United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 15000792 Date Listed: 11/12/2015

Property Name: 10th & Pierce Car Barn

County: Douglas State: NE

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper

11-12-2015
Date of Action

Amended Items in Nomination:

Section 10: Verbal Boundary Description

The VBD is clarified, based on the interpretation of the Nebraska National Register Coordinator, to be: City Lots in Block 250 – Lots 5 to 8, and a portion of Pierce Street. 147' x 256'.

The Nebraska State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

792

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Nat. Register of Historic Places
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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name 10th & Pierce Car Barn

Other names/site number DO09:0117-120

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 1100 Pierce Street

City or town Omaha State Nebraska County Douglas

Not for publication [] Vicinity []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

Michael J. Smith SHPO/Director 09-22-2015

Signature of certifying official/Title: Date

Nebraska State Historical Society

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 of Federal agency/bureau or Tribal Government

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 Keeper 11-12-2015 Date of Action

10th & Pierce Car Barn — **Name of Property**

Douglas, Nebraska — **County and State**

5. Classification

Ownership of Property (Check as many boxes as apply)

[X] Private
[] Public-local
[] Public-state
[] Public-federal

Category of Property (Check only **one** box)

[X] Building(s)
[] District
[] Site
[] Structure
[] Object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		Buildings
		Sites
		Structures
		Objects
1		Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions (Enter categories from instructions.)
TRANSPORTATION: Rail-related

Current Functions (Enter categories from instructions.)
GOVERNMENT: Post Office

7. Description

Architectural Classification (Enter categories from instructions.)
Late 19th and Early 20th Century American Movements: Commercial Style

Materials (enter categories from instructions.)
Principal exterior materials of the property: Concrete, Steel, Brick, Stone

Description

Summary Paragraph (Briefly describe 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.)

The 10th and Pierce Streetcar Barn is situated south of downtown Omaha, Nebraska on the south half of a city block bound by South 10th Street at the east, Pierce Street at the south, South 11th Street at the west, and Pacific Street at the north. It is located within an urban setting comprised of commercial and industrial buildings as well as multi-family residences, much as it was historically. The rectangular two-story building adjoins a public sidewalk at its east, south, and west and an alley at its north. The building's site slopes upward from east to west, causing the first story to recede below grade at the west end.

The sloping site proved advantageous for the building's historic use, as it allowed Omaha & Council Bluffs (O&CB) Street Railways' streetcars to enter the first story from the east end and the second story from the west. The second story only comprises the eastern two-thirds of the building footprint. Atop the remaining one-third of the first story, there is a paved lot that was historically used by the streetcars to maneuver in and out of the storage bays at this end. Today this paved area functions as a parking lot.

Narrative Description (Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable.**)**

This reinforced concrete building is finished with brick laid in a running bond above a concrete foundation. The primary facades are those at the east and south ends. Historically these facades were the most visible sides of the building from the main public rights of way, and are thus the most heavily accentuated. These facades have dark pressed face brick walls and are ornamented with stone. Topping these facades is a tall brick parapet with stone coping. Stone belt courses and a cornice carry across both facades. At the cornice level on the east end, a stone nameplate reading "O & CB St. Ry. Co. 1909" is affixed flush with the brick wall.

On the east and south facades, stone capitals rest atop the piers located between long banks of paired window openings at the second story. Paired windows are also located at the first story of both facades. The windows are primarily one-over-one wood double-hung windows with multi-lite transoms and stone sills and lintels. They are divided by brick mullions. On the south side, the grade is cut away from the building to create a window well at the first story where full size windows allow light and air to penetrate the interior of the lower level. A historic metal railing wraps around the well, and non-historic grating has been added to cover the void. Three single pedestrian entries are located at the first story of the east façade. A single pedestrian entry with sidelights is located at the second story of the south façade. It is accessed from the exterior by a historic metal stair that has wood treads and scrolled brackets beneath the deck. A historic flat wood awning is situated above the doorway and affixed to the building with thick metal chain supports.

At the northeast, the building has a chamfered corner. The finishes here match those on the east and south facades, except that the first story contains a vehicular entry. At the first story, the once full width opening that allowed for streetcar access from South 10th Street has been partially infilled with bricks and two modern garage doors added. At the second story, the windows have been covered with painted plywood.

The north, alley facing, façade has high quality finishes at its east and west ends, which are the most visible from the public right of ways, while in the center common brick and simple ornamentation are present. At the east end of the two story portion of the north facade, closest to the chamfered northeast corner, face brick and the stone belt courses, cornice and brick parapet wrap around for approximately three-and-a-half feet. At the west end of the two story portion of the north façade, face brick and a stone capital wrap around from the second story of the west façade for approximately one foot. The remainder of the two-story portion of this façade is finished with common brick laid in a running bond. At the west end, the one-story portion of this façade forms a retaining wall as it rises above the paved lot that is situated over one-third of the first level. This portion of the façade is finished with face brick, a stone belt course, and a concrete cap.

Banks of paired windows mimicking the arrangement of those on the south and east facades run across the first and second stories on the north façade. Due to the change in grade, there is a window well for the first story windows at the west end. A non-historic metal guard rail wraps around the well and non-historic grating has been added over the void. All of the window openings have been covered with painted plywood or infilled with metal vents and piping. On the interior, some of these

window openings are visible and one-over-one windows with two lite transoms above can be seen. On the first story at the east end of the two-story portion of the north facade, a non-historic single entry pedestrian doorway has been roughly cut into the brick wall. At the west end of the two-story portion, a sign painted onto the brick spells out the building's most recent use, "Omaha Postal Annex."

