

United States Department of the Interior
National Park Service

284

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: Lincoln Haymarket Historic District
Other names/site number: Lincoln Wholesale District/See pgs. 44-46 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 7th to 9th Street, N to R Street
City of town: Lincoln State: Nebraska County: Lancaster
Not For Publication: Vicinity:

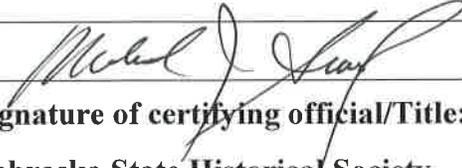
3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

	/SHPO & CEO <u>04-22-14</u>
Signature of certifying official/Title:	Date
<u>Nebraska State Historical Society</u>	
State or Federal agency/bureau or Tribal Government	

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

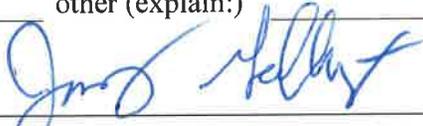
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4. National Park Service Certification

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:)



Signature of the Keeper

7-8-2014

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>38</u>	<u>17</u>	buildings
<u>4</u>	<u>1</u>	sites
<u>42</u>	<u>18</u>	structures
		objects
		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 19TH AND 20TH CENTURY REVIVALS: Classical Revival

LATE 19TH AND 20TH 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

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary

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 9th Street on the east and 7th 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 floodplain 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. West of Lincoln Station, lining the east side of Canopy Street from O to R Streets, approximately 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 7th Street between Q and R Streets and a brick alley extending south from the 7th and P Streets intersection. The District includes nine brick commercial buildings of the 1880s

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and 1890s, ranging from a storefront with a dwelling on the second story, 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 20th century, generally of Commercial Style and ranging from one to six stories. Rail spurs traditionally served the area, especially on both sides of 8th Street, and while the rails are gone the associated loading docks, many covered with canopies, create “front porches” lining both sides of 8th 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 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.

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 43 for the feature's Map Number within this narrative.

Map #1 820 N Street (Contributing Building)

Western Supply Company Building (Photo #1) 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. These include the stepped front parapet with corbelled and paneled ornament, and a projected brickwork line that curves above the second floor windows, originally tracing the rounded tops of two wide, segmental arched windows that flanked four narrower, taller central round-headed windows. The first floor openings all had flat lintels but included two wide die windows and two



“Lincoln: Nebraska's Capital City”, 1923

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entrance doors, flanking two central windows. Now the upper story has eight small rectangular windows and the first story has seven windows and one lowered door, partially infilling the original openings. So while the façade's integrity of design is mixed, the 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, 8th-9th, N to midpoint (Contributing Structure)

The "T" alley between 8th and 9th Streets south of O Street, and its "bottom leg" extending from N Street to the midpoint of the north-south alley (Photo #2), is the only stone-paved alley extant in Lincoln. Remnants remained into the 1980s of another stone-paved alley example between 8th and 9th Streets, north of R Street, but those 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 9th 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)



Historic views of O Street viaducts over railyard. View from south of 1890s bridge, ca. 1910 (top left); View from east of 1890s bridge, ca. 1935 (top right); View from west of south side of 700 block of O St., beneath first Harris Overpass, ca. 1980 (bottom).



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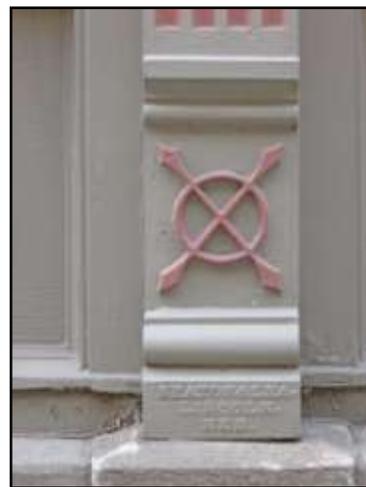
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The first O Street viaduct over the rail yards on the west edge of Downtown Lincoln was an iron structure built in the 1890s, springing from 8th Street on the east and continuing about 2000 feet west. The first Harris Overpass replaced the original bridge in 1955 with a long pier and girder structure springing from 9th 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 ceiling on the underside from 7th Street east (successfully preventing pigeon roosting, Photo #4), piers located to allow vehicular movement in the center of the street and parking along the curbs of the wide sidewalk, and better lighting.

Map #4 725 O Street (Non-contributing 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 (Photo #6), one of which is trademarked “Seaton and Lea, Lincoln, Neb.” That Kansas-based ironworks operated a Lincoln branch at 8th and Q Streets (see Map #43, 301 N. 8th Street) in the early 1880s which probably produced the many “Seaton and Lea, Atchison Kan.” cast-iron pieces found on Haymarket’s early buildings, but this is the only known Seaton and Lea piece in Lincoln cast with this community’s name.



Detail of cast iron at 725 O St.

Map #5 735 O Street (Contributing Building)

The former **Occidental Saloon** is a diminutive building measuring just 16 feet wide at the storefront by 112 feet deep (Photo #7). 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 Street (Contributing Building)

Hargreaves Bros. Wholesale Grocers built their three-story, brick and timber warehouse (Photos #8-11) in 1884 with a cast-iron storefront (marked “Seaton and 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 bays. The windows of the east façade are mostly much smaller and set high in recessed blind windows in the brickwork.

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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 3rd 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-20th century vintage.



O Street, 747 O at left, ca. 1900

Map #7 801 O Street (Contributing Building)

Raymond Brothers Grocery Warehouse of 1885 (Photo #12) and the Hargreaves Warehouse on the opposite side of 8th Street form the south gateposts of the Haymarket District. The four-story brick and timber warehouse retains its Seaton and 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 8th street façade has 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 19th century warehouses in Haymarket.



