

**PHASE I AND II ARCHITECTURAL HISTORY SURVEY FOR THE
NORTHERN LIGHTS EXPRESS PROJECT,
ANOKA, CARLTON, HENNEPIN, ISANTI, KANABEC,
PINE, AND ST. LOUIS COUNTIES, MINNESOTA,
AND DOUGLAS COUNTY, WISCONSIN**

VOLUME I

**Minnesota S.P. No. TCP-NLX-12A
MnDOT Contract No. 99517
Minnesota SHPO File No. 2010-0080
Wisconsin SHPO File No. 12-0089/DG**

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Wisconsin SHPO File No. 12-0089/DG
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The 106 Group Project No. 1226-1333 (MN) & 1226-1334 (WI)**

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MANAGEMENT SUMMARY

The Minneapolis-Duluth/Superior Passenger Rail Alliance (Alliance) is proposing to construct the Northern Lights Express (NLX) project, a high-speed passenger railroad from the Twin Cities to the Duluth/Superior area. The Alliance has identified a preferred route alternative which follows the existing Burlington Northern Santa Fe Railway (BNSF) corridor from the station in Minneapolis (MTI) northeast to Union Depot in Duluth. Route No. 9, the preferred alternative, is a 151-mile corridor that roughly parallels State Highway 65 and 23 through Hennepin, Anoka, Isanti, Kanabec, Pine, Carlton, Douglas (Wisconsin), and St. Louis counties and terminates in Duluth.

The proposed project is receiving funding from the Federal Railroad Administration (FRA) and therefore, must comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). The Minnesota Department of Transportation (MnDOT) is acting as the responsible government unit at the state level.

In 2009-2010, The 106 Group Ltd. (106 Group) conducted a cultural resources literature review for the five proposed alternatives to aid in analyzing and selecting a preferred alternative. The cultural resources literature review consisted of a review of the Minnesota and Wisconsin State Historic Preservation Offices (SHPO) records to identify known archaeological sites and architecture history resources along each route alternative. Specifically, the review included those resources that are listed in or may be eligible for listing in the National Register of Historic Places (NRHP) and known Native American mounds sites that will likely require additional cultural resources review and consultation, and may hinder the use of a particular route. In addition, a Phase I architectural history desktop review was completed of the historic railroad lines for each route alternative to determine if they are *potentially* eligible for inclusion in the NRHP, as well as to identify possible railroad-related resources within the right-of-way (ROW) that may contribute to a line's potential historical significance.

In 2011, after the preferred alternative (Route No. 9) was selected, the 106 Group developed an area of potential effect (APE) in consultation with the MnDOT Cultural Resources Unit (CRU). The APE for architectural history resources accounts for any physical, auditory, or visual impacts to historic properties. The APE includes approximately 19,316.47 acres (7,817.11 hectares).

This current investigation, which began in the fall of 2011, included a Phase I architectural history survey in order to identify all architectural history properties within the APE that are *potentially* eligible for inclusion in the NRHP. The architectural history survey was conducted under contract with MnDOT for the Minnesota portion of the route and SRF Consulting Group, Inc. for the Wisconsin portion of the route, on behalf of the Alliance. All architectural history resources constructed in 1966 or prior were documented during the survey. Saleh Miller, M.S., served as principal investigator for architectural history.

During the Phase I architectural history survey, the 106 Group documented 1,823 properties within the APE for Route No. 9 (1,597 in Minnesota and 226 in Wisconsin). Of these 1,823 properties, 23 currently extant architectural history properties (21 in Minnesota and two in Wisconsin) located within the APE have been previously listed or determined eligible for listing in the NRHP by the SHPO's. Eleven of these properties have been listed in the NRHP, including two historic districts which encompass 68 associated properties that are located within the APE. The 12 determined eligible properties consist of railroad corridors, bridges, and ore docks.

Of the remaining 1,732 properties, 31 individual properties (six of which were also evaluated as part of a potential district), two non-railroad historic districts (encompassing 31 resources in total, one of which is also individually listed in the NRHP), seven railroad bridges that are associated with previously determined eligible railroad corridor historic districts, and five railroad corridor historic districts (encompassing 37 railroad-related resources in total) were recommended as *potentially* eligible during the Phase I survey and therefore a Phase II evaluation was conducted for these properties. The remaining 1,625 properties (1,409 in Minnesota and 216 in Wisconsin) were recommended as not eligible due to a lack of historical significance and/or a loss of integrity.

Subsequently, in 2012-2013 a Phase II architectural history evaluation was conducted for all of the recommended *potentially* eligible properties that were identified in the Phase I survey that have potential for inclusion in the NRHP. The architectural history evaluation was conducted under contract with MnDOT for the Minnesota portion of the route and SRF Consulting Group, Inc. for the Wisconsin portion of the route, on behalf of the Alliance. During the Phase II architectural history evaluation, three railroad corridor historic districts (encompassing 33 railroad-related resources) and 11 individual properties (one of which is also a railroad-related resource within a recommended eligible railroad corridor historic district) were recommended as eligible for listing in the NRHP. Of the seven railroad bridges that are associated with previously determined eligible railroad corridor historic districts, six were recommended as contributing and one as non-contributing. The two non-railroad historic districts (encompassing 31 resources in total), two railroad corridor historic districts (encompassing four railroad-related resources in total), and 19 individual properties (five of which were also evaluated as a resource within one of the not eligible districts) were recommended as not eligible for listing in the NRHP. The individual eligibility of one property (PN-FNT-009) could not be determined due to a lack of access to the property.

The Keeper of the NRHP considers linear resources such as railroads, pipelines, and highways to potentially be historic resources and has listed a number of railroads and highways in the NRHP. However, the SHPO in the two states through which the proposed project passes have varying approaches to documenting and considering linear resources such as railroads. The Minnesota SHPO considers railroads, as well as their associated above-ground features, to be architectural history resources. The Wisconsin SHPO does not consider railroads to be cultural resources and, therefore, does not include them in its state architectural history or archaeology databases. However, the Wisconsin SHPO does consider above-ground properties associated with railroads, such as depots or bridges as cultural resources and does include them in its state architectural history inventory. Therefore, in

order to maintain consistency in reporting across all portions of this multi-state project and to ensure compliance with federal regulations, railroads have been included in this evaluation. Since the bulk of the proposed project area is located in Minnesota and the MnDOT is acting as the responsible government unit at the state level, the report structure follows the Minnesota SHPO guidelines by including all linear resources in sections relating to architectural history. In addition, railroad and rail-related resources were evaluated within the *National Register of Historic Places Multiple Property Documentation Form: Railroads in Minnesota, 1862-1956* due to overlapping rail corridors in both states, with the majority located in Minnesota, and again to maintain consistency in reporting and evaluation of historic resources.

TABLE OF CONTENTS

MANAGEMENT SUMMARY	i
LIST OF FIGURES	vii
LIST OF TABLES	ix
1.0 INTRODUCTION	11
1.1 PROJECT DESCRIPTION.....	12
1.2 PURPOSE OF CURRENT INVESTIGATION.....	12
2.0 METHODS	15
2.1 OBJECTIVES	15
2.2 AREA OF POTENTIAL EFFECT.....	15
2.3 BACKGROUND RESEARCH.....	19
2.4 ADDITIONAL RESEARCH	19
2.5 INVENTORY FORMS.....	19
2.6 EVALUATION.....	20
3.0 LITERATURE SEARCH	21
3.1 PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES LOCATED WITHIN THE APE FOR THE NLX PREFERRED ALTERNATIVE, ROUTE NO. 9.....	21
3.2 PREVIOUSLY DETERMINED ELIGIBLE RAILROAD CORRIDOR HISTORIC DISTRICTS WITH NEWLY IDENTIFIED RAILROAD-RELATED RESOURCES LOCATED IN THE PROJECT APE	26
3.2.1 <i>St. Paul, Minneapolis & Manitoba / Great Northern Railroad Corridor, HE-MPC-16387</i>	26
3.2.2 <i>St. Paul & Northern Pacific Railway / Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District, HE-MPC-17694</i>	28
3.2.3 <i>Minneapolis & Pacific Railway Company / Minneapolis, St. Paul & Sault Ste. Marie Railway / Soo Line Railroad / Canadian Pacific Railway, HE-MPC-17264</i>	30
4.0 HISTORICAL CONTEXTS	33
4.1 CULTURAL HISTORY OVERVIEW	33
4.2 MINNESOTA STATEWIDE CONTEXTS	33
4.2.1 <i>Euro-American Farms in Minnesota, 1820-1960</i>	33
4.2.2 <i>Railroad Development in Minnesota, 1862-1956</i>	34
4.2.3 <i>Railroads and Agricultural Development, 1870-1940</i>	35
4.2.4 <i>Urban Centers, 1870-1940</i>	35
4.2.5 <i>Northern Minnesota Lumbering, 1870-1930s</i>	36
4.2.6 <i>Minnesota Iron Ore Industry, 1880s-1945</i>	36
4.2.7 <i>Hydroelectric Generating Facilities in Minnesota, 1881-1928</i>	37
4.2.8 <i>Minnesota Rural Public Education, 1849-1971</i>	38
4.3 MINNESOTA GEOGRAPHICAL CONTEXTS	40
4.3.1 <i>Hennepin County</i>	40
4.3.2 <i>Anoka County</i>	41
4.3.2.1 <i>Twin Cities Region: Minneapolis, Fridley, and Coon Rapids</i>	42
4.3.3 <i>Isanti County</i>	44
4.3.4 <i>Kanabec County</i>	44
4.3.5 <i>Pine County</i>	45
4.3.5.1 <i>Hinckley Fire of 1894</i>	45
4.3.6 <i>Carlton County</i>	46
4.3.7 <i>St. Louis County</i>	47
4.3.7.1 <i>Duluth</i>	48

4.3.8	<i>Minnesota Railroad Towns</i>	48
4.4	PROPERTY SPECIFIC CONTEXTS	49
4.4.1	<i>Industrial Transportation in the Twin Ports</i>	49
4.4.2	<i>Dairy Industry in Northeast Minnesota</i>	51
4.4.3	<i>Potato Industry in Northeast Minnesota</i>	51
4.4.4	<i>Water Supply and Waste Disposal in the Twin Cities</i>	52
4.5	WISCONSIN STATEWIDE CONTEXTS.....	54
4.5.1	<i>Transportation: Later Rail Lines, 1868-Present</i>	54
4.6	WISCONSIN GEOGRAPHICAL CONTEXTS.....	54
4.6.1	<i>Douglas County</i>	54
4.6.1.1	Superior.....	55
5.0	PHASE I ARCHITECTURAL HISTORY RESULTS	56
5.1	RECOMMENDED POTENTIALLY ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES	56
5.2	RECOMMENDED NOT ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES	56
6.0	PHASE II ARCHITECTURAL HISTORY RESULTS	57
6.1	RECOMMENDED ELIGIBLE PROPERTIES.....	57
6.1.1	<i>Northern Pump Co. / Northern Ordnance Plant, AN-FRC-177</i>	60
6.1.1	<i>Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant, AN-FRC-178</i>	73
6.1.2	<i>Cedar Potato Warehouse, AN-OKG-005</i>	86
6.1.3	<i>Northrup, King & Company Complex, HE-MPC-3788</i>	90
6.1.4	<i>Northwestern Casket Company, HE-MPC-3792</i>	100
6.1.5	<i>Isanti Farmers Creamery Cooperative, LA-ISC-002</i>	107
6.1.6	<i>Askov Great Northern Passenger Depot, PN-ASC-005</i>	112
6.1.7	<i>Askov American Building, PN-ASC-056</i>	115
6.1.8	<i>Kerrick Cheese Factory & Creamery, PN-KEC-002</i>	122
6.1.9	<i>North Western-Hanna Coal Dock No. 5, SL-DUL-0012</i>	125
6.1.10	<i>Great Northern Power Company / Minnesota Power & Light Company / Minnesota Power Substation, SL-DUL-0191</i>	130
6.1.11	<i>Duluth Short Line Railway / St. Paul & Duluth Railroad / Northern Pacific Railway “Grassy Point Line” (St. Paul Division, 10th Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, LST&T Junction to West Duluth Junction Railroad Corridor Historic District, SL-XRR-003 & Field No. 1864</i>	135
6.1.12	<i>Great Northern Railway and Northern Pacific Railway, Minneapolis Junction to Sank Rapids Double-Track Railroad Corridor Overlay Historic District, XX-RRD-011</i>	142
6.1.13	<i>Eastern Railway Company of Minnesota / Great Northern Railway (Mesabi Division, 1st Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway (Hinckley Subdivision), Duluth to Coon Creek Junction Railroad Corridor Historic District, XX-RRD-002, AHI# 155543, & AHI# 155262</i>	155
6.2	RECOMMENDED NOT ELIGIBLE PROPERTIES	172
6.2.1	<i>Cedar Creamery, AN-OKG-008</i>	174
6.2.2	<i>LaBlanc House, HE-MPC-2138</i>	179
6.2.3	<i>Broadway and Quincy Industrial Area, HE-MPC-5284</i>	182
6.2.4	<i>Northtown Yard, HE-MPC-17243</i>	189
6.2.5	<i>First National Bank of Braham, LA-BRA-083</i>	204
6.2.6	<i>Cambridge Potato Warehouses, LA-CBC-007</i>	208
6.2.7	<i>Fire Lookout Tower & Commercial Building, LA-CBC-097</i>	212
6.2.8	<i>House & Outbuildings, LA-CBC-072</i>	215
6.2.9	<i>Grandy School, LA-CBT-001</i>	218
6.2.10	<i>Carlson Brothers Store / Commercial Building, LA-LAC-062</i>	223
6.2.11	<i>Governor Hjalmar Petersen House, PN-ASC-008</i>	225

6.2.12 Partridge Store, PN-ASC-055.....	230
6.2.13 Askov Commercial Area, PN-ASC-064.....	233
6.2.14 Sandstone Masonic Temple, PN-SSC-009.....	238
6.2.15 Quarryman's State Bank / Security State Bank of Sandstone / Sandstone State Bank / Gas Light Bar, PN-SSC-013.....	242
6.2.16 New Theater / Vogue Theater / Midwest Country Music Theater, PN-SSC-045.....	244
6.2.17 Drugstore / Sandstone Collection Building, PN-SSC-063.....	246
6.2.18 Reinholdson Building, PN-SSC-064.....	248
6.2.19 Cutler & Gilbert Company Complex, SL-DUL-0051.....	250
6.2.20 Superior Wood Products Company Complex, SL-DUL-0053.....	256
6.2.21 Duluth Transfer Railway / Northern Pacific Railway (St. Paul Division, 3 rd Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Berwind Junction to Duluth Railroad Corridor, SL-XRR-005.....	260
6.2.22 17 th Street Railroad Yard, Field No. 1670.....	264
6.2.23 Northern Pacific Railway (St. Paul Division, 4 th Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Village of South Superior to LST&T Junction Railroad Corridor, Field No. 1863.....	273
6.3 UNDETERMINED PROPERTY.....	279
6.3.1 Farmstead, PN-FNT-009.....	280
7.0 RECOMMENDATIONS.....	288
8.0 REFERENCES CITED.....	289

APPENDIX A: APE RATIONALE

APPENDIX B: RESULTS GRAPHICS

APPENDIX C: PHASE I NOT ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES

APPENDIX D: PROJECT PERSONNEL

LIST OF FIGURES

FIGURE 1. PROJECT LOCATION.....	14
FIGURE 2. PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES WITHIN THE NLX APE.....	25
FIGURE 3. ST. PAUL, MINNEAPOLIS & MANITOBA / GREAT NORTHERN RAILROAD CORRIDOR CROSSING THE WEST CHANNEL OF THE MISSISSIPPI RIVER, FACING NORTH	26
FIGURE 4. ST. PAUL & NORTHERN PACIFIC RAILWAY / NORTHERN PACIFIC RAILWAY, MINNEAPOLIS TO ST. PAUL RAILROAD CORRIDOR HISTORIC DISTRICT CROSSING OVER BRIDGE NO. 92333, FACING NORTHWEST.....	29
FIGURE 5. MINNEAPOLIS & PACIFIC RAILWAY COMPANY / MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY / SOO LINE RAILROAD / CANADIAN PACIFIC RAILWAY CROSSING OVER BRIDGE NO. 5584, FACING NORTHWEST	31
FIGURE 6. RECOMMENDED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES	59
FIGURE 7. NORTHERN ORDNANCE PLANT (AN-FRC-177) ON CURRENT AERIAL PHOTOGRAPH, PROPERTY BOUNDARY IDENTIFIED BY RED LINE (GOOGLE 2012).....	60
FIGURE 8. NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTH.....	61
FIGURE 9. OFFICE BUILDING, NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTH	61
FIGURE 10. SMOKESTACKS, NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTHEAST.....	63
FIGURE 11. MANUFACTURING, RESEARCH, AND ENGINEERING BUILDING, NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTHEAST	64
FIGURE 12. NORTHERN ORDNANCE PLANT (AN-FRC-177) ON 1947 HISTORICAL AERIAL PHOTOGRAPH, CURRENT PROPERTY BOUNDARY IDENTIFIED BY RED LINE (ASCS 1947).....	65
FIGURE 13. FRIDLEY WATER FILTRATION PLANT (AN-FRC-178)	74
FIGURE 14. FILTRATION PLANT, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING NORTHWEST.....	75
FIGURE 15. CHLORINATION AND DISINFECTING BUILDING, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING SOUTHEAST.....	76
FIGURE 16. SOFTENING PLANT, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING NORTHEAST.....	77
FIGURE 17. PUMP STATION NO. 5, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING SOUTHWEST.....	80
FIGURE 18. CEDAR POTATO WAREHOUSE (AN-OKG-005), FACING SOUTHWEST	87
FIGURE 19. NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788) (GOOGLE 2012)	90
FIGURE 20. GRAIN STORAGE TANKS, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING EAST.....	92
FIGURE 21. BUILDING NOS. 1 AND 2, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING NORTHEAST.....	93
FIGURE 22. NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING WEST	94
FIGURE 23. WAREHOUSE NOS. 9 AND 9A, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING SOUTHWEST.....	95
FIGURE 24. GARAGE, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING NORTHEAST.....	96
FIGURE 25. NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788) IN 1951 (SANBORN MAP COMPANY 1951).....	98
FIGURE 26. NORTHWESTERN CASKET COMPANY (HE-MPC-3792), FACING NORTHEAST	101
FIGURE 27. NORTHWESTERN CASKET COMPANY (HE-MPC-3792), CARRIAGE HOUSE AND SILOS, FACING NORTHWEST.....	101
FIGURE 28. ISANTI FARMERS CREAMERY COOPERATIVE (IA-ISC-002), FACING NORTHWEST	107
FIGURE 29. ASKOV GREAT NORTHERN PASSENGER DEPOT (PN-ASC-005), FACING WEST	112
FIGURE 30. ASKOV AMERICAN BUILDING (PN-ASC-056), FACING NORTHEAST	116
FIGURE 31. ASKOV AMERICAN BUILDING CIRCA 1935, FACING NORTHEAST (MINNESOTA HISTORICAL SOCIETY VISUAL RESOURCE DATABASE C. 1935)	117
FIGURE 32. KERRICK CHEESE FACTORY & CREAMERY (PN-KEC-002), FACING WEST.....	123

FIGURE 33. NORTH WESTERN-HANNA COAL DOCK NO. 5 (SL-DUL-0012) PROPERTY BOUNDARY (GOOGLE 2012).....	126
FIGURE 34. NORTH WESTERN-HANNA COAL DOCK NO. 5 (SL-DUL-0012), FACING NORTHWEST (UNIVERSITY OF MINNESOTA 2012).....	127
FIGURE 35. GREAT NORTHERN POWER COMPANY / MINNESOTA POWER & LIGHT COMPANY / MINNESOTA POWER SUBSTATION (SL-DUL-0191), FACING SOUTHWEST.....	130
FIGURE 36. DULUTH SHORT LINE RAILWAY / STP&D / NP “GRASSY POINT LINE” / BN / BNSF, LST&T JUNCTION TO WEST DULUTH JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT (SL-XRR-003 & FIELD NO. 1864) AND GRASSY POINT BRIDGE (SL-DUL-0009), FACING EAST.....	136
FIGURE 37. DULUTH SHORT LINE RAILROAD CORRIDOR HISTORIC DISTRICT.....	137
FIGURE 38. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT (XX-RRD-011), FACING SOUTHEAST	142
FIGURE 39. GREAT NORTHERN / NORTHERN PACIFIC RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT	143
FIGURE 40. 22ND AVENUE NE RAILROAD BRIDGE (HE-MPC-17263), FACING EAST	144
FIGURE 41. EASTERN RAILWAY CORRIDOR HISTORIC DISTRICT	156
FIGURE 42. EASTERN RAILWAY CORRIDOR HISTORIC DISTRICT DETAIL	157
FIGURE 43. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT (XX-RRD-002, AHI# 155543, AND AHI# 155262), FACING EAST.....	158
FIGURE 44. RAILROAD BRIDGE CROSSING WEST BALSAM CREEK (FIELD NO. 1402), FACING NORTHWEST.....	159
FIGURE 45. RAILROAD BRIDGE CROSSING THE NET RIVER (CL-HOL-017), FACING EAST	159
FIGURE 46. ASKOV GREAT NORTHERN PASSENGER DEPOT (PN-ASC-005), FACING WEST	160
FIGURE 47. CEDAR CREAMERY (AN-OKG-008), FACING NORTH.....	175
FIGURE 48. CEDAR CREAMERY (AN-OKG-008), FACING SOUTHWEST	176
FIGURE 49. LABLANC HOUSE (HE-MPC-2138), FACING WEST.....	180
FIGURE 50. BROADWAY AND QUINCY INDUSTRIAL AREA (HE-MPC-5284), FACING SOUTH DOWN QUINCY STREET NE	183
FIGURE 51. BROADWAY AND QUINCY INDUSTRIAL AREA, NORTHRUP KING & COMPANY FACILITY (HE-MPC-3788), FACING WEST	184
FIGURE 52. BROADWAY AND QUINCY INDUSTRIAL AREA (HE-MPC-5284), FACING NORTHWEST DOWN QUINCY STREET NE	184
FIGURE 53. BROADWAY AND QUINCY INDUSTRIAL AREA (HE-MPC-5284), FACING SOUTH DOWN QUINCY STREET NE	185
FIGURE 54. NORTHTOWN YARD (HE-MPC-17243), FACING NORTHWEST	190
FIGURE 55. NORTHTOWN YARD (HE-MPC-17243).....	191
FIGURE 56. NORTHTOWN YARD (HE-MPC-17243), FACING SOUTH, WITH HUMP YARD IN THE RIGHT CORNER OF THE PHOTO.....	192
FIGURE 57. NORTHTOWN YARD (HE- MPC-17243), FACING SOUTHEAST.....	193
FIGURE 58. NORTHTOWN YARD IN 1938, GREEN LINE INDICATES THE APPROXIMATE PROPERTY BOUNDARY (ASCS 1938) (*HISTORICAL AERIAL PHOTOGRAPHS WERE NOT AVAILABLE FROM THE SECTION OF THE NORTHTOWN YARD NORTH OF 42ND AVENUE NE)	201
FIGURE 59. NORTHTOWN YARD IN 1960, GREEN LINE INDICATES THE APPROXIMATE PROPERTY BOUNDARY (ASCS 1960).....	202
FIGURE 60. FIRST NATIONAL BANK OF BRAHAM (IA-BRA-083), FACING WEST.....	205
FIGURE 61. CAMBRIDGE POTATO WAREHOUSES (IA-CBC-007), CIRCA 1920 BRICK WAREHOUSE, FACING NORTHWEST.....	208
FIGURE 62. CAMBRIDGE POTATO WAREHOUSES (IA-CBC-007), CIRCA 1955 WOOD-FRAME WAREHOUSE, FACING NORTHWEST.....	209
FIGURE 63. FIRE LOOKOUT TOWER (IA-CBC-097), FACING EAST.....	213
FIGURE 64. COMMERCIAL BUILDING (IA-CBC-097), FACING NORTHEAST.....	213
FIGURE 65. HOUSE & GARAGE (IA-CBC-072), FACING EAST	216
FIGURE 66. GRANDY SCHOOL (IA-CBT-001), FACING NORTHWEST.....	219
FIGURE 67. GRANDY SCHOOL (IA-CBT-001), FACING SOUTHWEST.....	219
FIGURE 68. GRANDY SCHOOL (IA-CBT-001), FACING SOUTHWEST (LARSON 2002)	220

FIGURE 69. CARLSON BROTHERS STORE (IA-IAC-062). FACING NORTHWEST..... 223
FIGURE 70. GOVERNOR HJALMAR PETERSEN HOUSE (PN-ASC-008), FACING NORTHEAST 226
FIGURE 71. PARTRIDGE STORE (PN-ASC-055), FACING SOUTHWEST..... 230
FIGURE 72. ASKOV COMMERCIAL AREA (PN-ASC-064), FACING SOUTHEAST DOWN KOBMAGERGADE STREET 234
FIGURE 73. ASKOV COMMERCIAL AREA (PN-ASC-064), FACING NORTHWEST DOWN KOBMAGERGADE STREET 234
FIGURE 74. ASKOV COMMERCIAL AREA (PN-ASC-064), FACING SOUTHWEST BETWEEN BROGADE STREET AND RAILROAD TRACKS..... 235
FIGURE 75. SANDSTONE MASONIC TEMPLE (PN-SSC-009), FACING WEST..... 239
FIGURE 76. QUARRYMAN’S STATE BANK (PN-SSC-013), FACING SOUTHEAST 242
FIGURE 77. NEW THEATER / VOGUE THEATER / MIDWEST COUNTRY MUSIC THEATER (PN-SSC-045), FACING NORTH 244
FIGURE 78. DRUGSTORE / SANDSTONE COLLECTION BUILDING (PN-SSC-063), FACING SOUTH..... 247
FIGURE 79. REINHOLDSON BUILDING (PN-SSC-064), FACING EAST 249
FIGURE 80. CUTLER & GILBERT COMPANY COMPLEX BOUNDARY (SL-DUL-0051) (GOOGLE 2012)..... 251
FIGURE 81. CUTLER & GILBERT COMPANY COMPLEX (SL-DUL-0051), FACING EAST 253
FIGURE 82. CUTLER & GILBERT COMPANY COMPLEX (SL-DUL-0051), FACING NORTHWEST (UNIVERSITY OF MINNESOTA 2012) 253
FIGURE 83. SUPERIOR WOOD PRODUCTS COMPANY COMPLEX (SL-DUL-0053), FACING SOUTH 257
FIGURE 84. SUPERIOR WOOD PRODUCTS COMPANY COMPLEX (SL-DUL-0053), FACING NORTHWEST (UNIVERSITY OF MINNESOTA 2012) 257
FIGURE 85. DULUTH TRANSFER RAILWAY / NP / BN /BNSF, BERWIND JUNCTION TO DULUTH RAILROAD CORRIDOR (SL-XRR-005), LINE FARTHEST TO THE RIGHT (LINE DIRECTLY TO THE LEFT IS THE DM&IR AND THE LINE TO THE FAR LEFT IS THE LS&M), FACING NORTHEAST..... 260
FIGURE 86. DULUTH TRANSFER / NP / BN / BNSF RAILROAD CORRIDOR..... 261
FIGURE 87. 17TH STREET RAILROAD YARD (FIELD NO. 1670) 265
FIGURE 88. 17TH STREET RAILROAD YARD (FIELD NO. 1670), FACING SOUTH..... 266
FIGURE 89. 17TH STREET RAILROAD YARD BUILDINGS (FIELD NO. 1670), FACING NORTH 267
FIGURE 90. 17TH STREET RAILROAD YARD IN 1948, GREEN LINE INDICATES THE APPROXIMATE PROPERTY BOUNDARY (ASCS 1948) 270
FIGURE 91. NP / BN / BNSF RAILROAD CORRIDOR..... 274
FIGURE 92. NP / BN / BNSF, VILLAGE OF SOUTH SUPERIOR TO LST&T JUNCTION RAILROAD CORRIDOR (FIELD NO. 1863), FACING SOUTH 275
FIGURE 93. FREIGHT HOUSE (FIELD NO. 1602), FACING NORTHWEST 275
FIGURE 94. HOUSE ON THE FARMSTEAD (PN-FNT-009), FACING NORTHWEST..... 280
FIGURE 95. AGRICULTURAL OUTBUILDINGS ON THE FARMSTEAD (PN-FNT-009), FACING NORTHWEST 282

LIST OF TABLES

TABLE 1. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE CURRENT APE..... 11
TABLE 2. NLX APE FOR ROUTE SEGMENTS AND ASSUMED CONCEPT-LEVEL CORRIDOR IMPROVEMENTS..... 16
TABLE 3. PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES LOCATED WITHIN THE NLX APE 21
TABLE 4. RAILROAD-RELATED RESOURCES OF THE ST. PAUL, MINNEAPOLIS & MANITOBA / GREAT NORTHERN RAILROAD CORRIDOR LOCATED IN THE PROJECT APE..... 27
TABLE 5. RAILROAD-RELATED RESOURCES OF THE ST. PAUL & NORTHERN PACIFIC RAILWAY / NORTHERN PACIFIC RAILWAY, MINNEAPOLIS TO ST. PAUL RAILROAD CORRIDOR HISTORIC DISTRICT LOCATED IN THE PROJECT APE 28

TABLE 6. RAILROAD-RELATED RESOURCES OF THE MINNEAPOLIS & PACIFIC RAILWAY COMPANY / MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY / SOO LINE RAILROAD / CANADIAN PACIFIC RAILWAY LOCATED IN THE PROJECT APE	31
TABLE 7. RECOMMENDED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES	57
TABLE 8. DULUTH SHORT LINE RAILWAY / STP&D / NP “GRASSY POINT LINE” / BN / BNSF, LST&T JUNCTION TO WEST DULUTH JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES	135
TABLE 9. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES	144
TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES.....	160
TABLE 11. RECOMMENDED NOT ELIGIBLE PROPERTIES.....	172
TABLE 12. RESOURCES WITHIN THE APE THAT ARE LOCATED IN THE QUINCY & BROADWAY INDUSTRIAL AREA.....	185
TABLE 13. PROPERTIES LOCATED IN THE ASKOV COMMERCIAL AREA.....	233
TABLE 14. DULUTH TRANSFER RAILWAY / NP / BN / BNSF, BERWIND JUNCTION TO DULUTH RAILROAD CORRIDOR, RAILROAD-RELATED RESOURCES	262
TABLE 15. NP / BN / BNSF, VILLAGE OF SOUTH SUPERIOR TO LST&T JUNCTION RAILROAD CORRIDOR, RAILROAD-RELATED RESOURCES	276
TABLE 16. PROPERTIES WITH AN UNDETERMINED ELIGIBILITY	279

1.0 INTRODUCTION

The Minneapolis-Duluth/Superior Passenger Rail Alliance (Alliance) is proposing to construct the Northern Lights Express (NLX) project, a high-speed passenger railroad from the Twin Cities to the Duluth/Superior area. The Alliance has identified a preferred route alternative that follows the existing Burlington Northern Santa Fe Railway (BNSF) corridor from the station in Minneapolis (MTI) northeast to Union Depot in Duluth (Figure 1). Route No. 9, the preferred alternative, is a 151-mile corridor that roughly parallels State Highway 65 and 23 through Hennepin, Anoka, Isanti, Kanabec, Pine, Carlton, Douglas (Wisconsin), and St. Louis counties and terminates in Duluth (Table 1).

TABLE 1. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE CURRENT APE

State	County	Township	Range	Sections
Minnesota	Anoka	30	24	3,10,15,22,27,34
Minnesota	Anoka	31	24	2,11,14,23,26,35,36
Minnesota	Anoka	32	24	2,11,14,23,26,35
Minnesota	Anoka	33	24	1,12,13,23,24,26,35
Minnesota	Anoka	34	23	30
Minnesota	Anoka	34	24	25,36
Minnesota	Carlton	46	15	6
Minnesota	Carlton	46	16	1,10,11,12,15,16,17,18,19
Minnesota	Carlton	46	17	24,25,26,27,33,34
Minnesota	Hennepin	29	24	2,3,11,13,14,22,23
Minnesota	Isanti	34	23	6,7,18,19
Minnesota	Isanti	35	23	5,8,17,20,29,30,31
Minnesota	Isanti	36	23	3,10,15,16,21,28,32,33
Minnesota	Isanti	37	23	2,11,14,22,23,27,34
Minnesota	Kanabec	38	23	12,13,24,25,26,35
Minnesota	Pine	38	22	6,7
Minnesota	Pine	39	22	5,8,17,19,20,30,31
Minnesota	Pine	40	21	6
Minnesota	Pine	40	22	1,11,12,14,15,21,22,28,32,33
Minnesota	Pine	41	20	5,6,7,18
Minnesota	Pine	41	21	13,24,25,26,27,32,33,34
Minnesota	Pine	42	20	1,2,9,10,11,16,20,21,29,32
Minnesota	Pine	43	19	2,3,9,10,16,17,19,20,30,31
Minnesota	Pine	43	20	36
Minnesota	Pine	44	18	3,9,10,16,17,19,20,30

TABLE 1. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE CURRENT APE

State	County	Township	Range	Sections
Minnesota	Pine	44	19	25,35,36
Minnesota	Pine	45	17	4,5,8,17,18,19
Minnesota	Pine	45	18	24,25,26,34,35
Minnesota	St. Louis	49	14	4,5,7,8,17,18
Minnesota	St. Louis	50	14	27,33,34
Wisconsin	Douglas	46	15	4,6
Wisconsin	Douglas	47	14	4,8,9,17,19,20
Wisconsin	Douglas	47	15	23,24,26,27,32,33,34
Wisconsin	Douglas	48	14	3,10,15,22,27,28,33
Wisconsin	Douglas	49	14	8,15,16,17,22,27,34

The proposed project is receiving funding from the Federal Railroad Administration (FRA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). The Minnesota Department of Transportation (MnDOT) is acting as the responsible government unit at the state level. MnDOT is completing an Environmental Assessment (EA) under the direction of the FRA for compliance with NEPA.

1.1 PROJECT DESCRIPTION

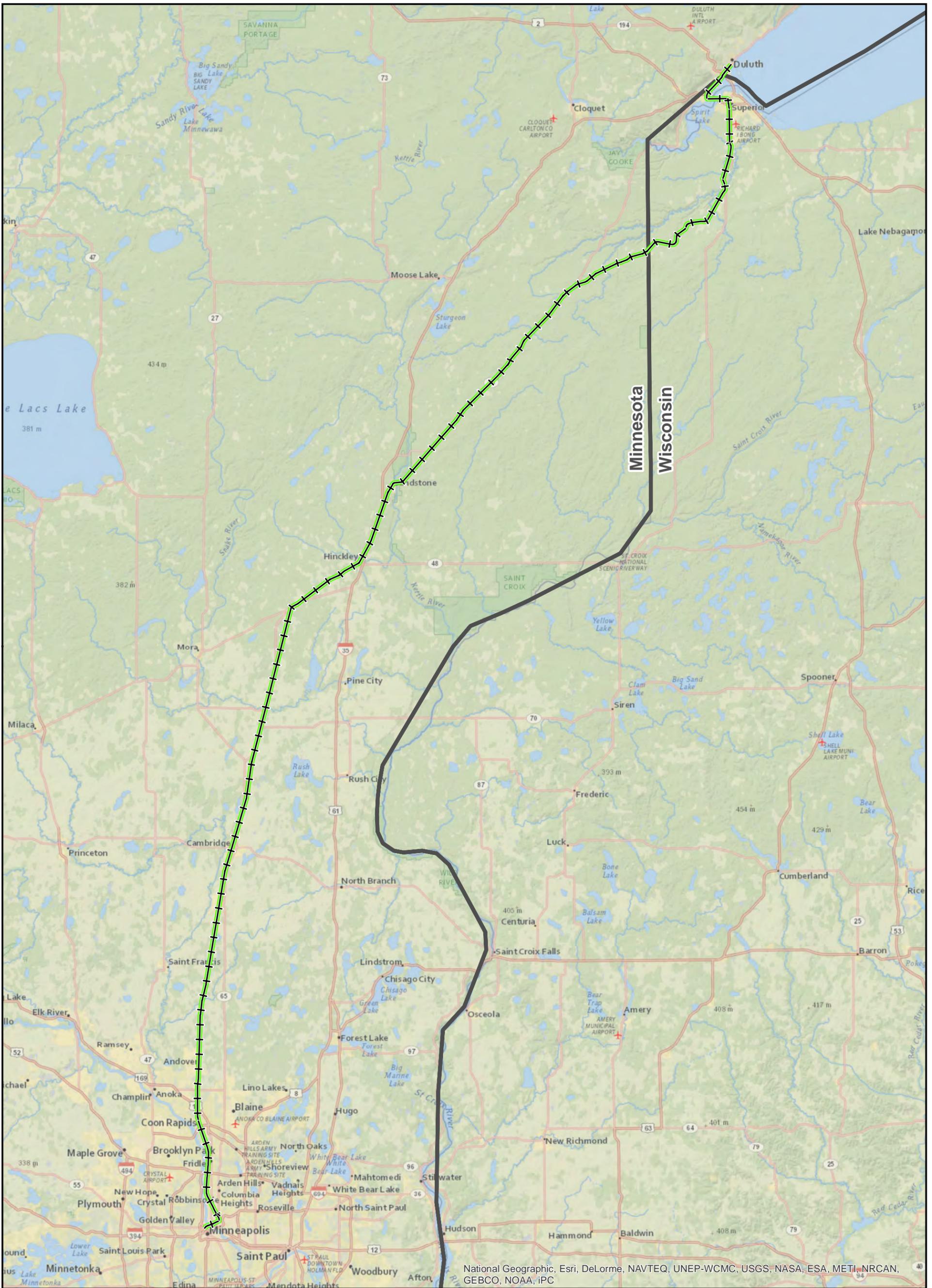
In 2009-2010, The 106 Group Ltd. (106 Group) conducted a cultural resources literature review for the five proposed alternatives to aid in analyzing and selecting a preferred alternative. In 2011, after the preferred alternative (Route No. 9) was selected, the 106 Group developed an area of potential effect (APE) in consultation with the MnDOT Cultural Resources Unit (CRU). The current Tier-1 EA covers route and bridge upgrades; therefore, the APE was developed to cover operation of the line, construction of new parallel track, and improvements, rehabilitation, and possible construction of new bridges. The Tier-2 EA will cover stations; therefore, the proposed station locations were not surveyed as part of this investigation.

1.2 PURPOSE OF CURRENT INVESTIGATION

This investigation was conducted under contract with MnDOT and SRF Consulting Group, Inc., and in consultation with MnDOT CRU acting on behalf of the FRA. The purpose of the architectural history survey was to determine if any properties located within the APE are eligible for listing in the National Register of Historic Places (NRHP). The results of the survey will assist in determining potential effects to historic properties to aid in complying with Section 106.

The following report describes project methodology, previous investigations, historical contexts, results, and recommendations for the project. Appendix A contains the *Northern Lights Express Project Area of Potential Effect Rationale*; Appendix B contains the Phase I and II architectural history results

graphics; Appendix C contains a table of all the properties that were recommended as not eligible during the Phase I architectural history survey; and Appendix D contains the list of project personnel. In addition, Minnesota Architecture-History Inventory Forms were prepared for each property surveyed in Minnesota and submitted to the SHPO separately, and a Wisconsin Historic Preservation Database record was created for each property surveyed in Wisconsin.



Source: ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd: 2/26/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Project Location

- Proposed Northern Lights Express Line
- Architectural History APE

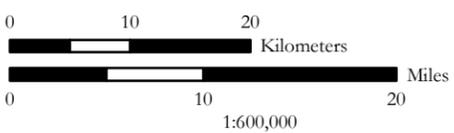


Figure 1

2.0 METHODS

2.1 OBJECTIVES

The primary objectives of the architectural history survey were to determine whether there are any architectural history resources within the APE that are 45 years of age or older and if those resources are eligible for listing in the NRHP. All work was conducted in accordance with the SHPOs *Guidelines for History/Architecture Projects in Minnesota*, *MnDOT's Cultural Resources Unit Project and Report Requirements*, and *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (SHPO 2010; MnDOT CRU 2011; NPS 1983).

Prior to conducting the architectural history survey, in late 2009 and early 2010 the 106 Group conducted two literature reviews for the five proposed route alternatives, to aid in the alternative analysis and site selection process. The primary objectives of those investigations were to: 1) identify previously identified architectural history properties that were located within a 0.25-mile radius (0.40 km) of the five proposed route alternatives, especially those that are listed in or may be eligible for listing in the NRHP and 2) determine whether the historic railroad corridors that were being considered as route alternatives were potentially eligible for listing on the NRHP.

2.2 AREA OF POTENTIAL EFFECT

During 2011 and 2012, an architectural history APE was determined in consultation with MnDOT CRU. On March 15, 2012, the Minnesota SHPO concurred with the architectural history APE (March 15, 2012 letter from Mary Ann Heidemann, SHPO Manager of Government Programs and Compliance to Garneth Peterson, MnDOT CRU). On April 19, 2012, the Wisconsin SHPO also concurred with the architectural history APE (April 19, 2012 email from Sherman Banker, SHPO Compliance Archaeologist to Garneth Peterson, MnDOT CRU). The complete detailed APE rationale is included in Appendix A. A summary of the results of the analysis is provided below.

For the proposed NLX project, the APE for architectural history needs to account for any physical, auditory, atmospheric, or visual impacts to historic properties (see Figure 1; Table 2). The potential effects from each component of the proposed project are different and, therefore, a different APE may be needed. The proposed project components are still being refined so the purpose of this discussion is to detail the APE associated with each component, which will then be combined into one APE based on the nature of the components proposed. Therefore, the activities examined in developing the APE and the appropriate APE buffers include the following:

- New track parallel to existing track (e.g., sidings and second mainlines with both tracks operational) - 500 feet;
- New bridge associated with new parallel track - 0.25 miles;
- Replacing an existing bridge/underpass - 0.25 miles;
- Improving/upgrading an existing bridge - 0.125 miles;
- Using an existing alignment (possible replacement of existing rails, etc.) - 500 feet; and
- Operation of the line - 500 feet.

The combined architectural history APE for the current investigation includes approximately 19,316.47 acres (7,817.11 hectares [ha]). A summary of the APE for each of the proposed corridor improvements included in the draft EA is provided in Table 2.

TABLE 2. NLX APE FOR ROUTE SEGMENTS AND ASSUMED CONCEPT-LEVEL CORRIDOR IMPROVEMENTS

Segment	Location		Milepost*		Segment Mileage	Assumed Concept-Level Improvements**	Architectural History APE
	Start	End	Start	End			
1 Wayzata Subd.	The Interchange, Minneapolis	Minneapolis Junction, Minneapolis	11.6	9.7	2.1	Connecting track section from the Wayzata Subdivision to the Midway Subdivision through the wye at Minneapolis Junction, located 15 feet west of the existing track center from approx. MP 10.0 to approx. MP 9.7 and 15 feet east of the existing track center from MP 9.7 to MP 10.0, for a total distance of approx. 3,000 feet.	500 feet for the connecting track and any improvements to the existing track.
2 Midway Subd.	Minneapolis Junction, Minneapolis	University Avenue, Minneapolis	9.7	11.4	1.4		
3 Staples Subd.	University Avenue, Minneapolis	Coon Creek Junction, Coon Rapids	11.4	21.1	9.7	Construction of new track offset 15 feet from the centerline of the existing track between MP 14.8 (south of Interstate 694 in Fridley) and MP 21.1 (Coon Creek Junction in Coon Rapids), referred to as "third main." New track would be east of the centerline between MP 16.8 and 20.1, west of the centerline for the remaining portions of this segment. Track improvements through Coon Creek Junction. Construction of new bridges over Mississippi Street (MP 16.5) and Rice Creek (MP 16.9). Modification of the underpass at Hwy. 610 (MP 20.4).	500 feet for the new track and any improvements to the existing track. 0.25 miles for new bridges over Mississippi Street and Rice Creek. 0.125 miles for modifications to Hwy. 610 underpass.
4 Hinckley Subd.	Coon Creek Junction, Coon Rapids	Isanti	136.9	113.0	23.9	Construction of a siding 15 feet west of the existing track from MP 135.6 to MP 132.6 and extension of the existing siding 15 feet east of the existing track from MP 132.6 to MP 131.6 in Andover. Construction of a new parallel bridge and replacement of the existing railroad bridge over Coon Creek (MP 135.5).	500 feet for the new sidings and any improvements to the existing track. 0.25 miles for the new parallel bridge and replacement of bridge over Coon Creek.

Segment	Location		Milepost*		Segment Mileage	Assumed Concept-Level Improvements**	Architectural History APE
	Start	End	Start	End			
5 Hinckley Subd.	Isanti	Cambridge	113.0	107.4	5.6	Construction of new dedicated track 30 feet west of the centerline of the existing track from MP 113.3*** to MP 109.4, then construction of new track 15 feet west of centerline of existing track to Segment termini at MP 107.4. Construction of 3.2 miles of new siding track on the east side of the main track to connect the existing sidings between Isanti and Cambridge.	500 feet for the new dedicated track, new siding, and any improvements to the existing track.
6 Hinckley Subd.	Cambridge	Hinckley	107.4	72.3	34.1	Construction of new dedicated track between MP 109.4 to MP 72.3, to be constructed 30 feet west of the centerline of the existing track, except in the following locations where it would be 15 feet west of the centerline of the existing track: MP 109.4 to MP 106.2, and MP 97.0 to MP 95.9. Construction of new bridges across the Snake River at MP 91.8 in Grasston and Pokegama Creek at MP 79.3 in Brook Park, 30 feet west of existing bridges. Construction of a box culvert over a ditch at MP 84.1 near Henriette. A new highway bridge at 379th Street at MP 101.3 near Grandy, crossing over the existing main track. Rehabilitation of the existing bridge across the Snake River at MP 91.8 in Grasston and Pokegama Creek at MP 79.3 in Brook Park.	500 feet for the new dedicated track and any improvements to the existing track. 0.25 miles for new parallel bridges over Snake River and Pokegama Creek. 0.25 miles for the replacement of the roadway bridge at 379 th Street and box culvert near Henriette. 0.125 miles for rehabilitation to existing Snake River and Pokegama Creek bridges.

Segment	Location		Milepost*		Segment Mileage	Assumed Concept-Level Improvements**	Architectural History APE
	Start	End	Start	End			
17 Hinckley Subd.	Hinckley	Boylston	72.3	11.8	60.5	Construction of five sidings (new and extended) 15 feet east of the existing track near Sandstone from MP 67.5 to MP 64.5 (new); near Askov from MP 58.5 to MP 54.8 (extended); near Bruno from MP 52.1 to MP 48.4 (extended); near Holyoke from MP 33.9 to MP 30.7 (new); and near Foxboro from MP 25.2 to MP 22.4 (extended). Rehabilitation of existing bridges over Grindstone River (MP 71.6), Kettle River (MP 62.4), Big Willow River (MP 40.5), two over Net River (MP 30.2 and 28.3), State Line Creek (MP 25.2), Balsam Creek (MP 22.2), Little Balsam Creek (MP 21.7), Hubert Creek (MP 20.2), Norvell Creek (MP 20.0), Black River (MP 15.5), and Nemadji River (MP 12.7).	500 feet for the new sidings and any improvements to the existing track. 0.125 miles for rehabilitation to 12 existing bridges.
18	Boylston	Superior (n. of 28 th St.)	12.6	5.4	8.7	Construction of new track 15 feet west of the existing track in Superior between MP 8.3 and MP 4.2. Rehabilitation of the existing Grassy Point Bridge over the St. Louis River (MP 10.5). Construction of 1.1 mi new freight siding along the existing track from the wye west of Grassy Point to Bridge to 46 th Avenue in Duluth. Bridge over water inlet. Segment of main track approaching the Depot and track for storage, layover, and equipment maintenance at the Duluth Depot.	500 feet for the new track, new siding, and any improvements to the existing track. 0.125 miles for rehabilitation to existing Grassy Point Bridge and two bridges in Duluth over water inlets (46 th Avenue and 37 th Avenue bridges)
19 Lakes Subd.	Superior (n. of 28 th St.)	Duluth Union Depot	5.4	0	5.4		
Total					152.4		

* Mileposts change due to change in rail subdivision. Note that railroad MPs often are not exact miles, therefore.
**The assumed track spacing represents worst-case assumption. The existing track will be rehabilitated to continuous welded rail in all segments. The need for rehabilitation of the existing track parallel to the areas of dedicated track between Isanti and Hinckley and in Superior will be evaluated as operational analyses are refined in subsequent project phases.
*** The Segment 4/5 boundary is 113.0, therefore 0.3 miles of the dedicated track is in Segment 4 however, this improvement is listed under Segment 5 for clarity.

2.3 BACKGROUND RESEARCH

In October and November of 2009, staff from the 106 Group conducted research at the Minnesota and Wisconsin SHPOs to identify information on previously inventoried architectural history properties within 0.25 miles of the five route alternatives. The previously identified properties were analyzed to determine the exact type and number of properties located within 500 feet of the proposed alternatives which, therefore, have the increased likelihood of being directly or more significantly, indirectly, affected by the proposed project. Properties within 0.25 miles of the route alternatives were also reviewed to identify all known architectural history properties that may still be indirectly affected by the proposed project and, therefore would be included in a future architectural history APE.

Also in October and November of 2009, to aid in identifying railroad-related resources along each of the lines, background research was conducted at the University of Minnesota and the National Archives in College Park, Maryland, to obtain historical aerial photographs, plat maps, and Interstate Commerce Commission Valuation Maps for the five route alternatives. Additional research was conducted at the Minnesota Historical Society, University of Wisconsin Arthur H. Robinson Map Library, and the National Archives at College Park, Maryland to obtain specific information on the historic railroad corridors.

2.4 ADDITIONAL RESEARCH

Subsequent to initiating the Phase I architectural history survey, updated SHPO data was requested and reviewed in December 2011. During the Phase I architectural history survey property specific and historical context research was conducted at the Minnesota Historical Society and the University of Minnesota libraries.

During the Phase II architectural history evaluation property specific research was conducted at the Minneapolis Public Library, City of Minneapolis Development Review Office, Anoka County Historical Society, Anoka County Library-Northtown Branch, Anoka County Courthouse, Isanti County Courthouse, Pine County Courthouse, Sandstone Public Library, Cambridge Public Library, Duluth Public Library, Northeast Minnesota Historical Society, and Fridley Water Filtration Plant. Additional local research was conducted at the Minnesota Historical Society, James J. Hill Reference Library, and the University of Minnesota libraries. Unfortunately, research could not be conducted at the Hinckley Fire Museum or Pine County Historical Society during this project because of limited research hours during the summer season only. Research materials were not available at the Isanti County Historical Society due to extensive fire damage to the repository.

2.5 INVENTORY FORMS

A Minnesota Architecture-History Inventory Form was completed for each newly identified property located in Minnesota and submitted to the SHPO separately. An updated inventory form was completed for some of the previously inventoried properties located in Minnesota (see Table 3). Newly identified properties located in Wisconsin were entered into the online Wisconsin Historic Preservation Database.

The Keeper of the NRHP considers linear resources such as railroads, pipelines, and highways as potential historic resources and has listed a number of railroads and highways in the NRHP. However, the SHPOs in the two states through which the proposed project could pass have varying approaches to documenting and considering linear resources such as railroads. The Minnesota SHPO considers railroads, as well as their associated above-ground features, to be architectural history resources. The Wisconsin SHPO does not consider railroads to be cultural resources and, therefore, does not include them in its state architectural history or archaeology databases. However, the Wisconsin SHPO does consider above-ground properties associated with railroads, such as depots or bridges, to be cultural resources and includes them in its state architectural history inventory. Therefore, in order to maintain consistency in reporting across all portions of this multi-state project and to ensure compliance with federal regulations, railroads have been included in this evaluation. Since the bulk of the proposed project area is located in Minnesota, the report structure follows the Minnesota SHPO guidelines by including all linear resources in sections relating to architectural history.

2.6 EVALUATION

Upon completion of the fieldwork, the eligibility of each resource for listing in the NRHP was assessed based on the property's historical significance and integrity. The NRHP criteria summarized below was used to assess the significance of each property:

- Criterion A – association with the events that have made a significant contribution to the broad patterns of our history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – potential to yield information important to history (NPS 1995).

The NPS has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of each property or site was assessed in regard to these seven aspects. The properties were also assessed to determine if they represent a type of resource to be evaluated for NRHP eligibility using the Criteria Considerations (NPS 1995).

Railroads and railroad-related resources were further evaluated within the *National Register of Historic Places Multiple Property Documentation Form: Railroads in Minnesota, 1862-1956* (hereinafter *Railroads in Minnesota, 1862-1956 MPDF*) that was established for MnDOT (Schmidt et al. 2007).

3.0 LITERATURE SEARCH

When the literature review was conducted in 2009-2010, during the early planning stages for the NLX project, the official project APE had not been established. Therefore, a broad study area was used during the literature search in order to ensure that all properties and areas that may be potentially directly or indirectly affected by the project APE were considered. Subsequent to initiating the Phase I architectural history survey, updated SHPO data was requested and reviewed in December 2011. The study area for architectural history resources was approximately 19,316.47 acres (7,817.11 ha).

3.1 PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES LOCATED WITHIN THE APE FOR THE NLX PREFERRED ALTERNATIVE, ROUTE NO. 9

A total of 23 previously NRHP-listed and determined eligible architectural history properties are located within the APE in Minnesota and Wisconsin (21 in Minnesota and two in Wisconsin) (Table 3; Figure 2; see Appendix B for results graphics). Eleven of these properties have been listed in the NRHP, including two historic districts which encompass 68 properties that are located within the APE. The 12 determined eligible properties consist of railroad corridors, bridges, and ore docks. The proposed alignment for the NLX corridor follows the ROW of three of these previously determined eligible railroad corridors.

Three of the previously determined eligible railroad corridors that are located within the APE have associated railroad bridges that have not been previously inventoried or evaluated for NRHP eligibility. Therefore, a Phase II evaluation was conducted for seven bridges to see if they were contributing resources of previously determined eligible railroad corridors. A summary of these railroad lines and their associated bridges is located in Section 3.2.

TABLE 3. PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES LOCATED WITHIN THE NLX APE

Inventory No.	Property Name	Address	City / Township	Description	NRHP Status
Minnesota					
Hennepin County					
N/A	Minneapolis Warehouse Historic District*	Vicinity of 1 st Avenue N., N. 1 st Street, 10 th Avenue N., and N. 6 th Street	Minneapolis	Warehouse / Commercial District (containing 45 properties within the project APE – 15 of which are also located within the St. Anthony Falls Historic District boundaries)	Listed

**TABLE 3. PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES
LOCATED WITHIN THE NLX APE**

Inventory No.	Property Name	Address	City / Township	Description	NRHP Status
N/A	St. Anthony Falls Historic District*	Vicinity of Mississippi River between Plymouth Avenue N. and 10 th Avenue S.	Minneapolis	Residential District (containing 38 properties within the project APE - 15 of which are also located within the Minneapolis Warehouse Historic District boundaries)	Listed
HE-MPC-2137	Minneapolis Fire Department Repair Shop	24-28 University Avenue NE	Minneapolis	Fire Department	Individually Listed; Contributing resource of the Listed St. Anthony Falls Historic District
HE-MPC-9002	Bridge No. 90664	St. Anthony Blvd. over the Burlington Northern Railroad	Minneapolis	Through Truss Bridge	Eligible
HE-MPC-16387**	St. Paul, Minneapolis & Manitoba / Great Northern Railroad Corridor, Minneapolis Junction to Breckenridge	N/A	Minneapolis	Railroad Corridor	Eligible
HE-MPC-17264	Minneapolis & Pacific Railway Company / Minneapolis, St. Paul & Sault Ste. Marie / Soo Line / Canadian Pacific Railway, Minneapolis to the Minnesota/North Dakota state line west of Tenney, Minnesota	N/A	Minneapolis	Railroad Corridor	Eligible
HE-MPC-17694***	St. Paul & Northern Pacific Railway / Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District	N/A	Minneapolis	Railroad Corridor	Eligible

**TABLE 3. PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES
LOCATED WITHIN THE NLX APE**

Inventory No.	Property Name	Address	City / Township	Description	NRHP Status
XX-RRD-001	St. Paul & Pacific Railroad (St. Vincent Extension) / St. Paul, Minneapolis & Manitoba Railway / Great Northern Railway (Willmar Division, 1 st Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Minneapolis to St. Vincent	N/A	Minneapolis, Fridley, Coon Rapids	Railroad Corridor	Eligible
XX-RRD-003	St. Paul & Northern Pacific Railway / Northern Pacific Railway (St. Paul Division, 1 st Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Minneapolis to Sauk Rapids	N/A	Minneapolis, Fridley, Coon Rapids	Railroad Corridor	Eligible
Isanti County					
IA-BRC-006	Oscar Olson House	309 Beechwood Avenue N.	Braham	Residence	Listed
Pine County					
PN-ASC-006	Partridge Township Hall	6345 Kobmagergade Street (Main Street)	Askov	Township Hall	Listed
PN-KEC-003	Louis Hultgren House and Sand Pit	8375 State Highway 23	Kerrick	Residence	Listed
PN-SSC-008	Kettle River Sandstone Company Quarry	off MN Hwy. 123	Sandstone	Quarry	Listed
PN-SSC-011	Minneapolis Trust Company Building	n/a Main Street N.	Sandstone	Commercial Building	Listed
St. Louis County					
SL-DUL-0009	Grassy Point Railroad Bridge	Grassy Point & Waterfront	Duluth	Bridge	Eligible
SL-DUL-0014	Duluth Missabe & Iron Range Ore Docks	34th Ave. W. & Waterfront	Duluth	Extractive Facility	Eligible

TABLE 3. PREVIOUSLY LISTED AND DETERMINED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES LOCATED WITHIN THE NLX APE

Inventory No.	Property Name	Address	City / Township	Description	NRHP Status
SL-DUL-0658	Duluth Union Depot	506 W. Michigan Street	Duluth	Railroad Depot	Listed
SL-DUL-2465	William Crooks Locomotive	506 W. Michigan Street	Duluth	Locomotive housed within the Duluth Union Depot	Listed
AHI# 30666****	Soo Line Locomotive #2719	506 W. Michigan Street	Duluth	Locomotive housed within the Duluth Union Depot	Listed
SL-DUL-2499	Duluth, Missabe & Iron Range Railway	I-35 and 34th Ave. W to I-35 and 31 st Ave. W	Duluth	Rail Related	Eligible
SL-DUL-2500	Portion of Lake Superior & Mississippi Railroad mainline	Under I-35, West of 31 st Ave. W	Duluth	Rail Related	Eligible
Wisconsin					
Douglas County					
Field No. 1462**	Northern Pacific Railway / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, South Superior to the Northern Pacific Dock†	N/A	Superior	Railroad Corridor	Eligible
Field No. 1672**	Chicago, St. Paul, Minneapolis & Omaha Railway / Chicago & North Western / Union Pacific Railroad, Eau Claire to Superior†	N/A	Superior	Railroad Corridor	Eligible

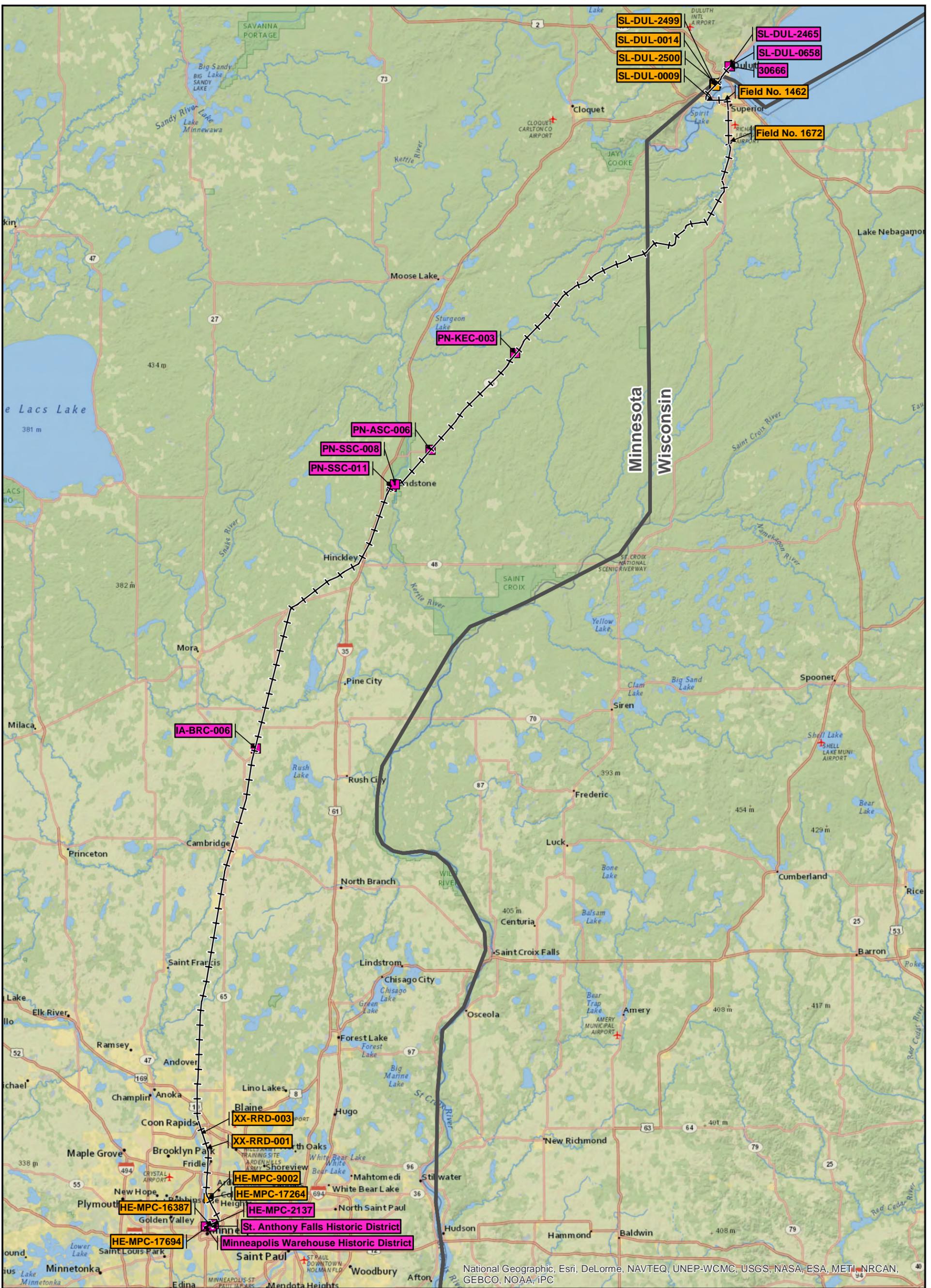
* An updated inventory form has not been prepared for this historic district because the project APE does not cover the entire district boundaries.

**An updated inventory form has not been prepared for this property due to its identification and evaluation within the past five years. Inventory forms for previously listed and eligible properties that were documented more than 10 years ago have been updated in order to verify that they still retain sufficient historical integrity.

*** This property was determined eligible in 2012; however, an updated inventory form has been prepared because it was simultaneously undergoing a Phase II evaluation for the NLX project.

**** This locomotive was listed in the NRHP in 1994 when it was on display in Carson Park in Eau Claire, Wisconsin. In 2006, the locomotive was moved to its current location in the Lake Superior Railroad Museum in the Duluth Union Depot in Duluth, Minnesota. This moved property is not included within the Minnesota SHPO files.

†This property was previously recommended eligible for listing in the NRHP during the *Phase II Architectural Survey of Eight Properties for the Enbridge Pipelines' Southern Lights Diluent and Alberta Clipper Pipeline Projects, North Dakota, and Wisconsin. Superior Terminal* (Mathis et al. 2009). The Department of State concurred with the findings, however because the railroad corridor is located in Wisconsin it was not included in their Wisconsin Historic Preservation Database and, therefore, it does not have an Architecture History Inventory (AHI) number.

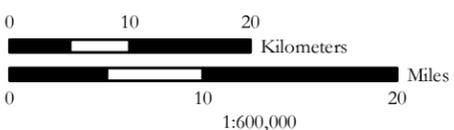


Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd: 5/7/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

**Previously Listed and Determined Eligible Architectural History
Properties within the NLX APE**



- Proposed Northern Lights Express Line
- NRHP Listed Architectural History Property
- NRHP Eligible Architectural History Property



Figure 2

3.2 PREVIOUSLY DETERMINED ELIGIBLE RAILROAD CORRIDOR HISTORIC DISTRICTS WITH NEWLY IDENTIFIED RAILROAD-RELATED RESOURCES LOCATED IN THE PROJECT APE

3.2.1 St. Paul, Minneapolis & Manitoba / Great Northern Railroad Corridor, HE-MPC-16387

Description: This rail line was constructed from the Minneapolis Junction to Breckenridge, Minnesota by the St. Paul & Pacific Railroad Company (StP&P) in 1871 (Schmidt and Vermeer 2010:64). Within the APE, the double-track mainline travels from the MTI station, has a depressed grade and a slightly raised roadbed with flanking ditches through downtown Minneapolis, crosses the Mississippi River and Nicollet Island, and ends at the Minneapolis Junction in Northeast Minneapolis.

The two railroad bridges along this corridor that are located within the APE consist of a steel deck girder structure with steel through truss (HE-MPC-5961) and a steel deck girder structure (HE-MPC-5962) (Figure 3; Table 4).



FIGURE 3. ST. PAUL, MINNEAPOLIS & MANITOBA / GREAT NORTHERN RAILROAD CORRIDOR CROSSING THE WEST CHANNEL OF THE MISSISSIPPI RIVER, FACING NORTH

TABLE 4. RAILROAD-RELATED RESOURCES OF THE ST. PAUL, MINNEAPOLIS & MANITOBA / GREAT NORTHERN RAILROAD CORRIDOR LOCATED IN THE PROJECT APE

Inventory No.	Current Name	Location	State	Construction Date	NRHP Recommendation
HE-MPC-5961	Railroad Bridge	Crossing the West Channel of the Mississippi River	MN	c. 1930	Contributing resource of the Determined Eligible St. Paul Minneapolis & Manitoba / Great Northern Railroad Corridor (also contributing to the Listed St. Anthony Falls Historic District)
HE-MPC-5962	Railroad Bridge	Crossing the East Channel of the Mississippi River	MN	c. 1930	Contributing resource of the Determined Eligible St. Paul Minneapolis & Manitoba / Great Northern Railroad Corridor (also contributing to the Listed St. Anthony Falls Historic District)

History: This rail line was completed by the StP&P in 1871 from St. Anthony (Minneapolis Junction) to Breckenridge, Minnesota. The StP&P was sold to the St. Paul, Minneapolis & Manitoba Railway Company (StPM&M) on June 14, 1879 (Prosser 1966:160). Beginning in 1880, the StPM&M continued construction of the line west from Breckenridge to expand into the Red River Valley and also rerouted a portion of the former StP&P mainline in Minneapolis and St. Louis Park (Schmidt and Vermeer 2010:63-64). “After formation of the Great Northern Railway Company in 1889, the new company began leasing the Manitoba’s tracks during the following year” (Schmidt and Vermeer 2010:63). In 1907, the StPM&M was sold to the Great Northern Railway (GN). The line is currently operated by the Burlington Northern Santa Fe (BNSF).

Significance: The StPM&M / GN is eligible for the NRHP under Criterion A, as it satisfies registration requirements numbers 2 and 3 for railroad corridor historic districts, as provided in the *Railroads in Minnesota, 1862-1956 MPDF* (Schmidt and Vermeer 2010:62). Under registration requirement number 2 railroad corridor historic districts can be eligible if they provided transportation between a significant class of resource or a significant manufacturing or commerce node and an important transfer point or terminal market for commodities, products, or services. The StPM&M / GN was a “railroad corridor [that] was a significant factor in the development of the Minneapolis flour milling industry” and therefore satisfies registration requirement number 2 (Schmidt and Vermeer 2010:62). Under registration requirement number 3 railroad corridor historic districts can be eligible if the 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. The StPM&M / GN is meets registration requirement number 3 as it allowed for expansion into the Red River Valley and because of this expansion it became an integral component in Minnesota’s rail network.

The railroad’s period of significance begins in 1880, when the Manitoba rerouted the former StP&P mainline around the north shore of Cedar Lake, until 1956.

Integrity: As an operating rail line with intact tracks and rail bed, this property continues to provide a sense of function and destination. The property’s integrity of location, design, association, feeling, and setting is good. Overall, the property retains good integrity.

Recommendation: The StPM&M / GN Railroad Corridor has been previously determined eligible for listing in the NRHP under Criterion A (Schmidt and Vermeer 2010). The 106 Group concurs with this recommendation. Railroad bridges and other railroad-related resources located in historic corridors may be considered contributing resources. The 106 Group recommends two railroad bridges located along this line within the APE (HE-MPC-5961 and HE-MPC-5962) as contributing resources to the StPM&M / GN Railroad Corridor.

3.2.2 St. Paul & Northern Pacific Railway / Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District, HE-MPC-17694

Description: Within the APE, this railroad corridor consists of the railroad ROW, which contains a double-track mainline and three railroad bridges. The railroad tracks consist of steel rails laid on wood ties that rest on a raised bed of stone ballast. The Minneapolis to St. Paul branch line was built in 1886 by the St. Paul & Northern Pacific Railway (StP&NP). The railroad corridor begins at the junction with the StP&NP mainline in Minneapolis (built in 1884 from Minneapolis to Sauk Rapids), near the intersection of Monroe Street NE and 19th Avenue NE, and ends at the rail yards in the Lowertown district of St. Paul.

The three railroad bridges along this corridor that are located in the APE consist of steel deck girder structures that are supported by arcaded reinforced concrete trestles (Table 5; Figure 4).

TABLE 5. RAILROAD-RELATED RESOURCES OF THE ST. PAUL & NORTHERN PACIFIC RAILWAY / NORTHERN PACIFIC RAILWAY, MINNEAPOLIS TO ST. PAUL RAILROAD CORRIDOR HISTORIC DISTRICT LOCATED IN THE PROJECT APE

Inventory No.	Current Name	Location	State	Construction Date	NRHP Recommendation
HE-MPC-5278	Bridge No. L8893	Crossing over 19 th Avenue NE	MN	1924	Contributing resource of the Determined Eligible St. Paul & Northern Pacific Railway / Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District
HE-MPC-5280	Bridge No. 92333	Crossing over Monroe Street NE	MN	1924	Contributing resource of the Determined Eligible St. Paul & Northern Pacific Railway / Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District
HE-MPC-17373	Bridge No. 92335	Crossing over 18 th Avenue NE	MN	1924	Contributing resource of the Determined Eligible St. Paul & Northern Pacific Railway / Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District

History: The StP&NP branch line was constructed by the StP&NP railroad, but was leased and operated as part of the Northern Pacific Railway (NP) system. The StP&NP's history grew out of the Western Railroad Company of Minnesota. On May 9, 1883, the Western Railroad Company was reorganized as the StP&NP and was immediately leased to the NP, which operated the property. In all but name, the StP&NP was part of the NP (Schrenk 2010:123). The StP&NP constructed this branch line from Minneapolis to St. Paul in 1886. This branch line started in Minneapolis at the StP&NP's mainline, traveled through the Westminster Junction and terminated in St. Paul at the rail yards along the Mississippi River in the Lowertown district (Prosser 1966:159).



**FIGURE 4. ST. PAUL & NORTHERN PACIFIC RAILWAY / NORTHERN PACIFIC RAILWAY,
MINNEAPOLIS TO ST. PAUL RAILROAD CORRIDOR HISTORIC DISTRICT CROSSING OVER BRIDGE
NO. 92333, FACING NORTHWEST**

Significance: The StP&NP / NP, Minneapolis to St. Paul Railroad Corridor Historic District has statewide significance for listing in the NRHP under Criterion A, within the statewide context *Railroad Development in Minnesota, 1862-1956*. The railroad corridor is significant within the areas of agriculture, industry, and transportation. The StP&NP branch line from Minneapolis to St. Paul was constructed in 1886 in order to connect the NP system to St. Paul and then on to Chicago. The StP&NP was one of four railroads the NP acquired between the Twin Cities and Grand Forks that allowed the NP to create a mainline from Chicago to the Pacific Northwest and the Pacific Ocean. The branch line from Minneapolis to St. Paul was an integral component of this network. Formerly, the NP had to travel east from Grand Forks to Carlton, almost all the way to Lake Superior, before heading south to the Twin Cities via the Lake Superior & Mississippi Railroad (LS&M) “Skally Line.” By constructing this branch line and connecting the Sauk Rapids to Minneapolis mainline to St. Paul, the NP created a faster, more direct southeasterly route to the Twin Cities. In addition, the branch line’s eastern terminus near the Mississippi River allowed the NP to make important

connections with Chicago-bound lines, including those operated by the Chicago, Milwaukee & St. Paul (CM&StP), the Chicago, Burlington & Quincy (CB&Q), and the Chicago Great Western (CGW) (Schmidt et al. 2007). The period of significance for the StP&NP / NP, Minneapolis to St. Paul Railroad Corridor Historic District begins with the construction of the branch line in 1886, and concludes in 1970, when some of the largest rail companies in the country consolidated, including the NP, to form the BN.

Integrity: Within the APE, this railroad corridor retains active tracks, thereby continuing to provide a sense of function and destination. The rail line retains good integrity of design and workmanship by maintaining its grade and profile. Although the wood ties and metal tracks have likely been replaced over time, replacement is part of the ongoing historic use of the railroad and the materials have been replaced with historically compatible materials. Therefore, the railroad corridor retains its integrity of design. The rail line further retains good integrity of location, association, feeling, and setting by remaining operational, retaining the visual railroad corridor, and maintaining the same route as the original StP&NP branch line that was constructed in 1886.

Recommendation: The StP&NP / NP, Minneapolis to St. Paul Railroad Corridor Historic District was previously determined eligible for listing in the NRHP under Criterion A, within the statewide context *Railroad Development in Minnesota, 1862-1956* (Mary Ann Heidemann to Dennis Gimmestad, letter dated July 27, 2012). The 106 Group concurs with this recommendation. Railroad bridges and other railroad-related resources located in historic corridors may be considered contributing resources. The 106 Group recommends three railroad bridges located along this line within the APE (HE-MPC-5278, HE-MPC-5280, and HE-MPC-17373) as contributing resources to the StP&NP / NP, Minneapolis to St. Paul Railroad Corridor Historic District.

3.2.3 Minneapolis & Pacific Railway Company / Minneapolis, St. Paul & Sault Ste. Marie Railway / Soo Line Railroad / Canadian Pacific Railway, HE-MPC-17264

Description: Within the APE, this railroad corridor consists of a double track mainline and two railroad bridges. The railroad tracks consist of steel rails with wood ties on a raised bed. This section of the line is located in Minneapolis just north of St. Anthony Parkway, between Main Street NE and Marshall Street NE. This line was built in 1886-1887 by the Minneapolis & Pacific Railway Company (M&P) from Minneapolis to the Minnesota/North Dakota state line west of Tenney, Minnesota.

The two railroad bridges carry the double-track mainline over Main Street NE and the Northtown Yard (Table 6). Bridge No. 5584 is a steel through girder structure with poured concrete abutments (Figure 5). Bridge No. 27B07 is a steel through girder structure with three poured concrete piers and concrete abutments.

TABLE 6. RAILROAD-RELATED RESOURCES OF THE MINNEAPOLIS & PACIFIC RAILWAY COMPANY / MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY / SOO LINE RAILROAD / CANADIAN PACIFIC RAILWAY LOCATED IN THE PROJECT APE

Inventory No.	Current Name	Location	State	Construction Date	NRHP Recommendation
HE-MPC-5282	Bridge No. 5584	Crossing over Northtown Yard	MN	1934	Contributing resource of the Determined Eligible Minneapolis & Pacific Railway Company / Minneapolis, St. Paul & Sault Ste. Marie / Soo Line / Canadian Pacific Railway
HE-MPC-5281	Bridge No. 27B07	Crossing over Main Street NE	MN	2002	Non-contributing resource of the Determined Eligible Minneapolis & Pacific Railway Company / Minneapolis, St. Paul & Sault Ste. Marie / Soo Line / Canadian Pacific Railway



FIGURE 5. MINNEAPOLIS & PACIFIC RAILWAY COMPANY / MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY / SOO LINE RAILROAD / CANADIAN PACIFIC RAILWAY CROSSING OVER BRIDGE NO. 5584, FACING NORTHWEST

History: This railroad line was constructed from Minneapolis through Buffalo, Paynesville, and Elbow Lake, Minnesota to the Minnesota/North Dakota state line west of Tenney, Minnesota and

into North Dakota in 1886-1887. The line was constructed by the M&P. Their object was “to acquire, construct, operate, and maintain a line of railroad from Minneapolis to a point on the Red River of the North near Breckenridge” (Prosser 1966:141). In 1888, the M&P was consolidated with other lines to form the Minneapolis, St. Paul & Sault Ste. Marie Railway Company (MStP&SSM) (Prosser 1966:141). In 1961, the MStP&SSM was consolidated with the Duluth, South Shore & Atlantic Railway Company (DSS&A) and the Wisconsin Central Railway Company (WC) to form the Soo Line Railway Company (Prosser 1966:145). In 1992, the Soo Line became a subsidiary of the Canadian Pacific Railway (CP).

Significance: The M&P line, which extends from Minneapolis through Buffalo, Paynesville, and Elbow Lake, Minnesota to the Minnesota/North Dakota state line west of Tenney, Minnesota, has been previously determined eligible for listing in the NRHP under Criterion A, within the statewide context *Railroads and Agricultural Development, 1870-1940*, for its associations with the Minneapolis mill owners who built the line to secure their own connection to wheat growers in western Minnesota and North Dakota. The line is significant within the areas of agriculture, commerce, industry, and transportation.

Integrity: As an operating rail line with intact tracks and rail bed, this property continues to provide a sense of function and destination. The property’s integrity of location, design, association, feeling, and setting is good. Overall, the property retains good integrity.

Recommendation: The M&P line, between Minneapolis and the Minnesota/North Dakota state line west of Tenney, Minnesota, has been previously determined eligible for listing in the NRHP under Criterion A, within the statewide context *Railroads and Agricultural Development, 1870-1940*, for its associations with the Minneapolis mill owners who built the line to secure their own connection to wheat growers in western Minnesota and North Dakota (E. J. Abel to D. A. Gimmetstad, letter, 23 July 2003, on file at the Minnesota State Historic Preservation Office, St. Paul). This segment of the M&P / MStP&SSM / Soo Line / CP retains sufficient integrity to convey its historical significance. The 106 Group concurs with this recommendation. Railroad bridges and other railroad-related resources located in historic corridors may be considered contributing resources. The 106 Group also recommends one railroad bridge (HE-MPC-5282) located along this line within the APE as a contributing resource, and one (HE-MPC-5281) as a non-contributing resource to the M&P / MStP&SSM / Soo Line / CP due to its age.

4.0 HISTORICAL CONTEXTS

4.1 CULTURAL HISTORY OVERVIEW

As part of the federal legislative framework governing the treatment of cultural resources, the Minnesota and Wisconsin SHPOs have developed a series of historical and thematic contexts in which cultural properties may be interpreted and evaluated (SHPO 1993; SHSW 1986). These contexts are summarized below. The full contexts are available at the SHPO offices in St. Paul, Minnesota and Madison, Wisconsin.

Geographical and property specific contexts have also been developed by the 106 Group as part of this study in order to evaluate the architectural history properties that were surveyed for this project.

4.2 MINNESOTA STATEWIDE CONTEXTS

4.2.1 *Euro-American Farms in Minnesota, 1820-1960*

The context *Euro-American Farms in Minnesota, 1820-1960* was formulated from the *Historic Context Study of Minnesota Farms, 1820-1960* (Granger and Kelly 2005). This statewide context identifies different themes, each with a unique period, that help explain the growth of farming in Minnesota. The context identifies eight themes and periods, three of which are relevant the property types that exist in the APE including: *Diversification and the Rise of Dairying, 1875-1900*; *Industrialization and Prosperity, 1900-1920*; *Depression and the Interwar Period, 1920-1940*; and *World War II and the Postwar Period, 1940-1960* (Granger and Kelly 2005).

