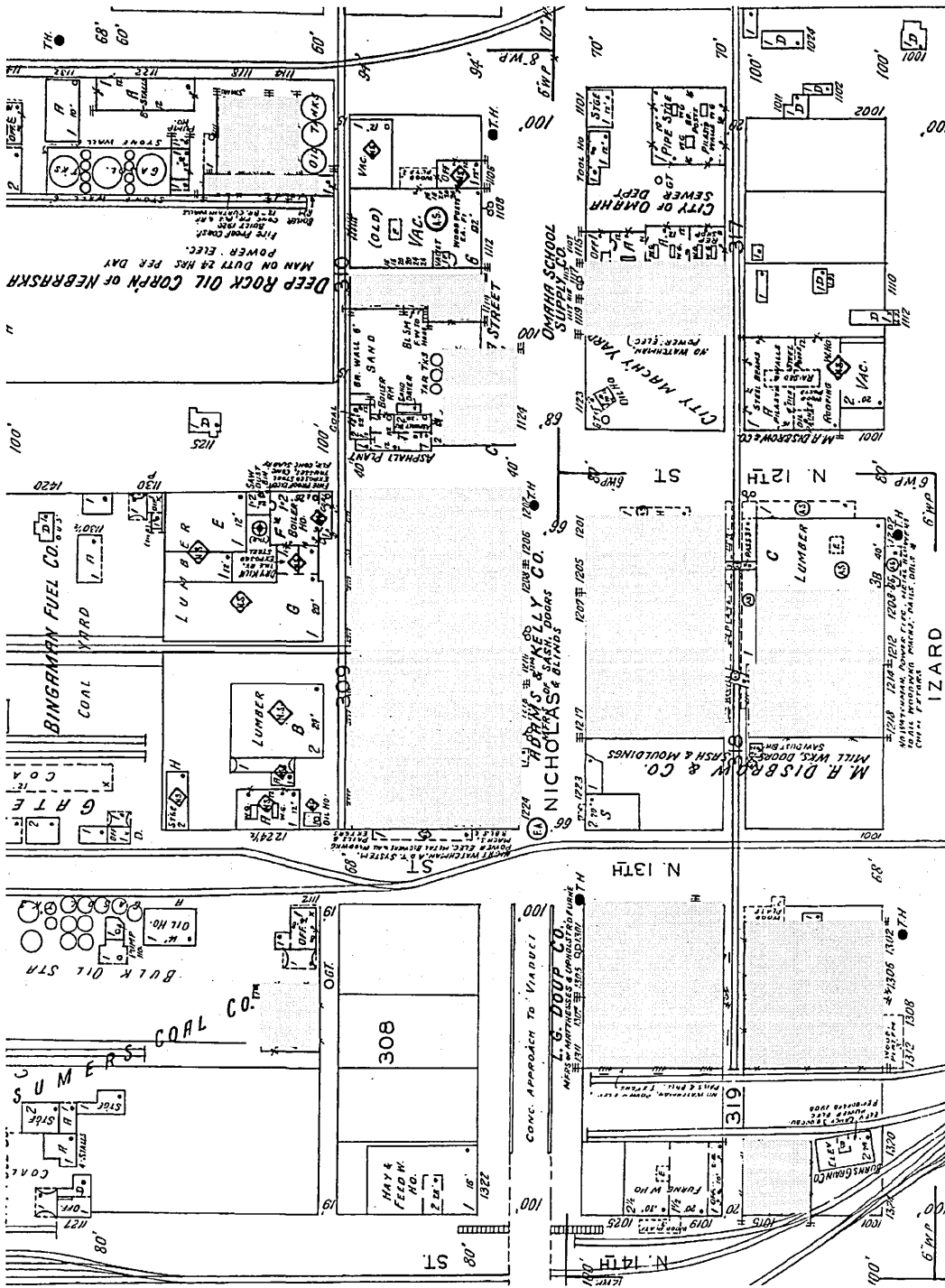
Nicholas Street Historic District

Name of Property

Douglas County, Nebraska

County and State

Section Appendix B Page 42



North

1934 Sanborn map page 223. The high-lighted buildings are extant and contributing in 2008.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