The west, rear, façade has always acted as the main vehicular point of entry to the building. This façade differs from the others in that the first and second stories are discontinuous. The one story portion of the west façade adjoins the sidewalk and is separated from the two story portion by the paved lot that is situated atop the first floor at this end. At the first story, the west façade mimics the north façade and forms a retaining wall as it rises above the paved lot. Historically, a bank of paired windows and a window well ran across this façade. The top portion of the window openings have been infilled with brick and the well has been covered with a concrete sidewalk, obscuring much of this historic fabric. At the second story of the west facade, the six original vehicular entrances that were once used for streetcar storage have been infilled with non-historic brick walls, two concrete loading docks, single and double pedestrian entries, one garage door, and horizontal vinyl windows. Vertical rows of historic face brick laid in a running bond flank the vehicular openings at the north and south ends. In between the openings, five square historic concrete columns are still visible to indicate the location of the original openings. Above the vehicular openings, there is historic face brick, a stone cornice, and a brick parapet with stone coping that wraps around from the south façade.

The roof is ballasted and consists of a rubber membrane and rocks laid over concrete. Six historic gable-roofed skylights are located here. Although these once allowed additional light to permeate the second story interior spaces they have since been covered at the interior and exterior. At the exterior, asphalt shingles and wood boards have been added. At the interior, the skylight openings have been covered with particle board sheathing.

Interior:
At the interior, each level has cast in place concrete floors, brick walls and twenty-one foot tall ceilings with concrete columns spaced throughout to support the structure. The walls, ceilings and columns are all painted. Historically, the interior at both the first and second stories was generally open with the only enclosed spaces located at the east end of the building where the tall ceilings allowed for the presence of mezzanine levels at both the first and second stories. West of these rooms, the spaces were devoted to the storage and maintenance of streetcars. All of the interior tracks along which the streetcars historically ran were covered over with a layer of concrete in recent decades. Additionally, partition walls have been added to further enclose portions of the first and second floors and a mezzanine level has been added at the west end of the second story.

At the first floor, there is a metal spiral staircase at the south end that once led to the second story. At an unknown time, the top of the stair was closed off with concrete. Enclosures added at an unknown date include two storage rooms with concrete block walls at the west end and an office and bathrooms with wood frame walls covered with drywall at the northeast end.

The first floor mezzanine is located at the southeast corner of the building. It is triangular in shape and has a finished appearance with wood floors, plaster walls and ceilings, and stained trim. An enclosed office area at the east end has walls of historic beadboard and windows that mimic the chamfered corner on the northeast end of the building. Along the west wall of this mezzanine, there are seven historic two-over-two double-hung wood windows that look down to the first story. A concrete stairway at the north end of the mezzanine has an ornamented railing system that leads to the first and second floors.

At the second floor, wood frame and drywall partition walls added at an unknown date divide this level into offices, work spaces, bathrooms, and a break room.

The second floor mezzanines are located at the northeast and southwest ends of the building. The northeast mezzanine has historic features and materials, including wood floors, a concrete stair and iron pipe railing while the southwest mezzanine dates from the 1970s and is framed with modern studs, has faux wood paneled walls and linoleum floors.

Future Plans:
The 10th and Pierce Streetcar Barn has recently been purchased by a new owner who plans to develop the space into a year-round indoor market and event space.

Integrity:
Located at the site where it was originally constructed, surrounded by buildings of a size, scale and function similar to its historic setting, and with much of its historic fabric intact, the 10th & Pierce Car Barn retains sufficient integrity in terms of

its location, design, setting, materials, workmanship, feeling and association. Of the three sizable street railway buildings that remain standing in Omaha, this car barn retains the highest level of integrity, making it possible to discern the historic function when looking at the building today.

10th & Pierce Car Barn — **Name of Property**

Douglas, Nebraska — **County and State**

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.)

X **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.

X **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

__ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

__ **A** Owned by a religious institution or used for religious purposes.

__ **B** Removed from its original location.

__ **C** A birthplace or a grave.

__ **D** A cemetery.

__ **E** A reconstructed building, object, or structure.

__ **F** A commemorative property.

__ **G** Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Transportation
Architecture

Period of Significance

1909-1955

Significant Dates

1909

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Findley, R.H. – Architect
Burness, Frank - Builder

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.)

The 10th & Pierce Car Barn is eligible for the National Register under Criterion A: Transportation and Criterion C: Architecture for its association with changes in local transportation technology and its significance as the only double-decker car barn in Omaha, a design that allowed it to house streetcars at both its first and second levels. When this building was constructed, the Omaha and Council Bluffs (O&CB) Street Railway was in the middle of a large modernization program that included complete electrification and a shift to a pay-as-you-enter system that required larger streetcars. Additionally, the 10th and Pierce car barn was a departure in form from other car storage buildings constructed by the O&CB, utilizing a

sloped site to accommodate two levels of cars. The period of significance begins in 1909 with the construction of the building and ends in 1955 with the discontinuation of streetcar use in Omaha.

The barn was designed by R.H. Findley to accommodate new, larger streetcars introduced by the O&CB in November 1909. The construction of this building coincided with the closure of the Harney car barn at 20th and Harney Streets, which was not large enough to accommodate the new streetcars. The 10th & Pierce Car Barn was in use until 1955, when buses replaced streetcars for public transportation. A trucking company then purchased the building and occupied it for an unknown time period. At an unknown date the building was sold again and the new owner leased it to the United States Postal Service, which currently uses it as an annex for their nearby postal facility. The car barn is one of only two surviving streetcar barns in Omaha, and it is the only double-decker car barn ever built in the city.

