PHASE I/PHASE II ARCHITECTURE HISTORY INVESTIGATION FOR THE PROPOSED SOUTHWEST TRANSITWAY PROJECT HENNEPIN COUNTY, MINNESOTA

Volume Three: Minneapolis and Saint Louis Railroad Survey Zone
Chicago Milwaukee and St. Paul Railroad Survey Zone
Minneapolis Northfield and Southern Railroad Survey Zone
Great Northern Railroad Survey Zone

FINAL REPORT

SHPO No. 2009-0080
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Authorized and Sponsored by:
Hennepin County Regional Rail Authority
and
Metropolitan Council

Submitted by:
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MANAGEMENT SUMMARY

The Hennepin County Regional Rail Authority and the Metropolitan Council are proposing to construct the Southwest Transitway facility, linking the intermodal station area in downtown Minneapolis with the central business area in suburban Eden Prairie. The line is located in the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis. The line will connect to other rail lines (Hiawatha, Central, and Northstar) and high-frequency bus routes. Through these connections Southwest Transitway will also provide access to the University of Minnesota, Minneapolis-St. Paul Airport, Mall of America, the State Capitol, and downtown St. Paul.

The Area of Potential Effects (APE) for both projects was determined in consultation with the Mn/DOT CRU project manager and includes the proposed construction limits as well as a buffer around the project corridor sufficient to account for indirect effects. The architecture-history survey is organized around 13 survey zones. Volume One of the survey report includes four survey zones encompassing areas of the project within the cities of Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. Volume Two of the survey report includes project areas in five survey zones within the city of Minneapolis. Volume Three of the survey report includes project areas in four survey zones encompassing four railroad corridors.

The railroad zones survey resulted in the documentation of all railroad-built buildings and structures over 45 years old within the project APE. Two properties within the APE are currently listed in the National Register of Historic Places (NRHP): the Chicago, Milwaukee, St. Paul and Pacific Railroad Depot in St. Louis Park; and the Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District. In addition, the Great Northern Osseo Branch Railroad Corridor Historic District and the Grand Rounds Parkway System have had previous findings of eligibility. Three Chicago, Milwaukee and St. Paul Railroad bridges within the APE are contributors to the Grand Rounds district. Finally, The Manitoba/Great Northern Main Line Railroad Corridor Historic District and the Minneapolis and St. Louis Railroad Depot in Hopkins are recommended eligible for listing in the NRHP as a result of the current survey.

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1.0 INTRODUCTION

The proposed Southwest Transitway is a high-frequency train serving the rapidly growing southwest metro area – Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, as well as Minneapolis neighborhoods and the Minneapolis downtown area. The line will connect to other rail lines (Hiawatha, Central, and Northstar) and high-frequency bus routes. Through these connections Southwest Transitway will also provide access to the University of Minnesota, Minneapolis-St. Paul Airport, Mall of America, the State Capitol, and downtown St. Paul.

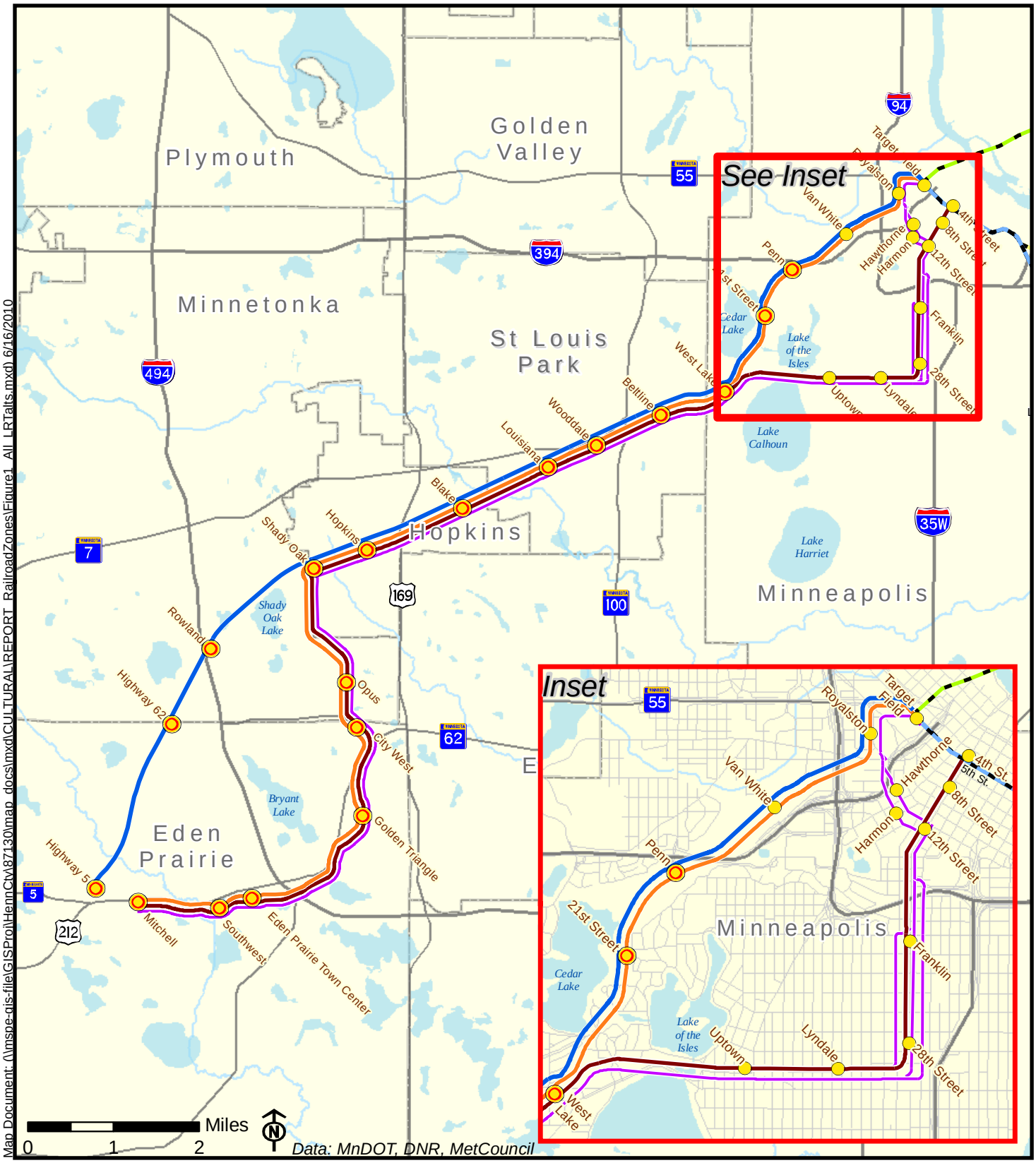
The Federal Transit Administration (FTA) has determined that the proposed project is an undertaking as defined by the National Historic Preservation Act (NHPA) and is subject to the provisions of Section 106 of the NHPA. Section 106 requires that federal agencies take historic properties into account as part of project planning. The Cultural Resources Unit (CRU) of the Minnesota Department of Transportation (Mn/DOT) is acting on behalf of FTA for many aspects of the Section 106 review process for Southwest Transitway. This survey report is part of the identification/evaluation of historic properties required under the Section 106 review. The results of this survey will be submitted to the Minnesota State Historic Preservation Office (SHPO) for concurrence. Effects to properties which are listed in or eligible for listing in the National Register of Historic Places will be assessed in consultation with the SHPO and other interested parties. It is expected that mitigation measures for these effects will be addressed in a Programmatic Agreement.

Through the scoping process of the National Environmental Policy Act, four build alternatives have been identified (Figure 1). To streamline subsequent analysis, these alternatives were divided into five segments. The following table outlines the segments that are associated with each of the alternatives:

Build Alternatives and Segments

Build Alternatives	Segments
LRT 1A	Segment 1, Segment 4, Segment A
LRT 3A	Segment 3, Segment 4, Segment A
LRT 3C-1 (Nicollet Mall)	Segment 3, Segment 4, Segment C-1 (Nicollet Mall)
LRT 3C-2 (11^{th}/12^{th} Street)	Segment 3, Segment 4, Segment C-2 (11^{th}/12^{th} Streets via Nicollet Avenue Tunnel)
	Segment 3, Segment 4, Segment C-2A (11^{th}/12^{th} Streets via Blaisdell Ave Tunnel)
	Segment 3, Segment 4, Segment C-2B (11^{th}/12^{th} Streets via 1^{st} Ave Tunnel)

Source: HDR Engineering, Inc., 2009



Legend

- Station
- Park & Ride Station
- LRT 1A
- LRT 3A
- LRT 3C-1 (Nicollet Mall)
- LRT 3C-2 (11th/12th Street)
- Hiawatha Light Rail
- Northstar Commuter Rail

Figure 1
Alternatives Considered for LPA Selection

Segment 1 extends northeast from a station in Eden Prairie at TH 5 along a former rail corridor owned by the Hennepin County Railroad Authority (HCRRA) to a station at Shady Oak Road, on the border between Minnetonka and Hopkins.

Segment 3 creates a new corridor, running east from a station at Mitchell Road in Eden Prairie and turning northerly to terminate at the Shady Oak Station.

Segment 4 follows an existing rail corridor east-northeasterly from the Shady Oak Station through Hopkins and Saint Louis Park to the West Lake Station in Minneapolis, near that city's western border.

Segment A continues northeast from the West Lake Station, mostly using an existing rail corridor, to the Intermodal Station on the western edge of downtown Minneapolis.

Segment C also begins at the West Lake Station, traveling east along a former rail corridor (now the Midtown Greenway), north along one of several alternative courses under and on city streets, to and through downtown Minneapolis, and ultimately ending at the Intermodal Station or the Fourth Street Station.

The following report describes the proposed project, the methods of investigation, and the historic contexts and construction history of the four railroad zones. Appendix A to this report is the research design for the Southwest Transitway cultural resources studies.

2.0 METHODS

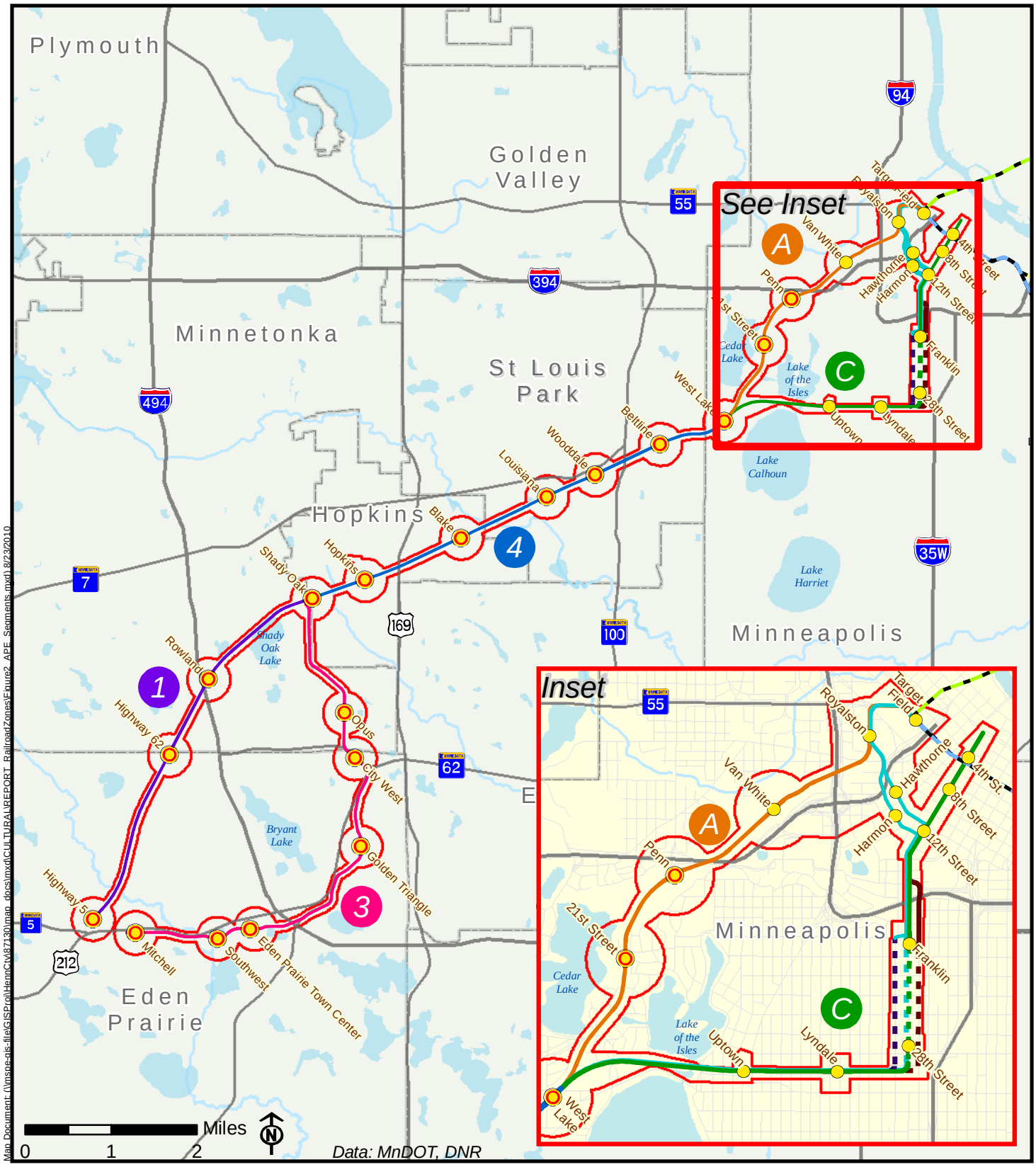
The research design for cultural resources for the Southwest Transitway project is included as Appendix A. This research design includes separate sections for archaeology and architecture-history surveys. The following is a summary of the architecture-history survey methods.

The objective of the architecture-history survey was to identify previously recorded historic properties within the APE that are listed in or eligible for listing in the National Register of Historic Places (NRHP), and to identify other NRHP-eligible properties within the APE. The architecture-history survey is organized around 13 survey zones, which are based on historical and physical analysis of the project area. A historic context for each of these zones has been developed to serve as a framework for identifying and evaluating historic properties in the zone. Volume One of the survey report includes four survey zones encompassing areas of the project within the cities of Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. Volume Two of the survey report includes project areas in five survey zones within the city of Minneapolis (western residential, southern residential/commercial, downtown, industrial, and warehouse). Volume Three of the survey report includes project areas in four survey zones encompassing four railroad corridors.

Summit's investigation was guided by the Secretary of the Interior's Standards and Guidelines for Historic Preservation (48 FR 44716). Fieldwork and preparation of the report with recommendations were completed or directly supervised by an architectural historian meeting the standards set forth in 36 CFR 61.

An area of potential effects (APE) for architecture-history was delineated to assess direct and indirect effects to historic properties within each project area (Figures 2-6). Generally, the APE extends 300 feet on either side of the centerline of the alignment of each corridor. Around each station, the APE includes properties within a quarter-mile radius. This area addresses anticipated project-related infrastructure work and reasonably foreseeable development. Exceptions to these parameters are outlined in the research design found in Appendix A.

The architecture-history field investigation consisted of pedestrian survey of all railroad-owned or operated buildings and structures within the project APE. Buildings and structures 45 years in age or older were identified based on background research and professional judgment. Those properties were recorded with field notes, digital photographs, and a GIS mapped location. Upon completing the field survey, a Minnesota Architecture-History Form was prepared for each recorded property within the APE. Fieldwork and documentation of properties was completed according to Mn/DOT's Cultural Resources Unit Project Requirements (January 2008).



Legend

- Area of Potential Effects
- Segment 1
- Segment 3
- Segment 4
- Segment A
- Segment C-1 (Nicollet Mall)
- Segment C-1 Tunnel (Nicollet Avenue)
- Segment C-2
- Segment C-2 Tunnel (Nicollet Avenue)
- Segment C-2A Tunnel (Blaisdell Avenue)
- Segment C-2B (1st Avenue)
- Segment C-2B Tunnel (1st Avenue)
- Station
- Park & Ride Station
- Northstar Commuter Rail
- Hiawatha Light Rail

Figure 2
Area of Potential Effects

SOUTHWEST transitway

Hennepin

Segments of four railroad corridors, along with multiple buildings and structures within those corridors, are within the project APE. Those properties were evaluated for eligibility for listing in the NRHP according to the registration requirements in the Multiple Property Documentation Form (MPDF), *Railroads in Minnesota, 1862-1956*.[1] The MDPF includes a statewide historic context for the development of railroads in Minnesota, and it describes the associations of railroads with other statewide contexts: *Railroad Development in Minnesota, 1862-1956*; *Railroads and Agricultural Development, 1870-1940*; *Urban Centers, 1870-1940*; *Minnesota Tourism and Recreation in the Lakes Region, 1870-1945*; *Northern Minnesota Lumbering, 1870-1930s*; and *Minnesota's Iron Ore Industry, 1880s-1945*. Due to the important contributions of railroads to the economic development of Minnesota during the late nineteenth and early twentieth centuries, railroad corridor historic districts are associated with the National Register areas of significance, *transportation* and *engineering*.

The evaluations of NRHP eligibility include descriptions of the railroad properties within the APE, a brief historical background for the property or corridor, and an application of the significance and integrity requirements specified in the Minnesota railroads MPDF. The MPDF identifies a number of railroad property types that may be NRHP eligible, either as a historic district or individually, and defines significance and integrity requirements specific to each property type. The property types encountered during the field survey include railroad corridors, railroad depots, and railroad crossing structures (bridges and a culvert).

[1] Andrew J Schmidt et al., *Railroads in Minnesota, 1862-1956*. National Register of Historic Places Multiple Property Documentation Form. (Prepared by Summit Envirosolutions, Inc. for the Minnesota Department of Transportation, St. Paul, MN, 2007).

3.0 LITERATURE SEARCH RESULTS

3.1 MINNEAPOLIS AND ST. LOUIS RAILROAD ZONE

3.1.1 Previous Investigations

Summit staff completed background research related to the Minneapolis and St. Louis railroad and its relationship to the cities in the APE at the following repositories: Minnesota State Historic Preservation Office (SHPO), the Minnesota Historical Society (MHS) library, University of Minnesota libraries, Hennepin County Historical Museum, and the Hopkins Historical Society. The purpose of research at the SHPO, conducted in March 2010, was to identify previously recorded historic resources and historic resource surveys conducted in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps were consulted to obtain historical information about the APE and its potential to contain previously unidentified cultural resources. Property-specific research was completed regarding the railroad properties, including in addition to sources consulted during the literature search, railroad company records and annual reports, and contemporary railroad engineering guides.

A short segment of the M&StL railroad corridor within the APE, approximately between Dupont Avenue North and Girard Avenue North, was previously found to be not eligible for listing in the NRHP by HUD with SHPO concurrence. The segment lacked historic integrity from its period of significance.[2] In addition, as a result of a study between Merriam (in Scott County) and Chaska, the entire corridor from Minneapolis to Merriam was recommended as being not eligible because a portion of the corridor between Chaska and Eden Prairie had been completely redeveloped.[3] In response, SHPO requested additional information regarding the historic integrity of the remainder of the corridor northeast of Eden Prairie.

The M&StL bridge over TH 100 was potentially a contributing element to the Lilac Way Historic District. TH 100, however, was reconstructed and the Lilac Way Historic District is no longer eligible. The railroad bridge has not been previously evaluated for individual eligibility. Another bridge, (HE-MPC-1851) over Kenilworth Lagoon in Minneapolis, was previously found to be a non-contributing element within the Minneapolis Grand Rounds Historic District. In the previous inventory, this bridge was recorded as having been built by the Great Northern; it was built by the M&StL.

3.1.2 Historic Context: Minneapolis and St. Louis Railroad Company

The M&StL was formed in 1870 as a locally owned railroad that would provide Minneapolis business interests with direct access to raw materials, especially grain and lumber, and an outlet for processed goods. Formation of the railroad was an effort by

[2] Andrew J. Schmidt, et al. *Phase I Cultural Resources Survey for the Stage Two Portion of the Near Northside Redevelopment Project*, 18.
[3] Andrew J. Schmidt, *Historic Resources Evaluation for the Chaska Industrial Lead Abandonment, Scott and Carver Counties, Minnesota*. (Summit Envirosolutions, Inc. Submitted to the Union Pacific Railroad Company, 2009).

