

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

### 1. Name of Property

Historic name: Haymarket Historic District

Other names/site number: Lincoln Wholesale District/See pages 41-43 for site numbers

Name of related multiple property listing:  
n/a

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

### 2. Location

Street & number: generally 7<sup>th</sup> to 9<sup>th</sup> Street, N to R Street

City or town: Lincoln State: Nebraska County: Lancaster

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this    nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property   X   meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national         statewide        X   local

Applicable National Register Criteria:

  X   A         B        X   C         D

<b>/SHPO &amp; CEO</b>	
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Nebraska State Historical Society</u>	
<b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property <u>  </u> meets <u>  </u> does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<u>  </u>	
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>39</u>	<u>16</u>	buildings
<u>          </u>	<u>          </u>	sites
<u>4</u>	<u>1</u>	structures
<u>          </u>	<u>          </u>	objects
<u>43</u>	<u>17</u>	Total

Number of contributing resources previously listed in the National Register 2

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC: hotel

COMMERCE/TRADE: restaurant, warehouse

INDUSTRY: manufacturing facility

TRANSPORTATION: rail-related, road-related

**Current Functions**

(Enter categories from instructions.)

DOMESTIC: hotel, multiple dwelling

COMMERCE/TRADE: restaurants, business, specialty store

AGRICULTURE: brewery

INDUSTRY: manufacturing facility

RECREATION AND CULTURE: works of art

TRANSPORTATION: rail related

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Italianate

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Classical Revival

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Commercial Style

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

BRICK

STONE: limestone

REINFORCED CONCRETE

METAL: iron, steel

## Narrative Description

### Summary Paragraph

The Lincoln Haymarket Historic District is located in the traditional railroad and wholesale area on the west edge of Downtown Lincoln, Nebraska. Most of the District was designated as a local landmark in 1982; two historic resources were individually listed on the NRHP—Veith Building at 812 P St. in 1980 and CB&QRR Locomotive 710 in 1997. It consists of eight blocks within Lincoln's street grid of the 1867 Original Plat, bounded by 9<sup>th</sup> Street on the east and 7<sup>th</sup> Street on the west, N Street on the south and R Street on the north. The area slopes down from east to west, with the western edge in the flood plain of Salt Creek. The focal point of the district is the 1927 Burlington Depot (now "Lincoln Station"), a three-story brick building with limestone trim expressing the Neo-classical style. At the west side of Lincoln Station, in the location of former railroad platforms, 1,000 feet of steel and wooden canopy has recently been refurbished and forms the west edge of the District. Two other "structures" included in the nomination are a stone-paved, T-shaped alley at the southeast edge of the district and brick-paved streets and alley in the vicinity of 7<sup>th</sup> and P Streets. The district includes nine brick commercial buildings of the 1880s and 1890s, ranging from a two-story store-with-apartment-above, to four-story grocery warehouses. Several of the early buildings incorporate cast-iron in their facades. Warehouses are the predominant building type, including over a dozen brick and reinforced-concrete examples built in the first quarter of the 20<sup>th</sup> century, generally of Commercial Style and ranging from one to six stories. Rail spurs traditionally served the area, especially on both sides of 8<sup>th</sup> Street, and while the rails are gone the associated loading docks, many covered with canopies, create "front porches" lining both sides of 8<sup>th</sup> St. The area has seen extensive rehabilitation activity since 1980s and most of the historic buildings are in good-to-excellent condition and retain a high degree of integrity. Infill construction has occurred paralleling the rehabilitation work and has largely been confined to vacant sites or sites formerly

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occupied by non-contributing buildings. The infill buildings are generally compatible with the historic buildings in materials and overall form, while varying in design sensitivity. Harris Overpass is a major non-contributing structure near the south edge of the District built in 2008-9, replacing a viaduct built in 1955 that replaced a bridge of the 1890s.

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### **Narrative Description**

*NOTE: To provide a sense of orientation to the District, streetscapes and buildings are described from south to north, keyed to the District map. To find description and other information on a specific site, refer to the map on page 40 for the feature's Map Number within this narrative.*

#### **Map #1 820 N St. (Contributing Building)**

**Western Supply Company Building** is a two story brick structure on the north side of N Street, with a gravel parking lot to its west side and the north-south leg of the stone-paved "T" alley on its west side. The flat roof slopes down from south to north, as do the east and west parapet walls. There are only three small windows on the west wall and none on the east (alley) wall, although former openings are visible in the brickwork. A large overhead door, with a canopy and a loading dock, is centered on the west side. The façade has suffered infill of the original openings but all of the decorative brickwork features are extant and visible, so while integrity of design is mixed, integrity of the materials of the façade are clear and sufficient to restore its historic appearance. Western Supply was a wholesale plumbing, well, waterworks and mill supplier.

#### **Map #2 Stone-paved alleys, 8<sup>th</sup>-9<sup>th</sup>, N to midpoint (Contributing Structure)**

The "T" alley between 8<sup>th</sup> & 9<sup>th</sup> Streets south of O Street, and its "bottom leg" extending from N Street to the midpoint of the north-south alley, is the only stone-paved alley extant in Lincoln. Only remnants of another example between 8<sup>th</sup> & 9<sup>th</sup> Street, north of R Street, remained into the 1980s but are now lost. Various small service buildings constructed of similar paving stones at Pioneers Park (NRHP 1993) southwest of Lincoln suggest the material was used on, and salvaged from, other Lincoln locations. "T" alleys appeared in the Original Plat of Lincoln of 1867 in special circumstances such as east and west of Capitol Square and Lincoln (now Cooper) Park, apparently to provide extra access while continuing uninterrupted block faces towards those locations. "T" alleys were also platted along 9<sup>th</sup> Street from Court House square (J-K Streets) to Market Square (O-N, later Government Square), apparently to increase access to the commercial lots without sacrificing any commercial frontage. This intact, stone-paved alley preserves both the special configuration and a unique paving material of gray sandstone blocks.

#### **Map #3 Harris Overpass (Non-contributing Structure)**

*The first O St. viaduct over the rail yards on the west edge of Downtown Lincoln was an iron structure built in the 1890s, springing from 8<sup>th</sup> Street on the east and continuing about 2000 feet west. The first Harris Overpass replaced the original bridge in 1955 with a long pier and girder structure springing from 9<sup>th</sup> Street—one block further east. The current structure replaced the second bridge in 2008-09 in the same location and is a "non-contributing structure" to the historic character of the Haymarket District. However, its improved design features have created a cleaner, brighter under-bridge environment in the historic district. These include a*

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*ceiling on the underside from 7th Street east (successfully preventing pigeon roosting), piers located to allow vehicular movement in the center of the street and parking along the curbs of the wide sidewalk, and better lighting.*



O St., 747 O at left, ca. 1900

**Map #4 725 O St. (Noncontributing Building)**

*The cabin of early settler Jacob Dawson stood on this site by 1864, serving as the location of the first court held in Lancaster County and of the community's earliest post office. Dawson's cabin was replaced in 1884 with the three-story hotel, first called the St. Charles and later Western Hotel. It lost its top two stories (and its contributing status) in 1981, but in rebuilding the first floor façade, two original cast-iron piers were retained in its storefront, one of which is trademarked "Seaton & Lea, Lincoln, Neb." That Kansas-based ironworks operated a Lincoln branch at 8<sup>th</sup> & Q Streets (see Map #41, 301 N. 8<sup>th</sup> St.) in the early 1880s which probably produced the many "Seaton & Lea, Atchison Kan." cast-iron pieces found on Haymarket's early buildings, but this is the only known Seaton & Lea piece in Lincoln cast with this community's name.*

**Map #5 735 O St. (Contributing Building)**

The former **Occidental Saloon** is a diminutive building measuring just 16 feet wide at the storefront by 112 feet deep. Built ca. 1891, it originally was the saloon associated with the St. Charles Hotel, adjacent to the west. It is notable for its ornate Victorian façade imitating cast-iron storefronts but formed largely of wood and pressed metal, with a bold cornice decorated with brackets and large rosettes. The small retail shop was an early renovation project in the area in 1981.

**Map #6 747 O St. (Contributing Building)**

**Hargreaves Bros. Wholesale Grocers** built their three-story, brick and timber warehouse in 1884, with a cast-iron storefront (marked "Seaton & Lea"), large windows, and rich brickwork and pressed metal cornice on the north, principal façade towards O Street. The storefront remarkably retains original wood muntins with chamfered carving in four of the six storefront

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bays. The windows of the east façade are mostly much smaller and set high in recessed blind windows in the brickwork.

The building suffered a fire in 1905 that destroyed the roof and severely damaged the third story. The building was repaired and extended with a fourth story. The cornice was not replaced but the arched brickwork formerly above the 3<sup>rd</sup> floor windows was reinstalled or replicated above the new, fourth floor top windows.

Schwarz Paper Co. acquired the building in 1917 and still occupies it in 2013. The plank-floored dock along the east front and canopy over it were added during Schwarz's tenure in the 1950s, replacing earlier, smaller docks. The single story addition on the south side is of the same mid-20<sup>th</sup> century vintage.



*S. on 8<sup>th</sup> St. at O, ca 1950*

**Map #7 801 O St. (Contributing Building)**

**Raymond Brothers Grocery Warehouse** of 1885 and the Hargreaves Warehouse on the opposite side of 8<sup>th</sup> Street form the south gateposts of the Haymarket District. The four-story brick and timber warehouse retains its Seaton & Lea cast-iron storefront and additional cast-iron piers and lintels in the upper story windows. The unusually ornate façade also has terra cotta tiles between the second and third floor windows, wrought iron trim above the third floor windows, and multi-colored pressed brickwork. Other rare surviving details include the pressed metal cornice above a horizontal line of rosettes, the old painted wall sign high on the west wall and herringbone-pattern freight doors in arched west doorways. The 8<sup>th</sup> street façade has of one bay of the O Street vocabulary before continuing the façade of common brick and regularly spaced, large arched windows. The building originally housed the Raymond Brothers Wholesale Grocery, but now is used for warehouse space of a plumbing supply company. Overall, this warehouse is in fair to poor condition, while retaining the highest degree of integrity of the 19<sup>th</sup> century warehouses in Haymarket.

