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THE REHABILITATION OF THE CHICAGO AND NORTH-WESTERN
RAILROAD FREIGHT DEPOT IN FREMONT, NEBRASKA
AND THE REDEVELOPMENT OF THE SURROUNDING AREA

Troy A. Einspahr

A PROFESSIONAL PROJECT

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Master of Community and Regional Planning

Faculty Advisory Committee:

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Lincoln, Nebraska

May 2009

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FREIGHT DEPOT IN FREMONT, NEBRASKA
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Troy A. Einspahr, MArch and MCRP

University of Nebraska, 2009

Advisers: Ted Ertl and Gordon Scholz

The former Chicago and North-Western Railroad Freight Depot in Fremont, Nebraska, designed by Frost and Granger, sits empty, next to the railroad yards at the southern edge of the Downtown area. The surrounding area contains commercial, industrial, institutional, and residential uses. The one-hundred year old Depot is significant because of its history and its architecture and because it is one of the most substantial buildings adjacent to the railroad yards. The preservation objectives require an adaptive reuse. The intent of this project was to investigate how the historic preservation of a significant building can affect the preservation and revitalization of the surrounding area. The first section of the document looks at the history of the community, area, and the building. The next section looks at the surrounding area and the building from an economic perspective. The following section looks at proposed plans for the area and the specific plans for preservation and adaptive reuse this building. The rehabilitation of the Depot, in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, resulted in a mixed-use building containing two restaurants, a bar, retail space, and office space. The plan for the surrounding area proposed many projects of varying

sizes and types that may contribute to the revitalization of the area. The last section is a conclusion which evaluates the plans for the Depot and the area. The plans for the Depot and the surrounding area are envisioned to serve as a guide for rehabilitating the Depot and revitalizing the area, while preserving their history and character.

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Completion of a project of this nature is like a long journey, a journey that involves not only an incredible amount of time, but also determination and perseverance. It also requires a large amount of help and support from others. It is a journey that is about learning lessons of both an academic and non-academic nature. A journey with easy and enjoyable stretches, but also with many difficult stretches, detours, and roadblocks. I would like to thank all of those people who helped me on this journey. Even if I did not include your name in this list, I still remember your help and contribution. I would especially like to thank the Ronan family and Debbie Soula for all of their assistance, patience and support. I would like to dedicate this project to the memory of John Ronan, Sr., for all of his support, assistance, and especially for his sharing of a dream.

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Chapter 1

Statement of Intent

Sir Winston Churchill stated, “we shape our buildings; thereafter they shape us (Schools of Tomorrow 1960, 74). When a building is designed and shaped, it shapes the lives of the people who use it. Is a building also capable of shaping a city, or a portion of one? After time has passed, the original use and intent of a building may become obsolete. Then how does the building shape us? Is it capable of a new use? Changing the uses of an existing building and thus changing the surrounding area is a major issue when reusing a building and redeveloping an area of a city.

“Buildings are the chief catalyst of collective historical identity because they seem intrinsic to their surroundings and outlast most other relics” (Lowenthal 1985, 387). The intent of this project is to preserve an existing building, that has outlasted most of the things associated with it, and discover how the preservation of that building can benefit the surrounding area.

According to Jane Jacobs, “cities need old buildings so badly it is probably impossible for vigorous streets and districts to grow without them” (Jacobs 1989, 137). Historic preservation is an important part of the urban fabric of a community. The preservation of one building can affect the rest of the community and trigger more building owners to preserve other buildings in the community. The use of the preserved building can lead to economic, social, and aesthetic improvements in the community. Preservation is also an important way to protect our heritage.

Eero Saarinen observed:

Every object, small or large has a relationship to its neighbor. Perhaps the most important thing I learned from my father was that in any design problem one should seek the solution in terms of the next largest thing. If the problem is a chair then its solution must be found in the way it relates to the room cube. If it is a building, the townscape will affect the solution (Saarinen 1968, 11).

To achieve this desired state of preservation for both buildings and districts, the fields of architecture and planning need to work together. They have always been closely intertwined; oftentimes a project will cross the “boundary” between the two fields.

Crossing the boundary is ideal if the crossover will benefit both fields.

“Above all, destructive and disruptive change has accelerated. Technological innovation, rapid obsolescence, the radical modernization of the built environment, massive migration, and increased longevity combine to leave us in ever less familiar surroundings, remote from our own recent pasts” (Lowenthal 1986, 396).

Changing times, technologies, end of original purpose, and economics lead to obsolescence. Old buildings are all around and are all in a state of decay, so why is it important to preserve the Depot? How is a building or an area reused when it becomes obsolete? When a building is no longer needed for its intended use, what happens to it? Often it is abandoned or torn down. This can lead to entire areas of communities filled with abandoned buildings or vacant lots. If these are replaced, the new buildings are often nondescript structures that look as though they could be anywhere and not in that specific place. When these types of structures replace the ones that have become obsolete, the history and character of a place is lost to the ages.

Chapter 2

Introduction

This project proposes reuse of the former Chicago and North-Western Railroad Freight Depot in Fremont, Nebraska. The Depot is approximately 16,000 square feet in size and sits on the south side of Fremont's downtown, next to the railroad yards. The surrounding area is used for commercial, industrial, institutional, and residential purposes. This area tends to be overlooked when compared to the Downtown area north of 3rd Street. It is not part of the Main Street Historic District and tends to have more vacant buildings and is used for more industrial purposes than the rest of Downtown.

The intent of the project is to study how the historic preservation of a significant building can affect the preservation and revitalization of the surrounding area. The revitalization of the surrounding area is important because the historic building is in a smaller community. Revitalization of the immediate area and the completion of the proposed Clock Tower Project would serve as an anchor for the southern end of Main Street by providing both a physical presence and extending activity all the way to the railroad tracks. The Depot is significant because of its history and its architecture and because it is one of the most substantial buildings in that part of Downtown. It is also significant because the preservation requires an adaptive reuse from a railroad freight depot to a different use.

This project is about taking a one-hundred-year-old building and an area of the city that have become largely obsolete and overlooked due to economic and technological

changes and finding a way to make them useful and viable again. But it is about more than just economic reasons; it is also about preserving the past and bringing people in contact with their history and heritage. It is about allowing people to learn about their history by making it part of their present.

The aim of this project is to address both architecture and planning issues. This document explores how this combined effort is achieved. Since the project involves an historic building in an older area, the first section of the document looks at the history of the community, area, and the building. The next section looks at the area and the building from an economic perspective. The following section looks at plans for the area and the plans for the building. The last section is a short conclusion to evaluate the plans for the Depot and the area.

While the building for this project, the Chicago and North-Western Railroad Freight Depot, is easy to see, the area surrounding it is not. For the purposes of this project, a study area was designated (see Figures 1 and 2), with boundaries determined as follows: Several blocks circumscribed by a radius extending from the Depot, or, specifically, the nearest intersection at 1st Street and D Street, define the study area. Three of the four boundaries were easily determined by looking at a map of Fremont and seeing that Broad Street, a major arterial, was three blocks west, Clarkson, a minor arterial, was three blocks east, and the southern boundary of the Main Street Historic District, 3rd Street, was two blocks north. While these streets are logical boundaries, the actual boundary line was drawn at mid-block so that both sides of those streets could be investigated. Due to the angles of the streets, the southern boundary is a bit ambiguous, but was determined to be

the middle of the 300 south block, the same distance as the middle of the 300 north block for the north boundary.



Figure 1. Location of the project study area in Fremont, Nebraska. (Nebraska Department of Natural Resources)

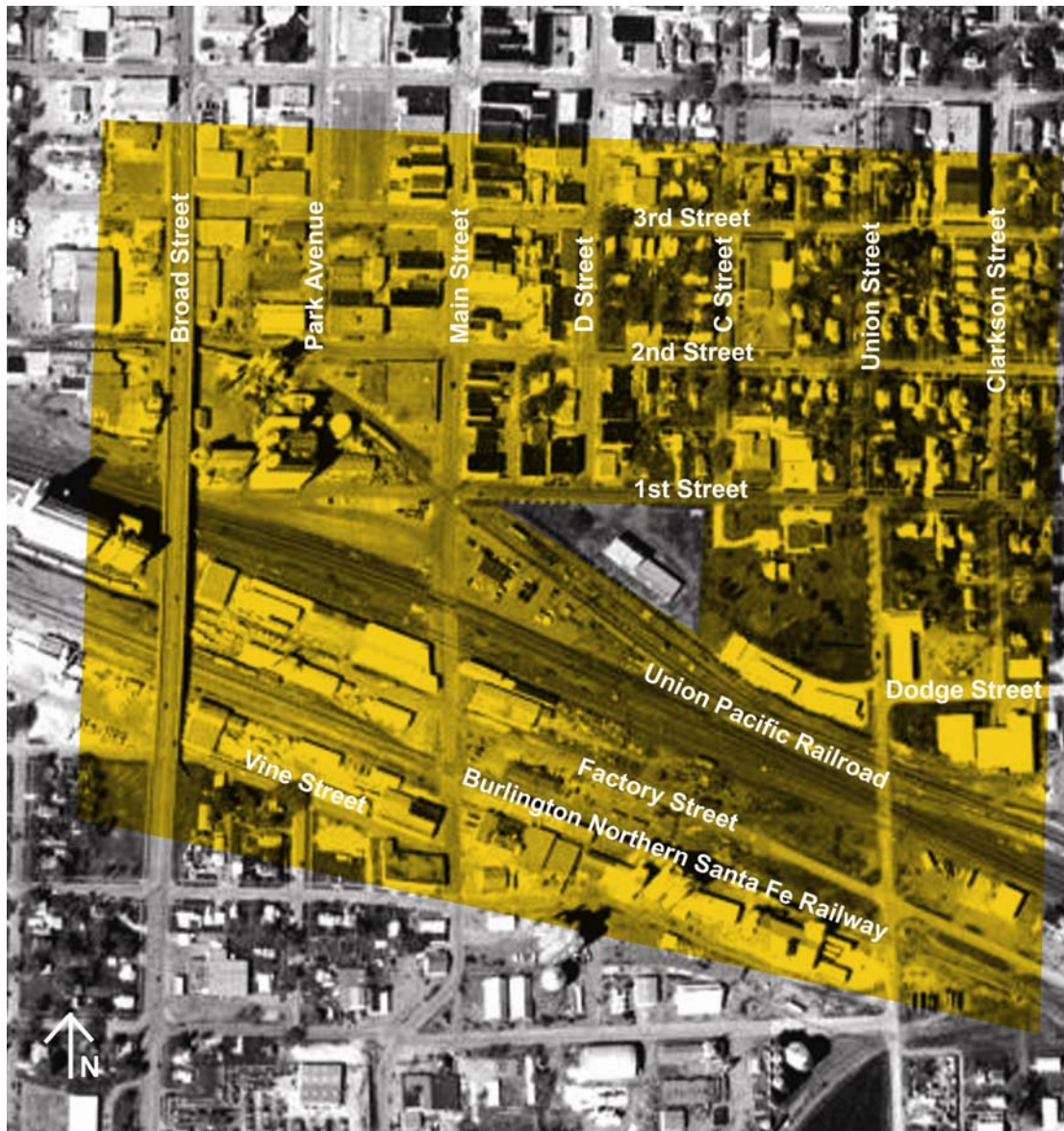


Figure 2. The project study area and the Freight Depot site. (Nebraska Department of Natural Resources)

The Freight Depot was built at a time when the railroad was the main means of transporting freight. When the Depot was built, Fremont was an important railroad center, especially for the Chicago and North-Western Railroad. The city was served by three railroads at the time, the North-Western, the Chicago, Burlington and Quincy, and the Union Pacific. The North-Western had lines that radiated out in all directions from Fremont to the surrounding area. Passengers on the North-Western used the Union Passenger Station on Main Street, which was shared by the North-Western and the Union Pacific. It was located where the present Union Pacific Depot stands. Freight handled by the North-Western passed through the Freight Depot as it was delivered to, shipped from, or passed through Fremont on its way elsewhere on the North-Western's system. The importance of the city of Fremont to the North-Western Railroad from a freight standpoint, can be inferred by the size of the Freight Depot. When compared to the freight depots of the Union Pacific and the Burlington, the North-Western's was considerably larger. Railroad offices comprised part of the building, and from these offices a large portion of North-Western's regional operations was run, which also illustrates how important the community was to the North-Western.

As time passed, technology changed, and the railroads declined. More people traveled by automobile and airplane, and freight was handled by trucks. As railroad lines became unprofitable, they were abandoned (Grant 1996, 145, 157, 220-2). A perfect and ironic example of this is that portions of the roadbed of some of the old North-Western lines that radiated out of Fremont have been or are being converted into the roadbeds for four-lane highways that radiate out of Fremont. The automobile and the trucks that caused the

decline of the railroads are now traveling on the same roadbeds previously used by the railroads.

Railroads suffered financial problems, and to survive, they had to merge. The numerous railroads that once served the United States are now just a handful of giant railroads and many small short-line railroads. The North-Western was a recent victim of the railroad mergers; in 1995 it became a part of the Union Pacific, its former partner in Fremont's Union Passenger Station (Grant 1996, 251). At the time, the North-Western had abandoned all but one line into Fremont, sold the Depot, and moved its operations to the Union Pacific Depot.

Today the Depot sits empty except for a portion of the warehouse that is used for storage. Offices that once bustled with the activity of running a railroad are quiet except for the cooing of an occasional pigeon. The warehouse that was once filled with freight - the economic lifeblood of a community and a region -- now sits largely empty and quiet. Instead of the sounds of men moving boxes and crates into and out of boxcars, wagons, and trucks, there is silence, broken occasionally by the wind and the blaring horn of a passing train. If that passing train stops, it is usually only momentarily, long enough to change the crew. The Depot sits all but abandoned as time has passed it by.

Looking at the passing trains, it is easy to see why the Depot is no longer needed. While there are still the occasional freight trains with various types of cars and cargo, most are unit trains carrying only one type of cargo such as coal or grain. An increasing number trains that speed through Fremont without stopping are loaded with shipping containers, stacked two-high and ranging in length from 20 to 53 feet. These containers

are one of the main reasons why the Depot is obsolete and no longer needed by the railroad. These containers travel back and forth through Fremont between West Coast ports and cities to the east, like Chicago, where they can easily be moved between trains, ships, and trucks as part of the global economy. The containers and the technology behind them make the Depot look like an ancient relic. It would only take 20 of the 40-foot containers, a fraction of the containers on one of the passing trains, to fill the entire Freight Depot warehouse. A train of boxcars once took many men long periods of time to load and unload and to transfer between boxcars and trucks and wagons. The containers can be transferred easily between trains, trucks, and ships in a matter of minutes, eliminating the need for a freight depot and the workers who once worked there.

The area around the Depot has also been affected by the changes in times, technology, and the economy. This area was once filled with houses and vacant lots. Over time, industrial buildings appeared, commercial buildings extended south along Main Street to the railroad tracks, and more houses appeared in the residential areas. After the Depot was built, many industrial buildings appeared nearby, and the area was filled with factories and warehouses. As times changed, many of the commercial buildings moved to new locations on the edge of the city, and many of the industries closed or moved to different locations as industrial needs changed. Houses in some parts of the residential areas became rundown and substandard. Today the area immediately around the Depot is primarily industrial, with commercial and residential uses intermixed. Automotive related businesses and vacant buildings are now predominant in the area.

Chapter 3

History

The following history is a combination of the histories of Fremont, Downtown Fremont, the Chicago and North-Western Railroad, and the Depot. All of these histories were intertwined at various times and had effects on each other.

Early History of Fremont

Fremont was platted on August 23, 1856, along the Military Road from Fort Omaha to Fort Kearny on a small swell which was to become the intersection of 1st and D Streets. The original town site was claimed in the name of Barnard, Kuntz, and Company, a town company by E. H. Barnard and John Kuntz of Des Moines, Iowa. After heading two miles west to the cabin of Seth P. Marvin, and then further west along the Platte River to explore the area, they returned to find that another group of speculators had staked a conflicting claim in their absence. All of the involved parties decided to meet at Marvin's cabin to discuss the conflicting claims. On the evening of August 26, 1856, the parties resolved their differences and agreed to cooperate in forming a town company. The men with the conflicting claim, Robert Moorland of Iowa City, Iowa, and George M. Pinney, James G. Smith, and Robert Kittle of Des Moines, Iowa, partnered with Marvin, Barnard, and Kuntz to form a town that was originally known as Pinney, Barnard, and Company's Town Plat (Zimmerman 1956, 1-2, 5-8).

Speculators selected the site due to its slight elevation near the convergence of the Platte and Elkhorn River valleys. The site was also convenient to water and timber. Timber grew along the banks of the Elkhorn and Platte, and one only needed to dig a few feet below the surface to reach groundwater. Also, the Military Road from Omaha to Fort Kearny ran through the area (Zimmerman 1956, 7-8).

On November 25, 1856, the name of the town company was changed from Pinney, Barnard, and Company to Fremont Town Company in honor of General John C. Fremont, the first Republican presidential candidate in 1856. The major reason for the name change was that a town 25 miles to the west had been named Buchanan, in honor of the Democratic presidential candidate (Zimmerman 1956, 8-9).

After the town was platted on paper, it needed to be surveyed. Fremont was west of the guide meridian, and the area had not yet been surveyed. The company used the Military Road as a baseline for the survey. (This is why the older parts of Fremont are slightly skewed from the rest of the town, which was surveyed later and based off of the cardinal directions.) The first plat covered one square mile and was bordered on the south by First Street and on the east by Irving Avenue (Zimmerman 1956, 9).

On January 24, 1866, the Union Pacific Railroad reached Fremont, as it was building the transcontinental railroad westward. At Fremont, the construction crews went into winter quarters, and Fremont became the first terminal base west of Omaha. The tracks angled along the south edge of Fremont, from south of 1st Street on the east side of town to south of 3rd Street on the west side of town (Zimmerman 1956, 30-31).

History of the Chicago and North-Western and the Freight Depot

On February 12, 1869, the Sioux City and Pacific Railroad entered Fremont from the east after building west from the Missouri River at Blair, and connected with the Union Pacific Railroad (Seidel 1988, 2). On November 5, 1869, ground was broken at 2nd and “E” (Main) streets for the Elkhorn Valley Branch of the Sioux City and Pacific Railroad, also known as the Fremont, Elkhorn and Missouri Valley Railroad (F. E. & M. V. R. R.). This railroad was formed by a group of Fremont businessmen and backed by John Blair and his Sioux City and Pacific Railroad, with the intent of building up the Elkhorn River Valley to the mouth of the Niobrara River at its confluence with the Missouri River (Seidel 1988, 5-6).

The railroad grew slowly due mainly to money and funding issues. In 1883, a bridge was completed over the Missouri River at Blair, allowing trains to cross the river via bridge rather than ferryboat. By 1884, the F. E. & M. V. R. R. had built tracks up the Elkhorn River Valley through West Point, Norfolk, and O’Neill to Valentine with a branch line running from Norfolk to Creighton. On July 1, 1884, the Chicago and North-Western (C. & N. W.) purchased the Fremont, Elkhorn and Missouri Valley Railroad and the Sioux City and Pacific (S. C. & P.) from John Blair. In 1882, the C. & N. W. had purchased the company that built and owned the Missouri River Bridge. The purchase of the F. E. & M. V. R. R. and S. C. & P. allowed the railroads to retain their legal status as independent companies, but they operated under the management of the C. & N. W. (Seidel 1988, 12-19).

The next nine years saw a rapid and widespread expansion of the F. E. & M. V. R. R. The expansion extended the existing lines and added new branch lines, many of which radiated out from Fremont in all directions (see Figure 3). Lines branched from Fremont to Omaha, the main line at Scribner to Albion, and then back to the mainline at Oakdale.

The branch line from Norfolk to Creighton was extended to Bonesteel, South Dakota. The mainline that had ended at Valentine was extended to Chadron, and on to Casper, Wyoming (Seidel 1988, 19-35). Another branch of that mainline was of great importance for the F. E. & M. V. R. R. and to its owner, the C. & N. W. This was the branch to the Black Hills of South Dakota. The F. E. & M. V. R. R. reached Rapid City in 1886, Whitewood in 1887, and Belle Fourche and Deadwood in 1890. Over the next few years, short branches and narrow gauge lines were extended to other towns and mines in the Black Hills. This was important to the F. E. & M. V. R. R. in that it was the first railroad, by 2 years, to reach the Black Hills' gold mines, coal mines, and forests of pine and spruce. It also allowed the parent company, the C. & N. W., to expand its lines in other places, without completing its line from Pierre to Rapid City until 1907, partially because of the land set aside for the Native Americans between the Missouri River and the Black Hills (Grant 1996, 54-5, 91; Seidel 1988, 22).

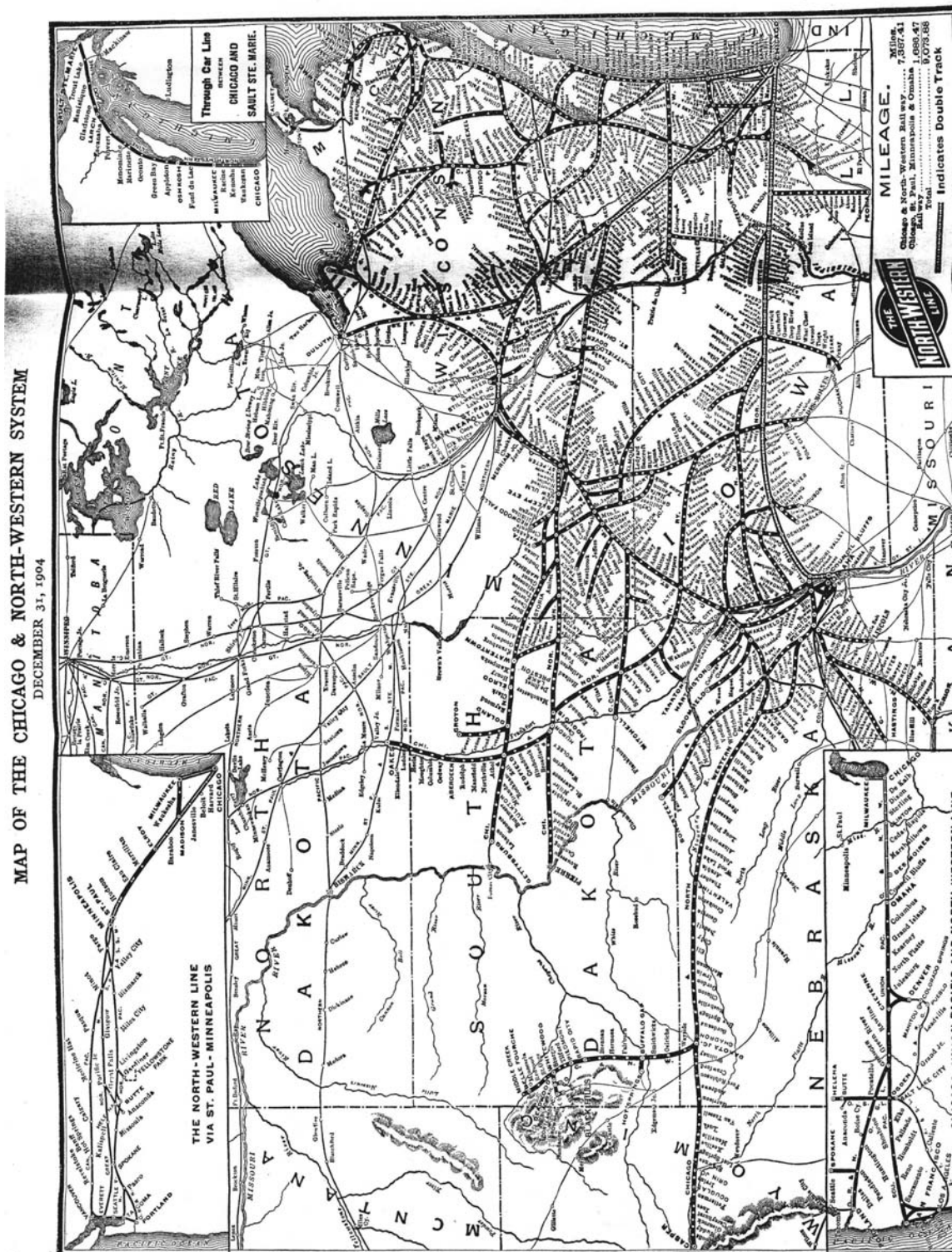


Figure 3. 1904 Map of Chicago and North-Western System. Note the number of lines radiating out from Fremont. (Stennett 1905)

The management of the Sioux City and Pacific and the Fremont, Elkhorn and Missouri Valley by the Chicago and North-Western also allowed the railroads to make other improvements in addition to expanding their lines. At the time control was passed to the North-Western, the railroads and their facilities had suffered from neglect and lack of funds. Fremont received many improvements following an inspection in October 1885. By the end of that year, construction had started on a new depot and improvements and expansion of the rail yards, and a belt line on the west edge of Fremont was in its final stages of planning. 1886 saw construction of a new four-stall roundhouse at the end of Maple Street, a new facility to service locomotives, and a water tower, and space was rented out in a building at 6th and Main for construction offices. In 1887, more tracks were added to the yards to support the construction activities and an increase in freight. A stockyard and packing plant opened, and the North-Western announced that it would build a new two-story brick station to replace the wood one that been built only a few years before. The F. E. & M. V. and the S. C. & P. had divisional and dispatcher's offices in the Nye-Wilson-Morehouse Building on "F" Street (Park Avenue) at 2nd Street, next to their tracks. The political leaders of Fremont also called on the Elkhorn and the Union Pacific to build a new joint Union Station. The two railroads began to discuss it, while the proposed two-story brick station was put on hold. In 1888 track improvements were finished, and the construction offices were moved to Omaha. In April of 1891, the railroad again announced that it would build a brick two-story station, and city leaders again called on the two railroads to build a Union Station. The talks looked promising, but were put on hold again. 1893 saw more improvements to the yards, and in 1894, the

freight depot burned down and construction on a replacement began in two weeks.

In 1900, the dispatcher's offices in the Nye Building were expanded. In April of 1902, the Elkhorn and Union Pacific announced that they would build a Union Station designed by the Chicago architecture firm of Frost and Granger. Bids were opened in November of 1902, and construction began in April of 1903 (*Fremont Tribune*, 20 April 1903; Seidel 1988, 54).

On March 1, 1903, the Fremont, Elkhorn and Missouri Valley Railroad ceased to exist as it consolidated with the Chicago and North-Western Railroad (Seidel 1988, 72). Construction of the Union Station was completed in 1904, and a new roundhouse was built on the east edge of Fremont in 1905, near the wye at the junction of the mainline to Blair and the original line to the north, which followed the route of today's Clarmar Avenue (Seidel 1988, 57). The North-Western also made extensions to existing lines and built new branches in Wyoming and South Dakota over the next several years (Mills 1988, 5-6). On October 9, 1906, the North-Western took the first steps to fulfill the promise it had made several years earlier of building a two-story brick depot. That afternoon, it filed a petition in county court, seeking condemnation proceedings against the property owned by Mrs. Nancy Turner.

A new freight depot and new team tracks north of the location of the present freight depot of the road are to be built by the North-Western. Such is the announcement made by the legal department of the company in a petition filed this afternoon in county court. The petition is one in condemnation proceedings against Nancy Turner. The road wants all of her property between Main, C and First streets and the north line of its right of way. This is all about a dozen lots.

It has been expected for some time that the North-Western would build a new freight depot. Such a building is badly needed. It is presumed the new structure will be large and up-to-date. The distributing business here is the largest in the state on the North-Western.

(Fremont Tribune, 9 October 1906)

Over the next few weeks the *Fremont Evening Tribune* and the *Fremont Daily Herald* reported on the proceedings of the court, the final cost of the settlement (\$12,901) (*Fremont Tribune*, 24 October, 1906), the need for the new depot, how inadequate the current depot was, how grand the new depot was going to be, how much the railroad planned to spend (\$40,000 for the land, building, and yard improvements) (*Fremont Evening Tribune*, 30 October, 1906), and rumors that the North-Western was going to leave the Union Station. Surveyors arrived on February 13 to stake out the new depot, and work was expected to begin on April 15. However, a political battle over railroad fares for passengers and freight ensued in the state legislature, and the railroad delayed work on the project until things were resolved, casting doubt about the construction of the building yet that year. The doubt that hung over the project through March and April was cast aside on April 24, 1907 when the *Fremont Evening Tribune* reported:

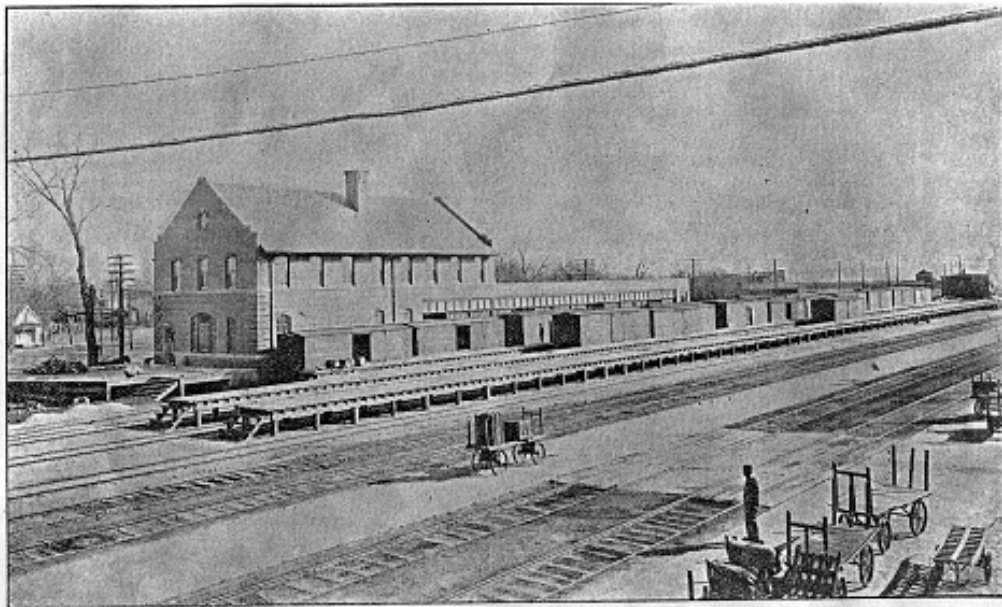
Chicago, Apr., 24 – (Special) = Architects Frost and Granger are taking figures on a passenger station to cost \$25,000 to be erected at Fremont for the C. & N. W. R. R. It will be of brick and stone, two stories with tile roof, oak finish, maple floors, steam heat and nickel plumbing.

(Fremont Tribune, 24 April 1907)

The newspaper noted the next day that it was believed that a freight depot was meant instead of a passenger depot. Over the next few weeks, the paper reported that the dispatcher's office was to be included and announced the contractor's name, along with other details about the building and the extent of the project. The paper also stated that a starting date for the project was unknown. On May 20, 1907, construction began on the freight depot. Through that summer and early fall, the local newspapers, especially the *Fremont Evening Tribune*, featured updates on the construction of the Depot.

Construction wrapped up around the beginning of November, and by the end of October, arrangements for a dedication ceremony had already been made. The railroad moved its freight operations into the new building (see Figure 4) on November 10, 1907, trainmasters and dispatchers moved in early December, and the last officials moved there in early January.

Over 1,400 people were invited to the grand opening of the new Freight Depot, including railroad, state, and local officials, along with important business people of Fremont and the surrounding area. The grand opening ceremonies occurred on November 25, 1907, with much fanfare. Over 1,000 people attended the festivities, complete with an orchestra, food, souvenir pictures, tours, memoirs by an engineer who helped to build the Sioux City and Pacific Railroad to Fremont in 1869, and speeches by the general attorney for the railroad, the president of the state commercial clubs, and Governor Sheldon.



C. & N. W. RY., FREMONT, NEB.

HEADQUARTERS BUILDING AND TRANSFER DEPOT

Length of building, 233 ft.; width, 43 ft.; 500 running feet depot platform, 8,000 square ft.; 3 transfer platforms, 500 ft. each, 12,000 sq. ft.; main freight room 40x100 ft.; 11 headquarters rooms, oak finish, maple floors: local freight office 28x40; agent's private office, 12x12; fire-proof record vault, 10x17; dispatcher's room, 10x40; train master's office, 16x10; train master's clerk, 16x10; superintendent's room, 16x10; 1 room superintendent's clerks, 16x10 each; superintendent's record room, 16x11; general foreman's room, 16x17; road master's room, 16x13

Figure 4. C. & N. W. Ry., Fremont, Neb. Headquarters Building and Transfer Depot.
(*Fremont Evening Tribune*, 26 November, 1907).

The large celebration and excitement of a new freight depot in Fremont was due in part to a long period of waiting, along with the importance of the Freight Depot to Fremont. The railroad had been promising or talking about building a new two-story brick depot since the mid 1880s; the new depot was long-overdue after two decades of waiting. The wait was agonizing because of the economic need of a large freight depot. First of all, Fremont was an important jobbing and wholesale center, as an article in the May 22, 1906 *Fremont Evening Tribune* pointed out:

“Fremont as a Jobbing Center”

Frank H. Knowiton spoke on the topic, “Railroad Development of the Present and Recent Past and What They Are Bringing and Opening Up to Fremont.” Mr. Knowiton’s presentation of the advantages enjoyed by this city in the way of opportunities for successful jobbing enterprises by reason of its favorable facilities for shipping, was a clear and forceful discussion of the situation. He showed that in this important matter Fremont is second only to Omaha, as good as Lincoln, and better than any other city in Nebraska. He discussed rates, both for in-shipments and for out-shipments, showing that a Fremont manufacturer or jobber has every advantage as to this enjoyed by the most favored city of the state. He also spoke in detail of the many roads now being built that enlarge the available territory of trade for Fremont. Summing it all up he showed it is now possible for a Fremont jobber to cover no less than 40,000 miles of railroad on equal footing with any other jobber. In view of these important facts he inquired where a jobber could go to find a better business location?”

The article later discussed the transfer business at Fremont and the number of people in Fremont employed by the North-Western:

“That we note the tremendous transfer business by the Chicago & North-Western at this point between its numerous converging lines here, and are mindful of the employment of Fremont residents which this involves as also of the large monthly pay roll generally which that company disburses in this city”

A photograph, taken in September 1908, shows seven employees working in the freight office of the Depot (see Figure 5). A number of historic photographs show the exterior of the Depot and the Depot environs (see Figures 6, 7, 8, and 9).



Figure 5. C. & N. W. Freight Office Employees, September 1908. (Dodge County Historical Society)

As time passed, the use of the Depot changed. The amount of freight handled through the Depot decreased until the 1980s, when it sat vacant for several years while still owned by the railroad. The offices that were housed in the Depot changed over time, as technology and the needs of the railroad changed. From about 1953 to 1965, the Depot was the meeting place of the Chicago and North-Western's Women's Club.

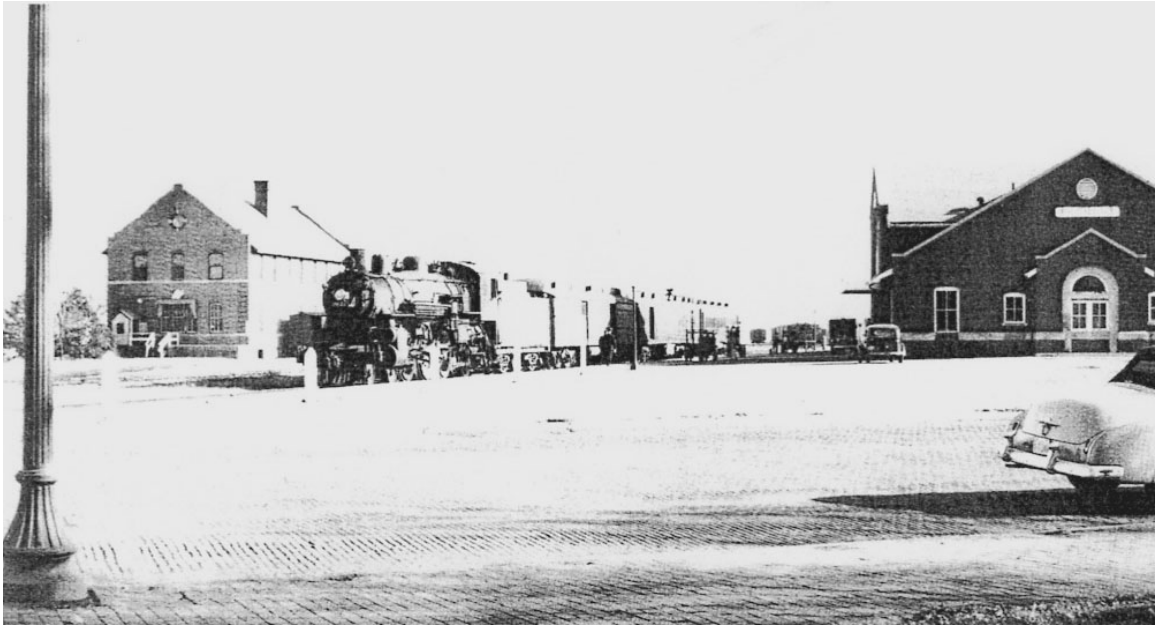


Figure 6. November 17, 1950. View of freight depot looking east from Main Street. (Mills and Reisdorff 1992, 35)

By the early 1980s all the offices had moved out of the Freight Depot into the old Union Passenger Station, and then the current Union Pacific Depot that replaced it in 1986, to share space and operations with the Union Pacific (*Fremont, Nebraska City Directory*). The Chicago and North-Western and the Union Pacific reached an interchange agreement in 1974 to interchange trains at Fremont and send them over the line to Blair, in order to save the mileage and time that was required to route trains through and interchange them in Omaha and Council Bluffs. This dramatically boosted the North-Western's business and traffic, but was still not enough to help the struggling railroad (Grant 1996, 222-3). An agreement was made in the 1980s to share trackage and interchange rights with the Union Pacific for moving coal trains from Wyoming to the East through Fremont, but even this did not help (Grant 1996, 228-31). The decrease in reliance on railroads for transporting people and freight through the 20th century, along

with other economic factors, had gravely affected the North-Western. Lines that were not profitable were abandoned, and lines that remained open suffered from a lack of maintenance.



Figure 7. View of freight depot in 1980 looking east. (Mills 1988, 132)



Figure 8. December 6, 1981. Trackside façade of the freight depot in the left background. (Mills and Reisdorff 1992, 90)

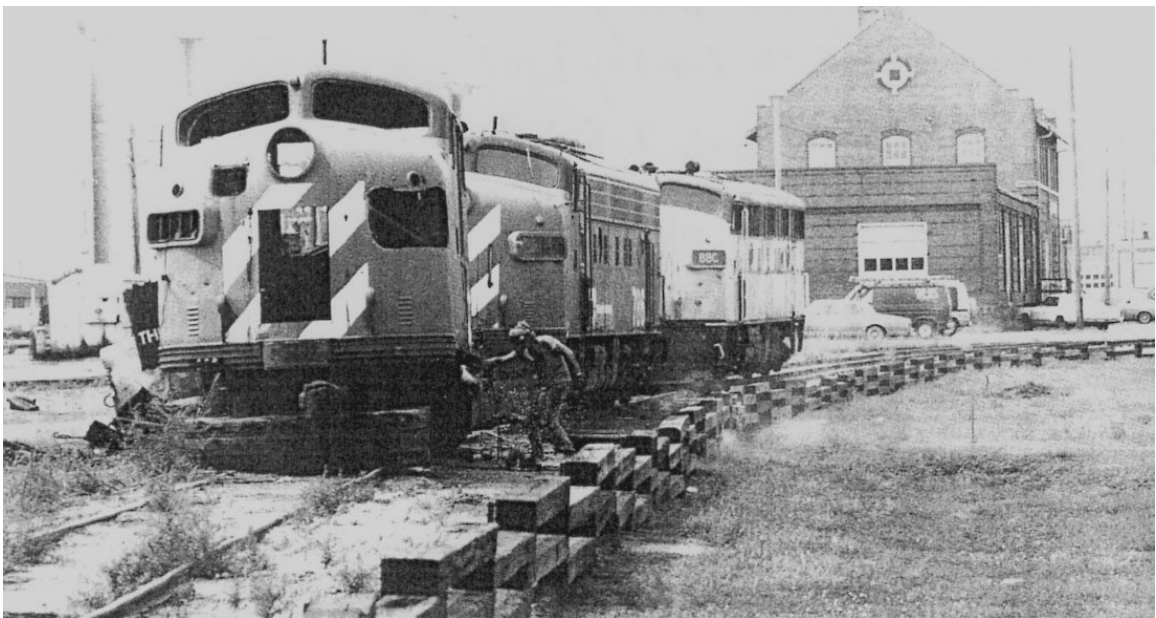


Figure 9. August 13, 1986. Looking westward with freight depot in the right background. (Mills and Reisdorff 1992)

From the 1960s to the 1980s, all of the lines that branched out from or near Fremont were abandoned, with the exception of two lines (Mills 1988, viii). These lines included the line between Fremont and Hooper that was sold to the operators of a tourist excursion railroad in 1986, as well as the line between Fremont and Blair, which was still operated by the North-Western when it was merged into the Union Pacific in April of 1995 (Grant 1996, 251; Mills 1988, 10). By this time, the Freight Depot, which had been vacated in the early 1980s and sold in 1988, was one of the few remaining reminders of the role The Chicago and North-Western and its predecessors had played in the development of Fremont into a railroad and commercial distribution center for the region.

History of Downtown Fremont

Fremont's commercial district got its start shortly after the town was founded in 1856, along a two-block stretch of 6th Street between Broad Street and Main Street. This area was a block south of and parallel to the Military Road between Omaha and Fort Kearny. By 1874, commercial buildings were well concentrated in this two-block stretch. The growth of this area continued through the 1880s, and by 1885 there was an uninterrupted row of buildings lining both sides of the street between Broad and Main. Economic prosperity led not only to the growth of a commercial district along 6th Street, but also onto lateral streets, especially Main Street. In the 1870s and 1880s, Main Street became an important commercial street, as commercial buildings were built along Main Street between 5th and 6th Streets. One reason for this was the arrival of the railroads in the late 1860s and the location of their depots in the vicinity of 1st and Main Streets. Broad Street

also became an important commercial street during the prosperous 1880s, as it was a major transportation route through Fremont, due to the Platte River crossing two miles south of Downtown on Broad Street. Commercial buildings were built along Broad Street from Military Avenue to 5th Street; however, the amount of traffic led many smaller businesses to cluster along 6th and Main Streets, where the traffic was slower-paced and more conducive to retail. Park Avenue also saw commercial development from Military Avenue to 4th Street (Kay, Dickson, and Fimple 1994, Section 7, p.1-2).

As development increased on 6th Street, 6th and Main became an important intersection, as it was the location of the intersection of the two major commercial streets of Fremont. The importance of this intersection was emphasized in the 1880s, when a streetcar system was constructed in Fremont and two major lines intersected at 6th and Main. The emphasis on this intersection continued as automobiles replaced streetcars. In 1913 the transcontinental Lincoln Highway was designated through Fremont, and by 1920, 6th and Main was an important highway intersection, as the highway turned west onto 6th from Main (Kay, Dickson, and Fimple 1994, Section 7, p.2).

The area south of 3rd Street contained many industries and warehouses of a variety of uses. As use of the automobile became more widespread, auto-oriented businesses appeared along D Street, 1st Street, and the southern end of Main Street. Another effect of the automobile was that many businesses moved to other parts of the city, to more “suburban” locations, where parking was more readily available. Other Downtown businesses closed as “suburban” businesses replaced them (Kay, Dickson, and Fimple 1994, Section 8, p.17).

The core of Downtown Fremont changed dramatically at 9:32 AM on January 10, 1976, when a natural gas explosion destroyed the Pathfinder Hotel and killed 18 people (*Fremont Tribune*, 10 and 12 January, 1976). The explosion also destroyed or heavily damaged many of the surrounding buildings, resulting in them being razed. Today, a drive-through bank and strip mall sits on the half-block along 6th Street from Broad Street to Park Avenue, where the Pathfinder and neighboring businesses once stood. Parking areas and vacant lots are scattered throughout the surrounding area where other buildings used to stand. Some buildings survived the blast, but had to have heavily damaged upper-stories removed, and now the stretch of multistoried buildings that lined 6th Street from Broad Street to Main Street has been reduced by one block (Kay, Dickson, and Fimple 1994, Section 9, p.20).

Overall, Fremont has always had a viable and thriving Downtown. Downtown Fremont has undergone several improvement projects through the years with limited degrees of success. In the 1950s and 1960s, façades were covered with metal and wood in order to give the buildings a shopping mall appearance (Community Planning and Design Assistance Team 1994, 45). Now, many of these “improvements” have been removed to expose the original façades of buildings again. In the mid 1970s, a streetscape and sidewalk improvement project took place that reconfigured the curb layout, and multicolor patterns were added to the sidewalks. This improvement project was very dated and had started to fade and deteriorate by the mid-1990s (Community Planning and Design Assistance Team 1994, 45). Since then, Fremont has joined the Nebraska Lied Main Street Program, part of Downtown was designated an historic

district, a Planning and Design Study was done in 1994 by the Community Planning and Design Assistance Team from the University of Nebraska – Lincoln, a series of design guidelines were developed in 1995, and a Downtown Plan was developed in 1998. Recently, sculptures of catfish from a public art display were auctioned off to raise funds for new streetlights in Downtown that are historically appropriate.

A Brief History of Frost and Granger

The Chicago firm, Frost and Granger, was a partnership of two brothers-in-law, Charles Sumner Frost (1856 – 1931) and Alfred Hoyt Granger (1867-1939). The two were partners from 1898 to 1910 and were both sons-in-law of Marvin Hughitt, president of the Chicago and North-Western Railroad. During their partnership, they designed 127 buildings for the North-Western and became a well-known firm specializing in railroad buildings (Grant 1996, 113; Poland Spring Preservation Society; National Archive of Australia; Tatman; DuPage County Historical Museum).



Figure 10. Charles Sumner Frost; 1856- 1931. (Harris)

Charles Sumner Frost (Figure 10) was the more well known of the two. He was a native of Lewiston, Maine, and an 1874 graduate of the Massachusetts Institute of Technology (Poland Spring Preservation Society). He had a long career before his partnership with Granger, and again afterwards. Before he and Granger became partners, Frost had worked for Peabody and Stearns in Boston for three years as a draftsman and had been a partner with Harry Ives

Cobb from 1882 to 1889. After parting with Cobb, he worked on his own, and during this time designed the Milwaukee Road Depot in Minneapolis, Minnesota, which has been preserved and adaptively reused (Potter 1996, 353-4). After his partnership with Granger ended, he worked on his own again and designed one of his best-known projects, Chicago's Navy Pier (Chicago Architecture Info).



Figure 11. Alfred Hoyt Granger; 1867- 1939.
(Tigerman 1981, 24)

Alfred Hoyt Granger (Figure 11) was a native of Zanesville, Ohio, graduated from Kenyon College in 1887, and studied architecture at the Massachusetts Institute of Technology, Ecole des Beaux Arts, Atelier Pascal and the Académie Julian. He worked in William Le Baron Jenney's Chicago office in 1890, and also worked in the firm of Shepley, Rutan and Coolidge. He began his own practice in Cleveland, Ohio, in 1893. He returned to Chicago in 1898 to form a partnership with Frost. He moved to Philadelphia in

1910 and formed the firm of Hewitt, Granger & Paist. When World War I broke, Granger took part in the war effort by serving as a chairman of the Committee on Emergency Construction of the War Industries Board and as commanding officer in the Regiment of Engineers. After the war, he returned to Chicago and became a partner with John C. Bollenbacher in the firm of Bollenbacher and Granger until his retirement in 1936. In 1922, he was the chairman of the awards jury for the *Chicago Tribune* Tower (Lake Forest College Library, He also authored several books on architects and architecture, including *Charles Follen McKim: A Study of His Life and Work*, *A Modern*

Cathedral for an Industrial City, and *Chicago Welcomes You* (Lake Forest College Library; Lipstadt and Bergdoll 1989, 71; National Archive of Australia; Philadelphia Architects and Buildings; Tigerman 1981, 24; WorldCat).

The Uses of the Depot through the Years

When the Depot was built, it held freight operations, offices for the dispatcher, trainmaster, roadmaster, bridge superintendent, clerks, etc. As time passed, the amount of freight handled through the Depot decreased until the 1980s when it sat vacant for several years while still owned by the railroad. The offices that were housed in the Depot changed over time as technology and the needs of the railroad changed. At one point, from about 1953 to 1965, the Depot was the meeting place of the Chicago and North-Western's Women's Club. By the early 1980s, all the offices had moved out of the Freight Depot into the old Union Passenger Station, and then the current Union Pacific Depot that replaced it in 1986, to share space and operations with the Union Pacific (*Fremont, Nebraska, City Directories*).

Timeline

The timeline in Appendix A lists the events that occurred in the history of the Freight Depot. It includes events in the history of the Depot, the railroad, and Fremont. The events range from the founding of Fremont to the present day.

Newspaper Articles

An abstract of the newspaper articles, which were the source of much of the history of the construction of the depot, is found in Appendix B. The appendix includes the entire text of all of the articles related to the Depot from the *Fremont Evening Tribune* and the *Fremont Daily Herald* between 1906 and 1908.

The Interstate Commerce Commission Valuation Form

Appendix C contains The Interstate Commerce Commission (ICC) Board of Valuation forms that were compiled between 1916 and 1925 as a result of the Interstate Commerce Valuation Act of 1913 (New Jersey Department of State, Rails and Trails.com). The act required the ICC to, “--investigate, ascertain, and report, the value of all property owned or used by every common carrier, subject to the provisions of this part, except any street, suburban, or interurban electric railway which is not operated as a part of a general steam railroad system of transportation” (Rails and Trails.com). The ICC then took an extensive inventory and measurements of all railroad assets and property, including locomotives, cars, bridges, tunnels, track, telegraph wires, signs, buildings and furniture to determine the value, so that it could set rates (New Jersey Department of State, Rails and Trails.com, Railway and Locomotive Historical Society). The extent and detail of the inventory can be seen by looking at the form for the Freight Depot.

The extent and detail of the form is useful in determining what the Freight Depot was like on June 4, 1920, the day of the inventory. By comparing the contents of the form with the original plans (Appendix D) and the demolition plans (Appendix E) for the proposed revitalization of the Depot, changes can be seen. Most of the changes

noticeable are in the freight warehouse. According to the plans, there were two checking rooms, each next to a scale. These were most likely the scale houses that the valuation form refers to.



Figure 12. Possible site of former hide room. Note the wood ceiling.

Another change is indicated by the remnants of a room, with a wood ceiling made of 1" strips, are still evident today (see Figure 12) next to the existing warehouse restroom. The original plans show that there was once a room here, which may have been the hide room, indicated on the valuation form. The hide room was lined with 1" strips of wood and painted, just as the ceiling of this area is today. According to City

Directory information (Appendix F), there was a hide

business on Broad Street until sometime between 1935 and 1941.

The confirmation of yet another change to the Depot was made due to the valuation forms. The cross section of the warehouse in the original plans shows a floor on 6" x 6" wood sleepers with an illegible note as to what the floor is, but with the graphic texture used to denote wood. According to the valuation form, there are 10,560 board feet of 2" planks for the floor. This confirms that the original floor was wood and that the current concrete floor was added sometime after 1920.

Chapter 4

History of the Area

Bird's Eye Views

In the late 19th century many towns commissioned bird's eye view drawings to promote themselves. Bird's eye views show what the community looked like and also label prominent businesses, public buildings, and other important buildings. By comparing views made in different years, it can be seen how a community grew in size, how buildings become more substantial and other changes that took place. The three views of Fremont from 1874, 1884, and 1889 show many different changes that took place over a span of fifteen years and help to give an idea of how the community changed in the years before Sanborn Maps and city directories were compiled. This section takes a look at the three bird's eye views and provides a commentary on some the visible changes.

The 1874 view (see Figure 13) shows Fremont as being relatively small and with few densely built-up areas. The area of greatest density is in the commercial district between Military Avenue, Main Street, 6th Street, and Broad Street. This was where Fremont's downtown commercial district got its start. The area of the project study has few buildings, and entire blocks are empty or nearly empty. There are some clusters of buildings, mostly industrial, along the railroad tracks. The area to the south of the railroad tracks is also mostly empty, except for a cluster of industrial buildings along the railroad tracks, and even includes fields. Two other things to notice are the simple

building forms -- suggesting simple, wood frame structures -- and the relatively few number of railroad tracks.

The 1884 view (see Figure 14) shows dramatic changes in Fremont and the project area. Fremont appears much larger and more densely built-up, public buildings are more prominent, and most buildings, especially in the business district, appear to be larger and more substantial. The commercial district has grown south to 2nd Street, the industrial buildings along the railroad tracks are more substantial and greater in number, and there are more houses and buildings all around the area, including the south side of the railroad tracks. The buildings in this view appear to be larger and more substantial, suggesting that they are quality wood frame structures or brick buildings. The railroad tracks have also increased in number and give the impression of railroad yards of some importance.

The 1889 view (see Figure 15) shows dramatic changes in just five years. The city has grown larger, and most of the project area is now built-up. The business district has extended south on Main Street to the railroad tracks. The core of the business district is more built-up, and the buildings appear more substantial than in the view from four years earlier. The industrial area along the railroad tracks has grown in size, and the factories and industrial buildings are larger and more substantial looking. The railroad tracks are also greater in number, and several railroad improvements have been made, such as construction of a roundhouse. One other change of note is a street car system, which is evident by the presence of street car tracks in several of the major streets.

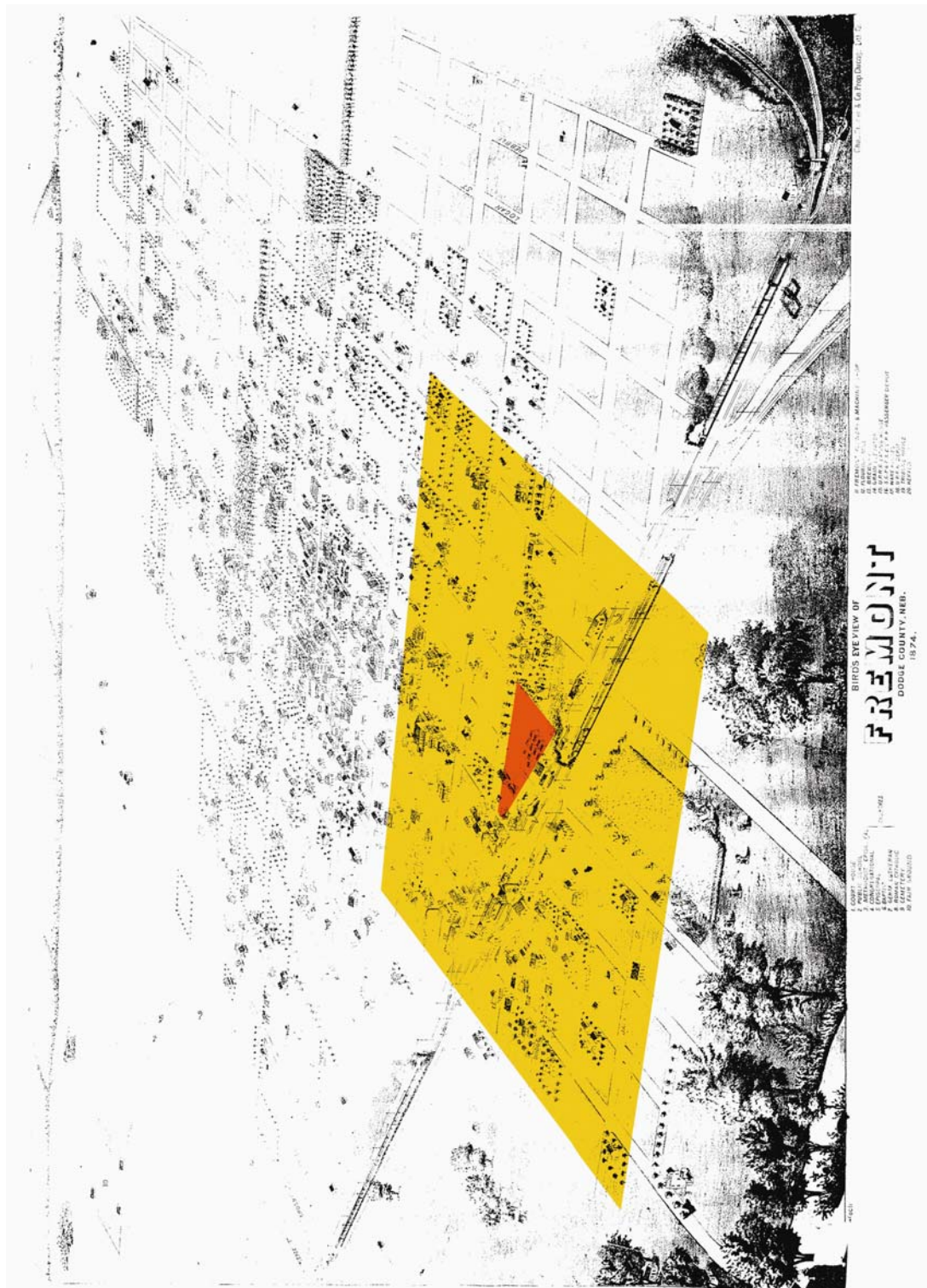


Figure 13. Bird's Eye View of Fremont, Dodge County, Neb. 1874. The project study area is highlighted in orange, and the project site is highlighted in red. (Courtesy of Terry Boeck)



Figure 14. Bird's Eye View of Fremont, Dodge Co. Neb. 1884. The project study area is highlighted in orange, and the project site is highlighted in red. (Courtesy of Terry Boeck)

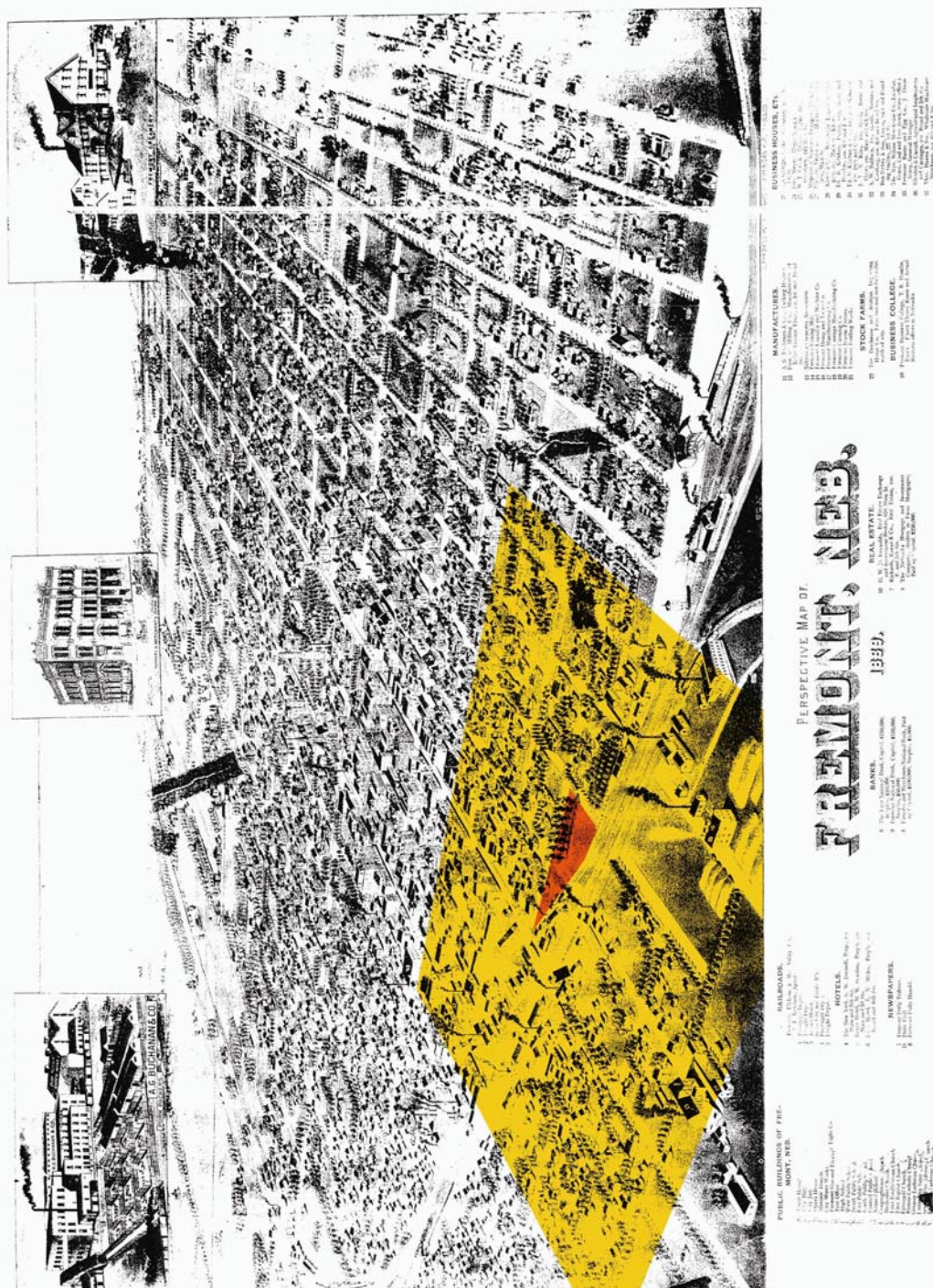


Figure 15. Perspective Map of Fremont, Neb. 1889. The project study area is highlighted in orange, and the project site is highlighted in red. (Courtesy of Terry Boeck)

Sanborn Maps

The maps in Appendix G depict of the building uses in the project study-area, at various points in time, using Sanborn Fire Insurance Company Maps. The colors traditionally used for zoning have been added on these maps to buildings whose uses fit that designation. The reason for assigning colors to individual buildings, rather than areas, is that many of the maps predate zoning, and buildings of different uses are next to each other and intermixed with each other instead of located in internally consistent land use zones. On some maps, certain buildings have a striped pattern of two different colors. These are buildings where two different types of uses were in the same building at the same time. Among the assumptions made in coding the uses are the classification of hotels as commercial uses and boarding houses as residential uses. Where a building had a use that is no longer used or common, a similar contemporary use was chosen in the analysis and then placed into the correct zoning type, according to the current 2009 Fremont Zoning Regulations. For example, a livery stable was a place to rent or purchase horses, which is comparable to the contemporary use of an automobile dealer, which is a commercial use.

A look at these modified Sanborn Maps through the years shows many different changes and trends in the study area. One noticeable change is the amount of the study area that is covered by the Sanborn Maps. Areas that are not covered by the Sanborn Maps can be assumed to be undeveloped or residential areas with low density of buildings. Another trend that is easily visible is the density of development through the years. On the earlier maps, the buildings are smaller and more spread out, and the

railroad tracks are fewer in number. On the later maps, the buildings are larger and closer together, and the railroad tracks are much more extensive. One of the most dramatic changes is between the 1903 and the 1909 maps, when the C. B. & Q. R. R. built its tracks through the area. A neighborhood that contained residential, commercial, and industrial land uses was drastically altered into a mainly industrial area with some residential use still remaining. Besides the removal of many buildings, the entire street network in the area was reconfigured.

Some changes become visible upon closer inspection of the maps and the buildings' uses. Changes in uses related to technology, such as the automobile replacing the horse and coal being replaced by gas and electricity as a fuel for heating buildings, become visible. Another interesting change is the disappearance of beer storage facilities from the 1914 to the 1920 maps, and their reappearance on the 1928-1948 map. The reason for the disappearance can easily be attributed to Prohibition.

Land and Building Uses Derived from City Directories

City Directories were examined for this project to give an idea of what the area surrounding the Depot has been like over time. City Directories from 1915, when listings by address started, until present day, were examined in approximately five-year increments, as directories were available. When a directory was not available, the next closest year was used. One intentional variation was using both the 1929 and 1931 City Directories to see if there was an immediate impact from the Great Stock Market Crash of 1929. These listings can be found in Appendix F.

The uses from the city directories provide snapshots of the area. The snapshots tell who resided at or what business was situated at specific locations. Each business or person constitutes a unique story and brings up many questions. Who were they, why were they there, and what happened to them? A closer look at individuals and businesses can reveal changes in society, technology, and economics. When looking at changes, keeping history in mind is important. History can provide clues as to why certain changes happened.

Over time, there have been many changes in the area and a few constants. The constants include Rogers Tent and Awning always being located on the corner of 1st and D Streets and a restaurant almost constantly being located at the corner of 1st and Main. The changes are numerous and are best summed-up in generalizations. Main Street has always been the commercial “heart” of the area, with the greatest density and diversity of building uses. Until the mid-20th century, the area included a wide variety of stores, some industry, and some residences. Eventually, almost all of the residences were gone, and businesses such as grocery stores, clothing stores, and hotels left as they moved to other locations in the city. More industrial uses and automotive related businesses dominated the area until the late 20th century, when a variety of new businesses started to appear, and professional offices also became part of the mixture.

Industrial uses in the area have always been along the railroad tracks or about a block from the tracks. Industrial uses increased along D Street over time, until that street became dominated by automobile related businesses. If one looks closely at the individual industries over time, the changes in economics and technology become

evident. While many of the industries have been agriculture related, the products have changed. Grain elevators and grain processing are still important industrial uses, but industries such as chicken hatcheries, ice cream manufactures, wool warehouses, potato chip makers, and wholesale fruit and vegetable dealers have left the area. Changing economics and technologies have replaced these local industries with larger nationwide industries in other places. While there are still industries remaining in the study area, they are primarily the large, established industries such as grain elevators, flour mills, and chemical plants that need rail service. Most of the other smaller industries have left for other locations, often for nearby locations that are more accessible for trucks. Even the lumberyard on Main Street between the railroad tracks, which had been an institution, recently moved to a new location a few blocks farther south for more room and easier access for trucks. Other noteworthy changes have occurred along 1st and D Streets. Both streets were once dominated by gas stations and automobile related businesses, as 1st and Main Streets were a part of the Lincoln Highway for a time. Eventually, the gas stations left and the auto repair shops remained.

The amount of information from the City Directories is incredible (See Appendix F). Each business and residence is a story in itself. When one looks at changes over time, changes in economics, technology, and society become evident. There are so many changes and so much information that an entire thesis or dissertation could be dedicated to the changes in this area as a microcosm of changes in American communities over time. The previously mentioned trends are important to keep in mind, along with the following generalizations:

- When the area was considered to be thriving, there was a great diversity in the land uses, especially uses that catered to people's daily needs.
- Only the industries that rely on the railroad and/or have the greatest inertia remain in the area; the others, if still viable, have left for locations with more space and easier access for trucks.
- Residences were once a part of Main Street, as many business owners lived above or behind their businesses in apartments.
- Change is inevitable. Some businesses will last for a long time, while others will fail after a short time. While it is ideal for businesses to last for a long time, there is a sort of excitement that is generated by change and new businesses.

To get an idea of how things have changed in the area over time, the following narratives provide quick snapshots of three different buildings in the area. Each building is illustrated with a photo from circa 1910 and one from the present day, along with a brief history according to the City Directories. These three snapshots should give an idea of how things have changed and illustrate how each building has its own unique story.

201 North Park Avenue



Figure 16. Wiley-Morehouse Building, 201 N. Park Avenue, circa 1910. (Lucas 1910)



Figure 17. Wiley-Morehouse Building, 201 N. Park Avenue, present day.

The two-story brick building at 201 North Park Avenue was a wholesale fruit and vegetable warehouse until the early 1930s, when the name changed from Wiley Morehouse to Stacy-Wiley Company, to Wiley Fruit Company, and eventually to George F. Burt and Company. In the early 1930s, the John Gumb Beverage Company, Hevner Enlowe Serum Company, and White Star Lines (a transfer company) took over the building. By 1947, the Fremont Wool Company had taken over the building until Fremont Feed and Supply occupied it sometime between 1950 and 1955. By 1960, American Kimberchiks Inc. was using the building as a warehouse, but sometime before 1970 the building was occupied by Blindcraft Industries. Archer Daniels Midland Company (ADM) started using the building as a warehouse sometime between 1970 and 1975 and used it until the address no longer appears in the 2000 City Directory. Another historical note, not from the city directories, is that the building also contained the offices of the Fremont, Elkhorn and Missouri Valley Railroad on the second floor during the 1880s and 1890s (Seidel 1988, 54).

305 and 307 North Main Street



Figure 18. 305 and 307 N. Main Street circa 1910.
(Lucas 1910)



Figure 19. 305 and 307 N. Main Street
present day.

The building at 305 and 307 North Main Street was listed as having a clothing store (as pictured) circa 1910. By 1920 it was a grocery store with furnished rooms (though the names changed constantly) until sometime between 1931 and 1935 when the grocery store was replaced by an upholstery shop. By 1941 the upholstery shop was replaced by a furniture store, and the rooms were no longer listed. The furniture store was an office equipment and stationary store by 1947 and the rooms listed again. By 1955 the office equipment store was replaced by a meat market, and that was replaced by 1960 with a used clothing shop. By 1965 the used clothing shop was replaced by a janitorial supply store and a shop for television sales and repairs. Those two businesses coexisted, along with the rented rooms, until the rooms were listed as vacant in 1985 and the janitorial supply shop left by 1990. By 1995 the building was vacant until sometime between 2000 and 2005 when a t-shirt shop and tattoo parlor, as pictured, became the current tenants of the building.

317 North Main Street



Figure 20. 317 N. Main Street circa 1910. (Lucas 1910)



Figure 21. 317 N. Main Street present day.

The first listing for 317 North Main Street in 1915 was a clothing store. The next listing in 1921 indicated the building was a furniture store, but it changed to a clothing store again by 1925. The clothing store remained, although the name changed a few times, until sometime between 1975 and 1980, when it was replaced by the Vienna Bakery, which closed during the preparation of this document.

Chapter 5

Economic Context and Redevelopment Potential

A portion of the 1998 Main Street Fremont Plan included an economic analysis and a market study. For this project, these data analyses are considered equivalent to data from a consultant specializing in economic data and market studies. Even though the data may be more dated than is ideal, it provides a reasonable context for purposes of this project.