During the period known as *Diversification and the Rise of Dairying, 1875-1900* farmers began to decrease their dependence on wheat as the primary cash crop and began to focus on growing other crops and dairying. Crops other than wheat were grown for subsistence use until the 1870s when economic and environmental influences called for the diversification of Minnesota farming. Aware that consistent production of a single crop was exhausting to the land and only yielded a single-payout in the fall, Minnesota farmers moved from wheat farming to horticulture, sheep, poultry raising, corn, hog or beef production, and dairying beginning in the 1870s. Throughout most of Minnesota, dairying replaced wheat as the primary economic base in the late nineteenth century. This growth was the result of an increase in population in the state and technological advances, such as the development of the pasteurization process, introduction of butterfat testing, mechanical equipment, silos, and the development of winter-hardy alfalfa. Between 1850 and 1880, the number of milk cows in Minnesota increased from a reported 607 in 1850, to 275,545 in 1880. Cooperative creameries also began to appear and by 1883 there were over 70 creameries in the state. These cooperatives helped to spread dairying and make it a leading industry in the state (Granger and Kelly 2005). Other changes in farming during this period included the increased use of horses instead of oxen for power; increases in dairy herd size; more fencing; crop rotation; and the planting of windbreaks. As a result of diversification and the rise of dairying, a number of new types of structures began to appear on Minnesota farms including combination dairy barns, silos, milk houses, and spring houses (Granger and Kelly 2005).

The period known as *Industrialization and Prosperity, 1900-1920* characterized a time when farm productivity increased with new technology, machinery, and science-based methods. Farmers also began expanding their revenue and market base by diversifying in products other than wheat and livestock (Granger and Kelley 2005:3.43). Dairy farming, sugar beet, soybean, oats, corn, potatoes, barley, flax, rye, and fruit production expanded across the state of Minnesota after 1900. Family farms and commercial dairy farming increased because of improvements in dairy housing, feeding, herd testing, and disease control. Between 1900 and 1910, the number of dairy cows in the state grew by 44 percent as the value of dairy products increased (Granger and Kelley 2005:3.46). Oat production increased from 74 million bushels in 1900 to 126 million in 1930, corn increased from 47 million bushels in 1900 to 104 million in 1930, and wheat production dropped from 95 million bushels in 1900 to 19 million in 1930 (Granger and Kelley 2005:3.45-3.46).

During the period *Depression and the Interwar Period, 1920-1940*, Minnesota farms were characterized by minimal new construction and technological improvements. After World War I, between 1919 and 1922, farm income dropped nearly one-third nationally from \$17 billion to \$12 billion. This was in part due to the drop in prices of agricultural products. By the end of the 1920s prices had begun to rebound however, the stock market crash of October 29, 1929, heightened the economic depression in the United States. Between 1929 and 1932, farm exports dropped by two-thirds and farm income fell 60 percent (Granger and Kelley 2005:3.92). The number of Minnesota farms decreased in 1930s but the sizes of the farms and the number of people involved in farming practices increased. Between 1930 and 1935, due to high unemployment in urban areas many people relocated to the country in order to find work. By 1935, approximately 928,487 Minnesotans were living on farms (Granger and Kelley 2005:3.94).

During the period of *World War II and the Postwar Period, 1940-1960*, the farm industry recovered from the Great Depression with the increased demand for agricultural products during World War II. This period of prosperity continued throughout the 1950s with technological advancements improving farm productivity and yields (Granger and Kelly 2005:3.105). Along with these advancements and improved productivity came more wealth and the construction and development of new farm buildings and structures. During this period American agricultural also shifted from a labor-intensive industry to a capital-investment one with labor being replaced by machinery, chemicals, and new types of feed and seed. Between 1933 and 1970, the input of labor decreased 70 percent (Granger and Kelley 2005:3.108). The size of farms also continued to increase as the number of farms in Minnesota decreased. Between 1940 and 1964, the average size farm increased from 165 to 235 acres (Granger and Kelley 2005:3.107).

4.2.2 Railroad Development in Minnesota, 1862-1956

This statewide context was developed in the *National Register of Historic Places Multiple Property Documentation Form: Railroads in Minnesota, 1862-1956*. In 1828, the Baltimore and Ohio Railroad began construction on the first railroad line in the United States (Schmidt et al. 2007:E5). By the 1830s numerous railroads were chartered, and the 1840s and 1850s saw a rapid expansion in railroad construction, with railroad mileage tripling from 8,900 miles to over 30,000 miles (Schmidt et al. 2007:E6). Due to the availability of raw materials and manpower, railroad construction ceased during the Civil War (1861-1865). The golden age of railroad construction in the United States

occurred after the Civil War and before World War I (1917-1918). Railroad mileage quadrupled from 1868-1873, 1879-1883, and 1886-1893 (Schmidt et al. 2007:E7).

In 1862, the first railroad, the StP&P from St. Paul to St. Anthony, was completed in the state of Minnesota. The Civil War dampened initial construction and the railroad boom in Minnesota occurred from 1865 to 1893 (Schmidt et al. 2007:E8). Many of the country's largest railroad companies, the NP; GN; Chicago, Milwaukee, St. Paul & Pacific Railroad (CMStP&P); Illinois Central Railroad; MStP&SSM; and the CB&Q, have their origins in Minnesota or large extensions of track through the state. The railroads opened the state not only to settlement, but also to the lumber, iron ore, and agriculture industries.

4.2.3 Railroads and Agricultural Development, 1870-1940

This historical context was developed for the entire state with a focus on southern, mid-central, and northwestern Minnesota. These areas were characterized by large scale agricultural production, transportation, and processing facilities. The production generally consisted of family farms operated by European immigrants of American-born settlers.

The development of full-scale agricultural commerce at the end of the nineteenth century, and the subsequent emergence of the railroad, contributed to the development of larger communities. Small communities located on railroad lines quickly became regional centers, since railroads provided these towns with means to efficiently and economically transport agricultural goods from producing areas to distribution centers and markets in and out of the state.

The large-scale agricultural processing facilities and distribution centers developed in urban areas. Industries such as flour milling, meat packing, and brewing were centered in the regional markets of the Twin Cities and Duluth (SHPO 1993).

4.2.4 Urban Centers, 1870-1940

An urban center is a hub for economic and political activity and acts as a magnet for surrounding areas. They interact with other urban centers both statewide and regionally, and at a local level with the areas surrounding them. They are characterized by commerce, industry, and “dynamic movements between residence and workplace, work and leisure” (SHPO 1993). The development of urban centers in Minnesota falls into roughly two periods: early cities that developed as a result of resource-extractive industries and those that resulted from the development of non-extractive businesses around the turn of the twentieth century. In addition, there are two tiers of urban centers in Minnesota. Minneapolis, St. Paul, and Duluth are considered within the first tier and exist in both a regional and national context of commerce, government, shipping, and transportation. The second tier is comprised of smaller cities such as Rochester and Mankato which can be considered intra-state urban centers (SHPO 1993).

The decline of resource extractive businesses such as lumber and flour milling in the Twin Cities resulted in industrial development led by companies such as Honeywell and 3M, which were not dependent on raw materials from rural areas. Companies such as these played a vital role in the twentieth century development in urban centers and the properties associated with them (e.g.

offices, factories, laboratories) are considered “manifestations of the process of development known as urbanization” (SHPO 1990). The predominant types of properties considered within this statewide context are those associated with commerce, industry, and transportation (SHPO 1993).

4.2.5 Northern Minnesota Lumbering, 1870-1930s

Lumbering was based on the state’s extensive pine forests located north and east of the Mississippi River. The industry began in the mid-1830s in the east-central part of the state, known as the “St. Croix triangle,” before eventually expanding northward and westward. The greatest activity outside of the St. Croix triangle took place after 1870 as capital investment increased, markets expanded, and logging and lumbering became more advanced. By the turn of the twentieth century, Minnesota was the third largest lumber producing state in the nation; three of the four largest sawmills in the country were located in Minnesota; and Minneapolis had become the leading lumber market of the world (SHPO 1993).

Between 1870 and 1890, logging occurred primarily in the vicinity of major rivers and their tributaries; the Mississippi, St. Louis, Big Fork, and Rainy Rivers were the primary arteries. With the increasing development of the railroad system, however, a rapidly expanding market for Minnesota lumber was created. Railroads also opened previously inaccessible timberland to logging activity; reduced the lumbermen’s dependence on water transportation, and permitted the location of sawmills closer to the timber supply (SHPO 1993).

The lumber industry in Minnesota peaked at the turn of the twentieth century. Lumber production gradually fell off before declining sharply in the 1920s and the last of the major sawmills closed in the early 1930s. During and after the decline, several lumber companies established plants to utilize the abundant supply of “inferior trees” and by the mid-1920s, wood conversion industries had surpassed the lumber industry in value of product produced (SHPO 1993).

4.2.6 Minnesota Iron Ore Industry, 1880s-1945

Minnesota’s Iron Ore Industry is based in the northeastern portion of the state. The industry began in the early 1880s when high-grade hematite (natural ore) was found on the Vermilion Iron Range in St. Louis County. The Mesabi Iron Range was opened in 1890 when miners discovered soft ore at Mountain Iron in St. Louis County. The western part of the Mesabi Iron Range was opened in the early twentieth century and extended into eastern Itasca County. The Cuyana Iron Range was opened circa 1905 in Aitkin and Crow Wing counties (MHS 2012c).

In the early twentieth century, to meet the increasing demands for iron ore, many mining companies began exploring low-grade ore deposits. New technological advancements such as washing, or beneficiation, required the construction of new plants to process the lower grade material. In the mid-twentieth century, even lower grade taconite became a viable resource after concentration plants, which used heavy media separation, were tested and constructed along the ranges (SHPO 1993).

In order to staff the remotely located mines, local housing for employees was needed. Many mining companies constructed temporary worker housing or founded mining towns. These townsites were

platted with the houses clustered around a central business district. The companies also built social facilities, including schools, hospitals, and government buildings. Residents also established fraternal, labor, and ethnic halls in early mining towns (SHPO 1993).

4.2.7 Hydroelectric Generating Facilities in Minnesota, 1881-1928

This statewide context was developed for the *Minnesota Hydroelectric Generating Facilities, 1881-1928 Multiple Property Documentation Form*. The overall development of hydroelectric power in Minnesota followed broad patterns set out by Duncan Hay in his study of American hydroelectric technology. The study defined three stages for the development of hydroelectric power between 1880 and 1930. The first stage (1880-1895), was characterized as the “the pioneering stage,” and is characterized as a period “when most hydro plants reflected a simple union of waterpower and electricity with comparatively little integration of the two technologies.” The second stage (1895-1920) was characterized as “the technological ferment,” as engineers merged new and existing technologies in innovative ways. The final stage (1920-1930), was characterized by “a standardization in the design of many plants built after World War I” (Hess 1989:E4).

Like the rest of the nation, the hydroelectric era in Minnesota began in the early 1880s. The first Minnesota facility was built by the Minneapolis Electric Light and Electric Motive Power Company (later the Minnesota Brush Electric Company). Built “in the heart of the city’s milling district, at the Falls of St. Anthony,” the Upton Island facility was one of the first hydroelectric stations in the United States (Hess 1989:E4-5).

Early hydroelectric plants across the nation were built in the “immediate vicinity of their market.” Minnesota’s first developments were located with the Mississippi Valley Basin. Other areas of hydroelectric developments included the Hudson Bay Basin and the Lake Superior Basin. Before 1895, all Minnesota developments built “utilized some combination of bevel gearing, horizontal shafting, and belting to connect turbine to generator. An important break with such “predecessor” technology came with the construction of the Lower Dam Plant (since demolished) below the Falls of St. Anthony in Minneapolis in 1898” (Hess 1989:E5). The plant, design by Austrian trained chief engineer William de la Barre, utilized 10 horizontal generating units, and direct-connected turbines to each generator shaft. The design was considered highly innovative and generated a large amount of power. After the Lower Dam Plant, almost all hydro-electrical facilities used some type of directed connection between turbines and generators. The Lower Dam Plant facility was also the state’s first facility to include a new dam used solely for hydroelectric purposes (Hess 1989:E7-8). Post 1907 hydro-electrical facilities relied on dams specifically designed and built for the facility (Hess 1989:E8). Minnesota hydroelectric projects introduced the buttress-type or “Ambursen” dam named for its inventor Nils F. Ambursen. The 54-foot high concrete-arch dam Thomson Plant and the 50 foot high concrete-arch gravity dam St. Croix Falls Plant were also amongst the earliest examples in the state (Hess 1989:E8).

These two plants further signified the progression of hydroelectric facilities. The Thomson Plant and the St. Croix Falls Plant were the largest generating facilities in the state (Hess 1989:E8). The Thomson Plant was able to generate 30,000 horse power of electricity, which at the time was a remarkable accomplishment (Beck 1986:83, 85). Additionally, the facilities demonstrated the economic and technological feasibility of a hydroelectric station at a remote location to provide

power by long-distance transmission (Hess 1989:E8; Beck 1986:88-89). In terms of general engineering, the St. Croix Falls Plant resembled the Lower Dam Plant. Modeled after the Niagara Falls power plant, the Thomson Plant utilized the direct-connect vertical unit. The vertical unit stacked generators above turbines allowing the increase of size and efficiency of the waterwheels while decreasing the size of the powerhouse. Although more efficient, the vertical unit was rarely used at this time because of a lack of a practical bearing capable of supporting the weight of the generating unit. The bearing units at Thomson were at the time still highly experimental (Hess 1989:E9). The Thomson Powerhouse utilized turbines never before used and the largest high pressure valves ever built. The 10,000 horsepower generators used were the largest in the world (Beck 1986:83, 85).

While the Thomson Plant was owned and operated by the Great Northern Power Company, it was influenced by the holding companies associated with General Electric Company of New York. American utilities industries made use of holding companies as a financial tool. While an operating company actually owned a physical plant, a holding company owned share in another company and could influence operations. In the 1920s, parent holding companies provided architectural and engineering services for new construction, which is one reason why many hydroelectric facilities are similar in design and engineering. The Minnesota Power and Light Company (MPL) and Northern States Power Company of Minnesota (NSP) grew out of early, larger holding companies. MPL and NSP became the largest Minnesota electric utilities. The Public Utility Holding Act of 1935 did, however, reduce the power of holding companies. The Otter Tail Power Company (OTPC) was unique in Minnesota for its ability to build a sizeable distribution network without the help of a national holding company (Hess 1989:E12-14).

“Most Minnesota powerhouses built before 1930 were simple, box-like structures of brick or concrete. Architectural detailing generally was restricted to pilaster or buttress strips, and occasional corbelled cornices” (Hess 1989:E15). Powerhouses were utilitarian in nature exhibiting strength, solidity, and massiveness (Hess 1989:E15). The Taplin Gorge Plant, Thomson Plant, and St. Croix Plant were unique as they moved beyond utilitarian design. The Thomson Plant and St. Croix Plant both had arched window openings (Hess 1989:E15). Additionally, the Thomson plant was designed in the Italian Renaissance Revival style. The design of the Taplin Gorge Plant by Vernon Wright was reportedly based on a sixth-century mausoleum in Ravenna, Italy (Hess 1989:E15).

The use of hydroelectric plant greatly diminished in Minnesota in the 1920s, as the use of steam plants became predominant. Particularly after the drought in 1930, the unreliability of hydroelectric power made steam plants even more appealing. While hydroelectric operations remained important in the MPL system, the significance of hydroelectric ended with the 1930s droughts (Hess 1989:E16).

4.2.8 Minnesota Rural Public Education, 1849-1971

Public education in Minnesota was not founded on one large statewide system. In the early days of settlement in Minnesota, the Minnesota Territorial Legislator called for a township based school system. When Minnesota became a state, that system evolved into neighborhood school districts. The development of school districts in Minnesota often mirrored the development of towns and counties. When the population of an area rose to a point that a school became necessary a petition

was made to the county board to establish a school district. Generally these small rural school districts educated students within a three to four mile radius of the schoolhouse. As an overarching statewide standard became necessary, such as textbook standards and teaching credentials, State legislation would address each issue separately. Most rural schools taught students in grades 1-8. If students wanted to complete high school they had to transfer to a town school. The first rural school buildings in Minnesota were simple structures of generally one or two rooms, often built of logs, and related to what the town could afford at the time. Many nineteenth century rural schools resembled rural churches. That form was appropriate for schools as only one teacher was present and had to teach and supervise all students in one space. Most schools had windows on the side elevations to let in natural light and were built using local materials. The teacher generally only had a high school education, and each school had a three member board to handle school finances. Most rural schools also had a Parent-Teacher Association (P.T.A.) to help with fundraising and purchase of equipment. A superintendent oversaw all the rural schools in the county, administered standardized tests to 8th graders, and kept overall school records. Early school terms were short in some districts because school buildings lacked heat in the winter and schools had to accommodate for students around harvest times. It was not until 1933 that eight month term lengths became mandatory in Minnesota (Schlenker 2004:121-122; McGriff 2007:55-58; Bergstom & McGriff 1985:188-193, 207; Larson 2002)

In the mid-twentieth century, especially after World War II, discussion of educational reform in Minnesota to a statewide system became increasingly more prominent. Although many rural districts resisted consolidation, school consolidation became more widespread when the Minnesota State Legislature passed a bill in 1947 urging the reorganization of rural schools. Statewide surveys were conducted to measure the strength and weaknesses of local school systems. It was believed that urban schools could offer a more diversified education, especially since mid-century education put an increased emphasis on science, technology and an understanding of the wider world. More students wishing to pursue a high school education also made urban schools more attractive. School reform efforts were based on two principles: meeting standards written in Article 13 in the Minnesota Constitution that called on the legislature to create a general and uniform public school system and the need to decrease the cost of schools by increased efficiency. In 1947, 7,606 school districts were located in Minnesota, 5,000 of which were ungraded elementary schools that each had its own school board and tax levy. Other factors also contributed to the consolidation of rural schools including an improvement in roads and other means of transportation; the implementation of qualification standards for teachers, which found that most adequately trained teachers moved to urban schools; and complying with state standards, specifically regarding health issues, which became increasingly difficult for rural schools. Each of these influences led to the gradual consolidation of Minnesota's rural schools. When the State of Minnesota mandated school consolidation in 1971, most rural schools had already consolidated into one of the larger school districts in each county (Schlenker 2004:121-122; McGriff 2007:55-58; Bergstom & McGriff 1985:188-193, 207; Larson 2002; Van Erem 2011).

4.3 MINNESOTA GEOGRAPHICAL CONTEXTS

4.3.1 *Hennepin County*

Anglo-Europeans first established a permanent presence in what would later become Hennepin County when the 5th Regiment of Infantry reached the confluence of the Mississippi and Minnesota Rivers in 1819 and established the Fort Snelling Military Reservation in 1820. However, more than three decades would pass before settlement would be allowed west of the Mississippi River. In 1851, the Treaty of Traverse des Sioux relinquished Dakota land west of the Mississippi to the United States Government, and opened the area for Anglo-European settlement the next year (Saint Anthony Falls Heritage Board 2012). Within a few short years the area that is now encompassed by Hennepin County was transformed from untamed prairie into a farming region, with urban centers and connections to points north, south, east, and west.

The third Territorial Legislature created Hennepin County on March 6, 1852, provided that a county seat was selected by the commissioners. As a result, the site of Minneapolis was selected and the County was organized on October 21, 1852 (Saint Anthony Falls Heritage Board 2012). The original plan was to call the county Snelling County, but the final choice was designed to honor Father Louis Hennepin who first explored the area that was to become Hennepin County in 1680 and named the waterfalls on the Mississippi River St. Anthony Falls (Hennepin County 2013).

Congress passed the Preemption Act in 1841, which appropriated the proceeds of the sale of public lands and also granted “preemption rights” to individuals already living on federal lands. As such, the area west of the Mississippi River had begun to develop prior to the organization of Hennepin County in 1852, and the organization of the west side of the River was dictated by this previous settlement. After the formation of the County, development was further boosted along the Mississippi and Rum Rivers and flourished due to the fur trade in Ramsey and Hennepin counties during the 1850s. The Mississippi River became important for navigation north and south of these counties. Oxcart trails traveling overland routes from Manitoba and the Red River Valley were also established to transport furs and other goods to the early river communities. These oxcarts trails later became the routes of railroads and freeways (Saint Anthony Falls Heritage Board 2012).

Many settlers from New England and immigrants from Germany, Ireland, Norway and Sweden were drawn to the county because of its inexpensive farmland and the jobs created by a growing industrial base. By 1860, the population of Hennepin County had surpassed 12,000. The first major wave of immigration to the county, primarily newcomers from Sweden, Norway and Germany, peaked in about 1910, although large numbers of immigrants continued to arrive from southern and eastern Europe (Hennepin County 2013).

Water power built the City of Minneapolis and Hennepin County. The water of streams and rivers provided power to grist mills and saw mills throughout the county. By the late 1860s, more than a dozen mills were churning out lumber near St. Anthony Falls. In many ways, the power of the falls served as the vital link between the central city and the farmsteads scattered throughout the county. Farms produced vegetables, fruits, grains and dairy products for city dwellers, while Minneapolis industries, in turn, produced lumber, furniture, farm implements and clothing. With much of its area rich farmland, Hennepin County was largely agricultural for many years. In 1910, farmland in

Hennepin County totaled 284,000 acres, or about 72 percent of the county's total area. The principle crops were wheat, corn, garden vegetables, and apples. The number of acres in production remained at a high level for the next 30 years. However, by 1950, the amount of land devoted to agriculture had been reduced to 132,000 acres as development progressed in the suburbs surrounding Minneapolis (Hennepin County 2013).

The driving force during the second half of the 20th century was the extraordinary growth of Hennepin's suburbs, which continues to the present. In 1950, the population of Minneapolis reached its peak at 521,718. With building lots no longer available in the city, developers were forced to the less expensive land to the south to accommodate the young families of the post-war baby boom. The automobile also accelerated the growth of the suburbs. A case in point is the City of Bloomington, where construction of the interstate highway system led to a totally new kind of society built around the car. There is no "downtown" Bloomington as there are central business districts in older suburbs, such as Hopkins and Wayzata. Instead, Bloomington businesses located along Interstates 494 and 35W (Hennepin County 2013).

During the 1950s and 1960s, many suburbs grew rapidly as housing developments, shopping centers, large school systems and growing industrialization had replaced much of the open farm land. By 1970, the suburban population of Hennepin County outnumbered that of the city for the first time. The population of Minneapolis actually declined by 10 percent from 1960 to 1970, while Hennepin County's suburban population grew by nearly 50 percent. Another wave of immigration – which began after the Vietnam War in the mid-1970s – marked a major change in the ethnic makeup of the county's immigrant populations. This wave peaked in the 1980s when hundreds of refugees from Southeast Asia, often aided by local churches, resettled in Hennepin and other counties in Minnesota. The population of Hennepin County surpassed the one-million mark in 1989 (Hennepin County 2013).

Today, Hennepin County is Minnesota's most populous county. The county is bounded by the Mississippi River on its north and eastern borders. Anoka County is located to the northeast, Ramsey County on the east, Dakota County on the southeast, Scott County on the south, Carver County on the southwest, and Wright County on the northwest border.

4.3.2 Anoka County

Situated in southeastern Minnesota, Anoka County is bordered by the Mississippi River on the southwest and straddles the Rum River. The County was organized on May 23, 1857 (Lenfest 1941:1). The name Anoka is derived from two Native American words, the Dakota word a-no-ka-tan-han, meaning on both sides of the river, and the Ojibwe word on-o-kay, meaning working waters (City of Anoka 2008).

Anglo-European settlement began in Anoka County as early as 1844. Joseph Belanger, a French fur trader, was the first non-native settler to build a home in the county. His log cabin and trading post was located on the east side of the mouth of the Rum River (Cameron 2004:3). Logging became an important industry in Anoka County in the mid-nineteenth century. In 1853, the first dam was constructed on the Rum River. The same year, the first sawmill was erected in the county, in the city of Anoka. The following year, 1854, saw the construction of the first flour mill in the county, also in

the city of Anoka. The mill, which opened on February 6, 1855, burned down ten days later. Lumber milling remained an important industry in Anoka County until the mid-1880s (City of Anoka 2008).

The first farmers arrived in 1848 and by the mid- to late-nineteenth century, agricultural production in Anoka County was flourishing. After the passage of the Homestead Act of 1862, Anoka County was filled with farmsteads, where people grew potatoes, corn, wheat, oats, rye, and hay (Cameron 2004:3). When the StP&P reached Anoka County in the 1864, it provided farmers with an easier way to get produce to markets in Minneapolis and St. Paul, and allowed for increased production (Prosser 1966:11). By the end of the nineteenth century potatoes had become the leading cash crop in the county. In 1899, a local newspaper proclaimed, “*The potato is King in Anoka County*” (Cameron 2004:4). As a result of all the potato production, starch factories were established in the county in the late nineteenth century, with one located in St. Francis and two in Anoka. Dairies started to operate in the county at the end of the nineteenth century. In 1892, there were approximately 3,380 dairy cows in the area, this number increased to almost 13,000 by the 1920s (Cameron 2004:5).

Following World War II, Anoka County was strongly impacted by the growing demand for suburban development. With the construction of improved roads, the once decidedly rural county became appealing to non-farmers seeking a rural home. Between 1940 and 1950, the rural non-farm population increased nearly four times, from 2,794 to 10,577. At the same time, the rural farm population decreased from 7,188 to 5,635. The overall county population rose by 58 percent. As former farms were subdivided into smaller parcels, the land devoted to farms decreased from 164,000 acres to 143,000 acres between 1954 and 1959 (McNelly 1964:27). Today, Anoka County has both suburban and rural areas with the majority of development distributed along the southern portion of the county.

4.3.2.1 Twin Cities Region: Minneapolis, Fridley, and Coon Rapids

The NLX corridor travels through the urban and suburban areas of Minneapolis, Fridley, and Coon Rapids before extending into rural Minnesota. The natural landscape of the Twin Cities, especially the St. Anthony Falls and the meeting of the Mississippi and Minnesota Rivers, attracted early travelers to the Twin Cities area, including Father Louis Hennepin in 1680 and Jonathan Carver in 1766. The strategic location at the joining of the two rivers led to the construction of the first white outpost at Fort Snelling in 1821. The Fort became more than a military outpost as it housed the first hospital, school, library, and social events for white settlers (Breining 1997:140-143).

The city of St. Paul began with French Canadian squatting on outlying Fort Snelling military land. Taking advantage its position on the river, St. Paul began to grow and prosper as the northern most steamboat post on the Mississippi River. The city became the busiest river port in the area. The cold winter months in Minnesota greatly diminished river use and became a strong incentive to connect the port to the wider region by railroad. As railroads were built the city became the “transportation nexus of the Upper Midwest” (Breining 1997:157). St. Paul prospered and developed as a result of its significance as a transportation hub (Breining 1997: 157).

While St. Paul utilized its river location to prosper, Minneapolis made use of the powerful St Anthony Falls. Soldiers from Fort Snelling built a sawmill at the Falls in 1821 and the first flour mill in 1823. Although the landscape of the Falls changed within the next few decades, Minneapolis

became the largest milling center in the United States. The population boomed in Minneapolis as a result of milling and the city development around the falls (Breining 1997: 181-183).

Father Hennepin also travelled to the outlying area of the Twin Cities to what is now Anoka County. The Anoka county area was first settled by Europeans in 1844. During the first days of settlement logging and milling were the primary industries in the area. In the mid-nineteenth century the economy of the area shifted from logging to agriculture. The StP&P reached Anoka County in 1864 providing transportation for farmers bringing produce to Minneapolis and St. Paul. Farming in the area continued until after World War II when the demand for suburban development greatly increased. Improved infrastructure attracted an increasingly large non-farming population to the area. Today, Anoka County has both rural and suburban areas with the suburban areas located primarily at the south end of the county (City of Anoka 2012; Anoka County Historical Society 2012; Van Vleet et. al 2008).

The cities of Coon Rapids and Fridley are both located within Anoka County and follow a similar development pattern as the larger Anoka County area. The Red River Ox Cart Trail, a trade route, passed through both Fridley and Coon Rapids allowing hundreds of people to pass through the area from St. Paul to Pembina in the Red River Valley. Like greater Anoka County, logging and milling were early industrial drivers in these towns. Taking advantage of nearby waterways in both cities the settlers of Fridley built mills on Rice Creek in 1851-1852 and settlers of Coon Rapids built mills on Coon Creek (Rasmussen 1975:31, 41; City of Fridley 2012; Gillund 1984:3; City of Coon Rapids 2012). John Banfill was the first settler in Fridley, at the time called Manomin, and nearby areas including what in now Coon Rapids (City of Fridley 2012). The first railroad was built through Fridley and Coon Rapids by the StP&P in 1864 (City of Fridley 2012; Gillund 1984:4). While similar, after the construction of the railroad the development of each city took a different path until after WWII when both experienced dramatic grow and suburban development.

Industries developed in Fridley in the 1870s and prosperity continued until the 1890s when the growth bubble burst. At that time, the population decreased but dairy farming flourished (Rasmussen 1975:31, 41; City of Fridley 2012). Cloverleaf farms occupied much of the land in Fridley. Fridley remained a sparsely populated farming area through World War I, the twenties, and the Depression (Rasmussen 1975:34). It was not until the 1940s and World War II that Fridley began to grow again. Industries producing war materials were located in Fridley, including Northern Pump. As the population continued to grow after the war city organization was quickly needed (Rasmussen 1975:42-43). In the 1950s and 1960s, Fridley was developed with tract housing and young families became attracted to the area. Schools and municipal services were increased at that time and Fridley became a prosperous suburb (Rasmussen 1975:44-45).

Although logging and a brickyard were a part of the early economy of Coon Rapids, agriculture was the primary industry (Gillund 1984:7; City of Coon Rapids 2012). Farms at the time ranged from 90-600 acres. The Eastern Railway Company of Minnesota (Eastern) built an additional track in the area in 1898-1899, which spurred development (Gillund 1984:4). At the end of the nineteenth century a plan was devised to build a dam below the Coon Creek Rapids. Although construction did not begin until 1912, Coon Rapids developed as a result of the dam. The dam is now a part of the Coon Rapids Regional Park (City of Coon Rapids 2012). More significant development occurred during the 1950s when the landscape of Coon Rapids changed from farming to residential and commercial

as a result of new zoning laws. Rapid residential development continued in 1950s along with commercial and municipal projects (Gillund 1984:18-21).

4.3.3 Isanti County

Isanti County is located in east central Minnesota. According to Warren Upham's *Minnesota Place Names: A Geographical Encyclopedia*, Isanti County was:

“established February 13, 1857, and bears the former name, now obsolete, of a large division of the Dakota, or Sioux, anciently Izatys, now Santee, who lived years ago in the region of the Rum River and Mille Lacs, called by Father Louis Hennepin respectively the river and lake of the Isantis. Under different forms of spelling, this name was used by Daniel Greysolon, sieur Du Luth; Hennepin; and Robert Cavalier, sieur de La Salle, the first two seeing these Indians in 1679 and 1680; and the name, spelled Issati, appears on Jean Baptiste Louis Franquelin's map of 1688 [sic]” (Upham 2012).

Historically the county was built on farming. In the 1890s farmers sought other cash crops to diversify their fields as well as their incomes. Farmers in this area tried a myriad of new crops, “from ginseng to sugarcane,” until widespread success with potato crops secured it as the top cash crop in the region (Ostergren 1988:248). Real financial success with potatoes came when a starch factory was opened within the county. After the starch factory opened in 1893, the Isanti County Press offered advice for local farmers looking to profit and local boosters proclaimed Isanti County as “the potato capital of the world,” while also lauding the starch factories as the “saviors” of the local farm economy (Ostergren 1988:250). The late 1890s brought the railroad to Isanti County and with it came rising property values and an increased market for Isanti farmers (Wickstrom & Schoenecker 1998:6).

After World War II the county, like many areas throughout the United States, underwent dramatic changes to its land use and farming practices as more land was developed for housing and farming practices became increasingly mechanized.

4.3.4 Kanabec County

Kanabec County is located in eastern Minnesota and consists of 533.38 square miles (Upham 2012). Kanabec County was established on March 13, 1858, with Brunswick serving as its first county seat. Twenty-five years later, with the arrival of the railroad, the county seat was moved to Mora (Kanabec History Center 2012). The name Kanabec was proposed by William H.C. Folsom of Taylors Falls who was responsible for introducing the legislation that formed the county in 1858. The name stems from the Ojibwe word for snake, which was used for the nearby Snake River (Upham 2012).

Early histories of Kanabec Country indicate that French fur traders, together with Huron and Ottawa Native Americans, camped on the shores of Knife Lake during the winter of 1659-1660. In 1837, the county was obtained by the United States government through a treaty with the Ojibwe tribe. The heavily forested area was extensively logged after this point for its valuable white pine trees. The Snake and St. Croix rivers were used to transport logs to saw mills in Winona and

Stillwater. The O’Neal Brothers operated a logging railroad from Knife Lake north to Isle, while the Hersey, Staples & Bean concern built their camp on Millet Rapids and platted the original town of Brunswick one-and-a-half miles north of its present location (Kanabec History Center 2012).

The logging industry had harvested most of the white pine by the 1890s and the land was advertized as the “Land of Clover” to persuade European immigrants flooding into the United States to settle in the region. These settlers established farmsteads and the potato quickly became the first cash crop in the county. Large potato warehouses were built to sort, store, and ship the vegetable to markets throughout the state. In Grasston, a starch factory was built to handle the surplus produce. There the potatoes were made into starch and shipped to the garment industry on the East Coast (Kanabec History Center 2012).

After World War II, Kanabec County remained predominantly agricultural. The small towns which were developed around the railroad, including Ogilvie, Mora, and Quamba, also remained relatively small and were hardly affected by suburbanization in the mid- to late-twentieth century.

4.3.5 Pine County

Pine County is located in the east central part of Minnesota. The county consists of 1,411 square miles. The county was first established on March 1, 1856 and formally organized in 1872 (Upham 2012). The County was named after the extensive forests of white and red pine trees that stood within its borders.

In 1860, the sparsely populated county had only 92 residents and by 1870 the population had expanded to 648. The LS&M was built through the county in 1870, and stations were established in Pine City, Groningen, Finlayson, Rutledge, Willow River, and Sturgeon Lake. The railroad opened the county to large scale lumbering. The 1874, A.T. Andreas’ Map of Pine County showed 17 lumber camps located across the county. These lumber settlements didn’t last long; soon the vast forest became stump lands. By 1880, 10 years after the railroad had been constructed; the county population had ballooned to 1,365. After the clearing of the pine forests, the railroad allowed agricultural settlement to take hold by providing a means for shipping agricultural products to the Twin Cities and eastern markets, and for finished goods to be shipped to the area (Upham 2012). Today, Pine County continues to host agriculture, forestry small towns, and small industry. In 2010, the county had a population 29,750 (United States Census Bureau 2012; Pine County Minnesota 2012).

4.3.5.1 Hinckley Fire of 1894

On September 1, 1894, the Great Hinckley Fire of 1894 ravaged the towns of Hinckley, Mission Creek, Pokegama (now Brook Park), Quamba, Miller, Finlayson, Sandstone, Partridge (now Askov), and other small rural railroad towns in Pine County, Minnesota (Bylander 1994:41). Severe drought and high temperatures mixed with steady winds caused a wall of fire “four-and-a-half miles in the sky” that burned a “path 16 miles wide and 30 miles long after the blaze had ended” (Hinckley Fire Museum 2012; Bylander 1994:38). The fire decimated buildings, crops, timber, and caused 418 casualties (Hinckley Fire Museum 2012).

Telegraph operators in Hinckley began to send frantic emergency messages to surrounding towns just after 3:00pm on September 1st. Operators worked tirelessly to relay warning messages to incoming trains that were to come through Hinckley (Bylander 1994:42). Two trains, one from the Eastern and one from the St. Paul & Duluth Railroad (StP&D) (later known as the NP “Skally Line”) were instrumental in saving hundreds of people’s lives by getting them to safety that day. The portions of the lines that remained after the fire were also important in bringing supplies and medical care to those who survived (City of Hinckley 2012; Schrenk 1999b:13-15). In Hinckley, residents who did not flee by train sought refuge in surrounding potato fields, a railway gravel pit, and by hiding in wells (Bylander 1994:44).

Many aid organizations sent supplies and funds to the Pine County towns that were nearly wiped out after the fire. Mrs. Andreas M. Miller was president of the Ladies’ Relief Society of Duluth. She organized workers in Duluth, who distributed 22,591 garments, 1,500 pairs of shoes, and other goods to fire victims (Bylander 1994:46). In 1896, a memorial obelisk was erected in Hinckley and dedicated to those who lost their life in the blaze (Easton 1909:1246).

Due to the magnitude of the Hinckley Fire, the first Fire Commissioner of Minnesota, General C.C. Andrews, was appointed by state legislature in 1895. General Andrews was said to have “planted the seeds of conservation in the ashes of Hinckley” (Bylander 1994:46). The town of Hinckley did not fully recover from the fire until after 1900 and many of the smaller communities took even longer to rebuild and reach pre-fire population numbers. The timber industry that had formerly employed 300 to 400 workers was now completely eliminated and few other industries had a real stronghold in the county (Bylander 1994:49). After 1900, farming had become the main industry in the county along with a very successful dairy industry (Easton 1909:1246).

4.3.6 Carlton County

Carlton County is located in northeastern Minnesota, and features similar topographical features to bordering St. Louis and Pine counties. Established in 1857, the county was named in honor of Reuben G. Carlton, one of the early settlers at and proprietor of the town site Fond du Lac, as well as a member of the first state senate in 1858 (Holum 1984).

Transportation methods within the county began with the St. Louis River, the largest river to flow into Lake Superior, as it became a major water route in the western Lake Superior region. Eventually a military road from Hastings to Duluth was completed in 1858, and facilitated movement and trade from Fond du Lac. A stagecoach line extending from Superior to St. Paul established stops in Moose Lake, Black Hawk, and Twin Lake (Carroll 1987:9). The coming of the railroad cultivated the county’s greatest resource – timber – that formed the economic base for several communities. Sawmills and lumber villages developed predominantly along railroad lines, Cloquet becoming the largest milling town in Carlton County. The LS&M (later NP) was the first line to enter Carlton County, in 1870, as part of the Hinckley to Duluth connection. In 1879, the StP&D built the Carlton to Cloquet Branch of the NP (Knife Falls Railroad Corridor).

With the construction of rail lines and logging operations clearing the land of virgin forest, settlement and farming in Carlton County increased from 1880 to 1910 (Carroll 1987:6). Although farming had existed for some time, rail lines proved critical to the successful opening of Carlton

County to agricultural settlement during this period (Carroll 1987:9). It was through the railroad that local communities were able to connect with the distant metropolitan centers.

The development and history of Carlton County was significantly impacted by the Fire of 1918 that ravaged northeastern Minnesota from Sturgeon Lake to Lake Superior. Sparks ignited dry bush creating the intense forest fire that spread through Carlton County, severely damaging towns such as Cloquet, Carlton, Moose Lake, and several other rural communities. The towns were rebuilt and lumbering and agriculture continue to be the leading industries in the county (MHS 2007a).

Today, Carlton County is home to over 30,000 citizens, including over 3,200 members of the Fond du Lac Band of Lake Superior Chippewa. The county is mainly rural, and features 10 cities, of which Cloquet is the largest and the county seat. Other cities include Barnum, Carlton, Cromwell, Kettle River, Moose Lake, Scanlon, Thomson, Wrenshall, and Wright.

4.3.7 St. Louis County

Located in northeastern Minnesota, St. Louis County is the largest county in the state. Also known as “a county built on iron,” St. Louis County was established in 1856 and named after the largest river entering Lake Superior, the St. Louis River. The county is heavily timbered in pine trees and has primarily clay soil (Andreas 1874:250). Located at the westernmost point of the Great Lakes, on North Shore of Lake Superior, Duluth was the first area settled in St. Louis County, and currently remains St. Louis County’s largest city and the county seat.

St. Louis County was originally inhabited by Dakota and Ojibwe tribes. French explorers first came to the area of Duluth in the 1600s and soon profited from fur-trade in the area (Greater Downtown Council 2013). In 1892, iron ore was discovered on the Mesabi Iron Range, largely within St. Louis and Itasca Counties. The Mesabi Iron Range is one of the three ranges that make up Minnesota’s Iron Range region. Mining activity in St. Louis County and northeastern Minnesota supplied iron ore for the nation’s steel factories, attracting waves of European immigrant workers in the process. As settlers gravitated toward the virgin pine and abundant iron ore in northern St. Louis County, the southern portion developed at a slower pace, due to the amount of marshes, swampland, and peat bogs. However, as Duluth became the center of Minnesota’s white pine industry in the late nineteenth century, southern St. Louis County became a thoroughfare for railroads. Towns such as Cotton and Virginia were established along the way as lines worked their way north (Holum 1984b).

Today, mining, wood and paper products, aviation, higher education, shipping and transportation, health care, and tourism are the major industries in St. Louis County. St. Louis County remains known for its natural beauty. Voyageurs National Park, Superior National Forest, the Boundary Water Canoe Area Wilderness, state parks, and Lake Superior’s North Shore are some of the natural attractions for the many visitors that come to the area every year. The county is home to approximately 200, 226 people who live in mining towns, farm communities, and cities. The largest city in St. Louis County, Duluth, has an international seaport (St. Louis County Minnesota 2013).

4.3.7.1 Duluth

French explorers first came to the area now known as Duluth in 1679. The city is named for Daniel Greysolon Le Sieur du Luth, the first known European explorer of the area. The area of Duluth has always been associated with water transportation because of its strategic location on Lake Superior and the mouth of the St. Louis River. In 1855, locks were constructed at Sault Ste. Marie at the east end of Lake Superior which extended shipping into the wider Great Lakes region. Duluth prospered from the increased shipping and the city grew significantly. Jay Cooke chose Duluth as the northern terminus of the LS&M which connected Duluth to St. Paul. A network of railroads was built in Duluth soon after. The railroads linked water transportation to other areas and allowed for easier shipment of goods (City of Duluth 2012).

After a depression in 1873, Duluth recovered to be a major grain shipping port and in the 1890s Duluth began shipping iron ore. Duluth's population swelled with the dramatic increase in immigrants coming to work in the mines on Minnesota's Iron Range (Breining 1997:227-229). Today, Duluth is the site of a branch of the University of Minnesota and continues to be a large and important shipping center of the Great Lakes (US History 2012).

4.3.8 *Minnesota Railroad Towns*

As railroad networks expanded across the country, regional markets and commercial centers developed in the Twin Cities and Duluth, Minnesota. From these epicenters railroads expanded across rural areas in Minnesota and extended into the Dakotas, western Wisconsin, and northern Iowa (Borchert 1989). The development and location of these railroads influenced the growth of small rural Minnesota towns. Before the expansion of railroads across the state in the 1850s and 1860s, small towns were typically platted along rivers to take advantage water-power transportation methods. The railroads added additional connections to these towns once lines were developed in the mid 1860s.

The locations and growth of small towns established after the late 1860s and into the early twentieth century were determined by the railroads. Small towns were platted by the railroad companies or speculators based on the location of the railroad corridor. Placement on the railroad was influenced by the potential trade in the area as well as the location of other railroads and railroad towns (Schmidt 2002:E149-E150). New towns were formed at the intersection of two mainlines, or in areas that attracted specialized functions, such as agricultural processing and manufacturing facilities. These new towns also served as the collection and distribution points for the surrounding area to distribute goods to broader markets (Borchert 1989:56).

Railroad towns were platted in a general grid pattern in relation to the railroad corridor instead natural features like rivers. Commercial main streets were developed either parallel to the railroad tracks or on one-side in a T-shaped pattern. Railroads become critical to the economical success of many small towns as they transported agricultural commodities, and brought in building materials and manufactured goods. Railroad depots became a core component of small towns for the distributions of these goods. Small railroad towns nearly always had a grocery store, saloon, and church. Railroad connection also became necessary for other commercial ventures such as bakeries,

specialty shops, and services. Through the railroad, local communities were able to connect to other small towns and larger metropolitan centers (Schmidt 2002:E149-E150).

4.4 PROPERTY SPECIFIC CONTEXTS

4.4.1 Industrial Transportation in the Twin Ports

Development of the extensive industrial transportation network in the Twin Ports of Duluth and Superior began in the mid- to late-nineteenth century. The Twin Ports share a harbor, separated from Lake Superior by a narrow strip of land known as Minnesota Point. In the 1850s, a canal and set of locks were constructed on the eastern end of Lake Superior at Sault Ste. Marie, Michigan, connecting Lakes Superior and Huron and immediately enhancing the viability of the Twin Ports as a major shipping hub (Lanegran 2008:101). This prime geographic location on Lake Superior and the chain of Great Lakes provided the Twin Ports efficient water transportation for a wave of commodities that made the area an important, national transportation hub and trade center.

The first commodity to provide a shipping base out of the Twin Ports was fur. One of the most dominant fur trading companies in the Midwest was the American Fur Company. The company, which was established by John Jacob Astor in 1808, moved into the Great Lakes and Upper Mississippi region after the War of 1812. The company established many trading posts along the Canadian border in Wisconsin and Minnesota. From 1812-1816, the American Fur Company operated a post in what would later become the City of Superior, Wisconsin (SHSW 1986). Land cessions, a dwindling supply of beavers, and the relocation of Native Americans to reservations west of the Mississippi River led to the end of the fur trade system in Wisconsin by 1850 (SHSW 1986).

The timber industry created a second wave of commodity impacting the Twin Ports. Beginning in the mid-1830s, this industry was typically transitory in nature and relied on natural waterways to provide a more cost-effective method of transportation of the logs. Typically, timber cut on the St. Louis and Pigeon Rivers were transported to be milled in Duluth, while the timber cut in the Mississippi, Rum, and St. Croix headwaters regions were typically moved to Minneapolis (Birk 1998:E2).

Grain traffic brought the third wave of commodity to the Twin Ports. Between 1860 and 1884, a wheat monoculture developed in Minnesota as farmers moved into commercial agriculture. During that time, Minnesota emerged as the national leader in wheat production, and Duluth / Superior became the “country’s premier grain shipping port” (Granger et al. 2005). Soon, large quantities of flour and wheat harvested the across the Midwest was transported to the Twin Ports where it could easily be loaded onto boats and shipped to Eastern markets.

The coming of the railroad brought an economical means for transporting commodities like timber and grain to the Twin Ports. A significant railroad and vital component of the industrial transportation network in the Twin Ports occurred in 1870, when the LS&M was constructed (MHS 2012b). In conjunction with the railroad, the LS&M also constructed a 500 foot breakwater extension for the purpose of forming an outer harbor; the work was later taken over by the United States government (United States War Department 1902:2563). The work preceded the construction of the Duluth Ship Canal, which was undertaken by the City of Duluth and the NP from 1870-1872

(United States War Department 1902:2563). The canal, which the United States Government assumed control of in 1873, formed a second link between Lake Superior and the inner harbor. The first, the Superior Entry, was a natural winding channel located on the southeast end of Minnesota Point. Work in the harbor between the Twin Ports continued for the next several years and included dredging as well as the construction of additional channels to support the various mills and docks that had been built around the harbor.

Although the first railroad had reached Duluth by 1870, it was not until 1881 that the same occurred in the City of Superior when the NP completed a mainline from the NP Junction (Carlton) into South Superior. Two years later, the NP reached the west coast, completing its transcontinental mainline. The completion was fundamental to the Twin Ports development into a key interchange point for transcontinental freight traffic.

Industrial growth continued in the Twin Ports throughout the turn of the century. By the 1890s, iron ore was being processed and shipped out of Duluth and Superior. Additional railroad lines were built, radiating out of the Twin Ports, to handle the transportation of the iron ore and other commodities. Massive ore docks were also constructed into the harbor. The docks allowed rail cars full of ore to run out over the lake on trestles, unloading raw ore into storage bins beneath the trestles; from the bins it was transferred to waiting ships via wood and steel chutes (SHSW 1986). Because of the efficient shipment of iron ore, steel industries developed along waterfront property of the Twin Ports such as the West Superior Iron and Steel Company in 1888 and the U.S Steel Corporation in 1915 (Kellner et al. 1999).

Another resource continuing the growth of the Twin Ports during the turn of the century was petroleum. In 1891 Standard Oil Company built the first dock for the receipt of this resource on the Superior side of the harbor, and around 1910 the Twin Ports experienced a significant increase in petroleum shipments (Kellner et al. 1999).

By 1903 the Duluth/Superior Harbor was second only to New York in terms of volume of its marine commerce (American Society of Civil Engineers 1905:279). Railroads continued to be constructed into Duluth and Superior during the early twentieth century. The railroads between the two cities were interconnected by bridges at Oliver, Grassy Point, and Rice's and Connor's Points. By the 1910s, extensive railroad facilities including depots, roundhouses, warehouses, and offices, were located in both cities, primarily along the waterfront.

The timber industry in northern Minnesota and Wisconsin had largely declined in the 1910s and by the early 1930s, the last of the major sawmills in Minnesota had been closed (SHPO 1993). This, coupled with the Great Depression, led to a decline in industrial transportation in the Twin Ports. Following the Great Depression, the transport of coal, iron ore, grain, and other commodities continued the industrial success of the Twin Ports. "Railroad Alley," located along the Duluth side of the harbor, contained as many as 27 railroad sidings and spurs in the mid-1950s (Sanborn Map Company 1955). Although railroad facilities were still quite extensive in the mid-twentieth century, they declined in the last half of the century. Railroads and docks were abandoned, supporting facilities were demolished, and "railroad alley" was replaced with Interstate 35. Despite the loss of a portion of its transportation infrastructure, the Twin Ports harbor remains a strong and important port of the Great Lakes today.

4.4.2 Dairy Industry in Northeast Minnesota

During the early settlement of Minnesota the primary cash crop for farmers was wheat. Other crops were grown for subsistence use until the 1870s when economic and environmental influences called for the diversification of Minnesota farming. Aware that consistent production of a single crop was exhausting to the land and only yielded a single-payout in the fall, Minnesota farmers moved from wheat farming to horticulture, sheep or poultry raising, corn, and hog or beef production, and dairying. As the dairy farming industry expanded and improved, entrepreneurs started creameries which assisted in the processing and marketing of dairy products. Before the diversification of farming, butter and cheese making were home enterprises. The first cheese factories were built in the late 1860's, most of which were privately owned and on the east half of the state (Granger and Kelly 2005: 3.33). Butter factories (creameries) were established in Minnesota in the late 1870s and like cheese factories most were privately owned. Sixty-three creameries and 46 cheese factories were in production by 1885. By this time dairying had become a significant industry in Minnesota (Granger and Kelly 2005: 3.33).

In 1890, the first cooperative creamery, the Clarks Grove Cooperative Creamery, was established in Minnesota. Following similar operations in Denmark and Iowa, the Clarks Grove Cooperative Creamery became the prototype for many subsequent creameries to follow. Cooperative creameries became vital to dairying in Minnesota as they, "created the essential marketing infrastructure for Minnesota's dairy industry by spreading out the financial risk of bringing expensive butter processing equipment into a local area" (Granger and Kelly 2005:3.34). As neighbors took turns hauling milk to the creamery, cooperatives allowed farmers access to monitor operations and confer with fellow farmers (Granger and Kelly 2005:3.34). The creameries also became a source for professional and social activities. In 1898, 84 percent of the 664 creameries in Minnesota were cooperatives and by 1920 Minnesota housed just under half of the cooperative creameries in the nation (Granger and Kelly 2005:3.35). In the 1920s, creameries only sold products to the surrounding area. Anti-trust laws at the time prevented creameries from marketing collectively and low production volume meant little bargaining tools for individual creameries. In 1922, Congress passed the Capper-Volstead Act which allowed cooperatives to price and sell their product nationally. Soon after statewide marketing cooperatives formed, one example being Land O' Lakes Creamery (Granger and Kelly 2005:3.35).

4.4.3 Potato Industry in Northeast Minnesota

During the 1860-1870s, wheat was the dominant cash crop produced in Minnesota. As the need for diversification become more pronounced in the late nineteenth and early twentieth century's, the production of potatoes shifted from a subsistence crop to one of several specialty cash crops produced in Minnesota. The amount of potatoes grown in Minnesota continued to increase into the twentieth century. Potatoes were grown in three primary regions; the Twin Cities region which includes Anoka, Isanti, and Chisago counties; the Red River Valley; and north central Minnesota located between the Twin Cities and Red River valley regions. Today, potatoes are grown in northern, central, and southeastern counties. (Granger and Kelly 2005: 9.1, 9.12-13)

As diversification changed the crops produced in Minnesota, farmers needed a more diverse set of tools and buildings to produce and store the crops. To prevent rotting, potatoes had to be stored at

specific conditions. Built predominantly after 1900, potato warehouses were designed for the purpose of preserving the potatoes. Most early warehouses were built into the ground like a root cellar, but by 1920 warehouses were partially above-ground structures which allowed ground level deposits of the potatoes by wagons into the basement level bins by a hole in the floor. Ventilation and temperature control were vital in potato warehouses. Foundation walls were usually hollow tile while the upper level was commonly wood frame. Many warehouses featured slanted ceilings which aided in air circulation as well as large doors. Floors, walls and bins were also slanted for ventilation purposes (Granger and Kelly 2005: 6.359-6.360).

4.4.4 Water Supply and Waste Disposal in the Twin Cities

The context *Water Supply and Waste Disposal in the Twin Cities* was formulated from *A Crude and Imperfect Affair: The Origins of Water Supply and Waste Disposal in the Twin Cities* (Anfinson 2010). As the population of the upper Mississippi River watershed grew rapidly during the last half of the 1800s, cities replaced the lumber industry as the river's largest polluters. Minneapolis and St. Paul were the worst offenders above St. Louis. At a late 1880s meeting on the state of health in Minnesota, William Watts Folwell, a University of Minnesota political science professor reacted to the Twin Cities' treatment of the Mississippi. He begged the two cities to revamp their emerging sewer systems so that they would not funnel untreated sewage into the river. Folwell hit on the issue that would define the rivers and human health over the next half century. If garbage, animal manure, and the contents of outhouses being dumped into the river had been a problem, they would be but a trickle compared to what was coming, as the two cities developed their sewer and urban water supply systems (Anfinson 2010).

For their early water supply, the residents of most cities relied upon private, neighborhood or community wells and springs, and many captured rain water in cisterns. But as urban population size and density, fire fighting needs, and growing industrial demand exceeded the capacity of these sources some major cities started drawing upon lakes and rivers, piping water directly into businesses and homes. The very idea of great urban centers demanded a system of water works (Anfinson 2010).

Philadelphia established America's first waterworks in 1802, and other major eastern cities followed shortly afterwards. By 1860, America's 16 largest cities had waterworks. In 1871, Minneapolis installed pumps in a building just upstream of the first intake to establish the city's first municipal water works. The pumps could deliver 2.5 million gallons of raw river water per day into the lucky homes and businesses connected to the system. Rufus J. Baldwin, in his early account of the waterworks, called it "a crude and imperfect affair" (Anfinson 2010). Still – emphasizing the fire-fighting aspects – he said, "There was a great satisfaction when on a public trial, five streams of water were simultaneously thrown from hydrants upon and over the Nicollet house" (Anfinson 2010). The great satisfaction lessened as the water's purity became an issue and more people became dependent upon the city's water. From 1870 to 1880, the Minneapolis population jumped from 13,000 to 47,000, and there was no going back to the wells and cisterns. In 1882, city officials tested the water from a downtown fire hydrant. The water, their report said, "Exhibited considerable quantities of animal and vegetable impurities...including an unusually large proportion of parasitic worms" (Anfinson 2010). What came out of the fire hydrant also came out of household and workplace faucets.

By the next year, the growing population of Minneapolis necessitated the construction of a second pumping station, and the city began examining sites above the falls hoping to find a cleaner source. The committee in charge looked at sites above and below the mouth of Bassett Creek, which emptied into the Mississippi's west bank about one mile above the falls. Given the level of pollution flowing into and out of the creek and into the Mississippi River, they recommended an intake well upstream of Bassett Creek. But ignoring the planning committee's recommendation to put the new intake above Bassett Creek, the city opened Pump Station No. 2 on Hennepin Island in 1885 to supply the city's East Side. It could deliver another 10 million gallons of river water through the growing network of water mains, pumping the river and all it contained into glasses and fountains. Although pumping capacity had risen dramatically in the mid 1880s, it could not keep pace with the city's population, which soared from 47,000 in 1880 to 165,000 by 1890 (Anfinson 2010).

The surging demand for water and complaints about the water's quality forced the city to add another pumping station and put it well upstream. In 1888, the city built the North Side Pumping Station, or Station No. 3, at Shingle Creek, four miles above the falls. The plant could pump 12,000,000 gallons per day, supplying enough water for the fire department, public fountains, and "street sprinkling." The city still pumped water from Stations 1 & 2 at St. Anthony Falls (Anfinson 2010).

In 1897, the city finally took a first step towards improving its water quality when it built two reservoir basins in Columbia Heights. The reservoirs could hold 47 million gallons each. However, these were only settling basins, where some of the sediment could drop out. They were not filtering basins, which could have removed some of the bacteria (Anfinson 2010).

By 1904, Minneapolis had been drawing water directly from the Mississippi River for over 30 years and piping it into homes and businesses. In those 30 years, the city's population had grown from 47,000 to 203,000 and changed from using wells and cisterns to relying on the Mississippi for its water supply. The pollution levels in the Mississippi had been increasing steadily as communities above the falls grew (Anfinson 2010).

Minneapolis and other large cities quickly learned the consequences of funneling their wastes to the rivers and lakes they relied upon for their drinking water. Cholera, yellow fever, dysentery, and especially typhoid fever began breaking out among their populations. Two methods emerged to eliminate the typhoid from urban water supplies. In 1893, the Lawrence Experiment Station in Lawrence, Massachusetts, discovered that better slow sand filters could remove the typhoid bacteria. In 1908, chlorination proved another solution to the typhoid epidemics. In 1910, Minneapolis began building a purification plant in Columbia Heights that would filter and chlorinate the water. The plant's opening on January 10, 1913, the Columbia Heights purification plant opened, and the infection and death rates from typhoid quickly fell (Anfinson 2010).

4.5 WISCONSIN STATEWIDE CONTEXTS

4.5.1 Transportation: Later Rail Lines, 1868-Present

This statewide context was developed for the entire state of Wisconsin, with special emphasis on the northern region. By 1868, railroad construction in the state of Wisconsin was rapidly progressing. The panic of 1873 caused a temporary halt in construction. However, by 1875, lines were rapidly being constructed again, and by 1890 the amount of trackage throughout the state had doubled to nearly 5,600 miles (SHSW 1986).

Railroad development in the late nineteenth century witnessed many corporate mergers to combine small local and regional lines with statewide and national carriers. The three dominant railroad companies to emerge from this era included the CM&StP, the Chicago & North Western Railroad (C&NW), and the MStP&SSM (SHSW 1986).

During the late nineteenth and early twentieth centuries, railroads were extended to the sparsely populated areas of northern Wisconsin. The railroads opened the state not only to settlement, but also to the lumber, iron ore, and agriculture industries of the north. This construction was spurred by generous state and federal land grants, totaling nearly three million acres. This rapid expansion of the railroads brought economic prosperity to many communities throughout the state, including Prairie du Chien, La Crosse, Milwaukee, Fond du Lac, Superior, Tomah, North Hudson, and Baraboo (SHSW 1986).

4.6 WISCONSIN GEOGRAPHICAL CONTEXTS

4.6.1 Douglas County

Located in the densely forested northwest corner of Wisconsin, Douglas County is bordered by Bayfield County, to the east, Sawyer County to the southeast, Washburn County to the south, and Burnett County to the southwest. The Minnesota/Wisconsin state line and the Saint Louis River provide the west and north boundaries of the county. The area of Douglas County was originally settled by the Ojibwe (also known as Chippewa) Indians.

Douglas County was established from the larger La Pointe County on February 8, 1854. The county is named after Illinois Senator Stephen A. Douglas, who had been a leader among groups of speculators, hoping to plan a port town and railroad terminus at the natural harbor formed by the Bay of Lake Superior (Merk 1916:121). Douglas County lies on a major water highway. The water trail, the Bois Brule-St. Croix River Portage Trail, was the most convenient connection between Lake Superior and the Mississippi River and was used by early travelers and traders in the region.

Soon after Douglas County was established, Superior was made the county seat. The Federal Land Office at Superior was established in 1855 and marked the growth of area. Farming, logging, and mining all contributed greatly to the Douglas County economy. As an area once rich in natural copper deposits, Douglas County was targeted for a copper mining revival during the 1860s. Three organized efforts, proving mostly futile, were made throughout the county: one at Fond du Lac mine in 1863; a second at the Copper Creek mine in 1864; and another on the Upper Falls of Black

River in 1865 (Merk 1916:121). The economy of Douglas County boomed when the railroad came to the area. The LS&M and the NP were the first to enter the county, linking Superior to points south and west. The NP formally opened to Superior on December 17, 1881 (Prosser 1966; Douglas County Wisconsin 2012).

Much of the economy of the county today is still centered on the shipping industry located along Lake Superior. Tourism and winter sports also compliments the local economy (Douglas County History 2007). The University of Wisconsin – Superior campus is located in Superior, as is a portion of the Fond du Lac Indian Reservation. The population of the county as of the 2012 US Census was 44,159 residents. Cities within the county include Superior, Solon Springs, and Poplar. Towns include Bennett, Brule, Dairyland, Summit and Wascott. There are 45 unincorporated communities in Douglas County.

4.6.1.1 Superior

Superior is located in the northwestern portion of Douglas County at the head of Lake Superior, across the harbor from Duluth, Minnesota. The town is bounded on the northwest by the St. Louis River which widens into the Bay of St. Louis, the Bay of Superior, and the Allouez Bay. This location was ideal for shipping as it was the western most point in the United States accessible by ocean vessels from the Atlantic Ocean via the St. Lawrence River and Erie Canal. The land of Superior was originally settled by the Ojibwe. The French traders and missionaries began to arrive in the area in the 1600s. In 1679, a trading post was established by Frenchman Daniel Greysolon Du Luth. The trading post was replaced multiple times, once in 1787 by the North West Fur Company, and in 1816 by the American Fur Company. In 1853, the first settlers hoped to establish a port town and railroad terminus in Superior due to its geography. Superior was founded on November 6, 1854 and chosen as the county seat. By 1860, the community had a population of 534. The Superior Village government was established in 1887 and was incorporated on March 25, 1889 (City of Superior 2012; Douglas County Wisconsin 2012; United States History 2012; Zenith City 2012)9.

The area surrounding the twin ports of Superior and Duluth is rich in pine forests, iron ore mines, and fertile farming land, all of which contributed to Superior's economy, but the economy boomed after the railroad was established, which increased commerce and industry in the port area. The LS&M and the NP were the first to enter the county, linking Superior to points south and west (Prosser 1966). The NP formally opened to Superior on December 17, 1881. By the late nineteenth century the NP; the GN; and the Chicago, St. Paul, Minneapolis & Omaha Railway (CStPM&O), in conjunction with the C&NW, operated freight and passenger lines through Superior (Railway Historical Society 2002). Many of these railroad companies constructed grain elevators and coal and ore docks in the busy port of Superior (Kaysen 1937).

By the middle of the twentieth century the rapid growth of the Duluth and Superior harbor had slowed and it no longer retained its high volume of shipping of coal, iron ore, grain, or lumber. Today, the City of Superior has a population of approximately 27,224 located in an area of approximately 45 square miles (City of Superior 2012; Douglas County Wisconsin 2012; United States History 2012; Zenith City 2012).

5.0 PHASE I ARCHITECTURAL HISTORY RESULTS

Staff from the 106 Group conducted a Phase I architectural history survey of the project APE between October and December 2011. Saleh Miller, M.S. served as principal investigator. A full list of other project and field personnel is provided in Appendix D. During the Phase I survey, the 106 Group documented 1,823 architectural history properties that are older than 45 years of age within the current APE (see Appendix B for results graphics). Of the 1,823 properties, 1,597 are located in Minnesota and 226 are located in Wisconsin. Results of the Phase I survey are summarized in Sections 5.1 and 5.2 below.

5.1 RECOMMENDED POTENTIALLY ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES

During the Phase I architectural history survey, 31 individual properties (six of which were also evaluated as part of a potential district), two non-railroad historic districts (encompassing 31 resources in total, one of which is also individually listed in the NRHP), seven railroad bridges that are associated with previously determined eligible railroad corridor historic districts, and five railroad corridor historic districts (encompassing 37 railroad-related resources in total) were recommended as *potentially* eligible. Therefore, a Phase II architectural history evaluation was conducted for these 107 properties. Please see Section 6.0 for the Phase II evaluations and recommendations.

5.2 RECOMMENDED NOT ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES

During the Phase I architectural history survey, 1,625 properties were recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of historical integrity. Of those 1,625 properties, 1,409 are located in Minnesota and 216 are located in Wisconsin. Please see Appendix C for a table of all Phase I recommended not eligible properties.

6.0 PHASE II ARCHITECTURAL HISTORY RESULTS

During the Phase I architectural history survey, 31 individual properties (six of which were also evaluated as part of a potential district), two non-railroad historic districts (encompassing 31 resources in total), seven railroad bridges that are associated with previously determined eligible railroad corridor historic districts (see Section 3.2 for a summary of these railroad lines and bridges), and five railroad corridor historic districts (encompassing 37 railroad-related resources in total) were recommended as *potentially* eligible. Therefore, a Phase II evaluation was conducted for these 107 properties. Please see Section 6.1 for the recommended eligible properties, Section 6.2 for the recommended not eligible properties, and Section 6.3 for a property whose Phase II evaluation requires further information.

6.1 RECOMMENDED ELIGIBLE PROPERTIES

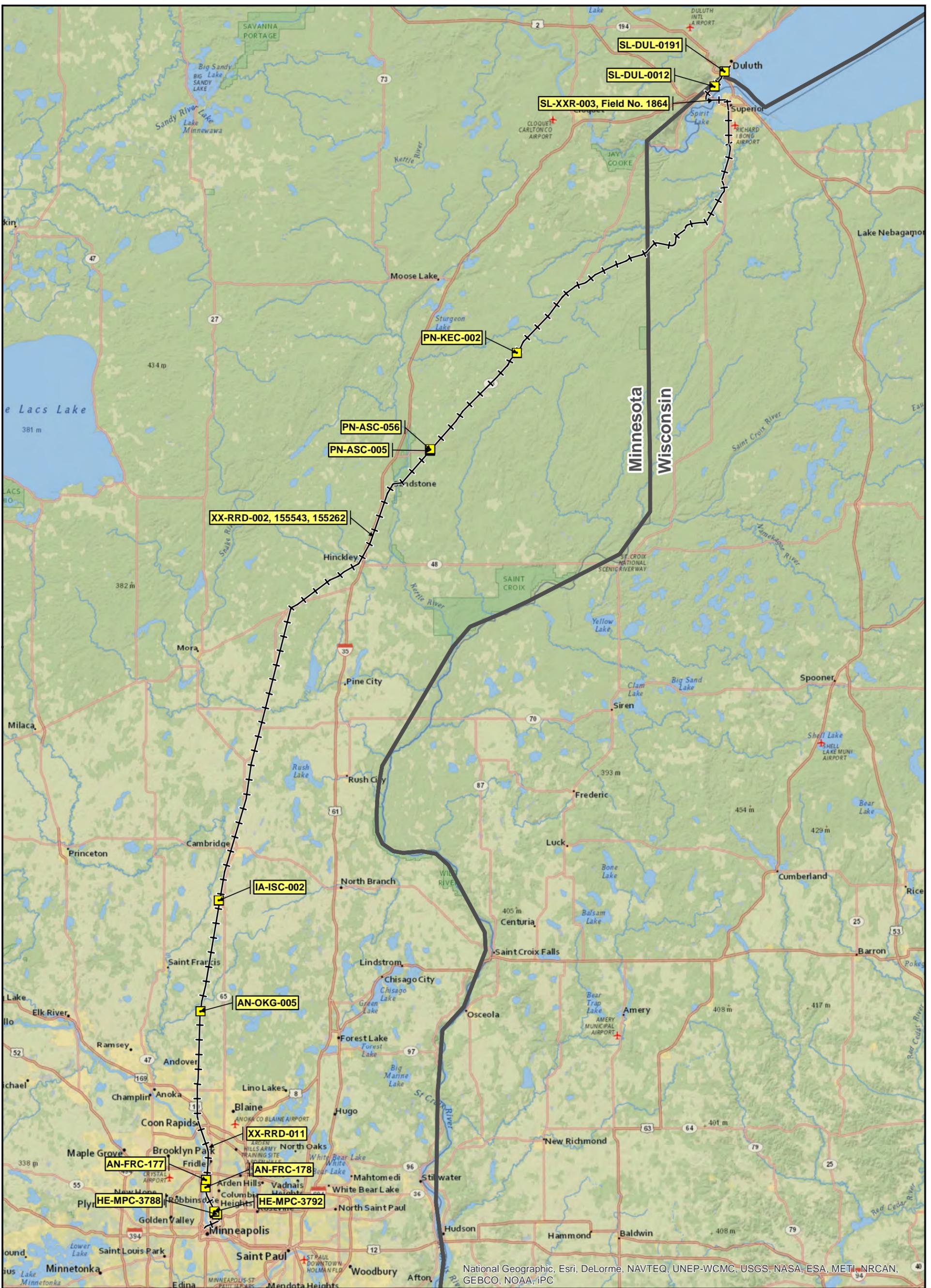
During the Phase II architectural history evaluation, three railroad corridor historic districts (encompassing 33 railroad-related resources) and 11 individual properties (one of which is also a railroad-related resource within a recommended eligible railroad corridor historic district) were recommended as eligible for listing in the NRHP (Table 7; Figure 6).

TABLE 7. RECOMMENDED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES

Inventory No.	Property Name	Address	City	State	Recommended NRHP Status
AN-FRC-177	Northern Pump Co. / Northern Ordnance Plant	4800 East River Road	Fridley	Minnesota	Eligible
AN-FRC-178	Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant	N/A East River Road	Fridley	Minnesota	Eligible
AN-OKG-005	Cedar Potato Warehouse	Main Street NW & Viking Blvd.	Oak Grove Township	Minnesota	Eligible
HE-MPC-3788	Northrup, King & Company Complex	1500 Jackson Street NE	Minneapolis	Minnesota	Eligible
HE-MPC-3792	Northwestern Casket Company	1720 Madison Street NE	Minneapolis	Minnesota	Eligible
IA-ISC-002	Isanti Farmers Creamery Cooperative	104 Main Street West	Isanti	Minnesota	Eligible

TABLE 7. RECOMMENDED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES

Inventory No.	Property Name	Address	City	State	Recommended NRHP Status
PN-ASC-005	Askov Great Northern Passenger Depot	N/A Brogade Street	Askov	Minnesota	Eligible
PN-ASC-056	Askov American	6351 Kobmagergade Street	Askov	Minnesota	Eligible
PN-KEC-002	Kerrick Cheese Factory & Creamery	5357 Hogan Avenue	Kerrick	Minnesota	Eligible
SL-DUL-0012	North Western-Hanna Coal Dock No. 5	303 37 th Avenue West	Duluth	Minnesota	Eligible
SL-DUL-0191	Great Northern Power Company / Minnesota Power & Light Company / Minnesota Power Substation	30 West Superior Street	Duluth	Minnesota	Eligible
SL-XRR-003, Field No. 1864	Duluth Short Line Railway / St. Paul & Duluth Railroad / Northern Pacific Railway "Grassy Point Line" / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, LST&T Junction to West Duluth Junction	N/A	Duluth & Superior	Minnesota & Wisconsin	Eligible
XX-RRD-011	Great Northern and Northern Pacific Railway, Minneapolis Junction to Sauk Rapids Railroad Corridor Overlay Historic District	N/A	Minneapolis, Fridley, and Coon Rapids	Minnesota	Eligible
XX-RRD-002, AHI# 155543, AHI# 155262	Eastern Railway Company of Minnesota / Great Northern Railway / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Coon Creek Junction to Duluth Railroad Corridor Historic District	N/A	Multiple	Minnesota & Wisconsin	Eligible



Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd. 2/27/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Recommended Eligible Architectural History Properties



Figure 6

6.1.1 Northern Pump Co. / Northern Ordnance Plant, AN-FRC-177

Location: 4800 East River Road, Fridley, Anoka County, Minnesota, T30 R24 Section 27

Description: This large industrial complex is located in Fridley, about 0.6 miles south of Interstate Highway 694, at the intersection of 51st Way Northeast and East River Road (Figures 7-12; Appendix B, Map 9). The site is bounded on the north by commercial/industrial properties on 51st Way Northeast, on the east by the Northtown Yard, on the south by open land that extends approximately 580 feet south of the south edge of the parking lot, and on the west by East River Road. There are approximately 140 acres total that comprise this site. The complex is comprised of (sited north to west in a clockwise fashion) two freestanding buildings on the north end of the property; railroad spurs; a large amalgamation of buildings that comprise the Manufacturing, Research, and Engineering Building; a water tower and its associated buildings; two freestanding office additions; and a guard house.

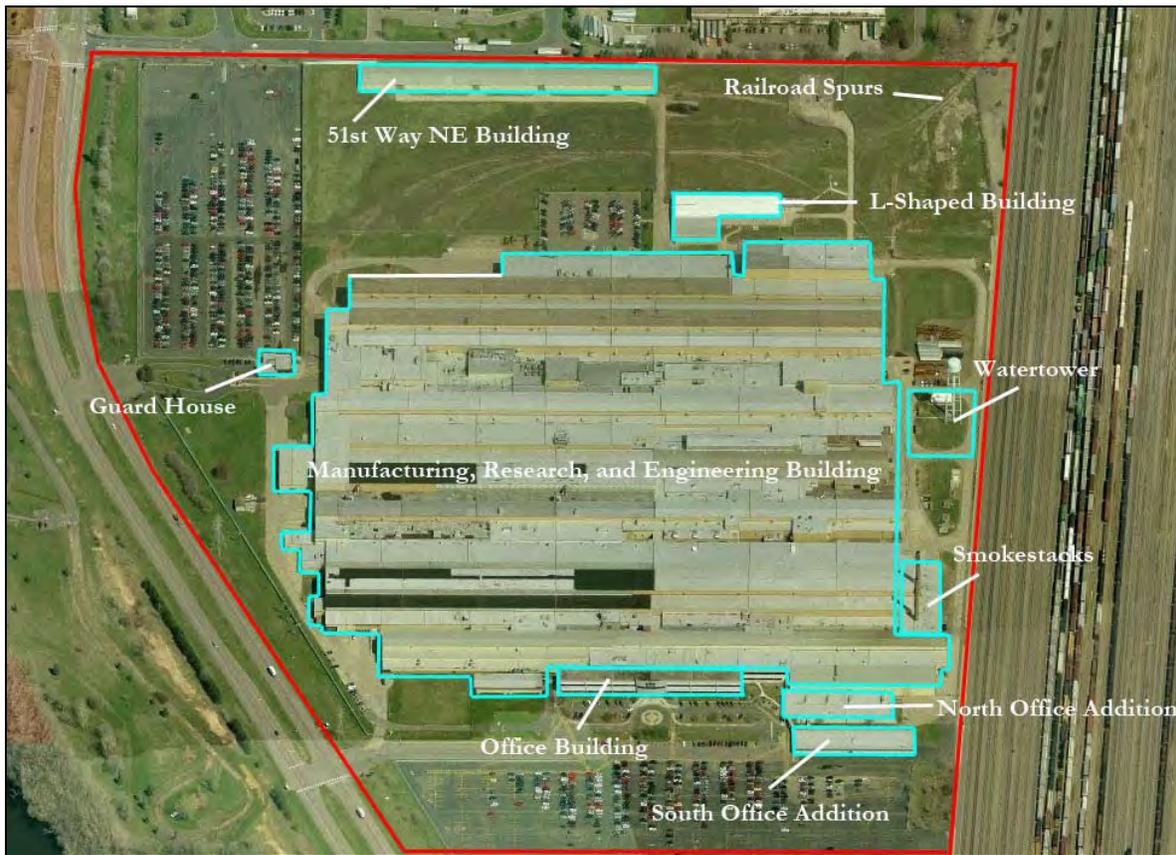


FIGURE 7. NORTHERN ORDNANCE PLANT (AN-FRC-177) ON CURRENT AERIAL PHOTOGRAPH, PROPERTY BOUNDARY IDENTIFIED BY RED LINE (GOOGLE 2012)



FIGURE 8. NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTH



FIGURE 9. OFFICE BUILDING, NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTH

On the northern edge of the complex are two freestanding buildings. The first is sited along 51st Way Northeast. The one-story building is oriented east-west, has a gabled roof, is clad in vertical metal siding, and has four large, overhead garage doors spaced evenly along its south elevation. An L-shaped concrete-paved drive extends from the north elevation of the Manufacturing, Research, and Engineering Building to this building. Additionally, an L-shaped building is situated in close

proximity to the north elevation of the Manufacturing, Research, and Engineering Building. This one story L-shaped building is clad in metal siding and has gabled roof with a shed roof extending south over the base of the “L.” Two large, overhead garage doors are found on the west elevation of the structure. The east elevation of the long side of the “L” has an attached small mechanical room projecting from the structure.

Also on the north side of the complex is a railroad spur that enters the property in the northeast corner and splits into two branches; one that runs along the east side of the Manufacturing, Research, and Engineering Building and stops at the smokestacks, and one that runs along the north side of the complex then splits into three branches that terminate along the west side of the north elevation of the Manufacturing, Research, and Engineering Building. The railroad spur originates from Northtown Yard. A curved connection that connects the east branch with the north branch is found on the northeast side of the Manufacturing, Research, and Engineering Building. Historical aerial photographs indicate that this railroad spur and the branches that extend in the complex are historic features of the complex. Their presence is shown on a 1947 historical aerial photograph (ASCS 1947). Today, the railroad tracks retain the same configuration they had historically; however, the tracks do not appear to currently be in use as portions of the tracks have been covered by grass.

The main building on this property consists of the Manufacturing, Research, and Engineering Building, which is centrally located on the parcel. The office portion of the Manufacturing, Research, and Engineering Building is located on the south elevation of this amalgamation of buildings and faces a large paved parking lot. The office building appears on historical photographs in 1947, suggesting it is original to the complex (ASCS 1947). This building is seven bays wide and two stories tall. The central bay features the main entrance to the office building and is comprised of a slightly projecting, slightly curved section that is clad in vertical metal sheeting that stands a couple feet taller than the building. The slight curve of this section creates a covered porch over the main entryway, which is centered on the ground level. Ribbon windows of plate glass surround either side of the entry doors and extend to the columns that support the curved façade of the center section. The second story features a long line of ribbon windows that extend horizontally along the entire section and stop just at the ends of the bay at the point where the sides curve outward. A sign that reads “BAE SYSTEMS” in white lettering with a red background centered on a black background, is hung in the center of the façade, above the second story windows. On either side of the projecting center bay are three identical bays. Each bay is two stories tall and features a light grey bulkhead that forms the area between the ground and the windows. Above the bulkhead are horizontal spans of ribbon windows that are darkly tinted. The area above the first floor windows is covered in the same grey-painted vertical panels that comprise the bulkhead. A painted horizontal red stripe creates a visual mark between the first and second stories. The second story has an identical span of darkly tinted ribbon windows topped by another section of vertical grey panels with a red stripe at the top. A simple flat metal cornice painted a darker grey color is topped by metal coping that features raised seams running diagonally across the building. Each bay is separated by an engaged, dark grey-painted round column that slightly projects from the building.

Beginning directly north of the office building, and continuing north for over 0.25 miles, are the buildings that comprise the manufacturing, research, and engineering operations of the complex. All of the buildings are connected to each other along both their north and south elevations. This interconnectivity of the buildings, the covering of open spaces between the buildings with roofs, and

the building of service sheds make it nearly impossible to distinguish one building from the next. The whole complex then, is essentially one giant building. The lack of individual building distinction is a historic feature of the complex, as historical aerial photographs from as early as 1947 show the complex in nearly the same form as it stands today. This complex of buildings is comprised of multiple, long rectangular metal buildings that are oriented in an east-west fashion, and are approximately 0.25 miles long. The buildings are clad in a mixture of ribbed and corrugated metals, with metal coping along the eaves; the eaves are flush with the sides of the buildings. The complex is comprised of one-story buildings with flat or shed roofs, two-story buildings with shed roofs, and a few two-story buildings with a third-story monitor roof. Windows are found along the second and third stories on the north and south elevations of the buildings and appear to be pairs of one-over-one, double-hung, metal windows. The windows are dispersed evenly across the length of the buildings. Some of the one-story buildings have oversized overhead garage doors.