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**Map #8 815 O St. (Contributing Building)**

**Pepperberg Segar Factory** is a rather plain brick building that replaced an earlier, four-story structure with an ornate cast-iron façade that housed Lincoln Paint and Color Co., which apparently was lost to a fire. Julius Pepperberg, who had operated his business in Plattsmouth, constructed his cigar factory in 1908 from designs by his college-student son Roy V. Pepperberg, with a storefront below and two upper floors with very large windows, below a cast-stone cornice with egg and dart molding. The major renovation in 1996 removed a wood-shingled mansard “roof” covering the transom level of the storefront and restored the rhythm of the earlier fenestration with a simple storefront below ample upper windows. The building has recently housed offices and apartments on the upper floors, and a succession of bars on the ground floor.

**Map #9 819 O St. (Contributing Building)**

This small, two-story commercial structure has occupied the site since 1895, originally as the establishment of **F. E. Campbell Produce Co.** The brick façade reads as a single bay with pilasters at the corners. The ground floor storefront is spanned by a cast-iron beam; at the right (west) side is a second entrance for the stairs to the second floor. There are pressed metal simplified capitals on the pilasters atop the first floor level. The second floor has four evenly spaced arched openings, topped with a pressed metal entablature with fleurs-de-lis on the corner blocks and a corbelled cornice. The building was renovated in 1990 originally to house an antique shop and upper floor residence, but recently received a new storefront and houses a law firm with residential above.

**Map #10 and #11 700-720 O St. (Two Contributing Buildings)**

**Proudfit Company Buildings** are two single-story warehouses located at 700 O and 720 O Street, where Stewart Chute and Co and a succession of other owners operated lumberyards since the 1880's. The west building located at 700 O Street is brick construction with seven bays on the O Street façade, a loading dock and has decorative brickwork in the upper portion and parapet. The east side has one loading door on the alley, while the north had (and lost) a loading dock that probably was served by a rail spur. The building housed a restaurant and a long-established used bookstore. The former closed and the latter relocated two blocks away and the building has stood vacant for several years.

The building located at 720 O Street is also a one-story brick warehouse. Its interior is divided into four 25-foot bays by bearing wall construction and has an articulated brick cornice, with a basket-weave pattern. Renovation into office space, done in 2003, added a ramp and dock across the west part of the south front for access to office entrances. The east part of the façade has a garage door accessing a ramp to basement parking, and a very large opening at the east end in-filled with glazing as the face of another office space.

In recent years this pair of buildings on the north side of O Street was considered for demolition for a site for a public parking garage. With advocacy by the Historic Preservation Commission, the siting was reconsidered and “Lumberworks Garage” is now nearing completion directly across O Street on a site most recently used as a surface parking lot and 7<sup>th</sup> Street right-of-way.

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*Map #12* **105 N. 8<sup>th</sup> St. (Contributing Building)**

**Grainger Brothers Grocery Warehouse** was built in 1912 of reinforced concrete structure, clad in buff-colored brick on the street façades and common brick west and north. Designed by Lincoln architect F. C. Fiske, in Commercial Style and materials it closely resembles his 1906 warehouse at 733-737 P Street for the same company. The design of the principal facades of 105 N. 8<sup>th</sup> St. is closely related to 733-737 P St. but this building uses a wider, three window bay as its basic unit. The ground floor has two large truck doors on the south façade and a long, canopy-covered loading dock on 8<sup>th</sup> Street. Topping that base, a cast-stone cornice serves as a stringcourse between ground and second floors. Above the cornice, the 2<sup>nd</sup> through 4<sup>th</sup> floor window openings are recessed in three-window groupings, separated by wider piers. At the fourth floor lintel level, the narrower piers within each triple group corbel out to the main wall plane, capping those piers as a suggestion of pilasters. Another stringcourse of sawtooth brickwork and a cast-stone band sits at the sill level of the fifth floor, where narrow windows are grouped in fours within each bay. The street facades are topped with a subtly corbelled cornice. Above the pilasters that read as continuous shafts to the lintel-level of the 4<sup>th</sup> floor windows. A horizontal band of corbelled brick and stone forms the 5<sup>th</sup> floor window sill, above which is a projecting brick cornice and parapet.

Renovation of this building into apartments for low and moderate income residents, with first floor offices and retail spaces, was done in 1991 as a certified historic rehabilitation. An access ramp was provided at the north end of the loading dock, which received a guard rail. The damaged canopy was repaired and glass skylights were introduced above the entrances. Center pivot windows were replaced with awning (top-pivot) units providing adequate egress for residential fire-safety. Accordion-type metal roll-up doors for the south truck docks were fixed open in place, with large single-pane glazing in those openings. The renovation retained a historic sign of the original occupants on the south façade. A remnant cast-iron and brick pier of the Buckstaff Bros. Building of the 1890s, demolished in the 1970s, is incorporated into the southwest corner of the Grainger Building,

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*At left, 1887 view of south façade, Buckstaff Bldg, at right detail of 105 S. 8<sup>th</sup>*



*East side of 8<sup>th</sup>, towards O St., ca.1950*

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*Map #13* **100 N 8<sup>th</sup> St. (Contributing Building)**

The small two-story utilitarian **Armour Building** was built in 1911 for Armour and Company meat packers. Fine materials were used, such as the tooled limestone trim and pressed brick on the street facades. The O St. (south) façade features a limestone doorway with stone steps at the east end, and a generally regular pattern of rectangular windows. Above the second floor windows, a corbelled brick cornice in a solid/void pattern is topped by a stone band and a brick and tile parapet. The 8<sup>th</sup> street façade has the same basic organization but the windows are very irregularly placed. The parapet extends up near the center as the face of an elevator penthouse, with a chimney extending even higher. A loading dock extends the length of the west façade, with a canopy supported by openwork steel trusses. The dock has stairs at the south end and a ramp to the north. This building saw its renovation in 1993 and currently houses a bar, a photographic gallery, and offices above.



*North on 8<sup>th</sup> from O St., ca 1980*

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North on 8<sup>th</sup> from 100 N. 8<sup>th</sup> dock, 2013.

*Map #14*

**801 P St. (Contributing Building)**

**Lincoln Drug Company Building** was constructed in 1905 as four-story warehouse with brick bearing walls and a timber interior structure. A fifth story was added in 1919. Architect Ferdinand Fiske used windowless corners and three-story tall piers to lend a blocky massiveness to the design, while alternating wide and narrow piers between the window bays to give variety to the street façade. The building was renovated (as a certified historic rehabilitation) in 1991 for office, reception, and retail use, renamed the **Apothecary Building**. The west dock was rebuilt at that time to provide access by ramp at the north end and stairs at the south end and in the center, under a flat-roofed canopy with a central glass gable. The dock also provides a ramp and stairs down to basement-level shops.

*Map #15*

**809 P St. (Contributing Building)**

The **Ridnour Building** of 1925 was one of the last factory-warehouses built during the district's principal period of development, for a company that was a manufacturer of work clothes and a wholesaler of dry goods. The original structure was of reinforced concrete and followed the common pattern of an ornamented front and factory-plain sides. The facade has relief-carved (or cast) panels between the stories at either end of the north façade and the similarly carved capitals topping the piers, of a curvilinear, vaguely Mayan pattern. This building was renovated into commercial and reception space in 1991.

*Map #16*

**826 P St. (Contributing Building)**

**Lincoln Fixture and Supply Co. Building** is a three-story-plus-mezzanine, concrete-framed structure with brick veneer and infill. It was built in 1922 from designs by Fiske & Meginnis for

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a plumbing supply company. The ground floor storefront has an entrance to the east and has been altered with addition of a second entrance on the west end. The original canopy has a decorated metal face and is supported by tie rods anchors in metal ovals above the transom level. The upper floors of the façade are classically detailed in five bays with round-arch windows topping each bay on the third floor, with keystones and stone medallions, topped by a cast-stone architrave, frieze, projecting cornice and balustrade, all executed in cast stone. The building has received a progression of renovations, including new windows in the original openings of the south façade, and new openings in the unadorned west façade. The structure now accommodates offices on the upper stories and a restaurant on the ground floor and serves as the highly visible east gateway to Haymarket on the important P St. corridor.

*Map #17*

**824 P St. (Contributing Building)**

Constructed in 1915, this small storefront has simple patterns in the brickwork above the storefront is topped by a stone-coped parapet with raised center section. This building began as a factory for the Economy Clothing Company, became the home of Magnum Chemical and now is the Haymarket Bodega, a small convenience store. It was rehabilitated in 1984 as part of the pioneering Haymarket Square, a multi-building redevelopment. 824 P St. forms the east wall of the project's courtyard space, a former light-well that gained access to the street when a small building between 824 and 816 was removed in the mid-20<sup>th</sup> century.

*Map #18*

**816 P St. (NRHP listed 1980)**

The two-story brick **Veith Building** was constructed in 1884 as a grocery store, with the proprietor's living quarters above. The Veith Building was individually listed on the NRHP in 1980 as Lincoln's best example of late Victorian Commercial architecture, especially in a small storefront on a traditional 25-foot-commercial lot. It retains an abundance of architectural metalwork, including the cast iron storefront and second floor window lintels, pressed metal cornice, and wrought iron cresting, rivaling the Raymond Brothers Warehouse (801 O St.) for integrity of early fabric, but far outstripping the warehouse in overall condition. The cornice features a frieze with a leaf like decoration and is topped with four finials. The storefront columns are cast with the nameplate of Lincoln's own iron-foundry, Seaton & Lea. This building was also part of the 1984 Haymarket Square renovations and is now commercial space.