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

Criterion A – Transportation

A streetcar system first appeared in Omaha in 1867 when the Omaha Horse Railway Company secured a 50-year franchise to build and operate a street railway. Construction officially began in November of 1868 at 9th and Farnam Streets.[1] On the opposite side of the Missouri River, Council Bluffs was in the process of securing its own streetcar system. There the newly formed Broadway Street Railway secured franchise rights in 1868 and construction began one year later.[2] Over the course of the next three decades, the streetcar lines expanded to reach an ever greater swath of land in their respective cities. At the same time, horse drawn cars gave way first to cable and then to electric service.[3]

By the early 1900s, at least three railway companies existed in the Omaha area and two in Council Bluffs. In 1903, the various railway companies were consolidated under the banner of the Omaha & Council Bluffs Street Railway. Thereafter the two cities streetcar systems continued to be improved with the laying and replacement of rails, extensions into new neighborhoods, upgrades to the streetcars, and the construction of new buildings to power and house the vehicles. [4] By 1909, 150 miles of tracks ran throughout the Omaha area and Council Bluffs.[5]

The car barn at 10th and Pierce Streets was constructed in 1909, at a time when the system as a whole was undergoing many upgrades to ensure customer satisfaction as well as the continued success of the railway company. In November 1909 Gordon Wattles, President of the O&CB, declared, "We have done more reconstruction work in this year than during any preceding year in the history of the city."[6] Tracks were upgraded, a new power station at Fifth and Jackson was built, twenty-five new double truck streetcars were added, and the new car barn at 10th and Pierce was constructed to accommodate these larger cars.[7]

The new streetcars, called Pay-As-You-Enter (PAYE), provided the railway with additional carrying capacity, thereby lessening congestion during peak hours and improving service at other times. The major benefit to the railway, however, was the increase in revenue and decrease in accidents that the PAYE cards afforded. The design of these cars, which incorporated a door-less rear platform split into two aisles – one for entry and one for exit, ensured a more orderly and accountable fare collection process and helped to prevent accidents that sometimes occurred when people were getting on and off the streetcar. Whereas in the past riders would enter and wait for the conductor to come to them to collect the fare, with the new system the conductor stood at the rear platform collecting fares directly from passengers as they entered, lessening the chance of people riding for free and allowing the conductor to ensure all passengers had alighted before the streetcar began to move.[8]

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[1] Richard Orr, *O&CB: Streetcars of Omaha and Council Bluffs* (Omaha: Self-published, 1996), 3-4.
[2] Ibid., 8-10.
[3] Ibid., 13-94.
[4] Ibid., 156-161.
[5] "Street Railway Rebuilds Lines," *Omaha Bee*, August 17, 1909.
[6] "Wattles Promises Better Car Service," *Omaha World Herald*, November 12, 1909; Orr, *O&CB: Streetcars of Omaha and Council Bluffs*, 213-214.
[7] Ibid.
[8] Ibid.; R.A. Leussler, "Experiences with the New Omaha Pay-as-You-Enter Cars," *Electric Railway Journal.*

This new method of fare collection was one that had already been adopted in New York, Chicago, St. Louis, and other larger cities throughout the United States. The introduction of PAYE cars to Omaha's streetcar system proved to be a success, not raising the ire and confusion that they had initially in some of these other cities. O&CB officials helped to lessen the public's potential concerns through a careful marketing campaign that played up the benefits to passengers. As well, they carried out the project over a two year period, after which time all cars within Omaha were either new or converted PAYE cars. Beginning in 1912, an additional advancement in the fare collection system would be made when the O&CB began to add fare boxes to all the streetcars.[9]

The 10th and Pierce Streetcar Barn remained in active service until 1955, when the city's streetcar system was abandoned in favor of bus transportation. Two years later, Leonard W. Begley purchased the building to house his General Motors Corporation (GMC) truck agency, Leonard W. Begley & Sons, Inc. At the time of the purchase, Begley planned to run his truck operation out of the second floor and lease the first floor for storage.[10] Begley died unexpectedly of a heart attack in 1962.[11] It is unknown how long the business remained at this location after his death. At an unknown date, the building became the Omaha Annex for the United States Postal Service. It retained this use until 2015.

Criterion C – Architecture

The 10th and Pierce Car Barn is a utilitarian building reflecting the Commercial Style of architecture. Its architectural significance is tied to its distinct "double-decker" design, which depended upon reinforced concrete and a steep grade change between its east and west points in order to create a substantial building with car storage on both floors. Initially, when the O&CB developed plans to build a car barn to house the new longer, heavier PAYE cars, they envisioned a one-story building similar in design to their other car barns, with a single, at- grade entry for streetcars. Two other sites on 10th Street were considered that would have allowed for this more straightforward design. However, one of these was determined to be too far south and the other raised concerns from neighboring St. Joseph's Hospital staff about potential noise. As a result, the site at 10th and Pierce was chosen.[12]

Though the O&CB officials had not originally planned for it, they decided that the sloping site would be advantageous in that it allowed the streetcars to enter on grade at both 10th and 11th streets. The site was also deemed beneficial because of its proximity to train passengers disembarking from the Union and Burlington stations, and its easy accessibility to the Farnam, Dodge and Harney Street lines, all of which would have their cars stored here when not in service.[13] Thus, the O&CB allowed the desirable site to determine the design, rather than the other way around.