S. on 8th Street at O, ca 1950

Map #8 815 O Street (Contributing Building)

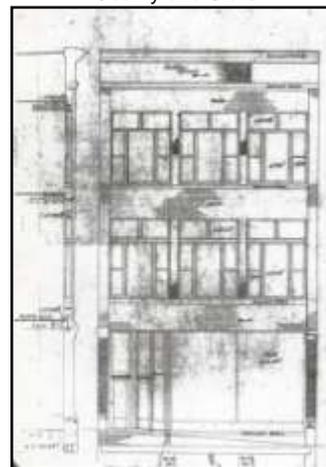
Pepperberg Segar Factory (Photo #13) is a rather plain brick building that replaced an earlier, four-story structure with an ornate cast-iron façade that housed Lincoln Paint and Color Co. Julius Pepperberg, who had operated his business in Plattsburgh, constructed his cigar factory in 1908 from designs by his college-student son Roy V. Pepperberg. The north, principal façade has a storefront below and two upper floors with very large windows with cast-stone sills, below a cast-stone cornice with egg and dart molding. In each of the three large openings on the second

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and third floors, the windows originally had a transom above three lower sash, with the each larger central unit fixed, and the narrower sides windows one-over-one sliding sash. An accumulation of alterations by the early 1980s included removal of the upper sash and installation of a wood-shingled mansard "roof"



*View from NW of 8th and O Streets, ca. 1890 (left);
R.V. Pepperberg drawing for 815 O Street, 1908 (right)*

covering the top of the storefront window. A major renovation in 1996 restored the pattern of the earlier wooden fenestration with dark metal frames. 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 Street (Contributing Building)

This small, two-story commercial structure (Photo #14) has occupied the site since 1895, originally as the establishment of **F. E. Campbell Produce Co.** The storefront has a recessed center entrance flanked by large plate-glass windows with transoms above, topped by a steel beam. To the right (west) side of the storefront is a second entrance for the stairs to the second floor. Projecting brick piers frame the façade, with simplified capitals of pressed metal demarcating the top of the first and second floors. The second floor has four evenly spaced, rowlock-arched window openings, topped with a pressed metal cornice with fleurs-de-lis on the corner blocks. The brick building was painted prior to an initial renovation in 1990; a recent renovation refreshed the paint but maintained the existing storefront, windows, and metalwork. The building is occupied by a law firm with residence above.

Map #10 and #11 700-720 O Street (Two Contributing Buildings)

Proudfit Company Buildings are two single-story warehouses located at 700 O (Photo #15) and 720 O Street (Photo #16), where Stewart Chute and Co and a succession of other owners operated lumberyards since the 1880s. The west building located at 700 O Street is brick construction with a concrete dock and ramps on O Street. The dock is an early feature while the ramp and its iron railing were added in the 1990s. That façade has an irregular pattern of rowlock-arched windows and doors, a decorative brickwork cornice with dentils and sawtooth corbels. The east side has one loading door on the alley, while the west side 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. The building has stood vacant for several years.

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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 pattern of square-headed windows and doors on the south façade was retained in the renovation. 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. Both buildings were painted white on the south (main) façade, prior to the mid-1980s. Paint has been removed from 720 O Street with some damage to the brick; paint has been maintained on the 700 O Street façade.

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 7th Street right-of-way.

Map #12 105 N. 8th Street (Contributing Building)
Grainger Brothers Grocery Warehouse (Photos #17-19) was built in 1912 of reinforced concrete structure, clad in buff-colored brick on the street façades and common red 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. 8th Street is closely related to 733-737 P Street 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 8th Street. Topping that base, a cast-stone cornice serves as a stringcourse between ground and second floors. Above the cornice, the second through fourth floor window openings are recessed in three-window groupings, separated by wider piers. The bays of the top floor have narrow windows grouped in fours, the sills of which combine as a stringcourse of sawtooth brickwork and a cast-stone band. The street facades are topped with a subtly corbelled cornice.



*View of 105 N. 8th Street, ca. 1916 (top);
and 1936 (bottom)*



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1887 view of south façade, Buckstaff Bldg. (left);
detail of building remnant at 105 S. 8th (right)

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.

Map #13 100 N. 8th Street (Contributing Building)

The small two-story utilitarian **Armour Building** (Photo #20) 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 Street (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 8th 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 (Photo #21). 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.



East side of 8th, towards O Street, ca.1950 (left);
North on 8th from O Street, ca 1980 (right)

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Map #14 801 P Street (Contributing Building)

Lincoln Drug Company Building (Photos #23-24) was constructed in 1905 as a four-story warehouse with brick bearing walls and a timber interior structure. A fifth story was added in 1919. Architect Ferdinand Fiske designed both phases of the construction. The early work also switched the principal entrance from the center of the north façade to the east bay.

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. A limestone stringcourse tops the first story and provides a strong base to the three-story “shaft” of the building. Fiske replicated this detail at the sill level of the added top story and created a very coherent design of base, shaft, and cap.

In 1936 a short length of canopy was added over the west (dock) entrance, secured with hanger rods. That canopy was removed and replaced with a full-length canopy, also suspended from rods, in 1945.

The building was renovated 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 in the center and at the south end. The dock also contains a ramp and stairs down to basement-level shops. The 1945 canopy was retained and modified with skylights above the first floor windows and a central glass gable. The first floor, west fenestration facing the dock is organized in six recessed bays, two of which towards the north end originally had only sash in the upper portion. Those windows were enlarged to storefront dimensions, with their sills corresponding to the rest of the dock-side windows. As a certified historic rehabilitation, the work was approved by the Historic Preservation Commission and the National Park Service.