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*North side, 800 block of P St., ca. 1928*



*North side P Street, 2013.*

*Map #19*

**808 P St. (Contributing Building)**

The four story brick **Harpham Building** was constructed in 1903 with three-story tall pilasters framing the upper floors, a restrained copper cornice, and nicely detailed main entrance. The brown-brick P Street façade is one of the most dignified in the district, as well as retaining a

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decorated wrought iron fire escape. Harpham Building is the anchor of the 1984 Haymarket Square project, a certified historic rehabilitation which included addition of windows on the secondary east façade, and a major entrance off the courtyard. The building was constructed for a saddle and tack factory and warehouse. It now accommodates a restaurant on the first floor and offices above. Attached to the main building at the east rear is the Harpham Brothers horse collar factory, a wing added in 1912, now also used as office space.

*Map #20*

**800 P St. (Contributing Building)**

The **Stacy Brothers Fruit Co.** building was constructed in 1912 and is a good example of the handsome simplicity and good state of integrity in the district. Another F. C. Fiske warehouse, the reinforced concrete construction is faced with pressed brick on the street facades and highlighted with restrained, cast-stone decoration. Stepped parapets on both street facades gives the building a lively outline against the sky. Originally used for a wholesale grocery operation, the building was renovated in 1986 as a certified historic rehabilitation for retail and office use, including the district's inaugural coffee house, The Mill. The covered loading dock on the west side provides a popular outdoor seating area.



*Clarke Building, NW corner 8<sup>th</sup> & P Sts., 1889*

*Map #21* **201 N 8<sup>th</sup> St. (Contributing Building)**

The original Clarke Building on the northwest corner of 8<sup>th</sup> and P Sts. was an ornate Victorian commercial palace constructed in 1887, with stone-trimmed first floor, varied windows, and decorated cornice. In 1895, the northern two thirds of the Clarke Building burned to the ground. In 1906, a three-story factory, designed by Alfred W Woods, was built onto the four-story

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remnant for the **Gillen and Boney Candy Company**. In 1919 Gillen and Boney added a fourth floor to the 1906 factory. By 1911, the Clarke Building portion was remodeled by F. C. Fiske to integrate it with the newer additions. He retained some of the first-floor stonework including the richly textured stone piers and the stone foundation along "P" Street, but otherwise matched the simpler new building. An old rail spur entrance can be seen on "P" Street where the wide, recessed entrance is located. The Lincoln-based candy company was purchased by Russell Stover in 1942 in response to sugar rationing during WWII. Russell Stover established a major production center in this and adjacent Haymarket buildings, until leaving the district in 1979.

This building was one of the first to be renovated in 1982 into office and retail use, designed by Alfieri, Sinclair and Hille, who located their offices in the former rail-spur space. The locally designated Haymarket Landmark District was federally certified in 1983, providing access to federal income tax credits for certified historic rehabilitation projects such as this one.

#### **Map #22 710 P St. (Non-contributing Building)**

*This building was originally constructed around 1886 for Christopher Tiernan as a two-story, 25-foot-wide storefront, very similar in appearance to the Veith Building at 816 P Street with a cast-iron storefront, brick upper story, and high cornice. The outline of that building can still be seen on the adjacent structures. In 1950 the Yellow Cab Company began using the Tiernan Building as a garage, accessed from 7<sup>th</sup> Street, and 1956 had removed the upper story and the storefront, replacing it with a brick wall. When subsequent owners Lou & Gale Shields considered creating a more inviting façade, a cast-iron storefront at 1020 P Street of similar date and dimensions was slated for demolition. In 1989 the 1020 windows, cast-iron elements, and cornice were salvaged and reused to infill the missing façade of 710 P Street. The façade replicates neither the original 710 P St. nor the demolished 1020 P St., and given its recent date of construction it is not part of the historic fabric of Haymarket, but the effort effectively bridges a "missing tooth" in the streetscape. The refurbished building was the **original home of Lazlo's Restaurant**, Nebraska's inaugural brew-pub in 1991. The restaurant outgrew that space and now fills two adjacent buildings.*

#### **Map #23**

#### **700 P St. (Contributing Building)**

An early settler's cottonwood-timber house stood on this site from 1867 to 1915. Due to its proximity to the railroad depot, the house became a hotel in 1871, operating under the names Midland Pacific, National, and Mooney's. John **Bennett's** new three-story brick **hotel** cost about \$20,000 to build in 1915, including a restaurant on the ground floor and thirty small guest rooms above. The architect of record was John G. Corder. The building is divided into three bays by pilasters on the (west) while the long (south) façade is divided into two. The pilasters begin just above ground floor and rise to a corbelled brick entablature where they are terminated by concrete capitals. Between these capitals a frieze of basket-weave brickwork is present. Above this, a stone cornice and brick parapet top the building. The ground floor has been altered with wood paneling, ceramic tile and glass, but features a wide marquee with an ornate, pressed metal fascia. The marquee is suspended from the building and turns the corner. This building was part of a major renovation campaign that took place in 1984 and was converted into a collection of retail shops. Eventually, it was absorbed into the adjacent popular restaurant. Lazlo's opened next door (east) in 1991 as Nebraska's first brew-pub and operates here still today.

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**Map #24 747 P Salvation Army Building (Contributing Building)**

Bill Schlaebitz of Clark & Enerson architectural partnership designed the structure at the southwest corner of 8<sup>th</sup> and "P" Streets in 1966, which was built for the Salvation Army at an estimated cost of \$634,000. It is very similar in size and scale to the 1885 hotel/warehouse it replaced. It derives certain details from the 1906 Grainger warehouse to the west, such as the buff brick, pier-separated bays, and the flared bottoms and caps of the projecting piers. The cornice relates more closely to the 1912 Grainger warehouse to the south.

The building originally housed a thrift store in the basement and first floor, and an alcoholism rehabilitation facility above. It has been renovated over several years, beginning in 2004, as retail space on the first floor and offices above.

**Map #25 South wing of 151 N. 8<sup>th</sup> St. (Contributing Building)**

The Tremont House hotel on the corner of 8<sup>th</sup> and P Streets had a livery stable wing, attached to the south, adjacent the alley. When Grainger Bros. converted the hotel into their offices and original grocery warehouse, the livery stable became their "banana room." In 1936 a gas explosion destroyed the south portion of the building—the former livery stable wing. Davis and Wilson designed the replacement **Grainger Annex**, drawing on the buff brick of the adjacent 1912 warehouse but otherwise generally following a simplified International Style vocabulary. It became part of Salvation Army's facilities on this corner and then benefitted by the early 21<sup>st</sup> century renovations.

**Map #26 737 P St. (Contributing Building)**

This building is the oldest remaining portion of the **Grainger Brothers** complex, originally serving Lincoln's largest early wholesale grocers, who had a major presence in Haymarket. Their companies occupied the whole west side of 8<sup>th</sup> Street from O to P Streets. In 1906 the Graingers employed Fiske & Dieman to design this five-story, buff brick warehouse at 733-737 "P" Street. Built at a cost of approximately \$40,000, it includes finely carved address stones above the first floor piers. On the middle floors the window bays are recessed, forming simple piers of the principal wall plane, while the top floor caps the facade with smaller, deeply recessed individual windows. It is a simple but sophisticated design. The Salvation Army used the building until its renovation in 2004, turning the upper floors into residential use. It now has offices above a ground floor restaurant (installed in 2013).

**Map #27 725 P St. (Finnegan's Pub, etc.—Non-contributing Building)**

*The north portion of this area formerly provided garage space for the adjacent Salvation Army complex, while the rear (south) portion had two stories of warehouse space, probably built ca. 1920. The north area has recently been infilled with storefronts, while the rear warehouse has gained added stories of office space, constructed in 2012-13.*

**Map #28 719 P St. (Contributing Building)**

The **Woods Brothers Companies Building** was designed by A. W. Woods in 1914 and built for an estimated \$8,600. It was unusual in the district as a purpose-built office building, housing the assortment of real estate, construction, and horse importing businesses of the entrepreneurial Woods Bros. They relocated just four years later to the heart of Lincoln's financial district near

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13<sup>th</sup> and O Streets and the J. C. Ridnour Co. purchased the property for more typical warehouse and factory use. In 1918 Ridnour added another 67 feet to the south end, doubling its size. The north portion has a wooden interior structure while the south addition is reinforced concrete. The brick façade is subtly ornamented with complex brickwork patterns, highlighted with stone accents. The 1987 redevelopment of the building by artist Ann Burkholder as the "**Burkholder Project**" installed studios, galleries, and apartments—an art colony in a building—with some of the works displayed on the exterior as signs and alley enrichments.

**Map #29 Brick Alley south of P Street, near 7<sup>th</sup> (Contributing Structure)**

The north half of the alley between O and P Street (between Map #s 28 and 29) is paved in brick, a remnant of the early 20<sup>th</sup> century treatment of Lincoln streets and downtown alleys.



*701 P St., ca. 1900, Beatrice Creamery Co.*

**Map #30 701 P St., Beatrice Creamery (Contributing Building)**

Beatrice Creamery Company incorporated in Lincoln in 1898 and located in the Fitzgerald Block on this site for just a few months before the building was destroyed by fire. The young company quickly rebuilt, first two stories in 1900 and two more in 1904—a very early example of a common Haymarket occurrence. A Lincoln newspaper described the building as "one of the handsomest factories" in the city, featuring "granite colored hydraulic pressed brick"—now painted. The building's location is one of the most prominent in the district, at the southern end of the wide portion of 7<sup>th</sup> Street that serves as a forecourt to Burlington Depot.

By the time Haymarket's revitalization efforts began in the 1980s, this building was extremely deteriorated and at risk of demolition. A fifteen-year renovation project, beginning in 1990, by a succession of owners rescued this important Haymarket structure which now provides commercial space for a variety of retail and eating establishments, along with offices and residences on the upper floors.