It is unknown whether O&CB officials or the architect, R.H. Finley, looked elsewhere for inspiration when designing the new building. A search of streetcar barns located throughout the nation, including twelve that are listed on the National Register, turned up just a handful of buildings with a "double-decker" arrangement similar to that at 10th and Pierce. The Carolina Power and Light Company Car Barn and Automobile Garage in Raleigh, North Carolina, designed in 1925, is the only National Register-listed building with streetcar entry at two levels. The dearth of comparable "double-decker" examples on a regional and national scale makes the distinct design employed for the 10th & Pierce Car Barn even more notable.

R. H. Findley, the local architect who designed the building, also worked for the O&CB as Superintendent of Tracks and Roadways. H.B. Noyes, Chief Engineer at O&CB, helped to direct the work. These men developed a design that incorporated concrete columns and floors to ensure that the second story could withstand the weight of the forty-one foot long PAYE cars, each of which weighed twenty-two to twenty-three tons.[14] In addition to streetcar storage and offices, the O&CB requested that spaces be incorporated for use by the hundreds of conductors and motormen under their employ. In order to "provide them with comfortable resting quarters," the new building would include a game room, a large reading room, bathrooms with showers, and a sizable locker room where employees could stow their belongings.[15] The company's reason for providing such amenities, according to one *Omaha World Herald* article, was to provide the men, many of whom were single and lived

[9] Orr, *O&CB: Streetcars of Omaha and Council Bluffs*, 213-214.
[10] "Begley Firm to Shift Site," *Omaha World Herald*, July 2, 1957.
[11] "Death Takes L.W. Begley," *Omaha World Herald*, January 26, 1962.
[12] "New Car House and Club for Car Men," *Omaha World Herald*, July 10, 1910.
[13] "New Car House and Club for Car Men," *Omaha World Herald*, July 10, 1910.
[14] Ibid.
[15] Ibid.; "Street Railway Rebuilds Lines," *Omaha Bee*.

in boarding houses, with "attractive" diversions that would "keep them out of their lonely rooms or pool rooms or saloons."[16]

The car barn went up on the site of a bottling works plant.[17] In the spring of 1909, the factory buildings and a residence were cleared away and extensive site work began. Approximately 20,000 yards of earth were excavated. The site itself was graded level, except at the east and west ends where the existing steep grades were retained so that tracks could be laid directly into the building from 10th and 11th Streets.[18]

In August 1909, a $100,000 building permit was secured for the barn's construction and work commenced on the actual building.[19] C.B. Havens & Co., an Omaha company that supplied building materials for many local buildings, including the Douglas County Courthouse, secured the contracts to provide cement, stone and brick.[20] According to an *Omaha Bee* article, it was projected that 10,000 barrels of cement would be utilized during construction.[21] Frank Burness, a prolific local builder who helped to erect many of the packing houses in South Omaha, served as the contractor.

In November 1909, O&CB President Gordon Wattles reported that construction on the building was delayed. The cause, he stated, was "the contractor [Frank Burness], who promised to have it completed for us two months ago."[22] As a result of this delay, the twenty-five new PAYE cars had to be stored temporarily at the recently expanded Vinton car barn, located on the northwest corner of 24th and Vinton.[23]

Burness's unexpected death in June 1910, two months before the building officially opened, made this the last building he completed before his death.[24]

In mid-August 1910, the new car barn was finally competed. On the 10th Street side, cars entered through a large opening within the chamfered corner at the northeast. Upon entry, the tracks divided into twelve. At the 11th Street entry, the tracks also split into twelve upon entry to the paved lot. Pits beneath the tracks allowed men to work on the cars in house. In addition to the windows, recessed electrical lights with cords illuminated the interior.[25] Shortly after the opening of the 10th and Pierce Car Barn, the Harney street barn was decommissioned and the cars previously stored here were moved to the new facility.[26]

Today little remains of the streetcar system that once served Omaha and Council Bluffs. Only three buildings that historically housed streetcars remain standing in Omaha and none are extant in Council Bluffs. Two of these are car barns, that at 10th and Pierce Streets, and another at 19th and Nicholas. The facility at the southwest corner of 19th and Nicholas was constructed on a level site in 1889 as a combination car barn and powerhouse. It is the only nineteenth century car barn remaining in Omaha and is today occupied by Micklin Lumber and Ace Hardware. Unlike the 10th and Pierce Streetcar Barn, this facility has been dramatically altered and it is difficult to discern the historic function from its current exterior appearance. The primary (east) façade has received completely new cladding, covering over many of the historic window and door openings, and on the secondary facades most window and door openings have been filled in with non-historic materials.[27]

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[16] "New Car House and Club for Car Men," *Omaha World Herald.*
[17] "Building Permits for Day $133,000," *Omaha World Herald*, August 10, 1909.
[18] "Street Grades Lead Into Both Stories," *Omaha World Herald*, April 5, 1909; "Clearing Site for its New Car House," *Omaha World Herald*, February 27, 1909; "New Car House and Club for Car Men," *Omaha World Herald*.
[19] "Timely Real Estate Talk," *Omaha Bee*, August 15, 1909, 8.
[20] "Omaha: Building Permits," *The Improvement Bulletin* 39, no. 10 (August 7, 1909): 23; "The Sunderland-Havens Deal," *Brick and Clay Record* 38, no. 6 (March 15, 1911): 328.
[21] "Building Notes," *Omaha Bee*, August 25, 1909.
[22] "Wattles Promises Better Car Service," *Omaha World Herald.*
[23] Orr, *O&CB: Streetcars of Omaha and Council Bluffs*, 213.
[24] "Famous Builder of Packing Houses," *Omaha World Herald*, June 25, 1910; "New Car House and Club for Car Men," *Omaha World Herald.*
[25] "New Car House Monday," *Omaha World Herald*, August 11, 1910; "New Car House and Club for Car Men," *Omaha World Herald.*
[26] "Harney Barn Sold For an Investment," *Omaha World Herald*, May 26, 1910; "New Car House and Club for Car Men," *Omaha World Herald.*
[27] Orr, *O&CB: Streetcars of Omaha and Council Bluffs*, 90.