Map #15 809 P Street (Contributing Building)

The **Ridnour Building** of 1925 (Photo #25) 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 similarly carved capitals topping the piers, of a curvilinear, vaguely Mayan pattern.

The Ridnour Building was renovated into commercial and reception space in 1991, with basement parking provided via an entrance off the south alley. Interior access between 801 and 809 P Street was also provided at that time. The original metal-framed windows were replaced with dark metal frames, generally replicating the major divisions of the original windows but omitting the multi-light upper sash.



Postcard view from NW of 801 P Street, ca. 1905

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The main entrance on the north side was originally up one step above sidewalk level, then had interior stairs up to first floor level. P Street in this location slopes from east down to west. In the renovation, a short ramp was added, extending to the east, with stairs to the west, under an added marquee suspended by rods.

Map #16 826 P Street (Contributing Building)

Lincoln Fixture and Supply Co. Building is a three-story-plus-mezzanine, concrete-framed structure with brick veneer and infill (Photo #26). It was built in 1922 from designs by Fiske and Meginnis for 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 anchored 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 Street corridor.

Map #17 824 P Street (Contributing Building)

Constructed in 1915, this small storefront (Photo #27) has simple patterns in the brickwork above the storefront which 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 Street 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-20th century.

Map #18 816 P Street (NRHP listed 1980)

The two-story brick **Veith Building** (Photo #28) 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 Street) 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 and Lea. This building was also part of the 1984 Haymarket Square renovations and is now commercial space.

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Map #19 808 P Street (Contributing Building)

The four-story brick **Harpham Building** (Photo #29) 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 decorated wrought iron fire escape. The 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.



North side, 800 block of P Street, ca. 1928

A concrete deck for outdoor dining was added in front of the Harpham Building storefront in 2010, enclosed by a black metal fence. Access to the sidewalk café has been provided by inserting a door in place of the westernmost pane of the plate-glass storefront.

Map #20 800 P Street (Contributing Building)

The **Stacy Brothers Fruit Co.** building (Photo #32) 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 three-story, reinforced concrete structure is faced with pressed brick on the street facades and highlighted with restrained, cast-stone decoration. Stepped parapets on both street facades give the building a lively outline against the sky. Originally used for a wholesale grocery operation, the building was first renovated in 1986 as a certified historic rehabilitation for retail and office use, including the District's inaugural coffee house, The Mill. A ramp was added on the sidewalk north of the dock to enhance access to the dock and the building. The covered loading dock on the west side provides a popular outdoor seating area, with brick planters added to form the base of a railing system for the formerly open dock, and skylights inserted in the canopy corresponding to the transom windows along the west side.

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Map #21 201 N. 8th Street (Contributing Building)

The original Clarke Building on the northwest corner of 8th and P Streets 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.



Clarke Building, NW corner 8th and P Streets, 1889

In 1906, a three-story factory, designed by Alfred W. Woods, was built onto the four-story 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.

Beginning in 1982, this building (Photo #34) was one of the first to be renovated into office and retail use. 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. The project was designed by Alfieri, Sinclair and Hille, who located their offices in the former rail-spur space. An atrium was extended the full height of the interior, roofed with skylights. It exposes the full height of the scorched firewall that survived the 1895 fire.

Map #22 710 P Street (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 7th Street, and 1956 had removed the upper story and the storefront, replacing it with a brick wall. When subsequent owners Lou and 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 Street nor the demolished 1020 P Street, 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 (Photo #35)

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*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 Street (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 **Bennett Hotel** cost about \$20,000 to build in 1915, including a restaurant on the ground floor and thirty small guest rooms above. The architect was John G. Corder. The building (Photos #35-36) 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 renovated in 1984 as a certified historic rehabilitation, housing three stories of retail shops. New, carefully selected windows were part of that project. Eventually, the shop spaces were 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.

A sidewalk café was added adjacent to the south storefront in 1997, enclosed with a steel railing. The outdoor dining uses the marquee for shelter and extends further south, under canvas awnings.

Map #24 749 P Street, also called 151 N. 8th Street (Non-Contributing Building)

Bill Schlaebitz of Clark and Enerson architectural partnership designed the structure at the southwest corner of 8th and P Streets in 1966 (Photo #38), 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. 8th Street (Contributing Building)

The Tremont House hotel on the corner of 8th 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



View from NE of SW corner of 8th and P Streets, ca. 1915

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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 21st century renovations.

Map #26 733-737 P Street (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 8th Street from O to P Streets. In 1906 the Graingers employed Fiske and 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 Street (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 Street (Contributing Building)

The **Woods Brothers Companies Building** (Photos #41-42) 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 Brothers. They relocated just four years later to the heart of Lincoln's financial district near 13th 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.

An entrance porch was added in 2000 to provide accessibility to the building, using a short ramp from the east. A steel railing encloses the porch, which includes a small seating area to the west.

Map #29 Brick Alley south of P Street, near 7th (Contributing Structure)

The north half of the alley (Photo #42) between O and P Street (between Map #s 28 and 30) is paved in brick, a remnant of the early 20th century treatment of Lincoln streets and downtown alleys.

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Map #30 701 P Street (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 (Photo #44) 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 7th Street that serves as a forecourt to Burlington Depot.



Fitzgerald Block, 1889-90, 7th & P Street, Burned 1898, Site of 701 P St.



701 P Street, ca. 1900, Beatrice Creamery Co. (left); ca. 1920 view of 701 P Street from NNE (right)

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.