FIGURE 10. SMOKESTACKS, NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTHEAST

On the north side of the Manufacturing, Research, and Engineering Building is a shorter rectangular building that is attached on its south elevation to the Manufacturing, Research, and Engineering Building. This building was built post-1965, as its presence is not indicated on historical aerial photographs. On the east side of the Manufacturing, Research, and Engineering Buildings, stands two brick smokestacks. The two brick smokestacks are on the southern half of the east side, close to the office portion of the building. Both smokestacks are round in shape and slightly taper to a smaller size at the top. They are constructed of brown brick in a running bond pattern. What appear to be metal bands are affixed to the smokestacks in even intervals along the entire height of both stacks. These bands may assist in supporting the structures. The northern smokestack appears to be slightly wider and slightly shorter than the southern stack. The northern smokestack has a painted blue vertical banner at its top; it has been painted with the letter “E” and has five white stars beneath it. The west elevation of the Manufacturing, Research, and Engineering Building has an attached shed that projects westward from the building. This attached shed is a single-story

rectangular structure oriented north-south. It has a gable roof and a shed roof extension on its east side that connects the shed to the Manufacturing, Research, and Engineering Building. The shed is clad in vertical metal siding. This shed is not shown on historical aerial photographs, indicating its construction date is post-1965.



FIGURE 11. MANUFACTURING, RESEARCH, AND ENGINEERING BUILDING, NORTHERN ORDNANCE PLANT (AN-FRC-177), FACING NORTHEAST

Sited on the east side of the complex, but not attached to the Manufacturing, Research, and Engineering Buildings, is a freestanding Water Tower. The Water Tower is a metal structure that has a cylindrical tank with a hemispherical top and bottom. It is supported by four trusses connected with diagonal tie rods and a central riser pipe. A small pump house is situated directly beneath the tower, between the northwest and southwest legs. Additionally, a large water tower service building sits directly north of the Water Tower, and two smaller square structures sit to the east of the tower. Both smokestacks and the water towers are shown on historical aerial photographs, indicating they are original to the complex.

Directly southeast of the Manufacturing, Research, and Engineering Building are two one-story office building additions that were constructed post 1965. These buildings are rectangular-shaped with flat roofs. Windows on the South Office Addition building are single-light awning windows that are evenly spaced just under the eaves. The North Office Addition building has narrow, horizontal fixed windows spaced evenly across each elevation. Both these buildings appear to be office buildings rather than manufacturing facilities. These two buildings are connected to each other by an enclosed walkway on the west side, and to the main office building by an enclosed walkway that extends from the far east side of the office building.

A freestanding square-shaped, one-story Guard House with flat roof is located in the southeast corner of the northwestern-most paved parking lot on the property. The Guard House is constructed of brick and has brown vertical wood panels that extend down from the roofline to cover the top quarter of the building's elevations. The southeast corner of the south elevation has two overhead garage doors. The southwest portion of the roof on the west elevation extends from the building, creating an entryway into the building. Ribbon windows are found on the west and south elevations of the entryway. The Guard House was constructed post-1965 as its presence is not indicated on historical aerial photographs.



FIGURE 12. NORTHERN ORDNANCE PLANT (AN-FRC-177) ON 1947 HISTORICAL AERIAL PHOTOGRAPH, CURRENT PROPERTY BOUNDARY IDENTIFIED BY RED LINE (ASCS 1947)

History: The industrial complex at 4800 East River Road in Fridley was constructed from 1940-1941 by the Northern Pump Company. In 1929, the Northern Pump Company was created from the merger of two Minneapolis, Minnesota, businesses: Northern Fire Apparatus Company and the Pagel Pump Company. John “Jack” Blackstone Hawley, Jr. owned the business. Northern Fire Apparatus Company began in 1907 and manufactured fire pumps. With the merger, the company began building equipment for naval guns, continuing naval contracts that Northern Fire Apparatus first secured in 1923 (Van Keuren 1999:59).

With the onset of World War II, the Navy realized it needed additional suppliers of guns for the war effort. In 1940, Northern Pump won a contract to build 5-inch 38-caliber naval guns. Naval guns are

large weapons that are mounted on warships which are intended to be used against targets on land and for anti-aircraft use. The production of such equipment required a new facility, and in September 1940 construction began on this plant in what is today southern Fridley. In January 1941, Northern Pump left its Central Avenue location, permanently moving to this facility on East River Road (Minnesota Historical Society 2012a).

With the granting of government contracts in 1940, Northern Pump Company established the subsidiary Northern Ordnance Incorporated (Northern Ordnance) to oversee this operation in 1942. Shortly after the establishment of Northern Ordnance, the United States Navy financed additional buildings on the site for use as manufacturing facilities for Northern Ordnance, making the business a government-owned contractor-operated (GOCO) facility.

The creation of GOCO facilities was a new concept developed during World War II. In the 1930s, the military had little need for the production and stockpiling of weaponry and munitions; the only manufacturing of these products was conducted solely at Frankford Arsenal; a United States Army ammunition plant near Philadelphia, Pennsylvania. While a number of commercial firms in the United States manufactured sporting ammunition, there was no peacetime market for the creation of military ammunition, munitions, and ordnances. Moreover, deterioration of stockpiles from World War I production and shipments to Great Britain prior to the United States' entry into World War II had depleted total reserves (Connor 1990:4). When World War II created an immediate and strong need for munitions, the government came up with the unprecedented solution of creating a GOCO munitions industry whereby the government would own the production facilities and equipment, and a contractor would manage and actually operate the production facility pursuant to one or more contracts with the government. In July 1940, the Ordnance Department signed its first GOCO contract with the Dupont Company; by 1944, 72 GOCO facilities were operating (Connor 1990:5). The GOCO contract with Northern Ordnance was a result of this increased need for military equipment to support the war effort.

In order to encourage industrial mobilization, the Army-Navy E-Award was developed in July 1942, and was the result of the merging of Navy "E" Awards, the Army "A" and the Army-Navy Munitions Board "Star" Awards. The Army-Navy E-Award was an honor presented to a company during World War II for excellence in production of war equipment. Factors weighed when considering the giving of the award include: overcoming production obstacles; avoidance of stoppages; maintenance of fair labor standards; training of additional labor forces; effective management; record on accidents, health sanitization, and plant protection; and utilization of subcontracting facilities. The award would consist of a pennant for the plant and emblems for all employees in the plant at the time the award was made. Plants which maintained an outstanding record of performance for six months after receiving the original Army-Navy "E" Award were granted a Star Award, indicated by a white star on their "E" flag. Additional stars could be won by continued outstanding performance for succeeding six-month periods until the flag carried four stars, after which the interval was increased to one year (Naval History & Heritage Command 2012). By the end of the war, 4,283 plants were granted the E-award, representing only five percent of the total number of war plants nationwide. Of these 4,283 plants, eight had won six Star Awards, including Northern Ordnance. In honor of this distinguished achievement, Northern Ordnance painted a giant "E" and white stars on one of the smokestacks, which is still visible today (Figure 9).

The Army-Navy E-Award program was discontinued after the war (Naval History & Heritage Command 2012).

After World War II, Congress authorized the military departments to maintain a reserve of industrial facilities for purposes of manufacturing wartime military requirements (Connor 1990:6). As such, in 1947, the Navy purchased the buildings they had funded at the start of the war, as well as 40 acres north of the building, known as the “North 40” (United States Environmental Protection Agency 2003:2-1). The decision to maintain a reserve of GOCO facilities proved wise, as many of these plants were put back in full production to support the armed forces in the Korean and Vietnam conflicts (Connor 1990:6).

In order to facilitate the moving of products manufactured onsite, an airfield was developed on the “North 40” acres. According to historical aerial photograph from 1953, an airfield with two paved runways that created an X-shape had been constructed on the northern portion of the property. The airfield extended from the northern edge of the buildings to what is present-day Interstate Highway 694 (ASCS 1953). According to historical aerial photographs from 1947, the airfield was not yet extant; therefore, its construction occurred between 1947 and 1953 (ASCS 1947; ASCS 1953). According to historical aerial photographs, by 1979 the majority of the airfield was home to several new buildings, but traces of the northwest/southeast runway remained recognizable. The last aerial photograph showing the airfield intact was taken in 1965, indicating that the removal of the airfield occurred between 1965 and 1979 (ASCS 1965). A historical aerial photograph from 1991 shows that no trace of the airfield is present (Freeman 2012).

In 1964, Food Machinery Corporation (FMC), of San Jose, California, purchased the southern portion of the 140-acre property from the Northern Pump Company; the Navy still retained ownership of the northern buildings and acreage (Minnesota Pollution Control Agency 2012). In 1965, a massive thunderstorm swept over the Twin Cities region, spawning six tornados in what would be remembered as one of the worst storms in Twin Cities’ history. One of the tornados touched down in Fridley and cut a path directly across the Northern Ordnance plant. The tornado, which was categorized as an F4, closed the plant for over a month; damages were estimated at over two million dollars (National Weather Service 2012). Historical aerial photographs do not indicate that any buildings were completely destroyed; damage appears to have been limited to portions of the roofs, siding, and the airfield (National Weather Service 2012).

FMC operated the site until 1994, when a series of corporate mergers and sales began. In 1994, FMC entered into a limited partnership with Harsco Corporation’s defense business, BMY Company, to form United Defense, Limited Partnership (UDLP). The Armament Systems Division of UDLP operated the complex, which continued to produce gun mounts and missile launching systems, but was owned by the Carlyle Group, a merchant bank based in Washington D.C., which purchased the company in 1997 (Van Keuren 1999:59). In 2004, the Navy sold its interest in the property to UDLP (Minnesota Pollution Control Agency 2012). In 2005, UDLP was purchased by British-based BAE Systems. BAE Systems, a defense, security, and aerospace company, currently operates the Fridley production site, and the Anoka County Assessor’s office lists ELT Minneapolis, LLC, as the owner (Anoka County Assessor 2012).

In February 2012, BAE Systems announced that the company is relocating its manufacturing operations to its Louisville, Kentucky location, to reduce its production footprint and cut costs. By the end of 2012, the 48 hourly production positions at the plant will be phased out, leaving 620 employees at the complex. The remaining employees are predominantly engineers involved in product design and research development of gun systems, weapons launching systems, advanced munitions, and weapons handling systems (City of Fridley 2012).

Just prior to BAE Systems announcement, in November 2011, the City of Fridley also announced that the Fridley Housing and Redevelopment Authority (HRA) adopted an agreement with Real Estate Recycling LLC (RER) to work together to determine the feasibility of redeveloping the 135-acre BAE Site. The HRA has said that if the RER is able to find a client and use for the site, its plan is to tear down all of the existing structures and build new structures on the site (City of Fridley 2012).

Ordnance Development and Production

Northern Ordnance has a long history of military ordnance development. After securing the first naval contract in 1923, Northern Pump Company was building significant hydraulic equipment for the Navy, including ammunition hoists, training gears and parallel piston transmissions for a variety of naval gun applications by the mid-1930s (Van Keuren 1999:59). At the onset of World War II, Northern Ordnance was awarded a contract for the construction of 5-inch 38-caliber naval gun mounts. By August 1941, the first completed gun was delivered to the Navy. By December 1941, 100 guns had been completed and in May 1942, over 500 were completed (Van Keuren 1999:59). In 1943, during the height of World War II, Northern Ordnance employed a record 11,400 employees working 12-hour shifts, seven days a week (Van Keuren 1999:59).

Post World War II, Northern Ordnance played an important role in weaponry development. Northern Ordnance continued its naval production of 5-inch gun mounts, but also developed a new, dual-purpose 5-inch, 54-caliber gun mount: the Mk 42 Naval Gun Mount. In the 1950s, production shifted to include guided missile launching systems, submarine missile launch tubes, and huge gun barrels (Friends of the Mississippi River 2005). Northern Ordnance also played a role in developing the world's first automatic missile stowage, handling, and launching systems. Northern Ordnance's first Guided Missile Launching System, Mk 4 and the newer Mk 10, armed cruisers and carriers with the 2-stage TERRIER Missiles. The company's Mk 7 systems provided cruisers long-range anti-aircraft capabilities of the TALOS missile. As the company entered the 1960s, Navy fleet defense concepts required more compact, lighter missile launching systems for smaller classes of ships. Northern Ordnance responded with the lightweight self-contained Mk 13 and Mk 22 launching systems, which fired the Navy's new STANDARD missile. Many of these Mk 13 and Mk 22 launching systems are still in service today aboard US and Allied navies (Van Keuren 1999:59).

After Northern Ordnance was acquired by FMC Corporation, development efforts began focusing on development of lightweight gun mount technology. In 1965, the Mk 45 Gun Mount, which provided the Navy with the smallest, lightest 5-inch, 54-caliber gun mounts in the world. Firing up to 20 rounds per minute, the Mk 45 can effectively bombard ship or shore, and counter high-performance aircraft. During this time, the company also produced the 3-inch, Mk 75 naval gun which provided the Navy with gun capabilities for the Perry Class Patrol Frigates (Van Keuren 1999:60).

In the 1970s, Northern Ordnance had a versatile line of fast-reaching, rapid-firing guided missile launching systems able to launch multiple weapon types. The improved Mk 13 Mod 4 launching system supplied ships both surface-to-surface and surface-to-air missile capabilities. Northern then introduced its most versatile pointing launch system, the Mk 26, which allowed Navy cruisers and destroyers to automatically handle and launch sophisticated surface-to-air and surface-to-subsurface (anti-submarine) missiles. Given the company's considerable expertise in machining and welding very large, very precise metal structures, Northern Ordnance also produced missile launching tubes for the Navy's Trident Missile submarines during this period. A major undertaking in the area of Navy missile launch technology improvement was undertaken at Northern Ordnance with the development and fielding of the new Vertical Launching System (VLS), the Mk 41. Rather than firing missiles from a rail that is pointed in the general direction of the target, the VLS system encloses the missile in a launch canister that is loaded vertically into a launcher set in the body of a ship. Northern Ordnance not only began production of the VLS launcher during this period, but also designed the missile launch canisters and began canister production as well (Van Keuren 1999:60).

In the early 1980s, Northern Ordnance began a major broadening of its defense market segments and its core skill base. Considerable time and talent was put into developing the engineering skills and tools necessary to become a major weapon system integrator, whereas prior the company was primarily a developer and producer of Navy guns, missile launchers, and missile launcher canisters. The transition into major weapon system integration involved significant hiring and training in a wide range of engineering and project/program management areas, including such disciplines as software engineering, systems engineering, electrical engineering, and human factors engineering. Additionally, skills and tools for traditional engineering sectors, such as mechanical engineering and industrial engineering, saw dramatic improvement and developments. By the late 1980s, the company had made a complete transition to the digital age, employing CAD programs and high-speed computers (Van Keuren 1999:60).

Northern Ordnance's experience and background in Navy automated ammunition handling and gun design and production allowed the company to win new work with the United States Army in the late 1980s and early 1990s. Significant research and development followed in the areas of robotics, lightweight materials, software development, ballistics, and non-traditional, innovated propellants for gun applications. In 1988, the Northern Ordnance won a government contract to design an advanced technology "demonstrator" (prototype) for a future United States Army howitzer – the Advanced Field Artillery System (AFAS). This highly successful development contract proved to the Army and the United States Government that a fully automated 155-mm howitzer and resupply vehicle could be achieved to meet the Army's needs of the twenty first century. Accordingly, Northern Ordnance / United Defense was awarded the next phase of development for this field artillery system in 1994 and the program was renamed Crusader (Van Keuren 1999:60). The 40-ton Crusader was a tank-like, self-propelled howitzer that was being developed by the Army as a replacement for the Paladin howitzer. The Crusader was able to fire 12 155 mm rounds per minute with a range of more than 25 miles (Friends of the Mississippi River 2005). However, in 2002, Secretary of Defense Donald Rumsfeld cancelled the \$11 billion Crusader program, because the Crusader was considered not sufficiently mobile or precise for the evolving security needs of the twenty first century (Army Technology 2012). Northern Ordnance / United Defense was then

awarded contracts for the Future Combat System (FCS) Cannon with a 20-ton howitzer. The FCS was 20-tons lighter than Crusader and featured a non-line-of-sight (NLOS) cannon.

In 2011, Northern Ordnance / United Defense / BAE Systems won a contract in to develop a new Combat Ground Vehicle for the Army that's more adaptable, affordable, and survivable than its predecessor, the Bradley Fighting Vehicle (WCCO CBS 2011). Today, BAE Systems still operates the facilities on East River Road. The company is a world-leader in design and support systems for a full spectrum of gun systems, weapons launching systems, advanced munitions, and weapons handling systems. Customers of BAE Systems include the United States Navy, the Coast Guard, the Marine Corps, the United States Army, and allied nations throughout the world (City of Fridley 2012). Approximately 700 employees work at the Fridley plant.

Superfund Sites

The Northern Ordnance Plant has been in operation since the 1940s; a time that pre-dated heightened sensitivity to environmental concerns. As such, Northern Ordnance, like many other GOCO facilities, had serious soil and groundwater contamination problems that affected the safety of Minneapolis drinking water, as the site drains into the Mississippi River, which supplies the drinking water for much of Minneapolis (United States Environmental Protection Agency 2012). The entire site was listed on the National Priorities List in 1989. The National Priorities List (NPL) is a congressionally mandated listing of those sites nationwide that the Environmental Protection Agency (EPA) has determined present the greatest threat to public health and welfare or to the environment (Connor 1990:6). Since then, the United States Navy has been conducting the ongoing cleanup and groundwater monitoring at the site, with the oversight of the United States EPA and the Minnesota Pollution Control Agency (MPCA) (United States Environmental Protection Agency 2012). The remedial goal for the site is to meet drinking water standards and ensure that human health and the environment are protected until the drinking water standards have been met (Minnesota Pollution Control Agency 2012).

Significance: The Northern Pump Company / Northern Ordnance Plant Complex is significant under NRHP Criterion A, in the areas of engineering, industry, and military. In the area of engineering, the complex has significance as a one-stop, design-build facility for the Navy. Not only are weapons manufactured at the facility, but they are also developed, tested, and produced in this building. The buildings that comprise Northern Ordnance are where numerous military weapons systems were developed and produced, starting with Naval 5-inch gun mounts during World War II. After World War II and into present day, Northern Ordnance continued engineering and producing advanced weapons for the Navy, including the world's first automatic missile stowage, handling, and launching systems, the Vertical Launching System, Advanced Field Artillery System, the now-defunct Crusader program, and the Future Combat System Cannon with a 20-ton howitzer.

In the area of industry, the complex has significance as the largest industrial property in Minnesota. It has been in continuous operation since its construction in 1940 and played an important role in wartime production during World War II. At the height of the war effort, Northern Ordnance employed a record 11,400 employees, working 12-hour shifts, seven days a week (Van Keuren 1999:59). The complex was one of only eight manufacturing facilities nationwide to be awarded six stars for excellence in production, as part of the Army-Navy E-Award program that was established during World War II to honor facilities that contributed to the war effort.

In the area of military, Northern Ordnance has significance as America's largest producer of heavy naval ordnance equipment for the Navy and foreign nations (MSC Software n.d.:2). Northern Ordnance was a producer and supplier of naval weapons, and was a facility that was partially funded and owned by the United States Navy. Northern Ordnance played a critical role in supplying the Navy with gun mounts and weapons launching systems during World War II, as well as supplying weapons systems during the military conflicts of the mid-twentieth century. Shortly after the establishment of Northern Ordnance, the United States Navy financed additional buildings on the site for use as manufacturing facilities for Northern Ordnance. In 1947, the Navy purchased the buildings they had funded at the start of the war, as well as 40 acres north of the building, known as the "North 40," to facilitate the development and production of naval weaponry. Northern Ordnance also became a developer of robotics, lightweight materials, software development, ballistics, and non-traditional, innovated propellants for gun applications for the United States Army in the twentieth century, an honor it was awarded based on its successful and long term commitment to Navy weapons systems. The role Northern Ordnance has played in supplying the United States Armed Forces with advanced and powerful weaponry has ensured that the United States military has one of the strongest and most significant defense capabilities in the world. Additionally, the complex was a GOCO facility, a new program developed by the military out of the need for massive increases in military equipment production to support the war effort.

The Northern Pump Company / Northern Ordnance Plant Complex was not the only military manufacturing facility in the Twin Cities area. The Twin Cities Army Ammunition Plant (TCAAP) in Arden Hills and Gopher Ordnance Works in Rosemount were both active facilities in the Twin Cities during the time Northern Ordnance was in operation. Constructed in 1941, TCAAP was a GOCO facility that specialized in the production of small arms ammunition; specifically .30, .50, and .45 caliber ammunition. TCAAP closed in 2005. Opened in 1943, Gopher Ordnance Works was a gunpowder plant that operated during World War II; the plant closed shortly after the conclusion of the War. Despite the presence of these military production facilities, Northern Ordnance is significant as a naval weaponry producer. Naval weaponry is considerably different than the small arms ammunition produced at TCAAP, as naval weaponry is large machinery mounted on warships that are intended for use against surface and aircraft targets. Additionally, Northern Ordnance is the only one of these three facilities still in operation today, and even more importantly, is still a military weaponry developer and manufacturer.

The period of significance for this complex begins in 1940, the date of construction of the original complex. The complex not only retains significance within the period of World War II when it was put into production, it continued development and production of important munitions during the Korean, Vietnam, and Cold War eras, and continues production of United States Army gun systems, weapons launching systems, advanced munitions, and weapons handling systems today. Therefore, because the engineering, industry, and military significance of this property appears to continue today, the recommended period of significance ends in 1962, the 50-year benchmark for listing in the NRHP.

All of the buildings on the property are contributing resources to the complex, with the exception of the post-1965 rectangular building on the north end of the Manufacturing, Research, and Engineering Building, the shed, the north and south office additions, and the guard house.

Integrity: As a whole, the complex has good integrity. The size of the complex has remained relatively unchanged since its construction, with only minor notable exceptions. The northernmost two long rectangular buildings are shown on historical aerial photographs in 1947 as not connected to the rest of the Manufacturing, Research, and Engineering Buildings; a service road appears to separate the buildings from the rest of the complex (ASCS 1947). However, by 1957, historical aerials show that a connection to the two buildings in the form of an enclosed building, from the rest of the complex had been built along the eastern half (ASCS 1957). By 1965, historical aerial photographs indicate that a full connection between the buildings and the complex had been completed; photos indicate that the service road was enclosed with a roof, essentially creating a new building (ASCS 1965). Historical aerials also indicate that a smaller rectangular building was built on the north elevation of the Manufacturing, Research, and Engineering Building post-1965. This new addition is about half the length of the long rectangular buildings that comprise the Manufacturing, Research, and Engineering Building and is constructed on east half of the north elevation. This addition, along with the shed addition on the west elevation, slightly detracts from the integrity of the Manufacturing, Research, and Engineering Building, despite this, the historic form of the buildings is still clearly evident. The complex retains good integrity despite these minor changes, as the buildings were built to be a large manufacturing facility that was flexible and adaptable to change. These additions testify to the continued use and growth of the facility as a military weaponry manufacturer and changes to the structures over time are necessary to maintain continued use of the facility. Additionally, as the buildings that comprise the complex were originally constructed on a grand scale, additions to such a large building tend to be minor and do not compromise the historic form of the buildings to any great extent.

Two freestanding building on the north side: the L-shaped Building and the 51st Way Northeast Building were constructed post-1965. On the west side, the Guard House was constructed after 1965. Additionally, the North Office Addition and South Office Addition buildings have been added south and east of the main office building. Historical aerial photographs date these new buildings as post-1965 as well (ASCS 1965). The addition of the post-1965 buildings does not detract from the design, feeling, or association of the property, but rather contribute to the overall sense of scale, and association as a large manufacturing complex.

In comparison to historical aerial photographs, it appears that the whole complex has been re-roofed, as well as painted, denoted by the present-day uniformity of roofing and siding colors; historical aerials do not indicate that the complex was historically uniform in color. Despite this, the property retains good integrity of materials and workmanship, as roofing and painting are part of necessary ongoing maintenance to keep the property in working order and are expected issues for buildings over 70 years old.

The original siting of the complex directly next to Northtown Yards on the east side and in close proximity to the Mississippi River, which were both methods of shipping and receiving goods and products, remains unchanged today. However, the airfield that appeared in historical aerial photographs by 1953 is no longer extant today. As such, the property retains good integrity of location, setting, association, and feeling, as the close proximity of the railroad and river contributes to the understanding of the manufacturing nature of the complex.

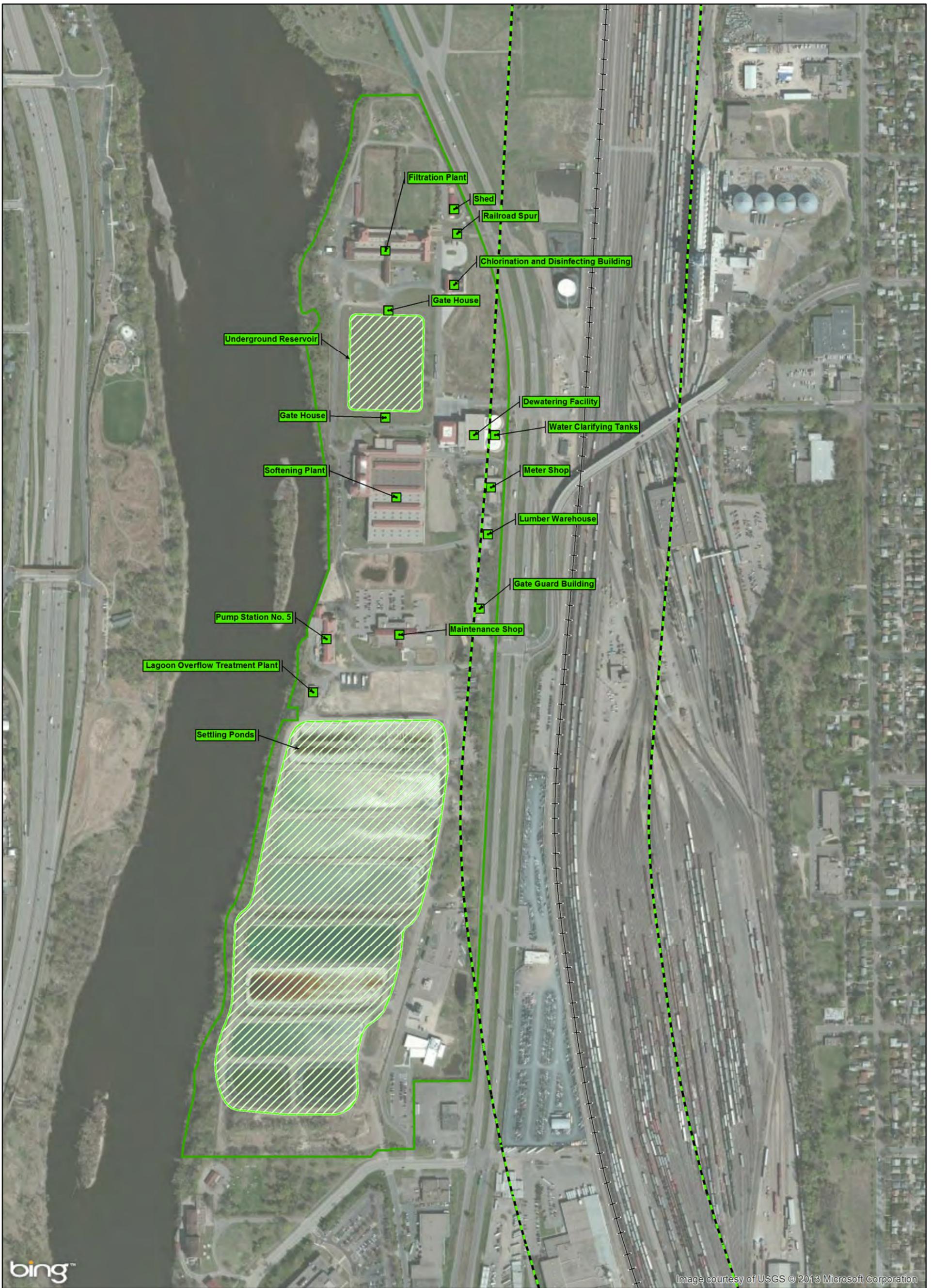
Recommendation: The Northern Pump Company / Northern Ordnance Plant Complex is recommended as eligible for listing in the NRHP under Criterion A, within the areas of engineering, industry, and military. The complex is the largest manufacturing plant in Minnesota and has played an integral role in the development, engineering, and production of advanced military weaponry for the Navy and Army since 1940. Several innovative and technologically advanced military weapons systems were developed and produced at the plant throughout its succession of military defense company ownership. The complex is an example of an intact, continuously operated manufacturing complex in the Twin Cities metro area that has been employed in the same line of work since its founding, and has been a major employer in the area for over 70 years. All of the buildings on the property are contributing resources to the complex, with the exception of the post-1965 rectangular building on the north end of the Manufacturing, Research, and Engineering Building, the shed, the north and south office additions, and the guard house due to the age of the structures.

6.1.1 Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant, AN-FRC-178

Location: East River Road, Fridley, Anoka County, Minnesota, T30 R24 Section 34

Description: This large public works facility, known as the Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant, is located on the east bank of the Mississippi River, just west of East River Road between 36th and 46th Avenues NE in Fridley, Minnesota (Figure 13; Appendix B, Map 8). The long, rectangular-shaped facility consists of 72.44 acres and approximately 15 buildings and structures including sheds, a Pumping Station, a Treatment Building, an Ammonia System Building, a Dewatering Facility, and Water Clarifiers. Two railroad spurs from the Eastern / GN / Burlington Northern Railroad (BN) / BNSF mainline enter the property from the east. One spur enters at the northeast corner of the property and terminates at a porte cochere on the northeast tower of the Filtration Plant. The other BNSF spur enters the property approximately 0.23 miles south of the first and terminates at a porte cochere at the northeast corner of the Filtration Plant.

The property consists of a one-story, circa 1925 rectangular-shaped; stretcher-bond brick Italian Renaissance Revival style Filtration Plant with a polychrome Spanish tile roof. This building is located on the north end of the property (Figure 14). An interior brick chimney is located on the northern ridgeline. Three-and-a-half-story hipped roof towers are located on the northeast and northwest corners of the building. The south roof slope of the northeast tower features a concrete spire, and gabled wall dormers are located on the south and east elevations of both towers. A two-story wing runs parallel through the center of the main building and projects south, giving the complex a cruciform plan. A one-story brick projection with multiple cross gables extends over 400 feet north from the north elevation of the building. This wing, which is likely used for flocculation and coagulation processes, is not visible from the public ROW. The building features several brick patterns throughout including rowlock, soldier course, and combination running bond/basketweave.



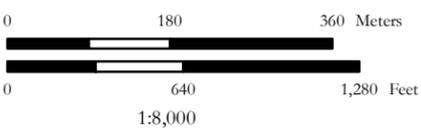
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**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Fridley Water Filtration Plant (AN-FRC-178)



- +— Proposed Northern Lights Express Line
- Architectural History APE
- Fridley Water Filtration Plant Boundary
- Building / Structure
- ▨ Landscape Feature

Figure 13



FIGURE 14. FILTRATION PLANT, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING NORTHWEST

Fenestration on the first story of the east-facing façade of the Filtration Plant consists of a recessed double-leaf metal door with a three-part Roman arch transom and concrete architrave; a double-leaf wood door with concrete architrave and brick rowlock Roman arch; four 36-light glass block windows; and two multi-light glass block windows with central awnings. Fenestration on the second story of the façade of the east tower and porte cochere consists of four, four-light windows and three six-light windows, all with opaque panes. Fenestration on the third story of the façade of the tower consists of a four-light window with opaque panes. Fenestration on the second story of the south elevation of the tower consists of two window openings. Fenestration on the third story consists of four window openings. Fenestration on the west and north elevations is not visible from the public ROW.

The south elevation of the Filtration Plant is divided into eighteen window bays by eighteen engaged brick pilasters. A dark brick cordon runs the length of the elevation beneath the windows. Fenestration on the first story of the south elevation consists of eighteen 36-light windows. The two windows on the east and west ends of the building have large Roman arches present above. Fenestration on the second story of the south elevation consists of 16 multi-light windows divided into bays by 14 engaged brick pilasters.

Fenestration on the first story of the east elevation of the southern projection on the Filtration Plant consists of a single-leaf door and five multi-light windows that have been replaced with opaque panes. Fenestration on the second story consists of five three-part eight-light windows with opaque panes and two multi-light windows. Fenestration on the first story of the south elevation of the

projection consists of a single-leaf metal door with a brick Roman arch. No fenestration is visible on the second story. Fenestration on the west elevation is not visible from the public ROW.

Fenestration on the south elevation of the second story of the west tower on the Filtration Plant consists of one multi-light window. Fenestration on the third story consists of three multi-light windows. Fenestration on the second story of the east elevation of the tower consists of four multi-light windows with opaque panes. Fenestration on the third story consists of two multi-light windows with opaque panes. The west and north elevations of the Filtration Plant are not visible from the public ROW.

A long one-story circa 1943 shed with a shed roof is located northwest of the Filtration Plant. This building is not visible from the public ROW.

A small one-story circa 1955 building with a flat roof is located west of the Filtration Plant. This building is not visible from the public ROW.

A small one-story, circa 1930 brick Italian Renaissance Revival style Gate House is located south of the Filtration Plant. The Gate House has a hipped roof that is covered with polychrome Spanish tiles. Fenestration on the south elevation consists of two six-light metal windows. The east, north, and west elevations are not visible from the public ROW.

A one-story circa 1965 shed with a front gable roof is located northeast of the Filtration Plant. This building is not visible from the public ROW.



FIGURE 15. CHLORINATION AND DISINFECTING BUILDING, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING SOUTHEAST

A two-story, circa 2009 T-shaped stretcher-bond brick Italian Renaissance Revival style Chlorination and Disinfecting Building is located southeast of the Filtration Plant (Figure 15). The building has a cross gable roof that is covered with polychrome Spanish tiles. A one-and-a-half-story wing with a flat roof is located on the east elevation and gives the building an overall rectangular plan. Fenestration on the first story of the south elevation consists of a large double-leaf bi-fold metal door with a Roman arch and basketweave pattern. No fenestration is present on the second story. Fenestration on the second story of the south elevation consists of five multi-light fixed windows. Fenestration on the west elevation is not visible from the public ROW. Fenestration on the first story of the north-facing façade consists of two large bi-fold metal doors with a Roman arch and basketweave pattern; three single-leaf metal doors, and a plate glass window. No fenestration is present on the second story of the façade.

The one-and-a-half-story wing on the Chlorination and Disinfecting Building features engaged brick pilasters with splayed concrete copestones throughout. A bordered red brick Flemish diagonal-bond course runs the length of the building. Fenestration on the first story of the south elevation consists of a double-leaf metal door. No fenestration is present on the half-story. Fenestration on the first story of the east elevation consists of two single-leaf metal doors. No fenestration is present on the half-story.



FIGURE 16. SOFTENING PLANT, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING NORTHEAST

Located southwest of the Chlorination and Disinfecting Building is a two-story, circa 1938 stretcher-bond brick Italian Renaissance Revival style Softening Plant that has a flat roof which is covered with polychrome Spanish tiles (Figure 16). The roof features a concrete parapet and four hipped

clerestory window bays. A three-story hipped-roof tower is located at the northeast corner of the building, a concrete smokestack is located on the north elevation, and a two-story brick wing with two three-story hipped roof towers and a two-and-a-half-story hipped roof tower is located on the west elevation. Flemish diagonal-bond red brick courses are present throughout the building. The two-and-a-half-story tower features a combination running bond/basketweave cornice and is partially faced in sandstone on the first story.

The east elevation of the Softening Plant is divided into 19 bays by paired engaged brick pilasters with concrete copestones. Fenestration on the first story of the east elevation of the softening plant consists of a recessed double-leaf metal door with a grated transom, sandstone architrave, and first story balcony; a double-leaf metal door with a Roman arch; a large two-part sliding metal door; 22 27-light glass block windows with rowlock sills; and 16 glass block windows with central awning windows. Fenestration on the half story consists of a 12-light glass block window with a Roman arch and three glass block windows with central awning windows. Fenestration on the third story consists of three eight-light windows and four six-light windows, all with opaque panes and sandstone sills. Fenestration on the east elevation of the second-story clerestories consists of four three-over-one, double-hung windows and four six-light windows, all with opaque panes. Fenestration on the east elevation of each of the two three-story towers consists of two six-light windows with opaque panes and concrete sills.

The south elevation of the Softening Plant is divided into 13 bays by 11 paired pilasters and two single pilasters, all with splayed concrete copestones. Fenestration on the first story of the south elevation consists of two single-leaf metal doors; 19 openings have been bricked in. Fenestration on the second story consists of 25 glass block windows placed singly, in pairs, and in ribbons of three.

The west-facing façade of the Softening Plant is divided into four bays by five engaged brick pilasters with splayed concrete copestones. Fenestration consists of 12 two-part sheet glass metal windows.

Fenestration on the first story of the north elevation of the Softening Plant consists of four three-light windows with opaque panes; 12 18-light glass block windows; and two large glass block windows. Fenestration on the second story consists of 12 large glass block windows. Visible fenestration on the second half-story consists of two three-over-three, double-hung windows with opaque panes. Fenestration on the third story consists of two three-over-three, double-hung windows and four six-part windows, all with opaque panes.

The south elevation of the west wing of the Softening Plant is divided into seven bays, four created by corbelling, and three created by four engaged brick pilasters with concrete copestones. Fenestration on the first story of the south elevation consists of seven six-over-two, double-hung, windows with opaque upper panes and soldier course lintels. Fenestration on the half story consists of three window openings. The second story is fenestrated with seven window openings, three of which are glass block. The south elevation of each of the towers is fenestrated with two window openings.

The first story of the façade of the west wing is fenestrated by four two-part sheet glass metal windows with soldier course lintels and a double-leaf metal door with a metal-grated transom. The

door features a sandstone architrave, and a sandstone slab above the door reads “Minneapolis Water Works.” Visible fenestration on the second story of the façade consists of ten glass block windows with central awning windows. Fenestration on the third story consists of three glass block windows, one with a central awning; and four six-light metal windows with opaque panes.

A small one-story, circa 1930 L-shaped brick Italian Renaissance Revival style Gate House is located north of the Softening Plant. The building has a hipped roof that is covered with polychrome Spanish tiles. Fenestration on the south elevation consists of three window openings. The east elevation is fenestrated by one window. Fenestration on the north elevation consists of a single-leaf metal door.

A two-story circa 1971 brick and corrugated metal Dewatering Facility is located east of the Softening Plant. The facility has a two-and-a-half-story portion on the west elevation. Fenestration on the first story of the south elevation of the dewatering facility consists of an overhead metal door and a single-leaf metal door. Fenestration on the second story of the south elevation consists of two louvered openings. The north elevation is not visible from the public ROW.

Attached to the east elevation of the Dewatering Facility are two circa 2009 circular Italian Renaissance Revival style Water Clarifying Tanks that feature corbelling, engaged brick pilasters, and a flat roof with a polychrome Spanish tile edging. A two-story brick hyphen with a flat roof connects the facility and the tanks. The hyphen features two engaged brick pilasters with splayed concrete copstones. Fenestration on the first story of the hyphen consists of an oversized single-leaf entry door. Fenestration on the south elevation of the southern tank consists of three 39-light glass block windows with concrete sills. Fenestration on the east elevation consists of three 39-light glass block windows with concrete sills. A two-story brick hyphen with a flat roof connects the southern and northern tanks. The east elevation of the hyphen is divided into three bays by four engaged brick pilasters with splayed concrete copstones. There is no visible fenestration on the first story of the hyphen. Fenestration on the second story consists of three 39-light glass block windows with concrete sills. Fenestration on the east elevation of the northern tank consists of three 39-light glass block windows with concrete sills. Fenestration on the northern elevation is not visible from the public ROW.

Attached to the west elevation of the Dewatering Facility is a two-story circa 2010 Italian Renaissance Revival style brick addition that has a hipped roof that is covered with polychrome Spanish tiles. A one-and-a-half-story wing is located on the south elevation. The wing features six engaged brick pilasters with splayed concrete copstones, and a bordered red brick Flemish diagonal-bond course runs the length of the south elevation. Fenestration on the first story of the south elevation consists of a double-leaf door. Fenestration on the half story consists of three window openings. Fenestration on the second story consists of two ribbons of three window openings and two single-leaf doors.

The north-facing façade is divided into four bays by five engaged brick pilasters with splayed concrete copstones. Fenestration on the first story of the facade consists of four double-leaf bi-fold metal doors and a single-leaf metal door. Fenestration on the second story consists of eight 33-light glass block windows with concrete sills. Fenestration on the west elevation is not visible from the public ROW.

Located south of the Dewatering Facility is a one-story circa 1944 stretcher-bond brick Meter Shop that is covered with a flat roof. The south-facing façade is divided into seven bays by eight engaged pilasters with splayed concrete copestones. The east elevation is divided into four bays by five engaged pilasters with splayed concrete copestones. Fenestration on the façade consists of an overhead wood door; six pairs of six-over-one, double-hung, windows with opaque upper panes; four six-part windows with opaque panes; a glass block window; a three-part window with opaque panes; and a single-leaf metal door. A filled-in basement level loading bay is present on the façade. Fenestration on the east elevation consists of four six-over-six, double-hung, windows with opaque panes. Fenestration on the north and west elevations is not visible from the public ROW.

To the south of this building is a circa 1965 concrete block and corrugated metal Lumber Warehouse with a low-pitched front gable roof. Fenestration on the south elevation consists of a single-leaf metal door, and large vehicle entrance, and one sliding window. No fenestration is visible on the east elevation. Fenestration on the north-facing façade consists of an overhead door, a single-leaf metal door, and a sliding metal window. Visible fenestration on the west elevation consists of a metal sliding window.



FIGURE 17. PUMP STATION NO. 5, FRIDLEY WATER FILTRATION PLANT (AN-FRC-178), FACING SOUTHWEST

Located southwest of the Softening Plant and on the Mississippi River is a two-story circa 1925 brick polygonal Italian Renaissance Revival style building known as Pump Station No. 5 (Figure 17). The building has a hipped roof covered with polychrome Spanish tiles, and a three-story hipped roof tower is located on the northeastern corner of the building. Three two-and-a-half-story hipped roof wings front the east elevation. A combination running bond/basketweave cornice is present around the tower and two-and-a-half-story wings, and concrete courses run the length of the building. A one-story hipped roof wing is located on the northwest elevation, and a two-and-a-half-story wing

featuring engaged pilasters with splayed concrete copstones and a combination soldier course/stacked bond cornice is located on the west elevation of the building. The west wing has a flat roof with concrete coping.

Fenestration on the first story of the south elevation of Pump Station No. 5 consists of an overhead door and two pairs of window openings. Fenestration on the second story consists of three pairs of window openings. Fenestration on the third story of the south elevation of the tower consists of four window openings. Fenestration on the first story of the north elevation consists of five 12-light glass block windows with central single-light awning windows. Fenestration on the second story of the north elevation consists of four 15-light windows and two exhaust openings, all with concrete sills; and a six-light metal window with a concrete sill. Fenestration on the third story consists of three ten-light metal windows with concrete sills.

Visible fenestration on the first story of the east-facing façade of Pump Station No. 5 consists of two recessed double-leaf doors and six multi-light glass block windows with central awning windows and soldier course lintels. One double-leaf entry is accented by a concrete architrave and round arch; the other features a concrete architrave and first-story metal balcony. Visible fenestration on the second story consists of a one-over-one, double-hung window with a small Roman arch; four 11-light glass block windows with concrete sills; and four seven-light glass block windows with central awning windows. Visible fenestration on the half-story consists of two six-light metal windows with concrete sills and two 15-light glass block windows. The west elevation of Pump Station #5 is not visible from the public ROW.

Fenestration on the north elevation of the northwest wing of Pump Station No. 5 consists of a double-leaf door; a nine-light glass block window; and a 12-light glass block window with a central awning window. Fenestration on the east elevation consists of a double-leaf door; a nine-light glass block window; and a six-light glass block window with a central awning window. Fenestration on the west wing is not visible from the public ROW.

Located southwest of Pump Station No. 5 is a one-story circa 1997 building with a flat roof known as the Lagoon Overflow Treatment Plant. This building is not visible from the public ROW.

To the east of Pump Station No. 5 is a circa 2005 Maintenance Shop with one- and two-story portions. The brick building has a flat roof, and a hipped roof tower is located on the south elevation. Fenestration on the first story of the south elevation consists of ten window openings and an entrance. Fenestration on the second story consists of ten window openings. Fenestration on the first story of the north-facing façade of the building consists of five four-part plate glass windows; three glass overhead doors, and two single-leaf doors. Visible fenestration on the second story consists of seven three-part plate glass windows. Visible fenestration on the first story of the west elevation consists of an overhead door; a single-leaf door; and four four-part plate glass windows. Fenestration on the second story consists of a single window opening.

Located east of the Maintenance Shop is a one-story circa 2005 Italian Renaissance Revival style Gate Guard Building. The irregularly shaped building has a hipped roof covered with polychrome Spanish tiles. This building is not visible from the public ROW.

Between the Filtration Plant and the Softening Plant are several underground reservoirs, identifiable by numerous short, evenly-placed stand pipes.

The southern half of the property consists of approximately nine settling ponds.

The buildings in this facility that were constructed between circa 1925 and circa 1950 were designed in the Italian Renaissance Revival style. Generally, these tan stretcher-bond brick structures feature brick pilasters with concrete capitals; two-story Roman arch entrances; ornate concrete and brick cornices; gabled, low-pitched hipped, and steeply pitched-hipped roofs that are covered with red clay Spanish tiles; and double-hung steel windows.

History: Access to a reliable source of clean water is integral to the growth and development of urban areas. The distribution of clean drinking water and the disposal of sewage are two components of a larger equation. One part of this equation, water systems, treats and delivers a needed commodity to consumers while the other, sewers, takes away the waste products for disposal. Without both parts, any urban area, especially one as dense as Minneapolis, could not exist.

For almost 12,000 years, Native Americans were able to experience the pristine waters of the Mississippi River. Prior to the opening of Minnesota to European Americans for settlement, the Mississippi River was characterized as clear and dark. This description reflected the pristine, pure character of the river and the water it carried. However, almost as soon as Minnesota was opened to settlement the river began to change. The first sources of pollution were refuse from the lumber industry and sediment from agriculture and deforestation. A third source that developed slightly later and one that was closely tied with the growth of the Twin Cities was sewage and garbage. This quickly became the leading source of river pollution (Anfinson 2010).

To a large extent the growth and development of the Minneapolis water system closely corresponds with the rapid urbanization of Minneapolis and its mushrooming population in the late nineteenth and early twentieth century. In 1860, Minneapolis was a small frontier town with a population of 2,564. However, with the development of the lumber industry and, soon thereafter, flour milling at St. Anthony Falls, which enabled the city to become the economic and industrial center of the northwest, the population of the city skyrocketed to 13,066 in 1870, 46,887 in 1880, and to 164,738 in 1890 (United States Department of Commerce, Bureau of the Census 1963). As the demand for water grew during this period, Minneapolis outgrew the capacity of community and private wells, and turned to the Mississippi River as a source of water (Anfinson 2010).

In 1867, the City Council of Minneapolis authorized a public water works department. In 1872, the first pump station, Station No. 1, was constructed at Fifth Avenue South and the Mississippi River, above the Saint Anthony Falls (Minneapolis Water Works 1919:3). In 1885, Station No. 2 was constructed on Hennepin Island and in 1888, Station No. 3 was constructed at Camden, located three miles north of downtown Minneapolis. In 1897, two reservoir basins were constructed in Columbia Heights, and water was no longer directly pumped to the distribution system. In 1904, Station No. 4 was constructed at 37th Avenue NE and the river (Minneapolis Water Works 1919:5).

As the water system grew, so did the per capita demand for water. Prior to the development of a municipal water system, each resident used an average of two to three gallons of water per day.

Consumption was limited by the fact that water had to be “fetched” by manually pumping it from a well and carried to a home or business for use. For those fortunate enough to have an indoor outlet, water was pumped manually. However, as the water system expanded to serve an increasing percentage of the city’s population and with water available at the turn of a spigot, per capita consumption increased to 50 to 100 gallons per day (Anfinson 2010).

With increased consumption came increased waste, which included both wastewater and garbage. In the late nineteenth century, many cities, including Minneapolis, believed the best way to get rid of garbage was by dumping it into a river and letting the river sweep it away. Cities assumed that as the river carried the refuse away, the river would repurify itself (Anfinson 2010).

Prior to the development of the sanitary sewer system in Minneapolis, wastewater was dumped in yards and streets, deposited in outhouses, or piped to cesspools. However, as water consumption grew, the amount of waste outgrew the capacity of privies, streets, and cesspools. As a result, the ground became saturated and waste began to seep into basements and wells. To address this problem, the City of Minneapolis was forced to build a sewer system to remove the waste (Anfinson 2010). In 1871, the City began construction on a combined sewer system, meaning it carried both storm water and sanitary sewage, which emptied directly into the Mississippi River (Rinker 1910). Combined systems were built across the nation because the prevailing thought of the time was that separate systems were simply too expensive to build. Moreover, most sanitary engineers of the day believed that rivers would wash away the waste and repurify themselves (Anfinson 2010).

While the new combined sewer system removed waste and thereby improved sanitation at the point of consumption, it also intensified pollution in the Mississippi River. By 1888, it was observed that Minneapolis was dumping from two to seven hundred wagonloads of refuse into the river each day, not counting the sewage that was entering the river from the city’s burgeoning sewer system (Anfinson 2010).

Minneapolis dumped its sewage downriver of its pumps to maintain the quality of its water supply. However, as towns located upstream began to grow and dump increasing amounts of waste and sewage into the Mississippi, the level of pollution increased, resulting in an unsafe water supply for Minneapolis, which pumped its drinking water directly from the river. In 1904, Stations No. 1 and 2 were abandoned due to contaminated water at their intakes (Minneapolis Water Works 1919:7). With increasing levels of contamination, outbreaks of typhoid fever became common. The period between 1895 and 1910 was characterized by small epidemics interspersed with massive outbreaks. On average, during this period, there were 950 cases of typhoid fever in Minneapolis each year with a mortality rate of ten percent. After the Minneapolis Tribune begged the public to sue the City to take action, the City started to add chlorine to its water, which quickly killed the typhoid bacilli and put a swift end to the epidemic (Anfinson 2010).

The pumping capacity of the Minneapolis water system did not reach pre-1904 levels until 1911, when a Worthington electric, two-stage centrifugal pump was added at Station No. 3 and Station No. 4 (Minneapolis Water Works 1919:7). Soon after the typhoid epidemic ended, the City developed plans for a water purification plant, which was completed in 1913 in Columbia Heights, allowing the water supply (which came only from the Mississippi River) to be purified by sedimentation, coagulation, filtration, and chlorine sterilization (Minneapolis Water Works 1919:9).

In 1924, construction began on this facility, the Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant, a water filtration plant located directly north of Station No. 4, across the City of Minneapolis border in Fridley. The facility, which was historically located on 40 acres of land, was built to soften, filter, and pump water. The facility was intended to further improve the city's water and insure water service that would be virtually free from interruption (Minneapolis Water Works 1919:13). The Softening Plant and the Filtration Plant were designed by the Minneapolis-based architecture firm of Fallows, Huey, & Macumber (City of Minneapolis Engineer's Office: 1925). The facility was operational by 1927. In 2009, a Chlorination and Disinfecting Building was built by Magney Construction at a cost of 5.7 million dollars (Magney Construction 2011). Also in 2009, two Water Clarifying Tanks and an addition to the existing 1971 Dewatering Facility were constructed (City of Fridley 2009).

Today, the large facility extends across 72.44 acres of land, and is commonly known as the Minneapolis Water Works – Fridley Plant. The buildings at the Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant that date to the 1920s were designed in the ornate Italian Renaissance Revival style. Italian Renaissance Revival architecture was popular in the United States in two periods; the first from 1840-1890, and the second from approximately 1890-1920. Size and scale distinguish the later Italian Renaissance Revival buildings from the earlier; the second period typically featured buildings with imposing size and scale (Blumenson 1981:41). Other characteristics of the Italian Renaissance Revival style include low-pitched hipped roofs with clay tiles or flat roofs, masonry construction, Roman arch entrances and windows, classical details such as columns and pilasters, a roof line parapet or balustrade, and an arcaded and rusticated ground level (McAlester 2004:397-398). The Italian Renaissance Revival style was most commonly applied to residential, educational, and government buildings.

There are several examples of Italian Renaissance architecture in the Twin Cities. Cass Gilbert's Endicott Building (c. 1935) in St. Paul is one such example, as is the Architects and Engineers Building (1920) in Minneapolis by architects Hewitt and Brown (Hess and Larson 2006:63; City of Minneapolis 2012a). The Summit Terrace II (1892) row house in St. Paul, designed by Clarence Johnston, is also a distinct Italian Renaissance style building (Hess and Larson 2006:60). While these commercial and residential instances of Italian Renaissance Revival architecture exist in the Twin Cities, the Fridley Water Filtration Plant is a rare example of the style applied to a public works facility in the Twin Cities.

Significance: The Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant has local significance for listing in the NRHP under Criteria A and C, within the Minnesota statewide context *Urban Centers, 1870-1940*. The facility is significant under Criterion A in the area of community planning and development for the role it played in the broad pattern of urban development of Minneapolis as part of the larger potable water system. The facility embodies the efforts of the City of Minneapolis to ensure the availability of safe drinking water for its residents.

As the water system in Minneapolis grew, so did the per capita demand for water (Anfinson 2010). With increased consumption came increased waste, which included both wastewater and garbage. As water consumption grew, the amount of waste outgrew the capacity of privies, streets, and cesspools. While a new combined sewer system begun in 1871 removed this waste and thereby improved sanitation at the point of consumption, it also intensified pollution in the Mississippi

River. Minneapolis, which pumped its drinking water directly from the river, began soon thereafter to experience regular outbreaks of typhoid fever. On average, during the period between 1895 and 1910, there were 950 cases of typhoid fever in Minneapolis each year with a mortality rate of ten percent. After the Minneapolis Tribune begged the public to sue the City to take action, the City started to add chlorine to its water, which quickly killed the typhoid bacilli and put a swift end to the epidemic (Anfinson 2010).

In order to keep pace with the demand for clean drinking water, plans were made in 1919 for a softening and filtration plant. The facility would further improve the city's water and insure water service that would be virtually free from interruption (Minneapolis Water Works 1919:13). Construction on this facility, known as the Fridley Water Filtration Plant, began in 1924. The location of the plant upstream from Minneapolis is indicative of the City's pattern of moving above the polluted portions of the Mississippi River. Although the facility did not employ innovative or revolutionary techniques toward water filtration, it was a large undertaking for the City at that time and quickly became an integral component of Minneapolis' public water system. It has been the sole water treatment plant of the City of Minneapolis since 1924. In addition to serving the City of Minneapolis, approximately 20 percent of the drinking water produced by the Fridley Water Filtration Plant serves nearby suburban communities (City of Minneapolis 2012b).

The Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant is also significant under Criterion C, within the area of architecture. The facility, whose main buildings were constructed from 1924-1927 in order to filter and soften water from the Mississippi River, is an excellent example of the Italian Renaissance Revival style applied to a public works facility. The circa 1925 through circa 1950 structures in the facility retain such characteristics of the style as an imposing size and scale, masonry construction, round arch entrances, classical details such as pilasters, low-pitched hipped roofs with clay tiles, and flat roofs. Two of the earliest main buildings, the Filtration Plant and Softening Plant, were designed by the Minneapolis firm of Fallows, Huey, & Macumber. It is unusual that the City of Minneapolis employed an architectural firm to design a public works facility when traditionally such a facility would be designed by a City Engineer. The Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant has a period of significance beginning in 1925 when the first buildings of the facility were constructed until 1962, the 50-year cutoff for listing in the NRHP.

Integrity: Spanish tiles on various buildings throughout the complex that were damaged in a 2011 storm were replaced in-kind. The integrity of Pump Station No. 5 has been slightly compromised by the removal of a brick smokestack, which was also damaged in the 2011 storm. The rest of the Italian Renaissance Revival style buildings on this complex do not appear to have been altered, and appear to retain good integrity of materials, design, and workmanship. The three buildings on the facility that were constructed between circa 1965 and circa 1971, as well as a circa 2005 maintenance shop, slightly compromise the property's integrity of design and materials. The Chlorination and Disinfecting Building and two Water Clarifying Tanks constructed in 2009 were designed to imitate the original Italian Renaissance Revival style buildings in the facility, and only slightly compromise the overall integrity of design. The two extant railroad spurs on the property retain good integrity by retaining a sense of direction and destination. The facility retains good integrity of setting, association, location, and feeling by remaining operational and serving its original purpose. Overall, the property retains good integrity.

Recommendation: The Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant is recommended as eligible for listing in the NRHP under Criterion A, within the area of community planning and development and under Criterion C, within the area of architecture. The facility is significant for the role it played in the broad pattern of urban development of the City of Minneapolis as part of the larger potable water system. The facility embodies the efforts of the City of Minneapolis to ensure the availability of safe drinking water for its residents. Although the facility did not employ innovative or revolutionary techniques toward water filtration, it was a large undertaking for the City at that time and quickly became an integral component of Minneapolis' public water system. The Fridley Water Filtration Plant has operated since 1924 as the sole water treatment plant for the City of Minneapolis.

The facility is also an excellent surviving example of an Italian Renaissance Revival style water treatment plant constructed in Minnesota in the early 1920s. The Fridley Water Filtration Plant / Minneapolis Water Works – Fridley Plant embodies the characteristics of the Italian Renaissance Revival style, including low-pitched hipped roofs with clay tiles, Roman arch entrances and windows, pilasters, and an imposing size and scale. The facility is a rare example of the Italian Renaissance Revival style applied to a public works building in the Twin Cities. Contributing resources to the Fridley Water Filtration Plant include the circa 1925 Filtration Plant; a circa 1955 building west of the Filtration Plant; the circa 1938 Softening Plant; two circa 1930 Gate Houses; a circa 1944 Meter Shop; and Pump Station No. 5. Non-contributing resources include a circa 1965 shed; the circa 2009 Chlorination and Disinfecting Building; the circa 1971 Dewatering Facility with a circa 2010 addition; two circa 2009 Water Clarifying Tanks; a circa 1965 Lumber Warehouse; a circa 1977 Lagoon Overflow Treatment Plant; a circa 2005 Maintenance Shop; and a circa 2005 Gate Guard Building.

6.1.2 Cedar Potato Warehouse, AN-OKG-005

Location: N/A Main Street NW & Viking Blvd., Oak Grove Township, Anoka County, Minnesota, T33 R24 Section 26

Description: This rectangular-shaped potato warehouse is located within the BNSF ROW in Oak Grove Township (formerly Cedar), Minnesota. The building is sited between Main Street, Viking Boulevard Northwest, the railroad tracks, and 192nd Avenue NW (Figure 18; Appendix B, Map 20). The one-story, circa 1920 structure is faced in stucco and has a low-pitched side gable roof that is covered with corrugated metal. Two parged concrete and brick chimneys are located on the ridgeline near the north and south ends of the building. A centrally located metal cupola is also located on the ridgeline.

Fenestration on the façade consists of a double leaf wood door with a transom covered over with plywood, a concrete stoop with metal railing, a window opening covered by wood shutters, and a transom covered in plywood. Fenestration on the north elevation consists of one window opening that has been boarded-up and one ventilation opening along the base of the building with metal louvers. Fenestration on the south elevation consists of a small, single-leaf basement-level wood door with an upper transom with metal louvers and a plywood covered window opening. Fenestration on the west elevation consists of two openings covered by wood shutters, each with a

transom window that has been covered with plywood, and a higher window opening covered with plywood.



FIGURE 18. CEDAR POTATO WAREHOUSE (AN-OKG-005), FACING SOUTHWEST

History: During the 1860-1870s, wheat was the dominant cash crop produced in Minnesota. As the need for diversification become more pronounced in the late nineteenth and early twentieth centuries, the production of potatoes shifted from a subsistence crop to one of several specialty cash crops produced in Minnesota. Originally potatoes were brought into the state from the eastern seaboard by missionaries and soldiers who planted them in small garden plots outside the stockade walls (Fouse and Corfield 1937:1). The amount of potatoes grown in Minnesota continued to increase into the twentieth century. Potatoes were grown in three primary regions; the Twin Cities region which includes Anoka, Isanti, and Chisago counties; the Red River Valley; and north central Minnesota located between the Twin Cities and Red River valley regions. Today, potatoes are grown in northern, central, and southeastern counties of Minnesota (Granger and Kelly 2005:9.1, 9.12-13).

As diversification changed the crops produced in Minnesota, farmers needed a more diverse set of tools and buildings to produce and store their crops. To prevent rotting and to prolong the selling season, potatoes had to be stored at specific conditions. Built predominantly after 1900, potato warehouses were designed for the purpose of preserving the potatoes. Early storage facilities were no more than pits in the ground covered by a layer of coarse hay, a layer of coarse dirt, and another layer of coarse hay. Potatoes were mounded within these pits and with proper ventilation they would be well protected from the elements, however they did not allow for ease of unloading or distribution (Clement 1919:121). Potato storage also took place within the main farmhouse in the form of potato cellars located under the house; however this method was not ideal for maintaining a constant temperature and proper ventilation (Kohler 1913:17). Other early warehouses were built into the ground like a root cellar, but by 1920, warehouses were a partially above-ground structure

which allowed easier access to potatoes through ground level deposits of the potatoes by wagons into the basement level bins by trap doors in the work floor (Dolve 1921:3).

By the end of the nineteenth century potatoes had become the leading cash crop in the county. In 1899, a local newspaper proclaimed, “The potato is King in Anoka County” (Cameron 2004:4). The success of the industry along with that of the starch factories within the county increased the importance of proper storage and longevity of the potato crop. Potato warehouses were constructed by many different parties. Sometimes farmers would construct their own warehouse, sometimes they were built and owned by a municipality, and sometimes a third party would construct and run the warehouse and local farmers would rent out storage space before the crop could be distributed. Ventilation and temperature control were vital in potato warehouses. Foundation walls ranged from hollow tile, stone, or concrete construction while the upper level was commonly wood frame (Dolve 1912:6). Many warehouses featured slanted ceilings which aided in air circulation as well as large doors. Floors, walls, and bins were also slated for ventilation purposes (Granger and Kelly 2005:6.359-6.360).

In a bulletin published by the North Dakota Agricultural College the importance of potato warehouses were underscored, the bulletin stated, “the potato crop is so susceptible to injury from heat and cold and requires so much care in ventilating and its marketing is so vital to success with the crop that the warehouse enters into potato growing as a strong economic feature...A potato storage house required so many features of strength...that much thought should be given to the planning and construction of it” (Dolve 1912:3). Standard potato warehouse plans included the basement typology which includes a below level storage area and a half to full story above the ground level, and larger warehouses with storage in the basement and the first story superstructure.

By 1920, the common practice was for partially above-ground structures which had a main floor that wagons could drive through and deposit the potatoes through the floor into basement-level storage bins. Ventilation and maintaining a constant temperature were important features of potato warehouse, which is why the Cedar Potato Warehouse structure has a cupola and two chimneys in order to circulate air and heat (Granger and Kelly 2005:6.359-6.360). The Cedar Potato Warehouse does not appear to have had large doors through which to move a wagon, so potatoes were likely loaded and unloaded through the single-leaf door on the east elevation.

The Cedar Potato Warehouse has a basement storage warehouse plan. Published specifications of this type of warehouse emphasize the importance of proper ventilation, inclusion of a chimney and stove to combat extreme weather conditions, a trap-door stairway linking the basement to the first floor, potato sack elevator, and most importantly the railway loading platform (Dolve 1912:12). Ventilation was created by the creation of air channels underneath the floor and beside the basement walls. This would ensure that cool air would flow through the potatoes and, as its temperature was elevated, it would rise and escape through the ceiling vents. The Cedar Potato Warehouse lies directly adjacent to the BNSF tracks. The proximity of the warehouse to the railroad linked potato farmers to their local and national markets.

The Cedar Potato Warehouse is located in the small community of Cedar, which was originally established in 1899 as Snapp, which had a post office and a station along the GN. The community’s name was changed to Cedar in 1900, being named after the white cedars which grow in the nearby

swamps (Upham 2009). In the early twentieth century the community had a church, cheese factory, a couple commercial buildings, and four potato warehouses located along the railroad tracks (Upham 2009; Gallagher 1975). This structure appears to be the only surviving potato warehouse in Cedar.

In the mid-twentieth century the building was owned by Bill Hershiser, who converted it into a feed mill. Today, the structure appears to be vacant (Gallagher 1975). Deed research was not able to be completed due to the property's location within railroad ROW.

Significance: The Cedar Potato Warehouse has local significance for listing in the NRHP under Criterion A, within the areas of agriculture and commerce within the statewide context of *Railroads and Agricultural Development, 1870-1940*. In the early twentieth century, farming and dairying were the primary industries in this area, and potatoes were the primary agricultural crop. The Cedar Potato Warehouse is an extant example of a basement storage style potato warehouse. The building has retained historical characteristics of this building typology such as an elevated entryway, ventilation stacks, chimneys, and proximity to the railroad. Further, it is the only remaining example of a potato warehouse in Cedar, Minnesota. The period of significance for this structure begins with its construction in circa 1920 until 1940, after which time trucking became more commonplace, thus removing the link to the railroad, and farming and storage was becoming increasingly mechanized, changing how warehouses were used. Additionally, sometime around 1940 this building was converted into a feed mill.

Potatoes were the first major source of agricultural income in Anoka County from original yields in 1848 throughout the heyday of potato production at the turn of the twentieth century (Cameron 2005:4). This building once played an integral role within that industry and was also tied to the expansive railway system that redefined how goods were transported throughout the region and the nation. Local farmers were able to individually contribute to the growth of a national market and in some cases come together to form cooperative warehouses to manage their collective costs. In addition, this property contributed to larger historical patterns within the growing industrialization of farming and transportation throughout the state and is a representation of the now non-extant local potato industry.

Integrity: The integrity of materials has been slightly compromised by the replacement roofing material, the boarding over of windows on the north and east elevations, and the covering over of all transom windows with plywood. The property retains good integrity of design and workmanship as it follows a basement storage typology consistent with published plans of the time and does not have any modern additions. The building retains good integrity of setting, feeling, location, and association as it is still located adjacent to the BNSF Railway, it is relatively removed from local development, and still retains the recognizable characteristics of potato warehouses. Overall, the property retains fair integrity.

Recommendation: The Cedar Potato Warehouse is recommended as eligible for listing in the NRHP under Criterion A, within the areas of agriculture and commerce. The building was an integral part of the booming potato industry in Anoka County, which was active from 1870 to 1940. The building is a physical representation of the countless farmers, laborers, and businesspeople that were able to work together to contribute to the growing American potato industry and the success of the region.

Potatoes were sold in the nearby Twin Cities area as well as throughout the mid-west and south. Through the propagation of potatoes, farmers were able to diversify their crop yield, create stable avenues of income, and engage in a national potato market.

6.1.3 Northrup, King & Company Complex, HE-MPC-3788

Location: 1500 Jackson Street NE, Minneapolis, Hennepin County, Minnesota, T29 R24 Section 14

Description: This large industrial complex is located on an irregular-shaped parcel of land at 1500 Jackson Street Northeast in Minneapolis, Minnesota. The complex is located on approximately 11 acres of land and consists of over 15 industrial buildings that have been attached or connected via covered pedestrian bridges over the years (Figures 19-25; Appendix B, Map 5). The dates of construction of the buildings range primarily from 1916 to 1947.

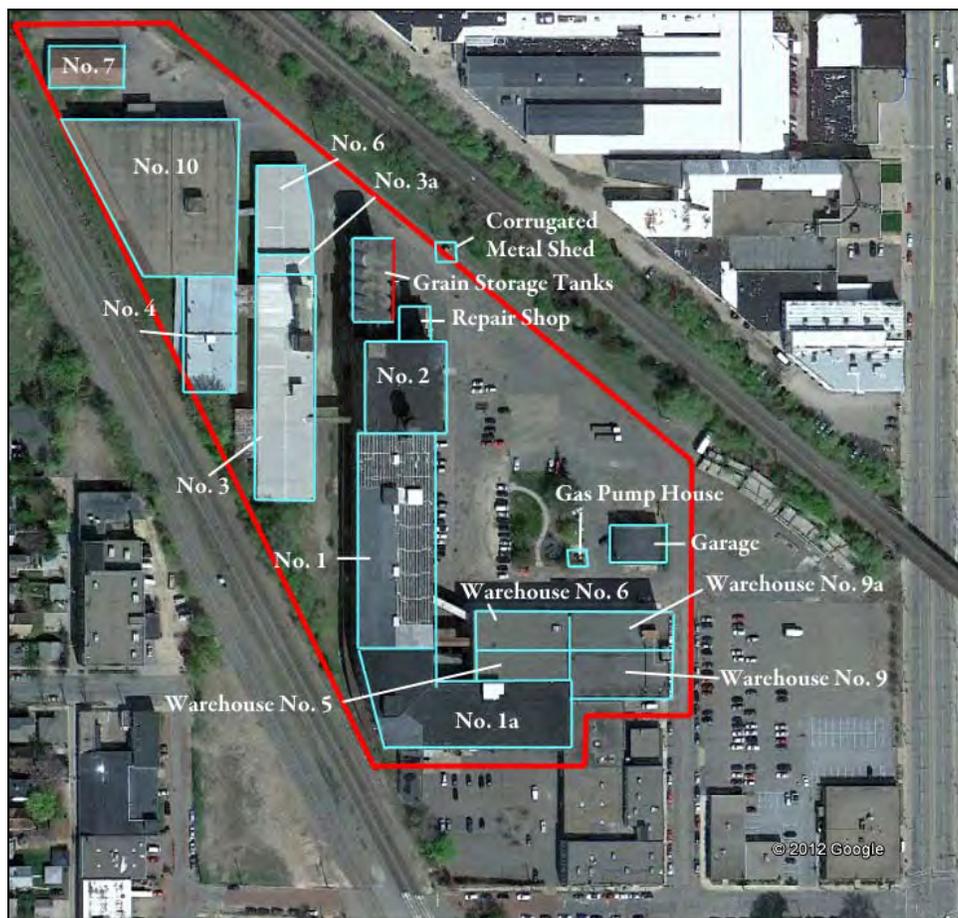


FIGURE 19. NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788) (GOOGLE 2012)

A one-story circa 1940 machinery storage building, known as Building No. 7, is located at the far northwest corner of the property. The building is faced in corrugated metal, has a front gable corrugated metal roof, and a single leaf metal door.

Located southeast of Building No. 7 is a 1946 two-story seed warehouse, which is known as Building No. 10. The trapezoidal-shaped building is made of reinforced concrete and has a flat roof. Attached to the south elevation of Building No. 10 is a two-story 1916 brick seed warehouse with a front gable roof. This building is known as Building No. 4. Buildings No. 10 and No. 4 are not visible from the public ROW.

Connected by a metal canopy to the east elevation of Building No. 4 is a 1916, two-story brick building used for corn and seed drying. The building is faced in brick and has a front gable roof. The building is divided into Building Nos. 3 and 3a. Attached to the north elevation of this building is one-story seed warehouse with a front gable roof, this building is known as Building No. 6. These buildings are not visible from the public ROW.

Located east of Building Nos. 3 and 3a is a 1916 Cleaning House, also known as Building No. 2. The six-story stretcher bond brown brick Cleaning House has a flat roof that is covered with metal coping. A 1932 wood water tank is located near the south edge of the roofline. There is also an external brick chimney on the south elevation. The façade of the Cleaning House is organized into six vertical window bays that are divided by seven brick engaged pilasters. The first story is fenestrated with one tripled nine-light industrial window, a tripled 12-light window, a single nine-light window, and two double-leaf metal entry doors. The second and third stories are fenestrated with six tripled nine-light windows. The fourth story is fenestrated with six, 25-light windows with 15-light sidelights and an operable four-light center awning. The fifth and sixth stories are fenestrated with six tripled 12-light windows with operable six-light center awnings. Fenestration on the fifth and six stories of the south elevation consists of six tripled 12-light windows with operable six-light center awnings. The exposed fenestration on the north elevation of the Cleaning House consists of two tripled nine-light windows on the second story with one closed over window bay. The fenestration on the third story consists of three tripled nine-light windows. The fourth story fenestration includes three, 25-light windows with 15-light sidelights and an operable six-light center awning. The fifth story fenestration includes three, tripled 12-light windows with operable six-light center awnings. The sixth story fenestration includes four, 12-light windows with operable six-light center awnings. The west elevation was not visible from the public ROW.

Attached to the north elevation of the Cleaning House (Building No. 2) is a circa 1935 one-story Repair Shop. The one-story American-bond brick Repair Shop has a flat roof with terra cotta coping on a stepped roof parapet. Fenestration on the first story of the façade consists of one tripled nine-light window and a double-leaf wood entry door. Fenestration on the first story of the southern elevation consists of one tripled nine-light window and a double-leaf metal side door. There is also a delivery ramp on this elevation.

Also attached to the north elevation of the Cleaning House (Building No. 2) are 12, five-story 18-foot diameter concrete grain storage tanks that were constructed in 1916 (Figure 20). Fenestration on each of the six eastern storage tanks consists of two, 12-light windows with operable six-light center awnings on the fifth story of the eastern elevation. The north elevation is not visible from the public ROW. The six western grain storage tanks were not visible from the public ROW.



FIGURE 20. GRAIN STORAGE TANKS, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING EAST

There is a three-and-a-half-story stretcher-bond brick building with a flat roof attached to the south elevation of the Cleaning House (Figures 21-22). This 1917 building was known as Building No. 1 and is identified as containing the printing press, office spaces, shipping department, storage facility, and lunch room of Northrup, King & Company (Sanborn Map Company 1951). Building No. 1 has a flat roof with two half-story brick penthouses. A shed roof corrugated metal overhang is located over the first story façade of this building and extends over the first story façade of the Cleaning House. Building No. 1 is divided into 21 vertical window bays by engaged brick pilasters. The fenestration on the first story of the façade includes 12, tripled 12-light windows with operable central six-light awnings, three paired 12-light windows, two single 12-light windows, one double-leaf wood entry door set under a metal overhang and a decorative concrete arch, three metal overhead doors, one metal double-leaf door, one glass double-leaf door, and two single leaf metal doors.

Fenestration on the second story of the façade of Building No. 1 includes nine replacement tripled three-light windows with operable bottom light awnings, three paired three-light windows, and one 15-light window. There is an enclosed pedestrian bridge connecting the second story of this building to an additional warehouse, located on the eastern portion of the site. According to Sanborn Insurance Maps, this building was known as Warehouses 5 and 6 (Sanborn Map Company 1951). Some windows on the second story of Building No. 1 are obscured from view due to the pedestrian bridge.

Fenestration on the third story of the façade of Building No. 1 includes 19 tripled 12-light windows with operable central six-light awnings, two paired six-light windows, and one paired 12-light

window. Fenestration on the half-story of the facade consists of 21 tripled six-light windows with operable central six-light awnings.

The west elevation of Building No. 1 is not visible from the public ROW; however, there appear to be approximately 60 window openings with similar window types to those found on the façade.



FIGURE 21. BUILDING NOS. 1 AND 2, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING NORTHEAST

Attached to the south elevation of Building No. 1 is a circa 1925 L-shaped building. This three-and-a-half-story brick building has a flat roof with two one-story penthouses. According to Sanborn Insurance Maps, this building was known as Building No. 1a and housed the carpenter's shop and warehouse annex (Sanborn Map Company 1951). This building is located directly south of Warehouses Nos. 5 and 6 and is not fully visible from the public ROW.

Warehouse No. 5 was originally two stories and shares a parti wall with Warehouse No. 6, which was originally one-story. Both were built in 1918 (Byron Printing Co. 1919:17). Around 1925, both buildings were expanded to three stories and combined. The three-story five-course American-bond brick building has a concrete foundation, flat roof, and terra cotta coping tiles along its parapet wall. The façade is divided into eight vertical bays by nine engaged brick pilasters. Fenestration on the first story of the façade includes 12, 16-light windows with operable four-light central awnings, one nine-light window, and a single-leaf entry door with a concrete stoop and metal railing. Fenestration on the second story includes 16, eight-over-one windows. Fenestration on the third story consists of 16, 16-light windows with operable central four-light awnings.



FIGURE 22. NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING WEST

The west elevation of Warehouses Nos. 5 and 6 is not visible from the public ROW and its south elevation is attached to Building No. 1a, while its east elevation is attached to Warehouse Nos. 9 and 9a.

A four-story warehouse known as Warehouse Nos. 9 and 9a is attached to the east elevation of Warehouse Nos. 5 and 6 (Figure 23). This building rests on a poured concrete foundation, is faced in six-course American-bond brick, and has a flat roof that is covered with terra cotta coping along its stepped parapet wall. A one-story penthouse is located on the northern half of the roof. The southern half of the building (Warehouse 9), which includes a façade of five bays that are divided by seven engaged brick pilasters, was constructed circa 1946. The northern half of the building (Warehouse 9a), which includes a façade of four bays that are divided by four engaged brick pilasters, was constructed in 1947.

Fenestration on the first story of the façade of Warehouse Nos. 9 and 9a includes seven, 16-light windows with operable central four-light awnings, a recessed metal overhead door loading dock set behind a double-leaf chain-link gate, and a single leaf metal door with a concrete stoop, metal railing and cloth awning. Second story fenestration includes four, 12-light windows with operable four-light bottom awning, four, 12-light windows with central four-light operable awning, and two, six-light windows. The third story fenestration consists of eight, 16-light windows with operable central four-light awnings and two six-light windows. Fourth story fenestration includes eight, eight-light windows and two, six-light windows.



FIGURE 23. WAREHOUSE NOS. 9 AND 9A, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING SOUTHWEST

The north elevation of Warehouse Nos. 9 and 9a is divided into eight bays by nine engaged brick pilasters. The fenestration on the first and second story of the south elevation includes four nine-light windows. Fenestration of the third and fourth story includes eight, nine-light windows.

The south elevation of Warehouse Nos. 9 and 9a is divided into 11 bays by 12 engaged brick pilasters. Fenestration on the first story consists of five 15-light windows. The fenestration on the second and third story includes five 20-light windows. The fourth story fenestration includes five 10-light windows.

A one-and-a-half-story, circa 1936 building is located directly north of Warehouse Nos. 9 and 9a (Figure 24). According to Sanborn Insurance Maps, this building was a private Garage with the capacity to hold 15 cars (Sanborn Map Company 1951). This building is constructed of six-course American-bond brick and is covered by a barrel vaulted roof. Stepped false fronts with terra cotta coping are located on the north and south elevations. The building has an interior brick chimney near the western edge of the roof. The façade is fenestrated with a single-leaf wood door with transom adjacent to two double-leaf wood doors that is flanked on either side by paired 12-light metal industrial windows. There is no fenestration on the first story of the east elevation and fenestration on the half-story consists of two 12-light windows with an operable four-light center awning. The west elevation is fenestrated the same way. The north elevation was not visible from the public ROW.

Directly west of the circa 1936 Garage is a small one-story circa 1936 brick building that has a hipped roof that is covered with asphalt shingles, features wood rafter tails, and has a single-leaf

metal door on the façade. According to Sanborn Insurance Maps, this building was a gas pump house (Sanborn Map Company 1951).

On the northeastern edge of the complex is a circa 2000 one-story shed. The shed has a southwest to northeast orientation. The shed has corrugated metal walls and a corrugated metal front gable roof. Fenestration on the southwest elevation consists of a single-leaf corrugated metal door. No fenestration is located on the other elevations.



FIGURE 24. GARAGE, NORTHRUP, KING & COMPANY COMPLEX (HE-MPC-3788), FACING NORTHEAST

History: In 1884, Jesse E. Northrup, a native of Michigan, came to Minneapolis and joined with Charles P. Braslan to form the Northrup-Braslan Seed Company (Derby and White 1918:208). Both of the men, who had received experience and training in the seed business with prominent eastern United States seed houses, conscientiously chose Minneapolis as a location for their business for two reasons. First, both men believed in the hardiness and productiveness of northern grown seeds, and they wished to locate their business where they could grow and distribute them to the best possible advantage. Second, both Northrup and Braslan viewed Minneapolis as a natural distribution point for a vast agricultural region relatively undeveloped but full of potential: the northwest United States (Northrup, King & Company 1919:7). In 1887, Augustus H. Goodwin joined the company, which then became known as the Northrup, Braslan & Goodwin Company (Northrup, King & Company 1919:10). In 1893, Braslan and Goodwin established a branch of the business in Chicago in order to be in a better position to distribute in the eastern United States. However, short-sighted business practices coupled with the Panic of 1893 put the business in jeopardy. The following year Colonel W.S. King and his son Preston King invested enough capital in the Northrup, Braslan & Goodwin Company to ease the company's financial difficulty for a short time. However, in 1896 the company declared bankruptcy (Northrup, King & Company 1919:11-12).