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*Map #31* **201 N. 7th St., (Contributing Building)**

Lincoln's railroad era began in 1870, when the Burlington & Missouri River Railroad became the first line to enter the new capital. Burlington's first station was a small wooden structure located a few blocks northwest of the present depot. The second station, a handsome Victorian Gothic structure of brick and stone, was built on the 7<sup>th</sup> and P St. site in 1880-81 and replaced in 1927 with the current, Neo-classical Revival style depot. The 1927 **Burlington Depot** (now Lincoln Station) is one of the few Haymarket buildings designed with equal attention to all four facades, for which credit must be given to W. T. Krausch, who signed the original blueprints as Burlington's "Engineer of Buildings." The east side, with its glass and cast iron canopies and limestone engaged Doric colonnade, is the primary façade. The west side is simpler but similarly dignified, befitting the rail passenger's gateway to the city. The stone trim is restricted on the west face to the corner quoins and the cornice, while brick pilasters take the place of the east's stone columns. The Station was built by Omaha-based Peter Kiewit and Sons, now a worldwide construction firm. Inside, the central, two-story waiting room retains its trim of marble, terra cotta, and plaster. Over the years, both passenger rail travel and the condition of the depot declined, until its renovation in 1988. It now houses offices, a restaurant, shops including a large antique store, and the Great Hall function space in the former waiting room.

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*View of Burlington rail yard and Depot from O St. viaduct, ca. 1930*

**Map #32 Lincoln Station Canopies (Contributing structure)**

Lincoln's Burlington Depot of 1927 offered covered platforms adjacent the building (Track 1) and between Tracks 2 and 3, with the latter accessed by a "Subway" or underground corridor accessed by stairs and a ramp in the station, and stairs up to the outer platform. (At one time the tunnel continued out to a smaller platform between Tracks 4 and 5, but that platform apparently never was canopy-covered. The inner platform is covered by a canopy attached to the west wall of the station and extending north and south with freestanding supports, covering approximately 300 feet from P to Q Streets. That canopy can best be regarded as an architectural appurtenance of the building. However, the freestanding canopy which stood between Tracks 3 and 4 is a related but separate structure, once stretching approximately 1300 feet from O St. to north of R Street.

That canopy, installed in 1927, included supports from an earlier canopy south of the 1880 Burlington Depot, which was dismantled in 1927 and reused in the new construction. Documents for that construction clearly depict the 1905 style of "Old Posts" and the "New Posts" of 1927. As installed in 1927, approximately 800 feet of canopy, beginning at O St. on the south, were supported by New Posts and 500 feet on the north used relocated Old Posts. In 2012-13, the canopy was again dismantled to remove lead-based paint and to construct a new concrete sidewalk matching the concrete platform's 12-foot width. Reinstalled in the original alignment, the canopy now extends 700 feet from O St. to Q St., where it separates to extend the east-west Q St. right-of-way, then continues 300 feet to R Street.

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**Map #33 CB&Q Locomotive 710 at Iron Horse Park (NRHP listed 1997)**

Chicago, Burlington, & Quincy Steam Locomotive 710 and its tender were built in Burlington Railroad's Havelock Shops in 1901. It is the best preserved locomotive extant from the Havelock Shops. Locomotive 710 was first used as a mainline high-speed passenger train for Burlington & Missouri River Railroad, which in 1904 merged with C.B. & Q. As steam power technology increased, locomotives were required to go faster and pull heavier loads. Locomotive 710 was not built for this kind of use, and in 1928 the locomotive was overhauled and modified to become a branch line and freight service train. Branch line trains traveled at lower speeds and carried heavier loads and therefore used smaller drive wheels. After the modifications in 1928, Locomotive 710 increased its tractive force by 12 percent. 710 operated as a branch line locomotive through the early 1950s.

In December 1954, locomotive 710 was shopped for refurbishing, and in 1955 was donated to the City of Lincoln. The locomotive was displayed at Pioneers Park until 1991 when repairs were made and it was relocated to Track 1 at Iron Horse Park. Track 1 is original B&M railroad track adjacent to the 1927 Burlington Depot. The cosmetic repairs to locomotive 710 in 1991 were the removal of the asbestos boiler lagging to decrease corrosion, and the addition of a steel and glass door to the rear cab to preserve the gauges and other furnishings inside the cab. Since 1928, Locomotive 710 still retains its basic appearance.

Locomotive 710 is displayed on the west side of Bill Harris Iron Horse Park north of Lincoln Station. The mini-park was dedicated on October 14, 1992. The park features a carved brick mural on the north wall of the train station, created by Jay Tschetter, a fountain in the form of a track-side water tower, and a locomotive jungle gym.

**Map #34 and #35 300 and 350 Canopy Street (Non-contributing Buildings)**

*"The Railyard" is a complex of two buildings completed in 2013 on the block bounded by N. 7<sup>th</sup> and Canopy Streets, Q and R Streets. Together the two- and three-story structures encircle three sides of an open space oriented to the west, facing the northernmost portion of the historic Burlington Railroad canopy. The Railyard buildings have more traditional appearance and brick-cladding on the south and east sides towards Haymarket's historic buildings, and a more contemporary appearance and a mix of masonry and metal cladding towards the west and the north, adjacent to the Pinnacle Bank Arena (which also opened in 2013). A large, computerized digital display called "The Cube" faces north and west at the south end of the Railyard's open space.*

**Map #36 Brick-paved North 7<sup>th</sup> St., P-Q Sts. (Contributing Structure)**

The City of Lincoln maintains the early 20<sup>th</sup> century brick street adjacent Lincoln Station to maintain the historic character of the heart of Haymarket. This is also the very popular location of Lincoln's Farmers Market, now in its third decade.

**Map #37 222 N 7<sup>th</sup> St. (Contributing Building)**

This building was originally divided into a shop in the north half and a cafe to the south, sharing a marquee. The ground level is divided into two bays by a center pier above which the cornice and parapet are the primary decorative devices. The brickwork is set in varying planes while the parapet has a concrete cap that is higher at the center. From the mid-1940s until the '70s, a **Yellow Cab** garage operated in this building. The north addition of 1949 resulted in substantial

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changes to the interior and storefronts. The damaged building was rehabilitated and returned to retail uses in 1986, serving first as an antique mall, then as a part of the expanded Lazlo's restaurant.

**Map #38 230 N 7<sup>th</sup> St. (Contributing Building)**

This structure is another of the small hotels that formerly lined N. 7<sup>th</sup> Street facing the Depot. The hotel's building permit of 1916 identifies the owners as the Tiernan Brothers and their architect as Alfred W. Woods. He designed a simple but handsome stone-trimmed facade and very plain side walls, in the manner of many Haymarket buildings. The "1869" date stone centered high on the front wall presumably had meaning to the Tiernans, but it is something of a mystery today. In the mid-20<sup>th</sup> century this was one of the many buildings of Russell Stover Company's Haymarket complex. Still later it was an early rehabilitation project in Haymarket, adapted as a retail first floor (in former café space) and a residence above, where the lodging rooms had been. Bob Carpenter was the architect for the rehabilitation.

**Map #39 729 Q St. (Contributing Building)**

This two-story building's location was once just a spur track next to the neighboring Lau Building (247 N 8<sup>th</sup>) prior to 1906 when this enclosed annex was constructed as the **H.P. Lau Coffee and Spice Annex**. Large metal roll-up doors were used for rail cars to drive into the annex for unloading products to the main Lau Building and its annex which was built for roasting and packaging Lau's own "Milady" brand of coffee. The annex has a three bay north façade with windows grouped in twos. The red brick is corbelled at the top into a small projecting cornice. In more recent times, the building was used for manufacturing and storing Russell Stover candies from the late 1940s to 1979. Today, it is part of Empyrean Brewing Co., an outgrowth of Lazlo's brew pub.

**Map #40 247 N 8<sup>th</sup> St. (Contributing Building)**

**H.P. Lau Co.**, headed by Fredericke Lau, widow of Hans P. Lau, constructed this three-story, 48,000 square foot wholesale grocery warehouse in 1904. The building was designed by Cox and Schoentgen of Council Bluffs, Iowa, and is noteworthy for the dark red terra cotta trim of the lower stories and subtle corbelling out of the brickwork at the top of the walls to form the cornice. The 8<sup>th</sup> street façade is characterized by three bays of vertical band windows. The half-height top windows give the appearance of a 1.5-height third story, rather than four complete floors. This building was converted into first floor restaurants and upper floor office space in the 1990s.

**Map #41 700 Q (Non-contributing Building)**

*The office building located on this site was designed by Sinclair Hille to complement the former Capitol Bedding Building that was just north of this site. The curved roof and abundance of windows were characteristic of the former building, and also a design inspiration for the later construction of The Option lofts at 7<sup>th</sup> and "R" Streets. The building was completed in 2000 and is the third Haymarket home of Sinclair Hille Architects.*

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*North side of Q St., 700 block, ca. 1985 (left) and 1996 (right)*

**Map #42 728 Q St. (Contributing Building)**

This modest building, which was constructed in 1909 at a cost of \$8,000 by Charles J Gerstenberger, supplemented the Carter Transfer & Storage complex on 8<sup>th</sup> Street. Its later use by **Lincoln Hide & Fur Co.** was recalled by the remnants of a painted wall sign on the south front of the building, which has been adapted and repainted as the building's name. Its renovation in 1993 included a concrete stairs and ramp on the sidewalk in front and larger windows in the main south façade, which originally had only a truck-level loading door and small, irregular windows. Windows added on the west side, facing a gravel parking lot, were closed up again in 2000 with the construction of the abutting office of Sinclair Hille Architects.



*View of NW corner of 8<sup>th</sup> & Q Streets, ca. 1906-10*

**Map #43 301 N 8<sup>th</sup> St. (Contributing Building)**

**Seaton and Lea Ironworks** of Atchison and Topeka, Kansas established a Lincoln branch in 1881. Their quarter-block of buildings originally included a single-story foundry, ovens and shed to the north as well as this three-story machine and pattern shop on the corner. Now the oldest extant building in the Haymarket District, it displays cast-iron windowsills on the lower stories of the 8<sup>th</sup> Street front, and ornate iron lintels above the two east, first-floor windows. Herringbone-pattern wooden freight doors survive on the second and third floors, with large fixed pane glazing in their openings. Above the third floor is a corbelled brick cornice. This building saw its first renovation in 1989 and a succession of restaurants occupied the space. "La Paloma" restaurant added a caboose west of the building in a former rail-spur for more seating. Very substantial work was carried out in 2013 to remedy deferred maintenance of the exterior brickwork. Docks (for access and outdoor dining) were added at the east and south street facades, carefully designed and built to be self-supporting and separate from the soft brick walls. The building's main sign for "Leadbelly's" restaurant is similarly freestanding.