A portion of the north façade had to be rebuilt over the first floor windows, which had been altered from tripartite windows to large plate-glass panes, without adequate support. To correct cracking that was extending the height of the building, the first floor openings were reconstructed and the tripartite divisions were restored. In addition, the altered sidewalk-level main entry was returned to the original configuration, with a concrete exterior staircase and landing on the sidewalk, with steel railings. The building has been painted for many decades, so the paint has been maintained in recent rehabilitations.

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On the west side, the concrete dock has been repaired, stairs and ramp has been added, and a railing encloses the platform. The railing is wrought iron and steel posts, salvaged from the former 10th St. viaduct northwest of Memorial Stadium when that bridge was replaced.

Map #31 201 N. 7th Street (Contributing Building)

Lincoln's railroad era began in 1870, when the Burlington and 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 7th and P Street site in 1880-81 and replaced in 1927 with the current, Neo-classical Revival style depot (Photos #45-46). 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.



Postcard view from ESE of Burlington Depot, ca. 1927 (top); View of Burlington rail yard and Depot from O Street viaduct, ca. 1930 (bottom)



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Map #32 Lincoln Station Canopies (Contributing Structure)

Lincoln's Burlington Depot of 1927 offered covered platforms (Photo #47) 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 (Photo #48) which stood between Tracks 3 and 4 is a related but separate structure, once stretching approximately 1300 feet from O Street to north of R Street.

That canopy, installed in 1927, included supports from an earlier canopy south of the 1880 Burlington Depot, which was constructed ca. 1905 and dismantled in 1927 to reuse 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 Street 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 Street to Q Street, where it separates to extend the east-west Q Street right-of-way, then continues 300 feet to R Street.

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

Chicago, Burlington, and Quincy Steam Locomotive 710 (Photos #48-49) 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 and Missouri River Railroad, which in 1904 merged with C.B. and 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 (Photo #51) 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.

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

“The Railyard” (Photos #52-53) is a complex of two buildings completed in 2013 on the block bounded by N. 7th 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 a 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 7th Street, P-Q Streets (Contributing Structure)

The City of Lincoln maintains the early 20th century brick street (Photos #54-55) 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 #37 210 N. 7th Street (Contributing Building)

This building (Photo #57) 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 1970s, a **Yellow Cab** garage operated in this building. The north addition of 1949 resulted in substantial 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. 7th Street (Contributing Building)

This structure (Photo #58) is another of the small hotels that formerly lined N. 7th 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-20th 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 Street (Contributing Building)

This two-story building’s location was once just a spur track next to the neighboring Lau Building (247 N. 8th) prior to 1906 when this enclosed annex was constructed as the **H.P. Lau Coffee and Spice Annex** (Photo #60). 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

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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. 8th Street (Contributing Building)

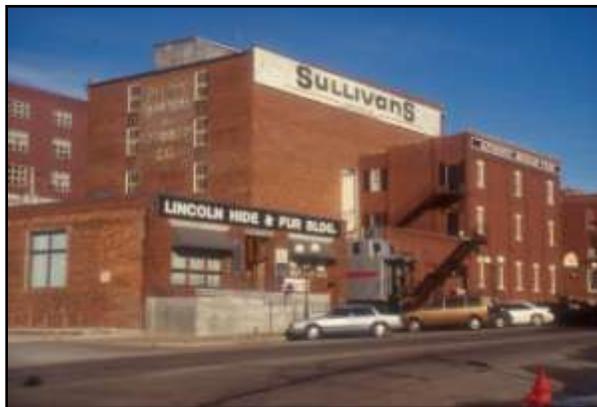
H.P. Lau Co., headed by Fredericke Lau, widow of Hans P. Lau, constructed this three-story, 48,000 square foot wholesale grocery warehouse in 1904. The building (Photo #61) was designed by Cox and Schoentgen of Council Bluffs, Iowa, and is noteworthy for the dark red terra cotta trim of the lower stories and subtle corbelling out of the brickwork at the top of the walls to form the cornice. The 8th 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 Street (Non-contributing Building)

The office building located on this site (Photo #63) 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 7th and R Streets. The building was completed in 2000 and is the third Haymarket home of Sinclair Hille Architects.

Map #42 728 Q Street (Contributing Building)

This modest building (Photo #64), which was constructed in 1909 at a cost of \$8,000 by Charles J. Gerstenberger, supplemented the Carter Transfer and Storage complex on 8th Street. Its later use by **Lincoln Hide and 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 concrete stairs and a 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 were added on the west side, facing a gravel parking lot, then were closed up again in 2000 with the construction of the abutting office of Sinclair Hille Architects.



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

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Map #43 301 N. 8th Street (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 (Photo #65). Now the oldest extant building in the Haymarket District, it displays cast-iron windowsills on the lower stories of the 8th 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.



View of NW corner of 8th and Q Streets, ca. 1906-10

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.

Map #44 801 Q Street (Contributing Building)

This two-story brick bearing wall factory (Photos #67-68) 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, including 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



Huber Manufacturing, 801 Q, ca. 1905

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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 Street (Non-contributing Building)



View east on Q Street, ca. 1920

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 (Photo #69) with two entries, one for the restaurant on the east and the second for the theatre on the upper floor of 801 Q Street.

Map #46 815 Q Street (Non-contributing Building)

This warehouse is a one-story brick, rectangular, flat-roofed, seven-bay structure (Photo #70). 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.

Map #47 818 Q Street (Contributing Building)

Woods and Corder designed the beginnings of this building (Photo #71) as a two-story warehouse in 1907. Their drawings detailed a reinforced concrete structural system, the first built in Haymarket and probably 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 20th century, the building was part of the Henkle and 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.