Minneapolis businessmen, millers in particular, to better control transportation, particularly shipping rates. The first board of directors of the M&StL was comprised of some of the most prominent men in Minneapolis at the time including: William D. Washburn, John S. Pillsbury, Isaac Atwater, Rufus J. Baldwin, and William W. Eastman. The determination to remain locally controlled, however, meant that the M&StL was squeezed between larger, more powerful competitors, such as the CM&StP, the Omaha Road (controlled by C&NW by 1882), and the St. Paul Minneapolis and Manitoba railroad (later Great Northern). With direct connections from Minneapolis to the west and south, however, the M&StL benefited from a strong agricultural base in its service areas.

Early railroad development in Minnesota focused on connections with St. Paul. By the late 1860s, development of the milling district in Minneapolis was in jeopardy due to poor railroad connections, despite the advantage of plentiful waterpower provided by St. Anthony Falls. Southern Minnesota railroads controlled by Milwaukee and Chicago interests set rates that favored shipping grain to those cities, and thus Minneapolis mills found it difficult to obtain an adequate supply of wheat for their flour mills. Acquiring the 1853 charter for the defunct Minnesota Western Railroad, the M&StL was established in 1870 with the intention of building a locally owned and operated railroad outlet for Minneapolis milling interests.

Initial construction by the M&StL focused on two critical connections: to the expanding wheat fields of southwestern Minnesota and to the Great Lakes port at Duluth. In 1871, the M&StL constructed a railroad line from Minneapolis to Merriam (southwest of Shakopee), providing connections to the St. Paul and Sioux City railroad (later the Omaha Road) and, by the following year, to the Hastings and Dakota (later the Chicago, Milwaukee and St. Paul). Also in 1871, a group of shareholders of the M&StL formed the Minneapolis and Duluth railroad and built a line from St. Anthony to White Bear Lake to connect with the Lake Superior and Mississippi line. The M&StL later acquired this line in 1881. Although the Panic of 1873 and ensuing depression halted any additional construction by the M&StL for several years, the company provided Minneapolis with key rail connections, and it controlled a great deal of right-of-way within the milling district.[4]

As the economy improved by 1877, the M&StL built a line from Merriam to Albert Lea, allowing for a connection to Chicago via the Burlington Cedar Rapids and Northern railroad and the Chicago, Rock Island and Pacific railroad (CRI&P). New M&StL facilities included a roundhouse at Albert Lea and a joint depot with Chicago and North Western in Waseca. The Albert Lea line passed through established communities such as Jordan, New Prague, Waterville, and Waseca, and it provided the impetus for new towns along the line including Montgomery, Kilkenny, Palmer, Otisco, and New Richland. Numerous elevators were established along the Albert Lea line for shipping grain into Minneapolis, and with its dominant position in the milling district, the M&StL hauled out

[4] Hofsommer, *The Tootin' Louie: A History of the Minneapolis & St. Louis Railway*, (University of Minnesota Press, Minneapolis,2005b), 6-12; Prosser, 141.

over half of the flour produced. The new connections brought profitability to the M&StL by the late 1870s and spurred on additional new construction. [5]

In 1879, the M&StL completed tracks from Albert Lea southwest to Emmons near the Iowa state line and on to Fort Dodge, Iowa to gain access to the nearby coalfields. Building in the opposite direction in 1880, the M&StL completed an extension from the St. Paul and Duluth (StP&D) tracks at Wyoming to Taylors Falls. This line was part of a planned extension to Duluth that was not completed due to a new operating agreement for use of the StP&D tracks.

The M&StL began a major westward extension in 1879 to tap into the wheat fields of western Minnesota and Dakota Territory. A railroad line was built westward from Hopkins Junction to Winthrop in Sibley County. In addition to accessing grain, this route included a stop at the St. Louis Hotel near Excelsior, and a mile-and-a-half spur that was extended to the Lake Park Hotel at Tonka Bay. During 1882 and 1883, construction continued westward from Winthrop to Morton on the Minnesota River. Construction by subsidiary companies established additional railroad lines for the M&StL in southwestern and southeastern Minnesota during the 1880s and 1890s.

Despite efforts at expansion, the M&StL was no match for its larger rivals. In 1882, the local investors (led by the Washburn brothers) agreed to sell controlling interest to a group led by CRI&P interests. Despite this alliance and the new connections it brought, competition from larger railroads in Minneapolis, western Minnesota, and South Dakota left the M&StL with insufficient revenue. In Minneapolis in particular, which was the key market of the M&StL, competition became intense in the mid 1880s as the Omaha Road, Minneapolis, St. Paul and Sioux Ste. Marie railroad, Chicago Burlington and Northern railroad, and Wisconsin Central railroad all added routes to the city. While the M&StL handled nearly 20 percent of all rail cars entering Minneapolis in 1886, two years later, it handled just under 9 percent of all cars. In 1888, unable to make payments due on company bonds sold to finance its construction campaign earlier in the decade, the M&StL filed for bankruptcy and entered receivership. Receivership lasted until 1894, when the company was reorganized as the Minneapolis and St. Louis Railroad Company.[6]

With direct connections from Minneapolis to the west and south, the M&StL benefited from a strong agricultural base in its service areas. As railroad companies combined into increasingly larger systems during the early twentieth century, the M&StL could no longer compete. By 1923, the bankrupt company went into receivership from which it did not emerge until 1942. Prudent management allowed a return to profitability in the years following World War II. In 1960, the M&StL was acquired by the Chicago and North Western, which in 1996, would itself be acquired by the Union Pacific.

[5] Hofsommer, *The Tootin' Louie*, 17.
[6] Hofsommer 2005b:41-43, 50.

3.1.3 Property Types

The literature search indicated that several railroad property types identified in the Minnesota railroads MPDF could be expected within the APE of the M&StL railroad zone.[7]

The former M&StL railroad right of way and associated railroad-owned properties had the potential to be a Railroad Corridor Historic District. Such a district would include "the right of way within which a railroad operated and all of the buildings, structures, and objects that worked together for the dedicated purpose of running trains to transport freight and passengers."[8]

A second potential property type within the M&StL railroad zone was the Railroad Station Historic District, which is a grouping of railroad-related buildings and structures that provided the services and facilities required for the efficient railroad transport of passengers and freight. Railroad stations historically were located at St. Louis Park and Hopkins.[9]

Another potential property type within the M&StL railroad zone was the Railroad Yard Historic District. A railroad yard was "a system of tracks associated with the sorting, classification, switching, disassembly, and assembly of trains and specialized support buildings, structures, and specific facilities associated with the construction, maintenance, service, repair, refueling, and storage of railroad rolling stock."[10] Historically, the M&StL operated a railroad yard and shops complex in Minneapolis just east of Cedar Lake.

Several individual railroad property types were expected within the M&StL railroad zone. Railroad Depots "provided a means for receiving, sorting, and loading any combination of passengers and freight."[11] Combination depots, which handled both passengers and freight, were known to have operated on the M&StL railroad in St. Louis Park and Hopkins. Historically, individual freight loading and handling structures were located within the M&StL railroad zone, such as the Archer Daniels Midland grain elevator in the vicinity of Bryant and Colfax avenues north. Grade Separation Structures were also expected within the Minneapolis and St. Louis railroad zone, including railroad bridges, railroad trestles, and culverts.[12]

[7] Schmidt et al., *Railroads in Minnesota, 1862-1956*, F-183 – F-246.
[8] Ibid, F-183.
[9] Ibid, F-204.
[10] Ibid, F-211.
[11] Ibid, F-230.
[12] Ibid, F-217.

3.2 CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD ZONE

3.2.1 Previous Investigations

Summit staff completed background research related to the Chicago, Milwaukee and St. Paul railroad and its relationship to the cities in the APE at the following repositories: the Minnesota SHPO, the MHS library, the University of Minnesota libraries, the Hennepin County Historical Museum, and the Hopkins Historical Society. The purpose of research at the SHPO, conducted in March 2010, was to identify previously recorded historic resources and historic resource surveys conducted in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps were consulted to obtain historical information about the APE and its potential to contain previously unidentified cultural resources. Property-specific research was completed regarding the railroad properties, including in addition to sources consulted during the literature search, railroad company records and annual reports, and contemporary railroad engineering guides.

The CM&StP railroad corridor between Minneapolis and Benton, known as the Benton Cutoff, was previously found to be not eligible by Mn/DOT with SHPO concurrence. The corridor is not eligible due to a loss of historic integrity from the early 1880s when it was built.[13] The portion of this corridor within Minneapolis, however, is currently listed in the NRHP as the Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District. The district, which includes the depressed railroad grade and the street bridges that cross it, is significant for its association with community development in Minneapolis. [14] In addition, three CM&StP railroad bridges are contributing elements to the Minneapolis Grand Rounds Historic District:

- Bridge over East Calhoun Parkway and Knox Avenue (HE-MPC-05335);
- Bridge over Dean Parkway (HE-MPC-05341); and
- Bridge over Lake Calhoun channel at Lake of the Isles Parkway (HE-MPC-01835).

The CM&StP bridge over Trunk Highway (TH) 100 was potentially a contributing element to the Lilac Way Historic District. TH 100, however, was reconstructed and the Lilac Way Historic District is no longer eligible. The railroad bridge has not been evaluated for individual eligibility. Finally, the Chicago, Milwaukee and St. Paul Railroad Depot in St. Louis Park has been listed in the NRHP since 1969.[15]

[13] William E. Stark et al., *Phases I and II of the Architectural History Investigation for the Proposed Midtown Greenway, Minneapolis, Hennepin County, Minnesota*. (The 106 Group Ltd. Submitted to the Hennepin County Department of Transit and Community Works, 2002), 53.
[14] Ibid., 74-75
[15] John Grossman, Chicago, *Milwaukee, St. Paul and Pacific St. Louis Park Railroad Station*, National Register of Historic Places Nomination Form. (Minnesota Historical Society, 1969).

3.2.2 Historic Context: Chicago, Milwaukee and St. Paul Railroad Company

When the Milwaukee and St. Paul Railway Company changed its name to the Chicago Milwaukee and St. Paul Railway Company (CM&StP) in 1874, it emerged from a series of mergers as a dominant railroad in Minnesota and the Midwest. After building through Wisconsin and into Iowa, its acquisitions of the Minnesota Central Railway Company, the St. Paul and Chicago Railroad Company, the Hastings and Dakota Railway Company (H&D), and the Southern Minnesota Railroad Company provided the CM&StP with a number of strategic connections. In addition to its Midwest network, the CM&StP eventually completed an extension from the old H&D mainline to Puget Sound in 1909. The CM&StP was one of the major granger railroads, and it hauled large volumes of agricultural produce and livestock from southern and western Minnesota, South Dakota, and northern Iowa into the Twin Cities. It then hauled out processed food and manufactured goods. Along with the Chicago and North Western (C&NW), the CM&StP was a dominant railroad in the southern third of Minnesota from the late nineteenth through mid twentieth centuries.

The CM&StP weathered the 1870s economic depression better than many railroads, most likely because it focused on acquiring lines after they were built, rather than speculatively building new lines into thinly settled areas. During the late 1870s and early 1880s, the CM&StP expanded its network throughout southern Minnesota, primarily through acquisitions. In 1880, for example, by absorbing the Southern Minnesota railroad (which had gone bankrupt in 1873), the CM&StP added a second east-west mainline in Minnesota. By 1880, the CM&StP had 3,775 miles of completed road in the Midwest, compared to only 1,412 miles three years earlier, and owned 425 locomotives, 319 pieces of passenger equipment, and more than 13,000 freight cars.[16]

By the 1880s, the CM&StP had a solid rail network throughout southern and western Minnesota, southern Dakota Territory, Illinois, Iowa, and Wisconsin. Like the C&NW, the Chicago and Rock Island, and others, the CM&StP was one of the granger railroads that served the Upper Midwest and carried heavy volumes of agricultural products. For example, in 1880 agricultural products comprised nearly 41 percent of the freight by weight hauled by the CM&StP, and wheat alone accounted for over 12 percent. Although the percentage would fall over the next 40 years, the volume of agricultural freight would continue rising. While agricultural products had dropped to about 30 percent of all freight by 1920, the total tonnage had increased more than three-fold.[17]

The CM&StP influenced southern Minnesota, not only by hauling the produce and livestock from its farms, but also playing a more direct role in development. Much like other railroad companies, the CM&StP lines influenced townsite development, whether platted by the company or a private proprietor, or as an impetus to the growth of an existing community. For example, Montevideo, an existing community platted on the Chippewa River in 1870, became a local trade center when the H&D reached the town in

[16] August Derleth, *The Milwaukee Road: Its First Hundred Years*, (New York: Creative Age Press, 1948).
[17] CM&StP Annual Reports 1880-1925

1878. In addition, Montevideo continued to grow after 1887, when the CM&StP established division offices and repair shops there, providing jobs for 200 local employees. Another example is Wheaton, which was platted by the Fargo and Southern in 1884. Yet another example is the town of Fulda, which was formed in the early 1880s as part of the Avoca Colony of the Catholic Colonization Bureau, and for which the official plat was filed in 1889 by Bishop John Ireland. A final example is the community of Clinton, which was platted by a private proprietor in 1885 along the Fargo and Southern line.[18]

Through acquisitions and new construction, the CM&StP established its own direct connections between Minneapolis/St. Paul and the agricultural lands to the south and west, as well as a through route to Chicago to the southeast. After a damaging rate war in 1882, the CM&StP came to an agreement to split the market with the C&NW, which controlled the Chicago St. Paul Minneapolis and Omaha (Omaha Road) by that time, and the Chicago and Rock Island railroad, which had agreements with the Minneapolis and St. Louis (M&StL). In the agreement, the CM&StP would receive 37.5 percent and 43 percent of the business from Minneapolis and St. Paul, respectively, to Chicago. That agreement notwithstanding, the CM&StP was the dominant carrier in Minneapolis by 1889. It hauled 32,273 carloads of freight into the city, which was second only to the St. Paul Minneapolis and Manitoba's (Manitoba's) 40,101, and it hauled 38,438 carloads out of the city, the most of any carrier (the Omaha Road a distant second at 21,716 carloads.[19]

Through its dominant position in Minneapolis, the CM&StP played an important role in the development of the Minneapolis flour milling industry. It also directly contributed to the growth of other food processing related businesses. For example, Cargill operated 41 line elevators between La Crescent and Pipestone on CM&StP's Southern Minnesota Division.[20] Other examples include its lines through South St. Paul serving the stockyards, through Austin serving Hormel, and through Le Sueur County serving the vegetable canning plants.

The H&D was incorporated in 1867, acquiring the rights of the old Hastings Minnesota River and Red River of the North Railroad Company (incorporated in 1857). Backed by local interests, the intent of the original charter was to build a line southwest from Hastings to New Ulm and on to the Red River, thus tapping into the interior of Minnesota

[18] Susan Granger, *Chicago Milwaukee and St. Paul Depot, Clinton*, National Register of Historic Places Nomination Form, (On file at the Minnesota State Historic Preservation Office, St. Paul, 1984a). Susan Granger, Chicago *Milwaukee and St. Paul Depot, Montevideo*, National Register of Historic Places Nomination Form, (On file at the Minnesota State Historic Preservation Office, St. Paul, 1984b). Susan Granger, *Chicago Milwaukee and St. Paul Depot, Wheaton*, National Register of Historic Places Nomination Form. (On file at the Minnesota State Historic Preservation Office, St. Paul, 1984c). Thomas Harvey, and Charles Nelson, *National Register of Historic Places Nomination Form for the Chicago Milwaukee, St. Paul and Pacific Depot, Fulda*, (On file at the Minnesota State Historic Preservation Office, St. Paul, 1979).

[19] Don L Hofsommer, *Minneapolis and the Age of Railways*. (Minneapolis: University of Minnesota Press, 2005), 134.

[20] Ibid., 192.

Territory and creating a rail-steamboat transfer point at Hastings. The Panic of 1857, however, and then the Civil War, prevented any construction by the original company.

After its incorporation, the H&D completed a line from Hastings to Farmington in 1868 and connected with the Minnesota Central. At some point, the intended route changed to extend northwest from Farmington and cross the Minnesota River at Shakopee, perhaps influenced by the arrival of the Winona and St. Peter railroad at the south bend of the river. Construction then continued west to present-day Lakeville on the Credit River in 1869.

In 1870, when the Milwaukee and St. Paul leased the H&D tracks and the St. Paul and Chicago reached Hastings from St. Paul along the Mississippi River, the H&D began to function within a larger rail system. Construction was delayed on the H&D while the St. Paul and Chicago, also under the influence of the Milwaukee and St. Paul, continued building its river route. In 1871, construction resumed and the H&D extended its line to Carver, crossing the Minnesota River at Shakopee, and then extended to Glencoe the following year. The Milwaukee and St. Paul then acquired this segment of the H&D. Because the H&D was a land-grant railroad, having received over 375,000 acres of federal lands, it remained a corporate entity for the purposes of distributing lands and constructing the line westward from Glencoe.[21]

The Panic of 1873 and ensuing economic depression delayed construction for several years, and Glencoe remained the terminal point until 1878 when economic conditions had improved and agricultural settlement was pushing into western Minnesota. The H&D extended its route from Glencoe to Ortonville during 1878 through 1879, with a division point and repair shops at Bird Island (later transferred to Montevideo) and then on to Aberdeen, South Dakota. On January 1, 1880, the CM&StP acquired the segment of the H&D west of Glencoe.[22]

During the 1880s, the CM&StP improved its connections within the Twin Cities, and it supplemented its mainline network with branch (feeder) lines. Three main projects in 1880 helped establish the CM&StP as a dominant carrier in Minneapolis. The CM&StP, in conjunction with the Omaha Road, formed the Minneapolis Eastern railroad to build tracks in the Minneapolis milling district and thereby improve its access. The CM&StP also built a Short Line between the downtowns of Minneapolis and St. Paul, including a new bridge across the Mississippi River. Finally, the CM&StP constructed the Benton Cutoff, which ran from Benton on the H&D line northwest directly into Minneapolis, and eliminated the need to transfer to the M&StL at Chaska or haul on the roundabout route through Farmington and up the old Minnesota Central.[23]

[21] John C. Luecke, *The Great Northern in Minnesota: The Foundations of an Empire* (St. Paul: Grenadier Publications, 1997), 54; Richard S. Prosser, *Rails to the North Star*, (Minneapolis: Dillon Press, 1966), 137
[22] Schmidt et al., *Railroads in Minnesota 1862-1956*, E-66.
[23] Ibid., E-69-70.

During this period, the CM&StP established its South Minneapolis Yards, including a round house (1879) and shops (1881), which were regularly expanded and were a major repair and maintenance facility.[24] In addition to the shops facility, the CM&StP lines through south Minneapolis supported a growing industrial corridor.

During the late nineteenth century, the CM&StP was an "exceedingly prosperous" regional carrier. By 1900, its 6,500-mile network radiated out from Chicago and Milwaukee, servicing most of the Upper Midwest.[25] Despite running some deficits during the depression years of the 1890s, the CM&StP avoided the bankruptcy that plagued many other railroads. The company was known for sound finances and able management, and its major stockholders included Philip D. Armour and William Rockefeller. During the first two decades of the twentieth century, the CM&StP completed its rail network in Minnesota and upgraded a number of its older lines.

By the first decade of the twentieth century, the CM&StP, which had not historically forged alliances, was becoming increasingly isolated by alliances among competing companies. When James J. Hill acquired a controlling interest in the Chicago Burlington and Quincy in 1901, it represented a strategic alliance among both northern transcontinental lines and one of the major Chicago railroads. That development, combined with the longtime alliance between the C&NW and the Union Pacific, led CM&StP officials to believe that in order to compete with the growing interregional systems, the company needed to build an extension to the West Coast. In addition, company management felt that the growing Pacific Northwest markets could support another transcontinental line. During 1906 to 1909, a CM&StP subsidiary company constructed an extension between Mobridge, South Dakota, and Puget Sound, Washington.[26]

During 1910 through 1916, in order to handle the increased traffic the Pacific extension was expected to generate, the CM&StP built a second mainline on the H&D Division between Minneapolis and Aberdeen, South Dakota, which included a re-alignment of the following segments in Minnesota:

- To the west of Montevideo (Chippewa County), a new eastbound line was constructed north of the original line to ease the steep grade between Montevideo and Watson. The original line served as the westbound track until it was abandoned in 1945.
- The entire Benton Cutoff was re-aligned, straightening bends and curves, and shifting the junction farther west to a point near Cologne.