In addition to the car barns, a building used as a general repair shop is extant at the northwest corner of 26th and Lake. This one-story brick building was constructed in 1905 on a level site and historically contained a machine shop, storeroom, and track and blacksmith shop. Now utilized by the city street and maintenance departments, the building retains much of its historic fabric. It does not, however, appear to have ever served the purpose as a car barn. [28]

The building at 10th and Pierce is thus distinct as the only O&CB "double-decker" car barn and as one of the last physical vestiges of a system that facilitated the growth of the Omaha metropolitan area and provided her citizens with public transportation over an 87-year period.

9. Major Bibliographic References

Bibliography (Insert bibliography here – cite the books, articles and other sources used in preparing this form.)

"An Auto Livery May Be Future of Car House." *Omaha World Herald*, October 26, 1909.

"Begley Firm to Shift Site." *Omaha World Herald*, July 2, 1957.

"Building Notes." *Omaha Bee*, August 25, 1909.

"Building Permits for Day $133,000." *Omaha World Herald*, August 10, 1909.

"Clearing Site for its New Car House." *Omaha World Herald*, February 27, 1909.

"Death Takes L.W. Begley." *Omaha World Herald*, January 26, 1962.

"Famous Builder of Packing Houses." *Omaha World Herald*, June 25, 1910.

"Harney Barn Sold For an Investment." *Omaha World Herald*, May 26, 1910.

Leussler, R.A. "Experiences with the New Omaha Pay-as-You-Enter Cars." *Electric Railway Journal.* April 27. 1912.

"New Car House and Club for Car Men." *Omaha World Herald*, July 10, 1910.

"New Car House Monday." *Omaha World Herald*, August 11, 1910.

"Omaha: Building Permits." *The Improvement Bulletin* 39, no. 10 (August 7, 1909).

Orr, Richard. *O&CB: Streetcars of Omaha and Council Bluffs*. Omaha: Self-published, 1996.

"Street Grades Lead Into Both Stories." *Omaha World Herald*, April 5, 1909.

"Street Railway Rebuilds Lines." *Omaha Bee*, August 17, 1909.

"The Sunderland-Havens Deal." *Brick and Clay Record.* 38, no. 6 (March 15, 1911).

"Wattles Promises Better Car Service." *Omaha World Herald*, November 12, 1909.

"Timely Real Estate Talk." *Omaha Bee*, August 15, 1909.

[28] Ibid., 165, 310.

10th & Pierce Car Barn — **Name of Property**

Douglas, Nebraska — **County and State**

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67 has been requested)
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #
____ recorded by Historic American Engineering Record #
____ recorded by Historic American Landscape Survey #

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other (Name of repository)

Historic Resources Survey Number (if assigned): DO09:0117-120

10. Geographical Data

Acreage of property .89 acres USGS Quadrangle Omaha South

(Use either the UTM system or latitude/longitude coordinates. Delete the other.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

1. Latitude 41.248406 Longitude -95.929860
2. Latitude _____ Longitude _____
3. Latitude _____ Longitude _____
4. Latitude _____ Longitude _____

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

CITY LOTS LOT 8 BLOCK 250 PT OF PIERCE ST ADJ & LTS 5 TO 147 X 264.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the property follows the legally recorded boundary lines.

11. Form Prepared By

name/title Caitlin Kolb
organization Alley Poyner Macchietto Architecture date July 1, 2015
street & number 1516 Cuming Street telephone 402-341-1544
city or town Omaha state NE zip code 68102
email ckolb@alleypoyner.com

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 map.
- **Additional items:** (Check with the SHPO for any additional items.)

Photographs

10th & Pierce Car Barn | Douglas, Nebraska
Name of Property | **County and State**

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 10th & Pierce Car Barn

City or Vicinity Omaha County Douglas State Nebraska

Photographer Alley Poyner Macchietto Architecture Date Photographed As indicated

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

1. Photograph 001: East & North facades. Looking West. Photographed June 5, 2015.
2. Photograph 002: East façade. Looking West. Photographed June 5, 2015.
3. Photograph 003: South & East facades. Looking Northwest. Photographed June 5, 2015.
4. Photograph 004: West facade. Looking East. Photographed May 18, 2015.
5. Photograph 005: 1st Floor mezzanine. Looking Northeast. Photographed June 5, 2015.
6. Photograph 006: 1st Floor. Looking Southeast to mezzanine. Photographed June 5, 2015.
7. Photograph 007: 1st Floor. Looking Southwest. Photographed June 5, 2015.
8. Photograph 008: 2nd Floor. Looking Southeast. Photographed June 5, 2015.
9. Photograph 009: 2nd Floor. Looking East to historic mezzanine. Photographed June 5, 2015.
10. Photograph 010: 2nd Floor. Looking West to 1970s mezzanine. Photographed June 5, 2015.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