Downtown Fremont is located about 24 to 30 miles northwest of the major retail areas of west Omaha, 50 and 55 miles north of the major retail areas of north and downtown Lincoln respectively, 47 miles east of the regional retail center of Columbus, and 77 miles southeast of the regional retail center of Norfolk (RDG 1998, 3).

The situation of Downtown Fremont amongst the competing surrounding market areas suggests that Fremont's retail community has three specific market segments. The three segments are:

- The primary market is focused on the City of Fremont. Residents of the area do most of their shopping in Fremont and are the customer base for Fremont businesses. For analytical purposes, this area corresponds to a five-mile radius around the intersection of Main Street and Military Avenue.
- The secondary market is made-up primarily of the rural areas and small towns surrounding Fremont. This area is strongly tied to Fremont for retail goods and service needs. For analytical purposes, this area corresponds to the area between five and fifteen miles from the intersection of Main Street and Military Avenue.

- The tertiary market includes an area within which people have a wide variety of shopping options. This area includes the west and northwest parts of Omaha, as well as several larger communities in the area. For analytical purposes, this area is a concentric ring around Fremont, located between circles circumscribed at fifteen and thirty miles from the intersection of Main Street and Military Avenue (RDG 1998, 3).

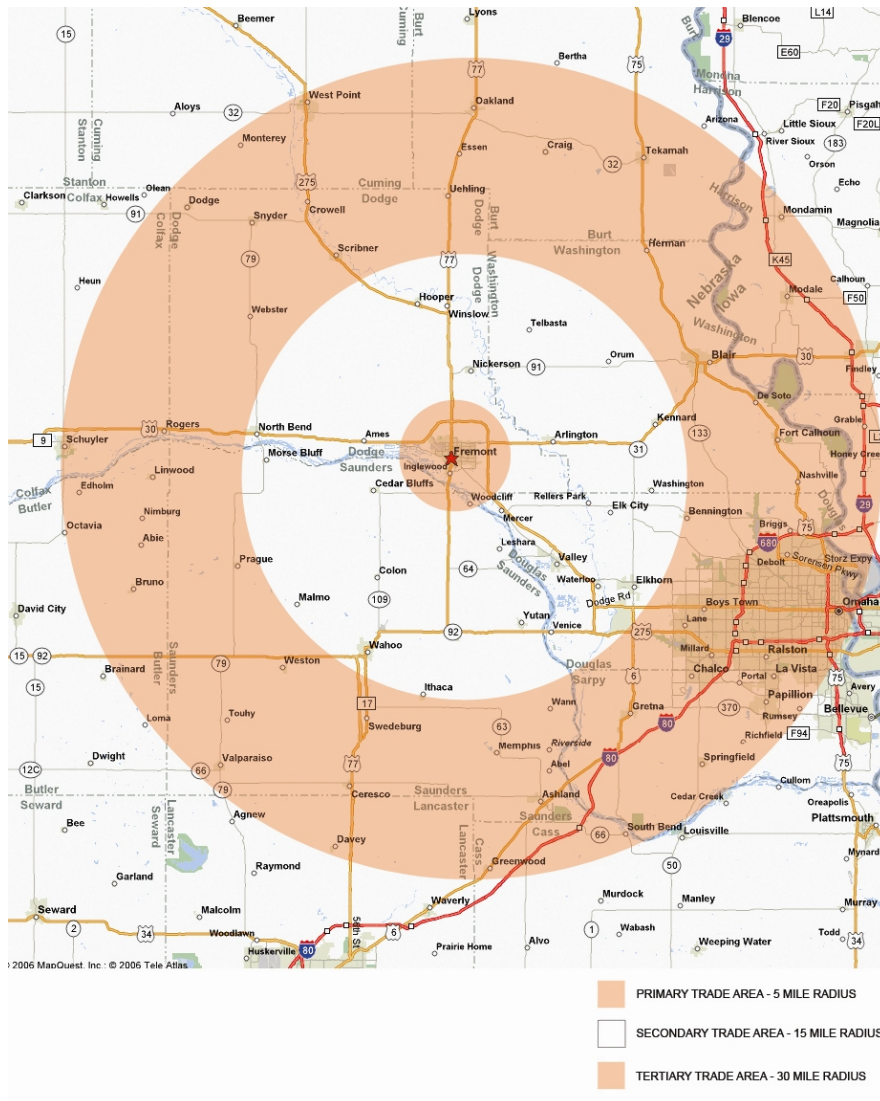


Figure 22. Fremont Trade Area. (MapQuest)

Demographics included in the 1998 Main Street Fremont Plan were based on 1980 and 1990 Census data and 1996 and 2001 population projections (RDG 1998, 3-4). According to the U. S. Census Bureau, the 1990 population of Fremont was 23,680 people. The 2000 population was 25,174 people and the 2007 estimate 25,353 people (www.census.gov). This corresponds with the estimates of a recovery in population from 1990 to 2000, of population lost between 1980 and 1990, and steady growth after 2000 that were indicated by the 1998 Main Street Fremont Plan. The following are main points that the socio-economic profile of the Fremont Market area noted (RDG 1998, 3-4).

Market Area Demographics

Fremont's 30-mile radius trade area has a population of nearly half a million people. The 2001 population estimate of the primary trade area is 27,244, the secondary trade area 16,880, and the tertiary trade area 431,758, for an estimated total population of 476,082 in the entire trade area. From 1980 until 1990 there were population declines in the primary and secondary trade areas, but those have stabilized and reversed since 1990. The most rapidly increasing area in population is the tertiary trade area, which includes large portion of rapidly growing west Omaha (RDG 1998, 3).

The residents of the tertiary trade area have the highest median incomes, and their incomes are growing more rapidly than the incomes of residents in the other portions of the trade area (RDG 1998, 6). Consumer spending in the tertiary trade area also exceeded the national average in almost every area, which indicates a high level of

discretionary spending (RDG 1998, 8). Restaurant dining is one area of consumer spending in the tertiary area that had higher than national per capita spending.

With its large population, higher incomes, and higher levels of discretionary spending, the tertiary trade area is an important market for Downtown Fremont to target. According to *Main Street Fremont: The Future in the Past*, some of the more important opportunities and goals for this group should be:

- Tourism or visitor promotion materials and activities, including special attractions.
- Specialty retailing and services.
- A high quality physical environment and shopping experience, capitalizing on the affinity of shoppers for traditional communities.
- Convenient access and parking along with effective “way finding” information, leading consumers to the destination.
- Focus on historic themes and interpretation (RDG 1998, 40).

Commercial Space and Parking

According to an analysis of existing amounts of commercial space and projected growth in sales by *Main Street Fremont: The Future in the Past*, there is a need for 377,000 square feet of commercial space in Fremont, with 84,000 of that being located Downtown. The amount of space needed for Downtown is based on the assumption that

the current percentage of commercial space located in Downtown, 22.4%, is maintained (RDG 1998, 13).

During the preparation of the *Main Street Fremont Plan*, a perception survey was given to 106 members of Main Street Fremont, and other interested individuals. The greatest weakness of Downtown Fremont, according thirty-eight respondents in this survey, was parking (RDG 1998, 18). Parking was also given as the second priority for future actions for Downtown Fremont (RDG 1998, 20). An inventory of parking spaces in Downtown found 2,495 spaces, and a parking analysis determined a peak demand of 2,917 stalls, which produces a moderate shortage at times of peak demand (RDG 1998, 33-5). Clearly, this is a major issue, and any new development in Downtown Fremont must provide more parking.

Chapter 6

The Depot

Proposed Building Uses

According to *Main Street Fremont: The Future in the Past*, the estimated retail sales per square foot of retail space for Downtown Fremont, calculated by dividing projected sales by square footage, was 22.4% of total retail sales in Fremont (RDG 1998, 12). This same ratio was also used to calculate the future demand for commercial space. Using this percentage and the projected need for 1,143,000 new square feet of commercial space in Fremont by 2020, downtown Fremont will need 256,032 square feet (22.4% of the total) of new or reclaimed unused space (RDG 1999, 35). The Depot can add over 17,000 gross square feet, which is over 6.6% of the space that is needed Downtown.

The distinctive historic and architectural resources of Fremont should help to direct future development policies (RDG 1999, 37). Two basic goals of *MainStreet Fremont: The Future in the Past* were “Preserve the physical appearance and historic integrity of MainStreet Fremont” and “improve the quality of the physical environment and the intensity of community activity in the district” (RDG 1999, 182). The historic buildings are regarded as Downtown Fremont’s most important resource and a “reservoir” of development potential and opportunities for expanded use (RDG 1999, 222, 232).

The reuse of the Chicago and North-Western Depot is an important recommendation from *Main Street Fremont: The Future in the Past* and *The Fremont Plan: A Comprehensive Development Plan for the City of Fremont*. The redevelopment opportunity of the building is considered significant and is strengthened by the proposed

Depot Place public square next to the depot. Some of the uses proposed in the two plans for the depot are a restaurant and lounge, retail space, and office development (RDG 1998, 62, 64; RDG 1999, 226-7).

Combining multiple uses into the building makes sense for several reasons. One reason is to reduce the risk of economic failure of the project by incorporating diversification of uses. A second reason is to match uses with spaces that meet their needs. Another reason is one of Jane Jacobs's conditions for city diversity from *The Death of and Life of Great American Cities*: the need for mixed primary uses. Jacobs describes this condition as:

The district, and indeed as many of its internal parts as possible must serve more than one primary function; preferably more than two. These must insure the presence of people who go outdoors on different schedules and are in the place for different purposes, but who are able to use many facilities in common (Jacobs 1989, 152).

One of the uses chosen for the Depot is a restaurant. The activity generated by the people looking for food or drink is itself an attraction to other people (Jacobs 1989, 37). Restaurants are a primary feature of Omaha's Old Market and Lincoln's Historic Haymarket, yet they are significantly underdeveloped in downtown Fremont as a percentage of total retailing. While 10% of consumer spending by Fremont residents is for eating out, only 3% of the retail space in Fremont is for eating and drinking places (RDG 1998, 45). Research also indicated that there has long been a restaurant located where Andy's on First is currently located, which would indicate that the location is suitable for a restaurant.

After analyzing market data and making observations of current Fremont restaurants, it was decided that one portion of the restaurant in the Depot should be for fine dining, and the other for casual dining.

The fine dining portion of the restaurant presumably would attract consumers from the tertiary trade area that is 15 to 30 miles from Fremont and includes rapidly growing west Omaha. This geographic area has a higher per capita income than the secondary or primary trade areas (RDG 1998, 6). It also has above the national average per capita expenditure on food away from home and one of the highest per capita expenditures by store type including restaurants (RDG 1998, 9-10). Many of these consumers are closer to Downtown Fremont than they are to the Old Market in Omaha, so they are a prime target market for Downtown Fremont to bring in outside money. Also, the fine dining restaurant would provide a local option that would allow Fremonters to stay in town rather than go to Omaha or Lincoln.

One reason for also including the casual dining restaurant in the Depot project is the previously mentioned fact that restaurants are underrepresented in Fremont (RDG 1998, 45). Another reason is that the primary trade area has the lowest average income of the three trade areas – primary, secondary, and tertiary (RDG 1998, 6). Casual dining chain restaurants in Fremont, such as Applebee's and Whiskey Creek, often have long waits and have proven successful.

Retail already has a strong presence in Downtown Fremont. Multiple high quality antique stores have established a major regional niche market, and a diversified group of retailers form a strong base (RDG 1998, 45). New retail should serve the local customer

base, take advantage of the regional customers already shopping in Downtown Fremont, and attract new customers from around the region (RDG 1998, 45). The large number of potential customers with high discretionary income in the tertiary trade area is a desired market. Specialty retailing such as arts and crafts galleries, clothing, toys and children's goods, and other specialties, would fit into this niche (RDG 1998, 45).

Including retail as a use in the Depot adds to the mixed-use concept of the building.

Office space is a significant proportion of space in Downtown Fremont, occupying 17.09% of the square footage in Downtown buildings (RDG 1998, 25). While the first floor of buildings is mostly occupied with diverse uses, upper levels of buildings in Downtown Fremont are largely unused and are a major reservoir of for development (RDG 1998, 39). The unused upper levels can act as an economic drain on property owners if undeveloped (RDG 1998, 39). Downtown Fremont has a tradition of mixed uses, including office and residential uses, in the upper levels of buildings (RDG 1998, 41). Expanding those uses into the unused upper floors of buildings can add to the overall economy of Downtown Fremont (RDG 1998, 41). Second floor locations are best suited for professional services, due to lower visitor traffic that is usually by appointment and not impulse driven. Professional services in such areas as architecture, engineering, accounting, law, finance or insurance are suitable tenants for the space.

A bar is another use selected for the Depot. Entertainment uses, including bars, are underrepresented in Downtown Fremont. While food and drink away from home account for almost 9% of consumer spending in Fremont, only 3.5% of commercial space in Downtown Fremont is occupied by bars and restaurants (RDG 1998, 25). Consumers

from the tertiary market area, with a high level of discretionary spending, are a target market for one of the restaurants and the retail spaces in the building. The product and store type that tertiary market consumers exceed the national average by the most are alcoholic beverages away from home, at approximately 125%, and drinking places at approximately 115%, respectively (RDG 1998, 8-11). Placing the bar in the same building as a restaurant and retail, also targeting tertiary market consumers, makes the consumers more likely to visit the bar before or after a meal, or while shopping.

The chosen uses for the Depot benefit Fremont and its Downtown economically in several ways. Over 17,000 gross square feet of needed commercial space is added to Downtown Fremont. Two restaurants and a bar, which are underrepresented businesses in Fremont, are added in the Downtown area, along with new retail and office spaces. The new bar, fine dining restaurant, and retail are intended to draw consumers from outside of Fremont to Downtown. The new businesses will also create jobs. While most of the jobs will be in the restaurants, bar and retail spaces, many of which will be part-time, there are also well paying, professional jobs created by whatever business occupies the office space.

Site Analysis

The following pages contain an analysis of the Depot site. The numbered arrows on the illustration (Figure 23) correspond to the numbered descriptions on the following pages. Each arrow indicates a view, sound, or odor that impacts the site positively or negatively. Environmental factors for the site and building are also discussed.

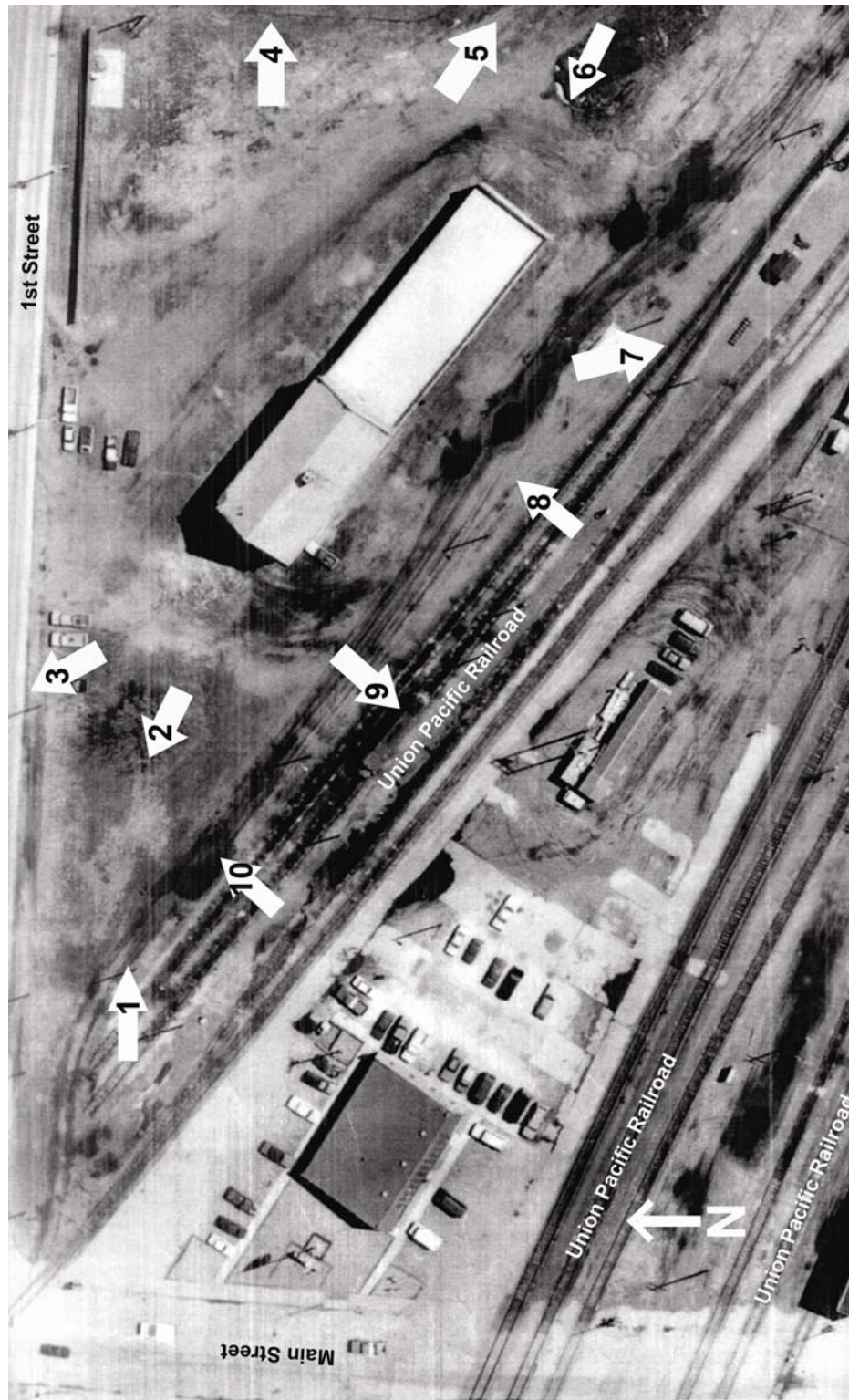


Figure 23. Depot site with numbered references to site analysis. (Courtesy of the City of Fremont)

Number 1 Undesirable effects on the site from this direction are odors and sounds.

Odors and sounds from sources near the site produce undesirable effects on it. The odor from the ADM soybean plant (Figure 24) can be strong at times and is an undesirable odor that may be offensive. The noise from the ADM soybean plant and from the Main Street railroad crossing (Figure 25) is undesirable and can have a major impact on the site. The noise from ADM is a constant background noise, while the undesirable noise from the railroad crossing is only intermittent. While lasting only a relatively short amount of time, the noise from the crossing is so loud that it can drown out anything else taking place on the site.



Figure 24. View west from site to ADM soybean plant.



Figure 25. Main Street crossing looking south from 1st Street.

Number 2 Desirable view of trees and future Clock Tower Plaza

The view away from the Depot in this location is a very desirable view of the trees and lawn in front of the Depot and toward the site of the future Clock Tower Plaza (Figures 26, 27, and 28). A view toward the Depot in this location is of the front of the depot and is arguably the most desirable view of the Depot (Figure 29).



Figure 26. View from the front of the Depot towards the area of the proposed Clock Tower Plaza.



Figure 27. Location of the proposed Clock Tower in Clock Tower Plaza.



Figure 28. View of proposed Clock Tower Plaza site looking east from Main Street.



Figure 29. Front façade of the Freight Depot.

Number 3 Desirable view of Rogers Tent and Awning Building

The view of Rogers Tent and Awning (Figures 30 and 31) is a desirable view because the building is a landmark in the area. The building also has potential to be a landmark in the future as a mixed-use building with businesses and loft apartments.



Figure 30. 1st Street Façade of Rogers Tent and Awning.



Figure 31. D Street Façade of Rogers Tent and Awning.

Number 4 Desirable view of Ronan and Associates and Turner House

The view from this location is desirable, encompassing both the Ronan and Associates building and the Turner House. The view of the Ronan and Associates building (Figure 32) is desirable because of the surrounding landscaping. The view of the Turner House (Figure 33) is very desirable because of the house being listed on the National Register of Historic Places.



Figure 32. Ronan and Associates building.



Figure 33. Turner House.

Number 5 Undesirable view of storage units

The view in this direction is an undesirable view of storage units (Figures 34 and 35) and a large storage shed on the property adjacent to the Depot.



Figure 34. View of storage shed next to the freight depot.



Figure 35. Storage units.

Number 6 Undesirable effects on the site from this direction are odors and sounds



Figure 36. Union Street Crossing.

Undesirable effects on the site from this direction include odors and sounds. The odor from the Hormel packing plant, which is southeast of the study area, is sometimes noticeable and can be offensive. The noise from the Union Street railroad crossing (Figure 36) also comes from this direction and can drown out anything taking place on the site.

Number 7 Both desirable and undesirable views

The view from this location (Figure 37) is both desirable and undesirable. The desirable view is of the passing trains. The undesirable view is of a railroad junkyard across the railroad tracks from the site.



Figure 37. Railroad junkyard.

Number 8 Undesirable effect of noise from passing trains

The undesirable noise from this direction has a major effect on the site. The noise of passing trains can drown out anything taking place on the site. The outdoor noise is not as noticeable on the opposite side of the Depot near the building or inside the office portion of the Depot.

Number 9 Undesirable views

This location has several undesirable views. One view is of the parking lot for the Union Pacific Depot (Figure 38); another is of the Union Pacific Depot itself (Figure 39).



Figure 38. Union Pacific depot parking lot as viewed from the site.



Figure 39. Union Pacific depot as viewed from the site.

Number 10 Undesirable effects on-site from odors and sounds

The sidetracks that border the site (Figures 40 and 41) are a source of several undesirable effects on the site. The locomotives that are stored here are usually left idling, which produces diesel exhaust and a noticeable level of noise. They can also be either an undesirable or a desirable view, depending on one's point of view.



Figure 40. Sidetrack and locomotives.



Figure 41. View from the site of a locomotive on neighboring sidetrack.

The possibility of environmental contamination is a factor that could have a major effect on the site and anything done on it. Environmental contamination is a possibility because of the history of the site. The previous use of much of the site, before the Depot was built, was a coal yard (*Fremont Tribune*, October, 17 1906). According to the 1928-1948 Sanborn Map (Appendix G), there were oil storage tanks on the property, thereby posing the possibility that leaks and spills have occurred over the years and have contaminated the site. Another source of possible environmental contamination is due to the fact that site was railroad property. As with many railroad properties, contamination may have occurred from refueling, spills, accidents, and from other sources. To prevent delays due to environmental contamination, an environmental analysis of the site before beginning any project would be prudent.

Zoning

Zoning is an important issue for a mixed-use project, so that all of the proposed uses are permitted. The zoning for the depot requires a change to accommodate all of the uses. The present zoning district for the depot property (Figure 42) is Limited Industrial (LI) and a change (Figure 43) to General Commercial (GC) is proposed to accommodate all of the uses. The office and cocktail lounge (bar) are uses permitted by right in both zoning districts, but the restaurant requires a conditional use permit in the Limited Industrial district, and the retail is not permitted in the Limited Industrial district. All of the uses are permitted by right in the General Commercial district (RDG Crose Gardner Shukert 2000, 4-9 – 4-11). The change in zoning is not unprecedented, as the adjacent property, where the Ronan and Associates building and the Turner House are located, is zoned General Commercial. The zoning district regulations (Appendix H) are part of the zoning requirements and were followed during the design process (City of Fremont, Nebraska, Ordinance No. 3939; RDG Crose Gardner Shukert 2000, 4-14).

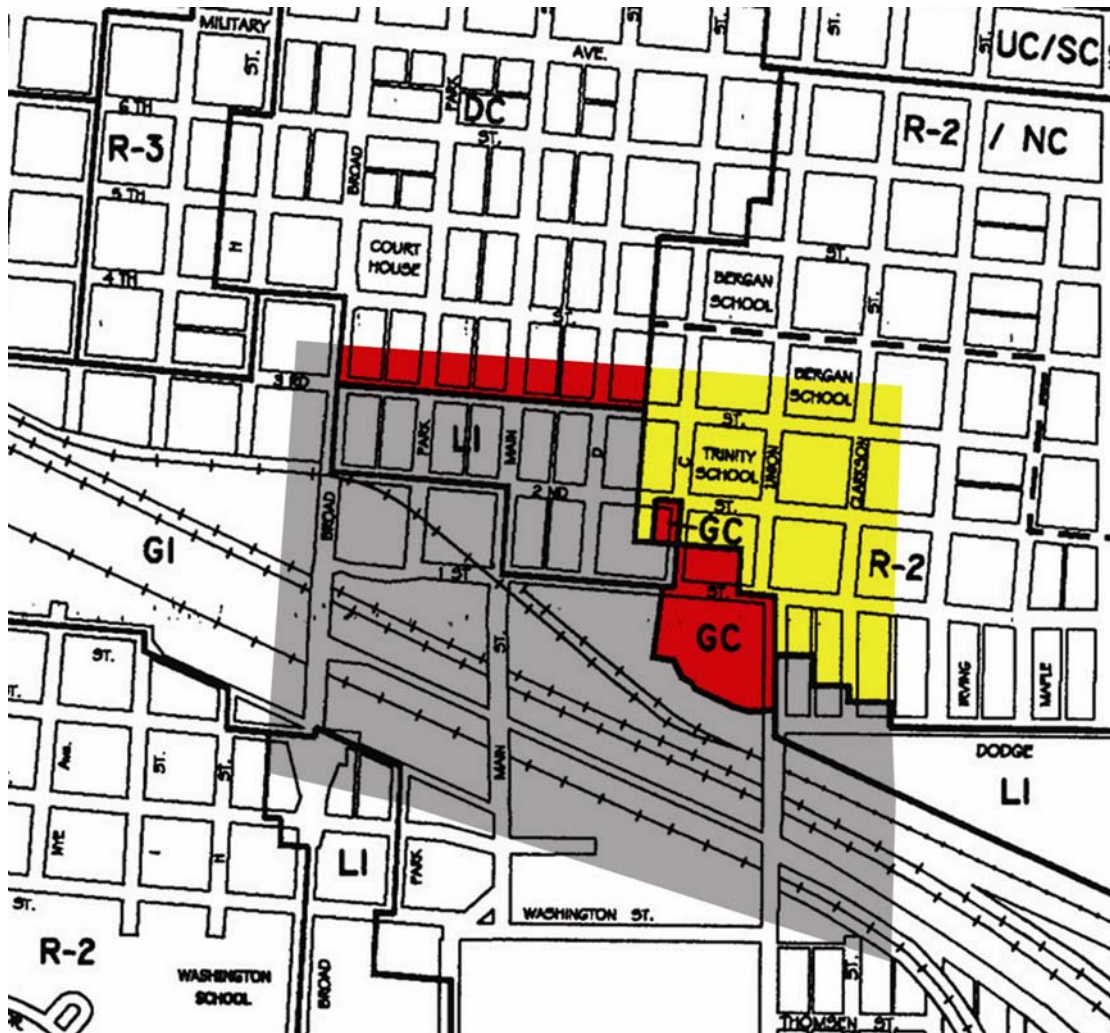


Figure 42. Current zoning in the project study area. (City of Fremont, Nebraska Ordinance No. 3939)

Symbol	Type of Zoning District Regulations
DC	Downtown Commercial District
GC	General Commercial District
GI	General Industrial District
LI	Limited Industrial District
NC	Historic and Neighborhood Conservation Overlay District
R-2	Moderate Density Residential District
R-3	Mixed Density Residential District
SC	Special Corridor Overlay District
UC	Mixed Use Urban Corridor District

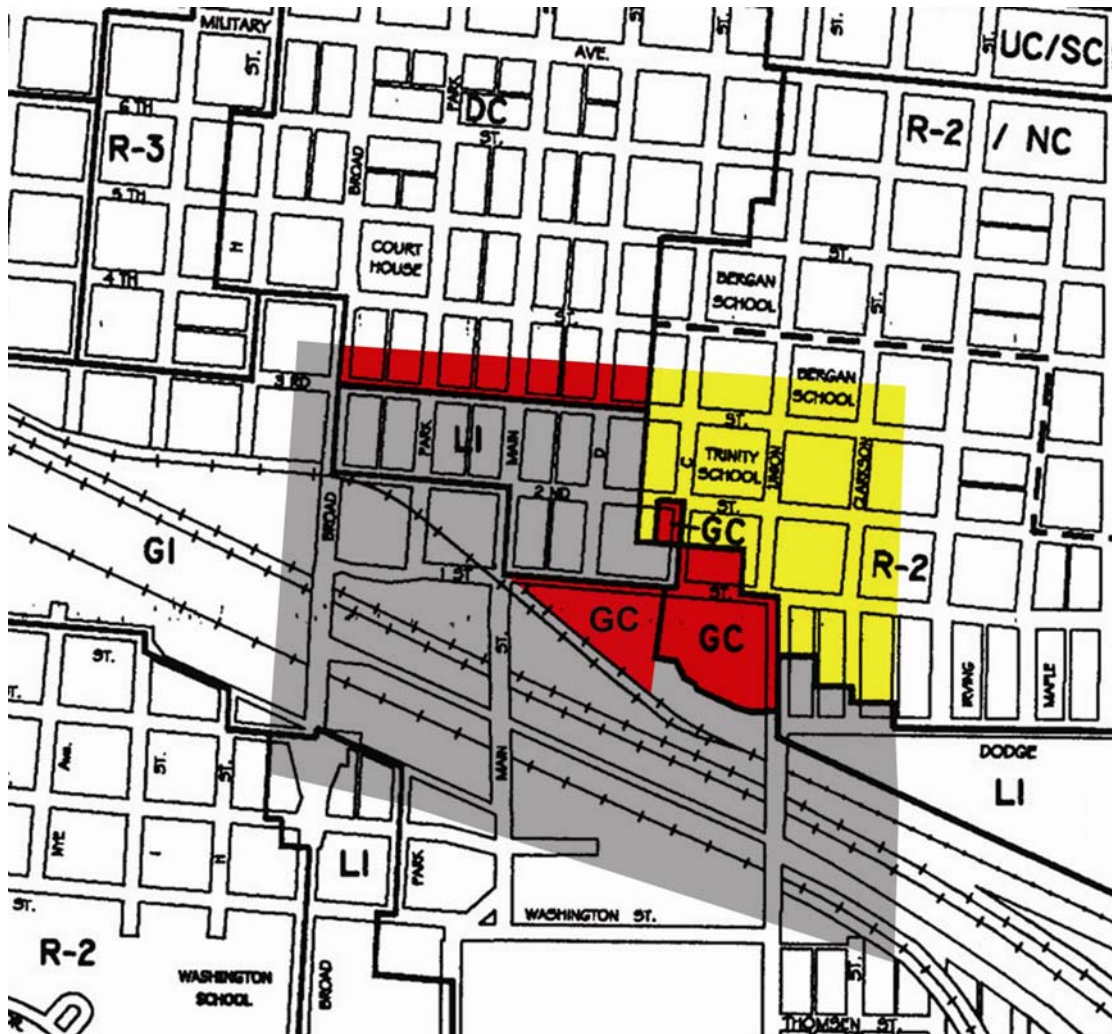


Figure 43. Proposed zoning change in the project study area. (City of Fremont, Nebraska Ordinance No. 3939)

Symbol	Type of Zoning District Regulations
DC	Downtown Commercial District
GC	General Commercial District
GI	General Industrial District
LI	Limited Industrial District
NC	Historic and Neighborhood Conservation Overlay District
R-2	Moderate Density Residential District
R-3	Mixed Density Residential District
SC	Special Corridor Overlay District
UC	Mixed Use Urban Corridor District

Parking

Parking is an important issue in Downtown Fremont. As previously mentioned in this document, a perceived parking shortage was found to be a real shortage of 422 stalls at peak times (RDG 1998, 18, 20, 33-5). The proposed reuse of the Depot will add one hundred on-site parking spaces to Downtown. Table 1 contains the parking requirement and the number of stalls for each of the proposed uses in the Depot, according to *A Zoning Ordinance for the City of Fremont*, article 9, “Off-street parking”. One hundred parking stalls, including four handicapped stalls, are required. The parking requirements also call for five bicycle parking spaces and one 12’ by 40’ hard surfaced loading area. Two loading areas are proposed for the depot, one for the restaurant and one for the retail space.

TABLE 1
PARKING REQUIREMENTS

Use	Gross Square Footage	Number of Seats	Parking Requirement	Parking Stalls Needed
Office	4,289		1 per 300 sqft	15
Restaurants	4,252	154 seats	1 per 3 seats	52
Retail	3,200		1 per 200 sqft	16
Bar	3,382		1 per 200 sqft	17
Total				100

Depot Reuse Proposal

A level-by-level and space-by-space description of the Depot reuse project is summarized in a table of uses and square footages (Table 2) and a table of spaces and square footages (Table 3). The drawings of the newly renovated Depot (Figures 44-55) (The demolition drawings of the existing Depot are in Appendix E.) Following the drawings, the square footage and a brief description of each level are given, followed by the square footage and description of each space on that level. Also included with each description are pictures showing each interior space before the redevelopment of the Depot.

TABLE 2
USES AND SQUARE FOOTAGE

	Restaurant/Bar	Office	Retail	Total
Basement				
Bar	2,786	—	—	
				2,786
First Floor				
Formal Dining	1,233	—	—	
Casual Dining	2,917	—	—	
Retail	—	—	3,200	
				7,350
Second Floor				
Office	—	2,535	—	
				2,535
Attic	—	775	—	
				775
Total	6,936	3,310	3,200	13,446

TABLE 3
SPACES AND SQUARE FOOTAGE

Floor	Use	Space	Square Feet	Net Square Feet
Basement			3,382	
	Bar	Bar		2,436
		Restrooms		350
				2,786
	Mechanical/Stairs/Elevator	Mechanical		382
		Stairs/Elevator		230
				596
	Basement Subtotal		3,382	3,382
1st	Retail and Restaurants		8,000	
	Retail	Retail	3,200	3,200
	Retail Subtotal			3,200
	Restaurants		4,800	
	Formal Dining Restaurant	Formal Dining		748
		Waiting Area		170
		Private Dining		145
		Wine Cellar		170
				1,233
	Casual Dining Restaurant	Casual Dining		1,185
		Vestibule		64
		Kitchen		1,027
		Restrooms		197
		Bar		199
		Circulation		214
				2,886
	Entrance Lobbies	Elevator Lobby		270
		Entrance Lobby		156
				426
	Restaurants Subtotal		4,800	4,545
	1st Floor Subtotal		8,000	7,745
	Basement and 1st Floor Subtotal		11,382	11,127

TABLE 3 CONTINUED
SPACES AND SQUARE FOOTAGE

Floor	Use	Space	Square Feet	Net Square Feet
2nd	Office		3,200	
		Reception Area		183
		Conference Room		193
		Break Room		204
		Offices for Principals		460
		Business Area		309
		Restrooms		296
		Studio		636
		Corridor		254
				<hr/> 2,535
	Stairs/ Elevator	Stairs		92
		Elevator and Stairs		227
				<hr/> 319
		2nd Floor Subtotal		2,854
Attic			3,200	
	Attic	Attic		775
		Mechanical		814
		Attic and Mechanical Subtotal		<hr/> 1,589
		Elevator Shaft and Stairs		201
		Unused/Open to Below		1,410
				<hr/> 1,611
		Attic Subtotal	3,200	3,200
		2nd Floor and Attic Subtotal	6,400	6,054
		Basement and 1st Floor Subtotal from Previous Page	11,382	11,127
		Grand Total	17,782	17,181

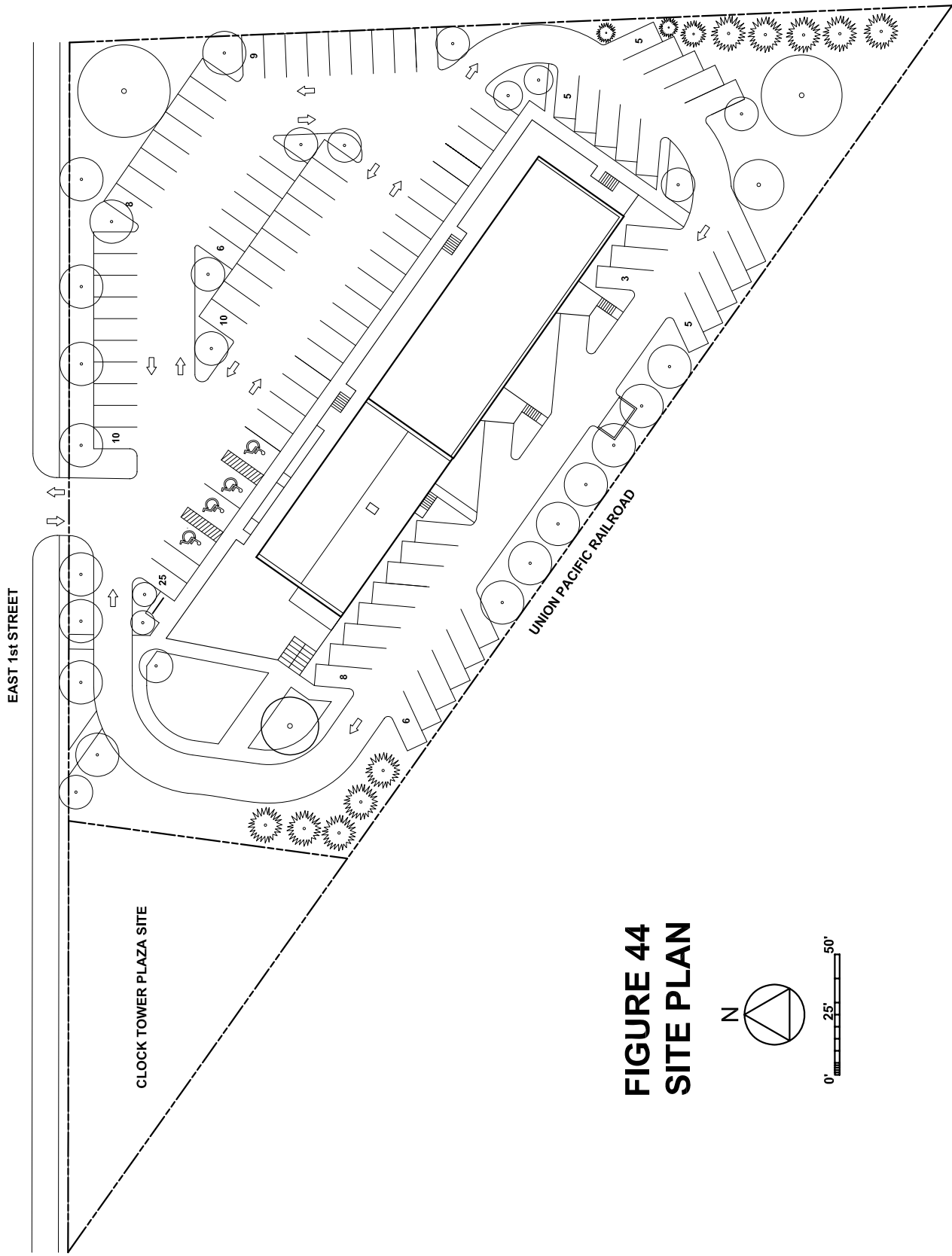
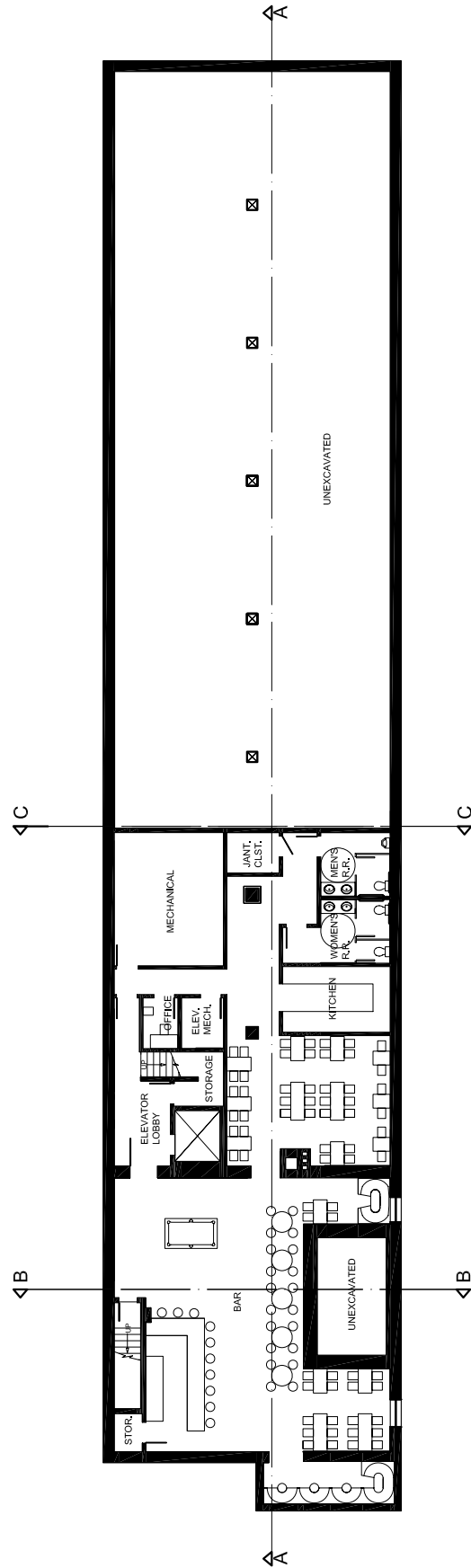


FIGURE 44
SITE PLAN



**FIGURE 45
BASEMENT PLAN**



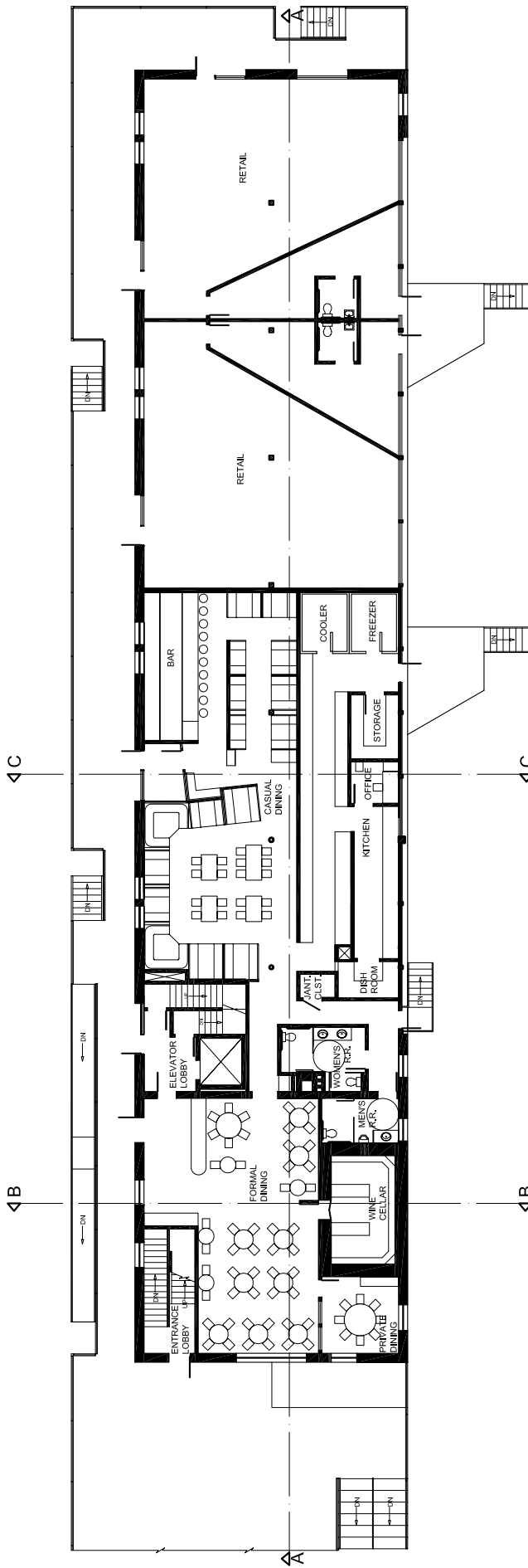


FIGURE 46
FIRST FLOOR PLAN



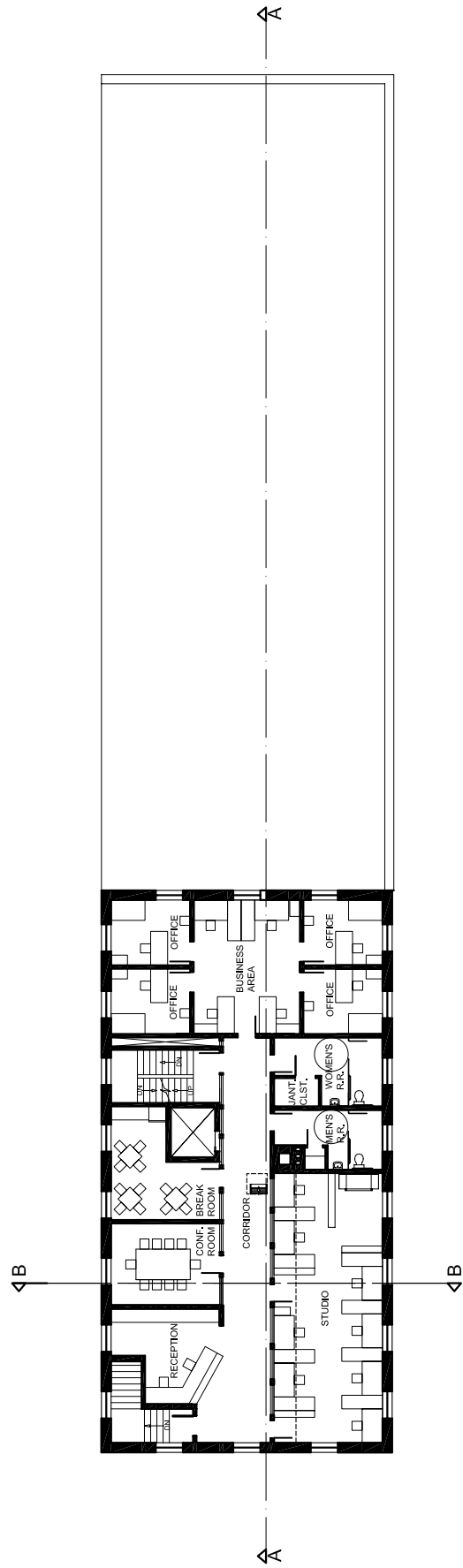
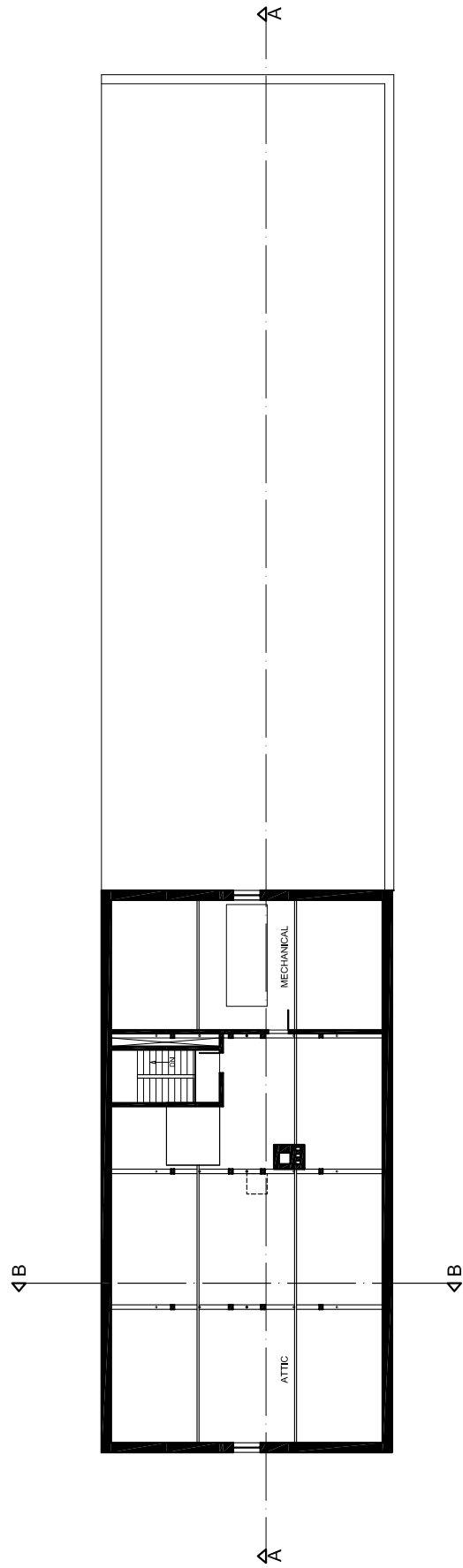



FIGURE 47
SECOND FLOOR PLAN

**FIGURE 48
ATTIC PLAN**



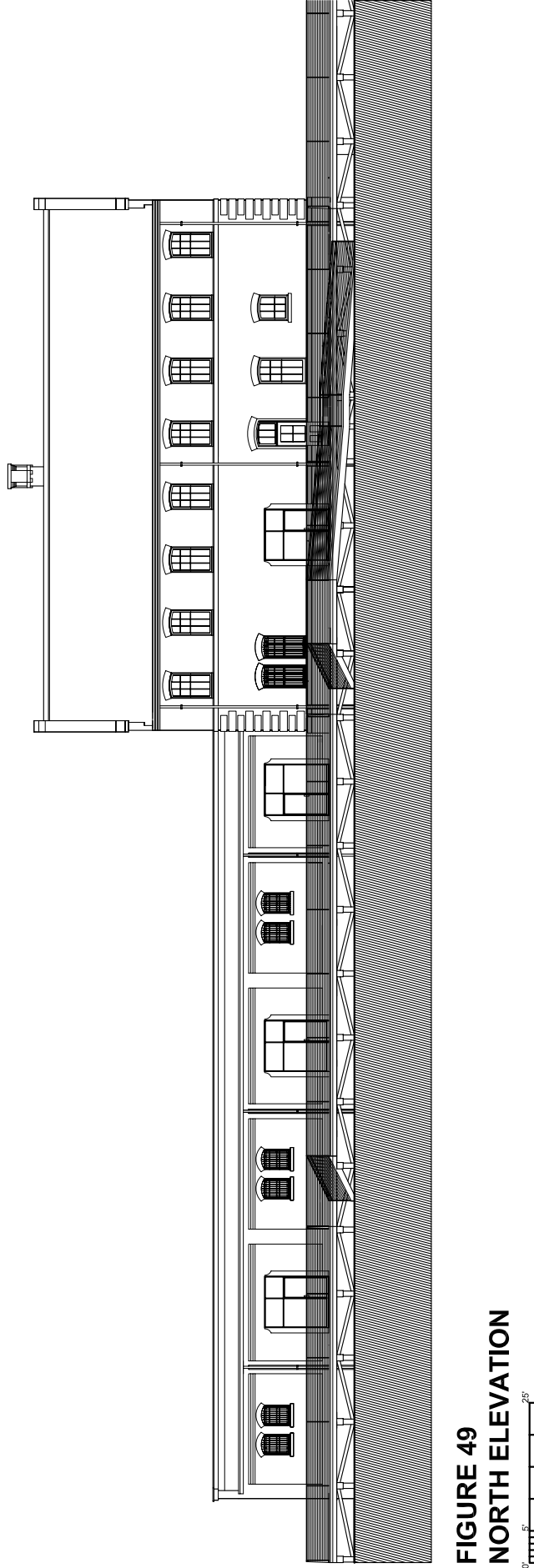


FIGURE 49
NORTH ELEVATION

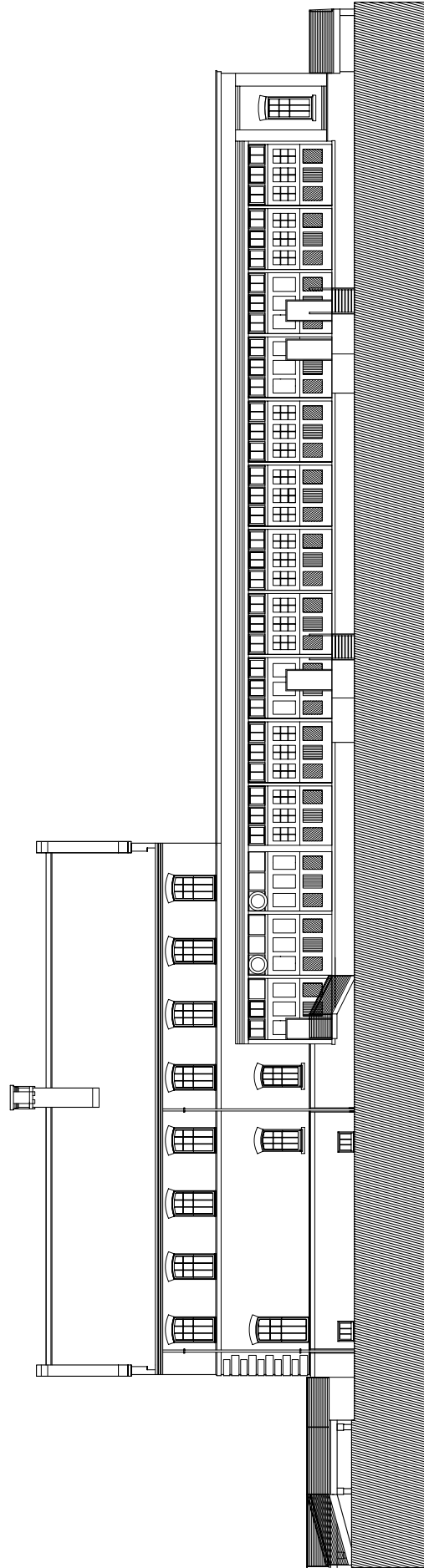
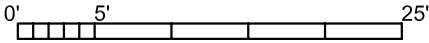


FIGURE 49
SOUTH ELEVATION



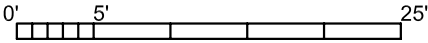


FIGRUE 51
EAST ELEVATION





FIGRUE 52
WEST ELEVATION



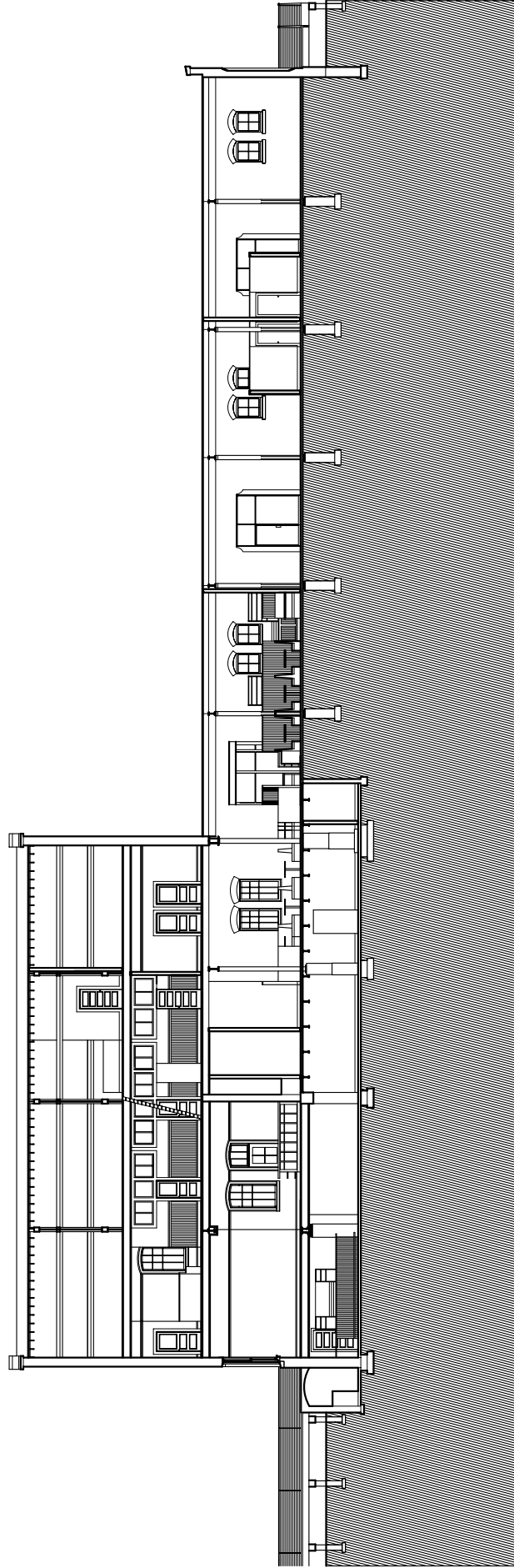
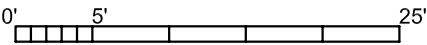


FIGURE 53
SECTION AA



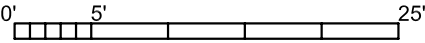


SECTION BB





SECTION CC



First Floor

8,000 gross square feet

The first floor of the Depot (Figure 46) originally had two uses: the freight office and the freight warehouse. This project proposes multiple uses: two restaurants served by one kitchen, retail space, a lobby serving as the main entrance for the office space on the second floor, and an elevator lobby serving as the main entrance for the bar in the basement and a lobby for the elevator that serves all levels of the building, including the main entrance for the bar in the basement.

Formal Dining 1342 gross square feet

The formal dining area makes use of the finished spaces that were the former freight office. The former clerks' office (Figures 56, 57, 58 and 59) is the main dining area, and the former freight agent's office is a smaller private dining area. The vault is converted to a walk-in wine cellar. The wood floors, trim, plaster, and all woodwork are restored to give a formal and historic atmosphere. The glass block in the window is replaced with a reconstruction of the original window. The counter and cage are reconstructed to separate the dining area from the entrance and waiting area. Furnishings for this area are large and luxurious, with fine china, thus creating the atmosphere for a deluxe dining room, needing 12 to 18 square feet per seat (Katsigris and Thomas 1999, 88). The actual dining area is 893 square feet, accommodating 58 seats. Kitchen and restroom facilities for the formal dining restaurant are shared with the casual dining restaurant.



Figure 56. Former freight clerks' office that is to be converted to the formal dining area. The former freight agent's office, to become private dining, is to the left. The glass block window in the background is to be replaced with a replica of the original window.



Figure 57. View of the former freight clerks' office looking toward the exterior entrance and entrance to the former warehouse. The doors to the former vault and restroom are on the right.



Figure 58. Exterior entrance to the future formal dining area. The entrance to the former warehouse is on the far right. The missing counter and cage are to be reconstructed to form a waiting area adjacent to the wainscoting.



Figure 59. View toward the former restroom and vault.

Private Dining 145 square feet

The former freight agent's office (Figures 60 and 61) is a private dining room for small, private parties or meetings. It is furnished with a large round table that seats eight and a credenza for food service. Two exterior windows and transoms in the wall between the office and the main dining room make this a well lit space, while maintaining privacy from the rest of the restaurant.



Figure 60. View from the former freight agent's office, to become the private dining room, looking into the future formal dining area.



Figure 61. View from the doorway of the future private dining room.

Wine Cellar 170 square feet

The former vault (Figures 62, 63, 64, and 65) is adaptively reused as a walk-in wine cellar. The original vault doors are still in place, but racks for the bottles of wine, as well as mechanical equipment necessary to maintain proper temperature and humidity, are added to the vault to enable it to function as a wine cellar.



Figure 62. Outer door of the former vault.



Figure 63. Inner door of the former vault.



Figure 64. Inside of the former vault, facing east.



Figure 65. Inside of the former vault, facing west.

Casual Dining 2,910 gross square feet

The casual dining restaurant and kitchen are located in half of the former warehouse. The brick walls, concrete floor, high ceiling, exposed rafters and beams, cast iron columns, wooden posts, transoms, and arched windows with wrought iron grilles give the restaurant a rustic industrial and open atmosphere. With an intended family clientele and mixture of barstool, booth, and table seating, it would be classified as medium-quality dining, which requires between 12 and 15 square feet per seat (Katsigris and Thomas 1999, 88). The 1,185 square feet of space in the dining area accommodates 96 seats.



Figure 66. The former warehouse is to accommodate the casual dining restaurant. This view is looking toward the future formal dining area from the future retail area. The wall between the casual dining restaurant and the retail area is just beyond the third beam supporting the roof from the front. The covered opening on the far right edge of the picture is one of the exterior entrances to the retail space. The windows in the door on the right side of the picture are the location of the entrance to the casual dining restaurant.

The entrance area to the restaurant includes an enclosed vestibule, a host's stand and bench for waiting. Next to the entrance area is a bar area with barstool seating for 10. A dining area is separated from the bar area by a partition and seats up to 26 people in 2- and 4-person booths. Another dining area contains 60 seats in a combination of tables for 4 and 6, corner booths for 6, and booths for 4 and 6. This area is separated from the waiting area by a partition and has a view into the open cooking area of the exhibition kitchen.

Kitchen 1,027 square feet

The kitchen size is based on the guideline that the kitchen should be approximately half the size of the dining room (Katsigris and Thomas 1999, 88). The total area of the two dining rooms is 2,078 square feet, which makes the 1,027 square feet of the kitchen adequate, according to this standard. The kitchen contains outside access to a loading dock for deliveries, a walk-in cooler, a walk-in freezer, a dry storage room, areas for cooking and food preparation, a manager's office, and a dish room. The main cooking area and final food preparation area is an exhibition kitchen that is visible to diners in the casual restaurant. The location of the kitchen also allows access to both the fine and casual dining restaurants.

Restrooms 355 square feet

The men's and women's restrooms are ADA-compliant. The men's restroom contains two fixtures and a lavatory, and the women's restroom contains two fixtures and two lavatories. They are located between both dining areas in the same area that originally contained two restrooms in the Depot (Figures 67, 68, 69, and 70). This area also includes a corridor for access to both restrooms, and a janitorial closet.



Figure 67. New men's restroom in the former restroom adjacent to the former clerks' office.



Figure 68. View of the new men's restroom, looking into the future formal dining area. The wooden toilet partition used in the women's restroom is on the right.



Figure 69. Area of new women's restroom.
An existing restroom is enclosed in a corner of the warehouse.



Figure 70. Area of the corridor and entrance to the new men's restroom in the former warehouse restroom.

Entrance Lobby 156 square feet

The entrance lobby (Figures 71 and 72) serves as the main entrance to the second floor office space and the second means of egress for the basement bar. Both stairways in this space are reconstructed in the same style as the originals, according to Standard 3 of the Secretary of the Interior's Standards, to meet current building codes.



Figure 71. The entrance lobby to the second floor office. The stairway to the basement is at the bottom right, and the stairway to the second level is at the top right and in the foreground.



Figure 72. The entrance lobby as viewed from the former clerks' office doorway. Note the peeling paint from water damage at the top of the picture.

Elevator Lobby 270 square feet

The elevator lobby (Figure 73) provides the primary access to basement bar, a second door to the formal restaurant, emergency egress for the second floor architecture office, and elevator access to the architecture office and basement bar. It also includes a building directory and appropriate signage.



Figure 73. Area of the future elevator lobby. The opening serving as the exterior entrance to the new elevator lobby is in the center of the picture. The second entrance to the future fine dining restaurant is at left. The elevator is to be located in the left foreground and the stairs in the right foreground.

Retail 3,200 square feet

Half of the warehouse is 3,200 square feet of flexible, speculative, retail space (see Figure 74) that can be easily subdivided to accommodate a range of sizes from one 3,200 square foot space to multiple smaller spaces. Storefronts for the retail space(s) can be placed in the four original doorway openings and offer access to the reconstructed platform around the building. The openness and flexibility of the space allows restrooms, loading dock access, and utility hook-ups to be placed where needed when the space is finished to meet the tenants' needs. Like the casual dining restaurant, the retail space has the same industrial and open feel from brick walls, concrete floor, high ceiling, exposed rafters and beams, cast iron columns, wooden posts, transoms, and arched windows with wrought iron grilles. Arts and crafts galleries and stores for clothing, toys and children's goods, and other specialties are some of the retailers that are desirable for this space (RDG 1998, 45).



Figure 74. Looking toward the future retail space. The wall dividing the retail space from the restaurant is to be located in front of the third column from the front. The kitchen is to be located to the right of the picture, and the entrance to the casual dining restaurant entrance and bar is to the left.

Basement

3,342 gross square feet

The basement level of the Depot (Figure 45) includes the former basement boiler room (Figure 75), coal bunker, and a newly excavated portion. A bar is the main use proposed for the basement (Figure 76). The elevator mechanical room and another mechanical room are the other uses. A newly excavated portion would allow construction of an elevator and second stairway to serve all levels of the building. Additional space for the bar and the mechanical rooms also would be accommodated in this newly excavated space.



Figure 75. The former basement boiler room that, is to become the bar. The entrance to the former coal bunker is to the right of center.



Figure 76. Basement stairs and location of the future bar.



Figure 77. Bar seating area in the former coal bunker. Note the barrel vault ceiling.

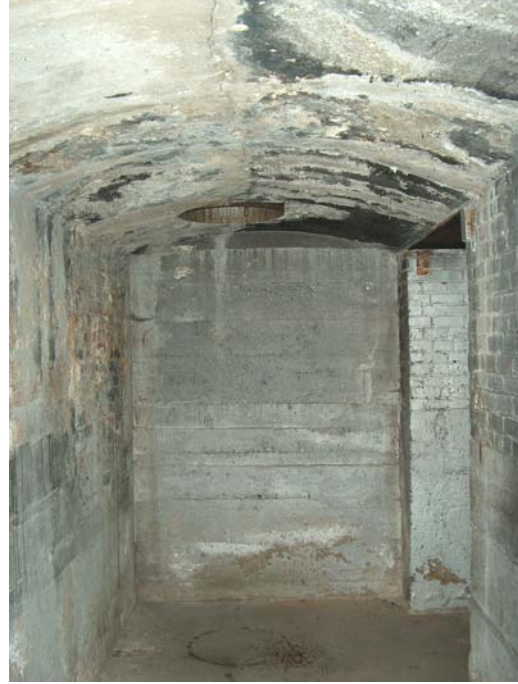


Figure 78. Coal bunker seating area for basement bar. Entrance from basement is on the right.

Bar 2,572 square feet

The bar is located in the former boiler room, coal bunker, and a newly excavated portion in the basement of the Depot. In the former boiler room portion, an L-shaped bar with barstool seating is located next to the existing stairway, which is reconstructed to serve as the second means of egress for the basement level. High-topped tables, chairs and a booth provide seating in the former boiler room and its alcoves. The alcoves, formed by the unexcavated area below the first-floor vault, allow more intimate areas for seating and allow natural light from windows. The former coal bunker, with its barrel vault ceiling (Figures 77 and 78), contains custom-made booths for a unique and intimate

seating area. A pool table occupies the area near where two new doorways have been cut to access the newly excavated portion of the basement level.

The newly excavated portion of the basement is where a new elevator and stairway serve as the main entrance to the bar. A kitchen for a limited bar menu and an office for the manager are also in this area. An additional seating area with tables and chairs is highlighted by the concrete footings for the cast iron columns in the former warehouse above. Restrooms and mechanical rooms are also located in this portion of the bar.

The relatively low ceiling height of the basement gives the entire bar an intimate feel, while the location in the former boiler room, along with the exposed foundations and footings of the newly excavated area, contribute to an industrial theme for the bar.

Restrooms 293 square feet

The men's and women's restrooms are ADA-compliant, each with two fixtures and a lavatory. A custodial closet is also part of this area.

Mechanical Rooms 360 square feet

There are two mechanical rooms on the basement level. The smaller one is for the elevator equipment. The larger one contains part of the HVAC system and is connected, via a mechanical chase, to the attic-level mechanical room.

Elevator Lobby 310 square feet

The elevator lobby is located at the main entrance for the bar. The newly constructed elevator provides primary access to the bar, and the reconstructed stairway serves as a secondary means of access/egress.

Second Floor

3,200 gross square feet

The second floor (Figure 47) once contained offices for the railroad. This space still would be usable as office space. The second floor location best lends itself to a professional service, where visitor traffic would be light and typically by appointment. Services such as architecture, engineering, accounting, law, finance or insurance would be suitable tenants for the space. An architectural firm was selected for this project to demonstrate a more creative approach to the use of the space.

Much of the second floor would be kept as is, because it is still office space. Some changes would be necessary to meet current requirements and codes. Moving and adding a second restroom, adding a second stairway and elevator, and rebuilding the main stairs, are all necessary to meet current building codes. Preserving much of the main corridor (Figures 106 and 107) is an important part of the design for the second floor office space.

Architecture Office 3,200 gross square feet

Using the existing office space as an architecture office requires changes. Some major changes are necessary to meet current requirements and building codes. Adding a second restroom, moving the existing restroom (Figures 80, 81, 82, and 83), adding a second stairway and elevator, and rebuilding the main stairs, are all necessary major changes. Other changes include moving walls and doorways to accommodate current needs. Preservation of much of the main corridor is an important part of the design for the second floor office space.

Reception area 183 square feet

The reception area is created from the former restroom (Figures 80, 81, 82, and 83) and has work space for two people, file cabinets, storage for office supplies, and office equipment such as a fax machine, printers, and photocopier.



Figure 79. Top of the stairs on the second level looking towards the future studio. On the left is the former restroom, which is to be converted into a reception area.



Figure 80. Former toilet room. The former restroom is on the left, and the corridor is on the right.



Figure 81. Former restroom is to become the reception area. The existing stairs are to the left of the window.



Figure 82. Former restroom, looking toward the corridor. The wainscoting of the corridor is visible through the hole in the wall of the toilet room that was formed when one of the toilets in the restroom was walled-off. The opening to access the newly configured restroom is visible to the left, and the raised area for the toilets is visible to the right.



Figure 83. Wooden toilet partitions.

Conference room 193 square feet

The conference room (Figures 84 and 85) is a multi-media capable room with a conference table that seats 10 people.



Figure 84. Interior of the future conference room looking into corridor.



Figure 85. Interior of the future conference room from the door. The entrance to the former restroom is just visible in the lower left corner.

Break room 204 square feet

The break room (Figures 86 and 87) contains three round that will seat four persons each, room for a refrigerator/freezer, sink, counter, cupboards, coffee maker, dishwasher and microwave(s).



Figure 86. Interior of the future break room, looking into the corridor. The ship's ladder to the attic is visible through the door. The future elevator would be located to the left of the door.