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Map #48 800 Q Street (Contributing Building)

Jones, Douglas and Co., a cracker bakery, built this three story brick and timber structure (Photo #72) around 1887, with the characteristic richer ornamentation of Haymarket's 19th 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 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.



View from SW of 800 Q St., ca. 1890 (top); Details of painted wall sign on 800 Q St., 1987 (bottom left); and 2013 (bottom right)

The building retains the essential characteristics of its historic appearance but is currently undergoing redevelopment. The addition 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. When the work is completed, the historic integrity of 818 and 808 Q Streets as "contributing" properties should be evaluated.

Map #49 311 N. 8th Street (Contributing Building)

Built in 1916 on part of the Seaton and Lea Foundry site, **Carter (later Sullivan) Transfer Warehouse** (Photo #73) is a strongly built, five-story warehouse. Fiske and 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 8th Street. 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.

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Map #50 321 N. 8th Street (Non-contributing Building).

This single-story building on part of the Seaton and 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 8th Street façade.

Map #51 335 N. 8th Street (Contributing Building)

This six-story warehouse (Photo #74) 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 floors, designed by Davis and 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.



1923 view of 335 N. 8th Street

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. The project was assisted by a grant from the U. S. Dept. of the Interior and a careful evaluation of the design of the project, including the windows, was undertaken. The original small-pane, metal-frame industrial windows were recorded and the current windows were accepted as a compromise in through the Section 106 consultation process. The building had been painted since the mid-20th century and was peeling badly before renovation. The old paint was found to be asbestos-bearing and had to be carefully removed to a stable surface before the necessary repainting could be completed.

Map #52 725 R Street and 350 N. 7th Street (Non-contributing Buildings)

Constructed in 2004, the “Option 13” townhouses (Photo #76) with curved roofs are located in two buildings on this site, with garages accessed 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 Street (Non-contributing Building)

The Hilton Garden Hotel (Photo #78) on the southeast corner of 8th and 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 8th Street side, echoing the historic docks along that street, and is clad in dark brick.

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Map #54 817 R Street (Contributing Building)

Del Ray Ballroom (Photo #80) 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 Street (Non-contributing Building)



The Haymarket Parking Garage (Photo #81) was well-designed by Sinclair Hille Architects in 2002 as a key structure along the main north entryway into Downtown, and the Q Street 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 9th and Q corner, while the long 9th Street façade frankly expresses the concrete structure above a brick-clad first story.

1985 site of Haymarket Parking Garage, from the north

Map #56 235 N. 9th Street (Non-contributing Building)

This building (Photos #82-83) is a one-story, flat-roofed brick structure with four bays on the 9th 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.



SW corner of 9th & Q Streets, ca. 2010

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Map #57 227 N. 9th Street (Contributing Building)

The three story **Burr and Muir Block** (Photo #84) 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 9th 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 1980s. Later it housed bars, galleries, and recently was renovated as offices and apartments.



Burr and Muir Block, ca. 1930

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 #58 205 N. 9th Street (Non-contributing Building)

Melichar’s Phillips 66 Station (Photo #86) was built in 1969 at a key entry to the Haymarket District.

Map #59 131 N. 9th Street (Non-contributing Building)

The Downtown Holiday Inn (Photo #87) 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. 9th Street (Non-contributing Building)

The 9th and O parking structure (Photo #88) was constructed in 1949-50 for office building tenants on the east side of 9th Street, outside the period of significance of the Haymarket District.

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Map #61 115 S. 9th Street (Contributing Building)

Voight Meat Market is a two-story brick building (Photo #89), 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 #62 121 S. 9th Street (Contributing Building)

Bird Windmill Building (Photo #89) 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 and Muir Block, also facing 9th Street. An art gallery has occupied 115 and 121 S. 9th 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, 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

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Period of Significance

1881-1944

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

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 Criterion 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 under Criterion C in the area of Architecture as the community’s most intact collection of railroad-related buildings and structures of the late 19th and early 20th 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.

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

Transportation Significance: Railroad

Burlington and 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 7th and 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.

Haymarket's location adjacent to the Burlington and the C&NW Railroad depots¹, between the heart of downtown Lincoln and the edge of the Salt Creek flood plain, closely matches the characteristics of typical warehouse districts described by Vance in *The Continuing City: Urban Morphology in Western Civilization* (pp. 424-428). Ample rail service was the most important requirement and not only determined the district's location, but also shaped the directly related facilities such as the depot, its canopies, and Locomotive 710, as well as the warehouses and factories. Buildings along 8th 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 Pacific from the north (also terminating at P Street) from their depot at 8th and S Streets. Burlington also offered spur lines on 7th Street and developed a line from the north that extended between 7th and 8th Streets, then entering the H. P. Lau Annex and Gillen and Boney candy factory, providing service directly within those structures. Missouri Pacific/Chicago and Northwestern developed a similar mid-block service between 8th and 9th 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 and 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-20th 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

¹ Chicago & Northwestern RR's depot at 8th and S Streets on the north edge of the district was demolished in the mid-20th century, while the Burlington Depot (Lincoln Station) at 201 N. 7th St. anchors the west side of Haymarket.