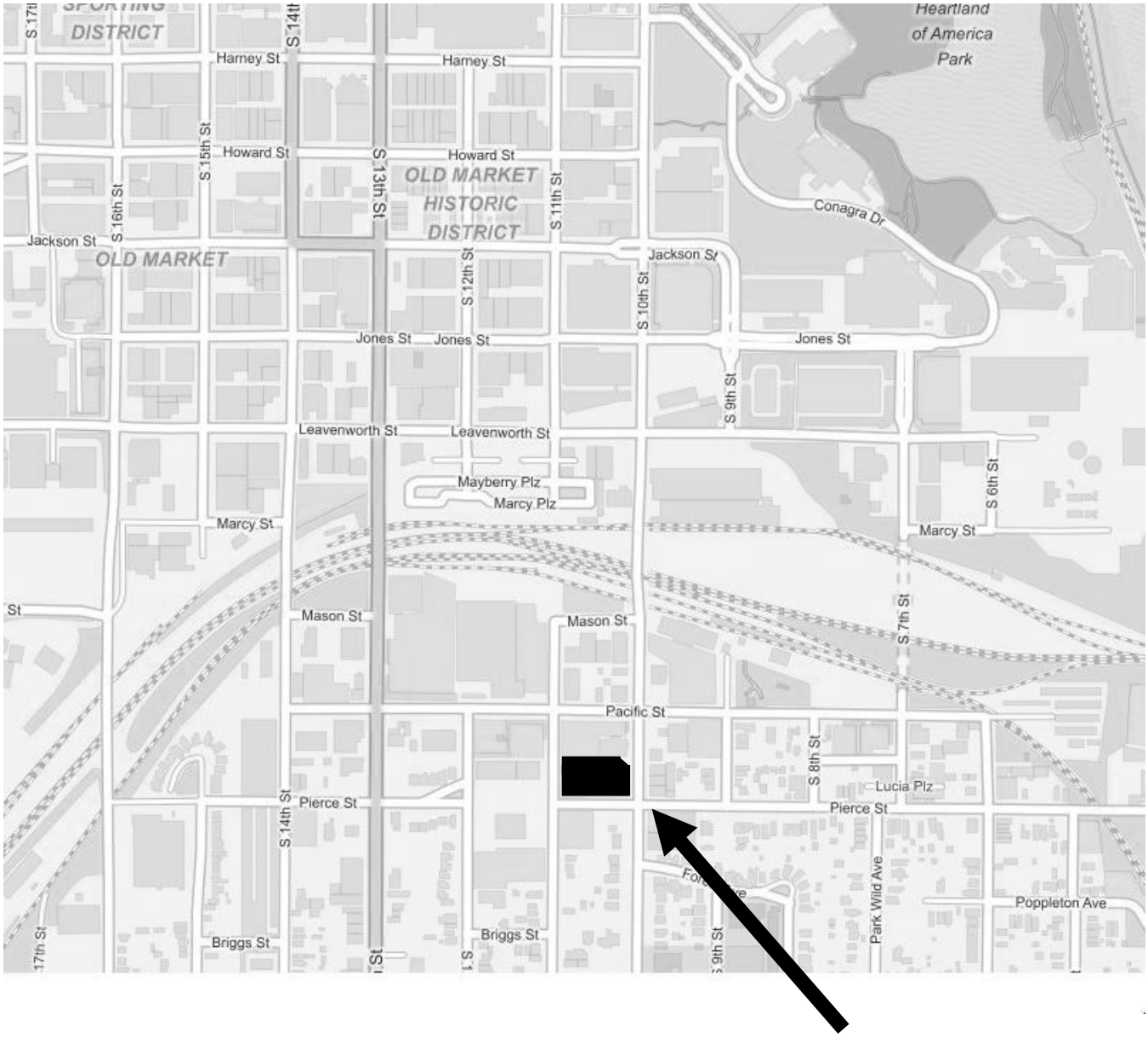


Figure 1: 10th & Pierce Car Barn Vicinity Map. Building is located between Pacific, S. 10th, Pierce, and S. 11th Streets. Source: MapQuest, 2015

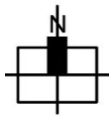


Figure 2: 10th & Pierce Car Barn Legal Boundary Map. Building is located between Pacific, S. 10th, Pierce, and S. 11th Streets. Dashed line indicates property location. Source: Douglas County DOGIS website. http://www.dogis.org/ Accessed June 9, 2015.