Figure 87. Interior of the future break room, looking toward the outside wall.

Stairs and elevator 227 square feet.

The stairs (Figures 88 and 89) provide a second means of access/ egress for all floors, and the elevator provides accessibility to the office space.



Figure 88. Room to be converted into stairway, while preserving the corridor transoms.



Figure 89. Room to be converted into stairway, while preserving the window.

Offices for principals 460 gross square feet

Four private offices of 110 to 112 square feet for firm principals are created by subdividing two larger offices (Figures 90, 91, 92, 93, 94, and 95). A portion of one of the larger offices is made a part of the business area by moving a wall.



Figure 90. Future principal's office located in the southeast corner of the second level.



Figure 91. Future principal's office located in the southeast corner. The wall with the door is to be moved closer to the window to make a larger area for the business area.



Figure 92. Future principal's office located between the corner office, in figures 90 and 91, and the future women's restroom visible through the door.



Figure 93. View of the future principal's office in figure 92, with the business area visible through the door at right.



Figure 94. Future principal's office in the northeast corner of the second floor.



Figure 95. Future principal's office between the corner office and the new stairway. The location of the new stairway is visible through the doorway to the left of center.

Business area 309 square feet

The business area (Figures 96 and 97) contains an open work area for four people near the principals' offices. It is created, along with the principals' offices, from the space occupied by three offices to give a larger open space for the business area between the four private offices.



Figure 96. Future business area looking into the corridor. The wall to the left is to be moved to increase the size of this room.



Figure 97. Future business area looking towards the outside wall. The wall on the right is to be moved to enlarge the area. The four offices for principals are to the left and right of this area.

Restrooms 296 square feet

The men's and women's restrooms (Figures 98, 99, 100, 101) are both ADA-compliant and contain one fixture and one lavatory each. They also contain a janitorial closet and a closet for supplies. They were created from two small offices to replace the original large restroom, which was not ADA-compliant, and to allow the reception area to be situated next to the main entrance. The original restroom, and portion later walled-off to create a women's restroom, was not ADA-compliant because the toilets were located on a level a step higher than the rest of the restroom.



Figure 98. Former office, to become the men's restroom, viewed from the corridor.



Figure 99. Former office, to become the men's restroom, looking toward the corridor. The chimney is on the left.



Figure 100. Former office, to become the women's restroom, viewed from the corridor. The doorway on the left is to be walled off to separate the restroom and principal's office.



Figure 101. Former office, to become the women's restroom, looking toward the corridor.

Studio 636 square feet

The studio (Figures 102, 103, 104, 105) is open, with work areas for 8 people. The studio space is on the second floor and is open to the attic level, where there is storage for drawings and files. The office library is located throughout the studio to allow easy access, and the plotter is located in a corner of the office.



Figure 102. View of the future studio looking eastward. The doorway in the picture is to be walled off to separate the studio from the new men's restroom.



Figure 103. View of the future studio looking westward.



Figure 104. View of the doors leading to the corridor, and the transoms.



Figure 105. View of the attic from the future studio.

Corridor 454 square feet

Preserving as much of the main corridor (Figures 106 and 107) is an important part of the design for the second floor office space. The corridor, with its wood floor, wainscoting, transoms and ship's ladder, is an important feature of the original design of the Depot.



Figure 106. Corridor looking from the future business area, toward the future reception area.



Figure 107. Corridor looking toward the future business area from near the future reception area.

Attic

1,089 square feet

The attic (Figure 48) was originally used to store records and was accessed by a ship's ladder. Due to accessibility issues, it is proposed that the attic (Figures 108 and 109) be used to store files and drawings for the architecture office and as a mechanical room.

Access to the attic is from the newly constructed stairway that connects all levels of the depot.



Figure 108. Attic, viewed from the area of the future mechanical room. The wall separating the future mechanical room from the attic would be located in front of the nearest truss.



Figure 109. Attic, looking toward the area of the future mechanical room.

Compliance with The Secretary of the Interior's Standards for the Treatment of Historic Properties

“Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values” (Weeks and Grimmer 1995, 61). This is the method of preservation from the Secretary of the Interior's Standards that best applies to this project. The following are the 10 standards for rehabilitation, according the Secretary of the Interior (Weeks and Grimmer 1995, 61). Specific examples of how the standards are followed in this project are described below.

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*
2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

Figure 110 shows how the new uses for the building are being accommodated with minimal changes to the existing features, spaces, and spatial relationships. Only minimal construction of new walls and partitions is proposed, and changes to existing distinctive materials are also being avoided where possible.

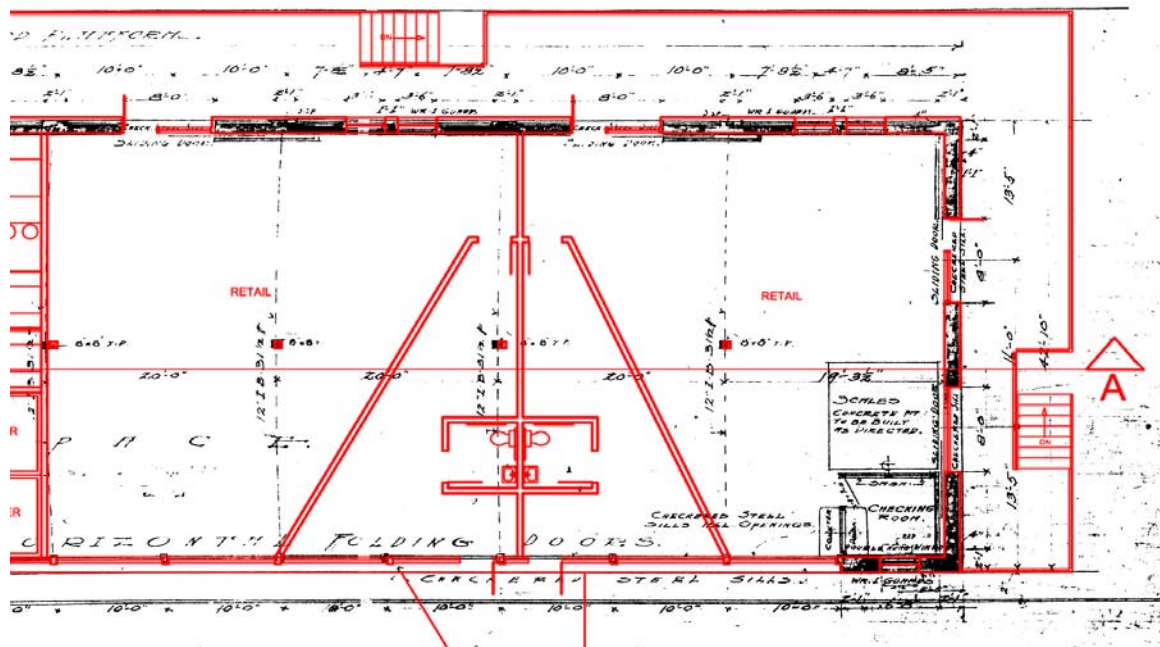


Figure 110. Minimal changes to existing spaces. The proposed floor plan (red) of the retail space is overlaid on the original floor plan (black) of the warehouse.

3. *Each property will be recognized as a physical record of its time, place, and use.*

Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Any new construction will be differentiated so that it is clear that it is new. The use of a steel cable railing system for the platform is an example of this.

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The second floor corridor (Figure 111) contains distinctive features that are characteristic of the depot. The distinctive transoms, wainscoting and ship's ladder of the second floor corridor are to be preserved, and the wood floors are to be restored.



Figure 111. Preservation of second floor corridor.

One of the unique and significant features of the Depot is the vault (Figure 112).
The vault will be preserved and used as a wine cellar.



Figure 112. Vault.

The restrooms of the Depot (Figures 113, 114, 115, and 116) provide many distinctive features and examples of craftsmanship to be preserved and reused. The first floor restroom, located adjacent to the former clerks' office, contains an original wooden toilet

partition. This partition is to be reused in the new women's restroom, serving the restaurant, as the partition for a non-ADA accessible toilet stall. The toilet in that stall is to use the existing, original high tank toilet from the second floor restroom, if it is repairable.

The second floor restroom contains other distinctive features that can be preserved and reused. In addition to the previously mentioned toilet, two existing lavatories are to be reused, if possible, in the new restrooms for the office. The existing portion of the original toilet partitions are to be reused in the restrooms for the bar.



Figure 113. Existing wooden toilet partition located in the main floor restroom off of the former clerks' office. The stall is to be preserved and reused in the new women's restroom as a non-ADA accessible stall.



Figure 114. High tank toilet located in the second floor restroom. The toilet is to be reused, if repairable, in the non-ADA accessible stall, pictured in Figure 112, in the future women's restroom serving the restaurant.



Figure 115. Lavatories located in the second floor restroom. They are to be reused, if possible, in the new restrooms for the office.



Figure 116 Existing portion of the original wooden toilet partitions located in the second floor restroom. The partition is to be preserved and used in one of the bar restrooms and as a model for a replica in the other bar restroom.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The platform (Figure 117) that once was part of the Depot has been removed, and the doors on the freight warehouse have been moved or removed. The platform will be replaced (Figure 118) using information from physical evidence, photographs, and the original plans. The doors will be moved to their original locations if possible, will be replaced by new doors that match the original as much as possible, or be replaced with glass storefronts with minimal frames to give the appearance of open doors.

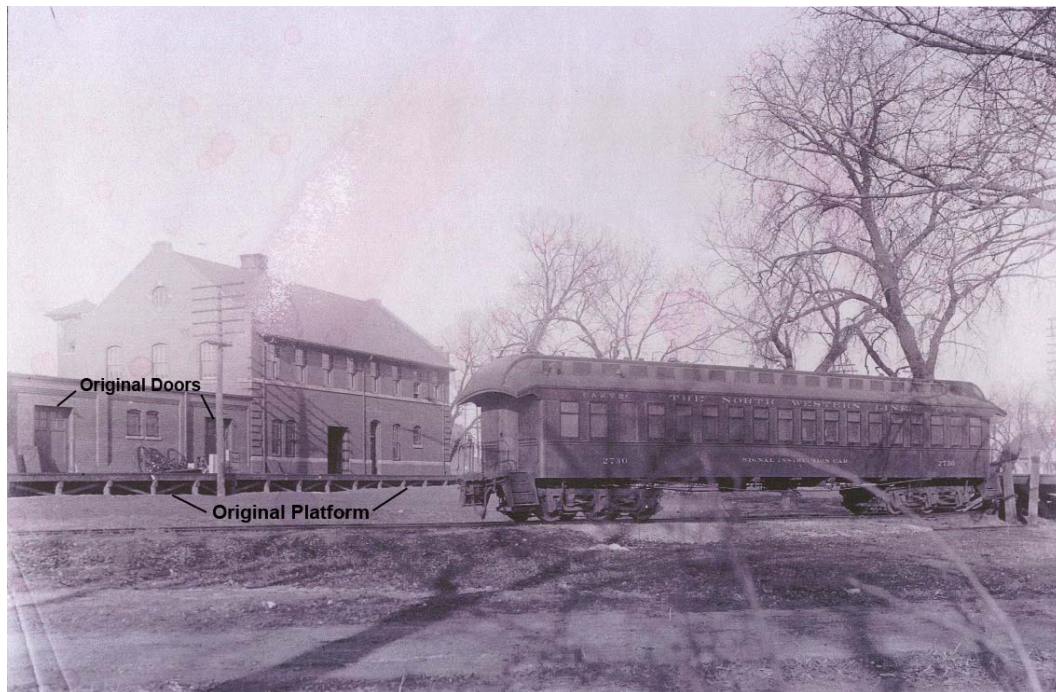


Figure 117. Original platform and doors. (Courtesy of Ronan and Associates)



Figure 118. Replacement of missing platform.

The existing stairway (Figures 119, 120, 121, 122, and 123) is severely deteriorated and needs to be replaced. Both the stairway between the first floor and the basement, as well as the stairway between the first and second floors, are too steep to meet current building codes. In addition to being too steep, the stairway between the first and second floors has been damaged by leaks in the roof and a small fire in the attic. The structural integrity of that stairway is also questionable.

To remedy these issues, the stairway is to be replaced while following Standard 6. To meet current building codes, more steps need to be added to reduce the slope of the stairs. The new stairway will satisfy the width and handrail requirements of the new codes. The new code-compliant stairway is detailed to follow the design of the original stairway as closely as possible, using as much of the existing wainscoting, newel posts, and material

from the risers and treads as possible. Any new materials will be matched, as closely as possible, to the original materials.



Figure 119. View of stairway from second floor looking down to landing. Note the water damage to wall and wainscoting.



Figure 120. View from landing pictured in Figure 119, looking down.



Figure 121. View from main floor looking toward the landing pictured in Figure 120. Note the wooden supports on the left side of the picture.



Figure 122. View from main floor looking down to the entrance into the basement. This stair is too steep to meet code. Note the wooden supports on the right of the picture.



Figure 123. View of railings and newel posts on the main floor with the stairs leading to the basement on the left and the stairs leading to the second level on the right. Note the wooden boards supporting the stairs above.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The gentlest method of removal will be used to remove the existing loose and damaged paint and replace it with an historically appropriate color of new paint. The vinyl composition tile and plywood will also be removed so that the wood floor below can be restored or replaced.



Figure 124. Paint, tile and plywood in the existing clerks' office is to be removed.

The recently added plaster will be removed from the walls of the warehouse, using the gentlest method possible, to expose the original brick walls.



Figure 125. Plaster in the warehouse is to be removed to expose original brick.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

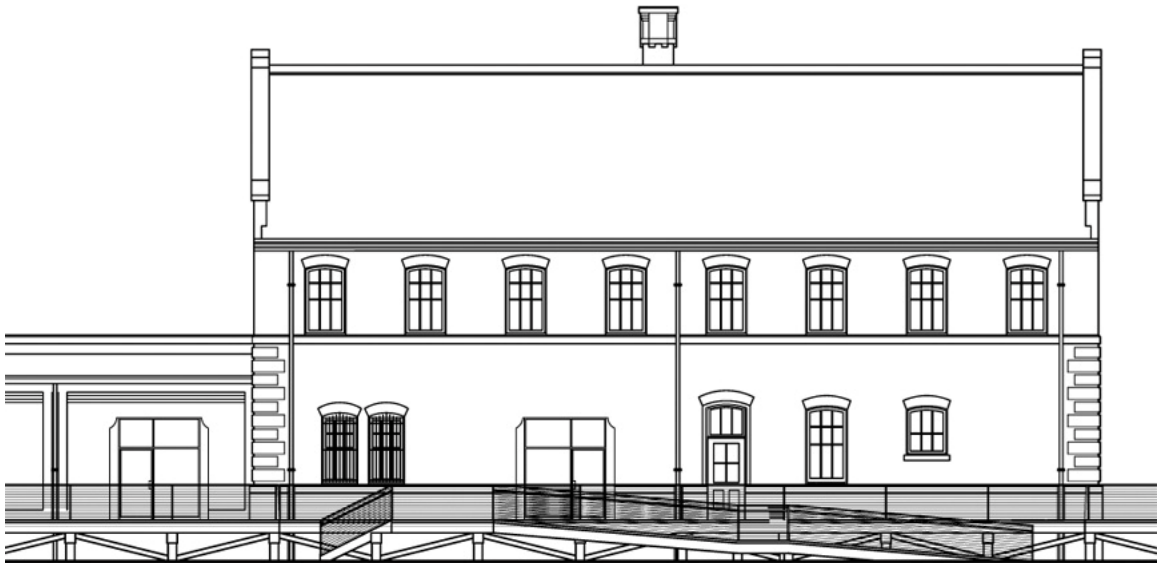


Figure 126. Minimal appearance of handicapped ramp and platform railings.

A new handicapped-accessible ramp will be concealed in the platform to minimize its scale and impact and will be made of wood to be compatible with the platform.

Railings for the platform, which are required by building code, will be constructed of steel cable to differentiate from the original structure and to minimize visual impact on the structure, in keeping with Standard 3.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Cost Estimate

The *2005 Means' Guide to Estimating* to develop a rough estimate of costs for the Depot rehabilitation. The estimate summarized in Table 4, is undoubtedly low with respect to current construction costs and does not include such items as kitchen equipment, which would add considerable cost to the project. The estimated project cost of \$1,950,075.15 would likely increase to \$2,500,000 or higher when such items as kitchen equipment, as well as overall increases in all costs since publication of the *2005 Means' Guide* are included.

TABLE 4
DEPOT PROJECT COST ESTIMATE

	Amount	Units	Cost per Unit	Total Cost
<u>Exterior and Site</u>				
Parking Lot				
8" Concrete Paving	4407.3	SY	\$35.00	\$154,255.50
<u>Platforms</u>				
Framing from 12" x 12" Members	5.256	MBF	\$2,400.00	\$12,614.40
Decking from 3" x 10" Planks	14.297	MBF	\$1,900.00	\$27,164.30
<u>Landscaping</u>				
Lawn seeded, turf mix	3114.68	SY	\$2.25	\$7,008.03
Sidewalks	5210	SF	\$3.03	\$15,786.30
<u>Interior</u>				
<u>Restaurant</u>				
Cost per square foot of floor area	4800	SF	\$84.61	\$406,128.00
Custom Straight Booths	138	LF	\$320.00	\$44,160.00
Front Bar	23.33	LF	\$352.82	\$8,231.29
Back Bar	23.33	LF	\$280.84	\$6,552.00
<u>Bar</u>				
Cost per square foot of floor area	3382	SF	\$84.61	\$286,151.02
Custom "U" Shaped Booths	50.5	LF	\$305.00	\$15,402.50
Front Bar	25.83	LF	\$352.82	\$9,113.34
Back Bar	9	LF	\$280.84	\$2,527.56
<u>Retail</u>				
Cost per square foot of floor area	3200	SF	\$33.42	\$106,944.00
<u>Office</u>				
Cost per square foot of floor area	6400	SF	\$52.71	\$337,344.00
<u>General</u>				
Fire Sprinklers	17742	SF		\$43,692.50
Slate Roof	47.2	Square	\$585.00	\$27,612.00
EPDM Roof	47.6	Square	\$101.00	\$4,807.60
Elevator	1	EA	\$58,050.00	\$58,050.00
New Wood Stairs to Office	1	EA	\$10,002.65	\$10,002.65
New Wood Stairs to Basement	1	EA	\$4,642.20	\$4,642.20
New Fire Stairway	1	EA	\$35,250.00	\$35,250.00
Sub Total				\$1,623,439.19
City Adjustment Factor for Omaha			0.90	\$1,477,329.66
Contractor's Fees			25%	\$369,332.42
Architect's Fees			7%	\$103,413.08
Total				\$1,950,075.15

Reflections on the Design

There have been many challenges in working on the design for adaptive reuse of the Depot. Many of these challenges relate to placing modern uses into a one-hundred-year-old building that was designed for a different use. Modern codes and the requirements of the modern uses needed to be satisfied. Existing features, the reconstruction of missing features, and the change in use of the building created opportunities for design innovation.

Outside of the Depot, parking requirements had a major impact on the site design. Even though there is enough space for the required parking, multiple factors had an affect on the design. The large amount of space required, the triangular shape of the lot, the need to provide loading areas, and a workable traffic pattern, as well as enough landscaping to meet zoning requirements, all made the design of the parking lot and the site one of the most challenging parts of the project.

Inside the building, one of the greatest design challenges was accommodating a second stairway and an elevator. The amount of space they required, as well as the need to provide access to multiple uses on multiple levels with the proper amount of separation and security, were all issues. Replacing the existing stairways with code-compliant stairways was another issue. The stairway from the basement to the main level was too steep, and the existing stairway from the main level to the second level was not only too steep, but portions were also too narrow. The replacement for the stairways required reconstruction and replacement of the existing woodwork in a way

that is reminiscent of the original, since the original stairway was a significant feature of the Depot.

The restaurant kitchen was one of the most challenging portions of the project to design. Despite following design guidelines and examples of restaurant kitchens, it became clear that a restaurant kitchen consultant's assistance would be needed for a more detailed and precise design. However, the design presented in this proposal provides an idea of the approximate size and layout that the kitchen should have.

The existing features of the Depot provided many design opportunities. In the basement bar, the unique atmosphere of the basement offered many design unique qualities. The coal bunker, with its barrel vaulted ceiling, has an intimate feel that is accentuated with semi-circular booths. On the first floor, the existing vault is a unique feature of the Depot. The vault, with its original door, is showcased, in the restaurant as a wine cellar. One of the most important features on the second floor is the main corridor. The wood floor, ship's ladder, wainscoting, and transom windows in the corridor walls are all important design features of the building interior. Throughout the building, the existing plumbing fixtures and wooden toilet partitions are unique features that are suggested for reuse throughout the new restrooms.

The reconstruction of missing features on both the exterior and interior provided design challenges in this project. On the exterior, the platform was an important feature of the original Freight Depot that was removed at some point in time. Reconstructing the platform will not only restore much of the historic character of the Depot, but will

also enable functional reuse of the Depot. The platform, combined with a ramp, will allow accessible entrance to all of the uses on the first floor, and to the elevator. It will also allow the restaurants to potentially have outdoor seating and also allow easy access to the retail area of the building, especially if there is more than one store or shop.

On the interior, one of the missing features, reconstructed in the design proposal, is a large window in the first floor clerks' office. This large window was removed at some point, and the opening was infilled with glass block. Reconstruction of the window allows the clerks' office to be a well-lit dining space with views out toward the Clock Tower plaza. It also replaces an important missing element of the front façade.

The warehouse portion of the depot, with its high ceiling, few structural columns, large volume of space, and large door openings, allows flexibility for a variety of uses, such as, the retail and restaurant spaces depicted in the proposal. While a dramatic change in use and flexibility of the space allows different uses in the warehouse, keeping office use in the existing second floor office space requires relatively few major changes and allows keeping much of the original character and design integrity of this portion of the building intact.

Despite all of the positive aspects and potential advantages of the rehabilitation of the Freight Depot, there are problematic issues, all of them related to cost. All of the work to adapt the building to new uses and to bring it up to code could be cost prohibitive. Because the existing stairways do not meet code, they need to be replaced. An additional stairway and an elevator also are required. Other code requirements, such as

a fire sprinkler system, add cost to the project.

Parking is another problematic issue because of the large amount of space required and high cost. Even though enough space is available to accommodate the needed parking, there is little remaining space on the site for additional parking. The restaurants require large amounts of parking. If the amount of space used by the restaurants were reduced, fewer parking spaces would be required. In addition to less cost for fewer parking spaces, non-restaurant uses also would involve lower construction and remodeling costs, which would further reduce the cost of the project.

Chapter 7

Redevelopment of Surrounding Area – Depot as Catalyst

The Freight Depot is not the only building in Downtown Fremont that offers potential for revitalization or redevelopment. *Main Street Fremont: The Future in the Past* suggests ways that Downtown Fremont can be revitalized. In addition, there are other potential projects in the Downtown area that are not suggested in the plan, but should be considered in the context of the Depot as a catalyst project for redevelopment in the southern portion of Downtown Fremont. Several potential projects that have a connection to the rehabilitation and reuse of the freight depot are discussed briefly in this chapter. The potential projects are numbered consecutively in accordance with their location noted on the aerial photograph (Figure 127) of the area of Downtown Fremont generally north of the Depot.

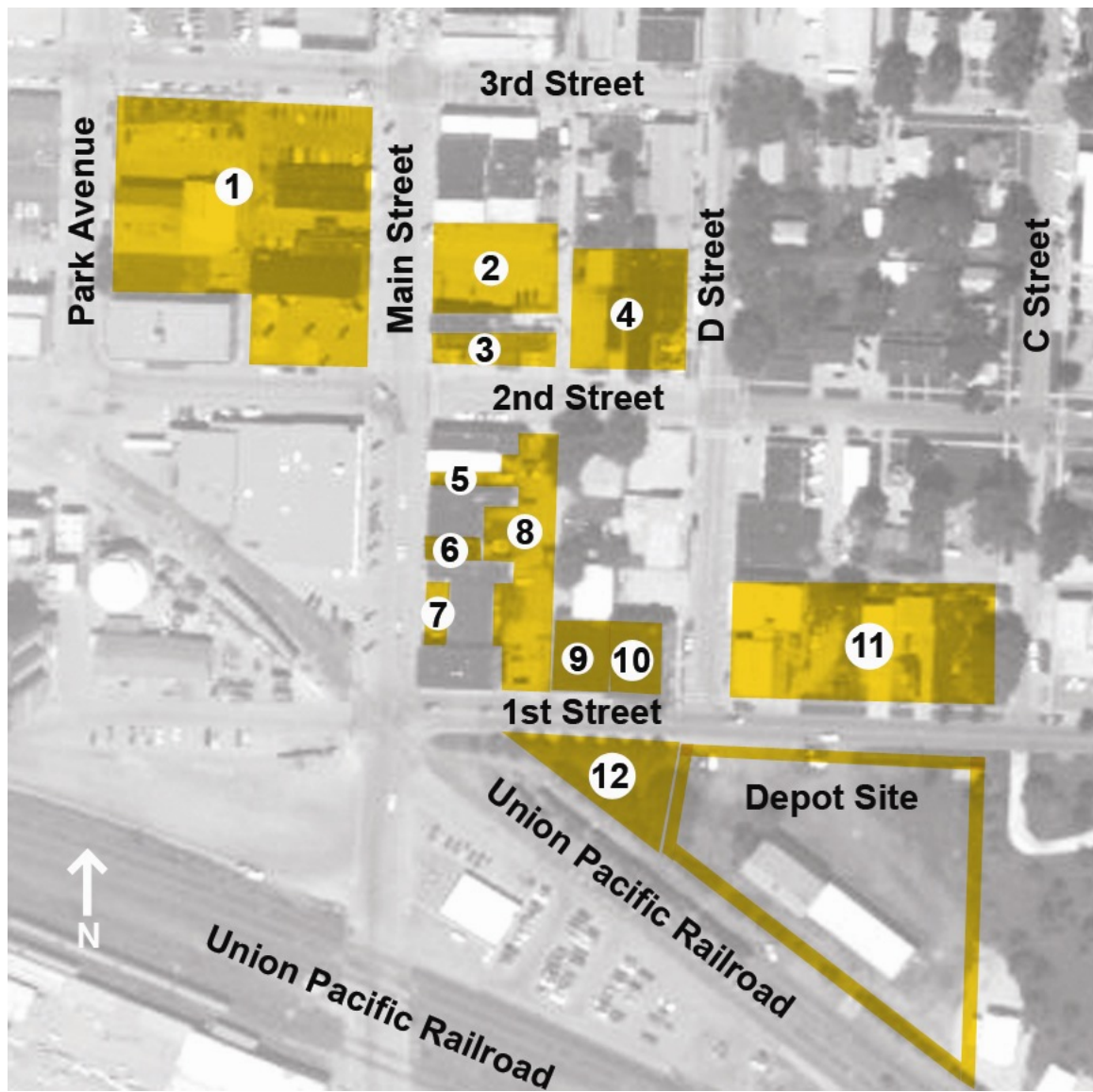


Figure 127. Proposed study area redevelopment projects. (Nebraska Department of Natural Resources)

Number 1 Proposed conference center and hotel site.

Main Street Fremont proposes a conference center, hotel, and parking lots to occupy the entire block (Figures 128 and 129). The block currently contains a number of one

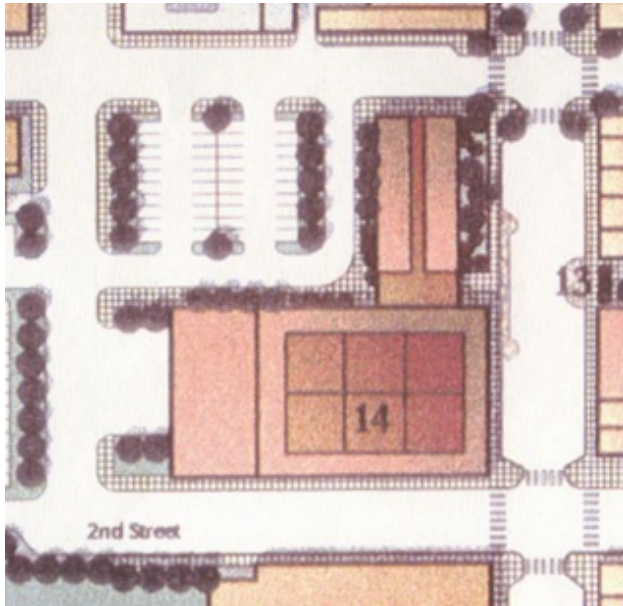


Figure 128. *Main Street Fremont* proposal for hotel and convention center. (RDG Crose Gardner Shukert 1998)

commercial buildings, mostly one story in height, and parking lots

(Figures 130, 130, 131, and 133).

According to the plan, a conference center and hotel in a Main Street district would be a feature unique to the region (RDG 1998, 45, 61, 63).

This could be a key stimulus to achieve a strong Downtown and a

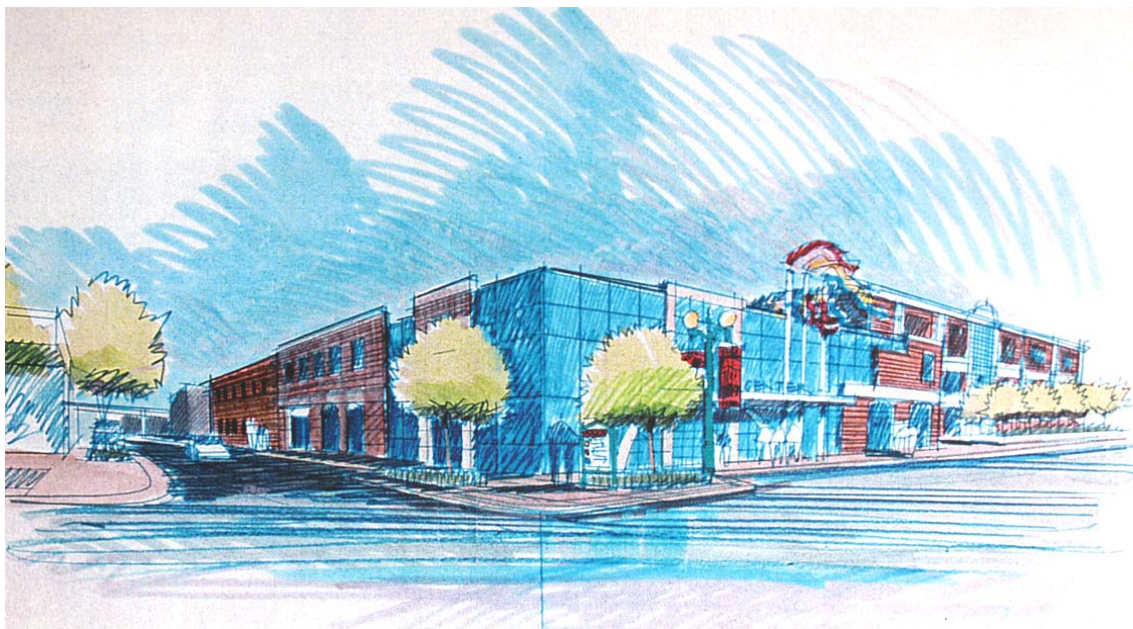


Figure 129. Sketch of proposed hotel and convention center. (RDG Crose Gardner Shukert 1998)

revitalized lower Downtown area. A hotel and conference center would require feasibility and market studies to determine how realistic that proposal is (RDG 1998, 45, 61).



Figure 130. South block face, 2nd Street between Park Avenue and Main Street.



Figure 131. East block face, Main Street between 2nd Street and 3rd Street.



Figure 132. North block face, 3rd Street between Main Street and Park Avenue.



Figure 133. West block face, Park Avenue between 3rd Street and 2nd Street.

If a hotel and conference center is determined feasible by a study, it would have a major impact on the Freight Depot. A hotel and conference center would generate a large number of out-of-town visitors that would patronize commercial uses in the Depot. It also would be a node connecting the Main Street Historic District, the Dodge County Courthouse, the proposed node at 2nd and D Streets through a possible promenade, the

Clock Tower Project at 1st and Main Streets, and the Freight Depot through a potential promenade on the block bounded by Main, 2nd, D, and 1st Streets, to be discussed later in this document.

Even if the hotel and conference center is determined economically feasible, there are some issues that need to be addressed. The location is problematic because the proposed site is located across the street from the ADM soybean plant (Figure 134). The noise from around-the-clock operations could be a major liability. Railroad crossings, on the railroad spur serving the ADM plant, at Main Street, Park Avenue, and under the Broad Street viaduct, are other sources of noise.



Figure 134. ADM soybean plant looking south from 2nd Street and Park Avenue.

Another issue with the site is the H.P. Lau Building located on the southwest corner of the block. Covering approximately a quarter of the block, the two-story building is an important landmark in lower downtown, as it housed an important regional wholesale grocery for many years, as did the Wiley-Morehouse Building across Park Avenue. These two buildings were part of the early 20th century jobbing industry that was mentioned in a May 22, 1906, *Fremont Evening Tribune* special section entitled “Fremont as a Jobbing Center.” The exterior of the building is in overall good condition

and retains a high level of architectural integrity. Any proposal for a conference center and hotel should adaptively reuse the building, if at all possible, and should preserve the façade in a worst case scenario.

The block offers many redevelopment opportunities, even if the convention center and hotel is not built. The many parking lots on the block are sites for potential new commercial buildings, provided that the parking is replaced by new parking spaces in the public parking lots to the north of the block. The buildings along Main Street, with the exception of the building containing The Computer Guy, have little, if any historic integrity, and could be potential sites for new buildings. If the hotel and convention center prove feasible and the issues facing it can be addressed, they could become important parts of the redevelopment of the area.

Number 2 Replace the existing strip mall and parking lot with a new building and promenade.

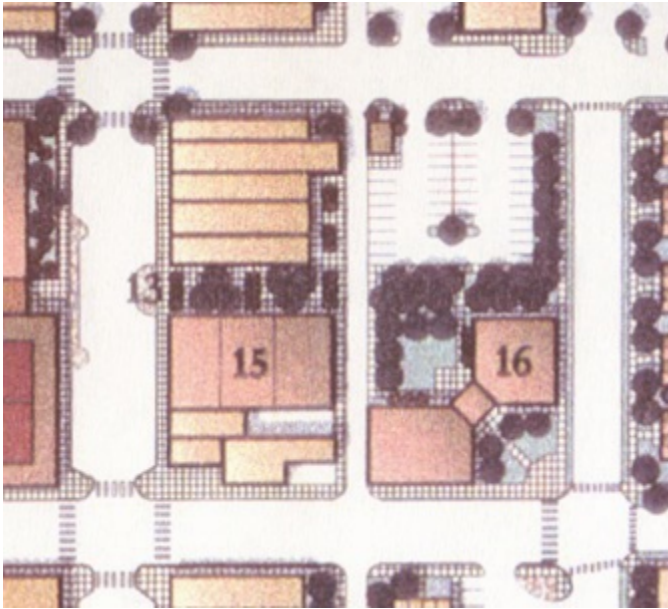


Figure 135. Map showing new building and promenade. The promenade is number 13, and the new building is number 15. Number 16 is a mixed-use project to be discussed later in this document. (RDG Crose Gardner Shukert 1998)

Another project proposed by *Main Street Fremont* is to replace the existing strip mall and parking lot with a new commercial building facing a promenade that leads to the alley (Figure 135 and 136) (RDG 1998, 61-62). The promenade would connect the proposed conference center and hotel across the street with a new



Figure 136. Strip mall and parking to be replaced with a new commercial building and promenade.

parking lot and mixed use building on the block, to be discussed later. The promenade would also allow for small shops and restaurants to open onto it for access and for on the

block, to be discussed later. The promenade would also allow for small shops and restaurants to open onto it for access and for outdoor seating and dining.

Number 3 Replace the corner building and parking (Figures 137 and 138) with a new building.



Figure 137. Buildings at corner of 2nd and Main Streets as viewed from Main Street.

The existing one-story buildings on the corner and the off-street parking spaces should be replaced with a new building that anchors the corner. The new building would not extend all the way to the alley, thereby allowing a connection to be made between the previously mentioned pedestrian promenade (Number 2 of

this section), to the north of the neighboring building, and the alleyway across 2nd Street, to be discussed later.



Figure 138. Buildings at corner of 2nd and Main Streets as viewed from 2nd Street.

Number 4 Replace existing buildings (Figures 140 and 141) with a new mixed-use building (Figure 142).

This project, proposed in *Main Street Fremont*, is to replace the existing buildings with a new mixed-use building on the corner (RDG 1998, 62). The mixed-use building would

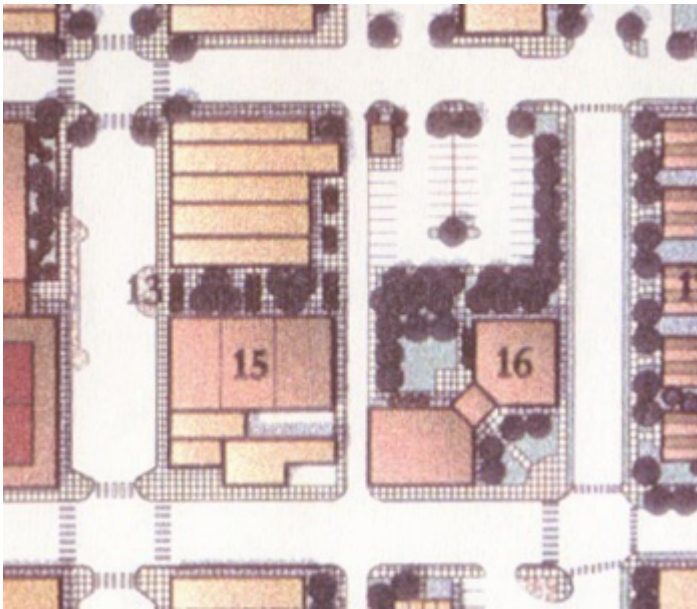


Figure 139. Map showing new mixed-use building; number 16. (RDG Crose Gardner Shukert 1998)

contain both commercial and residential uses and would be an anchor for the corner and a node (Figure 139). As a node, it could be connected through the proposed promenade (previously discussed in Number 2 of this section) on the west half of the block to the proposed convention center and hotel, to the Freight

Depot via D Street, and to the proposed Clock Tower Plaza via the alley between 2nd and 1st Streets, which will be discussed later in this section (RDG 1998, 62).



Figure 140. Buildings at corner of 2nd and D Streets as viewed from 2nd Street.



Figure 141. Buildings at corner of 2nd and D Streets viewed from D Street.



Figure 142. Mixed-use building. (RDG Crose Gardner Shukert 1998)

Number 5 Develop the vacant lot (Figure 143) into an arcade or promenade.

The vacant lot next to Doe's Place provides the opportunity to create an arcade or



Figure 143. Vacant lot on Main Street between 1st and 2nd Streets.

promenade. An arcade or promenade in the vacant lot, as suggested graphically by *Main Street Fremont* (Figure 144), would provide an area for people to relax, eat, or for nearby businesses to locate a temporary stand to sell their goods and connect Main Street to the promenade in the alley.

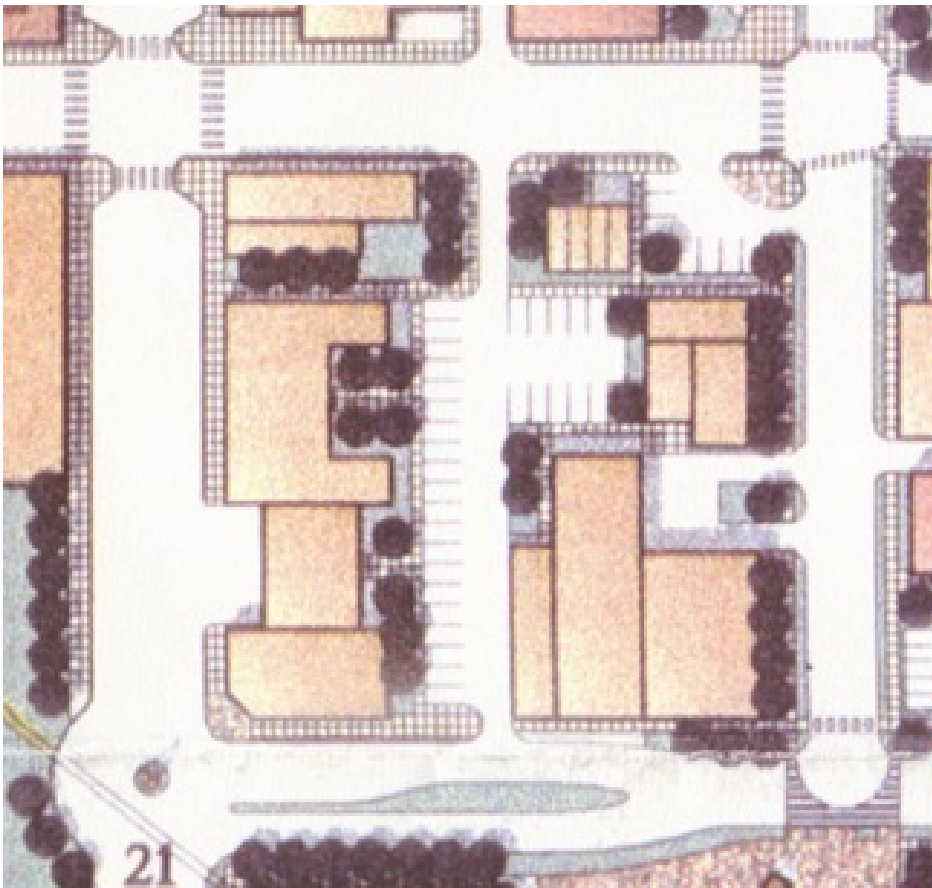


Figure 144. Map showing promenade in current vacant lot on Main Street (RDG Crose Gardner Shukert 1998)

Number 6 Redevelop second floor apartments.

Unused second floors of Downtown buildings offer the potential for residential redevelopment. Reusing the second floors for apartments would be in character with the



Figure 145. Andy's on First, corner of 1st and Main Streets.



Figure 146. Building with apartments, on the second floor, at 2nd and Main Streets, as viewed from Main Street.



Figure 147. Building with apartments on the second floor at 2nd and Main Streets, as viewed from Main Street.



Figure 148. Emanuel Printing.

historic presence of Downtown, would improve the appearance of the area, and would provide diversity of uses and a source of customers for businesses. The building that contains Andy's on First (Figure 145), at 1st and Main Streets, one location where this concept could be implemented, as is the back of the building on the

corner of 2nd and Main Streets (Figures 146 and 147). The Emanuel Printing Building (Figure 148) also is suited for this potential improvement, as are many other buildings in Downtown.

Number 7 Develop the area in front of the former service station (Figure 149).

Another opportunity is to convert the area in front of the former service station between Andy's on First and Emanuel Printing to an outdoor seating area, display area, or plaza. If a new restaurant/s or café/s would locate in the building, then the area could



Figure 149. Former service station.

be used by these businesses and Andy's on First for outdoor seating. If a retail use were to occupy the building, the space could be used for outdoor display of goods. Another possibility would be the creation of a small plaza or green space in front of the building.

Number 8 Develop a promenade in the alley.

The alley offers the opportunity to develop a promenade. The buildings on the block do not extend all of the way to the alley, as buildings in other parts of Downtown do.

This, along with the majority of the buildings being only one story, and the row house



Figure 150. Alley between Main and D Streets looking south from 2nd Street.

along the end of the alley at 2nd Street, gives the alley in this block a very wide-open feel (Figure 150). This wide-open feel, instead of the traditional “dark, narrow, scary” alley that serves only for deliveries and garbage pick-up, provides an opportunity for interesting

redevelopment. In addition-to the wide-open

feel, the alley opens to the site of the proposed Clock Tower Plaza at one end and to the previously mentioned new buildings north of 2nd Street at the other end. The previously mentioned arcade or promenade next to Doe’s Place offers a connection to Main Street. A potential hotel and convention center at the corner of 2nd and Main Streets would be another node to which the promenade could connect, as would the Freight Depot near 1st and D Streets.

The alley could become a promenade by utilizing the open area between the buildings and the alley for walkways, outdoor seating for dining, and landscaping. This would then allow businesses to open to both Main Street and the promenade, or for buildings to be divided in half into smaller spaces for smaller businesses having access to either Main Street or the promenade. The promenade would become a unique area for shops and

eating establishments oriented toward a major path for pedestrians that connects several nodes in the area. Burying the overhead power lines would enhance the visual quality of the promenade.

Number 9 Convert the one-story buildings on 1st Street (Figure 151) to commercial use.

The one-story buildings on 1st Street between the Andy's on First and the Rogers Tent and Awning Building could be converted from their current use as an auto repair shop to a commercial use, such as retail, by replacing the garage doors with storefronts. The new



Figure 151. One-story buildings on 1st Street

commercial spaces would open to the proposed Clock Tower Plaza across the street and would be situated along the pedestrian promenade between the proposed hotel and conference center and the Freight Depot.

Number 10 Use the Rogers Tent and Awning Building (Figures 152, 153, and 154) as a mixed-use building



Figure 152. West façade of Rogers Tent and Awning.

The Rogers Tent and Awning building would be a good mixed-use building, with retail use on the ground floor and residential on the second floor. Large windows on the second floor and the industrial feel of the building would make ideal loft apartments on the second floor.

The first floor retail space has frontage along 1st Street, facing the proposed Clock Tower Plaza across the street, and along D Street. The 1st Street frontage is along the proposed pedestrian path between the Freight Depot and the hotel and conference center. The D Street frontage is along the traffic path between the new mixed-use building at 2nd and D Streets, and the Freight Depot.



Figure 153. 1st Street façade of Rogers Tent and Awning.



Figure 154. D Street façade of Rogers Tent and Awning.

Number 11 New commercial building

A new commercial building on the north side of 1st Street, between D and C Streets (Figures 155 and 156) is another project proposed by the *Main Street Fremont* plan (RDG 1998, 62). This proposal calls for replacing the existing commercial buildings and house on the southern half of the block with a new, likely one-story, office building with on-site parking behind a generous landscaped area along 1st Street.



Figure 155. Site of new commercial building on 1st Street between D and C Streets.



Figure 156. Site of new commercial building on 1st Street as viewed from D Street.

Retail or other commercial uses, in addition to office space, are possible for the new building. Also, adding a second floor for residential or office space would allow a greater variety of uses and add more commercial and residential space to Downtown Fremont.

Number 12 Clock Tower Plaza

One proposal in the *Main Street Fremont* plan is a clock tower (Figures 157 and 158), to be located in the intersection of 1st and Main Streets. The clock tower would mark the entrance to Downtown and would be a landmark (RDG 1998, 53-5) for the city. Because the location proposed in the *Main Street Fremont* plan for the clock tower may have a disruptive impact on vehicle traffic flow, it is proposed that the clock tower be constructed on a portion of the Depot property, the tip of the triangle nearest the intersection, on an easement that could be granted to the city. The Clock Tower Plaza is intended to be a public open area in Downtown Fremont. The clock tower would be reminiscent of the clock tower that had existed on the Union Passenger Station (Figures 159 and 160), designed by Frost and Granger (*Fremont Tribune*, 20 April 1903), which stood to the south of the intersection, approximately where the present Union Pacific depot is located.



Figure 157. Sketch of proposed Clock Tower Plaza (RDG Crose Gardner Shukert 1998).

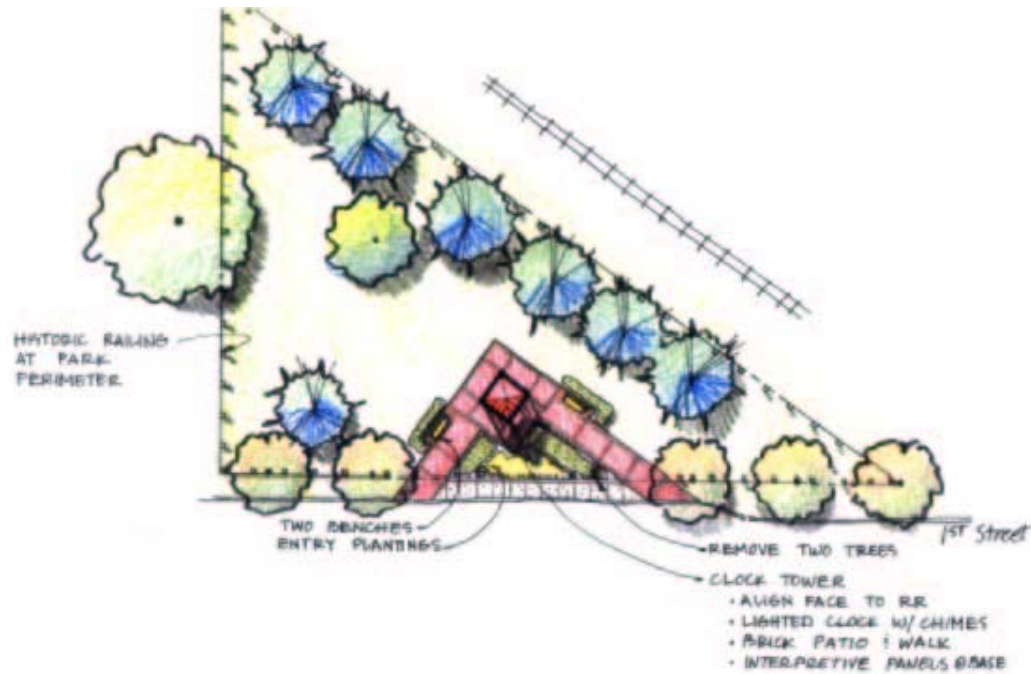


Figure 158. Sketch plan for the proposed Clock Tower Plaza (RDG Crose Gardner Shukert 1998).



Figure 159. Union Passenger Station and clock tower (Dodge County Historical Society).



Figure 160. Union Passenger Station and clock tower with Chicago and North Western freight depot in left background (Dodge County Historical Society).

Reflections on the Redevelopment of the Surrounding Area

The preservation and revitalization of the area surrounding the Depot is more difficult to assess and critique than the rehabilitation of the Depot itself, because it is an area-wide plan for the future. Even with urban planning theories and historical precedent as a guide, perhaps the only way to truly determine if this will be successful would be to complete the Depot project and see if it leads to the planned projects for the surrounding area, and then observe whether they generate the desired outcomes.

The rehabilitation of the Depot is anticipated and expected to be a catalyst in revitalizing the surrounding area, which has become overlooked and underused due to many of the same economic and technological changes that have affected the Depot. Historical precedence in the surrounding area shows that, as the uses of buildings change, the surrounding areas change, and vice versa. Revitalizing the surrounding area to create a diverse mixture of established and new commercial, residential, and industrial uses, in both existing and new buildings – creating new activity and economic opportunities for a viable future while preserving the past and the unique heritage of the community and the area – is the ultimate goal for the area. Drawing people to the area through several projects, such as the rehabilitation of the Depot and the proposed hotel and conference center, is important to create a vibrant and viable area that people want to visit, live in, and own businesses in. The previous discussion in this chapter described many potential projects of different sizes and scopes in the area surrounding the Depot.

The rehabilitation of the Depot is a viable project that was examined in-depth in this document and would serve well as the first project and potential catalyst for the rehabilitation of the area.

The size and scope of the redevelopment projects proposed in this chapter range from the rehabilitation of the second floor of an existing building for an apartment(s), to the clearing of nearly an entire block for a new hotel and conference center. Projects also range from the interior conversion of a building to a new use, to the conversion of a vacant lot into an arcade or promenade.

A factor that may have an affect on the feasibility of these projects is the coordination of stakeholder involvement. Some projects involve a single private owner, or the City of Fremont, while others involve many stakeholders and the cooperation of both private and public stakeholders to successfully complete a project.

Chapter 8

Conclusion

When the original use of a building becomes obsolete, a new use or uses can often be accommodated by the building. This “reshaping” of the building then still shapes the lives of those that use it, the surrounding area, and the community, although in different ways.

Being one-hundred years old, the Chicago and North-Western Railroad Freight Depot outlasted many of the things associated with it over the years: the platforms that surrounded it, the tracks that served it and carried the freight that passed through it, and even the railroad company that built and used it. The Depot is one of the last and most visible relics of Fremont being an important railroad center for the Chicago and North-Western Railroad in the early twentieth century. Preserving it and converting it to new uses is a way to allow the people of Fremont to explore their historical identity by patronizing the new uses of the revitalized Depot. It also may benefit the surrounding area by making people more aware of the area through its association with the Depot.

Historic preservation is an important part of the urban fabric of a community. The preservation of the Depot can affect the rest of the community and influence more building owners to preserve other buildings in downtown Fremont. Preserving the Depot, and other buildings in downtown Fremont, is not only an important way to protect the heritage of Fremont, but may lead to other economic, social, and aesthetic improvements in the community.

To achieve this desired state of preservation for both the Depot and the surrounding area, the fields of architecture and planning must interact. Crossing the “boundary” between the two fields, as was done in this project, is often needed to achieve the final results that often depend on the other projects, or the elements of other projects. The interconnectedness of the preservation of the depot and its affect on the preservation and revitalization of the surrounding area, and vice versa, was evident throughout the project.

The Depot became obsolete when trucks took much of the freight business that the railroads had handled. That led to major changes in the railroad industry, including bankruptcies and mergers, leaving only a few major railroads. While the railroads are still important for transporting freight today, it is primarily large amounts of commodities such as coal and grain, or freight that is shipped in intermodal shipping containers.

Obsolescence and the passage of time have also left the Depot at a point where it must be preserved, allowed to slowly decay, or be torn down. Preservation is a viable option that provides new uses for the Depot. It allows an important piece of the fabric of Fremont and its physical history to remain visible and viable. It also provides a location for new businesses and jobs that could benefit Fremont economically. However, whether it is economically feasible will only be determined by one willing to undertake the project. The cost of preserving a building depends on the new uses, and the preservation costs may require more income than the new uses can provide. Razing the

Depot and replacing it with a new building that may more easily accommodate the new uses may seem to make more sense, if it is not economically feasible to adapt the Depot for new uses. On the other hand, the extra costs of accommodating new uses in the Depot may be made worthwhile by factors that preservation allows, but are not as easily quantified, such as maintaining the image and character of the original building and thereby ensuring the conservation of natural resources embedded in the building, and enhancing the vitality of downtown Fremont. The unfortunate alternative is a building being razed and leaving a vacant downtown site while new development heads to the edge of the city.

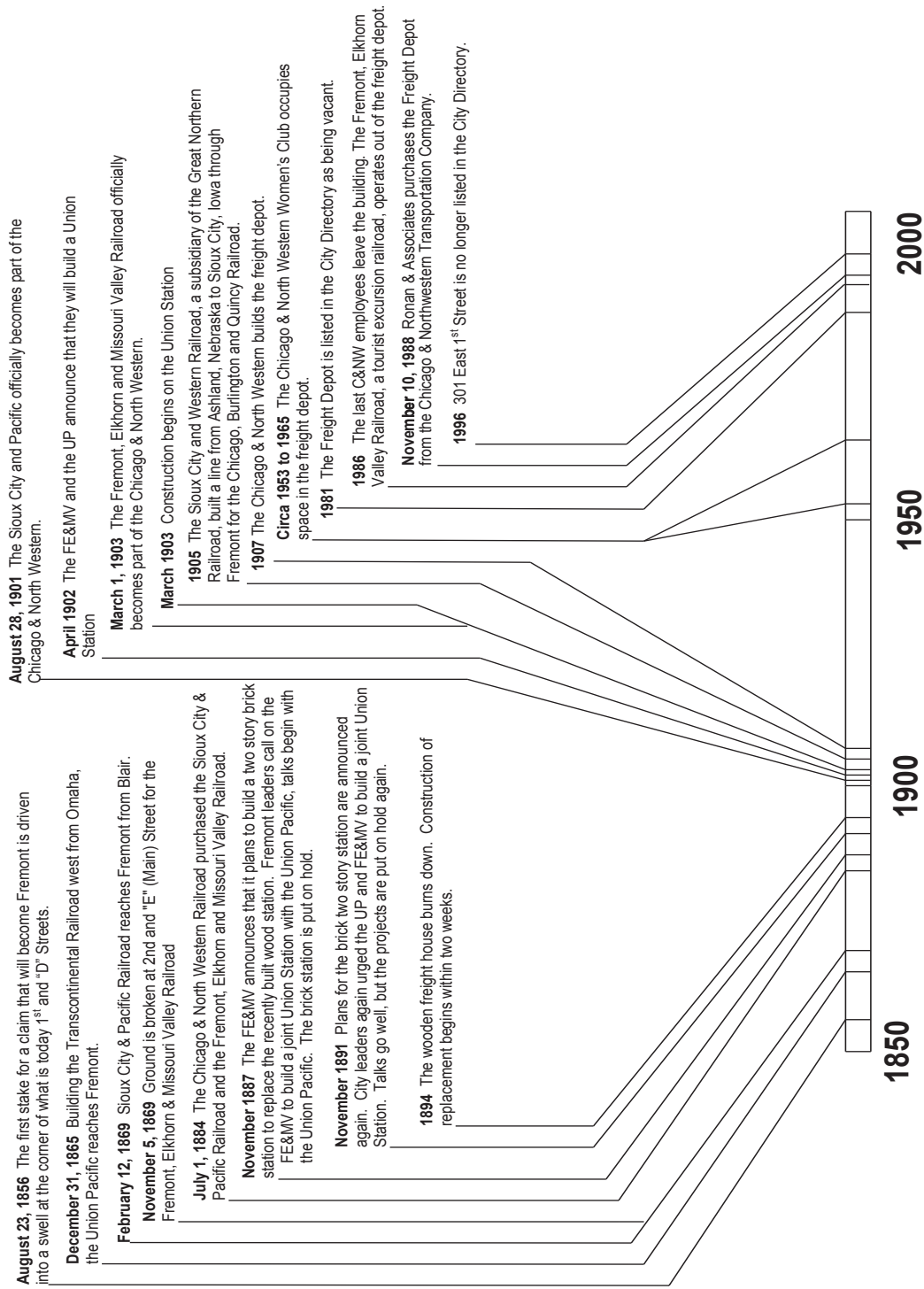
Postscript

During the preparation of this document, ownership of the Depot changed. As of the publishing of this document in April of 2009, the Depot is being renovated for a new use. This is part of historic preservation, and gives the building another use and a longer life. Hopefully the final use for the Depot is far in the future, as the final use of a building is being torn down.

Appendix A

Timeline of the History of the Depot

Freight Depot Timeline



Appendix B

Abstract of Newspaper Articles

The following is compilation of newspaper articles from the *Fremont Evening Tribune* and the *Fremont Daily Herald* that mention the Chicago & North-Western Freight Depot or related issues. These articles are taken from papers between January of 1906 and January of 1908. They cover the events leading up to construction, moving into, and celebration of the completion of the depot. For each article, the date, newspaper, headlines, all sub headlines, and all of the text of the articles is included. In a few long articles that dealt with peripheral topics, such as the Commercial Club banquet, only the relevant portions were included. All of the original spellings, capitalization, grammar, punctuation, and other errors were included as they were originally published.

May 22, 1906 *Fremont Evening Tribune*

**Holds Annual Banquet
Fremont Commercial Club Enjoys Feed and Speeches
Notable Gathering of City's Live Business Men – Past, Present and Future
Considered - Old Directors Reelected**

Fifty Years of Fremont

...He reviewed the coming of the Union Pacific railroad, then of the Sioux City & Pacific and later its extension as the Fremont, Elkhorn & Missouri Valley up the Elkhorn valley, these later two being now known as the C. & N. W. R. R., the multiplication of the lines of this road south of the Platte river, and lastly the building of the Great Northern road, linking us to the Burlington and the Great Northern systems...

Fremont as a Jobbing Center

Frank H. Knowiton spoke on the topic, "Railroad Development of the Present and Recent Past and What They Are Bringing and Opening Up to Fremont." Mr. Knowiton's presentation of the advantages enjoyed by this city in the way of opportunities for successful jobbing enterprises by reason of its favorable facilities for shipping, was a clear and forceful discussion of the situation. He showed that in this important matter Fremont is second only to Omaha, as good as

Lincoln, and better than any other city in Nebraska. He discussed rates, both for in-shipments and for out-shipments, showing that a Fremont manufacturer or jobber has every advantage as to this enjoyed by the most favored city of the state. He also spoke in detail of the many roads now being built that enlarge the available territory of trade for Fremont. Summing it all up he showed it is now possible for a Fremont jobber to cover no less than 40,000 miles of railroad on equal footing with any other jobber. In view of these important facts he inquired where a jobber could go to find a better business location?

New Railroad Official

That as a community we are much gratified with the assignment by the Chicago & Northwestern of Assistant General Superintendent Mr. Frank Walters, to permanent headquarters in this city, and regard it as an expression of the natural importance and strategic importance and strategic position which Fremont sustains to the Northwestern system in Nebraska and the many Northwestern lines converging here, that we cordially welcome Mr. Walters and his family to our midst.

That we are glad to see the Chicago & Northwestern housed within the past year within new and more adequate round house quarters, built in a manner admitting of and evidently contemplating early enlargement.

That we note the tremendous transfer business by the Chicago & Northwestern at this point between its numerous converging lines here, and are mindful of the employment of Fremont residents which this involves as also of the large monthly pay roll generally which that company disburses in this city.

October 2, 1906 *Fremont Herald*

Northwestern Improvements

Three New Spur Tracks Being Laid to Further Facilitate the Handling of Freight

The Northwestern is making some good improvements in its yard accommodations and facilities for handling freight. Three spur tracks are being laid from the main line at F street in on the hitherto vacant yard space north of the dispatchers' office. The low and flat features of the lot are being eliminated by filling up to the depth of a foot or more and the tracks are correspondingly raised. The filling will be covered over with gravel so that mud will be entirely dispensed with. Cars loaded with freight for Fremont can be run in one of these spurs and there unloaded close to business, making the distance of drayage much shorter and more convenient. Of course, all the several thousands of dollars put into

improvements in and around the Fremont yards gives color to the rumor that the company will move its business from this city to Arlington within the next three or four weeks.

October 9, 1906 *Fremont Evening Tribune*

**Will Build New Freight Depot
C. & N. W.'s Extensive Improvements In Fremont
Begins Condemnation Proceedings to Secure Necessary Ground for Depot
and Sidings**

A new freight depot and new team tracks north of the location of the present freight depot of the road are to be built by the Northwestern. Such is the announcement made by the legal department of the company in a petition filed this afternoon in county court. The petition is one is condemnation proceedings against Nancy Turner. The road wants all of her property between Main, C and First streets and the north line of its right of way. This is all about a dozen lots.

It has been expected for some time that the Northwestern would build a new freight depot. Such a building is badly needed. It is presumed the new structure will be large and up-to-date. The distributing business here is the largest in the state on the Northwestern.

October 10, 1906 *Fremont Daily Herald*

**C. & N. W. Wants Land
Makes Application To Have The Nancy Turner Property Appraised
Wanted For Side Tracks and Switches
Which the Turner Homestead ??? – Description of Lands Noted in
Application**

Another indication that the Chicago & Northwestern will very soon move its great railroad plant from this city to Arlington was spied in the records of the county court yesterday for there was found in the hands of Judge Stinson an application filed by that company for the appointment of commissioners to ascertain and appraise the compensation to be made to the owner or owners of and persons interested in certain lands at the present time located along that line in the city of Fremont , and after going on in detail and describing that it is a body corporate and is authorized to construct and maintain a line or lines of railroad in Nebraska, which includes Arlington and Nickerson cut-off, it goes still further to describe property in this city affected by the application made yesterday. Among the lands are the following tracts of real estate:

Lots 1,2,3,4 and 7 and that part of lots 5 and 6 lying north of right-of-way of said Chicago & Northwestern railway, title to said lots being vested in Nancy S. Turner.

Lots 1,2,3,4 and 7, and that part of lots 5 and 6 lying north of said road's right-of-way, all in block 212.

A tract of land commencing at point on the north line of said right-of-way of said road running 200 feet easterly along said right-of-way, north to corner of First and D streets west to place of beginning.

Lot 8 block 212, and all rights and property interests belonging to said lot by reason of the vacation of Reed street, and title vested in Nannie E. Joy.

The lands described above formerly constituted a part of blocks 211 of Kittle's, Turner's, Barnard's, and Smith's additions to the city of Fremont and a part of blocks 211, 212, and 213 in the city of Fremont.

The land described above is bounded on the east by Union street, on the south by Northwestern right-of-way, on the west by Main street and on the north by First street.

The Turner homestead is on block 211 facing C street. A small wedge shape slice was taken on the south side of this block when the Northwestern was built through Fremont.

The railroad company sets forth in its application to county court that it wants the above described land upon which to construct additional side and switch tracks and other improvements it may find necessary to provide its business.

This move on the part of the railroad company no doubt means that the railroad company no doubt means erection of a fine and commodious freight house and offices much nearer the business part of the city than the present freight house – that is, of course, if the company does not move those lots over to Arlington when it once secures possession of them. When that big cut-off is built down the Elkhorn Valley from Nickerson to Arlington several additional lots will be required at the latter place to accommodate the immense business that will result at that place from the construction of the new line. With that line built the company will have no further use for all the acres of land it owns here or all it can acquire in the future so it will all no doubt be moved over to Arlington.

Mrs. Turner is quite a good deal exercised over this new move of the railroad company. She is said to have all disposed of by will when she gets through with it, and the action of the railroad people will require her to change her plans in the dispensation of her property or that part of it at least.

October 10, 1906 *Fremont Evening Tribune*

**Expect Big Depot
Covered Platforms And A Large Office Needed
Railroad Men Predict Northwestern Will Push Improvements to Early
Completion to Handle Business**

That the new freight depot to be built by the Northwestern in Fremont will be a large and commodious structure is the belief of local railroad men. That it will be rushed to an early completion they feel sure. The announcement in The Tribune that the company had commenced condemnation proceedings to secure the necessary ground was the first positive news railroad men here had received as to the location of the new depot and tracks, but that it would be erected in the near future seemed certain. The old one is in a dilapidated condition and the business in it is larger than ever before.

The new one will undoubtedly have large covered platforms and adequate office and an immense freight room. It is rumored that the plans for it have not yet been drawn, but it is known in a general way what it will be. It is thot that it will be located northwest of the present depot.

October 17, 1906 *Fremont Evening Tribune*

**Appraisers Have Not Fixed Price
Value Of Depot Property Is Yet To Be Named
Ten Hours Of Argument By Attorneys Followed By Session of Commission**

After listening for ten hours to arguments of attorneys who represented the several interests involved, the board of appraisers who will fix the price the Northwestern railroad company shall pay for its new depot property in Fremont went into "executive" session in the county court room. This was shortly before noon today, and up to 4 o'clock an agreement had not been reached.

In addition to the price demanded by Mrs. Nancy Turner for the property, the company must settle with the Consolidated Fuel company, unless the appraisers conclude the latter concern is not entitled to recompensation. The Consolidated company has its coal yards on a tract of Mrs. Turner's property that has been condemned and it demands \$6,400 damages for removal. For this amount it agrees to turn the buildings on the ground over to the railroad company. They are said to be worth \$3,500. A lease for two and a half years on the property is held by the claimants.

It is claimed the railroad company tendered Mrs. Turner \$12,000 for the ground it wants.

Mrs. Joy has interests aside from Mrs. Turner's claim said to be worth \$1,200.

October 17, 1906 *Fremont Evening Tribune*

Says It Will Be Fine Depot

Mr. Hughes' Opinion That City Will Be Proud

Location East of D Street With West End Extending Over Street.

Agent Hicks Assumes New Position

C. C. Hughes, general superintendent of the Northwestern, was to the city from Norfolk between trains this morning. Concerning the new freight depot that is to be erected by the railroad company in Fremont Mr. Hughes said;

"The plans for the new depot have not yet been adopted, but it is safe to say that a very fine building will be put up. The company is going to great deal of expense for this improvement, but the business demands it and the city will have reason to be proud of the depot that will be built."

Mr. Hughes says it is very likely the work will be pushed thru the fall and winter, but it is not expected to have the depot ready for occupancy before spring. The location of it will be immediately east of D street with the west end extending over the street.

October 18, 1906 *Fremont Evening Tribune*

Must Pay \$14,401

Cost Of Ground For The New Freight Depot

Mrs. Turner Given \$11,600

Consolidated Given \$1,600 And Buildings

Only Damage to Turner Property \$300 Which is to Homestead Block, said Commission.

Late yesterday afternoon the board of appraisers appointed by the county court to establish the Northwestern railroad company should pay for the land it wants for freight depot and sidetrack purposes in Fremont filed a report, which fixed the total value of the property and damages to the various interests concerned at \$14,401. Of this amount Mrs. Nancy Turner, the largest holder, is awarded \$11,600; the Consolidated Fuel company, which had its yards on Mrs. Turner's property, \$1,600; Mrs. Nannie Joy, who owns one lot in block No. 212, \$1,200; Thomas Adams, who had a lease on two lots on First street, \$1.

The report was filed at 5 o'clock yesterday afternoon at the close of arguments of attorneys, testimony of the property owners and deliberation of the condemnation lasting two days. No outside witnesses to estimate the value of the land involved were examined, the members of the commission relying upon their own judgment after the various claims of the interested parties had been presented to them.

The Consolidated Fuel company, the principal owner of which is Robert McGinnis, the general agent for the Northwestern at Lincoln, is allowed by the finding to retain possession of its buildings and the amount awarded it is given evidently to pay the cost of moving and damages that will be incurred thereby.

The only damages allowed Mrs. Turner, in addition to the actual values fixed by the board on the land, is \$300 which applies to the Turner homestead block, a triangular strip of which will pass into the ownership of the railroad company. The amounts awarded the various interests on several tracts are as follows:

Mrs. Nancy Turner, lots 1 and 2, block 213 \$3,000.

Thomas A. Adams, lease holder, one dollar.

L. P. Larson, no damages.

Mrs. Nancy Turner, seven lots of block 212, \$6,800.

Robert. W. McGinnis, lease holder on fraction lots 3, 4, 5, 6 and 7, \$1,600 buildings and fences property of Mr. McGinnis.

Mrs. Nancy Turner, triangular strip abutting railroad right of way and C street, \$1,500.