[24] Luecke, 84-85; 213.
[25] Keith L Bryant, ed., *Railroads in the Age of Regulation, 1900-1980*, (New York: Bruccoli Clark Layman, Inc., 1988), 76.
[26] Arthur Borak, *The Financial History of the Chicago Milwaukee and St. Paul Railway Company*. (Cambridge, MA, 1930); Bryant, 76-78.

- The grade depression project in south Minneapolis created 2.8 miles of grade separation from city streets. Tons of fill were hauled to the Bass Lake Yard to expand that rail yard.
- A section of the mainline was realigned through Ortonville (the original mainline had bypassed Ortonville).

Although the CM&StP Pacific Extension was built quickly and was well engineered, it was also costly, exceeding the original estimate of $45 million by over 400 percent. While carrying this heavier debt load, the CM&StP did not gain the amount of revenue expected from the Pacific Extension. The line crossed a sparsely populated region between its terminal points and was forced to depend primarily on through traffic for revenue. When the Pacific Northwest economy slumped during the 1910s, and then the Panama Canal diverted traffic after 1914, the company incurred a loss in 1917: its first since the early 1890s.

The commandeering of the railroads by the federal government during World War I only delayed the inevitable, and during the early 1920s, the CM&StP operated at a deficit—estimated at a total of $20 million during 1921 to 1924. From a high of $200 per share in 1905, the value of the company stock dropped to about $4 per share in early 1925. With a heavy debt, passenger revenues falling, and insufficient freight revenues, the CM&StP declared bankruptcy and entered receivership in 1926. It emerged two years later, re-organized as the CMStP&P.[27]

After emerging from receivership in 1928, the CMStP&P enjoyed a brief return to profitability before the stock market crashed in October 1929 and the Great Depression began. After five years of declining passenger and freight revenues due to the Depression, the CMStP&P declared bankruptcy again in 1935. Also in 1935, the CMStP&P introduced the *Hiawatha*, a high-speed streamliner for express passenger service between Chicago and the Twin Cities, in an effort to stem the loss of passenger traffic. This express service was later extended to Chicago-Omaha and Twin Cities-Puget Sound corridors. The CMStP&P did not emerge from receivership until 1945.

The heavy demands of the war effort during World War II restored the profitability of the CMStP&P, and the company remained profitable through the 1950s. Due to inter-modal competition, the CMStP&P had to increase its efficiency through such measures as increasing automation in operations, consolidating freight yards (such as the new St. Paul Daytons Bluff Yard), and phasing out steam locomotives. Despite those improvements, by the early 1960s it was clear that railroad companies would have to consolidate and abandon unprofitable routes. The CMStP&P was unable to come to any merger agreements, and when the new Burlington Northern emerged in 1970, the CMStP&P could no longer compete. The railroad declared bankruptcy for the last time in 1977. In 1985, the CMStP&P was sold to the Soo Line.

[27] Arthur Borak, *The Financial History of the Chicago Milwaukee and St. Paul Railway Company*; Bryant, 76-78.

3.2.3 Property Types

The literature search indicated that several railroad property types identified in the Minnesota railroads MPDF could be expected within the APE of the Chicago, Milwaukee and St. Paul railroad zone.[28]

The former CM&StP railroad right of way and associated railroad-owned properties had the potential to be a Railroad Corridor Historic District. Such a district would include "the right of way within which a railroad operated and all of the buildings, structures, and objects that worked together for the dedicated purpose of running trains to transport freight and passengers."[29]

A second potential property type within the CM&StP railroad zone was the Railroad Station Historic District, which is a grouping of railroad-related buildings and structures that provided the services and facilities required for the efficient railroad transport of passengers and freight. Railroad stations historically were located at St. Louis Park and Hopkins.[30]

Several individual railroad property types were expected within the CM&StP railroad zone. Railroad Depots "provided a means for receiving, sorting, and loading any combination of passengers and freight."[31] Combination depots, which handled both passengers and freight, were known to have operated on the Minneapolis and St. Louis railroad in St. Louis Park and Hopkins. Grade Separation Structures were also expected within the Minneapolis and St. Louis railroad zone, including railroad bridges, railroad trestles, and culverts.[32]

3.3 MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILROAD ZONE

3.3.1 Previous Investigations

Summit staff completed background research related to the Minneapolis, Northfield and Southern railroad and its relationship to the city of St. Louis Park at the Minnesota SHPO, the MHS library, the University of Minnesota libraries, and the Hennepin County Historical Museum. The purpose of research at the SHPO, conducted in March 2010, was to identify previously recorded historic resources and historic resource surveys conducted in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps were consulted to obtain historical information about the APE and its potential to contain previously unidentified cultural resources. Property-specific research was completed regarding the railroad properties, including in addition to sources consulted during the literature search, railroad company records and annual reports, and contemporary railroad engineering guides.

[28] Schmidt et al., *Railroads in Minnesota, 1862-1956*, F-183 – F-246.
[29] Ibid, F-183.
[30] Ibid, F-204.
[31] Ibid, F-230.
[32] Ibid, F-217.

The Minneapolis, Northfield and Southern (MN&S), Auto Club Extension railroad corridor crosses the APE in St. Louis Park. This corridor was recommended as not eligible for listing in the NRHP as part of the project report that accompanied the National Register Multiple Property Documentation Form (MPDF), Railroads in Minnesota, 1862-1956.[33] That project report was not completed in the context of a Section 106 review, and the results of that study are incorporated into the current study. The MN&S railroad bridge that crosses the project APE in St. Louis Park, however, was not previously evaluated for individual eligibility.

3.3.2 Historic Context: Minneapolis, Northfield and Southern

The Minneapolis Northfield and Southern Railway Company (MN&S) was incorporated by Harry E. Pence in 1918, "to acquire, maintain and operate a railroad between Minneapolis and Northfield, and to make extensions to other points in Minnesota".[34] The railroad to be acquired was the Minneapolis St. Paul Rochester and Dubuque Electric Traction Company (MStPR&D), more popularly known as the Dan Patch Electric Line. It was under this company that nearly all of the future MN&S trackage was constructed. Despite their use of the same trackage, these two railroad companies followed very different paths with regard to their operational goals and financial successes. The MStPR&D began as an all-passenger line that ended up in receivership. The Minnesota Northfield and Southern, though it continued to service passengers for some time, focused primarily on industrial freight traffic, and it was profitable in this market for several decades

The incorporation of the MStPR&D was the one unprofitable link in a chain of business ventures developed by Colonel Marion W. Savage, which were related to his race horse, Dan Patch, and ultimately his livestock food supplement and mail order business, the International Stock Food Company. The International Stock Food Company was started by Savage in 1890, at which time the operation was located in a warehouse on Washington and Second avenues in Minneapolis. Savage's prowess in advertising was unmatched as were the dollars he was willing to spend to promote his company. The returns outweighed the expense, and the International Food Stock Company grew and profited exponentially.[35]

With the wealth accumulated through this business venture, in the summer of 1902, Savage purchased a 750-acre property in the town that would come to be named for him. There he built a house and farm with large barn to accommodate his race horses, including Dan Patch, who he purchased in December of 1902. Already internationally renowned for having tied the world pacing record, Dan Patch would soon grace the stock books and advertising prints of the International Stock Food Company. As Savage advertised Dan Patch's racing successes with the International Stock Food Company, many people believed the products of the International Stock Food Company were

[33] Andrew J. Schmidt, et al., *Minnesota Statewide Historic Railroads Study Project Report.* (Summit Envirosolutions, Inc and ARCH^3, LLC. Submitted to the Minnesota Department of Transportation, 2007).
[34] Prosser, 144.
[35] Brady, 78-79.

responsible. Savage then used Dan Patch to market a host of other products. These included, among others, a sugar feed developed by Savage's chemists, manure spreaders, sewing machines, thermometers, gasoline engines, watches, knives, washing machines, and incubators for chicken eggs, patent medicines, lithographs, cigars, smoking tobacco, toys, grooming supplies, and sheet music for the "Dan Patch Two Step" (Brady 2006:164; Middleton 1959). Dan's selling power was cemented as he repeatedly broke his world pacing record, setting his best time in 1905 with a 1:55.25 mile. Two years later, Savage launched yet another business venture, the MStPR&D, which he marketed as the Dan Patch Electric Line.[36]

Initially, the plan for this line was to serve only passenger traffic, and originally it was to connect Minneapolis, where the International Stock Food Company was now headquartered in the Exposition Building, to the city of Savage at a point that would allow excursionists to walk over to visit Dan Patch and Marion Savage's farm. Ambitious as he was, at the time of the incorporation of the MStPR&D in 1907, Savage decided that the line should extend beyond his namesake into northern Iowa and Dubuque, then east to Chicago. Pushing the idea of "the People's Railroad," Savage sold stock at 25 dollars a share and marketed to residents along the line, who were primarily farmers. In this way, he secured enough capital to begin construction south from the intersection of 50th Street and Nicollet Avenue in Minneapolis in 1908, along a line that in Dakota and northern Rice counties would be west of and less direct than the CM&StP (formerly Minnesota Central Railway) connection constructed during the 1860s between Minneapolis and Northfield, which in turn was west of and parallel to the CGW (formerly Minnesota Central Railroad and Minnesota and North Western) connection constructed during the 1880s between St. Paul and Northfield.[37]

Once construction began, Savage quickly realized that, although Dan Patch provided a passenger destination in the city of Savage, no tourist attractions were present to encourage passenger traffic beyond that point. To remedy this situation, Savage built Antlers Park, a 40-acre amusement center on Lake Marion (see above). Antlers Park opened in the summer of 1910 and was immensely popular. Profits from passenger traffic to and from the park fueled construction south from Savage, and the Dan Patch line reached Northfield on December 1, 1910[38].

Although in 1911, the portion of the line extending along Nicollet Avenue from 50th to 54th streets in Minneapolis was sold to the Minneapolis Street Railway, the years 1910 to 1913 were primarily years of additions to the MStPR&D system. In 1910, the railroad constructed a small depot at Orchard Gardens, now listed on the National Register "as a

[36] Russell L Olson, *The Electric Railways of Minnesota*. (Hopkins: Minnesota Transportation Museum, 1976), 502; Tim Brady, *The Great Dan Patch and the Remarkable Mr. Savage*, (Minneapolis: Nodin Press, ,2006), 182; 195-196.
[37] Prosser, *Rails to the North Star*; Olson , *The Electric Railways of Minnesota*; Brady, *The Great Dan Patch and the Remarkable Mr. Savage.*
[38] Brady, 198-199.

rare example of the diminutive 'flag stop' railroad depot."[39] Located in present-day Burnsville, Orchard Gardens was a subdivision of five- to ten-acre plots created by Savage from several thousand acres of land that he had purchased and established for the purpose of agriculture and as a source of commuter traffic.[40] The year 1910 also witnessed the construction of a two-stall carhouse in Northfield, and the following year, a car storage building was built at 60th Street and Nicollet Avenue in Minneapolis. Sometime in 1910 or 1911, a waiting room, ticket office, and wye were constructed at Savage. Grading began in 1911 of 13 miles for railway extending south from Northfield toward Faribault.[41]

Passenger and tourist traffic on the Dan Patch line was in full swing during this period, with passenger revenues tripling during the period between 1911 and 1915. By 1912, the MStPR&D purchased more rolling stock predicated on the success Antlers Park had in expanding this market. From 1912 to 1913, the company built a passenger terminal at 54th Street and Nicollet Avenue, including a passenger station, dispatcher's tower, and turntable; repair shops to complement the car storage building at 60th Street and Nicollet Avenue, including an engine house and repair shop, a paint shop, and a storage shed; and two-stall carhouses at Faribault and Mankato. In 1913, construction began on a 15-mile track extension north from the Auto Club near Savage's home in Bloomington. This line ran through the lightly populated western suburbs of Minneapolis, Edina, and St. Louis Park to Luce Line Junction, where the Dan Patch would gain a connection to downtown Minneapolis via an Electric Short Line Terminal Company line.[42] At this time, a "spur track ending at a turntable was constructed off the Auto Club Junction wye."[43] Between the Auto Club Junction extension, the Luce Line connection, and the mainline, Savage had managed to "create a virtual belt line, which intersected no less than a half a dozen major trunk lines radiating west and south from the Twin Cities," including the Chicago Great Western, Chicago and North Western, CM&StP, Great Northern, and Minnesota Western.[44]

Despite Savage's initial success in financing his railroad, however, trouble loomed ahead. Savage could not convince the city of Faribault, the next major stop planned for the MStPR&D, to grant right-of-way through the city. The company found itself unable to shoulder the costs of constructing the Auto Club Junction extension, and in 1914 was required to bring in an outside brokerage firm to help sell the bonds necessary to complete it. In an attempt to finance the purchase of right-of-way through Faribault and additional construction, the railroad began carrying significant amounts of freight (having previously carried only light freight). In 1915, the company leased trackage rights to Faribault and Owatonna from the Chicago Great Western, but this agreement proved

[39] Susan Pommering Reynolds, *Orchard Gardens Railway Station*, National Register of Historic Places Nomination Form, (On file at the Minnesota State Historic Preservation Office, St. Paul, 1979).
[40] Middleton, 18)
[41] Olson, 504.
[42] Olson, 504; Brady, 208-209.
[43] Olson, 504.
[44] William D. Middleton, The Strange, Successful Story of the Railroad that was Once Named for a Horse. *Trains: The Magazine of Railroading* June:16-20, 1959), 19.

unprofitable. Although the Auto Club Junction extension was completed in 1915, and an associated depot constructed in 1916 at North Seventh Street and Third Avenue North in Minneapolis (to be jointly owned by the MStPR&D and the Electric Short Line Terminal Company), these were not signs of renewed vigor for the railroad.[45]

By early 1916, the MStPR&D was deep in debt. Perhaps signifying an acceptance that Faribault was not attainable, the Faribault carhouse was moved to Northfield, and rails were never constructed on the 13-mile segment graded between Northfield and Faribault. Stockholders, already frustrated by a lack of dividends, refused to purchase additional stock. Later in 1916, the railroad's owner and the horse that was once one of its major attractions died within days of each other. One week later, the road went into receivership. In 1917, Antlers Park and the 15-mile extension from Auto Club Junction were sold, Antlers Park to a former employee of the MStPR&D and the Auto Club Junction extension to C. T. Jaffray and Associates, which represented the bondholders' committee.[46] The following year, the MStPR&D mainline and Auto Club Junction extension were purchased by the newly organized Minneapolis Northfield and Southern Railway Company.

In June of 1918, Harry E. Pence organized the Minneapolis Northfield and Southern Railway Company, and two months later, this new company purchased the MStPR&D at foreclosure.[47] Subsequently, the MN&S purchased back the Auto Club Junction extension from Jaffray. In 1921, a new lease agreement was made with the Chicago Great Western, allowing the MN&S the use of trackage from Northfield to Mankato and Randolph, which promoted renewed passenger traffic between Mankato and Minneapolis.[48] In addition, in 1927, the MN&S leased the Luce Line, with which it already connected to enter downtown Minneapolis, to gain access to markets in western Minnesota.

While diversifying its markets helped the MN&S, freight traffic was the key to its success. Pence, realizing the positive implications of having a belt line that could quickly route freight around Minneapolis, connected the road to two more major lines in 1927 by constructing a branch to connect Soonor, near Luce Line Junction, to the Soo Line in Crystal, approximately 6 miles to the north. By obtaining trackage rights from the Soo Line for the line between the end of the Soonor extension and the Soo Line's Shoreham yard in north Minneapolis, a connection was made with the Northern Pacific.[49]

The MN&S beltline promoted industrial development, which in turn provided a reliable source of freight. By using the MN&S to connect to the larger railroads, local industrial concerns were able to avoid delays caused by shipping freight through the terminal switching yards in Minneapolis and St. Paul. Additionally, the larger railroads often

[45] Olson, 505; Brady, 211.
[46] Olson, 504-505, 507; Brady, 209, 218, 221.
[47] John A. Gjevre, *Saga of the Soo, Part I: West from Shoreham*, (Moorhead, Minnesota: Agassiz Publications, 1990), 62.
48 Olson, 507.
[49] Ibid.

found a competitive benefit in using the MN&S over the Minnesota Transfer yards. The Great Northern, for example, was a frequent user of the MN&S to facilitate interchanges around Minneapolis for freight that ranged from potatoes to automobiles; although the amount of freight shipped through the MN&S did not approximate the amount shipped through the Minnesota Transfer yards, during the 1920s, the Great Northern often routed a few to several hundred cars per month on the smaller road, as did the Northern Pacific. Clearly, the MN&S had found a niche in Twin Cities industrial rail traffic.[50]

Finding this niche was important because by the late 1920s, the MN&S moved still further away from an all-passenger railroad. Increased bus service in the 1920s resulted in a significant drop in railway passenger traffic, and by 1931, the MN&S had discontinued passenger service between Northfield and Randolph, Faribault and Mankato, and Northfield and Faribault.[51] In 1942, passenger traffic was discontinued altogether. With the development of Port Cargill in Savage during World War II, the MN&S became an intermodal transfer railroad, serving the barge traffic from Cargill and other shippers. During the Postwar period, the MN&S continued to be "a vital transfer road with access to 130 or more industries", and in 1957, it shipped 81,850 carloads of freight.[52] It was purchased by the Soo Line in 1982, which was purchased by the Canadian Pacific in the early 1990s.

3.3.3 Property Types

Because the Minneapolis, Northfield and Southern railroad zone intersects the APE at a single point, only two railroad property types identified in the Minnesota railroads MPDF were expected within the APE.[53]

The former MN&S railroad right of way and associated railroad-owned properties had the potential to be a Railroad Corridor Historic District. Such a district would include "the right of way within which a railroad operated and all of the buildings, structures, and objects that worked together for the dedicated purpose of running trains to transport freight and passengers."[54] The other expected property type was the plate girder bridge built to carry the MN&S railroad over the M&StL and CM&StP railroads.

3.4 GREAT NORTHERN RAILROAD ZONE

3.4.1 Previous Investigations

Summit staff completed background research related to the St. Paul, Minneapolis and Manitoba and Great Northern railroads and their relationship to the city of Minneapolis at the Minnesota SHPO, the MHS library, the University of Minnesota libraries, and the Hennepin County Historical Museum. The purpose of research at the SHPO, conducted in March 2010, was to identify previously recorded historic resources and historic resource surveys conducted in the vicinity of the project area. In addition, topographic

[50] Middleton :19-20; Olson, 507.
[51] Olson, 125.
[52] Gjevre, 62; Middleton, 19.
[53] Schmidt et al., *Railroads in Minnesota, 1862-1956*, F-183 – F-246.
[54] Ibid, F-183.

maps, aerial photographs, and historical maps were consulted to obtain historical information about the APE and its potential to contain previously unidentified cultural resources. Property-specific research was completed regarding the railroad properties, including in addition to sources consulted during the literature search, railroad company records and annual reports, and contemporary railroad engineering guides.

A short segment of the Great Northern railroad corridor within the APE, approximately between Dupont Avenue North and Girard Avenue North, was previously found to be eligible for listing in the NRHP by the U.S. Department of Housing and Urban Development (HUD) with SHPO concurrence. The corridor is significant for its "association with the St. Paul and Pacific and its successors."[55] In addition, a branch line, known as the Osseo Branch, was also previously found to be eligible by HUD with SHPO concurrence for its role in the development of northern Hennepin County as a major potato production area. [56] The Osseo Branch Line splits off of the Main Line just east of the proposed Van White station. In addition, one bridge (HE-MPC-1851) was previously recorded as being built by the Great Northern; it was built by the Minneapolis and St. Louis (see Section 3.1.1 above).