Northrup believed that neglecting the original goal of distributing to the northwest, and instead focusing on dominating the nationwide market, had strained the company. With King's continued financial assistance, Northrup resolved to return to his original business model and focus solely on distributing quality seeds to the northwestern United States (Northrup, King & Company 1919:12-13). On November 4, 1896 a new company was incorporated as Northrup, King & Company. Northrup acted as president, while Preston King served as treasurer, and Charles C. Massie served as secretary (Northrup, King & Company 1919:13). The company devoted its efforts to evolving seeds adapted for growth in harsh northern climates. The company marketed several different brands of cold-weather seeds, including Polar, Sterling, Northland, and Viking, making it possible to produce corn hundreds of miles farther north than ever before, effectively bringing Minnesota into the Corn Belt. This seed adaptation also advanced the methods of crop rotation and diversified farming in the United States (Cartwright 2012; Derby and White 1918:208; Northrup, King & Company 1919:19). For several years after its incorporation in 1896, Northrup, King & Company struggled. By 1900 the company was slowly beginning to grow, and in 1910 experienced its first major profitable year (Northrup, King & Company 1919:15).

Northrup, King & Company continued to grow, and by 1915 it became clear that its retail location on Hennepin Avenue, as well as the various warehouses in use by the company, which were scattered throughout Minneapolis, would no longer be enough to house the company. A site at 15th Avenue and Jackson Street Northeast was secured and construction began during the summer of 1916 on their first buildings, known as Buildings No. 3 and No. 4 (Northrup, King & Company 1919:17).

The 66.10 foot by 157.11 foot brick warehouse later known as Building No. 4, and the 73.4 foot by 302 foot brick warehouse later known as Building No. 3, were constructed by the Barnett & Record Company for \$45,000 (City of Minneapolis 1916a: Building Permit #B121881). In October of 1916, a 299.6 foot by 100 foot brick, tile, and concrete warehouse (Building 1); a 121.1 foot by 100 foot brick, tile, and concrete cleaning house (Building 2); and 12, 18-foot diameter grain storage tanks were built by the Barnett & Record Company. The total cost for these buildings was \$225,000 (City of Minneapolis 1916b: Building Permit #B125196). In 1925, a 120 foot by 71-foot brick warehouse was built by the August Cedarstrand Company for \$12,000 (City of Minneapolis 1925: Building Permit #B189623). In 1932, a 19.1 foot by 20 foot wood water tower was added to the roof of the brick Cleaning House (Building 2) by Challing Company for \$2,500 (City of Minneapolis 1932: Building Permit #B233022). In 1946, a 219 foot by 210 foot two-story reinforced concrete warehouse (Building No. 10) was constructed by the Barnett & Record Company for \$270,000 (City of Minneapolis 1946: Building Permit #B286835). In 1947, a 48 foot by 132 foot addition to Warehouse No. 9 was built by the Barnett & Record Company for \$85,000 (City of Minneapolis 1947: Building Permit #B292134). This building would later be known as Warehouse No. 9a. By the late 1940s, the complex had a similar layout to present-day (Figure 25).

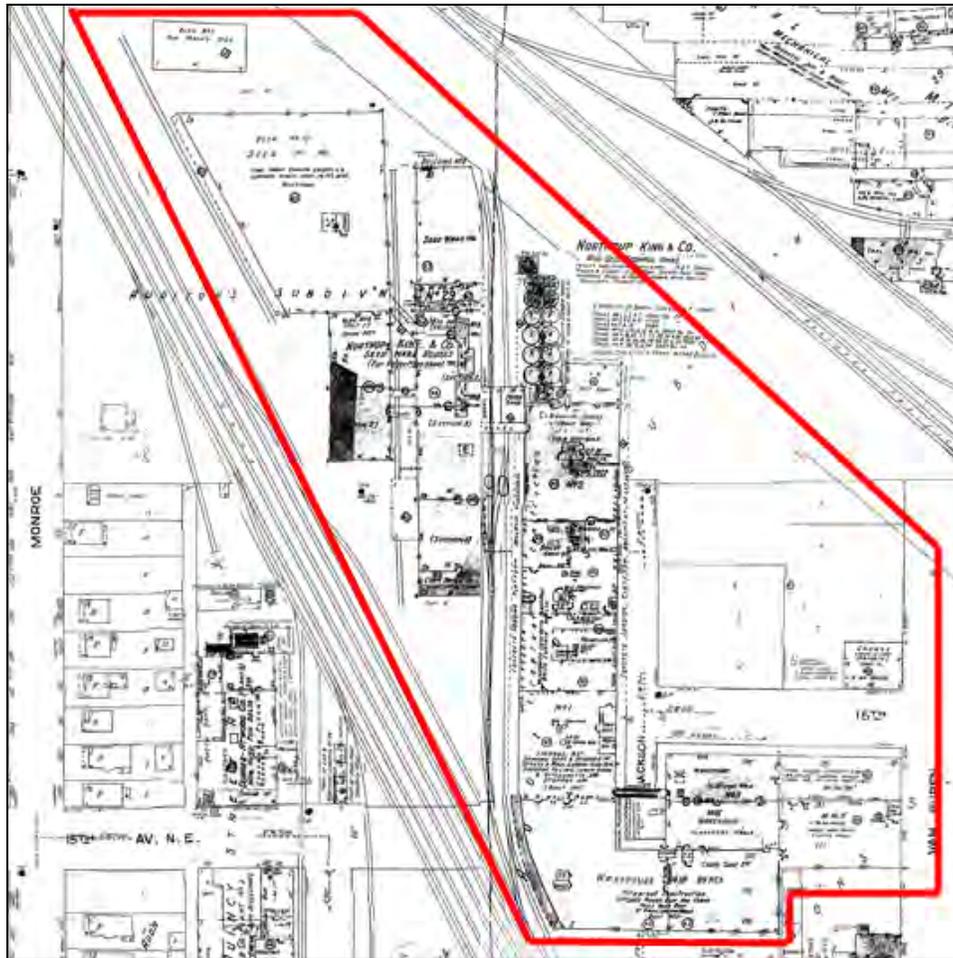


FIGURE 25. NORTHROP, KING & COMPANY COMPLEX (HE-MPC-3788) IN 1951 (SANBORN MAP COMPANY 1951)

The facility lies adjacent to the double-track StP&P / StPM&M / GN (Willmar Division, 1st Subdivision) / BN / BNSF and the StP&NP / NP (St. Paul Division., 1st Subdivision) / BN / BNSF main lines. The GN line was constructed between St. Anthony and Sauk Rapids from 1863-1867 by StP&P. The line was continued to St. Vincent in 1879 and connected with the CP. The rail line linked the Twin Cities with the valuable wheat crop of the Red River Valley. Later lines expanded towards Lake Superior (Prosser 1966:160). The NP line was constructed between Minneapolis and Sauk Rapids in 1884 by StP&NP. The line was extended to Staples and which gave the Twin Cities a direct outlet to the Pacific Ocean (Prosser 1966:27). As the location of both the GN and NP main lines, 1500 Jackson Street Northeast afforded Northrup, King & Company the ability to handle 53 rail cars on its sidings and loading docks at one time (Northrup, King & Company 1984:22). The railroad lines also enabled Northrup, King & Company to ship nationwide, primarily to the northwestern United States, where the company's cold climate-adapted seeds were needed.

In addition to northern seeds, Northrup, King & Company marketed and distributed many other products including garden and flower seeds and shrubbery and bulbs, which contributed to the

growth in popularity of home gardens in the 1910s (Northrup, King & Company 1919:18). The company also played an important role in the introduction and popularization of clovers and tame grasses, which aided in the raising of livestock and with the dairy industry (Northrup, King & Company 1919:19). During World War I, Northrup, King & Company worked with the United States government to resolve food production problems, and aided the United States Department of Agriculture in warding off a seed corn famine in 1917 (Northrup, King & Company 1919:20).

By 1918, the company's seeds were distributed by 18,000 dealers across the United States from the Great Lakes to the Pacific Ocean and Canada to Oklahoma. Northrup, King & Company distributed between 12 and 15 million seed packets every season (Commercial West 1918:44). In the 1930s, the company became heavily involved in corn hybrids and partnered with the University of Minnesota in this effort (Cartwright 2012). Northrup, King & Company became one of the country's largest seed distributors by 1950. The facility at 15th Avenue and Jackson Street Northeast was one of the largest employers in the area and operated until the late 1980s (Mead & Hunt 2004:9). In 1975, Northrup, King & Company was acquired by Sandoz, which is now a part of Syngenta, a Swiss-owned company (Syngenta 2012). Presently the building houses over 200 art-related and open studio tenants and is owned by Shamrock Properties, Inc. (Northrup King Building 2012).

Significance: The Northrup, King & Company Complex has local significance for listing in the NRHP under Criterion A, within the areas of commerce and industry. The property was evaluated within the statewide context *Urban Centers, 1870-1940*. The facility is significant as an intact example of one of Northeast Minneapolis' largest manufacturing complexes and as a major developer and shipper of climate-resistant seeds. Northrup, King & Company is significant as one of the largest seed distributors in the country during the early and mid-twentieth century, and as an influential player in the commercial seed industry. Northrup, King & Company brought winter-hardy corn seeds to the Upper Midwest and northwestern United States, increasing crop production in those areas. This also encouraged crop rotation and diversification of farming in the Northwest. The company also took part in introducing and popularizing clovers and tame grasses, which aided in the raising of livestock and with the dairy industry. During World War I, the Northrup, King & Company worked with the United States Department of Agriculture to resolve food production problems, and assisted in warding off a seed corn famine in 1917.

The period of significance for the complex ranges from 1916, when the first buildings were built, until 1962, the 50 year cutoff for listing in the NRHP. All of the buildings on the property are contributing resources to the complex, with the exception of the circa 2000 one-story shed.

Integrity: Each of the buildings within the complex has had some windows and doors replaced, slightly compromising the integrity of design and materials. The addition of a circa 2000 shed on the property slightly compromises the integrity of the site. The Northrup, King & Company Complex retains fair integrity of design, materials, and workmanship. The property retains good integrity of setting, location, feeling, and association. Overall, the property retains good integrity.

Recommendation: The Northrup, King & Company Complex is recommended as individually eligible for listing in the NRHP under Criterion A in the areas of commerce and industry. The complex is significant as one of the largest distributors of seeds in the country during the early and mid-

twentieth century. The company was also an innovator in the development and distribution of seeds which would produce crops able to survive in harsh northern climates. All of the buildings on the property are recommended as contributing resources to the overall complex, with the exception of the circa 2000 one-story shed.

6.1.4 Northwestern Casket Company, HE-MPC-3792

Location: 1720 Madison Street NE, Minneapolis, Hennepin County, Minnesota, T29 R24
Section 11

Description: The Northwestern Casket Company facility is located on a rectangular-shaped lot on the corner of Jefferson Street NE and 17th Avenue NE in Northeast Minneapolis. The property consists of the main Factory and Office Building, a carriage house, a conveyor room/shipping building, and two silos (Figures 26-27; Appendix B, Map 5). The Factory and Office Building is sited on the south end of the lot and consists of a four-story structure that was built in 1887. The stretcher-bond brick building has a raised basement, a rectangular-shaped plan, and is covered by a low-pitched side gable roof with wood brackets under the eaves. Along 17th Avenue NE the building is comprised of three sections, a wider rectangular section at the west end of the building, a narrow two window-bay section in the middle, and a narrower rectangular section at the east end of the building. The three sections are connected by two single-bays on either side of the narrow middle section of the building. Full-height, brick buttresses with three splayed concrete coping stones are located every second window bay on all elevations. Denticulated bricks are located along the building cornice. A sign with the words, “The North Western Casket Company” is painted in black and white letters on the upper-right corner of the facade. The Factory and Office Building features multiple wings and additions. A one-story, flat roof brick wing on the north elevation features a multi-story circular brick chimney. According to building permits this chimney was constructed in 1930 (City of Minneapolis 1930:Building Permit #B220645). A two-story brick wing is located on the east elevation of the building along with a four-story projected bay. A wood deck covered by a flat wood roof and an accessed by a wood stair provides access to entrance on the south elevation of the east elevation wing. A modern, polygonal-shaped, one-story concrete block addition is located on the north elevation and wraps around the wing.

Fenestration on the first story of the west-facing facade of the Factory and Office Building consists of five one-over-one, double-hung, aluminum windows with concrete sills and segmental brick arches; three nine-light metal casement windows with concrete sills; and a recessed single-leaf metal and glass door. Fenestration on the second story of the façade consists of six-over-one, double-hung, metal windows with concrete sills and segmental brick arches. Fenestration on the third story of the façade consists of six, one-over-one, double-hung, wood windows with concrete sills and segmental brick arches. Fenestration on the fourth story of the facade consists of six, one-over-one, double-hung, aluminum windows with concrete sills and a flat brick arches.



FIGURE 26. NORTHWESTERN CASKET COMPANY (HE-MPC-3792), FACING NORTHEAST



FIGURE 27. NORTHWESTERN CASKET COMPANY (HE-MPC-3792), CARRIAGE HOUSE AND SILOS,
FACING NORTHWEST

Fenestration on the first story of the south elevation of the Factory and Office Building consists of three paired one-over-one, double-hung, metal windows; one fixed metal window; four, four-part metal fixed windows; two, six-part pivoted metal windows with three or six panes in each section; 14, nine-over-nine, double-hung, metal windows; one double-leaf metal door; and two single-leaf metal doors. Fenestration on the second story of the south elevation consists of three pairs of four-over-four, double-hung, metal windows with segmental brick arches; a four-part fixed window; two six-part pivoted metal windows with three or six panes in each section; 14, one-over-one, double-hung, wood windows; and a fixed metal window that is covered mostly by vines. Fenestration on the third story of the south elevation consists of three pairs of one-over-one, double-hung, metal windows with segmental brick arches; two fixed metal windows with a denticulated surround; two six-part pivoted metal windows with three or six panes in each section; and 14, one-over-one, double-hung, wood windows. Fenestration on the fourth story of the south elevation consists of 20, one-over-one, double-hung, wood windows; and two, six-part pivoted metal windows. All fourth-floor windows have flat arches. Three pairs of one-over-one, double-hung, wood windows on the south elevation have denticulated surrounds.

Fenestration on the first story of the east elevation of the Factory and Office Building consists of one metal overhead door and one metal fixed window opening with a segmental arch. Fenestration on the second story of the east elevation consists of a one-over-one, double-hung, wood window. Fenestration on the third story of the east elevation consists of three one-over-one, double-hung, wood windows. Fenestration on the fourth story of the east elevation consists of three one-over-one, double-hung, wood windows. The windows on the second and third stories have rock-faced concrete sills and segmental brick arches. The windows on the fourth story have rock-faced concrete sills and flat brick arches. The words “The Northwestern Casket Company” are painted in black and white on the upper left corner of this elevation.

Fenestration on the first story of the north elevation of the Factory and Office Building is covered by the one-story wing and addition. The second story of the north elevation is fenestrated by 22 window openings; however the types and materials of these windows cannot be determined from the public ROW. Visible fenestration consists of a set of paired six-over-one, metal windows with a segmental arch, and a six-over-six, double-hung metal window with a segmental arch. Fenestration on the second story of the north elevation consists of 15, one-over-one, double-hung, windows; and two set of paired one-over-one, double-hung, wood windows. All windows on the third story have concrete sills and segmental arches. Fenestration on the fourth story of the north elevation consists of 22, one-over-one, double-hung, wood windows with concrete sills and flat or segmental brick arches. Pairs of windows on the west end of the north elevation have a denticulated brick surround.

A two-story brick wing is located on the east elevation of the Factory and Office Building. Fenestration on the first story of the south elevation of this wing consists of a single-leaf metal door and a window opening with a segmental arch and a boarded opening with a segmental arch. Fenestration on the second story of the south elevation consists of two six-over-six, double-hung, metal windows. Fenestration on the first story of the east elevation consists of two nine-over-nine, double-hung, metal windows. Fenestration on the second story of the east elevation consists of two six-over-six, double-hung, wood windows. Fenestration on the first story of the north elevation consists of two window openings that have been boarded up. Fenestration on the second story of

the north elevation consists of a six-over-six, double-hung, wood window. All of the openings on this addition have rock-faced concrete sills and segmental brick arches.

A one-story brick wing is located on the north elevation of the Factory and Office Building. Fenestration on this wing is only located on the east elevation because the modern addition wraps around the other elevations. Fenestration on the east elevation consists of two six-over-six-, double-hung, metal windows; a boarded-up window opening with a segmental arch; and two eight-light metal fixed windows. A one-story concrete block addition from 1954 is located on the west and north elevations of the one-story wing. The addition is fenestrated with a single-leaf metal door and two metal overhead doors on the south elevation; two metal overhead doors on the east elevation; a 15-light metal fixed window on the west elevation; and a 15-light metal fixed window and a multi-light fixed window on the north elevation.

A carriage house is located north of the Factory and Office Building. This three-story stretcher-bond brick building is covered by a low-pitched side gable roof with wood brackets. An integral brick sign with words only semi-readable is located on the upper-left corner of the west elevation. The front entrance is covered by a metal awning. A four-story ribbed metal addition is located on the north elevation of the carriage house.

Fenestration on the first story east-facing facade of the carriage house consists of three fixed metal windows; six one-over-one, double-hung, wood windows; and two single-leaf metal doors. Fenestration on the second story of the facade consists of 12, one-over-one, double-hung, wood windows. Fenestration on the third story of the facade consists of six one-over-one, double-hung, wood windows. All of the double-hung windows have rowlock sills and rowlock segmental-arched lintels.

Fenestration on the first story of the west elevation of the carriage house consists of a fixed metal window; three pairs of one-over-one, double-hung, wood windows; and a single-leaf metal door that is covered by a metal awning. Fenestration on the second story of the west elevation consists of five one-over-one, double-hung, wood windows. Fenestration on the third story of the west elevation consists of four one-over-one, double-hung, wood windows. All windows on this elevation have rowlock brick sills and the double-hung windows have segmental brick arches.

Fenestration on the first story of the north elevation of the carriage house is covered by a metal awning and is not visible from the public ROW. There appears to be eight windows on the second story of the north elevation and five windows on the third story of the north elevation; however the window types and materials were not visible from the public ROW.

In 1951, a conveyor room/shipping building was constructed on the north end of the property. According to building permits this building had a concrete block addition built in 1958. The one-story building has a raised basement, is constructed of concrete blocks, and is covered by a low-pitched side gable roof. A double-leaf metal loading door is located on the main story of the west-facing façade. The basement-level of the south elevation is fenestrated with six windows and two double-doors and there are ten windows on the main story; however the window types and materials were not visible from the public ROW. The east elevation is not visible from the public right of way. There appear to be two double-leaf doors on the basement-level of the north elevation and a single

window opening on the main story however the windows types and material was not visible from the public ROW.

Two poured concrete silos, constructed in 1951, with metal domed roof are located on the north end of the property, just east of the shipping building.

History: The Northwestern Casket Company was established in 1882 by George S. Spaulding. The company was originally located in southeast Minneapolis; however they quickly outgrew this location (Atwater 1893:665). In 1887, the company built a 60 foot by 100 foot factory building, 56 foot by 80 foot warehouse room, 18 foot by 30 foot engine room, and 35 foot by 40 foot boiler room along 17th Avenue NE and Jefferson Street NE in northeast Minneapolis. The complex was constructed for a cost of \$18,000 (City of Minneapolis 1887a:Building Permit #B11184). In 1887, the 36 foot by 40 foot extant brick carriage house was also constructed (City of Minneapolis 1887b:Building Permit #B12729).

The facility was likely established in this location due to the easy access to railroad lines, which would have been beneficial for the shipping of products and receipt of goods. According to 1889 Sanborn Maps, this facility was accessed by a spur line that traveled northwesterly through the property and connected to a non-extant NP / BN / BNSF line. The railroad line was built prior to 1889 by the NP to connect the Minneapolis-St. Paul branch line of the StP&NP / NP / BN / BNSF to the StP&NP / NP / BN / BNSF branch line that runs from downtown Minneapolis at 4th Avenue North along the west bank of the Mississippi River to Main Street NE on the east bank of the river (Sanborn Map Company 1889). According to the company's website "daily shipments of raw lumber were delivered to the plant where craftsman would create and assemble the shell of the casket as well as customizing the interior fabric. Caskets were ordered by funeral directors via express telegraph or United States Postal Service and shipped by train to the funeral provider" (Northwestern Casket Company 2012).

Building permits illustrate numerous building additions to the facility over the years, a couple of which are no longer extant. A dry kiln building was constructed in 1908, a wood frame garage and warehouse in 1909, and a steel dry kiln in 1914 (City of Minneapolis 1908:Building Permit #B77253; City of Minneapolis 1909a:Building Permit #B82222; City of Minneapolis 1909b:Building Permit #B83175; City of Minneapolis 1914:Building Permit #B112203). None of these structures appear to exist today, however they may have been integrated into the main block of the building within the northern addition.

In 1951, silos and a conveyor room/shipping building were constructed on the north end of the property by the Madison Silo Company (City of Minneapolis 1951:Building Permit #B321490). A large concrete block warehouse addition was completed on the northeast corner of the main factory building in 1954 (City of Minneapolis 1954:Building Permit #B339932). A concrete block warehouse addition was added to the conveyor room in 1958. Both additions were completed by the Olson Concrete Company (City of Minneapolis 1958:Building Permit #361830).

In the facility at 17th Avenue NE and Jefferson Street NE the company primarily manufactured and distributed burial vaults, coffins, and caskets; burial garments; hearses and ambulances; as well as other furniture pieces. The company employed a large team of carpenters, joiners, gluers, saddle

makers, metal workers, and salesman all within their Northeast Minneapolis factory. The company's salesroom was located at 118-120 Hennepin Avenue in Minneapolis (Northwestern Casket Company 1920).

Northeast Minneapolis was home to a myriad of immigrant groups. The population of Northeast rose 251 percent in the decade following 1880 (Northeast Minneapolis Historic Context Study 1998:16). These groups included immigrants from Sweden, Germany, Poland, Ukraine, and many Scandinavian countries. It is likely that skilled craftspeople from these groups were employed in the Northwestern Casket Company along with the other woodworking industries in the area (Northeast Minneapolis Historic Context Study 1998:24). In 1903, the Northwestern Casket Company employed 122 workers in its factory and in the following year 139 workers were employed in the factory (O'Donnell 1904:60-61). These groups made northeast Minneapolis a diverse and vibrant community with a number of different churches, fraternal orders, and union halls within its boundaries (Northeast Minneapolis Historic Context Study 1998:32).

Casket manufacturing in the United States was predominantly a handmade industry that combined furniture manufacturing and undertaker services. Products provided by the early industry included cloth covered caskets, hardwood caskets, and metal caskets (Casket and Funeral Supply Association of America 2012). According to trade publications from the late nineteenth century, the Northwestern Casket Company was the only supplier of coffins and caskets located in Minnesota during that era. The other Midwestern companies were located in Oshkosh, Wisconsin; Chicago, Illinois; and Dubuque, Iowa (Seeger and Guernsey Company 1890:774; Seeger and Guernsey Company 1899:995).

By the early 1950s, there were approximately 700 casket manufacturers in the United States with more than 20,000 employees (Casket and Funeral Supply Association of America 2012). As manufacturing methods changed after the Korean War and sheet metal became more and more available, the production of metal caskets surpassed the production of traditional wooden caskets. Nationwide increases in cremation also created another avenue for competition. By 1967, the Census of Manufacturers reported that there were 523 entities in the industry with 16,800 employees. By 1992, the number of casket manufacturing entities reported by the Census of Manufactures had shrunk to 211 producers with an employment of 7,800 persons, of which the Northwestern Casket Company was one of these (Casket and Funeral Supply Association of America 2012).

The Northwestern Casket Company's headquarters were located at this facility until they moved to New Hope, Minnesota in 2006 where they continue to manufacture funerary supplies and caskets (Northwestern Casket Company 2012). Today, this building has been converted into artists' studios and is known as the Casket Arts Community.

Significance: The Northwestern Casket Company facility has local significance for listing in the NRHP under Criterion A, within the areas of commerce and industry. The complex was evaluated within the statewide context *Urban Centers, 1870-1940*. The facility is significant as an intact example of one of Northeast Minneapolis' earliest manufacturing complexes. The company was important as the only producer of caskets, coffins, and other funerary accessories ever located in Minneapolis and as the only such company in Minnesota in the late nineteenth century when the company was first

established. According to trade publications from the late nineteenth century, the Northwestern Casket Company was the only supplier of coffins and caskets located in Minnesota. The company was also a major employer in Northeast Minneapolis, employing around 140 people in the early twentieth century. Further, the building held its original tenant, the Northwestern Casket Company, for over 100 years.

The company continued to thrive within Northeast Minneapolis, even after many other industries left the area, by changing their shipping methods from using the railroads to using vehicle freight. The Northwestern Casket Company operated at this location until 2006; however the property does not appear to have exceptional significance for the period of significance to stretch until 2006. The period of significance for this property begins with the construction of the factory in Northeast Minneapolis in 1887 and continues until 1962, the 50-year cut off for listing in the NRHP.

The five remaining buildings/structures on this facility (factory and office building, carriage house, conveyor room/shipping building, and two silos) were constructed during the period of significance and are recommended as contributing resources to the overall Northwestern Casket Company facility.

Integrity: The integrity of the main building has been slightly compromised by the modern concrete block addition on the north elevation. The majority of the windows have been replaced on the facade, south elevation, and the east elevation. Also, the integrity of the overall property has been slightly compromised by the construction of a circa 1980 shipping building. Integrity of materials and design are however intact overall as main architectural features denoting its industrial past have been preserved. The property retains fair integrity of setting, feeling, and association due to the fact that the non-historical additions are clearly delineated, the surrounding buildings are industrial buildings of the same historical use, and new development in the area has been contextual. Overall, the property retains fair integrity.

Recommendation: The Northwestern Casket Company facility is recommended as eligible for listing in the NRHP under Criterion A, for its local significance within the areas of commerce and industry. The complex has retained its industrial architectural character, was the manufacturing home of a prominent northeast Minneapolis company for over a century, and was the only producer of caskets, coffins, and other funerary accessories ever located in Minneapolis. The five remaining buildings/structures on this facility (factory and office building, carriage house, conveyor room/shipping building, and two silos) were constructed during the period of significance and are recommended as contributing resources to the overall Northwestern Casket Company facility.

Additionally, during a 2004 reconnaissance survey, this complex was recommended for local designation in Minneapolis under Criterion 1 for its continued association with manufacturing in Northeast Minneapolis and under Criterion 4 as an intact example of a late nineteenth and early twentieth century manufacturing complex that exemplifies the manufacturing process (Mead & Hunt 2004). The 106 Group concurs with this recommendation.

6.1.5 Isanti Farmers Creamery Cooperative, IA-ISC-002

Location: 104 Main Street, Isanti, Isanti County, Minnesota, T35 R23 Section 30

Description: This two-story multi-colored stretcher-bond brick creamery is located at 104 Main St. W. in Isanti, Minnesota (Figure 28; Appendix B, Map 26). The 1924 structure is covered by a flat roof with terra cotta coping and has a stepped parapet on the facade. The recessed main entry has a concrete plaque above that reads “ISANTI FARMERS CREAMERY CO.” Soldier course, rowlock, and basketweave brick patterns are located at multiple places on the façade, including the cornice, waterable, and above some window openings. A concrete block course is also located at the building cornice on the façade and east elevation.



FIGURE 28. ISANTI FARMERS CREAMERY COOPERATIVE (IA-ISC-002), FACING NORTHWEST

Fenestration on the first story of the façade consists of a centrally-located recessed entry with a double-leaf glass door, angled five-part transom, and plate glass side window. The entry is flanked on either side by a plate glass metal window and a six-part metal picture window. Soldier course lintels and concrete hoods are located above the two plate glass windows. All the windows on the first story have concrete sills. Fenestration on the second story of the façade consists of three ribbons of three eight-over-twelve, double-hung, vinyl windows; and two eight-over-twelve, double-hung, vinyl windows. The windows alternate between ribbon windows and single windows. All of these windows have concrete sills. With the exception of the recessed entrance the fenestration on the façade is symmetrical.

Fenestration on the first story of the west elevation of the main block consists of a slightly recessed single-leaf metal door; the remainder of this elevation is covered by the one-story addition that was

constructed in 1967. Fenestration on the second story of the west elevation consists of an eight-over-twelve, double-hung, vinyl window.

Fenestration on the first story of the north elevation of the main block consists of a metal overhead door. Fenestration on the second story of the north elevation consists of two metal sliding windows a one six-part, and a metal picture window.

A one-story story addition is located on the first story of the east elevation of the main block. Fenestration on the second story of the east elevation of the main block consists of one French wood window with transom and five vinyl sliding windows with two-part transoms. The southernmost sliding window features a stained glass transom.

A small, third story circa 1945 addition is centrally located on the main block of the building. The third story addition is faced in metal siding and is covered by a flat roof. The addition is fenestrated on the east elevation with ten vinyl casement windows, and on the north and south elevations with two vinyl casement windows. Fenestration on the west elevation of the third story addition was not visible from the public ROW.

A one-story, circa 1945 brick addition is located on the northwest corner of the main block. The addition features a gabled partial second story which is faced in metal siding. Visible fenestration on the north elevation of the addition consists of a one seven-part fixed metal window. Fenestration on the east elevation of the addition consists of a single-leaf metal door and two boarded-up window openings. Fenestration on the west elevation was not visible from the public ROW.

A circa 1960, one-story brick milk intake room addition is located on the east elevation of the main block. The flat roofline of the addition features a wood balustrade. Fenestration on the south elevation of the addition consists of two plate glass windows, one of which is located within a doorway that has been partially infilled with brick. Fenestration on the east elevation of the addition consists of a single-leaf metal door with a brick in-filled transom, one single-leaf glass door within a large boarded-up opening, one single-leaf glass door with a transom, and four metal sliding windows with wood shutters. Fenestration on the north elevation of the addition consists of a single-leaf, metal door. All fenestration on this addition has small metal lights above them.

In 1967, a one-story addition was constructed on the west elevation of the main block. This flat roof addition with terra cotta coping is faced in ribbed metal siding. Fenestration on the south elevation addition consists of a single-leaf door and a plate glass window which is covered by a metal awning. Fenestration on the west and north elevations was not visible from the public ROW.

History: The Isanti Farmer's Creamery Company building is located in the City of Isanti. The village of Old Isanti was originally established three miles north of its current location in 1860 by predominantly Swedish settlers (Wickstrom & Schoenecker 1999:1). The village had a post office by 1865, a store and hotel by 1866, and soon after a gristmill, church, and school. The village moved to its present site in 1899 to be closer to the GN line. This new Isanti village was incorporated on February 27, 1901 (Upham 2009). Isanti County was established in 1857 and was made up of many small "crossroad communities" around junctions of roads or trails that linked the county together. These communities offered basic amenities to citizens including a post office, general store, and a

blacksmith. The linkage of small towns instead of the buildup of a metropolitan center indicated that Isanti County was rural in nature. Despite the further development of roads, larger towns, and the increased use of the automobile in the later twentieth century Isanti County has maintained its essentially rural identity to today (Bergstrom & McGriff 1985:77-80, 92-93).

Agriculture was an important industry in Isanti County. Farming in the area can be broken down into different phases: subsistence farming, potato production, dairy production, and cash cropping. The earliest farmers in Isanti County produced enough to sustain themselves and their families and the average farm size was 20 acres. Like the nearby county of Anoka, the first major crop grown in Isanti County was potatoes. Starch factories were built as an alternative use for the potatoes and many potato warehouses were built as storage facilities for the crop. Potatoes continued to be the main crop in Isanti County into the 1900s but soil depletion by continual planting, insects affecting crop output, and starch being cheaper from European sources began to diminish the potato industry. As the potato industry waned the dairying industry flourished in Isanti County. Creameries were established as were a few skimming stations. The cooperative movement became strong in Isanti County beginning with creameries but later expanding to industries such as the Isanti County Cooperative Association, the Women's Cooperative Guild, East Central Energy Cooperative, and more. Later into the century mechanical advances increased the cost of farming and farms consolidated. Many farmers took on other jobs in addition to farming. Farming land was sold for residential development and hobby farming increased. In the mid-1900s corn and soybeans became cash crop in Isanti County (McGriff 2007:35-51; Granger and Kelly 2005:3.33).

The Dairy industry and co-operative creameries were important to agriculture throughout Minnesota. Before the diversification of farming, butter and cheese making were home enterprises. The first cheese factories in Minnesota were built in the late 1860s, most of which were privately owned and located in the eastern half of the state (Granger and Kelly 2005:3.33). Butter factories (creameries) were established in Minnesota in the late 1870s, and like cheese factories most were privately owned. Sixty-three creameries and 46 cheese factories were in production by 1885. By the late nineteenth century dairying had become a significant industry in Minnesota (Granger and Kelly 2005:3.33).

In 1890, the first cooperative creamery, the Clarks Grove Cooperative Creamery, was established in Minnesota. Following similar operations in the country of Denmark and the state of Iowa, the Clarks Grove Cooperative Creamery became the prototype for many subsequent creameries to follow. Cooperative creameries became vital to dairying in Minnesota as they, "created the essential marketing infrastructure for Minnesota's dairy industry by spreading out the financial risk of bringing expensive butter processing equipment into a local area" (Granger and Kelly 2005:3.34). As neighbors took turns hauling milk to the creamery, cooperatives allowed farmers access to monitor operations and confer with fellow farmers (Granger and Kelly 2005:3.34). The creameries also became a source for professional and social activities. In 1898, 84 percent of the 664 creameries in Minnesota were cooperatives and by 1920 Minnesota housed just under half of the cooperative creameries in the nation (Granger and Kelly 2005:3.35). In the 1920s, creameries only sold products to the surrounding area. Anti-trust laws at the time prevented creameries from marketing collectively and low production volume meant little bargaining tools for individual creameries. In 1922, Congress passed the Capper-Volstead Act which allowed cooperatives to price and sell their

product nationally. Soon after statewide marketing cooperatives formed, one example being Land O' Lakes Creamery (Granger and Kelly 2005:3.35).

In 1913, the Isanti Farmers Creamery Company was organized by six local farmers in the village of Isanti after the Isanti Bertuleit Creamery failed. In 1914, the company constructed a 30 foot by 60 foot creamery building, which is no longer extant. A new, updated facility was constructed in downtown Isanti, at 104 Main Street, in 1924. The larger, modern plant was evidence of the significance of dairying in Isanti (Wickstrom & Schoenecker 1999:36). The existing two-story brick building was built on the former site of the Johnsons Livery Barn and was dedicated on December 15, 1926 (Wickstrom & Schoenecker 1999:36; Larson 2002). Deed records confirm that The Isanti Farmers Creamery Company purchased Lots 15-18 on Block 5 of the Original Plat of the Village of Isanti from W.E. Strike and his wife Augusta on April 30, 1925 (Isanti County Recorder's Office 1925).

The head butter maker for the creamery was Henry Hanson and he brought the creamery notoriety for his excellent product (Wickstrom & Schoenecker 1999:36; Larson 2002). In the early twentieth century, the creamery was the largest business in the City of Isanti (Wickstrom & Schoenecker 1999:36). Around 1942, the Isanti Farmers Creamery Company changed names, as notated on 1942 deed records of the sale of the creamery land to the Isanti Co-Operative Creamery Company for a sum of one dollar (Isanti County Recorder's Office 1942a).

In 1945, a 150 horse power boiler was added to the creamery which included a 90-foot tall tile smokestack. The equipment update required an addition on the northwest corner of the building to enclose the new boiler (Larson 2002). The smokestack is no longer extant. According to historical aerial photographs, a partial third story was added to the creamery main block circa 1945 and a circa 1945 addition was constructed on the northwestern corner of the main building block (Minnesota Department of Natural Resources 2012). Additions to the building main block are also visible in historical photographs of the creamery from circa 1930, 1960, and 1990 (Wickstrom & Schoenecker 1999:39; McGriff 2007:48). According to these historical photographs, a circa 1960 milk intake room addition was built along the east elevation of the creamery. Full cans of milk were loaded on to an exterior roller along the east elevation of the milk intake room which delivered the cans inside the room by gravity and the force of the other cans. The cans were then emptied into coolers, washed, and returned to their patrons. The company reached peak production in 1948, with 660 stockholders, 553 patrons, and 900,000 pounds of butterfat purchased (Wickstrom & Schoenecker 1999:38). A cold storage room was added onto the west elevation in 1967 and later became the Wooden Churn, an antique store (Larson 2002; Wickstrom & Schoenecker 1999:39-41).

As the dairy industry began to decline in the mid-twentieth century it catalyzed the closing of many local creameries. Many creameries closed as a result of bulk tank dairy operations that required new ways of handling milk. The Isanti Co-Operative Creamery Company built a new plant that produced dried skim milk on the east side of the BNSF railroad tracks in 1957, in attempts to adapt to these new changes and home delivery was added in 1958 (McGriff 2007:47-48; Larson 2002; Bergstrom & McGriff 1985:93). The creamery also marketed its own brand of dairy products. In 1967, the Isanti Co-Operative Creamery Company merged with the Mora creamery under the name Lakeland Dairies. Despite attempts to increase business, production continued to fall and Lakeland Dairies went out of business in 1970 and the Isanti Co-Operative Creamery Company building ceased all

operations (Wickstrom & Schoenecker 1999:41; McGriff 2007:47-48). The building remained vacant for several years after it closed in 1970 and was eventually renovated into shops, a restaurant, and apartments by Dennis W. Anderson, and his wife Audrey L. who bought the property in 1978 from J.J. Mickelson, the Trustee in Bankruptcy in the matter of Lakeland Dairies, Inc. (McGriff 2007:47-48; Isanti County Recorder's Office 1978). The land was sold to its current owner Michael W. Anderson in 2003 (Isanti County Recorder's Office 2003).

Significance: Individually, this building has local significance for listing in the NRHP under Criterion A within the areas of agriculture and commerce, within the statewide context of *Railroads and Agricultural Development, 1870-1940*. After the diversification of farming practices in the mid-nineteenth century dairying became an important industry in Minnesota. Creameries played a vital part of the dairying industry as they became the primary marketing infrastructure. The creameries also allowed local farmers to meet and discuss dairying issues. Like much of Minnesota, farming and dairying were important industries in the City of Isanti and Isanti County. The cooperative movement was also well established within Isanti County. The Isanti Farmers Creamery Company / Isanti Co-Operative Creamery Company is significant as a representative example of the overall importance of the dairying industry and cooperative creameries in Isanti County, Minnesota. The building is also significant as Isanti's largest business in the early to mid-twentieth century. The building is significant as the home of the Isanti Farmers Creamery Company / Isanti Co-Operative Creamery Company from 1924 until 1970, after which the company was dissolved.

The period of significance for this property dates from its construction in 1924 until 1970, the year of Isanti Co-Cooperative Creamery's closure. Although a small portion of the period of significance extends into a period of less than 50 years, because the majority of the period of significance is greater than 50 years of age the property does not need to meet Criteria Consideration G as a property that has achieved significance within the last 50 years in order to be eligible for the NRHP.

Integrity: The integrity of materials and design has been slightly compromised by some replacement windows and doors and the small third story addition on the main block. The addition on the northwest elevation constructed in the 1940s, the 1960 one-story addition, and the 1967 addition on the west elevation do not adversely compromise the building's design because they were built during the Creamery's period of significance. The integrity of association has been slightly compromised by the non-historic reuse of the building. The property retains good integrity of setting, location, and feeling. Overall, the property retains fair integrity.

Recommendation: The Isanti Farmers Creamery Company / Isanti Co-Operative Creamery Company building is recommended as eligible for listing in the NRHP under Criterion A, within the areas of agriculture and commerce. The creamery is significant as a representative example of the overall importance of cooperative creameries to the dairying industry of the City of Isanti, Isanti County, and the state of Minnesota. The building is also significant as an important business in Isanti, Minnesota.

6.1.6 Askov Great Northern Passenger Depot, PN-ASC-005

Location: N/A Brogade Street, Askov, Pine County, Minnesota, T43 R19 Section 20

Description: The Askov GN Passenger Depot is located on Brogade Street in Askov, Minnesota adjacent to the Eastern / GN / BN / BNSF. The depot is located on a narrow, rectangular, two-block long parcel on the west side of the rail lines that follows the original 1907 plat of Partridge at the edge of the downtown Askov commercial area (Figure 29; Appendix B, Map 57). This one-story frame depot rests on a poured concrete foundation, is faced in drop siding on its lower third and wood siding on its upper two thirds, and has a side gable roof that is covered with asphalt shingles. The roof features a brick chimney on the ridgeline, overhanging eaves, and raked cornice returns. The gable ends feature board and batten cladding. A sign that reads “ASKOV” is located at each gable end and a third side that reads “MUSEUM Pine County Historical Society” is located on the facade. Two metal lights are located on the facade.



FIGURE 29. ASKOV GREAT NORTHERN PASSENGER DEPOT (PN-ASC-005), FACING WEST

Fenestration on the northwest-facing façade consists of a single-leaf wood door with a three part transom; a six-part wood window; three, six-over-six, double-hung, wood windows; and a single-leaf wood door with a seven-part transom. This main entrance appears to have once been part of an original pair; the other door has been boarded over by plywood sheathing. Fenestration on the southwest elevation consists of two, six-over-six double-hung, wood windows. Fenestration on the southeast elevation, which is historically where the platform was located, consists of six, six-over-six, double-hung, wood windows; three of the windows are located in a projecting bay window which was historically the ticket window; one single-leaf wood door with a transom; and a wood overhead door. Fenestration on the northeast elevation consists of a seven-part wood window.

History: The GN Passenger Depot in Askov, Minnesota is located near the city's main street. Askov was originally founded in 1889 as Partridge. Partridge was located in the southwestern portion of Partridge Township and developed along the Eastern railroad line that was constructed from Hinckley to Duluth in 1888-1889. The majority of the community was destroyed by the Hinckley Fire on September 1, 1894 (Anderson and McDermott 1954:153; Upham 2009). Rebuilding in Partridge Township was slow, by 1906 the town of Partridge consisted of only a general store, hotel, railroad depot, schoolhouse, township hall, section foreman's house, and a couple of houses (Anderson and McDermott 1954:153). In 1905, the Danish Folk Society asked L. C. Pedersen, A.H. Jurgens, and K.H. Duus, who were all residents of the Danish community in Tyler, Minnesota, to go to Partridge to establish a Danish community there. L.C. Pedersen, and K. H. Duus went to Partridge and acquired approximately 20,000 acres of land in Partridge Township for the new Danish Community from Theodore Koch. In 1907, the community organized a local chapter of the Danish Folk Society (Buck 1997:46, 60). Around 1909, the townsite of Partridge was renamed Askov, which means "ash forest" in Danish. By 1912, Askov had more than 100 residents and by 1916, there was a public school, two social halls, the Danish Evangelical Lutheran Bethlehem Church and Parsonage, a bank, and the weekly newspaper the "Askov American" (Danish Ladies' Aid 1991:3; Christensen 1927:383). The Village of Askov was incorporated on April 25, 1918 and it became a city on April 8, 1921 (Upham 2009).

The Eastern built a railroad line from Duluth to Hinckley in 1888-1889, passing through Partridge. The GN began leasing this mainline from the Eastern in 1890, and in 1907, it formally purchased the mainline (Prosser 1966:43). The original Askov Depot was built in 1890 but burned during the Hinckley Fire of 1894 (GN-NP Archive 2009). Historical photographs show that the original depot was a two-story structure. Based on the historical photographs, the original depot appears to have been sited in the same location as the current depot (Minnesota Historical Society 1890). The depot was rebuilt in 1894 after the fire (GN-NP Archive 2009). According to the Historic Walking Tour of Askov brochure, this depot burned down in 1918 and was again rebuilt. The depot burned for a third time in 1926 (Pine County Historical Society 2006). However, according to the GN-NP Archives this depot was retired in 1926 (GN-NP Archive 2009).

In 1926, the Askov depot was replaced by a passenger depot that was relocated from Bovey, Minnesota. This GN depot was constructed in Bovey, Minnesota along the GN line from Nashwauk to Gunn, Minnesota that was completed in 1909 (Prosser 1966:225). This depot was likely originally built circa 1909. It is unknown why the depot was moved to its current location in Askov in 1926 (GN-NP Archive 2009). During the 1940s, changes were made to the depot platform and in 1946, a concrete foundation was placed under the depot and repairs were made to the building. Some interior changes were also made to the building throughout its time in Askov, such as the construction of a 14 foot by eight foot warm room in the depot in 1928, and the installation of a toilet in 1967 (GN-NP Archive 2009). The root cellar was retired and removed in 1969. In 1971, the depot was retired and donated to the Pine County Historical Society and converted to a museum on site. The Pine County Historical Society remains the current owner of the property and continues to use the depot as a museum.

The construction of the depot follows a GN standard plan for passenger and freight depots. These standard wood-frame structures were typically constructed in four sizes: a 30 foot x 76 foot plan, a

30 foot x 60 foot plan, a 30 foot x 48 foot plan, or a narrow 24 foot x 48 foot plan. This passenger depot appears to have been constructed based on the 30 foot x 76 foot plan. According to a 1909 GN standard plan, the interior layout of this depot would have included a waiting room in the southern end of the building; a ticket office in the center of the building, with a ticket window facing the railroad platform that abuts the railroad tracks; and a large freight and baggage room in the northern end of the building (Great Northern Railway Company 1909). Other GN standard plan passenger depots that were historically located along the Eastern / GN / BN / BNSF line include a 30 foot x 48 foot plan non-extant depot that was located in Brook Park, and a 30 foot x 76 foot plan that was located in Bruno, and has since been moved to Sandstone for use as a school (PN-SSC-077).

Significance: The Askov GN Passenger Depot has significance as a railroad-related resource of the recommended eligible Eastern / GN (Mesabi Division, 1st Subdivision) / BN / BNSF (Hinckley Subdivision) Railroad Corridor Historic District. This railroad corridor has statewide significance in Minnesota and Wisconsin under Criterion A, within the areas of agriculture, commerce, industry, and transportation. The primary resource of this historic district is the railroad line which connected the Twin Cities and Lake Superior, and was critical to the development of agriculture, as well as the lumber and mining industries in Minnesota. This depot is an important component of the linear railroad corridor historic district.

The Eastern / GN / BN / BNSF line between the Twin Cities and Lake Superior was critical to the development of agriculture, as well as the lumber industry in Minnesota, all of which were served by this line. The ongoing importance of this line is reflected by the fact that after the creation of BN in 1970, this line was retained by the BN while portions of the nearby NP “Skally Line” were sold off or abandoned. Today, this line is still heavily used and continues to provide a critical link in the transportation system of Minnesota and Wisconsin.

The period of significance for the railroad corridor historic district begins in 1888 when construction started on the line through its absorption into the GN, and concludes in 1970 with the formation of the BN. As an integral part of the railroad historic district in which the majority of the properties are over 50 years old it is not necessary to prove exceptional importance for the historic district when the period of significance extends into a time period of less than 50 years.

Additionally, the Askov GN Passenger Depot has individual significance for listing in the NRHP under Criterion C, in the area of architecture as an excellent surviving example of a GN standard plan passenger depot. The GN used one of several different standard plan passenger depots along the railroad corridor. While they were different in size, the depots along the corridor were not stylized but were rectangular-shaped and constructed of simple wood-framing. The standard plan created a consistent look for stations along the Eastern / GN / BN / BNSF corridor and allowed for easier and quicker construction of elements along the railroad corridor. The depot is also significant as the only remaining depot within the Eastern / GN / BN / BNSF ROW. Other GN depots associated with this rail line are still extant but have been relocated outside of the railroad ROW and therefore are not associated with the railroad corridor historic district. For example, the passenger depot in Bruno was relocated to Sandstone (PN-SSC-077), but not for use as a depot but as a school, and it is currently sited outside the railroad ROW. Additionally, the Bethel passenger depot was relocated to Askov in 1971. The Grasston passenger depot was relocated to Nickerson in

1974 and was set up as BN Section Headquarters. The Dedham passenger depot was relocated to Superior in 1944 and remodeled into a section house. Records do not indicate if the passenger depots are still extant. Many of the other depots along this corridor were retired and removed from the railroad ROW between 1968 and 1971, corresponding to the approximate formation of BN. Some of these stations include Cedar (1968), Foxboro (1969), Nickerson (1969), Braham (1970), Stanchfield (1968), Grandy (1969), Andover (1969), Duquette (1968), and Brook Park (1971). Other stations along the corridor were retired prior to that time include Henriette (1955), Bruno (1958), Saunders (1932), and Boylston (1937) (GNRHS & NPRHA Archives 2013).

Individually, the depot has a period of significance beginning in 1926 with its move to Askov, until 1970 when the depot was retired when the GN was consolidated with other companies to form the BN. Although a small portion of the period of significance extends into a period of less than 50 years, because the majority of the period of significance is greater than 50 years of age the property does not need to meet Criteria Consideration G as a property that has achieved significance within the last 50 years in order to be eligible for the NRHP. The Askov GN Passenger Depot was moved from Bovey to Askov prior to the beginning of its individual period of significance, therefore the property does not need to meet the special requirements of Criteria Consideration B.

Recommendation: The Askov GN Passenger Depot is recommended as eligible for listing in the NRHP as a contributing resource to the recommended eligible Eastern / GN (Mesabi Division, 1st Subdivision) / BN / BNSF (Hinckley Subdivision), Duluth to Coon Creek Junction Railroad Corridor Historic District. The historic district is eligible for listing in the NRHP under Criterion A, within the areas of agriculture, commerce, industry, and transportation. This depot is eligible for listing in the NRHP within the *Railroads in Minnesota, 1862-1956 MPDF* because it was constructed between 1862 and 1956, meets Criterion A as an important component of the linear railroad corridor, and retains overall integrity of materials, design, location, and setting.

Further, the Askov GN Passenger Depot is recommended as individually eligible for listing in the NRHP under Criterion C, within the area of architecture. The depot is significant as an exceptional example of a GN standard plan passenger depot. The GN utilized several standard passenger depot plans which created a uniform look between the passenger depots along the railroad corridor. Some of the passenger depots along this corridor were relocated, while many others were retired around the time of the creation of the BN. The Askov GN Passenger Depot is the only depot remaining within this railroad corridor's ROW.

6.1.7 Askov American Building, PN-ASC-056

Location: 6351 Kobmagergade Street, Askov, Pine County, Minnesota, T43 R19 Section 20

Description: The Askov American Building is located at 6351 Kobmagergade Street in Askov, Minnesota (Figures 30-31; Appendix B, Map 57). The one-story stretcher-bond brick commercial building is covered by a flat roof that features a stepped brick parapet with metal coping. The façade is ornamented with red and white bricks, a concrete date stone that reads "1926", and four brick pilasters with concrete bases and capitals that divide the window bays on the façade. A brick chimney, that is located at the southeast corner of the building, is topped with a metal flue. The centrally-located recessed storefront features a single-leaf metal door with transom that is flanked on

either side by replacement metal display windows. A three-part transom is located at the front of the entryway. The two outer bays of the storefront are fenestrated with replacement plate glass windows with four-part transoms.

The building is sited on an east-sloping lot and the secondary elevations have an exposed basement-level. The basement-level of the south elevation is fenestrated with multiple boarded-up windows. The first story of the south elevation is fenestrated with a recessed single-leaf door, which is accessed via a wood ramp, and 11 segmental-arched four-over-four, double-hung, vinyl replacement windows, which have concrete sills. The rear elevation (east) features an overhead metal door and one boarded-up window on the basement-level and five segmental-arched, four-over-four, double-hung, vinyl replacement windows with concrete sills on the first story. Only a small portion of the northern elevation has fenestration, because a majority of the building shares a party wall with the adjacent building. Two segmental-arched four-over-four, double-hung, vinyl replacement windows with concrete sills are visible on the eastern portion of the northern elevation.



FIGURE 30. ASKOV AMERICAN BUILDING (PN-ASC-056), FACING NORTHEAST

History: The Askov American Building is located at 6351 Kobmagergade Street along the main street of the City of Askov, Minnesota. Askov was originally founded in 1889 as Partridge. Partridge was located in the southwestern portion of Partridge Township and developed along the Eastern railroad line that was constructed from Hinckley to Duluth in 1888-1889. The majority of the community was destroyed by the Hinckley Fire on September 1, 1894 (Anderson and McDermott 1954:153; Upham 2006). Rebuilding in Partridge Township was slow; by 1906 the town of Partridge consisted of only a general store, hotel, railroad depot, schoolhouse, township hall, section foreman's house, and a couple of houses (Anderson and McDermott 1954:153). In 1905, the Danish Folk Society asked L. C. Pedersen, A.H. Jurgens, and K.H. Duus, who were all residents of the Danish

community in Tyler, Minnesota, to go to Partridge to establish a Danish community there. L.C. Pedersen and K. H. Duus went to Partridge and acquired approximately 20,000 acres of land in Partridge Township for the new Danish Community from Theodore Koch. In 1907, the community organized a local chapter of the Danish Folk Society (Buck 1997:46, 60). Around 1909, the townsite of Partridge was renamed Askov, which means “ash forest” in Danish. By 1912, Askov had more than 100 residents and by 1916 there was a public school, two social halls, the Danish Evangelical Lutheran Bethlehem Church and Parsonage, a bank, and the weekly newspaper the “Askov American” (Danish Ladies’ Aid 1991:3; Christensen 1927:383). The Village of Askov was incorporated on April 25, 1918 and it became a city on April 8, 1921 (Upham 2009).



FIGURE 31. ASKOV AMERICAN BUILDING CIRCA 1935, FACING NORTHEAST (MINNESOTA HISTORICAL SOCIETY VISUAL RESOURCE DATABASE C. 1935)

The Askov American newspaper was founded in 1914 by Hjalmar Petersen (Danish Ladies’ Aid 1991:79). The Askov American Building is located in the heart of Askov’s commercial district, on Lots 5-6 of Block 6 in the townsite of Partridge. The lots were purchased for \$800 on April 1, 1920 by S. Petersen and H. Petersen (Pine County Recorder’s Office 1920). This building was constructed in 1926 and became the second home to the Askov American newspaper. The first site of the Askov American is non-extant. The former building was constructed in 1914 on the west side of Main Street on the now vacant lot located just north of Lena’s Scandinavian Gifts & Coffee House at 6344 Kobmagergade Street.

Hjalmar Petersen was the long time editor and later president of the Askov American. Hjalmar was born on January 2, 1890 in Denmark to Lauritz and Anna Petersen. In 1891, the family immigrated to the United States and Hjalmar spent the majority of his childhood in the Danish community in

Tyler, Minnesota (Keillor 1987:5-11). Ending his formal education in 1904, Hjalmar began his newspaper career at the Tyler Journal as a printer's devil at age 14. His duties included learning the basics of setting type, cleaning the floor and presses, and collecting on accounts. In 1905, he began working for the nearby Lake Benton News. Soon after Hjalmar then moved to the Danish communities of Viborg and Irene, South Dakota to work for the Viborg Enterprise and the Tri-County News. Hjalmar left the Tri-County news in 1907 to work for the Pine County Courier which was published in Sandstone, Minnesota. Sandstone was appealing to Petersen for its proximity to the Danish settlement of Partridge, Minnesota (now Askov) (Keillor 1987:18-21). After a disagreement with his boss, Hjalmar moved to Milwaukee, Wisconsin where several of his siblings lived. Hjalmar remained in Milwaukee from 1908-1914 where he worked as a printer for Radtke Bros. & Kortsch Company, got his first taste of politics, and met his first wife. Soon after his wedding to Rigmor Wosgaard in 1914, the couple moved to Askov, Minnesota (Keillor 1987:24).

Upon his return to Minnesota, Hjalmar immediately established the Askov American publication. His father helped him supervise construction of a small print shop on the west side of Askov's Main Street. He and his wife, Rigmor, lived in the back of the first Askov American building until the purchase of their house in 1917. On September 17, 1914, the first issue of the Askov American was published. Many skeptics believed that the small village of Askov would not be able to support a newspaper. Despite criticism the publication had immediate success as Hjalmar was active in marketing the weekly newspaper. The use of the name American for the publication was also a controversial issue in the strongly Danish Community of Askov. Hjalmar argued that his broad interpretation of American included foreign born residents. He dedicated his newspaper to the American spirit which in his words is always ready to listen to the argument or opinion of others. In addition to news stories of Askov and later all of Pine County, the editorial page of the Askov American became important resource for Hjalmar to further ideas and opinions (Keillor 1983:285). For example in 1918, Hjalmar used editorials in his newspaper to push for the incorporation of Askov and publish information about mass meetings regarding the subject (Keillor 1987:56).

Less than a month after the first issue was released Hjalmar advertised for a printing assistant but it was not until 1916 that Hjalmar found a suitable business partner in his brother Svend Petersen. Svend and his wife moved in with Hjalmar and Rigmor at the print shop when they moved to Askov and began working for the newspaper (Keillor 1987:22-29). During the first years of the newspaper half of the publication was written and typeset by the Western Newspaper Union. The syndicate sold preprinted pages of national and regional news and advertising to newspapers in Minnesota and the Upper Midwest. By 1917, the entire newspaper was printed in Askov (Keillor 1987:32, 50; Keillor 1983:285). In 1918, the Askov American became Pine County's official newspaper because Hjalmar was willing to print county information at a price lower than his competitors; which earned him much criticism from his fellow Pine County newspaper editors (Keillor 1987:32). The Askov American publication became the highest circulating newspaper in Pine County by 1920 with more than 1,000 subscribers. At that time the Askov American was the largest employer in Askov with seven full-time employees. In 1924, Hjalmar incorporated the business as the American Publishing Company. This company developed a large job-printing business that served customers in four states (Buck 1997:123; Danish Ladies' Aid 1991:79). Job-Printing includes the printing of invitations, letterheads, etc. In 1950, the ownership the second Askov American building was transferred from Hjalmar Petersen and Svend Petersen to the American Publishing Company (Pine County

Recorder's Office 1950). Hjalmar Petersen retained ownership of the Askov American and continued to work as editor for the remainder of his life.

In 1917, Hjalmar purchased property in Askov and built a house. Deed records confirm that Hjalmar Petersen purchased Lot 12 in Block 4 of the Partridge townsite (now Askov) from Wayne E. and Matilda Jacobsen in 1917 (Pine County Recorder's Office 1917a). Hjalmar Petersen owned this property until his death in 1968 when ownership passed to his second wife Medora Petersen (Pine County Recorder's Office 1968). She owned the property until 1990 (Pine County Recorder's Office 1990). The property is now owned by Michael J. Mills and his wife Kathryn L Mills, and Thomas E. Willie and his wife Lori J. Willie (Pine County Recorder's Office 1993a).

Soon after his successful establishment of the Askov American, Hjalmar Petersen began to be active in local politics (Minnesota Historical Society 2012b) Petersen first became interested in the subject as a means to provide articles and editorials for the Askov American after the newspaper converted to entirely home publication (Keillor 1983:285). Later, Petersen began to use his editorial voice to deliver his own political views. "Thus, the editor learning about politics became the editor commenting on politics and, then, the editor running for office" (Keillor 1983:286). Hjalmar first served in government as the first Askov Village Clerk from 1918-1926, during which he helped to incorporate the village of Askov (Minnesota Historical Society 2012b). After unsuccessful bids for election as state representative from Pine County in 1926 and 1928, Petersen went on to serve two terms as Askov Mayor beginning in 1928 (Minnesota Historical Society 2012b). After, Hjalmar was elected to the Minnesota House of Representatives from 1930-1934, where he authored and worked for the passage of the first state income tax bill in 1933 and gained statewide prominence. In 1934, Petersen was endorsed by the Farmer-Labor Party for Lieutenant Governor, the office of which he assumed in the fall of that year, as Floyd B. Olson was reelected Governor (Minnesota Historical Society 2012b). Petersen became Governor when Governor Floyd B. Olson died on August 22, 1936. Petersen served his short term as Governor from August 24, 1936 through January 4, 1937 (Minnesota Historical Society 2012c).

Limited by his short time in executive office, Governor Petersen only made a few contributions to state politics during his term. "In Petersen's five months in office, he didn't do anything remarkable- he called a special session, appointed a state Supreme Court judge and attorney, and helped settle a few metro-area labor disputes" (Anderson 1997:15). However, the article goes to say that "contributions to Minnesota span decades before and after his gubernatorial term" (Anderson 1997:15). Petersen was a strong Farmer-Labor party member during his time in the State Legislator. His most notable political accomplishment came from his time in the State Legislator where he worked for the passage of the first state income tax bill in 1933. Petersen worked for independence from Wall Street interests and big government from this first day in public office as village clerk through his term as governor. He also fought against media monopolization, political bosses and was a strong opponent to any United States involvement in any war (Anderson 1997:15).

Hjalmar Petersen's position as editor of the Askov American was vital to his success as a politician. Not only did Petersen receive his first education in politics in the newspaper room, the Askov American helped him win a seat in the Minnesota Legislature. His ability to generate publicity helped him gain statewide notoriety and win the election as Lieutenant Governor. In the early years of the publication, Petersen began to use the Askov American to promote and publish his political

opinions and values. That trend continued during Hjalmar Petersen's political career as the Askov American printed Hjalmar's many political articles and editorials regarding Petersen's work in the state legislature (Keillor 1983:287-288). Hjalmar also used the newspaper to publicize his political campaigns and credentials as a politician (Keillor 1983:286-287). He even made the campaign promise to write a weekly letter reporting on the legislative session for all the county newspapers (Keillor 1983:286). The subscribers list of the Askov American also Petersen's mailing list for political literature (Keillor 1983:286). Over the years and after Petersen's time in office, the newspaper continued to publish many of Hjalmar's political opinions and those of his family in the editorial section. One example was printed in 1965 when his second wife Medora, whom he married in 1934 after his first wife died in 1930, wrote about the use of a political solution to the Vietnam War which Hjalmar favored.

Country editors, like Hjalmar Petersen, running for political office were common in the progressive era of Minnesota politics. Other examples of editor-politicians include Governor John A. Johnson who was editor of the St. Peter Herald, and Governor Theodore Christianson who was the editor of the Dawson Sentinel (Keillor 1983:283-284). In his first attempts at gaining political office Petersen relied on the Askov American to promote his political campaigns but starting in 1928, the Minnesota Farmer-Labor Party with the encouragement of Henry Teigan, a leader in the party, began to promote Petersen and blast his opponent (Keillor 1983:287). In the late 1920s, Petersen became an important part of the Farmer-Labor Party and took part in the sweeping triumph of the Farmer-Labor Party in the 1930 election (Keillor 1983:287). Making good on his campaign promise to send out a weekly review of the legislature helped Petersen gain statewide prominence within the party. This prominence led to his nomination as Lieutenant Governor (Keillor 1983:287-294). As Petersen sought the governorship, however, his prominence within the Farmer-Labor Party waned, as it supported Elmer Benson as the successor to Floyd B. Olson, causing a rift within the party. In his attempts at future offices, such as four more bids for Governor and in 1958 the United States Senate, his lack of party support and sole reliance on the Askov American proved ineffective to gain other offices (Keillor 1983:287-294).

After his time in the executive office Hjalmar Petersen served on the State Railroad and Warehouse Commission, a statewide agency that established and oversaw railroad and warehouse rates, safety, and use, off and on until 1966. Between terms on the Railroad and Warehouse Commission he devoted his time to the Askov American newspaper. Although he made several unsuccessful attempts at political office after his term as Governor, Petersen remained an advocate for labor and fought against big business and political machines for the remainder of his life (Anderson 1997:15). Hjalmar served as president of the American Publishing Company until his death in 1968. His widow, Medora, then served as president through 1993 (Pine County Recorder's Office 1993b). Today, the property is owned by Basswood Ridge, LLC who owns and operates the Askov American newspaper on its same site. The Askov American remains a weekly newspaper for citizens of northern Pine County (Pine County Recorder's Office 2003a; Askov American 2012).

Significance: The Askov American Building is individually locally significant under NRHP Criterion B in the area of communications and politics/government for its association with Hjalmar Petersen who was the founder, owner, editor, and publisher of the Askov American from 1914-1968 and a local and state politician from 1918-1937. Under the direction of Hjalmar Petersen the weekly publication became a primary source of news for Askov and Pine County, Minnesota. As the

publication had the largest circulation in Pine County, Hjalmar Petersen had an important influence on Askov and Pine County through his published editorials that promoted ideas for town improvement and his political ideas over several decades. Petersen also used the influence of the publication in his campaigns for political office. Hjalmar Petersen used the Askov American to promote his political platform and credentials as a candidate. He also used the subscribers list of the publication for a mailing list for political literature. The Askov American Publishing Company became one of the largest employers in Askov and expanded its business to include job printing. The publication continues to provide information to the citizens of Pine County today. Hjalmar Petersen also served political terms at both the local and state level, including a short term as Governor from August 24, 1936 to January 4, 1937. During his time in the state legislature he sponsored the first State Income Tax law that was passed in 1933. Hjalmar was an advocate for labor and fought against big business and political machines during his political career and after his terms in office. He took those ideals with him as he served on the Railroad and Warehouse Commission.

This building is the only extant building known to have been associated with the Askov American, as the first home of the publication is no longer extant. The Askov American is significant for the entire time the publication was owned by Hjalmar Petersen which began in 1914 and ended in 1968. The Askov American Building's period of significance begins with its construction in 1926 and ends with Hjalmar's death in 1968. Although a small portion of the period of significance extends into a period of less than 50 years, because the majority of the period of significance is greater than 50 years of age the property does not need to meet Criteria Consideration G as a property that has achieved significance within the last 50 years in order to be eligible for the NRHP.

Although the Governor Hjalmar Petersen House (PN-ASC-008) at 3521 Guvernorsvej Street in Askov, Minnesota is also important for its association with Hjalmar Petersen, his significance and historical productivity regarding his work as the owner and editor of the Askov American newspaper and as a Minnesota politician is better associated with the Askov American Building, which is still extant at 6351 Kobmagergade Street in Askov. The Askov American Building is the continued home of the publication and Petersen made use of the publication during his political career and campaigns.

Although the building is associated with communications in Askov, and Pine County, Minnesota, it does not appear to have been at the forefront of the movement nor does it represent a breakthrough in the printing industry. Therefore, the Askov American building does not have individual significance under NRHP Criterion A. The building does not appear to be architecturally distinct, does not exhibit a unique method of construction or design, and therefore, does not have individual significance under Criterion C. In addition, the building has not yielded, nor is likely to yield, information important in history and prehistory and is therefore not eligible under Criterion D.

Integrity: This property has significance under NRHP Criterion B, therefore the integrity of the property must be evaluated based on the period of association with the significant person (National Park Service 2008). The period of association with Hjalmar Petersen begins in 1926 when he had this building constructed and ends with his death in 1968. During that time there are no indications of major changes to the building. The replacement windows post-date Hjalmar Petersen's

association with the building, but according to historical photographs, the windows on the facade follow the same general appearance of the original windows. According to historical photographs the chimney located at the southeast corner of the building was originally taller. The boarded-up windows at the water-table level and vinyl windows on the secondary elevation do slightly compromise the integrity of materials. An ADA accessible ramp has been added along the south elevation, but the ramp is not a permanent alteration and therefore minimally compromises the integrity of the design, workmanship, and materials. Based on the period of association with Hjalmar Petersen, the building retains fair integrity of design, materials, and workmanship. The building remains the home of the Askov American so it has excellent integrity of association. The property retains good integrity of location, feeling, and setting. Overall the property retains good integrity.

Recommendation: The Askov American Building is recommend as individually eligible for listing in the NRHP under Criterion B in the area of communication and politics/government for its association with Hjalmar Petersen, who was the founder, owner, editor, and publisher of the Askov American for over 50 years. As the owner and editor of the Askov American, Hjalmar Petersen helped expand the company into the largest circulating publication in Pine County. The company was a major employer of the community and impacted readers through news and editorial publications. Hjalmar Petersen used the publication to promote ideas for the betterment of Askov as well as his political ideals. The Askov American also published articles promoting Hjalmar Petersen's political campaigns. Hjalmar Petersen served political terms at the local and state level, including a short term as Governor, and he also authored the first State Income Tax Bill in 1933.

6.1.8 Kerrick Cheese Factory & Creamery, PN-KEC-002

Location: 5357 Hogan Avenue, Kerrick, Pine County, Minnesota, T45 R18 Section 35

Description: The property located at 5357 Hogan Avenue consists of the Kerrick Cheese Factory & Creamery (Figure 32; Appendix B, Map 64). This two-and-a-half-story structural tile building was built in 1935 and is faced in red and black glazed brick and has a front gable roof that is covered with asphalt shingles. The east-facing façade has an exterior brick chimney. Basketweave, soldier course, and stack bond brickwork is present in both of the gable ends. Wood brackets are located under the roof eaves on the east and west elevations. Exposed rafter tails are located under the roof eaves on the north and south elevations. A one-story wing is located on the north and south elevations. The northern wing was constructed in 1937 as a creamery and the southern wing was constructed circa 1940. The wings are faced in glazed bricks and have flat roofs with terra cotta coping. The east elevation of the southern wing projects slightly past the facade of the main block. A second story porch is located above the southern wing, which is covered by a lean-to metal roof.

The first story façade of the main block is fenestrated with a single-leaf wood door and two small window openings that are boarded-up, all of which are located north of the exterior chimney. The second story of the façade features a single one-over-one, double-hung, wood window north of the exterior chimney. The half-story of the façade features a rectangular-shaped vent with wood louvers that is located north of the exterior chimney. The one-story creamery wing is located across the first story of the north elevation. The second story of the north elevation of the main block is fenestrated with five one-over-one, double-hung, wood windows. The first story of the west elevation of the main block is fenestrated with two window openings that are missing windows. The second story of

the west elevation is fenestrated with two one-over-one, double-hung, wood windows. The half story features a rectangular-shaped vent with wood louvers. A one-story wing is located across the first story of the south elevation. The second story of the south elevation of the main block is fenestrated with five one-over-one, double-hung, wood windows.



FIGURE 32. KERRICK CHEESE FACTORY & CREAMERY (PN-KEC-002), FACING WEST

Fenestration on the south wing consists of an overhead wood garage door on the east-facing façade; three one-over-one, double-hung, wood windows and three boarded-up door openings on the south elevation; and a one-over-one, double-hung, wood window and a boarded-up door opening on the west elevation.

Fenestration on the north wing consists of a single-leaf wood door, a boarded-up door opening, and two four-part wood windows that are each flanked by three-over-one, double-hung, wood windows on the east-facing façade. The north elevation is fenestrated with two one-over-one, double-hung, wood windows and the west elevation is fenestrated with a single-leaf metal door.

History: During the early settlement of Minnesota the primary cash crop for farmers was wheat. Other crops were grown for subsistence use until the 1870s when economic and environmental influences called for the diversification of Minnesota farming. Aware that consistent production of a single crop was exhausting to the land and only yielded a single-payout in the fall, Minnesota farmers moved from wheat farming to horticulture, sheep or poultry raising, corn, hog or beef production, and dairying. As the dairy farming industry expanded and improved entrepreneurs started creameries, which assisted in the processing and marketing of dairy products. Before the diversification of farming, butter and cheese making were home enterprises. The first cheese factories in Minnesota were built in the late 1860s, most of which were privately owned and located

in the eastern half of the state (Granger and Kelly 2005:3.33). Butter factories (creameries) were established in Minnesota in the late 1870s, and like cheese factories most were privately owned. Sixty-three creameries and 46 cheese factories were in production by 1885. By the late nineteenth century dairying had become a significant industry in Minnesota (Granger and Kelly 2005:3.33).

This building is located in Kerrick, which is located in northeastern Pine County. The settlement was named in honor of Cassius M. Kerrick, a master mechanic for the GN. The community historically had a GN station along the Twin Cities to Duluth line. Kerrick Township was organized on October 22, 1895 and the small settlement was incorporated as a village on October 22, 1946 (Upham 2009). According to 1939 historical aerials photographs, the community of Kerrick was relatively small with a one-block long commercial area that was sited on the east side of the railroad tracks. In 1939, there were approximately 10 buildings in the commercial area, including the Kerrick Cheese Factory & Creamery. By 1965 only five of these buildings remained (Minnesota DNR 2012). Today, only three historic buildings remain in Kerrick's commercial area, the Kerrick Cheese Factory & Creamery, a vacant commercial building (PN-KEC-007), and the Northview Bank (PN-KEC-001).

In 1935, this two-and-a-half-story cheese factory was constructed in Kerrick. The 28 foot by 48 foot tile structure originally housed a boiler room, cheese making room, and a curing room. At the time of its construction, it was the first and only cheese factory constructed in Pine County (Carlson 1995:88). The plant was built for owner/operator Arnold C. Fuhrmann, a native of Herbster, Wisconsin. Deed records indicate that Arnold C. Fuhrmann and his wife became joint tenants of Block 7 in the platted townsite of Kerrick with William P. Hogan and his wife in 1935 (Pine County Recorder's Office 1935a). In 1936, Arnold C. Fuhrmann bought the land outright from William P. Hogan (Pine County Recorder's Office 1936).

The second story of the plant housed living space for Fuhrmann and his family. Residing above the business space or in the same building as the business was a common practice for recent settlers who established commercial properties. It is unknown for how long the Fuhrmann family resided above the plant. The facility began production of American cheese on June 17, 1935 (Carlson 1995:88). According to the November 4, 1937 edition of the Askov American newspaper, a creamery addition to the factory opened on November 1, 1937 and featured the latest churning and pasteurizing equipment. A couple months later the factory was producing approximately 1,100 pounds of butter a week (Carlson 1995:88). According to historical aerial photographs, the southern wing was constructed after 1939, likely circa 1940 (DNR 2012). The cheese factory operated until 1954 and was the last cheese factory to operate in Pine County (Cordes 1989).

Significance: The Kerrick Cheese Factory & Creamery has local and countywide significance for listing in the NRHP under Criterion A, within the areas of agriculture and industry. This property was evaluated under the *Dairy Industry in Northeast Minnesota* historical context that was developed for this project. After the diversification of farming practices in the mid-nineteenth century dairying became an important industry in Minnesota. Creameries, and cheese factories to a lesser extent, played a vital part of the dairying industry as they became the primary marketing infrastructure. The creameries also allowed local farmers to meet and discuss dairying issues.

Like much of Minnesota, farming and dairying were important industries in Kerrick and Pine County. However, this cheese factory and creamery is a late example of the property type. Creameries and cheese factories were first established in Minnesota in the 1860s. This facility was established in 1935, more than a decade after Congress passed the Capper-Volstead Act which allowed cooperatives to price and sell their product nationally. This building was likely constructed due to the need for such a facility in Kerrick and the surrounding communities because such nationwide dairy products were likely not easily available in such a small rural community, and because Kerrick and the surrounding communities were not large enough to sustain a large cooperative facility. According to a local newspaper published when the building was under construction “it is expected that about 50 patrons will begin hauling milk to the plant the first day and it is apparent that the field will enlarge and the patronage grow until it will develop into a thriving industry” (Carlson 1995:88).

According to the same newspaper article, this facility would be the first and only cheese factory at the time constructed in Pine County. As such, the Kerrick Cheese Factory & Creamery is significant as a representative example of the overall importance of the dairying industry in Pine County, Minnesota. This property is also significant as the last surviving example of a cheese factory in Pine County, Minnesota. According to historical aerial photographs, the facility was also one of only a couple commercial buildings/industries in the small community of Kerrick.

The Kerrick Cheese Factory & Creamery has a period of significance beginning in 1935 with the construction of the two-and-a-half-story main block and continuing through 1954, when operations ceased at the factory.

Integrity: The integrity of the materials, design, and workmanship has been slightly compromised by the addition of a lean-to metal roof on top of the southern wing, and the loss of and boarding-up of some windows and doors. The building is no longer used as a cheese factory or creamery, which slightly compromises its integrity of association. The property retains good integrity of setting, association, location, and feeling. Overall, the property retains good integrity.

Recommendation: The Kerrick Cheese Factory & Creamery is recommended as eligible for listing in the NRHP under Criterion A, within the areas of agriculture and industry. As the first cheese factory constructed in Pine County, the property is significant as a representative example of the overall importance of cheese factories and creameries to the dairying industry of Kerrick, Pine County, and the state of Minnesota. The facility was also one of Kerrick’s primary industries and played a vital role in the dairying industry of the surrounding area by providing processing and marketing infrastructure for local farmers.

6.1.9 North Western-Hanna Coal Dock No. 5, SL-DUL-0012

Location: 303 37th Avenue West, Duluth, St. Louis County, Minnesota, T49 R14 Section 8

Description: This property is located at 303 37th Avenue West in Duluth, Minnesota. The rectangular-shaped portion of land that extends into the St. Louis Bay was historically known as the M.A. Hanna Coal Dock, or Dock No. 5. The shape of the earthen dock is kept in place by a concrete sea wall along the northeast and southeast sides of the dock. The dock is 2,500 feet long and 300 feet wide

(Hallet Dock Company 2012). The dock contains two railroad spurs from the nearby Canadian National Railway (CN) and BNSF mainlines. The spurs run along the northeast and southwest side of the dock. Each railroad spur consists of a single set of active tracks that are set on steel rails with wood ties on a raised bed (Figure 33; Appendix B, Map 85).



FIGURE 33. NORTH WESTERN-HANNA COAL DOCK NO. 5 (SL-DUL-0012) PROPERTY BOUNDARY (GOOGLE 2012)

There are four buildings located on the northwest end of the coal dock (Figure 34). The westernmost building is a circa 1920, two-story brick building with a hipped roof that is covered with asphalt shingles. The building features a circa 1965 one-story, flat-roof addition on its southeast elevation. Fenestration on the northeast elevation of the first story consists of one ribbon of three vinyl casement windows, four six-part picture windows, a recessed single-leaf door, and three plate glass windows. Fenestration on the northeast elevation of the second story consists of four casement windows and one single-leaf door with narrow side lights. Fenestration on the northwest elevation of the second story consists of a three-part bay window with three casement windows. The southwest and southeast elevations are not visible from the public ROW.

A small circa 1970 pole building is located east of the circa 1920 brick building. The one-story, metal clad building is covered by a front gable roof. Fenestration on this building is not visible from the public ROW.

A two-story corrugated metal building with a flat roof is located northeast of the circa 1970 pole building. Fenestration on the first story of the northwest elevation consists of one single-leaf door

and a window. There are no openings on the second story. Fenestration on the first story of the northeast elevation consists of one metal overhead door. There are no openings on the second story. The southwest and southeast elevations are not visible from the public ROW.



FIGURE 34. NORTH WESTERN-HANNA COAL DOCK NO. 5 (SL-DUL-0012), FACING NORTHWEST (UNIVERSITY OF MINNESOTA 2012)

To the south of the circa 1970 pole building is a circa 1960 one-story concrete block building with a flat roof. Fenestration on this building is not visible from the public ROW.

A circa 1977 building is located at the northeast end of the coal dock. The 130 foot by 385 foot metal-clad building has a wood laminated structure, a gambrel roof, and provides space for 20,000 tons of dry storage (Hallet Dock Company 2012).

To the northwest of this building is a circa 2010 loading facility. The two-and-a-half-story facility features a vertical conveyor that feeds into a loading hopper on the northwest elevation. The rest of the structure is comprised of four metal cylindrical tanks supported by metal cross-bracing.

To the northeast of the loading facility is a small, circa 1945 one-story building with a hipped roof covered with asphalt shingles. A chimney is located on the northeast roof slope. Fenestration consists of a replacement single-leaf door on the northwest elevation. Fenestration on the northeast, southeast, and southwest elevations is not visible from the public ROW.

A circa 2004 one-and-a-half-story railroad maintenance shed with a front gable corrugated metal roof is located near the southwest edge of the dock along the western-most railroad spur. A two-story metal tank is attached to the southwest elevation of the building. Visible fenestration consists of a single-leaf door and an overhead vehicle door.

History: According to 1908 Sanborn Maps, Dock No. 5 in Duluth was occupied by the Boston Coal Dock & Wharf Co (Sanborn Map Company 1908). It is unclear when the dock was taken over by the North Western-Hanna Fuel Company, a subsidiary of the M.A. Hanna Company, but in 1910 the M.A. Hanna Company made plans build a coal dock at what was then the foot of Main Street in West Duluth (the site of Dock No. 5). The dock was intended to be 375 feet wide by 3,000 feet long and made of concrete and piling. The dock was projected to have a capacity of 300 rail cars a day (International Seamen's Union of America 1910). According to historical aerial photographs and the construction dates of the surrounding ore docks, this dock was likely constructed circa 1910.