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*Huber Manufacturing, 801 Q, ca. 1905*

**Map #44 801 Q St. (Contributing Building)**

This two-story brick bearing wall factory was built in 1901 for **Huber Manufacturing Co.** and is Haymarket's most substantial reminder of the farm implement industry. The north, main façade is without ornament but is executed in a finer quality of brick than the rest of the building. The Q Street façade is treated as three bays, with three separate openings in each of the ground-floor bays, include a center entrance, and three double windows in each upper story bay. All of the window sills are of cast-stone. A concrete nameplate at the top center of the façade contains the words "1901, Huber." There are also long bands of faded painted wall signs on both the north and west facades, from both the original Huber Co. and its successor, the Port Huron Company. The west side has eight bays on the upper story and more irregular fenestration on the first floor, including wide, square doorways. This building has gone through several renovations, with the most extensive begun in 1998, adding a canopy over the west loading dock. It now houses retail on the first floor and the Haymarket Theater on the second, where glass blocks still infill the windows.

**Map #45 803 Q St. (Non-contributing Building)**

*This site stood vacant except for a small building at the south end of the parcel, until in the 1980's a faux façade was constructed on the west half to enclose a beer garden for the building to the rear. By 2006, it was remodeled for a restaurant by adding a roof and reconstructing the façade with two entries, one for the restaurant on the east and the second for the theatre on the upper floor of 801 Q St.*

**Map #46 815 Q St. (Non-contributing Building)**

*This warehouse is a one-story brick, rectangular, flat roof, seven-bay structure. The shaped parapet conceals machinery on the roof. There is one large window with twelve panes of glass and four sets of double windows with twelve panes each. There is a loading door at the northwest corner and the west wall is constructed of concrete blocks, with the north made of brick. The location originally housed Lincoln Cornice Works and now is used as a parking garage.*

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*View S. on Q, c. 1920*

**Map #47 818 Q St. (Contributing Building)**

Woods and Corder designed the beginnings of this building as a two-story warehouse in 1907. Their drawings detailed a reinforced concrete structural system, the first built in Haymarket and perhaps the earliest constructed in Lincoln. In 1915, the building was redesigned by C.H. Larsen, who added a third floor for **Star Van Lines**. Through most of the 20<sup>th</sup> century, the building was part of the Henkle & Joyce Hardware Co. complex. The building's south, principal façade of pressed brick has cast-stone window sills, entablature, and coping above the parapet. The other facades are of common brick, infilling the concrete frame. The building is currently under renovation as part of the Toolhouse redevelopment project.



*800 Q St., ca. 1928*

**Map #48 800 Q St. (Contributing Building)**

Jones, Douglas & Co., a cracker bakery, built this three story brick and timber structure around 1887, with the characteristic richer ornamentation of Haymarket's 19<sup>th</sup> century buildings. The ornamentation of the building is concentrated at the southwest corner, where pilaster strips set off the corner bays as a stubby tower with an arched and corbelled brickwork cornice. The

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foundation is made of stone and the red brick bearing walls are laid in 6:1 common bond. A recess in the west face of the corner pilaster bears remnants of a vertical, painted sign that read "HARDWARE" for the **Henkle and Joyce Hardware Company** that occupied the structure after 1905. As that sign has weathered, it has recently become apparent that it read "CRACKERS" underneath.

The building retains the essential characteristics of its historic appearance but the currently undergoing redevelopment. The additional of residences on the upper floors is welcome in the revitalization of the area. A deteriorated north addition was removed and is being reconstructed. A new bay of windows is being introduced on the west side. More challenging to the historic character of the buildings will be the addition of residential stories above the original structures, set-back from the street facades.

**Map #49 311 N 8<sup>th</sup> St. (Contributing Building)**

Built in 1916 on part of the Seaton and Lea Foundry site, **Carter (later Sullivan) Transfer Warehouse** this is a strongly built, five-story warehouse. Fiske & Meginnis designed the rectangular, brick-clad structure with a flat roof, gabled parapets on the main façade, and a corbelled brick facade. It is constructed with reinforced concrete to carry the heavy loads of a moving and storage operation. The low, first floor loading dock is fully sheltered by a canopy, a common feature along 8<sup>th</sup> St. The dock has been cut to provide a staircase access to a basement bar and restaurant. Renovations adapting the building for commercial space on the ground floor and apartments above were carried out in 1994.

**Map #50 321 N. 8<sup>th</sup> St. (Non-contributing Building).**

*This single-story building on part of the Seaton & Lea Ironworks site was constructed in 1957 by Carter Storage Company. It has a continuous dock with the Carter/Sullivan Warehouse to the south, and a single doorway in the stuccoed 8<sup>th</sup> St. façade.*



1923 view of 335 N. 8<sup>th</sup> St.

**Map #51 335 N 8<sup>th</sup> St. (Contributing Building)**

This six-story warehouse was erected in two building campaigns. The first three floors and the wide loading docks were completed in 1920 for Lincoln Hide and Fur Company, designed by Jesse B. Miller. The warehouse employs an exposed, reinforced concrete structure, in-filled with brick and large windows. The projecting vertical piers are topped with stylized "Moderne" capitals. In 1927, the Hardy Furniture Company acquired the warehouse and added the top three

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floors, designed by Davis & Wilson. The upper floors originally had smaller windows but they were enlarged in 1944, during Western Electric's use of the building as a WWII-era factory. The only ornament of the Hardy Building addition is a corbelled brick cornice. Once among the most dilapidated buildings in the area, a 1987 renovation by a non-profit housing corporation brought life to the building and to the district, providing offices on the first floor and 60 apartments above, as the first large housing project in Haymarket's revitalization.

**Map #52 725 R St. (Non-contributing Building)**

*Constructed in 2004, the "Option 13" townhouses with curved roofs are located in two buildings on this site, with garages access off the south alley, and via an auto-court between the two structures. Their roof forms are derived from the original 1923 building formerly on the site.*

**Map #53 801 R St. (Non-contributing Building)**

*The Hilton Garden Hotel on the southeast corner of 8<sup>th</sup> & R Streets opened in 2013. It stands on the site of a Sullivan Transfer Warehouse, built in 1904 but denatured by alterations in 1973. It was again remodeled in the 1990s before demolition in 2010. The hotel has a dock along the 8<sup>th</sup> St. sides, echoing the historic docks along that street, and is clad in dark brick.*

**Map #54 817 R St. (Contributing Building)**

**Del Ray Ballroom** was constructed in 1903 and was originally occupied by Sullivan-Schaberg Transfer Company. It is a two-story red brick warehouse with chipped-brick arches over the irregularly placed windows and a corbelled brick cornice. A large double-door opening replaced the metal garage door after renovation, and the in-filled windows were restored to double-hung glass sash in a renovation in 2001. The building accommodates a lounge, ballroom, and reception hall.

**Map #55 840-850 Q St. (Non-contributing Building)**

*The Haymarket Parking Garage was well-designed by Sinclair Hille Architects in 2002 as a key structure along the main north entryway into Downtown, and the Q St. gateway into Haymarket District. The three-story building has a southeast corner tower for stairs and elevator. It uses brick walls and punched openings on the 9<sup>th</sup> and Q corner, while the long 9<sup>th</sup> Street façade frankly expresses the concrete structure above a brick-clad first story.*

**Map #56 235 N 9<sup>th</sup> St. (Non-contributing Building)**

*This building is a one-story, flat-roofed brick structure with four bays on the 9<sup>th</sup> Street façade defined by brick pilasters. The much-altered building achieved its current appearance in 2013 through a thoughtful remodeling based on the industrial and warehouse esthetic of the district. Originally this was the site of the Arlington Hotel, completed in 1880 and operating until at least 1904. The current building was constructed sometime between 1928 and 1949 and has undergone several major remodelings and reinterpretations throughout the years.*

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*Burr & Muir Block, ca. 1930*

**Map #57 227 N 9<sup>th</sup> St. (Contributing Building)**

The three story **Burr and Muir Block** was constructed in 1888 from designs by James Tyler. Unique in the district, it displays elements of the Romanesque Revival style in its squat, carved stone capitals above the ground floor piers and the round-headed third floor windows. It is one of the very few intact examples of the substantial commercial buildings that lined 9<sup>th</sup> Street before the turn of the century. The arched decoration above those windows is metal and there are rounded bricks used at the corners of the façade. Originally, this building housed the Deputy Spangler Wholesale Hat Company and later a wholesale cigar shop. Its most significant historic use was as one of the early homes of Norden Labs, a pioneering pharmaceutical company in Lincoln. It accommodated one of the earliest “Haymarket-era” popular restaurants, Brittany’s, in the 1970s and ‘80s. Later it housed bars, galleries, and recently was renovated as offices and apartments.

When Lincoln was still the tiny town of Lancaster, on or near this site stood the stone and cottonwood cabin of early settler Captain William T. Donovan. In the attic of that house, the three Capital Commissioners met on July 29, 1867 and selected Lancaster to be the location of Nebraska’s capital city.

**Map #58 201 N 9<sup>th</sup> St. (Non-contributing Building)**

*Melichar’s Phillips 66 Station was built in 1969 at a key entry to the Haymarket District.*

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**Map #59 131 N. 9<sup>th</sup> St. (Non-contributing Building)**

*The Downtown Holiday Inn was built in 1973 as the Lincoln Hilton Hotel, on the site of the Hotel Lincoln of 1890. The guest-room tower rises 14 stories above the tall base story containing the lobby, restaurant, and meeting rooms. The second of two major exterior remodelings in the early 2000s applied "thin-brick" to the lower elements and achieved a more compatible neighborhood building. The hotel has an attached parking structure on the south.*

**Map #60 105 S. 9<sup>th</sup> St. (Non-contributing Building)**

*The 9<sup>th</sup> & O parking structure was constructed in 1949-50 for office building tenants on the east side of 9<sup>th</sup> Street, outside the period of significance of the Haymarket District.*

**Map #61 115 S. 9<sup>th</sup> St. (Contributing Building)**

Voight Meat Market is a two-story brick building, constructed around 1884, with a remodeled façade of 1911. The corbelled, saw-tooth brick cornice enlivens an otherwise simple façade. From 1888 to 1951, the location housed a butcher shop.