3.4.2 Historic Context: Great Northern Railway Company

In 1893, the Great Northern Railway Company became the fifth transcontinental railroad in the United States. Extending from St. Paul to Seattle, this northernmost of the transcontinental lines represented the vision and the business acumen of James Jerome Hill, a man with a legacy of undisputed importance in the development of the railroad industry and the state of Minnesota. Hill is widely known as the Empire Builder. Propelled by his active efforts in the areas of immigration, legislation, advertising, and agriculture, his empire grew along the routes of his railroad lines into the western United States. By the time of his death, the lines of the Great Northern covered over 8,100 miles and ran through parts of Michigan, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Montana, Idaho, Washington, and Canada.[57]

Despite its widespread presence, the history of the Great Northern is rooted in Minnesota. It was in Minnesota where the road began, and where Hill, who lived in St. Paul for 60 years, began to build his empire through a complex web of predecessor companies and rail lines that reached all but the easternmost corners of the state. On paper, the direct predecessor of the Great Northern is the Minneapolis and St. Cloud Railway Company. Incorporated in 1856 with the intent to "build and operate a railroad between Minneapolis and the navigable waters of Lake Superior via St. Cloud," this road was reorganized as the Great Northern Railway in 1889.[58] Physically, however, the Great Northern in Minnesota is truly the descendant of the St. Paul and Pacific, later the St. Paul

[55] Andrew J Schmidt, et al., *Phase I Cultural Resources Survey for the Stage Two Portion of the Near Northside Redevelopment Project, Minneapolis, Hennepin County, Minnesota*. (The 106 Group Ltd. Submitted to the City of Minneapolis, 2000), 17.
[56] Ibid., 15-17
[57] Ralph W Hidy et al., *The Great Northern Railway: A History*. (Minneapolis: University of Minnesota Press, 1988), 318-323.
[58] Prosser, 142.

Minneapolis and Manitoba (Manitoba), under whose tenure the first operational rail line in Minnesota was constructed. This rail line was the first segment of what would become the Great Northern mainline to the Pacific Coast.

In 1857, the Minnesota and Pacific Railway Company was formed with the goal of constructing a mainline from Stillwater to Breckenridge via St. Paul and St. Anthony and a branch line from St. Anthony to St. Vincent near the mouth of the Pembina River.[59] Although grading began quickly, the construction project soon faced financial difficulties. By 1860, the Minnesota and Pacific could claim nearly 63 miles of graded roadway, but none of it with tracks. With eastern financing, 1,400 feet of tracks were built in September of the following year in St. Paul, but legal issues took their toll, and construction ceased for the Minnesota and Pacific.[60]

On March 10, 1862, the Minnesota legislature transferred the rights and property of the failed railroad free of all encumbrances to the St. Paul and Pacific Railroad Company, and less than two weeks later, the laying of rail resumed. June 28 saw the first train make its run between St. Paul and St. Anthony along the first operational line in the state. Days later, the St. Paul and Pacific began offering regular passenger service between the two cities. A mail contract and freight traffic followed shortly thereafter.[61] Despite these initial successes, the western terminus of the line remained on the east side of the Mississippi River for the next five years, due to the daunting task and expense of constructing the bridge that would be required to carry the mainline over the river between St. Anthony and Minneapolis. Grading west of the river, however, continued during this period.

In May of 1867, the bridge over the river was complete, and within three months, construction on the main line had progressed to allow service to resorts in Wayzata along Lake Minnetonka. By November of 1869 the railroad reached Willmar, and in July of the following year, it arrived in Benson. Even so, the St. Paul and Pacific continued to face financial constraints, and in November of 1870, the Northern Pacific was, with certain conditions, allowed to buy the majority of the stock in the railroad. Following this arrangement, the goal of building to Breckenridge on the Red River was attained in 1871.[62]

During the 1860s period of main line expansion, the St. Paul and Pacific began efforts to attract settlers to buy the nearly 2.6 million acres of land provided by the railroad's federal land grant in Minnesota. Settlement was important to provide dependable freight traffic, as well as laborers who would build the lines over which that traffic would be transported. Promotional pamphlets, professional writers, immigration agents, public sales, and facilities for cooking, washing, and sleeping were strategically placed in undeveloped areas to encourage new settlement and businesses along the future rail lines.

[59] Ibid., 149.
[60] Luecke, 2; 4.
[61] Ibid., 4.
[62] Hidy et al., 6-13; Prosser, 160.

Additional encouragement to use the railroad was provided by James J. Hill who, as a general transportation agent, made an agreement with the railroad. Steamboat freight marked with Hill's name and transported by the railroad company would be transferred through the depot free of the usual transfer charge.

When the Northern Pacific went into bankruptcy in 1873, it was forced to relinquish control of the St. Paul and Pacific. In August of 1873, Jesse P. Farley, an Iowa railroad man who had worked for several eastern roads, was granted receivership of the railroad.[63] At this time, Hill, Donald Alexander Smith, and Norman Wolfred Kittson began plans to gain control of the St. Paul and Pacific railroad. After years of machinations and negotiations by these individuals and Smith's cousin, George Stephen, the St. Paul Minneapolis and Manitoba Railway Company (Manitoba) was formed on May 23, 1879. The Manitoba immediately took control of the St. Paul and Pacific before purchasing it outright on June 14. Beginning one week after taking control of the St. Paul and Pacific and over the next four and a half years, the Manitoba engaged in a flurry of acquisitions and construction that would provide it with key connections between the Twin Cities and the Red River Valley. [64]

The Red River Valley had become a key economic center with the growth of the fur trade. Various goods were transported via oxcarts north to Canada along paths paralleling the river, and furs, hides, and related goods returned south the same way. While these paths once extended to St. Paul, they stopped well short of that destination after the St. Paul and Pacific built its line to Sauk Rapids. Hill, recognizing the profits that might be generated by innovative transportation between the Twin Cities and the Red River Valley, became part-owner of a steamboat company in 1871. When he and Kittson incorporated the Red River Valley Railroad Company in 1875, the fur trade was in decline, but wheat cultivation was shifting from the southeastern portion of the state to the Red River Valley. Over the next 10 years, Hill became a dominant figure in transportation to, from, and within the Red River Valley, first through his steamboat company, next through his affiliation with the St. Paul and Pacific, and especially through his role in the Manitoba, which had made the Red River Valley its stronghold. During this period, James J. Hill served first as general manager, then after election in 1882, as president of the Manitoba. Although the Red River Valley was not a population center, it was a solid source of freight. In 1884, for example, 20 percent of the freight traffic of the Manitoba was wheat, coming chiefly from the farmers of the Red River Valley and destined largely for the flour mills of Minneapolis.[65]

Presaging the Manitoba's role in tourism nationally, the 1880s also saw the Manitoba become a key promoter and servicer of passenger traffic to Lake Minnetonka from the Twin Cities. Responding to increased urbanization and the crowded and unhealthy conditions it engendered in cities, recreation-seekers of the mid to late nineteenth century sought countryside activities, which were promoted as restorative to one's health because

[63] Hidy et al., 23-25; Luecke, 32.
[64] Hidy et al., 1988:28-36; Prosser , 1966:161.
[65] Hidy et al., 52.

they incorporated the intake of fresh air and clean water. As part of this movement, excursions to suburban or rural areas for recreational activities increased in popularity throughout Minnesota and the United States. To encourage such excursions to use its line, the Manitoba opened the Hotel Lafayette on the north shore of Lake Minnetonka in 1882. The railroad, further, offered frequent runs to the lake area, as many as seven a day during peak tourist season.[66]

Despite the amount of passenger traffic to Lake Minnetonka, it generated limited profits.[67] In addition, Hill was not satisfied with Red River Valley to Twin Cities-based markets alone, and he was concerned about the seasonality of and increasing competition for wheat shipments, which meant the Manitoba needed to tap into other markets. Initially, this need set off numerous episodes of construction and acquisition of branch lines throughout Minnesota. Then, as the Manitoba system was solidifying its hold of the state, Hill turned his attention westward, building lines into North Dakota in 1879, South Dakota in 1886, and Montana in 1887. Building west from Breckenridge, the main line reached Durbin, North Dakota, in 1880, Pacific Junction, Montana, in 1887, and Spokane, Washington, in 1892. It reached a point near Scenic, Washington, the scene of the final spike ceremony, in January of 1893. There, it met with the line that had been constructed east from Puget Sound beginning in 1891.

By the time the Manitoba main line was connected near Scenic, all of its properties had been under lease to the Great Northern, which Hill had formed using the charter of the Minneapolis and St. Cloud railroad, for three years. After operating under the Great Northern for more than a decade, the Manitoba was officially acquired by the Great Northern in November 1, 1907.

With its control of the Northern Pacific and Chicago, Burlington and Quincy and with a balanced route structure, the Great Northern was a dominant railroad in the Upper Midwest and Northwest. With its transcontinental connections and numerous feeder lines in the agricultural and ranching lands in Montana, the Dakotas and Minnesota, the Great Northern main line running west out of Minneapolis was an important transportation corridor through the first half of the twentieth century. Although railroad profits began declining across the board during the 1920s due to intermodal competition and although most of its Twin Cities competitors had declared bankruptcy by the late 1930s, the Great Northern remained viable through this period. As a result the Great Northern increased its dominance of railroad markets within its territory. During the post-World War II years, while many railroad companies faced decline, the Great Northern's freight tonnage, not including iron ore, remained steady through the 1950s and 1960s. Much of that tonnage was shipped on the main line between Minneapolis and Breckenridge, which was the busiest stretch of road in the entire system. By the late 1960s, the Great Northern formalized its relationship through merger with the Northern Pacific and Chicago, Burlington and Quincy, forming in 1970, the Burlington Northern.[68]

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[66] Hidy et al., 121; Hofsommer, 174.
[67] Hofsommer, 175.
[68] Hidy et al., *The Great Northern Railway*; Hofsommer, *Minneapolis and the Age of Railways*.

3.4.3 Property Types

The literature search indicated that several railroad property types identified in the Minnesota railroads MPDF could be expected within the APE of the Great Northern railroad zone.[69]

The former Great Northern railroad right of way and associated railroad-owned properties had the potential to be a Railroad Corridor Historic District. Such a district would include "the right of way within which a railroad operated and all of the buildings, structures, and objects that worked together for the dedicated purpose of running trains to transport freight and passengers."[70]

A second potential property type within the Great Northern railroad zone was the Railroad Yard Historic District. A railroad yard was "a system of tracks associated with the sorting, classification, switching, disassembly, and assembly of trains and specialized support buildings, structures, and specific facilities associated with the construction, maintenance, service, repair, refueling, and storage of railroad rolling stock."[71] Great Northern railroad yards historically were located in Minneapolis between Bryant and James avenues north, as well as near Cedar Lake. Historically, maintenance buildings and freight loading buildings and structures were located within the Great Northern railroad zone. In addition, it was expected that Grade Separation Structures would be located within the Great Northern railroad zone, including railroad bridges, railroad trestles, and culverts.[72]

[69] Schmidt et al., *Railroads in Minnesota, 1862-1956*, F-183 – F-246.
[70] Ibid, F-183.
[71] Ibid, F-211.
[72] Ibid, F-217.

4.0 RESULTS

4.1 MINNEAPOLIS AND ST. LOUIS RAILROAD ZONE

This survey zone consisted of the M&StL railroad corridor within the project APE. The survey included the former railroad right of way, which is now a recreational trail, three railroad bridges, one culvert, and one railroad depot. Table 1 summarizes the evaluated properties in the M&StL survey zone, and Figure 3 depicts the locations of the properties listed in, previously determined eligible for listing in, or currently recommended eligible for listing in the NRHP.

Table 1. Phase II Properties, Minneapolis and St. Louis Railroad Zone

Property Name	Address	SHPO Inventory No.	NR Status	Project Segment
Minneapolis and St. Louis Railroad Corridor	Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis	HE-EPC-266, HE-MKC-316, HE-HOC-341, HE-SLC-516, HE-MPC-16375	Recommended Not Eligible	1, 3, 4, A, C-1, C-2
Minneapolis and St. Louis Railroad Culvert	Over Purgatory Creek, Eden Prairie	HE-EPC-267	Recommended Not Eligible	1
Minneapolis and St. Louis Railroad Depot	Hopkins	HE-HOC-14	Recommended Eligible	4
Minneapolis and St. Louis Railroad Bridge	Over Minnehaha Creek, Hopkins	HE-HOC-342	Recommended Not Eligible	4
Minneapolis and St. Louis Railroad Bridge	Over TH 100, St. Louis Park	HE-HOC-517	Recommended Not Eligible	4
Minneapolis and St. Louis Railroad Bridge	Over Kenilworth Canal, Minneapolis	HE-MPC-01850, HE-MPC-01851	Recommended Not Eligible	A

4.1.1 Minneapolis and St. Louis Railroad Corridor

Description

Within the APE, the route of the M&StL main line as originally constructed followed the St. Paul and Pacific main line within Minneapolis, extending from North 1st Street southwest to roughly the northeastern-most point of Cedar Lake, then trended south to follow the east shore of the lake. South of Cedar Lake, the railroad line curved southwesterly through present-day St. Louis Park, Hopkins, and Minnetonka. At Shady Oak Lake, the line curved south-southwest through Eden Prairie, dropping down

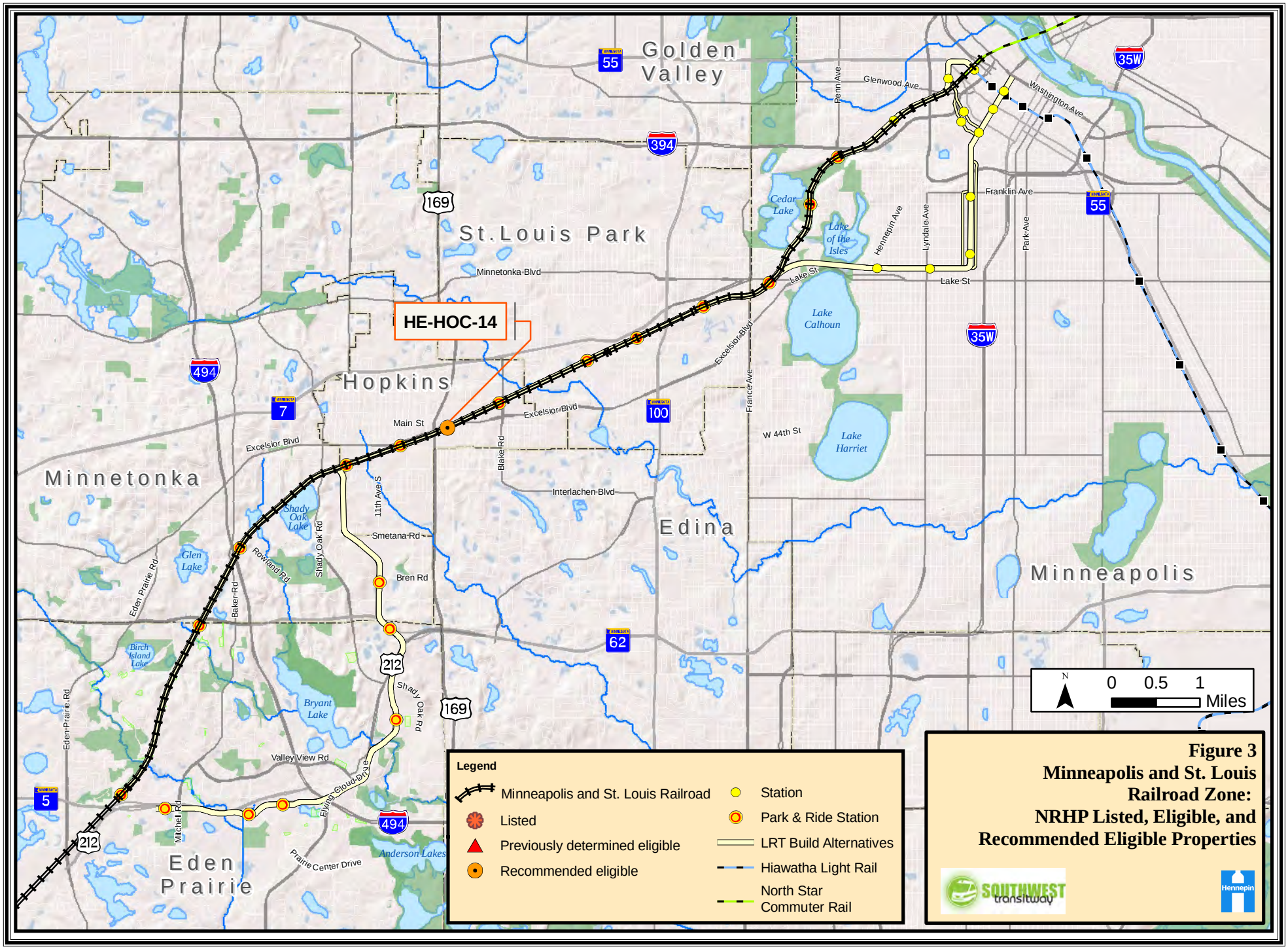


Figure 3
Minneapolis and St. Louis Railroad Zone: NRHP Listed, Eligible, and Recommended Eligible Properties

Data: MnDOT, MnDNR, SHPO, Met Council, Summit EnviroSolutions

Map Document: (\\mspe-gis-file\GISPro\HennCty\67130\map_docs\mxd\CULTURAL\Section106_Report\REPORT_RailroadZones\FigX_RRzone_Mpls&StLouis_8x11_20101001.mxd) 10/6/2010

into the Minnesota River Valley.[73] The line then ran parallel to the river through Chaska to Carver, where it crossed the river and continued south. For purposes of description, the railroad corridor will be described from west to east and will be divided into segments: Eden Prairie to Hopkins, Hopkins and St. Louis Park, and Minneapolis.

At the southwest end of the APE, the railroad corridor completely disappears at the TH 5 crossing, and there is no visual expression of the railroad corridor within approximately ¼ mile of the highway. At the other highway crossings, including TH 62, I-494, and TH 196, the railroad corridor remains visible, and the highways overpass the railroad on modern bridges.

To the northeast of TH 5, an engineered grade is clearly visible. The railroad line is no longer active and has been converted to a recreational trail. The immediate setting of the railroad corridor in this segment is a forested strip, beyond which lies suburban development. The track structure (rails, ties, and ballast) has been removed, and the former roadbed is packed earth approximately 20 feet wide. The railroad roadway profile in this portion of the corridor varies depending on the surrounding terrain. (The term "roadway" refers to the portion of the railroad right of way that was designed and built to support the track structure, including the roadbed, cuts and fills, and ditches.) The roadway in much of this segment is built up on fill, varying in height from several feet to approximately 30 feet with very steel slopes. The side slopes of the fill are generally overgrown with underbrush and trees. In other areas, such as south of Edenvale Road, the roadway is depressed within a substantial cut. At the bottom of the cut, the former roadbed is slightly raised with flanking ditches. Because the railroad line has been converted to a recreational trail, there is modern signage, benches, and occasional overlooks within the roadway. The railroad line crosses Shady Oak Lake on a substantial amount of fill, which has truncated the northwest portion of the lake.

As the former M&StL railroad corridor enters Hopkins, it runs adjacent with the Canadian Pacific (formerly CM&StP) in parallel rights of way that extend through St. Louis Park before separating in Minneapolis. Within Hopkins and St. Louis Park, the setting along the railroad corridor is a mix of pre-World War II industrial and residential properties, post-World War II suburban type developments, and more recently redeveloped properties. In this segment, the former roadbed is paved with bituminous surface. In the former station area near downtown Hopkins, the roadway profile is only slightly raised on fill, and the area is generally open and level. The former M&StL railroad depot is extant and remains adjacent to the former railroad, though is it currently used as a coffee shop and meeting house. As the railroad corridor runs east, the roadbed is raised on fill, as much as 20 feet in height in some places, and it is flanked by ditches, including a shared ditch with the CM&StP on the south side. There are some historic-period bridges in this segment, including spans carrying the railroad over Minnehaha Creek and over TH 100, as well as a span carrying the MN&S over the M&StL. Note: the depot and bridges are described and evaluated for individual eligibility below.

[73] George B Wright, *Map of Hennepin County, Minnesota*. (Minneapolis: George B. Wright & G. Jay Rice, 1874).

Just west of the Minneapolis city limits, the former M&StL corridor becomes an active railroad, and the tracks from the former CM&StP jog north, crisscrossing with the regional trail, which jogs south in the same place. The former M&StL corridor the turns north-northeast around Cedar Lake, and the former CM&StP corridor, now the Minneapolis Greenway recreational trail, turns east. The setting of the former M&StL corridor in Minneapolis is a mix of modern commercial at the Lake Street crossing, pre-World War II residential through the Kenwood neighborhood, vacant former industrial land northeast of Cedar Lake, and early twentieth century warehouse and commercial in the vicinity of the Warehouse District. The roadway profile is slightly raised on fill, and crushed granite ballast, wood ties, and steel rails (date stamped "1981") are present. The only historic period bridge in this segment is a wood trestle over the Kenilworth canal between Cedar Lake and Lake of the Isles.