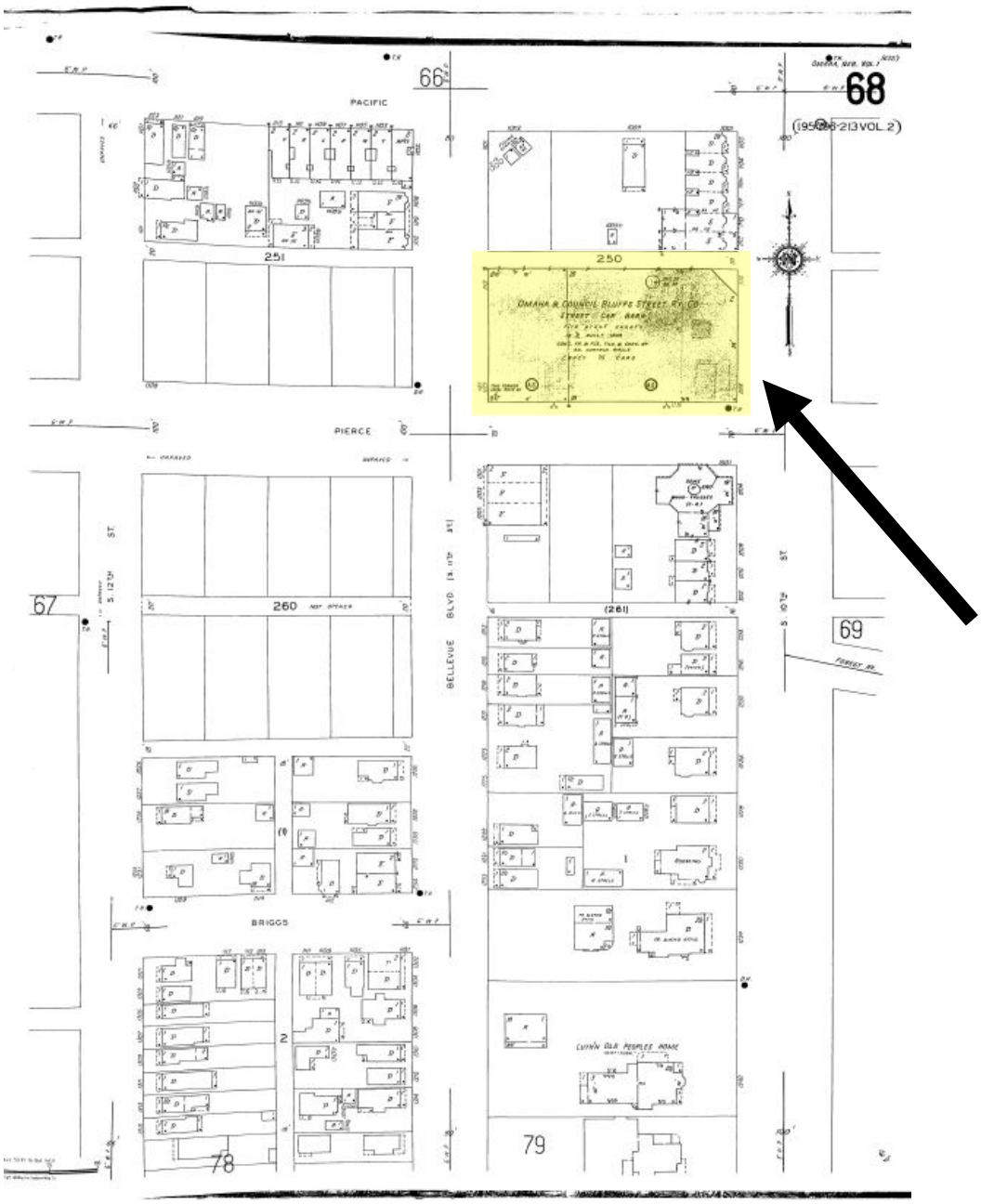


Figure 3: Sanborn Map Company. Insurance Maps of Omaha, Nebraska. New York: 1934 Volume 1. Digital. University of Nebraska-Lincoln Library. Lincoln, NE. Shaded area indicates location 10th & Pierce Car Barn.