The M.A. Hanna Company was founded in Cleveland, Ohio in the 1840s as Rhodes & Company. The company's origins began with coal mining in the Mahoning Valley of Ohio. When Marcus Alonzo Hanna joined Rhodes & Company in the mid-1860s, the company evolved into Hanna Mining as it expanded into iron ore mining in the Lake Superior region in the mid 1860s. In 1885, Hanna and his brother took over the firm and renamed it the M.A. Hanna Company (Case Western Reserve University 2004). By the mid-1940s, the M.A. Hanna Company oversaw many subsidiaries including the Hanna Coal & Ore Corporation; the Hanna Coal Company; the Susquehanna Collieries Company; the Empire-Hanna Coal Company, Ltd.; and the North Western-Hanna Fuel Company. The North Western-Hanna Fuel Company focused on fuel distribution and operated in Minnesota, Wisconsin, Michigan, and Illinois (M.A. Hanna Company 1945). In 1908, the M.A. Hanna Company contracted with Minneapolis-based Butler Brothers to strip ore from the Silver Mine near Virginia, Minnesota. Forty years later Hanna Mining, a subsidiary of the M.A. Hanna Company, bought out the Butler Brothers and continued to operate the company's Minnesota mines through the 1980s (Isaacson 2007).

The North Western Fuel Company was organized in St. Paul, Minnesota on May 1, 1875 by James J. Hill and was sold to other interests three years later (Pyle 1917). By the mid-1880s, the company had established several docks in Duluth, including Dock No. 2 in the Bay of Duluth near 11th Avenue West (Sanborn Map Company 1884). The North Western-Hanna Fuel Company was organized in 1942 by a merger of M.A. Hanna Coal & Dock Company with North Western Fuel Company (Ingham 1983).

It is unknown when the Hallet Dock Company purchased Dock No. 5; however, the company was established in 1961. The Hallet Dock Company handles bentonite clay, chrome ore, sinter feed, blast furnace trim, mill scale, and iron concentrate at this dock (Hallet Dock Company 2012). The dock is known as an "outgoing dock" because the facility receives materials by rail or truck, stockpiles the materials, and loads shipping vessels with the materials for delivery. This 100-acre facility contains its own rail yard and a dry storage building with a 20,000 ton capacity (Duluth Seaway Port Authority 2012).

Significance: The M.A. Hanna Company established a presence on the Minnesota iron ranges in the late nineteenth century (Case Western Reserve University 2004). In the early twentieth century, the company specialized in mining, brokering, and shipping iron ore to the steel mills of the eastern United States. The M.A. Hanna Company utilized companies such as the Duluth, Missabe & Iron Range Railway (DM&IR) to bring products to the harbors and Duluth and Superior (Leopard 2005). In 1924, the M.A. Hanna Company established a processing plant in Crosby, Minnesota on the

Cuyuna Iron Range (Minnesota Historical Society 2007). The establishment of Dock No. 5 as a primarily outgoing dock and its connection to existing railway lines enabled the M.A. Hanna Company to easily transport ore from the Mesabi and Cuyuna Iron Ranges to steel-making interests in the eastern United States (Duluth Seaway Port Authority 2012).

The North Western-Hanna Coal Dock No. 5/ Hallet Dock No. 5 has local and statewide significance in Minnesota for listing in the NRHP under Criterion A, within the statewide context *Minnesota's Iron Ore Industry, 1880s-1945*. The property includes the earthen dock, CN and BNSF railroad spurs, and concrete sea walls, and eight buildings which were constructed between 1920 and 2010. The contributing resources on the property, which include the earthen dock, concrete seawalls, CN and BNSF railroad spurs, circa 1920 building, circa 1960 building, and circa 1945 building are significant within the areas of industry and transportation relating to iron ore and coal mining. As an operational dock in the St. Louis Bay the property continues to convey its historical significance. The non-contributing resources consist of the five remaining buildings on the property that were built after 1962.

The period of significance for the North Western-Hanna Coal Dock No. 5 / Hallet Dock No. 5 ranges from 1910, the year the M.A. Hanna Company made plans to build a coal dock at the foot of Main Street in West Duluth, until 1962, the 50-year cutoff for listing in the NRHP.

Integrity: According to historical aerial photographs from 1939, this rectangular-shaped earthen dock has slightly expanded southwesterly; the railroad spurs have been relocated to different locations; a metal ore dock loader has been removed, and three mid- to late-twentieth century buildings have been constructed on the north end of the dock (ASCS 1939). These changes have slightly compromised the property's integrity of design and materials, but reflect the continued use of the earthen dock. The integrity of the circa 1920 building has been slightly compromised by a circa 1965 addition. The active dock retains good integrity of feeling, setting, association, and location. Overall, the property retains fair integrity.

Recommendation: The North Western-Hanna Dock / Hallet Dock No. 5 is recommended eligible for listing in the NRHP under Criterion A, within the statewide context *Minnesota's Iron Ore Industry, 1880s-1945*. The property is significant within the areas of industry and transportation relating to iron ore and coal mining. Dock No. 5 in Duluth was an integral node in the M.A. Hanna Company's transportation network and provided a direct link from the vast ore deposits of the Mesabi and Cuyuna Iron Ranges to the steel-making plants of the eastern United States. In addition, the dock is significant as a contributor to the growth of Duluth as a major shipping port on the Great Lakes at the beginning of the twentieth century. The contributing resources to the property include the earthen dock, concrete seawalls, CN and BNSF railroad spurs, circa 1920 building, circa 1960 building, and circa 1945 building. The five remaining buildings that post-date 1962 are non-contributing resources.

6.1.10 Great Northern Power Company / Minnesota Power & Light Company / Minnesota Power Substation, SL-DUL-0191

Location: 30 West Superior Street, Duluth, St. Louis County, Minnesota, T50 R14 Section 33

Description: This property is located on a trapezoidal-shaped 2.53 acre parcel of land located between W. Michigan and W. Superior Streets in Duluth, Minnesota (Figure 35; Appendix B, Map 86). This four-story, circa 1905 electric substation was designed in the Italian Renaissance Revival style. The building has a concrete block first story, and stories two through four are faced in stretcher-bond brick. A flat roof with a metal parapet covers the building. The building features a steel-frame superstructure. The building is four-bays in width across the southeast and northwest elevations, with the southwesterly most bay being slightly recessed. The southwest elevation features the main entrance at the second story which is accessed by a concrete staircase with a carved railing. Both the southwest and northeast elevations feature two vertical courses of concrete blocks. The northwest elevation is partially covered by a later garage addition. Approximately eight foot brick wall sections are located along the north edge of the property.



FIGURE 35. GREAT NORTHERN POWER COMPANY / MINNESOTA POWER & LIGHT COMPANY / MINNESOTA POWER SUBSTATION (SL-DUL-0191), FACING SOUTHWEST

The building features classical ornamentation typical of the Italian Renaissance Revival style including concrete block quoins at the corners of the building and a rusticated first story. Three concrete stringcourses encircle the building; two are located beneath the second story windows and one is located at the middle of the fourth story windows. The building has a concrete cornice with concrete dentils. A larger dentil is placed every sixth dentil on the southeast and northwest elevations. A larger accent dentil is placed every fifth dentil on the southwest and northeast elevations. The substation features four concrete and brick medallions located at the third story level between the two-story arched windows on the southeast and northwest elevations. On the southeast

elevation of the recessed west wing in-between the second and third stories are two areas of stretcher-bond brick that are bordered by rectangles of soldier-course brick. There are two medallions on the northwest elevation.

Fenestration on the first story of the southwest-facing façade consists of a one-over-one, double-hung, wood window. The second story of the façade features a centrally-located, slightly recessed double-leaf wood door with a large glass-block transom that is flanked on either side by paired eight-over-one, double-hung, wood windows. These pairs each feature a boarded-up transom and flat brick arch. The third story of the façade features a centrally-located tripartite Roman arch window that is flanked on either side by paired eight-over-one, double-hung, wood windows. These windows each feature a boarded-up transom and a flat concrete arch. The fourth story of the façade features five four-over-one, double-hung, wood windows and a centrally-located rectangular opening that has been boarded-up. All of the window openings on the façade have concrete sills.

Fenestration on the first story of the southeast elevation consists of six, six-over-six, double hung, wood windows; two, one-over-one, double-hung, wood windows; and a slightly recessed double-leaf wood door that is set within a flat concrete arch. The second story of the southeast elevation features three two-story, six-over-six, double-hung, wood windows with six-over-six, double-hung, wood sidelights, and multi-pane fixed wood Roman arch windows. A single eight-over-one, double-hung, wood window with a boarded transom, flat brick arch, and concrete sill is located in the southernmost bay of the second and third stories. The fourth story of the southeast elevation features two four-over-one, double-hung, wood windows with concrete sills and lintels; three boarded-up rectangular openings; and two boarded-up square openings.

The substation is located on a lot that slopes to the southeast, so the first story on the northeast elevation is located underground. Fenestration on the second story of the northeast elevation consists of a multi-panel wood overhead door with an in-set single-leaf door and a boarded-up transom with an arched concrete block surround; and a boarded-up three-light, wood window opening with a boarded-up arched transom that has a brick and concrete block surround. The third story of the northeast elevation features two, one-over-one, double-hung, wood windows, one of which is located between the concrete block arched surrounds and the other above the easternmost wood overhead door. The fourth story of the northeast elevation features two three-part boarded-up rectangular openings with concrete block surrounds.

The northwest elevation of the substation is partially obstructed by the circa 1945 one-story garage addition and the first story is not visible because the substation is built into a hill. Fenestration of the second story of the northwest elevation consists of two, boarded-up two-story, three-light, wood windows with an arched transom surrounded by brick infill and concrete block quoins, and a metal picture window. Fenestration on the third story of the northwest elevation consists of two one-over-one, double-hung, wood windows with boarded-up transoms and concrete lintels. Fenestration on the fourth story of the northwest elevation consists of two boarded-up window openings in the southwestern most bay and three boarded-up window openings with three circular fixed windows in between. There are a total of nine visible circular fixed windows at the fourth story.

A one-story garage was added onto the northern corner of the building circa 1945 (Sanborn Map Company 1950; ASCS 1948). This stretcher-bond brick addition is covered by a flat roof with a

metal parapet and features an exposed basement-level on the southwest elevation. The building features concrete quoins at the northeast and northwest corners. The garage addition is fenestrated on the northwest elevation with a brick in-filled entrance and four sliding metal windows with concrete surround with a small metal awning window below. Fenestration on the southwest elevation consists of a metal single-leaf door, a metal overhead door, two metal sliding windows, and a metal fixed window with a concrete surround. Fenestration on the northeast elevation consists of a metal single-leaf door, a metal overhead door, and two metal sliding windows with concrete surrounds. The southeast elevation of the garage is partially covered by the main block of the substation. Two rectangular boarded-up openings are located at the basement level of the garage. Fenestration on the first story of the southeast elevation consists of two metal sliding windows and one metal casement window with concrete surrounds.

In the late twentieth century, a one-story, flat roof brick power substation and outdoor high-voltage transmission components were constructed southwest of the main substation building. The building has a single one-over-one, double-hung, metal window on the southwest elevation. Fenestration on the other elevations is not visible due to the presence of an approximately eight foot tall brick wall along the northwest portion of the property.

History: This electric substation was constructed circa 1905 by the Great Northern Power Company (Beck 1986:81; Sanborn Map Company 1909). The substation was built as part of the Thomson Hydroelectric Project, begun in 1905 and completed in 1907. The project included the construction of a dam across the St. Louis River in Thomson, Minnesota. The Thomson facility was designed by the New York engineering firm of Viele, Balckweel and Buck and features one of the earliest examples of a concrete arch dam (Hess 1989:E8-9). The dam would produce an enormous amount of electric power for the Duluth area. When it was constructed, the Thomson facility was one of the largest generating facilities in the state. The Thomson facility was able to generate 30,000 horse power of electricity, which at the time was a remarkable accomplishment (Beck 1986:83, 85). Additionally, the facility demonstrated the economic and technological feasibility of a hydroelectric station at a remote location to provide power by long-distance transmission (Hess 1989:E8). The Thomson Powerhouse is connected by a 14-mile transmission line to this substation in Duluth. This substation was in many ways a duplicate of the main Thomson Powerhouse (Beck 1986:88-89).

Modeled after the Niagara Falls Hydroelectric Power Stations, the Thomson facility utilized the direct-connect vertical unit. First used in Minnesota at the Thomson Powerhouse, the vertical unit stacked generators above turbines allowing the increase of size and efficiency of the waterwheels while decreasing the size of the powerhouse. Although more efficient, the vertical unit was rarely used at this time because of a lack of a practical bearing capable of supporting the weight of the generating unit. The bearing units at Thomson were at the time still highly experimental (Hess 1989:E9). The Thomson Powerhouse had floors of steel-reinforced concrete. The strength of construction was necessary to support the four waterwheels and 60,000-volt three-phase transformers. "These transformers were the largest ever built" (Beck 1986:89). The Thomson Powerhouse utilized turbines never before used and the largest high pressure valves ever built. The 10,000 horsepower generators used were the largest in the world (Beck 1986:83, 85).

The Thomson Powerhouse and the Duluth Substation were designed in the Italian Renaissance Revival style. Built of red brick, "the two large power buildings of the company are of most pleasing

and substantial design” (Aikens 1908:217). Both buildings have steel-frame superstructures set with brick masonry and trimmed with concrete blocks instead of stone (Aikens 1908:21). The floors were of steel-reinforced concrete and the roofs featured structural tiles covered with asphalt and gravel (Aikens 1908:217). The design of the Thomson Powerhouse and Duluth Substation were primarily influenced by the electrical equipment, in this case the use of the vertical-unit and the number of generating units in the buildings. According to Lof and Rushmore’s *Hydro-Electric Power Stations*, “the arrangement of the apparatus should naturally be given first consideration, but this does not mean that the architectural features should be neglected” (Lof and Rushmore 1917:165). Further, the building ornamentation is not necessary for powerhouse design. Simple design allows the building to be harmonious with surroundings which is desirable, but the design should also attract the attention of visitors. Such examples of architecture include the Mississippi River Power Company Powerhouse in Keokuk, Iowa and the Cohoes Hydro-Electric Power Development in Cohoes, New York (Lof and Rushmore 1917:166). The Thomson Powerhouse and the Duluth Substation are similar in design to the Keokuk and Cohoes examples.

The Italian Renaissance Revival style was popular in the United States in the 1880s through the 1920s. The style was most commonly applied to residential, educational, and government buildings. The style borrowed many characteristics from the sixteenth century Italian Renaissance style specifically the predominant features including an imposing scale and incorporation of many classical details. Other characteristics of the Italian Renaissance Revival style include low-pitched hipped roofs with clay tiles or flat roofs, masonry construction, an imposing size and scale, round arch entrances and windows, classical details such as columns and pilasters, a roof line parapet or balustrade, and an arcaded and rusticated ground level (Architecture, Landscape, and Urban Design 2013).

The Thomson Powerhouse and Duluth Substation provided power for Duluth, Minnesota and Superior, Wisconsin, specifically the shipping industries in the harbor, and eventually the entire northeast region of Minnesota (Hess 1989:E9). As Aikens writes in the *Power and the Engineer* article “Great Northern Power Company’s Plant,” “a large field for power is assured by the fact that Duluth is now the third largest shipping port in the world and thousands of horse-power are used by the immense grain elevators and coal docks” (Aikens 1908:218). The substation also provided power for the Duluth street railway system and the American Carbolite Company facility (Beck 1986:88-89).

In the 1920s, the substation was purchased by the Minnesota Power & Light Company, which still operates the building today. A one-story brick garage was constructed on the northern corner of the building circa 1945 (Sanborn Map Company 1950; ASCS 1948).

The Minnesota Power & Light Company began as the Electric Bond & Share Company in 1905. The company was organized by Sydney Zollicoffer Mitchell. In 1906, the Electric Bond & Share Company acquired the Duluth Edison Electric Company. In 1923, the Minnesota Power & Light Company was established by the consolidation of the Duluth Edison Electric Company and other northern Minnesota utility companies, such as Great Northern Power Company. (Beck 2006:8). In 1925, the Minnesota Power & Light Company began a large building project, starting with the construction of two hydroelectric plants, the Fond du Lac Station on the St. Louis River west of Duluth, and the Blanchard Station on the Mississippi River near Little. In 1930, they also began

construction on a \$3.5 million coal-fired plant called the Duluth Steam Station. In 2000, Minnesota Power & Light (now known as Minnesota Power) announced it would change its name to ALLETE to reflect its emergence as a multi-service company with a long, successful track record. The name Minnesota Power remains an electric power subdivision of the larger ALLETE company (Minnesota Power Centennial 2006).

The Minnesota Power & Light Company was important for its contributions during World War II. In the 1940s, the company supplied all of the electricity to the Mesabi, Vermillion, and Cuyuna Iron Ranges. These ranges produced millions of tons of iron which were vital to the war effort. After World War II, the Minnesota Power & Light Company began a large expansion project that included the construction of high-power transmission lines across northeastern Minnesota. The company remains today as one of the largest electric generating companies in northeastern Minnesota, now known as Minnesota Power (Minnesota Power Centennial 2006).

Significance: The Great Northern Power Company / Minnesota Power & Light Company / Minnesota Power Substation has local significance for listing in the NRHP under Criteria A and C, within the areas of architecture, engineering, and industry. The substation was evaluated under the *Hydroelectric Generating Facilities in Minnesota, 1881-1928 MPDF*. The substation is significant for its association with the Thomson Hydroelectric facility, which contributed to the shipping industry in Duluth and Superior by providing electricity to grain elevators and coal docks and later the entire region of northeastern Minnesota. The substation specifically contributed to the development of Duluth by providing electricity for the Duluth street railway system and industries such as American Carbolite Company in the early twentieth century. The substation remains an important component of the Minnesota Power & Light / Minnesota Power Company, one of the largest electric generating companies in northeastern Minnesota. Like the Thomson Hydroelectric facility, the Duluth Substation made use of the direct-connect vertical unit which was rarely used at this time, highly experimental, included the most powerful turbines of the era, and the largest high pressure valves ever built.

The main substation building is an excellent example of the Italian Renaissance Revival style as applied to an industrial facility. The building retains such characteristics of the style as imposing size and scale, masonry construction, a rusticated ground level, classical details, Roman arch entrances and windows, and a flat roof. The design of powerhouses and substations was primarily influenced by the electrical equipment, in this case the use of the vertical-unit and the number of generating units in the Substation. This substation has a period of significance beginning in 1905 when the Thomson Hydroelectric Project began and this substation was likely built until 1962, the 50-year cutoff for listing in the NRHP.

Integrity: The integrity of materials has been slightly compromised by some boarded-up windows and transoms on the substation. The circa 1945 garage addition and modern brick building on the southwest end of the property slightly compromises the property's integrity of design and materials. Overall, the property retains good integrity of workmanship, setting, association, location, and feeling.

Recommendation: The Great Northern Power Company / Minnesota Power & Light Company / Minnesota Power Substation is recommended as eligible for listing in the NRHP under Criteria A

and C, within the areas of architecture, engineering, and industry. The substation is significant for its association with the Thomson Hydroelectric facility and as an important component of Minnesota Power, one of the largest electric generating companies in northeastern Minnesota which provided electrical power that supported the development of Duluth and the Iron Range. The building is also significant as an excellent example of the Italian Renaissance Revival style as applied to an industrial facility. The building retains such characteristics of the style as imposing size and scale, masonry construction, a rusticated ground level, classical details, Roman arch entrances and windows, and a flat roof.

The late twentieth century substation and outdoor high-voltage transmission components, located southwest of the main substation building, are non-contributing resources to this property because their construction post-dates the period of significance.

6.1.11 Duluth Short Line Railway / St. Paul & Duluth Railroad / Northern Pacific Railway “Grassy Point Line” (St. Paul Division, 10th Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, LST&T Junction to West Duluth Junction Railroad Corridor Historic District, SL-XRR-003 & Field No. 1864

Location: Duluth, St. Louis County, Minnesota and Superior, Douglas County, Wisconsin

Description: The Duluth Short Line Railway Company constructed this railroad line in 1888 (Fisher 1937:56). This line runs in a westerly direction from the Lake Superior Terminal & Transfer (LST&T) Junction in Superior, Wisconsin, across the St. Louis Bay via the Grassy Point Railroad Bridge (SL-DUL-0009), and terminates at the West Duluth Junction in West Duluth, Minnesota (Figures 36-37; Appendix B, Map 84). The railroad corridor between the LST&T Junction and the West Duluth Junction consists of the historic railroad ROW. Historically, the ROW was likely a minimum of 50 feet and expanded and contracted over time as the rail line was upgraded. The active rail line consists of steel rails laid on wood ties that are laid on a raised bed of stone ballast. Over time the line has been upgraded with heavier rails to accommodate heavier and faster trains. The segment crossing the St. Louis Bay is comprised of a single set of tracks. The remaining portions of the line are composed of two sets of tracks. Within the APE, the railroad ROW features a bridge, signals, and crossings (Table 8). The NLX preferred alternative (Route No. 9) is comprised of this railroad line from the LST&T Junction in Superior, Wisconsin (BNSF Lakes Subdivision Mile Post 3.5) to the Berwind Junction in Duluth, Minnesota (BNSF Lakes Subdivision Mile Post 1.3).

TABLE 8. DULUTH SHORT LINE RAILWAY / STP&D / NP “GRASSY POINT LINE” / BN / BNSF, LST&T JUNCTION TO WEST DULUTH JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES¹

BNSF Lakes Subdivision Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
0.0	West Duluth Junction	(Outside APE)	N/A	N/A	N/A	N/A
0.9	Zenith Furnace	(Outside APE)	N/A	N/A	N/A	N/A

¹ Small scale features such as signals and crossings are not included in this table.

BNSF Lakes Subdivision Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
1.1	Keene Creek	(Outside APE)	N/A	N/A	N/A	N/A
1.3	Berwind Junction	N/A	N/A	N/A	N/A	N/A
1.9		Grassy Point Bridge	MN	SL-DUL-0009	1912	Previously Determined Individually Eligible; Contributing resource to the Duluth Short Line Railway / StP&D / NP / BN / BNSF, LST&T Junction to West Duluth Junction Railroad Corridor Historic District
2.0	Minnesota / Wisconsin State Line	N/A	N/A	N/A	N/A	N/A
3.5	LST&T Junction	N/A	N/A	N/A	N/A	N/A



FIGURE 36. DULUTH SHORT LINE RAILWAY / STP&D / NP “GRASSY POINT LINE” / BN / BNSF, LST&T JUNCTION TO WEST DULUTH JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT (SL-XRR-003 & FIELD NO. 1864) AND GRASSY POINT BRIDGE (SL-DUL-0009), FACING EAST



Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd. 2/26/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

**Duluth Short Line Railroad
Corridor Historic District**

- +— Proposed Northern Lights Express Line
- +— Recommended Eligible Railroad Corridor
- +— Railroad Related Resource
- Contributing Resource

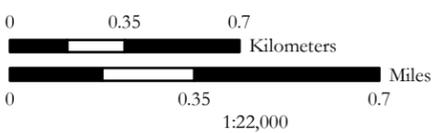


Figure 37

History: From its earliest discovery by white settlers the head of Lake Superior was seen as a significant natural harbor. With its adjacency to fertile regions, the head of Lake Superior was a prime location to develop a major city, but the need for railroad connections was apparent from the beginning (Shank 1982: 11-12). In May of 1848 the borders of the State of Wisconsin were determined by the federal government. The state's northwestern border split the St. Louis River from Lake Superior to the first fall at Fond du Lac (now Gary-New Duluth), placing the north and south shores of the natural harbor in two different states. While several attempts to annex this portion of Wisconsin were made by Minnesota, the geographical division created a political rivalry concerning the development of the area and building of railroads. In the mid-nineteenth century Duluth, Minnesota and Superior, Wisconsin fought to determine which would be the premier city in the area.

The City of Superior, Wisconsin originally had the upper hand in the Twin Ports. In the 1850s, Superior had a larger population than that of Duluth and financial investors were interested in the area. In 1855, a survey was completed by the St. Croix & Lake Superior Railroad, which intended to connect Superior with Hudson, Wisconsin, which is located on the St. Croix River (Shank 1982: 12). Excitement around the development of Superior grew as the federal government continued to encourage railroad building and construction began on the Sault Ste. Marie Canal on the eastern end of Lake Superior, which would connect the lake directly with Lake Huron. Although Superior, Wisconsin appeared to be ready for great development, political events shifted the focus to Duluth, Minnesota.

In 1861, the LS&M was incorporated and was granted lands by the State of Minnesota. The City of St. Paul then issued bonds to ensure that the south terminus of this railroad would be in St. Paul and that the line would run entirely in Minnesota. Senator Alexander Ramsey introduced a land grant measure in the United States Congress for an all-Minnesota route to Lake Superior by giving the land to the state of Minnesota rather than the rail company (Shank 1982:14). Like St. Paul, the city of Duluth then issued bonds to ensure the building of the railroad in that city rather than Superior, Wisconsin, thus guaranteeing the development of Duluth over Superior. Construction on the LS&M mainline began in St. Paul in 1867 and it reached Duluth by 1869 (Shank 1982:15). The first train reached Duluth by an all-Minnesota line in 1870. That same year the NP began constructing its transcontinental rail line which met the LS&M mainline near Carlton. Soon after, the DM&IR was built into Duluth to transfer materials from the Mesabi Iron Range for shipment at Duluth. The commitment to keeping the rail lines in Minnesota did not come without costs. The terrain surrounding Duluth is rugged and steep and the cost of building in that area was much higher than it would have been in Superior (Shank 1982:63). Even though lobbyists fought to keep the rail line in Minnesota, the terrain of Superior was much more conducive to rail building and transportation.

The Duluth Short Line Railway Company was incorporated on July 1, 1886, with the objective to construct and operate a railroad from the StP&D connection near Thomson, Minnesota to Duluth (Prosser 1966:132). In 1888, service was established between Thomson and Duluth as part of the network of rail connecting competing railroads to the Lake Superior docks (Schmidt et al. 2007:E129-130). That same year, this 3.5 mile line was constructed to provide the Duluth Short Line Railway entrance into Superior by connecting Superior (at the LST&T Junction) to Minnesota (at the West Duluth Junction) via the Grassy Point Bridge (Fisher 1937:56). This small segment of the Duluth Short Line Railway provided an alternative route into Duluth from Superior that more easily

passed over terrain than did the original lines in Minnesota. In 1898, the Duluth Short Line Railway company was sold to the StP&D (Prosser 1966:132).

The construction of the Grassy Point Bridge was authorized by both the State of Minnesota and the State of Wisconsin at the location of the shortest span on the river (Weeks 2012a). On November 11, 1898, the StP&D purchased the Duluth Short Line Railway with the intent of adding it to their St. Paul to Duluth mainline, known as the “Skally Line” (Prosser 1966:132). The Duluth Short Line Railway line between Thomson and Duluth replaced the original segment of the “Skally Line” that was built between Thomson and Duluth in 1870. This new route reduced the entire St. Paul to Duluth “Skally Line” trackage from 155-miles to 151.2-miles (Schrenk 1999:4-5).

On June 30, 1900, the NP purchased the StP&D (Schrenk 1999:15). The “Skally Line” and its branch lines became part of the NP’s Lake Superior Division and became one of the NP’s mostly heavily used routes (Schrenk 1999:4). As part of the NP purchase, the former segment of the Duluth Short Line Railway spanning the St. Louis Bay also became part of the NP’s Lake Superior Division. In 1903, the NP created a St. Paul Division out of the Lake Superior Division and divided the “Skally Line” into two operating divisions divided north and south of White Bear Lake (Schrenk 1999:15). The “Skally Line” continued to haul farm products originating from St. Paul to Duluth and the 25-mile segment of the Duluth Short Line Railway / “Skally Line” between Thomson and Duluth transported tons of lumber and grain from western Minnesota and iron ore from the Cuyuna Iron Range to the Twin Ports (Schrenk 1999:19).

In 1912, the original Grassy Point Bridge was replaced with the current Grassy Point Bridge (SL-DUL-0009). In 1970, the NP merged with the GN, the CB&Q, and the Spokane, Portland & Seattle Railway (SP&S) to form the BN. In 1996, the BN merged with the Atchison, Topeka & Santa Fe Railway (AT&SF) to form the BNSF, which operates this line today.

Significance: This segment of the Duluth Short Line Railway / StP&D / NP “Grassy Point Line” / BN / BNSF has statewide significance in Minnesota and Wisconsin under NRHP Criterion A, within the areas of agriculture, commerce, industry, and transportation. The line was evaluated within the Minnesota statewide context *Railroads and Agricultural Development, 1870-1940*, and the Wisconsin statewide context *Transportation: Late Rail Lines, 1868-Present*. This railroad corridor provided the Duluth Short Line Railway, and subsequently the StP&D and NP, entrance into Superior, Wisconsin and the rapidly growing industrial activity at the Duluth-Superior harbor via the Grassy Point Bridge (SL-DUL-0009). The Duluth Short Line Railway is significant for its role in linking the Duluth, Minnesota and Superior, Wisconsin railroad networks, as opposed to maintaining an all Minnesota or an all Wisconsin rail line into the harbor area.

The historical significance of the Duluth Short Line Railway and the Grassy Point Bridge are further highlighted by the other St. Louis Bay railroad crossings. The first bridge to connect Duluth to Superior was the Interstate Bridge. The bridge was built in 1897 by the Duluth Superior Bridge Company and was funded by the GN in 1894. The Interstate Bridge connects Connor’s Point in Wisconsin to Rice’s Point in Minnesota. The bridge consisted of a 495 foot long steel truss swing span and featured two railroad tracks and a wagon bridge on the western side of the structure. As automobile traffic increased in the 1930s talk of a new bridge began but it was not until 1953 that a new toll ridge was approved. The new automobile only bridge (the Blatnik Bridge) opened in 1961.

Soon after the rail crossings at the Interstate Bridge were removed and the swing span was left in the open position. Much of the retired bridge was removed in the 1970s. Only remnants of the bridge now remain (Weeks 2012b; Peterson 2012).

The GN established the Interstate Bridge at the most desirable location in the St. Louis Bay and as a result, the NP built the St. Louis Bay Bridge circa 1900 which spanned the bay from Rice's Point in Duluth to Superior. This bridge, which is no longer extant, crossed at a less than ideal location; it crossed two channels of navigation and thus required two swing spans (Weeks 2012e). When the NP acquired the Grassy Point Bridge and the Duluth Short Line Railway in 1900 they attained a more efficient route as a means of crossing the bay between Duluth and Superior (Weeks 2012e). Before 1900 the Duluth Short Line Railway was an alternative crossing for the NP's competitor railroad companies. This was true for the DSS&A, which began using the Grassy Point Bridge crossing and Duluth Short Line Railway connection as its crossing between Duluth and Superior when track usage agreements for the St. Louis Bay Bridge could not be reached (Gaertner 2009:127-128). According to historical aerial photographs, the St. Louis Bay Bridge was removed between 1981 and 1989 (Minnesota DNR 2012).

The Oliver Bridge, connecting Gary-New Duluth, Minnesota to Oliver, Wisconsin, is the only extant alternative to the Grassy Point Bridge. This 1916 bridge was originally owned by the DM&IR. The bridge is not accessible by waterway, so the rail line over the bridge was used as a bypass for trains around Duluth and Superior (Weeks 2012d). This use is in contrast to the Grassy Point Bridge, whose connection line lies within the port city. While both bridges served the industrial areas, the Duluth Short Line Railway and the Grassy Point Bridge is distinct in its proximity to the water front and its connection to shipping on Lake Superior.

In addition, this line meets registration requirements under Criterion A within the *Railroad Development in Minnesota, 1862-1956* historical context that was established in the *Railroad in Minnesota, 1862-1956 MPDF* (Schmidt et al. 2007:F-194-196). This line meets registration requirement number three as an influential component of the state's railroad network. This line was an important connection between the two harbor cities, and besides the connection south of Duluth in Oliver was the only other crossing of the St. Louis Bay. The line also meets registration requirement number four by providing a critical link between the railroad systems in Duluth, Minnesota and Superior, Wisconsin, which lead to significant expansion of operations in the transportation network, commerce, or industry. The line does not appear to meet registration requirement number one, because it did not open portions of Minnesota or Wisconsin to settlement; nor does it meet number two because it did not establish a connection that did not previously exist.

Additionally, the 1912 Grassy Point Bridge (SL-DUL-0009) has significance for its association with the railroad corridor and for its contribution to the use of the line. The bridge, which has been previously determined individually eligible, was one of two St. Louis River crossings in the Twin Ports area that facilitated north-south traffic between Wisconsin and Minnesota (TEMS 2007:3-24).

Integrity: Within the APE this railroad corridor retains intact tracks, therefore continuing to provide a sense of function and destination. The rail line appears to retain good integrity of design and workmanship by maintaining its grade and profile. Although original wood ties and metal tracks have been replaced through time, they have been replaced as part of the ongoing use of the railroad

and the materials have likely been replaced with historically compatible materials, thereby retaining their integrity of design. The rail line further retains good integrity of location, association, feeling, and setting by remaining operational, by retaining the visual rail corridor, and by maintaining the same route as the Duluth Short Line Railway constructed in 1888. The small portion of this line that is located outside of the APE (between Keene Creek and the West Duluth Junction) also appears to retain intact tracks according to current aerial photographs.

The Grassy Point Bridge (SL-DUL-0009), which is located within the APE, appears to retain good integrity of materials, design, workmanship, location, association, setting, and feeling.

Recommendation: This segment of the Duluth Short Line Railway / StP&D / NP “Grassy Point Line” / BN / BNSF has statewide significance in Minnesota and Wisconsin under NRHP Criterion A, within the areas of agriculture, commerce, industry, and transportation. The line was evaluated within the Minnesota statewide contexts *Railroad Development in Minnesota, 1862-1956* and *Railroads and Agricultural Development, 1870-1940*, and the Wisconsin statewide context *Transportation: Late Rail Lines, 1868-Present*. This railroad corridor provided the Duluth Short Line Railway, and subsequently the StP&D and NP, entrance into Superior, Wisconsin and the rapidly growing industrial activity at the Duluth-Superior harbor via the Grassy Point Bridge (SL-DUL-0009). The Duluth Short Line Railway is significant for its role in linking the Duluth, Minnesota and Superior, Wisconsin railroad networks, as opposed to maintaining an all Minnesota or an all Wisconsin rail line into the harbor area. The Grassy Point Bridge (SL-DUL-0009) was one of two St. Louis River crossings in the Twin Ports area that facilitated north-south traffic between Wisconsin and Minnesota. While both bridges served the industrial areas, the Duluth Short Line Railway and the Grassy Point Bridge is distinct in its proximity to the water front and its connection to shipping on Lake Superior. The period of significance for the railroad begins in 1888, when construction started on the line and concludes in 1970, with the formation of the BN.

The surveyed portion of this railroad line, from the LST&T Junction to the Berwind Junction, has sufficient integrity to convey its historical significance. The small portion of this line which is located outside of the APE, between Keene Creek and the West Duluth Junction, also appears to retain sufficient integrity according to aerial photographs, therefore a railroad historic district encompassing the entire Duluth Short Line Railway ROW between the LST&T Junction in Superior, Wisconsin and the West Duluth Junction in West Duluth, Minnesota is recommended as eligible for listing in the NRHP. The Duluth Short Line Railway / StP&D / NP “Grassy Point Line” / BN / BNSF Historic District is eligible for listing in the NRHP under Criterion A, for the significant role the railroad line and the Grassy Point Bridge played in the rail connections, and industrial and harbor development of Duluth, Minnesota and Superior, Wisconsin. The historic district has significance within the Minnesota statewide contexts *Railroad Development in Minnesota, 1862-1956* and *Railroads and Agricultural Development, 1870-1940*, and the Wisconsin statewide context *Transportation: Late Rail Lines, 1868-Present*.

The period of significance for the historic district is the same as the railroad line, beginning in 1888, when construction started on the line and concluding in 1970, with the formation of the BN. The historic district boundaries include the entire historic railroad ROW between the LST&T Junction in Superior, Wisconsin and the West Duluth Junction in West Duluth, Minnesota. Within the APE, the NRHP-eligible Grassy Point Bridge (SL-DUL-0009) also has significance for listing in the NRHP as

a contributing resource to the historic district. Railroad-related resources within the APE are included in Table 8.

6.1.12 Great Northern Railway and Northern Pacific Railway, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District, XX-RRD-011

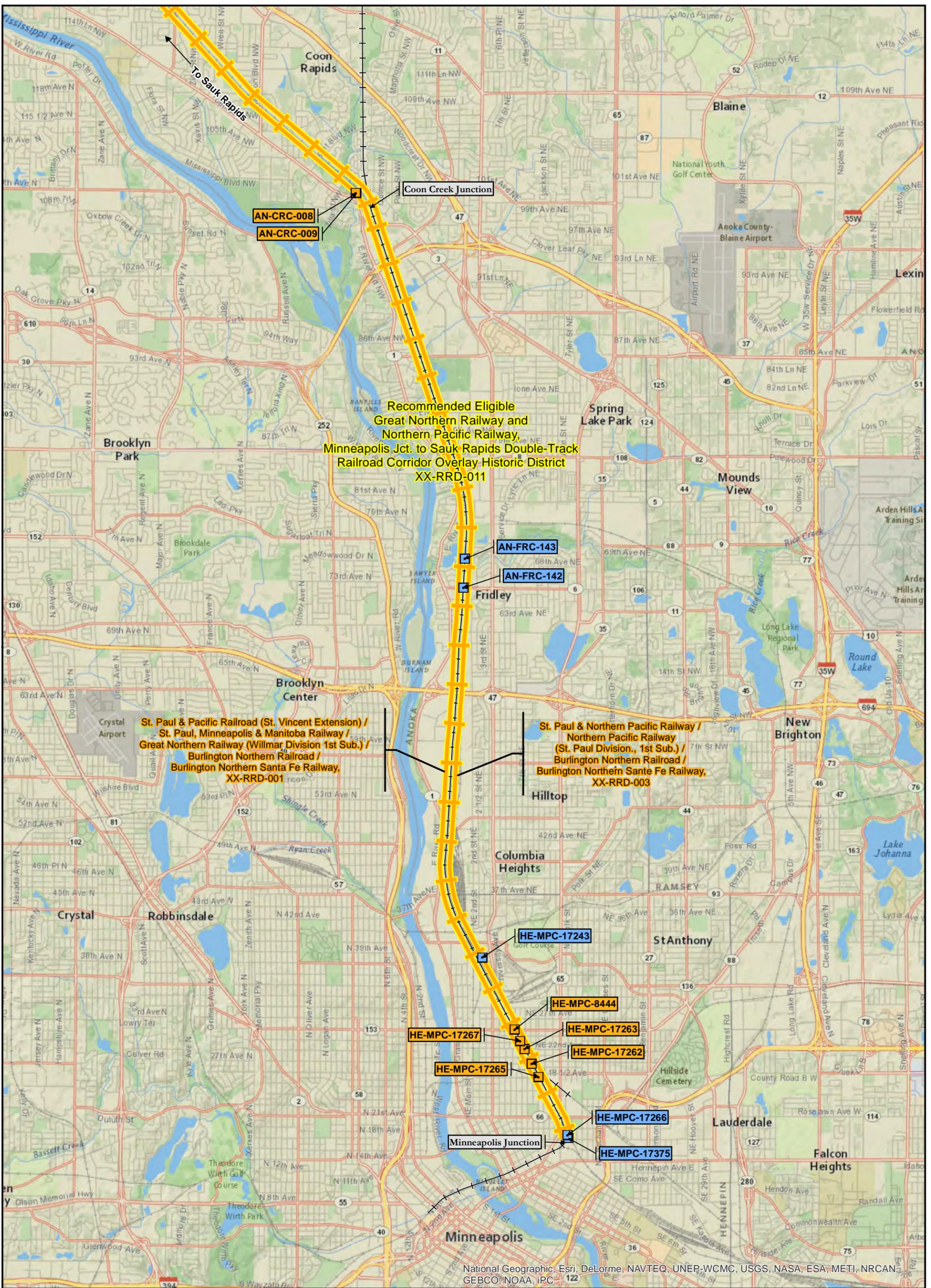
Location: Hennepin and Anoka Counties, Minnesota

Description: The StP&P (St. Vincent Extension) / StPM&M / GN (Willmar Division, 1st Subdivision) / BN / BNSF (XX-RRD-001) and the StP&NP / NP (St. Paul Division, 1st Subdivision) / BN / BNSF (XX-RRD-003) operated joint parallel lines between Minneapolis Junction and Sauk Rapids, Minnesota from 1884 until 1970, when the GN merged with the NP; the CB&Q; and the SP&S to form the BN. Today, both lines are operated by the BNSF, Twin Cities Division, Staples and Wayzata Subdivisions. The NLX preferred alternative (Route No. 9) is comprised of these double-track lines between the Minneapolis Junction (BNSF Midway Subdivision Mile Post 9.5) and Coon Creek Junction, Minnesota (BNSF Staples Subdivision Mile Post 21.1) (Figures 38-39; Appendix B, Maps 4-16).

The railroad corridor from Minneapolis Junction to Sauk Rapids, Minnesota consists of the historic railroad ROW. Historically, the ROW was likely a minimum of 50 feet and expanded and contracted over time as the rail line was upgraded. The ROW would expand as the corridor approached towns, or areas with sidings, spurs, crossings, junctions, or rail yards. Typically the ROW was between 50 and 250 feet.



FIGURE 38. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT (XX-RRD-011), FACING SOUTHEAST

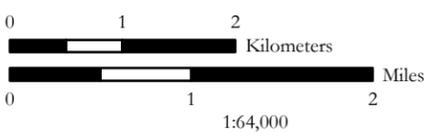


Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd: 2/9/2012

Northern Lights Express Phase I and II Architectural History Survey Minnesota and Wisconsin

Great Northern/Northern Pacific Railroad Corridor Overlay Historic District



- +— Proposed Northern Lights Express Line
- +— Determined Eligible Railroad Corridor
- +— Recommended Eligible Railroad Corridor
- +— Railroad Related Resources
- Contributing Resource
- Non-contributing Resource

Figure 39

Within the ROW there is a double track mainline. The StP&P / StPM&M / GN / BN / BNSF line (XX-RRD-001) is the eastern track and the StP&NP / NP / BN / BNSF line (XX-RRD-003) is the western track. The tracks consist of steel rails laid on wood ties laid on a raised bed of stone ballast. The ROW also features bridges, overpasses, sidings and spurs, signals, crossings, a rail yard, and a servicing facility (Table 9). Historic railroad bridges along the corridor generally consist of steel deck girders and concrete slab spans (Figure 40).



FIGURE 40. 22ND AVENUE NE RAILROAD BRIDGE (HE-MPC-17263), FACING EAST

TABLE 9. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES²

BNSF Subdivision	BNSF Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
	9.5	Minneapolis Junction	N/A	N/A	N/A	N/A	N/A
Staples	9.73	N/A	Great Northern Diesel Shop & Rail Cars	MN	HE-MPC-17375	circa 1940	Non-contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District

² Small scale features such as railroad sidings, spurs, signals, and crossings are not included in this table.

TABLE 9. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES²

BNSF Subdivision	BNSF Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
	9.86	N/A	Bridge No. L8895 (Steel Deck Girder)	MN	HE-MPC-17266	1922	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	10.82	N/A	Bridge No. 92336 (Steel Deck Girder)	MN	HE-MPC-17265	1924	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	10.91	N/A	Bridge No. L8892 (Steel Deck Girder)	MN	HE-MPC-17262	1924	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	11.11	N/A	Bridge No. L8891 (Steel Deck Girder)	MN	HE-MPC-17263	1931	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible

TABLE 9. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES²

BNSF Subdivision	BNSF Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
	11.22	N/A	Bridge No. 92332 (Steel Deck Girder)	MN	HE-MPC-17267	1927	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	11.35	N/A	Lowry Avenue NE Bridge (Reinforced Concrete Trestle)	MN	HE-MPC-8444	1931	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	11.4	University	N/A	N/A	N/A	N/A	N/A
	12.5	35 th Avenue	N/A	N/A	N/A	N/A	N/A
	13.9	Northtown	Northtown Yard	MN	HE-MPC-17243	circa 1870	Non-contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible (See section 6.2.4)
	16.58	N/A	Bridge No. 02524 (Reinforced Concrete Deck Girder)	MN	AN-FRC-142	1975	Non-contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District

TABLE 9. GN AND NP, MINNEAPOLIS JUNCTION TO SAUK RAPIDS DOUBLE-TRACK RAILROAD CORRIDOR OVERLAY HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES²

BNSF Subdivision	BNSF Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
	16.91	N/A	Rice Creek Bridge (Concrete Deck Girder)	MN	AN-FRC-143	circa 1965	Non-contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District
	21.1	Coon Creek Junction	N/A	N/A	N/A	N/A	N/A
	21.2	N/A	Bridge No. 6011A (Steel Beam Span)	MN	AN-CRC-008	1927	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	21.2	N/A	Bridge No. 6011B (Steel Beam Span)	MN	AN-CRC-009	1927	Contributing resource to the GN and NP, Minneapolis Junction to Sauk Rapids Double-Track Railroad Corridor Overlay Historic District; Not Individually Eligible
	26.8	Anoka	(Outside APE)	N/A	N/A	N/A	N/A
	33.8	Dayton	(Outside APE)	N/A	N/A	N/A	N/A
	38.6	Elk River	(Outside APE)	N/A	N/A	N/A	N/A
	47.7	Big Lake	(Outside APE)	N/A	N/A	N/A	N/A
	55.6	Becker	(Outside APE)	N/A	N/A	N/A	N/A
	62.7	Clear Lake	(Outside APE)	N/A	N/A	N/A	N/A
	71.3	Reformatory	(Outside APE)	N/A	N/A	N/A	N/A
	73.9	St. Cloud	(Outside APE)	N/A	N/A	N/A	N/A
	75.7	Sauk Rapids	(Outside APE)	N/A	N/A	N/A	N/A

History: The StP&P (St. Vincent Extension) / StPM&M / GN (Willmar Division, 1st Subdivision) / BN / BNSF line between St. Anthony (Minneapolis Junction) and Sauk Rapids was constructed by the StP&P from 1863-1867. The StP&NP / NP (St. Paul Division., 1st Subdivision) / BN / BNSF line between Minneapolis Junction and Sauk Rapids was constructed by the StP&NP in 1884. In order for the StP&NP to construct this parallel line they had to acquire a 43 foot ROW from the StPM&M (Smalley 1883:300).

The GN and the NP operated these as joint parallel lines between Minneapolis Junction and Sauk Rapids, Minnesota from the time when the StP&NP completed their line in 1884 (the NP immediately gained trackage rights upon this line's completion, and outright purchased it in 1896) until 1970, when the GN and NP merged with other operators to form the BN, which is operated today as the BNSF. Dating back to 1879, the NP had trackage rights with the StPM&M for perpetual joint use of the StPM&M's line from Minneapolis Junction to Sauk Rapids (Hidy et al. 1988:44; Smalley 1883:298).

Great Northern History: The oldest portion of the StP&P / StPM&M / GN (Willmar Division, 1st Subdivision) /BN / BNSF line was built by the StP&P in 1862 to connect St. Paul to St. Anthony and extends westward a little over five miles from MP 0.0. This segment is part of the first railroad constructed in Minnesota. However, the majority of the rest of the line was constructed by the StP&P between 1863 and 1867 as part of the St. Anthony (Minneapolis Junction) to Sauk Rapids connection. It was originally constructed as a branch line, but became a main line when it was completed to St. Vincent in 1879, and connected with a CP line that made the StP&P line a gateway to Winnipeg and other points in Canada (Prosser 1966:160).

On February 26, 1857, the United States Congress approved the Minnesota Enabling Act. This Act, like acts approved for other western territories, authorized the Territory of Minnesota to convey Congressional lands on alternate odd-numbered sections within six miles on each side of a ROW to railroad companies for construction (Prosser 1966:3). The purpose of the land grants was twofold. Railroads were allowed to sell the land to generate capital for construction and the settlement of these lands provided freight and passenger traffic that supported the operation of the railroad. Soon after the Act was passed, the territorial legislature approved the charters for four "land grant" railroads. Of these four lines, the Minnesota & Pacific Railroad Company was the most ambitious (Prosser 1966:3). Incorporated on May 22, 1857, the main objective of this company was "to build and operate a railroad from Stillwater via St. Paul and St. Anthony to Breckenridge on the Sioux Wood River; a branch line from St. Anthony, via Anoka, St. Cloud and Crow Wing, to St. Vincent near the mouth of the Pembina River" (Prosser 1966:160). Early construction efforts were hampered by a financial panic in 1857. Grading of the line from St. Paul to St. Anthony and northwest towards St. Cloud finally commenced in 1858 and by 1859, 62.60 miles of line had been graded to Clear Lake, but no tracks had been laid (Prosser 1966:149). Since the construction timelines set forth in the Company's charter were not met, the newly created State of Minnesota foreclosed on the railroad in 1860. The railroad laid nearly 1,400 feet of track in September 1861, however the company faced legal issues and the State of Minnesota foreclosed on the line again later in the year (Schmidt et al. 2007:E86; Prosser 1966:149).

On March 10, 1862, the rights and property of the Minnesota & Pacific Railroad Company were transferred to the StP&P (Prosser 1966:149). By April 1862, the first 10 miles of track had been completed from St. Anthony to St. Paul (Schmidt et al. 2007:E86). Regular operations began on this line on July 2, 1862, making it the first railroad to operate in Minnesota (Great Northern Railway, Public Relations Department 1951). This line included regular passenger service, as well as mail and freight traffic. Construction of the branch line from St. Anthony towards Sauk Rapids began in 1863 (Prosser 1966:160). By the end of 1863 the line had reached Anoka. From there, the line proceeded northwest paralleling the Mississippi River until it reached Sauk Rapids in 1867. The branch line profited from the agricultural products of the area and the sawmills at Watab, located 10 miles north of St. Cloud (Prosser 1966:11). The freight trains on this line also carried shipments of potatoes, lumber, shingles, barrel staves, grain, flour, furs, hides, furniture, and agricultural implements (Schmidt et al. 2007:E86). In August 1867, construction on the main line westward from St. Anthony started, with the goal of reaching Breckenridge. In 1869, this line had reached Willmar, it was extended to Benson by the end of 1870, and reached Breckenridge in 1871 (Prosser 1966:11).

In the late 1860s, the StP&P started efforts to attract settlers to the areas opened by its lines. Promotional pamphlets, immigration agents, and facilities for cooking, washing, and sleeping were placed in underdeveloped areas along the rail lines to encourage new settlement (Schmidt et al. 2007:E87). The company, however, started to face some financial hardships and in 1870 and the NP was allowed to buy a controlling interest in the company's stock. In 1870, the state of Minnesota had 1,092 miles of railroad trackage; at this time approximately 10 percent of the total mileage was the StP&P line from St. Anthony to Sauk Rapids (Schmidt et al. 2007:E9).

In 1872, the NP extended the StP&P branch line, which had by then become known as the St. Vincent Extension, from East St. Cloud to Melrose, and another segment of the line was completed from Barnesville to Snake River (Prosser 1966:160). The Barnesville to Snake River line was accessed via connection with the NP mainline at Glyndon. A sluggish securities market and the Panic of 1873 forced the NP to relinquish control of the StP&P.

In 1877, James J. Hill, Donald Alexander Smith, and Norman Wolfred Kittson began pursuing the idea of purchasing the StP&P, with financial assistance from Smith's cousin, Canadian banker George Stephen. They were interested in tapping into the rich agricultural lands of the Red River Valley in northwestern Minnesota and Canada. The three investors formed the St. Paul, Minneapolis & Manitoba Railway Company (StPM&M) which took over the StP&P on June 14, 1879 (Prosser 1966:160).

As the StPM&M looked to take control of the StP&P, there was a concerted effort to complete the St. Vincent Extension. In 1878, the segment from St. Anthony to Melrose was extended to Alexandria and the Barnesville to Snake River line was extended to St. Vincent on the border with Canada. The following year, in 1879, the St. Vincent Extension was completed when the line was extended from Alexandria to Barnesville, which completed the line from St. Paul to St. Vincent on the Canadian border (Prosser 1966:160). The St. Vincent Extension interchanged with the CP at the border and the lines opened a gateway to Winnipeg and other points in Canada (Prosser 1966:17, Schmidt et al. 2007:E87).

Between 1879 and 1883, the StPM&M acquired railroads and constructed new lines that linked the Twin Cities with the valuable wheat crop of the Red River Valley. By 1881, the StPM&M was operating 695 miles of track (Great Northern Railway, Public Relations Department 1951). With these acquisitions and extensions, the StPM&M virtually controlled rail traffic in the Red River Valley.

In the 1880s, the StPM&M expanded into markets outside the Red River Valley. In 1881, the StPM&M purchased joint control of the StP&D, CStPM&O, and the CM&StP Railway (Schmidt et al. 2007:E88). In 1882, the StPM&M constructed lines towards the ports of Lake Superior and in 1883, they constructed lines towards north-central Minnesota to focus on timber interests (Schmidt et al. 2007:E89).

In 1882, general manager James J. Hill became the president of the StPM&M (Schmidt et al. 2007:E88). The StPM&M continued to expand with the company relying on small railroad companies to construct their branch lines and then leasing or directly operating the lines. In 1885, wheat prices severely dropped and many farmers left the Red River Valley. The StPM&M's diversification in other lines throughout the state of Minnesota paid off and allowed the railroad to stay in business. From 1886 to 1891, the StPM&M continued to acquire branch lines across the state, many of which were not connected to major cities (Schmidt et al. 2007:E88).

In 1890, the GN acquired a 999-year lease of all the StPM&M lines (Strom 2003:14). On November 1, 1907, the GN purchased the StPM&M, the Eastern, and other small railroads to amass the most trackage of any other railroad company in the state of Minnesota (Prosser 1966:43).

In the early twentieth century, the GN focused on building and purchasing lines along the west coast. During World War II the St. Vincent Extension was an important supply line. In 1970, the GN merged with the NP, the CB&Q, and the SP&S to form the BN. In 1996, the BN merged with the AT&SF to form the BNSF which operates the line today.

Northern Pacific History: The StP&NP / NP (St. Paul Division., 1st Subdivision) / BN / BNSF line was constructed in 1884 to connect Sauk Rapids to Minneapolis Junction. The StP&NP line parallels an earlier StP&P line that was constructed in 1863-1867 from St. Anthony (Minneapolis Junction) to Sauk Rapids.

The StP&NP Company was incorporated in 1874 as the Western Railroad Company of Minnesota. The objective of the Western Railroad Company was “to build and operate a railroad from Brainerd to Sauk Rapids, Minneapolis, St. Paul, and Mankato; a line from Little Falls to the western state boundary between Big Stone Lake and Traverse Lake; one or more branches to the eastern boundary of Minnesota; a branch from a point between Brainerd and Wadena, and extensions to the northern boundary of the state...” (Prosser 1966:168).

Between 1877 and 1879, the Western Railroad Company constructed a line between Sauk Rapids and Brainerd. The northern terminus of this line connected with the NP mainline in Brainerd and the southern end of the line interchanged with the StP&P St. Vincent Extension in Sauk Rapids. On May 9, 1883, the company was reorganized as the StP&NP. The first line the StP&NP constructed was the Sauk Rapids to Minneapolis Junction line in 1884. In 1886, the line was extended from

Minneapolis Junction to St. Paul. In 1889, the StP&NP built a line from West Little Falls to Staples (Prosser 1966:159). “In the 1880s [StP&NP] built the Staples-Little Falls cutoff and double-tracked the Sauk Rapids-Minneapolis line of the “Manitoba [StP&P],” thereby creating a main line between Minneapolis and Staples, and giving the Twin Cities a direct outlet to the Pacific” (Prosser 1966:27).

On November 2, 1896, the StP&NP was sold to the NP (Prosser 1966: 159). This acquisition was part of an effort by the NP in the late 1890s and early 1900s to purchase railroad lines across the state of Minnesota and west across the country. These lines were added to support the NP’s transcontinental main line which extended from Lake Superior to Puget Sound. The NP had been the first railroad to complete a northern transcontinental railroad in 1883.

The addition of the StP&NP line gave the NP a direct link to the Twin Cities. Now a connection with the transportation hub of Chicago was needed. The Minnesota to Chicago connection began with the Chicago, Burlington & Northern Railway Company. The company was incorporated in Minnesota in August 1885 with the objective, “to build and operate a railroad from a point in Washington County on the state line near Prescott in a northwesterly direction to and into Minneapolis via and through St. Paul” (Prosser 1966:121). The Chicago, Burlington & Northern Railway consolidated with the Chicago, Burlington & Northern of Wisconsin in October 1885 to form the Chicago, Burlington & Northern Railroad Company (CB&N). In 1887, the CB&N constructed a line from St. Paul to the state line at Point Douglas. From 1886-1889 the CB&N laid line from the Twin Cities to Aurora, Illinois. On June 1, 1899 the line was acquired by the CB&Q. In 1914, the company was reorganized as the CB&Q (Prosser 1966:122). The CB&Q had completed a line from Aurora to Chicago in 1864; therefore in 1889 when the CB&N line reached Aurora the NP transcontinental line had a connection from Chicago (Burlington Route Historical Society 2008). This route, from Chicago to the west coast via St. Paul and Minneapolis, became the NP’s transcontinental main line.

On April 26, 1900, the NP’s flagship passenger train, the *North Coast Limited*, made its first trip from Chicago to the Pacific Coast via the Twin Cities. This premier train utilized the entire length of the original StP&NP line, which had become an important piece of the NP system (Prosser 1966: 38).

Passenger railroad traffic reached its peak in Minnesota in 1920, after which ridership dropped from 18,360,678 in 1920 to 7,075,975 in 1925 (Prosser 1966:55). The Great Depression of the 1930s further hampered freight and passenger railroad service. As a result of decreased traffic, many branch lines were taken up during the early 1930s, including lines operated by the NP, GN, and Northern Western Railroad companies (Prosser 1966:60). The former StP&NP line remained busy; however, because it was an integral part of the NP’s transcontinental mainline for passenger and freight traffic. While freight traffic rebounded after the depression, passenger traffic did not and continued to decline after World War II. In 1952, to keep passengers interested in transcontinental rail service the *North Coast Limited* train was outfitted with new streamlined dome cars with interiors designed by Raymond Lowey (Prosser 1966:73). The *North Coast Limited* train operated until April of 1971 when passenger train service in the United States was consolidated by the federal government as the National Railroad Passenger Corporation (Amtrak Historical Society 2013).

In 1970, the NP merged with the GN, the CB&Q, and the SP&S to form the BN. In 1996, the BN merged with the AT&SF to form the BNSF which operates the line today.

Significance: The single most important factor in the rapid expansion of Minnesota's agricultural industry after 1870 was the development of railroads. Railroads provided an expanded market to the Great Plains and the wheat rich Red River Valley of northwestern Minnesota, eastern North Dakota, and Canada. Agricultural development in a vast portion of Minnesota was largely due to the expansion of railroads beginning in the 1870s. Railroad development during this time also attracted immigrant settlers to Minnesota that were arriving by the thousands from the east coast. In the 1870s, towns were platted along the rail lines to serve as shipping centers for the agricultural products. Industries related to the processing of agricultural products developed along the rail lines. The flour milling district at St. Anthony Falls in Minneapolis was one of the most important industrial centers in the state of Minnesota at the end of the nineteenth century and provided a market for wheat growers in the Red River Valley. Railroads connected the mills to the local grain elevators, grain exchanges, processing facilities, and warehouses (SHPO 1993). The StP&P branch line from St. Anthony (Minneapolis Junction) to Sauk Rapids was constructed in 1863-1867, and was an extension of the first railroad line in Minnesota. In 1879, the StP&P branch line, which was by then known as the St. Vincent Extension, became a mainline when it was completed to St. Vincent, where it connected with the CP's line to Winnipeg and other points in Canada. Upon its completion, this line provided a connection between the Twin Cities and the agriculture industry within the entire Red River Valley and western Canada.

As the population of the east coast expanded in the late nineteenth and early twentieth centuries they looked to the west coast for raw materials and agricultural products. During this same period the expanding population of the west coast looked to the east for manufactured goods (Schmidt et al. 2007:E7). As cities and towns across the country relied on each other a connecting mode of transportation was necessary. The transcontinental railroad lines completed by the NP, GN, and Union Pacific helped coastal markets and industries expand, and enabled the settlement of large portions of land in the central United States. The StP&NP line from Sauk Rapids to Minneapolis Junction was constructed in 1884 to connect northwestern Minnesota to the Twin Cities. The line subsequently became an integral part of the NP transcontinental mainline, which was influential in the development of the western United States. The StP&NP was one of four railroads the NP acquired between the Twin Cities and Grand Forks that allowed the NP to create a mainline from Chicago to the Pacific Northwest and the Pacific Ocean. This line greatly reduced the distance and shipping time by eliminating the need to follow the railroad's original route from Grand Forks to Carlton, then south to the Twin Cities. The NP's former StP&NP line railroad was an important component of Minnesota's railroad network and the railroad network of the western US. The importance of this line as a direct route from Chicago to the Pacific Northwest is reflected in the fact that the NP's premier passenger train, the *North Coast Limited*, utilized this line from its inception in 1900, until it was discontinued in 1970.

After the GN and NP partnered in 1884 and ultimately merged with other railroads to form the BN in 1970, these two parallel lines were used as a double-track mainline, with the GN line serving as the eastbound route and NP line serving as the westbound route. These lines created "a main line between Minneapolis and Staples, and [gave] the Twin Cities a direct outlet to the Pacific" (Prosser 1966:27). The GN and NP operated these two lines as a double-track mainline between 1884 and 1970, and because of this they shared bridges, maintenance facilities, and other railroad-related resources along the corridor between Minneapolis Junction and Sauk Rapids. Therefore, these two

lines and all associated railroad-related resources have significance for listing in the NRHP as a railroad corridor overlay historic district.

The two lines were an influential early component of Minnesota's railroad network and evolved into a critical piece of the combined NP / GN line to Sauk Rapids and the Pacific Coast. Today, these lines are still heavily used and continue to provide a critical link in the transportation system of Minnesota and the western United States. These two lines have statewide significance in Minnesota under NRHP Criterion A, within the statewide context *Railroads and Agricultural Development, 1870-1940*, for helping to create transportation systems and supply routes from the Twin Cities to the Red River Valley and on to the west coast. The lines are significant within the areas of agriculture, commerce, industry, and transportation. In addition, these lines meet registration requirements under NRHP Criterion A within the *Railroad Development in Minnesota, 1862-1956* historical context that was established in the *Railroads in Minnesota, 1862-1956* MPDF. The lines are significant under registration requirement number 1, as corridors that opened areas of the state to settlement; under number 2, as transportation corridors that established a connection that did not previously exist and created significant expansion of agriculture in the Red River Valley; and under number 3, as influential components of the state's railroad network (Schmidt et al. 2007:F-194, 195). The lines are not significant under registration requirement number 4 because they did not provide a critical link or junction between two or more important railroad corridors, which lead to significant expansion of operations in the transportation network, commerce, or industry (Schmidt et al. 2007:F-196). The period of significance for the historic district begins in 1884 when the NP line was completed and the GN and NP partnered and jointly operated this double-track mainline and continues until the companies merged with others in 1970 to form the BN.

Additionally, the railroad-related buildings, structures, and objects located within the GN and NP ROW have significance for their association with the railroad corridor and for their contributions to the use and maintenance of the railroad line, locomotives, and rail cars. Within the APE, between Minneapolis Junction and Coon Creek Junction there are 10 railroad-related resources located within the GN and NP ROW (see Table 9). The Great Northern Diesel Shop & Rail Cars (HE-MPC-17375), Northtown Yard (HE-MPC-17243), and eight railroad bridges have significance for their contributions to the use and maintenance of the railroad.

Integrity: The GN and NP railroad corridor from Minneapolis Junction to Sauk Rapids retains its active double track mainline; therefore the corridor continues to provide a sense of function and destination. The rail line appears to retain good integrity of design and workmanship by maintaining its grade and profile. Although original wood ties and metal tracks have likely been replaced through time, they have been replaced as part of the ongoing use of the railroad and the materials have been replaced with historically compatible materials, thereby retaining their integrity of design. The rail line further retains good integrity of location, association, feeling, and setting by remaining operational, by retaining the visual rail corridor, and by maintaining the same historic routes.

The railroad-related resources within the GN and NP ROW between Minneapolis Junction and Coon Creek Junction also appear to retain good integrity. The railroad bridges along the corridor appear to retain good integrity of materials, design, workmanship, location, association, setting, and feeling. Some of the bridges have had alterations to their railings; however this has only slightly affected their integrity of materials and design.

Recommendation: The StP&P (St. Vincent Extension) / StPM&M / GN / BN /BNSF, between St. Anthony (Minneapolis Junction) and Sauk Rapids, is an element of the vast network of railroads owned and operated by the GN throughout the majority of the twentieth century, which contributed to the broad patterns of history through employment creation, capital investment, and helping to create transportation systems and supply routes from the Twin Cities to the Red River Valley. This segment of the GN corridor, known as the St. Vincent Extension, was previously determined eligible for listing in the NRHP under Criterion A, within the statewide contexts *Railroad Development in Minnesota, 1862-1956* and *Railroads and Agricultural Development, 1870-1940* for the significant role it played in the development of the agricultural and railroad industries in Minnesota. The period of significance begins in 1863, when construction started on the line and concludes in 1970, with the formation of BN (Van Vleet et.al. 2008). The StP&P's St. Vincent Extension, constructed from Snake River to St. Vincent, was also previously determined eligible for listing in the NRHP under Criterion A, within the statewide context of *Railroads and Agricultural Development, 1870-1940* for the significant role it played in the development of the railroad transportation system in Minnesota (Britta L. Bloomberg to Charles B. Wocken, letter dated 17 March, 1977, on file at the Minnesota SHPO, St. Paul). The 106 Group concurs with these recommendations.

The StP&NP / NP / BN / BNSF line from St. Paul, via Minneapolis, to East Grand Forks was previously determined eligible for listing in the NRHP under Criterion A, within the statewide context *Railroad Development in Minnesota, 1862-1956* for the significant role it played in the development of the railroad industry in Minnesota. This segment of the StP&NP is an element of the vast network of railroads owned and operated by the NP throughout the majority of the twentieth century, which contributed to the broad patterns of history through employment creation, capital investment, and helping to create transcontinental transportation systems and supply routes. The linear property has sufficient integrity to convey its potential historical significance (Van Vleet et al. 2008). The 106 Group concurs with this recommendation.

After the GN and NP partnered in 1884 and ultimately merged with other railroads to form the BN in 1970, these two parallel lines were used as a double-track mainline, with the GN line serving as the eastbound route and NP line serving as the westbound route. The surveyed portions of these two lines, from Minneapolis Junction to Coon Creek Junction, have sufficient integrity to convey their historical significance. The portion of these corridors between Coon Creek Junction and Sauk Rapids were not located within the project APE, and therefore were not surveyed as part of this project. However, historical and current aerial photographs were consulted for that portion of the corridor, and it too appears to retain sufficient integrity. Because the GN and NP operated these two lines as a double-track mainline they shared bridges, maintenance facilities, and other railroad-related resources along the corridor between Minneapolis Junction and Sauk Rapids. Therefore, a railroad corridor overlay historic district encompassing the previously determined eligible GN and NP lines between Minneapolis Junction and Sauk Rapids is recommended in order to encompass the railroad-related resources which were jointly constructed, maintained, and operated by the two companies. The district is eligible for listing in the NRHP under Criterion A, within the states contexts *Railroad Development in Minnesota, 1862-1956* and *Railroads and Agricultural Development, 1870-1940* for the significant role these lines played in the development of the agricultural and railroad industries in Minnesota.

The period of significance for this railroad corridor overlay historic district begins in 1884 when the NP line was completed and the GN and NP partnered and jointly operated this double-track mainline, and continues until the company's merged with others in 1970 to form the BN. The historic district boundaries include the historic ROW of these double-track railroad lines between Minneapolis Junction and Sauk Rapids, Minnesota, which encompassed a minimum of 50 feet. Railroad bridges, yards, and servicing facilities associated with these railroad corridors between Minneapolis Junction and Coon Creek Junction have significance for listing in the NRHP as contributing resources to the historic district. Railroad-related resources within the APE are included in Table 9.

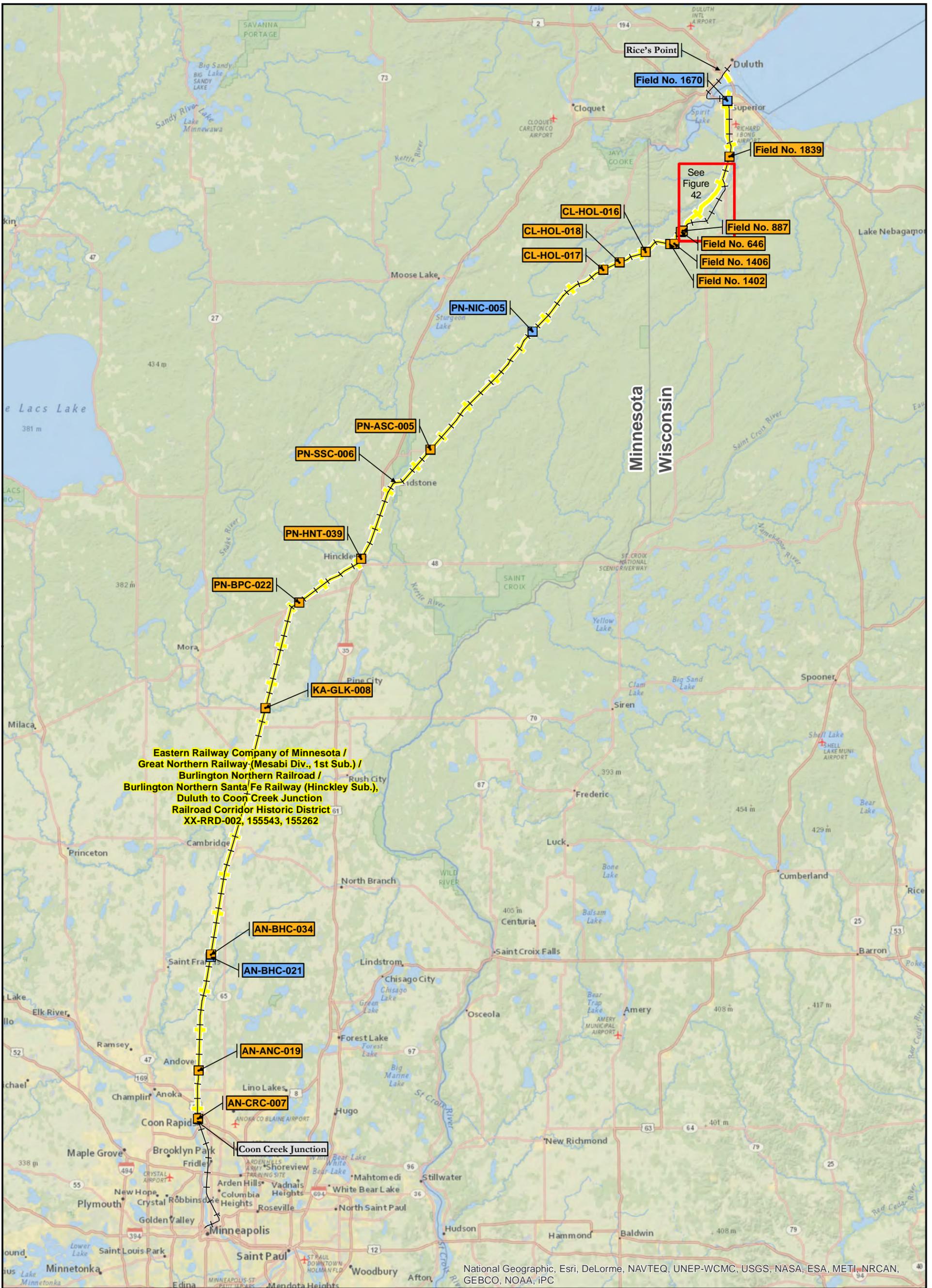
6.1.13 Eastern Railway Company of Minnesota / Great Northern Railway (Mesabi Division, 1st Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway (Hinckley Subdivision), Duluth to Coon Creek Junction Railroad Corridor Historic District, XX-RRD-002, AHI# 155543, & AHI# 155262

Location: Anoka, Isanti, Kanabec, Pine, Carlton, and St. Louis Counties, Minnesota and Douglas County, Wisconsin

Description: The Eastern constructed a railroad line between Duluth, Minnesota, via Superior, Wisconsin, and Coon Creek Junction (in Coon Rapids, Minnesota) as part of two separate efforts (Figures 41-42; Appendix B, Maps 15-74 and 76-80). The segment between Duluth and Hinckley, Minnesota was constructed in 1888-1889 and the segment between Hinckley and Coon Creek Junction was completed in 1898. At Coon Creek Junction the railroad corridor joins the GN Willmar Division, 1st Subdivision and continues in a southeasterly direction into the Twin Cities. Over time the line has been upgraded, including new bridges and heavier rails to accommodate heavier and faster trains.

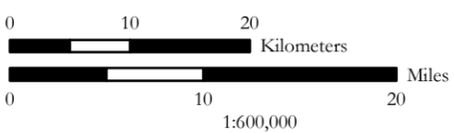
The railroad corridor in Minnesota (XX-RRD-002) and Wisconsin (155543 and 155262) includes the historic railroad ROW. Historically, the ROW was likely a minimum of 50 feet and expanded and contracted over time as the rail line was upgraded. The ROW would expand as the corridor approached towns, or areas with sidings, spurs, crossings, junctions, or rail yards. According to BNSF track charts, the ROW was typically between 50 feet and 266 feet.

Within the ROW, the line generally consists of an active single track mainline (Figure 43). The tracks consist of steel rails laid on wood ties that rest upon a raised bed of stone ballast. A small portion of the corridor has been abandoned between Dedham, Wisconsin (BNSF Hinckley Subdivision Mile Post 18.72) and Boylston Junction, Wisconsin (BNSF Hinckley Subdivision Mile Post 11.8). Between these points the line joins the active portion of the MStP&SSM/ Soo Line (Central Division, 6th Subdivision) corridor. A small portion of the corridor has been abandoned between Superior, Wisconsin and Rice's Point in Duluth, Minnesota, in addition the St. Louis River Bridge crossing the harbor is no longer extant.



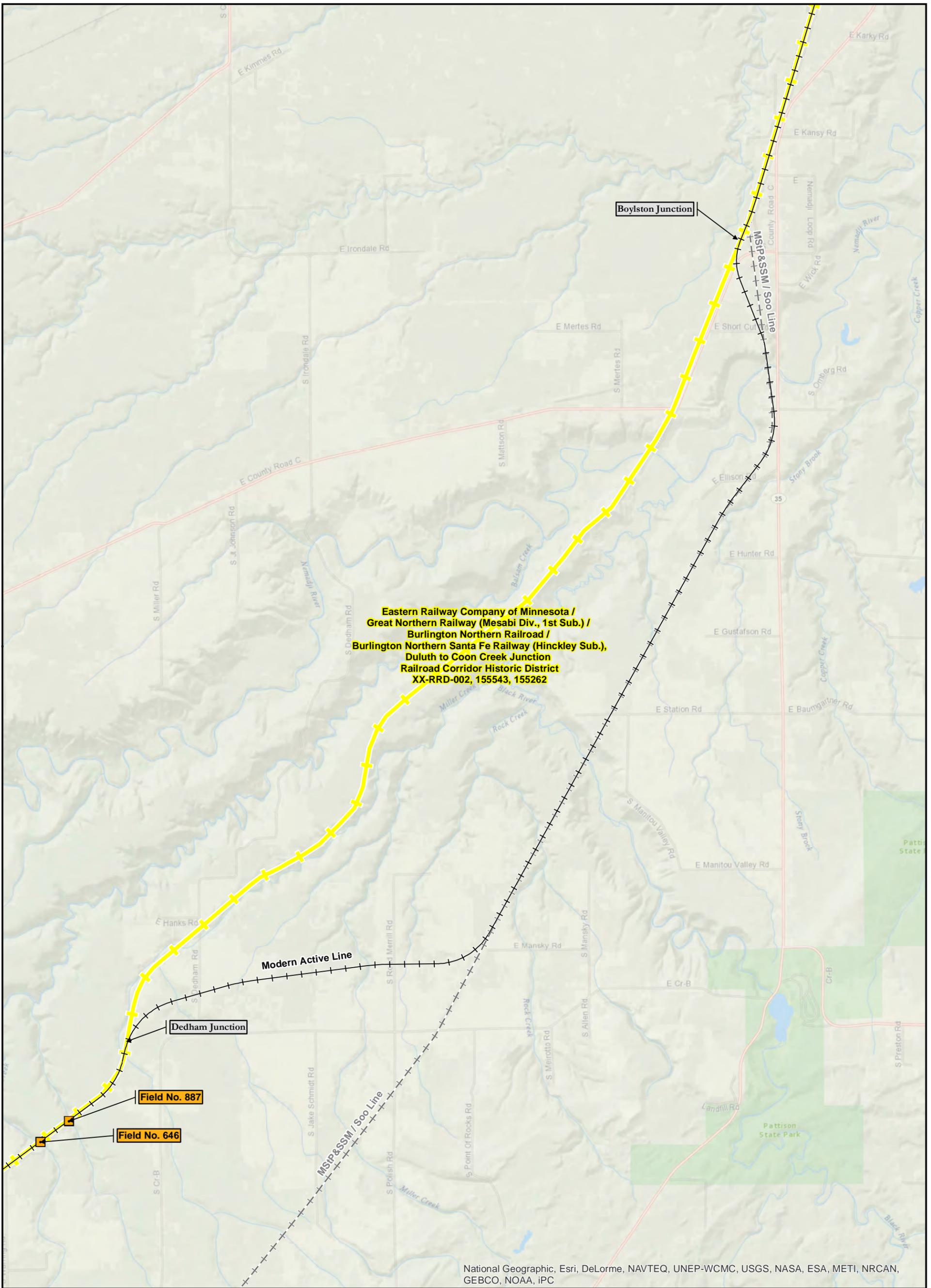
**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Eastern Railway Corridor Historic District



- Proposed Northern Lights Express Line
- Recommended Eligible Railroad Corridor
- Railroad Related Resources**
- Contributing Resource
- Non-Contributing Resource

Figure 41



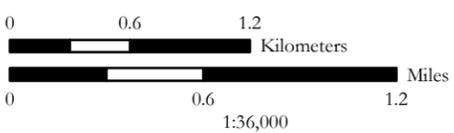
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd. 2/26/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Eastern Railway Corridor Historic District Detail



- | | |
|--|-----------------------------------|
| —+— Proposed Northern Lights Express Line | Railroad Related Resources |
| —+— Recommended Eligible Railroad Corridor | ■ Contributing Resource |
| —+— Abandoned Railroad Corridor | |

Figure 42

The NLX preferred alternative (Route No. 9) is comprised of this railroad line between Coon Creek Junction (BNSF Hinckley Subdivision Mile Post 136.9) to near Dedham, Wisconsin (BNSF Hinckley Subdivision Mile Post 18.72) and then between Boylston, Wisconsin (BNSF Hinckley Subdivision Mile Post 11.8) and Superior Township, Wisconsin (approximately BNSF Hinckley Subdivision Mile Post 10.2). Within the APE, located approximately between BNSF Hinckley Subdivision Mile Posts 10.2 - 11.8 and 18.72 – 136.9, the ROW features a number of yards, sidings, spurs, switches, servicing facilities, bridges, overpasses, culverts, signals, crossings, and a depot (Table 10). Historic railroad bridges along the line mainly consist of steel deck girders supported on concrete or stone piers, or steel trestles (Figures 44-45). One historic railroad depot remains within the railroad ROW in downtown Askov, Minnesota (Figure 46).



FIGURE 43. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT (XX-RRD-002, AHI# 155543, AND AHI# 155262), FACING EAST



FIGURE 44. RAILROAD BRIDGE CROSSING WEST BALSAM CREEK (FIELD NO. 1402), FACING NORTHWEST



FIGURE 45. RAILROAD BRIDGE CROSSING THE NET RIVER (CL-HOL-017), FACING EAST



FIGURE 46. ASKOV GREAT NORTHERN PASSENGER DEPOT (PN-ASC-005), FACING WEST

TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES³

BNSF Hinckley Sub. Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
0.0	Duluth	(Outside APE)	N/A	N/A	N/A	N/A
5.4	Superior	17 th Street Railroad Yard	WI	Field No. 1670	c. 1890	Non-contributing resource to the Eastern /GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible (See Section 6.2.22)
6.0	N/A	28 th Street Yard (Outside APE)	N/A	N/A	N/A	N/A
9.4	N/A	M & J Junction (Outside APE)	N/A	N/A	N/A	N/A

³ Small scale features such as railroad sidings, spurs, switches, signals, and crossings are not included in this table.

TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES³

BNSF Hinckley Sub. Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
10.2	N/A	Bridge (Concrete Deck Girder)	WI	Field No. 1839	c. 1950	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
10.3	Saunders Junction	N/A	N/A	N/A	N/A	N/A
10.8	West Saunders	N/A	N/A	N/A	N/A	N/A
11.8	Boylston - Great Northern / Soo Line Junction	N/A	N/A	N/A	N/A	N/A
12.7	N/A	Nemadji River Bridge (Outside APE)	N/A	N/A	N/A	N/A
15.5	N/A	Black River Bridge (Outside APE)	N/A	N/A	N/A	N/A
18.72	Dedham					
20.0	N/A	Norvell Creek Bridge (Steel Deck Girder)	WI	Field No. 887	1949	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
20.2	N/A	Hubert Creek Bridge (Steel Deck Girder)	WI	Field No. 646	1949	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
21.7	N/A	East Balsam Creek Bridge (Steel Deck Girder)	WI	Field No. 1406	1941	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible

**TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD
CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES³**

BNSF Hinckley Sub. Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
22.2	N/A	West Balsam Creek Bridge (Steel Deck Girder)	WI	Field No. 1402	1953	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
23.36 – 24.67, 24.48 – 24.57	Sidings	N/A	N/A	N/A	N/A	N/A
24.5	Foxboro	N/A	N/A	N/A	N/A	N/A
24.82	MN/WI State Line	N/A	N/A	N/A	N/A	N/A
25.2	N/A	State Line Creek Bridge (Steel Deck Girder)	MN	CL-HOL- 016	1942	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
28.3	N/A	Net River Bridge (Steel Deck Girder)	MN	CL-HOL- 018	1942	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
30.2	N/A	Net River Bridge (Steel Deck Girder)	MN	CL-HOL- 017	1942	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
35.92 - 37.36, 36.65 - 36.8	Sidings	N/A	N/A	N/A	N/A	N/A
36.6	Nickerson	N/A	N/A	N/A	N/A	N/A
40.5	N/A	Big Willow River Bridge (Concrete Deck Girder)	MN	PN-NIC- 005	c. 1975	Non-contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District
N/A	Duquette	N/A	N/A	N/A	N/A	N/A
N/A	Kerrick	N/A	N/A	N/A	N/A	N/A
48.37 - 49.51, 48.57 - 48.75	Sidings	N/A	N/A	N/A	N/A	N/A
48.9	Bruno	N/A	N/A	N/A	N/A	N/A

**TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD
CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES³**

BNSF Hinckley Sub. Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
56.49 - 57.93	Siding	N/A	N/A	N/A	N/A	N/A
57.2	Askov	Askov Great Northern Passenger Depot	MN	PN-ASC- 005	Built 1894, moved to Askov 1926	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Individually Eligible
62.4	N/A	Kettle River Bridge (Steel Deck Girder)	MN	PN-SSC- 006	1903	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
63.1	Sandstone	N/A	N/A	N/A	N/A	N/A
63.12 - 63.51	Siding	N/A	N/A	N/A	N/A	N/A
71.6	N/A	Grindstone River Bridge (Steel Deck Girder)	MN	PN-HNT- 039	1931	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
72.26 - 73.82	Siding	N/A	N/A	N/A	N/A	N/A
72.3	Hinckley	N/A	N/A	N/A	N/A	N/A
78.7 - 80.43	Siding	N/A	N/A	N/A	N/A	N/A
79.7	N/A	Pokegama River Bridge (Steel Deck Girder)	MN	PN-BPC- 022	1941	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
80.1	Brook Park	N/A	N/A	N/A	N/A	N/A
80.5	Mora Junction	N/A	N/A	N/A	N/A	N/A
84.1	N/A	Concrete Box Culvert	MN	Not inventoried – not of age	c. 1980	Non-contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District
	Henriette	N/A	N/A	N/A	N/A	N/A
89.85 - 91.67, 91.37 - 91.50	Sidings	N/A	N/A	N/A	N/A	N/A
91.3	Grasston	N/A	N/A	N/A	N/A	N/A

TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES³

BNSF Hinckley Sub. Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
91.8	N/A	Snake River Bridge (Steel Deck Girder)	MN	KA-GLK-008	1912	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
96.37 - 96.77	Siding	N/A	N/A	N/A	N/A	N/A
96.7	Braham	N/A	N/A	N/A	N/A	N/A
N/A	Stanchfield	N/A	N/A	N/A	N/A	N/A
N/A	Grandy	N/A	N/A	N/A	N/A	N/A
106.71 - 107.65	Siding	N/A	N/A	N/A	N/A	N/A
107.4	Cambridge	N/A	N/A	N/A	N/A	N/A
107.98 - 109.73	Siding	N/A	N/A	N/A	N/A	N/A
112.76 - 113.34	Siding	N/A	N/A	N/A	N/A	N/A
113.0	Isanti	N/A	N/A	N/A	N/A	N/A
118.55 - 119.6	Sidings	N/A	N/A	N/A	N/A	N/A
119.0	Bethel	Freight House	MN	AN-BHC-034	c. 1900	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
119.0	Bethel	Freight House	MN	AN-BHC-021	c. 1910	Non-contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District
124.2	N/A	Cedar Creek Bridge (Concrete Deck Girder)	MN	Not inventoried – not of age	2008	Non-contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District
125.2	Cedar	N/A	N/A	N/A	N/A	N/A
129.67 - 131.46	Siding	N/A	N/A	N/A	N/A	N/A
131.0	Andover	N/A	N/A	N/A	N/A	N/A
131.5	N/A	Coon Creek Bridge (Steel Deck Girder)	MN	AN-ANC-019	1927	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible

TABLE 10. EASTERN / GN / BN / BNSF, DULUTH TO COON CREEK JUNCTION RAILROAD CORRIDOR HISTORIC DISTRICT, RAILROAD-RELATED RESOURCES³

BNSF Hinckley Sub. Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
136.6	N/A	Bridge No. 6010 (Steel Beam Span)	MN	AN-CRC- 007	1926	Contributing resource to the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District; Not Individually Eligible
136.9	Coon Creek Junction	N/A	N/A	N/A	N/A	N/A

History: The GN mainline between Lake Superior and the Twin Cities was one of two primary mainlines operated by the GN. This line, which was known as the 1st Subdivision of the GN Mesabi Division, was not originally built as a single line; however, it became a key route in the GN system and has continued to be an important route of the GN’s successor railroads.

The early history of the line between Lake Superior and Coon Creek Junction dates back to the early days of railroad fever in Minnesota. In March 1856, the Minnesota Legislature granted a charter to the Minneapolis & St. Cloud Railway Company (M&StC) to build and operate a railroad from Minneapolis to the navigable waters of Lake Superior, via St. Cloud, through Hennepin, Wright, Stearns, Benton, Mile Lacs, Kanabec, Aitkin, Pine, Carlton, and St. Louis Counties. Twenty-six years later, in 1882, the M&StC, impart, became a reality when the James J. Hill controlled StPM&M built a line for the S&StC from East St. Cloud to Hinckley to prevent the NP from building a line in this area. The following year, on April 3, 1883, the M&StC was acquired by the StPM&M (Prosser 1966:136).

The M&StC was struggling financially, so on August 13, 1887, James J. Hill incorporated the Eastern and transferred the rights of the M&StC to build and operate a line from Hinckley to the mouth of the St. Louis River to the Eastern. The Eastern commenced construction on this line in 1888 and completed the line in 1889 (Prosser 1966:133; Fischer 1937:41). The line, which included a 21.85 mile long segment in Wisconsin between Foxboro and Superior, was important not only because it provided James J. Hill with a strong presence in the critical transportation corridor between the Twin Cities and Lake Superior and access to eastern markets in order to protect his interests in the Red River Valley, but it also provided competition and alternatives for shippers. At the same time this line was being completed, the Eastern also funded the construction of a 1.78 mile long line in Duluth that was constructed by the Duluth Terminal Railway, but was operated by the Eastern, thereby providing the Eastern with access to the port facilities in Duluth by crossing the St. Louis River Bridge into Rice’s Point (Prosser 1966:28, 132).

On September 1, 1894 the Great Hinckley Fire devastated northeastern Minnesota settlements, forests, and railroad lines. Many towns along the Eastern mainline including Pokegama (now Brook Park), Hinckley, Sandstone, and Askov were almost completely destroyed by the fires. Two trains, one from the Eastern and one from the StP&D (later known as the NP “Skally Line”) were

instrumental in saving hundreds of people's lives by getting them to safety that day. The portions of the lines that remained after the fire were also important in bringing supplies and medical care to those who survived (City of Hinckley 2012; Schrenk 1999b:13-15). Many of the wood trestle bridges and stations along this portion of the line were destroyed by the fire.

Throughout the late nineteenth and early twentieth centuries, the Eastern acquired a number of smaller lines and constructed a number of others to strengthen its presence in eastern Minnesota. Efforts were made to extend the reach of the Eastern to the west and south from Lake Superior. Acquisitions included the September 1, 1891 purchase of the Kettle River Railway Company which operated a line from Friesland, Minnesota to Sandstone, Minnesota. On September 1, 1898, the Eastern acquired the Duluth, Superior & Western Railway (DS&W) which operated a line between Duluth and Deer River, Minnesota. On May 1, 1899, they acquired the Duluth, Mississippi River & Northern Railroad (DM&N). On March 22, 1900, they acquired joint control of the LST&T in the Duluth area. In 1901, they acquired the Duluth & Superior Bridge Company which owned the St. Louis River Bridge at Rice's Point in Duluth, giving the Eastern access into Duluth (the St. Louis River Bridge is no-longer extant and today the terminus of the line is Superior, though historically the line ended in Duluth). Finally, on July 6, 1902 they acquired the Swan River Logging Company's Barclay Junction to Virginia railroad line (Prosser 1966:133-134).

Beginning in 1890, the GN began leasing the Eastern. The GN had been created a year earlier in 1889 when James J. Hill reorganized the StPM&M and consolidated it with several smaller lines. Among the lines built by the Eastern was the completion of their mainline between Coon Creek Junction and Hinckley in 1898. This line, which was a more direct and thereby faster route than the M&StC, gave the Eastern an advantage over the M&StC. The presence of an all-Eastern route between Minneapolis and Duluth would also make the company a competitor for the region's NP "Skally Line" (Prosser 1966:36).

Other lines constructed by the Eastern in the late nineteenth and early twentieth centuries included the spur from the mainline in Sandstone, Minnesota to the Sandstone Quarry in 1889, known as the Kettle River branch. Also in 1889 was the construction of a branch line between 6th and 11th Avenue West in Duluth, known as the Duluth extension. In 1899, they built a line between Deer River, Minnesota and Cass Lake, Minnesota which connected to Duluth via their ownership of the DS&W. In 1900, they continued their westward expansion by connecting Cass Lake to Fosston, Minnesota. Finally, in 1901 they constructed a line between Brookston, Minnesota and Ellis, Minnesota (Prosser 1966:133-134).

The Eastern was formally purchased by the GN on November 1, 1907; this acquisition, along with other construction and acquisition efforts allowed the GN to amass the most trackage of any railroad company in the state of Minnesota (Prosser 1966:43). In 1970, the GN would merge with the NP, CB&Q, and SP&S to form the BN. In 1996, the BN would in turn merge with the AT&SF to form BNSF, which operates this line today.

Significance: The Eastern / GN / BN / BNSF line between the Twin Cities and the Twin Ports was critical to the development of agriculture, as well as the lumber industry in Minnesota, all of which were served by this line. The ongoing importance of this line is reflected by the fact that after the creation of BN in 1970, this line was retained by the BN while portions of the nearby NP "Skally

Line” were sold off and many segments were abandoned. Today, a majority of this line is still heavily used and continues to provide a critical link in the transportation system of Minnesota and Wisconsin.

This historic railroad has statewide significance in Minnesota and Wisconsin under NRHP Criterion A, within the areas of agriculture, commerce, industry, and transportation. The line is significant in Minnesota under the statewide context *Railroads and Agricultural Development, 1870-1940*, for its role in creating transportation systems and supply routes from Lake Superior and the Twin Ports to the Twin Cities. The GN railway system had a profound impact on the development and expansion of agricultural markets within Minnesota and Wisconsin, and other western states. The Eastern mainline allowed for flour that was processed in the mills of Minneapolis to be transported north to markets surrounding the Great Lakes as well as to eastern locations that linked to the Twin Ports via other railways and waterways. Once these goods reached eastern ports they could be distributed worldwide. The influx of grain to the Twin Ports necessitated the construction on many grain elevators in the area (MHS 2012).

This line is also significant within the statewide context *Northern Minnesota Lumbering, 1870-1930s* for its association with the lumber industry in northeastern Minnesota. The lumber industry in northern Minnesota was integrally linked to the expansion and development of the railroad. As the railway continued to expand northward towards the Great Lakes the demand for timber also grew. Lumber was cut to supply housing development for new towns and businesses as well as for rail ties, railroad buildings, and for grain elevators. The Eastern / GN / BN / BNSF mainline provided a critical transportation link to the lumbering areas in northern Pine and Carlton Counties, Minnesota. Lumber from these areas was often transported to the many lumber mills in the Twin Ports (MHS 2012).

In addition, this line meets registration requirements under NRHP Criterion A within the historical context that was established in the *Railroads in Minnesota, 1862-1956 MPDF* (Schmidt et al. 2007:F-194-196). The line meets registration requirement number one, by opening portions of central and northeastern Minnesota to settlement that had no, or virtually no regional roads or navigable rivers, thereby, providing the only long-distance transportation option. In addition, the construction of the railroad was followed by a significant increase in the rate of settlement in some of the areas through which the line passed. The railroad segment between Duluth and Hinckley, Minnesota was constructed in 1888-1889 and the segment between Hinckley and Coon Creek Junction was completed in 1898. The Duluth-Hinckley segment traverses Pine, Carlton, and St. Louis Counties, Minnesota and Douglas County, Wisconsin. In the late nineteenth century, there were numerous railroads being constructed through St. Louis County, Minnesota and Douglas County, Wisconsin, most related to iron ore coming from the Minnesota iron ranges, therefore it is almost impossible to relate the completion of this railroad to population increase in those counties. This railroad corridor goes through the far southeastern corner of Carlton County, and not through any of the large towns or cities within the county, so this railroad’s impact on Carlton County is also hard to determine based on population. However, this railroad line cuts through the center of Pine County, Minnesota, including its two biggest cities, Hinckley and Sandstone. Between 1880 and 1890, the period in which the line was completed between Duluth-Hinckley, the population of Pine County increased over 300 percent, from 1,305 to 4,052. When the line was completed to Coon Creek Junction in 1898, and connected with other NP and GN mainlines to the Twin Cities, the population of Pine

County increased by almost another 300 percent to 11,546 by 1900 (United States Census Bureau 1880; United States Census Bureau 1890; United States Census Bureau 1900). Unfortunately, census data for the towns along the line were not available for this time period.

The Hinckley-Coon Creek Junction segment of this railroad line traverses Anoka, Isanti, Kanabec, and Pine Counties. Population increases for Pine County can be found in the preceding paragraph. This railroad corridor traverses the far southeastern corner of Kanabec County, and through the pre-railroad established Village of Grass Lake, therefore, this railroad's impact on Kanabec County is hard to determine based on population. Between 1890 and 1900, the period in which the line was completed between Hinckley-Coon Creek, the population of Anoka County increased by almost 20 percent from 9,884 to 11,813. Although this is an increase in population, it is not a significant increase. According to census data, Anoka County's significant population increase appears to have occurred two decades prior to the arrival of this railroad line, between 1870 and 1880. This time period relates to the growth of other railroad mainlines through the county and the beginning of potato production. This segment of the railroad corridor appears to have had a significant impact on the population of Isanti County, Minnesota. Between 1890 and 1900, Isanti County's population increased over 50 percent, from 7,607 to 11,675 (United States Census Bureau 1880; United States Census Bureau 1890; United States Census Bureau 1900). And it appears that this was the first, and only, railroad mainline ever constructed through Isanti County. The completion of this railroad line, connecting to the markets in the Twin Cities, help spur potato production in the rural county. Indeed, it was so important that the original establishment of the Village of Isanti relocated three miles to the south in 1899 to be near this railroad corridor. And the population of the City of Cambridge, the Isanti County seat, increased from 258 to 787 during this period.

Many small communities were established along this important rail corridor as station stops. These communities were generally focused on agricultural development which relied on the railroad corridor for receipt of their equipment and transportation of their products to market. The completion of this railroad between Duluth and Coon Creek Junction created many small regional agricultural markets. These include the relocation of Isanti, and establishment of Grandy and Braham in Isanti County; Bruno, Kerrick, Duquette, and Nickerson in Pine County; Holyoke in Carlton County; and Foxboro in Douglas County.

The line does not meet registration requirement number two, because it did not establish a connection that did not previously exist. While this line was an important component of the GN's system, it was not an early railroad corridor connection. When completed in 1898, this line was the second to directly connect the Twin Cities with the Twin Ports of Duluth and Superior. The first such railroad connection came almost 30 years earlier, with the LS&M "Skally Line" completion in 1870. Therefore, this line does not meet registration requirement number three as an influential component of the state's railroad network. Finally, the line does not meet registration requirement number four because it did not provide a critical link or junction between two or more important railroad corridors, which lead to significant expansion of operations in the transportation network, commerce, or industry.

In Wisconsin the line has significance within the historical context *Transportation: Late Rail Lines, 1868-Present*, for its role in creating transportation systems and supply routes from Lake Superior and

the Twin Ports to the Twin Cities. The line is also significant within the area of transportation for the resultant development of the Twin Ports as a major shipping center on the Great Lakes.

The period of significance for the railroad begins in 1888 when construction started on the line through its absorption into the GN, and concludes in 1970 with the formation of the BN.

Additionally, the railroad-related buildings, structures, and objects located within the Eastern / GN / BN / BNSF ROW have significance for their association with the railroad corridor and for their contributions to the use and maintenance of the railroad line. Within the APE, between Coon Creek Junction to near Dedham, Wisconsin and between Boylston, Wisconsin and Superior Township, Wisconsin there are 19 historical railroad-related resources located within the ROW (see Table 10). The 16 railroad bridges, passenger depot, and two freight houses have significance for their contributions to the use of the railroad. The GN Passenger Depot (PN-ASC-005) in Askov, Minnesota has individual significance for listing in the NRHP under Criterion C, in the areas of architecture and engineering.

Integrity: The majority of the railroad corridor retains intact tracks and therefore it continues to provide a sense of function and destination. The rail line appears to retain good integrity of design and workmanship by maintaining its grade and profile. Although original wood ties and metal tracks have been replaced through time, they have been replaced as part of the ongoing use of the railroad and the materials have been replaced with historically compatible materials, thereby retaining their integrity of design. The rail line further retains good integrity of location, association, feeling, and setting through the following: by remaining operational; by retaining the visual rail corridor; and by maintaining the same route as the original Eastern line. According to aerial photographs, the small abandoned portion of the historic railroad corridor between Dedham and Boylston, Wisconsin retains its corridor and grade, thereby retaining a sense of direction. The abandoned portion of the historic railroad corridor between Superior and Duluth's Rice Point no longer retains a visual corridor or sense of direction because the St. Louis River Bridge is no longer extant.

The railroad-related resources within the Eastern / GN / BN / BNSF ROW that are located within the project APE also appear to retain good integrity. The railroad bridges along the corridor appear to retain good integrity of materials, design, workmanship, location, association, setting, and feeling. The GN Passenger Depot (PN-ASC-005) and one of the Freight Houses in Bethel, Minnesota (AN-BHC-034) retains good integrity of materials, design, workmanship, location, association, setting, and feeling. One of the Freight Houses in Bethel (AN-BHC-021) retains poor integrity of materials and design.

Recommendation: The portion of this railroad line in Minnesota (XX-RRD-002), between Coon Creek Junction and Duluth, is recommended as eligible for listing in the NRHP under Criterion A within the statewide contexts *Railroad Development in Minnesota, 1862-1956*; *Railroads and Agricultural Development, 1870-1940*; and *Northern Minnesota Lumbering, 1870-1930s*, for the significant role it played in the development of the agricultural, lumbering, and railroad industries in Minnesota. The areas of significance under NRHP Criterion A include transportation, commerce, industry, and agriculture. This Eastern corridor represents an element of the vast network of railroads owned and operated by the GN throughout the majority of the twentieth century, which contributed to broad patterns of history and helped to create transportation systems and supply routes from the Twin Cities to the

Great Lakes. This linear property has sufficient integrity in order to convey its historical significance. The period of significance begins in 1888 when construction began on the line and concludes in 1970 with the formation of BN.

The portion of this railroad line in Wisconsin (AHI# 155543 and 155262), between Foxboro and Superior, has potential significance under Criterion A in the area of transportation for the role it played in the connecting the Twin Cities of Minneapolis and St. Paul with the Twin Ports of Duluth and Superior and the resultant development of the Twin Ports as a major shipping center on the Great Lakes. It also has potential significance as part of the first line constructed by the Eastern. This property was first identified in 2008. Despite its potential significance, at the time it was evaluated the Wisconsin SHPO did not recognize railroads as potential historic resources, so it was recommended as not eligible for the NRHP (Doperalski et al. 2008). This resulted in an inconsistent application of NRHP standards to the line, based solely on state boundaries and the overall significance of the line. However, the contributions of the line to broad patterns of history would not have been possible without the segment that is located in Wisconsin. Therefore, in both states the line needs to be evaluated as a cohesive unit and determine the sections that are eligible based on historic associations. Since the portion of the line in Minnesota is recommended as eligible and the entire line and could not have achieved its significance without the segment in Wisconsin, the entire line (both the segments in Minnesota and Wisconsin) has significance under Criterion A, in the area of transportation, for the role the line played connecting the Twin Cities of Minneapolis and St. Paul with the Twin Ports of Duluth and Superior and the resultant development of the Twin Ports as a major shipping center on the Great Lakes. Therefore, the entire line is recommended as eligible for listing in the NRHP under Criterion A, in the area of transportation. Within Wisconsin the line has significance within the historical context *Transportation: Late Rail Lines, 1868-Present*.

The surveyed portions of this line, between Coon Creek Junction, Minnesota to near Dedham, Wisconsin and between Boylston, Wisconsin and Superior Township, Wisconsin, has sufficient integrity to convey its historical significance, therefore a railroad historic district encompassing the historic ROW of the entire mainline between Coon Creek Junction and Duluth is recommended. According to aerial photographs, the small abandoned portion of the historic railroad corridor between Dedham and Boylston, Wisconsin retains its corridor and grade. The Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District is eligible for listing in the NRHP under Criterion A, within the Minnesota statewide contexts *Railroad Development in Minnesota, 1862-1956*, *Railroads and Agricultural Development, 1870-1940*, and *Northern Minnesota Lumbering, 1870-1930s*, for the significant role it played in the development of the agricultural, lumbering, and railroad industries in Minnesota. The district is also eligible within the Wisconsin statewide context *Transportation: Late Rail Lines, 1868-Present*, for the role it played in the connecting the Twin Cities with the Twin Ports and the resultant development of the Twin Ports as a major shipping center on the Great Lakes.

The historic district boundaries include the historic ROW of the Eastern line between Coon Creek Junction (in Coon Rapids, Minnesota) and Duluth. The district also includes many buildings and structures that area associated with the railroad line, many of which are recommended as contributing resources to the district. Those that were inventoried within the APE are located approximately between Mile Post 10.2 - 11.8 and 18.72 – 136.9 and are identified in Table 10. In

addition, the GN Passenger Depot in Askov (PN-ASC-005) is recommended as individually eligible for listing in the NRHP, under Criterion C in the areas of architecture and engineering.

6.2 RECOMMENDED NOT ELIGIBLE PROPERTIES

During the Phase II architectural history evaluation, two non-railroad historic districts (encompassing 31 resources in total), two railroad corridor historic districts (encompassing four railroad-related resources in total), and 19 individual properties (five of which were also evaluated as a resource within one of the not eligible districts) were recommended as not eligible for listing in the NRHP (Table 11).

TABLE 11. RECOMMENDED NOT ELIGIBLE PROPERTIES

Inventory No.	Property Name	Address	City	State	Recommended NRHP Status
AN-OKG-008	Cedar Creamery	9108 Cedar Drive Northwest	Oak Grove Township	Minnesota	Not eligible
HE-MPC-2138	LaBlanc House	302 University Avenue NE	Minneapolis	Minnesota	Not eligible
HE-MPC-5284	Broadway and Quincy Industrial Area	N/A	Minneapolis	Minnesota	Not eligible
HE-MPC-17243	Northtown Yard	N/A Between East River Road & Main St. NE	Minneapolis	Minnesota	Not eligible
IA-BRA-083	First National Bank of Braham	128 Main Avenue South	Braham	Minnesota	Not eligible
IA-CBC-007	Cambridge Potato Warehouses	427 Railroad Street	Cambridge	Minnesota	Not eligible
IA-CBC-097	Fire Lookout Tower	915 Main Street	Cambridge	Minnesota	Not eligible
IA-CBC-072	House & Outbuildings	634 Ashland Street South	Cambridge	Minnesota	Not eligible
IA-CBT-001	Grandy School	N/A Minnesota Highway 65	Cambridge	Minnesota	Not eligible

TABLE 11. RECOMMENDED NOT ELIGIBLE PROPERTIES

Inventory No.	Property Name	Address	City	State	Recommended NRHP Status
IA-IAC-062	Carlson Brother's Store / Commercial Building	12 West Main Street	Isanti	Minnesota	Not eligible
PN-ASC-008	Governor Hjalmar Petersen House	3521 Gubernorsvej Street	Askov	Minnesota	Not eligible
PN-ASC-055	Partridge Store/Lena's Scandinavian Gifts	6344 Kobmagergade Street	Askov	Minnesota	Not eligible
PN-ASC-064	Askov Commercial Area	N/A	Askov	Minnesota	Not eligible
PN-SSC-009	Sandstone Masonic Temple	313 Commercial Avenue North	Sandstone	Minnesota	Not eligible
PN-SSC-013	Quarryman's State Bank / Security State Bank of Sandstone / Sandstone State Bank / Gas Light Bar	306 Main Avenue North	Sandstone	Minnesota	Not eligible
PN-SSC-045	New Theater / Vogue Theater / Midwest Country Music Theater	309 Commercial Avenue North	Sandstone	Minnesota	Not eligible
PN-SSC-063	Drugstore / Sandstone Collection	222 Main Avenue North	Sandstone	Minnesota	Not eligible
PN-SSC-064	Reinholdson Building	302 Main Avenue North	Sandstone	Minnesota	Not eligible
SL-DUL-0051	Cutler & Gilbert Company Complex	N/A West Railroad Street	Duluth	Minnesota	Not eligible
SL-DUL-0053	Superior Wood Products Company Complex	N/A West Railroad Street	Duluth	Minnesota	Not eligible

TABLE 11. RECOMMENDED NOT ELIGIBLE PROPERTIES

Inventory No.	Property Name	Address	City	State	Recommended NRHP Status
SL-XRR-005	Duluth Transfer Railway / Northern Pacific Railway / Burlington Northern Railroad / Burlington Northern Santa Fe Railway	N/A	Duluth	Minnesota	Not eligible
Filed No. 1670	17th Street Railroad Yard	N/A Between Butler & Elmira Avenues	Superior	Wisconsin	Not eligible
Field No. 1863	Northern Pacific Railway / Burlington Northern Railroad / Burlington Northern Santa Fe Railway	N/A	Superior	Wisconsin	Not eligible

6.2.1 Cedar Creamery, AN-OKG-008

Location: 9108 Cedar Drive NW, Oak Grove Township, Anoka County, Minnesota, T33 R24 Section 26

Description: This property is located at 9108 Cedar Drive NW in Oak Grove Township (formerly Cedar), Minnesota. The property consists of a creamery building and a prefabricated shed (Figures 47-48; Appendix B, Map 20). The one-and-a-half-story creamery is faced in stucco, has brick quoining on the corners of the building, and has a front gable roof that is covered with asphalt shingles. The building features a tall exterior-end brick chimney on the north elevation. Marks of a removed platform can also be seen on the chimney above the first-story. The platform was accessed by the door on the half-story of the north elevation. A metal cupola is located on the roof ridge. A one-story, side-gabled porch is located on the west elevation. The porch is supported by square wood posts. A one-story circa 1930 addition is located on the south-facing façade. The addition rests on a concrete block foundation that is covered by a parge coat, is faced in cedar shingles on the façade and drop siding on the east and west elevations, and has a hipped roof that is covered with asphalt shingles.

Fenestration on the first story of the façade of the main block consists of a one-over-one, double-hung, vinyl window; a single-leaf vinyl replacement door; and a second window that appears to be vinyl, but the exact type cannot be determined due to mature vegetation. Fenestration on the half story of the facade consists of two one-over-one, double-hung, vinyl windows. Fenestration on the west elevation consists of three one-over-one, double-hung, vinyl windows; a fixed vinyl window; and what appears to be a boarded-up entrance. Fenestration on the first story of the north elevation consists of a one-over-one, double-hung, vinyl window that is set within a larger boarded-up

window opening. Fenestration on the half story of the north elevation consists of a single-leaf wood door and a one-over-one, double-hung, vinyl window that is set within a larger boarded-up window opening. Fenestration on the first story of the east elevation consists of a 15-light double-leaf replacement vinyl door set within a larger entrance that has been boarded-up; two one-over-one, double-hung, vinyl windows; two boarded-up casement windows; a large boarded-up window opening; and two adjacent vinyl sliding windows. All window openings on the main block of the building have soldier-course brick lintels that have been painted over.



FIGURE 47. CEDAR CREAMERY (AN-OKG-008), FACING NORTH

A circa 1930 one-story hipped-roof addition is located on the façade. Fenestration on the south elevation of the addition consists of an overhead wood panel door and a single-leaf vinyl door. Fenestration on the east elevation of the wing consists of two one-over-one, double-hung, wood windows. Fenestration on west elevation of the wing consists of what appears to be a vinyl casement window and a one-over-one, double-hung, vinyl window.

A circa 2000 one-story, front-gabled prefabricated shed with what appears to be plywood siding is located near the northwest corner of the creamery. Other architectural details were not visible because the shed is sited behind a wood fence.

History: The Cedar Creamery is one of the original industries that was located in the unincorporated village of Cedar. Cedar was originally established in 1899 as Snapp, which had a post office and station along the GN. The community's name was changed to Cedar in 1900, being named after the white cedars which grow in the nearby swamps. Many Irish immigrants settled in Cedar and most early citizens were connected to the railroad in some way. In the early twentieth century the community had a church, a couple commercial buildings, some potato warehouses along the railroad tracks, and this creamery (Upham 2009; Stockhausen 2006:12,14). Today, the community has been annexed into Oak Grove Township.



FIGURE 48. CEDAR CREAMERY (AN-OKG-008), FACING SOUTHWEST

During the early settlement of Minnesota the primary cash crop for farmers was wheat. Other crops were grown for subsistence use until the 1870s when economic and environmental influences called for the diversification of Minnesota farming. Aware that consistent production of a single crop was exhausting to the land and only yielded a single-payout in the fall, Minnesota farmers moved from wheat farming to horticulture, sheep or poultry raising, corn, hog or beef production, and dairying. As the dairy farming industry expanded and improved entrepreneurs started creameries, which assisted in the processing and marketing of dairy products. Before the diversification of farming, butter and cheese making were home enterprises. The first cheese factories in Minnesota were built in the late 1860s, most of which were privately owned and located in the eastern half of the state (Granger and Kelly 2005:3.33). Butter factories (creameries) were established in Minnesota in the late 1870s, and like cheese factories most were privately owned. Sixty-three creameries and 46 cheese factories were in production by 1885. By the late nineteenth century dairying had become a significant industry in Minnesota (Granger and Kelly 2005:3.33).

In 1890, the first cooperative creamery, the Clarks Grove Cooperative Creamery, was established in Minnesota. Following similar operations in the country of Denmark and the state of Iowa, the Clarks Grove Cooperative Creamery became the prototype for many subsequent creameries to follow. Cooperative creameries became vital to dairying in Minnesota as they, “created the essential marketing infrastructure for Minnesota’s dairy industry by spreading out the financial risk of bringing expensive butter processing equipment into a local area” (Granger and Kelly 2005:3.34). As neighbors took turns hauling milk to the creamery, cooperatives allowed farmers access to monitor operations and confer with fellow farmers (Granger and Kelly 2005:3.34). The creameries also became a source for professional and social activities. In 1898, 84 percent of the 664 creameries in Minnesota were cooperatives and by 1920, Minnesota housed just under half of the cooperative creameries in the nation (Granger and Kelly 2005:3.35). In the 1920s creameries only sold products

to the surrounding area. Anti-trust laws at the time prevented creameries from marketing collectively and low production volume meant little bargaining tools for individual creameries. In 1922, Congress passed the Capper–Volstead Act which allowed cooperatives to price and sell their product nationally. Soon after state wide marketing cooperatives formed, one example being Land O’ Lakes Creamery (Granger and Kelly 2005:3.35).

In Anoka County, experts from the state Agricultural Experimental Station and the University of Minnesota's School of Agriculture taught the importance of crop rotation at Farmer's Institutes. Farmer's Institutes were an important source of information for Anoka County farmers. From this encouragement and the incentive of higher prices for dairy products many Anoka County farmers turned to dairying in the 1890s. By 1900, several small cooperative creameries were established in Anoka County. This trend continued into the early 1900s (Cameron 2005:5). Creameries in St. Francis, Nowthen, Cedar, and Golden Lake prospered from strong support from local members in the early years of operation. Later these creameries faced competition from large centralized operations as home cream separation became more common (Cameron 2005:32).

The Cedar Creamery was constructed in 1916 by a Mr. Fendrich. Farmers would bring their milk to the creamery to be processed and cheese was also made in vats. The original building burned down and this building was constructed circa 1925 (Anoka County Historical Society 1982). In 1936, the building was turned into a butter churning plant and was owned by a Mr. Udean and his business partner Emil Larson (Anoka County Historical Society 1982). Deed records confirm that Walter M. Udean and J. Emil Larson had a joint mortgage for the creamery property. In 1937, Walter M. Udean sold the property to Robert P. Welter (Anoka County Records 1937).

On June 18, 1939, a tornado swept across Anoka County destroying a portion of the creamery’s roof. Historical photographs documented the tornados damage to the creamery and show the one story addition on the south elevation, which means the addition was likely constructed circa 1930 (LUBS 1979). Also, according to these historical photographs, a deck or loading platform was at one time attached to the chimney at the half story height as there are painted and damaged brick at that location. The platform was accessed by the door at the half-story of the building. Soon after the tornado, the roof was reconstructed and the building was re-opened by the Maple Island Inc., which operated the facility until 1955 (Anoka County Historical Society 1982; Anoka County Records 1955a). Locals picked up milk using Maple Island Inc. trucks and brought the milk to the creamery where it was transferred to bulk trucks and taken to the main processing plant in Stillwater, Minnesota. Maple Island followed this same process at the several other creameries that it owned or leased, one example includes the creamery in Rush City, Minnesota (Anoka County Historical Society 1982; Randy Biebl, Director of Operations, Maple Island Inc., personal communication 2012). In 1941, the creamery reached peak production with 2,592,449 pounds of milk processed and 310,654 pounds of butter produced (LUBS 1979).

Maple Island Inc. began in the 1930s on a dairy farm in Stillwater, Minnesota, and was founded by John R. Stoltze. Maple Island began by producing common dairy products and became a leading manufacturer and distributor of dairy products not only throughout the United States but around the globe (Maple Island 2012). Maple Island was also a pioneer of products and processes, including the development of one of the first patented spray-dryers. Spray-dryers mix heated gas with an atomized liquid stream in a vessel to evaporate and produce a dry powder with a controlled particle

size (Spray Drying Systems 2012). Many of Maple Island's products both historically and today are processed using spray dryers to create food powders (Maple Island 2012). The company also won awards for providing food for American troops during World War II and later conflicts. Since the mid-1990s the company has produced solely food powder products, examples include instant nonfat dry milk and functional dairy blends (Randy Biebl, Director of Operations, Maple Island Inc., personal communication 2012; Maple Island 2012). Maple Island Inc. works closely with private label customers to develop and produced innovative products at Maple Island facilities. This is a large part of Maple Island's focus today (Maple Island 2012). The company headquarters have been located in St. Paul, Minnesota since the company sold the Stillwater, Minnesota plant. The company now owns processing plants in Wanamingo, Minnesota and Medford, Wisconsin (Randy Biebl, Director of Operations, Maple Island Inc., personal communication 2012). The advancement and contributions to the food industry made by Maple Island Inc., such as spray-dryers, did not take place in the Cedar Creamery. The Cedar Creamery was a supplier of dairy products that were then shipped to and processed at Maple Island Inc. facilities elsewhere, such as the Stillwater plant and now the Wanamingo and Medford, Minnesota plants (LUBS 1979; Maple Island 2012; Randy Biebl, Director of Operations, Maple Island Inc., personal communication 2012).

In 1955, Maple Island, Inc. sold the Cedar Creamery property to Walter E. Swanson and Esther A. Swanson (Anoka County Records 1955a). The Swanson's made a quick sale on the property as they sold it to the Anoka County Farm Bureau Service Association later that same year (Anoka County Records 1955b). In the 1970s, the property went through multiple sets of owners, during this time it is unknown what the property was used as (Anoka County Records 1970, 1977, and 1979). In the early 1980s the creamery was rehabilitated for use as a paint store (Anoka County Historical Society 1982). An auction for the vacant property was planned for January 11, 2012 (Anoka County Records 2011).

Significance: The Cedar Creamery was evaluated under NRHP Criterion A within the statewide historical context *Railroads and Agricultural Development, 1870-1940*. After the diversification of farming practices in the mid-nineteenth century dairying became an important industry in Minnesota. Creameries played a vital part of the dairying industry as they became the primary marketing infrastructure. Creameries also created a centralized place for local farmers to meet and discuss dairying issues. Like much of Minnesota, farming and dairying were important industries in Cedar and Anoka County. The Cedar Creamery is important as the only creamery constructed in Cedar and as an extant representation of the importance of dairying in the area. However, the property does not appear to be a good example of a local creamery as it was originally built without a drive through area common on local creameries. The creamery is also important for its association with Maple Island Inc., between the years of 1939 and 1955, which has been active in the Minnesota Dairy Industry since the 1930s and an innovator of products and processes within that field. However, the development and use of Maple Island's innovations are better associated with the company's main plants in Stillwater and now Wanamingo, Minnesota. Therefore, the Cedar Creamery does not have significance under NRHP Criterion A.

Integrity: The integrity of the materials, design, and workmanship have been compromised by the replacement or boarding-up of most of the Creamery windows and doors, and the removal and replacement of windows on the south addition with an overhead door and single-leaf door, and the replacement of the brick on both the main block of the building and south addition with stucco and

cedar siding. The removal of the loading platform from the north elevation of the building also slightly affects the integrity of design. The integrity of feeling of the property has been slightly compromised by the addition of a prefabricated shed, basketball court, and wood fence. The integrity of association has been compromised by the multiple uses of the building and the current vacancy of the building. The property retains good integrity of setting and location. Overall, the property retains poor integrity.

Recommendation: The Cedar Creamery is important as the only creamery built in Cedar which was one of the community's primary industries and as a representative example of the overall importance of creameries to the dairying industry of Cedar, Anoka County, and the state of Minnesota. The Cedar Creamery, however, is not an outstanding example of a local creamery as it lacks some important features, such a drive through area, and many alterations have been made to the structure since its construction. The creamery was owned by the Maple Island Inc. between 1939 and 1955, a company that produced dairy products for customers around the country and was innovative in production techniques as they developed one of the first spray dryers and won awards for providing food for American soldiers during wartime. However, the significance of Maple Island Inc. is better associated with its plants where its innovative technology was developed and used. Therefore, the Cedar Creamery is recommended as not eligible for listing in NRHP due to a lack of historical significance and loss of integrity.

6.2.2 LaBlanc House, HE-MPC-2138

Location: 302 University Avenue NE, Minneapolis, Hennepin County, Minnesota, T29 R24
Section 23

Description: This two-and-a-half-story, 1896 Queen Anne style house is located on the southwest corner of the intersection of University Avenue NE and 3rd Avenue NE in Minneapolis (Figure 49; Appendix B, Map 3). The house has a rock-faced concrete block foundation, is faced in clapboard siding on the first story and fishscale wood shingles on the upper stories, and has a gambrel roof with a projecting front-facing gable on the façade that is covered with asphalt shingles. An interior brick chimney is visible on the ridgeline of the east elevation. A full-width porch is located on the façade. The façade also features a tall, narrow, projecting dormer with a steeply pitched pyramidal roof on the west side of the second story. The south elevation has a one-story porch with turned spindles on the east half of the elevation.

Fenestration on the east half of the first story of the northeast-facing façade consists of a bay window with three, one-over-one, double-hung, wood windows with wood surrounds. The west half has a single-leaf door and an oxeye window. The second story has one-over-one, double-hung, wood windows in the gable-ends. The southeast elevation features a bay window on the first story and two bay windows on the second story. These windows are also one-over-one, double-hung, wood windows. The southwest elevation features a single-leaf door on the first story; a one-over-one, double-hung, wood window on the second story along with two oxeye windows; and a one-over-one, double-hung, wood window in the half-story. The northwest elevation has a bay window on the first story with one-over-one, double-hung, wood windows on the second story.

A one-and-a-half-story garage constructed in 1986 is located behind the house and faces southeast. The garage is faced in clapboard siding and has a front-facing gambrel roof that is covered with asphalt shingles. Two single-car overhead metal doors are located on the façade which has direct driveway access from 3rd Avenue NE. A one-over-one, double-hung, wood window with an arched transom and flanked by two small, square fixed-sash windows is located in the half-story on the façade.



FIGURE 49. LABLANC HOUSE (HE-MPC-2138), FACING WEST

History: The original building permit for the construction of this house was issued in 1896 to J. H. Ralph (City of Minneapolis 1896:Building Permit #B37650). In 1920, a permit was issued for the construction of a 10 foot by 18 foot private garage to C. B. Tisdale (City of Minneapolis 1920:Building Permit#B141194). Three years later, a permit was issued to add an eight foot by 30 foot addition to a public garage; this permit was issued to Agnes LaBlanc (City of Minneapolis 1923:Building Permit #B173130). Sanborn maps from 1930 show a single-story garage built on the property line between this house at 302 University Avenue NE and the house directly northeast at 306 University Avenue NE (Sanborn Map Company 1930). The use of the word “public” on the building permit would suggest that this garage was shared by the occupants of 302 University Ave NE and 306 University Ave NE. In 1941, William LaBlanc was issued a permit to reside the house (City of Minneapolis 1941:Building Permit #B266819). The house was reroofed in 1967, then in 1986, a permit was issued for the construction of a 22 foot by 26 foot, two story wood frame detached garage (City of Minneapolis 1967:Building Permit #B406305; City of Minneapolis 1986:Building Permit #B547525). The construction of a new garage suggests that the original garage was removed and current aerial photographs indicate this garage is no longer extant, although no permit exists for the 1920 garage’s demolition. In 1987, a permit was issued to "restore the exterior of the single-family house" (City of Minneapolis 1987:Building Permit #B548942). It is unclear what

the language in this permit specifically refers to. However, a Minnesota Historic Properties Inventory Form documented the LeBlanc House as being sided with asphalt shingles in 1980 (State Historic Preservation Office 1980). The restoration of the exterior in 1987 would seem to suggest that the asphalt shingles were removed and either the 1941 siding was restored or new wood siding was added. In 1990, the house was converted into a Bed and Breakfast with four sleeping rooms, including the owner's room. This house is still operated as the LeBlanc House Bed & Breakfast. Current owner Marsha Carlson is the Innkeeper.

While the original building permit for the house is not available, the index card of building permits issued for this house lists J. H. Ralph as either the owner or contractor for the original construction of the house in 1896. Charles Tisdale is listed as the owner on a building permit from 1920, and Agnes LeBlanc is listed as the owner on a building permit from 1923 (City of Minneapolis 1920:Building Permit #B141194; City of Minneapolis 1923:Building Permit #B173130). No information on J. H. Ralph, Charles Tisdale, or Agnes LeBlanc and their occupations or involvement within the community could be found.

The website for the LeBlanc House Bed & Breakfast claims that the house was built in 1896 for William LeBlanc who was an engineer for the riverfront lumber mills in Minneapolis (LeBlanc House Bed & Breakfast 2012). City directory research, combined with owner information found on building permits, suggests that William LeBlanc was not a resident of the house until the 1930s. No information on William LeBlanc or his role in the Minneapolis lumber milling industry, which peaked in the late 1800s, could be found at the Minneapolis Public Library or Minnesota Historical Society. City directories list William LeBlanc as the owner of the house from 1930 to 1943 (Minneapolis Directory Company 1930; Minneapolis Directory Company 1943).

In 1944, Celia Eustice is listed as the owner (Minneapolis Directory Company 1944). Celia Eustice is listed as the owner from 1944 to 1955, when William and Esther Lennon are listed as the owners (Minneapolis Directory Company 1955). The Lennon family owned the house from 1955 to 1985, when James Field is listed in city directories as the owner (Minneapolis Directory Company 1985). James Field is listed in directories as the owner through 1998; in 1998 the house was purchased by Marsha Carlson who retains ownership today (Hennepin County Assessor's Office 2012).

The LeBlanc House was designed in the Queen Anne style. The style was popular in the United States from 1880 to 1910. The style typically features steeply pitched roofs of irregular shape, usually with a dominant front-facing gable, and an asymmetrical façade with partial or full-width porch, which is usually one story high and extended along one or both side walls. Patterned shingles, cutaway bay windows, and other devices were commonly used to avoid a smooth-walled appearance (McAlester 2006:263). Queen Anne detailing is evident on this house by its projecting front-facing gable, the tower in the northeast corner, its asymmetrical plan, full-length porch on the façade, and attention to avoiding smooth-walls with the use of bay windows and fishscale shingles. The gambrel roof on this house is somewhat unique for Queen Anne houses, as the style more commonly used hipped and gabled roofs.

Significance: This house is a good example of a Queen Anne style house that is noted for its somewhat unusual use of a gambrel roof. However, Queen Anne style houses were immensely popular at the time of this house's construction and local variations and interpretations of the styles

are found nationwide. The use of such a roof style, though not widespread, was certainly not uncommon for Queen Anne houses. Additionally, the house was resided in 1941, and restored in 1987. It is unknown what type of residing occurred in 1941 and what restoration occurred in 1987 and, therefore, the authenticity of the current wood siding and Queen Anne detailing is not able to be verified. As such, the house does not appear to have significance under NRHP Criterion C, within the area of architecture, as the house is not an outstanding, distinctive, or rare example of the Queen Anne style. Further, it is unknown if this house was designed by a known architect; however, the house does not appear to represent the work of a master.

Additionally, this house does not readily appear to have contributed to significant broad patterns of history and does not appear to have significance under NRHP Criterion A. The known occupants of the house, including Charles Tisdale, Agnes LeBlanc, William LeBlanc, Celia Eustice, William and Esther Lennon, and James Field are not readily known to be persons important in the local history and development of Minneapolis, or the settlement and development of Minnesota. Therefore, the house does not appear to have significance under NRHP Criterion B. Finally, the house has not yielded, nor is it likely to yield, information important in prehistory or history and does not appear to have significance under NRHP Criterion D.

Integrity: This Queen Anne style house was built in 1896, but was resided in 1941 and restored in 1987. As such, the house has fair integrity of design, materials, and workmanship. The house has good integrity of location, setting, and association. Additionally, the original garage that was built in 1920 has since been removed; no date for its demolition was found. A modern garage was built in 1986. The modern garage has good integrity of design, materials, workmanship, location, and setting, but poor integrity of association as it is not the original garage. Additionally, the loss of the historic garage and replacement with the 1986 garage slightly affects the property's integrity of feeling. Overall, the property retains fair integrity.

Recommendation: This property is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.3 Broadway and Quincy Industrial Area, HE-MPC-5284

Location: N/A Broadway & Quincy Avenues, Minneapolis, Hennepin County, Minnesota, T29
R24 Section 14

Description: An industrial area is located in Northeast Minneapolis, centered around the double-track BNSF mainlines and the BNSF branch line that connects St. Paul and Minneapolis which bisects the district along southeast to northwest alignments. The industrial area is roughly bounded by Broadway Street NE on the south, Fillmore Street NE on the east, 18th Avenue NE on the north, and the alley between Quincy and Monroe Streets NE on the west. Within this industrial area, approximately 60 percent of the properties were located within the APE and were surveyed. The surveyed area is roughly bounded by the BNSF St. Paul to Minneapolis branch line to the north; Central Avenue NE, 13th Avenue NE, and Tyler Street NE to the east; Broadway Street NE to the south; and the alley between Quincy and Madison Streets NE to the west. The portion of the industrial area that is located outside of the APE was not surveyed or evaluated as part of this project.

The area within the APE is platted with a traditional rectilinear grid pattern and bisected by the railroad corridors. This area includes a number of individual industrial buildings, as well as larger complexes. The industrial buildings were primarily developed between 1910 and 1946. They vary in size, are primarily of brick and/or concrete construction, typically have flat roofs and punched door and window openings, and range in height from one to five stories (Figures 50-53; Appendix B, Map 5). Some complexes include silos and elevators. Historic uses range from manufacturing and milling, to warehousing, to rail loading and off loading.

Between the BNSF double-track mainlines and the BNSF branch line there is a large seed company facility historically known as Northrup King & Company (Figure 51) with an associated office, and a store fixture manufacturer historically known as H.J. Nelson Company, both of which are now mixed-use residential and commercial properties. On the west side of the BNSF mainline there is a triangular-shaped area with irregular-shaped blocks and brick and asphalt paved streets that run up to the lot lines. There is one sidewalk within the APE, which is located along Broadway Street NE. The majority of the buildings in the area, particularly along Jackson and Quincy Streets NE, are built out to their lot lines, visually creating one long façade down the streets. All of the buildings within this area were originally constructed as manufacturing facilities. There are 16 resources within this area (Table 12).



FIGURE 50. BROADWAY AND QUINCY INDUSTRIAL AREA (HE-MPC-5284), FACING SOUTH DOWN QUINCY STREET NE



FIGURE 51. BROADWAY AND QUINCY INDUSTRIAL AREA, NORTHRUP KING & COMPANY FACILITY (HE-MPC-3788), FACING WEST



FIGURE 52. BROADWAY AND QUINCY INDUSTRIAL AREA (HE-MPC-5284), FACING NORTHWEST DOWN QUINCY STREET NE



FIGURE 53. BROADWAY AND QUINCY INDUSTRIAL AREA (HE-MPC-5284), FACING SOUTH DOWN QUINCY STREET NE

TABLE 12. RESOURCES WITHIN THE APE THAT ARE LOCATED IN THE QUINCY & BROADWAY INDUSTRIAL AREA

Inventory No.	Address	Resource Name / Property Type	Date	Recommended NRHP Eligibility
HE-MPC-3773	711 15 th Avenue NE	Durkee-Atwood Company Building (Plant No. 3)	c. 1925	Not eligible
HE-MPC-3787	807 Broadway Street NE	Minnesota Mazda Lamp Works / Minneapolis Board of Education Bureau of Buildings Complex	1913	Not eligible
HE-MPC-3788	1500 Jackson Street NE	Northrup King & Company	1916-1947	Individually Eligible
HE-MPC-3798	1330 Quincy Street NE	Nash Coffee Company / Electric Service Systems / Architectural Antiques	1921	Not eligible
HE-MPC-17101	12 th Avenue NE between Jackson Street NE and railroad tracks	Brick Paved 12 th Avenue NE	c. 1919	Not eligible
HE-MPC-17102	806 14 th Avenue NE	Johnson Paper & Supply Co. Building	1966	Not eligible
HE-MPC-17107	14 th Avenue NE between Quincy Street NE and railroad tracks	Brick Paved 14 th Avenue NE	c. 1919	Not eligible

TABLE 12. RESOURCES WITHIN THE APE THAT ARE LOCATED IN THE QUINCY & BROADWAY INDUSTRIAL AREA

Inventory No.	Address	Resource Name / Property Type	Date	Recommended NRHP Eligibility
HE-MPC-17108	712 15 th Avenue NE	C.W. Lundquist Company Building / Durkee-Atwood Company Building (Plant No. 3A)	c. 1915	Not eligible
HE-MPC-17280	1121 Jackson Street NE	Waterman-Waterbury Company	c. 1920	Not eligible
HE-MPC-17281	1201 Jackson Street NE	Nelson Sash & Door Co. / General Mills Elevator	1905	Not eligible
HE-MPC-17386	1324 Quincy Street NE	C.W. Olson Manufacturing Co. Building	c. 1930	Not eligible
HE-MPC-17387	1325 Quincy Street NE	Keller Manufacturing Company Wagon Factory / ABC Corrugated Box Company / Kurt Building	c. 1910	Not eligible
HE-MPC-17399	Quincy Street NE between Broad Street NE and railroad tracks	Brick Paved Quincy Street NE	c. 1919	Not eligible
HE-MPC-17434	1400 Van Buren Street NE	H.J. Nelson Company Building	1917	Not eligible
XX-RRD-001	N/A	StP&P (St. Vincent Extension) / StPM&M / GN (Willmar Division, 1 st Subdivision) / BN / BNSF, Minneapolis Junction to St. Vincent	1863-1867	Previously Determined Eligible Railroad
XX-RRD-003	N/A	StP&NP / NP (St. Paul Division, 1 st Subdivision) / BN / BNSF, Minneapolis Junction to Sauk Rapids	1884	Previously Determined Eligible Railroad

History: Minneapolis developed around the Falls of St. Anthony on the Mississippi River. As early as the 1820s, a lumber mill was established on east bank of the falls at Old St. Anthony to harness the power of the falls for industrial purposes. Col. John H. Stevens built the first house west of the Mississippi and platted Minneapolis as a townsite on the west bank of the Mississippi River in 1854. On March 1, 1856, the state legislature authorized a town government, which was organized in 1858. On March 2, 1866, Minneapolis was incorporated as a city (Upham 2009).

On the east bank of the Mississippi River was the competing community of St. Anthony, which was platted as a townsite in 1849 by Franklin Steele. St. Anthony was incorporated as a city in 1855, but on February 28, 1872, St. Anthony was unified with Minneapolis and became known as East Minneapolis (Petersen 1999:22-23; Upham 2009). Capitalizing on the abundant power of the falls, Minneapolis quickly developed as lumber milling center and later, as railroads were constructed in and around Minneapolis and the surrounding areas during the 1860s and 1870s, the city became the flour milling capital of the world and its population boomed.

Northeast Minneapolis covers the northeast quadrant of the city. It is bounded on the south and west by the Mississippi River and by the city limits on the north and east. The southwestern portion of this area, which is located along the river, was originally part of St. Anthony. The major commercial districts in Northeast Minneapolis are located along University Avenue, Central Avenue, Hennepin Avenue, Broadway Avenue, Stinson Boulevard, and Brighton Boulevard (Mead & Hunt 2004:6). Many of these properties were constructed along or near the numerous railroad lines that served the area. One of the districts that developed is located along Central Avenue NE, north of its intersection with Broadway Street NE. This area was a prime candidate for industrial development because it is bisected by the BNSF mainlines and branch line. As developed, this area is roughly bounded by Broadway Street NE on the south, Fillmore Street NE on the east, 16th and 18th Avenues NE on the north, and the alley between Quincy and Monroe Streets NE on the west, with an area that later continued to develop in a northwesterly direction along the railroad corridors a few blocks. According to Sanborn Fire Insurance Maps from the early twentieth century, parcels directly adjacent to the rail lines were the first properties to be developed for industrial use. These company's include the Northrup King & Company, a producer of agricultural seeds, built between 1916 and 1947; the Keller Manufacturing Company, a wagon manufacturer, built circa 1910; the Nelson Sash & Door Company, which by 1920 had been converted into a grain elevator facility and later became the General Mills Elevator; and the Waterman-Waterbury Company, a manufacturer of heating apparatuses, built circa 1920 (Sanborn Map Company 1912).

According to historical building permits, properties along Quincy Street NE were developed in the 1910s and the early 1920s (City of Minneapolis 1913a:Building Permit #B105202; City of Minneapolis 1913b:Building Permit #B105435; City of Minneapolis 1921:Building Permit #B153244). Examples include the Nash Coffee Company built in 1921, Keller Manufacturing Company Wagon Factory / ABC Corrugated Box Company / Hoerner Boxes of Minneapolis / Airmotive Machining and Engineering Corp. / Champion Motor Company, Inc. / Ron-Vik Inc. built circa 1910, and the Minnesota Mazda Lamp Works / Minneapolis Board of Education Bureau of Buildings Complex that extended north up Quincy (Sanborn Map Company 1912). Some of the streets within the area were paved in bricks circa 1919. Industries within this area do not appear to have supported one another.

From its earliest expansion, Northeast Minneapolis has been the site of much of Minneapolis' industrial development. Homes were nestled amongst the train tracks and factories that employed the immigrants who first populated the area (Northeast Minneapolis Arts District 2012). As the population of Minneapolis boomed in the late nineteenth and early twentieth centuries, this type of development continued. Non-contiguous sections of residential development were built around the industrial buildings and railroads to house workers (Peterson and Zellie 1998:16). A 1924 Minneapolis city-zoning ordinance addressed the desire to create separation between the industrial and residential sections of the city (Peterson and Zellie 1998:24). After the ordinance, Northeast Minneapolis was still developed for industrial working men and their families, but with a greater degree of separation between residential and industrial areas.

The 1960s was a time of urban renewal in Northeast Minneapolis when many houses were demolished and replaced by new, suburban-style houses or rehabilitated. Northeast Minneapolis became an artist's area in the 1970s and old industrial buildings were converted to studio and living

spaces. Amidst public dissent, many houses were demolished as a result of the I-35W highway project. The freeway altered the city landscape as it cut through old neighborhoods, including Beltrami. Commercial and industrial redevelopment occurred around the new freeway (Peterson and Zellie 1998:31). Several of the industrial properties in the area retain their historic use, such as the General Mills Elevator and the Minneapolis Board of Education Bureau of Buildings Complex. Redevelopment of the area over the last two decades has resulted in the conversion of many of the industrial buildings into commercial buildings, and artist's studios. Today, a portion of the Broadway Quincy industrial area is located within the southeastern corner of what is known as the Northeast Minneapolis Arts District (Northeast Minneapolis Arts District 2012).

Significance: The Broadway and Quincy Industrial Area represents a concentrated area of industry that was primarily developed from 1910 to 1930. While the industries in the area grew together, they do not appear to have been interconnected and instead represent very different market areas. Industries ranged from a coffee processor, to an automobile accessories manufacturer, to an incandescent light bulb factory. It is not apparent that the various industries in the Broadway Quincy Industrial Area supported or sustained each other in any way. In addition, this area developed naturally along the rail lines, as opposed to a planned industrial park.

In contrast to the unplanned fashion of the Broadway and Quincy Industrial Area, is the Central Industrial District in Northeast Minneapolis that developed as a unit during the 1910s and was planned and partially funded by the city. The Central Industrial District (now known as Mid-City Industrial) is located less than a half mile from the Broadway and Quincy Industrial Area and is roughly bounded by I-35W on the west and north, Minnesota State Highway 280 on the east and East Hennepin Avenue on the south. In 1914, the Minneapolis Industries Association was capitalized at \$300,000 to establish an industrial area similar to that of St. Paul's Midway area. The group purchased over 265 acres in Northeast Minneapolis to create a district for new industries (Commercial West 1914:10). In 1916, backed with an additional \$300,000 appropriation from the city, the Minneapolis Industries Association planned a district with factory sites ideal in arrangement, trackage facilities, and accessibility. The district was capable of accommodating 100 new industries, with connections to major rail lines specially built for the district by the Minnesota Transfer Railway. An additional four-and-a-half miles of track plus individual spur lines to each industry were provided (The American City 1916:168-170). At the time of its planning, the Central Industrial District was one of five such planned industrial districts in the country, and the only one developed for the sole purpose of stimulating the industrial development of the city (Engineering News 1917:519).

While the Broadway and Quincy Industrial Area shows evidence of concentrated industrial development, it was not planned as such, and like many industrial areas in Minneapolis grew because of its proximity to the BNSF railroad lines, which were established in the 1860s and 1880s, respectively. The industries once located here were varied and do not appear to have been integral to one another. Therefore, this industrial area does not appear to have significance within NRHP Criterion A.

Integrity: The portion of the Broadway and Quincy Industrial Area that is located within the APE was evaluated for integrity. The area within the APE that is located on the east side of the double-track BNSF mainlines, south of 14th Avenue NE, includes a mixture of residential properties and

warehouses, a majority of which do not retain integrity. Therefore, this area does not possess sufficient integrity to convey its historic associations with the larger industrial area.

The portion of the industrial area within the APE on the north side of the double-track BNSF mainlines, bounded by 14th Avenue NE on the south, Van Buren Street NE on the east, the BNSF branch line on the northeast, and 18th Avenue NE on the north; and the triangular shaped area on the west side of the double-track BNSF mainlines, bounded by Broadway Street NE on the south and the alley between Quincy and Monroe Streets NE, retains sufficient integrity. Some of the buildings within this area have undergone minor alterations, such as the infilling of openings as part of their ongoing historic use or the replacement of windows and doors. However, most retain a relatively good degree of overall integrity. Overall, the industrial area retains fair integrity.

Recommendation: Although the Broadway and Quincy Industrial Area was home to several different manufacturers and processors, this area was found to be one of many industrial areas in Northeast Minneapolis that grew up along railroad lines. The Broadway and Quincy industrial area was not the largest of any of these areas, was not specially planned by the city or business leaders, nor was it the location of a concentrated industry type. Therefore, this industrial area does not have the continuity to be considered as a historic district and is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

Of the properties within this industrial area, the BNSF mainlines have been previously determined eligible for listing in the NRHP. Additionally, the Northrup King & Company facility (HE-MPC-3788) is recommended as individually eligible for listing in the NRHP under Criterion A, for its local significance within the areas of commerce and industry.

6.2.4 Northtown Yard, HE-MPC-17243

Location: N/A East River Road & Main St. NE, Minneapolis, Hennepin County, Minnesota, T29 R24 Section 2

Description: The Northtown Yard is located in Minneapolis and Fridley, Minnesota. The rail yard is roughly bounded by Interstate Highway 694 on the north, Main Street NE on the east, University Avenue NE on the south, and East River Road NE on the west (Figures 54-57; Appendix B, Maps 8-9).

According to historic aerial photographs, the current boundaries of the Northtown Yard appear to be much the same as the historic boundaries. The sections of the yard south of St. Anthony Parkway and north of 44th Avenue NE appear to retain their historic boundaries and contain the approximately same number of tracks (ASCS 1938; ASCS 1957; ASCS 1960). The section of the yard between St. Anthony Parkway and 44th Avenue NE has received the most significant changes since the construction of the yard. This section has been significantly widened, especially after 1960, by the increase in the number of tracks and the addition of many maintenance buildings. The yard expanded to the east taking up a large portion of the open land that was historically located between the yard and Main Street NE (ASCS 1960). The continued development of the area around the yard has also resulted in the loss of the open space surrounding the yard but does not appear to have impacted the boundary of the yard (ASCS 1960).

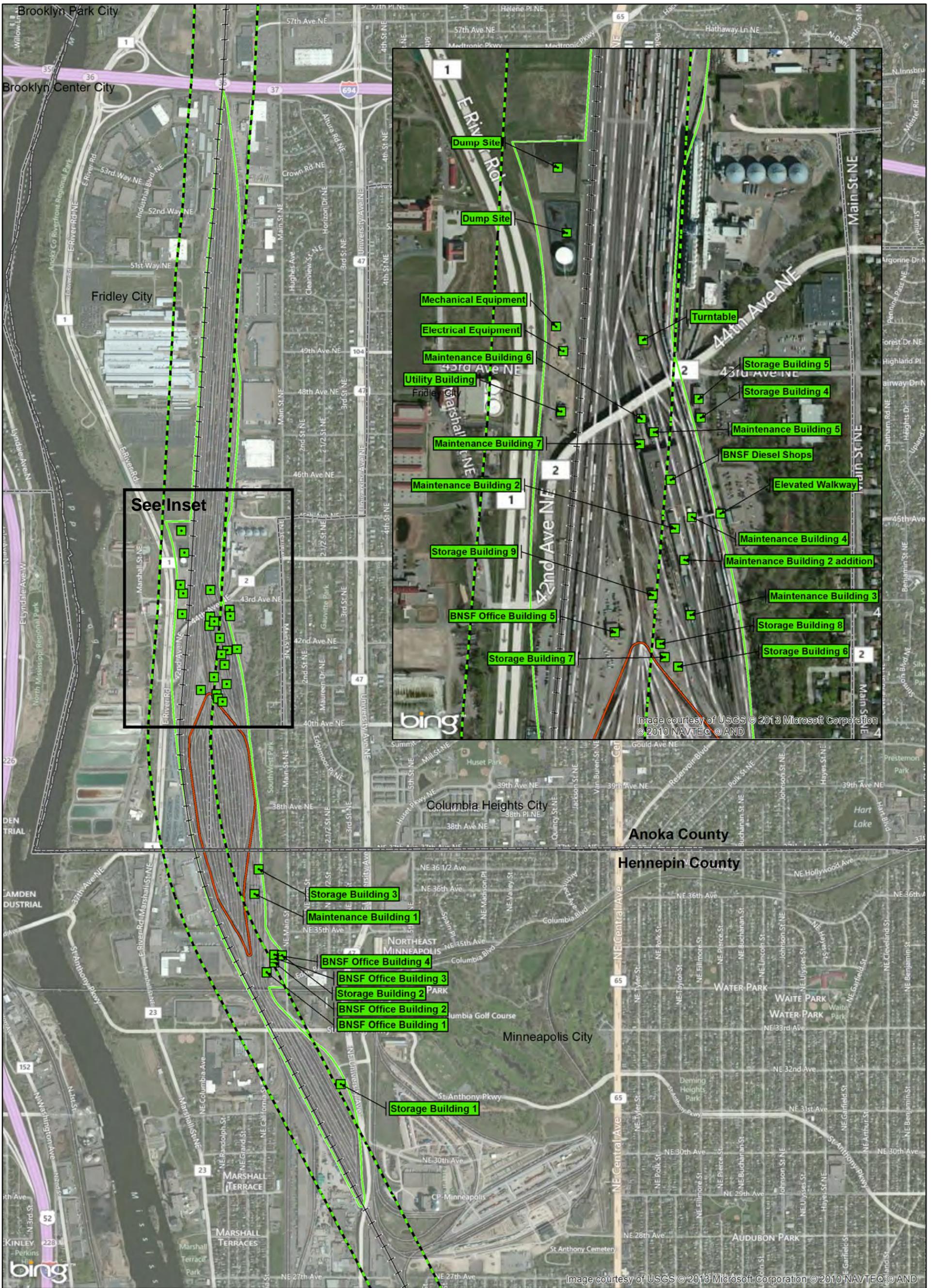


FIGURE 54. NORTHTOWN YARD (HE-MPC-17243), FACING NORTHWEST

Today, the BNSF owns the entire yard. According to Hennepin County parcel data a portion of the yard is located in Minneapolis. This irregular-shaped section of the yard is roughly bounded by 37th Avenue NE on the north, Main Street NE on the east, University Avenue NE on the south, and the industrial properties sited along the east side of East River Road NE on the west. The portion of the Northtown Yard is located on multiple parcels that consist of approximately 99.16 acres.

Most of the yard is located within Anoka County. This irregular-shaped section of the yard is roughly bounded on the south by 37th Avenue NE and on the north by Interstate 694. The east-west boundaries of the yard include the railroad ROW, which roughly abuts the rear of the parcels sited along the east side of East River Road NE and the rear of the parcels sited along the west side of Main Street NE. This portion of the Northtown Yard is located on multiple parcels that consist of 228.14 acres. BNSF Office Buildings are located east of the Northtown Yard at 80 44th Avenue NE in Fridley, Minnesota. The buildings are located on a non-continuous portion of the Northtown Yard parcel, outside the railroad ROW and the APE for this project.

The Northtown yard consists of multiple mainline railroad tracks, dozens of sidings and spurs, a “hump yard”, and multiple railroad maintenance, storage, and office buildings. The railroad tracks have steel rails and most have wood railroad ties. The tracks lie on gravel beds. The maintenance, storage, and office buildings are grouped together in different sections of the railroad yard.



**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Northtown Yard (HE-MPC-17243)

- Proposed Northern Lights Express Line
- Architectural History APE
- Northtown Yard Property Boundary
- Building / Structure
- ▭ Hump Yard

Figure 55

On the southern end of the yard, south of St. Anthony Parkway and on the east side of the railroad tracks is a BNSF Vehicle Storage Building (Storage Building No. 1). The circa 1980 one-story structure is faced in corrugated metal and has a low-pitched front gable roof. Fenestration on the southeast elevation consists of two overhead metal doors. Fenestration on the other elevations is not visible from the public ROW.

Near the south end of the yard on the east side of the railroad tracks, north of the M&P / MStP&SSM / Soo Line / CP (HE-MPC-17264) railroad crossing over the Northtown Yard there appear to be five structures at the location of the now non-extant roundhouse. The buildings appear to be BNSF Office Buildings and a Storage Building. The BNSF Office Buildings and Storage Building are grouped with a building to the southwest (BNSF Office Building No. 1), the next three buildings are grouped in a line from south to north, (BNSF Office Buildings Nos. 2, 3, and 4), and then a building to the northeast, Storage Building No. 2. The buildings all appear to date to circa 1980 and all are clad in metal. All have a low-pitched gable roof with the exception of the northeast building, which has a flat roof.



FIGURE 56. NORTHTOWN YARD (HE-MPC-17243), FACING SOUTH, WITH HUMP YARD IN THE RIGHT CORNER OF THE PHOTO

Fenestration on the south elevation of BNSF Office Building No. 1 consists of two sliding windows. Fenestration on the west elevation appears to consist of four sliding windows and a single-leaf door. Fenestration on the north elevation consists of a sliding window and a single-leaf door. Fenestration on the east elevation consists of seven sliding windows. Fenestration materials for this building could not be determined from the public ROW.

Fenestration on the south elevation of BNSF Office Building No. 2 appears to consist of a metal sliding window. Fenestration on the west elevation appears to consist of five window openings, the

type and material of which could not be determined from the public ROW. Fenestration on the north elevation consists of a single window opening, the type and material of which could not be determined from the public ROW. Fenestration on the east elevation consists of three windows and two single-leaf doors, the types and material of which could not be determined from the public ROW.



FIGURE 57. NORTHTOWN YARD (HE- MPC-17243), FACING SOUTHEAST

BNSF Office Building No. 3 features a one-story wing on the west elevation. Fenestration on the south elevation of BNSF Office Building No. 3 consists of two window openings, the type and materials of which could not be determined from the public ROW. Fenestration on the west elevation consists of five window openings, the type and materials of which could not be determined from the public ROW. The north elevation is covered by the adjacent building to the north. Fenestration on the east elevation consists of three single-leaf doors and four four-part picture windows of unknown materials. Fenestration on the one-story wing consists of a single-window on the west and north elevations, the type and materials of which could not be determined from the public ROW.

Fenestration on the south elevation of BNSF Office Building No. 4 is covered by the adjacent building. No fenestration is located on the west elevation. Fenestration on the north elevation consists of what appears to be a metal overhead door. Fenestration on the east elevation consists of what appears to be a metal overhead door.

Storage Building No. 2 has a southeast to northwest orientation. Fenestration on the Storage Building No. 2 consists of two metal overhead doors on the southwest elevation. No fenestration is located on the other elevations.

To the north of the office buildings, on the east side of the tracks is a four-bay rail car Maintenance Building (Maintenance Building No. 1). The circa 1980 one-story structure is faced in metal and has a front gable roof. A one-story, lean-to addition is located on the east elevation. A metal walkway with metal staircases and a metal handrail extend over the adjacent tracks to the east to the parking lot adjacent to the Northtown Yard. Fenestration on the south elevation of Maintenance Building No. 1 consists of four equally spaced large metal overhead door openings. Fenestration on the west elevation consists of eleven window openings, the type and material of which cannot be determined from the public ROW. Fenestration on the north elevation consists of four equally spaced large metal overhead door openings. The east elevation of the maintenance building is covered by the lean-to addition. Fenestration on the south elevation of the Maintenance Building No. 1's lean-to addition consists of a large metal overhead door, a single-leaf metal door, and a single casement window of unknown material. The maintenance building covers the west elevation of the lean-to addition. Fenestration on the north elevation consists of three casement windows, a picture window, and single-leaf metal door. The materials of the windows could not be determined from the public ROW. Fenestration on the east elevation consists of what appears to three single-leaf doors, and a casement window, of which the materials could not be determined from the public right ROW.

North of Maintenance Building No. 1 is a narrow rectangular circa 2000 one-story storage building (Storage Building No. 3). The building has corrugated metal walls and a corrugated metal front gable roof. A small one-story addition is located on the west elevation. The addition has corrugated metal walls and a metal shed roof. Fenestration on the south elevation of Storage Building No. 3 consists of an overhead metal door. Fenestration on the west elevation consists of two metal casement windows. Fenestration on the north elevation consists of a large metal door and a metal single-leaf door. Fenestration on the east elevation consists of two metal casement windows. A metal overhead door is located on the south elevation of the addition. No other fenestration is located on the addition.

Just south of the 44th Avenue NE Bridge, sited west to east are, railroad tracks, a “hump yard,” and maintenance buildings. The “hump yard” is an elevated railroad line where rail cars are inventoried, weighted, sorted, and connected to the appropriate train for delivery. At the crest of the hump the rail cars are released and head southerly where they connect with the other rail cars. Computer systems manage the track switches to move rail cars off the hump and monitor their speed so they gently connect with their adjoining rail car. The “hump yard” line splits into seven lines, all of which have metal scales. Within the widest section of the railroad yard there are eight groups of railroad tracks that number dozens of railroad line in total.

The largest concentration of maintenance buildings is located in the middle of the rail yard, directly south of the 44th Avenue NE Bridge. The group of buildings consists of the BNSF Diesel Shops and smaller supporting shops, two storage buildings located northeast of the BNSF Diesel Shops, and five office and storage buildings located southwest of the maintenance buildings. On the east side of the tracks is the seven bay rail car BNSF Diesel Shops. The circa 1980 one-story building has metal walls and a flat roof of varying height. Fenestration on the south elevation of the BNSF Diesel Shops consists of seven metal overhead doors. No fenestration is located on the west elevation. Fenestration on the north elevation consists of seven metal overhead doors. No fenestration is located on the east elevation.

A one-story circa 1980 maintenance building (Maintenance Building No. 2) extends out along the tracks south of the BNSF Diesel Shops along the third railroad line from the west that enters the BNSF Diesel Shops. Maintenance Building No. 2 has a circa 1980 section and two circa 2000 additions. All sections of the building have metal walls and flat metal roofs. Metal overhead doors are located on the south and north elevations. No other fenestration is located on the building.

A similar one-story circa 2000 maintenance building (Maintenance Building No. 3) is located further south, along the adjacent track to the west. The building has metal walls and a partially open flat metal roof. Fenestration on the south elevation consists of a metal overhead door. No fenestration is located on the west elevation. Fenestration on the north elevation consists of a metal overhead door. No fenestration is located on the east elevation.

A rectangular one-story circa 2008 maintenance building (Maintenance Building No. 4) is located on the second track from the east that enters the BNSF Diesel Shops. The building has metal walls and a flat metal roof. Fenestration on south elevation of Maintenance Building No. 4 consists of what appears to be two metal casement windows. Fenestration on the west elevation consists of three metal overhead door openings. Fenestration on the north elevation is not visible from the public ROW. No Fenestration is located on the east elevation.

An elevated walkway with a metal staircase and metal railings is located directly east of Maintenance Building No. 4. The walkway is enclosed with what appears to be wood sheathing and has a gable roof. The elevated walkway leads to the parking lot east of BNSF Shops outside of Northtown Yards.

Another one-story circa 2000 maintenance building (Maintenance Building No. 5) is located along the third railroad line from the west that enters the BNSF Diesel Shops on the north side of the building. Maintenance Building No. 5 has metal walls and a flat metal roof. No fenestration is located on the south elevation of the building. Fenestration on the west elevation consists of four window openings boarded-up by what appears to be wood sheathing and a metal overhead door. Fenestration on the north elevation consists of a metal overhead door. Fenestration on the east elevation consists of five metal awning windows.

A circa 2010 one-story maintenance building (Maintenance Building No. 6) also located north of the BNSF Diesel Shops along the two adjacent tracks to the west of the Maintenance Building No.5. Maintenance Building No. 5 has metal walls and a partially open flat roof. The building has two sections that share a parti-wall. Fenestration on the south elevation consists of two metal overhead doors. No fenestration is located on the west elevation. Fenestration on the north elevation consists of two metal overhead doors. No fenestration is located on the east elevation.

A circa 1980 one-story maintenance building (Maintenance Building No. 7) with metal walls and a flat roof of varying height is located off the northwest corner of BNSF Diesel Shops. The building has two sections of varying height that share a parti-wall. Fenestration on the south elevation consists of two metal overhead doors. No fenestration is located on the west elevation. Fenestration on the north elevation consists of two metal overhead doors. Fenestration on the east elevation consists of a single-leaf metal door.

Two storage buildings are located northeast of the BNSF Diesel Shops. The southernmost storage building (Storage Building No. 4) was constructed circa 1980. The one-story building is clad in brick and has a wing on the south elevation. No fenestration is located on the south elevation. Fenestration on the west elevation consists of four brick in-filled window openings, a fixed metal window, and a double-leaf metal door. No fenestration was visible on the north elevation from the public ROW. Fenestration on the east elevation consists of a metal overhead door.

The northernmost storage building (Storage Building No. 5) was constructed circa 1980. The one-story building has metal walls and a low-pitched metal gable roof. No fenestration is located on the south elevation. Fenestration on the west elevation consists of two double-leaf metal doors. No fenestration is located on the north elevation. Fenestration on the east elevation consists of a single-leaf metal door.

Located to the southwest of the BNSF Diesel Shops are four storage buildings and a large office building. The circa 1980 two-story BNSF Office Building No. 5 has a three-story wing at the southeast corner and a one-story wing on the north elevation. The building is clad in brick and has a flat roof. An attached balcony is located along the south, east, and north elevations on the third story. Fenestration on the first story of the south elevation consists of a metal overhead door, two single-leaf metal doors, and what appear to be two metal casement windows. Fenestration on the second story of the south elevation consists of five metal casement windows. Fenestration on the third story of the south elevation consists of a metal single-leaf door, and a rectangular observation window, the type and material cannot be determined from the public ROW. Fenestration on the first story of the west elevation consists of a single-leaf metal door and what appear to be five metal casement windows. Fenestration on the second story of the west elevation consists of four metal casement windows. Fenestration on the third story of the west elevation consists of a single-leaf metal door. Fenestration on the first story of the north elevation consists of a metal overhead door, a single-leaf metal door, a filled-in entrance and a window opening, the type and material of which cannot be determined from the public ROW. Fenestration on the second story of the north elevation consists of what appears to be three metal casement windows, and three filled-in window openings. Fenestration on the third story on the north elevation consists of a rectangular observation window, the type and material cannot be determined from the public ROW. Fenestration on the first story of the east elevation consists of a single-leaf metal door, and what appears to be five metal casement windows. Fenestration on the second story of the east elevation consists of what appears to be a filled-in window opening and five metal casement windows. Fenestration on the third story of the east elevation consists of a rectangular observation window, the type and material cannot be determined from the public ROW.

Four storage buildings are located east of Office Building No. 5. The buildings are sited in a line from south to north. The southernmost circa 1980 one-story storage building (Storage Building No. 6) has metal walls and a low metal gable roof. Fenestration on the south elevation of the building consists of a single-leaf metal door. No fenestration is located on the west elevation. Fenestration on the north elevation consists of what appears to be a metal window, the type could not be determined from the public ROW. Fenestration on the east elevation consists of a metal casement window.

The next building to the north is a one-story circa 1980 partially open storage building (Storage Building No. 7). The building has approximately four-foot high metal walls and a metal gable roof that is supported by metal posts. An approximately four foot high metal door is located on the west elevation. No fenestration is located on the south, north, or east elevations.

The next building to the north is a one-story circa 2000 storage building (Storage Building No.8). The building appears to have metal walls and a flat metal roof. No fenestration is located on the south, west, or north elevations. Fenestration on the east elevation consists of six metal overhead doors.

The northernmost building in this group is a one-story circa 1980 storage building (Storage Building No. 9). The building has metal walls and a low-pitched gable metal roof. Fenestration on the south elevation consists of a double-leaf metal door and what appears to be two metal awning windows and a metal casement window. Fenestration on the west elevation consists of four metal casement windows. Fenestration on the north elevation consists of a double-leaf metal door. Fenestration on the east elevation consists of three metal casement windows.

A circa 1980 turntable is located north of the BNSF Shops and the 44th Avenue NE Bridge. The turntable has a metal circular track on which a metal track bed turns.