Historical Background

In 1871, the M&StL constructed a railroad line from Minneapolis to Merriam Junction (southwest of Shakopee). Coming out of the Minneapolis milling district, the M&StL line would need to run parallel with the St. Paul and Pacific, and in May 1871, the M&StL lined a lease for a portion of the right of way of the older railroad. Grading work, which had begun in the Minnesota River Valley the previous summer, was completed by August 1871, when track laying began. The line from Minneapolis to Merriam was completed in November 1871, providing a connection to the St. Paul and Sioux City railroad (later Chicago and North Western) and, by the following year, to the Hastings and Dakota (later the Chicago, Milwaukee and St. Paul).

The right of way alignment of the Minneapolis to Merriam Junction segment appears to have changed very little, if at all, from the original construction. Nevertheless, the line was improved over the years. In 1892, in order to accommodate growing passenger and freight volumes, M&StL double tracked the line between Kenwood (Minneapolis) and Hopkins. Additional improvements included repairing and strengthening bridges, upgrading ballast, and replacing the machine shop at Cedar Lake.[74]

The vertical alignment of the M&StL main line was changed substantially during the first decade of the twentieth century.[75] In an effort known as the Chaska Hill project, the M&StL reduced the gradient of its line as it ascended/descended the Minnesota River Valley between Hopkins and the river. This project consisted of cutting and filling, sometimes 20 to 30 vertical feet, in order to provide a gentle, regular slope, which would allow its trains to haul more freight at higher speeds. To further improve efficiency, the M&StL rebuilt bridges along the line and upgraded the rails from 60 to 80 pounds-per-

[74] Hofsommer, *The Tootin' Louie*, 46.
[75] Alfred T. Andreas, *An Illustrated Historical Atlas of the State of Minnesota*., (Chicago: A. T. Andreas, 1874); Warner and Foote, *Map of Ramsey and Washington Counties: With Adjacent Portions of Anoka, Dakota & Hennepin Counties, Minnesota: And Parts of St. Croix & Pierce Counties, Wisconsin.* Minneapolis: Warner and Foote, 1886).

foot. In addition, the M&StL replaced the depot in Hopkins with a new brick depot and rebuilt the railyard and shops at Cedar Lake.[76]

Evaluation

Per the guidelines in the Minnesota railroads MPDF, the former M&StL corridor within the project APE was evaluated for its potential to contribute to a railroad corridor historic district that is eligible for listing in the National Register. The former M&StL railroad corridor appears to meet registration requirement number 3 in the Minnesota railroads MPDF, "A railroad corridor historic district was an influential component of the state's railroad network, or it made important early connections within the network or with other modes of transportation."[77]

When the M&StL railroad corridor connected the Minneapolis milling district with the St. Paul and Sioux City railroad at Merriam Junction in 1871, it provided an important new railroad connection for Minneapolis. During the late 1860s and early 1870s, the flour milling industry was only beginning to realize its potential. Despite the available water power from St. Anthony Falls, the mills had difficulty obtaining sufficient wheat due to limited railroad connections. At the time, the developing milling district had one reliable source of wheat, the St. Paul and Pacific main line, which was building west into sparsely settled territory. The St. Paul and Pacific branch line, which had built north along the Mississippi River to Sauk Rapids, did not run through prime wheat lands. The other railroad operating out of Minneapolis was the Minnesota Central, which was controlled by Chicago and Milwaukee interests and favored shipping wheat east instead of into Minneapolis. The M&StL railroad connected Minneapolis with the St. Paul and Sioux City railroad, which had built up the Minnesota River Valley and was extending through southwestern Minnesota. This was an important early connection between a railroad building into prime wheat lands and the developing Minneapolis milling district.

In order to be eligible for listing in the National Register, a railroad corridor must not only meet one of the registration requirements, it must also retain sufficient historic integrity to convey its historic significance, as described in the Minnesota railroads MPDF. The railroad corridor remains in its original location in terms of its horizontal alignment. The overall design of the corridor and the materials, as expressed in the overall layout, the earthen fills, and the bridges and trestles, date from the first decade of the twentieth century. Therefore, the integrity of design, materials, and workmanship from the original construction (1871) has been compromised. The material integrity of the earthen fills and the bridges, as well as the overall design and workmanship, remain intact, however, from the early twentieth century. The corridor within the APE crosses through urban and suburban developments dating from the early to late twentieth century, and therefore, the setting is not compatible with a nineteenth century railroad. The corridor also retains integrity of feeling and association of a twentieth century railroad rather than a nineteenth century railroad.

[76] Hofsommer, *The Tootin' Louie,* 112; Minneapolis and St. Louis Railroad, Annual Reports (Minneapolis and St. Louis Railroad Company, 1900-1910).
[77] Schmidt et al., *Railroads in Minnesota, 1862-1956,* F-195.

It should also be noted that the railroad corridor within the APE was historically a segment of a larger railroad corridor between Minneapolis and Merriam. For a railroad corridor historic district to be present, the larger corridor that is associated with the historically significant railroad connection must retain historic integrity. The critical associative characteristic for a railroad corridor to retain historic integrity is its linear quality. As stated in the Minnesota railroads MPDF:

> At least some visual continuity along the entire corridor is necessary to provide cohesiveness to the contributing elements of the district and maintain the overall linear quality of the district. A railroad corridor historic district cannot include a segment where the associative quality is not present. For a segment of a railroad corridor to be considered within the boundaries of a railroad corridor historic district, there must be some remaining visible expression on the landscape of the railroad.[78]

There is a short interruption in the former M&StL railroad corridor within the project APE at TH 5. For a distance of approximately ¼ on either side of the highway, the railroad corridor disappears from view—there is no visible expression of the railroad on the landscape. Although this is a relatively short break in the linear quality of the railroad corridor, farther southwest in an area north of Chaska, an approximately 1½ mile segment of the corridor has been redeveloped for commercial and industrial uses, has been re-graded, or has become overgrown with trees. In this area, the railroad corridor disappears, and no visual expression of the railroad is present. As a result, no potential exists for a railroad corridor historic district between Merriam and Minneapolis.

The former M&StL railroad corridor meets National Register Criterion A for significant associations with the early railroad network in Minnesota and for its role in the development of the Minneapolis Milling district during the 1870s. The corridor, however, lacks historic integrity from the period when it achieved significance. Furthermore, the breaks in the corridor interrupt its linear quality. For these reasons, it is recommended that the former M&StL railroad corridor is not a historic district eligible for listing in the National Register.

[78] Ibid., F-202.

M&StL Corridor in Eden Prairie, Facing S

M&StL Corridor in Eden Prairie, facing N

M&StL Corridor in Hopkins, facing SW

M&StL Corridor in Hopkins, facing NE

M&StL Corridor in St. Louis Park, facing NE

M&StL Corridor in Minneapolis, facing SW

4.1.2 Minneapolis and St. Louis Railroad Culvert

Description

The M&StL culvert in Eden Prairie carries the raised railroad grade over Purgatory Creek in Eden Prairie (see Figure 3). The culvert is located in the NE ¼ of the NW ¼ of the SE ¼, Sec. 9, T116N, R22W. The span is an arched culvert constructed of poured concrete

with solid spandrels, concrete abutments, and concrete wingwalls. The integrity of the culvert is good, but the physical condition is deteriorating, as concrete is spalling from the face of the spandrels and wingwalls.

Historical Background

The culvert was built in 1903 when the M&StL constructed the new grade known as the Chaska Hill project. As described in Section 4.1.1, this work involved large-scale cutting and filling between Hopkins and Chaska to reduce grades and curves and to replace trestles. The culvert allowed for passage of Purgatory Creek through the substantial amount of fill that raises the roadbed in this area.

Evaluation

Because the M&StL culvert over Purgatory Creek is not within a railroad corridor historic district it was evaluated individually as a grade separation structure. Per the guidelines in the Minnesota railroads MPDF, railroad grade separation structures will not individually meet NRHP Criterion A or B.[79] The MPDF furthermore describes 19 conditions under which a railroad grade separation structure may meet Criterion C.[80] The M&StL culvert over Purgatory Creek does not meet any of those conditions and, therefore, does not meet Criterion C. Finally, because the M&StL culvert over Purgatory Creek is a relatively common design, and because culverts are a relatively well-documented property type, this culvert is not likely to provide significant new information and does not meet Criterion D. For these reasons, the M&StL culvert over Purgatory Creek is recommended as not eligible for listing in the NRHP.

M&StL Culvert, facing W

4.1.3 Minneapolis and St. Louis Railroad Depot, Hopkins

Description

The M&StL Railroad Depot in Hopkins is located between the Three Rivers Park District recreational trail (former M&StL railroad) and Excelsior Boulevard east of TH 169 in the

[79] Ibid., F-225.
[80] Ibid., F-226.

NE ¼ of the SW ¼ of the SW ¼, Section 19, T117N, R21W (see Figure 3). The depot is a single-story hip-roofed building with a rectangular plan measuring approximately 20 feet by 60 feet. The building is constructed of dark-red brick with a slightly projecting water table and rusticated-brick quoins at the corners. The window openings, including the sandstone sills and lintels, are intact, but the sashes have been replaced. The roof, which has been covered with modern aluminum roofing, has broad eaves with aluminum soffits.

The south elevation, which faces the former railroad right of way, has a projecting bay window nearly centered on the façade. The façade extends two bays to the east of the bay window, including a passenger door with a square three-light transom and sandstone lintel, and a window opening. To the west, the façade extends three bays, including another passenger door with transom and sandstone lintel and a former freight loading door. The freight door has a segmental arched opening and has been in-filled with modern windows and wood paneling. A transom surmounts the arch. The west elevation has a single opening, the main entrance. The entrance includes a set of wood and glass double doors with wood surrounds, side lights and a transom. The east elevation includes two symmetrically placed windows. The north elevation has four irregularly spaced windows and a former freight door, which has a segmental arched opening with transom above, a modern glass door, and sidelights.

Historical Background

Although Euro-Americans began settling in present-day Hopkins during the 1850s, the area remained agricultural until railroad transportation began attracting manufacturing and commerce. The development of Hopkins as a townsite was a direct result of the M&StL railroad construction in 1871 and establishment of a depot and post office in 1872. Harley H. Hopkins donated a 100-foot strip of land to the railroad, and in return, the M&StL agreed to establish a station on this land and name it "Hopkins." The original depot was located on the north side of the tracks at about Jefferson Avenue. Although the townsite of West Minneapolis was platted just to the west (the current downtown commercial district), the station and post office remained Hopkins. West Minneapolis and Hopkins would be officially united as the city of Hopkins in 1928.

Railroad companies continued building in and through Hopkins during the 1870s and 1880s, and the town gained important transportation connections. In 1879, the M&StL built a westward line from a junction in Hopkins to Winthrop, Minnesota (and later into South Dakota). During 1880, the CM&StP built the Hastings and Dakota Benton Cutoff through Hopkins, and in 1886, the Great Northern built its Hutchinson Branch through Hopkins.

Hopkins thus offered three railroad connections by the mid 1880s. Attracted by these transportation options, the Minneapolis Threshing Machine Company (MTM) established a manufacturing plant between the M&StL and CM&StP lines between 6th and 11th avenues. The MTM grew into a major manufacturer of agricultural machinery, and by the early twentieth century, MTM employed approximately 800 people. By 1929, when it merged with two other manufacturers, the new company, Minneapolis Moline,

was the fifth largest manufacturer of agricultural machinery in the United States.[81] In addition, the Red Wing Sewer Pipe manufacturing plant was established in Hopkins in 1908 and by 1919, was shipping 12 rail carloads per day.[82] With this industrial base, the population of Hopkins almost doubled from 1,648 in 1900 to 3,022 in 1910.[83]

As Hopkins grew during the 1890s through 1910s, churches, schools, businesses, and professional services were established to serve the growing population. During this time, two nodes evolved, one industrial and one commercial, and Hopkins took on its geographic form that is still evident in 2010. The industrial corridor of Hopkins grew along the M&StL and CM&StP railroad tracks and included the MTM plant, Red Wing Sewer Pipe plant, Justus Lumber Company, depots, and warehouses. Located to the north and west of the railroad/industrial corridor, the commercial district was located on Excelsior Avenue (now Main Street) between 7th and 10th avenues in the area originally platted as West Minneapolis.

During the early twentieth century, as Hopkins evolved from a village to a city, the M&StL upgraded its depot. The original depot from 1872 was replaced in 1903 with a substantial brick depot fitting of a growing community. Although three railroad companies operated in Hopkins, the M&StL depot was the only brick depot: the original CM&StP depot and the 1925 replacement, as well as the 1912 Great Northern depot were wood frame buildings. Hopkins was a growing community in 1903, and railroads were the dominant form of transportation. In addition to building the a depot in Hopkins, during the first decade of the twentieth century, M&StL upgraded its main line between Minneapolis and Chaska, including double tracking, replacing bridges, and reducing the steep grade in the climb out of the Minnesota River Valley. As a junction for trains headed east bound from South Dakota or north bound from Iowa, Hopkins was an important connection point for the M&StL, just as the railroad was important to the growth of the city. Located within the industrial corridor but also a substantial brick building, the M&StL depot in Hopkins conveys the symbiotic relationship between the railroad and the community.

The M&StL depot was a primary transportation point in Hopkins for passengers and freight through the 1920s. During the 1920s, however, trucking and pipelines began siphoning less-than-carload freight traffic from the railroads, and passenger traffic began a long-term decline due to competition from automobiles. Although passenger traffic declined, railroads remained an important mode of transportation in Hopkins during the early post-World War II years. By the late 1940s, as manufacturing declined in Hopkins, the city's railroad connections encouraged growth in wholesale grocery distribution. National Tea, Red Owl, and Super Valu all established distribution centers in Hopkins with access to either the M&StL or the CM&StP. By the mid 1950s, the Hopkins Terminal Warehouse opened a $1 million warehouse to augment other wholesale grocery warehouses surrounding it. This warehouse was served exclusively by two M&StL spur

[81] Ewing, 50
[82] Ibid., 59
[83] Ibid., 47; 50.

tracks. In addition, Red Owl Stores built a $1.5 million structure to house its produce division.[84]

After decades of decline, passenger cars stopped running on the M&StL line in 1960. The M&StL depot then converted to office space to support freight traffic until the early 1970s, when automated switching replaced the need for employees in Hopkins. The last train ran on the M&StL tracks on June 21, 1980. After a period of vacancy, the former M&StL depot reopened in 2002 as a coffee shop.

Evaluation

Because the M&StL Railroad Depot in Hopkins is not within a railroad corridor historic district, it was evaluated individually as a railroad depot. Per the guidelines in the Minnesota railroads MPDF, railroad depots will not individually meet NRHP Criterion B.[85] A railroad depot, however, may meet Criterion A, C, or D. According to the Minnesota railroads MPDF, a railroad depot will meet NRHP Criterion A if it meets one of three requirements. The M&StL Railroad Depot in Hopkins meets Requirement 1, "The railroad depot was a significant contributor to the economic growth of surrounding commercial or industrial operations."[86]

In towns throughout Minnesota during the late nineteenth and early twentieth centuries, railroads were the dominant form of transportation and depots were the focal point. The economic influence of railroads peaked in Minnesota and nationally during the early decades of the twentieth century. By 1920, railroads directly employed two million people nationwide, carried the bulk of the mail, hauled 77 percent of all freight, and carried 98 percent of the traveling public.[87] Depots were a critical element of the state's historic railroad infrastructure as well as one the most visually recognizable. Depots were the critical interaction point between railroad companies and their clients, and facilitated the loading of passengers and less-than-carload freight.

Nearly all towns in Minnesota during the late nineteenth to early twentieth centuries depended on railroads for their development. Hopkins, in particular, was a railroad town at the turn of the twentieth century. Its major industrial operation, MTM was drawn there by the railroad connections and was by far the main employer. Hopkins, however, was more than an industrial suburb; its commercial district served the surrounding rural population, and it was the shipping point for the products of area farms. As industry expanded, Hopkins' population and commercial district grew as well. Hopkins' population doubled during the first decade of the twentieth century, and many older wood-frame commercial buildings were replaced two-story brick buildings.

Although the depots of the three major railroads operating in Hopkins all linked the economic bases with the railroads and the surrounding community, the M&StL Depot

[84] Ewing, 57; M&StL Minneapolis and St. Louis Railroad Company, Annual Report 1956.
[85] Schmidt et al., F-225.
[86] Ibid., F-234.
[87] Stover, 93.

stands out. Unlike the CM&StP Depot, which was built in 1925, the M&StL Depot was built in 1903 and is directly associated with Hopkins' growth during the 1900s and 1910s. During the first two decades of the twentieth century, Hopkins transformed from a village to a city with a distinct industrial corridor and downtown commercial district. As the main access point to the M&StL railroad corridor, the M&StL Depot in Hopkins was a significant contributor to the growth of Hopkins. For these reasons, the M&StL Depot meets Requirement 1 for railroad depots in the Railroads MPDF. The period of significance of M&StL Depot is from 1903, its date of construction, to 1930, after which the decline in passenger traffic and less-than-carload freight diminished the significance of the depot. Although the railroads remained a vital part of Hopkins' economic success following World War II, the depot was no longer the focal point. The proposed boundaries for the M&StL Depot are Excelsior Boulevard on the north, the Washington Avenue easement on the east, the recreational trail on the south, and a line 30 feet west of the building. Although this area includes the historic platform area on the south side of the building, the platform itself has been rebuilt as the existing patio area and would not contribute to the historic property.

M&StL Depot, facing NW

M&StL Railroad Depot, facing SW

M&StL Railroad Depot, facing E

M&StL Railroad Depot, facing NW

4.1.4 Minneapolis and St. Louis Railroad Bridge over Minnehaha Creek

Description

The M&StL bridge over Minnehaha Creek in Hopkins is located in the in the NE ¼ of the SW ¼ of the NW ¼, Section 20, T117N, R21W. The bridge is a pair of side-by-side spans with shared abutments. Each span is a steel deck-plate girder approximately 45 feet in length and 13 feet in width, and there is about a 4-foot space between the outer sides of the girders. The pair of plate girders that support each span each consists of a series of rectangular panels joined by riveted flanges and cover plates positioned above and below the girder. Each has a timber ballasted deck and is surfaced with bituminous to accommodate the recreational trail. Both spans are supported by a single cut-sandstone abutment with stepped wingwalls on each end. The ends of the girders rest on steel bed plates positioned on a deep ledge in the abutment.

Historical Backgroud

The M&StL bridge over Minnehaha Creek was most likely built in 1910. After the M&StL completed the new grade known as the Chaska Hill project in 1903 (see Section 4.1.1), the company completed a series of additional improvements between Hopkins and Minneapolis during 1909 to 1910. These improvements included work on grades and bridges in Hopkins and St. Louis Park, replacement of structures at the Cedar Lake shops, and laying improved ballast and heavier rails.

Evaluation

Because the M&StL bridge over Minnehaha Creek is not within a railroad corridor historic district it was evaluated individually as a grade separation structure. Per the guidelines in the Minnesota railroads MPDF, railroad grade separation structures will not individually meet NRHP Criterion A or B.[88] The MPDF furthermore describes 19 conditions under which a railroad grade separation structure may meet Criterion C.[89] The M&StL bridge over Minnehaha Creek does not meet any of those conditions. The spans are not early for plate girders, are not long spans, and in crossing the creek, required no unusual engineering considerations (see Section 3.2.6). For these reasons, the M&StL bridge over Minnehaha Creek does not meet Criterion C. Finally, because the M&StL bridge over Minnehaha Creek is a relatively common design, and because plate-deck girders are a relatively well-documented property type, the bridge is not likely to provide significant new information and does not meet Criterion D. For these reasons, the M&StL bridge over Minnehaha Creek is recommended as not eligible for listing in the NRHP.

[88] Schmidt et al., *Railroads in Minnesota, 1862-1956,* F-225.
[89] Ibid., F-226.