**Map #62 119 S. 9<sup>th</sup> St. (Contributing Building)**

Bird Windmill Building dates from around 1883. The supplier of Kalamazoo windmills, pumps, and tanks originally shared the building with a wholesale boot and shoe business, while the upper floor provided lodging. The seven round-headed windows on the upper floor are unusual in the Haymarket District, shared only with the Burr & Muir Block, also facing 9<sup>th</sup> Street. An art gallery has occupied 115 and 119 S. 9<sup>th</sup> Street since the early 1970s.

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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,

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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.)

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

**Areas of Significance**

(Enter categories from instructions.)

COMMERCE

TRANSPORTATION

ARCHITECTURE

**Period of Significance**

1881-1944

1966

**Significant Dates**

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

\_\_\_\_\_

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**Cultural Affiliation**

n/a

**Architect/Builder**

F.C.Fiske, Harry Meginnis,  
A. W. Woods, W. T. Krausch/  
Olson Construction, Kiewit Construction

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

Lincoln Haymarket Historic District is significant on the local level under Criteria A in the areas of Commerce and Transportation as Lincoln’s railroad hub, both for passenger and freight service, and for the resulting jobbing and manufacturing businesses that flourished here. The District is also locally significant in the area of Architecture as the community’s most intact collection of railroad-related buildings and structures of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, including the 1927 Burlington Depot designed by Burlington RR’s “Engineer of Buildings” W. T. Krausch, and warehouses designed by local and regional architects that depict the evolution of style and structure from the 1880s through 1920s. The district’s period of significance spans 1881 to 1944, when the district’s major buildings were constructed, expanded, and altered, concluding with Western Electric’s modification of the Hardy Furniture Warehouse as a war materiel factory. The one outlier to the period of significance is the Salvation Army Building at 151 N. 8<sup>th</sup> Street, designed by William Schlaebitz and built in 1966 as a thrift store and residential rehabilitation facility. The 48-year-old building is architecturally significant for its highly contextual design, drawing its scale from the 19<sup>th</sup> century hotel-adapted-to-grocery-warehouse it replaced, and its materials and detailing from its early 20<sup>th</sup> century neighbors.

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

**Transportation Significance: Railroad**

Burlington & Missouri River Railroad brought initial rail service to Lincoln in the summer of 1867, with track following the south and east banks of Salt Creek and its initial frame depot buildings in the Creek’s floodplain, a few hundred feet west of the present Lincoln Station. In 1880 a permanent station was constructed on the current 7<sup>th</sup> & P location, replaced in 1927 with the extant building. Almost all of the historic structures of Haymarket District developed between the construction dates of the second and third depots, and almost all of the structures relied on rail service for customers (hotels and cafes) or for freight service.

Rail service shaped not only the directly related facilities such as the depot, its canopies, and Locomotive 710, but also the warehouses and factories. Buildings along 8<sup>th</sup> Street feature loading docks, canopies, and large freight doors for receiving shipments from the rail spurs that lined both sides of the street. Burlington’s spurs initially extended from the south and Missouri

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Pacific from the north (also terminating at P St.) from their depot at 8<sup>th</sup> & S Streets. Burlington also offered spur lines on 7<sup>th</sup> Street and developed a line from the north that extended between 7<sup>th</sup> and 8<sup>th</sup> Streets, then entering the H. P. Lau Annex and Gillen & Boney candy factory, providing service directly within those structures. Missouri Pacific/Chicago & Northwestern developed a similar mid-block service between 8<sup>th</sup> & 9<sup>th</sup> Streets, extending from the north and terminating south of Q Street, but it passed beside, not within, buildings.

The importance of rail access even shaped the overall forms of Haymarket warehouses. Four major buildings were expanded by constructing additional stories (Hargreaves Bros. grocers, Lincoln [wholesale] Drug Co., Beatrice Creamery, and Hardy Furniture), providing additional space while retaining existing rail access. Beatrice and Hardy doubled their floor space through this means in 1904 and 1927, respectively.

### **Commerce Significance: Jobbing & Manufacturing**

Based on the available rail service, Haymarket became a business center of Lincoln, especially in grocery jobbing but also in dry goods, plumbing and drug store supplies. Numerous grocery wholesalers operated in the district from the 1880s through mid-twentieth century, including Raymond Brothers, Hargreaves Brothers, Grainger Brothers, Stacy Brothers, and H. P. Lau Company, as well as Cudahy and Armour meat companies. The companies boasted a multi-state market region in the early twentieth century, relying on the railroad for movement of both their goods and their sales forces.

Other food-related businesses included Beatrice Creamery Company, which grew rapidly to regional and then national importance after incorporating in Lincoln in 1898. Beatrice's inaugural creamery and headquarters operated in the Fitzgerald Block at 7<sup>th</sup> & P for only a few months before being completely destroyed by fire. Rebuilding on the same site in 1900 as two stories, the company doubled the building in 1904 to the present four stories. Beatrice's burgeoning expansion was based in large part on a regional, rail-based collection of cream from Nebraska, Kansas, and Colorado. The 7<sup>th</sup> & P building was quickly outgrown and Beatrice moved its Lincoln creamery operation to occupy a full block between M and L Streets beginning in 1909 (Meadow Gold Block, NRHP, 2012). The corporate headquarters was relocated to Chicago in 1911, while the creamery's original Haymarket building accommodated a variety of smaller wholesale enterprises before its modern mixed-use adaptation.

Haymarket's other major food processor/manufacturer was Gillen & Boney Candy Company, a locally owned enterprise that flourished at 8<sup>th</sup> & P, until purchased in 1942 by Russell Stover Candy Company when wartime sugar rationing led to absorption of smaller companies by the larger national businesses. Russell Stover eventually occupied a half-dozen abutting and nearby buildings and produced 1,000,000 pounds of candy monthly in Haymarket before ceasing its Lincoln operations in 1979.

Manufacturing in the railroad district focused on agriculturally related business. Huber Manufacturing at 801 P Street made farm implements. Buckstaff Bros. on O St. (represented by only a building fragment) and Harpham Bros. at 808 P St. manufactured saddles, horse collars, tack, and other leather goods used on the farm and in the city to harness horsepower. Woods

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Bros. at 719 P Street imported draft stallions from Europe for Midwestern farms, completing the components from combines to harnesses to horses. Ridnour Co. made overalls, gloves, and other work clothes, as well as wholesaling dry goods.

### **Architectural Significance:**

Haymarket offers Lincoln's most important collections of nineteenth century cast-iron storefronts (and other exterior elements), warehouses, and railroad-influenced buildings, all in a compact area forming dense streetscapes of considerable historic character and integrity. The survival of historic pavements including stone and brick-paved alleys and brick 7<sup>th</sup> St. in front of Burlington Depot reinforce the district's environmental character. Haymarket is a compact neighborhood, not a fragment.

Based on the railroad-fueled development of the Haymarket District, the most significant building in the area is the Burlington Depot/Lincoln Station at 201 N. 7<sup>th</sup> Street, built in 1927 by Kiewit Construction from designs by W. T. Krausch, Burlington's "Engineer of Buildings." Krausch was a Chicago-based architect, engineer and inventor who designed depots for Burlington in several states from 1902 through the Lincoln Station, one of his largest and latest, in 1927. His early work was Richardson Romanesque in style. By the '20s, restrained Neo-classic Revival was his typical expression, as at Lincoln. The building is unique in Haymarket in its use of highly-finished materials and detailing on all four facades and its exterior abundant use of limestone and interior marbles, terracotta, and fine plasterwork. The east entrance canopies of cast iron and wire-glass roofs are unmatched in the area. An outstanding feature of the station complex are the west platform canopies, both attached to the building and freestanding between outer tracks. Construction documents and photos of the prior depot document that the outer platform canopy combined "Old Posts" from the ca. 1905 canopy of the earlier station, with "New Posts" of 1927 manufacture. Close examination reveals that about 500' of the north end of the canopy used the older posts while the south 800' used similar, but not identical, new posts. The canopy roof has a shallow "V" form, directing drainage to central drainpipes. Approximately 1000 feet of the canopy was renovated in 2012-13 between O and R Streets, while approximately 300 feet is stored for future installation between N and O Streets (immediately south of the Haymarket District boundaries). Lincoln retains one other historic depot, the 1892 Rock Island Depot at 20<sup>th</sup> & O Streets (NRHP 1971) which has been renovated as a bank branch, but does not benefit by adjacency to a district of buildings and features closely associated with its historic use, in contrast to the Burlington Depot.

The majority of buildings in Haymarket are of simpler, functional design and derive their architectural significance as an ensemble of commercial structures creating streetscapes of considerable integrity. Approximately 1/3 of the historic structures date from the 1880s and '90s, ranging from the ornate Veith Building at 812 P St. (NRHP 1980) of approximately 1,000 square feet to the Raymond Bros. Warehouse at 801 O St. of over 30,000 square feet. Five of the early buildings display Seaton & Lea ironwork on storefront columns, doorsteps, and window-frame elements. That Kansas-based firm had a Haymarket branch at 301 N. 8<sup>th</sup> Street which operated during the early 1880s, when the Vieth, Raymond, Hargreaves, and St. Charles buildings were constructed. No similar profusion of this characteristic late 19<sup>th</sup> century structural and decorative material exists elsewhere in the city, although marked "Seaton & Lea, Lincoln

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Neb.” storefronts can be found throughout the state and are especially abundant in downtown Red Cloud, Nebraska.

The nineteenth and early twentieth century warehouses of the district typically are structured of brick bearing-walls with heavy timber interior framing. The Grainger Warehouse at 733-737 P Street of 1906 was built with timber framing and described upon completion as “of slow burn construction, that style of building being preferred by insurance men to cement and steel.” (*Nebr. State Journal*, Dec. 30, 1906, 2:1, col. 2-4.) Ferdinand C. Fiske designed that warehouse, among a half-dozen to his credit in the district. A. W. Woods used the same structural type that same year in rebuilding the burned-out northern two-thirds of the former Clarke Building at the northwest corner of the 8<sup>th</sup> & P intersection.