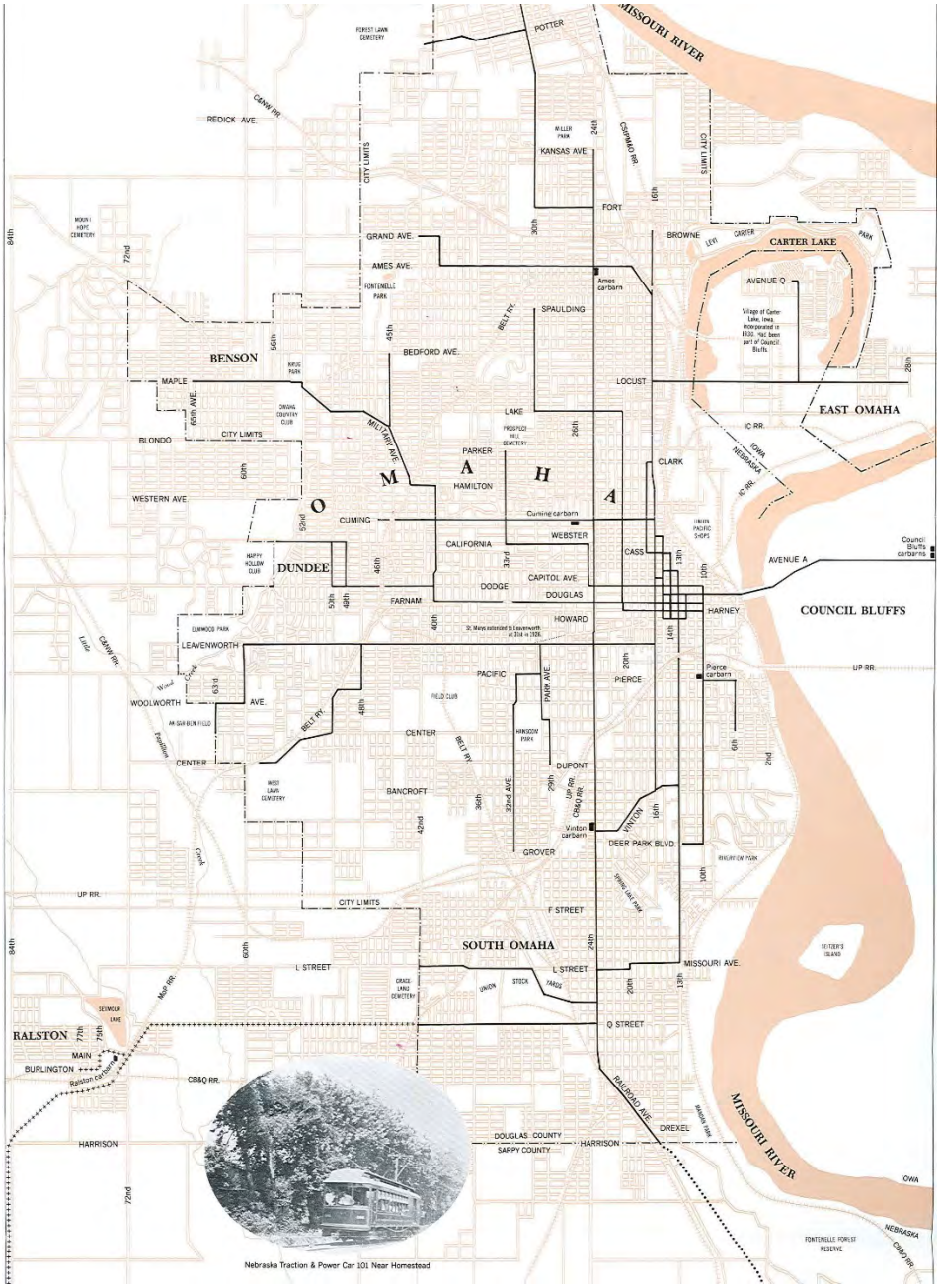


Figure 4: Electric streetcar network in Omaha, 1926. Source: Richard Orr, *O&CB: Streetcars of Omaha and Council Bluffs* (Omaha: Self-published, 1996), 185. Arrows indicate location of extant car barns and repair shop.

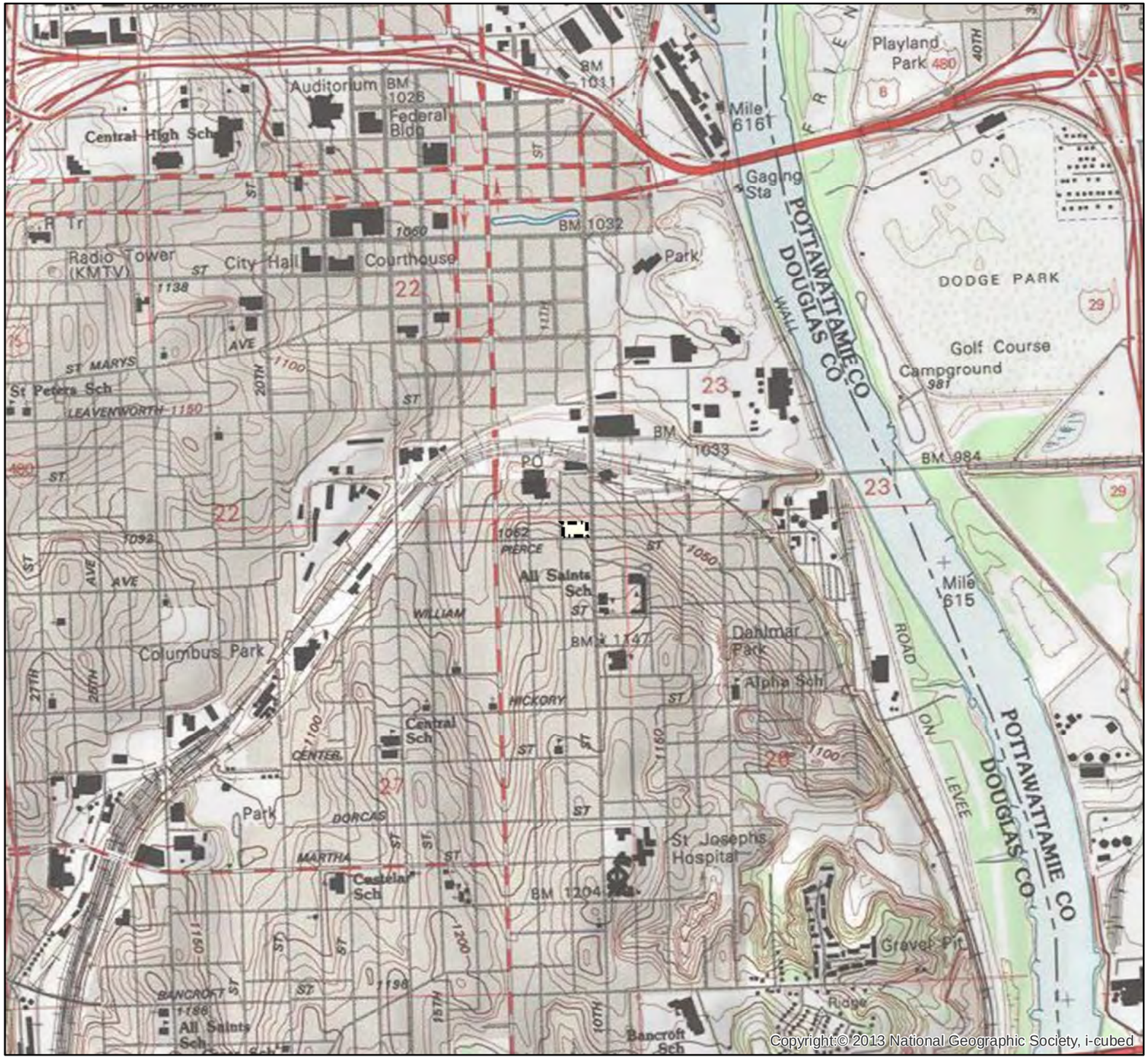
10th & Pierce Car Barn

1100 Pierce Street
Omaha, Douglas Co.,
Nebraska

Latitude/Longitude Coordinates:

41.248406, -95.929860

Datum: WGS84



Legend

Proposed NRHP Boundary

1:18,000

0 600 1,200 2,400 Feet

0 195 390 780 Meters

10th & Pierce Car Barn

1100 Pierce Street
Omaha, Douglas Co.,
Nebraska

Latitude/Longitude Coordinates:

41.248406, -95.929860

Datum: WGS84

Legend

Proposed NRHP Boundary

1:1,000

0 30 60 120 Feet

0 10 20 40 Meters

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