M&StL Bridge over Minnehaha Creek, facing NE

M&StL Bridge over Minnehaha Creek, facing E

M&StL Bridge over Minnehaha Creek, facing E

M&StL Bridge over Minnehaha Creek, facing SW

4.1.5 Minneapolis and St. Louis Railroad Bridge over Trunk Highway 100 (Bridge No. 5309)

Description

The M&StL railroad bridge over TH 100 (Bridge No. 5309) in St. Louis Park is located in the NW ¼ of the NW ¼ of the SW ¼, Section 6, T28N, R24W. The bridge consists of two steel-beam spans, measuring 52.2 feet and 56.8 feet in length with a vertical clearance of 14.6 feet. Each span consists of a series of steel beams braced with perpendicular steel panels connected by riveted flanges. The outer sides of the span are steel plate through girders consisting of a series of rectangular panels formed by riveted flanges and cover plates positioned above and below the girder. The bottom cover plates of the girders are arched. A plate reads "American Bridge Company 1937." The decks are covered by the plate girders and a layer of earthen fill. A bituminous recreational trail is situated atop the fill. Each span is supported by a reinforced-concrete abutment with slightly projecting, square end columns adorned with fluted panels. A reinforced-concrete, arched center pier supports both spans. Like the abutments, the pier has square end columns adorned with fluted panels. Approaches consist of earthen fill with reinforced-concrete retaining walls.

Historical Background

Bridge No. 5309 was built in 1937 as part of the TH 100 construction program. Also known as Lilac Way, TH 100 was built between 1936 and 1941 and was intended to be the western leg of the first vehicular beltway around Minneapolis and St. Paul. Built by Mn/DOT with assistance from the federal Works Progress Administration (WPA), TH 100 was a significant transportation corridor. In addition, TH 100 embodied the principals of early to mid twentieth century highway design, including limited access through grade separation and on/off ramps (including an early cloverleaf interchange), and a beautification program that included lilac bushes, trees, and roadside parks.[90] The Lilac Way Historic District was found to be eligible for listing in the NRHP through a consensus determination between Mn/DOT and SHPO in 1995. Since that time, TH 100 has been rebuilt and only some bridges and roadside parks remain.

Evaluation

Because the Lilac Way Historic District is no longer extant, Bridge No. 5309 was evaluated for individual eligibility. Although the bridge is associated with a significant construction program and with federal relief efforts during the 1930s, alone it does not convey the scale and significance of Lilac Way and would not meet Criterion A. Furthermore, the bridge is not directly associated with persons significant in history and does not meet Criterion B. The Minnesota railroads MPDF describes 19 conditions under which a railroad grade separation structure may meet Criterion C.[91] Bridge No. 5309 does not meet any of those conditions. The bridge is not early for steel beam spans, neither span is particularly long, and in crossing the highway, the bridge required no unusual engineering considerations (see Section 3.2.6). For these reasons, Bridge No. 5309 does not meet Criterion C. Finally, because the bridge is a relatively common design, and because steel beam spans are a relatively well-documented property type, the bridge is not likely to provide significant new information and does not meet Criterion D. For these reasons, Bridge No. 5309 is recommended as not eligible for listing in the NRHP.

M&StL Bridge over Hwy 100, facing SW

M&StL Bridge over Hwy 100, facing SW

[90] Scott B. Meyer et al., *Phases I and II Cultural Resources Investigations for the Trunk Highway 100 Reconstruction*. (The 106 Group Ltd. Submitted to the Minnesota Department of Transportation, 1995).
[91] Schmidt et al., *Railroads in Minnesota, 1862-1956,* F-226

M&StL Bridge over Hwy 100, facing SW

M&StL Bridge over Hwy 100, facing W

4.1.6 Minneapolis and St. Louis Railroad Bridges over Kenilworth Canal, Minneapolis

Description

A pair of identical side-by-side railroad bridges associated with the M&StL railroad cross over the Kenilworth Canal between Cedar Lake and Lake of the Isles in Minneapolis. The bridges are located at Station 970+50 of the Southwest Transitway in the SW ¼ of the SW ¼ of the NE ¼ of Section 32, T29N, R24W. Both bridges are simple seven-span timber bridges supported on timber substructures. There are timber approach spans on each end of the bridge, and the members of the entire structure are creosote pressure-treated wood. The seven spans of each timber stringer bridge each measure approximately 13 feet, and the entire structure length of each bridge is approximately 96 feet. The timber ballasted decks each has a width of 22 feet. The eastern of the two spans currently carries a bituminous recreational trail and the western span carries the Twin Cities Western Railroad tracks. The railings are modern wrought-iron style. The substructure of each bridge consists of six timber-pile bents resting on concrete footings. Varying lengths of timber planks, which are stacked vertically and nailed together, make up the backing of the abutments and wing walls. Each pile bent supports a 12”x12” timber pile cap and consists of five, uncut timber piles connected by 3”x10” timber plank sway bracing.

Historical Background and Evaluation

The M&StL Railroad Bridges over Kenilworth Canal were built circa 1950. Because the M&StL Railroad Bridges over Kenilworth Canal are not within a railroad corridor historic district they were evaluated individually as grade separation structures. Per the guidelines in the Minnesota railroads MPDF, railroad grade separation structures will not individually meet NRHP Criterion A or B.[92] The MPDF furthermore describes 19 conditions under which a railroad grade separation structure may meet Criterion C.[93] The M&StL bridges over Minnehaha Creek do not meet any of those conditions. The

[92] Ibid., F-225.
[93] Ibid., F-226.

individual timber stringer spans are not long spans, the overall structures are not unusually long, and in crossing the creek, the bridges required no unusual engineering considerations. For these reasons, the M&StL Railroad Bridges over Kenilworth Canal do not meet Criterion C. Finally, because the M&StL Railroad Bridges over Kenilworth Canal are a relatively common design, and because timber stringer spans are a relatively well-documented property type, the bridges are not likely to provide significant new information and do not meet Criterion D. For these reasons, the M&StL Railroad Bridges over Kenilworth Canal are recommended as not eligible for listing in the NRHP.

M&StL Bridge over Kenilworth Canal carrying recreational trail, facing SW

M&StL Bridge over Kenilworth Canal carrying recreational trail, facing NW

M&StL Bridge over Kenilworth Canal, detail of timber piles

M&StL Bridge over Kenilworth Canal, deck facing W

4.2 CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD ZONE

This survey zone consisted of the CM&StP railroad corridor within the project APE. The survey included two railroad bridges and one railroad depot. The railroad depot in St. Louis Park (HE-SLC-519) and the Grade Separation Historic District (HE-MPC-9959), including 10 contributing bridges, are currently listed in the NRHP and, therefore were not evaluated. In addition, three bridges contributing to the Grand Rounds Historic District, which has a previous finding of NRHP eligibility, were not evaluated: CM&StP Railroad Bridge over Dean Parkway, Mn/DOT No. 90661 (HE-MPC-05341); CM&StP Railroad Bridge over Knox Avenue, Mn/DOT No. L5728 (HE-MPC-05335); and CM&StP Railroad Bridge over Lake of the Isles-Lake Calhoun channel, Mn/DOT No. 93809 (HE-MPC-1835).

The former CM&StP railroad right of way in Eden Prairie, Minnetonka and Hopkins, which is now operated by Twin Cities Western Railroad, has a previous finding of not eligible and was not evaluated.

Table 2 summarizes the properties evaluated in the CM&StP survey zone, and Figure 4 depicts the locations of properties listed, previously determined eligible for listing, or currently recommended eligible for listing in the NRHP.

Table 2. Phase II Properties, Chicago, Milwaukee and St. Paul Railroad Zone

Property Name	Address	SHPO Inventory No.	NR Status	Project Segment
Chicago, Milwaukee and St. Paul Railroad Depot	Hopkins	HE-HOC-345	Recommended Not Eligible	4
Chicago, Milwaukee and St. Paul Railroad Bridge	Over Minnehaha Creek, Hopkins	HE-HOC-346	Recommended Not Eligible	4
Chicago, Milwaukee and St. Paul Railroad Bridge	Over TH 100, St. Louis Park	HE-SLC-520	Recommended Not Eligible	4

4.2.1 Chicago, Milwaukee and St. Paul Depot, Hopkins

Description

The Chicago, Milwaukee and St. Paul Depot in Hopkins is located between TH 169 and 5th Avenue on Canadian Pacific property adjacent to the railroad tracks in the SE-SE-SE¼, Sec. 24, T117N, R22W. The depot building is located just south of and parallel to the railroad tracks, and an inactive siding run to the south of the depot. Most likely based on a standardized plan, the building is a former combination depot with a long rectangular floor plan typical of early twentieth century combination depots. The depot is a one-story, side-gabled wood-frame building with a concrete slab foundation and wood lap siding. Windows consist of two-over-one and three-over-one wood sash with plain wood surrounds. The roof has broad eaves with returns on the gables. A brick chimney is situated at the peak of the roof. On the north elevation, which faces the tracks, a bay window is roughly centered in the façade, a passenger entrance is located to

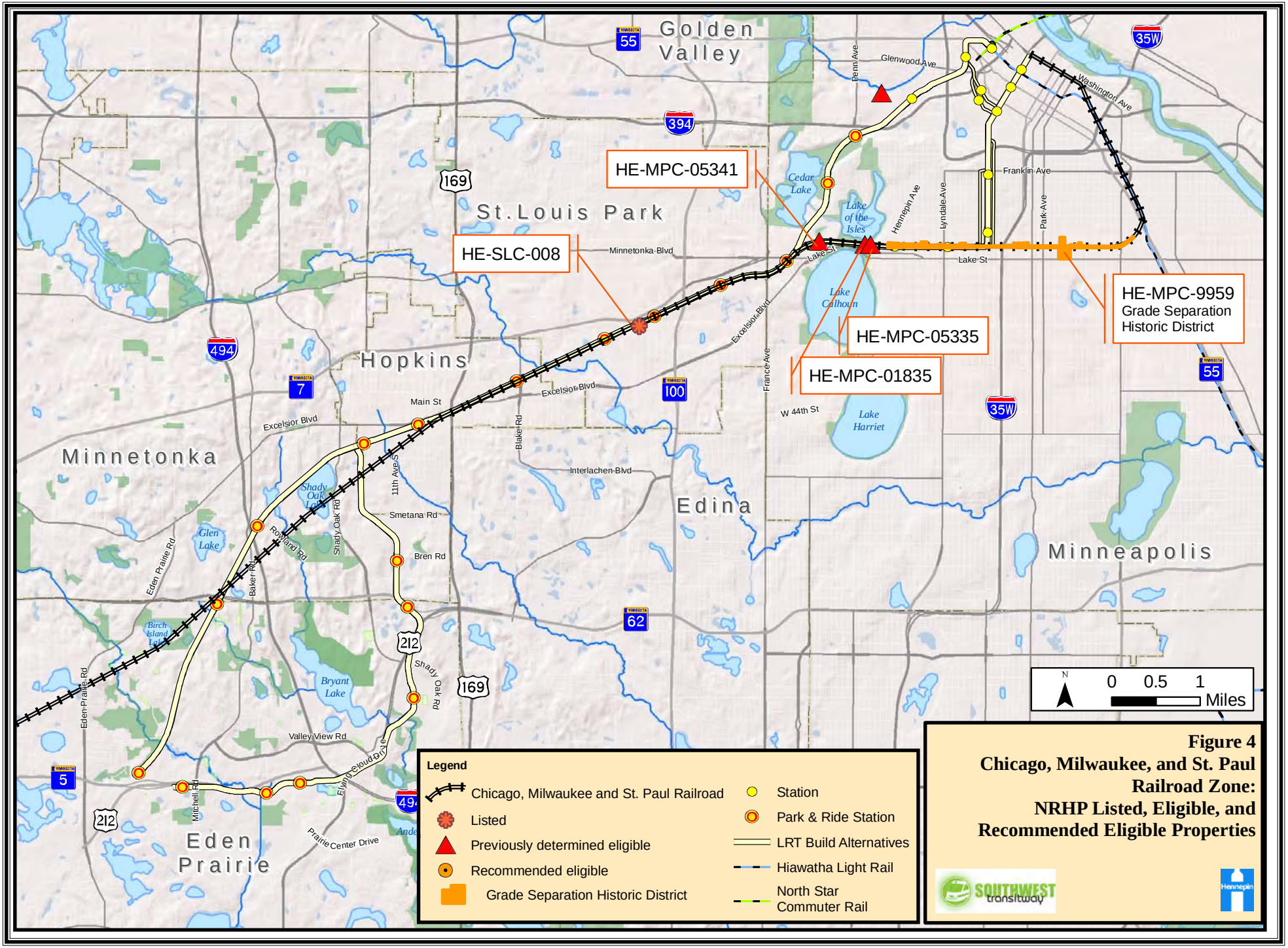


Figure 4
Chicago, Milwaukee, and St. Paul Railroad Zone: NRHP Listed, Eligible, and Recommended Eligible Properties

Data: MnDOT, MnDNR, SHPO, Met Council, Summit EnviroSolutions

Map Document: (\\mspe-gis-file\GISPro\HennCty\67130\map_docs\mxd\CULTURAL\Section106_Report\REPORT_RailroadZones\FigX_RRzone_ChicagoMlw&StPL_8x11_20101004.mxd) 10/6/2010

the west of the bay window, and a double-door freight entrance is to the east. A gable-roofed addition is attached to the east elevation. The south elevation features three windows and a passenger door.

Historical Background

In 1880, the CM&StP built the Benton Cutoff to connect its Hastings and Dakota Division more directly to the Minneapolis milling district. The line crossed through West Minneapolis/Hopkins on its way into Minneapolis. The CM&StP, along with the M&StL, offered Hopkins excellent transportation, and the village became the home of Minneapolis Threshing Machine (later Minneapolis Moline), as well as a flour mill, a smelting works, and an iron works. The industrial operations employed about 1,000 men by the late 1880s, and the Great Northern Hutchinson branch line also passed through Hopkins.[94] The CM&StP established its original Hopkins depot during the 1880s. This depot served the village until it was badly damaged by a tornado in 1925. The CM&StP then built a new depot (the current depot) in 1925, which served Hopkins until passenger service was discontinued in about 1960. The depot remains in use by the current owner, the Canadian Pacific Railway Company, as office space.

Evaluation

Because the CM&StP Depot in Hopkins is not within a railroad corridor historic district, it was evaluated individually as a railroad depot. Per the guidelines in the Minnesota railroads MPDF, railroad depots will not individually meet NRHP Criterion B.[95]

Regarding Criterion A, the CM&StP Depot in Hopkins did not serve as a regional distribution center for commercial or industrial products or for passenger traffic, nor was its construction a significant contributor to the growth of surrounding commercial or industrial orperations. When the depot was built in 1925, the near monopoly in transportation that railroads had enjoyed was being eroded by the mid 1920s by automobiles and trucks. The passenger market was declining for railroads, and freight markets were being challenged, particularly in the area of market gardening, in which trucks were used almost exclusively to haul produce to consumers and which was on the rise in Hopkins during the 1920s. Finally, the CM&StP was operating in receivership in 1925 after having declared bankruptcy in 1923 and was not, at that time, a leader in developing new markets in transportation. For these reasons, the M&StP does not meet Criterion A.

Regarding Criterion C, the CM&StP Depot in Hopkins does not embody a distinctive architectural design or construction method. It is a modest example of a standard combination depot, and it is not based on a design specific to the CM&StP. Furthermore, the depot is not known to be associated with a significant architect, engineer, or builder, and does not possess high artistic values. For these reasons, the depot does not meet Criterion C.

[94] Ewing, 33.
[95] Schmidt et al., *Railroads in Minnesota, 1862-1956,* F-225.

Regarding Criterion D, the CM&StP Depot in Hopkins, as a small combination depot built while the railroad company was in bankruptcy, was unlikely to have employed innovative construction practices or materials that would be revealed through additional structural analysis. For this reason, the depot does not meet Criterion D.

The CM&StP Depot in Hopkins does not meet any of the NRHP criteria of significance and is recommended as not eligible for listing in the NRHP.

CM&StP Depot, facing SE

CM&StP Depot, facing S

CM&StP Depot, facing NW

4.2.2 Chicago, Milwaukee and St. Paul Bridge over Minnehaha Creek

Description

The CM&StP bridge over Minnehaha Creek in Hopkins is located in the NE ¼ of the SW ¼ of the NW ¼, Section 20, T117N, R21W. The bridge is a steel deck-plate girder approximately 45 feet in length and 24 feet in width. Five sets of plate girders support each span, each consisting of a series of rectangular panels joined by riveted flanges and cover plates positioned above and below the girder. The southern most pair of girders is the heaviest, measuring approximately 5 feet in height, and they are connected by diagonal steel cross-bracing. The other three girders are lighter, approximately 3 feet in height, and are connected via horizontal and diagonal steel cross-bracing. The span has a

timber ballasted deck topped with crushed-granite ballast and a single set of tracks. The span is supported by poured-concrete abutments with stepped wingwalls. The ends of the girders rest on steel bed plates positioned on a deep ledge in the abutment.

Historical Background

The CM&StP bridge over Minnehaha Creek was built circa 1910. After the CM&StP completed its Pacific extension in 1909 (see Section 3.2.2), the company undertook a series of additional improvements during 1910 to 1916 to accommodate an expected increase in traffic. Such improvements included double tracking the corridor, reducing curves and grades, and upgrading bridges and trestles the Benton Cutoff between Minneapolis and Benton, Minnesota. The original Benton Cutoff, which was constructed in 1880 to give the Hastings and Dakota Division of the CM&StP direct access into the Minneapolis milling district, was previously found to be not eligible for listing in the NRHP due to the early twentieth century alterations.[96]

Evaluation

Because the CM&StP bridge over Minnehaha Creek is not within a railroad corridor historic district, it was evaluated individually as a grade separation structure. Per the guidelines in the Minnesota railroads MPDF, railroad grade separation structures will not individually meet NRHP Criterion A or B.[97] The MPDF furthermore describes 19 conditions under which a railroad grade separation structure may meet Criterion C.[98] The CM&StP bridge over Minnehaha Creek does not meet any of those conditions. The span is not early for plate girders, is not a long span, and in crossing the creek, required no unusual engineering considerations (see Section 3.2.6). For these reasons, the CM&StP bridge over Minnehaha Creek does not meet Criterion C. Finally, because the CM&StP bridge over Minnehaha Creek is a relatively common design, and because plate-deck girders are a relatively well-documented property type, the bridge is not likely to provide significant new information and does not meet Criterion D. For these reasons, the CM&StP bridge over Minnehaha Creek is recommended as not eligible for listing in the NRHP.

[96] Stark et al. *Phases I and II of the Architectural History Investigation for the Midtown Greenway*.
[97] Schmidt et al., *Railroads in Minnesota, 1862-1956,* F-225.
[98] Ibid., F-226.

CM&StP Bridge over Minnehaha Creek, facing NE

CM&StP Bridge over Minnehaha Creek, facing NE

CM&StP Bridge over Minnehaha Creek, facing E

CM&StP Bridge over Minnehaha Creek, facing SE

4.2.3 Chicago, Milwaukee and St. Paul Bridge over Trunk Highway 100 (Bridge No. 5308)

Description

The CM&StP railroad bridge over TH 100 (Bridge No. 5308) in St. Louis Park is located in the NW ¼ of the NW ¼ of the SW ¼, Section 6, T28N, R24W. The bridge consists of two steel-beam spans, measuring 50.7 feet and 58.3 feet in length. Each span consists of a series of steel beams braced with perpendicular steel panels connected by riveted flanges. The outer sides of the span are steel plate through girders consisting of a series of rectangular panels formed by riveted flanges and cover plates positioned above and below the girder. The bottom cover plates of the girders are arched. A plate reads "American Bridge Company 1937." The decks are covered by the plate girders and a layer of earthen fill. Crushed granite ballast rests atop the fill and supports a set of tracks. Each span is supported by a reinforced-concrete abutment with slightly projecting, square end columns adorned with fluted panels. A reinforced-concrete, arched center pier supports both spans. Like the abutments, the pier has square end columns adorned with fluted panels. Approaches consist of earthen fill with reinforced-concrete retaining walls.

Historical Background

Bridge No. 5308 was built in 1937 as part of the TH 100 construction program. Also known as Lilac Way, TH 100 was built between 1936 and 1941 and was intended to be the western leg of the first vehicular beltway around the center cities of Minneapolis and St. Paul. Built by Mn/DOT with assistance from the federal Works Progress Administration (WPA), TH 100 was a significant transportation corridor. In addition, TH 100 embodied the principals of early to mid twentieth century highway design, including limited access through grade separation and on/off ramps (including an early cloverleaf interchange), and a beautification program that included lilac bushes, trees, and roadside parks.[99] The Lilac Way Historic District was found to be eligible for listing in the NRHP through a consensus determination between Mn/DOT and the SHPO in 1995. Since that time, TH 100 has been rebuilt and only some bridges and roadside parks remain.