The question of the safest, most fire-resistant construction was an ongoing national debate in the architectural and construction communities of the early 20<sup>th</sup> century, especially in response to the catastrophic business-district fires in Baltimore, San Francisco, and elsewhere. *Fireproof Magazine* of Chicago advocated passionately for hollow-terracotta fireproofing of steel structural frames as the only responsible technique, and especially lambasted concrete construction. Francis W. Fitzpatrick, a Washington, D.C.-based consulting architect and executive officer of a national association of building officials, was a prolific and provocative advocate for terracotta fireproofing (F.W.Fitzpatrick, “Whittlings,” *Fireproof Magazine* January 1904, 4:1, 50-51). On the other hand, Capt. John S. Sewell of the U.S. Army Corps of Engineers, took a more balanced approach to the various structural approaches and opined that Fitzpatrick might be “a partisan, rather than an earnest seeker after the truth.” (*Washington Evening Star*, Dec. 10, 1903).

In 1907, A. W. Woods and his partner John Cordner innovated at 818 Q Street, producing a two-story moving and storage warehouse of reinforced concrete construction, carefully detailing each reinforcing rod and structural element in their drawings. Fiske’s subsequent warehouses used reinforced concrete, for Grainger at 105 N. 8<sup>th</sup> in 1912, and the same year for Stacy Bros. at 800 P Street. A. W. Woods used the older technique of brick-bearing walls and timber interior frame for the Woods Bros. Companies at 719 P St. in 1914, but the original uses were offices and may not have required the stouter structure of the warehouses. When the offices vacated the building and the next user was a clothing factory and wholesaler, the rear addition of 1918 was of reinforced concrete. In 1919, Lincoln architect Jesse B. Miller used reinforced concrete not only as the structural system, but also as the main design expression of the Hardy Building at 335 N. 8<sup>th</sup> St., exposing the frame and crowning each vertical member with a stylized capital. When Davis & Wilson a three story addition, doubling the height of the building in 1927, they used the same structural system, more discretely sheathed in brick.

A final building deserves special scrutiny, the Salvation Army rehab center at 151 N. 8<sup>th</sup> Street of 1966. The agency acquired the southwest corner of 8<sup>th</sup> & P Street, a portion of the Grainger grocery complex including the 5-story warehouse of 1906 to the west and the 1936 “banana room” to the south. Between them was the former Tremont Hotel of the 1880s, long-used as a warehouse and office. Architect Bill Schlaebitz of the Clark Enersen partnership replaced the former hotel with a structure of similar massing, drawing its buff brick from the adjacent warehouses and decorative details of pilasters and simplified cornice from the original Grainger

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warehouses to the south and west. His building is uniquely responsive to its context in a time when the warehouse district was in marked decline, creating for a social service client a highly compatible building that remains a respectful younger component in its more aged streetscape. While the building is two years shy of the 50-year benchmark, its early application of preservation-based design principles is clear and significant.

### **Period of Significance**

The Haymarket District's period of significance extends from 1881—the construction date of the Seaton & Lea Building at 301 N. 8<sup>th</sup> Street—to 1944, when Western Electric Co. made the last major historic alteration to a district warehouse, opening large new windows in the upper stories of the Hardy Building at 335 N. 8<sup>th</sup> Street. Western Electric and Russell Stover Co. both entered Haymarket based on wartime scarcities and needs, rather than due to the railroad transportation system that had shaped the earlier development of the district. The single significant date of 1966 acknowledges the construction of the Salvation Army Building at 151 N. 8<sup>th</sup> Street, foreshadowing the preservation-based revitalization of the district that began in the early 1980s.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Sanborn Map Co., atlases of Lincoln, 1884, 1891, 1903, 1928, 1928/updated to 1956.

A.B. Hayes and Sam. D. Cox, *History of the City of Lincoln*, Lincoln: Nebraska State Journal Co., 1889.

Building Permits, City of Lincoln, 1904-present.

*Beautiful Lincoln*, Lincoln: Woodruff Printing Co., 1912.

A.J. Sawyer, ed., *Lincoln, the Capital City, and Lancaster County, Nebraska*, Chicago: S. J. Clark Publishing Co., 1916.

*Lincoln, Nebraska's Capital City, 1867-1923*, Lincoln Chamber of Commerce, 1923.

Susan Silverman & Ed Zimmer, *Haymarket Landmark District: Walking Tour*, Lincoln Haymarket Development Corp., 1987.

Manuscript by E. F. Zimmer for Nebraska State Historical Society wiki "Placemakers of Nebraska: The Architects," forthcoming (on F. W. Fitzpatrick & fireproof construction).

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### 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 # \_\_\_\_\_

recorded by Historic American Landscape Survey # \_\_\_\_\_

### Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: Lincoln/Lancaster County Planning Dept.

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**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** 24 acres, more or less

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The district is generally bounded by N Street on the south, R Street on the north, 9<sup>th</sup> Street on the east, and Canopy Street on the west, encompassing the structures and streetscapes traditionally associated with Lincoln's wholesale district.

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**Boundary Justification** (Explain why the boundaries were selected.)

At the southeast corner, a quarter-block of highly altered small commercial buildings is excluded both for integrity and because neither their construction nor use are characteristic of the warehouse area. The boundaries in that area fully include the stone paved, "T-shaped" alley in that block.

At the southwest corner of the district, only the three buildings at the northeast corner of the N-O-8<sup>th</sup>-to-Canopy block are included, as an electrical substation fills the south part to the block and a large parking garage is under construction at the northwest quarter (plus) of the block.

The west boundary is the freestanding railroad platform canopy associated with Burlington Depot/Lincoln Station, and consequently includes the brand-new, noncontributing entertainment complex built on a former surface parking lot at 7<sup>th</sup> & R Streets.

The east boundary is 9<sup>th</sup> Street from R to the stone-alley between N and O Streets.

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**11. Form Prepared By**

name/title: Ed Zimmer/Historic Preservation Planner;  
Stacey Groshong Hageman, Planner  
organization: Lincoln/Lancaster County Planning Dept.  
street & number: 555 S. 10<sup>th</sup> Street  
city or town: Lincoln state: Nebraska zip code: 68508  
e-mail ezimmer@lincoln.ne.gov  
telephone: (402)441-6360  
date: Dec. 10, 2013

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Supplemental table of buildings for ready reference and NeHBS #s.

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### Photographs

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

### Photo Log

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

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

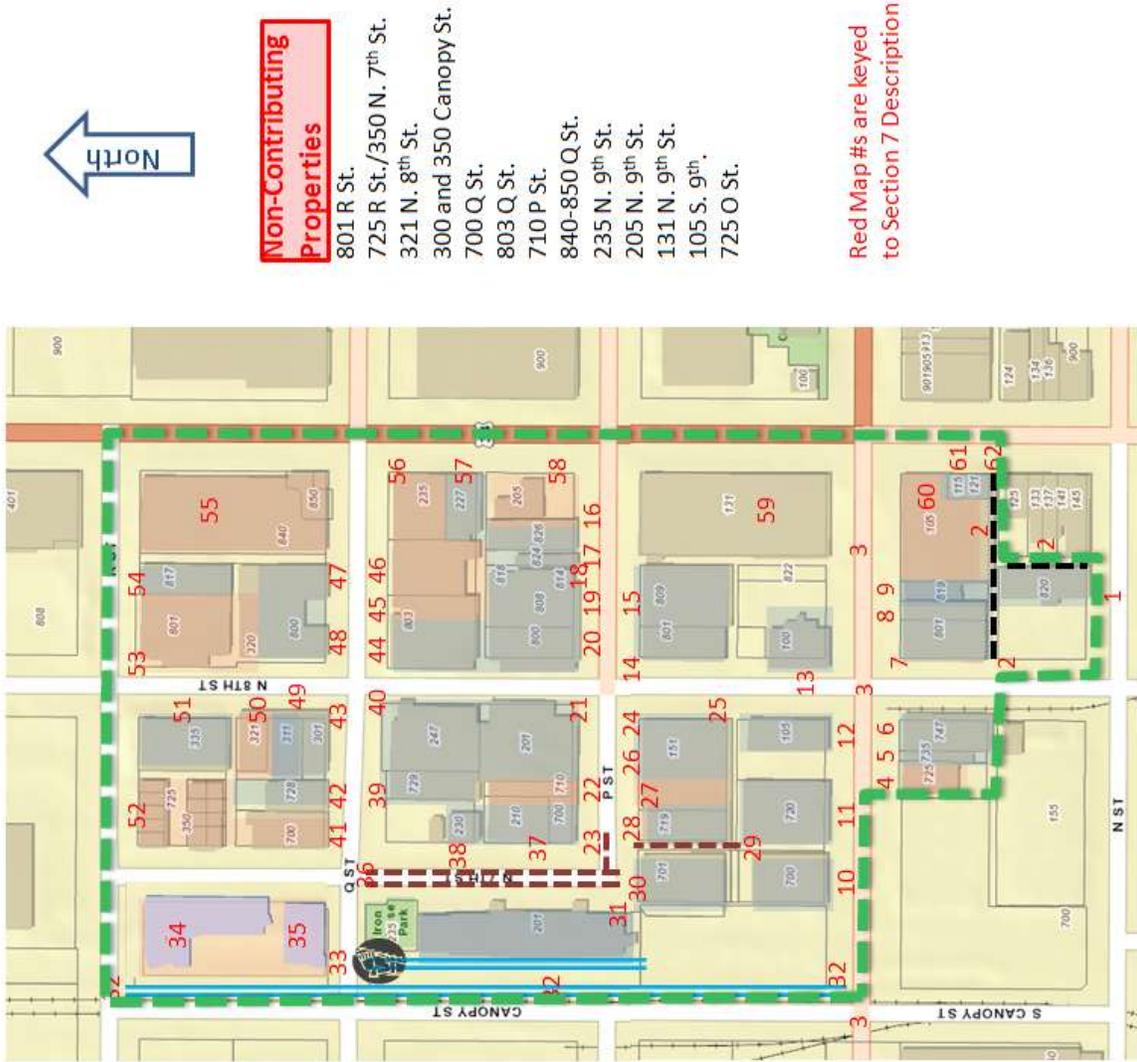
1 of 99\_\_.