Mrs. Nancy Turner, damages by reason of appropriation of said land, \$1,500: damage to balance of block, \$300.

Nannie E. Joy, lot 8, block 212, \$1,212.

October 19, 1906 *Fremont Evening Tribune*

Local Brevities

Why Not? – Fremont is getting more than its share in the process of Nebraska railroad development. First, the Union Pacific and Northwestern built a large union passenger station there at a cost of \$30,000. Then came the Great Northern with a main line thru Fremont , connecting Sioux City with Ashland and Lincoln. This involved the construction of passenger and freight depots and other adjuncts for doing business. Meanwhile the Union Pacific has been putting up a new freight house and now the Northwestern is preparing to do likewise. If this thing continues, it is expected that Fremont will begin to do a little bragging. – Lincoln News

October 24, 1906 *Fremont Evening Tribune*

Pays For Ground

Northwestern Places \$12,901 With County Court

Settles For Depot Property

The Consolidated Company's Award Held Up

Legal Department Takes a Few Day, More to Consider it, But Was in Hurry for Possession

The Northwestern railroad company thru its attorney, C. C. Wright of Omaha this afternoon paid \$12,901 into the Dodge county court for settlement of the findings of the board of appraisers in the condemnation proceedings it brought against Mrs. Nancy Turner, Mrs. Nannie Joy, Tom Adams et. al. The amount covers the award made by the board in favor of all of the defendants excepting the Consolidated Fuel company. The Consolidated company holds a lease upon a part of Mrs. Turner's ground and was given damages of \$1,600 concerning it Mr. Wright said:

"I do not know whether or not it will be paid without appeal. We want a little more time to consider the matter. The company was very anxious to get the action settled up so it could assume possession of the ground, and now that the payment of claims has been made, this can be done."

None of the interested parties has appealed, but the time limit of appeal has not yet expired and they may do so yet. Mrs. Turner today was not ready to announce what steps she would take.

October 25, 1906 *Fremont Evening Tribune*

To begin Survey For Depot Soon

With Good Weather It Will Be Finished During Winter

Company Was in Hurry to Secure Possession of Ground – Union Pacific Trains Get Thru Drifts and Many of Them Arrive Today

It is asserted in railroad circles that the Northwestern intends to build its new freight depot at once and that unless the weather is bad the building will be ready for occupancy before the winter ends. There are straws that would tend to give strength to the rumor. Absolutely no improvements have been made at the old station, although it is in very rickety condition and hardly fit for the shelter of the office employees who are forced to sit at their desks during the cold weather. Recently a new coal house was needed and instead of building one the company had a freighter set at a convenient place at the east entrance of the station. It is known that the Omaha officials of the road have been prodding the legal department in order that possession could be got at an early date. Now that this is had, it is expected that surveyors will arrive within a few days.

October 30, 1906 *Fremont Evening Tribune*

Will Cost \$40,000

Northwestern Plans Big Things For Fremont

New Depot Large and Modern

Adequate Platforms And Storage Room For Years

Cost With Grounds Will Exceed \$25,000 – First of New Yard Tracks Put in Service – Officials Here Today on Trip

The improvements undertaken by the Northwestern in Fremont will cost approximately \$40,000 when completed. This means \$15,000 for the changes and enlargement, and \$25,000 for the newly acquired property and freight depot that is to be built upon it.

An increasing business thru Fremont, as the place has grown in importance as a transfer point, necessitates the large expenditures for the improvements. The road recognizes that Fremont is now the most important transfer point on its lines in Nebraska, and believes that it is to grow as such. It is asserted in railroad circles that there is no place in Nebraska where the congestion of traffic has been so noticeable as in that Fremont is now the most in been made for a cutoff from Arlington to Nickerson for the handling of dead freight. With the elimination of dead freight from the Fremont yards, the immense transfer business it will be necessary to handle and distribute at the Fremont depot will give use for the expensive facilities that are to be added.

Blue prints are out showing the new depot grounds, which will include the property recently acquired by the company thru condemnation are as yet incomplete for the depot. Assistant General Manager Walters of Omaha while in the city today replied to a question to this effect.

“Fremont will not be disappointed in the new depot,” said Mr. Walters. “It will be a modern structure and it will be of ample proportions to handle all the business the company will have thru Fremont not only at present but in years to come.”

It is known that the present plan is to locate the building east of D street and to provide it with large platforms. The loading platform for teamsters will front on D street. A draft of the plans has just been sent to the general office at Chicago for approval.

Good progress has been made on the yard changes and two of the new tracks were opened for use this morning. One of those extends from the round house to the yard limits. Sixty men are employed at present on the yard work.

November 8, 1906 *Fremont Evening Tribune*

Says New Depot

Rumor That Northwestern May Leave Union Station Proposal to Buy Main Street Property Opposite Dispatchers' Office Has Been Before Officials

Persistent rumors to the effect that the Northwestern has been considering the advisability of ultimately moving out of the union passenger station to occupy a depot it would build of its own are given some strength by the statement of an official of the road that the subtext of buying the stretch of property opposite its dispatchers' office grounds on First street has been up for consideration within the last few days. While an agreement exists between the Union Pacific and Northwestern to occupy the union station a certain number of years, it could be cancelled by mutual consent or if such consent could not be obtained, then the agreement of course, would not have to be renewed when it expired.

These rumors have been afloat in railroad circles since the Northwestern began its move looking to the procuring of additional property for side tracks and freight grounds. Local railroad men were not inclined to give them much credence until it was learned from a reliable source that the proposed purchase of the property fronting on Main street had been considered. It is pointed out that no other reason than the contemplated erection of a passenger station would make it necessary for the acquisition of such expensive property. The separation of the Union Pacific and Northwestern interests by recent railroad deals is taken to have some bearing on the subject.

December 11, 1906 *Fremont Evening Tribune*

Railroad Notes

The Northwestern's new freight depot will be built early in the spring. The order has gone out to start the excavation as soon as frost is out of the ground. It was intended to get operations under way this fall, but an early coming of cold weather prevented it.

February 13, 1907 *Fremont Evening Tribune*

Plant Stakes For New Depot Northwestern Will Begin Work Early In Fremont Material for Foundation to be Delivered before April 15 – Plans Completed, Ground Bot

Unless bad weather interferes with the plan, work on the Northwestern's new freight depot in Fremont will commence April 15. So it is asserted in railroad circles.

Surveyors arrived in the city this morning to stake out the ground for the building and yard facilities. There were five men in the party, and they spent the

day going over the ground with their instruments. Everything looking to an early construction of the depot is well along. Title to the necessary ground has been acquired and the plans have been completed. Material for the foundation will be delivered at an early date.

March 4, 1907 *Fremont Evening Tribune*

Railroad Notes

General Manager Walters of the Northwestern in an interview at Omaha is quoted as saying that the Northwestern will not abandon any of its 1907 building plans in Nebraska on account of the two-cent fare bill. The new freight depot for which ground has been bot in Fremont is included what the company has planned for.

March 20, 1907 *Fremont Evening Tribune*

**To Build But Puts Off Start Northwestern Delays on Fremont
Improvements Is Afraid of the Legislature No Intention to Cut Down on
Building Here, but Nothing Will be Done Till Legislature Quits**

The two-cent passenger rate law will not cause the Northwestern to pursue a policy of retrenchment in Nebraska or to abandon its plans for a new freight depot in Fremont. Such was the statement of General Manager Frank Walters just before he left the city yesterday afternoon. The construction of the building and rearrangement of the yards is being held off temporarily, however, awaiting the outcome of further legislation which is in progress. The road had expected to begin excavating March 1, but decided to postpone it until the legislature had finished. So Mr. Walters added.

“We need a freight depot here in Fremont and we are going to have a good one, but in view of the freight rate questions that are yet to be acted upon at Lincoln, it was thot inadvisable to rush matters along. Of course we do not intend to abandon our plans after acquiring the expensive grounds that we have bot, but we do not know what kind of law we may have. We could not consistently make the improvements that we contemplated if we are going to do it at a loss.”

March 21, 1907 *Fremont Daily Herald*

Will Await The Freight Outcome

General Manager F. L. Walters of the Northwestern is quoted as saying that the erection of a Northwestern freight office here will be postponed awaiting the outcome of the freight rate regulation bill now before the legislature.

March 24, 1907 *Fremont Daily Herald*

Railroad Men Talk

W. A. Gardner, vice president of the Northwestern, General Manager Walters, and a party of other Northwestern officials passed through Fremont yesterday en route to Omaha in their private car.

"We have been on no special errand," said Mr. Gardner to the Herald reporter, "That is we haven't been putting up any of conspiracies about which your newspapers are always talking. It ahs been merely a matter of inspection. I have been pleased with the working of this division, as I have just expressed to Mr. Walters.

Asked as to the new freight house for Fremont, Mr. Walters replied, "There is no doubt that a freight house in Fremont is needed and needed badly. The building however, depends more or less on the outcome of the freight rate regulation bill in the hands of your legislators. If they cut our rates to the extent that a process of retrenchment will be necessary, the contemplated improvements, not only in Fremont but at other points as well, will necessarily be cut out."

April 10, 1907 *Fremont Evening Tribune*

Railroad Notes

There is a growing belief in railroad circles that the Northwestern will not erect its Fremont freight depot this year. Railroad men say the reform legislation knocked the road's contemplated improvements for the present at least.

April 24, 1907 *Fremont Evening Tribune*

New Depot For Fremont Northwestern Getting Figures For A Passenger Station Costing \$25,000

Chicago, Apr., 24 – (Special) = Architects Frost and Granger are taking figures on a passenger station to cost \$25,000 to be erected at Fremont for the C. & N. W. R. R. It will be of brick and stone, two stories with tile roof, oak finish, maple floors, steam heat and nickel plumbing.

April 25, 1907 *Fremont Evening Tribune*

**Build This Year The Northwestern's Freight House Plans Unchanged
Mr. Walters Lets Fremont Public Know That Company Has Not Abandoned
Proposed Improvement**

The announcement that the Northwestern railroad company has not abandoned its intention to build a new freight depot at Fremont this year was received today by Agent K. K. Hicks. The news came from General Manager Walters in a letter to the Fremont agent. The letter is as follows.

“Dear Sir,

We have not given up the idea of putting up a freight station at Fremont the coming season and you can give the people that assurance: but I cannot advise you definitely when the work will be started.”

“Yours truly
F. Walters.

April 24, 1907.”

April 25, 1907 *Fremont Evening Tribune*

Local railroad men believe that the report from yesterday about a new passenger depot was actually a mistake and referred to the proposed freight depot. Although there had been talk and rumors of the Northwestern leaving the Union Station and moving into its own passenger depot over a year earlier, they were dispelled when the land for the new freight depot was purchased. The report also editorialized how when the Northwestern becomes stronger and better able to compete with the Union Pacific, it will leave the Union Station for its own passenger facility. Also, it was indicated that the report from the previous

day, even though most likely mistaken when referring to a passenger depot, indicates that the new freight depot will be built and that it is badly needed.

April 29, 1907 *Fremont Evening Tribune*

**Division Office In New Depot Northwestern's Building To Be Combination
Affair Plans Drawn for it and Contract has Been Let – Said Officially No
Passenger Station This Year**

The new building to be erected by the Northwestern in Fremont this year will be a combination freight depot and dispatchers' and trainmasters' office. The office section of the structure will be larger than was first contemplated, and graph as well as the various branches of the freight businesses.

The plans for the depot have been completed in the Chicago office of the Northwestern and the contract has just been let. Assurance is officially given that it will be the largest and most modern building of its kind of Fremont. It is expected that excavating will be commenced within a fortnight.

It is officially stated that the plans for the combination freight depot and division dispatchers' office were being drawn at the time that the dispatch was sent out by a Chicago press bureau announcing that Fremont was to have a new \$25,000 passenger station. It is further announced that the road intends to build no passenger station here at the present time.

April 30, 1907 *Fremont Evening Tribune*

New Depot Is Sure

The contract has been let for Fremont's new Northwestern freight depot, the cost of which is estimated at \$35,000, and it is expected that work upon its erection, or upon the excavation, will be commenced within a short time. The structure, when completed, will be one of the best for the purposes in the state, outside Omaha and Lincoln, it was asserted yesterday. Offices for the dispatchers and trainmaster will be placed on the second floor.

May 10, 1907 *Fremont Evening Tribune*

**Will Have Depot, Some Time This Season, That's All
Northwestern Officials in Omaha Give Out Statement That the New Freight
Depot Will Be Built In Fremont – Not Known When.**

It was stated in Omaha yesterday by Northwestern officials that the date for beginning operations on the new Northwestern freight depot her had not been set. It was further stated that the depot would be built this season – just when remains a question. It is thought that the work will be commenced within the next few weeks at least, and that the coming fall will see a handsome structure and the officials installed in their new offices.

When we completed the building will be a magnificent one, and it is expected that its cost will reach at least \$25,000. Offices for the train dispatchers will be on the second floor and the other offices on the first.

May 17, 1907 *Fremont Evening Tribune*

**Road Will Put \$75,000 Here Big Appropriation For New Depot And
Terminals C. W. Gindele Co., of Chicago Gets Contract For Station and
Will Rush Material To Fremont**

The Northwestern railroad company will expend \$75,000 in Fremont this summer when it builds a new freight and dispatchers' station and reconstructs its terminal facilities. Such is the official announcement that has just been made.

The contract for the depot has been let to C. W. Gindele company of Chicago, and it will begin its excavations on the ground purchased northeast of the Union passenger station within the next few days. Material for the depot is to be brought to the city as soon as possible, and the operations will be well under way within a brief space of time.

The office end of the depot will be two stories high. The upper floor is to be occupied by the trainmaster, train dispatchers, and other officers who make their headquarters here. The lower floor will be given over to the freight department.

There has been no change in the building plan, and the structure will be as large and convenient as was originally intended to make it. It is authoritatively stated that it will be the finest freight depot on the Northwestern's lines west of the Missouri river, with the exception of Omaha.

Last fall the road spent \$15,000 in making yard changes in Fremont making a total of \$90,000 it will have expended for improvements here at the end of the present building season.

May 20, 1907 *Fremont Evening Tribune*

Begin on Depot Excavations in Progress For New Freight House 3,000 Feet of Platforms Many Tracks to Improve Yard Facilities Office to Front on D Street Near the Site of Consolidated Fuel Office – How the Grounds Are Laid Out

Excavation for the new freight depot for the Northwestern in Fremont was started this morning by a gang of workmen who arrived for the purpose and the depot and new yard grounds have commenced to take on the appearance of activity. The yard office of the Consolidated Fuel company is being moved off and surveying for the new side tracks and other yard improvements is in progress.

Drawings of the depot and yard facilities which workmen have on the ground show that they will be ample in proportions. South of the station there will be five tracks with platforms abutting each one. The platforms will have a length of 480 feet extending east from D Street and may possibly be extended as far as Union, giving them a length 300 feet greater.

The drawings provide for an ample driveway of gravel north of the station, and for platforms 10 by 200 feet in dimensions on either side.

The depot will front on D street where the office of the Consolidated Fuel company stood until today. A brick sidewalk will be built from Main street leading to the entrance. The team track will extend from First street near the corner of D thru the grounds to Union paralleling the depot grounds.

General Manager Walters of Omaha and Engineer of Maintenance Schenck were in the city this morning to go over the depot situation briefly. Engineer Engles of Omaha was left in charge of the operations. Roadmaster Feldman was among those who were supervising work on the site today.

May 27, 1907 *Fremont Evening Tribune*

Rails For New Tracks Northwestern Receives Material for Improvements Here

The Northwestern has received a consignment of 9,200 feet of rails in the Fremont yards for use in constructing the tracks system for the new freight depot and headquarters' office. The work will be resumed at once and will be pushed as rapidly as possible. It has temporarily been delayed by the rain.

A delivery track has just been built to the depot grounds in order that material may be unloaded from the cars to the site.

May 29, 1907 *Fremont Daily Herald*

**Will Sure Be A Fine Building
C. & N. W. Freight Depot Finished Next Fall.**

Work on the new Northwestern freight station is being gotten well under way, and the building site is beginning to take a busy appearance.

Northwestern railroaders here feel highly elated over the much needed depot, which is figured to be ready for occupancy by next fall.

"When completed, Fremont will have a freight depot to boast of," said K. K. Hicks, passenger agent yesterday. "The offices will be arranged very nicely, with steam heaters in the basement, the agent's offices and freight storage room on the first floor, and the second floor will be comprised of the dispatchers' offices.

The total cost of the structure with purchase of the grounds will be \$75,000, of which \$33,000 will go for the structure proper, the balance being for terminal tracks and other ground improvements. A fire proof vault, 17x20 feet, and a modern warm room inside the freight storage room will be features.

May 30, 1907 *Fremont Evening Tribune*

Surveyors – The surveyors who are staking out the sidetracks for the new depot grounds continued to work thru the day, tho it is legally a holiday. They set the lines for several of the tracks. The excavating gangs did not report for duty this morning.

June 1, 1907 *Fremont Evening Tribune*

Depot Engineer Comes A. Larson Representing Gindele Co., is on Ground

A. Larson the engineer who will have charge of the erection of the new Northwestern freight depot for the contractors, Charles W. Gindele & Co., arrived in Fremont this morning. The structural work on the new building will be started Monday. Mr. Larson says his orders are to rush it to a completion as early as possible.

Brick masons and others who will be employed in the work have just reached the city from the east, coming with a car of tools and several carloads of material.

June 3, 1907 *Fremont Daily Herald*

Ready For The Work

A. Larson, representing Charles W. Gindele & Co. of Chicago, arrived in the city yesterday to take charge of the construction work on the new Northwestern freight depot, which is in course of erection on the new grounds north of the Union station.

"I have been instructed to spare no effort in making the new structure an excellent one," said Mr. Larson. "Our firm has a good reputation, as is known, and everything will be done by the Northwestern to give Fremont a freight depot of which she may be proud."

June 7, 1907 *Fremont Evening Tribune*

Delays - The wet weather has delayed operations on the site of the Northwestern's new dispatcher's office and depot. The digging of trenches (w)as discontinued Monday and has not been resumed. A considerable quantity of material has been delivered near the site.

June 8, 1907 *Fremont Daily Herald*

Made Big Deep Hole

The Northwestern grading gang which is going the excavating for the new freight depot north of the Union station, is making rapid progress in the work, and Contractor Larson, who has charge of the work, is making things hum.

The grader succeeded yesterday in making an excavation of such dimensions hat the ground space of the new building is plainly mapped out by the hole. The structure will be pushed to completion and ready for occupancy by next fall.

June 21, 1907 *Fremont Evening Tribune*

Foundation-On the site for the Northwestern's new depot and dispatchers' quarters concrete is being laid for the foundation.

June 27, 1907 *Fremont Evening Tribune*

Foundation-Twenty-five men are working on the site of the new Northwestern freight depot and dispatchers' office. Half of the foundation has been laid. It extends four feet above the ground.

June 28, 1907 *Fremont Evening Tribune*

Grading- Teamsters are at work on the Northwestern Depot grounds for new side tracks.

June 29, 1907 *Fremont Daily Herald*

To Increase Its Trackage

With the completion of the Northwestern freight depot, a considerable increase in yardage trackage will be necessitated.

Graders and surveyors are at work on the depot site, leveling the ground for the laying of four separate lines of track. One track will be run directly where the Western Union telegraph poles are at present stumped as to the location for them.

Work on the new depot is progressing rapidly, the foundation being in, and a very good start on the walls made.

July 9, 1907 *Fremont Evening Tribune*

Towering – The first wall for the Northwestern's new freight depot went up today. It is the east one. The company has unloaded several cars of ties on the ground for the new side tracks.

July 18, 1907 *Fremont Evening Tribune*

Delay on Depot

Work on the Northwestern's new office and freight headquarters has been suspended temporarily. There is a shortage of material which will set the operations back a few days.

July 25, 1907 *Fremont Evening Tribune*

Railroaders on Trip – General Manager Frank Walters and General Superintendent S. M. Braden of the Northwestern were in the city between trains last evening. They came in from Omaha for an inspection of the new freight depot and dispatchers office. They left in Mr. Walters' private car for a trip over the Lincoln line.

August 6, 1907 *Fremont Evening Tribune*

New trackage – The Northwestern today put a force to work excavating for sidetracks that will lead to the new depot. The entire yard will system will have to be changed to harmonize itself with the new structure. The building itself is progressing rapidly. The walls are well up and the framework is in place for the platforms.

September 3, 1907 *Fremont Evening Tribune*

Upper brickwork – Brick masons employed on the Northwestern's new freight depot this morning began work on the second story of the office apartment which will take up the west portion the building.

September 12, 1907 *Fremont Evening Tribune*

Roof next – The work on the Northwestern's new freight depot and office building is progressing rapidly now that there is plenty of material at hand. The structure will be ready for the roof by the end of the week. It is attracting a good deal of favorable comment for its ample dimensions. Now that the two-story office apartment has been built, the building appears larger than the plans indicated that it would be.

September 18, 1907 *Fremont Evening Tribune*

Roofing it – The new freight depot of the Northwestern is being roofed. The building looms up conspicuously in the railroad section and it will be one of the finest freight depots in Nebraska.

September 30, 1907 *Fremont Evening Tribune*

**70 Pavers Out Of Work
Rainstorm Has Tied Up Building Operations**

By the rainstorm, building operations over the city have been tied up. Seventy men who were employed on the pavement are lounging about town. At the Y.M.C.A. and the new Northwestern freight depot where the exterior are finished, the men are working inside the buildings and there will not be much delay.

Foreman Cusack and his concrete laying outfit have been making progress that was surprisingly rapid. They have been spreading 1,100 to 1,200 (yards) of the substance every day. Four more days will complete the work on North Broad street and at the rate which has been kept up for the past week, twelve days ought to complete Main.

October 8, 1907 *Fremont Evening Tribune*

Dedicate Depot Arrangements For Making Fitting Observance Fine New Northwestern Structure to be Finished in Couple of Weeks and Commercial Club Will Take Note of it

It is expected that in about a couple of weeks that the fine new freight depot and headquarters building of the Northwestern road will be completed and ready for use.

The Commercial club directors have decided to make appropriate observance of the event, and with that end in view some sort of a formal function will be held to celebrate the occasion. It is probable that an invitation will be extended to B. F. White, the general attorney of the road at Omaha, to be present and make an address. Mr. White stands very high in his profession and there are many in Fremont who are his personal friends, who would be greatly pleased to have an opportunity to hear him.

The new building presents a commanding and conspicuous appearance. It is one of the largest and freight houses in Nebraska. The headquarters apartments are very commodious and add to the dignity of the structure. It is worth noting that there are rooms for the use of a superintendent which signifies that the company expects eventually either to locate a new one here or transfer one from some other point.

October 27, 1907 *Fremont Daily Herald*

For Depot Dedication

Date is Not Yet Set by Northwestern People, but Expected That it Will Be in Early November

The date has not yet been officially set for the dedication of the handsome new Northwestern freight depot, but it is expected that this event of the Fremont Commercial club will take place early next month.

The program promises to be even more elaborate than at first planned and nearly every big official of the Northwestern will be in attendance to join with Fremont business men at the big banquet. Interest in the approaching event grows daily.

October 29, 1907 *Fremont Evening Tribune*

Invite 1,000 To Depot Opening Club Will Make Big Occasion Of Dedication Andrews and Wright to Speak Railroad Officials and Commercial Men to be Guests at the Big Function – Orchestra Music and Smoker.

It is expected now that the new Northwestern freight and headquarters building will be finished about November 15 and that the dedication exercises by the Commercial club can be held at the same time.

The club will make a big reception occasion of it, issuing invitations extensively to all the members of the club and their ladies of the concerns making up the membership of the club, all the leading local railway officials and employees and their ladies and many prominent outside railway officials, all of the commercial travelers making Fremont their home or headquarters, all the county and city officials, members of the school board and teachers of the public schools, faculty of the Normal college, the Signal corps, representatives of the press and general official Fremont. It is expected there will be a thousand people in attendance.

The exercises will begin at eight o'clock in the evening with the address by Chancellor Andrews of the state university and General Attorney Ben White of the Chicago and Northwestern: an orchestra will play at intervals throughout the evening: rooms will be set aside for a smoker by the gentlemen, coffee and wafers will be served to the ladies and all who will imbibe, and there will be a general social time and inspections of the beautiful building.

November 6, 1907 *Fremont Daily Herald*

Northwestern Will Move Next Sunday

New Freight Depot, Though Not Yet Completed Entirely, Will Be Occupied by Monday

Local Northwestern officials have just received orders to make next Sunday moving day, and the partially furnished freight house, will be occupied then.

Monday morning Agent Hicks will open up his offices on the first floor for business, and the freight will be handled from the new station instead of the old.

It will be some time, however, before the building is entirely furnished, and the dispatchers and trainmaster's offices will remain where they are for the present.

November 9, 1907 *Fremont Daily Herald*

Moving Day At Northwestern

Tomorrow will be moving day for the Northwestern freight office, although actual removal to the new building will start tonight. The dispatchers' offices will not be moved until about a month later. The Commercial club's big reception will be held about November 25.

November 10, 1907 *Fremont Daily Herald*

Moving The Northwestern

Work of Changing Quarters of the Freight Depot Started Last Night to Be Finished Today

The old Northwestern freight depot headquarters are being moved. Work started last night and from the old red shanty down in the yards, up a few yards, to the handsome new \$49,000 structure on First and Main, the fixtures and force were transferred.

The work of moving the freight depot will be brought to a finish probably today. Dispatchers' offices will not be moved till a month hence.

The old freight depot, according to present orders, will be transferring a block down the tracks to be used as a yard office. Needless to say, the freight depot force are happy at the transfer to up to date quarters.

November 11, 1907 *Fremont Evening Tribune*

Freight Men Look Tickled Broad Smiles At New Office This Morning
Northwestern's Big Depot Opened For Business. Convenient Room For Desk Employees

The Northwestern freight office and platform forces took Sunday to move from the old depot to the fine new one and they opened up for business in the later place this morning. There with beaming faces they received their callers.

"Ain't it fine?" So they asked everybody. Everybody admitted it was. And it is. The new quarters with the oak furnishings, the steam heat, the general newness of them, make a fine and commodious place. The big freight room and the ample platforms generally facilitate the work.

All the office employees from Cashier Cook down have desks in the main room. Agent K. K. Hicks has a private office in the southwest corner. Everything looks elegant.

The moving was done in two boxcars which were transferred from the old to the new depot last night. The old depot will be used for a yard office. It will be fitted up with desks and chairs. There will be a waiting room maintained for there for the stockmen who have to wait for the feeding. The old platforms are being reduced to kindling wood.

November 12, 1907 *Fremont Evening Tribune*

Commercial Club Meeting Large Amount of New Business Considered at Last Evenings Session.

The directors of the Commercial club held their monthly meeting last night, all but two being in attendance.

All details are now perfected for the Northwestern depot dedication, and Monday evening, Nov. 25 has been set for the occasion. Coming in Thanksgiving week there will be a very pleasing added holiday feature to it, and it is safe to say that it will be one of the biggest and the best Community affairs Fremont has ever celebrated. Invitations will now be issued at once to include all the leading local and many prominent outside railroad people, members and leading employees of concerns belonging to the Commercial club and their ladies, commercial travelers making Fremont their headquarters and their ladies, city and county officials, etc. The Fremont Signal Corps will be in attendance in uniform lending a military air...

November 12, 1907 *Fremont Daily Herald*

Moved

The Northwestern Freight Depot is Elsewhere

The Northwestern freight depot is elsewhere from its location of Saturday.

The entire force, while it was resting Sunday, took occasion to move all of the freight and freight loading apparatus, desks, books and, in short, the full paraphernalia which is always found in an up to date railroad freight office, from the old location down in the yards to the new building on First and Main. Agent Hicks is securely ensconced in his private den and the others of the freight department are happy. All the Northwestern freight was handled from the new depot yesterday.

The dispatchers' office will probably be moved a week from next Sunday, when Trainmaster Leppla and Chief Dispatcher Golden will add the sunbeams from their countenances to the general bower of beatific rays, which are emanating from the faces of the present occupants of the big new quarters.

The Commercial club's dedication of the depot and big banquet will be held November 25, according to present plans.

November 16, 1907 *Fremont Evening Tribune*

Building a walk – Workmen in the employ of the Northwestern are engaged in laying a cement sidewalk to extend from the front entrance of the new freight depot over to the crossing between Main and D on First street.

November 17, 1907 *Fremont Daily Herald*

Railroad's New Office

Rumored That Northwestern is Getting Ready to Put New Superintendent on Here

It is given out pretty authoritatively that the Northwestern is preparing to make some kind of a division change at Fremont, or at least making the transfer of a superintendent from some other point to Fremont.

This, however, is denied by officials or at least there is no official confirmation of the rumor.

It is stated through that furniture for the new quarters left in the big freight depot here, has been received billed to the superintendent. Whether this means anything or not, no one appears to know, but the wise ones are hinting that an important official of the road is to be stationed in the new headquarters which have just been completed here.

November 22, 1907 *Fremont Daily Herald*

**Don't Credit The Story
Local Northwestern Officials Think That Old Dispatchers' Office Building
Will not be Feed House**

Local officials of the Northwestern give no credence to the story that the building on First and Main, to be vacated shortly by dispatchers' and trainmasters' offices, will be rented by the railroad to a local caterer for use as a railroad eating house.

No official announcement as to the disposition of the building has been made as yet, but the opinion prevails among railroad men here, that it will be moved to some point along the line, remodeled and set up for a station, or utilized locally in some other manner.

November 23, 1907 *Fremont Evening Tribune*

1,400 In New Depot Mrs. Keefe, President of State Federation of Women's Clubs here – V. P. Gardner Coming

Responses are coming in steadily to the Commercial Club from distinguished persons from the outside who will be in attendance at the Northwestern depot dedication. To date, 1,400 invitations have been sent out.

Among the agreeable people who will be present are Mr. and Mrs. H. L. Keefe of Walthill.

Mr. Keefe is a leading member of the business men's organization of that flourishing town, and Mrs. Keefe is president of the state federation of Women's Clubs.

Mr. Keefe is a warm admirer of Fremont and says in his acknowledgement: "Fremont is becoming recognized as one of the cities of our state, and I frequently hear people say when desiring to trade, 'I am going to buy so and so when I run into Fremont or Sioux City.' We appreciate the fact that your city has businesses along many lines, equal in a commercial way, with Omaha and Sioux City."

Vice President W. A. Gardner of the Northwestern writes from his Chicago office that he is expecting to be here and will surely come unless unavoidably detained.

Invitations, which are being sent out, are limited to members of the Commercial Club and their ladies leading employees, railroad men and people in various public positions in the city and county governments, city schools, civic organizations, and to traveling men.

November 23, 1907 *Fremont Evening Tribune*

Dedication Ceremonies Official Announcement for Monday Evening
 Speaking by Distinguished Men – Inspection of Building – Ladies Will be Present, a Smoker Held and Light Refreshments Served.

The Commercial club has issued the following program for Monday evening's dedication ceremonies at the Northwestern freight depot and headquarters. At 7:30 o'clock the building brilliantly lighted from basement and heating plant to second floor, will be thrown open to the Commercial club and its guests.

At 8 o'clock, Mr. B. T. White, general attorney for the C. & N. W. railway at Omaha, will deliver the opening address. Mr. White has the reputation of being a very pleasant speaker, and can speak for his company as the indirect host of the occasion.

Governor George L. Sheldon will be follow with a consideration of the resources and possibilities of Nebraska. The governor's life long residence in the state and intimate contact with all that makes Nebraska – materially, educationally and politically, qualify him in an unusual degree to review this timely subject.

Mr. H. M. Bushnell of Lincoln, president of the Nebraska association of Commercial clubs, as also editor of the Lincoln Trade Review has been on several public occasions before a Fremont business audience, and is an appreciated addition to the program at this time.

Following the speaking which will be held in the great general freight room, well heated for the occasion there will be a general inspection of the numerous rooms pertaining to the local freight department, train dispatchers', bridge superintendent, general foreman, train master and division superintendent.

Certain rooms will be set aside for a "smoker" for those men indulge in the weed.

The ladies and all who will imbibe will be served with coffee and wafers.

The orchestra will play at intervals throughout the evening.

There will be a souvenir picture of the building for each guest.

Prominent railroad officials will be in attendance from abroad: a great number of people from at home and abroad, who do things, as associated with the Commercial club, with the official life of the city and county and with the railroads and the press have been summoned and an attendance of a thousand is assured.

It will be a notable social and business of the season for this section of Nebraska.

November 23, 1907 *Fremont Daily Herald*

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November 23, 1907 *Fremont Daily Herald*

Moved

Historic Old Depot Relegated to Obscurity

The historic old frame shock which has served the Northwestern as a freight depot, for lo! these, many years was wrenched from its foundations on Friday morning and relegated to an unimportant part of the local yards for further, though obscure, service.

The old depot will be used as a yard office and storage house for supplies this ignominious fate having been ordained by that mysterious force in railroad affairs, designated as "headquarters."

The new yard office, in the old building in its new location, will be situated just west of the Val Blatz brewery vault.

November 25, 1907 *Fremont Evening Tribune*

**Dedication Of Depot Tonight
Commercial Club's Big Affair Will Be Elaborate
The Speakers and What They Will Talk About – Every Guest to be Given a
Picture, Refreshments Served**

The formal opening of the Northwestern's new Fremont freight depot and office headquarters under the auspices of the commercial club will be held this evening. It is promises to be a big and auspicious event. Governor George Sheldon and the other speakers who are on the program arrived in the city this afternoon.

The reception committee will consist of P. A. Nelson, Frank Hammond, F. W. Vaughn, E. R. Gurney, John Leppla, W. B. Golden and H. H. Hicks.

Every guest who attends will be a given souvenir in the way of a neat picture of the new building, together with a brief description of it. At the close of the speaking light refreshments consisting of sandwiches, coffee and cakes will be served. The order of exercises will be as follows:

7:30 – Concert by Fremont Concert orchestra.

8 – "In the Beginning."

Three-minute personal reminiscent of the construction of the first Northwestern line into Fremont by L. D. Richards, who was the engineer in charge.

Opening address – B. F. White, general attorney of the C. & N. W.

Orchestra music.

Address – "The Resources and Possibilities of Nebraska," Governor George Sheldon.

Address – "Some Lessons to be Learned From the Time and Occasion," H. M. Bushnell, president of the state association of commercial clubs.

Orchestra music.

General inspection of building.

November 26, 1907 *Fremont Evening Tribune*

**New Depot Dedication
Eighteen Hundred People In Attendance
Governor Sheldon Present and One of the Speakers
B. T. White, H. M. Bushnell, and L. D. Richards Also on Program – Fine
Northwestern Structure Opened for Traffic Purposes**

The opening and dedication of the fine new Northwestern freight and transfer depot and headquarters building took place last evening and it was a large auspicious occasion. Fully eighteen hundred people responded to the invitations of the Fremont Commercial club to pay their respects to a railroad and to enjoy an

evening of good speaking, excellent music and delightful sociability. The speakers were Governor George Sheldon of Nebraska, General Attorney B. T. White of the Northwestern, President H. M. Bushnell of the Association of Commercial clubs of Nebraska, and L. D. Richards who was the engineer in charge of the early construction of the lines of the Northwestern in Nebraska.

Prominent railroad officials of the honored company and leading citizens of Fremont and the state were among those who had a prominent part in the affair. A committee chosen from the directorial board of the club formally received the visitors. The committee occupied the office entrance where the comers filed in, to offer them a cordial greeting, supply them with programs and direct them to the freight and transfer room where seats had been arranged. In the later apartment the visiting railroad officials and Fremont officers of the company stood in reception file.

The feeling of cordial friendliness, which extended to the degree of an apparent desire for a closer relation between a commonwealth and a great corporation, was a marked feature of the occasion. It found expression in the fraternal mingling of the honored railroad guests with the throng of visitors, and in the words of the speakers who dwelt upon the harmony, which would follow an understanding and recognition of one another's interests, and in a facetious little exchange of opinion between General Attorney White and Governor Sheldon upon the question of regulation.

The entertainment opened with a half hour's concert by the Fremont College orchestra, it immediately preceded the speaking. The speaking was followed by a general intermingling of with a resumption of the music, and an inspection of the building which was thrown open from basement to second floor. From long tables extended along the southwest walls of the transfer room refreshments consisting of coffee and sandwiches were served. Souvenir cards bearing the pictures of the building were handed those in attendance. Cigars were provided the men that card to indulge the flavor of Havana. The excellent stability and general fine proportions and corresponding symmetry of the building were commented upon in the general mingling. No room was left for the railroaders to doubt Fremont's appreciation of a great improvement and recognition of the city's development.

General Manager Walters was profuse in his expressions of pleasure at the size of the affair. He told the Commercial club directors warmly that it was thoroughly appreciated that Mr. Walters was a conspicuous figure in the crowd.

Other railroad men who were present from out of town are S. F. Miller, general freight and passenger agent, and Mrs. Miller: C. H. Reynolds, division superintendent, and Mrs. Reynolds: L. Berglund, roadmaster: W. T. Crook, roadmaster: R. W. McGinnis, general agent, Lincoln: C. H. Dean, freight agent, Lincoln.

Among the local railroad men present were Trainmaster J. Leppla, Traveling Freight Agent John Mellen, Bridge Superintendent Burrell, Chief Dispatcher

William Golden, Round House Foreman Baker, Ticket Agent Archer and Foreman Kenan of the car repairs.

Big Transfer House

The depot and office headquarters is the best and most costly structure of its kind in the state outside of the two big cities. It is the best transfer station on the road west of Omaha. Its construction fills the need for commodious facilities for the heavy business done at this point, and an office for the dispatchers, trainmasters and superintendents who are employed here now and will be added to the company's Fremont corps of railroaders when a new division headquarters is established.

The depot is 42 by 250 feet in dimensions, of pressed brick material with stone trimmings, slate roof, polished interior finish, steam heat, city water connections and electric light. It is modern and complete in every phase of its construction. The west portion is given over to office purposes, and is two stories high. This part is 42 by 80, with apartments for the freight and transfer employees on the first floor and offices for the officials on the second. Thru the latter an adequate corridor extends from east to west dividing some ten or twelve rooms which are to be apportioned among the various officers and employees of the superintending and telegraph departments. The freight office apartment contains one large room for the employees under the chief clerk, a private room for the agent, a vault, and lavatory. The furnishings are of quarter-sawed oak with maple floors.

Four hundred and eight feet of platforms surround the building, and other long platforms surround the building and other long platforms extend out along the side and unloading tracks. One of these is 8 by 420 feet, another 8 by 440 feet and another 8 by 540 feet. There is no platform on the south side of the transfer room, where the loading and unloading will be done from it to the cars. The warehouse contains a cold storage and two offices for the checking clerks.

Mr. Richards' Reminiscences.

The speakers at the dedicatory exercises occupied a temporary platform near the middle of the south side of the transfer room. There was applause when they and the railroad guests took their places. President O. F. Turner of the Commercial club presided. By the time the exercises opened all the seats were taken and scores of people were standing.

Mr. Richards made a brief opening address upon early railroad construction in the state. He was the engineer in charge of building the Northwestern's lines into Fremont in 1868 and 1869, and he spoke interestingly concerning this and the celebration of the advent of the railroad in the new territory. It was celebrated here with elaborate exercises in which ladies took part by shoveling the first dirt

that was thrown. Later when an extension was completed to Wisner 200 Fremont citizens took a ride to the later town on the first train that was run. Mr. Richards spoke of various changes that were made as the years went by. It pleased him, he said, to know that he had a part in this early railroad construction, and by it he claimed a distant kinship to the railroad men of the present day. He believed that the Northwestern had made one mistake which he could not refrain from mentioning. It was the failure to establish a division headquarters at Fremont, which was the logical point for such, and there were reasons to believe that this mistake would be rectified soon.

White on "Understanding."

General Attorney White of the Northwestern devoted his address largely to the argument for closer relations between the railroads and the public. He expressed the Northwestern's appreciation of Fremont's happy recognition of the road's expenditures here, and added that the occasion inspired the feeling that at least in one locality the company was finding a response to the overtures it might be offering in that direction.

He paid Fremont a flattering compliment on its growth and substantial development and in this connection mentioned the significance of the name of the place and the fact that it had its beginning in 1856 when a new and more progressive order of things was born in the nation.

It has an advantageous situation with regard to railroads. It is a geographical center for them. The iron horse carries his loads from the north to the south, the south to the north, the east to the west, and the west to the east thru Fremont.

The railroad question is a young one having, having originated only eighty years ago, and it should not be wondered that in view of the magnitude of it, that it could not easily be handled. Even the heads of the railroads themselves do not thoroly understand it. It will have to work itself out such gatherings as this are to be commended because they afforded opportunity for people to come to a better understanding.

The railroad is a public highway subject to public control and a public carrier and at the same time it is a private concern owned by a company. The rights and privileges of both must be subserved. How to reach a bases for this is the question. There must be an appreciation and comprehension of the interests of each, railroads are necessarily alert to the laws. They ought to obey them. At the same time the law-makers should be careful of the laws they make governing the railroads. A line of railroad extending thru several states found as many different rules to observe as its trains went from one to another. Sometimes these were conflicting.

Mr. White made this basis for an argument for federal control. Would it not be most undesirable for the business of operation and traffic movement, that the unit should be segregated into fragments or parts each of which should be managed by a separate and distinct managing force, acting only upon a fragment of the unit

and not co-ordinating with the management of any other fragment or part of the road? Would not such fragmentary management be discredited by business men?

There are tremendous burdens upon operatives who undertake to manage great transportation properties. The public upon operatives who undertake to manage great transportation properties. The public little realizes how enormous and various these responsibilities are. A passenger ticket is equivalent to an insurance policy. There is the human side with regard to thousands of employees.

The Northwestern is not inclined to be pessimistic. It does not believe people are plotting a destruction of corporate enterprise. There may be storms, but the truly worthy corporations will continue. All sentiment and prejudice should be put aside and the whole proposition should be handled as a matter of business.

Governor Sheldon Speaks

Governor Sheldon made a brief optimistic address upon "Nebraska, It's Resources and Possibilities." He had taken a drive over the city in the afternoon and the general stability of things had pleased and impressed him. The place is one of the best in the west. He had taken a survey of conditions over the state and had secured figures from the labor bureau which showed its resources to be apparently inexhaustible and its wealth greater than ever before. It behooved the people to stand together. They had had ten years of good crops and in the last six there had been an average yield of 44 million bushels of oats and 200 million bushels of corn. There was no cause for trouble here in Nebraska. Everything is sound.

The governor referred in a good natured way to Mr. White's argument for federal regulation of railroads. He said that he did not agree with Mr. White, but he was glad there would be an open, free discussion of the question. He would like to see the people and the railroads get together. He believed in sane regulation. Answering the railroad attorney's argument: the governor said that when the railroad company wanted one of its engines regulated out on the line somewhere it did not go to Washington, D. C., for the purpose. It had regulators in every state to fit the need.

H. N. Bushnell, president of the state association of commercial clubs, was the last speaker. His address was in an exceedingly happy vein and a large portion of it was devoted to his reminiscences. Mr. Bushnell lived in Fremont for a year when he first came west over a quarter of a century ago and he held a warm spot in his heart for the place. He mentioned that he ate his first Thanksgiving turkey in Nebraska in Fremont. He said that the same tendencies to boost which marked the city now distinguished it in the long ago. Then the railroads were small things to what they are now. The event of the passage thru Fremont of the daily emigrant train carrying hundreds of people to the west was one of the big ones every day.

He spoke in a flattering way concerning the Fremont Commercial club and paid Secretary Hanson the compliment that he was the capital prize of the kind in Nebraska.

He touched upon the conditions of the times. The pendulum had swung too far in on direction and we had opportunity now with the present threatened trouble to pause and take our bearings. It was a good thing to do this. There was not cause, however, to be alarmed. Hard times or a panic now were utterly beyond reason. The state is on its own footing now stronger than ever before and it is wealthy. A flurry among a few gamblers on Wall street had reacted all over the country, and tho it was largely in their heads, innocent persons everywhere were called upon to suffer. It would be only a matter of time with these gamblers. Ultimately the ban would be put upon it. It was not necessary that the money of the country should be filtered thru the banking houses of New York. No legitimate business was interested in Wall street's gambling affairs. It was more important to stop this gambling than to make currency laws. With the gambling out of the way it didn't mater much what kind of laws were enacted. The pendulum would find the center and we would see the beginning of an era that was larger and better than ever.

The Old Guard

Among the "old guard" in the management of the Nebraska Northwestern lines familiar to Fremont as a Northwestern railroad center, were P. E. Hall, general manager and later manager of construction; J. E. Ainsworth, chief engineer, and K. C. Morehouse, general freight agent. These were in charge for many years and during the period of heavy construction by the company in the state.

P. E. Hall was a man of rigid and superior executive force, of large physique, erect, commanding. He had sole charge in 1886 and 1887 of the construction of all the new lines then run out from Fremont namely, the line to Omaha, to Lincoln, the Superior branch, the Hastings branch and the Scribner branch to Albion and Oakdale. He had a suite of rooms for headquarters with a force of assistants in what is now the Brugh block, corner of Sixth and Main streets. The whole construction business was managed from here. Mr. Hall is living comfortably now in his advancing years at his old home city of Cedar Rapids, Iowa. Last year he made what he called a general good-bye trip over the Nebraska lines, the scene of his earlier activities.

J. E. Ainsworth, the chief engineer who laid out so much of the Northwestern system in Nebraska, Wyoming, and South Dakota was a familiar figure in Fremont. Mr. Ainsworth was a forceful but quiet man of not many words, and as competent a constructing railroad engineer as ever served a company. He made Fremont the main center of investment of his private means from time to time, but for his final place of residence, when he quit railroading, he chose his old boyhood home back in Vermont where he now resides.

K. C. Morehouse, "King" Morehouse, as he was familiarly called, controlled the freight business of the Nebraska and Wyoming lines as general freight agent

for many years, and began his railroad career as local agent in the early years of the advent of the road to this town. He is now general manager of a line in Wisconsin, living at Stanley in that state. He is a brother of H. F. Morehouse of this city.

November 26, 1907 *Fremont Daily Herald*

**The Transfer Depot
Proud People Pour Forth To Opening
Governor Sheldon Present With Company Officials
Ringling Speeches are Made by the Governor, Attorney White, H. M.
Bushnell and L. D. Richards**

A concourse of people numbering into the thousands flocked to the dedication of the new Northwestern division headquarters building last evening.

The even was under the auspices of the Fremont Commercial club, and was made notable by the presence of Governor Sheldon, high officials of the Chicago & Northwestern Railway and prominent citizens from over the state.

The occasion partook much of a social nature. Most every man was accompanied by a lady or ladies and many of the fair ones ventured to escort each other to the new building commonly called the Northwestern freight house.

Northwestern Officials

Early in the evening General Manager Walters arrived in his private car with a diner attached. Aboard were Northwestern officials, the party being made up of the following: Ben T. White, general attorney; General Manager Frank Walters and Mr. and Mrs. White; S. F. Miller, general freight and passenger agent, and Mrs. Miller; S. M. Braden, general superintendent, and Mrs. Braden; C. H. Reynolds, division superintendent; and Mrs. Reynolds; L. Bergland road master; W. T. Crook, road master; R. W. McGinnis, general agent; C. H. Dean, Lincoln Agent, and Mrs. Dean.

OF course, Agent K. K. Hicks, Trainmaster J. Leppla, Chief Dispatcher W. B. Golden, and other local officials were present. The reception committee which greeted the people at the door comprised: J. F. Hanson, secretary of the Commercial club, P. A. Nelson, Frank Hammond, F. W. Vaughan, E. R. Gurney, J. Leppla, W. B. Golden and K. K. Hicks.

Souvenirs Passed

The ladies each received souvenirs as they passed through the building. The crowd passed into the main building and found comfortable seats, ished inspiring music for the occasion. After the speech making, light refreshments

were served, and a general inspection of the building in all its departments followed.

Governor Sheldon, Ben T. White, general attorney for the Northwestern, H. M. Bushnell, president of the State Association of Commercial clubs, and L. D. Richards were the speakers of the evening.

A synopsis of Mr. White's address appears on the second page of this issue. Mr. Richards spoke only a mere moment, as one familiar with the Northwestern when its first lines were built into Fremont. He was the engineer in charge of much of this work and he briefly recalled some interesting early history in this connection. Mr. Richards was given close attention and his remarks were greatly enjoyed.

Governor Sheldon's Address

Governor Sheldon delivered a happy, optimistic and pleasing address upon "The Resources and Possibilities of Nebraska."

Governor Sheldon quoted some figures from the labor bureau which sounded almighty well. The handsome young executive spoke with the utmost pride as he reeled off the facts and figures concerning Nebraska's greatness. He referred to the decade of big crops, the uniform success of people in every walk of life and the great prospects for the future. He admonished the people to go about their duties in utter disregard of the cries of apprehensive ones.

"If you take them from the wall of this building a number of bricks, it will fall," said the governor, and so too if you remove from the financial structure that which is supporting it ruination is bound to result.

In quoting figures, Governor Sheldon said that this year's crop of corn, amounting to 169,732,885 bushels, and valued at \$72,988,140; the wheat crop, amounting to 48,207,650 bushels, and valued at \$34,685,743; the oats crop, amounting to 53,622,762 bushels and valued at \$20,000,000 – all of these were sufficient in guarantee of continued prosperity in Nebraska.

The governor paid a fine compliment to Fremont, her people, her institutions and her business energy, and to the Northwestern, for its evidence of faith in Nebraska and its generous provisions for increasing business the governor also extended congratulations.

H. M. Bushnell Speaks

H. M. Bushnell, the well known newspaper man, and commercial club promoter, fell into a reminiscent mood in a happy speech which entertained and delighted the large audience. Mr. Bushnell referred to his first visit to Fremont when Lincoln was a village. He dined at the old Occidental hotel and thought Fremont even at that time a good town.

Mr. Bushnell's address concluded with a strong appeal for an awakening of interest in the promotion of material things, and through the organization and

maintenance of commercial clubs the speaker saw great possibilities in this direction.

It was late in the evening before the large crowd left the hall. Everybody apparently had a good time, and the occasion of the dedication of the Northwestern's new headquarters will long be remembered by those present.

What The Noise Was All About

Following is a description of the new headquarters building and transfer depot of the Chicago & Northwestern Railway so auspiciously dedicated last night.

The building is of pressed brick two and a half stories high.

Length of building 203 ft; width 43 feet.

500 running feet depot platform, 8,000 sq. ft.

3 transfer platforms, 500 ft. each, 12,000 sq. ft.

Main freight room, 40x160 ft.

11 headquarters rooms, oak finish, maple floors; local freight office 28x40.

Agents private office, 12x12; fire proof record vault, 10x17; dispatchers room, 16x40; train masters office, 16x10.

Train master's clerk, 16x10; superintendent's room, 16x20, 2 rooms Supt. clerks', 16x29 each; Supt.'s record room, 16x11; general foreman's room, 16'x17; road master's room, 16x13.

Ben T. White Speaks Against Crippling the Railroads Eminent Counsel for the Northwestern in Speech Urged Closer Terms for Railroads and the People

In his speech at the dedication of the new division headquarters and freight house building in this city last evening, Ben T. White of Omaha, general counsel for the company spoke substantially as follows:

Your city took its name from John C. Fremont, the Pathfinder.

It was chosen in a spirit of friendly political rivalry against a town twenty-five miles west of this point which had taken unto itself the name of Buchanan.

The man Buchanan was successful against the man Fremont in the race for presidency. The village of Buchanan has become a dim and hazy reminiscence made so by the growth of the town of Fremont.

Founders of the town of Fremont were concerned for its commercial welfare. They assisted in bringing the Union Pacific and Sioux City and Pacific railway companies to Nebraska in order to have a connection with the upper Missouri river.

Prophecy is Fulfilled

The prophecy of the spokesman at the time of the breaking of the ground for the Elkhorn company was that there should pass over that spot the products of three zones, as there did then pass the products of two hemispheres. When the last spike was driven in the first ten miles of the new road, it was further prophesied that it should form the link between the vastness of the Northwest and the territory in the extreme Southeast and Southwest of the United States. The prophecy of the citizen spokesman has been fulfilled.

The Company's Policy

The Northwestern's company presents to the use of the public a modern, new freight house; and in building it the company has not satisfied itself simply with strength and capacity, nor with a style of architecture on crude or severe lines, but has attempted to combine all practical and necessary features, so far as the purposes of its use will permit, with that which is sensible and pleasing in design, in fact, it has sought to keep pace with the civic pride that has been manifested by the citizens of Fremont in the building of this city substantially and attractively.

The city of Fremont is to be congratulated that it has advanced in importance sufficiently to entitle it to be provided with modern railway conveniences of this character.

Getting Together

Citizens of Fremont: rest assured that this company appreciates the honor conferred upon it in holding this magnificent meeting as a dedicatory ceremony in this new freight house. It is an indication that in some localities at least, the people and the railroad companies are getting closer together. It has often been remarked that railroad companies should find a way to meet the people. You have found a way to meet a railroad company. It has been proclaimed that railroad management and operation should be placed as an open book so that the people may read. It is no less true that there is a corresponding duty upon the part of the public to read and to read understandingly. The holding of this celebration indicates that the people of Fremont, at least, are willing to do both.

Northwestern is Optimistic

From this you may properly conclude that this company does not share in the pessimism that prevails in some quarters. People do not desire the destruction of corporate enterprises. To be sure, the recalcitrant must reform or retire from business; but the well-administered and honestly-conducted concerns will survive.

A Railroad's Duty

A railroad company possesses a dual nature; its obligations are two-fold. It must observe its obligation to the public and protect the private duty for those who have invested their private means into the hazardous enterprise. A failure in the past to properly appreciate the dual nature of a railroad company, both on the part of the public and railroad companies, is responsible for many of the misunderstandings that have been known in railroad history.

There are tremendous burdens upon operatives who undertake to manage great transportation properties. The public little realizes how enormous and various these responsibilities are. Among them are the obligations to observe the laws of the nation and the several states; to so manage the property from every standpoint of public obligation and private right as to observe the one and conserve the other.

Railroads and People

The railroads and the public in order to survive must create and protect commerce. This must be done by observing the public duty and protecting the private right. Railroad companies should not be so hedged about, hampered and crippled, as to embarrass commerce.

If the public duty is to be performed and right preserved, there should be no such perverted notion of public regulation as shall result in disjointed and conflicting restrictions by several independent regulating legislatures or boards of different governmental bodies.

Public Regulation Indorsed

The right of public regulation is not to be denied; but does it not conclusively appear to the candid mind that the property of a railroad, extending into different states and being used as one instrumentality of commerce, is property operated as a unit by one executive body for operating and traffic proposals?

If it is right – if it is a good business proposition – to manage the property of a railroad company as a unit by one controlling body for the purposes of operation and traffic movement, ought it also not to be true as a business proposition that the business of public regulation should act upon the entire unit and be equally uniform?

For Federal Control

Would it not be most undesirable for the business of operation and traffic movement, that the unit should be segregated into fragments or parts each of which of which should be managed by a separate and distinct managing force, acting only upon a fragment of the unit and not co-ordinating with the

management of any other fragment or part of the road? Would not such fragmentary management be discredited by business men?

If this is true, does it not follow as a business proposition that public regulation should be uniform and at upon the entire unit? If the unit should not be segregated for the business of operation or movement of traffic, is it not also a sensible business proposition that it should not be segregated for the purposes of public regulation and control?

As a Business Proposition

Is it not particularly unfortunate as a business proposition that each fragment of one entire property in the different states should be regulated in the performance of its public duties by different governing bodies, having no relation – and neither being responsible – one to the other, particularly where it results oftentimes in conflicting statutes between different states and conflicting regulations as between the different bodies of the several states?

Does it not appear conclusively that the public obligation and private right can best be protected by having the public regulation controlled and supervised by one public governmental body, with subordinate bodies responsible to it, if necessary, as is the operation and traffic movement managed by one private executive body?

December 3, 1907 *Fremont Evening Tribune*

Railroad Notes The Northwestern's trainmaster's and dispatcher's forces are still doing business at the old stand in the building at First and Main streets. The order to move into the new headquarters' building has not yet been received. The rooms of it are ready for occupancy and it is expected at any time to get word and transfer them.

December 4, 1907 *Fremont Evening Tribune*

New Depot Park Northwestern Lays One Out Opposite Transfer Station

Dispatchers Will Move Soon Wait Now for New Tables and Completion of Wiring – New Passenger House at Norfolk Dedicated Tonight.

The Northwestern today set out the stakes for a leafy park on the triangular strip of ground bounded by the new transfer depot, the union passenger station and First street. An attractive fence will be built around it and will be planted in blue grass seed, with some flower beds and trees for ornamental purposes. The area already has the shade of some fine old cottonwoods. Some of these will

probably be cut out when the symmetric arrangement of the place is begun in the spring.

With the addition of this one, Fremont will have four depot parks that are more or less attractive. There is one opposite each of the other passenger and freight stations.

The new transfer station and office headquarters of the Northwestern is being wired this week for telegraph instruments which will be installed. A line of cable will be extended from the office west along the railroad tracks to a point west of the foundry, this being for eliminating a confusion of the many wires which extend thru the yards.

The dispatchers will probably move next week. They are delayed awaiting the construction of some big tables for the instruments in the telegraph room.

Railroad Notes

The Northwestern has just constructed a large derrick platform at the end of its new team track for use in handling heavy pieces of merchandise in connection with the new transfer depot equipment.

The new sidewalk leading west from the new transfer station is being extended to Main street.

Trainmaster J. Leppla and Mrs. Leppla left for Norfolk this afternoon to attend the dedication exercises for the new depot there. The depot is a substantial one built by the company for passenger purposes to replace the old one which was destroyed by fire a year or so ago.

December 7, 1907 *Fremont Evening Tribune*

Local Brevities

Ready for Business – When the new telegraph tables arrive the dispatchers of the Northwestern's Fremont office will move at once into their new quarters in the transfer depot. The telegraphers' department of the depot has been wired and is ready for occupancy. There has been a delay in the shipment of the big bench that is to hold all of the instruments.

December 10, 1907 *Fremont Evening Tribune*

Local Brevities

Move Next Week – It is announced that the Northwestern trainmaster and dispatchers will move their offices the first of next week into the new transfer depot.

January 1, 1908 *Fremont Evening Tribune*

New Building Section Fremont Improvements for 1907

The Chicago & Northwestern Freight Depot

The Chicago & Northwestern railway erected a commodious freight depot and headquarters building on the block south of First street between C and D streets. It is 42 by 250 feet, built of pressed brick with stone trimmings with a slate roof over the office part and gravel over the warehouse.

The office portion of the structure is 42 by 80 feet, two stories high and a basement. The finishings are of quarter sawed oak with maple floors. The first floor is used as the freight office and the second floor for the division quarters. There are ten rooms: offices for the superintendent, his clerk; trainmaster, his clerk; dispatch room, the chief dispatcher; superintendent of buildings and bridges, road master, and a record room.

The freight house is surrounded by 480 feet of platform and other platforms, one 8 by 420 feet, one 8 by 480 feet and another 8 by 540 feet. There is no platform on the south side of the depot, loading and unloading bring done from the warehouse to the cars. The warehouse has a cold storage room and two offices for checking clerks. The building is heated by steam.

General Improvements

Chicago and Northwestern railway, new, modern, pressed brick freight depot with general offices on the second floor, platform, etc. \$45,000

January 10, 1908 *Fremont Evening Tribune*

New Quarters Ready Now Long Looked For Tables Here For Dispatchers
Friday Moving Day and Northwestern Men Will "Swell up" in Palatial Home

Trainmaster J. Leppla, Chief Golden of the dispatchers and all the telegraphers at Northwestern headquarters are getting ready to shine up their shoes. Visitors at the dispatchers' office who after this week who come in shabby attire and dusty boots will feel out of place.

The headquarters' force is going to move. It is going to occupy the finely finished quarters in the second story of the transfer station where polished floors, white walls and oak furnishings suggest splendor. At last the tables which delayed the change have come. They were received this morning in a special car from Chicago and Mr. Leppla will have them installed at once. Friday will probably be the moving day. It is desired to be in the new quarters by the coming Sunday. Mr. Leppla, temporarily at least, will occupy the suite set aside for a

superintendent who ultimately will be stationed in Fremont. Mr. Golden will have the trainmasters' office. Mr. Burrell will occupy the apartments fitted up for him, these being for the bridge superintendents. The roadmaster will have private offices.

Appendix C

Interstate Commerce Commission Valuation Form

The following pages contain the Interstate Commerce Commission (ICC) Board of Valuation forms for the Depot. The forms contain the results of an inventory of the Depot that was prepared on June 4, 1920. These forms were provided courtesy of Ronan and Associates.