Evaluation

Because the Lilac Way Historic District is no longer extant, Bridge No. 5308 was evaluated for individual eligibility. Although the bridge is associated with a significant construction program and with federal relief efforts during the 1930s, alone it does not convey the scale and significance of Lilac Way and would not meet Criterion A. Furthermore, the bridge is not directly associated with persons significant in history and does not meet Criterion B. The Minnesota railroads MPDF describes 19 conditions under which a railroad grade separation structure may meet Criterion C[100]. Bridge No. 5308 does not meet any of those conditions. The bridge is not early for steel beam spans, neither span is particularly long, and in crossing the highway, the bridge required no unusual engineering considerations (see Section 3.2.6). For these reasons, Bridge No. 5308 does not meet Criterion C. Finally, because the bridge is a relatively common design, and because steel beam spans are a relatively well-documented property type, the bridge is not likely to provide significant new information and does not meet Criterion D. For these reasons, Bridge No. 5308 is recommended as not eligible for listing in the NRHP.

CM&StP Bridge over Hwy 100, facing NW

CM&StP Bridge over Hwy 100, facing NW

[99] Scott B. Meyer et al. *Phases I and II Cultural Resources Investigations for the Trunk Highway 100 Reconstruction*. (The 106 Group Ltd. Submitted to the Minnesota Department of Transportation, 1995).
[100] Schmidt et al., *Railroads in Minnesota, 1862-1956*, F-225.

CM&StP Bridge over Hwy 100, facing W

CM&StP Bridge over Hwy 100, facing NW

4.3 MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILROAD ZONE

This survey zone consisted of the Minneapolis, Northfield and Southern (MN&S) railroad corridor within the project APE. The survey included the former railroad right of way and one railroad bridge. Table 3 summarizes the evaluated properties in the MN&S survey zone, and Figure 5 depicts the locations of the properties listed in, previously determined eligible for listing in, or currently recommended eligible for listing in the NRHP.

4.3.1 Minneapolis, Northfield and Southern Railroad Corridor

As discussed in Section 3.3.1 above, the Minneapolis, Northfield and Southern Auto Club Junction Extension railroad corridor as a whole was previously recommended not eligible for listing in the NRHP in a project report prepared in conjunction with the Minnesota Railroads MPDF.[101] This railroad was built during 1913 to 1915 to connect the Minneapolis, St. Paul, Rochester and Dubuque (MStPR&D) main line to the Luce Line and, later, to the Soo Line, giving the MStPR&D access to downtown Minneapolis and creating a second railroad belt line in the Twin Cities. The MN&S Auto Club Extension was not an early railroad, and it did not open a region of the state to settlement. Furthermore, it was not an influential component of the state's railroad network, and it did not make important connections or critical links within the state's railroad network. For these reasons, the previous study recommended that the MN&S Auto Club Extension did not meet the registration requirements of the Minnesota railroads MPDF and that the corridor was not eligible for listing in the NRHP. The results and recommendations of the previous study are incorporated by reference, and the MN&S Auto Club Junction Extension railroad corridor is recommended as not eligible for listing in the NHRP.

[101] Schmidt et. al. *Minnesota Statewide Historic Railroads Study Project Report.* (Summit Envirosolutions, Inc. and Arch3 LLC. Submitted to the Minnesota Department of Transportation, 2007), 42.

Table 3. Phase II Properties, Minneapolis, Northfield and Southern Railroad Zone

Property Name	Address	SHPO Inventory No.	NR Status	Project Segment
Minneapolis, Northfield and Southern Auto Club Junction Extension Railroad Corridor	St. Louis Park	HE-SLC-521	Recommended Not Eligible	4
Minneapolis, Northfield and Southern Auto Club Junction Extension Bridge	Over the Minneapolis and St. Louis and the Chicago, Milwaukee and St. Paul Railroads, St. Louis Park	HE-SLC-522	Recommended Not Eligible	4

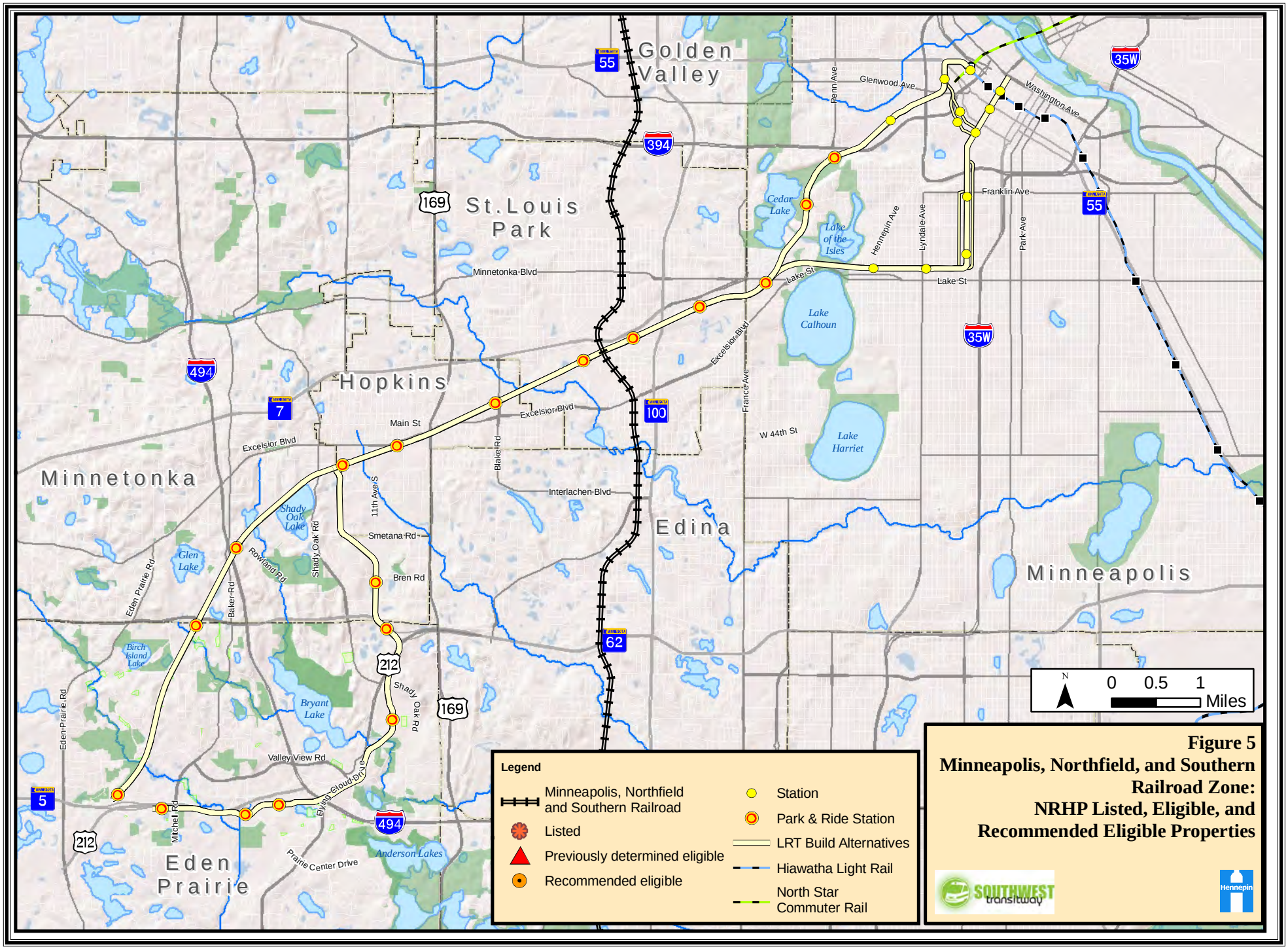
4.3.2 Minneapolis, Northfield and Southern Bridge

Description

The Minneapolis, Northfield and Southern (MN&S) Bridge over the Minneapolis and St. Louis and Chicago, Milwaukee and St. Paul railroads in St. Louis Park is located in St. Louis Park at Station 829+00 of the SW LRT corridor. The bridge is located in the SE ¼ of the SE ¼ of Section 17, T117N, R21W. Built circa 1915 to carry the MN&S over existing railroad right of way as part of the Auto Club Junction Extension, the bridge is a three-span grade separation that consists of two through-plate girders and a steel trestle. Earthen fill approaches are present on both ends of the grade separation, raising the MN&S roadbed to provide sufficient vertical clearance for the spans.

The southernmost span is the longest of the three and crosses over the former CM&StP railroad. This span is a steel through-plate girder approximately 70 feet in length with a 20-foot vertical clearance. It carries a single track on a timber ballasted deck. The span is supported by a concrete abutment with wingwalls on the south end, and the end of the girder rests on steel bed plates positioned on a deep ledge in the abutment. The north end of the span is supported by a solitary-column bent comprised of lattice-steel posts on concrete footings and steel cross bracing. The outer sides of the steel plate girders that form the sides of the bridge consist of a series of rectangular panels formed by riveted flanges and cover plates positioned above the girder. The ends of the plate girder are coved as they enclose narrower end panels.

The middle span crosses over the former M&StL railroad. This span is a steel through-plate girder approximately 50 feet in length and with a 20-foot vertical clearance. It carries a single track on a timber ballasted deck. Each end of the span is supported by a solitary-column bent comprised of lattice-steel posts on concrete footings and steel cross bracing. The south end bent is shared by the middle and southern spans. The outer sides of the steel plate girders that form the sides of the bridge consist of a series of nearly square panels formed by riveted flanges and cover plates positioned above the girder.



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Data: MnDOT, MnDNR, SHPO, Met Council, Summit EnviroSolutions

The north end of the plate girder is coved, and the south end is flush with the plate girder to the south.

The northern span is an approach span, extending from the raised roadbed of the MN&S. This span consists of two sets of paired steel I-beam stringers approximately 50 feet in length supported by a steel trestle. It carries a single track on a timber ballasted deck. The trestle is composed of lattice-steel bents with horizontal and diagonal cross bracing. The south end of the span shares the solitary column bent with the middle plate girder span, and the north end is supported on a concrete abutment with timber wingwalls.

Historical Background

MN&S Railroad Bridge in St. Louis Park was built between 1913 and 1915, when the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company built the 15-mile Auto Club Extension between its main line in Bloomington and a junction with the Soo Line in Crystal. The bridge in St. Louis Park crossing over the M&StL and CM&StP railroads was one of numerous bridges built as part of the Auto Club Junction Extension. The Auto Club Junction Extension was sold to a group of bondholders in 1917 and then to the MN&S in 1918.

Evaluation

Because the MN&S Bridge over the M&StL and CM&StP in St. Louis Park is not within a railroad corridor historic district it was evaluated individually as a grade separation structure. Per the guidelines in the Minnesota railroads MPDF, railroad grade separation structures will not individually meet NRHP Criterion A or B.[102] The MPDF furthermore describes 19 conditions under which a railroad grade separation structure may meet Criterion C.[103] The MN&S Bridge does not meet any of those conditions. The spans are not early for plate girders, are not long spans, and in crossing the other railroad corridors, required no unusual engineering considerations (see Section 3.2.6). For these reasons, the MN&S bridge does not meet Criterion C. Finally, because the MN&S Bridge is a relatively common design, and because plate girders are a relatively well-documented property type, the bridge is not likely to provide significant new information and does not meet Criterion D. For these reasons, the MN&S Bridge is recommended as not eligible for listing in the NRHP.

[102] Schmidt et al., Railroads in Minnesota, 1862-1956, F-225.
[103] Ibid., F-226.

MN&S Bridge, facing E

MN&S Bridge, facing SE

MN&S Bridge, facing E

MN&S Bridge, facing NE

MN&S Bridge, facing SE

MN&S Bridge, facing S

4.4 GREAT NORTHERN RAILROAD ZONE

This survey zone encompassed portions of four corridors historically associated with the Great Northern Railway Company or its predecessor companies: two alignments of the main line, the Hutchinson branch, and the Osseo branch. The alignments of the St. Paul, Minneapolis and Manitoba/Great Northern corridor (Manitoba corridor) and the St. Paul and Pacific corridor within the project APE were evaluated. Although the St. Paul and Pacific and the Manitoba railroads occupied the same space within a portion of the project APE, they were built and operated at different times and within different contexts. For this reason, the St. Paul and Pacific and the Manitoba railroad corridors were evaluated separately.

No visible expression remains of the Hutchinson branch within the project APE, and therefore, it was not documented. As discussed in Section 3.4.1, the Osseo Branch Line of the Great Northern was previously found to be eligible through a consensus determination by Mn/DOT and the SHPO. The Osseo Branch splits off of the main line at Lyndale Junction, which is in the project APE in the vicinity of the proposed Van White Station. Because the Osseo Branch is considered eligible for listing in the NRHP, the railroad corridor was not evaluated for eligibility during the current study. Note: although the Osseo Branch was previously evaluated, the corridor was not assigned a SHPO inventory at the time.[104] Table 4 summarizes the Phase II properties in the Great Northern survey zone, and Figure 6 depicts the locations of the properties listed in, eligible for listing in, and recommended eligible for listing in the NRHP.

Table 4. Phase II Properties, Great Northern Zone

Property Name	Address	SHPO Inventory No.	NR Status	Project Segment
St. Paul and Pacific Railroad Corridor[105]	Minneapolis	HE-MPC-16388	Recommended Not Eligible	A, C-1, C-2
St. Paul, Minneapolis and Manitoba/Great Northern Railroad Corridor	Minneapolis	HE-MPC-16387	Recommended Eligible	A, C-1, C-2
Hutchinson Branch Line of the St. Paul, Minneapolis and Manitoba/Great Northern	St. Louis Park and Hopkins	HE-SLC-027 HE-HOC-019	Recommended Not Eligible	4

[104] Schmidt, et al., *Phase I Cultural Resources Survey for the Stage Two Portion of the Near Northside Redevelopment Project*, 17.

[105] The St. Paul and Pacific and the Manitoba corridors are the same right of way from the Warehouse District to a point west of the proposed Penn Station, at which point the Manitoba corridor continues westward along the north side of Cedar Lake, and the St. Paul and Pacific turns southwest along the east side of Cedar Lake (paralleling the proposed LRT alignment).

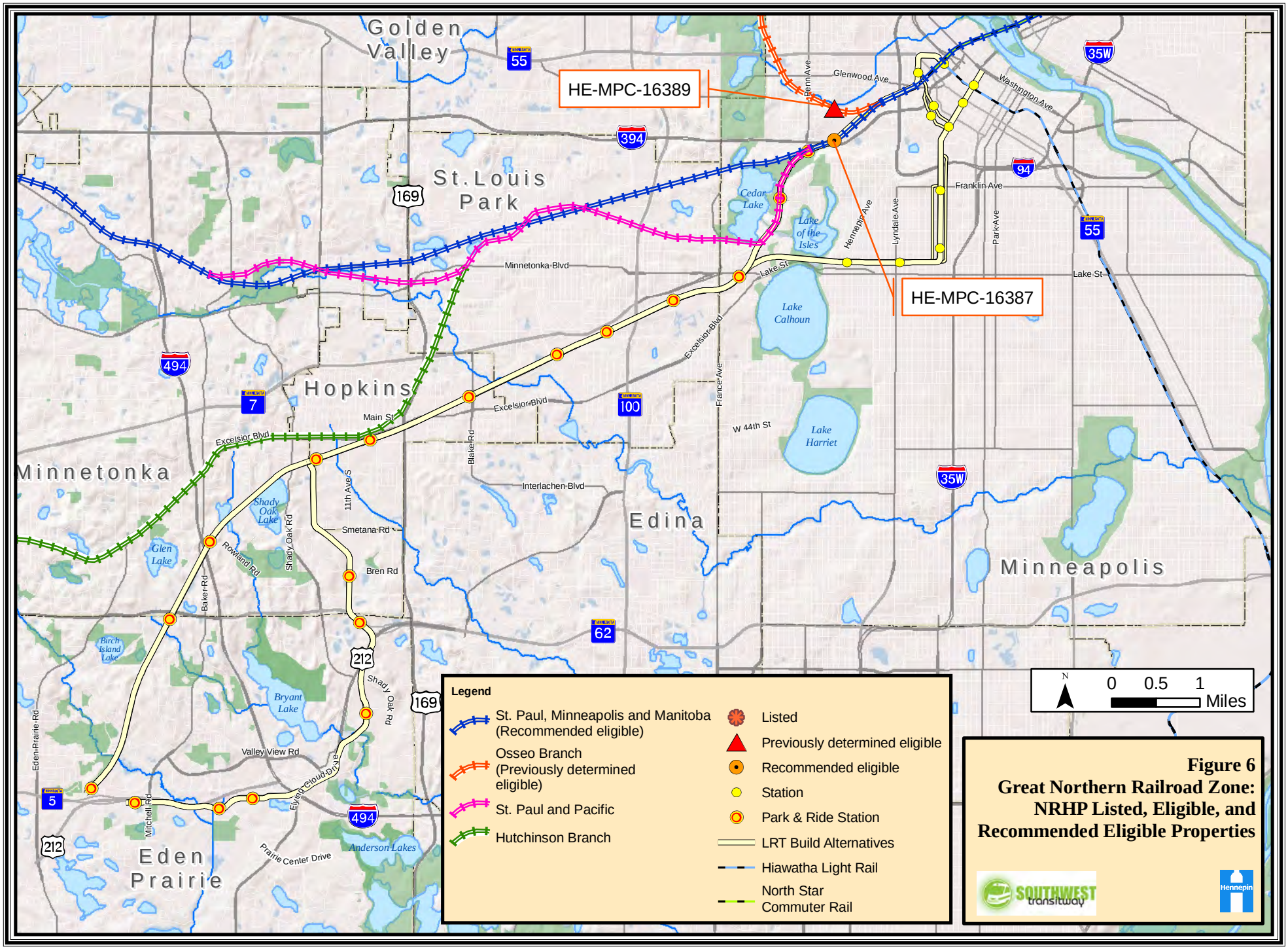

Figure 6
Great Northern Railroad Zone: NRHP Listed, Eligible, and Recommended Eligible Properties

Data: MnDOT, MnDNR, SHPO, Met Council, Summit EnviroSolutions

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4.4.1 St. Paul and Pacific Railroad Corridor

Within the project APE, the route of the original St. Paul and Pacific main line extended from N. 1st Street southwest to roughly the northeastern-most point of Cedar Lake. This portion of the St. Paul and Pacific corridor shares the alignment with the Manitoba corridor. The original St. Paul and Pacific corridor then trended south to follow the east shore of the lake, paralleling the later-built Minneapolis and St. Louis corridor (Figure 7). Beyond the APE, the route then headed west to follow the south shore of Cedar Lake, and then followed a curvilinear alignment west toward Wayzata. A portion of the St. Paul and Pacific line along the east shore of Cedar Lake is currently operated by the Twin City Western Railroad. [106]

Description

The St. Paul and Pacific corridor in Minneapolis crosses through a range of settings from the densely urban warehouse district to industrial properties west of Lyndale Avenue to residential properties in Kenwood. The exact amount of right of way owned by the St. Paul and Pacific is not clear; the later Great Northern right of way varied in width from approximately 100 feet to hundreds of feet at the railroad yards within the warehouse district and west of Lyndale Avenue. The M&StL had a parallel right of way adjacent to the St. Paul and Pacific on the south/east side. The former M&StL right of way is currently a recreational trail west of 12th Street, and has been redeveloped east of 12th Street.

The St. Paul and Pacific corridor in the warehouse district is depressed below the surrounding grades approximately 20 to 25 feet. The setting along the corridor is a mix of multiple-story, early twentieth century warehouse and commercial buildings, as well as later infill construction. Within this area, the corridor is in active use by BNSF and by the Northstar commuter rail. A number of bridges cross the corridor within the warehouse district area, but none of them is older than 45 years. The current railroad roadway profile within the depressed grade is a slightly raised roadbed with flanking ditches supporting a track structure consisting of modern crushed granite ballast, modern wood ties (heavy rail) and concrete ties (commuter rail), and modern steel rails.