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market region in the early 20th 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 7th and 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 7th and 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 and Boney Candy Company, a locally owned enterprise that flourished at 8th and 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 Street (represented by only a building fragment) and Harpham Brothers at 808 P Street manufactured saddles, horse collars, tack, and other leather goods used on the farm and in the city to harness horsepower. Woods 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 19th 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 7th Street 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. 7th 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 1920s, restrained Neo-classic Revival was his typical expression, as at Lincoln. The building is unique in Haymarket in

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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. Outstanding features 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 feet of the north end of the canopy used the older posts while the south 800 feet 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 20th and 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 1890s, ranging from the ornate Veith Building at 816 P Street (NRHP 1980) of approximately 1,000 square feet to the Raymond Bros. Warehouse at 801 O Street of over 30,000 square feet. Five of the early buildings display Seaton and Lea ironwork on storefront columns, doorsteps, and window-frame elements. That Kansas-based firm had a Haymarket branch at 301 N. 8th 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 19th century structural and decorative material exists elsewhere in the city, although marked “Seaton and Lea, Lincoln Neb.” storefronts can be found throughout the state and are especially abundant in downtown Red Cloud, Nebraska.

The 19th and early 20th 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 8th and 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 20th 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

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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 1906-07, 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. A contemporary Lincoln newspaper noted "The Star Van & Storage company has begun the erection of a reinforced concrete warehouse, the first large building of the kind in the city." The writer goes on to indicate "Reinforced concrete was first used as a building material in Lincoln during the year..." and described that it "promises to in a great measure solve the building material problem, especially in this section of the country which is remote from the steel mills and the timber forests..." as well as being "...the only material that is absolutely fireproof..."² Fiske's subsequent warehouses used reinforced concrete, for Grainger at 105 N. 8th 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 Street 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. 8th Street, exposing the frame and crowning each vertical member with a stylized capital. When Davis and Wilson designed a three-story addition, doubling the height of the building in 1927, they used the same structural system, more discretely sheathed in brick.

Period of Significance

The Haymarket District's period of significance extends from 1881—the construction date of the Seaton and Lea Building at 301 N. 8th 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. 8th 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.

² "Two Million Mark Passed...Hundreds of New Homes and Many Public Structures Added..." *Sunday State Journal*, Dec. 30, 1906, pII-5, col. 4-5.

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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.

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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 and 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 and fireproof construction).

James E. Vance, Jr., *The Continuing City: Urban Morphology in Western Civilization*, Baltimore & London: The Johns Hopkins University Press, 1990.

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 Building Survey # _____

Recorded by Historic American Engineering Record # _____

Recorded by Historic American Landscape Survey # _____

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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.

Historic Resources Survey Number (if assigned): See Supplemental Information

10. Geographical Data

Acreege of Property 24 acres, more or less

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|-------------------------|----------------------|
| 1. Latitude: 40.816952 | Longitude: 96.711817 |
| 2. Latitude: 40.816890 | Longitude: 96.708637 |
| 3. Latitude: 40.813031 | Longitude: 96.708623 |
| 4. Latitude: 40.813039 | Longitude: 96.709189 |
| 5. Latitude: 40.812613 | Longitude: 96.709205 |
| 6. Latitude: 40.812625 | Longitude: 96.709963 |
| 7. Latitude: 40.813050 | Longitude: 96.709949 |
| 8. Latitude: 40.813060 | Longitude: 96.710607 |
| 9. Latitude: 40.813639 | Longitude: 96.710605 |
| 10. Latitude: 40.813638 | Longitude: 96.711795 |

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

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

The District specifically includes Blocks 30, 31, 32, 33, 44, and 45, Lots 1-5 of Block 52 and the north half and southwest quarter of Block 53 in the Original Plat of Lincoln; along with Lot 1 of Block 5, Lot 1, 2 and 3 of Block 12, West Haymarket Addition; and the public rights of way adjacent to those properties, all in Lincoln, Lancaster County, Nebraska.

See also the attached maps.

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-8th-to-Canopy block are included, as an electrical substation fills the south part to the block and a large parking garage newly occupies 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 7th and R Streets.

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

11. Form Prepared By

name/title: Ed Zimmer/Historic Preservation Planner;
Stacey Groshong Hageman/Planner
organization: Lincoln/Lancaster County Planning Department
street & number: 555 S. 10th Street
city or town: Lincoln state: Nebraska zip code: 68508
e-mail: ezimmer@lincoln.ne.gov
telephone: 402-441-6360
date: June 18, 2014

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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.

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: Lincoln Haymarket Historic District

City or Vicinity: Lincoln

County: Lancaster State: Nebraska

Photographer: Various

Date Photographed: Various

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

Photo #1. 820 N St., Ed Zimmer, 04/2014, view NE

Photo #2. Stone alley, Ed Zimmer, 04/2014, view W from 10th St.

Photo #3. 8th Street, Ed Zimmer, 04/2014, view N S St.

Photo #4. Harris Overpass at 7th Street, Ed Zimmer, 04/2014, view E under overpass