INTERSTATE COMMERCE COMMISSION									
BUREAU OF VALUATION									
NAME OF OWNER <u>C. M. W. R. Co.</u>					SHEET NO. <u>1</u> OF <u>9</u> PAGE				
OPERATING COMPANY <u>On</u>					DATE OF INVESTIGATION <u>6-4-20</u>				
VALUATION SECTION NO. <u>NEB-3A</u> L.C.C. ACCOUNT NO. <u>16</u>					DATE OF ESTIMATE <u>7-9-21</u>				
DEPARTMENT					COMPUTED BY <u>W. H. LEVENFELD</u>				
KIND OF STRUCTURE <u>BRICK-CONCRETE FOUNDATION</u>					CHECKED BY				
NAME <u>FREIGHT HOUSE</u>					NOTE BOOK		PAGE <u>12</u>		
LOCATION <u>FREMONT NEB</u> <u>SEC. 13 T. 203</u>									
DESCRIPTION AND DIMS <u>Grade II</u>					UNITS	LENGTH	NO.	SERIAL TOTAL	TOTAL
<u>OFFICE PORTION - SIZE 43' X 23' - 35' 0"</u>									
<u>FOUNDATION EXCAVATION</u>									
<u>BSMT. 46'3" X 46'7" X 5'</u>									
<u>COAL RM 23' X 7' X 5'</u>									
<u>BSMT. FTG 106'6" X 15' X 12'</u>									
<u>" " 43'3" X 5'6" X 12'</u>									
<u>" " 19' X 5'7" X 12'</u>									
<u>VAULT " 42' X 32' X 2' 6543 CU YDS</u>					50				327.15
<u>COAL RM " 33'6" X 3'6" X 1'</u>									
<u>STAIR " 27' X 3'1" X 1'</u>									
<u>ERT RM " 26' X 5' X 7'</u>									
<u>COL FTG 34' X 5'4" X 7'</u>									
<u>" " 34' X 5'4" X 7'</u>									
<u>CONCRETE</u>									
<u>BSMT. FTG 106'6" X 15' X 11'</u>									
<u>" " 106'6" X 12'3" X 11'</u>									
<u>" " 42'3" X 12'3" X 11'</u>									
<u>" " 42'3" X 2'8" X 11'</u>									
<u>" " 19' X 3'7" X 11'</u>									
<u>" " 19' X 12'10" X 11'</u>									
<u>VAULT " 42' X 32" X 11'</u>									
<u>" " 42' X 28" X 11'</u>									
<u>COAL RM " 33'6" X 11'6" X 11'</u>									
<u>STAIR " 27' X 11' X 11'</u>									
<u>ERT RM " 26' X 12' X 11'</u>									
<u>" " 26' X 12'3" X 11'</u>									
<u>COLUMN " 24' X 3'4" X 11'</u>					278.5 CU YDS	220			142.80
<u>" " 26' X 2'6" X 11'</u>									
<u>" " 6'4" X 6'4" X 11'</u>									
<u>" " 5' X 5' X 11'</u>									
<u>" " 3'9" X 3'8" X 11'</u>									
<u>BSMT. WARD 104'11" X 17' X 5'</u>									
<u>" " 43'3" X 19' X 5'</u>									
<u>" " 10' X 2'2" X 5'</u>									
<u>VAULT " 42' X 22" X 5'</u>									
<u>COAL RM " 33'6" X 11' X 5'</u>									
<u>ERT " 26' X 12' X 5'</u>									
<u>COLUMNS 110' X 10' X 5'</u>									
<u>" " 26' X 12'6" X 5'</u>									

[illegible]

INTERSTATE COMMERCE COMMISSION									
BUREAU OF VALUATION									
NAME OF OWNER, <u>CANAL R.R. CO.</u>					SHEET NO. <u>3</u> OF <u>7</u> PAGE				
OPERATING COMPANY, <u>DO</u>					DATE OF INVENTORY, <u>6-2-20</u>				
VALUATION SECTION NO. <u>NEB-2-A</u>					DATE OF ESTIMATE, <u>7-9-21</u>				
L. C. C. ACCOUNT NO. <u>16</u>									
DEPARTMENT					COMPUTED BY <u>W. A. LEWENFELD</u>				
KIND OF STRUCTURE, <u>BRICK-CONCRETE FOUNDATION</u>					CHECKED BY				
NAME, <u>FREIGHT HOUSE</u>					NOTE BOOK				
LOCATION, <u>FREMONT NEB.</u>					FILE NO. <u>431203</u>		PAGE, <u>12</u>		
DESCRIPTION AND SIZE					UNITS	LENGTH	NO.	SUBTOTAL	TOTAL
STEEL									
I-BEAMS 2-10" x 12" x 22'6"									
ANGLES 2-8" x 8" x 11'23"									
CHANNELS 2-7" x 9" x 11'									
I-BEAMS 4-7" x 15" x 11'									
TIE BARS 7/16" x 20'									
I-BEAMS 24" x 10" x 23'6"									
ANGLES 2-7" x 12" x 10'28"					2126	184	0.5		744.31
I-BEAMS 3-12" x 55" x 41'									
" 3-6" x 12" x 31'									
TRUSS ANGLES 4-4" x 13" x 25'41"									
" ROPS 6-3/4" x 16'									
" 6-1 1/2" x 12'									
" 3-3" x 11'6"									
BOLTS, NUTS ETC 25%									
CAST IRON COLUMNS ETC									
COLUMN 5" x 7 1/2" x 14'2"									
" 2" x 11" x 14'2"									
" "X" 4'3" x 11" x 17'6"					1332	184	0.5		399.82
" 3-32" x 12" x 17'6"									
JAMBS 2-25" x 16" x 10'									
LINTELS 2-7" x 11" x 8'5"									
CHIMNEY STEEL GILLS 704					185		0.5		67.90
WIND WINDOW GUARDS 936					50.4		1.7		12.948
FRAMING									
VAULT SLEEPER 7'4" x 14" x 18'					1192	MBH	5.20		74.9
LOCK RAFTERS 64'3" x 16'					845	MBH	1.50		3.991
SIDDING 412-2'11" x 12'					3.426	"	"		1.8416
FLOORING FL JOISTS 124-3'11" x 20'					3.974	"	13.50		34.558
" 24-3'11" x 14'					1.109	"	"		4.270
" 24-3'11" x 12'					634	"	"		24.461
SLEEPERS 32-6'15" x 130'					2.880	"	"		110.88
FL JOISTS 60-3'11" x 20'					3.961	"	"		15.246
" 81-2'11" x 20'					3.225	"	13.00		14.585
TRUSSES 6-2'11" x 26'					1.040	"	13.50		14.585
BRACES 6-6'11" x 12'					2.18	"	"		1.68
" 6-4'11" x 8'					1.28	"	"		1.02
PURLINS 20-5'11" x 20'					2.133	"	"		2.498
RAFTERS 128-2'11" x 26'					3.661	"	13.50		50.00

INTERSTATE COMMERCE COMMISSION									
BUREAU OF VALUATION									
NAME OF OWNER, <u>C. & N.W. R.R. Co.</u>					SHEET NO. <u>4</u> OF <u>7</u>		PAGE		
OPERATING COMPANY, <u>DP</u>					DATE OF INVENTORY, <u>6-4-20</u>				
VALUATION SECTION NO. <u>NEB-12</u> C.C. ACCOUNT NO. <u>16</u>					DATE OF ESTIMATE, <u>9-9-21</u>				
DEPARTMENT					COMPUTED BY <u>WM. P. LEVENFELD</u>				
KIND OF STRUCTURE, <u>BRICK-CONCRETE FOUNDATION</u>					CHECKED BY				
NAME, <u>FREIGHT HOUSE</u>					NOTE BOOK				
LOCATION, <u>FREMONT NEB</u>					PAGE, <u>12</u>				
DESCRIPTION AND SIZE					UNITS	LENGTH	NO.	SUBTOTAL	TOTAL
DRESSED LUMBER	SHEATHING	ROOF-1 1/4" x 10'	4,748 MBM	3,750				178.05	
	FLOOR-SUB	1 1/4" x 10'	5,052	3,000				199.81	
	"	TOP 1 1/2" x 10'	7,612	4,350				118.12	
	"	2" PLANK	3,296	2,200				105.97	
	FACIA	1 1/2" x 8'	1,118	2,275				6.58	
	FOOTING	1 1/2" x 8'	1,760	6,000				106.48	
	BRIDGING	150 LB. E. 2" x 4'	1,008					47.03	
MILLWORK	DOORS	ONE EXT. PANEL	25 SQR FT	24				7.50	
	"	INT. "	350	26				115.00	
	"	SLIDING	80	60				118.00	
	"	CROSS HORIZ. FOLDING	390	70				173.00	
	WINDOWS	DOUBLE HUNG	936	77				710.72	
	BASE BOARD	1" x 4" OAK	1,262	387				174.79	
	PICTURE	1 1/2" x 8" OAK	1,262	820				56.75	
	STAIRS	OAK WHEEL POSTS	39	180				109.40	
	"	OPEN	19	215				116.88	
	SAND FILL	42' x 10' x 14'	2,500	100				20.00	
MISCELLAN	ROOFING	SLATE	422	1,000				100.00	
	GUTTERS	G.I. 6"	80	17				11.00	
	PAINTS	G.I. 6"	115	13				10.70	
	"	SHEDS G.I.	35	100				3.50	
	FLASHING	G.I.	35	10				4.00	
	MASON SAFETY TIE	IRON	1	20				19.00	
	SHELVING	IRON PLATE	5,820	500				14.95	
	STORAGE	BINS	1,520	1,200				16.00	
	WIRE MESH	1/2" x 0"	6,550	25				16.96	
	SHELVES	WALUT	500	1,100				15.00	
	COUNTER	FREIGHT	27	1,600				98.40	
	CEMENT FLOOR	6"	17,860	15				167.90	
	REINFORCED CONCRETE		14	1,000				160.00	
	PLASTERING		2,093	10				14.55	
	ELEC. LIGHT COND.	OUTLETS	56	200				15.00	
	"	FIXTURE DROP CORDS	4.8	200				10.00	
	"	SWAP SW.	6	15				0.50	
	"	CABINET METAL	1	200				0.50	
	"	KNIFE SW.	2	150				0.50	
	STATION SIGNS		12	100				0.50	
	VAULT DOOR	DOUBLE STL	25	1,000				0.50	

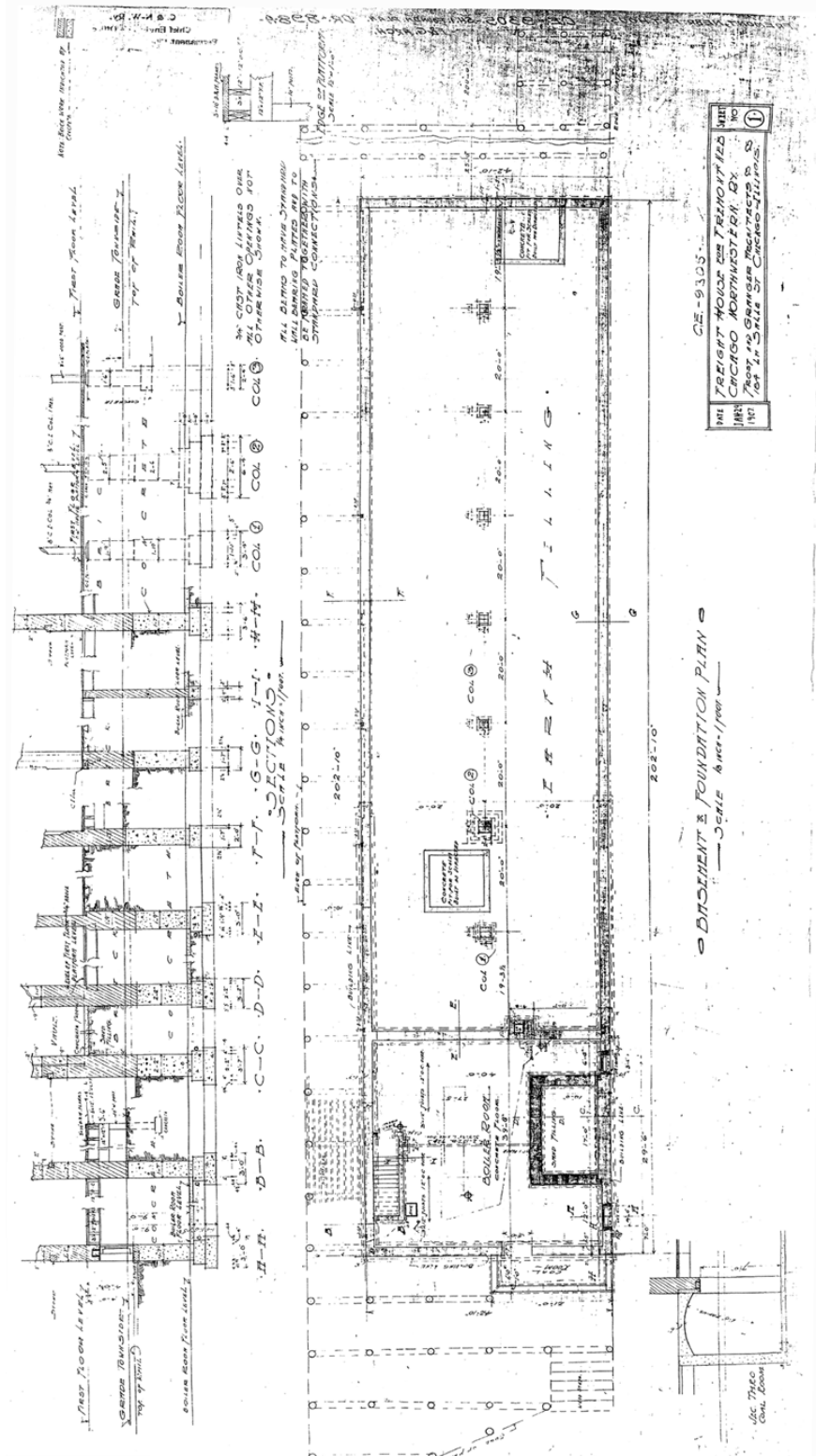
INTERSTATE COMMERCE COMMISSION										
BUREAU OF VALUATION										
NAME OF OWNER, <u>C. N. W. R. Co.</u>					SHEET NO. <u>5</u> OF <u>7</u>		PAGE			
OPERATING COMPANY, <u>Do</u>					DATE OF INVENTORY, <u>6-4-20</u>					
VALUATION SECTION NO. <u>NEB 38</u>					DATE OF ESTIMATE, <u>7-9-21</u>					
DEPARTMENT, <u>NEB 38</u>					ACCOUNT NO. <u>16</u>					
KIND OF STRUCTURE, <u>BRICK-CONCRETE FOUNDATION</u>					COMPUTED BY <u>W. H. A. LEVENFELD</u>					
NAME, <u>FREIGHT HOUSE</u>					CHECKED BY					
LOCATION, <u>FIREHANT NEB</u>					NOTE BOOK, <u>12</u>					
DESCRIPTION AND SIZE					UNITS	LENGTH	NO.	SUBTOTAL	TOTAL	
MISCELLAN	HEATING	STEAM	1715	2	00					
PLUMBING	LAVATORIES	5	00							
	WATER CLOSETS	5	00							
	URINALS	6	00							
	SINKS-SLOP	2	00							
	ROCKING-IN	12	00							
PAINTING	EXT. INT.	14450	00							
CHECKING RM.	PORT. - 6' DIA.	43050	00							
BUILDING PAPER		441	00							
								29905.00		
FREIGHT ROOM PORTION - SIZE 43' X 100'									5160	
FOUNDATION EXCAVATION										
FT. HSE. FBS	28' 0" X 14' X 6'	2578	00							
COLUMNS	5' 4" X 14' X 12"									
CONCRETE										
FT. HSE. FBS	28' 0" X 12' 11"									
COLUMN	5' 2" X 12' 4" X 11"	1005	00							
FT. HSE. WALLS	28' 0" X 11' 7" X 5'									
COLUMNS	5' 10" X 16' X 15'									
SUPERSTRUCTURE										
BRICKWORK - FACE										
EXT. WALLS	152' X 15' - 7 1/2"									
"	120' X 13' 0" - 7 1/2"									
"	52' X 11' 6" - 7 1/2"	128167	00							
"	110' X 36' - 7 1/2"									
LESS OPENINGS	3735	00								
BRICKWORK - COMMON										
EXT. WALLS	28' 0" X 16' 11" X 12"									
"	130' X 11' 6" - 15'									
"	120' X 12' 3" - 12 1/2"									
"	62' X 15' 6" - 15'									
"	53' X 12' - 22 1/2"	79412	00							
"	110' X 12' 3" - 22 1/2"									
"	110' X 11' 6" - 15'									
PLASTER	6' 2" X 11' 6" - 7 1/2"									
"	4' 2" X 11' 6" - 7 1/2"									
LESS OPENINGS	2470	00								

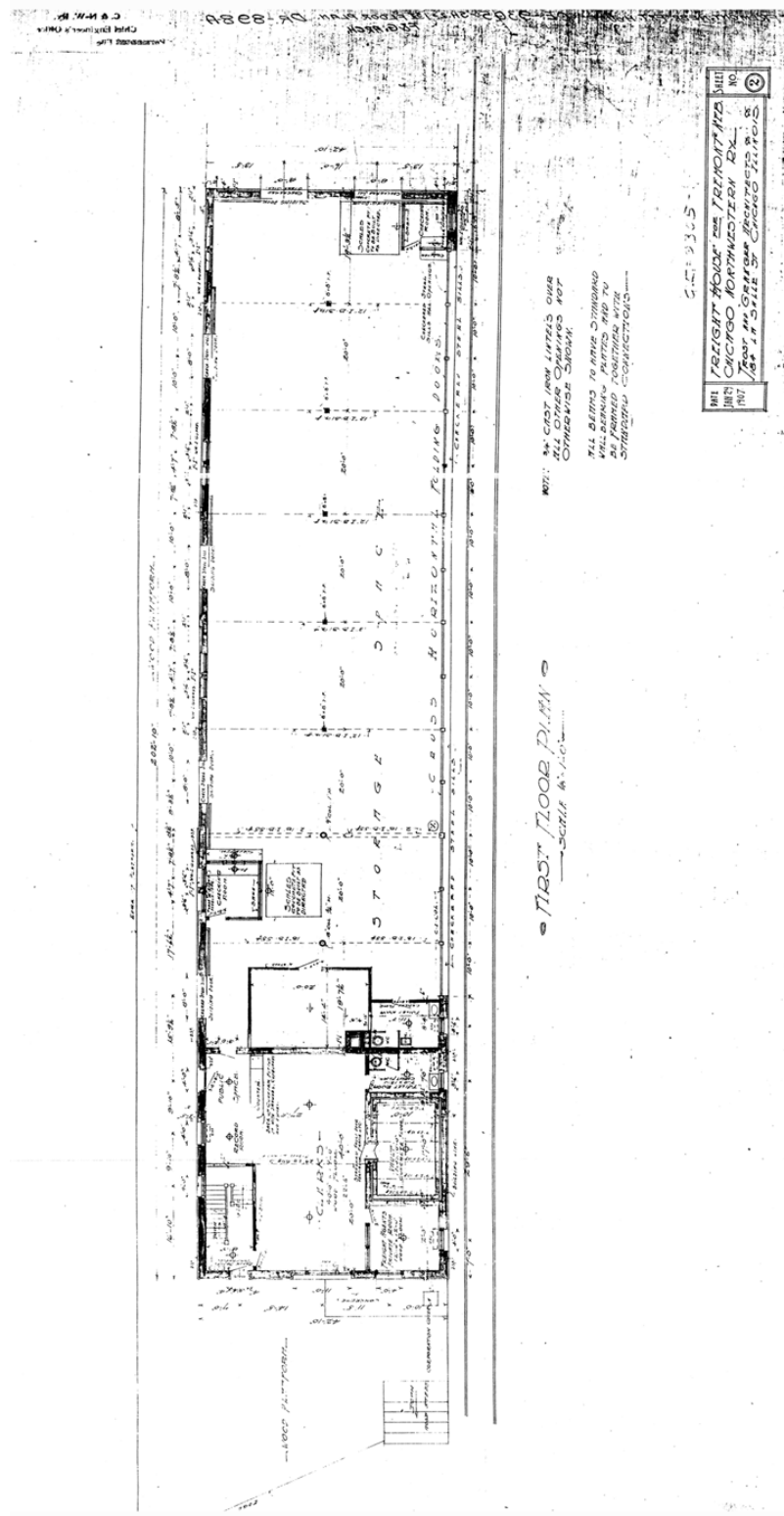
INTERSTATE COMMERCE COMMISSION									
BUREAU OF VALUATION									
NAME OF OWNER <u>CANAL R.R. CO</u>					SHEET NO. <u>6</u> OF <u>7</u>		PAGE		
OPERATING COMPANY <u>DO</u>					DATE OF INVENTORY <u>5-4-20</u>		DATE OF ESTIMATE <u>7-2-21</u>		
VALUATION SECTION NO. <u>NEB-1A</u> C.C.C. ACCOUNT NO. <u>16</u>					DATE OF INVENTORY		DATE OF ESTIMATE		
DEPARTMENT					COMPUTED BY <u>W. A. LEVENFELD</u>		CHECKED BY		
KIND OF STRUCTURE <u>BRICK-CONCRETE FOUNDATION</u>					NOTE BOOK		PRICE <u>12</u>		
NAME <u>FREIGHT HOUSE</u>					SIZE <u>431203</u>		PRICE		
LOCATION <u>FREMONT NEB.</u>					SIZE <u>431203</u>		PRICE		
DESCRIPTION AND SIZE					QTY	LENGTH	NO.	SUBTOTAL	TOTAL
								Reht	12
CRIPING - TERRA CUTTA					154	445 FT.	25		411.25
STEEL									
I-BEAMS 32-6-10 1/4-10"									
" 10-18-30 1/2 X 21"									
ANGLES 20-28-1/2 X 1/2 X 1/4					14803	105		519.11	
" 10-30-1/2 X 1/2 X 1/4"									
" 20-28-1/2 X 1/2 X 1/4"									
RIVETS, BOLTS ETC 2570									
CAST IRON COLUMNS ETC									
COLUMNS 11-30-1/2 X 1/2 X 1/4"									
LINTELS 5-28-1/2 X 1/2 X 1/4"					2655	105		905.56	
JAMBS 10-23-1/2 X 1/2 X 1/4"									
LINTELS AND 7-28-1/2 X 1/2 X 1/4"									
CHECKER FLOOR PLATES 3780					105			483.50	
W.I. WINDOW GUARDS 98					18			17.64	
FLASHING									
SLEEPERS 102-6-1/2 X 120"					4180	110	3850	425.50	
POSTS 5-8-1/2 X 1/2 X 1/4"					373			14.52	
RAFTERS 246-2-1/2 X 120"					9120		4115	876.50	
BUMPERS 10-1-1/2 X 10"					123		3900	5.19	
DRESSED SHEATHING									
FLOOR 2" PLANK 10-560"					3200		3200	320.00	
DOOR GUARDS 2" X 1/2"					500		4250	21.25	
MILLWORK									
DOORS SLIDING 400					30		60	7.40	
" CROSS HORIZ. FOLDING 1430					70		70	140.10	
" INT. PANEL 37					70		70	28.10	
WINDOWS DOUBLE HUNG 98					50		50	119.00	
WIRE MESH									
REINFORCING TART. GRAVEL 49.2					500	415		109.10	
GUTTERS G.I. 6"					110	10	10	19.50	
DOWNSPOUTS G.I. 6"					19	10	10	19.50	
" SHOES C.I. 21					10	10	10	19.50	
FLASHING G.I. 478					50	10	10	19.50	

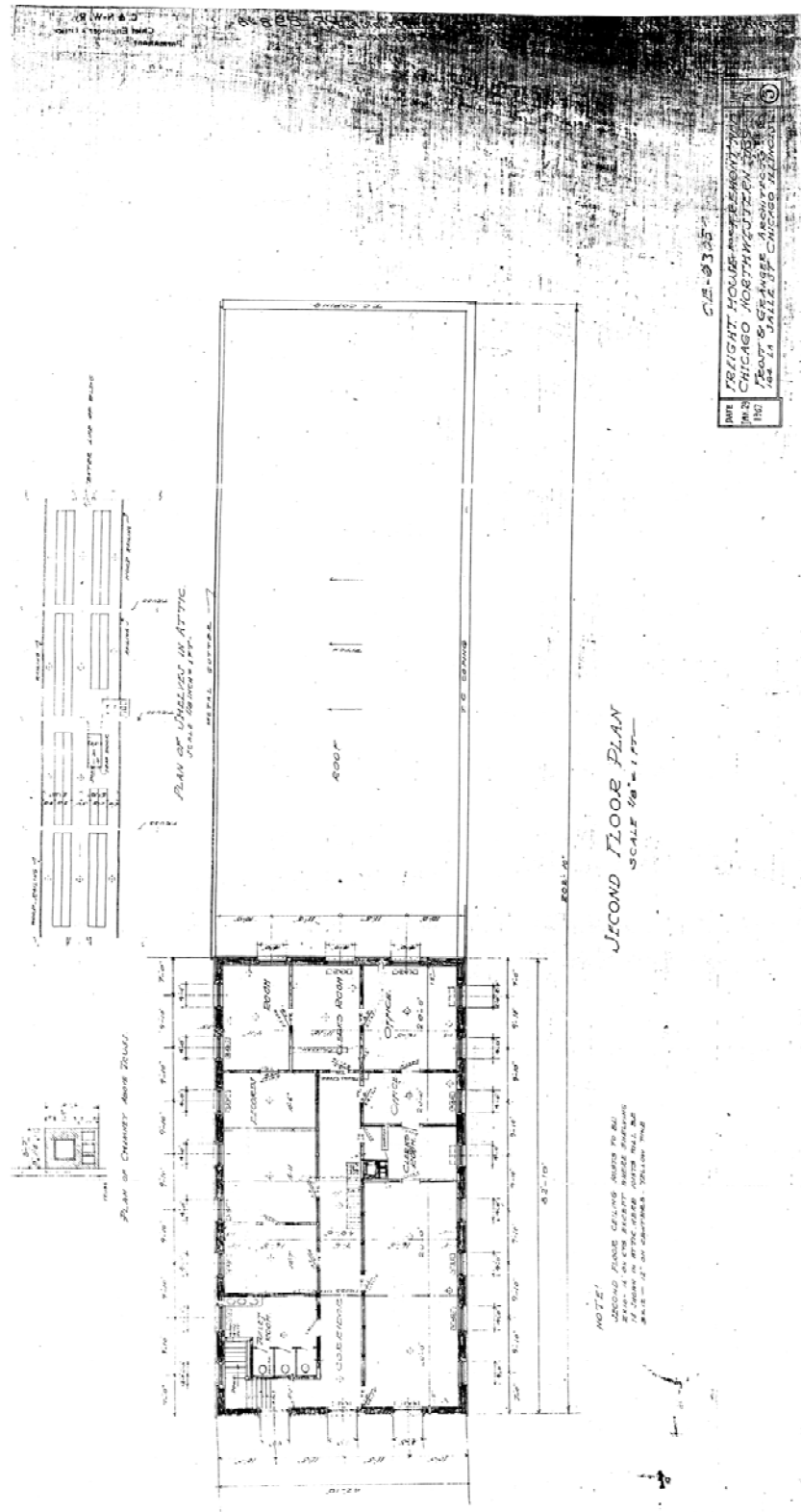
INTERSTATE COMMERCE COMMISSION									
BUREAU OF VALUATION									
NAME OF OWNER, <u>C. & N. W. R. Co.</u>					INSET NO. <u>7</u> OF <u>7</u>				
OPERATING COMPANY, <u>DO</u>					DATE OF INVENTORY, <u>6-4-27</u>				
VALUATION SECTION NO. <u>NEB-95</u>					DATE OF ESTIMATE, <u>7-9-27</u>				
DEPARTMENT, <u>BRICK-CONCRETE FOUNDATION</u>					COMPUTED BY, <u>W. A. LEVENHED</u>				
NAME, <u>FREIGHT HOUSE</u>					CHECKED BY, <u>W. A. LEVENHED</u>				
LOCATION, <u>FREMONT NEB</u>					NOTE BOOK, <u>PAGE 12</u>				
DESCRIPTION AND SIZE					UNIT	LENGTH	NO.	SUBTOTAL	TOTAL
MISCELLAN	CHECKING RH. PART L'ARD	430	SA. FT.	18					
	ELEC. LIGHTS COND.-OUTLETS	21	EA.	24					
	" FLS. DROP LORPS	15	"	24					
	" BUTTAN SW.	3	"	24					
	HEATING STEAM	612	SA. FT.	80					
	PAINTING EXT. WNT.	212	SA. FT.	30					
	SCALES HOWE 6 TON	2	EA.	3000.00					
	FIT. LIGHT CABINET	1	"	18.20					
	SAND FILL 120' X 420' X 4'	161	CU YDS	1.00					
	LOCKERS	105	EA.	20					
	SHELVING AT LOCKERS	100	MBM	50.00					
	SWING GATES	33	EA.	28					
	SCREEN WINDOWS	936	"	10					
	SCALE HOUSE 21- FRAME	7-340	MBM	42.50					
	" LINING 110 MBM	1.132	"	36.00					
	" PAINTING	106	SA. FT.	30					
	" WINDOWS	24	"	50					
	" DOOR-PANEL	18	"	40					
	" TRIM-B-MOULD	34	LINE	0.25					
	SCALEHOUSE 22- FRAME	456	MBM	42.50					
	" LINING 22 MBM	1.430	"	36.00					
	" PAINTING	133	SA. FT.	30					
	" WINDOWS	43	EA.	50					
	" DOOR-PANEL	19	"	40					
	" TRIM-B-MOULD	22	LINE	0.25					
	HIDE ROOM FRAME	053	MBM	42.50					
	" LINING 1 MBM	222	"	36.00					
	" TRIM-B-MOULD	226	"	55.75					
	" PAINTING	22	SA. FT.	30					
	" DOOR-PANEL	18	"	25					
	OVER-ROOM FRAME	170	MBM	42.50					
	" LINING 1 MBM	212	"	36.00					
	" DOOR	2	EA.	40					
	" PAINTING	24	SA. FT.	30					

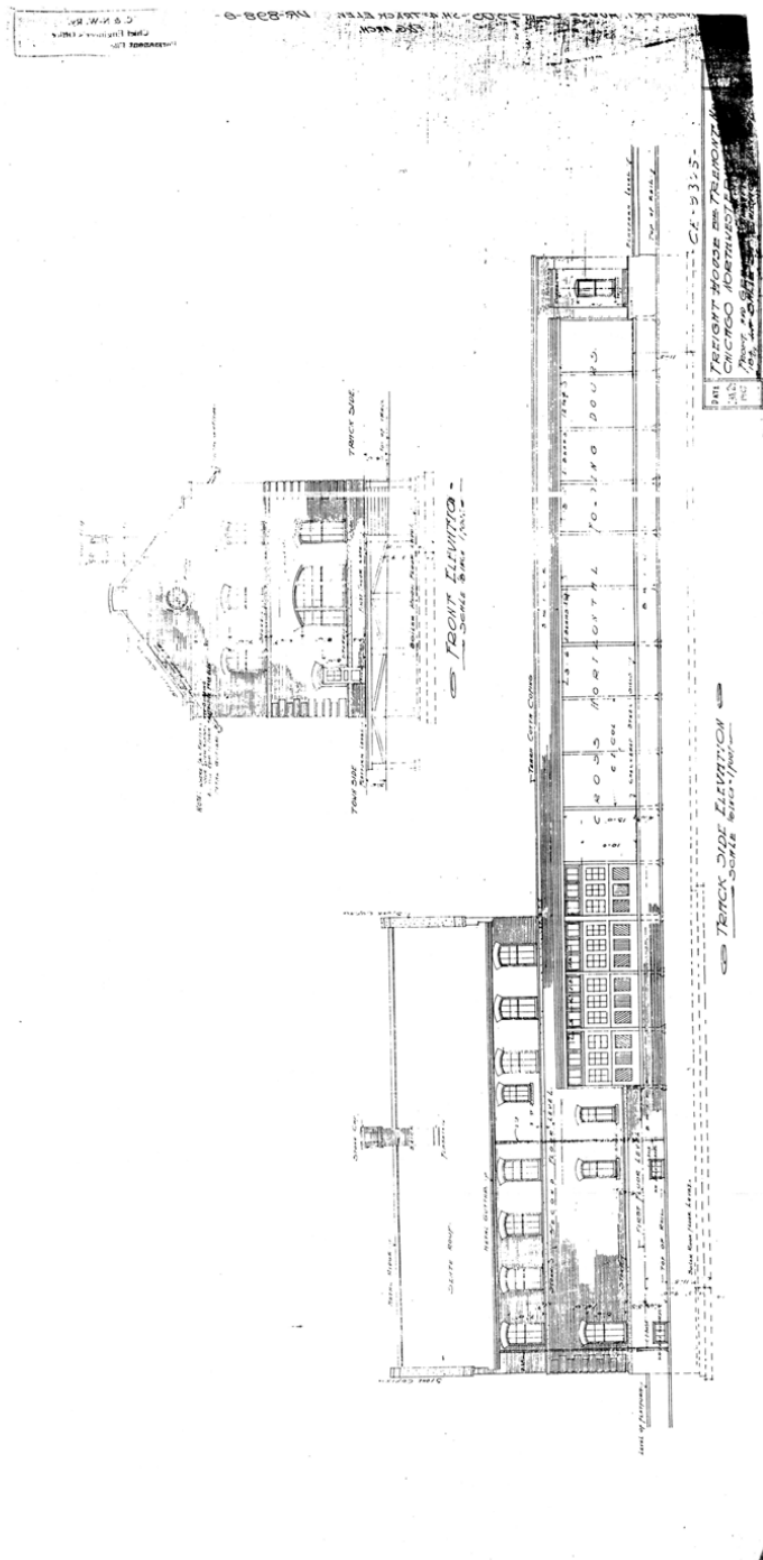
Appendix D
Freight House Plans 1907

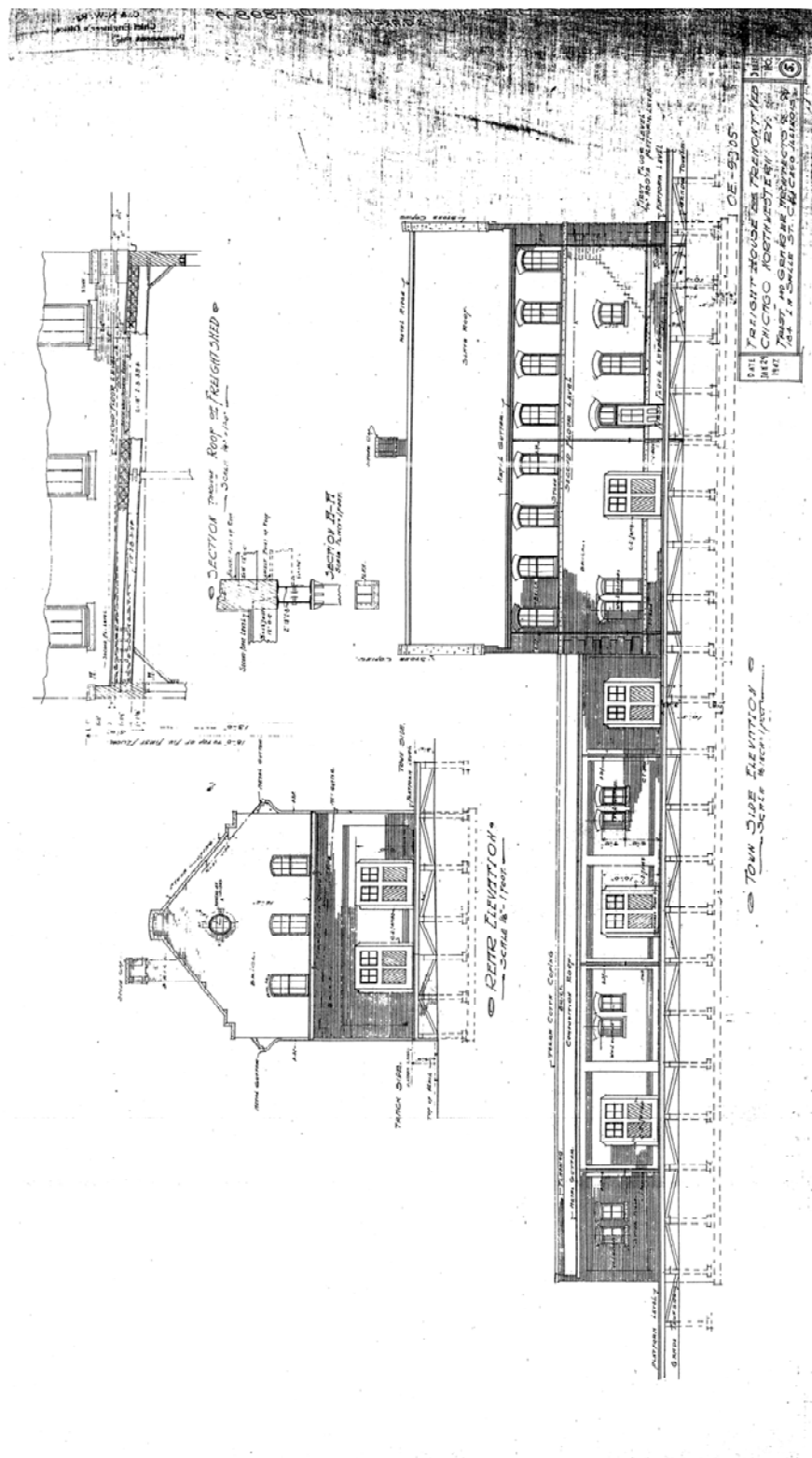
The following pages contain copies of the original plans of the Depot, drawn by Frost and Granger, from 1907. The plans were provided courtesy of Ronan and Associates.

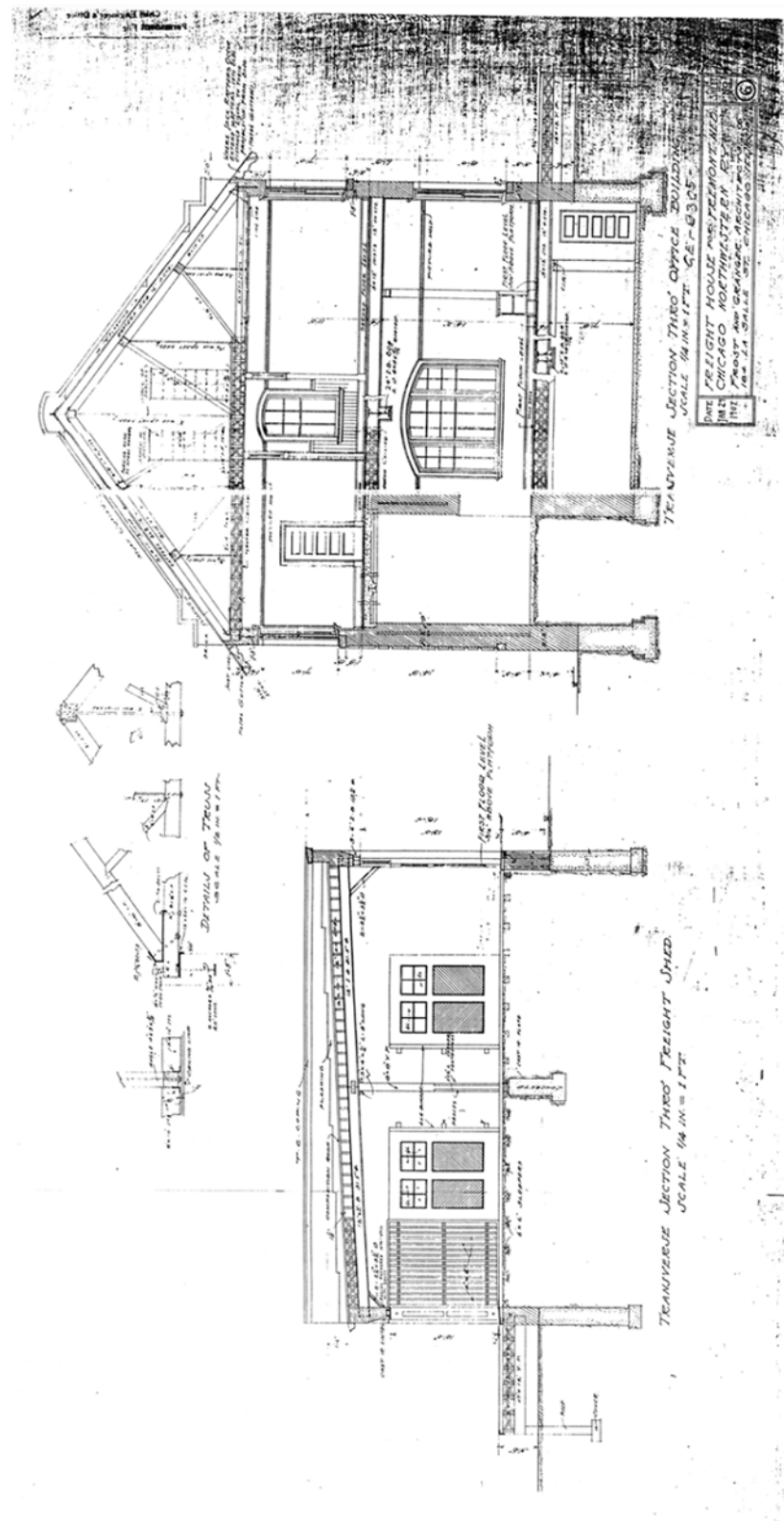




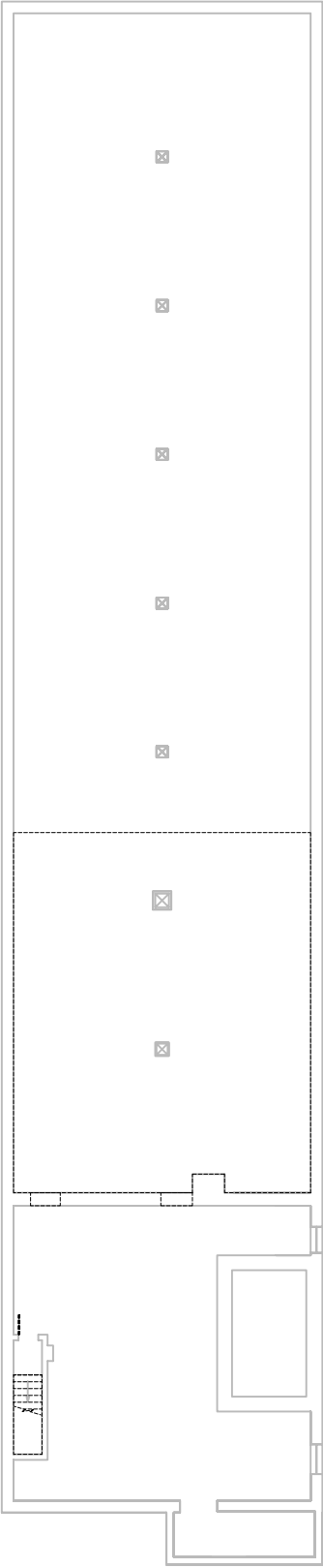




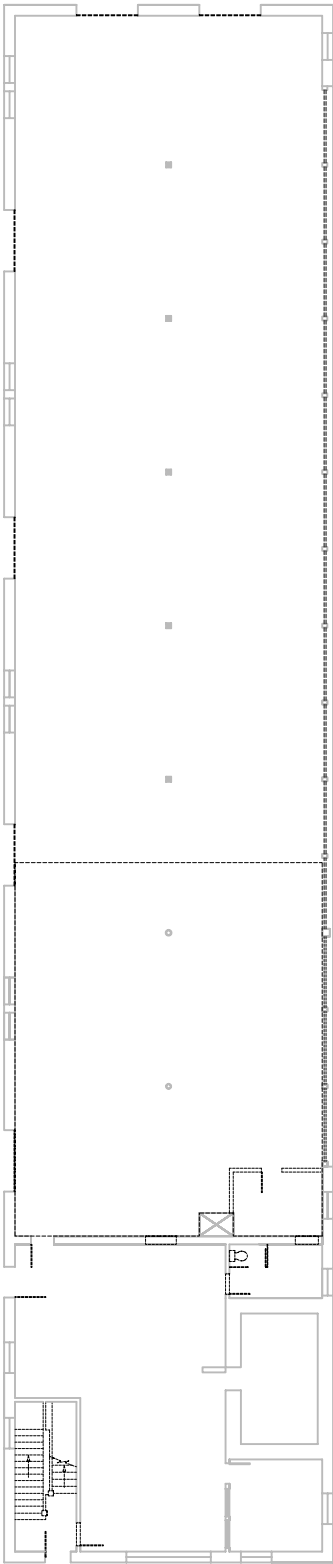






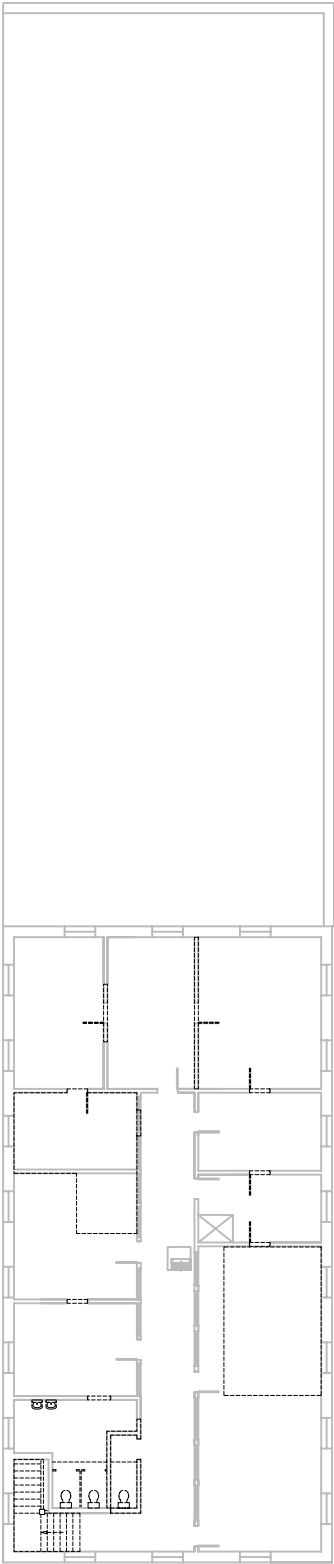
Appendix E
Demolition Drawings



 **BASEMENT DEMOLITION PLAN**

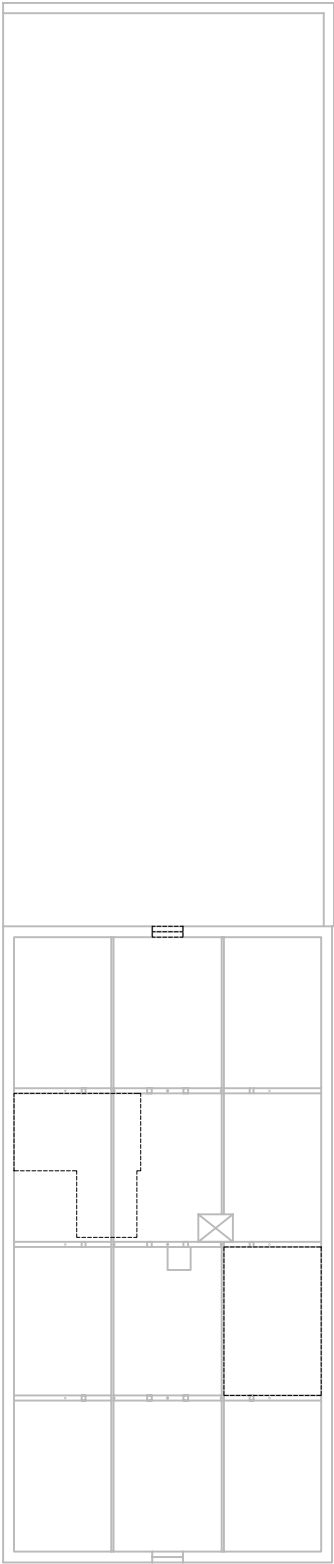



 **FIRST FLOOR DEMOLITION PLAN**




SECOND FLOOR DEMOLITION PLAN





 **ATTIC DEMOLITION PLAN**


Appendix F
City Directory Extracts

The following pages contain extracts for the project study area from Fremont City Directories between 1915 and 2005. As previously mentioned, listings were extracted beginning in 1915 – when listings were first made by address – in five year increments, or the nearest available directory. An intentional variation was made by including both the 1929 and 1931 listings to see if there were any effects from the Great Stock Market Crash of 1929.

Listings are organized by street and by address. Park Avenue is the dividing line between east and west addresses, and 1st Street is the dividing line between north and south addresses. Even addresses are on the north and east sides of streets and odd address on the west and south sides.

1915

E. 1st St

230 H A Peters, saloon
 236 Rogers Tent and Awning
 301 C & N W Ry.
 316 E N Ellerbock
 340 P E Haines
 348 Sarah Martin
 447 Fred Nissen
 434 Richard Williams
 448 A L Fullington
 502 J A Nelson
 516 Allen Thomas,
 Bdg. House
 520 Mrs. M A Moackler
 535 J F Chrisite
 539 B H Kernan
 548 P H Wintersteen

W. 1st St.**E. 2nd St.**

140 Thomas Keating
 restaurant
 140 Mrs. Martha West,
 furn rooms
 228 Am Bottling Company
 237 Mrs. Kate McGrow,
 furn rooms
 239 U C Fox
 306 H A Peters
 317 George Marshall
 318 F A Schneider
 328 W H Nigh
 329 H S Kirkwood
 332 F A Hick
 336 R V Bolenbaugh

341 Charles Romans
 410 W R Bushnell
 425 Henry Ogram
 430 D E Trumbell
 446 H J Carstens
 505 J B Henry
 508 Edward Ruwe
 516 B B Miller
 534 Mrs. Justine Ruwe
 547 R A Kier
 548 General Hospital

W. 2nd St.

205 M Cheney & Co

E. 3rd St.
 124 G W Cookman
 124 Midland Hotel
 135 Henry Reimers,
 cigar mnfr.
 215 J W Rousek, tailor
 221 Henry Chambers,
 vet surgeon
 221 M N Sorensen,
 shoemaker
 228 Samuel Mokofsky, tailor
 228 J E Reid
 231 Henry Chambers
 238 J L Daniel'
 238 W G Mercer
 250 Chris Matthis
 250 Jet Thomas
 304 Mrs. Mary Hickey
 305 Eli Wirshbo
 306 R A Cheney
 315 A G Bruner
 319 F C Paul
 325 Mrs. Anna Kerlin
 330 R N Sanderson
 341 W C Moore
 348 C J Gibbons
 351 Ray Varnum
 406 German Evangelical
 Lutheran Church
 421 Arthur Mosley
 428 Rev. E C Krause
 429 L H Becker
 432 Wm Mahlstedt
 433 J B Jussel
 450 George Lorenzen
 504 Anders Christansen
 507 J H Koehnhack
 521 F E Smith
 522 E E Fay

W. 3rd St.**E. Factory St.**

306 Natl. Refining Co.
 306 Western Seed and
 Irrigation Co.

W. Factory St.**E. Vine St.****W. Vine St.**

79 L C Miller
 125 A M Krupinsky

N. Broad St.

125 Fred De La Matyr,
 yd office
 131 W R Adams, hides
 201 Fremont Creamery
 231 Wm Brusseau
 251 Fremont Veterinary
 Infirmary
 302 J N Kelser, livery
 331 Wunderling & Holten,
 contrs.

S. Broad St.

109 Fremont Milling Co.
 120 Mutual Oil Co.
 121 Brown Consolidated
 Milling Co.
 304 Mrs. Emma Abraham
 305 Claus Jess.
 318 J T Lanphere
 319 Fred Schulz
 324 H C Wilson
 333 J J McIntosh
 334 Shelby Phillips
 346 Mrs. Clara Vogelsang
 349 Chris Peterson

N. Park Ave.

135 Nye Schneider
 Fowler Co.
 201 Wiley Morehouse
 235 Mrs. Marie Fenner
 235 Windsor Hotel
 253 Jacob Berek, junk
 303 Nelson House

1915 Continued

N. Park Ave. Continued

320 Gary Bonnet Garage
331 Fremont Rug Factory
347 W O Dodge
353 Irvin O'Connor,
real estate
355 Conrad Hollenbeck

S. Park Ave.

318 Wm Karstens
319 Mrs. Louisa Deirks
319 Mrs. Augusta Fuchs
348 Adolph Rexroth
349 L C Pusel

N. Main St.

112 Brunswick Rest.
116 J V Henry, saloon
122 Krupinsky & London
feed
130 J E Overfield, book store
132 P E Kryger, conf.
134 Fremont Restaurant
146 A J Forman, cigar mnfr.
148 A A Jackson, barber
152 Victor Krelstein
201 S P Christensen, saloon
202 F M O'Connor, shoemkr.
207 John Christakes, rest.
208 S D Goodwin, barber
210 Wm Kassebaum,
cigar mnfr.
216 Duncan Livingston,
grocer
217 T F Keating, conf.
221 St. Regis Hotel
223 Maurice Carberry,
pool hall
223 J E Reid, barber
227 P J Lorenzen, meats
228 Am Granite &
Marble Works
228 R J Lewis
230 Albert Koyen,
automobiles
230 Ber Sonin, clothing
231 George Routes, barber

N. Main St. Continued

233 Gust Foutas, restraint
235 E P Eickhoff, autos
240 Zevitz and Sons Grocers
242 R L Hardy
245 Baltimore Café
247 Baltimore Hotel
248 F J Wislicen & Co.,
bakers
249 Baltimore Bar.
250 Thomas & Courtright
Hdw Co.
301 Sterner Groc. Co.
302 Kavish & Wirshbo
new and 2nd hand furn.
304 Courtright & Sidner
lawyers
304 E J Lee,
justice of the peace
307 Abraham Zlotky, clothing
313 N S Martin, barber
317 Bernhart Shamberg,
clothing
320 Fremont Marble &
Granite Works
330 Fremont Metal Shingle
& Machine Co.
331 U S Grant, photogr
332 Ruwe Hall
332 Anton Bauman Jr, real est

S. Main St.

130 C & N W and
Union Pacific Pass. Depot
130 C & N W Ry
Pass. Depot
200 Consolidated Fuel Co.
201 Johnson and Cheney,
lumber
315 C B & Q R R
Freight House
320 C B & Q R R
Pass Depot
325 R R Wohlford & Co.
350 J C Chase

N. D St.

125 Orlie Ferrall
149 Mrs. Elizabeth Bodell
220 Mrs. A M Tank,
dress mkr.
225 Frank Winter (c)
230 T J Sinnott
235 Wm Warren
335 Henry Kavich

S. D St.

N. C St.

126 Ross Fullington
130 W T Greenway
138 Edward Lallmann
148 W F Brooks
202 F J Cook
219 George Heilman
220 F D Sanderson
221 W L Golder
223 Walter Armgost
224 H J Fareschauf
250 Nanette E McCarn
340 German Lutheran
School
341 Mrs. Nellie Healy

S. C St.

78 Mrs. N S Turner

N. Union St.

241 Otto Koehler

S. Union St.

66 John Shaffer
70 N P Larsen
86 E G Miller
90 Bert Yenney
105 Fremont Pure.
Butter Co

N. Clarkson St.

124 Mrs. Catherine Lange
235 G A Westergren
237 W F Schmoldt
239 E H Hein

1915 Continued**S. Clarkson St.**

77 L L Doyle

78 F G Rainey

79 Wm Jackson

79 A D Peterson

92 D W Jodan

94 Chris Ambos

96 Matt Henrickson

98 J C Van Cleave

Dodge St.

1921

E. 1st St

228 A C Jens, taxi service
 236 Rogers Tent and Awning
 301 C & N W Ry.
 316 E N Ellerbock
 340 Mrs. Elizabeth Anderson
 433 Wm Mosley
 434 Mrs. Ella Williams
 447 National Refining Co.
 448 O L Hammon
 516 Mrs. Martha Allen
 520 W R Moackler
 535 J F Christy
 539 A A Harrison
 548 Abraham Bordy

W. 1st St.

E. 2nd St.

140 Mrs. Addie Kinkelman,
 furn. rooms
 225 Harry Cohn,
 feed and junk
 225 Nels C. Nelson
 225 N T Nelsen
 225 J W Nowlin
 228 Jacob Berek, junk
 237 Ethel McCluskey
 306 T J Sinnott
 317 F D Sanderson
 318 C O Wellman
 328 E E Reynolds
 329 J C Keeler
 332 A J Buras
 336 A B Cady
 341 C L Reed
 410 J M Flinn
 425 Mrs. Lizzie Ogram
 430 Albert Zamgow
 446 W H Trine
 505 J V Henry
 508 Jacob Wernsman
 516 George Brunning
 533 W M Smith
 534 Mrs. Christina Ruwe
 547 Mrs. Cordelia Kier

W. 2nd St.

235 Fremont Gas, Electric
 & Light Co.

E. 3rd St.

124 Clifton House
 135 W T Keeler, barber
 227 Chambers & Chambers,
 vet surgeon
 228 George Bliss
 228 W R Bollenschon
 231 Henry Chambers
 238 W G Mercer
 250 W T Keeler
 250 Geo Timm
 304 Mrs. Mary Hickey
 305 Bert Kelly
 306 R A Cheney
 306 J J Schulz
 315 A T Christenson
 319 F C Paul
 325 Amos Broderson
 320 R N Sanderson
 338 H B Palmer
 348 L N Davis
 406 German Evangelical
 Lutheran Church
 421 Wm W Strouse
 428 Rev. P E Lange
 429 F C DePugh
 448 P E Lindbled
 450 P E Lindblade
 450 G I Williams
 504 A C Christansen
 real estate
 507 J H Koehnhack
 507 E A Ruwe
 521 F E Smith
 521 A J Williams
 522 E E Fay

W. 3rd St.

95 Independent
 Poultry & Egg Co.
 223 W O Dodge
 233 R M Church
 249 W D Head

E. 3rd St.

124 Clifton House
 135 W T Keeler, barber
 227 Chambers & Chambers,
 vet surgeon
 228 George Bliss
 228 W R Bollenschon
 231 Henry Chambers
 238 W G Mercer
 250 W T Keeler
 250 Geo Timm
 304 Mrs. Mary Hickey
 305 Bert Kelly
 306 R A Cheney
 306 J J Schulz
 315 A T Christenson
 319 F C Paul
 325 Amos Broderson
 320 R N Sanderson
 338 H B Palmer
 348 L N Davis
 406 German Evangelical
 Lutheran Church
 421 Wm W Strouse
 428 Rev. P E Lange
 429 F C DePugh
 448 P E Lindbled
 450 P E Lindblade
 450 G I Williams
 504 A C Christansen
 real estate
 507 J H Koehnhack
 507 E A Ruwe
 521 F E Smith
 521 A J Williams
 522 E E Fay

W. 3rd St.

95 Independent
 Poultry & Egg Co.
 223 W O Dodge
 233 R M Church
 249 W D Head

E. Factory St.

530 Western Seed &
 Irrigation Co.

1921 Continued

W. Factory St.

E. Vine St.

105 George Finlayson
125 V A Hedrick

W. Vine St.

75 Carl Stock

N. Broad St.

101 Fred De La Matyr,
coal yds
130 Nye Schneider
Fowler Co, coal
137 Fremont Milling Co
151 W R Adams Co, hides
200 Henry Tiegle (creamery)
201 Fremont Pure Butter Co
201 Home Poultry & Egg Co
231 W O Peters (res)
300 Mercer Auto Parts Co
347 Widhelm Remedy &
Mfg Co
(stock & poultry
remedies)
352 Davenport Hotel

S. Broad St.

225 Mutual Oil Co
305 C E Jess
318 S G Evans
319 Mrs Lousia Schultz
333 J J McIntosh
349 Jesse Morton

N. Park Ave.

201 Stacy-Wiley Co,
whol produce
235 Ohio Johnston
235 Windsor Hotel
303 Nelson Hotel
303 Christian Schien
320 Cedardahl & Larson,
garage
318 Morrow Bros,
auto repair
331 J W Register

N. Park Ave. Continued

347 Joseph Patterson
348 Fire Dept.
353 W R Johnson, tires

S. Park Ave.

101 U P R R, frt depot
201 W W Blackman Co,
whol poultry
319 Mrs. Augusta Fuchs

N. Main St.

102 Brunswick Rest.
106 Brunswick Cigar Store
122 Krupinsky & London
feed
130 Fredrikson's
Confectionery
132 Army & Navy Store
134 Farmers Restaurant
136 Benjamin Hucekberry
(propr Farmer's Rest.)
146 A J Forman, cigar mnfr.
148 A A Jackson, barber
150 J Stewart Livingston,
grocer
203 L S Foutch,
second hand goods
205 Ralph Redding res.
Driver A C Jensen
206 C C Stroeh, meats
207 Fong Suey Dum,
laundry, res. same
208 John Battiato
208 John Battiato,
shoemaker
209 George Bishop,
laborer CBQ
210 Frank Lange, shoe shiner
211 A J Buras, barber
214 Samuel Mokofsky, tailor
215 Albert Smith grocer
217 Agel Fourdass, tailor
219 Royal Hotel
219 Max Islinger
220 American Granite &
Marble Works
220 O A Peterson

N. Main St. Continued

223 Nels Nelson, billiards
226 P W Giertsen, barber
227 F L Plath, grocer
228 Mrs Helene Jurgung res
228 G T Lorenzen res
230 Weinberg's Home of
Good Clothes
235 Fremont Furnace &
Metal Works
240 Fremont Grocery Co
240 1/2 Morris Zevitz
243 Archie Kovich, junk
245 T A Gallagher res
245 Harry Whitfield Café
247 Baltimore Hotel
248 Fredericka Wislicen
248 F J Wislicen & Co.,
bakers
249 Christensen Bros
(soft drinks)
250 Fremont Jewelry Co
300 Joseph Verbin,
ladies wear
1 Oscar Hansen
2 H H Tuttle
3 Mrs Sophia Graber
4 W J Kammer
303 Stelk Tire & Leather Co.
305 Cohn's, grocers
307 Mrs. Hattie Hartman,
furn rooms
308 P R Vasholz r
308 Vasholz Meat Co.
315 Fremont Granite Works
315 Hodges & Baldwin,
granite works
317 Jacob Wolf, furniture
321 Abraham Brody,
clothing
330 Hub Clothing Store
331 D L Yocone, photogr

S. Main St.
110 Union Passenger Station
200 Consolidated Fuel Co.
201 Johnson and Cheney,
coal

1921 Continued

S. Main St. Continued

205 C B & Q R R Freight Depot
 210 C B & Q R R Pass Depot
 226 J F Wells, conf
 325 Melick Lumber & Coal Co
 350 Mrs Ella M Wells

N. D St.

125 O R Ferrall
 149 Mrs. Elizabeth Bodell
 220 W L Tank
 335 G R Hines
 335 Henry Kavich

S. D St.

N. C St.

120 Mrs Jennie Larson
 130 Marlin Benden
 138 J A Edwards
 150 Edward Hayes
 202 S D Goodwin
 219 F P Boothe
 219 Troeles Holten
 220 Wm Weston
 231 G C Gahagen
 340 G C Stohlman (teacher)
 340 Trinity Lutheran School
 341 Mrs. Julia Thernes

S. C St.

78 Mrs. Nancy S Turner

N. Union St.

241 M E Cottrell
 241 Mrs Margaret Kieler
 241 B K Olmsted

S. Union St.

66 Matt Hackstock
 70 T E Lally
 86 H L Olson
 104 Fremont Poultry Co

N. Clarkson St.

124 A J Melvin
 125 J D Ruley
 205 D A Callahan
 215 Archie Kavich
 223 Frank Krohn
 235 O C Wilkes
 237 Philip Wilken
 239 O G Schlicker

S. Clarkson St.

77 Chris Rassmussen
 78 F J Cook
 79 O L Chrisman
 86 Jesse Thomas
 92 D W Jodan
 94 O O Sondermark
 98 J C Van Cleave

Dodge St.

510 Fremont Bottling Works
 510 Marr-Hein Candy Co

1925

E. 1st St

228 A C Jens, transfer
 234 Chas Hansen, Trans Line
 (livestock transfer)
 240 Rogers Tent and Awning
 300 Wagner Oil Co
 301 C & N W Ry., frt depot
 316 E N Ellerbock
 340 Mrs. Elizabeth Anderson
 348 P E Kryger
 433 Wm Mosley
 434 Jos Douglas
 Mrs. Ella Williams
 447 National Refining Co.
 (gasoline)
 448 C O Johnson
 502 M C Smith
 516 Mrs. Martha Allen
 520 May E Moacker
 535 J T Christy
 539 P T Lippincott
 548 Abraham Bordy

W. 1st St.

E. 2nd St.

140 Mrs. Addie Winkelman,
 furn. Rooms
 236 C S Anderson, feed
 F M Hurless,
 cream buyer
 237 Archie Adams
 239 Frank Vance
 Mrs Alma Benish
 306 Mrs Louise Gandy
 317 Jas Cairns
 318 E H Rathe
 328 E H Erickson
 329 R D Phillippe
 332 A J Buras
 336 H G Peterson
 341 Mrs Hattie Hartman
 410 S H Payne
 425 Mrs. Lizzie Ogram
 430 A F Zamzow
 446 W H Trine
 505 J V Henry

E. 2nd St. Continued

508 O L Taylor
 516 G C Brunning
 533 W M Smith
 534 Mrs. Christina Ruwe
 547 K O Barrett
 Mrs. Cordelia Kier
 A P Layman
 Mrs May Patty
 R C Sheffield

W. 2nd St.

235 Fremont Gas,
 Electric Lt
 & Power Co Plant

E. 3rd St.

124 Clifton House
 Mrs Stella Rohrbacker
 135 W T Keeler, barber
 227 Chambers & Chambers,
 veterinarians
 228 W O Rice
 Louis Rezac
 231 Henry Chambers
 238 W G Mercer
 238 1/2 L L Myers
 250 W T Keeler, barber
 304 Mrs. Mary Hickey
 305 S V McMannes
 306 R A Cheney
 315 Wm Thompson
 319 F C Paul
 325 Samuel Zevitz
 341 W F Newby
 348 F G Lodes
 351 Ephraim Graham
 406 Trinity Ev
 Lutheran Church
 421 I O Fiedler
 432 G G Grefe
 440 Guy Seward
 504 A C Christansen
 507 J H Kecknhack
 E D Ruwe
 521 Alex McGregor
 522 E E Fay

E. 3rd Street Continued

540 East School

W. 3rd St.

95 Norris-Lyddon Prod Co
 223 Max Islinger
 Henry Kavich
 233 A A Wilch
 249 L I Louis
 Jacob Zevitz
 250 Geo Timm

E. Factory St.

430 Jacob Berek, junk
 520 Western Seed &
 Irrigation Co

W. Factory St.

E. Vine St.

105 George Finlayson
 125 C V Cawthow

W. Vine St.

75 Carl Hock

N. Broad St.

101 A R Thomas coal yds
 130 Nye Schneider Jenks Co,
 (lumber, grain, and coal)
 151 W R Adams Co,
 (hides and wool)
 200 Fremont Creamery Co
 201 J W Myers, produce
 231 J E Vogelsang, toy mnfr
 300 W G Mercer, junk dealer
 339 Pioneer Garage
 H L Rogers
 (auto top mnfr)
 339-47 Widhelm Remedy &
 Mfg Co (stock &
 poultry remedies)
 352 Davenport House
 Mrs Clara Wolf,
 furn rooms
 J W Wolf

1925 Continued

S. Broad St.

225 Continental Oil Co
 304 Walter Ebsen
 305 C E Jess
 318 Donald Romans
 319 Mrs Lousie Schultz
 324 O E Thart
 333 J J McIntosh
 334 Michael Arvanitis
 346 Otto Hoffman
 Bertha Vogelsang
 349 Robt Moore

N. Park Ave.

200 May Bros Co,
 whol groc
 201 Wiley Fruit Co,
 whol groc
 235 Ohio Johnston
 Windsor Hotel
 303 Central Hotel
 Chris Schien
 318 Wood Tire & Oil Co
 321 Archie Kavich, junk dlr
 331 Alfred Williams
 348 Fire Dept.
 349 R L Crocker, signs

S. Park Ave.

101 U P R R, frt depot
 201 Norris-Lyddon
 Produce Co
 319 Mrs. Lousie Dierks
 325 Jos Monovitz
 326 R M Fullington
 348 B E Thomas
 349 LA Rolfson

N. Main St.

102 Brunswick Rest.
 106 Brunswick Cigar Store
 126 H J Peters, feed
 130 H A Davenport
 Confectionery
 130 1/2 H A Davenport
 132 G E Murphy, rest
 148 A A Jackson, barber,
 barber supplies

N. Main St. Continued

150 J S Livingston, grocer
 201 G L Pledger, garage
 207 Sam Leo laundry
 208 Roscoe Gaylord (res)
 210 C E Benjamin,
 soft drinks
 211 C E Milversted, barber
 214 John Battiato, shoe makr
 215 R H Crellin, rest
 215 1/2 R R Redding
 217 Gus Fontas, clnr
 218 American Granite &
 Marble Works
 218 1/2 Hugo Bresch
 O A Peterson
 219 Mrs Grave DeVoe
 (furn rooms)
 223 J B Bremser, billiards
 225 C C Stroeh, meat mkt
 226 T E Moore, barber
 226 1/2 Adrian Wells, confr,
 rooms same
 228 J A Cuhall, meat maker
 230 Samuel Mokofsky,
 clothing
 235 Myer Burman Shoes
 240 Maurice Zevitz, grocer
 240 1/2 Maurice Zevitz
 243 R H Miller, barber
 245 Alex Zakren, restr
 247 Baltimore Hotel
 248 1/2 C H Chambers
 Fredericka Wislicen
 249 S P Christensen,
 soft drinks
 250 F J Wislicen, baker
 300 Joseph Verbin,
 ladies wear
 300 1/2 Mrs Sophia Graber
 A H Lawshe
 303 Stelk Tire & Leather Co.
 305 Babendure & Mokofsky,
 gorcers
 307 G H Culler, furn rooms
 308 P. R. Vasholz, meat mkt
 308 1/2 P R Vasholz r

N. Main St. Continued

315 Fremont Granite Works
 W J Jepson, r.
 John Singer r.
 317 J W Wolf, clothing
 321 K S James, restr
 328 The Hub Clo Co
 The Hub Hall

S. Main St.

110 Am Ry Exp Co
 Jas Dunne & Co, news
 Union Passenger Station
 150 D R Phelps Lbr &
 Coal Co
 201 Luehrs-Christensen
 Lbr & Coal Co
 205 C B & Q R R
 Freight Depot
 210 C B & Q R R
 Pass Depot
 320 J & C Concrete Co
 325 Melick Lumber &
 Coal Co
 350 Mrs Maude Bidle
 W H Church
 Boyd Palmer

N. D St.

125 O R Ferrall
 149 E J Bodell
 220 W L Tank
 230 Benj Mokfsky
 327 Peterson Mach &
 Welding Wks
 351 1/2 Mrs Christena
 Christensen,
 H C Peterson

S. D St.

1925 Continued

N. C St.

120 J L Fickel
 Mrs Emily J Hurless
 130 Wm Weston
 138 S L Hollins
 202 Geo Dolhanyk
 207 W C Springer
 219 H N Nelson
 220 W A Trine
 222 S S McClerran
 223 E H Hawkins
 250 Nancy E McCarn
 320 Trinity Ev
 Lutheran School
 321 Geo Hoffman

N. C St. Cont.

325 F J Sasse
 337 P N Grandt

S. C St.

78 H C Keeler
 Mrs Nancy S Turner

N. Union St.

241 R L Norman
 305 Ray Shultz
 325 F W Eidam

S. Union St.

66 Edgar Samuelson
 70 Matt Hackstock
 86 Jno Ross
 W H Stork
 90 Arthur Ladd

N. Clarkson St.

124 A J Melvin
 134 Chas E Wilkins gro
 205 J C Roth
 215 C E Nelson
 223 Mrs Augusta Kampf
 235 J F Roth
 237 B C Thompson
 239 O G Schlicker
 330 R S Planck

S. Clarkson St.

77 Chris Rassmussen
 78 F L McLaughlin
 79 Mrs Pauline Chrisman
 81 W H Tatro
 92 D W Jodan
 94 A O Alexander
 96 Jesse Thomas
 98 J C Van Cleave

Dodge St.

505 Pathfinder Fur &
 Wool Co
 510 Fremont Bottling Works

1929

E. 1st St

232 Aug C Jens, transfer
 234 Chas Hansen trans
 240 Rogers Tent &
 Awning Co
 300 Wagner Oil Co, fill sta
 301 C & N W Ry., frt depot
 316 Fred Maiker
 340 John T Singer
 348 Peter E Kryger
 400 Champion Oil Co,
 fill sta
 433 Geo J Phelps
 Oliver O Richey
 434 Mrs. Ella Williams
 447 National Refining Co.
 (gasoline)
 448 C O Johnson
 502 Merle C Smith
 516 Mrs. Martha Allen
 520 Wm R Moackler
 May E Moackler
 535 Jas F Christy
 539 Luther B Thomas
 548 Abr Bordy

W. 1st St.

E. 2nd St.

140 Mrs. Addie Winkelman,
 furn. Rooms
 236 C S Anderson, feed
 237 Leonard Hughes,
 furn rooms
 306 Benj F Scmurr
 317 Wm A Watkins
 Glenn Watkins
 318 Mrs Myra Kent
 328 John Walraven
 329 Claude Baker
 332 Harvey F Goodenough
 336 Jacob Farrari
 341 John J Hansen
 410 Danl B Gould
 425 Mrs. Lizzie Ogram
 430 Alb F Zamzow
 446 Wade H Trine
 449 Bernard Kelly

E 2nd St. Continued

505 Wm F Miller
 508 David H Nelson
 516 Eliz H Brunning
 533 Wallace M Smith
 534 Mrs. Justina Ruwe
 547 Arthur P Lyman
 Mrs May Patty
 R C Sheffield

W. 2nd St.

235 Fremont Gas, Electric Lt
 & Power Co Plant

E. 3rd St.

124 Clifton House
 Mrs Stella Stephenson
 135 Walter T Keeler, barber
 227 Chambers & Chambers,
 vet surg
 231 Henry Chambers
 238 Wm G Mercer
 250 Walter T Keeler, barber
 304 Ralph E Cheney
 305 Mrs Mae Gilmore
 306 Vacant
 315 Archie C Adams
 319 Frank C Paul
 325 Lars P Pedersen
 330 Arden C Carlson
 341 Jas Mickan
 348 Chas H Thomas
 351 Grant C Freeman
 406 Trinity Ev
 Lutheran Church
 421 Lawrence Adler
 432 Gotthald G Grefe
 440 Guy Seward
 449 Bernard F Nevin
 504 Ander C Christansen
 507 John H Kohenhack
 Edw A Ruwe
 521 Alex McGregor
 522 E Ernest
 540 East School

W. 3rd St.

149 Amoco Feed Store
 Lincoln Hatchery
 223 Geo Jones
 Chas H Dryden
 233 Robt C Lincoln
 250 Geo Timm

E. Factory St.

430 Jacob Berek, junk
 510 Vacant
 530 Western Seed &
 Irrigation Co

W. Factory St.

E. Vine St.

105 Wm G Beemer
 125 Otto Schiller

W. Vine St.

75 Carl Stock
 79 Nels Christensen

N. Broad St.

101 A R Thomas coal yds
 130 Wm T Fried
 (grain, and coal)
 131 Johnson Milling Co
 151 W R Adams Co, (hides)
 201 Fremont Poultry Co
 204 Fremont Creamery Co
 231 Pfeiffer Potatoe Chip
 300 Mercer Auto Parts Co
 339 Joe McKennan,
 auto repr
 Widhelm Remedy &
 Mfg Co (stock &
 poultry remedies)
 339 1/2 W R Reckmeyer
 Planing Mill
 347 Stelk Oil &
 Brake Service
 352 Davenport House
 Chas A Wilson Jr

1929 Continued

S. Broad St.

125 The Fremont Mills
 225 Continental Oil Co whse
 304 Wade O Rice
 305 Thos A Searl
 318 Vacant
 319 Edw O Herre
 324 Roy M Bales
 333 John J McIntosh
 334 Michael Arvanitis
 346 Otto Hoffman
 349 Robt P Moore
 Wm J Reed

N. Park Ave.

200 May Bros Co,
 whol groc
 201 Geo F Burt & Co,
 fruit whol
 235 Ohio Johnston
 Windsor Hotel
 303 Central Hotel
 Chris Schien
 Ray Schien
 318 Freeman S Tripp,
 used cars
 Archie J Alm, auto repr
 347 Vacant
 348 Fire Dept.

S. Park St.

101 U P R R, frt depot
 201 Norris-Lyddon
 Produce Co
 319 Arth N White
 John W Wolfe
 326 Jacob W Bishop
 348 Bert E Thomas, transfer
 349 Louis A Rolfson

N. Main St.

102 Brunswick Rest.
 106 Brunswick Cigar Store
 124-28 Taxi Service
 130 Francis F Finey, billards
 130 1/2 Francis F Finey
 132 Manhattan Café
 134 Piggly Wiggly No. 2

N. Main St. Continued

146 Elmer J Bodell, clnr
 148 Archia A Jackson,
 barber, barber supplies
 150 J S Livingston, grocer
 201 Dickmeyer & Carlson
 auto reprs
 205 Mrs Ellen Shelden
 John B Loston
 207 Guarantee Sign Co
 210 Harry A Davenport,
 conf
 211 Eastwood & Gross
 barbers
 214 John Battiato, shoe repr
 215 Harold C Shafer, rest
 217 Geo Fontas, clnr
 218 Olof A Peterson
 monuments
 Frank Lewis, coml artist
 218 1/2 O A Peterson
 219 Mrs Carrie Peterson
 (furn rooms)
 223 Sam Le, ldry
 224 1/2 Reece L Matthews
 225 Carl C Stroeh, meats
 226 T E Moore, barber
 228 Niebaum-Franklin
 Auto Co
 228 1/2 Louis S Wetjen
 230 Jas A Cuhel meats
 235 De Luxe Used Car
 Market
 240 Maurice Zevitz, grocer
 243 Geo J Tyndal, barber
 245 Eli Bittner, furn
 247 Baltimore Hotel
 248 Fred J Wislicen baker
 248 1/2 Frank J Kosek
 Fredericka Wislicen
 249 S J Christensen,
 soft drinks
 250 Vacant
 300 Verbin's Store
 300 1/2 Verbin Apts
 Louis Vasholz
 Paul Lohmeier
 Frank L McLaughlin

303 Stelk Tire & Leather Co.
 305 Geo Mower, gro
 307 Mrs. Malinda A Bee,
 Hub Rooms
 308 Paul. R. Vasholz,
 meat mkt
 308 1/2 vacant
 315 Fremont Granite Works
 315 1/2 Paul C. Abel
 316 Earl E Stapleton, restr
 317 Jacob W. Wolf, clothing
 321 Far East Café
 323 Lillie Oehmig restr
 328 Montgomery Ward
 & Co.