Just west of Hiawatha Avenue, the commuter rail joins with the heavy rail, and a single track prevails. West of 12th Street, the depressed railroad roadway flattens out and is at grade with surrounding properties. The current railroad bed is slightly raised, and it supports a track structure of crushed granite ballast, wood ties, and steel rails. As noted above, in the vicinity of the proposed Van White Station, the Osseo Branch Line splits off to the northwest. Continuing west, the St. Paul and Pacific corridor crosses under I-394 and crosses through a broad, flat plane that once contained Great Northern and M&StL railroad yards. Currently, the only tracks are for the BNSF Railway Company. In the vicinity of the proposed Penn Station, the St. Paul and Pacific turns southwest, and the later Manitoba Minnetonka Cutoff main line continues west.

[106] Andreas 1874; Wright 1874; Warner 1879

As the original St. Paul and Pacific corridor turns southwest, it crosses through the Kenwood neighborhood. The roadbed is slightly raised and is flanked by shallow ditches. The right of way is flanked by trees and underbrush, beyond which are houses. The Twin City Western Railroad appears to operate on a portion of the former St. Paul and Pacific right of way before crossing to the former M&StL right of way. The segment of the original St. Paul and Pacific corridor along the east and south shore of Cedar Lake has been completely redeveloped such that there is no visible expression of the former railroad corridor.

Historical Background

A historic context for the St. Paul and Pacific Railroad is provided in Section 3.2.3 above. Grading for this version of the route began in 1865, while construction of the bridge over the Mississippi River was pending, and rails were laid in 1867.[107] The St. Paul and Pacific continued building its main line westward, reaching Wayzata later in 1867, Willmar in 1869, and Breckenridge in 1871. The St. Paul and Pacific's alignment had sharp curves and a circuitous route, as was common for nineteenth century railroads during their initial construction because they tended to go around obstacles rather than incur the expenses of bridging water features and filling and cutting grades. As railroads began earning revenues or were acquired by larger or better funded companies, they typically would upgrade their lines to increase operating efficiencies by straightening curves and reducing grades. This was the case with the St. Paul and Pacific when it was acquired by the Manitoba railroad in 1879.

After the Manitoba railroad built the Minnetonka Cutoff north of Cedar Lake during the early 1880s, the original St. Paul and Pacific corridor appears to have been used as a spur line along the east side of Cedar Lake. The portion of the corridor south of Cedar Lake and westward was sold off to surrounding land owners by 1886. The spur appears to have been discontinued during the 1890s.[108]

Evaluation

Per the guidelines in the Minnesota railroads MPDF, the St. Paul and Pacific corridor within the project APE was evaluated for its potential to contribute to a railroad corridor historic district that is eligible for listing in the National Register. Because the St. Paul and Pacific corridor west of Minneapolis was among the first railroads built in Minnesota and it was the first to extend directly westward, it would meet registration requirement number 1 in the Minnesota railroads MPDF.

> A railroad corridor historic district opened to settlement a region of the state with no, or virtually no, regional roads or navigable rivers by providing the only long-distance transportation option, and construction of

[107] Luecke; 7,11.
[108] Warner & Foote 1886; C. M. Foote & Co. Atlas of the City of Minneapolis. (Minneapolis: C. M. Foote & Co., 1890)..

> the railroad was followed by a significant increase in the rate of settlement.[109]

In order to be eligible for listing in the National Register, however, a railroad corridor must not only meet one of the registration requirements, it must also retain sufficient historic integrity to convey its historic significance, as described in the Minnesota railroads MPDF. Following the realignment of the Manitoba corridor during early 1880s, the St. Paul and Pacific corridor was abandoned. Since that time the former St. Paul and Pacific corridor has been completely redeveloped, such that there is no visible expression of the railroad corridor on the landscape. Therefore, all seven aspects of historic integrity have been compromised on the former St. Paul and Pacific corridor south and west of Cedar Lake. Furthermore, the critical linear quality of the corridor has been lost, and the segment south and west of Cedar Lake could not even be considered a non-contributing segment to a potential railroad corridor historic district. According to the terms of the Minnesota railroads MPDF, a railroad corridor historic district does not exist. For these reasons, the St. Paul and Pacific corridor is recommended as not eligible for listing in the NRHP.

4.4.2 St. Paul, Minneapolis and Manitoba/Great Northern Railroad Corridor

A portion of the GN Corridor was built by the St. Paul and Pacific Railroad Company (see Section 4.4.1 above). After 1879, when the Manitoba acquired the St. Paul and Pacific, but before 1882, the Manitoba rerouted the former St. Paul and Pacific main line. The new alignment split off from the original near the proposed Penn Station and continued west to follow the north shore of Cedar Lake (Figure 8). The circa 1880 alignment was later utilized by the Great Northern as its main line, and it remains an active line in use by BNSF Railway Company.

Description

The Great Northern Railroad corridor in Minneapolis crosses through a range of settings from the densely urban warehouse district to industrial properties west of Lyndale Avenue to residential properties in Kenwood. The former Great Northern right of way varied in width from approximately 100 feet to hundreds of feet at the railroad yards within the warehouse district and west of Lyndale Avenue. The M&StL had a parallel right of way adjacent to the Great Northern on the south/east side. The former M&StL right of way is currently a recreational trail west of 12th Street, and has been redeveloped east of 12th Street.

The Manitoba corridor in the warehouse district is depressed below the surrounding grades approximately 20 to 25 feet. The setting along the corridor is a mix of multiple-story, early twentieth century warehouse and commercial buildings, as well as later infill construction. Within this area, the corridor is in active use by BNSF Railway Company and by the Northstar commuter rail. A number of bridges cross the corridor within the warehouse district area, but none of them is older than 45 years. The railroad roadway profile within the depressed grade is a slightly raised roadbed with flanking ditches

[109] Schmidt et al., *Railroads in Minnesota, 1862-1956*, F-195.

supporting a track structure consisting of modern crushed granite ballast, modern wood ties (heavy rail) and concrete ties (commuter rail), and modern steel rails.

Just west of Hiawatha Avenue, the commuter rail joins with the heavy rail, and a single track prevails. West of 12th Street, the depressed railroad roadway flattens out and is at grade with surrounding properties. The roadbed is slightly raised, and it supports a track structure of crushed granite ballast, wood ties, and steel rails. As noted above, in the vicinity of the proposed Van White Station, the Osseo Branch Line splits off to the northwest. Continuing west, the Manitoba corridor crosses under I-394 and crosses through a broad, flat plane that once contained Great Northern and M&StL railroad yards. Currently, the only tracks are for the BNSF railroad. In the vicinity of the proposed Penn Station, the original St. Paul and Pacific main line splits off to the southwest and the Manitoba Minnetonka Cutoff continues west. The railroad roadway and setting of the Minnetonka Cutoff within the project APE is similar to the main line east of the split.

Historical Background

Sometime between 1879 and 1882, the Manitoba rerouted the former St. Paul and Pacific railroad at Cedar Lake to follow the north shore of the lake (see Figure 13). This reroute was known as the Minnetonka Cutoff, because it provided a more direct route between Minneapolis and Minnetonka. From there, and beyond the APE, the corridor was substantially straightened en route to Wayzata.[110] The route alteration was completed to affect a more direct route to Wayzata and points beyond. The new alignment allowed the Manitoba to haul more efficiently wheat to the growing Minneapolis milling district, passengers to and from the growing tourist destination of Lake Minnetonka, and a variety of other freight to and from the growing Minneapolis warehouse district. [111]

Evaluation

Per the guidelines in the Minnesota railroads MPDF, the Manitoba corridor within the project APE was evaluated for its potential to contribute to a railroad corridor historic district that is eligible for listing in the National Register. The railroad corridor meets registration requirement number 2 in the Minnesota railroads MPDF:

> A railroad corridor historic district provided transportation between a significant class of resource… and an important transfer point or terminal market for commodities, products, or services. Furthermore, the railroad corridor historic district either established a railroad connection that did not previously exist or served as the dominant transportation corridor, and

[110] *St. Paul Minneapolis and Manitoba Railway Right-of-Way Plat Map*, August 29, 1882, *Great Northern Railway Corporate Records, 1854-1970*, held at the MHS; Warner & Foote 1886; C. M. Foote & Co. Map of Ramsey and Hennepin Counties: With Adjacent Portions of Anoka, Wright, Carver, Scott, Dakota & Washington Counties, Minnesota. (Minneapolis: C. M. Foote & Co., 1890).

[111] Thelma Jones, *Once Upon a Lake*, (Minneapolis: Ross and Haines, Inc., 1957).; Luecke, 56-57; Robert C. Vogel, *Historical and Architectural Resources of Wayzata, Minnesota*. (Robert C. Vogel Associates: Submitted to the City of Wayzata, 2003).

> establishment of the connection was followed by a significant expansion of an industrial, commercial, or agricultural practice.[112]

In addition, the Manitoba/Great Northern corridor meets registration requirement number 3, "A railroad corridor historic district was an influential component of the state's railroad network, or it made important early connections within the network or with other modes of transportation."[113]

When the Manitoba railroad acquired the St. Paul and Pacific railroad, the new company under the direction of James J. Hill aggressively expanded its network in the Red River Valley and then throughout the state. The Manitoba's main line corridor connected the Minneapolis milling district with Red River Valley wheat farms, which by the early 1880s were pioneering industrial production of wheat. As the dominant railroad in the Red River Valley during the 1880s and 1890s and with a direct connection into the Minneapolis milling district via its main line, the Manitoba railroad corridor was a significant factor in the development of the Minneapolis flour milling industry.

After formation of the Great Northern Railway Company in 1889, the new company began leasing the Manitoba's tracks during the following year. Three years later in 1893, the Manitoba, under lease to the Great Northern, completed its transcontinental line to Puget Sound. The main line continued to be operated under lease until the Great Northern formally acquired the Manitoba in 1907. Although the Manitoba and Great Northern built and operated additional main lines in Minnesota, the original main line, or Breckenridge Division as it came to be known, remained an important component in the Great Northern's and the state's railroad network. As the most direct route into Minneapolis and as a segment of the Great Northern's transcontinental route, this corridor helped to solidify Minneapolis and St. Paul as the commercial, financial, and manufacturing center of an area extending from eastern Wisconsin to central Montana. Although its importance began to wane by the 1920s due to competition from automobiles and trucks, the Great Northern's transcontinental route remained a vital component of Minnesota's and the region's transportation network into the 1950s.

For the above stated reasons, the St. Paul, Minneapolis and Manitoba/Great Northern Main Line Railroad Corridor Historic District meets National Register Criterion A. The period of significance of the proposed railroad corridor historic district is 1880 to 1956. This represents the period from the acquisition and re-alignment by the Manitoba to the end of the historical significance of railroad in Minnesota, as defined in the Minnesota Railroads MPDF.

In order to be eligible for listing in the National Register, a railroad corridor must not only meet one of the registration requirements, it must also retain sufficient historic integrity to convey its historic significance, as described in the Minnesota railroads MPDF. The Manitoba corridor follows the alignment of the early 1880s reroute, and in

[112] Schmidt et al., *Railroads in Minnesota, 1862-1956,* F-195.
[113] Ibid., F-195.

this sense retains integrity of location. The design, materials, and workmanship of the railroad corridor are consistent with a railroad from the early twentieth century and, therefore, fall within the period of significance. The corridor within the APE crosses through urban developments dating from the late nineteenth to early twentieth century, and therefore, the setting is compatible. The corridor also retains integrity of feeling and association.

The boundaries of the proposed St. Paul, Minneapolis and Manitoba/Great Northern Main Line Railroad Corridor Historic District extend well beyond the project APE. The eastern boundary should be extended across the Mississippi River to include the bridge at Nicollet Island. The north and south boundaries of the district are defined as the historic right of way. The western boundary will extend across the state to Breckenridge. In addition to being at the Minnesota-North Dakota state line, Breckenridge was the terminus of the railroad line from 1871 (St. Paul and Pacific) until the Manitoba began building west of Breckenridge in 1880. Furthermore, Breckenridge became a division point on the Great Northern's transcontinental route, and the line between Willmar and Breckenridge was known as the Breckenridge Division.

A comparison of the current alignment with the historic alignment utilizing Google Earth and historical maps indicates that the corridor retains sufficient linear quality and integrity of location for a historic district to be present. The portion of the St. Paul, Minneapolis and Manitoba/Great Northern Main Line Railroad Corridor Historic District within the project APE is recommended as a contributing segment of the larger railroad corridor historic district.

4.4.3 Hutchinson Branch Line

Description

The Hutchinson Branch Line split off from the main line at Hutchinson Junction about 2 miles west of Cedar Lake in Section 8. The railroad ran on a southwesterly route into Hopkins. Within the project APE, the route of the Hutchinson Branch Line followed the route of present-day Excelsior Boulevard from its intersection with TH 169 west to a point just east of its intersection with Shady Oak Road. [114] The line then ran west to the town of Excelsior on the south shore of Lake Minnetonka and continued on to Hutchinson.

Historical Background

The portion of the Hutchinson Branch Line between Hopkins and Excelsior was originally built by the Minneapolis Lyndale and Minnetonka Railway, which used a narrow-gauge track to carry steam-powered trains from Minneapolis to Lake Minnetonka. This passenger line was completed in the summer of 1882 to tap into the heavy tourist traffic between Minneapolis and Lake Minnetonka. [115] By 1886, the

[114] C. M. Foote and Co. 1890; John W. Diers, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, (Minneapolis: University of Minnesota Press, 2007), 80.

[115] Olson, 67; 72-73; Aaron Isaacs, *Trains, Trolleys, and Steamboats*, (Available online at http://www.trolleyride.org/ ESL_Main/history.html, 2010).

CM&StP had begun construction of a branch line from Glencoe on its Hastings and Dakota Division main line to Hutchinson. The branch line crossed lands between the CM&StP main line and the Manitoba's main line that previously had been neutral, unserviced territory. In response, the Manitoba acquired the Minneapolis Lyndale and Minnetonka right-of-way west of Hopkins and converted it to standard-gauge track as part of a 53-mile branch line extending from the main line at Hutchinson Junction to Hutchinson. Construction was completed in December of 1886. [116]

In 1900, when the Great Northern was leasing the Manitoba, the Great Northern sought to decrease the mileage of its route to Hutchinson by building the Spring Park to St. Bonifacius branch line between the Hutchinson and Wayzata-to-Spring Park branches (around the north and west side of Lake Minnetonka). The Great Northern subsequently removed the track from the Hutchinson branch east of St. Bonifacius in 1901 and sold the right of way between Hopkins and Lake Minnetonka to the Twin Cities Rapid Transit Company, which then established streetcar service (Luecke 1997:87). After abandoning the southerly route around Lake Minnetonka, the Great Northern maintained a lead (a short branch line) between Hutchinson Junction on its main line and Hopkins. The Hutchinson Lead was later abandoned and has been redeveloped.

Evaluation

Within the project APE, the Hutchinson branch line has been redeveloped such that there is no visible expression of the former railroad corridor, and its historic integrity has been compromised in all aspects. According to the terms of the Minnesota railroads MPDF, a railroad corridor historic district does not exist. For this reason, the Hutchinson branch line has no potential to be eligible for listing in the NRHP.

Manitoba/Great Northern Corridor west of Lyndale Jct, facing W

Manitoba/Great Northern Corridor at Lyndale Jct, facing W

[116] Luecke, 86-87; Isaacs, *Trains, Trolleys and Steamboats*.

Manitoba/Great Northern Corridor at I-394, facing E

Manitoba/Great Northern Corridor near 2nd Avenue North, facing E

5.0 RECOMMENDATIONS

The railroad zones survey resulted in the documentation of all railroad-built buildings and structures over 45 years old within the project APE. Table 5 summarizes the railroad properties previously evaluated for NRHP eligibility and those evaluated at the Phase II level for the current study. One property within the Railroads Zone is individually listed in the NRHP, and 10 properties are contributors to a historic district listed in the NRHP. A total of four properties have a previous finding of NRHP eligibility, and one property was previously found to be not eligible. As part of the current study, two properties are recommended eligible for listing in the NRHP, and 11 properties are recommended as not eligible.

Table 5. Recommendations for Railroad Zone Properties

Property Name	Address	SHPO Inventory No.	NR Status or Recommendation	Project Segment
Minneapolis and St. Louis Railroad				
Minneapolis and St. Louis Railroad Corridor	Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis	HE-EPC-266, HE-MKC-316, HE-HOC-341, HE-SLC-516, HE-MPC-16375	Recommended Not Eligible	1, 3, 4, A, C-1, C-2
Minneapolis and St. Louis Railroad Culvert	Over Purgatory Creek, Eden Prairie	HE-EPC-267	Recommended Not Eligible	1
Minneapolis and St. Louis Railroad Depot	Hopkins	HE-HOC-14	Recommended Eligible	4
Minneapolis and St. Louis Railroad Bridge	Over Minnehaha Creek, Hopkins	HE-HOC-342	Recommended Not Eligible	4
Minneapolis and St. Louis Railroad Bridge	Over TH 100, St. Louis Park	HE-HOC-517	Recommended Not Eligible	4
Minneapolis and St. Louis Railroad Bridges	Over Kenilworth Canal, Minneapolis	HE-MPC-01850 HE-MPC-01851	Recommended Not Eligible	A
Chicago, Milwaukee and St. Paul Railroad				
Chicago, Milwaukee and St. Paul Railroad Corridor	Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis	HE-EPC-078, HE-MKC-317, HE-HOC-344, HE-SLC-518, HE-MPC-16376	Previously Not Eligible With Concurrence	1, 3, 4, A, C-1, C-2
Chicago, Milwaukee and St. Paul Railroad Depot	Hopkins	HE-HOC-345	Recommended Not Eligible	4
Chicago, Milwaukee and St. Paul Railroad Bridge	Over Minnehaha Creek, Hopkins	HE-HOC-346	Recommended Not Eligible	4

Property Name	Address	SHPO Inventory No.	NR Status	Project Segment
Chicago, Milwaukee and St. Paul Railroad Depot	St. Louis Park	HE-SLC-008	NR Listed	4
Chicago, Milwaukee and St. Paul Railroad Bridge	Over TH 100, St. Louis Park	HE-SLC-520	Recommended Not Eligible	4
Grand Rounds Historic District, Bridge (Mn/DOT No. 90661)	Over Dean Parkway, Minneapolis	HE-MPC-05341	Previous Finding of Eligibility	C-1, C-2
Grand Rounds Historic District, Bridge (Park Board Bridge No. 2; Mn/DOT No. 93809)	Over Lake of the Isles-Lake Calhoun Channel, Minneapolis	HE-MPC-01835	Previous Finding of Eligibility	C-1, C-2
Grand Rounds Historic District, Bridge (Mn/DOT No. L5728)	Over Knox Avenue (E. Calhoun Parkway), Minneapolis	HE-MPC-05335	Previous Finding of Eligibility	C-1, C-2
Grade Separation Historic District	Minneapolis	HE-MPC-9959	NR Listed Historic District	C-1, C-2
Minneapolis, Northfield and Southern Railroad				
Minneapolis, Northfield and Southern Auto Club Junction Extension Railroad Corridor	St. Louis Park	HE-SLC-521	Recommended Not Eligible	4
Minneapolis, Northfield and Southern Auto Club Junction Extension Bridge	Over the Minneapolis and St. Louis and the Chicago, Milwaukee and St. Paul Railroads, St. Louis Park	HE-SLC-522	Recommended Not Eligible	4
Great Northern Railroad				
St. Paul, Minneapolis and Manitoba Railroad Corridor	Minneapolis	HE-MPC-16387	Recommended Eligible	A, C-1, C-2
St. Paul and Pacific Railroad Corridor	Minneapolis	HE-MPC-16388	Recommended Not Eligible	A, C-1, C-2
Osseo Branch Line of the St. Paul, Minneapolis and Manitoba/Great Northern	Minneapolis	HE-MPC-16389	Previous Finding of Eligibility	A
Hutchinson Branch Line of the St. Paul, Minneapolis and Manitoba/Great Northern	St. Louis Park and Hopkins	HE-SLC-027 HE-HOC-019	Recommended Not Eligible	A

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APPENDIX A: RESEARCH DESIGN

APPENDIX B: PHASE I SURVEY PROPERTIES

Note: the architecture history reports for the Minneapolis and Suburban Zones each include a table of Phase I survey properties. Because all of the properties in the Railroads Zone were evaluated at the Phase II level, a Phase I table has not been included in this report. See Chapter 5 Recommendations for a table of the Railroads Zone properties.