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

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

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- Non-Contributing Properties**
- 801 R St.
  - 725 R St./350 N. 7th St.
  - 321 N. 8th St.
  - 300 and 350 Canopy St.
  - 700 Q St.
  - 803 Q St.
  - 710 P St.
  - 840-850 Q St.
  - 235 N. 9th St.
  - 205 N. 9th St.
  - 131 N. 9th St.
  - 105 S. 9th.
  - 725 O St.

Red Map #s are keyed to Section 7 Description



**Contributing Properties**

- 817 R St.
- 700 P St.
- 201 N. 7th St.
- 701 P St.
- 210 N. 7th St.
- 719 P St.
- 230 N. 7th St.
- 800 P St.
- 335 N. 8th St.
- 801 P St.
- 311 N. 8th St.
- 808 P St.
- 301 N. 8th St.
- 809 P St.
- 247 N. 8th St.
- 814 P St.
- 201 N. 8th St.
- 824 P St.
- 151 N. 8th St.
- 826 P St.
- 105 N. 8th St.
- 700 O St.
- 100 N. 8th St.
- 720 O St.
- 115-121 S. 9th St.
- 735 O St.
- 227 N. 9th St.
- 747 O St.
- 728 Q St.
- 801 O St.
- 729 Q
- 815 O St.
- 800 Q St.
- 819 O St.
- 801 Q St.
- 820 N St.
- 820 N St.

**Brick Streets & Alleys**



**Locomotive 710 Canopies**

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SUPPLEMENTAL

Map Number	Address	Street	Date Blt	Builder/ Architect	Date Renovated	Contr/ Non Contrb.	Original/Other Names	LC13:
1	820	N St.	1895	Unknown	n/a	C	Western Supply/A. J. Equipment & Supply	C8-170
2	8 <sup>th</sup> -9 <sup>th</sup> , & Paving n. from stone N alley		c.1880s	Unknown		C		C8-364
3		O St.	2008-9			NC	Harris Overpass	C8-365
4	725	O St.	1884	Unknown	Top floors removed ca. 1980	NC	St. Charles Hotel/ Litrell Design	C8-159
5	735	O St.	c.1891	Unknown	1984	C	Occidental Saloon/ Fringe & Tassel	C8-158
6	747	O St.	1884	Unknown	1905 (fire repair)	C	Hargreaves Bros. Grocery Co./ Schwarz Paper Co.	C8-157
7	801	O St.	1885	Unknown	n/a	C	Raymond Bros. Wholesale Groceries/ Keiner Plumbing Warehouse	C8-160
8	815	O St.	1908	A.L. Gooden/ Roy V. Pepperberg	1996	C	Pepperberg Segar Factory/ Pepperberg Building	C8-161
9	819	O St.	1895	Unknown	1988, 2011	C	F. E. Campbell Produce Building; Rod & Suzy's Antiques; Greder Law Offices	C8-162
10	710-12	O St.	1915	Unknown	n/a	C	Proudfit (west) Building	C9-096
11	720	O St.	1924	C. H. Larsen & Co.	2003	C	Proudfit (east) Building/	C9-097
12	105	N. 8 <sup>th</sup> St.	1912	Fiske & Meginnis	1991-2	C	Grainger Bros. Warehouse/ Grainger Building	C9-098
13	100	N. 8 <sup>th</sup> St.	1911	R. C. Clark	1992	C	Armour & Co. Building/ Armour Building	C9-099
14	801	P St.	1905/ 1919	F. C. Fiske	1991	C	Lincoln Drug Company	C9-092
15	809	P St.	1925	Meginnis & Schaumberg	1991	C	Ridnour Building	C9-091
16	826	P St.	1922	Fiske & Meginnis	1999	C	Lincoln Fixture Building	C9-090
17	824	P St.	1915	W. D. Lawrence	1984	C	Magnum Building	C9-090A
18	816	P St.	1884	unknown	1984	C	Veith Building	C9-089
19	808	P St.	1903/ 1912	Unknown/ J. G. Cordner	1984	C	Harpham Building	C9-088
20	800	P St.	1912	F. C. Fiske	1989	C	Stacy Bros. Fruit Co./The Mill (coffeehouse)	C9-087

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21	201	N. 8 <sup>th</sup> St.	1887/1906/1919/1924	A.W. Woods/ F.C.Fiske	1985	C	Gillen & Boney Candy Co./The Candy Factory	C9-086
22	720	P St.	1885/1991	Dave Erickson (1991)	1991	NC	Original Lazlo's Restaurant	C9-085
23	700	P St.	1915	J. G. Corder	1985/2001	C	Bennett Hotel/Lazlo's Restaurant	C9-084
24	749	P St.	1966	Bill Schlaebitz	2003, etc	C	Salvation Army/151 N 8 <sup>th</sup>	C9-093A
25	151	N. 8 <sup>th</sup> St.	1936	Davis & Wilson	2003, etc	C	Grainger Annex	C9-093B
26	733-737	P St.	1906	Fiske & Dieman	2003, etc	C	Grainger 1906 Warehouse	C9-093
27	725	P St.	2013	Speedway Properties	n/a	NC	Infill (includes Suite #140, 151 N. 8 <sup>th</sup> St.)	C9-170
28	719	P St.	1914	A.W. Woods	1989	C	Woods Bros. Cos. Building/Burkholder Project	C9-094
29	S. from P St.	West of 8 <sup>th</sup> St.	Ca 1920s	City of Lincoln	n/a	C	Brick Alley	C9-171
30	701	P St.	1900/1904	Unknown	1992/2005	C	Beatrice Creamery Co./The Creamery	C9-095
31	201	N. 7 <sup>th</sup> St.	1927	W. T. Krausch	1989	C	CB&Q Railroad/ Burlington Northern RR; Lincoln Station	C9-080
32	West of Depot	O St.-R St.	1927	W. T. Krausch	2013	C	Railroad Platform Canopy/ Canopy Street	C9-169
33	NW of Depot	7 <sup>th</sup> & Q; SW corner	1901/1992	Burlington RR/Erickson Sullivan Archts		C	Locomotive 710 at Iron Horse Park/ Bill Harris Iron Horse Park	C9-149
34	300	Canopy St.	2013	Sinclair Hille/Encompass Archts	n/a	NC	"The Railyard"/south building/"The Cube"	C9-172
35	350	Canopy St.	2013	Sinclair Hille/Encompass Archts	n/a	NC	"The Railyard"/north building	C9-173
36	East of Depot	N. 7 <sup>th</sup> St, Q to P	Ca. 1920s	City of Lincoln	1990	C	Brick-paved street	C9-174
37	206-226	N 7 <sup>th</sup> St.	1915	Jesse B. Miller	1989/etc.	C	Tiernan Café/Yellow Cab Garage/ Lazlo's	C9-083
38	230	N 7 <sup>th</sup> St.	1916	A.W. Woods	1980/etc	C	Hillis	C9-082
39	729	Q St.	1906	Unknown	1993	C	Lau Annex	C9-079
40	231	N. 8 <sup>th</sup> St.	1904	Cox & Schoentgen	1990s	C	H.P.Lau Company	C9-078
41	700	Q St.	2000	Sinclair Hille		NC	Flywheel/Sinclair Hille Architects	C9-157

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42	728	Q St.	1909	Gersten-berger	1992	C	Lincoln Hide & Fur	C9-068
43	301	N. 8 <sup>th</sup> St.	1881	unknown	2013	C	Seaton & Lea	C9-004
44	801	Q St.	1901	unknown	1998	C	Huber Mfg. Co.	C9-077
45	803	Q St.#150	c. 1990		c. 2008	NC	Brix & Stones Gastropub	
46	815	Q St.	c. 1915		c. 1950	NC	Camp parking garage	C9-076
47	818	Q St.	1907/ 1915	Woods & Cordner/ C.H. Larsen	2013	C	Star Storage	C9-071
48	800	Q	c. 1887	Unknown	2013	C	Jones Douglas & Co/ Toolhouse	C9-070
49	311	N. 8 <sup>th</sup> St.	1916	Fiske & Meginnis	1993	C	Sullivan Building	C9-069
50	321	N. 8 <sup>th</sup> St.	1957		1993	NC	Lightworks	C9-161
51	335	N. 8 <sup>th</sup> St.	1919/ 1927	J. B. Miller/ Davis & Wilson	1887-88	C	Hardy Building	C9-066
52	725 350	R St. N. 7 <sup>th</sup> St.	2006	Fernando Pages/ Dennis Lyons	2013	NC	Option	C8-165 Site of C9-067
53	801	R St.	2013	Speedway Properties		NC	Hilton Garden	Site of C9-065
54	817	R St.	1903	unknown	2001	C	Del Ray Ballroom	C9-064
55	840-850	Q St.	2003	Sinclair Hille		NC	Haymarket Parking Garage	C8-165 Site of C9-063
56	245	N. 9 <sup>th</sup> St.	c. 1950	Sinclair Hille (2013)	2013	NC	Barry's	C9-075
57	227	N. 9 <sup>th</sup> St.	1888	James Tyler	2010	C	Burr & Muir Block	C9-074
58	205	N. 9 <sup>th</sup> St.	1969			NC	Melchior's Gas Station	C9-160
59	131	N. 9 <sup>th</sup> St.	1973		2000s	NC	Downtown Holiday Inn	C9-153
60	105	S. 9 <sup>th</sup> St.	1949-50			NC	Parking Garage	C8-349
61	115	S. 9 <sup>th</sup> St.	c. 1884	unknown	1911	C	Noyes Gallery (north)	C8-163
62	121	S. 9 <sup>th</sup> St.	c. 1883	unknown		C	Noyes Gallery (south)	C8-164