S. Main

110 Am Ry Exp Co
 The Union News Co
 Union Passenger
 Station
 Union Pacific RR Co
 C & N W Ry Co
 150 D R Phelps Lbr &
 Coal Co
 201 Luehrs-Christensen
 Lbr & Coal Co
 205 C B & Q R R
 Freight Depot
 212 C B & Q R R
 Pass Depot
 325 Melick Lumber &
 Coal Co
 350 John J Kelley

S. D St.

N. C St.

120 Mrs Emily J Hurless
 Jos Keeler
 130 Mrs Ollie Hoover
 138 Clyde F Phillippe
 150 Raymond H Bovee
 202 John W Overberg
 207 Gilbert W Moffett
 219 Mrs Ida Nelson
 220 Willis A Trine
 221 Wade F Downs

1929 Continued

N. C St. Continued

222 Harry Hosch
 223 Albert J Kroon
 250 Eliz McCarn
 320 Trinity Ev
 Lutheran School
 321 Geo Hoffman
 325 Mrs Margt D Sasse
 337 Mrs Emma Giessalman

S. C St.

78 Henry C Keeler
 Mrs Nannie E Joy

N. Union St.

241 Ray L Crocker
 305 Henry Ekstrom
 315 Roger Wilson
 325 Fred W Eidam

S. Union St.

66 Otto E Manzel
 70 Matt Hackstock
 86 Fritz Salts
 John J Russ
 90 Chas J Sweet

N. Clarkson St.

124 Anthony J Melvin
 125 Louis C Jones
 134 Chas E Wilkins gro
 205 Jacob C Roth
 215 Clint E Nelson
 223 Mrs Augusta Kampf
 234 Mrs Emily C Metscher
 235 Rev. Israel Schulewski
 (rabbi Fremont
 Hebrew Society)
 237 Arth Rosen
 239 Vacant
 306 Jas J Zakovec
 330 Roy S Planck

S. Clarkson St.

77 Chris Rassmussen
 78 Jas Haworth
 79 Ollie L Chrisman
 81 Mrs Alice J Tato

S. Clarkson St. Cont.

92 David W Jodan
 94 Vacant
 96 Jesse T Thomas
 98 Jacob C Van Cleave
 100 Fremont Const Co plant

Dodge St.

505 Pathfinder Wool Co
 510 Fremont Bottling Works

1931

E. 1st St

232 Aug C Jens, transfer
 234 White Star Transfer Co
 240 Rogers Tent &
 Awning Co
 300 Wagner Oil Co, fill sta
 301 C & N W Ry., frt depot
 316 Wm Jepson
 340 Anton Belina
 348 Peter E Kryger
 400 Champion Oil Co,
 fill sta
 433 Harry Gibson
 Loren E Cackley
 434 Mrs Ella Williams
 447 National Refining Co.
 (gasoline)
 448 C Oscar Johnson
 502 Merle C Smith
 516 Mrs. Caroline C Sasse
 520 May E Moackler
 535 Jas F Christy
 539 Lee R Williams
 548 Abr Bordy

W. 1st St.

E. 2nd St.

140 Mrs. Addie Winkelman,
 furn. Rooms
 234 Clarence S Anderson,
 feed
 237 Leonard Hughes,
 furn rooms
 239 Andrew J Morgan
 306 Mrs Lucille Schmurr
 317 Wm A Watkins
 318 Mrs Myra Kent
 328 Mrs Marie E Lundholm
 329 Vern Stevens
 332 Geo Robinson
 336 Richd C Wendling
 341 John J Hansen
 410 Danl B Gould
 425 Mrs. Lizzie Ogram
 430 Alb F Zamzow
 435 Patk E Mulready
 441 Mrs Emma A Ketchmark

E. 2nd St. Continued

446 Wade H Trine
 449 Bernard Kelly
 505 Henry Hansen
 508 David H Nelsen
 516 Eliz H Brunning
 533 Chas N Rathbun
 534 Mrs. Justina Ruwe
 547 Arthur P Lyman
 Mrs May Patty

W. 2nd St.

235 Fremont Gas, Electric
 Lt & Power Co Plant

E. 3rd St.

124 Clifton House
 Mrs Stella M Stephenson
 135 Walter T Keeler, barber
 227 Chambers & Chambers,
 vet surg
 231 Henry Chambers
 238 Wm G Mercer
 304 Ralph E Cheney
 305 Mrs Mae Gilmore
 306 Frank L McLaughlin
 315 Louis S Wetjen
 319 Arth Schnabel
 325 Andrew J Wetjen
 330 Edw Woslager
 341 Ray L Crocker
 348 Sterling M Mayes
 351 Frank C Paul
 406 Trinity Ev Lutheran
 Church
 421 Fred Dabelstein
 428 Rev Wm Brueggemann
 432 Gotthald G Grefe
 440 Guy Seward
 449 Wm B Golden
 504 Andrew C Christansen
 507 John H Kohenhack
 Edw A Ruwe
 521 Alex McGregor
 522 Ernest E Fay
 540 East School

W. 3rd St.

149 Amco Feed Store
 Lincoln Hatchery
 223 Vacant
 233 Vacant
 250 Geo Timm

E. Factory St.

430 Jacob Berek, junk
 530 Western Seed &
 Irrigation Co

W. Factory St.

E. Vine St.

105 Wm G Beemer
 125 Vacant

W. Vine St.

75 Carl Stock
 79 Nels Vissing

N. Broad St.

101 A R Thomas coal yds
 130 Wm T Fried
 (grain, and coal)
 131 Johnson Milling Co
 151 Lincoln Hide & Fur Co
 201 Fremont Poultry Co
 204 Fremont Creamery Co
 231 Pfeiffer Potatoe Chip
 310 Mercer Auto Parts Co
 327 Widhelm Remedy &
 Mfg Co (stock &
 poultry remedies)
 339 Paulson Bros Tin Shop
 Joe McKennan,
 auto repr
 339 1/2 W R Reckmeyer
 Planing Mill
 347 Stelk Oil &
 Brake Service
 352 Davenport House
 Chas A Wilson

1931 Continued

S. Broad St.

125 The Fremont Mills
 225 Continental Oil Co whse
 304 Wade O Rice
 305 Chas E Yerger
 318 Trueman Pope
 319 Edw O Herre
 324 Arth C Seagle
 333 John J McIntosh
 334 Saml Crotcher
 346 Otto Hoffman
 349 Robt P Moore

N. Park Ave.

200 H P Lau Co. whol groc.
 201 Geo F Burt & Co,
 fruit wholesale
 235 Ohio Johnston
 Windsor Hotel
 303 Central Hotel
 Chris Schien
 318 Freeman S Tripp,
 used cars
 Jack H Randall,
 auto repr
 347 Walter Keeler
 348 Fire Dept.

S. Park Ave.

101 U P R R, frt depot
 319 Arth N White
 John W Wolfe
 326 Jacob W Bishop
 348 Bert E Thomas, transfer
 349 Louis A Rolfson

N. Main St.

102 Brunswick Rest.
 Brunswick furn rooms
 106 Brunswick Cigar Store
 120 MacDonald
 Master Service
 service station
 124-28 Service Taxi ,
 Glenn Watkins
 130 Francis F Finey, billards
 130 1/2 Francis F Finey
 132 Manhattan Café

N. Main St. Continued

134 Vacant
 146 The Pantorium Cleaners
 148 Archie A Jackson,
 barber, barber supplies
 150 J Stewart Livingston,
 grocer
 200 John N Monnich fill sta
 201 Oscar J Carlson,
 auto repr
 205 Jeremiah Kinney
 Dennis D Mode
 207 Guarantee Sign Co
 209 Mrs Fern Lederle
 210 Wm E Parker confr
 211 Eastwood & Gross
 barbers
 214 John Battiato, shoe repr
 215 Harold C Shafer, rest
 217 Geo Fontas, clnr
 218-24 Olof A Peterson
 monuments
 American
 Granite Works
 Bungalow Café
 218 1/2 O A Peterson
 219 Mrs Pearl Bittner
 (furn rooms)
 222 1/2 Chas Radell
 223 Sam Leo, ldry
 224 1/2 Reece L Matthews
 225 Carl C Stroeh, meats
 226 Edw T Moore, barber
 228 Vacant
 228 1/2 Mrs Ethel Thomas
 230 Jas A Cuhel meats
 235 Eli Bittner furn
 240 Maurice Zevitz, grocer
 243 Henry Smith, barber
 245 Vacant
 247 Baltimore Hotel
 248 Fred J Wislicen baker
 248 1/2 Frank J Kosek
 Fredericka Wislicen
 249 Sam P Christensen,
 soft drinks
 250 Cooks Uphol Shop
 300 Verbin's Store

N. Main St. Continued

300 1/2 Vacant
 303 Stelk Tire & Leather Co.
 305 Geo Mower, gro
 307 Mrs. Malinda A Bee,
 Hub Rooms
 308 Paul. R. Vasholz,
 meat mkt
 315 Fremont Granite Works
 Hodges & Baldwin
 Monuments
 315 1/2 Paul C. Abel
 316 Star Hamburger Shop
 317 Jacob W. Wolf, clothing
 321 Far East Café
 323 Lillie Oehmig restr
 328 Montgomery
 Ward & Co.

S. Main St.

110 Railway Express
 Agency Inc
 The Union News Co
 Union Passenger Station
 Union Pacific RR Co
 C & N W Ry Co
 150 D R Phelps Lbr
 & Coal Co
 201 Luehrs-Christensen Lbr
 & Coal Co
 205 C B & Q R R
 Freight Depot
 212 C B & Q R R
 Pass Depot
 325 Melick Lumber &
 Coal Co
 350 Vacant

N. D St.

120 Graham Ice Cream Co
 125 Orland R Ferrall
 130 Rainbow Transfer Lines
 149 Elmer J Bodell
 205 Mid-Continent
 Pet Corp,
 fill sta
 Diamond Super
 Service Station

1931 Continued

N. D St. Continued

220 Tank's Paint Store
230 Mrs Marie B Adams
245 Deep Rock Oil Co
337 Blackstone Garage
351 1/2 Chas A Patton

S. D St.

N. C St.

120 Floyd Province
130 Leo G Ping
138 Clyde F Phillippe
150 Raymond H Bovee
202 Harry G Peterson
207 Gilbert W Moffett
219 Nels T Nelson
220 Louis C Jones
221 Wm Lack
222 Roy Bishop
223 Albert J Kroon
250 Warren A Sherer
320 Trinity Ev Lutheran
School
321 Geo Hoffman
325 Wm R Moackler
337 Mrs Emma Giessalman

S. C St.

78 Henry C Keeler
Mrs Nannie E Joy

N. Union St.

241 Ray L Crocker
305 Mrs Ida Nelson
315 Roger Wilson
325 Fred W Eidam

S. Union St.

66 Otto E Manzel
70 Matt Hackstock
86 Roy Vance
Edw Hancock
149 Cash Coal Yds
211 Phillips Pet Co whse

N. Clarkson St.

124 Anthony J Melvin
125 Boyd Smith
134 Patk Brown gro
205 Jacob C Roth
215 Clinton E Nelson
223 Willis Trine
234 Mrs Emily C Metscher
235 Rev. Israel Schulewski
(rabbi Fremont Hebrew
Society)
237 Stanley Hall
239 Chas W Forde
306 Walter H Fallers
330 Roy S Planck

S. Clarkson St.

77 Chris Rassmussen
78 Mrs Bessie Stuart
79 Ollie L Chrisman
81 Vacant
92 David W Jodan
94 Henry Ridelbaugh
96 Floyd Taylor
98 Jacob C Van Cleave
100 Fremont Const Co plant

Dodge St.

505 Fremont Wool Co
510 Coca Cola Bottling Co

1935

E. 1st St

232 Aug C Jens, transfer
 234 Saylor Electric Co
 240 Rogers Tent &
 Awning Co
 300 Wagner Oil Co, fill sta
 301 C & N W Ry., frt depot
 316 Frank J Bliss
 340 Melvin M Boggs
 348 Mrs. Antonia Schipmann
 400 Champion Oil Co, fill sta
 Mabel Laughrey restr
 434 Albert A Wilch
 447 National Refining Co.
 (gasoline)
 448 C Oscar Johnson
 502 Merle C Smith
 516 Mrs. Caroline C Sasse
 Glenn McGuire
 520 May E Moackler
 535 Jas F Christy
 539 Lee R Williams
 548 Abr Bordy

W. 1st St.**E. 2nd St.**

140 Mrs. Addie Winkelman,
 furn. Rooms
 234 Clarence S Anderson,
 feed
 237 Robt W Gibbs
 Arth Gibbs
 239 Herschel Babb
 306 Saml C Nunemaker
 Wm A Watkins
 317 Jacob Shafer
 Leonard Hughes
 318 Wm F Reinhold
 328 Vacant
 329 Mrs Bessie Uhler
 332 Mrs Mayme Fellows
 336 Roy Mills
 341 John Walraven
 410 Danl B Gould
 425 Mrs. Lizzie Ogram

E. 2nd St. Cont.

430 Chas F May
 Sherman C Smith
 435 Geo B Samcha
 441 Mrs Mae M Gillmore
 446 Wade H Trine
 449 Bernard Kelly
 505 Fred L Linn
 Bernard Bennett
 508 David H Nelsen
 516 Mrs Eliz H Brunning
 533 Wallace M Smith
 534 Caroline Ruwe
 547 Arthur P Lyman
 Mrs May Patty

W. 2nd St.

235 Fremont Gas, Electric
 Lt & Power Co Plant

E. 3rd St.

124 Clifton House
 Mrs Stella M Stephenson
 227 Chambers & Chambers,
 vet surg
 228 Wm G Mercer
 231 Henry Chambers
 304 Ralph E Cheney
 305 Martin J Sorensen
 306 Frank L McLaughlin
 Geo Rump
 315 Vacant
 319 Wm R Shade
 325 Hartwig C Koplín
 330 Edw Woslager
 341 Walter A Nevey
 348 Henry E Rohn
 351 Frank C Paul
 406 Trinity Ev Lutheran
 Church
 421 Heini P Pederson
 428 Rev Wm Brueggemann
 432 Gotthald G Grefe
 440 Vacant
 449 Mrs Anna Stell
 504 John T Reinhold

E. 3rd St. Cont.

507 Louis Kohenhack
 Edw A Ruwe
 521 Alex McGregor
 522 Ernest E Fay
 540 East School

W. 3rd St.

99 River Valley Independent
 Creamery
 233 Tony P Baker res
 Fremont Retinning Co
 250 Geo Timm

E. Factory St.

430 Jacob Berek, junk

W. Factory St.**E. Vine St.**

105 Wm G Beemer
 125 Leon A Wheelock

W. Vine St.

75 Theo Lincoln
 79 Nels Vissing

N. Broad St.

101 Abram R Thomas
 coal yds
 130 Nye & Jenks Grain Co
 131 Johnson Milling Co
 151 Fremont Wool Co
 210 Fremont Creamery Co
 231 Pfeiffer Potato Chip
 310 Jerpe Commission Co
 (branch,
 produce dealers)
 333 Midwest Wool-
 Marketing Assn.
 E W Biggs & Co hides
 339 Paulson Bros Tin Shop
 Joe McKennan,
 auto repr
 339 1/2 John W Deml
 Planing Mill
 347 Stelk Super Service

1935 Continued

N. Broad St. Cont.

352 Davenport House
Chas A Wilson

S. Broad St.

125 The Fremont Mills
225 Continental Oil Co whse
304 Chas E Patten
305 Chas E Yerger
318 Orria J Foust
319 Wm Schulz
324 Henry L Webb
333 John J McIntosh
334 Vacant
346 Otto Hoffman
349 Elmer E Hayes

N. Park Ave.

200 H P Lau Co. whol groc.
201 John Gumb Beverage Co
Hevner Enlowe
Serum Co
White Star Lines
(transfer)
235 Mrs Mary E Johnston
Windsor Hotel
303 Central Hotel
Mrs Nellie Schien
318 Hodges & Baldwin
monuments
Fremont Granite
347 Walter F Keeler
348 Fire Dept.

S. Park Ave.

101 U P R R, frt depot
319 Arth N White
Wm Holtburg
325 Jos Monovitz
326 Geo E Ishmiel
348 Mrs Minnie Thomas
349 Louis A Rolfson

N. Main St.

102 Brunswick Rest.
Brunswick furn rooms
106 Vacant
120 Carlson Auto Service

N. Main St. Cont.

124-28 Service Taxi
130 Vacant
130 1/2 Vacant
132 Fred W Lueders harness
Paul C Hartman plumber
134 Vacant
146 The Pantorium Cleaners
148 Archie A Jackson,
barber, barber supplies
150 J Stewart Livingston,
grocer
200 Tod C Hansen fill sta
201 Arth Rosen fruits
205 Andrew J Morgan
Robt C Lincoln
207 Vacant
209 Vacant
210 Wm E Parker confr
Omaha World-Herald
211 Walter T Keeler barber
214 John Battiato, shoe repr
215 Walter B Brady, rest
217 Geo Fontas, clnr
218-24 Olof A Peterson
monuments
American
Granite Works
Bungalow Café
218 1/2 O A Peterson
219 Mrs Pearl Bittner
(furn rooms)
222 1/2 Stella Ketchmark
223 Boston Laundry
224 1/2 Axel Swanson
225 Carl C Stroeh, meats
226 Louis E Gross, barber
228 Mary Chambers, gro
228 1/2 Paul Lohmeyer
Louis S Wetjen
230 Jos A Cuhel meats
235 Vacant
240 Chas Humphrey
2nd hand furn
243 Henry Smith, barber
245 Vacant
247 Baltimore Hotel
248 Fred J Wislicen baker

N. Main St. Cont.

248 1/2 Gerald Howard
249 Archie Kavich,
soft drinks
250 Vacant
300 Verbin's women's
apparel
300 1/2 Vacant
303 Francis F Finney
soft drinks
305 Jake Kavich,
uphol shop
307 Mrs. Ruby Carpenter,
furn rooms
308 Paul. R. Vasholz, meats
315 George C. Michelson,
barber
315 1/2 Ray L. Crocker,
signs
316 Star Hamburger Shop
317 Jacob W. Wolf, clothing
321 Far East Café
323 Lillie Oehmig restr
327 Sip & Bite Café
328 Montgomery
Ward & Co.

S. Main St.

110 Railway Express
Agency Inc
Western Union
Telegraph Co
Union Passenger
Station
Union Pacific RR Co
C & N W Ry Co
150 D R Phelps Lbr &
Coal Co
201 Luehrs-Christensen Lbr
& Coal Co
205 C B & Q R R
Freight Depot
212 C B & Q R R
Pass Depot
325 Melick Lumber &
Coal Co

1935 Continued

N. D St.

120 Graham Ice Cream Co
 125 Orland R Ferrall
 Clarence D Lucas
 real estate
 130 Rainbow Transfer Lines
 140 Fremont Farm
 Equipment Co
 149 Elmer J Bodell
 150 John F Mundy, fill sta
 205 Mid-Continent Pet Corp
 fill sta
 Diamond Super
 Service Station
 215 Jack H Randall
 auto repair
 220 Joe Hinrichsen
 230 Todd Hansen
 245 Deep Rock Oil Corp
 337 Uptown Garage
 Garfield Transfer
 345 Vacant
 350 Cottrell Sinclair
 Service Sta

S. D St.

N. C St.

130 Wm Westin
 138 Wm E Poole
 150 Elige Bozarth
 202 Wm C Arps
 207 Vacant
 219 Nels T Nelson
 Russell E Hayes
 220 Louis C Jones
 221 Wm Lack
 222 Irvin E McCauley
 223 J Calvin Casad
 250 Vern E Draper
 320 Trinity Ev
 Lutheran School
 321 Geo Hoffman
 Marie Hoffman
 beauty shop
 325 Wm R Moackler
 337 Earl Strenger

S. C St.

78 Henry C Keeler
 Mrs Nannie E Joy

N. Union St.

241 Oscar E Rosenow
 305 Mrs Lisette
 Steckelberg
 315 Archie Kavich
 325 Fred W Eidam

S. Union St.

66 Rudolph Najmon
 70 Mrs Ella Hackstock
 86 Mrs Ella Williams
 Hugo Holmberg
 149 Cash Coal Yds
 204 C & N W Ry
 yd office
 211 Phillips Pet Co
 whse

N. Clarkson St.

124 Thos J Brown
 125 Wayne W Napier
 134 Sylvester Mikan gro
 205 Jacob C Roth
 215 Chas Farrari
 223 Mrs Augusta Kampf
 234 Mrs Emily C Metscher
 235 Hugo Hille
 237 Peter L Marr
 239 Frank J Soudek
 306 John W Thielen
 330 Roy S Planck

S. Clarkson St.

77 Chris Rassmussen
 78 Harold J Carlson
 79 Thos Higbee
 81 Carl Jones
 92 David W Jodan
 94 Vacant
 96 Henry Glismann
 98 Jacob C Van Cleave
 100 Vacant

Dodge St.

505 Fremont Wool Co
 whse
 510 Coca Cola
 Bottling Co

1941

E. 1st St

230 White Implement Co
rear Delbert Jorgensen,
welder
234 Hall & Wilson Transfer
240 Rogers Tent &
Awning Co
300 Franklin Service Sta
301 C & N W Ry. Co,
frt depot
316 John T Singer (6)
340 Adolph Stroh (9)
348 Oscar C Johnson (5)
400 Pawley Oil Co
434 Jos W Wally (6)
447 National Refining Co.
(gasoline)
White Rose
Filling Station
448 C Oscar Johnson (5)
502 Merle C Smith (5)
516 Mrs. Dorothy Paulsen (11)
520 May E Moackler (2)
535 Mrs Frances Christy (2)
539 Mrs Laura L Pohl (5)
548 Abr Bordy (2)

W. 1st St.

E. 2nd St.

140 Mrs. Addie Winkelman,
furn. Rooms (11)
234 Anderson Feed &
Seed Co
237 Alf J Anderson (5)
239 Bert King (2)
King's Antiques
306 Alex F Bailey (3)
Mrs Mahala McAlaster
beauty shop
318 Mrs Larsine Winn
328 Paul Koehler (7)
329 Marvin Anthony (3)
332 Frank J Paden (3)
336 Arnold Peterson (4)
341 Ray Brandt (2)
Theo J Gocken (2)
410 Rudolph Dau (3)

E. 2nd St. Cont.

425 Mrs. Lizzie Ogram (2)
430 Leonard Golliglee (8)
435 Geo B Samcha (5)
441 Chauncey A Linn (3)
446 Wade H Trine (2)
449 Bernard Kelly (2)
505 Mrs Nellie Nichols (7)
508 Wesley Hindmarsh (6)
516 Ambrose W Hyland (4)
533 Wallace M Smith (1)
534 Arth Rosen (5)
547 Arthur P Lyman (5)
Mrs May Patty

W. 2nd St.

235 Nebraska Gas Fuel Co

E. 3rd St.

124 Clifton House
Mrs Stella M Stephenson
136 Eug E Bushnell body bldr
(auto body)
Lawrence Adler auto repr
227 Chambers & Chambers,
vet surg
228 Shada Fruit Co
231 Henry Chambers (4)
304 Ralph E Cheney (4)
305 Emanuel Peterson (5)
306 Geo J Rump (4)
315 Mrs Mae Bishop (5)
319 Roy Pickrell (5)
325 Oscar G Clarke (5)
330 Edw Woslager (1)
341 Jacob Kifer (4)
348 Richd F Uehling (3)
351 Frank C Paul (2)
406 Trinity Ev Lutheran
Church
421 Wm M Gunther (3)
428 Rev Wm Brueggemann (7)
432 Gotthald G Greffe (5)
440 Waldemar Peters (3)
449 Mrs Anna Stell (2)
504 John T Reinhold (3)
507 Edw A Ruwe (3)
514 Archie H Kavich (2)

E. 3rd Street Cont.

521 Geo F Young (2)
522 Harry Monovitz (3)
540 East School

W. 3rd St.

99 River Valley Creamery
233 Tony P Baker (3)
Fremont Retinning Co
250 Geo Timm (2)

E. Factory St.

430 Jacob Berek, junk

W. Factory St.

E. Vine St.

105 Wm G Beemer (2)
125 Earl Dryden (6)

W. Vine St.

75 Martin E O'Neill (2)
79 Nels Vissing (1)

N. Broad St.

101 Abram R Thomas
coal yds
130 Updike Grain Corp
131 Johnson Milling Co
151 Fremont Wool Co
210 Fremont Creamery Co
231 Kavich Iron &
Metal Co
sw corner,
Watson Bros
Transportation
310 Bebedure & Sons
produce
333 Fremont Auto Parts
339-47 Petersen Mach &
Sup Co
339 1/2 Vacant

S. Broad St.

125 The Fremont Mills
Neb Consolidated Mills
225 Continental Oil Co
whse

1941 Continued

S. Broad St. Cont.

304 Alva L Funk (3)
 305 Chas E Yeager (2)
 318 Nels Bridges (4)
 319 Wm Schulz (1)
 324 Raymond A Capron (5)
 333 John J McIntosh (2)
 repair shop
 334 John Morgan (2)
 346 Otto Hoffman (3)
 349 Ray H Casey (4)

N. Park Ave.

200 H P Lau Co. whol groc.
 201 John Gumb Beverage Co
 Hevner Enlowe Serum Co
 235 Mrs Mary E Johnston
 Windsor Hotel
 303 Central Hotel
 Mrs Nellie Schien
 316 Fairmount Creamery Co,
 garage
 318-20 Gifford Implement Co
 348 Fire Dept.

S. Park Ave.

101 U P R R, frt depot
 319 Geo E Ishmiel (2)
 Frank H Dockweiler
 325 Jos Monovitz (5)
 326 Mrs Alice E Metschke (5)
 348 Ernest D Rogers (10)
 349 Louie A Rolfson (4)

N. Main St.

102 Brunswick Rest.
 Brunswick furn rooms
 106 Vacant
 116 Oscar J Carlson auto repr
 124 Bill's Delivery
 Service Taxicab Co
 130 Morningside Hatchery
 130 1/2 Emil C Precht (3)
 132 Lueders Leather Goods
 134 Mrs Ethel M Watkins
 136 Fremont Distributing Co
 Schmeckpeper Bros trans
 146 The Pantorium Cleaners

N. Main St. Continued

148 Archie A Jackson,
 barber, barber supplies
 150 Vacant
 200 Whitehouse Dairy
 201 Arth Rosen fruits
 205 Harold C Shafer (8)
 207-09 Saml Rosen clothings
 210 Topp's Paint &
 Wall Paper
 Adolph J Topp
 real est & ins
 210 1/2 Herbert W Ellis (2)
 211 Walter T Keeler barber
 214 John Battiato, shoe repr
 215 Walter B Brady, rest
 217 Geo Fontas, clnr
 218-24 Olof A Peterson
 monuments
 Peterson Monument
 Works
 Mrs Agnes L Anderson
 restr
 218 1/2 Olof A Peterson (4)
 219 Geo DePue
 Mrs Myrtle Depue (11)
 furn rooms
 222 1/2 Roy Coffen
 223 Direct Credits Society
 224 1/2 Harry A Fritz
 225 Carl C Stroeh, meats
 226 Thos E Moore, barber
 227 Spanish Inn Restaurant
 228 Carlson's Hatchery
 228 1/2 Mrs Mame Fellows (2)
 230 Fremont Potato Market
 235 H Howard Rabe radios
 240 Salvation Army
 243 Henry H Smith, barber
 245 Baltimore Liquor Store
 247 Baltimore Hotel
 248 Mrs Sadie Wislicen baker
 248 1/2 Mrs Sadie Wislicen (3)
 249 Archie Kavich, beverages
 250 Iowa Master Breeders Inc
 poultry
 300 Verbin's women's apparel

N. Main St. Continued

300 1/2 Frank J Sapp (2)
 Steph L Hollins (2)
 Patk W Napier (3)
 303 Francis F Finney
 soft drinks
 307 Eli Bitner, furniture
 308 Paul. R. Vasholz,
 grocery and meats
 308 1/2 Paul R. Vasholz
 r (2)
 315 Mary H Chambers, gro
 315 1/2 Mrs. Emma Pannier
 (2)
 316 Star Hamburger Shop
 L R Nelson Ins. Co.
 State Farm Ins. Co.
 Employees Mutal
 Casualty Co.
 Farmers Mutal Ins. Co.
 317 Jacob W. Wolf, clothing
 321 Joseph W. Austin,
 2nd Hand Furniture
 323 John M. Dick, restr
 327 Miller's Creamery,
 Ice Cream
 328 Jake Kavich, furn

S. Main St.

10 Railway Express
 Agency Inc
 Western Union
 Telegraph Co
 Union Passenger
 Station
 Union Pacific RR Co
 C & N W Ry Co
 150 D R Phelps Lbr
 & Coal Co
 201 Luehrs-Christensen
 Lbr & Coal Co
 205 C B & Q R R
 Freight Depot
 212 C B & Q R R
 Pass Depot
 325 Melick-Allen Lumber
 & Coal Co

1941 Continued

S. Main St. Continued

350 Fremont Farmers
Union Co-op
Service Station

N. D St.

120 Graham Ice Cream Co
125 Orland R Ferrall
130 Hoppel Implement Co.
149 Mrs Grace Bodell (4)
150 Nash Fremont Co
autos
205 Mid-Continent Pet Corp
oils and filling sta
215 Bills Auto Service
220 Gus A Ott (4)
230 Saml Lenk (5)
245 Deep Rock Oil Corp
337 Economy Body Repair
Jack Pickard used cars
350 Lewis Oil Co
filling station

S. D St.

N. C St.

130 Mrs Daisy E
Westin (1)
138 Wm Blumm (4)
150 Edwin W
Walraven (7)
202 Walter W H Hall (5)
207 Vacant
219 Chas A Wilson (7)
220 Lewis C Jones (2)
221 Dwight A Hollins (3)
222 Geo E Page (4)
223 Francis F Finney (2)
250 John F
Harsburger (6)
320 Trinity Ev
Lutheran School
321 John F Mintken (2)
325 Raymond C
Napier (2)
337 Earl Strenger (2)

S. C St.

78 Chas R Johnson

N. Union St.

241 Peter J Ewald (3)
305 Robt L Schwab (2)
315 Leo L Mead (5)
325 Fred W Eidam (5)

S. Union St.

66 Mrs Zona L Reed (6)
70 Mrs Ella Hackstock (3)
86 Mrs Antoinette
Gunther (2)
204 C & N W Ry yd office
211 Phillips Pet Co whse

N. Clarkson St.

124 Wm A Watkins (5)
125 Ingwald C Borgen (3)
134 Albert Meier gro
205 Saml Fouts (3)
215 Rosco V Grant (3)
223 Mrs Augusta
Kampf (1)
234 Mrs Emilie C
Metscher (1)
235 Ralph V Black (3)
237 Glenn H Doerr (4)
239 Frank J Soudek (2)
306 John W Thielen (3)
330 Roy S Planck (4)

S. Clarkson St.

77 Chris
Rassmussen (3)
78 Vacant
79 Vacant
81 Jos G Rhinehart (4)
92 David W Jodan (3)
94 Clem J Shipman
96 Geo R Jones (9)
98 Hans F Jacobs (4)
100 Vacant

Dodge St.

505 Fremont Wool Co
whse
510 Fremont Coca Cola
Bottling Co

1947

E. 1st St

230 Anderson Feed &
Seed Co whse
234 Hall & Wilson Transfer
240 Rogers Tent &
Awning Co
300 Franklin Service Sta
301 C & N W Ry. Co,
frt depot
C & N W Ry. Co,
roadmaster's office
316 Chas Dickens (2)
340 Tony J Vrana (2)
348 Jas Stuart (2)
400 B & N Service
filling station
434 Fred Ahlemeyer (2)
447 Grubbs Service Station
Nebraska - Iowa Oil Co.
448 C Oscar Johnson (3)
502 Mrs Margt Smith (3)
516 Max E Harmon
520 Marion Hammans
535 Rudolf Malm (5)
539 Tony Hoesing Contr.
548 Jas Stuart (2)

W. 1st St.

E. 2nd St.

140 Mrs. Florence
Winkelman (8)
234 Anderson Feed & Seed Co
237 Alf J Anderson (5)
239 Theo R Bailey
239 1/2 Mrs Mildred A
Johnson (2)
306 Mrs Emma Black (6)
318 Carl A Gustafson (3)
328 Donald H Sawyer (4)
329 Anton Belina (2)
332 Al E Beerbohm (6)
336 Carlos R Christensen (2)
Mrs. Ruth Peterson (3)
410 Rudolph Dau (3)
425 Mrs. Lizzie Ogram (2)
430 Mrs Peral Henriksen (2)
Wesley G Hindmarsh

E. 2nd St. Continued

435 Chauncey A Linn (6)
441 Chauncey A Linn (3)
446 Willis A Trine (3)
449 Bernard Kelly (2)
505 Mrs Nellie Nichols (7)
508 Emil W Sudman (4)
515 Naomi Bolenbaugh (1)
516 Mrs. Lydia E
Brueggemann (2)
Lydia N. Brueggemann
533 David H. Nelson (2)
534 Henry Hendriksen (3)
547 Jack C. Berg (6)

W. 2nd St.

235 Nebraska Natural Gas Co
whse

E. 3rd St.

124 Clifton House
Mrs Stella M Stephenson
136 Eug E Bushnell saw filer
Lawrence C Adler
auto repr
228 Shada Fruit Co
Mrs Sadie Shada (1)
231 Chas H Chambers
vet surgeon
Mary H Chambers (3)
304 Otto O Kaul (6)
305 Mrs. Maude M.
Hansen (1)
306 Frank E Chambers (4)
315 Henry H Smith (2)
319 Casper G Shada (7)
325 Sewell Romberg (2)
watch repair
330 Julius Madrowsky (4)
341 Aaron V Harvill (3)
348 Wm H Jones
351 Gus A Ott (4)
406 Trinity Ev Lutheran
Church
421 Wm J Gunther (3)
428 Rev. Victor W
Hoffman (4)
432 Martin P Senske (2)

E. 3rd St. Continued

437 Floyd Taylor (2)
440 Vacant
449 Willard H Kretlow (1)
504 Hiram T Anderson (3)
507 Edw A Ruwe (6)
514 Archie H Kavich (2)
521 Geo F Young (2)
522 Harry Monovitz (4)
540 East School

W. 3rd St.

99 River Valley Creamery
Co poultry
233 Jos G Rhinehart
250 Geo Timm (2)

E. Factory St.

430 Jacob Berek, junk

W. Factory St.

E. Vine St.

105 Wm G Beemer (2)
125 John L Morgan (2)

W. Vine St.

75 Andrew J. Morgan (3)
79 Vacant

N. Broad St.

101 Abram R Thomas
coal yds
130 Fremont Cake and
Meal Co. soy bean
131 Sargent & Co. feeds
151 Fremont Wool Co
205 Babendure & Sons
Produce
210 Babendure & Sons
whse.
251 Kavich Iron &
Metal Co
sw corner, Watson
Bros Transportation
333 Fremont Auto Parts
339-47 Petersen Mach
& Sup Co

1947 Continued

N. Broad St. Continued

339 1/2 Paulsen Sheet
Metal Works

S. Broad St.

125 Neb Consolidated
Mills
225 Continental Oil Co
whse
304 Alvin Torgerson (5)
305 Bertie F. Wagner (5)
318 Emil Stodola (2)
319 Otto A Fox (10)
324 Ernest Becker (3)
333 Ida M Wimmer (3)
334 Fred Palmer (8)
346 Otto Hoffman (2)
349 Jacob Hennings (5)

N. Park Ave.

200 H P Lau Co. whol groc.
201 Fremont Wool Co. whse
222 John Gumb Beverage Co.
Lind Engineering Co
(mech eng, tool design,
patent drawings, drafting,
and layouts)
Seven-Up Co. beverages
235 Park Hotel
Robt C. Lincoln
303 Central Boarding House
Mrs Nellie Schien
318 Fremont Wood Mill
cabt mkr
320 Soft Water Service
348 City Fire Dept.

S. Park Ave.

101 U P R R, frt depot
103 UPRR
(roadmaster's office)
105 Fremont Grain Inspection
Dept (lab)
319 Geo E Ishmiel
325 Jos Monovitz (5)
326 Edw A Hancock
348 Mrs Lillian Ishmiel
349 Mrs. Flossie Rolfson (3)

N. Main St.

102 Brunswick Rest.
106 Nichols Kyes Music Co
Chas W Ford
sht mtl wrkr
116 George T Carlson
auto repr
124 Service Taxi Co
130 Gamble Stores
130 1/2 Bennett A Smith
132 Blue Room Lunch
134 Ted's Bar beer
136 Wright Appliance elec
146 The Pantorium Cleaners
148 Morningside Hatchery
150 Cornhuskers Hybrid Co
seed corn
200 Vacant
201 Vacant
205 Vacant
207-09 The Salvation Army
2nd hand clothing
210 Shaffer Paint Store
210 1/2 Mrs Emma
Ketchmark (2)
211 Vacant
214 John Battiato, shoe repr
215 Marion Benjamin restr
217 Geo Fontas, clnr
218-24 Peterson Monument
Works
Anderson Restaurant
218 1/2 Olof A Peterson (4)
219 Mrs Marie E Dierks (18)
220 Ace Distributing Co.
punch boards
222 1/2 Rose L Schultz
223 Edw A Lewis beer
224 Thompson E Moore
barber
Gerald F Woods (12)
224 1/2 Richd L Bales (4)
225 Earl E Reynolds
gro & meats
227 Spanish Inn Restaurant
228 Carlson Hatchery
230 James W Boothe
army store

N. Main St. Continued

235 H Howard Rabe radios
240 Irvin J Wallace beer
240 1/2 Ethel I Thomas (3)
243 Henry H Smith, barber
245 Arch Kavich Liquor Store
247 Baltimore Hotel
248 Fred W Wislicen baker
248 1/2 Fred W Wislicen (3)
249 Johnnie's Place
Bar Café
250 Iowa Master
Breeders Inc poultry
300 Verbin's
women's apparel
300 1/2 Steph L Hollins (2)
Patk W Napier (3)
303 Platte River Bar
beverages
307 Fremont Stationary
& Office Equip. Co.
307 1/2 Mrs. Selma J
Eberhard (12)
308 Paul. R. Vasholz,
grocery and meats
308 1/2 Paul R. Vasholz r
(4)
311 Central Café
315 Frank's Radio Lab
Poppe Accordion
Studio
315 1/2 Fritz Poppe (3)
Fred G. Stangohr (1)
316 Star Hamburger Shop
L R Nelson Ins. Co.
State Farm Ins, Co.
Farmers Mutal Ins. Co.
317 Wolf & Chasen clo
321 Strangohr Furniture
323 John M. Dick, restr
327 Dixie Shop, restr
328-34 Kavich,
Furniture Co.

1947 Continued

S. Main St.

10 Railway Express
Agency Inc.
Western Union
Telegraph Co. (office)
Union Passenger Station
C & N W Ry Co.
Pass. Depot
Union Pacific RR Co.
(frt. Off.)
150 Fullerton Lbr Co.
201 Christensen Lbr &
Coal Co
205 C B & Q R R
Freight Depot
212 C B & Q R R
Pass Depot
325 Melick-Allen Lumber
& Coal Co
350 Fremont Farmers Union
Co-op Service Station

N. D St.

120 Graham Ice Cream Co
130 Hoppel Implement Co.
149 Clara I. Bodell (1)
150 Hevner Enlow
Serum Co.
205 Jess Landholm Sales
auto dlr
220 Wm L Tank (2)
230 Chas C Cushman (3)
245 Vacant
301 Bowers Bros Motors
auto dlr
337 Hi Way Service Garage
350 Lewis Oil Co
filling station
351 Mrs Joyce Besst (4)
351 1/2 Elmer C Schinkel

S. D St.

N. C St.

130 Dale L Schneider (3)
138 Vernon R Blackburn (2)
150 Mrs Viva A Walraven (6)
202 Otto Siercks (2)
207 Oscar G Clarke (5)
219 Chas A Wilson (5)
220 Orval L McLaughlin (4)
221 Geo E Page (2)
223 Glenn J McCune (7)
250 Rasmus C Larsen
320 Trinity Ev
Lutheran School
321 John F Mintken (2)
325 Fred A Borcharding (4)
337 Earl H Strenger (2)

S. C St.

78 Nannie E Joy (1)
78 1/2 Henry Dockweller

N. Union St.

241 Oscar H Rosenow (2)
305 Tillie Coufal (2)
315 Gerald W Howard (4)
325 Fred W Eidam (4)

S. Union St.

66 Mrs Clara Reeves (2)
70 Mrs Ella Hackstock (3)
86 Marvelin Houchins
204 C & N W Ry yd office
211 Scheer Oil Co. whol

N. Clarkson St.

124 Jas H Watkins (4)
125 Ernest Falconer (2)
134 Herman G Sandage
gro
205 Mrs Minnie Fouts
215 Rosco V Grant (4)
223 Conrad O Schiferl (4)
234 Vacant
235 Jos T Callahan (2)
237 Glenn H Doerr (3)
239 Frank J Soudek (2)
306 Ernest F Ott (3)

N. Clarkson St. Cont.

330 Mrs Maggie E
McKenzie (2)

S. Clarkson St.

77 Chris C
Rasmussen (3)
78 Edw A Lewis (2)
79 Herbert Miller
81 Jas M Allenbaugh (4)
92 Mrs Violet Jodan (2)
94 Ingvald Borgen (2)
watch repair
96 Reinhold Hinricksen (2)
98 Clem J Shipman (7)
100 Vacant

Dodge St.

505 Fremont Wool Co
whse
510 Fremont Coca Cola
Bottling Co

1950

E. 1st St

232 Yellow Cab Co.
 240 Rogers Tent and Awning
 300 Franklin Service Station
 301 C & N W Ry. Co.
 (frt depot)
 C & N W Ry. Co.
 (roadmstr's ofc.)
 316 Roy Lambrieht (8 ppl)
 340 Tony J Vrana (2)
 348 Jas. Stuart (2)
 400 Rehak Supply CO.
 auto parts
 434 Mrs. Betrine Ahlemeyer
 (2)
 447 Joe Donohoe
 Service Station
 Nebraska - Iowa Oil Co.
 448 Oscar C. Johnson (3)
 501 Apartments
 1 Glen Whitmore (1)
 2 Vacant
 3 Vacant
 4 Vacant
 502 Mrs. Margrt. Smith (2)
 516 Milton H. Rucker (8)
 520 Marion Hammans (4)
 535 Kenneth D. Burt (4)
 539 Tony Hoelsing (7) Contr.
 548 Michl Zrust (10)

W. 1st St.

E. 2nd St.

234 Anderson Feed & Seed Co.
 237 Mrs. Agnes Anderson (2)
 237 1/2 Mrs. Sylvia Crum (2)
 239 Walter P. Roth (3)
 239 1/2 Henry C Peterson
 306 Mrs. Emma Black (3)
 318 Sanford Sudduth (4)
 323 Hoppel Servisoft Co.
 (Water Softener)
 328 Donald H. Sawyer (6)
 329 Vivian P Sutton (6)
 332 Joseph Misek (5)
 336 Robt. Vander Veen (2)
 336 Mrs. Ruth Peterson (3)

E. 2nd St. Continued

341 Elaine McCarthy
 410 Rudolph Dau (3)
 425 Harold L Conrad (3)
 430 Mrs. Pearl Henriksen (2)
 435 Glenn H Doerr (3)
 441 Emil G Niebuhr (2)
 446 Willis A. Trine (3)
 449 Bernard Kelly (2)
 505 Earl E. Volk
 508 Wm R Fowlkes (3)
 516 Mrs. Lydia E
 Brueggemann (2)
 Lydia N. Brueggemann
 533 David H. Nelson (2)
 534 Henry Hendriksen (2)
 547 Jack C. Berg (7)

W. 2nd St.

235 Nebraska Natural
 Gas Co.

E. 3rd St.

124 Clifton Hotel
 124 Mrs. Stella M.
 Stephenson (2)
 136 Eug. E. Bushnell
 saw filer
 Lawrence C Adler
 auto repair
 228 Shada Fruit Co.
 231 Chas H. Chambers
 vet surgeon
 Mrs. Mary H.
 Chambers (3)
 304 Otto O Kaul (6)
 305 Mrs. Maude M.
 Hansen (1)
 306 Frank E Chambers (4)
 315 Donald H Loeffler (4)
 319 Casper G Shada (7)
 325 Vernon D Allen
 330 no return
 341 Mrs. Mary E Harvill (1)
 348 Walter E Goos (3)
 351 Gus A Ott (4)
 406 Trinity Evangelical
 Lutheran Church

E. 3rd St. Continued

428 Rev. Victor W
 Hoffman (3)
 432 Martin P Senske (2)
 437 Mrs. Anna Taylor (1)
 440 Phillip J Huff (3)
 449 Tillie Coufal (3)
 504 Hiram T Anderson (3)
 507 Edw A Ruwe (2)
 514 John C Brinkman (6)
 521 Herbert B Charleston
 522 Harry Monovitz (3)
 540 East School

W. 3rd St.

93 Northwestern Bell Tel
 Cp. Warehouse
 97 City Street
 Commissioner
 233 Geo. Seagle

E. Factory St.

430 Jacob Berek junk dlr

W. Factory St.

E. Vine St.

105 Claude Temple (3)
 125 Vacant

W. Vine St.

75 Andrew J. Morgan (3)
 79 Robt R Ruhr (3)
 105 Claude Temple (3)

N. Broad St.

101 Abram R Thomas
 coal
 130 Fremont Cake
 and Meal Co. soy bean
 131 Sargent & Co. feeds
 151 Fremont Wool Co.
 205 Babendure & Sons
 Produce
 210 Babendure & Sons
 whse

1950 Continued

N. Broad St. Continued

231 Kavich Iron & Metal
sw cor. Watson Bros.
Trans.
330 Fremont Express Co.
333 Fremont Auto Parts
339-47 Petersen Mach &
Sup Co
339 1/2 Petersen Sheet
Metal Works

S. Broad St.

125 Neb Consolidated
Mills Co.
225 Continental Oil Co. Whse
304 vacant
305 Bertie F. Wagner (5)
318 Emil Stodola (2)
319 Ida M Wimmer (3)
Gerald O Jensen (3)
Herman Ibsen (2)
Chas F Dryden (2)
324 Bernard A Kleeman (3)
333 Otto H Ibsen
334 Mrs. Madelene B
Brinkman (3)
346 Otto Hoffmann (2)
349 Jacob Hennings (4)

N. Park Ave.

200 H P Lau Co. whol groc.
201 Fremont Wool Co. whse
222 John Gumb Beverage Co.
224 Seven-Up Co. Beverage
225 Oval Roller Rink
235 Park Hotel
235 Frank J. Vidlak
303 Central Hotel
318 Fremont Wood Mill
cabt mkr
320 Soft Water Service
335 Wentzel Motors
348 City Fire Dept.

S. Park Ave.

319 Geo E Ishmiel (2)
325 Jos Monovitz (3)
326 Edw A Hancock (6)
348 Lillian G Beemer (3)
349 Mrs. Flossie Rolfson (3)

N. Main St.

102 Chuck Wagon restr
102 1/2 Petrow Apartments
1 Albert D Mahoney (4)
2 Virginia Hively (4)
3 Sam Stergios (2)
4 Martin L Knapp (1)
5 Phillip N McDonough (3)
6 Geo W Patten (5)
7 Chas R Mets (2)
8 Jerry Gibson (2)
9 DeRoy Palmer (2)
10 Lloyd Hillers (2)
106 Nichols Kyes Music Co
116 Carlson Auto Service
124 Vacant
130 Gamble Stores whse
130 1/2 Mrs. Jane I Herre
132 Bob's Café
134 Ted's Bar beer
136 Coffey's Plumbing
and Heating
146 The Pantorium Cleaners
148 Morningside Hatchery
150 Gamble Store auto parts
200 Tip Top Drive In
210 Nelson Paint Store
210 1/2 Geo E Svoboda (2)
214 John Battiato shoe repr
218-24 Peterson Monument
Works
Bungalow Café
218 1/2 Olof A Peterson (4)
219 Vacant
220 Ace Distributing Co.
punch boards
222 1/2 Rose L Schultz
223 Vacant
224 Thompson E Moore
barber
Eric Anderson II

N Main St. Continued

227 Vacant
228 Carlson Hatchery
228 1/2 Harry C Bunn (3)
230 Fremont Army and
Navy Goods Store
235 Nebraska Bottled Gas
and Appliance Co.
240 Mortensen's Tavren
240 1/2 Ethel I Thomas (3)
243 Henry H Smith barber
245 Ace Liquor Store
248 Sanders Auction
used furniture
248 1/2 Fred W Wislicen (6)
249 Johnnie's Café
Johnnie's Place
beverage
250 Iowa Master
Breeders Inc.
300 Verbin's women's clo
300 1/2 Verbin's Apartments
1 Willard H Kretlow (1)
2 Evangeline Jensen (1)
3 Robt R Reisser (2)
4 Vincent A Threinen
(5)
303 Platte River Bar
beverages
307 Fremont Stationary &
Office Equip. Co.
307 1/2 Mrs. Selma J
Eberhard (12) dressmkr
308 Paul. R. Vasholz,
grocery and meats
308 1/2 Paul R. Vasholz
r (2)
John Thompson (3)
Homer W Davis (4)
311 Central Café
315 Radio Laboratory &
Television Repair
Poppe Accordion &
Sporting Goods Co
315 1/2 Fritz Poppe (3)
Dale W Ellison (2)
316 Star Hamburger Shop
317 Wolf & Chasen clo

1950 Continued

N Main St. Continued

320 Dunke Motor Co
321 Maytag Appliance Store
323 Main Street Café
327 Dixie Shop, restr
328-34 Kavich, Furniture Co.

S. Main St.

10 Railway Express
Agency Inc
Western Union
Telegraph Co. (office)
Union Passenger Station
C & N W Ry Co.
Pass. Depot
Union Pacific RR Co.
(frt. Off.)
150 Fullerton Lbr Co.
201 Christensen Lbr
& Coal Co
212 C B & Q R R
pass depot and frt
325 Melick-Allen Lbr .
& Coal Co
349 Fremont Farmers Union
Co-op Association
Implement Dept.
350 Fremont Farmers Union
Co-op Service Station

N. D St.

120 Graham Ice Cream Co.
130 Hoppel Implement Co.
149 Clara I. Bodell (1)
150 Hevner Enlow Serum Co.
205 Jess Landholm Sales
auto dlrs
Kolbo Radio Service
220 No return
230 Chas C Cushman (3)
245 Phil V Nelson restr
301 Bowers Bros Motors
auto dlrs
337 Hi Way Service Garage
350 Goodyear Service Store
351 Harold Heasley (3)
bsmnt Omaha
World-Herald (br)

N. D St. Continued

351 1/2 Joseph T
Bracket jr. (2)

S. D St.

N. C St.

130 Dale L Schneider (2)
138 Vernon R Blackburn (2)
150 Amelia L Vlasak (6)
202 Otto Siercks (2)
207 Oscar G Clarke (5)
219 Robt Wilson
220 Orval L McLaughlin (4)
221 Geo E Page (2)
223 Rasmus C Larsen (2)
320 Trinity Ev
Lutheran School
321 John F Mintken (2)
325 Fred A Borcharding (2)
337 Earl H Strenger (2)

S. C St.

78 Nannie E Joy (3)
Ruth Joy Studios Artists
78 1/2 Henry Dockweller

N. Union St.

241 Oscar H Rosenow (2)
305 Chester E Hall
315 Vacant
325 Mrs Grace S Eidam (4)

S. Union St.

66 Mrs Clara Reeves (2)
70 Mrs Ella Hackstock (3)
86 Marvelin Houchins (5)
211 Scheer Oil Co. whse

N. Clarkson St.

124 Jas H Watkins (4)
125 Raymond E
Klabunde (4)
134 Raymond E
Klabunde gro
205 Mrs Minnie Fouts (2)
215 John C Kennec (2)
223 Conrad O Schiferl (4)

N. Clarkson St. Cont.

234 Valentine Ruhrer (2)
235 Albert Weimann (3)
237 Derrold S
McCardle (5)
239 Wilmer Westphal (3)
306 Mrs Julia
McManus (1)
330 Mrs Maggie E
McKenzie

S. Clarkson St.

77 Chris C
Rasmussen (3)
78 Edw A Lewis (6)
79 Arth A Lamb (5)
81 Jas M Allenbaugh (5)
92 Mrs Violet Thome (1)
94 Roy Montanye (7)
96 Harold Hanslips (5)
98 Melvin W Givens (4)
100 Vacant

Dodge St.

505 Budweiser (whse)
520 Western Gateway
Storage Co whse

1955

E. 1st St

232 Yellow Cab Co.
 240 Rogers Tent and Awning
 300 Franklin Service Station
 Sheer Oil Co
 301 C & N W Ry. Co.
 (frt depot)
 C & N W Ry. Co.
 (roadmstr's
 & trainmaster's ofc.)
 Northwestern Railroad
 Women's Club
 316 Roy Lambriecht
 340 Tony J Vrana (trucker)
 348 Jas. Stuart
 400 Vacant
 Ace Glass Co
 434 Mrs. Betrine Ahlemeyer
 (nursing home)
 445 Christensen Brogard
 Body Shop
 447 Joe Donohoe
 Service Station
 Nebraska - Iowa Oil Co.
 448 Oscar C. Johnson (3)
 501 Apartments
 1 Vacant
 2 Ingrid Satrie
 3 Florence Risner
 502 Mrs. Margrt. M Smith
 516 Milton H. Rucker
 520 Keith L Roumph
 535 Harold H Reick
 539 Francis B Donner
 548 Michl Zrust

W. 1st St.

E. 2nd St.

234 Anderson Feed & Seed Co.
 237 Mrs. Agnes L Anderson
 237 1/2 Albert Keeler
 239 Walter P. Roth
 239 1/2 Mrs Genevieve
 Peterson
 248 Vacant
 306 John D Hastings
 Walter H Koethe

E. 2nd St. Continued

318 Leon E Herre
 323 Hoppel Servisoft Co.
 (Water Softener)
 328 Donald H. Sawyer
 (contr)
 329 Mrs Gloria Sutton
 332 Marlen D Wolf
 332 1/2 Geo Herre
 336 Francis Baker
 336 1/2 Nita Keinbaum
 341 Jas Moran
 410 Rudolph Dau
 425 Fred W Pike
 430 Pearl Henriksen
 435 Glenn H Doerr
 441 Emil G Niebuhr
 446 Willis A. Trine
 449 Mrs Mae Kelly
 505 Mrs Amanda Goesling
 Ernest Occhins
 bsmnt Vacant
 508 Keith W Hughes
 Dale E Olson
 515 Melvin L Grant
 516 Mrs. Lydia E
 Brueggemann
 Edmund H Stuenkel jr
 533 Albert W Krueger
 534 H M Chittick
 547 Jack C. Harding

W. 2nd St.

235 Natural Gas Co (whse)

E. 3rd St.

124 Clifton Hotel
 Mrs. Stella M.
 Stephenson
 136 Eug. E. Bushnell
 saw filer
 Adler's Auto Service
 231 Chas H. Chambers
 vet surgeon
 Mrs. Mary H. Chambers
 240 Greenfield Body Shop
 304 Donald Murphy
 Floyd W Stamer

E. 3rd St. Continued

305 Mrs. Maude M. Hansen
 306 Frank E Chambers
 315 Raymond H Broomhall
 319 Stanley J Bigos
 325 Vernon D Allen
 330 Omer H Blanchett
 341 Sanford B Sudduth
 348 Walter E Goos
 351 Gus A Ott
 406 Trinity Evangelical
 Lutheran Church
 428 Rev. Victor W Hoffman
 432 Martin P Senske
 437 Mrs. Anna R Taylor
 440 Oscar Schott
 449 Nina L McKennan
 Norman D Lunn
 504 Mrs Julia H Anderson
 507 Edw A Ruwe
 514 John C Brinkman
 (ins & real estate)
 521 John E Doerr
 522 Franz W Schutt

W. 3rd St.

92 Montgomery Ward
 & Co whse
 95 Howard Mtrs used cars
 97 City Street Commisioner
 233 Vacant
 250 Mrs Bertha Timm
 Marvin H Peterson
 garbage collection

E. Factory St.

430 Jacob Berek junk dlr
 520 Vacant
 540 Metz & Blue Ribbon
 (whse)

W. Factory St.

E. Vine St.

105 Mrs Leona Jones

1955 Continued

W. Vine St.

75 Andrew J. Morgan
79 Harry Ruhr

N. Broad St.

101 Midwest Salvage Co
used car parts
130 Fremont Cake and
Meal Co. soy bean
131 Sargent & Co. feeds
151 Fremont Wool Co.
205 Babendure & Sons
210 Babendure & Sons
(whse.)
231 Vacant
249 Watson Bros. Trans
320 Northwestern Bell
Telephone Co (shop)
330 Vacant
333 Fremont Auto Parts
339-47 Peterson Mach &
Sup Co
339 1/2 Paulsen Sheet
Metal Works
Vrana School of Dance

S. Broad St.

124 Vacant
125 Neb Consolidated
Mills Co.
225 Continental Oil Co.
bulk plant
302 Glen Egan
304 John H Severyn
305 Bertie F. Wagner
318 Emil B. Stodola
319 Isaac R Bradley
R W Swim
Rolland Newill
Kenneth Pieken
Chas F Dryden
324 Vacant
333 Allen J Espenscheid
334 Wesley W Gallaway
346 Bertha A Vogelsang
349 Jacob Hennings

N. Park Ave.

200 H P Lau Co. whol groc.
201 Fremont Feed & Supply
235 Park Hotel
235 Frank J. Vidlak
305 Phelps Tobacco Co
Phelps Realty Co
311 Neb Soft Water Service
318 American Hatchery
335 Fremont Transit Lines
348 City Fire Dept.
Intl Assn of Firefighters
349 Luther's Mobile Service

S. Park Ave.

101 UPRR (freight depot)
103 UPRR (roadmaster's offc)
105 Grain Inspection Dept.
319 Jas T Knoell
325 Jos Monovitz
326 Mrs Phyllis M Hancock
348 Mrs Lillian G Beemer
349 Mrs. Flossie Rolfson

N. Main St.

102 Chuck Wagon restr
102 1/2 Petrow Apartments
1 Albert D Mahoney
2 Lyle Simmons
3 Vacant
4 John H Mulcahy
5 Vacant
6 Mrs Ada Hall mgr
7 Walter Peck
8 Vacant
9 Vacant
10 Vacant
105 Vacant
106 Vacant
116 Carlson & Bolden
auto repr
124 Mieck Mart
tires & appliances
130 Smith Upholstering
130 1/2 Donald F Ellerman
132 Vacant
134 Copple's Bar beer
136 Lou's Linoleum

N. Main St. Continued

146 The Pantorium Cleaners
148 Morningside Hatchery
149 Froit Implt Co (yds)
150 Froid Implt Co
204 State Farm Ins Co
Farmers Mutal Fire Ins
Co of Lincoln Nebr
205 Vacant
210 Nelson Paint Store
210 1/2 Duane C Moeller
Glen O'Day
214 Vacant
215 O P Skaggs Grocery
218 Bungalow Café
220 Am Loan Plan
224 Moore Dinty barber
Mrs Mary Raymond
rear Anthony Herman
Hugh O Gibson
226 Hahn Mtr Sls used cars
227 Ace Drive In liquor dlrs
228 Carlson Hatchery
228 1/2 Mame F Fellows
230 Fremont Army and
Navy Goods Store
235 Nebraska Bottled Gas
and Appliance Co.
240 Oaises Bar beer
240 1/2 John M Utterback
241 Willison Pmb & Htg
243 Henry Smith
Barber Shop
245 Gallagher's Liquor Store
248 Jetter's Plb Htg &
Air Conditioning
248 1/2 Vacant
249 Freddie's Bar beer
250 Iowa Master
Breeders Inc.
300 Verbin's women's clo
300 1/2 Verbin's Apartments
1 Willard H Kretlow
2 David Rideaut
3 Jack Adams
4 John Milton
303 Weimann Bar beer
307 Lewis Meat Market

1955 Continued

N. Main St. Continued

307 1/2 Hub Rooms
Mrs. Charolette Patten
mgr
308 Vasholz Meat Market
308 1/2 Paul R Vasholz
rear O A Jacobs
311 Central Café
312 The Sherwin-Williams Co
315 Kolbo Radio & TV
315 1/2 Vacant
316 Star Hamburger Café
317 Wolf & Chasen clo
318 Battiato Shoe Repair
320-34 Kavich Furniture Co
321 Wilson Sewing
Machine Co
Jensen's Hobby Shop
323 Main Street Café
327 Brokenicky Jewelry

S. Main St.

10 Railway Express
Agency Inc.
Western Union
Telegraph Co. (office)
Union Passenger Station
UPRR Co pass sta
C & N W Ry Co.
Pass. Depot
150 Fullerton Lbr Co.
201 Christensen Lbr Co
212 C B & Q R R pass depot
and frt
325 Johnson Lbr & Coal Co.
349 Fremont Farmers Union
Co-op Association
Implement Dept.
350 Fremont Farmers Union
Co-op Service Station

N. D St.

120 Farmcrest Foods
130 Nick Neff Body Shop
149 Clara I. Bodell (1)
150 Hevner Enlow
Serum Co.

N. D St. Continued

205 Jess Landholm Sales
auto dlrs
Oldsmobile Sales & Serv
220 Wm L Tank
Albert H Tank
230 Chas C Cushman
245 Phil's Drive In
301 Rasmus Sls & Serv
auto dlrs
337 Birnstihl Mtrs
350 Goodyear Service Store

S. D St.

N. C St.

130 Mrs Hazel Eggers
138 Vernon R Blackburn
150 Amelia L Vlasak
202 Mrs Martha Siercks
207 Oscar G Clarke
219 Robt L Wilson
220 Orval L McLaughlin
221 Geo E Page
223 Rasmus C Larsen
250 Trinity Evan
Lutheran School
321 Mrs Mary A Mintken
325 Fred A Borcharding
337 Earl H Strenger

S. C St.

78 Lin Hopkins artist
78 1/2 Henry Dockweller
79 Yager Frontier fill sta

N. Union St.

130 Edwin E Stafford
241 Oscar H Rosenow
305 Leon Eggers
66 Mrs Clara Reeves
70 Mrs Ella Hackstock
86 Marvelin Houchins
211 Scheer Oil Co.
whse

N. Clarkson St.

124 Jas H Watkins
124 1/2 Jas Camlen
125 Raymond E
Klabunde
133 Ronald M Barrett
134 Bethel Assembly of
God Church
205 Jesse G Steibach
215 John C Kennec
223 Mrs Theresa Schiferl
234 Tato W Wichman
235 Albert W Weimann
237 Russell D Hughes
239 Wilmer Westphal
306 Mrs Julia McManus
330 Mrs Maggie E
McKenzie

S. Clarkson St.

77 Chris C Rasmussen
78 Otto L Belina
79 Jessie L Austin
81 Gordon L Nelsen
83 Chas C Eairleywine
92 Harvey A Vanshur
94 Walter Bendig
96 Clarence L Dunn
98 Melvin W Givens
100 Daily & Sons Feeds
(whse)

Dodge St.

505 Vacant
510 Fremont Coca-Cola

1960

E. 1st St

232 Yellow Cab Co.
 240 Rogers Tent and Awning
 300 Goelz Standard Service
 301 C & N W Ry. Co.
 (frt depot)
 C & N W Ry. Co.
 (roadmstr's
 & trainmaster's ofc.)
 C & N W Ry. Railroad
 Women's Club
 316 Roy Lambrecht
 340 Tony J Vrana (contr)
 348 Jas. Stuart
 400 Jonas Oil Co Gas Sta
 410 Ray's Grocery
 434 Mrs. Petrine Ahlemeyer
 445 Pepsi-Cola Distributing
 Co warehouse
 447 Donohoe's Service
 Station
 Mobil Oil Co
 448 Carl O. Johnson
 501 Apartments
 1 Vacant
 2 Donald E Witthuhn
 3 Mrs Florence Risner
 502 Mrs. Margrt. M Smith
 516 Milton H. Rucker
 520 Keith L Roumph
 535 Harold H Reick
 539 Francis B Donner
 548 Michl Zrust

W. 1st St.

E. 2nd St.

234 Anderson Feed & Seed Co.
 237 Mrs. Agnes L Anderson
 237 1/2 Alvin Keller
 239 Walter P. Roth
 239 1/2 Mrs Genevieve
 Peterson
 248 U S Coast & Geodetic
 Survey (ofc)
 306 Elmer L Olson
 318 Kenneth R Beikmann

E. 2nd St. Continued

323 Hoppel Servissoft Co.
 (Water Softener)
 328 Robt J Rains
 Carter & Rains
 Garbage Service
 329 John Bobbet
 332 Victor J Hansen
 332 1/2 Jas Teeslink
 336 Dalton L Mowral
 336 1/2 John R Sholtz
 341 Delmar C Schiferl
 410 Gordon L Nelson
 425 Fred W Pike
 430 Mrs Pearl M Henriksen
 435 Glenn H Doerr
 441 Emil G Niebuhr
 446 Willis A. Trine
 449 Joseph T Donohoe
 505 Mrs Amanda Goesling
 Donald Hansen
 bsmnt Henry E Hoffman
 508 Janet A Taylor
 Duane E Bullock
 515 Bert L Carlson
 516 Edmund H Stuenkel jr
 533 Albert W Krueger
 534 Richard H Kirchmann
 547 Jack Berg

W. 2nd St.

235 Nebraska Natural Gas
 Co Whse and Serv Dept

E. 3rd St.

124 Clifton Hotel
 Mrs. Stella M.
 Stephenson
 136 Adler's Auto Service
 231 Chas H. Chambers vet
 Mrs. Mary H. Chambers
 240 Petersen Body Shop
 305 Mrs. Maude M. Hansen
 306 Frank E Chambers
 315 Dean R Sabulka
 319 Stanley J Bigos
 325 Vernon D Allen

E. 3rd St. Continued

330 Charles L Suchan
 Magdalen Jansen
 351 Orval L McLaughlin
 406 Trinity Evan
 Luth Church
 428 Rev. Sieg H Schroeder
 432 Martin P Senske
 437 Mrs. Anna R Taylor
 440 Duane Way
 449 Ambrose P Jordan
 504 Mrs Julia H Anderson
 507 Edw A Ruwe
 514 John C Brinkman
 (ins & real estate)
 Concordia Mutual
 Insurance Co
 521 Robt Schoeneck
 522 Franz W Schutt

W. 3rd St.

92 Montgomery Ward &
 Co whse
 97 City Street Department
 99 River Valley Cream Co
 250 Mrs Bertha Timm

E. Factory St.

430 J Berek Metal -
 Iron junk dlr
 540 Long Distributing Co
 (whse) beer dist

W. Factory St.

E. Vine St.

105 John H Jones

W. Vine St.

75 Bud Rager
 79 Harry Peters
 105 John H Jones
 250 PortableReady
 Mix Concrete

1960 Continued

N. Broad St.

130 Fremont Cake and
Meal Co. soy bean
131 Supersweet Feeds
151 Fremont Wool Co.
205 Babendure & Sons
Egg Processors
210 Babendure & Sons
(whse.)
249 Watson Bros. Trans
320 Northwestern Bell
Telephone Co (shop)
333 Fremont Auto Parts
339-47 Peterson Mach
& Sup Co
339 1/2 Paulsen Sheet
Metal Works

S. Broad St.

125 Neb Consolidated Mills
Co. (whse)
125 Neb Consolidated
Mills Co.
205 Continental Oil Co.
bulk plant
250 Hespen Soil Service stge
304 John H Severyn
305 Robt G Prickett
318 Emil Stodola
Louis Morris
Mika Stanley
319 Isaac R Bradley
324 Chas B Thessen
333 Allen J Espenscheid
auto repair
334 Mrs Deliah Mc Cauley
346 Bertha A Vogelsang
349 Mrs Mabel Farnoff

N. Park Ave.

200 H P Lau Co. whol groc.
201 American Kimberchiks
Inc whse
222 John Gumb Beverage
Co. beer
224 Seven-Up Co. Btlg Co
beverage
225 Grant Bowling Center

N. Park Ave. Continued

305 Phelps Tobacco Co
311 Neb Soft Water Service
335 Fremont Guide &
Tribune Garage
348 City Fire Dept.
Intl Assn of Firefighters
349 Mosley's Champlin
Service gas sta

S. Park Ave.

101 UPRR (freight depot)
103 UPRR (roadmaster's offc)
105 US Grain Inspection Dept.
319 Donald P Thomas
325 Joe Monovitz Scrap Iron
Jos Monovitz
326 Robt C Krueger
348 Howard L Foy
349 Mrs. Flossie Rolfson

N. Main St.

101 Red Circle Farm
Store feeds
102 Chuck Wagon Café restr
102 1/2 Petrow Apartments
1 Albert D Mahoney
2 Mrs Rosetta Cook
3 Alvin Cook
4 John H Meyer
5 Henry Swerezer
6 Henry Rasmussen
7 Mrs Hattie Lehr
8 John Andreason
9 Jerry Freeman
10 Norman Schirmer
106 Vacant
116-20 Carlson & Bolden
auto repr
124 Storks Garage
auto repair
130 Color Craft Press Inc
printing
130 1/2 Mrs Dorothy A
Welty
132 Sam's Onions
frozen foods
134 Sherm's Bar

N. Main St. Continued

136 Gallagher's Liquor
146 The Pantorium Cleaners
150 Phillippe Plumbing
Htg & AC
204 State Farm Ins Co
Farmers Mutal Fire Ins
Co of Lincoln Nebr
L R Nelson Ins Agcy
210 Nelson Paint Store
210 1/2 Martin C Killeen
Arnold Shanders
214 Vacant
215 O P Skaggs Grocery
218 Dew-Drop-Inn restr
220 Am Loan Plan
224 Glenn's Barber Shop
rear Harold G Smart
224 1/2 Herbert W Herre
pntr
Mrs Freida Pitcock
227 Ace Drive In liquor dlrs
228 Carlson Hatchery
228 1/2 Mrs Mame F
Fellows
Adolph N Carlson
230 Sanders' Furn Bargains
235 Nebraska Btld Gas Co.
240 Oaiss Bar beer
240 1/2 Mrs Yvonne
Surrency
241 Willison Pmb & Htg
243 Wm Kehres
Barber Shop
245 Vacant
247 Johnnie's Café
248 Jetter's Plb Htg &
Air Conditioning
248 1/2 Mrs Ethel Thomes
249 Johnnie's Place
250 Wild Feed &
Fertilizer Co
300 Vacant
300 1/2 Verbin's Apartments
1 Willard H Kretlow
2 Randall Hoback
3 Robt J Buresh
4 John S Melton

1960 Continued

N. Main St. Continued

303 Weimann Bar beer
 307 The Thrift Shoppe
 used clo
 307 1/2 Hub Rms
 Mrs. Chalotte Patten
 mgr
 308 Vasholz Meat Market
 rear Mrs. Agnes M.
 Stiborik
 311 Fremont Café
 312 The Sherwin Williams Co
 315 Kolbo Radio & TV
 315 1/2 Vacant
 316 Star Café
 317 Wolf & Chasen men's clo
 318 Battiato Shoe Repr
 320-34 Kavich Furn Co
 National Gift Seal Co
 trading stamp
 321 Jensen's Hobby Shop
 327 Vacant
 340 Teen Town children's clo
 Gold Bond Stamp Co
 trading stamps
 343 Eskilsen Furn Co
 345 Sportman's Bar beer
 347 Pete's Do It Yourself
 348 Leo W Connett
 chiropractor
 349 Saeger & Suchy beer
 350 Hotel Magil
 bsmnt Revival Center
 Lumir G Brokenicky
 watchmaker

S. Main St.

10 Railway Express
 Agency Inc.
 Western Union
 Telegraph Co. (office)
 Union Passenger Station
 UPRR Co pass sta
 150 Vacant
 201 Christensen Lbr Co
 212 C B & Q R R pass depot
 and frt
 325 Johnson Lbr Co.