A one-story circa 1980 Utility Building is located north of 44th Avenue NE Bridge, northwest of the BNSF Diesel Shops. The building is clad in brick and has a flat roof. The south and west elevation elevations of the building and a section of yard to the south are surrounded by an approximately six foot chain link fence. The fence meets the building on the north and east elevations. Fenestration on the south elevation consists of a single-leaf metal door. No fenestration is located on the west elevation. Fenestration on the north elevation consists of a metal overhead door and a metal single-leaf door. No fenestration is located on the east elevation.

North of the Utility Building is what appears to be an Electrical Equipment Station. The Equipment Station is surrounded by an approximately six-foot chain link fence. Within the fence are two one-story circa 2000 prefabricated sheds with metal siding and metal gain roofs. Fenestration on the southern shed consists of a single-leaf metal door on south elevation. No fenestration is located on the other elevations. Fenestration on the northern prefabricated shed consists of a single-leaf metal door and what appears to be metal sliding window on the north elevation. No other fenestration is located on the shed.

North of the Electrical Equipment Station are two sections of Mechanical Equipment. With the mechanical equipment are two one-story circa 2000 structures clad in metal with flat metal roofs. The structures are open on the south elevations. Mechanical equipment is located directly south of the structures.

Farther north of the Electrical Equipment Station are two at grade dumpsites that may be large ash pits. The southernmost dumpsite has a large circular storage tank at the south end and is surrounded by an approximately six-foot high chain link fence. The northernmost dumpsite is surrounded by an approximately six-foot high metal fence and has what appears to be maintenance equipment at the north end.

History: The Northtown Yard was developed circa 1880 as a switching and maintenance facility for the StP&NP, one of the first railroads constructed in the state of Minnesota. The StP&NP was incorporated in 1874 as the Western Railroad Company of Minnesota. The objective of the Western Railroad Company was “to build and operate a railroad from Brainerd to Sauk Rapids, Minneapolis, St. Paul, and Mankato; a line from Little Falls to the western state boundary between Big Stone Lake and Traverse Lake; one or more branches to the eastern boundary of Minnesota; a branch from a point between Brainerd and Wadena, and extensions to the northern boundary of the state...” (Prosser 1966:168). The first segment from Sauk Rapids to Brainerd was built between 1877 and 1879. Later segments were built in the early 1880s. On May 9, 1883, the Western Railroad Company was reorganized as the StP&NP and was immediately leased to the NP. In all but name, the StP&NP was part of the NP (Prosser 1966:159; Schrenk 2010:123). The StP&NP line from Sauk Rapids to Minneapolis, on which the Northtown Yard is located, was constructed in 1884 to connect northwestern Minnesota to the Twin Cities. On November 2, 1896 the StP&NP was officially sold to NP. The line subsequently became an integral part of the NP transcontinental mainline, which was influential in the development of the western United States. After GN and NP merged the mainline along with the NP transcontinental mainline gave the Twin Cities a direct outlet to the Pacific and became an important component of Minnesota's railroad network (Prosser 1966:27). Today, these lines are still heavily used and continue to provide a critical link in the transportation system of Minnesota and the western United States. In 1970, the NP merged with the GN; the CB&Q; and the SP&S to form the BN. In 1996, the BN merged with the AT&SF to form the BNSF that operates the line today.

The Northtown Yard is a railroad yard that spans the border of Hennepin and Anoka Counties in Minneapolis and Fridley. A railroad yard is a system of tracks and support buildings and structures associated with the switching and assembly of trains and the construction, maintenance, service, and repair of railroad rolling stock. Railroad yards were required only in special locations along a railroad corridor historic district, such as terminals, division points, and large railroad stations and junctions. Railroad corridor historic districts widen considerably within railroad yards (Schmidt et al. 2007:F190). The total size of the railroad yard reflects its capacity for the organization of rolling stock and disassembly and assembly of trains. Railroad yards often feature a hump yard, a switchable series of inclined tracks used to facilitate the movement of rail cars throughout the yard (Schmidt et al. 2007:F211).

Historically, hump yards were an important component of America's rail system. In 1975, there were 152 operating hump yards in the United States. However, these numbers have significantly dropped over the years. By 1985, there were 122, by 1993 there were 72, and by 2002 there were only 59 active hump yards. The number of hump yards has declined over the years due to new technology, railroad company mergers and consolidations, and a shift in rail traffic from boxcars to containers. In 2002, the BNSF was operating eight hump yards in the United States, including the Northtown Yard in Minneapolis (Kalmbach Publishing Co. 2012).

In 1938, the Northtown Yard extended from University Avenue NE to north of 44th Avenue NE (historic aerials are not available for the section of the yard north of 44th Avenue NE). The yard had approximately a dozen tracks throughout the yard but the yard was slightly wider south of St. Anthony Parkway (Figure 58). Two rectangular-shaped buildings that appear to be maintenance

shops were located south of St. Anthony Parkway in the location of present day Storage Building No. 1. North of St. Anthony Parkway, in the current location of Office Buildings Nos. 1-4, was a roundhouse, a large rectangular gable-roofed maintenance building and several other, approximately six, smaller maintenance buildings, coal sheds, and water storage tanks. There do not appear to be any buildings north of the roundhouse and maintenance buildings (ASCS 1938).

According to 1960 historical aerial photographs, the size of the yard appears to be the same as in 1938 (Figure 59). The two rectangular buildings south of St. Anthony Parkway were demolished and a rectangular gabled-roof building, possibly a maintenance shop, located directly south of 43rd Avenue NE was built. A rectangular building that appears to be another maintenance shop was construction south of that building. The roundhouse and maintenance buildings north of St. Anthony Parkway appear to be minimally changed (ASCS 1960).

Substantial changes were made to the yard after 1960. According to a 1991 historical aerial photograph, the roundhouse, and maintenance structures located north of St. Anthony Parkway were removed between 1960 and 1991 (United States Geological Survey 1991). The number of railroad tracks between St. Anthony Parkway to 44th Avenue NE was significantly increased during this time period to include dozens of tracks. The new tracks were placed to the east of the existing rail lines. Numerous circa 1980 structures were also added to the yard. These structures include maintenance, storage, and office buildings. Since 1991 several maintenance and storage buildings have been added to the yard, as well as electrical equipment and drop sites. The overall boundary appears to be the same as it was in 1991 (ASCS 1960).

This railroad yard continues to be part of a massive industrial corridor extending from North Minneapolis and southeast to South St. Paul consisting of manufacturing, storage, and wholesale operations centered on a network of railroad lines, yards, and spurs (Schmidt et al. 2007:E17).

Significance: The Northtown Yard has significance as a component of the GN and NP, Minneapolis Junction to Sauk Rapids Double-track Railroad Corridor Overlay Historic District. The primary resources of this historic district are two railroad lines that were an influential early component of Minnesota's railroad network and evolved into a critical piece of the NP and GN systems between the Twin Cities and the west coast. The Northtown Yard was integral to the construction, maintenance, service, and repair of rolling stock along the double-track NP and GN line and is an important component of the linear railroad corridor.

The expansion of railroads in the 1870s furthered the development of Minnesota's agricultural industry and expanded markets to the Great Plains and the wheat rich Red River Valley of northwestern Minnesota, eastern North Dakota, and Canada. Towns were platted along the rail lines to serve as shipping and industrial processing centers for the agricultural products. The flour-milling district at St. Anthony Falls in Minneapolis was one of the most important industrial centers in the state of Minnesota at the end of the nineteenth century and provided a market for wheat growers in the Red River Valley. Widespread transportation became necessary to transport raw materials and agricultural products from the west coast and manufactured goods from the east coast to new markets during the late nineteenth and early twentieth centuries (Schmidt et al. 2007:E7). The transcontinental railroad lines completed by the NP, GN, and Union Pacific helped costal markets

and industries expand, and enabled the settlement of large portions of land in the central United States.

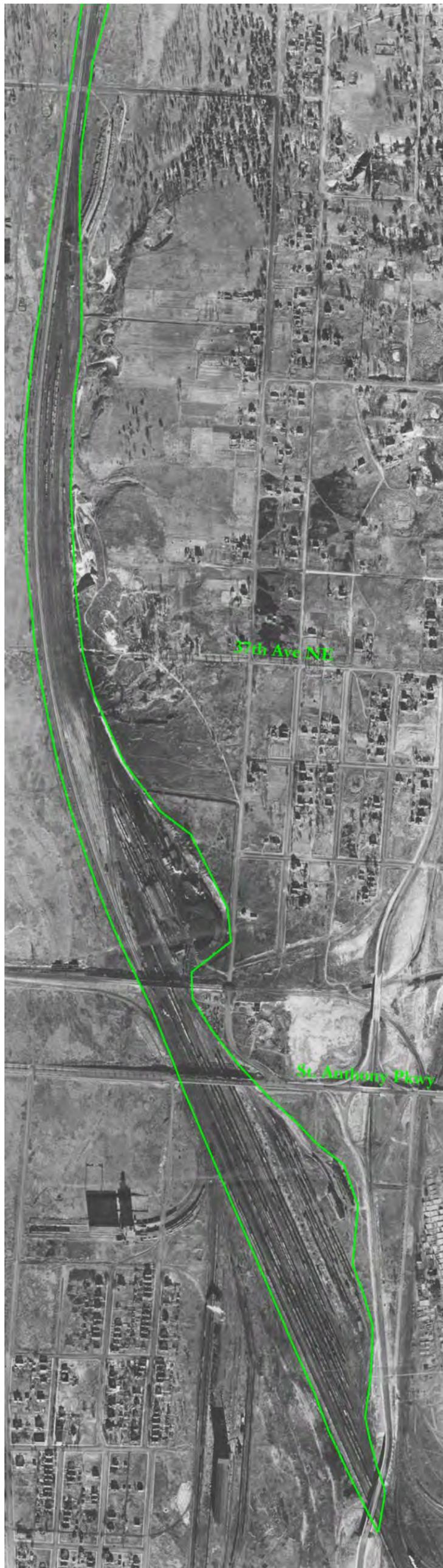


FIGURE 58. NORTHTOWN YARD IN 1938, GREEN LINE INDICATES THE APPROXIMATE PROPERTY BOUNDARY (ASCS 1938) (*HISTORICAL AERIAL PHOTOGRAPHS WERE NOT AVAILABLE FROM THE SECTION OF THE NORTHTOWN YARD NORTH OF 42ND AVENUE NE)



FIGURE 59. NORTHTOWN YARD IN 1960, GREEN LINE INDICATES THE APPROXIMATE PROPERTY BOUNDARY (ASCS 1960)

The StP&NP line from Sauk Rapids to Minneapolis became an integral part of the NP transcontinental mainline, which was influential in the development of the western United States. After GN and NP merged the mainline along with the NP transcontinental mainline gave the Twin Cities a direct outlet to the Pacific and became an important component of Minnesota's railroad network (Prosser 1966:27). Today, these lines are still heavily used and continue to provide a critical link in the transportation system of Minnesota and the western United States. These two lines have statewide significance in Minnesota under Criterion A, within the statewide contexts of *Railroads in Minnesota, 1862-1956* and *Railroads and Agricultural Development, 1870-1940*, for helping to create transportation systems and supply routes from the Twin Cities to the Red River Valley and on to the west coast. The lines are significant within the areas of agriculture, commerce, industry, and transportation. The period of significance for the railroad corridor historic district begins in the 1884 when the GN and NP partnered and jointly operated this double-track mainline and continues until the companies merged with others in 1970 to form the BN. The historic district boundaries include the historic ROW of these double-track railroad lines between Minneapolis Junction and Sauk Rapids, Minnesota. Railroad bridges, yards, and servicing facilities associated with the railroad corridor between Minneapolis and Sauk Rapids have significance for listing in the NRHP as contributing resources to the historic district.

According to the *Railroads in Minnesota, 1862-1956 MPDF*, a rail yard can be evaluated as a separate property type if it includes 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” (Schmidt et al. 2007:F:211). Therefore, the Northtown Railroad Yard Historic District was evaluated for individual significance under NRHP Criterion A, within the area of transportation. Railroad yard historic districts can have significance in the area of transportation for their important “functions related to the historical operation of Minnesota's railroad network, including the classification, disassembly and assembly of trains and the construction, repair, maintenance and refueling of rolling stock” (Schmidt et al. 2007:F:213) The Northtown Yard is important for its function related to the historical operation of classification and assembly of trains and the construction and maintenance of rolling stock of the historically significant StP&NP and NP railroad network (Schmidt et al. 2007:F:213). The Northtown Yard is also important as the largest train yard and maintenance facility in the Twin Cities and Minnesota. Additionally, the Northtown Yard is a rare representative example of a hump yard. This type of railroad yard is being lost as railroad companies are being consolidated. Hump yards were a unique type of railroad yard that used switchable series of inclined tracks to switch engines and cars to their proper locations.

Integrity: The Northtown Yard continues to be used as a hump yard for the BNSF Railway. As the tracks continue to be used on an active rail yard, they retain excellent integrity of association. While the area around the yard has continued to develop, the rail yard retains its historical setting, by being surrounded by a mixture of industrial and residential properties; therefore, the Northtown Yard retains good integrity of location, setting, and feeling. The historic railroad tracks retain good integrity of material, design, and workmanship as they retain in-kind materials and grade. Although the original wood ties and metal tracks have likely been replaced through time, they have been replaced as part of the ongoing use of the railroad lines. The removal of the historic buildings and roundhouse and the addition of many circa 1980, 2000, and 2010 buildings compromises the integrity of design and workmanship of the yard. The additional tracks added to the railroad yard

after 1960 also compromise the integrity of the design and workmanship as the additional tracks greatly expanded a portion of the yard.

Furthermore, the addition of modern buildings has resulted in the number of non-contributing elements to the yard exceeding the number of contributing elements which compromises the yard's overall integrity. Overall, the Northtown Yard does not retain sufficient integrity to convey its historical significance as a rail yard that was developed in the late nineteenth century to classify, disassemble, and assemble trains; and construct, repair, maintain, and refuel rolling stock.

Recommendation: The Northtown Yard is recommended as a non-contributing resource to the recommended eligible GN and NP, Minneapolis Junction to Sauk Rapids Double-track Railroad Corridor Historic District. The railroad corridor historic district is eligible for listing in the NRHP under Criterion A, within the statewide contexts *Railroad Development in Minnesota, 1862-1956* and *Railroads and Agricultural Development, 1870-1940* for the significant role the rail lines played in the development of the agricultural and railroad industries in Minnesota.

Individually, the Northtown Yard is important as a maintenance and classification facility along a historically significant railroad corridor. The yard is also the largest train yard and maintenance facility in the Twin Cities and Minnesota. Additionally, the Northtown Yard is important as a rare example of a hump yard, which is a unique type of railroad yard that was used in the early twentieth century but is now being lost due to railroad yard upgrades and consolidation. However, the integrity of the Northtown Yard has been lost due to the expansion of the tracks and addition of many modern buildings in the mid- and late-twentieth century. Therefore, the Northtown Yard is recommended as not individually eligible for listing in the NRHP due to a loss of historic integrity.

6.2.5 First National Bank of Braham, IA-BRA-083

Location: 128 Main Avenue South, Braham, Isanti County, Minnesota, T37 R23 Section 2

Description: This one-story, one-part, circa 1908 commercial building is sited along Braham's Main Street (Figure 60; Appendix B, Map 38). The building rests on a concrete foundation, is faced with brown stretcher-bond brick, and has a flat roof with a stepped metal parapet. The building features three concrete Corinthian columns which frame the storefront windows and main entrance on the east-facing façade. The storefront windows and main entrance are recessed behind the columns. The building features a prominent entablature that has corbelled decorative brick work with denticulated brick located at the cornice line. A metal sign is attached perpendicularly to the building above the main entrance. A vinyl awning is hung between the two Corinthian columns that frame the storefront window. The building shares parti-walls with the commercial buildings on its north and south elevations.

Fenestration on the façade includes a three-part vinyl storefront window and a modern, single-leaf glass and metal door. Fenestration on the west (rear) elevation consists of three window openings with brick segmental arches, two of which are boarded-up with plywood and the third contains a one-over-one, double-hung, vinyl window. A metal, single-leaf door with a plywood transom and a segmental brick arch are also located on the rear elevation.



FIGURE 60. FIRST NATIONAL BANK OF BRAHAM (IA-BRA-083), FACING WEST

History: This building is located on Lot 6 of Block 7 of the original townsite of Braham in Braham, Minnesota. Currently, the entire parcel includes Lot 6 and the North 14.5 feet of Lot 7 of Block 7. A portion of the building directly to the south is located on the North 14.5 feet of Lot 7 portion of the parcel. The community of Braham was platted in 1899 and incorporated as a village on March 5, 1901. The village is located along the Eastern / GN line, which was constructed through the area in 1898 (Upham 2001:256). The village was reportedly named by officers of the Great Northern Railway after Abraham Lincoln (Upham 2009; Londgren 1999). By 1902, the thriving community of around 400 people had a creamery, feed mill, five potato warehouses, a newspaper company, two banks, drug store, three general stores, harness shop, lumber yard, hotel, three restaurants, a school, and three churches (Wall & Haines 1902; Londgren 1999).

In 1899, a branch of the Isanti County Bank of Cambridge was established in Braham in a wood frame building on Main Avenue, named the Bank of Braham. The bank was nationalized in 1904 and became the First National Bank of Braham. At this time, the First National Bank of Braham was not the only financial institution in town, as the Braham State Bank was established in 1900 but failed in the 1920s (Londgren 1999:18, 32, 65; Lakesnwoods 2012). Another bank, the State Bank of Braham, was established in 1913 (Londgren 1999:297). On March 18, 1908, a fire broke out in the Braham Mercantile Store and burned down the entire Main Avenue block, from approximately Central Drive West to 2nd Street Southwest. The town rebuilt its commercial area using fire-proof brick. According to historical photographs, this building at 128 South Main Avenue was built shortly after the fire. A deed indicates that in 1908, A.G. Johnson and Carrie S. Johnson sold Lot 6 of Block 7 to the First National Bank of Braham (Isanti County Recorder's Office 1908a; Minnesota Historical Society 1910; Lakesnwoods 2012; Londgren 1999). In that same year A.G. Johnson, Carrie S. Johnson, Fred Soderberg, and Sallie V. Soderberg, who owned the adjacent Lot 5 to the north, signed a parti-wall contract with the First National Bank of Braham, after which time this building was likely constructed (Isanti County Recorder's Office 1908b). The neighboring building

was Fred Soderberg's drug store. Fred Soderberg was also the bank president for some time, but in 1919 sold it to Oscar A. Olson, Sr. and P. J. Engberg. During that time the bank property was owned by the First National Bank of Braham. At that time John Monson was the vice president (Londgren 1999:122-123).

Oscar A. Olson, Sr. was a prominent Braham citizen. Not only was he the long time president of the First National Bank of Braham, which financed many local businesses, Olson also helped establish the Braham Builder's Inc. in town when economic hardship hit Braham and was active in religious activities at Braham Evangelical Lutheran Church. The Oscar A. Olson House is listed in the NRHP (IA-BRC-006) (National Register of Historic Places 2012).

According to a book on local history, in 1945, a portion of the building to the south of the bank was purchased and established a special insurance department which was run by Oscar Olson's son George; however, no deeds confirm this sale (Londgren 1999). A warranty deed does confirm the sale of the north 14.5 feet of the building location on Lot 7 of Block 7 by Ida Victoria Monson, widow of former Bank Vice President John A. Monson, to the First National Bank of Braham in 1954 (Isanti County Recorder's Office 1954). That same year Mrs. Monson made a parti-wall agreement with the First National Bank of Braham (Isanti County Recorder's Office 1954). The purchase of this land along with the bank building makes up the current parcel according the Isanti County Assessor's Office (Isanti County Assessor's Office 2012).

On June 1, 1960, the First National Bank of Braham moved to a new building across the street. After moving to its new location at 121 Main Ave South, the First National Bank was then purchased by George A. H. Olson. In 1962, the bank was operated as the First State Bank of Braham (Londgren 1999:122-123). Although the bank moved in 1960, it retained ownership of this building at 128 Main Avenue South until July 13, 1967, when the ownership of the property transferred twice, first from the First National Bank of Braham to Benjamin C. Smith and Mildred L. Smith, and then from the Smith's to the Village of Braham (Isanti County Recorder's Office 1967a; Isanti County Recorder's Office 1967b). Mr. Smith owned a Tavern on Main Avenue (Londgren 1999:145). It is unclear what the building was used for during the time it was owned by the Village of Braham but by 1998 Jimmy's Pizza was located in the building (Londgren 1999:122, 190). The City of Braham sold the property to Glen T. Unger in 2000 (Isanti County Recorder's Office 2000a). That same day James F. Harper III and Krisanda R. Harper became joint tenants of the property (Isanti County Recorder's Office 2000b). In 2002, James and Krisanda Harper sold the property to Matthew McConnell and in 2007 Michael J. Prokott and Michelle R. Prokott became joint tenants (Isanti County Recorder's Office 2002). The property was sold to the Stearns Bank N.A. in July of 2011 and in August of 2011 the property was sold to current owner MCCPD, LLC (Isanti County Record's Office 2011a; Isanti County Record's Office 2011b; Isanti County Assessor's Office 2012). At this time the property is still being used as a pizza parlor, the Pizza Pub (Isanti County Recorder's Office 2011a).

The First National Bank of Braham is a good example of an early twentieth century commercial building with Neo-Classical elements. The Neo-Classical style came into prominence after the World's Columbian Exposition in Chicago in 1893. The most notable characteristics of the style are full height columns and a classical pediment. The arrangement of fenestration is usually formal and

symmetrical. The style was often used for courthouses, banks, churches, schools, and mansions (Pennsylvania Historical & Museum Commission 2012).

Significance: The First National Bank of Braham is important as one of the first businesses established in the village of Braham and as one of the first brick buildings built after the fire of 1908 that destroyed Braham's Main Avenue from Central Drive West to 2nd Street Southwest. However, the First National Bank of Braham did not play a vital role in the development of Braham, nor mark any significant event in the village's history, and it was not the only financial institution in town. Therefore, the property does not have significance under NRHP Criterion A.

The First National Bank of Braham is also important for its association with prominent Braham citizen and long-time president, Oscar A. Olson, Sr. Olson also established the Braham Builder's Inc. during an economic hardship and was an active member of the Braham Evangelical Lutheran Church; therefore, his local significance extends well beyond being a prominent local banker. Therefore, his personal residence (IA-BRC-006) which is listed in the NRHP under Criteria B and C in the areas of the architecture and commerce is better associated with Olson's historical importance.

The First National Bank of Braham is a good example of an early twentieth century commercial building with Neo-classical elements. While the building does exhibit characteristics of the Neo-classical style such as the Corinthian columns on the façade, the bank is not an outstanding or distinctive example of the Neo-classical style. Therefore, the building does not have significance under NRHP Criterion C. Finally, the property has not yielded, nor is it likely to yield, information important in prehistory or history.

Integrity: As the property remains located in the Braham commercial area the property retains good integrity of setting, feeling, and location. The change in use of the building from a bank to a pizza parlor slightly affects the integrity of association. The integrity of design, materials, and workmanship of the building is slightly compromised by the replacement storefront windows, a replacement main entrance door and boarding up of the transom, and installation of the metal awning on the facade. Overall, the building retains fair integrity.

Recommendation: Although the First National Bank of Braham is important as an early financial institution in Braham, the property was not prominent in the overall development of the town nor is it related to an event in its early history. Additionally, the significance of well-known Braham citizen Oscar A. Olson, Sr., the long time president of the First National Bank of Braham, is better associated with his house which is listed in the NRHP (IA-BRC-006). Furthermore, while the bank is a good example of an early twentieth century commercial building with Neo-Classical elements it is not an outstanding or distinct example of the style. Therefore, this property is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.6 Cambridge Potato Warehouses, IA-CBC-007

Location: 427 Railroad Street, Cambridge, Isanti County, Minnesota, T36 R23 Section 33

Description: This property consists of two potato warehouses located along the eastern side of the BNSF tracks in downtown Cambridge, Minnesota (Figures 61-62; Appendix B, Map 30). The one-story, circa 1920 seven-course American-bond brick warehouse on the north edge of the property rests on a stone and parged concrete foundation and has a low-pitched front gable roof that is covered with corrugated metal. The loading platform, a typical feature of a potato warehouse, appears to have been located on the west elevation sited along the train tracks. Small remnants of the concrete platform remain. Fenestration on the south elevation consists of one rectangular window that has been covered by plywood and two segmental arch openings at the basement level. Fenestration on the west elevation consists of five rectangular openings covered by plywood. One of these openings features a segmental arch. No fenestration is present on the north elevation of the building.



FIGURE 61. CAMBRIDGE POTATO WAREHOUSES (IA-CBC-007), CIRCA 1920 BRICK WAREHOUSE, FACING NORTHWEST

A one-story, masonite clad shed roof addition that appears to have been office space is located on the east elevation of the brick building. Fenestration on the south elevation of the addition consists of one single-leaf nine-light door and one sliding wood window. Fenestration on the east elevation of the addition consists of two sliding wood windows and one wood sliding door. Fenestration on the north elevation of the addition consists of one sliding wood window and one fixed wood window.

The one-and-a-half-story, circa 1955 wood-frame structure on the south end of the property is faced in vertical wood siding and has a side gable roof that is covered with asphalt shingles. A vertical metal conveyor is located on the west and south elevations and two metal chutes are located on the east elevation.

Fenestration on the south elevation consists of one double-leaf wood door. Fenestration on the east elevation consists of four single-leaf wood doors and one window opening. Fenestration on the first story of the north elevation consists of one single-leaf wood door and one double-leaf wood door. Fenestration on the half-story of the north elevation consists of one small single-leaf wood door. Fenestration on the west elevation consists of one single-leaf wood door.



FIGURE 62. CAMBRIDGE POTATO WAREHOUSES (IA-CBC-007), CIRCA 1955 WOOD-FRAME WAREHOUSE, FACING NORTHWEST

History: The settlement of Cambridge, at its present location, was established in 1859 when Jedediah Kimball constructed a boardinghouse. In 1869, Cambridge was selected as the seat of Isanti County and the village was incorporated on February 26, 1876. The community greatly expanded after the Eastern constructed a railroad through town in 1899 (Upham 2006). By the early twentieth century Cambridge had a population around 1,000 and supported such industries as a starch factory, four potato warehouses, a flour mill, a wood-carving and spinning mill, a creamery, a wood turning and machine shop, and a tannery. The community also had many commercial buildings, churches, and schools (Wall & Haines 1902).

During the 1860-1870s, wheat was the dominant cash crop produced in Minnesota. As the need for diversification become more pronounced in the late nineteenth and early twentieth century's, the production of potatoes shifted from a subsistence crop to one of several specialty cash crops produced in Minnesota. Originally potatoes were brought into the state from the eastern seaboard

by missionaries and soldiers who planted them in small garden plots outside the stockade walls (Fouse and Corfield 1937:1). The amount of potatoes grown in Minnesota continued to increase into the twentieth century. Potatoes were grown in three primary regions; the Twin Cities region which includes Anoka, Isanti, and Chisago counties; the Red River Valley; and north central Minnesota located between the Twin Cities and Red River valley regions. Potato production became a booming industry in Isanti County. Today, potatoes are grown in northern, central, and southeastern counties of Minnesota (Granger and Kelly 2005:9.1, 9.12-13).

As diversification changed the crops produced in Minnesota, farmers needed a more diverse set of tools and buildings to produce and store their crops. To prevent rotting and to prolong the selling season, potatoes had to be stored at specific conditions. Built predominantly after 1900, potato warehouses were designed for the purpose of preserving the potatoes. Early storage facilities were no more than pits in the ground covered by a layer of coarse hay, a layer of coarse dirt, and another layer of coarse hay. Potatoes were mounded within these pits and with proper ventilation they would be well protected from the elements, however they did not allow for ease of unloading or distribution (Clement 1919:121). Potato storage also took place within the main farmhouse in the form of potato cellars located under the house; however this method was not ideal for maintaining a constant temperature and proper ventilation (Kohler 1913:17). Other early warehouses were built into the ground like a root cellar but by 1920 warehouses were a partially above-ground structure which allowed easier access to potatoes through ground level deposits of the potatoes by wagons into the basement level bins by trap doors in the work floor (Dolve 1921:3).

Potato warehouses were constructed by many different parties. Sometimes farmers would construct their own warehouse, sometimes they were built and owned by a municipality, and sometimes a third party would construct and run the warehouse and local farmers would rent out storage space before the crop could be distributed. Ventilation and temperature control were vital in potato warehouses. Foundation walls ranged from hollow tile, stone, or concrete construction while the upper level was commonly wood frame (Dolve 1912:6). Many warehouses featured slanted ceilings which aided in air circulation as well as large doors. Floors, walls, and bins were also slated for ventilation purposes (Granger and Kelly 2005:6.359-6.360).

In a bulletin published by the North Dakota Agricultural College, the importance of potato warehouses was underscored as they stated, “the potato crop is so susceptible to injury from heat and cold and requires so much care in ventilating and its marketing is so vital to success with the crop that the warehouse enters into potato growing as a strong economic feature...A potato storage house required so many features of strength...that much thought should be given to the planning and construction of it” (Dolve 1912:3). Standard potato warehouse plans included the basement typology which includes a below level storage area and a half to full story above the ground level, and larger warehouses with storage in the basement and the first story superstructure.

By 1920, the common practice was for partially above-ground structures which had a main floor that wagons could drive through and deposit the potatoes through the floor into basement-level storage bins. Ventilation and maintaining a constant temperature were important features of potato warehouses (Granger and Kelly 2005:6.359-6.360).

The circa 1920 brick potato warehouse on the north end of the property appears to have storage within the basement and the superstructure. The circa 1955 wood-frame potato warehouse on the south end of the property does not appear to have basement windows, so it is unknown if there is a basement storage space or if it is all located within the superstructure. This form of potato warehouse was commonplace after 1920, becoming more prevalent than the basement type plan which only had basement storage space.

Published specifications of these types of warehouses emphasize the importance of proper ventilation, a stairway linking the basement to the first floor, a potato sack elevator, and a railway loading platform. Larger warehouse plans include accommodations for a caretaker and potato laborers (Dolve 1912:12). The potato warehouses lie directly adjacent to the BNSF railroad. The proximity of the warehouses to the railroad linked potato farmers to their local and national markets. Based on the potato warehouses forms and materials, they appear to date to the early to mid-twentieth century, circa 1920 and 1955. The brick warehouse is clearly visible on 1953 historical aerial photographs; however the wood-frame structure was not yet built. During this time period the property was owned by Erik P. Rask in 1920, Augusta Nelson in 1924, and Andrew J. and Erick O. Olson in 1934 (Isanti County Recorder's Office 1924; Isanti County Recorder's Office 1934). The property was sold by the BN to East Central Soils Incorporated in 1993 and continues to be owned by this corporation (Isanti County Recorder's Office 1993). The current use of the buildings is unknown.

Significance: The Cambridge Potato Warehouses were evaluated under Criterion A, within the areas of agriculture and commerce within the statewide context of *Railroads and Agricultural Development, 1870-1940*. In the early twentieth century, farming was one of the primary industries in this area, and potatoes were the primary agricultural crop. This property is important as the last surviving example of the potato industry in Cambridge, Minnesota and is representative of the importance of potato farming in this region.

The brick circa 1920 building once played an integral role within the potato industry and was tied to the expansive railway system that redefined how goods were transported throughout the region and the nation. Local farmers were able to individually contribute to the growth of a national market and in some cases come together to form cooperative warehouses to manage their collective costs. Excess potatoes were processed into starch at the local starch factory that was extremely successful in the county (Ostergren 1988:250). In addition, this property contributed to larger historical patterns within the growing industrialization of farming and transportation throughout the state and is a representation of the now non-extant local potato industry. However, the building no longer retains sufficient integrity to convey its historical significance.

The wood frame circa 1955 potato warehouse was built decades after potato production began to decline in Isanti County, and therefore this building does not have significance within the statewide context of *Railroads and Agricultural Development, 1870-1940*.

Integrity: The integrity of design, materials, and workmanship on the circa 1920 brick warehouse has been compromised by the boarding up of the windows and doors on the main block, the replacement roof material, the loss of the concrete railroad loading platform on the west elevation, and the shed roof addition. The loading platform was likely removed around 1940, after which time

trucking became more commonplace for the transportation of potato crops, thus removing the link to the railroad.

The circa 1955 wood-frame potato warehouse retains good integrity of design, workmanship, and materials. The warehouses remain in their original location surrounded by early twentieth century residences and industries, and remain adjacent to the BNSF railroad that served as a vital link between the crop and its wide market, thus the property retains good integrity of setting, feeling, location, and association. Overall, the property retains fair integrity.

Recommendation: Although the Cambridge Potato Warehouses are a good example of a now non-extant industry that flourished in Isanti County in the late nineteenth and early twentieth century, the brick warehouse retains poor integrity and the construction of the wood-frame warehouse post-dates the active period of the potato industry in Isanti County. Therefore, this property is recommended as not eligible for listing in the NRHP.

6.2.7 Fire Lookout Tower & Commercial Building, IA-CBC-097

Location: 915 Main Street, Cambridge, Isanti County, Minnesota, T36 R23 Section 32

Description: This triangular-shaped parcel of land located at 915 Main Street South in Cambridge consists of a circa 1935 fire lookout tower, a circa 1950 commercial building, and a circa 1980 shed (Figures 63-64; Appendix B, Map 29). The octagonal-shaped, ladder-type metal fire lookout tower is located on the south end of the parcel. The tower was manufactured by the Pittsburgh-Des Moines Company and features a seven foot crow's nest. The metal tower rises above the surrounding coniferous trees and rests atop four angled tube steel columns, or bents. The bents are reinforced with horizontal and diagonal bracing. A steel ladder is located on the eastern bent. The open-air structure is covered by a metal octagonal roof and has a metal wind gauge. Fenestration on the octagonal tower consists of eight window openings. Several of these openings have two-part wood window frames intact. No panes are present.

The one-and-a-half story commercial building is located on the north end of the parcel. The structure is faced in vinyl siding and has a cross gable roof that is covered with asphalt shingles. A brick chimney is located at the ridgeline. Fenestration consists of single-leaf doors; one- and six-over-one, double-hung, vinyl windows; vinyl casement windows; and multi-light metal windows.

The circa 1980 one-story concrete block shed is located adjacent to the fire lookout tower and is covered by a front gable roof with asphalt shingles. Fenestration was not visible from the public ROW.



FIGURE 63. FIRE LOOKOUT TOWER (IA-CBC-097), FACING EAST



FIGURE 64. COMMERCIAL BUILDING (IA-CBC-097), FACING NORTHEAST

History: After the Great Fire of 1910, also known as the Big Blowup, burned three million acres in Washington, Idaho, and Montana, the United States Forest Service (USFS) made the prevention and suppression of forest fires one of its top priorities. The small and relatively new federal agency required funding assistance from states and townships for fire suppression services. In the early twentieth century, the USFS began to construct fire lookout towers across the country. The earliest towers were constructed in tall trees or built on high peaks. During the Great Depression, the USFS took advantage of the Civilian Conservation Corps (CCC) workforce and used them to build fire lookout towers and access roads across the country. The majority of fire lookout towers in the United States were constructed between 1930 and 1950. The common type of fire lookout towers in Minnesota had an eight-sided or cupola style form, which were strong and wind resistant. During the Great Depression some fire lookout towers were taken down and erected in a new location just to keep men busy (Spear 2012). Starting in the 1960s fire lookout towers became less prevalent due to new technology, aircraft spotting, and improvements in radio (Sommer 2008).

The history of fire lookout towers in Minnesota begins with the creation of the Minnesota Forest Service in 1911, whose primary job was the prevention and fighting of wildfires. Fire lookout towers became one of the tools the Minnesota Forest Service used to complete that mission. In 1925, the Minnesota Conservation Department was established. The Department of Conservation was created in 1931. The Department of Conservation brought together four separate state entities: forestry, game and fish, drainage and water, and lands and timber, and added a division of state parks and a tourist bureau as well. That same year the Minnesota Forest Service became the Division of Forestry. In 1971, the Minnesota Conservation Department became the Minnesota Department of Natural Resources (DNR), (Minnesota Department of Natural Resources 2005:15-16, 39-41). The majority of the fire lookout towers constructed in Minnesota are located in state forests or parks. One hundred and forty nine towers were built in Minnesota alone by the CCC between 1933 and 1942 (Sommer 2008).

Based on its form and the Fire Tower Association list, the Fire Lookout Tower in Cambridge was constructed circa 1935. According to the Cambridge Area DNR the fire lookout tower was originally located in Moose Lake, Minnesota. The fire lookout tower was then moved to Woodland Wildlife Management Area which is located in Wright County near Montrose, Minnesota. The Minnesota Forestry Service acquired the one acre of land at 915 Main Street in Cambridge in 1947 from Axel Hasselius. Footings for the tower were poured in 1954 and the fire lookout tower was moved onto this site in 1955. The Fire Lookout Tower was used for fire prevention until approximately 1985 in conjunction with the Carlos Avery Tower in the Forrest Lake Wildlife Management Area and the Sand Dune Fire Tower in the Sand Dune State Forrest to triangulate forest fire locations. The Cambridge DNR office was also located on this site until 1992 when the land was sold and the DNR office moved to a new location. The land and tower have remained in private ownership since 1992 (Beth Jones, Forestry Office Manager Cambridge DNR, personal communication 2012).

The Fire Lookout Tower in Cambridge is not included in the Minnesota Forest Fire Lookout Association's index of Minnesota towers (Minnesota Chapter of the Forest Fire Lookout Association 2012). The list does indicate that there is an extant tower in Moose Lake that was installed in 1939, which would indicate that the Cambridge tower was moved before that time. An

extant tower is also located within the Woodland Wildlife Management Area that was installed in 1955, which is consistent with the relocation of this tower to Cambridge in 1955.

Significance: The Fire Lookout Tower in Cambridge is important as a surviving example of an octagonal fire lookout tower that was constructed in Minnesota in the early twentieth century, possibly by the CCC. Due to the relocation of the Fire Lookout Tower the property must meet NRHP Criteria Consideration B in order to be eligible for listing in the NRHP. NRHP Criteria Consideration B states that a moved property significant under Criteria A or B must be demonstrated to be the surviving property most importantly associated with a particular historic event or an important aspect of a historic person's life, more specifically the property must be the single surviving property that is most closely associated with the event or with the part of the person's life for which he or she is significant (United States Department of the Interior 1995:30). Minnesota has approximately 69 fire towers that are still extant. The Fire Lookout Tower in Cambridge is not the single surviving property associated with fire prevention in the State of Minnesota. Therefore, the Fire Lookout Tower does not retain sufficient integrity to convey its historical significance.

The commercial building and shed on this property do not readily appear to have contributed to significant broad patterns of history; are not readily known to be associated with persons important in the past; are not architecturally distinguished; and have not yielded, nor is it likely to yield, information important in prehistory or history.

Integrity: The Fire Lookout Tower retains good integrity of design, materials, and workmanship. The setting, location, and feeling of the fire tower have been compromised by the multiple moves of the structure. The association of the fire tower has been compromised as the structure is no longer used for fire detection purposes. Overall, the property retains poor integrity.

The integrity of the commercial building has been compromised by its replacement siding, windows, and doors. The shed appears to retain good integrity.

Recommendation: The Fire Lookout Tower in Cambridge is recommended as not eligible for listing in the NRHP due to a loss of integrity.

6.2.8 House & Outbuildings, IA-CBC-072

Location: 634 Ashland Street South, Cambridge, Isanti County, Minnesota, T36 R23 Section 32

Description: This one-and-a-half-story 1904 Queen Anne style house rests on a concrete block foundation, is faced in vinyl siding, and has a cross gable roof that is covered with asphalt shingles (Figure 65; Appendix B, Map 30). The gable ends feature round-arches that are faced in fishscale and diamond-shaped wood shingles. The west-facing façade has a square tower with a conical roof on the southwest corner and a shed roof dormer window on the north slope of the roofline. A wrap-around porch with turned wood columns is located on the façade and south elevation. Three concrete steps with a brick knee-wall lead to the porch on the façade; there is no railing on these stairs. On the south elevation, five concrete steps lead to the porch on the east side of the elevation; a modern metal railing is found on these steps.



FIGURE 65. HOUSE & GARAGE (IA-CBC-072), FACING EAST

Fenestration on the west-facing façade consists of one-over-one, double-hung, vinyl and wood windows; a picture window; leaded glass transoms; and single-leaf wood door on the first story, and one-over-one, double-hung, wood windows on the second story. The south elevation has one-over-one, double-hung, vinyl windows; a bay window; a large picture window; and a single leaf door on the first story. The second story has a vinyl picture window with sliding panes. The north elevation features one-over-one, double-hung, vinyl windows on the first and second stories. The east elevation is not visible from the public ROW and therefore the fenestration for this elevation is unknown.

A garage and outbuilding are located in the rear yard. The circa 1980 one-story garage is located to the east (rear) of the house. The garage is faced in vinyl siding and is covered by a front gable roof. A single-leaf door is found on the west elevation. The north façade features two, single-car metal overhead garage doors. The circa 1904 one-and-a-half-story outbuilding is faced in clapboard siding, is covered by a front gable roof, and has a lean-to extension on the south elevation. A hay mow is found in the half-story and two, two-car overhead garage doors are located on the façade.

History: This house is located on Lot 23, in Auditor's Subdivision No. 9 in the original townsite of Cambridge, Minnesota. According to the Isanti County Assessor's Office this house was built in 1904. Historic deeds indicate that in 1904 Hans E. Backlin and Christine Backlin sold the property to Martha Thornquist (Isanti County Recorder's Office 1904a). One month later, Martha Thornquist sold the property to J. and W. E. Shull (Isanti County Recorder's Office 1904b). The Shull's owned the property until 1910. In 1910, the Shull's sold the property back to Martha Thornquist (Isanti County Recorder's Office 1910). Martha Thornquist owned the property until 1946, when it was

sold to sisters E. Edith and Pearl M. Thornquist (Isanti County Recorder's Office 1946a). When Edith Thornquist died in 1980, sole ownership of the property passed to Pearl M. Thornquist (Isanti County Recorder's Office 1981). In 1983, Pearl M. Thornquist sold the property to Lloyd Russell and Shirley S. Russell (Isanti County Recorder's Office 1983). In 1997, the property was sold to Scott. M. Karo and in 2005, it was sold to current owners Tammy White and Anthony White (Isanti County Recorder's Office 1997; Isanti County Recorder's Office 2005a).

This house was designed in the Queen Anne style. The style was popular in the United States from 1880 to 1910. The style typically features steeply pitched roofs of irregular shape, usually with a dominant front-facing gable, and an asymmetrical façade with partial or full-width porch, which is usually one story high and extended along one or both side walls (McAlester 2006:263). Queen Anne detailing is evident on this house by the asymmetrical façade, the wrap-around porch, the steeply-pitched, cross-gabled roof and the tower. The house has been clad in modern vinyl siding; however, some of the Queen Anne detailing is still seen in the fishscale and diamond-shaped shingles on the gable ends. The house also has some vinyl replacement windows, most noticeably the picture windows on the south and west elevations. Other windows around the house appear to be the original wood windows covered by storm windows.

There are two additional buildings associated with this property; a garage and an outbuilding. Original building permits for this property and its outbuildings were not found; therefore, based on its form and materials, the garage is believed to be constructed in the 1980s. The outbuilding, based on its form and wood siding, is believed to be original to the house and has a construction date of circa 1904.

Significance: While this house is a good example of the Queen Anne style in Cambridge, the house is not a distinctive or outstanding example of the style. It is unknown if this house was designed by a known architect; however, it does not appear to represent the work of a master. As such, this house does not appear to have significance under NRHP Criterion C. Further, this house does not readily appear to have contributed to significant broad patterns of history and does not appear to have significance under NRHP Criterion A. The known occupants of the house are not readily known to be persons important in the local history and development of Cambridge, or the settlement and development of Minnesota, and, therefore, the house does not appear to have significance under NRHP Criterion B. Finally, the house has not yielded, nor is it likely to yield, information important in prehistory or history and does not appear to have significance under NRHP Criterion D.

Integrity: The house is covered in vinyl siding; although the siding allows the form of the house to be present, it has either covered or caused the removal of the original Queen Anne siding and detailing of the house that would potentially make the house a more distinctive example of the style. Additionally, the house has some replacement windows. The house itself does not appear to have been altered from its original form. The garage appears to be a more modern garage, while the form and cladding of the outbuilding indicated that it appears to be original to the property. As such, the house has poor integrity of materials, and fair integrity of design and workmanship. Additionally, the house has good integrity of location and setting, as well as good integrity of feeling and association. Overall, the property has fair integrity.

Recommendation: This property is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.9 Grandy School, IA-CBT-001

Location: N/A Minnesota Highway 65, Cambridge, Isanti County, Minnesota, T36 R23 Section 3

Description: This property, which is located on the west side of Minnesota Highway 65 in Cambridge Township, consists of the Grandy School, a Contemporary style house, and a modern pole building (Figures 66-68; Appendix B, Map 34). The school is centrally located on the property, with the house sited to the south of the school building and the pole building sited on the north edge of the property. The one-and-a-half-story school rests on a rock-faced concrete block foundation, is faced in clapboard siding, and has a side gable roof that is covered with asphalt shingles. The school has two interior brick chimneys with corbelled caps that are located on the north and south ends of the east roof slope. A one-story hipped roof entry bay is centrally-located on the façade and a bell-tower is located atop this entry bay. The pyramidal roof of the tower is supported by four spindle work posts. An approximately one-and-a-half foot cast metal bell is visible within the tower. The bell features a metal yoke and a metal wheel on the south side. A sign that reads “Gift Antiques” is located on the half story on the south elevation.

Fenestration on the first story of the school’s façade consists of a centrally-located double-leaf wood door with a three-part fanlight that is flanked on either side by a two-over-two, double-hung, wood window with vertical muntins. Fenestration on the façade of the bell tower consists of an oxeve window set in an octagonal wood frame. Fenestration on the first story of the south elevation consists of a one-over-one, double-hung, wood window on the entry bay and two stacked ribbons of tripled one-over-one, double-hung, wood windows on the main block. The west elevation was not visible from the public ROW. Fenestration on the first story of the north elevation consists of a pair of four-over-four, double-hung, wood windows. Fenestration on the half-story of the north elevation consists of a one-over-one, double-hung, wood window that has had the panes painted over, and a small louvered wood vent.

The one-story, circa 1970 Contemporary style house is located south of the school. The house is faced in cedar siding and has an angular shed roof with a flat roof bay on the north that is covered with asphalt shingles. Fenestration on the façade consists of a single-leaf metal door, 15-light sliding glass doors, one rectangular vinyl casement window, and one octagonal vinyl fixed window. Fenestration on the secondary elevations was not visible from the public ROW.

The circa 2000 pole building is located north of the school. The building is faced in corrugated metal siding and has a front gable metal roof. Fenestration on the facade consists of a wood overhead door and a single-leaf metal door. Fenestration on the north elevation consists of a sliding vinyl window. Fenestration on the west elevation was not visible from the public ROW. Fenestration on the south elevation consists of a sliding vinyl window.



FIGURE 66. GRANDY SCHOOL (IA-CBT-001), FACING NORTHWEST



FIGURE 67. GRANDY SCHOOL (IA-CBT-001), FACING SOUTHWEST



FIGURE 68. GRANDY SCHOOL (IA-CBT-001), FACING SOUTHWEST (LARSON 2002)

History: The Isanti County School District No. 58 School, also known as the Grandy School, was the only educational building ever established in the small village of Grandy. Originally called Manila, Grandy was established in 1899 in Isanti County after the Eastern constructed a railroad line through the area. The village was one of many small “crossroad communities” that developed in Isanti County around junctions of roads or trails that linked the county together. These small communities offered basic amenities to citizens including a post office, general store, and a blacksmith. The village of Grandy was incorporated on February 13, 1903. The small unincorporated town is now a part of Cambridge Township. Despite the further development of roads, larger towns, and the increased use of the automobile in the late twentieth century, Isanti County has maintained its essentially rural identity to today (Bergstom & McGriff 1985:77-80, 92-93; Upham 2009).

In the late nineteenth and early twentieth centuries, there were 69 rural school districts in Isanti County. The development of the school districts mirrored the development of the county (McGriff 2007:53). The small rural school districts educated students within a three to four mile radius. Most of these rural schools taught students in grades 1-8. If students wanted to complete high school they had to transfer to a town school in Cambridge or Braham. The first school buildings were generally one or two room simple structures often built of logs and related to what the town could afford at the time. Some districts had to use family homes for the first terms. Families were also required to provide a seat and desk for their children (Bergstom & McGriff 1985:188-189). Many nineteenth century rural schools resembled rural churches. That form was appropriate for these early schools as only one teacher was present and had to teach and supervise all students in one space. The side-gabled Grandy School is an exception because most rural schools from late nineteenth and early twentieth centuries had front gable roofs. Like front-gabled rural schools, the Grandy School had windows on the side elevations for natural light and was built with local materials. Several of the Isanti County schools were one-room schoolhouses that resembled rural churches, including School District #3, the Edgewood school constructed circa 1870, School District #1 the Spencer Brook

schoolhouse constructed circa 1877, School District #57 the Rust School constructed circa 1900 (Bergstrom & McGriff 1985: 189,191; Larson 2002; Van Erem 2011). The Grandy School was built prior to 1910 when the Minnesota Department of Public Instruction developed and published the “Minnesota School Standard Plan,” a standardized form for rural schools that included a bank of windows to improve lighting, indoor bathrooms, and a basement with a furnace (Perkl et al. 2000).

In the early twentieth century, school terms were short because school buildings lacked heat in the winter and rural schools had to accommodate for students around harvest times. It was not until 1933 that eight month school term lengths became mandatory in Minnesota. There was one teacher, who generally only had a high school education, per room in rural schoolhouses and each school had a three member board to handle school finances. Most rural schools also had a Parent-Teacher Association (P.T.A) to help with fundraising and purchase of equipment. A superintendent oversaw all the rural schools in Isanti county, administered standardized tests to 8th graders, and kept overall school records. Schools also had a connection to local 4-H clubs and to the University of Minnesota Agricultural Extension (Bergstrom & McGriff 1985:189-193; McGriff 2007:53-55).

In the mid-twentieth century, rural school districts in Minnesota began to consolidate. Roads and means of transportation were improving so a nearby school was not critical for students. A scarcity of teachers became more prevalent as those that were adequately trained chose to teach in larger schools in Cambridge, Braham, and Isanti. Complying with State standards, specifically regarding health issues, also became increasingly difficult for rural schools (McGriff 2007:55-56). A former Isanti county superintendent, a Mrs. Hixson, was an advocate for school consolidation as early as 1915, when there was talk of building four room school houses that would educate through high school. Consolidated schools were also argued as a way to maintain the family farm by giving rural students the same opportunities as children in town while keeping them on the farm. The four room school building idea, however, never became wide spread (Bergstrom & McGriff 1985: 204-206). When rural schools in Isanti County lost population, the school was closed and students were sent to school in one of the larger towns. School consolidation became more widespread when the Minnesota State Legislature passed a bill in 1947 urging the reorganization of rural schools. It was believed that urban schools could offer a more diversified education (Bergstrom & McGriff 1985:207). The State of Minnesota mandated school consolidation in 1971, but by that time only four rural schools were still open in Isanti County (McGriff 2007:58).

The Isanti County School District No. 58, the Grandy School, was established on May 2, 1904 (MHS 2009). In 1907, the school district outright purchased the land on which the school building is located from Ida Emelia Stone, and Anna U. and Erik Sterrberg (Isanti County Recorder 1907). The Grandy School building was originally constructed as a church. The Isanti County Collage states that the school was moved from the Beckman farm, which was located a few miles to the southwest. The building was originally used as an outlying chapel for the Stanchfield Baptist Church (McGriff 1995:141). The previous Minnesota Historic Sites Survey Form for the Grandy Public School (IA-CBT-001) states that an old church about a mile outside the village was moved to the present school location and references the Cambridge Lutheran Church, in the bibliography however, a different source regarding that congregation indicates that the original Cambridge Lutheran Church was used as a barn once a new and larger church was completed in 1884 (Bergin 1986; Barker 1970).

For the first two years, the Grandy School was operated as a one-room school, after that time the interior was remodeled for use as a two-room school (Barker 1970). The Isanti County School District No. 58 became the Common School District No. 685 on September 6, 1957. On August 27, 1969 the district was consolidated into Independent School District No. 911, in Cambridge-Isanti, and Independent School District No. 314 in Braham and the Grandy School was closed (MHS 2009; Barker 1970). Cambridge-Isanti District No. 911 is one of only two districts now in Isanti County.

Since its closing in 1969, the school has been in private ownership. The Grandy School building was used as a store called the Grandy Trading Post beginning in 1971, when the land was purchased by Earl and Marjorie Kitchen (McGriff 1995:141, Isanti County Recorder 1971). For a time the building housed Mom's Food Co-op before the business moved to Cambridge. Beginning in 1985, the school house was occupied by the Grandy Crafts and Treasures cooperative. The Carousel Nursery School was also located within the building for a short time (McGriff 1995: 141). The land was purchased by current owners Rodney Knowles and Tamara J. Knowles from the Earl F. and Marjorie J. Kitchen in 2005 (Isanti County Recorder's Office 2005b). The building is currently operated as an antiques store.

Significance: The Grandy School was evaluated under NRHP Criterion A in the areas of education and social history within the *Minnesota Rural Public Education, 1849-1971* historical context that was developed for this project. The Grandy School is important as the only educational institution ever constructed in Grandy, Minnesota. Additionally, the schoolhouse is important as an example of a rural two-room schoolhouse that has the form of a rural church and retains good integrity of materials and design. Small rural schoolhouses were prominent in the early development of the education system in Isanti County and the State of Minnesota. Many of the late nineteenth and early twentieth century rural schoolhouses across Minnesota resembled rural churches. The Grandy School, therefore, is not distinguishable from other schoolhouses across the state in terms of its use or development in rural towns. Additionally, the Grandy School, although unusual in its side-gabled form, has many characteristics similar to front-gabled schoolhouses such as windows on the secondary elevations and a steeple. The school did not differ from other early schoolhouses in having one classroom space for each teacher as a result of its side-gabled form. In addition, the school was built prior to the establishment of the "Minnesota School Standard Plan." Therefore, the Grandy School does not have significance under NRHP Criterion A.

Integrity: The school retains good integrity of materials, design, location, and workmanship as there have only been slight changes to the building over time including the painting over of a window on the half-story of the north elevation and rearrangement and loss of one window on the first story of the north elevation. According to historical photographs, the school originally had three equally spaced windows on the main story of the north elevation (Larson 2002). The integrity of setting, feeling, and association for the property has been slightly compromised by the addition of a late twentieth century house and pole building to the property. Overall, the property retains fair integrity.

Recommendation: The Grandy School is important as an example of an early twentieth century rural schoolhouse that was modeled after rural churches. The school is also important as the only school ever constructed in Grandy, Minnesota and as an important component in the history of education in Isanti County. However, the school is not distinguished from other rural, schoolhouses throughout the state that also took the form of rural churches, nor does the side-gabled form of the

school result in a different use of the school than more prominent front-gabled schoolhouses. Therefore, the Grandy School is recommended not eligible for listing in the NRHP due to a lack of historical significance.

6.2.10 Carlson Brothers Store / Commercial Building, IA-IAC-062

Location: 12 West Main Street, Isanti, Isanti County, Minnesota, T35 R23 Section 30

Description: This two-story commercial building has a brick foundation, is faced in clapboard siding, and has a front gable roof that is covered with asphalt shingles (Figure 69; Appendix B, Map 26). The building features an interior brick chimney on the ridgeline, as well as a brick chimney on the north roof slope near the rear of the building. The southwest-facing façade has a two-story false-front that features a recessed storefront on the first story. The façade is clad in steel siding. A one-story addition is located on the northeast (rear) elevation. The addition is clad in clapboard siding and had a front gable roof that is covered with asphalt shingles.



FIGURE 69. CARLSON BROTHERS STORE (IA-IAC-062). FACING NORTHWEST

Fenestration on the southwest-facing façade consists of display windows and a single-leaf wood replacement door with single-light on the first story, and two one-over-one, double-hung, wood windows with metal storm windows on the second story. The northeast elevation of the main block features a single-leaf replacement door on the northeast end of the first story that is covered by a projecting front-gabled roof. The second story of the northeast elevation features seven, one-over-one, double-hung, wood windows with metal storm windows. The northwest elevation of the main block has no fenestration on the first story and two, one-over-one, double-hung, wood windows with metal storm windows on the second story. The northeast elevation is not visible from the public ROW.

Fenestration was only visible on the northeast elevation of the one-story addition, which has a modern single-leaf door and a large picture window.

History: This commercial building is located in the City of Isanti. Isanti Township and the village of Isanti were named, like the county, for the Dakota who inhabited this region when the first white explorers and traders came (Upham 2009). The village of Old Isanti was originally established three miles north of its current location in 1860 by predominantly Swedish settlers (Wickstrom & Schoenecker 1999:1). The original townsite of Isanti was established in Sections 29 and 32 of Isanti County, with a post office beginning in the home of Peter Norelius in 1865. A store and a hotel were built in 1866 by George Nesbitt. Gristmills, a church, and a school were also located in Isanti by the mid-nineteenth century. In 1899, the village was moved in to its present site to be along the Eastern / GN / BN / BNSF line. The new location of Isanti was incorporated as a village on February 27, 1901 (Upham 2009).

Isanti County was established in 1857 and was made up of many small “crossroad communities” around junctions of roads or trails that linked the county together. These communities offered basic amenities to citizens including a post office, general store, and a blacksmith. The linkage of small towns instead of the buildup of a metropolitan center indicated that Isanti County was rural in nature. Despite the further development of roads, larger towns, and the increased use of the automobile in the later twentieth century, Isanti County has maintained its essentially rural identity to today (Bergstrom & McGriff 1985:77-80, 92-93).

This property is located on Lots 17 and 18 of Block 6 of the original townsite of Isanti, Isanti County, Minnesota. The building was erected in 1899, with N. Robertson of Sandstone as builder and Gust Sutherland of North Branch as painter. The building was originally constructed on Lot 17 of Block 6 and in 1904 it was moved 25 feet to the east onto Lot 18. On May 24, 1900 the property was sold by Almond A. White and Marion L. White of St. Paul, Minnesota and Edward and Elizabeth Norelius of Isanti, Minnesota to Edward Carlson of Isanti, Minnesota (Isanti County Recorder’s Office 1900). Carlson and his brother-in-law Eric Olund operated the building as a mercantile store. In January of 1901, Olund left the business and Edward Carlson’s brother Ernest joined the business, which became known as Carlson Brothers. The Carlson Brothers Store was one of at least nine general stores in Isanti around the time of the village’s incorporation (Larson 2002).

In July of 1908, the Carlson brothers dissolved their partnership and the store became the Carlson Mercantile Company (Larson 2002). In 1918, Edward Carlson left the business and the store became the Anderson-Russell Company. Two years later, it again changed hands and became the Stromgren-Russell Company. In April of 1926, the store was taken over by Victor E. and Fritz A. Carlson and once again became known as Carlson Brothers (Larson 2002).

In 1937, Carlson Brothers became the Isanti Co-op Store, which sold groceries and other basic items. It remained the Co-op until 1946 (Wickstrom & Schoenecker 1998:97-98).

In May of 1942, Mr. Carlson, a widower, sold the property to Fern M. Dahlgren and Edna Saunders, tenants in common (Isanti County Recorder’s Office 1942b). Later that same year the property was sold to Helen F. Gillespie, who immediately on the same day resold the property to Edna Saunders and her husband V. L. Saunders (Isanti County Recorder’s Office 1942c; Isanti County Recorder’s

Office 1942d). In 1946, the property was sold by the Saunders to Stanley G. Johnson and Burton W. Oleson (Isanti County Recorder's Office 1946b).

In 1946, Kugar Knitting Mills, Inc. of Minneapolis moved into the former Carlson Brothers Store. Sports sweaters intended exclusively for the wholesale trade were made at the mill on the first story of the building. The president of the company, Benjamin Kuller and his wife Rebecca lived in an apartment located on the second floor of the building. The shop closed in 1966 when Kuller retired (Wickstrom & Schoenecker 1998:102-103).

In 1967, Rebecca Kuller, now a widow, sold the property to Ralph and Amyline Wick. The same day the couple sold the property to James G. Elhard and Mary Lou Elhard (Isanti County Recorder's Office 1967a; Isanti County Recorder's Office 1967b). In 1976, the property was sold to Ronald G. Gamble and Rachel M. Gamble, who owned the property until 2005 when it was sold to current owners Daniel G. Mujwid and Tammi S. Mujwid (Isanti County Recorder's Office 1976; Isanti County Recorder's Office 2005c; Isanti County Assessor's Office 2012). Most recently the store housed a flower shop, but is currently vacant.

Significance: The Carlson Brothers Store has been a part of the commercial core of Isanti since its construction in 1899. However, the building does not appear to represent the work of a master nor does it possess high artistic value. The building has a standard two-block commercial plan and a front-gabled vernacular design. Therefore, this building does not appear to have significance under NRHP Criterion C. In addition, deed research for this property did not yield any information suggesting that the property had an association with events or persons important to the past. Therefore, this property does not readily appear to have contributed to significant broad patterns of history; is not readily known to be associated with persons important in the past; nor is it likely to yield information important in prehistory or history.

Integrity: The integrity of materials of the Carlson Brothers Store has been compromised by replacement siding on the facade, as well as replacement of doors throughout and sheet glass windows on the first floor of the facade. The integrity of location has been compromised by the movement of the building in 1904. The building maintains its integrity of setting, feeling, and association. Overall, the building retains fair integrity.

Recommendation: The Carlson Brothers Store is recommended as not eligible for listing the NRHP due to a lack of historical significance.

6.2.11 Governor Hjalmar Petersen House, PN-ASC-008

Location: 3521 Guvernorsvej Street, Askov, Pine County, Minnesota, T43, R19, Section 20

Description: The Governor Hjalmar Petersen House is located at 3521 Guvernorsvej Street in Askov, Minnesota (Figure 70; Appendix B, Map 57). This one-and-a-half-story vernacular house rests on a poured concrete foundation, is faced in narrow-lap clapboard siding, and has a side gable roof that is covered with asphalt shingles. On the facade is a one-story screened-in porch that rests on a brick foundation and has a hipped roof that is covered with asphalt shingles. The porch is supported by three square tapered wood Doric columns. A centrally-located front-gabled dormer is located on the

facade above the porch. The gable is flared where it meets the roof eaves and a wooden rake is present in the gable. An interior brick chimney is located on the ridgeline.



FIGURE 70. GOVERNOR HJALMAR PETERSEN HOUSE (PN-ASC-008), FACING NORTHEAST

Fenestration on the first story of the façade is not visible due to the screened-in porch. The porch features a double-leaf screen door with screened transom and multiple screened openings. The second story of the façade is fenestrated with two one-over-one, double-hung, metal windows. The first story of the west elevation is fenestrated with two one-over-one, double-hung, metal windows. The second story of the west elevation is also fenestrated with two one-over-one, double-hung, metal windows. The first story of the east elevation is fenestrated with a single-leaf wood door and two one-over-one, double-hung, wood windows. The second story of the east elevation is fenestrated with two one-over-one, double-hung, metal windows. Fenestration on the north elevation of the house was not visible from the public ROW.

History: This residential property, located at 3521 Guvernorsvej Street in Askov, Minnesota, was once the home of Governor Hjalmar Petersen. Hjalmar Petersen purchased the property in 1917 and built the house. Deed records confirm that Hjalmar Petersen purchased Lot 12 in Block 4 of the Partridge townsite (now Askov) from Wayne E. and Matilda Jacobsen in 1917 (Pine County Recorder 1917). Hjalmar Petersen owned this property until his death in 1968 when ownership passed to his widow Medora Petersen (Pine County Recorder 1968). She owned the property until 1990 (Pine County Recorder 1990). The property is now owned by Michael J. Mills and his wife Kathryn L Mills, and Thomas E. Willie and his wife Lori J. Willie (Pine County Recorder 1993).

Askov was originally founded in 1889 as Partridge. Partridge was located in the southwestern portion of Partridge Township and developed along the Eastern (later GN / BN / BNSF) railroad

line that was constructed from Hinckley to Duluth in 1888-1889. The majority of the community was destroyed by the Hinckley Fire on September 1, 1894 (Anderson and McDermott 1954:153; Upham 2006). Rebuilding in Partridge Township was slow, by 1906 the town of Partridge consisted of only a general store, hotel, railroad depot, schoolhouse, township hall, section foreman's house, and a couple of houses (Anderson and McDermott 1954:153). In 1905, the Danish Folk Society asked L. C. Pedersen, A.H. Jurgens, and K.H. Duus, who were all residents of the Danish community in Tyler, Minnesota, to go to Partridge to establish a Danish community there. L.C. Pedersen and K. H. Duus went to Partridge and acquired approximately 20,000 acres of land in Partridge Township for the new Danish Community from Theodore Koch. In 1907, the community organized a local chapter of the Danish Folk Society (Buck 1997:46, 60). Around 1909, the townsite of Partridge was renamed Askov, which means "ash forest" in Danish. By 1912 Askov had more than 100 residents and by 1916, there was a public school, two social halls, the Danish Evangelical Lutheran Bethlehem Church and Parsonage, a bank, and the weekly newspaper the "Askov American" (Danish Ladies' Aid 1991:3; Christensen 1927:383). The Village of Askov was incorporated on April 25, 1918, and it became a city on April 8, 1921 (Upham 2009).

Hjalmar Petersen was the long time editor and later president of the Askov American, a local newspaper. Hjalmar was born on January 2, 1890 in Denmark to Lauritz and Anna Petersen. In 1891 the family immigrated to the United States and Hjalmar spent the majority of his childhood in the Danish community in Tyler, Minnesota (Keillor 1987:5-11). Ending his formal education in 1904, Hjalmar began his newspaper career at the Tyler Journal as a printer's devil at age fourteen. His duties included learning the basics of setting type, cleaning the floor and presses, and collecting on accounts. In 1905, he began working for the nearby Lake Benton News. Soon after Hjalmar moved to the Danish communities of Viborg and Irene, South Dakota to work for the Viborg Enterprise and the Tri-County News. Hjalmar left the Tri-County news in 1907 to work for the Pine County Courier which was published in Sandstone, Minnesota. Sandstone was appealing to Petersen for its proximity to the Danish settlement of Partridge, Minnesota (now Askov) (Keillor 1987:18-21). After a disagreement with his boss, Hjalmar moved to Milwaukee, Wisconsin where several of his siblings lived. Hjalmar remained in Milwaukee from 1908-1914 where he worked as a printer for Radtke Bros. & Kortsch Company, got his first taste of politics, and met his first wife. Soon after his wedding to Rigmor Wosgaard in 1914, the couple moved to Askov, Minnesota (Keillor 1987:24).

Upon his return to Minnesota, Hjalmar immediately established the Askov American publication. His father helped him supervise construction of a small print shop on the west side of Askov's Main Street, which is no longer extant. He and his wife, Rigmor, lived in the back of the print shop after its construction. On September 17, 1914, the first issue of the Askov American was published. Many skeptics believed that the small village of Askov would not be able to support a newspaper. Despite criticism the publication had immediate success as Hjalmar was active in marketing the weekly newspaper. The use of the name American for the publication was also a controversial issue in the strongly Danish Community of Askov. Hjalmar argued that his broad interpretation of American included foreign born residents. He dedicated his newspaper to the American spirit which in his words is always ready to listen to the argument or opinion of others. In addition to news stories of Askov and later all of Pine County, the editorial page of the Askov American became important resource for Hjalmar to further ideas and opinions (Keillor 1983:285). For example, in 1918 Hjalmar used editorials in his newspaper to push for the incorporation of Askov and publish information about mass meetings regarding the subject (Keillor 1987:56).

Less than a month after the first issue was released, Hjalmar advertised for a printing assistant but it was not until 1916 that Hjalmar found a suitable business partner in his brother Svend Petersen. Svend and his wife moved in with Hjalmar and Rigmor at the print shop when they moved to Askov and began working the newspaper (Keillor 1987:22-29). During the first years of the newspaper, half of the publication was written and typeset by the Western Newspaper Union. The syndicate sold preprinted pages of national and regional news and advertising to newspapers in Minnesota and the Upper Midwest. By 1917, the entire newspaper was printed in Askov (Keillor 1987:32, 50; Keillor 1983:285). In 1918, the Askov American became Pine County's official newspaper because Hjalmar was willing to print county information at a price lower than his competitors; which earned him much criticism from his fellow Pine County newspaper editors (Keillor 1987:32). The Askov American publication became the highest circulating newspaper in Pine County by 1920 with more than 1,000 subscribers. At that time the Askov American was the largest employer in Askov with seven full-time employees. In 1924, Hjalmar incorporated the business as the American Publishing Company. This company developed a large job-printing business that served customers in four states (Buck 1997:123; Danish Ladies' Aid 1991:79). Job-printing includes the printing of invitations, letterheads, etc. In 1950 the ownership of this property was transferred from Hjalmar Petersen to the American Publishing Company (Pine County Recorder's Office 1950). Hjalmar Petersen retained ownership of the Askov American and continued to work as editor for the remainder of his life.

The Askov American building is located in the heart of Askov's commercial district, on Lots 5-6 of Block 6 in the townsite of Partridge. The lots were purchased for \$800 on April 1, 1920 by S. Petersen and H. Petersen (Pine County Recorder's Office 1920). This building was constructed on the site in 1926 and became the second home to the Askov American newspaper. The first site of the Askov American is no longer extant. In 1914, it was built on the west side of Main Street on the now vacant lot located just north of Lena's Scandinavian Gifts & Coffee House at 6344 Kobmagergade Street.

As Petersen attained success as newspaper editor, he turned his attention to politics. Petersen first became interested in the subject as a means to provide articles and editorials for the Askov American after the newspaper converted to entirely home publication (Keillor 1983:285). Petersen then began to use his editorial voice to deliver his own political views. "The editor learning about politics became the editor commenting on politics and, then, the editor running for office" (Keillor 1983:286). Hjalmar first served in government as the first Askov Village Clerk from 1918-1926. He went on to serve two terms as Askov Mayor beginning in 1928. Hjalmar was elected to the Minnesota House of Representatives from 1930-1934, where he authored and worked for the passage of the first state income tax bill in 1933. In 1934, Petersen was placed on the Farmer-Labor ticket with Floyd B. Olson and elected Lieutenant Governor. He became Governor when Governor Floyd B. Olson died on August 22, 1936. Petersen served his short term as Governor from August 24, 1936 through January 4, 1937 (Minnesota Historical Society 2012). During Hjalmar Petersen's political career the Askov American printed many political articles and editorials regarding Petersen's work in the state legislature (Keillor 1983:287-288). Hjalmar also used the newspaper to publicize his political campaigns (Keillor 1983:286-287).

Limited by his short time in executive office, Governor Petersen only made a few contributions to state politics during his term. "In Petersen's five months in office, he didn't do anything remarkable-

he called a special session, appointed a state Supreme Court judge and attorney, and helped settle a few metro-area labor disputes.” However, the article goes on to state that Petersen's, “contributions to Minnesota span decades before and after his gubernatorial term” (Anderson 1997:15). Once a Republican, Petersen was a strong Farmer-Labor party member during his time in the State Legislator. His most notable political accomplishment came from that period with the passage of the first state income tax bill in 1933. Petersen worked for independence from Wall Street interests and big government from this first day in public office as village clerk through his term as governor. He also fought against media monopolization, political bosses and was a strong opponent to any United States involvement in any war (Anderson 1997:15).

After his time in the executive office, Hjalmar Petersen served on the State Railroad and Warehouse Commission, a statewide agency that established and oversaw railroad and warehouse rates, safety, and use, off and on until 1966. Between terms on the Railroad Commission he devoted his time to the Askov American newspaper. Over the years, the newspaper continued to publish many of Hjalmar's political opinions and those of his family in the editorial section. One example was printed in 1965 when his second wife Medora, whom he married in 1934 after his first wife died in 1930, wrote about the use of a political solution to the Vietnam War which Hjalmar favored. Although he made several unsuccessful attempts at political office after his term as Governor, Petersen remained an advocate for labor and fought against big business and political machines for the remainder of his life (Anderson 1997:15). Hjalmar served as president of the American Publishing Company until his death in 1968. His widow, Medora, then served as president through 1993. Today, the property is owned by Basswood Ridge, LLC who owns and operates the Askov American newspaper on its same site. The Askov American remains a weekly newspaper for citizens of northern Pine County (Pine County Recorder 2003; Askov American 2012).

Significance: The Governor Hjalmar Petersen House is important as the home of Hjalmar Petersen and was evaluated under NRHP Criterion B. Hjalmar Petersen served as Governor of Minnesota from August 24, 1936 to January 4, 1937. Petersen's political career also involved serving in other local and statewide offices. Petersen served as Askov Village Clerk, Askov Mayor, a State Representative for Minnesota House District 56, and Lieutenant Governor before becoming Governor. Hjalmar Petersen retained his residence in Askov throughout his political career in local and state politics. He also returned to his Askov home between terms on the Railroad and Warehouse Commission. Hjalmar Petersen was also a prominent Askov businessman as the owner and editor of the Askov American newspaper and American Publishing Company. Under the direction of Hjalmar Petersen the weekly publication became a source of news for Askov and Pine County, Minnesota. Hjalmar also used the Askov American to promote his political campaigns.

Although the Governor Hjalmar Petersen House at 3521 Guvernorsvej Street in Askov, Minnesota is important for its association with Hjalmar Petersen, his significance and historical productivity regarding his work as the owner and editor of the Askov American newspaper and as a Minnesota politician is better associated with the Askov American Building (PN-ASC-056), which is still extant at 6351 Kobmagergade Street in Askov. The Askov American Building is the continued home of the publication and Hjalmar made use of the publication during his political career and campaigns.

Integrity: The integrity of materials and design of the house has been slightly compromised by some replacement windows. The integrity of the property has also been slightly compromised by the two-

story garage that was added to the property circa 1990. The property retains fair integrity of design, materials, and workmanship and good integrity of setting, association, location, and feeling. Overall, the property retains good integrity.

Recommendation: The Governor Hjalmar Petersen House is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.12 Partridge Store, PN-ASC-055

Location: 6344 Kobmagergade Street, Askov, Pince County, Minnesota, T43, R19, Section 20

Description: This commercial building is located at 6344 Kobmagergade Street in Askov, Minnesota (Figure 71; Appendix B, Map 57). The two-story vernacular building rests on a poured concrete foundation, is faced in drop siding, and has a front gable roof that is covered with asphalt shingles. A brick chimney is located on the ridgeline. The building features a false-front with clapboard siding and a one-story shed roof wing on the rear (west) elevation. The storefront has been slightly altered; it is faced in wood panels and half-timbering and features a recessed entry in the southern bay of the façade. The storefront is fenestrated with a single-leaf replacement metal door and five wood display windows. The second story of the façade features two symmetrically located six-over-six, double-hung, replacement vinyl windows. A louvered wood vent is located in the gable end on the façade. The first story of the north elevation is fenestrated with a single-leaf replacement metal door. There are no windows on the second story of the north elevation. The rear (west) elevation was not visible from the public ROW. The building shares a party wall with the adjacent building to the south and therefore has no fenestration on the south elevation.



FIGURE 71. PARTRIDGE STORE (PN-ASC-055), FACING SOUTHWEST

History: This commercial building is located along the main street in downtown Askov, Minnesota. The City of Askov was originally founded in 1889 as Partridge. The town of Partridge was located in the southwestern portion of Partridge Township and it developed along the Eastern (later GN / BN / BNSF) railroad line that was constructed from Hinckley to Duluth in 1888-1889. The majority of the community was destroyed by the Hinckley Fire on September 1, 1894 (Anderson and McDermott 1954:153; Upham 2006). Rebuilding in Partridge Township was slow, by 1906 the town of Partridge consisted of only a general store, hotel, railroad depot, schoolhouse, township hall, section foreman's house, and a couple of houses (Anderson and McDermott 1954:153). In 1905, the Danish Folk Society asked L. C. Pedersen, A.H. Jurgens, and K.H. Duus, who were all residents of the Danish community in Tyler, Minnesota, to go to Partridge to establish a Danish community there. L.C. Pedersen, and K. H. Duus went to Partridge and acquired approximately 20,000 acres of land in Partridge Township for the new Danish Community from Theodore Koch. As the land was sold Mr. Koch would receive \$6.00 and the DFS would receive any amount above that cost. In 1907, the community organized a local chapter of the Danish Folk Society (Buck 1997:46, 60). Around 1909, the townsite of Partridge was renamed Askov, which means "ash forest" in Danish. By 1912, Askov had more than 100 residents and by 1916 there was a public school, two social halls, the Danish Evangelical Lutheran Bethlehem Church and Parsonage, a bank, and the weekly newspaper the "Askov American" (Danish Ladies' Aid 1991:3; Christensen 1927:383). The Village of Askov was incorporated on April 25, 1918, and it became a city on April 8, 1921 (Upham 2009).

The building at 6344 Kobmagergade Street on Lot 12 in Block 7 of the Partridge townsite pre-dates the Danish Folk Society's arrival in Askov. Based on the building's form and materials it was likely constructed circa 1895, or soon after the Hinckley Fire. The building was constructed by German immigrants as a company railroad store. Historic photographs refer to the building as the Partridge Store and indicate that the store was bought by Wilhelm Holm in 1906 (Danish Ladies' Aid 1991:11; Buck 1997:54). Wilhelm Holm arrived in Partridge with L. C. Pedersen and K.H. Duus in 1906 (Buck 1997:53-54). After the arrival of the Danish Folk Society, in 1906, the building became the Askov Mercantile (Lena's Scandinavian Gifts 2009). The oldest deed on file for this property at the Pine County Recorder's Office dates to 1914. On June 18th of that year, K.H. Duus and his wife Ibsine Duus and L.C. Pederson and his wife Ane Hane Pederson sold this lot as well as Lots 13 and 17 in Block 7 to Anton Gravesen (Pine County Recorder's Office 1914). After 1914, the building transferred ownership multiple times in the first half of the twentieth century (Pine County Recorder's Office 1917b; Pine County Recorder's Office 1917c; Pine County Recorder's Office 1935b). On December 17, 1964, the land was sold by J. Albert Johnson and his wife Hattie E. Johnson to the Pine County Historical Society (Pine County Recorder's Office 1964). The Historical Society showcased many of its museum items and housed the historical documentation for the county in this building. The current owner, Linda Schaumburg, bought the land from the Pine County Historical Society on February 7, 1996 and has operated the building as Lena's Scandinavian Gifts & Coffee House since that time (Pine County Recorder's Office 1996a; Lena's Scandinavian Gifts 2009).

Some of the earliest owners of this building, K.H. Duus and L.C. Pedersen became the land agents for the Danish Folk Society in Askov, Minnesota in 1905 and they established an office at the Dannevirke (Partridge) Hotel (Buck 1997:48; Danish Ladies' Aid 1991:79). In an advertisement for the Danish settlement, K.H. Duus and L.C. Pedersen were listed as the contacts for those interested in purchasing land in Partridge. L. C. Pedersen would show land to prospective buyers who would

stay in the Partridge Hotel while in Askov (Buck 1997:53). The men also advertised the colony in Danish speaking newspapers. In 1907 K.H. Duus and L.C. Pedersen, who were owners of the SW quarter of the SW quarter of Section 29, Township 43N and Range 19W, allowed the land to be platted for the townsite of Partridge. K.H. Duus and his family returned to Tyler, Minnesota in 1909 but L.C. Pedersen lived in Askov for the remainder of his life and he continued to be a prominent member of the Askov community. In addition to his duties as land agent, he became the first director of School District 71 in 1906. L.C. Pedersen began his service as the secretary of the Farmer's Union on December 24, 1907, and he was elected to the State Legislature in 1918 and 1920 after which he ended his political career.

Significance: During the Phase I architectural history survey preliminary research indicated that this building was possibly the original home of the Askov American newspaper from 1914-1926, which was founded by prominent Askov businessman and Minnesota politician Hjalmar Petersen. However, during the Phase II evaluation, further research indicated that the original home of the Askov American Building was located directly north of this building, on what is now a vacant lot. Deed research also indicated that Hjalmar Petersen never owned this building, nor does the building appear to have been associated with the Askov American.

During the Phase II evaluation, research indicated that this property was owned by K.H. Duus and L.C. Pedersen, who were land agents and founding members of the Danish community in Askov, Minnesota. Although both K.H. Duus and L.C. Pedersen were prominent Askov citizens their significance and historical productivity regarding their work as land agents is associated with Danish Folk Society's Land Office in the now non-extant Dannevirke (Partridge) Hotel. As land agents of the Danish Folk Society, K.H. Duus and L.C. Pedersen owned much of the land in Askov in the early twentieth century. Further, deed records do not indicate that this property was owned by K.H. Duus and L.C. Pedersen during their historical productive periods beginning with the establishment of the Danish community in Askov between 1905 and 1906 to 1909 when K.H. Duus returned to Tyler, Minnesota. Instead, they owned the property after 1909. Therefore, the property at 6344 Kobmagergade Street does not have individual significance under NRHP Criterion B for its association with K.H. Duus or L.C. Pederson.

