NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

1. NAME
COMMON: Union Passenger Terminal
AND/OR HISTORIC: 

2. LOCATION
STREET AND NUMBER: 10th and Marcy Streets
CITY OR TOWN: Omaha

3. CLASSIFICATION
CATEGORY (Check One)
☐ District ☑ Building ☑ Site ☑ Structure ☐ Object
OWNERSHIP
☐ Public ☐ Private ☑ Both
PUBLIC ACQUISITION:
☐ In Process ☑ Being Considered
STATUS
☐ Occupied ☑ Unoccupied ☐ Preservation work in progress
ACCESSIBLE TO THE PUBLIC
☐ Yes: ☑ Restricted ☐ Unrestricted ☐ No
PRESENT USE (Check One or More as Appropriate)
☐ Agricultural ☐ Government ☐ Park ☑ Transportation ☑ Comments
☐ Commercial ☐ Industrial ☐ Private Residence ☐ Other (Specify) At present in disuse.
☐ Educational ☐ Military ☐ Religious ☐
☐ Entertainment ☐ Museum ☐ Scientific

4. OWNER OF PROPERTY
OWNER'S NAME: Union Pacific Railroad
STREET AND NUMBER: 1416 Dodge Street
CITY OR TOWN: Omaha

5. LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC:
County Clerk, Douglas County Court House
STREET AND NUMBER: 1700 Farnum Street
CITY OR TOWN: Omaha

6. REPRESENTATION IN EXISTING SURVEYS
TITLE OF SURVEY: Historic Preservation in Nebraska - Preliminary Plan
DATE OF SURVEY: October 1970 ☑ Federal ☐ State ☐ County ☐ Local
DEPOSITORY FOR SURVEY RECORDS:
Nebraska State Historical Society
STREET AND NUMBER: 1500 "R" Street
CITY OR TOWN: Lincoln

STATE: Nebraska
COUNTY: Douglas
CODE 31
The Union Passenger Terminal was designed by Gilbert Stanly Underwood, of Los Angeles, and completed in 1931. An Omaha firm, Peter Kiewit and Sons, was awarded the one and one-fourth million dollar contract for the construction of the major unit.

The terminal is of steel frame construction on reinforced concrete piling. The exterior gives a massive masculine appearance. It's exterior is of cream-colored glazed terra cotta. Over the doors of the north main entrance are sculptured figures of a brakeman and locomotive engineer; over the 10th Street (west) entrance are figures of a civil engineer and railroad mechanic. Speaking at the time the Omaha station was built, the architect, Gilbert S. Underwood said, "We have tried to express the distinctive character of the rail-road -- strength, power, masculinity."

The interior is finished in plaster with Oregon pine, and white oak trim. The floor is of terrazo and concrete. The main floor waiting room has ten cathedral-like windows of rose, amber, and green translucent plate glass, flanked by columnettes of blue Belgian marble, and a wainscoting of black Belgian marble. This main floor waiting room is lighted by crystal and bronze chandeliers weighing two-thousand pounds each. At the east end is a bronze tablet commemorating the breaking of the ground and start of construction on the Union Pacific Railroad, the laying of the first rail, and the driving of the golden spike at Promontory, Utah.

On the west wall in the restaurant are six murals by Artist Joseph W. Keller, also of Los Angeles. These murals depict various stages in the development of transportation.

A covered concourse on the north connects the Union Passage Terminal with the Burlington Station (also reconstructed in 1930).

The building at present stands vacated and virtually unchanged since it's construction in 1930.
Gilbert S. Underwood was considered at the time of the design of the Union Terminal, as an "ultramodern" architect. The Union Terminal typifies, in its strength and masculinity, the numerous passenger stations Underwood designed as consulting architect to the Union Pacific System.

The particular design of the Union Terminal in Omaha can also be considered as typical of much of American "Utilitarian Architecture," or architecture which accommodated or made provisions for the rising mechanical thrust characterizing the period that began in the late nineteenth century and continued well into the twentieth century. The Union Terminals architectural styling begins to point to the seepage of European architectural influences. Particularly that of the Bauhaus and its "utilitarian look," and also that of the modernistic mode in architectural decoration, perhaps better exemplified is Underwoods later design for the San Francisco mint.

The completion of the Union Passenger Terminal and the reconstruction of the connected Burlington Station firmly established Omaha as an important railroad terminus in the midwest. With a daily passenger capacity of over 8,000 the Union Terminal served, besides the Union Pacific, the North Western, Rock Island, Milwaukee, Missouri Pacific and Wabash railroads. With the decline in recent years of the railroad passenger era, the Union Terminal was abandoned by the Union Pacific for passenger service. The building now stands vacated, although several feasible proposals have been made for its hoped for preservation as one of Omaha's finest landmarks.


Files - Nebraska State Historical Society

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

<table>
<thead>
<tr>
<th>CORNER</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
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<tbody>
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LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

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<tr>
<td>95° 55' 40&quot;</td>
<td>41° 15' 05&quot;</td>
</tr>
</tbody>
</table>

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Approx. 1/2 acre

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

STATE: CODE COUNTY CODE
STATE: CODE COUNTY CODE
STATE: CODE COUNTY CODE
STATE: CODE COUNTY CODE

NAME AND TITLE: Persij Kolberg, Curator of Historic Sites

ORGANIZATION: Nebraska State Historical Society

DATE: Sept. 22, 1971

STREET AND NUMBER: 1500 "R" Street

CITY OR TOWN: Lincoln

STATE: Nebraska CODE 31

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National [ ] State [x] Local [ ]

Name: David C. Knutti

Title: Director, Nebraska State Historical Society

Date: 24 September 1971

NATIONAL REGISTER VERIFICATION

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

Chief, Office of Archaeology and Historic Preservation

Date ____________________________

ATTEST:

______________________________
Keeper of The National Register

Date ____________________________
Back elevation showing covered concourse, from the southwest. Photo, May 1971, NSHS H673.5-1942

Parking area and light details, from the southwest. Photo, May 1971, NSHS H673.5-1933

Side elevation from the northwest. Photo, May 1971, NSHS H673.5-1936
Detail of entrance light (typical of overall style of decoration, exterior and interior, from the west
Photo, May 1971, NSHS H673.5-1938

Partial front elevation, from the northeast
Photo, May 1971, NSHS H673.5-1937
Aspect: west
Photo by D. Murphy, 1977, NSHS (7704/4:28)

View looking east
Photo by D. Murphy, 1977, NSHS (7704/4:29)

Aspect: north
Photo by D. Murphy, 1977, NSHS (7704/2:27)
Aspect: northwest
Photo by D. Murphy, 1977, NSHS (7704/2:23)

Aspect: west
Photo by D. Murphy, 1977, NSHS (7704/2:31)

Aspect: north
Photo by D. Murphy, NSHS (7704/2:30)