Photo #5. S face of O Street, 700 block, Ed Zimmer, 03/2013, view E

Photo #6. 725 O St., Ed Zimmer, 03/2013, view S

Photo #7. Occidental Saloon, Ed Zimmer, 03/2013, view SE

Photo #8. Hargreaves/Schwarz Building, Ed Zimmer, 03/2013, view W

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- Photo #9. Hargreaves/Schwarz Building, Ed Zimmer, 03/2013, view SW
Photo #10. Hargreaves/Schwarz Building, Ed Zimmer, 03/2013, view W
Photo #11. Detail of Hargreaves/Schwarz Building storefront, Ed Zimmer, 03/2013, view SE
Photo #12. Raymond Bros. Warehouse, Ed Zimmer, 03/2013, view W
Photo #13. Pepperberg Segar Factory, Ed Zimmer, 04/2014, view SW
Photo #14. F. E. Campbell Produce Building, Ed Zimmer, 04/2014, view SW
Photo #15. Proudfit (west) Building, Ed Zimmer, 03/2013, view NE
Photo #16. Proudfit (east) Building, Ed Zimmer, 03/2013, view NW
Photo #17. Grainger Building, Ed Zimmer, 03/2013, view SW
Photo #18. Grainger Building, Ed Zimmer, 03/2013, view E
Photo #19. Grainger Building, Ed Zimmer, 03/2013, view NE
Photo #20. Armour Building, Ed Zimmer, 03/2013, view NE
Photo #21. Armour Building canopy, Ed Zimmer, 03/2013, view S
Photo #22. 8th Street from Armour Building dock, Ed Zimmer, 11/2013, view N
Photo #23. Lincoln Drug Co. Building, Ed Zimmer, 03/2013, view NE
Photo #24. Lincoln Drug Co. Building, Ed Zimmer, 03/2013, view SW
Photo #25. Ridnour Building, Ed Zimmer, 03/2013, view SW
Photo #26. Lincoln Fixture (right) and Magnum (left) Buildings, Ed Zimmer, 03/2013, view NNE
Photo #27. Magnum Building, Ed Zimmer, 03/2013, view N
Photo #28. Vieth Building, Ed Zimmer, 03/2013, view N
Photo #29. Harpham Building, Ed Zimmer, 03/2013, view N
Photo #30. Stacy (left), Harpham (center), and Veith (right) Buildings, Ed Zimmer, 03/2013, view NE
Photo #31. N face of P Street, 800 block, Ed Zimmer, 03/2013, view NW
Photo #32. Stacy Building, Ed Zimmer, 03/2013, view NE
Photo #33. NE corner of 8th and P Streets, Ed Zimmer, 03/2013, view NE
Photo #34. Gillen & Boney Candy Co. Building, Ed Zimmer, 03/2013, view NW
Photo #35. 710 P St. and 700 P St., respectively, Ed Zimmer, 03/2013, view NW
Photo #36. Bennett Hotel, Ed Zimmer, 03/2013, view NNW
Photo #37. NE corner of 7th and P Streets, Ed Zimmer, 04/2014, view ENE
Photo #38. Grainger Annex (left) and Salvation Army Building (right), Ed Zimmer, 03/2013, view SW
Photo #39. 700 block of P Street, Grainger 1906 Warehouse at center, Ed Zimmer, 03/2013, view SW
Photo #40. S face of P Street, 700 block, Ed Zimmer, 04/2014, view SE
Photo #41. Burkholder Project, Ed Zimmer, 04/2014, view SW
Photo #42. Burkholder Project, Ed Zimmer, 04/2014, view S
Photo #43. Brick-paved alley, Ed Zimmer, 10/2013, view N
Photo #44. The Creamery Building, Ed Zimmer, 03/2013, view SSW
Photo #45. Lincoln Station, Ed Zimmer, 03/2013, view W
Photo #46. Lincoln Station, Ed Zimmer, 03/2013, view SW
Photo #47. Lincoln Station and refurbished canopies, Ed Zimmer, 04/2014, view N
Photo #48. Refurbished canopy and Locomotive 710, Ed Zimmer, 10/2013, view NNE
Photo #49. Locomotive 710 at Iron Horse Park, Stacey Hageman, 02/2014, view SE
Photo #50. "Subway" staircase headhouse, Ed Zimmer, 10/2013, view SSW under canopy
Photo #51. Brick mural on N wall of Lincoln Station, Ed Zimmer, 03/2013, view across Iron Horse Park
Photo #52. The Railyard, Stacey Hageman, 02/2014, view SE from Arena Plaza
Photo #53. The Railyard and N face of Q Street, Stacey Hageman, 02/2014, view E from Canopy Street
Photo #54. Brick-paved 7th Street, Ed Zimmer, 04/2014, view N from P Street
Photo #55. Lincoln Station and brick-paved 7th Street, Ed Zimmer, 04/2014, view N from P Street
Photo #56. E face of 7th Street, Ed Zimmer, 11/2013, view NE from P Street
Photo #57. 210 N. 7th St., Ed Zimmer, 11/2013, view NE