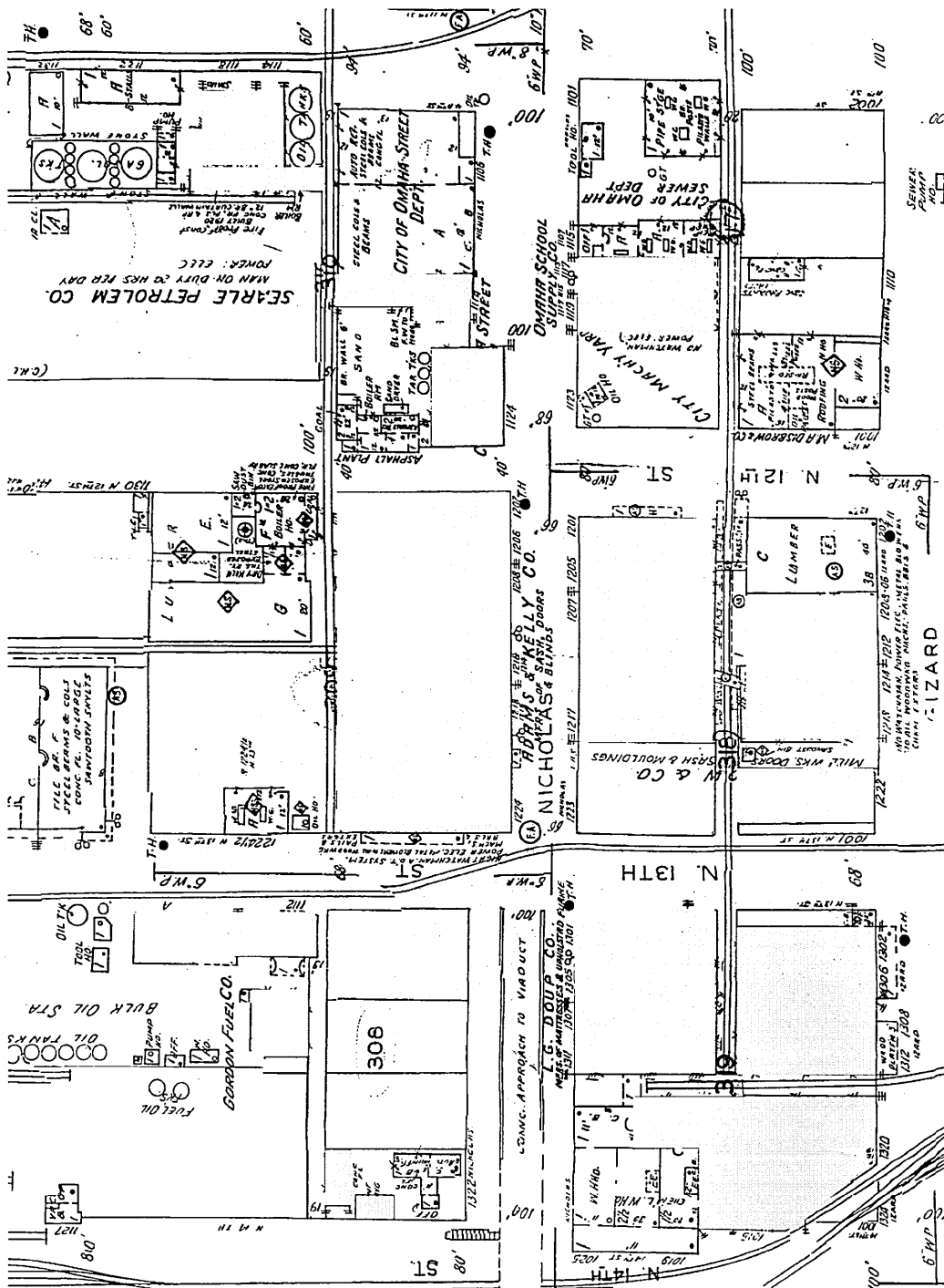
**Nicholas Street Historic District**

Name of Property

**Douglas County, Nebraska**

County and State

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1962 Sanborn map page 223. The high-lighted buildings are extant and contributing in 2008.