S. Main St. Continued

350 Fremont Farmers Union
 Co-op Service Station
N. D St.
 120 Farmcrest Foods
 130 Nick Neff Tire &
 Motor Co
 137 Eidam Bros Rialto
 (tavern)
 149 Clara I. Bodell
 150 Hevner Enlow Serum Co.
 205 World Radio Laboratories
 Whol Electronic Parts
 210 Wilmer L Moomey
 220 WmFlorence Tank
 227 Christensen Body Shop
 auto body repair
 230 Mrs Mary Cushman
 245 Phil's Drive In rest
 303 Rychner Motors
 Auto Repair
 330 Loehr Citgo Service
 Gas Sta
 337 Birnstihl Mtrs
 350 Goodyear Service Store
 351 Ray Stephanek

S. D St.

N. C St.

130 Guy Redwing
 138 Roscoe C Rosenbaum
 150 Mrs Amelia L Vlasak
 202 Mrs Martha Siercks
 207 Oscar G Clarke
 219 Carl A Gustafson
 221 Mrs Garnet M Page
 223 LeRoy B Louthan
 250 Trinity Luth School
 321 Mrs Mary A Mintken
 325 Fred A Borcharding
 337 Earl H Strenger

S. C St.

78 Lin Hopkins artist
 Mrs Ruth Hopkins artist
 78 1/2 Henry Dockweller

N. Union St.

130 Gerald Baker
 241 Oscar H Rosenow
 305 Carl H Diekman
 315 Mrs Ruth Wolter
 325 Mrs Grace E Eidam

S. Union St.

66 Mrs Clara M Reeves
 70 Mrs Ella Hackstock
 86 Marvelin Houchins
 211 Scheer Oil Co. whse

N. Clarkson St.

124 Tony Hoelsing
 124 1/2 Vacant
 125 Donald F Launer
 133 Pearl E Thompson
 134 Dale S Ray
 205 Jesse G Steibach
 215 John C Kennec
 223 Mrs Theresa Schiferl
 234 Nels J Freed
 235 David Reisinger
 237 Joe E Kliment
 239 Fred J Eidam
 306 Mrs Julia McManus
 330 Adolph Mares

S. Clarkson St.

77 Allen J Lewis
 78 Otto L Belina
 79 Robt A Peterson
 81 Mrs Mary Hendrickson
 83 Bernard Ortmeier
 92 Frank A Bonow
 94 Walter J Bendig
 96 Clarence L Dunn
 98 Wilbur L McCann
 100 American
 Kimberchiks Inc stge

Dodge St.

505 Coffey's Plumbing
 Heating & Sheet Metal
 Contractors

1965

E. 1st St.

232 Yellow Cab Co.
 240 Rogers Tent
 and Awning
 300 Auto Electric &
 Battery
 Co Inc Auto Repr
 301 C & N W Ry. Co.
 (frt depot)
 Chicago &
 Northwestern
 Railway Women's
 Club
 316 Roy W Lambrecht
 340 Tony J Vrana
 400 Jonas Oil Co Gas Sta
 410 Ray's Grocery
 434 no return
 445 Sawtelle Motor Co
 Auto Repair
 447 Donohoe's Service
 Station Mobil Oil
 Co Fuel Oil
 448 Carl O. Johnson
 501 Apartments
 1 no return
 2 Ike Russell
 3 Grant Henry
 502 Ben Burnham
 John M Shanahan
 516 Mrs Gertrude Johnson
 520 Keith L Roumph
 535 Harold H Reick
 539 Mrs Marguerite
 Donner
 548 Mrs Antonia L Zrust

W. 1st St.

E. 2nd St.

234 Anderson Feed &
 Seed Co.
 237 Mrs. Agnes L
 Anderson
 237 1/2 Alvin Keeler
 239 James J Merl
 239 1/2 Genevivee
 Peterson

E. 2nd St. Continued

248 Greyhound Bus Lines
 306 Mrs Clara Melcher
 318 Mrs Florence Sawyer
 323 Eckley Servisoft Co.
 (Water Softener)
 328 Mrs Theresa Sellhorst
 328 1/2 James O'Crotty
 329 Harold L Kingry
 332 Victor J Hansen
 332 1/2 Willard Leauge Jr
 336 Dalton L Mournal
 336 1/2 Mrs Laverna M
 Tabor
 341 Frank Eichthaler
 410 Vacant
 425 Willis Bechtel
 430 Mrs Pearl M
 Henriksen
 435 Glenn H Doerr
 441 Emil G Niebuhr
 446 Willis A. Trine
 449 Joseph T Donohoe
 505 Mrs Amanda
 Goesling
 James M Hendrix
 508 Rick Murphy
 Lois Astryke
 515 Bertus L Carlson
 516 Edmund H Stuenkel
 533 Stanley A Coleman
 534 Robt F Buresh
 547 Apartments
 Jack Berg
 1 Lucy C Eickhoff
 4 Leonard Lechney
 5 Ernest Paar
 7 Fred Fornoff
 8 Marvin Gerbade
 4 Leonard Lechney
 5 Ernest Paar
 7 Fred Fornoff
 8 Marvin Gerbade

W. 2nd St.

235 Nebraska Natural
 Gas Co Whse and
 Serv Dept

E. 3rd St.

124 Clifton Hotel
 Oren E Stephenson
 136 Adler's Auto Service
 231 Chas H. Chambers
 Vet
 Mary H. Chambers
 240 Petersen Body Shop
 Auto Repair
 305 Laddie Hudec
 306 Eugene B Gaston
 319 Stanley J Bigos
 325 Vernon D Allen
 330 Mrs Alta R
 Holzerland
 Charles L Suchan
 341 Sanford B Sudduth
 348 Kenneth E
 McLaughlin
 351 Orval L McLaughlin
 406 Trinity Evangelical
 Lutheran Church
 428 Rev. Arlan A Holtz
 432 Darold Reinerd
 437 Ralph E Fairchild
 440 Lawrence M Wrage
 449 Denis J Lierman
 504 Mrs Julia H
 Anderson
 507 Edw A Ruwe
 514 Concordia Mutual
 Insurance Co
 John C Brinkman
 521 Robt L Schoeneck
 522 Louise M Schutt

W. 3rd St.

92 Montgomery Ward
 & Co whse
 97 City Street
 Department
 99 River Valley
 Cream Co

1965 Continued

E. Factory St.

300 Bee Line Builders
pole bldgs
430 J Berek Metal -
Iron junk dlr
540 Gaeth Feed &
Supply Ret

W. Factory St.

101 Val-U-Hi Supply
Whse

E. Vine St.

105 John H Jones

W. Vine St.

79 Harry Peters
200 Continental Oil Co
(Bulk plant)
250 Red-E-Mix Concrete

N. Broad St.

130 Fremont Cake and
Meal Co. soy bean
131 Supersweet Feeds
151 Fremont Wool Co.
205 Babendure & Sons
Egg Processors
210 City Street Dept. (stge)
249 Vacant
320 Northwestern Bell
Telephone Co (shop)
333 Fremont Auto Parts
339 Peterson Machine
& Supply Co

S. Broad St.

124 Spencer Chemical Co
(Div of Gulf Oil Corp)
Fertilizer Mfrs
125 Neb Consolidated Mills
Co. Flour Mill
250 Hespen Soil
Service stge
304 Mrs Carrie Barton
305 Leo E Wheelock
318 Clifford Hood

S. Broad St.

319 Charles Patten
Ronald C Corbit
324 Mrs Eunice Benjamin
326 Vacant
333 Mrs Ida M Espenscheid
334 Mrs Deliah Mc Cauley
346 Bertha Vogelsang
349 Mrs Mabel Farnoff

N. Park Ave.

200 Midwest Agriculture
Whse
201 American Kimberchiks
Inc whse
222 John Gumb
Beverage Co.
beer dist
224 Seven-Up Bottling Co.
Beverage
225 Park Bowling
bowling alley
249 Fremont Hormel
Employees Credit
Union
305 Phelps Tobacco &
Candy Co
311 Neb Soft Water
Service Inc
318 Claridge Farms
Inc Prod
Pkr and Shippers
335 Montgomery Wards
Auto Service
Auto Repr
348 City Fire Dept.
Intl Assn of
Firefighters

S. Park Ave.

101 Union Pacific
Railroad Co
(freight depot)
103 Union Pacific
Railroad Co
(roadmaster's offc)
105 Grain Inspection
Dept.

S. Park Ave. Continued

319 Milo Benjamin
325 Arnold H Hageman
326 Vacant
348 Christine Woodhull
349 Mrs. Jean M Sinnett

N. Main St.

101 Fremont Cake
& Meal stge
102 Chuck Wagon Café
102 1/2 Petrow Apts.
1 Mrs Ella J Mahoney
2 C V Chase
4 Vacant
5 Hans Jessen
6 Melvin Borai
7 O C Murry
8 Stanley Mika
9 Joseph Kulhanek
10 Vacant
106 Henry Anderson
(antique shop)
116 Carlson Auto Service
124 Storks Garage
auto repair
130 Color Craft Press
Inc printing
130 1/2 Vacant
132 Vacant
134 Sherm's Bar
135 Fremont Tribune
newspaper
136 Gallagher's Liquor
146 Pantorium Cleaners
150 Froid Imp
204 Gold Bond Gift Center
State Farm Ins Co
208 Ken Weiman Realty
210 Nelson Paint Store
210 1/2 Nancy Boroff
Alton Harris
215 O P Skaggs
Grocery Store
218 Dee's Diner Restr
Mrs Emma Peterson
220 American Loan Plan

1965 Continued

N. Main St. Continued

224 Glenn's Barber Shop
Ralph R Spahne
rear no return
rear Harold G Lund
224 1/2 Vacant
227 Ace Liquor Drive-In
228 Willison Plumbing &
Heating Whse
228 1/2 Mrs Mame
F Fellows
Robt L Patton
230 All Makes Sewing
Machine Store
235 Northern Propane
Gas Co
Walker
Newspaper Inc
240 Oaíses Bar
240 1/2 Vacant
241 Willison Plumbing
& Heating
243 Dick's Barber Shop
245 Kavich's Furniture
Stge
248 Jetter's Plb Htg &
Air Conditioning
248 1/2 Robt L
Christensen
249 Fred's Bar
250 Buckly Sign Co
Sign Mfrs
300 Nebraska Goodwill
Industries Used Clo
300 1/2 Verbin's Apts.
1 Willard H Kretlow
2 Mrs Ethel T Thomas
3 Merle Davis
4 Mrs Lola McKee
303 Weimann's Bar
307 J R Freeman Chemical
Co. jan sup
Fremont TV Clinic
telev sales and serv
307 1/2 Hub Rooms
Mrs. Charolette
Patten

N. Main St. Continued

308 Electronics Service Co
radio and tv sales and
serv
308 1/2 Claasen Company
Mfr Agent Elec
Lawrence Bradberry
311 Brokenicky Jewelry
312 Sherwin Williams Co
315 Kolbo Radio &
TV Repair
315 1/2 Dave Bailey
316 L R Nelson Insurance
Farmers Mutual of
Nebraska
State Farm
Insurance Co
H & R Block Income
Tax Service
317 Wolf & Classen's
men's clo
318 Battiato Shoe Repair
321 Lu Jeans Hobbies
& Ceramics
325 Baldwin - Peterson Co
327 U S Air Force
330 Kavich Furniture
Co Inc

S. Main St.

10 Railway Express Agency
Western Union
Telegraph Co. branch
150 Taylor & Martin
Auctioneers
200 Midwest Agricultural
Warehouse
Merchandise Stge
201 Christensen
Lumber Co
205 Christensen Lbr
Co whse
212 Chicago Burlington
and Quincy RR
(Pass and Frt Depot)
325 Johnson Lbr Co.

S. Main St. Continued

349 Fremont Farmers
Union Co-op
Association
Implement Dept.
350 Fremont Farmers
Union Co-op
Gas Station

N. D St.

120 Vacant
130 Diers Inc Body Shop
137 Woody's Bar Tavern
149 Clara I. Bodell (1)
150 Hevner Enlow
Serum Co.
Inc. Vet Remedies
205 World Radio
Laboratories
Whol Electronic Parts
210 Elmer T Olson
220 Walter W Ellerman
227 Christensen
Body Shop
auto body repair
230 Leeander B Smith
245 Al Pimper Motors
Used Car Lot
303 Rychner Motors
Auto Repair
330 Loehr Citgo Service
Gas Sta
337 Al Pimper Motors
Auto Dlr
350 Goodyear Service
Store Tires
351 Vacant
Alan D Follen

S. D St.

N. C St.

130 Ernest Boerrcher
138 Roscoe C
Rosenbaum
150 Mrs Amelia L
Vlasak
207 Oscar G Clarke

1965 Continued

N. C St. Continued

219 Marion O Schuster
 221 Mrs Garnet M Page
 223 Frank Gilman
 250 Trinity Lutheran
 School
 321 Mrs Mary A Mintken
 325 Lora M Borcharding
 337 Earl H Strenger

S. C St.

78 Linton Hopkins artist
 78 1/2 Henry Dockweiler

N. Union St.

130 Edward O Herre
 241 Oscar H Rosenow
 305 Donald D Engel
 315 John J O'Callaghan
 325 Mrs Grace Eidam

S. Union St.

66 Vacant
 70 Mrs Ella Hackstock
 86 Marvelin Houchins
 211 Sheer Oil Co. whse

N. Clarkson St.

124 Mrs Bertha V Hoesing
 124 1/2 Leroy Harland
 125 Donald F Launer
 133 Pearl E Thompson
 134 Vacant
 205 Jesse G Steibach
 215 John C Kennec
 223 Mrs Theresa Schiferl
 234 Milton Norenberg
 235 Mrs Judith I Houser
 237 Sam Baker
 239 Vacant
 306 Mrs Julia McManus
 330 Adolph Mares

S. Clarkson St.

77 Allen J Lewis
 78 Otto L Belina
 79 Gary D Strong
 81 Wm J Meenk
 83 Alva E Foraker
 92 Larry G Goracke
 94 George P Sander
 96 Gary Dunn
 98 Leland N Christensen
 100 Mowes Seed Co

Dodge St.

505 Herb Charleston
 Mechanical Contractor
 Plmbg Htg & AC

1970

E. 1st St.

232 Yellow Cab Co.
 240 Rogers Tent and Awning
 300 Carburetor &
 Electric Service
 301 C & N W Ry. Co.
 (frt depot)
 316 John E Bodell
 340 Tony J Vrana
 400 Sloans Derby Service
 410 Vacant
 434 Vacant
 445 Sawtelle Motor Inc.
 auto repair
 447 Strong's Propane
 448 Mrs. Minnie Johnson
 501 Apartments
 1 Mrs Glenda R Kirby
 2 Irma Stanley
 3 Harry Furstenau
 4 Larry Wekley
 516 Mrs Gertrude Johnson
 Larry E Haltman
 520 Keith L Rounph
 535 Harold H Reick
 539 Mrs Marguerite C Donner
 548 Mrs Antonia L Zrust

W. 1st St.

E. 2nd St.

234 Anderson Feed &
 Seed Co.
 rear Geo M Shada
 whol fruit
 237 Clara Widener
 237 1/2 Judith E Snover
 239 Nettie Rager
 239 1/2 Mrs Genevieve
 Peterson
 248 Greyhound Bus Depot
 Arrow-Black Hills Service
 Bus Lines
 Capitol Service Bus Lines
 306 Mrs Charlotte E Snyder
 318 Mrs Sharon Cruggs
 323 Monson Auto Service
 328 Mrs Margaret E Kraft

E. 2nd St. Continued

328 1/2 Mrs Beverly J Foss
 329 Kingry Locksmith
 Harold L Kingry
 332 Mrs Leta C Hansen
 332 1/2 James A Rejda
 336 Dalton L M Mournal
 336 1/2 Mike C O'Connor
 341 Frank Eichthaler
 425 Willis Bechtel
 430 Mrs Pearl M Henriksen
 435 Glenn H Doerr
 441 Emil G Niebuhr
 446 Willis A. Trine
 449 Larry R Fisher
 505 Mrs Amanda Goesling
 508 Richard J Vyhldal
 515 Bertus L Carlson
 516 Mrs Lorraine Sass
 533 Stanley A Coleman
 534 Robt F Buresh
 547 Apartments
 Jack Berg
 1 Lucy C Eickhoff
 2 Andrew Jewell
 3 Rand Gustafson

W. 2nd St.

235 Nebraska Natural Gas
 Co Whse and Serv Dept

E. 3rd St.

136 Adler's Auto Service
 231 Chas H. Chambers Vet
 Mary H. Chambers
 240 Petersen Body Shop
 Auto Repair
 305 Le Roy R Swanda
 306 Rychner Motors
 319 Vacant
 325 Vernon D Allen
 330 Don E Root
 341 Sanford B Sudduth
 348 Rudy Greser
 351 Orval L McLaughlin
 406 Trinity Lutheran Church
 428 Rev. Glen D Kalthoff
 432 Bruce A Gremel

E. 3rd St. Continued

437 Ralph E Fairchild
 440 Elmore H Salisbury
 449 Tom P Shuster
 504 Naomi Turner
 507 Edw A Ruwe
 514 Concordia Mutual
 Insurance Co
 John C Brinkman
 521 Robt L Schoeneck
 522 Louise M Schutt
W. 3rd St.
 92 Montgomery Ward
 & Co whse
 97 City Street Department
 99 Acme Body Shop
 250 Dale Adams

E. Factory St.

300 Vacant
 430 J Berek Metal -
 Iron junk dlr
 540 Gaeth Feed &
 Supply Ret

W. Factory St.

101 Val-U-Hi Supply Whse

E. Vine St.

W. Vine St.

75 Raymond Woodhull
 79 Harry Peters
 105 John H Jones
 200 Continental Oil Co
 (Bulk plant)
 250 Red-E-Mix Concrete

N. Broad St.

130 Fremont Cake and
 Meal Co. soy bean
 131 Supersweet Feeds
 151 Fremont Wool Co.
 205 Babendure & Sons
 Egg Processors
 249 Nielsen Body Shop
 320 Northwestern Bell
 Telephone Co (shop)

1970 Continued

N. Broad St.

333 Fremont Auto Parts
339 Peterson Machine
& Supply Co
339 1/2 Vacant

S. Broad St.

124 Nixon & Co
livestock feed
125 Neb Consolidated
Mills Co. Flour Mill
250 Hespen Feed & Fertilizer
304 Mrs Carrie Barton
305 Thomas M Fields
Tom's Auto Repair
318 Philip L Swartz
319 Philip Adams
324 Mrs Eunice Benjamin
326 Harold Sorensen
333 Mrs Ida M Espenscheid
334 Mrs Fern Barry
346 Fremont Auto Mart
349 Mrs Mabel Farnoff

N. Park Ave.

200 Midwest Agriculture
Whse
201 Blindcraft Industries whse
222 Hansen Beverage Co.
beer dist
224 Seven-Up Bottling Co.
whse
225 Park Bowling
bowling alley
249 Fremont Hormel
Employees Credit Union
305 Phelps Tobacco &
Candy Co
311 Neb Soft Water
Service Inc
335 Montgomery Wards
Auto Service Auto Repr

S. Park Ave.

101 Union Pacific Railroad Co
(freight depot)
103 Union Pacific Railroad Co
(roadmaster's offc)

S. Park Ave. Continued

105 Grain Inspection Dept.
319 Milo Benjamin
325 James F Hageman
326 Christine Woodhull
349 Mrs. Jean M Sinnett

N. Main St.

102 Chuck Wagon Café
102 1/2 Petrow Apartments
1 Mrs Ella J Mahoney
2 Lee I Brittell
3 James Stanek
4 Marvin Scarscone
6 Ralph Spahni
7 Dave Hunington
8 Stanley Mika
9 Charles Patten
10 Ray Rezac
106 Henry Anderson
(antique gift shop)
116 Carlson Auto Service
124 Teebken Electric
130 Color Craft Press Inc
printing
130 1/2 Vacant
132 Vacant
134 Jackie's Joint
135 Fremont Tribune
newspaper
136 Alcoholics Anonymous
148 O'John's Repair
repr jacks & compressors
150 Vacant
204 Alibi Lounge
208 State Farm Insurance Co
Weiman Realty
210 Nelson Paints
210 1/2 Gary McCoy
215 Abe Krasne
Home Furnishings
218 Patio Beauty Salon
218 1/2 Stella Ketchnark
220 Farmers Insur. Group
Aqua Vite
water softener mfg

N. Main St. Continued

224 First Gent Barber Shop
Apartments
1 Vacant
2 Vacant
3 Earl H Hartman
4 Sharon A Suhr
7 Carl J Brittell
8 Warren P Schuchart
224 1/2 Vacant
227 Johnie's Café
228 Thomas Bros
As-Is-Shop
used clothing furn etc
228 1/2 Robert L Patton
230 All Makes Sewing Store
235 Victory Service Co
motorcycle sls & serv
240 Sadara Bar
240 1/2 Vacant
241 Zimmerman Const Co
243 Dick's Barber Shop
245 Vacant
247 Vacant
248 Jetter's Plb Htg &
Air Conditioning
248 1/2 Vacant
249 Fred's Bar
250 Buckly Sign Co
Sign Mfrs
300 Nebraska Goodwill
Industries Used Clo
300 1/2 Verbin's Apartments
1 Willard H Kretlow
2 Fay Elsberry
3 Vacant
4 Mrs Lola G McKee
303 Weimann's Bar
307 J R Freeman Chemical
Co. jan sup
Fremont TV Clinic
telev sales and serv
307 1/2 Hub Rooms
Mrs. Charolette
Patten
308 Electronics Service Co
radio and tv sales and serv

1970 Continued

N. Main St. Continued

308 1/2 Vacant
 Carrie Utterback
 311 Brokenicky Jewelry
 312 Sherwin Williams Co
 315 Kolbo Radio &
 TV Repair
 315 1/2 Frank Eckestein
 316 L R Nelson Insurance
 Farmers Mutual
 of Nebraska
 State Farm Insurance Co
 H & R Block Income
 Tax Service
 317 Wolf & Classen's
 men's clo
 318 Vacant
 321 Fremont Appliance
 Center
 325 Acme Personnel Service
 emp agency
 327 Vacant
 330 Kavich Furniture Co Inc

S. Main St.

10 Vacant
 Union Pacific Railroad Co
 teleg ofc
 150 Taylor & Martin
 Auctioneers
 150 1/2 Vacant
 200 Midwest Agricultural
 Warehouse Merchandise
 Stge
 Val-U-Hi Fertilizer Supply
 201 Christensen Lumber Co
 205 Christensen Lbr Co whse
 212 Burlington Northern
 Railway Inc
 325 Johnson Lbr Co.
 349 Fremont Farmers Union
 Co-op Association
 Implement Dept.
 350 Vacant

N. D St.

120 Vacant
 125 Radio Communication Co
 two way radio repr
 130 Parker's Garage auto repr
 137 Woody's Bar Tavren
 149 Vacant
 150 Parker Livestock Supply
 Inc. vet remedies
 205 Vacant
 210 Elmer L Olson
 220 Jesse Stack
 227 Fremont Body & Frame
 230 Leeander B Smith
 245 Under Construction
 303 Al Pimper Motors stge
 330 Al Pimper Motors
 used car lot
 337 Al Pimper Motors
 Auto Dlr
 350 Stratton's Laundry &
 Cleaners
 351 Vacant
 351 1/2 Vacant

S. D St.

N. C St.

130 Ernest A Boettcher
 138 Roscoe C Rosenbaum
 150 Mrs Amelia L Vlasak
 207 Oscar G Clarke
 219 Vacant
 221 Mrs Garnet M Page
 223 Frank M Gilman
 250 Trinity Lutheran School
 321 Joseph R Finnegan
 325 Dora L Vangert
 337 Earl H Strenger

S. C St.

78 Mrs Ruth Hopkins artist
 78 1/2 Henry Dockweiler

N. Union St.

130 Edward O Herre
 241 Oscar H Rosenow
 305 Lyle D Wagenr
 315 Mrs Carletta Strong
 325 Mrs Grace Eidam

S. Union St.

66 Ray R Payton
 70 No retrun
 86 Bernard B Sylvis
 130 Robertson Sales Co
 beer distr
 211 Scheer Oil Co whse

N. Clarkson St.

124 Mrs Bertha V Hoelsing
 124 1/2 Rick L Helms
 125 Donald F Launer
 133 Pearl E Thompson
 134 Vacant
 205 Jesse G Steibach
 215 John C Kennec
 223 Mrs Theresa Schiferl
 234 Jim D Wagner
 235 Jake J Erlenbusch
 237 Lyle L Le Grand
 239 Harold R Rahtz
 306 Mrs Julia McManus
 330 Adolph Mares

S. Clarkson St.

77 Allen J Lewis
 78 Otto L Belina
 79 Mrs Anna Scheinost
 81 Mrs Anna Bergmanis
 83 Vacant
 92 Alva E Foraker
 94 George P Sander
 96 Mrs Violet M Cain
 98 Leland N Christensen
 100 Vacant

Dodge St.

505 Sunset Paint & Repair
 515 Sinclair Oil Co
 (bulk plant)

1975

E. 1st St

232 Frank Maynard Repair
auto
240 Rogers Tent and Awning
300 Carburetor & Electric
Service
301 Chicago & Northwestern
Railway Co (frt depot)
316 Vacant
340 Tony J Vrana
400 Capp's Home Decorating
Center
Svoboda & Selvins Inc
fl coverings
410 Purkey Const Co
genl contrs
445 Sawtelle Motor Inc.
auto repair
448 Mrs. Lou Ann Vitamvas
501 Apartments
1 Mrs Shirley Clark
2 Debbie Parr
502 Vacant
516 Mrs Gertrude Johnson
520 Keith L Rounph
535 Mrs Mary Reick
539 Larry M Mead
548 Mrs Antonia L Zrust

W. 1st St.

E. 2nd St.

234 Anderson Feed & Seed Co.
rear Geo M Shada
whol fruit
237 Clara Widener
237 1/2 Judith E Snover
239 Nettie Rager
239 1/2 Mrs Genevieve
Peterson
248 Greyhound Bus Depot
Arrow-Black Hills Service
Bus Lines
Capitol Service Bus Lines
306 Mrs Charlotte E Snyder
318 Mrs Sharon Cruggs
323 Monson Auto Service
328 Mrs Margaret E Kraft

E. 2nd St. Continued

328 1/2 Mrs Beverly J Foss
329 Kingry Locksmith
Harold L Kingry
332 Mrs Leta C Hansen
332 1/2 James A Rejda
336 Dalton L M Mournal
336 1/2 Mike C O'Connor
341 Frank Eichthaler
425 Willis Bechtel
430 Mrs Pearl M Henriksen
435 Glenn H Doerr
441 Emil G Niebuhr
446 Willis A. Trine
449 Larry R Fisher
505 Mrs Amanda Goesling
508 Richard J Vyhldal
515 Bertus L Carlson
516 Mrs Lorraine Sass
533 Stanley A Coleman
534 Robt F Buresh
547 Apartments
Jack Berg
1 Lucy C Eickhoff
2 Andrew Jewell
3 Rand Gustafson

W. 2nd St.

235 Nebraska Natural Gas
Co Whse and Serv Dept

E. 3rd St.

136 Low Income Ministry
Center
231 Zimmerman Construction
& Repair Inc
Harold V Zimmerman
240 Fremont Hatchery
245 Petersen Body Shop
305 Le Roy R Swanda
306 Rychner Motors
319 Gary Witzel
325 Vernon D Allen
330 Robert C Ray
341 Desley Moser
348 Mrs Ella A Greser
351 Curt Greser
406 Trinity Lutheran Church

E. 3rd St. Continued

428 Rev. Glen D Kalthoff
432 David Reed
437 Mrs Frieda Fairchild
440 Larry D Martin
449 Donald Zracek
504 Naomi Turner
507 Robt L Voss
514 John C Brinkman
real estate sales
521 Mrs Marilyn J
Schoeneck
522 Louise M Schutt

W. 3rd St.

92 Vacant
97 City Street Department
250 Vacant

E. Factory St.

4 Phillips 66 Bulk Plant
300 Vacant
430 J Berek Metal -
Iron junk dlr
540 Gaeth Feed &
Supply ret

W. Factory St.

101 Val-U-Hi Supply Whse

E. Vine St.

W. Vine St.

79 James W Broberg
200 Continental Oil Co
(Bulk plant)
250 Arps Red-E-Mix
Concrete

N. Broad St.

130 Archer Daniel Midlands
Co soy bean div
131 Supersweet Feeds
151 Fremont Wool Co.
205 Babendure & Sons
Egg Processors
249 Vacant

1975 Continued

N. Broad St. Continued

320 Northwestern Bell
Telephone Co (shop)
333 Fremont Auto Parts
339 Peterson Machine &
Supply Co
339 1/2 Vacant

S. Broad St.

124 Nixon & Co
livestock feed
125 Con-Agra Inc. Flour Mill
250 Man-An-So Corp
feed & fertilizer
304 Steven A Brewer
305 Melvin T Field
318 Geo T Drews
319 Alma Freeman
Gerald Kruger
bsmnt Patsy Brandt
324 No Return
333 Mrs Ida M Espenscheid
334 Mrs Fern O Barry
346 Fremont Auto Mart
used cars
349 Richd Mc Ley

N. Park Ave.

200 John Anderson Whse
(Anderson Feed & Seed)
201 Archer Daniel whse
222 Beemer Electric Co
elec fixtures retail
224 Vacant
225 Park Bowling
bowling alley
249 Fremont Hormel
Employees Credit Union
305 Phelps Tobacco &
Candy Co whol
335 Culligan Soft Water

S. Park Ave.

103 Vacant
105 Vacant
319 Milo Benjamin
325 James F Hageman
349 Mrs. Jean M Sinnett

N. Main St.

102 Chuck Wagon Café
102 1/2 Chuck Wagon Apts.
1 Mrs Ella J Mahoney
2 Ira L Brittell
3 Robt Pullman
4 Vacant
6 Wm C Stanley
7 Harry Adam
8 Lewis F Croghan
9 Vacant
10 Vacant
106 Vacant
116 Moss Auto Service
124 Teebken Electric
130 Emanuel Printing
130 1/2 Eug Lewis
Fencel Skalak
132 Vacant
134 Kellys Pub
135 Fremont Tribune (daily)
136 Alcoholics Anonymous
meeting house
148 Doe's Place Tavern
150 Ted's Cycle motor shop
208 State Farm Insurance Co
Weiman Realty Co
210 Nelson Paints
210 1/2 Mark Bay
215 Abe Krasne Home
Furnishings
218 Velvet Tough
Beauty Salon
218 1/2 Vacant
220 Farmers Insurance Group
224 Esquire Barber Shop
Apartments
1 Stella H Ketchmark
2 John H Flagle
3 Stewart Carpenter
4 Ralph Birchem
6 Irwin J Benjamin
7 No return
8 Warren P Schuchart
227 Johnie's Café
228 Thomas Bros As-Is-Shop
used clothing furn etc
228 1/2 Vacant

N. Main St. Continued

230 All Makes Sewing Store
D & D Investment Co
Niagra Therapy
& Massage
235 Buhrig Bar
240 Nothin' But Country
tavern
241 Hamilton Art & Frame
art gallery frame
& classes
243 Dick's Barber Shop
248 Jetter's Plb Htg &
Air Conditioning
250 Buckly Sign Co
Sign mfrs
300 The Bargain Store
used goods
300 1/2 Verbin's Apartments
1 Willard H Kretlow
2 Charles Wrublewski
3 Harold Keeler
4 Mrs Lola G McKee
303 Weimann's Bar
307 J R Freeman
Chemical Co. jan sup
Fremont TV Clinic
telev sales and serv
307 1/2 Hub Rooms
1 Clarence Piotrowski
2 Thos Holcomb
3 Vacant
4 Vacant
5 Harvey Realph
6 Vacant
308 Classen Electronics
Service Co
radio and tv
sales and serv
308 1/2 Vacant
311 Brokenicky Jewelry
312 Sherwin Williams Co
315 Kolbo Radio &
TV Repair
315 1/2 Richd W Kolbo
317 Wolf Clothing Store
men's clo

1975 Continued

N. Main St. Continued

321 Fremont
Appliance Center
325 Sportsman's Bar tavren
327 La Sheann's Your Pets
Beauty Salon
330 Kavich Furniture Co Inc

S. Main St.

10 Union Pacific Railroad Co
freight office
Union Pacific Railroad Co
150 Vacant
200 Midwest Agricultural
Warehouse
merchandise stge
Creative Sales Inc
horticulturist supplies
whol
201 Christensen Lumber Co
205 Christensen Lbr Co whse
212 Burlington Northern
Railway Inc
325 Johnson Lumber Co.
349 Green Valley
Implement Inc
350 G R I D Auto Service
auto repr

N. D St.

120 Vacant
125 Vacant
130 Courtesy Motors new cars
sales & serv
137 Red Rooster Bar & Grill
150 Parker Livestock
Supply Inc. vet remedies
210 Elmer L Olson
220 Margt Grover
227 Fremont Body &
Frame
230 Mrs Jemina E Smith
303 Al Pimper Chrysler-
Plymouth stge
330 Al Pimper Motors
used car lot
337 Al Pimper Motors
auto dlr

N. D St. Continued

350 Stratton's Speed
Wash &
Cleaners coin opr

S. D St.

N. C St.

130 Mrs Elsie A
Boettcher
138 Michl Reznicek
150 Vacant
207 Mrs Marie E Clark
219 Robt G Tabor
221 Mrs Garnet M Page
223 Frank M Gilman
250 Trinity Lutheran
School

321 Allen L Hunke
325 Dora L Bangert
337 Earl H Strenger

S. C St.

78 Mrs Gloria Sutton
78 1/2 Henry H
Dockweiler

N. Union St.

130 Mich A Bechtel
241 Mrs Mildred E
Rosenow
305 Gary C Sherman
315 Robt C Therien Jr
325 Robt A Martin
327 Clarence P Young

S. Union St.

66 Vacant
70 Vacant
86 James T Knoell
130 Robertson Sales Co
beer distr
211 Scheer Oil Co whse
325 Platte Chemical Co
mfr agrl insecticides

N. Clarkson St.

124 Mrs Bertha V
Hoelsing
124 1/2 John Tohey
125 Mrs Bette J Orton
133 Wm W Cioni
205 Jesse G Steibach
215 John C Kennec
223 A J Moody
234 Jim D Hammond
235 Jake J Erlenbusch
237 Mrs Dorothy M Price
239 Rob Schoeneck
306 Svend Thor
330 Adolph Mares

S. Clarkson St.

77 Allen J Lewis
78 Mrs Mabel E Belina
79 Larry D Larsen
81 Jim Smith
83 Vacant
92 Mrs Zelma Paris
94 Henry S Kinney
96 Vacant
98 No Return
100 Vacant

Dodge St.

1980

E. 1st St

232 Frank Maynard Repair
auto
240 Rogers Tent and
Awning Inc
300 Carburetor & Electric
Service
301 Chicago & Northwestern
Railway Co (frt depot)
340 Vacant
348 Vacant
400 Hamilton Art Gallery
Russell Hamilton
410 Capp's Home
Decorating Center
Svoboda & Slevins Inc
fl coverings
445 Sawtelle Motor Inc.
auto repair
448 Betty J Kortum
501 Apartments
1 Vacant
2 Vacant
502 Ronal M Brooks
510 Matthew P Lucas
512 Antonia L Zrust
520 Keith L Rounph
535 Mrs Marie Reick
539 Vacant
548 No Return

W. 1st St.

E. 2nd St.

222 Someplace Else lounge
237 Vacant
239 A Holtz
239 1/2 Vacant
248 Vacant
306 Mick Ferrin
318 Vacant
323 Vacant
328 Margt Geisler
328 1/2 Anna Humman
329 Harold L Kingry
332 Mrs Leta C Hansen
332 1/2 Kristell Hansen
336 Dalton L M Mournal

E. 2nd St. Continued

336 1/2 Larry C Johnson
341 Gerald H Gocken
425 Roy M McCabe Jr
430 Mrs Pearl M Henriksen
435 Gene R Sievers
441 Donald E Burns
446 Willis A. Trine
449 Larry R Fisher
505 Linda Hajek
upper N L Bilava
508 Richard J Vyhldal
515 Vertus L Carlson
516 David W Mahoney
533 John Pumroy
534 Robt F Buresh
547 Apartments
1 Mrs Georgia S Harris
2 Vacant
3 Vacant

W. 2nd St.

235 Nebraska Natural Gas
Co Whse and Serv Dept

E. 3rd St.

136 Low Income Ministry
Centr.
231 Zimmerman Construction
& Repair Inc
City Cab
Harold V Zimmerman
240 Root Graphics prmtg
245 Petersen Body Shop
306 Teebken Electric Inc.
contr.
319 Vacant
325 Vernon D Allen
330 Robert Ray
341 Robt Jensen Jr
348 Mrs Ella A Greser
351 Lonnie M De Long
406 Trinity Lutheran Church
432 Kevin L Hobson
437 Chester V Thomas
440 Vacant
449 Ronald L Skinner
504 John G Clemenger

E. 3rd St. Continued

507 Robt Korr
514 Mrs Linda L Brinkman
521 Robt Schoeneck
522 No Return

W. 3rd St.

92 Whse. Christensen
Lumber
97 City Street Department
250 Vacant

E. Factory St.

400 Phillips 66 Bulk Plant
430 J Berek Metal -
Iron junk dlr.
540 Gaeth Feed &
Supply ret

W. Factory St.

101 Val-U-Hi Supply Whse

E. Vine St.

W. Vine St.

79 Sam Austin
200 Vacant
250 Arps Red-E-Mix
Concrete Inc

N. Broad St.

130 Archer Daniel Midlands
Co soy bean div
131 Supersweet Feeds
151 Vacant
205 Babendure & Sons
Egg Processors
249 Kelly Klosure (Whse)
320 Northwestern Bell
Telephone Co
(storeroom)
333 Northwestern Bell
Tel Co
339 Peterson Machine &
Supply Co

1980 Continued

S. Broad St.

124 Central Soy Co Inc
Master Mix Feeds
livestock feeds
125 Con-Agra Inc.
Flour Mill
250 Man-An-So Corp
feed & fertilizer
304 Harold Brewer
305 Melvin T Field
318 Geo Drews
319 Lee Ann Verbeck
Wm Freeman
bsmnt Raymond Larson
324 Galdd R Skinner
333 Ida M Espenscheid
334 Vacant
346 L A Auto Mart
used cars
349 Delores Mc Ley

N. Park Ave.

200 Midwest Agricultural
Warehouse Co stge
201 Archer Daniel whse
222 Creative Sales Inc
tree fertilizer
224 Mahrt Inc air condtg
-plmbg-htg
225 Gymnastics World
249 Fremont Hormel
Employees Credit Union
305 Phelps Tobacco &
Candy Inc whol
335 Culligan Soft Water
Service Inc

S. Park Ave.

319 Jerry Stack
325 John J Gilbert
349 Mrs. Jean M Sinnett

N. Main St.

102 Aurora's Kitchen restr
102 1/2 Chuck Wagon Apts.
1 Vacant
2 Ira L Brittell
3 Pat Brandt

N. Main St. Continued

4 Vacant
6 No return
7 R Davitz
8 Lewis F Croghan
9 Vacant
10 Vacant
106 Vacant
116 Maslonka Construction
cabinets genr cosntr
130 Nebraska Solar
Corporation
Emanuel Printing Inc
132 Vacant
134 Kellys Pub
135 Fremont Tribune (daily)
136 Chapter Five Inc
Meeting House
148 Doe's Place Tavern
150 Ideas Inc hobby &
gift shop
208 State Farm Insurance Co
Weiman Realty Co
210 Nelson Paints
215 Paramount Designs
Inc eng drftg
224 Apartments
225 Larry's Café
228 Bell Bookkeeping &
Tax Serv Inc
Gottula Tax Service
228 1/2 Vacant
230 D & D Investment Co
235 Bill's Bar
240 Nothin' But Country
tavern
241 No Return
243 Dick's Barber Shop
248 Jetter's Plb Htg &
Air Conditioning
250 Buckly Sign Co
Sign mfrs
300 The Bargain Store
used goods
300 1/2 Christanson R
1 No Return
303 Weimann's Bar

N. Main St. Continued

307 J R Freeman
Chemical Co.
jan sup
Fremont TV Clinic
telev sales and serv
307 1/2 Hub Rooms
1 Clarence Petrouski
2 Jerry Gohan
3 Hans Christoffersen
4 Arth A Lamb
5 John Lamb
6 No Return
7 Ralph Hargens
8 James Benjamin
9 Donald Wymore
308 Classen Electronics
Service Co radio and
tv sales and serv
308 1/2 Vacant
311 Brokenicky Jewelry
312 Sherwin Williams Co
315 Kolbo Radio &
TV Repair
315 1/2 Michl Olson
317 Vienna Bakery Inc
321 Fremont Appliance Co
distr
325 Sportsman's Bar
tavern
327 The Hair Company
beauty shop
330 Kavich Furniture
Co Inc

S. Main St.

10 Union Pacific
Railroad Co
freight office
136 Ag Land Products whse
150 Midwest Agricultural
Warehouse
merchandise stge
200 Vacant
201 Christensen Lumber Co
205 Christensen Lbr Co
whse

1980 Continued

S. Main St. Continued

212 Burlington Northern
Railway
325 Johnson Lumber Co.
349 Green Valley
Implement Inc
350 Vacant

N. D St.

120 Bargain Spot new &
used merchandise
Miracle Motors
used cars
125 Ag-American animal
health products
130 Buckridge Inc plmbg htg
& air condtnng contr
137 Vacant
150 Ag American (plant)
210 Elmer L Olson
220 Margt Grover
227 Fremont Body & Frame
230 Mrs Jemina E Smith
303 Haecke's One
Stop Bicycle
330 Briar & Bow tobacco &
archery specialist
337 Ted's TV & Appliance
Service
The Posey Patch florist
339 Atco Transmission
and Muffler
340 Patio Beauty Salon
350 Master Kitchen

S. D St.

N. C St.

130 Carrie Weeks
138 Margt Hogan
150 No Return
207 Mrs Marie E Clark
219 Robt G Tabor
221 Mrs Garnet M Page
223 Frank M Gilman
250 Trinity Lutheran
School
321 Walter R Grosse

N. C St. Continued

325 Dora L Bangert
337 Earl Strenger

S. C St.

78 Mrs Gloria Sutton
78 1/2 Vacant

N. Union St.

130 Roy Pavey
241 Vacant
305 Vacant
315 Virginia Yarman
325 Robt B Martin

S. Union St.

66 Vacant
70 Vacant
86 Mrs Carmelitta
Knoell
98 Lee M Christensen
130 Robertson
Sales Co
beer distr
211 Scheer Oil Co
whse
325 Platte Chemical
Co agrl formula
insecticides

N. Clarkson St.

124 Vacant
125 Rod C Bonsack
133 James Hiatt
205 Jesse G Steibach
215 Vacant
223 A J Moody
234 Mrs Julie O'Hanlon
235 Mrs Eva K
Erlenbusch
237 Mrs Dorothy M
Price
239 Robt L Schoeneck
306 Svend Thor
330 No Return
340 Board & Room For
The Elderly

S. Clarkson St.

77 Dean L Knoell
78 Vacant
79 Dave Kay
81 Bruce Wehner
83 Brad L Flesher
92 Mrs Zelma Paris
98 Leland N
Christensen
100 Porter Livestock
Warehouse

Dodge St.

1985

E. 1st St.

232 Franke Maynard Repair
auto
248 Rogers Tent and
Awning Inc
300 Lee's Service & Repair
auto repair
301 Vacant
340 Vacant
348 Ken L Shuster
400 Ehly's Decorating Inc
interior designs
410 Capp's Home Decorating
Center
Svoboda & Slevins Inc
fl coverings
Professionals Unlimited
sales training service
445 Insurance America
448 Mrs Kenneth Gramley
501 Apartments
1 Steven M Keifer
2 Scott M Haevner
502 Ronal M Brooks
510 Mrs Pauline M Anderson
512 Antonia L Zrust
520 Keith L Routh
535 Mrs Marie Reick
539 Timothy G Matya
548 Vacant

W. 1st St.

E. 2nd St.

222 News Room Lounge
cocktail lounge
224 Nelson Upholstery
furn uphol
237 Alma Freeman
306 Vacant
318 Henry's Body & Fender
323 Al's Cabinet's
328 Lester M Wooden
328 1/2 Steve Sawyer
329 Harold L Kingry
332 Mrs Leta C Hansen
332 1/2 Robt R Schuelte
336 Mrs Lorna D Moural

E. 2nd St. Continued

336 1/2 Vacant
341 No Return
425 Roy M McCabe Jr
430 Mrs Pearl M Henriksen
435 Tom J Eckley
441 Donald E Burns
446 Willis A. Trine
449 Larry R Fisher
505 Linda Hajek
upper N L Bilava
lower Walt Anderson
508 Richard J Vyhldal
515 Bertus L Carlson
516 David W Mahoney
533 Jas L Grasmick
534 Robt F Buresh
547 Apartments
1 Christy L Bergtson
2 Vern A Lodl
3 Marjorie B Nelson

W. 2nd St.

235 Nebraska Natural Gas Co
Whse and Serv Dept

E. 3rd St.

136 Low Income Ministry of
Fremont religious org
231 Zimmerman Construction
& Repair Inc bldg contrr
City Cab
Harold V Zimmerman
240 Professional Medical
Supplies
245 Petersen Body Shop
305 Randall P Bendig
306 Vacant
319 Danl M Sweet
325 Marvin J Renter
330 Robert C Reh
341 Wayne Cornelius
348 Mrs Ella A Greser
351 Lonnie M De Long
406 Trinity Lutheran Church
428 Rev Craig D Schultz
432 Vacant
437 Chester V Thomas

E. 3rd St. Continued

440 Tim M Jensen
449 Peter L Saeger
504 Sister Eliz Ruskamp
507 Robt L Voss
514 Mrs Linda L Brinkman
521 Marilyn J Schoeneck
522 Joe F Virgil

W. 3rd St.

90 Ken's Body Shop
97 City Street Department
250 Parking Lot

E. Factory St.

4 Koglin Oil Inc Bulk Plant
430 Vacant
540 Timperley Trucking

W. Factory St.

101 Platte Chemical Co
whse

E. Vine St.

W. Vine St.

79 Edw A Hancock
200 Snyder's Lawn Service
250 Arps Red-E-Mix
Concrete Inc

N. Broad St.

130 Archer Daniel Midlands
Co soy bean div
131 Supersweet Feeds
feed mfg plant
151 Supersweet Feeds
(addl space)
205 Vacant
249 Kelly Klosure (Whse)
320 Northwestern Bell
Telephone Co
(storeroom)
333 Northwestern Bell
Tel Co
(repr shop)
339 Peterson Machine &
Supply Co

1985 Continued

S. Broad St.

124 Vacant
 125 Con-Agra Inc.
 Flour Mill
 319 Apts
 346 L A Auto Mart
 used cars

N. Park Ave.

200 Midwest Agricultural
 Warehouse Co stge
 201 Archer Daniel whse
 222 Creative Sales Inc tree
 fertilizer & insecticides
 224 Mahrt Inc air
 condtg-plmbg-htg
 Ma & Pa's Restaurant
 & Lounge
 225 Gymnastics World
 249 Fremont First Central
 Credit Union
 305 Phelps Tobacco &
 Candy Inc whol
 335 Culligan Soft Water
 Service Inc

S. Park Ave.

319 Jerry Stack
 325 John J Gilbert
 349 Vacant

N. Main St.

102 Jack F Paulson
 102 1/2 Chuck Wagon Apts.
 1 Lydia Leroy
 2 Ira L Brittell
 3 Vacant
 4 Vacant
 6 Lewis F Croghan
 7 Vacant
 8 Dennis Harns
 9 Don Neusfeldt
 10 Pat R Brandt
 106 Vacant
 116 Maslonka Construction
 genr cosntr
 130 Emanuel Printing Inc
 132 Don's Copy Center

N. Main St. Continued

134 Kellys Pub
 135 Fremont Tribune (daily)
 136 Chapter Five Inc
 Meeting House
 148 Doe's Place Tavern
 150 Ideas Inc hobby &
 gift shop
 208 State Farm Insurance Co
 210 Nelson Paints
 215 Paramount Designs Inc
 eng drftg cable mapping
 224 Office Building
 Don Vyhldal
 Insurance Co
 Cornhusker Claim Service
 Units
 1 Esquire Barber Shop
 2 Farmer's Insurance
 Group
 3 Vacant
 4 Midland National Life
 4 Venema-Cone
 Insurance Agency
 5 Brubaker & Mundorf
 Insurance Agency Inc
 6 Vacant
 7 Floorbrite Building
 Maintenance Service
 225 Gregory's Café
 228 Bell Bookkeeping &
 Tax Service Inc
 228 1/2 Vacant
 230 D & D Investment Co
 Craftmatic of Tri-States
 massage beds &
 equipment
 235 Bill's Bar
 240 D & D Investments
 addl space
 241 Fremont School of Dance
 243 Dick's Barber Shop
 248 Jetter's Plb Htg &
 Air Conditioning
 250 Buckly Sign Co
 Sign mfrs
 300 Corner Bar
 300 1/2 Vacant

N. Main St. Continued

303 Weimann's Bar
 Bob's Trophies &
 Engraving
 307 J R Freeman
 Chemical Co.
 jan sup
 Fremont TV Clinic
 telev sales and serv
 307 1/2 Hub Rooms
 furnished rooms
 1 Vacant
 308 Classen Electronics
 Service Co
 radio and tv
 sales and serv
 308 1/2 Vacant
 311 Brokenicky Jewelry
 312 Sherwin Williams Co
 315 Kolbo Radio &
 TV Repair
 315 1/2 Roy Seier
 317 Vienna Bakery Inc
 321 All Makes Sewing &
 Vacuum Center
 325 Sportsman's Bar tavren
 327 Vacant
 330 Kavich Furniture Co Inc

S. Main St.

10 Union Pacific Systems
 freight office
 150 Platte Chemical Co
 201 Christensen Lumber Co
 Vickers Realty
 205 Christensen Lbr Co
 whse
 212 Burlington Northern
 Railway
 224 American Funeral Plan
 325 Vacant
 Front Vacant
 Rear V-Con
 Steel Fabrication
 Auto Body
 350 Land-O-Lakes Beery's
 Serv & Repair

1985 Continued

N. D St.

120 Bargain Spot & Miracle
Motors furn retail
R E Cusick res
125 A-K Auto Parts (whse)
130 Buckridge Inc plmbg htg
& air condtnng contr
137 A-K Auto Parts
150 Horse Trader Sales
tires ret
210 Vacant
220 Mrs Margt F Grover
227 Fremont Body &
Frame Inc
230 Leander B Smith
303 Haecke's One Stop
Bicycle
310 John's Service & Repair
gas sta
330 Vacant
337 Ted's TV & Appliance
Service
339 Vacant
340 Vacant
350 Vacant

S. C St.

78 Insurance America
(addl offices)

N. Union St.

130 Scott Anderson
241 Edw J Hanzel Jr
305 Joyce A Haltman
315 Earl May
325 Robt B Martin

S. Union St.

66 Dotty J Clayton
70 Richard C Charter
86 Charles K Rice
130 Eldon's Place
bar & lounge
211 Goglin Oil Co whse
325 Platte Chemical Co
agrl formula insecticide
whse

N. Clarkson St.

124 Randy L De Buhr
125 Michelle C Prussia
133 Don J Hiatt
205 Mrs Gladys M Steibach
215 Ted W Osterloh
223 Vacant
234 Vacant
235 David D Rubel
237 Mrs Dorothy M Price
239 Bryan L Baker
306 Svend D Thor
330 Robt A Denison
340 Jerry Hendrickson

S. Clarkson St.

77 Mrs Kathy C Benjamin
78 Kenneth L Mougey
79 Vacant
81 David L Kennel
83 Debra C Stratman
92 Mrs Zelma Paris
98 Leland N Christensen
100 Vacant

Dodge St.

1990

E. 1st St.

232 Franke Maynard Repair
auto
248 Rogers Tent and
Awning Inc
300 Lee's Service & Repair
auto repair
301 Vacant
340 Vacant
348 Ken L Shuster
400 Vacant
410 Vacant
Vacant

445 Insurance America
448 Jennifer Frey
501 Apartments
1 Edw J Stanek
2 Frank Grimes
502 Ronald M Brooks
510 Dianne K Reeder
512 Dan Escamillia
520 Keith L Routh
535 Mrs Marie Reick
539 Timothy L Matya
548 Joe Kotik Jr

W. 1st St.

E. 2nd St.

222 De La Rosa Restaurant
Mexican food
234 Nelson Upholstery
furn uphol
237 Apartments
1 Jerry Emanuel
2 Ron Kohl
3 Vacant
4 Vacant
239 Vacant
318 Details by Dale
auto cln-up
323 Ardon's Refg contr
328 Mrs. Bessie M. Lott
328 1/2 Dyanne Jackson
329 Harold L Kingry
332 Mrs Leta C Hansen
332 1/2 Pattie L Spicka

E. 2nd St. Continued

336 Hoff Saat
336 1/2 Dalton L M Mural
341 Kenneth E Kronberg
425 Roy M McCabe Jr
430 Vacant
435 Tom J Eckley
441 Donald E Burns
446 Willis A. Trine
449 Larry R Fisher
505 Vacant
508 Richard J Vyhldal
515 Bertus L Carlson
516 David W Mahoney
533 James L Bunn
534 Robt F Buresh
547 Apartments
1 Vacant
2 Vacant
3 Peterson

W. 2nd St.

E. 3rd St.

221 Zimmerman Construction
& Repair Inc bldg contr
City Cab
231 Harold V Zimmerman
240 Home Health Medical
Inc sls
245 Petersen Body Shop
305 No Return
306 Precision Engine and
Machine serv & repair
319 Roger W Lykins
325 Rusty C Hull
330 No Return
341 Evert
348 No Return
351 Everete Rains
406 T L C Center Day Care
428 Vacant
432 Densie A Nichols
437 Mark A Peterson
440 No Return
449 Vacant
504 Sister Eliz Ruskamp
507 Robt L Voss

E. 3rd St. Cont.

514 Vacant
521 Robt Radtke
522 Ronald A Montgomery

W. 3rd St.

90 Ken's Body Shop
97 City Street
Commissioner
Fremont Ambulance
(Storage)

E. Factory St.

4 Koglin Oil Inc Bulk Plant
430 Vacant
540 Wally's Welding Forklift
Service
Timperley Trucking

W. Factory St.

E. Vine St.

W. Vine St.

79 Vacant
200 Arps Red-E-Mix
Concrete
Inc (Addl Space)
250 Arps Red-E-Mix
Concrete Inc
319 Vacant

130 Archer Daniel Midlands
Co soy bean div
131 Supersweet Feeds
feed mfg plant
151 Vacant
205 Vacant
320 Vacant
333 U S West
Communications Co
337 Vacant
339 Metro Communications
mobile tel service

1990 Continued

S. Broad

124 Renew It
Plastics Recovery
125 Con-Agra Inc.
Flour Mill
319 Apts
346 L A Auto Mart
used cars

N. Park

200 Aims (stge)
201 Archer Daniel whse
222 Creative Sales Inc
tree fertilizer &
insecticides
224 Mahrt Inc
air condtg-plmbg-htg
Ma & Pa's
Restaurant & Lounge
225 Parking Lot
249 Fremont First Central
Credit Union
305 Phelps Tobacco &
Candy Inc whol
335 Culligan Soft Water
Service Inc

S. Park Ave.

319 Jerry W Stack
325 John J Gilbert
349 Jerry M Kocour

N. Main St.

102 Brunswick Inn
102 1/2 Apartments
2 Ira L Brittell
116 Vacant
130 Emanuel Printing Inc
132 Don's Copy Center
134 Ron's Rondivoo
135 Fremont Tribune (daily)
136 Chapter Five Inc
Meeting House
148 Doe's Place Tavern
150 Casey Paint Co
body shop sup
208 State Farm Insurance Co

N. Main St. Continued

210 Orville's Used Home
Furnishings used
furn retail
215 Paramount Designs Inc
eng drftg cable mapping
224 Office Building
suites
1 Fremont Hearing Aid
Center hearing aid sales
2 Farmer's Insurance
Group
2 Donald E Vyhldal
ins agent
3 Brenan Pig Inc
4 I D S Financial Servs Inc
5 Vacant
6 Vacant
7 Dogs-R-Us Grooming
225 First State Bank
228 Bell Bookkeeping &
Tax Service Inc
228 1/2 Vacant
230 Postur-Matic bed sls
235 Bill's Bar
240 D & D Investments
241 Fremont Academy
of Dance
243 Shancy's Barber Shop
248 Jetter's Plb Htg &
Air Conditioning
250 Vacant
300 Corner Bar
303 Bob's Trophies &
Engraving
307 Fremont TV Clinic
tv sls and serv
307 1/2 Vacant
308 Claasen Electronics
Service Co
radio and tv sls and serv
311 Kru-Fro Expressions
t-shirts and
screenprinting
312 Sherwin Williams Co
paint
315 Kolbo Radio and TVr
sls and rep

N. Main St. Continued

315 1/2 Vacant
317 Vienna Bakery Inc
321 Brokenickey Jewelry
sls
Brokenicky Watch
Repair
330 Kavich Furniture Co Inc
343 Fremont
Telemarketing Inc
345 Vacant
348 Johnson Antiques
349 Diamond Vogel Paint
Retail Center
350 Apts.

S. Main St.

10 Union Pacific Systems
freight office
150 Platte Chemical Co
201 Christensen Lumber Co
Vickers Realty
205 Christensen Lbr Co
whse
212 Burlington Northern
Railway
224 American Funeral Plan
325 Platte Chemical Co
(Liquids Dept.)
349 Ruhr Construction
Front Dave's
Woodworking
350 Vacant

N. D St.

120 Vacant
130 Buckridge Inc plmbg htg
& air condtnng contr
137 A-K Auto Parts
150 Warehouse Tire Co
220 Richard Harrison
227 Fremont Body &
Frame Inc
230 Vacant
303 Haecke's Schwin
Cyclery
310 John's Service & Repair
gas sta

1990 Continued

N. D St. Continued

330 J & N Machine
 337 Ted's TV & Appliance
 Service
 339 Ted's TV & Appliance
 stge
 340 Vacant
 350 Neer-Nu Shoppe
 thrift shop
 351 Watkins Products
 (warehouse)
 353 Discount Body Repair

S. D St.

N. C St.

78 Insurance America
 (addl offices)

N. Union

130 Donald J Kalous
 241 Edw J Hanzel Jr
 trk drvr
 305 Joyce A Haltman
 315 Earl May
 325 Robt B Martin

S. Union St.

66 Janis Shirley
 70 Vacant
 86 Cecil Johnson
 130 Eldon's Place
 bar & lounge
 211 Koglin Oil Co whse
 325 Platte Chemical Co
 (Granular Plant)

N. Clarkson St.

124 Vacant
 124 1/2 Jack H Marconett
 125 Benny W Parks Jr
 133 Michael J Jameson
 205 Mrs Gladys M Steibach
 215 Ted W Osterloh
 223 Keneth E Cernik
 234 Nicholas R Saeger
 235 Jeffery W Bonner
 237 Leandra Muhleka

N. Clarkson St. Cont.

239 Arnell E Kreizel
 306 Svend D Thor
 330 Robt A Denison
 340 Bahner College of
 Hairstyling dorm
 Sharon Harms

S. Clarkson St.

77 Scott A Mohr
 78 Rodney F McCall
 79 Vacant
 81 Lisa L Hamata
 83 Randy W Potter
 92 Mrs Zelma Paris
 98 Allen N Christensen
 100 Vacant

Dodge St.

1995

E. 1st St

232 Frank Maynard Repair
auto
248 Rogers Tent and
Awning Inc
300 Lee's Service & Repair
auto repair
301 Vacant
340 Ruhr Construction
348 Kenneth L &
Micalae M Shuster
408 J's Photo Express
film processing
412 Nebraska Seamless
House Siding Co
445 Insurance America
448 Vacant
501 Vacant
502 Ronal M &
Linda L Brooks
510 Dianne K Reeder
512 Phylis M Jarose
520 Keith L &
Lorene A Rounph
535 Mrs Marie Reick
539 Scott & Shelly Martin

W. 1st St.

E. 2nd St.

234 Vacant
237 Apartments
1 Jack L Verbeek
2 Rebecca M Sanchez
3 Jerry Emanuel
4 Johnson
239 Robert &
Tammy Ratfield
318 Details By Dale
auto cln-up
323 Vacant
328 Hullery
328 1/2 Penny Adams
329 Harold L &
Virginia L Kingry
332 Leta C Hansen
332 1/2 Samantha Svoboda
336 Joe Storm

E. 2nd St. Continued

336 1/2 Nancy L Dorman
341 Kenneth E &
Matilda C Kronberg
425 Roy M Jr &
Cinda J McCabe
430 Howard & Peggy Sewick
435 Not verified
441 Donald E &
Karen L Burns
446 Not Verified
449 Larry R &
Patricia K Fisher
505 Vacant
508 Richard J &
Dianne F Vyhldal
515 Rosanne E Carlson
516 David W &
Bonnie L Mahoney
533 James L & Cindy L Bunn
534 Douglas J &
Bernita K Mascher
547 Apartments
1 Corri A Roucka
2 Nancy J Boyles
3 Aline Bilava
3 Kelsey Armagost

W. 2nd St.

E. 3rd St.

221 Zimmerman
Construction &
Repair Inc bldg contr
City Cab
231 Harold V & Patricia
L Zimmerman
240 Vacant
245 Petersen Body Shop Inc
305 John Bonow
306 Vacant
319 Roger W &
Mary Jane Lykins
325 Marla J Utterback
330 Bob & La Rane Rae
341 Sylvia M Evert
348 Mary A Greser
351 L M Foster

E. 3rd St. Continued

406 Fremont Berean
Bible Church
428 James J &
Nadine A Lindgren
432 Phyllis Samuelson
437 Mark A &
Joanne E Peterson
440 N King
449 Rex G &
Denise L Zimmerline
504 Sister Elizabeth
Ruskamp
Sis. Celeste M Wobeter
Nicole Theophilus
Matthew Thephilus
522 Ronald A & Maria E
Montgomery

W. 3rd St.

90 Vacant
97 City Street Department

E. Factory St.

540 Timperley Trucking

W. Factory St.

E. Vine St.

W. Vine St.

79 Vacant
200 Arps Red-E-Mix
Concrete Inc
250 Arps Red-E-Mix
Concrete Inc

N. Broad St.

130 Archer Daniel
Midlands Co
soy bean prods
131 Supersweet Feeds
feed mfg plant
333 Northwestern Bell
337-9 Vacant (2 houses)

1995 Continued

S. Broad St.

124 Vacant
125 Con-Agra Inc.
Flour Mill
346 L A Auto Mart
used cars

N. Park Ave.

200 Aim Marketing
Warehouse
201 Archer Daniels
Midland Co whse
222 Creative Sales Inc
tree fertilizer &
insecticides
224 Mahrt Inc
air condtg-plmbg-htg
Ma & Pa's
Restaurant & Lounge
225 Parking Lot
249 Fremont First Central
Federal Credit Union
305 Phelps Company Inc
335 Culligan Water

S. Park Ave.

319 Jerry W & Carol E Stack
325 Shirley A Gilbert
349 Jerry M &
Sheryl M Kocour

N. Main St.

102 Andy's on First restr
102 1/2 Andy's on First
addl space
Apartments
1 Molly McIntosh
2 Ira L Brittell
2 Esther I Lillie
3 Vacant
130 Emanuel Printing Inc
132 Don's Copy Center
134 Double Bull
135 Fremont Tribune (daily)
136 Chapter Five Inc
A A Meeting House
148 Doe's Place tavern
150 J'Art Custom Cabinets

N. Main St. Continued

208 State Farm Insurance Co
210 Vacant
215 Paramount Designs Inc
eng drftg cable mapping
224 Office Building
Suites
1 Vacant
2 Farmer's Insurance
Group
3 Brainard Pig Inc
farm mangmt
4 IDS Financial
Services Inc
5 Alfred Peterson
Construction contrs
6 Floor Brite
7 Dogs-R-Us Grooming
225 First State Bank br offc
228 Bell Bookkeeping
& Tax Service Inc
230 Homefront Buyers Guide
advertising
235 Tug Boat Tavren
240 D & D Investments
241 Fremont Academy
of Dance
243 Shancey's Barber Shop
248 Jetter's Plb Htg &
Air Conditioning
250 Kru Fro Expressions
screen printing
300 Corner Bar
303 The Trophy Case
307-307 1/2 Vacant
308 Claasen Electronics
Service Co radio and tv
sls and serv
311 Enhance Beauty Supply
312 Sherwin Williams Co
paint
315 Kolbo Radio and TV
sls and repr
317 Vienna Bakery Inc
321 Brokenickey Jewelry sls
325 Sportsman's Bar & Grill
330 Kavich Furniture Co Inc

S. Main St.

10 Union Pacific Systems
(freight office)
Chicago & Northwestern
Transportation Co
150 Platte Chemical Co
201 Christensen Lumber Co
205 Christensen Lbr Co
whse
212 Burlington Northern
Railway Co
325 R L Fauss Builders
genrl contrs
349 Big A Auto Parts
auto parts sales
350 Platte Chemical Co mtce

N. D St.

120 Vacant
130 Buckridge Inc plmbg
htg & air condtnng contr
137 Disabled American
Veterans
140 Tu-Guys Custom Metal
Polishing equip & sups
150 Fremont Glass Co
installation & serv
220 Vacant
227 Fremont Body &
Frame Inc
230 Vacant
303 Campbells Body Shop
& Automotive Repair
310 John's Service & Repair
gas sta
330 Vacant
337 Durand Sign Co
coml signs
339 Vacant
340 Vacant
350 Neer-Nu-Shoppe
thrift shop
351 Vacant

S. D St.

1995 Continued

N. C St.

130 Not Verified
 138 Not Verified
 150 Wayne N &
 Barbara M Hoffman
 207 Not Verified
 219 Peggy R Brown
 223 Frank M &
 Mildred M Gilman
 250 Tender Loving Care
 Trinity Lutheran Daycare
 Trinity Lutheran School
 321 Walter R & La Donna M
 Grosse
 Bob J Grosse
 Dean Grosse
 Don R Grosse
 325 William A Kubik
 337 Earl Strenger

S. C St.

78 Insurance America
 (addl offices)

N. Union St.

130 Jason L Crawford
 241 Nancy J Vrba
 305 Not Verified
 315 Not Verified
 325 Robert B &
 Carol A Martin
 Elizabeth A Martin

S. Union St.

66 Janis Shirley
 Gary Lynch
 70 Richard R Rockford
 86 Rick L & Julie M Sarr
 130 Eldon's Place
 bar & lounge
 140 Custom Fiberglass
 fiberglass finishing
 325 Platte Chemical Co
 granular plant

N. Clarkson St.

111 Vacant
 124 Not Verified
 124 1/2 Not verified
 125 Benny W Jr &
 Barbara A Parks
 133 Beth A Jameson
 205 Kenneth Chuatal
 215 Jackie Sheets
 223 Paul M & Rebecca
 C Bauer
 234 Maureen J Tichota
 235 Not Verified
 237 Leandra Muhleka
 239 Arnell E Kreizel
 Jim Kreizel
 Warren C Kreizel
 306 Svend E & Irene W Thor
 330 Vacant
 340 Bahner College of
 Hairstyling dorm
 Frances A Howell

S. Clarkson St.

77 Leonard P & Joyce
 A Stafford
 78 Harold Harden
 79 Vacant
 81 Arlene Cottrell
 83 Chris Larsen
 92 Robin Crosby
 98 Allen N & Rachelle
 A Christensen
 100 Vacant

Dodge St.