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- Photo #58. 230 N. 7th St., Ed Zimmer, 11/2013, view ENE
Photo #59. S side of Q Street, H. P. Lau Annex in foreground, Ed Zimmer, 04/2014, view SE
Photo #60. H. P. Lau Annex and H. P. Lau Warehouse, Ed Zimmer, 04/2014, view SE
Photo #61. H. P. Lau Warehouse (left) and Annex (right), Ed Zimmer, 03/2013, view SW
Photo #62. N face of Q Street, 700 block, Ed Zimmer, 04/2014, view NE
Photo #63. 700 Q St., Ed Zimmer, 04/2014, view NNE
Photo #64. 700 Q St. and Lincoln Hide & Fur Building, Ed Zimmer, 03/2013, view NW
Photo #65. Seaton & Lea Building, Ed Zimmer, 11/2013, view NW
Photo #66. W face of N. 8th Street, Ed Zimmer, 11/2013, view NW from Q Street
Photo #67. E face of N. 8th Street, Huber Mfg. at left, Ed Zimmer, 04/2014, view SE
Photo #68. Huber Manufacturing Co. Building, Stacey Hageman, 02/2014, view SE
Photo #69. Infill building E of Huber Mfg., Ed Zimmer, 11/2013, view S
Photo #70. 815 Q St., Stacey Hageman, 02/2014, view SE
Photo #71. Star Van & Storage Building, Ed Zimmer, 03/2013, view NE
Photo #72. Toolhouse (right) and Hilton Garden Inn (left center), Ed Zimmer, 03/2013, view NE
Photo #73. Sullivan Building, Ed Zimmer, 03/2013, view NW
Photo #74. Hardy Building, Ed Zimmer, 03/2013, view SW
Photo #75. S face of R Street, Hardy Building at left, Ed Zimmer, 04/2014, view WSW
Photo #76. S face of R Street, The Option at center, Stacey Hageman, 02/2014, view SE
Photo #77. S face of R Street, Hilton Garden Inn at right, Ed Zimmer, 04/2014, view ESE
Photo #78. Hilton Garden Inn, Stacey Hageman, 02/2014, view SE
Photo #79. S face of R Street, Del Ray Ballroom at left, Ed Zimmer, 04/2014, view SW
Photo #80. DelRay Ballroom, Ed Zimmer, 04/2014, view SW
Photo #81. Haymarket Parking Garage, Stacey Hageman, 02/2014, view NW
Photo #82. SW corner of 9th and Q Streets, Ed Zimmer, 11/2013, view SW
Photo #83. 245 N. 9th St., Ed Zimmer, 11/2013, view NW
Photo #84. Burr & Muir Block, Ed Zimmer, 11/2013, view NW
Photo #85. W side of 9th Street, Ed Zimmer, 11/2013, view NW from P Street
Photo #86. Melichar's Phillips 66 Station, Stacey Hageman, 02/2014, view SW
Photo #87. Downtown Holiday Inn, Stacey Hageman, 02/2014, view SW
Photo #88. Parking structure at 105 S. 9th St., Ed Zimmer, 04/2014, view NW
Photo #89. 115 S. 9th St. (right) and 121 S. 9th St. (left), Ed Zimmer, 04/2014, view W
Photo #90. 121 S. 9th St. (right) and 115 S. 9th St. (center), Ed Zimmer, 04/2014, view NW

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.).

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Lincoln Haymarket Historic District
 Name of Property

Lancaster County, NE
 County and State

BUILDING INDEX MAP

- Lincoln Haymarket Historic District
- Contributing Properties
- Stone Alleys
- Brick Alleys
- Canopies
- 🚂 Locomotive 710
- Non-contributing Properties



Lincoln Haymarket Historic District
Name of Property

Lancaster County, NE
County and State

PHOTO KEY – NORTHEAST QUADRANT



Lincoln Haymarket Historic District
Name of Property

Lancaster County, NE
County and State

PHOTO KEY – SOUTHWEST QUADRANT



Lincoln Haymarket Historic District
Name of Property

Lancaster County, NE
County and State

BUILDING INDEX TABLE

Map Number	Address	Street	Date Blt	Builder/Architect	Date Renovated	Contr/Non Contrib.	Original/Other Names	LC13:
1	820	N St.	1895	Unknown	n/a	C	Western Supply/A. J. Equipment & Supply	C8-170
2	8 th -9 th , & n. from N	Paving stone 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	700	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 th St.	1912	Fiske & Meginnis	1991-2	C	Grainger Bros. Warehouse/Grainger Building	C9-098
13	100	N. 8 th 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 & Schaum-berg	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
21	201	N. 8 th St.	1887/1906/1919/1924	A.W. Woods/F.C.Fiske	1985	C	Gillen & Boney Candy Co./The Candy Factory	C9-086

Lincoln Haymarket Historic District

Lancaster County, NE

Name of Property

County and State

Map Number	Address	Street	Date Blt	Builder/Architect	Date Renovated	Contr/Non Contrb.	Original/Other Names	LC13:
22	710	P St.	1885/1991	Dave Erickson (1991)	1991	NC	Original Lazlo's Restaurant	C9-085
23	700	P St.	1915	J. G. Cordner	1985/2001	C	Bennett Hotel/Lazlo's Restaurant	C9-084
24	749	P St.	1966	Bill Schlaebitz	2003, etc	NC	Salvation Army/151 N. 8 th	C9-093A
25	151	N. 8 th 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 th 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 th 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 th 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 th & 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 th St, Q to P	Ca. 1920s	City of Lincoln	1990	C	Brick-paved street	C9-174
37	210	N 7 th St.	1915	Jesse B. Miller	1989/etc.	C	Tiernan Café/Yellow Cab Garage/ Lazlo's	C9-083
38	230	N 7 th 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 th 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
42	728	Q St.	1909	Gerstenberger	1992	C	Lincoln Hide & Fur	C9-068
43	301	N. 8 th 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	

Lincoln Haymarket Historic District

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Map Number	Address	Street	Date Blt	Builder/ Architect	Date Renovated	Contr/ Non Contrib.	Original/Other Names	LC13:
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 th St.	1916	Fiske & Meginnis	1993	C	Sullivan Building	C9-069
50	321	N. 8 th St.	1957		1993	NC	Lightworks	C9-161
51	335	N. 8 th St.	1919/ 1927	J. B. Miller/ Davis & Wilson	1887-88	C	Hardy Building	C9-066
52	725 350	R St. N. 7 th 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 th St.	c. 1950	Sinclair Hille (2013)	2013	NC	Barry's	C9-075
57	227	N. 9 th St.	1888	James Tyler	2010	C	Burr & Muir Block	C9-074
58	205	N. 9 th St.	1969			NC	Melchiors Gas Station	C9-160
59	131	N. 9 th St.	1973		2000s	NC	Downtown Holiday Inn	C9-153
60	105	S. 9 th St.	1949-50			NC	Parking Garage	C8-349
61	115	S. 9 th St.	c. 1884	unknown	1911	C	Noyes Gallery (north)	C8-163
62	121	S. 9 th St.	c. 1883	unknown		C	Noyes Gallery (south)	C8-164



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