2000

E. 1st St

232 Frank Maynard Repair
auto
248 MARV tents
300 Lee's Service & Repair
auto repai
348 Kenneth L Shuster
Shane M Shuster
408 J's Photo Lab
film dev'prtg
Wagener Photography
photographic studios
412 Bethphage
management serv
424 Quiver Sanitation
445 Ronan & Associates
ins agts, brokers, serv
448 Larry D Rockwell
501 Janice E Peterson
Lori L Uhing
502 Ronal M &
Linda L Brooks
510 David M & Joyce Hain
Delores A Thompson
512 Ryan A Berg
Marty G Werner
520 Keith L Roumph
535 Harold Reick
Marie Reick
539 Scott & Shelly Martin

W. 1st St.

E. 2nd St.

222 Bloomendahl
Appraisals
appraiser real est
Coughlin Appraisal
Service
R E Professional
appraiser real est
Stober Appraisal
234 Town & Country
Plumbing
237 1/2 Steven L Christ
239 J Figueroa
Elosa Rodriquez
1 Not verified

E. 2nd St. Continued

239 1/2 Jerry M Emanuel
318 Details By Dale
car washes
328 Patrick J Brown
Rinda Brown
Kip R Realph
Rinda R Realph
Paul Timm
Pamela J Timm
329 Harold L Kingry
332 R Teeslink
332 1/2 Lorie Wermers
336 Amber M Christensen
1 Charles C Gardener
336 1/2 Donald D Johnson
Steven Lorenzen
339 Jesus O Pareja
424 Not Veriefied
425 Roy M Jr &
Cinda J McCabe
430 Howard I Sawyer
435 Bryan K & Kristen Fagan
441 Donald E & Karen Burns
446 Terry W &
Linda Woodman
449 Tony Evans
505 Tanya Crellin
2 Charles H Fenske
508 Richard J &
Dianne Vyhlidal
515 Rosanne E Carlson
516 Cheryl M Ferrin
David Mahoney
533 James L & Cindy L Bunn
Sheila L Phillippe
Brian Phillippe
534 Robt K Allan
Theresa L Allan
547 Bill D Brence
Carol Waite
1 Carol S Eckert
3 Not Veriefied

W. 2nd St.

E. 3rd St.

221 Zimmerman
& Construction
Repair Inc bldg contrr
taxi cabs
245 Petersen Body Shop Inc
305 Not Veriefied
306 Giese Auto Sales
autos used new
319 Harold G Gibson
325 Marla J Utterback
330 Not Veriefied
341 Sylvia M Evert
348 Not Veriefied
351 Nancy L Baker
406 Fremont Berean Church
428 James J &
Nadine A Lindgren
432 Dennis R Mull
Tina M Mull
Dennis Sweet
Tina M Sweet
437 Mark Peterson
440 Maria C Martinez
449 Michael J Meyer
Stacey Meyer
504 Not Veriefied
507 David C &
Karol Theophilus
514 Not Veriefied
521 George A Rains
Everett F Rains III
522 Not Veriefied

W. 3rd St.

97 Fremont City Street
Commissioner Ofc
City of Fremont Transit
Lines
Fremont City Street
Department

E. Factory St.

70 Not Veriefied
540 Ken Timperley Trucking

2000 Continued

W. Factory St.

E. Vine St.

W. Vine St.

79 Richard E Harrison II
 Patricia A Harrison
 250 Arps Red-E-Mix
 Concrete Inc
 Roadway Storage

N. Broad St.

130 Archer Daniel Midlands
 Co soybean cake meal
 131 Consolidated Nutrition
 L C prepared feeds
 333 Gary D Palmer

S. Broad St.

125 Con-Agra Inc. Flour Mill
 346 L A Auto Mart used cars

N. Park Ave.

204 Not Verefied
 222 Creative Sales Inc
 nitrogenous fertilizer
 224 A & A Drug Company
 249 Fremont First Central
 Federal Credit Union
 305 Phelps Company Inc
 335 Culligan Water
 Company of Nebraska
 United States Filter

S. Park Ave.

319 Shannon Dlouhy
 Randy Dlouhy
 Jerry W Stack
 Carol A Stack
 325 John Gilbert
 349 Jerrald M Kocour
 Zachary Kocour

N. Main St.

102 Andy's on First restr
 102 Not Verefied
 3 Jerry Grashorn
 102 1/2 2 Esther I Lillie

N. Main St. Continued

130 Don's Copy Center
 130 Emanuel Printing
 litho on mtl
 135 Fremont Tribune (daily)
 136 Al Anon
 148 Doe's Place tavern
 208 State Farm Insurance Co
 210 Dogs-R-Us Grooming
 215 Paramount Designs Inc
 eng drftg cable mapping
 224 Don Vyhldal
 Farmer's Insurance Group
 F G B Service
 3 Home Instead Senior Care
 4 American Express
 Financial Advisors
 5 Petersen Construction
 225 First State Bank br offc
 228 Bell Bookkeeping &
 Tax Service Inc
 230 D & D Investment
 Company
 Homefront Buyers
 Guide advertising
 Independent Media
 Group
 Posturmatic Bed
 Company
 235 The Computer Guy
 240 American Family Ins.
 241 Fremont Academy
 of Dance
 248 Kirby Center
 250 Kru Fro Expressions
 screen printing
 Nelson Upholstery
 300 F & T drinking places
 303 The Trophy Case
 308 Claasen Electronics Co
 elec. hsehd appl
 312 Sherwin Williams Co
 315 Kolbo Radio and TV
 317 Vienna Bakery Inc
 321 Brokenickey Jewelry
 330 Kavich Furniture Co Inc
 343 Fremont
 Telemarketing Inc

N. Main St. Continued

348 Karens Pies & More
 café
 349 Diamond Vogel Paint
 350 Apts.
 Melony Christensen
 Gretchen M Cross
 Tracie Fischbach
 Chris Hayner
 Charles Howe
 Beth Howell
 Marjore D Johnson
 Kelly Kramer
 Kenneth Kuper
 Brian Lambert
 Alene Nelsen
 Pete Pospisil
 A Raasch
 J Richards
 Dwayne S Seminara
 Pamela J Seminara
 Monica Walker
 Brian Wichman
 1-202 Not Verefied
 3 Apts
 204 Richard J Dodd
 Tracie L Fischer
 208 Rose M Pospisil
 Pete Pospisil
 302 Not Verefied
 303 Kevin E &
 Michelle Pipal

S. Main St.

10 Chicago & Northwestern
 Railway Co
 Union Pacific Railroad Co
 (freight office)
 100 Not Verified
 201 Christensen Lumber Co
 212 Burlington Northern
 Santa Fe Railway

2000 Continued

N. D St.

120 Robert J Herbert
 130 Buckridge Inc
 plmbg htg &
 air condtnng contr
 137 Disabled American
 Veterans Chp. 18
 150 Higgins Lawn Care
 152 Not Verefied
 230 Tony J Ochoa
 303 Christensen Homes
 of Fremont
 320 John's Service &
 Repair gas sta
 330 Splatter Zone
 350 Neer-Nu-Shoppe
 thrift shop
 351 Alberto Ramirez

S. D St.

N. C St.

138 Not Verified
 150 Sean Gitt
 207 Lawrence W Bueoy
 Kristine A Bueoy
 219 Peggy R Brown
 Scott A Havener
 223 Frank M &
 Mildred M Gilman
 250 Trinity Lutheran
 Daycare
 321 Walter R &
 La Donna M Grosse
 325 Not Verefied
 337 Earl H Strenger

S. C St.

N. Union St.

130 Johanna Rodriguez
 241 Dewayne F &
 Monica Weaver
 305 Angela Spencer
 315 Matt Asher
 325 Robert B &
 Carol A Martin

S. Union St.

70 Clayton Busche
 86 Anthony D Gerten
 Dana L Gerten

N. Clarkson St.

111 Kermit F &
 Alberta Risch
 124 Athony G Roll
 Melissa A Stiner
 125 Benny W Jr &
 Barbara A Parks
 133 Not Verefied
 205 Brenda Claussen
 Luke P Kohl
 215 Jacqueline L Sheets
 223 Paul M &
 Rebecca C Bauer
 234 Eric C &
 Brenda A Brokenicky
 235 Tammy A Schutt
 Amanda M Schutt
 237 Garly L Murray
 239 Robert G Horner
 Cheryl M Horner
 306 Irene W Thor
 330 Brandon M &
 Leslie Eickhoff
 340 Bahner College of
 Hairstyling dorm
 J Knoell
 Shawn Nekolite
 Sandi Thompson
 6 Not Verefied
 8 Dean Combs

S. Clarkson St.

77 Leonard P Stafford
 Kristina K Stafford
 78 Aubrie Rushlau
 79 Carlos Ronquillo
 81 Ross Cottrell
 83 Not Verefied
 92 Jenifer L Schulz
 98 Allen N &
 Rachelle A Christensen

Dodge St.

2005

E. 1st St

248 Rogers Tent & Awning
tents-retail
255 Barbara J Clapper
Duane Thompson
300 Lee's Service & Repair
auto repair & service
Bill and Peggy Palmer
348 Kenneth L Shuster
Micky M Shuster
410 Joseph Lee
412 Mosaic
Bethphage Day Services
human services org
422 Double Take Custom
Tint auto acces.
424 Gitt Electrical
electrical contr.
Larry Gitt
445 Insurance America
insur.
448 Machell Chandler
501 Lori L Uhing
502 Ronal M &
Linda L Brooks
510 Christina Fincham
512 Ryan A Berg
520 Dave & Dee Hain
535 Martin Stewart
Lindsay Stewart
539 Christopher M &
Vanessa M McClure

W. 1st St.

E. 2nd St.

205 William W Schere
222 Bloomendahl Appraisals
appraiser real est
Coughlin Appraisal
Service
Donald E Coughlin
226 Pamela L Hopkins
Attny.
237 Alexas Marbury
239 1/2 Jerry M Emanuel
315 Dorothy Vogt

E. 2nd St. Continued

318 Details by Dave
auto detail and
cleaning service
328 1/2 No Current Listing
329 Harold L Kingry
332 1/2 Marion O Schuster
336 Charles C Gardnof
355 Mark A Keeler
425 Roy M Jr &
Cindra J McCabe
430 Richard J &
Irene J Kenkel
435 Appel G Uehling
441 No Current Listing
446 Terry W &
Linda K Woodman
449 No Current Listing
505 1-2 No Current Listing
508 Richard J Vyhldal
515 Rosanne E Carlson
516 David W &
Bonnie L Mahoney
533 James L Bunn
534 Robert K &
Theresa L Allan
547 Nancy J Bothas
1-3 Not verified (3 apts.)

W. 2nd St.

E. 3rd St.

208 April Abraham
221 Dan's Professional
Haircare barber
231 Harold V Zimmermann
305 Andrew F Green
Renae Green
306 Scott's Service Center
auto repair & service
319 David A &
Maxine Butzin
325 No Current Listing
330 No Current Listing
341 No Current Listing
348 Doug R &
Mary A Greaser

E. 3rd St. Continued

351 Nancy L Foster
Rudy V &
Gilbert M Hedges
406 Fremont Berean Bible
Church
428 James J &
Nadine A Lindgren
432 No Current Listing
437 Wendy Wredt
440 No Current Listing
449 David L &
Amy F Pimper
504 No Current Listing
507 David C &
Karol Theophilus
514 No Current Listing
521 B Prell
522 Not Veriefied

W. 3rd St.

97 Fremont Street
Commissioner Ofc
Fremont Transit Lines

E. Factory St.

W. Factory St.

E. Vine St.

W. Vine St.

79 Stephany A Condon
Phylis A Walters
201 Patricia Kirk
250 Arps Red-E-Mix

N. Broad St.

130 Archer Daniel Midlands
Co soybean cake meal
339 Mobile Communications
radio comm. equip/sys
Kenneth C Snyder

S. Broad St.

125 Con-Agra Feeds milling
346 J & S Auto
auto dealers/used cars

2005 Continued

N. Park Ave.

222 Creative Sales Inc
fertilizer mixing only
224 Save -Rx pharmacies
249 Fremont First Central
Federal Credit Union
305 No Current Listing
335 Culligan Water
Conditioning

S. Park Ave.

319 Jerry W Stack
325 John & Jody Gilbert
349 No Current Lisitng

N. Main St.

102 Andy's on First restr
Linda Weeks
1-2 No Current Lisitng
2 apts
3 Jerry Grasshorn
108 Husker Door Inc.
garage doors
130 Emanuel Printing
132 Don's Copy Center
135 Fremont Tribune (daily)
Fremont Area Shopper
136 Al Anon
Alcoholics Anonymous
148 Doe's Place tavern
208 Dodd Engineering
& Surveying
Stober Appraisal Service
210 Dogs-R-Us Grooming
210 1/2 No Current Listing
215 Paramount Design
drftg service
224 Don Vyhldal Insurance
1 Farmers Union
Insurance
2 Vyhldal Insurance
3 Home Instead
Senior Care
5 Alfred Petersen
Construction
225 First State Bank br offc
228 Bell Bookkeeping &
Tax Service

N. Main St. Continued

230 D & D Investment
Company
mattress whol
235 The Computer Guy
241 Fremont Academy
of Dance
250 AC Digitizing &
Embroidery
300 Corner Bar
Tammy A Traner
303 The Trophy Case
307 Kru-Fru Expressions
311 Max Designs Inc.
graphic designers
312 Sherwin Williams Co
paint
315 Kolbo Radio and TV
317 Vienna Bakery Inc
321 Brokenickey Jewelry
325 Sportsman's Bar
330 VW Photography &
Photo Lab
Wagener Photography
338 Fremont Pain Center
(physicians & surgeons)
345 New Beginings
Repeat Boutique
348 Kirby's Pies & More cafe
349 Diamond Vogel
Paint Retail Center
350 Rose M Pospisil
Shasta A Schilousky
1-13 No Current
Listings
13 Apartments

S. Main St.

10 Union Pacific Railroad
(freight office)
150 Platte Chemical Co.
pesticide & ag chemicals
349 Slots O Fun
amusement & recreation

N. D St.

120 Laurie I Hurst
130 Buckridge Inc
plmbg & htg
137 Disabled American
Veterans Chp. 18
137 1/2 No Current Listing
140 Performance Business
Forms printer
150 Higgins Lawn Care
220 No Current Listing
230 Amber Holbrook
303 Christensen Homes
320 John's Service & Repair
337 Granite and Marble
Interiors
351 Trinidad E Echverria
1-3 3 apts not verified

S. D St.

N. C St.

138 T L Hooker
150 No Current Listing
207 No Current Listing
219 Scott A &
Peggy R Havener
221 No Current Listing
223 No Current Listing
250 TLC Ctr.
Trinity Preschool
321 Walter R &
La Donna M Grosse
325 Andrew & Ceria Bison
337 Tom R &
Sheri E Wiesen

S. C St.

N. Union St.

130 No Current Listing
241 David E Jr &
Collen M Baker
305 Joyce A Holtmes
315 Earl A May
325 Robert B Martinez

2005 Continued**S. Union St.**

66 James R &
Susan A Patterson
70 Maria C Oviedo
86 No Current Listing

N. Clarkson St.

111 Kermit F &
Alberta Risch
124 April Echeveria
124 1/2 Daniel Campos
125 Lindsay Parks
133 No Current Listing
205 No Current Listing
215 No Current Listing
223 Danny H &
Leeann Kingrey
234 Eric C &
Brenda A Brokenicky
235 Tammy A Schutt
237 Nathan Ustohal
239 Gregge S &
Kristin M Beiermann
306 Cody J Jess
330 Chelsey J Evans
Mary Gillain
Michael L Saxtin
340 Bahner College of
Hairstyling dorm
No Current Listings
10 Apartments

S. Clarkson St.

77 Leonard P &
Joyce A Stafford
78 Robert T & Sue Burr
79 No Current Listing
81 Maria Lopez
83 Jonny Torres
92 No Current Listing
94 Jennifer Ramieriz
98 No Current Listings

Dodge St.

Appendix G

Sanborn Maps

The following pages contain maps that depict of the building uses in the project study-area, at various points in time, using Sanborn Fire Insurance Company Maps. The colors traditionally used for zoning have been added on these maps to buildings whose uses fit that designation. The reason for assigning colors to individual buildings, rather than areas, is that many of the maps predate zoning, and buildings of different uses are next to each other and intermixed with each other instead of located in internally consistent land use zones. On some maps, certain buildings have a striped pattern of two different colors. These are buildings where two different types of uses were in the same building at the same time. Among the assumptions made in coding the uses are the classification of hotels as commercial uses and boarding houses as residential uses. Where a building had a use that is no longer used or common, a similar contemporary use was chosen in the analysis and then placed into the correct zoning type, according to the current 2009 Fremont Zoning Regulations. For example, a livery stable was a place to rent or purchase horses, which is comparable to the contemporary use of an automobile dealer, which is a commercial use.

OCTOBER 1885
SANBORN MAP

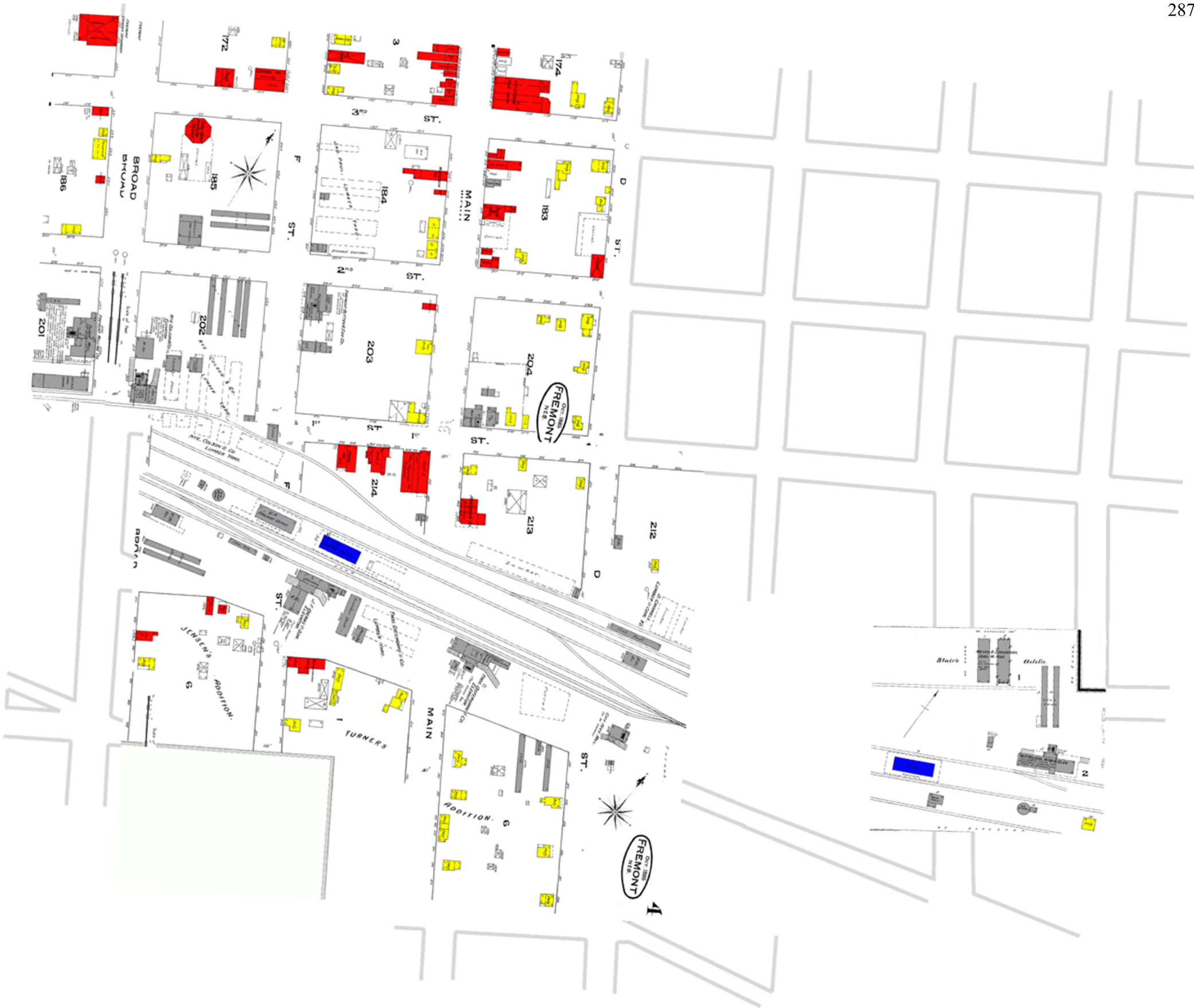
COMMERCIAL USE

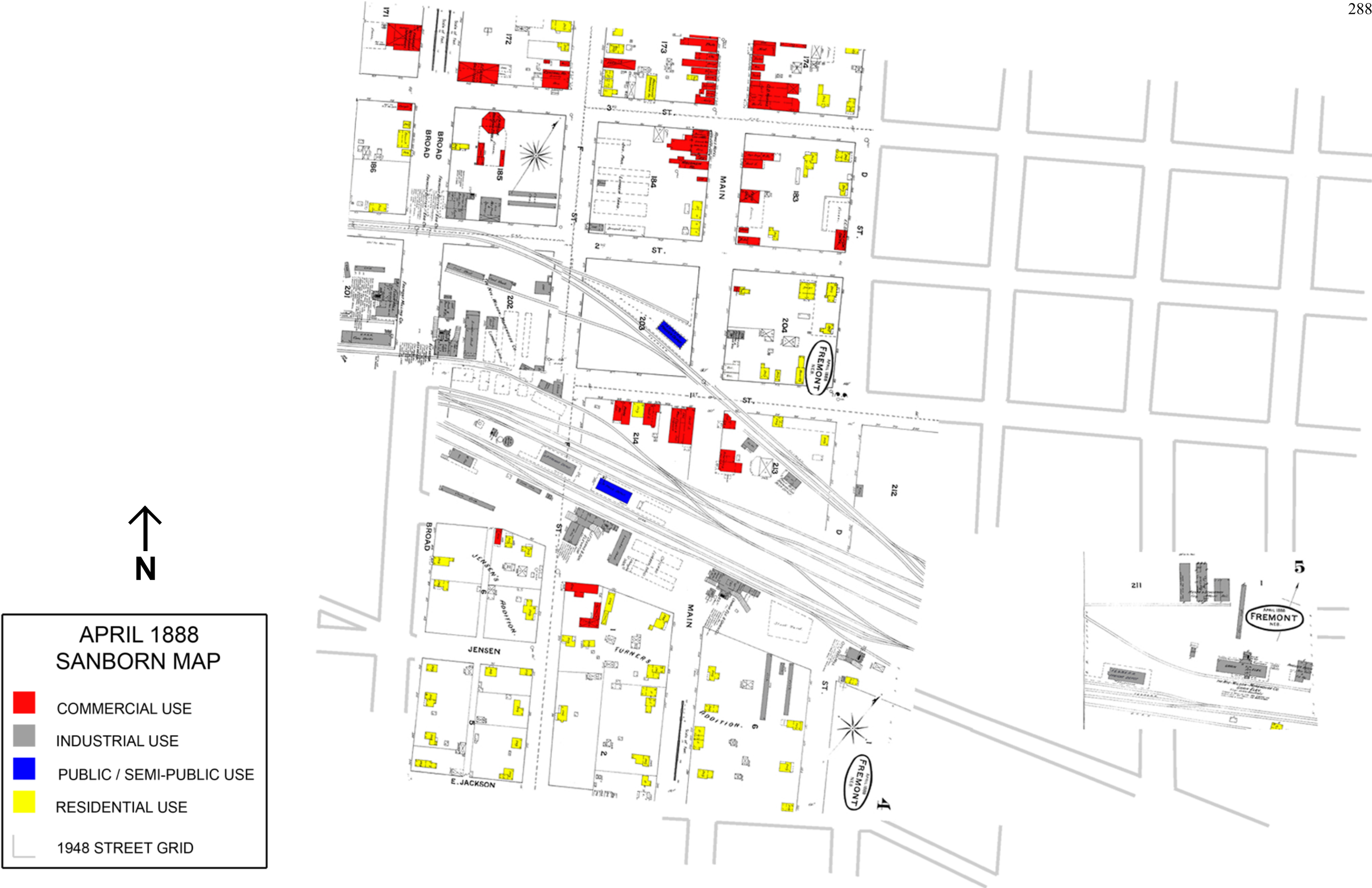
INDUSTRIAL USE

PUBLIC / SEMI-PUBLIC USE

RESIDENTIAL USE

1948 STREET GRID





↑
N

MAY 1892
SANBORN MAP

COMMERCIAL USE

INDUSTRIAL USE

PUBLIC / SEMI-PUBLIC USE

RESIDENTIAL USE

1948 STREET GRID



↑

N

APRIL 1897
SANBORN MAP

COMMERCIAL USE

INDUSTRIAL USE

PUBLIC / SEMI-PUBLIC USE

RESIDENTIAL USE

1948 STREET GRID





↑

N

SEPTMBER 1909
SANBORN MAP

COMMERCIAL USE

INDUSTRIAL USE

PUBLIC / SEMI-PUBLIC USE

RESIDENTIAL USE

1948 STREET GRID

This is a Sanborn fire insurance map from September 1909. The map shows a city grid with various streets and buildings. Buildings are color-coded: red for commercial use, grey for industrial use, blue for public or semi-public use, and yellow for residential use. The map includes street names such as N. BROAD, N. PARK, N. MAIN, E. 1ST, E. 2ND, E. 3RD, E. 4TH, E. 5TH, E. 6TH, E. 7TH, E. 8TH, E. 9TH, E. 10TH, E. 11TH, E. 12TH, E. 13TH, E. 14TH, E. 15TH, E. 16TH, E. 17TH, E. 18TH, E. 19TH, E. 20TH, E. 21ST, E. 22ND, E. 23RD, E. 24TH, E. 25TH, E. 26TH, E. 27TH, E. 28TH, E. 29TH, E. 30TH, E. 31ST, E. 32ND, E. 33RD, E. 34TH, E. 35TH, E. 36TH, E. 37TH, E. 38TH, E. 39TH, E. 40TH, E. 41ST, E. 42ND, E. 43RD, E. 44TH, E. 45TH, E. 46TH, E. 47TH, E. 48TH, E. 49TH, E. 50TH, E. 51ST, E. 52ND, E. 53RD, E. 54TH, E. 55TH, E. 56TH, E. 57TH, E. 58TH, E. 59TH, E. 60TH, E. 61ST, E. 62ND, E. 63RD, E. 64TH, E. 65TH, E. 66TH, E. 67TH, E. 68TH, E. 69TH, E. 70TH, E. 71ST, E. 72ND, E. 73RD, E. 74TH, E. 75TH, E. 76TH, E. 77TH, E. 78TH, E. 79TH, E. 80TH, E. 81ST, E. 82ND, E. 83RD, E. 84TH, E. 85TH, E. 86TH, E. 87TH, E. 88TH, E. 89TH, E. 90TH, E. 91ST, E. 92ND, E. 93RD, E. 94TH, E. 95TH, E. 96TH, E. 97TH, E. 98TH, E. 99TH, E. 100TH. The map also shows a 1948 street grid overlaid on the 1909 map. A north arrow is located in the upper left corner. A scale bar is located in the upper right corner. The map is titled 'SEPTMBER 1909 SANBORN MAP' in the upper left corner. A legend is located in the upper left corner, showing color-coded boxes for Commercial Use (red), Industrial Use (grey), Public / Semi-Public Use (blue), Residential Use (yellow), and 1948 Street Grid (white). The map shows a city grid with various streets and buildings. Buildings are color-coded: red for commercial use, grey for industrial use, blue for public or semi-public use, and yellow for residential use. The map includes street names such as N. BROAD, N. PARK, N. MAIN, E. 1ST, E. 2ND, E. 3RD, E. 4TH, E. 5TH, E. 6TH, E. 7TH, E. 8TH, E. 9TH, E. 10TH, E. 11TH, E. 12TH, E. 13TH, E. 14TH, E. 15TH, E. 16TH, E. 17TH, E. 18TH, E. 19TH, E. 20TH, E. 21ST, E. 22ND, E. 23RD, E. 24TH, E. 25TH, E. 26TH, E. 27TH, E. 28TH, E. 29TH, E. 30TH, E. 31ST, E. 32ND, E. 33RD, E. 34TH, E. 35TH, E. 36TH, E. 37TH, E. 38TH, E. 39TH, E. 40TH, E. 41ST, E. 42ND, E. 43RD, E. 44TH, E. 45TH, E. 46TH, E. 47TH, E. 48TH, E. 49TH, E. 50TH, E. 51ST, E. 52ND, E. 53RD, E. 54TH, E. 55TH, E. 56TH, E. 57TH, E. 58TH, E. 59TH, E. 60TH, E. 61ST, E. 62ND, E. 63RD, E. 64TH, E. 65TH, E. 66TH, E. 67TH, E. 68TH, E. 69TH, E. 70TH, E. 71ST, E. 72ND, E. 73RD, E. 74TH, E. 75TH, E. 76TH, E. 77TH, E. 78TH, E. 79TH, E. 80TH, E. 81ST, E. 82ND, E. 83RD, E. 84TH, E. 85TH, E. 86TH, E. 87TH, E. 88TH, E. 89TH, E. 90TH, E. 91ST, E. 92ND, E. 93RD, E. 94TH, E. 95TH, E. 96TH, E. 97TH, E. 98TH, E. 99TH, E. 100TH. The map also shows a 1948 street grid overlaid on the 1909 map. A north arrow is located in the upper left corner. A scale bar is located in the upper right corner. The map is titled 'SEPTMBER 1909 SANBORN MAP' in the upper left corner. A legend is located in the upper left corner, showing color-coded boxes for Commercial Use (red), Industrial Use (grey), Public / Semi-Public Use (blue), Residential Use (yellow), and 1948 Street Grid (white).

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OCTOBER 1914
SANBORN MAP

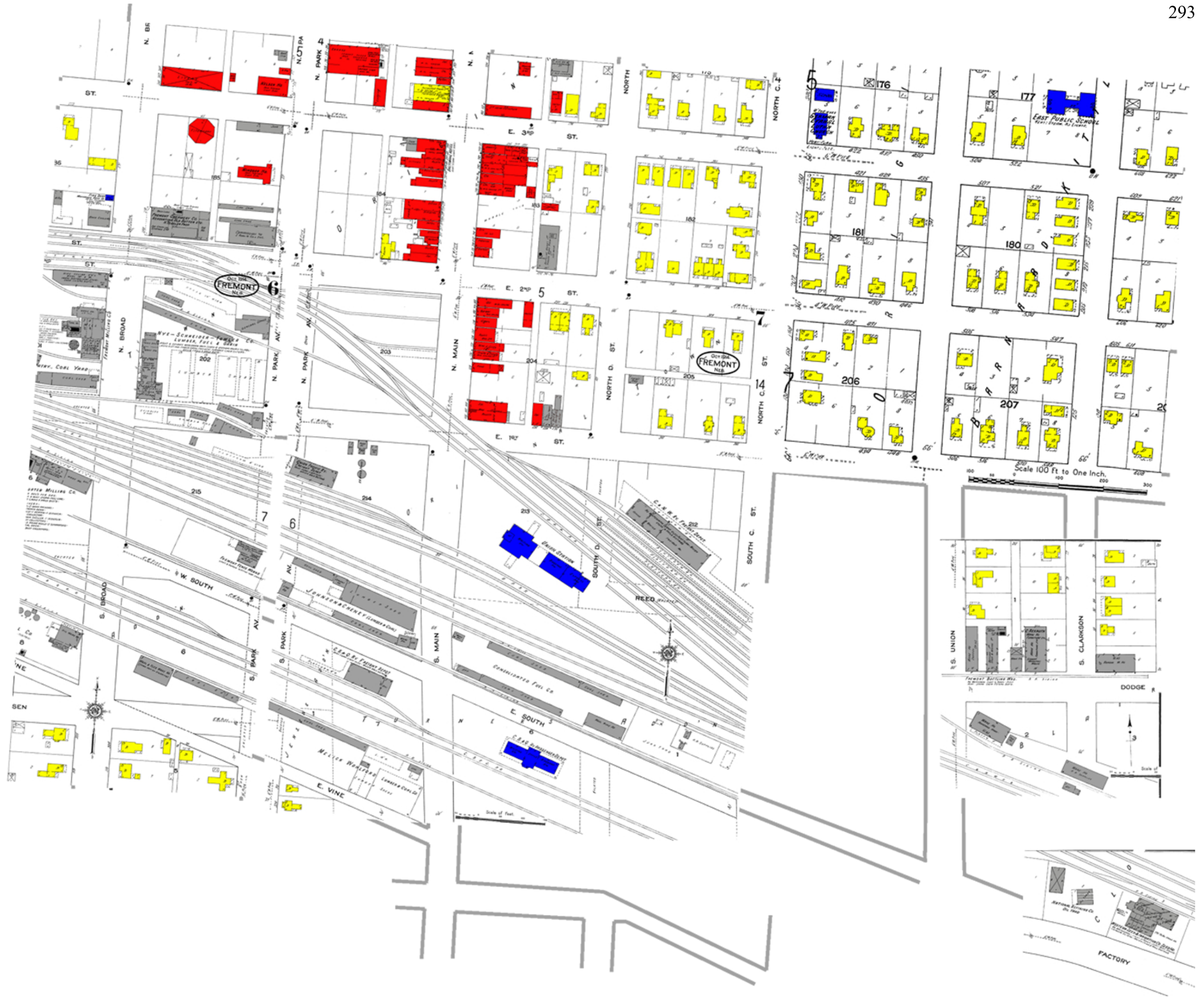
COMMERCIAL USE

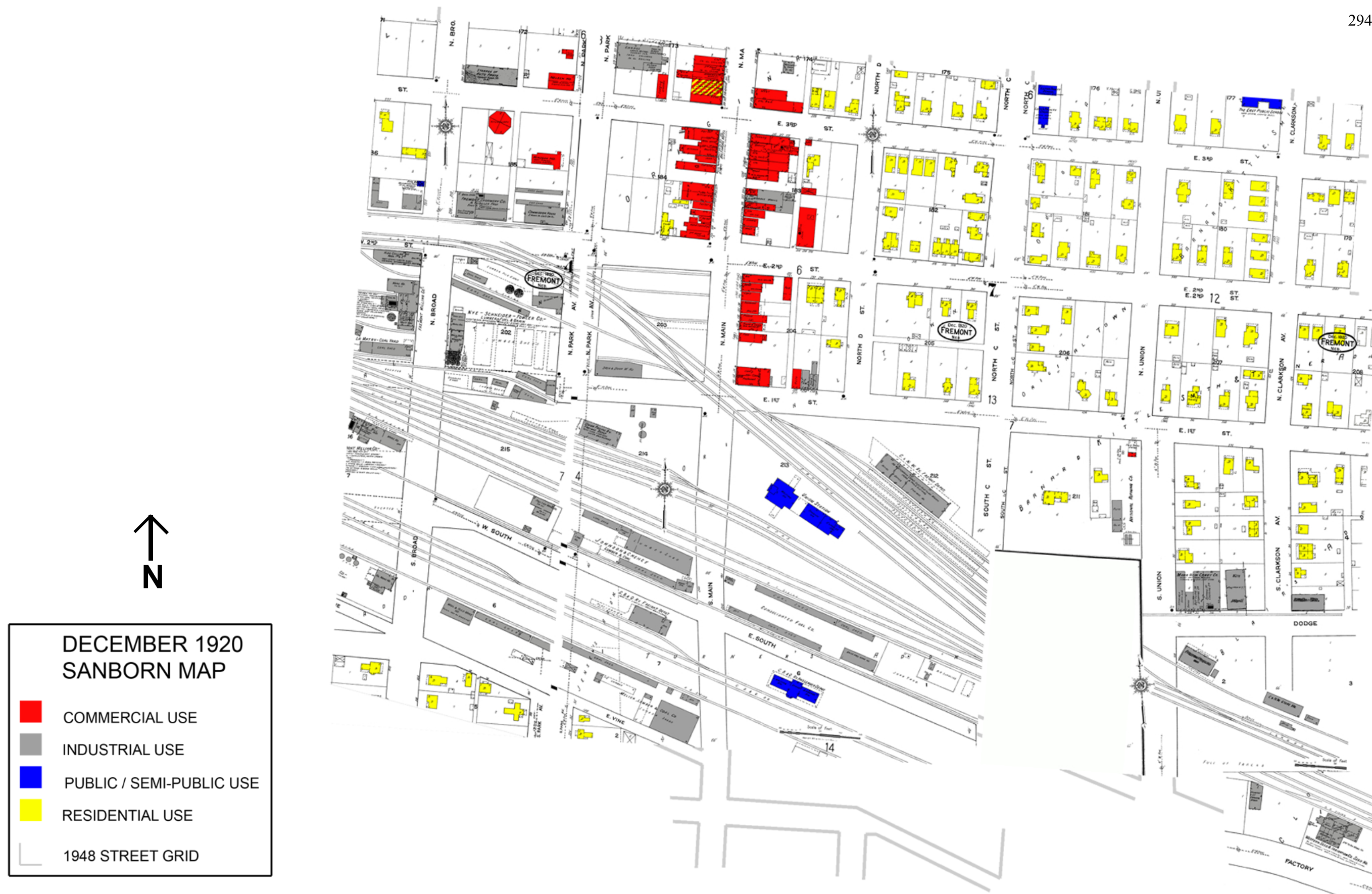
INDUSTRIAL USE

PUBLIC / SEMI-PUBLIC USE

RESIDENTIAL USE

1948 STREET GRID





N

SEPTMBER 1928
SANBORN MAP

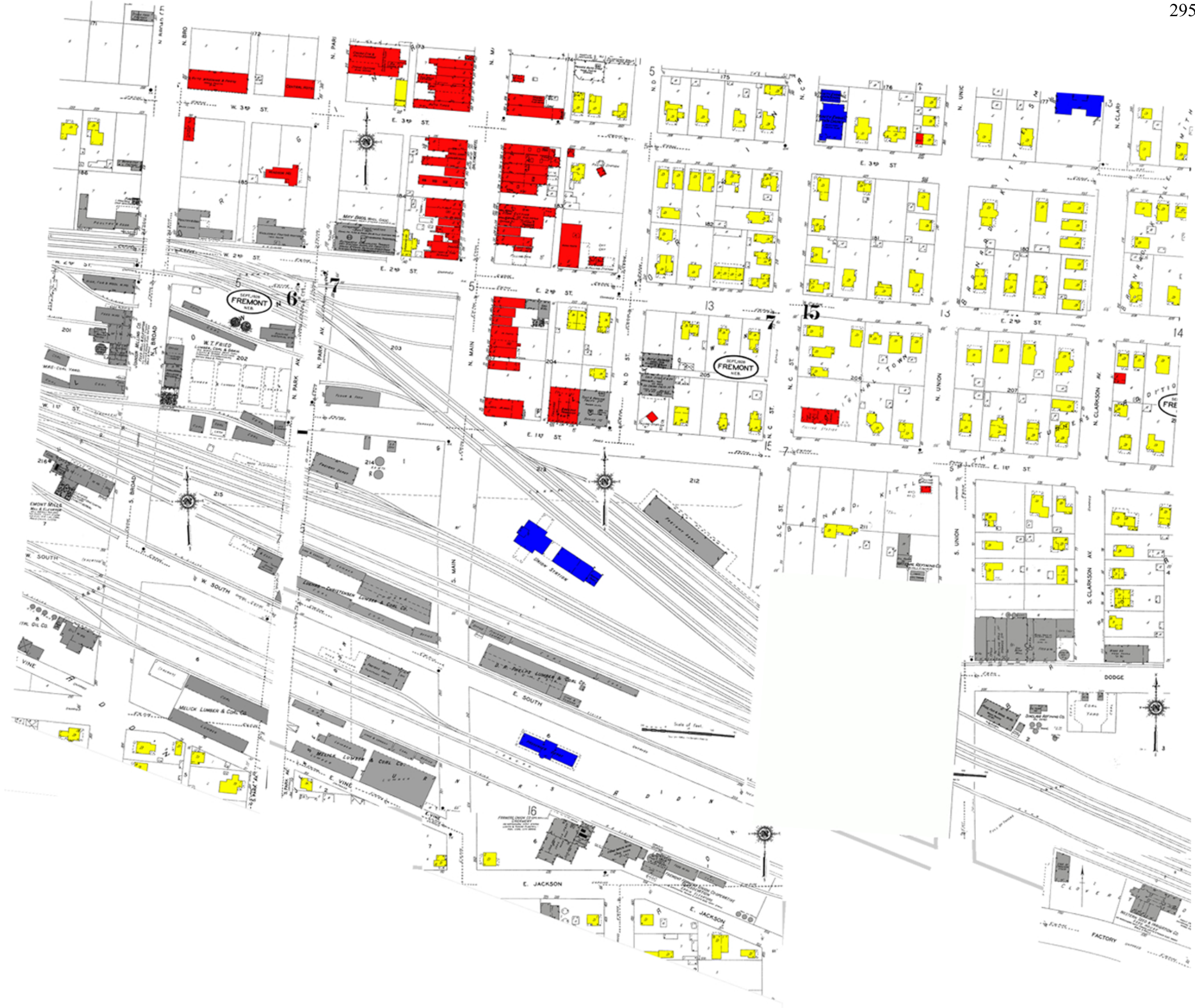
COMMERCIAL USE

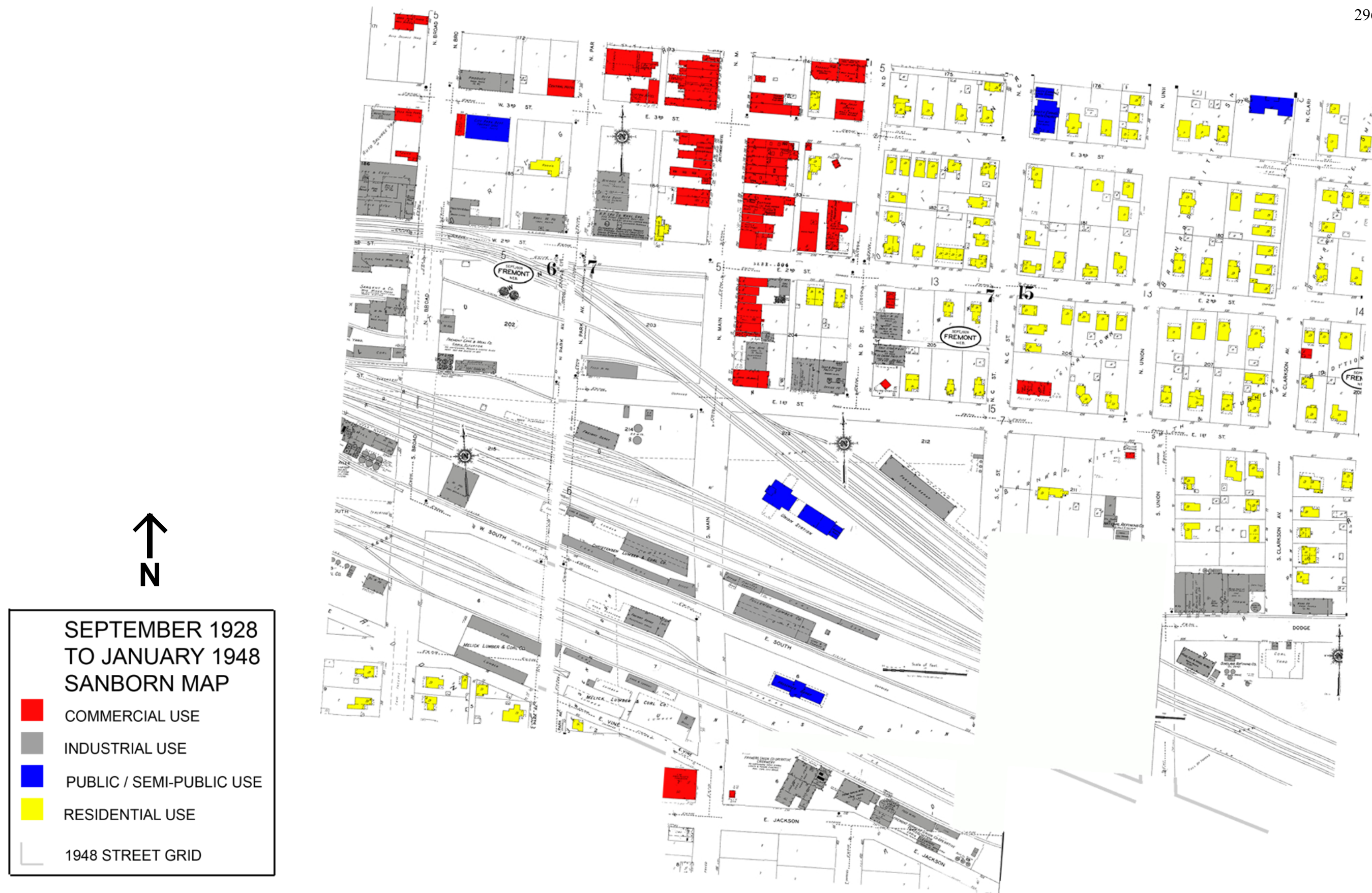
INDUSTRIAL USE

PUBLIC / SEMI-PUBLIC USE

RESIDENTIAL USE

1948 STREET GRID





Appendix H
Fremont Zoning Regulations

ZONING DISTRICT REGULATIONS

4

ARTICLE FOUR

ZONING DISTRICT REGULATIONS

401 Purpose

Article Four presents the Zoning District Regulations. Zoning Districts are established in the Zoning Regulations to promote compatible land use patterns and to establish site development regulations appropriate to the purposes and specific nature of each district.

402 Establishment of Districts

The following base districts and overlay districts are hereby established. Table 4-1 displays the purposes of these districts.

<u>BASE ZONING DISTRICTS</u>	<u>DISTRICT NAMES</u>
AG	Agricultural/Urban Reserve District
RR	Rural Residential District
R-1	Single-Family Residential District
R-2	Moderate-Density Residential District
R-3	Mixed-Density Residential District
R-4	High-Density Residential District
R-5	Mobile Home Residential District
UC	Mixed Use Urban Corridor District
LC	Limited Commercial/Office District
CC	Community Commercial District
DC	Downtown Commercial District
GC	General Commercial District
BP	Business Park District
LI	Limited Industrial District
GI	General Industrial District

SPECIAL AND OVERLAY DISTRICTS

MU	Mixed Use District
PD	Planned Development District
NC	Historic and Neighborhood Conservation Overlay District
SC	Special Corridor Overlay District
TND	Traditional Neighborhood Development District
FP/FW	Floodplain/Floodway Overlay District

ZONING DISTRICT REGULATIONS

403 Application of Districts

A base district designation shall apply to each lot or site within the city and its planning jurisdiction. A site must be in one base district.

Overlay districts may be applied to any lot or site or any portion thereof, in addition to a base district designation. The Mixed Use District may stand alone as a base district.

404 Hierarchy

References in the Zoning Ordinance to less intensive or more intensive districts shall be deemed to refer to those agricultural, residential, commercial, and industrial base zoning districts established in Section 4-2, and shall represent a progression from the AG Agricultural District as the least intensive to the GI General Industrial District as the most intensive. The Overlay Districts shall not be included in this reference.

405 Development Regulations

For each Zoning District: Purposes are set forth in Table 4-1; Uses permitted are set forth in Table 4-2; Development Regulations are set forth in Tables 4-2 and Site Development Regulations are presented in Table 4-3.

Supplemental Regulations may affect specific land uses or development regulations in each zoning district. The applicable Supplemental Regulations are noted in Table 4-2.

406 Zoning Map

a. Adoption of Zoning Map

Boundaries of zoning districts established by this Zoning Regulations shall be shown on the Zoning Map maintained by the City Clerk. This map shall bear the signature of the Mayor attested by the City Clerk under the certification that this is the Official Zoning Map referred to by this Ordinance. This map, together with all legends, references, symbols, boundaries, and other information, shall be adopted as a part of, and concurrent with these Regulations. Said Zoning Map shall be on file with the City Clerk and shall be readily accessible to the public at Fremont City Hall.

b. Changes to the Zoning Map

The city council may from time to time adopt a new official zoning map which shall supersede the prior official zoning map, in the event that the official zoning map becomes damaged or destroyed; or for purposes of clarity due to a number of boundary changes, or to correct drafting errors or omissions; provided, however, that any such adoption shall not have the effect of amending the original zoning ordinance or any subsequent amendment thereof.

407 Interpretation of District Boundaries

The following rules shall apply in determining the boundaries of any zoning district shown on the Zoning Map.

- a. Where district boundaries are indicated as approximately following lot lines, such lot

lines shall be considered the district boundaries.

ZONING DISTRICT REGULATIONS

- b. Where district boundaries are indicated as within street or alley, railroad, streams or creeks, or other identifiable rights-of-way, the centerline of such rights-of-way shall be deemed the district boundary.
- c. Where a district boundary divides a property, the location of the boundary shall be determined by the use of the scale appearing on the Zoning Map.
- d. Where district boundaries are indicated as approximately following corporate limits, such corporate limits shall be considered the district boundaries.
- e. Where district boundaries are indicated as approximately following section lines, quarter section lines, or quarter-quarter section lines, such lines shall be considered the district boundaries.
- f. Boundaries not capable of being determined, as set forth in 407a through 407e shall be as dimensioned on the official Zoning Map or if not dimensioned shall be determined by the scale shown on the map.

408 Vacation of Streets and Alleys

Whenever a public street or alley is vacated, the zoning district adjoining each side of such right-of-way shall be extended out to the former centerline.

409 Annexation of Territory

All unimproved or agricultural territory, which may hereafter be annexed to the City, shall be considered as lying in the AG Agricultural District until such classification shall be changed as provided by this ordinance. Any improved property that is annexed into the city shall be zoned according to the zoning district that most nearly describes either its present use or the use proposed by Fremont's Comprehensive Development Plan. This zoning shall be established by the Planning Commission and the City Council at the time of annexation.

410 Required Conformance

Except as specified in this chapter, no building or structure shall be erected, converted, enlarged, reconstructed or structurally altered, nor shall any building or land be used, which does not comply with all of the district regulations established by this title for the district in which the building or land is located.

ZONING DISTRICT REGULATIONS

Table 4-1: Purposes of Base Zoning Districts

Symbol	Title	Purpose
AG	Agricultural/ Urban Reserve	The AG District provides for and preserves the agricultural and rural use of land, while accommodating very low-density residential development generally associated with agricultural uses. This district is designed to maintain complete agricultural uses within the Fremont extra-territorial jurisdiction. In addition, land included in the Urban Reserve in the Comprehensive Plan should be retained in the AG District to prevent premature or inappropriate development.
RR	Rural Residential	This district provides for the rural residential use of land, accommodating very low and low-density residential environments. It provides for the transition of agricultural land to low-density forms of residential development that are designed to combine aspects of urban living with rural life. The district's regulations assure that density is developed consistent with: land use policies of the Fremont Comprehensive Plan regarding rural subdivisions; levels of infrastructure; and environmentally sensitive development practices.
R-1	Single-Family Residential	This district is intended to provide for residential development, with gross densities generally below 4 units per acre. These areas are characterized by single-family dwellings on relatively large lots with supporting community facilities and urban services. Its regulations are intended to minimize traffic congestion and to assure that density is consistent with the carrying capacity of infrastructure.
R-2	Moderate-Density Residential	This district is intended to provide for moderate density residential development, with gross densities generally between 4 and 8 units per acre. These developments are characterized by single-family dwellings on moderately sized lots along with low-density multi-unit residential structures such as duplexes and townhouses. It provides regulations to encourage innovative forms of housing development. It adapts to both established and developing neighborhoods, as well as transitions between single-family and multi-family areas. Its regulations are intended to minimize traffic congestion and to assure that density is consistent with the carrying capacity of infrastructure.

ZONING DISTRICT REGULATIONS

Table 4-1: Purposes of Base Zoning Districts

Symbol	Title	Purpose
R-3	Mixed-Density Residential	This district is intended to provide for a mix of medium density residential environments, with gross densities ranging from 4 to 12 units per acre. It provides for a transition between lower and higher-intensity use districts, and incorporates limited office and commercial uses under certain conditions. Mixed density developments may contain single-family dwellings on moderately sized lots and low-density multi-unit residential structures such as duplexes, townhouses, and small multi-family buildings. Its regulations encourage innovative forms of housing development. It adapts to both established and developing neighborhoods, as well as transitions between single-family and multi-family areas.
R-4	Multiple-Family Residential	This district is intended to provide locations primarily for multiple-family housing, with supporting and appropriate community facilities. It also permits some non-residential uses such as offices through a special permit procedure to permit a mixing of uses that have relatively similar operating and development effects.
R-5	Mobile Home Residential	This district recognizes that mobile home development, properly planned, can provide important opportunities for affordable housing. It provides opportunities for mobile home development within planned parks or subdivisions, along with the supporting services necessary to create quality residential neighborhoods.
UC	Mixed Use Urban Corridor	This district recognizes the mixed-use character of major urban corridors, such as Military Avenue, Bell Street, Main Street, and Broad Street. These corridors sometimes accommodate a combination of residential, commercial, and office uses. Design standards maintain their character as important urban streets. The UC District may be combined with the SC Special Corridor Overlay District, to establish special performance standards for corridors in especially sensitive contexts.
LC	Limited Commercial/Office	This district reserves appropriately located area for office development and a limited variety of low-impact commercial facilities which serve the needs of residents of surrounding residential communities. The commercial and office uses permitted are compatible with nearby residential areas. Development regulations are designed to ensure compatibility in size, scale, and landscaping with nearby residences.

ZONING DISTRICT REGULATIONS

Table 4-1: Purposes of Base Zoning Districts

Symbol	Title	Purpose
CC	Community Commercial	This district is intended for commercial facilities, which serve the needs of markets ranging from several neighborhoods to the overall region. While allowed commercial and office uses are generally compatible with nearby residential areas, traffic and operating characteristics may have more negative effects on residential neighborhoods than those permitted in the LC District. CC Districts are appropriate at major intersections, at the junction of several neighborhoods, or at substantial commercial subcenters.
DC	Downtown Commercial	This district is intended to provide appropriate development regulations for Downtown Fremont. Mixed uses are encouraged within the DC District. The grouping of uses is designed to strengthen the town center's role as a center for trade, service, and civic life.
GC	General Commercial	This district accommodates a variety of commercial uses, some of which have significant traffic or visual effect. These districts may include commercial uses which are oriented to services, including automotive services, rather than retail activities. These uses may create land use conflicts with adjacent residential areas, requiring provision of adequate buffering. This district is most appropriately located along major arterial streets or in areas that can be adequately buffered from residential districts.

ZONING DISTRICT REGULATIONS

Table 4-1: Purposes of Base Zoning Districts

Symbol	Title	Purpose
BP	Business Park	This district is designed to promote the development of planned business parks that accommodate corporate offices, research facilities, and structures, which can combine office, distribution, and limited industrial uses. These facilities serve a more regional audience, but may provide services to local residents. They are characterized by extensive landscaping, abundant parking facilities, and good visual and pedestrian relationships among buildings.
LI	Limited Industrial	This district is intended to reserve sites appropriate for the location of industrial uses with relatively limited environmental effects. The district is designed to provide appropriate space and regulations to encourage good quality industrial development, while assuring that facilities are served with adequate parking and loading facilities.
GI	General Industrial	This district is intended to accommodate a wide variety of industrial uses, some of which may have significant external effects. These uses may have operating characteristics that create conflicts with lower-intensity surrounding land uses. The district provides the reservation of land for these activities and includes buffering requirements to reduce incompatibility

ZONING DISTRICT REGULATIONS

Table 4-2 Permitted Uses by Zoning Districts

Use Types	AG	RR	R-1	R-2	R-3	R-4	R-5	UC	LC	CC	DC	GC	BP	LI	GI	Addl Reg
Agricultural Uses																
Horticulture	P	P	C	C	C	C	C		C	P	C	C				602a
Crop Production	P	P														
Animal Production	P	C														602b
Commercial Feedlots																602c
Livestock Sales																
Residential Uses																
Single-Family Detached	P	P	P	P	P	P	P	P	C							603i,j
Single-Family Attached		C	C	P	P	P	P	P	C							603b
Duplex				P	P	P		P	C							
Townhouse*				P	P	P		P*	P		C					603c
Multiple-Family* less than 12 units per development					C	P		C*	P	C	C	C				603d
Multiple-Family* 12 units and over per development						P					C					
Downtown Residential*											C					603e
Group Residential*	C	C			C	P			C	C						603f
Manufactured Housing Residential	P	P	P	P	P	P	P	P	C							216
Mobile Home Park*							P									603g
Mobile Home Subdivision							P									603h
Retirement Residential*	C	C	C	P	P	P		P	P	C	C	C				
Residential Cluster*	C	C	C	C	C	C	C									603j

P=Uses Permitted by Right

C=Uses Permitted by Conditional Use Permit



Blank=Use Not Permitted

* Use subject to Site Plan Approval, as set forth in Section 1202

ZONING DISTRICT REGULATIONS

Table 4-2 Permitted Uses by Zoning Districts

Use Types	AG	RR	R-1	R-2	R-3	R-4	R-5	UC	LC	CC	DC	GC	BP	LI	GI	Addl Reg
Civic Uses																
Administration		C	C	C	C	C	C	P	P	P	P	P	P	P	P	
Cemetery*	P	P	P	P	P	P	P									
Clubs (Recreational)*	C	C	C	C	C	P	C	P	P		C	P	C	P	P	604a
Clubs (Social)*	C	C	C	C	C	P	C	P	P	P	P	P	P	P	P	604a
College/Univ*	C	C	C	C	C	P	C	P	P	P	P	P	P	P		
Convalescent Services*	C	C		C	C	P	C	P	P	P	C					
Cultural Services*	C	C	P	P	P	P	P	P	P	P	P	P	P	P		
Day Care (Limited)	P	P	P	P	P	P	P	P	P	P	P	C	C	C	C	604b
Day Care (General) *	C	C	C	C	C	P	C	P	P	P	P	P	P	C	C	604b
Detention Facilities*												C		C	C	
Emergency Residential	P	P	P	P	P	P	P	P	P	P	P					
Group Care Facility*					C	P		C	P	P	P	P				604c
Group Home Guidance Services	C	P	P	P	P	P	P	C	P	P	P	P	P	P	P	
Health Care*		C				P		P	P	P	P	P	P	P	P	
Hospitals*		C				C		C	C	C	P	P	P	C	C	
Maintenance Facility*	C	C						C		C		P		P	P	
Park and Recreation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Postal Facilities*								C	P	P	P	P	P	P	P	
Primary Education*	C	P	P	P	P	P	P	P	P	P	P	C				
Public Assembly*								C	C	C	P	P	C			
Religious Assembly*	P	P	P	P	P	P	P	P	P	P	P	P		C		
Safety Services*	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Secondary Educ*	C	C	C	C	C	P	C	P	C	C	C	C				
Utilities (Major)*	P	C	C	C	C	C	C	C	C	C	C	P	C	P	P	
Office Uses																606
Corporate Offices*					C	C		P	P	P	P	P	P	P	P	
General Offices					C	C		P	P	P	P	P	P	P	P	
Financial Offices*								P	P	P	P	P	P	P	P	
Medical Offices*						C		P	P	P	P	P	P	P	C	

 = Uses Permitted by Right
 C = Uses Permitted by Conditional Use Permit
 Blank = Use Not Permitted
 = Use subject to Site Plan Approval, as set forth in Section 1202

ZONING DISTRICT REGULATIONS

Table 4-2 Permitted Uses by Zoning Districts

Use Types	AG	RR	R-1	R-2	R-3	R-4	R-5	UC	LC	CC	DC	GC	BP	LI	GI	Addl Reg
Commercial Uses																606
Ag Sales/Service*										C	C	P		P	P	
Auto Rental/Sales*										C	P	P	C	P	P	605c
Auto Services*								C	C	P	P	P		P	P	605a,b
Bed and Breakfast*	C	C	C	C	C	C		P	P	P	P	P				605d
Body Repair*										C	C	P		P	P	605a
Business Support Services*								P	P	P	P	P	P	P	P	
Business/Trade School*										P	P	P	P	P	P	
Campground*	C	C								C		C				605e
Cocktail Lounge*								C		P	P	P	C	P	P	605h
Commercial Rec (Indoor)*								C	C	P	P	P	P	P	P	
Commercial Rec (Outdoor)*										C		C		C	C	
Communication Service*								P	C	P	P	P	P	P	P	
Construction Sale/Service*								C		C	C	P		P	P	
Consumer Service*								P	P	P	P	P	P	P		
Convenience Storage*										C		C		P	P	605f
Equip Rental/Sales*											C	P		P	P	605c
Equipment Repair*												P		P	P	605a
Food Sales (Convenience)*								P	C	P	P	P	P	P	P	
Food Sales (Limited)*								P	P	P	P	P	P	P	P	
Food Sales (General)*								C	C	P	P	P				
Food Sales (Super markets)*										P	P	C				
Funeral Service*					C	C		P	P	P	P	P	P	P	P	
Gaming Facilities*										C	C	C				
Kennels*	P	C										C		P	P	605g
Laundry Services*											C	P		P	P	

P=Uses Permitted by Right

C=Uses Permitted by Conditional Use Permit

Blank=Use Not Permitted

* Use subject to Site Plan Approval, as set forth in Section 1202

ZONING DISTRICT REGULATIONS

Table 4-2 Permitted Uses by Zoning Districts

Use Types	AG	RR	R-1	R-2	R-3	R-4	R-5	UC	LC	CC	DC	GC	BP	LI	GI	Addl Reg
Commercial Uses																
Liquor Sales*										P	P	P		C		605h
Lodging*								P		P	P	P	P	C	C	
Personal Improvement					C	C		P	P	P	P	P	P	P	P	
Personal Services*					C	C		P	P	P	P	P	P	P	P	
Pet Services*	C							P	P	P	P	P	P	P		
Research Services*								P	P	P	P	P	P	P	P	
Restaurants (Drive-in)*								C		P	C	P		C	C	605h
Restaurants (General)*								P	P	P	P	P	P	C	C	605h
Restricted Business*												C		C	P	605i
Retail Services (Limited)								P	P	P	P	P	C			
Retail Services (Large)*									C	P	C	P				
Retail Services (Mass)*										C	C	P				
Stables*	C	C														605j
Surplus Sales*											C	P		P	P	
Trade Services*								C		C	C	P	P	P	P	
Veh. Storage (Short-term)*								C				P		P	P	
Veterinary Services*	C	C						P	C	C	C	P		P	P	
Parking Uses																
Off-Street Parking*								C		C	P	P	C	P	P	
Parking Structure*										C	P	C	C	P	P	

P=Uses Permitted by Right

C=Uses Permitted by Conditional Use Permit

Blank=Use Not Permitted

- Use subject to Site Plan Approval, as set forth in Section 1202

ZONING DISTRICT REGULATIONS

Table 4-2 Permitted Uses by Zoning Districts

Use Types	AG	RR	R-1	R-2	R-3	R-4	R-5	UC	LC	CC	DC	GC	BP	LI	GI	Addl Reg
Industrial Uses																
Agricultural Industry*														C	P	608a
Construction Yards*														P	P	608a
Custom Manufacturing								C		C	P	P	P	P	P	608a
Light Industry*													C	P	P	608a
General Industry*														P	P	608a
Heavy Industry*															C	608a
Recycling Collection*										C	C	C		C	C	608a
Recycling Processing*														C	C	608a
Refuse Transfer Station*															P	608a
Resource Extraction*	C														C	607a 608a
Salvage Services*															C	607b, 608a
Vehicle Storage (Long-term)*												C		P	P	608a
Warehousing (Enclosed)*											C	C	P	P	P	608a
Warehousing (Open)*														C	P	608a
Transportation Uses																
Aviation*	C												C	C	C	
Railroad Facilities*											C	C	C	P	P	
Truck Terminal*											C	C		C	P	
Transportation Terminal*										P	P	P		P	P	
Miscellaneous Uses																
Alternative Energy Production Devices	C	C	C	C		C	C	C	C		C	C	P	P	P	
Amateur Radio Tower	P	P	P	P		P	P	P	P	P	P	P	P	P	P	
Communications Tower	C	C	C(P)	C(P)	C(P)	C(P)	C9P)	C			C	C	P	P	P	610a
Construction Batch Plant*	C											C		C	P	
Landfill (Non- Putrescible)*															C	610b
Landfill (Putrescible)*																610b
WECS	C	C	C	C	C	C	C	C	C	C	C	C	P	P	P	610c

P=Uses Permitted by Right

C=Uses Permitted by Conditional Use Permit

Blank=Use Not Permitted

C(P) = Conditional at Public Sites Only

Use subject to Site Plan Approval, as set forth in Section 1202

ZONING DISTRICT REGULATIONS

Table 4-3: Summary of Site Development Regulations

Regulator	AG	RR	R-1	R-2	R-3	R-4	R-5
Minimum Lot Area (sq feet)	20 Acres	3 Acres	6,500	4,000	4,000	4,000	3.0 Acres
Single-Family Detached	2 units per each 40 acres (Note 6)	3 Acres	7,500 (Note 1)	6,000 (Note 1)	6,000	6,000	4,000
Single-Family Attached	---		6,500	4,000	4,000	4,000	
Duplex, Townhouses	---		---	8,000	8,000	7,500	
Multi-Family	---		---	---	10,000	7,500	
Other Permitted Uses	---		7,500	10,000	10,000	7,500	
Minimum Lot Width (feet)							
Single-Family Detached	200	200	75	60	60	60	
Single-Family Attached				35	35	35	
Duplex				70	70	70	
Townhouses				35	25	25	
Multi-Family	200	200	100		100	70	
Other Permitted Uses				100	100	70	150
Site Area per Housing Unit (sq feet) by type of residential							
Single-Family Detached	20 Acres (Note 6)	3 Acres	7,500	6,000	6,000	6,000	5,000 per unit
Single-Family Attached			6,500	4,000	4,000	4,000	
Two-family, duplex				4,000	4,000	3,750	
Townhouse				3,000	3,000	2,500	
Multi-family				NA	2,500	1,750	
Minimum Yards (feet)							
Front Yard	50	30	25	25	25	25	50
Street Side Yard	50	18	15	15	15	15	50
Interior Side Yard (Note 2)							50
1 to 1.5 stories	50	10	7	5	5	5	
2-3 stories	50	15	9	7	7	9	
More than 3 stories	NA	NA	NA	NA	NA	11	
Non-Residential Uses	50	40	20	20	20	20	
Rear Yard	50	20	20	20	20	20	50
Maximum Height (feet)	No Limit	35	35	35	35	45	35
Maximum Building Coverage	NA	20%	35%	45%	45%	55%	40%
Maximum Impervious Coverage	NA	30%	50%	60%	60%	70%	60%
Floor Area Ratio	NA	NA	NA	NA	NA	NA	NA

ZONING DISTRICT REGULATIONS

Table 4-3: Summary of Site Development Regulations

	UC	LC*	CC*	DC	GC*
Minimum Lot Area (square feet)	4,000	None	6,000	None	6,000
Single-Family Detached	6,000	6,000			
Single-Family Attached	4,000	4,000			
Duplex, Townhouses	7,500	7,500			
Multi-Family	7,500	7,500	10,000		
Other Permitted Uses	7,500	7,500	6,000		
Minimum Lot Width (feet)				None	50
Single-Family Detached	60	60			
Single-Family Attached	40	40			
Duplex	70	70			
Townhouses	20	20			
Multi-Family	70	70	80		
Other Permitted Uses	60	60	50		
Site Area per Housing Unit (square feet) by type of residential					
Single-Family Detached	6,000	6,000			NA
Single-Family Attached	4,000	4,000			
Two-family, duplex	3,750	3,750			
Townhouse	2,500	2,500		2,000	
Multi-family	1,750	2,000	2,000	600	
Minimum Yards (feet) (Note 2)					
Front Yard	Note 4	Note 4	25	0	25
Street Side Yard (Note 6)	15	15	15	0	15
Interior Side Yard (Note 3)					
1 to 1.5 stories	5	5	0	0	0
2-3 stories	7	7	0	0	0
More than 3 stories	7	7	0	0	0
Rear Yard	20	20	25	0	25
			Note 5		Note 5
Maximum Height (feet) (Note 2)	45	45	50	50	50
Maximum Building Coverage	50%	50%	60%	100%	70%
Maximum Impervious Coverage	70%	80%	80%	100%	90%
Floor Area Ratio	1.0	0.50	1.0	No limit	1.0
	1.0				
Maximum Amount of Total Parking Located in Street Yard					
Residential	NA	NA	NA	NA	NA
Other Uses	35%	50%	No limit	35%	No limit

ZONING DISTRICT REGULATIONS

Table 4-3 Summary of Site Development Regulations

Regulator	BP	LI*	GI*
Minimum Lot Area (square feet)	10,000	5,000	5,000
Minimum Lot Width (feet)	80	50	50
Minimum Yards (feet)			
Front Yard	35	25	25
Street Side Yard	25	25	25
Interior Side Yard	10	0	0
Rear Yard	35	25	25
Maximum Height (feet)	40	Note 5 75	Note 5 No limit
Maximum Building Coverage	60%	70%	70%
Maximum Impervious Coverage	80%	90%	90%
Floor Area Ratio	2.0	1.0	No limit
Maximum Amount of Total Parking Located in Street Yard	50%	No limit	No limit

ZONING DISTRICT REGULATIONS

Notes to Preceding Pages: Table 4-3

Note 1:

For lots served by neither community water and sewer systems, minimum lot size shall be 1 acre and minimum lot width shall be 200 feet. For lots served by community sewer systems only, minimum lot size shall be 20,000 square feet and minimum lot width shall be 100 feet. Single-family attached, duplex, two-family, or townhouse residential are permitted only on sites served by community sewer and water systems.

Note 2:

See Section 603 for supplemental regulations governing single-family attached and townhouse residential use types.

Note 3:

One foot of height may be added for each additional one foot provided in front, rear, and side yard setbacks beyond the required minimum.

Note 4:

Normal minimum setback is 25 feet. Front yard setback may be reduced to 15 feet if:

1. No parking is placed within the street yard.
2. The entire street yard area is landscaped, with the exception of driveways to parking areas or pedestrian accesses to the principal building on the site.

Note 5:

Required rear yard may be reduced one foot for every one foot of front yard provided in excess of the minimum requirement. No rear yard may be less than 10 feet.

Note 6:

In AG zoning districts located west of Highway 77 (Broad Street), the minimum lot area and site area per unit may be reduced to 10 acres, subject to approval of a Conditional Use Permit.

Note 7:

Garage Setbacks: Any garage that fronts on a public street must be set back at least 25 feet from such street, regardless of the setback requirement within the zoning district. This shall not be interpreted to waive a larger required minimum setback required by the zoning district.

* Uses in the R-4, LC, CC, GC, HC, LI, and GI Districts are subject to landscape and screening provisions contained in Article 8.

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