Integrity: The integrity of design and materials of this commercial building has been slightly compromised by the storefront alterations and replacement windows and front door. The property retains good integrity of setting, location, feeling, and association. Overall, the property retains fair integrity.

Recommendation: Individually, this building is not significant in the broad patterns of town development and is not associated with any significant persons. The building has a common vernacular design and plan and it has not yielded or is it likely to yield information important in history and prehistory. Therefore, this building is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.13 Askov Commercial Area, PN-ASC-064

Location: N/A Kobmagergade Street, Askov, Pine County, Minnesota, T43 R19 Section 20

Description: A commercial area is located in downtown Askov, Minnesota, located in central Pine County. The irregular-shaped area generally encompasses the historic limits of the downtown which was platted in 1907, and is roughly bounded on the south by the Eastern / GN / BN / BNSF railroad ROW, on the east by Brogade Street, on the north by Engvej Street, and on the west by the first tier of properties along the west side of Kobmagergade Street.

The commercial area contains triangular- and rectangular-shaped blocks with paved alleys, concrete sidewalks, and building façades that are constructed up to the lot lines (Figures 72-74; Appendix B, Map 57). The commercial buildings within the area were originally constructed as a town hall, hotel, general store, bank, newspaper office, post office, and garage. The properties located within the area generally consist of one- and two-story commercial buildings with single storefronts. The commercial and vernacular style buildings are constructed of masonry or wood framing, and were built between circa 1895 and circa 1970. There are 15 buildings located within this commercial area (Table 13).

TABLE 13. PROPERTIES LOCATED IN THE ASKOV COMMERCIAL AREA

Inventory No.	Property Name	Address	Date	Recommended NRHP Eligibility
PN-ASC-005	Askov Great Northern Passenger Depot	N/A Brogade Street	Built c. 1909, moved to Askov 1926	Individually Eligible
PN-ASC-006	Partridge Township Hall	6345 Kobmagergade Street	1901	Listed in NRHP
PN-ASC-030	Fire Station / Pine County History Center	N/A Brogade Street	c. 1950	Not eligible
PN-ASC-050	Commercial Building	6336 Kobmagergade Street	c. 1920	Not eligible
PN-ASC-051	Commercial Building	6338 Kobmagergade Street	c. 1920	Not eligible
PN-ASC-052	Commercial Building	6339 Kobmagergade Street	c. 1920	Not eligible
PN-ASC-053	Commercial Building	6340 Kobmagergade Street	c. 1920	Not eligible
PN-ASC-054	Commercial Building	6342 Kobmagergade Street	1928	Not eligible
PN-ASC-055	Partridge Store / Lena's Scandinavian Gifts	6344 Kobmagergade Street	c. 1895	Not eligible
PN-ASC-056	Askov American	6351 Kobmagergade Street	1926	Individually Eligible
PN-ASC-057	Sebald Motor Sales	6352 Kobmagergade Street	1919	Not eligible
PN-ASC-058	Commercial Building	6355 Kobmagergade Street	c. 1920	Not eligible
PN-ASC-059	Commercial Building	6369 Kobmagergade Street	c. 1920	Not eligible
PN-ASC-061	Askov Post Office / Commercial Building	N/A Kobmagergade Street	1950	Not eligible
Not inventoried – not of age	Gas Station	N/A Kobmagergade Street	c. 1970	Not eligible



FIGURE 72. ASKOV COMMERCIAL AREA (PN-ASC-064), FACING SOUTHEAST DOWN KOBMAGERGADE STREET



FIGURE 73. ASKOV COMMERCIAL AREA (PN-ASC-064), FACING NORTHWEST DOWN KOBMAGERGADE STREET



FIGURE 74. ASKOV COMMERCIAL AREA (PN-ASC-064), FACING SOUTHWEST BETWEEN BROGADE STREET AND RAILROAD TRACKS

History: The Village of Askov was originally founded in 1889 as Partridge. The town of Partridge was located in the southwestern portion of Partridge Township and it developed along the Eastern (later GN / BN / BNSF) railroad line that was constructed from Hinckley to Duluth in 1888-1889. By 1890 the small community had a railroad depot, post office, two stores, a hotel, and several houses. Lumbering was the primary industry in the area. All this changed on September 1, 1894 when a majority of the community was destroyed by the Hinckley Fire (Anderson and McDermott 1954:153; Upham 2006). Rebuilding in Partridge Township was slow, by 1906 the town of Partridge consisted of only a general store, hotel, railroad depot, schoolhouse, township hall, section foreman's house, and a couple of houses (Anderson and McDermott 1954:153). That same year the Danish Folk Society arrived in town with the goal of establishing a Danish community.

At the time of the 1860 United States Federal Census, there were thousands of Swedish and Norwegian immigrants in Minnesota, but less than two hundred Danish immigrants. The highest point of Danish immigration occurred from the 1860s-1890s, with the majority of later Danish immigrants settling in urban areas (Christensen 1927). Economic conditions in Denmark were very poor after the 1864 war with Germany. The United States Congress passed the Homestead Act in 1862, which allowed persons over 21 years of age to claim 160 acres of unoccupied government owned land in unsettled part of the United States. A condition of the Homestead Act included living on the land for five years before selling. This offer of free land persuaded many poor and young Danish citizens to emigrate. By 1910, there were over 250,000 Danish immigrants in the United States. (Buck 1997:41-43). Between 1820 and 1920, 400,000 to 450,000 Danish people immigrated to the United States seeking a better standard of living. The earliest immigrants, in the 1840s and 1850s, settled in Wisconsin and Michigan. In the 1880s, Danish immigrants settled primarily in Minnesota, Nebraska, Montana, and North and South Dakota. From the 1870s to the 1960s, many settled in

areas that already had large concentrations of Danes, such as Chicago, southeastern Wisconsin, and Iowa (Visit Denmark 2012).

The Lutheran church was very important to Danish immigrants. Many joined Norwegian Lutheran Churches, and when there were finally enough Danes in an area started their own. However, many immigrants were torn between establishing churches that followed the Lutheran Church of Denmark teachings or the new teachings of Bishop Nicolai F.S. Grundtvig. Grundtvig was a poet, philosopher, and theologian. His teachings were much different from the Danish, German, and Norwegian Lutheran Churches; he stressed that Danes should appreciate their culture and history and relies on faith over the Scriptures. Grundtvig's teachings lead to a split in the Danish Lutheran Church, with those who followed his teachings being known as the "Happy Danes" and those who didn't as the "Holy Danes." The "Happy Danes" retained their Danish culture, while the "Holy Danes" assimilated into American culture (Buck 1997:44-45).

In 1887, Bishop Nicolai F.S. Grundtvig's son, Frederick L. Grundtvig emigrated to the United States and became the pastor of a church in Clinton, Iowa. There he became the first president of the newly founded Dansk Folkesamfund (Danish Folk Society, also sometimes known as the Danish People's Society). The Danish Folk Society established five goals, which included preserving their Danish culture, heritage, and language within communities in the United States. The society also developed guidelines for the establishment of Danish-American communities in the United States. that they would sponsor (Buck 1997:45). The first such community was developed in 1894 at Dannevang, Texas. The community was such a success that the society sponsored communities in Partridge, Minnesota (1905-1906), Dagmar and Volmer, Montana (1906), Solvang, California (1911), Dalum, Alberta, Canada (1917), and Granly, Mississippi (1930) (Buck 1997:46).

In 1905, L.C. Pederson, A.H. Jurgens, and K.H. Duus, all residents of Tyler, Minnesota, set out on behalf of the Danish Folk Society to find a good place to start another colony. The men found Theodore Koch and his Partridge Land Company, from whom 152 members of the Society purchased around 60 acres each in Partridge Township, Minnesota. By 1905, members of the society owned around 20,000 acres of land in Partridge Township and 66 of the buyers resided in Partridge (Buck 1997:46, 60). In 1907, the community organized a local chapter of the Danish Folk Society and established a library. Also, the national Danish Folk Society organization purchased 40 acres of land along both side of the railroad where they would develop a townsite. Many organizations and businesses were also established in 1907, including the Danish Young Peoples Society, Danish Brotherhood Society, and Dane Lumber Company (Buck 1997:60-61). On December 21, 1907 the plat for the townsite of Partridge was recorded at the Pine County Register of Deeds (Buck 1997:64). Today, the original plan of the townsite remains, although many of the streets have been renamed.

Around 1909, the townsite of Partridge was renamed Askov, which means "ash forest" in Danish. It was named after the Askov Folk High School in Denmark, an educational institution that was founded by Bishop Nicolai F.S. Grundtvig (Christensen 1927:383). By 1912, Askov had more than 100 residents and by 1916, there was a public school, two social halls, the Danish Evangelical Lutheran Bethlehem Church and Parsonage, a bank, and the weekly newspaper the "Askov American" (Danish Ladies' Aid 1991:3; Christensen 1927:383). Later there was the Cooperative

Creamery, Cooperative Feed Store, blacksmith shop, and a physician, Dr. P.N. Fenger. By the spring of 1918 there were over 200 residents living in Askov (Danish Ladies' Aid 1991:79).

The Village of Askov was incorporated on April 25, 1918, and it became a city on April 8, 1921 (Upham 2006). Prominent residents took up positions in the Village government, L.C. Pederson became the first Mayor, and Hjalmar Petersen was the first City Clerk (Danish Ladies' Aid 1991:79). Prior to World War II, the community also had a buttermaker, a hardware dealer, potato and rutabaga shippers and buyers, and the Ferndale Nursery. According to the 1940 Federal United States Census, Askov had a population of 312. In the early to mid-twentieth century, Askov was known as the rutabaga center of the United States, shipping 300-700 rail car loads of rutabagas annually (Danish Ladies' Aid 1991:80).

Further illustrating the Danish heritage in Askov are the street names. The two streets within the commercial area are Brogade and Kobmagergade Streets. Brogade means bridge in Danish and Kobmagergade means Merchant, an appropriate name for the commercial center of town. Other Danish named streets in Askov include Jernbanegade Street, which parallels the railway and means railway, Guvernorsvej Street, which means Governor and is the street where former Minnesota Governor Hjalmar Petersen once lived, and H.C. Anderson Alle, named after Danish author Hans Christian Anderson.

After the Danish Folk Society established a community in Askov, a commercial area began to develop along Kobmagergade Street, Askov's "main street." The commercial area was built around two pre-existing buildings, the Partridge Township Hall (PN-ASC-006) and a commercial building at 6344 Kobmagergade Street (PN-ASC-055). The commercial area is sited northwest of the railroad tracks, generally located on either side of Kobmagergade Street. Most of the buildings were constructed in the 1920s or later.

Also located within this commercial area is the Askov Great Northern Passenger Depot (PN-ASC-005). The depot is originally from Bovey, Minnesota and was relocated to Askov in 1926. The structure is located at the end of Kobmagergade Street within the Eastern / GN / BN / BNSF ROW.

Significance: The Askov Commercial Area is important as the commercial center of Askov, a community that represents a purposeful attempt to establish a rural Danish colony to retain and propagate the Danish heritage within the United States. This community stands in direct contrast to other Danish settlers who gravitated towards urban areas where Danish immigrants and first-generation Danish-Americans lived so as to have the moral support of others with a similar background while they transitioned and assimilated into American life and culture. Askov is the largest such Danish settlement in Minnesota and today still retains much of its Danish traditions.

Although Askov was founded by the Danish Folk Society, the organization doesn't appear to have had a direct connection with the development of the city's commercial area. L.C. Pederson, a member of the Society, one of the community's founders, and its first Mayor, briefly owned the building at 6344 Kobmagergade Street (PN-ASC-055), however this building was constructed prior to the Danish Folk Society's arrival in Askov. Hjalmar Petersen, the community's first City Clerk and prominent citizen, owned and operated the Askov American Building at 6351 Kobmagergade

Street (PN-ASC-056) for numerous years. However, Petersen is more significant as a local businessman and for his political career than for his association with the Danish Folk Society. While many of the early commercial building owners and operators in Askov were of Danish decent and possibly members of the Danish Folk Society, a cohesive development of the commercial area following any plan or pattern established by the Danish Folk Society does not appear to be evident. In addition, most of the buildings remaining in the commercial area were built over a decade after the Danish Folk Society's involvement in the community. Therefore, the commercial area does not appear to have cohesiveness or sufficient historical significance in order to be eligible for the NRHP under Criterion A, within the area of ethnic heritage.

Integrity: Some of the commercial buildings within this area feature replacement windows, replacement doors, the boarding over of windows and doors, replacement cladding materials, alterations to the storefront, and rear additions. In general, replacement windows and doors do not diminish the overall integrity of the area or the integrity of most of the individual buildings. However, of the 15 buildings in the area, five of them retain poor integrity of materials and design. As such, the area retains fair integrity of materials and design.

The Askov Commercial Area has good integrity of location and setting by maintaining its original location since the platting of Partridge in 1907, and by the proximity and density of buildings within the area. The commercial area has fair integrity of feeling as there have been some alterations to buildings and there are vacant lots where buildings once stood that dot the commercial area. The area retains its commercial use and therefore has good integrity of association. Overall, the commercial area retains fair integrity.

Recommendation: While many of the early commercial building owners and operators in Askov were of Danish decent and possibly members of the Danish Folk Society, a cohesive development of the commercial area following any plan or pattern established by the Danish Folk Society does not appear to be evident. Therefore, the Askov Commercial Area is recommended as not eligible for listing in the NRHP due to a lack of historical significance, within the area of ethnic heritage.

There are two properties located within the Askov Commercial Area that are recommended as individually eligible. The Askov Passenger Depot (PN-ASC-005) is recommended as individually eligible for listing in the NRHP under Criterion C, as an excellent surviving example of a GN standard plan passenger depot. The Askov American Building (PN-ASC-056) is recommended as individually eligible for listing in the NRHP under Criterion B, for its association with prominent Askov businessman and Minnesota politician Hjalmar Petersen. Also within this area is the Partridge Township Hall (PN-ASC-006), which was listed in the NRHP in 1980 under Criterion A, for its local significance within the area of politics/government.

6.2.14 Sandstone Masonic Temple, PN-SSC-009

Location: 313 Commercial Avenue North, Sandstone, Pine County, Minnesota, T42 R20
Section 9

Description: This property is located at 313 Commercial Avenue North in Sandstone, Minnesota. The one-story, Neo-Classical style Masonic Temple has a raised basement and is covered by a metal front

gable roof (Figure 75; Appendix B, Map 54). An interior brick chimney is located in the northeast corner of the building. The basement-level of the main block is faced in rough-cut sandstone while the main story is faced in stretcher-bond brick. The two levels are separated by a rough-cut sandstone stringcourse which runs along the entire main block of the building. The façade features a stepped parapet with concrete coping and sandstone quoining. Three brick and concrete diamond-shaped accents are present on the façade.



FIGURE 75. SANDSTONE MASONIC TEMPLE (PN-SSC-009), FACING WEST

A two-story raised portico typical of the Neo-Classical style is centrally-located on the façade. The first story of the portico is faced in stretcher-bond brick. The second story of the portico is supported by four unfluted Ionic concrete columns. An etching that reads “A.D. 1922 – Masonic Temple – A.L. 5922” is centrally located on the frieze, and a Masonic square and compasses symbol in relief are centrally located on the cornice. A sandstone cornerstone on the northeast corner of the portico support reads “Masonic Temple.” A parapet with smooth concrete coping tops the portico.

The first story façade of the portico is fenestrated with two single-leaf wood doors. The first story of the northeast and southwest elevations of the portico is fenestrated with a three-part wood window.

The windows on the main block of the façade and north elevation have rough-cut sandstone sills and lintels. The doors on the façade have rough-cut sandstone lintels. The basement-level on the main block of the façade is fenestrated with a window on either side of the portico, both of which have been boarded-up. The main story of the main block on the façade is fenestrated with a centrally-located single-leaf wood door with boarded-up transom and side lights. The door is flanked on either side by two four-light wood windows with two-part transoms.

The basement-level of the main block on the north elevation is fenestrated with four windows that have been boarded-up. The main story on the north elevation is fenestrated with four windows with two-part transoms, all of which are partially boarded-up. The south elevation does not have any fenestration. The west elevation was not visible from the public ROW.

History: This Masonic Temple is located in Sandstone, which was platted in June 1887, and was named for the extensive quarries of St. Croix sandstone located nearby in the bluffs of the Kettle River. Sandstone was incorporated as a village on September 28, 1887. The town was completely destroyed by the Hinckley Fire of 1894 and a new village was built on land donated by W.H. Grant, Sr., who owned many of the sandstone quarries. Sandstone Township was organized on October 22, 1895. On April 14, 1920, the town of Sandstone reincorporated and separated from the township (Upham 2006).

Freemasonry grew out of the guilds of stonemasons and cathedral builders of the Middle Ages. With the decline of cathedral building, some lodges of operative (working) masons began to accept honorary members to increase their declining membership. From a few of these lodges developed modern symbolic or speculative Freemasonry, which particularly in the seventeenth and eighteenth centuries, adopted the rites and trappings of ancient religious orders and of chivalric brotherhoods. In 1717, the first Grand Lodge, an association of lodges, was founded in England (Encyclopedia Britannica 2012). After the establishment of the Grand Lodge in England in 1717, Freemasonry spread to the English colonies in America. On June 5, 1730, the Duke of Norfolk appointed Daniel Coxe of New Jersey Provincial Grand Master of New York, New Jersey, and Pennsylvania. Through this appointment, Coxe had the authority to constitute lodges. The first constitutional lodge of Freemasons in America was established in Philadelphia in 1730 (Mackey 1898a)

The first Masonic organization in Minnesota was St. Paul's Lodge Number 1. It was organized on August 4, 1849. A second Lodge, St. John's, was organized on October 12, 1850. In 1852, another lodge, Cataract Lodge Number 168, was founded. On February 23, 1853, delegates from these three lodges met in St. Paul and constituted the Grand Lodge of the State of Minnesota, of which all future lodges would be subordinate (Mackey 1898b: 1468). On April 20, 1900 a dispensation for a new lodge at Sandstone in Pine County was granted (Grand Lodge A.F. & A.M. of Minnesota 1900:18). The charter of the Sandstone Lodge was officially accepted on January 24, 1901 (Grand Lodge A.F. & A.M. of Minnesota 2003:102).

In 1922, H.P. Webb & Company deeded this land, located on Lot three, Block 10, of the Sandstone Quarries plat, to Sandstone Lodge #234 A.F. & A.M. (Pine County Recorder's Office 1922). The cornerstone for the building was laid on August 11, 1922 by Herman Held, Grand Master of the Masons of Minnesota (Grand Lodge A.F. & A.M. of Minnesota 1923:16). The Masonic Temple was dedicated on December 26, 1922 (Grand Lodge A.F. & A.M. of Minnesota 1923:27). At the time of its dedication, the temple was used exclusively for Masonic purposes. Lodge #234 had less than 100 members at that time (Grand Lodge A.F. & A.M. of Minnesota 1923:51).

The Masonic Temple was constructed on this property in the Neo-Classical style by an unknown architect. The rise in popularity of the Neo-Classical style can be traced to the World's Columbian Exposition held in Chicago in 1893. Daniel Burnham, director of works for the Exposition,

advocated for clean, bright cities in response to the hastily developed metropolises of the late 1800s. While Louis Sullivan and Frank Lloyd Wright were emphasizing a new American design tradition, Burnham believed that it was not unwise to borrow from European traditions, and in fact that it was appropriate that America inherit the design aesthetic of the great government and urban centers of Europe (Hines 2005). As a result, the Exposition was filled with dramatic colonnaded buildings arranged around a central court. Full-height porches with classical columns dominated building façades, with Ionic or Corinthian capitals being most common. Widely photographed and reported, the Neo-Classical models of the World's Columbian Exposition started a new building trend throughout the country (McAlester 2004:342-346).

In 2003, the Sandstone Lodge #234 A.F. & A.M. deeded this property to Tim Willi (Pine County Recorder's Office 2003b). The current function of the building is unknown.

Significance: The Sandstone Masonic Temple is a good example of a Neo-Classical style fraternal building that was constructed in Minnesota in the 1920s. While the Masonic Temple embodies many of the characteristics of the Neo-Classical style, including a dominant portico that is supported by Ionic columns and a symmetrical façade, the building is neither an outstanding nor a particularly distinctive example of the style. The Neo-Classical ornamentation is not present throughout the entire building, but rather is showcased only on the façade of the building. In addition, the building does not appear to represent the work of a master, nor does it possess high artistic value. Therefore, the Sandstone Masonic Temple does not have significance under NRHP Criterion C in the area of architecture.

In addition, while it is likely that the Masonic Temple was an important social meeting place in Sandstone, its original role was to solely serve Lodge #234. It is unknown if town events and social gatherings not exclusive to Masons took place there. Furthermore, fraternal organizations were extremely common throughout the United States in the early twentieth century. In 1922, in Minnesota there were 279 Masonic lodges were in existence (Grand Lodge A.F. & A.M. of Minnesota 1922: 5). Therefore, it is unlikely that the Sandstone Lodge #234 is distinctive among the hundreds of Masonic lodges in Minnesota during the twentieth century. As such, the Sandstone Masonic Temple is not significant under Criterion A in the area of social history.

Integrity: The integrity of materials and design has been slightly compromised by the boarding-up of some windows and doors; however it is likely that the original windows and doors are still present. Overall, the Sandstone Masonic Temple appears to retain good integrity of design, materials, workmanship, setting, location, feeling, and association.

Recommendation: The Sandstone Masonic Temple is recommended as not eligible for listing in the NRHP due to a lack of historical significance. The building does not appear to be a distinctive example of the Neo-Classical style, to represent the work of a master, nor to possess high artistic value. Therefore, the Sandstone Masonic Temple does not have significance under Criterion C in the area of architecture. In addition, the Lodge #234 does not appear to be distinctive among the hundreds of Masonic lodges which were in existence in Minnesota during the twentieth century and therefore is not significant under Criterion A in the area of social history.

6.2.15 Quarryman's State Bank / Security State Bank of Sandstone / Sandstone State Bank / Gas Light Bar, PN-SSC-013

Location: 306 Main Avenue North, Sandstone, Pine County, Minnesota, T42 R20 Section 9

Description: This one-story, Beaux Arts style bank is located at 306 Main Avenue North in Sandstone, Minnesota (Figure 76; Appendix B, Map 54). The building is constructed of rough-cut local sandstone and is covered by an easterly-sloping shed roof. The building features one interior brick chimney located near the south edge of the roofline. The smooth-cut sandstone façade is ornamented with a denticulated cornice, simple frieze, pedimented entry bay, and basket-handle arched window bay that is flanked by Tuscan pilasters. Impressed spandrels are located between the arch and its frame. A simple entablature with a flat arch above it is located at the entry bay. The rough-cut sandstone of the north and south elevations has been painted white. A band of smooth sandstone coping runs along the west elevation, while a band of rough-cut sandstone coping is present on the north and south elevations. The storefront is fenestrated with a recessed single-leaf door with transom and side lights on the northern half of the façade and a display window with a round-arched, leaded-glass transom on the southern half of the façade. The transom features the word "BANK" centered among geometric and floral patterning. No fenestration is present on the north elevation. The south elevation shares a party wall with the adjacent building and has no fenestration. The rear (east) elevation was not visible from the public ROW.



FIGURE 76. QUARRYMAN'S STATE BANK (PN-SSC-013), FACING SOUTHEAST

History: The community of Sandstone was platted in June 1887 and was named for the extensive quarries of St. Croix sandstone located nearby in the bluffs of the Kettle River. Sandstone was

incorporated as a village on September 28, 1887. The village was destroyed during the Hinckley Fire of 1894, and a new village was built on land donated by W.H. Grant, Sr., who owned many of the sandstone quarries. Sandstone Township was organized on October 22, 1895; on April 14, 1920, the town of Sandstone reincorporated and separated from the township (Upham 2006).

On September 8, 1902, Frederick L. Dennie and his wife Daisy deeded the land on the north one half of Lot seven in Block 10 of the Sandstone Quarries plat to Quarryman's State Bank (Pine County Recorder's Office 1902). Dennie established the Quarryman's State Bank, a private bank, in 1896 and soon after built this bank. Based on the building's form and materials, it was likely constructed circa 1900 of local sandstone. In 1902, this bank was incorporated as a state bank (Askov American 2011). In 1936, the building was home to Security State Bank of Sandstone and was sold to R.W. Barstow on November 14th of that year (Pine County Recorder's Office 1936b). On December 30, 1936, R.W. Barstow sold the property to The First National Bank of Sandstone (Pine County Recorder's Office 1936c). In 1998, the property was sold by Kelli and Howard Claussen to Quarryman Investment Properties, Inc (Pine County Recorder's Office 1998). It was around this time that the bank's use likely changed. Today the building is operated as the Gas Light Bar.

This bank was designed in the Beaux Arts style by an unknown architect. Many American architects who studied at France's Ecole des Beaux-Arts, the premier school of architecture around the turn of the twentieth century, popularized the Beaux Arts style. The style was popular in the United States from 1885 to 1930. The style is based on classical precedents elaborated by lavish decorative detailing such as escutcheons, festoons, and cartouches. Beaux Arts buildings are typically masonry and have symmetrical facades and flat roofs. Facades often feature quoining, pilasters, or classical columns. Pedimented and Roman arch windows are common. Beaux Arts residences were often architect-designed landmarks built in prosperous urban centers for America's industrial barons (McAlester 2004:378-381). In addition, the Beaux Arts style was a popular choice for academic buildings, government and civic buildings, and financial institutions.

Significance: The Quarryman's State Bank / Security State Bank of Sandstone / Sandstone State Bank / Gas Light Bar is a good example of the Beaux Arts style applied to a financial institution, and retains many characteristics of the style including masonry walls, a pedimented entryway, and decorative elements including Tuscan pilasters and a denticulated cornice. However, the building is not an exemplary illustration of the style nor does it possess high artistic value. The application of the grand Beaux Arts style on a small, modest building help's convey an image of security and prosperity that financial institutions deemed important. However, this style was commonly applied to financial institutions across the United States. Therefore, this building does not appear to have significance under NRHP Criterion C.

Additionally, this property does not readily appear to have contributed to significant broad patterns of history; is not readily known to be associated with persons important in the past; and has not yielded, nor is it likely to yield, information important in prehistory or history.

Integrity: The building retains good integrity of materials, workmanship, design, setting, location, feeling, and association. Overall, the property retains good integrity.

Recommendation: The Quarryman's State Bank / Security State Bank of Sandstone / Sandstone State Bank / Gas Light Bar is recommended as not eligible for listing in the NRHP due to a lack of historical significance. Although the building is a good example of the Beaux Arts style, it is not an exemplary illustration of the style nor does it possess high artistic value. The application of the grand Beaux Arts style on a small, modest building help's convey an image of security and prosperity that financial institutions deemed important. However, this style was commonly applied to financial institutions across the United States.

6.2.16 New Theater / Vogue Theater / Midwest Country Music Theater, PN-SSC-045

Location: 309 Commercial Avenue North, Sandstone, Pine County, Minnesota, T42 R20 Section 9

Description: The Midwest Country Music Theater is located at 309 Commercial Avenue North in Sandstone, Minnesota (Figure 77; Appendix B, Map 54). The two-and-a-half-story, structural tile theater was built in 1925. The building rests on a concrete foundation, is faced in stucco, and has a wood truss front gable roof that is covered with asphalt shingles. A large metal cupola is located on the ridgeline and an interior brick chimney is located near the rear of the building on the south roof slope. The façade has a parapet with rough-cut limestone coping. The building features rough-cut sandstone quoining and window sills and lintels. A flat marquee base with rounded corners, a band of light bulbs, and the wooden sign of the current occupant is centrally located on the façade.



FIGURE 77. NEW THEATER / VOGUE THEATER / MIDWEST COUNTRY MUSIC THEATER (PN-SSC-045), FACING NORTH

The first story of the façade features an altered entry with two centrally located single-leaf metal and glass replacement doors that are flanked on either side by paired wood windows with four-part transoms. The second story of the façade features two wood windows with four-part transoms and one resized one-over-one double-hung wood window. A round-arch opening with wood louvers is centrally located on the half-story of the façade. The first story of the south elevation features two wood windows with four-part transoms the rear of the building. The first story of the north elevation features one opening near the rear of the building. The west elevation of the building is not visible from the public ROW.

History: This theater is located in Sandstone, which was platted in June 1887 and was named for the extensive quarries of St. Croix sandstone located nearby in the bluffs of the Kettle River. Sandstone was incorporated as a village on September 28, 1887. The town was completely destroyed by the Hinckley Fire of 1894, and a new village was built on land donated by W.H. Grant, Sr., who owned many of the sandstone quarries. Sandstone Township was organized on October 22, 1895. On April 14, 1920, the town of Sandstone reincorporated and separated from the township (Upham 2006).

From 1896 to 1930, going to the movies became a regular part of everyday life in thousands of communities across the country. In predominately rural areas and small towns, theaters were often the only places where commercial entertainment was presented on a regular basis. Theaters were central places where nationally circulated news and popular culture was received and situated with local traditions. Outside of religious buildings, theaters were often the most frequently visited public spaces in small towns. In addition to movies, other social events such as lectures, rallies, and variety acts often took place at small town theaters (Allen 2004). Pine County only had two movie theaters in the early to mid-twentieth century, the New Theater / Vogue Theater in Sandstone and the Roxy Theatre in Hinckley (Grand Cinema Hinckley 2012).

In 1909, an opera house opened on this property on Commercial Avenue between 3rd and 4th Streets. In 1924, that building was destroyed by fire. That same year the Reinholdson family sold this property to Hans Jepsen for three hundred dollars (Pine County Recorder's Office 1924). A new building, the extant structure, was constructed on this property in 1925 and opened as the New Theater. The New Theater showed its first "talkie" in 1929 (Langseth 1989). In 1936, Jepsen sold the building to Guy Thorne, who renamed it the Vogue Theater (Pine County Recorder's Office 1936d). That same year, Thorne completely remodeled the theater with a slanting floor, air conditioning, new large screen, smoking room, and other improvements. The building operated as the Vogue Theater into the 1980s (Langseth 1989).

With the closure of the Roxy Theatre in Hinckley in 1957, the Vogue Theater became the sole movie theater in Pine County and remained so for the next several decades (Grand Cinema Hinckley 2012). From the theater's opening in 1925, until its closure in the 1980s, it was an important community gathering place in Sandstone and Pine County. In 2002, the building was sold to Joseph and Kathryn Jensen (Pine County Recorder's Office 2002). The building no longer retains its original function as a movie theater; it is now the current home of the Midwest Country Music Theater, a country and bluegrass music venue (Midwest Country Music Theater, 2012).

Significance: The New Theater / Vogue Theater / Midwest Country Music Theater was evaluated within the "Early Twentieth Century Recreation, Entertainment, and Social Venues in Pine County"

context that was developed for this project. Since 1925, this building has served as an important social gathering space and place of entertainment in Sandstone. In the mid-twentieth century, the Vogue Theater was one of only two movie theaters in Pine County. The other, the Roxy Theatre in Hinckley, operated for roughly 30 years and closed its doors in 1957, leaving the Vogue Theater as the only remaining movie theater in Pine County for the next several decades (Grand Cinema Hinckley 2012). The property has continually been used for entertainment purposes and as an important community gathering space in Sandstone and Pine County since the 1920s.

Although this building was an important entertainment and social venue in the community so were the two fraternal organizations, five churches, and numerous other social organizations in Sandstone; therefore this property does not appear to have significance within NRHP Criterion A. Additionally, this property is not readily known to be associated with persons important in the past; is not architecturally distinguished; and has not yielded, nor is it likely to yield, information important in prehistory or history.

Integrity: The integrity of design and materials of the New Theater / Vogue Theater / Midwest Country Music Theater has been slightly compromised by the alterations to the entry, some replacement windows and doors, and the partial removal of the marquee. This building appears to have originally been stuccoed; however the integrity of design has been slightly compromised by replacement stucco on some portions of the façade and the secondary elevations. The property retains good integrity of setting, location, feeling, and association. Overall, the property retains fair integrity.

Recommendation: Although the New Theater / Vogue Theater / Midwest Country Music Theater was an important entertainment and social venue in the community it is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.17 Drugstore / Sandstone Collection Building, PN-SSC-063

Location: 222 Main Avenue North, Sandstone, Pine County, Minnesota, T42 R20 Section 9

Description: This building is located at 222 Main Avenue North in Sandstone, Minnesota. This two-story vernacular commercial building is faced in stucco and has a front gable roof that is covered with asphalt shingles (Figure 78; Appendix B, Map 54). A brick chimney is located near the rear of the building on the south roof slope. The façade has a false-front with a tripartite molded wood cornice and wood brackets. The cornice that divides the first story from the second story on the façade is denticulated. The storefront is made of wood and features diagonal wood siding on the east and west edges. The storefront also features a recessed entry with a single-leaf metal door and two-part wood transom flanked by wood-frame display windows. Each display window features a six-light wood transom of alternating blue, red, and green stained glass panes.

Fenestration on the second story of the façade consists of two one-over-one, double-hung, aluminum-frame windows. The second story of the north elevation is fenestrated with two one-over-one, double-hung, aluminum-frame windows. The first story of the east elevation is fenestrated with one steel door and two one-over-one, double-hung, wood windows. The south elevation is not visible from the public ROW.

An enclosed clapboard stairwell is located on the east elevation and appears to be original to the building. The application of stucco does not appear to be original to the building.



FIGURE 78. DRUGSTORE / SANDSTONE COLLECTION BUILDING (PN-SSC-063), FACING SOUTH

History: The community of Sandstone was platted in June 1887 and was named for the extensive quarries of St. Croix sandstone located nearby in the bluffs of the Kettle River. Sandstone was incorporated as a village on September 28, 1887. The village was destroyed during the Hinckley Fire of 1894 and a new village was built on land donated by W.H. Grant, Sr., who owned many of the sandstone quarries. Sandstone Township was organized on October 22, 1895; on April 14, 1920, the town of Sandstone reincorporated and separated from the township (Upham 2012).

According to Sanborn Fire Insurance Maps, this building was constructed as a drugstore before 1914 (Sanborn Map Company 1914). In 1900, C.M. Johnson sold this property, located on the southwest part of Lot 12, Block nine, Sandstone Quarries plat to Nick Kanis (Pine County Recorder's Office 1900). A year later, Nick Kanis sold the property to E.E. Campbell (Pine County Recorder's Office 1901). In 1912, the property was sold to the Sandstone Lodge No. 228 of the I.O.O.F (Pine County Recorder's Office 1912a). The Independent Order of Odd Fellows, or I.O.O.F., began in seventeenth century England as an aid organization. In America, the I.O.O.F. was founded in Baltimore, Maryland on April 26, 1819. The I.O.O.F. continues today, with nearly 10,000 lodges in nearly 30 countries (The Sovereign Grand Lodge Independent Order of Odd Fellows 2011). In 1999, the Sandstone Lodge sold the property to Melvin and Monika Smekofske (Pine County Recorder's Office 1999). The building is presently operated as an antique store.

The building located at 222 Main Avenue North was constructed in the commercial vernacular style, and has a false front. The commercial vernacular style was the most common commercial design in the United States from the mid-1800s through the 1940s. Buildings of this design were rectangular in plan, usually with the narrow elevation fronting the street and situated close to the property line (street front). Commercial vernacular buildings featured central single- or double-leaf doors with transoms that were flanked by large display windows (City of Tarpon Springs 2012). A subtype of the commercial vernacular style is the false front commercial style. This subtype is characterized by a parapeted façade which hides most of the roof; a front gable roof; and higher quality materials and greater ornamentation on the façade than the other elevations of the building (History Colorado 2012).

Significance: The Commercial Building at 222 Main Avenue North has been a part of the commercial core of Sandstone since its construction in circa 1900. However, the building does not appear to represent the work of a master nor does it possess high artistic value. The building has a standard two-block commercial plan and a front-gabled vernacular design. Therefore, this building does not appear to have significance under NRHP Criterion C. In addition, deed research for this property did not yield any information suggesting that the property has an association with events or persons important to the past. Therefore, this property does not readily appear to have contributed to significant broad patterns of history; is not readily known to be associated with persons important in the past; nor is it likely to yield information important in prehistory or history.

Integrity: The integrity of design and materials of the building at 222 Main Avenue North has been slightly compromised by the application of stucco and by the replacement of second story windows on the façade and the north elevation. The property retains good integrity of setting, location, feeling, and association. Overall, the property retains fair integrity.

Recommendation: This property is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.18 Reinholdson Building, PN-SSC-064

Location: 302 Main Avenue North, Sandstone, Pine County, Minnesota, T42 R20 Section 9

Description: The Reinholdson Building is located at 302 Main Avenue North in Sandstone, Minnesota (Figure 79; Appendix B, Map 54). This two-story vernacular commercial building has a two-block form, is faced in clapboard siding, and has a front gable roof that is covered with asphalt shingles. The façade has a false-front with molded pedimented wood cornice and four wood brackets. The building features an interior brick chimney near the rear of the south roof slope. This chimney was relocated or added, as a chimney nearer the front of the building on the same roof slope has been removed. Another brick chimney is located on the north roof slope. The storefront has been completely covered by plywood, vertical wood siding, and dog-eared siding.

Fenestration on the second story of the façade consists of three one-over-one, double-hung, wood windows. The first story of the north elevation shares a party wall with the adjacent building and has no fenestration. The second story of the north elevation is fenestrated with two one-over-one, double-hung, wood windows. The first story of the rear (east) elevation is fenestrated with two steel

six-panel single-leaf doors. The second story of the rear elevation is fenestrated with three one-over-one, double-hung, wood windows. The first story of the south elevation is fenestrated with two single-leaf wood doors with transoms and four boarded openings of various sizes. The second story of the south elevation is fenestrated with six one-over-one, double-hung, wood windows with vinyl storm windows; one wood casement window; and a single one-over-one, double-hung, vinyl window.



FIGURE 79. REINHOLDSON BUILDING (PN-SSC-064), FACING EAST

History: The community of Sandstone was platted in June 1887 and was named for the extensive quarries of St. Croix sandstone located nearby in the bluffs of the Kettle River. Sandstone was incorporated as a village on September 28, 1887. The village was destroyed during the Hinckley Fire of 1894 and a new village was built on land donated by W.H. Grant, Sr., who owned many of the sandstone quarries. Sandstone Township was organized on October 22, 1895; on April 14, 1920 the town of Sandstone reincorporated and separated from the township (Upham 20012).

The Sandstone Post Office was established on January 4, 1887 and was originally located in the Galsow Brothers General Store, which burned during the fire of 1894. After the fire, a temporary post office was set up in a remodeled railroad car. In 1900, the post office moved to a location at the corner of Main Avenue and 4th Street. When that building was sold in 1912, the post office relocated to this property, which is located at the northeast corner of Main Avenue and 3rd Street. It is unknown how long the post office occupied the building. Based on this building's form and materials it was likely constructed circa 1900. The building became known as the Reinholdson Building, named after one of the building's earliest owners, the Reinholdson family (Pine County Recorder's Office 1926). The Reinholdson Building was purchased in 1926 by Della Murphy to be converted in an 18 room hotel called the Park Place Hotel (Langseth 1989). In 1935, Della Murphy

sold the property to Adolph Larson (Pine County Recorder's Office 1935c). According to Sanborn Fire Insurance Maps, in 1941 the building housed a restaurant on the first floor and a hotel on the second (Sanborn Map Company 1941). In 1986, Robert and Judith Bricher sold the property to Magdaline Lawrence, who sold the property in 1996 to Raymond and Margaret Uszenski (Pine County Recorder's Office 1986; Pine County Recorder's Office 1996b). In 2001, the property was sold to Quarryman Investment Properties, Inc. (Pine County Recorder's Office 2001). Currently the Reinholdson Building appears to be vacant.

The Reinholdson Building was constructed in the commercial vernacular style, with a false front. The commercial vernacular style was the most common commercial design in the United States from the mid-1800s through the 1940s. Buildings of this design were rectangular in plan, usually with the narrow elevation fronting the street and situated close to the property line (street front). Commercial vernacular buildings featured central single- or double-leaf doors with transoms that were flanked by large display windows (City of Tarpon Springs 2012). A subtype of the commercial vernacular style is the false front commercial style. This subtype is characterized by a parapeted façade which hides most of the roof; a front gable roof; and higher quality materials and greater ornamentation on the façade than the other elevations of the building (History Colorado 2012).

Significance: The Reinholdson Building has been a part of the commercial core of Sandstone since its construction in circa 1900. However, the building does not appear to represent the work of a master nor does it possess high artistic value. The building has a standard two-block commercial plan and a front-gabled vernacular design. Therefore, this building does not appear to have significance under NRHP Criterion C. In addition, deed research for this property did not yield any information suggesting that the property had an association with events or persons important to the past. Therefore, this property does not readily appear to have contributed to significant broad patterns of history; is not readily known to be associated with persons important in the past; nor is it likely to yield information important in prehistory or history.

Integrity: The integrity of design and materials of the Reinholdson Building has been slightly compromised by the storefront alterations, replacement windows and doors, and the removal and relocation of the chimney. The property retains good integrity of setting, location, feeling, and association. Overall, the property retains fair integrity.

Recommendation: This property is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.19 Cutler & Gilbert Company Complex, SL-DUL-0051

Location: N/A West Railroad Street, Duluth, St. Louis County, Minnesota, T50 R14 Section 34

Description: This vast industrial complex is roughly bounded by West Railroad Street on the Northwest, South 12th Avenue West on the Southwest, and the Duluth Harbor Basin on the southeast (Figures 80-82; Appendix B, Map 86). The northeastern boundary of the parcel is approximately 0.2 miles northeast of South 12th Avenue West, and is bounded by a vacant parcel. This 21 acre complex includes seven buildings, including a salt and bag warehouse, a concrete block

office building, and two salt storage buildings that are located on a parcel of land along West Railroad Street in Duluth, Minnesota. A salt refinery building is located at the center of the complex and is attached to a long warehouse that extends southeast to the Duluth Harbor Basin. Also attached to the southwest elevation of the refinery building is a circa 1964 warehouse. A railroad spur enters the complex from West Railroad Street southeast of the warehouse/office building and continues southeast toward the Duluth Harbor Basin. The tracks are extant near West Railroad Street and appear to terminate at the southeast end of the property near the Duluth Harbor Basin. Two square storage tanks and one cylindrical storage tank are located near the center of the complex.



FIGURE 80. CUTLER & GILBERT COMPANY COMPLEX BOUNDARY (SL-DUL-0051) (GOOGLE 2012)

Adjacent to West Railroad Street on the northeast portion of the complex is a two-and-a-half-story, circa 1939 salt and bag warehouse. The building is clad in corrugated sheet metal and is covered with a flat roof. A two-story office wing that is faced in corrugated sheet metal is located on the south elevation. Fenestration on the main portion of the building consists of a metal overhead door and two glass block windows on the first story of the west-facing façade, and a six-light fixed metal window on the second story of the façade. There is no fenestration on the half-story. Fenestration on the first story of the north elevation consists of four multi-light fixed metal windows, and one square casement window of unknown material is located on the second story. There is no fenestration on second- or the half-story of the north elevation.

The two-story wing covers the south elevation of the main portion of the salt and bag warehouse and features a metal overhead door and a metal single-leaf door on the west elevation. The southwest elevation of the wing has a circa 1985 two-story concrete block addition with a flat roof. The concrete block addition houses the plant office. Fenestration on the concrete block addition consists of a metal single-leaf door and two, one-over-one, double-hung, wood windows on the first

story of the northwest elevation; and three, one-over-one, double-hung, wood windows on the second story of the northwest elevation.

Northeast of the circa 1939 salt and bag warehouse is a circa 1945 octagonal, hipped roof salt storage building that is barely visible from the public ROW. To the southeast of this building is a circa 1945 two-and-a-half-story corrugated metal salt storage building that is covered with a front-gabled metal roof and has a monitor. The building features a one-story wing on the northwest elevation and a two-story concrete bay on the west elevation. There is no fenestration visible on the northwest elevation of the building. The southwest, southeast, and northeast elevations are not visible from the public ROW.

Attached to the southwest corner of the circa 1945 salt storage building is a circa 1945 two-story salt refinery building. The building is faced in corrugated metal and is covered with a metal shed roof with a wooden balustrade. A one-story corrugated metal wing with a flat roof is located on the northwest elevation of the building. Fenestration consists of one metal overhead door on the first story of the northwest elevation. One square opening is present on the first story of the southwest elevation, and two square openings are present on the second story. The northeast elevation is not visible from the public ROW. A small one-story penthouse with a shed roof is located on the roof of the salt refinery building. Fenestration on the penthouse consists of two fixed four-pane wood windows on the northwest elevation; and a single-leaf wood door and two fixed four-pane wood windows on the southwest elevation. Two one-and-a-half-story corrugated metal penthouses are also located on the roof of the salt refinery building. Each of these penthouses was added after 1954.

A circa 1964 one-and-a-half-story corrugated metal warehouse with a front gable roof is connected to the southwest elevation of the salt refinery building by an enclosed corrugated metal catwalk. The warehouse has shed roof additions on each the northeast and southwest elevations and a shed roof overhang covering a loading dock on the northwest elevation. Fenestration consists of a single-leaf metal door and two metal overhead doors on the northwest elevation. The southwest, southeast, and northeast elevations are not visible from the public ROW. Two square metal storage tanks and one cylindrical metal storage tank are attached to the northeast elevation of the building.

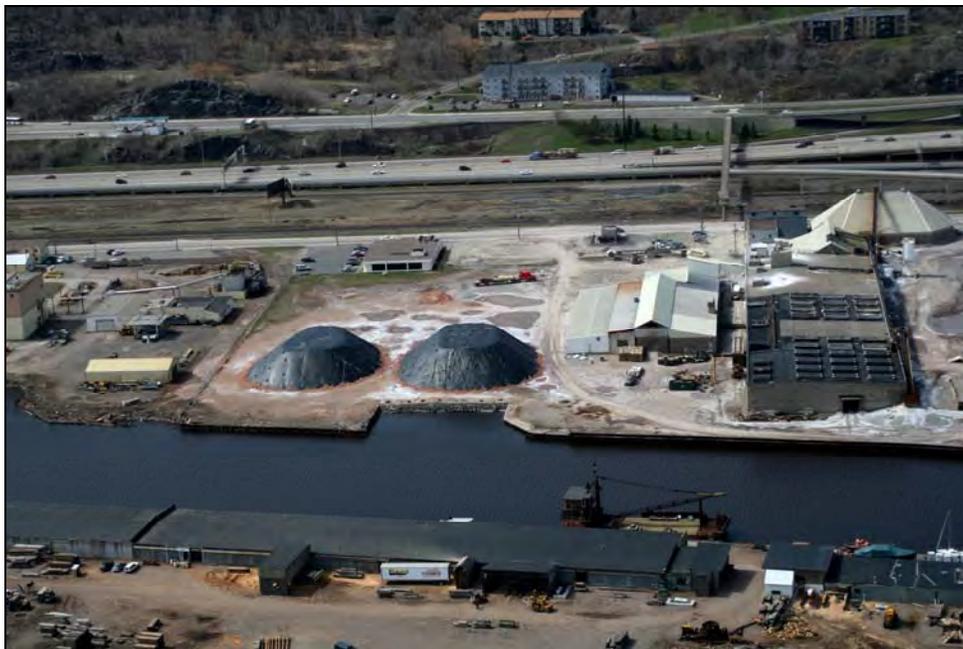
Attached to the southeast elevation of the salt refinery building is a circa 1939, one-and-a-half-story salt warehouse. The building has a flat roof and metal cladding. There is no visible fenestration.

Located southwest of the circa 1939 salt and bag warehouse is a circa 1970, one-story systems building clad in stucco that has a flat roof. Visible fenestration consists of double-leaf metal doors on the northwest elevation. The remaining elevations are not visible from the public ROW.

To the southwest of the circa 1970 systems building is a circa 1965, one-story office building with a flat roof. Fenestration consists of a single-leaf door on each the northeast and southwest elevations, a double-leaf door on the northwest elevation, and a ribbon of three sheet glass windows on the southeast elevation.



FIGURE 81. CUTLER & GILBERT COMPANY COMPLEX (SL-DUL-0051), FACING EAST



**FIGURE 82. CUTLER & GILBERT COMPANY COMPLEX (SL-DUL-0051), FACING NORTHWEST
(UNIVERSITY OF MINNESOTA 2012)**

History: When construction started on the LS&M in 1869, Duluth began a period of spectacular growth. The population grew from 14 families in January, 1869, to 3,500 people by July of that year.

A large percentage of the newcomers were Scandinavian immigrants. This marked the beginning of a flood of Swedes, Norwegians, and Finns to Minnesota. Soon Duluth had sawmills, grain elevators, and warehouses on the waterfront, and homes all over the hillside. Steamboat lines from Buffalo, Detroit, and Chicago began making regular calls at Duluth, and the development of its magnificent harbor was begun (Minnesota Historical Society 2012d).

Between 1860 and 1884, a wheat monoculture developed in Minnesota as farmers moved into commercial agriculture. During that time, Minnesota emerged as the national leader in wheat production, and Duluth became the “country’s premier grain shipping port” (Granger et al. 2005). Duluth grew very quickly as grain began to flow eastward from the prairie states, requiring expanded harbor facilities, huge new grain elevators, and a large workforce (Minnesota Historical Society 2012d)

Industrial growth continued in the Twin Ports throughout the turn of the century. By the 1890s, iron ore was being processed and shipped out of Duluth and Superior. Massive ore docks were constructed into the harbor. The docks allowed rail cars full of ore to run out over the lake on trestles, unloading raw ore into storage bins beneath the trestles; from the bins it was transferred to waiting ships via wood and steel chutes (SHSW 1986). Because of the efficient shipment of iron ore, steel industries developed along waterfront property of the Twin Ports such as the West Superior Iron and Steel Company in 1888 and the U.S Steel Corporation in 1915 (Kellner et al. 1999).

By 1903, the Duluth/Superior Harbor was second only to New York in terms of volume of its marine commerce (American Society of Civil Engineers 1905:279). The timber industry in northern Minnesota and Wisconsin had largely declined in the 1910s and by the early 1930s, the last of the major sawmills in Minnesota had been closed (SHPO 1993). This, coupled with the Great Depression, signaled the end of Duluth’s primary period of industrial growth.

This industrial property along West Railroad Street in Duluth is owned by the North American Salt Company. The company was originally known as Cutler, Gilbert, & Pearson and first dealt in the lumber business (Stoner 1883). By 1902, the company was known as Cutler & Gilbert and manufactured Portland cement (Brown 1902). In 1909, the business was known as the D.G. Cutler Company (Sanborn Map Company 1909). According to Sanborn Maps, the D.G. Cutler Company had warehouses and an office on South 11th Avenue West in Duluth in 1909. At this time Slip No. 5, located between South 11th Avenue West and South 10th Avenue West northeast of the D.G. Cutler Company facility, was accessible. Slip No. 6, located between South 11th Avenue West and South 12th Avenue West southwest of the D.G. Cutler Company facility was also accessible (Sanborn Map Company 1909). In 1912, the D.G. Cutler Company expanded its business by purchasing the dock and waterfront property of the Kelley Island Lime & Transportation Company, located at the end of South 8th Avenue West in Duluth (Commercial West 1912). The acquisition of the Kelley Island Lime & Transportation Company in 1912 extended the D.G. Cutler Company’s presence northeast from South 11th Avenue West to South 8th Avenue West. The current Cutler-Magner Company industrial complex is located on this same stretch of land.

According to 1937 Sanborn Maps, further development of the property occurred between 1909 and 1937 with alterations to the original large warehouses and the addition of a salt refinery building and small warehouses. The Sanborn Maps also indicate that the Marine Iron Shipbuilding Company

occupied buildings at the southern end of the property nearest the water (Sanborn Map Company 1937). Between 1937 and 1954, an octagonal salt storage building and an additional storage building were constructed at the northeast edge of the property along West Railroad Street. These two buildings are still extant. By 1954, the buildings previously occupied by the Marine Iron Shipbuilding Company were being used by the Cutler-Magner Company, as was a storage building on the south side of South 11th Avenue West. According to Sanborn Maps, this storage building has early 1960s additions (Sanborn Map Company 1954). In 1964, a 190 foot x 132 foot warehouse was added to the complex by Lakehead Constructors, Inc. (Duluth News Tribune 1964). This building is located southwest of the plant office and is still extant. According to historical aerial photographs, Slip No. 5 and Slip No. 6 were filled in after 1980 and are now used by the Cutler-Magner Company as surface storage. In 2009, the Cutler-Magner Company became part of the North American Salt Company, a subsidiary of Compass Minerals (Kansas City Business Journal 2009).

The company continues to store and process lime and salt, and provides de-icing salt for highway departments, water softener salt, and other commercial and agricultural products. Access to the water on Lake Superior allows for easy receipt of salt shipped from Canada and ready for processing, and Cutler-Magner's waterfront location has been a key component of their success throughout the years (Duluth News Tribune 1997; Duluth News Tribune 1998).

Significance: The Cutler & Gilbert Company / D.G. Cutler Company / Cutler-Magner Company / North American Salt Company complex has been an important part of Duluth's industrial history since the first decade of the twentieth century. Since that time, the complex has been a part of Duluth's continuing industrial traditions and has been a large processor of salt, lime, and cement. The company continues to provide these products for commercial and agricultural use, particularly de-icing salt. However, the buildings on the complex today were constructed between 1939 and 1985, after Duluth's significant period of industrial growth, which occurred between 1869 and 1930. In addition, the complex's original construction date of 1939 falls at the end of the significant period of transportation growth and development in Minnesota as established in the statewide context *Railroads and Agricultural Development, 1870-1940*. As such, the complex is not likely to have influenced railroad development in Duluth, but rather to have benefitted from an already developed system. Therefore, it does not appear that the complex contributed greatly to the growth of the city of Duluth. Therefore, this complex does not have local significance for listing in the NRHP under Criterion A, within the area of industry.

Integrity: The integrity of the salt and bag warehouse has been slightly compromised by the addition of a circa 1985 concrete block office wing. The octagonal salt storage building and the front-gable salt storage building retain their integrity. The integrity of the salt refinery building has been slightly compromised by addition of rooftop units between 1954 and 1972. The circa 1964 warehouse has good integrity. The circa 1939 warehouse located on the southeast portion of the property also retains good integrity. Historical aerial photographs indicate that the octagonal salt storage building and front-gable salt storage building were constructed between 1948 and 1972, and that the rooftop additions to the salt refinery building took place between 1954 and 1972. A warehouse was added to the complex in 1964. Slip No. 5 and Slip No. 6 were filled in after 1980 and have added surface storage space to the complex.

The 1930s and 1940s buildings retain good integrity but the overall integrity of the complex has been slightly compromised by the addition of buildings in 1960s and 1970s and the infilling of the slips in the 1980s. The Cutler-Magner Company complex retains fair integrity of design, materials, and workmanship. The property retains good integrity of setting, feeling, association, and location. Overall, the property retains fair integrity.

Recommendation: The buildings that comprise the Cutler & Gilbert Company / The D.G. Cutler Company / Cutler-Magner Company / North American Salt Company complex were constructed between 1939 and 1985. Construction occurred after Duluth's significant period of industrial growth, which took place from 1869-1930. Therefore, the complex does not retain historical significance for its association with the industrial development of Duluth. In addition, the earliest buildings on the complex date to 1939, the end of the significant period of transportation growth and development in Minnesota as established in the statewide context *Railroads and Agricultural Development, 1870-1940*. As such, the complex is not likely to have influenced railroad development in Duluth, but rather to have benefitted from an already developed system. Therefore, the Cutler & Gilbert Company / The D.G. Cutler Company / Cutler-Magner Company / North American Salt Company complex is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

6.2.20 Superior Wood Products Company Complex, SL-DUL-0053

Location: N/A West Railroad Street, Duluth, St. Louis County, Minnesota, T50 R14 Section 33

Description: This large industrial complex is located on the southeast side of Interstate 35 and West Railroad Street in Duluth, Minnesota. This facility consists of multiple buildings, large machinery, storage tanks, and pole buildings (Figures 83-84; Appendix B, Map 86). The complex features a railroad spur that crosses West Railroad Street and heads into the northeast portion of the facility. The spur consists of an active set of tracks on wood ties. A slip in the St. Louis Bay, Slip No. 7, was historically located in the northeast portion of the property. This slip was filled in and built over in the early 1970s.

The main building, which is sited northeast to southwest along West Railroad Street, is made up of many connected smaller buildings with heights of one, one-and-a-half, and two-stories, that were constructed circa 1945 and expanded between 1950 and 1972. The buildings are made of concrete block and corrugated metal and have flat roofs. Industrial equipment, roof ramps, and catwalks are in place on the roof. Fenestration on the first story of the northwest elevation consists of one single-leaf door, one metal sliding window, and seven fixed windows. Fenestration on the half story of the northwest elevation consists of one four-part fixed metal window, one single-leaf opening, and four pairs of sliding metal windows. Fenestration on the second story of the northwest elevation consists of two fixed metal windows and two sliding metal windows. Fenestration on the first story of the northeast elevation consists of six four-part fixed metal windows. Fenestration on the half story of the northeast elevation consists of one fixed metal window. Fenestration on the second story of the northeast elevation consists of one four-part fixed metal window and one sliding metal window. Fenestration on the first story of the southwest elevation consists of one metal overhead door.

Fenestration on the second story of the southwest elevation consists of two louvered openings. The southeast elevation of the building is not visible from the public ROW.



FIGURE 83. SUPERIOR WOOD PRODUCTS COMPANY COMPLEX (SL-DUL-0053), FACING SOUTH



**FIGURE 84. SUPERIOR WOOD PRODUCTS COMPANY COMPLEX (SL-DUL-0053), FACING NORTHWEST
(UNIVERSITY OF MINNESOTA 2012)**

To the north of the main building is a two-story, circa 1972 corrugated metal building with a flat roof. Fenestration on the first story of the northwest-facing façade consists of a single-leaf door and five metal sliding windows, and fenestration on the second story of the façade consists of six metal sliding windows. Fenestration on the first story of the northeast elevation consists of four metal sliding windows, and fenestration on the second story of the northeast elevation consists of four metal sliding windows. Fenestration on the southeast elevation is not visible from the public ROW. Fenestration on the first story of the southwest elevation consists of a single-leaf door and three metal sliding windows, and fenestration on the second story of the southwest elevation consists of two metal sliding windows.

Connected to the southeast elevation of this building by a one-story corrugated metal wing are two, two-story corrugated metal garages with front gable roofs. Fenestration on the façade of the western garage consists of two metal overhead doors and on the northwest elevation there is a single-leaf door. Fenestration on the façade of the eastern garage consists of one metal overhead door and two plate glass windows, and fenestration on the southeast elevation was not visible from the public ROW.

To the northeast of the main building are two one-story cylindrical metal tanks with a metal conveyor extending southwest from the tanks.

To the southwest of the tanks is a one-story corrugated metal building with a front gable roof. Attached to the northeast elevation of the building is a one-story brick building with a flat roof. Fenestration on these buildings is not visible from the public ROW.

Located at the southeast edge of the property is a two-story building with a side gable roof. Fenestration on this building was not visible from the public ROW.

Located at the southwest edge of the property are two, two-story buildings with front gable roofs and one building with a flat roof. Fenestration on these buildings was not visible from the public ROW.

History: This large industrial complex was founded in 1945 as the Superior Wood Products Company. The company was founded by Donald MacDonald, Lloyd Johnson, and Morris Opsahl. The Superior Wood Products Company plant in Duluth was built on the former site of the Zenith Dredge Company's Shipbuilding Division, of which Don MacDonald was president. Zenith Dredge produced wartime equipment. MacDonald and his fellow founders saw the need to diversify the company as the end of World War II approached (Gerber 1993:7).

Construction of the Superior Wood Products Company plant was financed by the Iron Range Resources and Rehabilitation Commission (IRRRC). The IRRRC was founded by the Minnesota Legislature in 1941 with the goal of reviving the economy of northeastern Minnesota. The IRRRC sought to diversify the area's economy, which relied heavily on a declining iron ore market. Today the IRRRC is known as the Iron Range Resources and Rehabilitation Board (IRRRB) (IRRRB 2012).

In 1949, the Superior Wood hardwood plant was one of several projects which received funds from a pool of \$175,000 from the IRRRC (Duluth News Tribune 1949). The company began producing aspen log furniture cores and soon added the production of hardboard to utilize the high amount of waste wood not used for furniture cores (Gerber 1993:7). Hardboard quickly became the primary product produced by the company and furniture core production was phased out by 1951. In 1954, the company name was changed to the Superwood Corporation. Much of the hardwood produced by Superwood was used in the automobile industry.

During the 1950s and 1960s the plant facilities went through several expansions (Gerber 1993:9). The company purchased land from St. Louis County in 1956 for the storage of pulpwood, which opened up more space for production in the plant (Duluth Herald 1956). Another expansion project occurred in 1972 with the construction of a new 70,000 square foot building (Duluth Herald 1972a). The company also asked for permission to fill in Slip No. 7 to create an access road for trucks later that same year (Duluth Herald 1972b). In 1986, Superwood was sold to Atlanta-based Georgia-Pacific Corporation (Gerber 1993:9). The company remained a large producer of hardboard. In 2005 Georgia-Pacific was acquired by Koch Industries Inc. (Bachman 2005).

Significance: The Superior Wood Products Company / Superwood Corporation / Georgia-Pacific Corporation complex has been an important component of Duluth's industrial history for 67 years. Since that time, the complex has been a part of Duluth's continuing industrial traditions and has been a large producer of hardboard. However, the company was not operating during Duluth's significant period of industrial growth, from 1869-1930, and did not greatly contribute to the growth of the city. In addition, while originally financed by the IRRRC, the investment was modest and was not a large undertaking for the IRRRC. Therefore, this complex does not have local significance for listing in the NRHP under Criterion A, within the area of industry.

Integrity: The main building located on the southwest portion of this property was built around 1945 and was greatly expanded between 1950 and 1972. The buildings located on the northeast portion of this property were built during or after 1972, when Slip No. 7 was filled in. A flat roof building located on West Railroad Street was constructed after 1980. To the southwest of this building is another building that fronts West Railroad Street, which was significantly altered after 1980. Overall, this complex retains poor integrity of design, materials, and workmanship. The active complex appears to retain good integrity of location, setting, feeling, and association. Overall, the property retains poor integrity due to the alterations to the historic buildings and the late twentieth century expansion of the complex.

Recommendation: During an in-depth examination of historical aerial photographs and Sanborn Fire Insurance Maps it was determined that this complex retained poor integrity. Furthermore, this company was not in operation during Duluth's significant period of industrial growth, from 1869-1930, and therefore does not retain historical significance for its association with the industrial development of Duluth. Therefore, the Superior Wood Products Company / Superwood Corporation / Georgia-Pacific Corporation complex is recommended as not eligible for listing in the NRHP due to a loss of integrity and a lack of historical significance.

6.2.21 Duluth Transfer Railway / Northern Pacific Railway (St. Paul Division, 3rd Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Berwind Junction to Duluth Railroad Corridor, SL-XRR-005

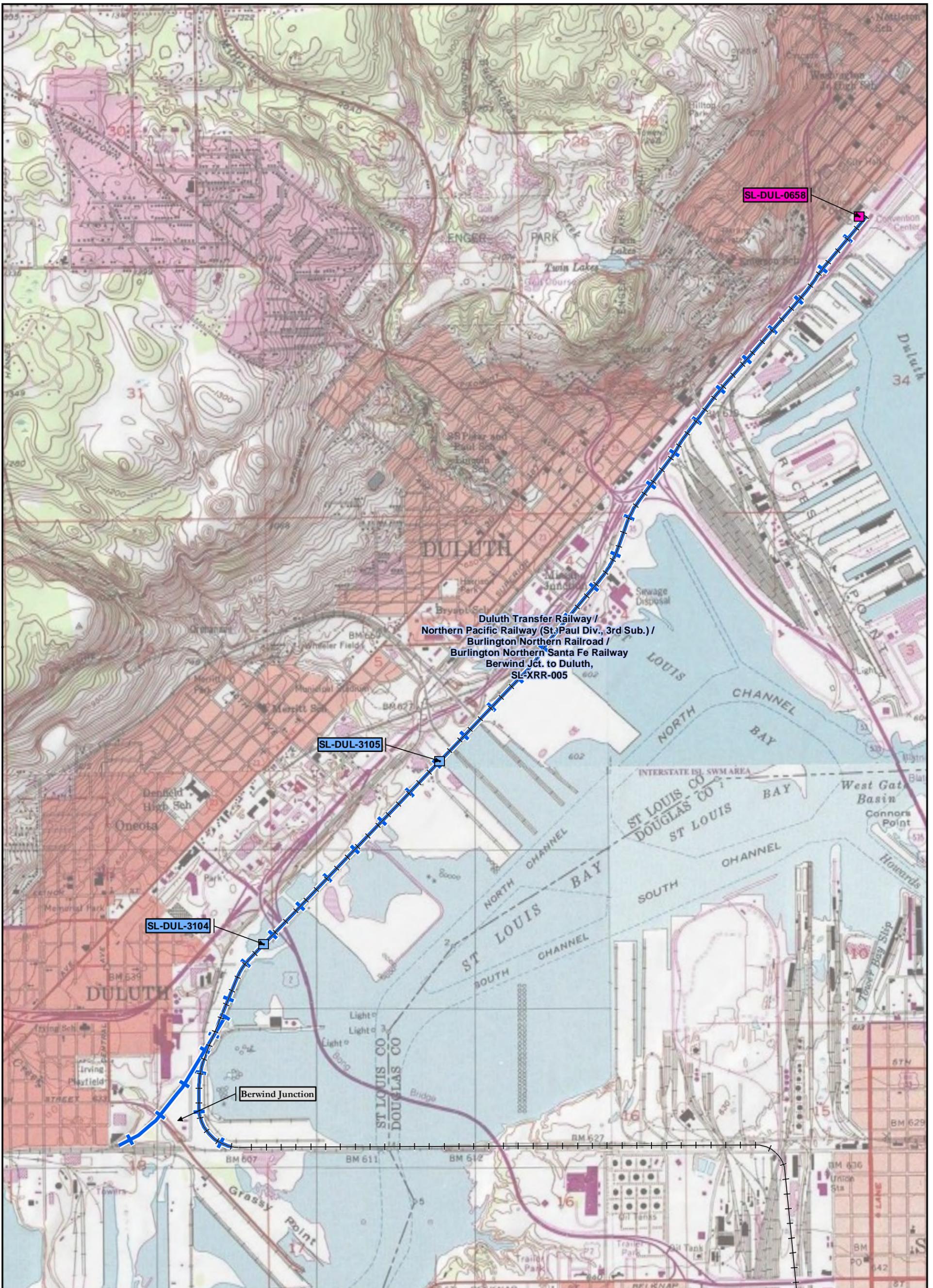
Location: West Duluth and Duluth, St. Louis County, Minnesota

Description: The Duluth Transfer Railway Company constructed multiple segments of railroad in 1891 as part of an effort to construct industrial tracks within the Duluth area (Prosser 1966:132). The one section of the Duluth Transfer Railway that is located in the APE runs in a southwesterly direction along the St. Louis Bay coastline from the Duluth Union Depot to the Berwind Junction in West Duluth, Minnesota (Figures 85-86; Appendix B, Maps 84-86). This segment of line (SL-XRR-005) is extant and is comprised of one mainline that roughly parallels the eastern side of Interstate 35. The tracks consists of steel rails laid on wood ties and are laid on a raised bed of stone ballast. Within the APE, the railroad ROW features a depot, bridges, sidings, spurs, signals, and crossings (Table 14). The NLX preferred alternative (Route No. 9) is comprised of this railroad line between the Duluth Union Depot (BNSF Lakes Subdivision Mile Post 0.0) and the Berwind Junction in West Duluth, Minnesota (BNSF Lakes Subdivision Mile Post 4.5).

The railroad corridor between the Berwind Junction and Duluth Union Depot consists of the historic railroad ROW. Historically, the ROW was likely a minimum of 50 feet and expanded and contracted over time as the rail line was upgraded. The ROW would expand within areas that had sidings, spurs, crossings, junctions, or rail yards.



FIGURE 85. DULUTH TRANSFER RAILWAY / NP / BN /BNSF, BERWIND JUNCTION TO DULUTH RAILROAD CORRIDOR (SL-XRR-005), LINE FARTHEST TO THE RIGHT (LINE DIRECTLY TO THE LEFT IS THE DM&IR AND THE LINE TO THE FAR LEFT IS THE LS&M), FACING NORTHEAST

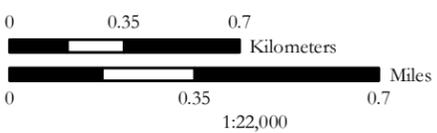


Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd. 2/15/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

Duluth Transfer/NP/BN/BNSF Railroad Corridor



- +— Proposed Northern Lights Express Line
- +— Recommended Not Eligible Railroad Corridor
- Railroad Related Resources**
- NRHP Listed Resource
- Recommended Not Eligible Resource



Figure 86

TABLE 14. DULUTH TRANSFER RAILWAY / NP / BN / BNSF, BERWIND JUNCTION TO DULUTH RAILROAD CORRIDOR, RAILROAD-RELATED RESOURCES⁴

BNSF Lakes Subdivision Mile Post	Station / Feature	Resource	Resource Location	Inventory No.	Date	NRHP Recommendation
0.0	Duluth	Union Depot	MN	SL-DUL-0658	1890	Listed in NRHP
2.7	N/A	Railroad Bridge (Steel Deck Girder with Concrete Piers)	MN	SL-DUL-3105	c. 1930	Not eligible
3.8	N/A	Railroad Bridge (Steel Deck Girder with Concrete Piers)	MN	SL-DUL-3104	c. 1930	Not eligible
4.5	Berwind Junction	N/A	N/A	N/A	N/A	N/A

History: The Duluth Transfer Railway Company was incorporated on May 24, 1890 with the object “to build and operate a railroad from Duluth southwestward via West Duluth and Spirit Lake to a point in or near Fond du Lac [Gary-New Duluth]” (Prosser 1966:132). In 1891, the company constructed approximately 10 miles of transfer trackage, which ran from near 20th Avenue West in Duluth southerly along the St. Louis Bay coastline to Section 33 in Township 49, Range 15 of St. Louis County north of Gary-New Duluth. Here, the line terminated and merged into the Duluth & Winnipeg Railroad (D&W), a subsidiary of the GN (Roe 1893). In 1892 and 1893, the Duluth Transfer Railway was granted franchises under the condition that, upon proper payment, any other company had the right to use the Duluth Transfer Railway’s tracks. Under these terms the company was obligated to “serve impartially and upon equal terms and conditions and without discrimination all railroads so connecting with its lines” (Wilcox 1911:653-654). By 1898, Duluth Transfer Railway lines were used by the CStPM&O; the NP; the DS&W; the DM&N; the GN; and the StP&D. Although the Duluth Transfer Railway was making little profit, many of their lines enabled these other railroads to increase their presence on the waterfront (Investor Publishing Company 1898:1754).

When the Duluth Transfer Railway Company was sold to the NP on May 26, 1902, it had built approximately 10 miles of waterfront, industrial, and transfer trackage in the Duluth area (Schwietz 1985:27). In 1970, the NP merged with the GN; the CB&Q Railroad; and the SP&S Railway to form the BN. In 1996, the BN merged with the AT&SF Railway to form the BNSF, which operates the line today.

Significance: The Duluth Transfer Railway served various industries within the Duluth area at a time when Twin Ports trading, and consequently traffic to the Duluth/Superior area, was growing quickly. After its sale in 1902 to the NP, the Duluth Transfer Railway became an important part of the vast network of railroads owned and operated by the NP, especially at a time when trade at the Twin Ports was rapidly increasing and Duluth was developing into a major shipping port and railroad hub. In addition, the Duluth Transfer Railway’s position as a primary holder of waterfront trackage in Duluth allowed the NP to increase their presence and grow their customer base on the

⁴ Small scale features such as railroad sidings, spurs, signals, and crossings are not included in this table.

waterfront. The ease of transport of taconite, coal, lumber, grain, and numerous other products by rail into Duluth via Duluth Transfer Railway trackage at the waterfront made Duluth one of the busiest ports in the world at the turn of the century (Duluth Seaway Port Authority 2012a).

Although the Duluth Transfer Railway trackage facilitated the movement of goods for many different rail lines in Duluth, many rail companies including the CStPM&O, NP, StP&D, and the D&IR Railroad were already well established on the waterfront prior to the construction of the Duluth Transfer Railway in 1891. The NP built a railroad west from Duluth in 1870, and by the mid-1880s, both the NP and StP&D had extensive rail systems in the Twin Ports. The StP&D transported grain to the large A, B, C, D, and G elevators and to several large lumber mills located on Rice's Point. The NP had several of its own steel mills and shipped to other businesses such as the Duluth Iron Company (Sanborn Map Company 1885; Harsnberger 1960:93).

Therefore, this line does not appear to meet any of the registration requirements under NRHP Criterion A within the *Railroad Development in Minnesota, 1862-1956* historical context that was established in the *Railroads in Minnesota, 1862-1956 MPDF* (Schmidt et al. 2007:F-194-196). The line does not meet registration requirement number one because it did not open portions of the state to settlement; nor number two because it did not establish a connection that did not previously exist; nor number three because it does not appear to be an influential component of the state's railroad network; nor number four because it did not provide a critical link or junction between two or more important railroad corridors, which lead to significant expansion of operations in the transportation network, commerce, or industry.

Integrity: The railroad corridor retains intact tracks, therefore continuing to provide a sense of function and destination. The rail line appears to retain good integrity of design and workmanship by maintaining their grade and profile. Although original wood ties and metal tracks have likely been replaced through time, they have been replaced as part of the ongoing use of the railroad and the materials have likely been replaced with historically compatible materials, thereby retaining their integrity of design. The rail line further retains good integrity of location, association, feeling, and setting by remaining operational, by retaining the visual rail corridor, and by maintaining the same route as the Duluth Transfer Railway constructed in 1891.

The Duluth Union Depot (SL-DUL-0658) retains good integrity of materials, design, workmanship, location, association, setting, and feeling. Due to frequent train traffic within this area of the corridor, the two railroad bridges (SL-DUL-3105 and SL-DUL-3104) along the corridor that are located within the APE were not photographically documented during the survey. However, according to aerial photographs the bridges appear to retain good integrity of location, association, setting, and feeling.

Recommendation: Although the Duluth Transfer Railway trackage facilitated the movement of goods for many different rail lines in Duluth during the late nineteenth and early twentieth century's this railroad line is recommended as not eligible for listing in the NRHP due to a lack of historical significance.

During the Phase I architectural history survey, this railroad line and the railroad-related resources within the ROW were recommended as a potential historic district because initial research indicated

that this railroad line was a major operator in the Duluth area. However, during further review of historical documents this line was found to have facilitated the movement of goods for many different rail lines in Duluth during the late nineteenth and early twentieth centuries but was not the first to have industrial trackage in Duluth, nor did it have the most trackage in Duluth, and instead it served as a component of other large rail carriers in Duluth to help maintain and increase their presence on the waterfront.

During the Phase I survey, three railroad-related resources were recommended as potentially eligible as contributing resources to the potential district, however because the major component of the historic district, the railroad line, does not have sufficient historical significance the potential historic district is recommended as not eligible (see Table 14). The Duluth Union Depot was previously listed in the NRHP. The two railroad bridges within the APE are not individually eligible for listing in the NRHP because they are common types of railroad bridges, have a standard method of construction, and do not represent the work of a master or possess high artistic value.

6.2.22 17th Street Railroad Yard, Field No. 1670

Location: N/A Between Butler & Elmira Avenues, Superior, Douglas County, Wisconsin, T49 R14 Section 15

Description: The 17th Street Railroad Yard is located in downtown Superior, Wisconsin. Today, the BNSF owns the yard. The yard is located along the Eastern / GN / BN / BNSF railroad mainline, which runs from Coon Creek Junction, Minnesota to Duluth, Minnesota via Superior, Wisconsin. According to the City of Superior, Wisconsin parcel data, the 17th Street Railroad Yard is located on multiple parcels that consist of approximately 116 acres. The railroad yard is roughly bounded by Winter Street on the north, open land to the east, 28th Street North on the south, and behind the properties fronting Elmira Avenue on the west (Figures 87-89; Appendix B, Map 84). The open land adjacent to the yard on the east is also owned by the BNSF Railway but is not currently part of the railroad yard. On the west side of the railroad yard there is a line of businesses between the railroad yard and Elmira Avenue. These buildings are not owned by BNSF Railway and are not associated with the yard.

The 17th Street Railroad Yard features a railroad mainline, multiple sidings, and railroad servicing buildings. The railroad tracks have steel rails and wood railroad ties. The tracks lie on gravel beds. The railroad yard is crossed by two vehicular bridges at Belknap Street and North 21st Street. Most of the service and storage buildings for the 17th Street Railroad Yard are located between Winter Street on the north and Belknap Street on the south. Many of the buildings are not visible from the public ROW, so current aerial photographs were used to aid in writing the descriptions.

From north to south, the servicing facilities appear to consist of a small shed (Shed No. 1) with a tank, four storage buildings (Storage Building Nos. 1, 2, 3, and 4), a maintenance building (Maintenance Building No. 1), three storage buildings (Storage Building Nos. 5, 6, and 7), a shed (Shed No. 2), two large cisterns (Metal Cisterns) and two small storage buildings (Storage Building No. 8 and No. 9) located just south of 21st Street.

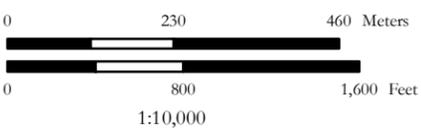


Source: The 106 Group Ltd.

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Map Produced by The 106 Group Ltd. 2/27/2013

**Northern Lights Express
Phase I and II Architectural History Survey
Minnesota and Wisconsin**

17th Street Railroad Yard (Field No. 1670)



- Proposed Northern Lights Express Line
- Architectural History APE
- ▭ 17th Street Railroad Yard Boundary
- Building / Structure

Figure 87



FIGURE 88. 17TH STREET RAILROAD YARD (FIELD NO. 1670), FACING SOUTH

Shed No. 1 is located on the west side of the yard. The circa 1995 one-story shed rests on a concrete foundation, has metal siding, and a metal gable roof. A pipe runs from the shed to a cylindrical tank located east of the shed. Fenestration on the north elevation of the Shed No. 1 consists of a metal casement window. Fenestration on the west elevation consists of single-leaf metal door. No fenestration is located on the east or south elevations.

Storage Building No. 1 is a circa 1980, one-story, L-shaped building. The building rests on a concrete slab foundation, appears to have metal siding, and a shallow gable roof covered with asphalt shingles. An outdoor storage area is located adjacent to the building to the east. The storage area appears to be surrounded by a six-foot metal fence. Fenestration on the north elevation of Storage Building No. 1 consists of a large metal overhead door, a standard-size, single-leaf metal door, and two window openings boarded-up with plywood. Fenestration on the west elevation consists of what appears to be two large opening boarded-up with plywood and a single-leaf metal door. Fenestration on the south elevation consists of a metal overhead door, a single-leaf metal door, and three window openings boarded-up with plywood. Fenestration on the east elevation consists of two large door openings and three window openings all of which are boarded-up with plywood.

Storage Building No. 2, located slightly southeast of Storage Building No. 1, is a one-story, circa 1980 rectangular-shaped building. The building rests on a concrete slab foundation, has metal siding, and a metal gabled roof. No fenestration is located on the north elevation of the building. Fenestration on the west elevation consists of five equally spaced metal casement windows. No fenestration is located on the south elevation. Fenestration on the east elevation consists of two single-leaf metal doors covered by projected metal gable roofs and three metal casement windows.

Storage Buildings No. 3 and 4 are both located on the west side of the yard. Storage Building No. 3 is a one-story, circa 1980 rectangular-shaped building. The building rests on a concrete slab foundation, has metal siding, and a metal gable roof. Fenestration on the north elevation of Storage Building No. 3 consists of a double-leaf metal door and two metal casement windows. No fenestration is located on the west elevation. Fenestration on the south elevation consists of a single-leaf metal door and two metal casement windows. No fenestration is located on the east elevation.

Storage Building No. 4 is a one-story, circa 1930 rectangular-shaped building. The building rests on a concrete slab foundation, appears to have brick siding, and a metal gable roof. A stepped parapet is located on the north and south elevations. Fenestration on the north elevation of Storage Building No. 4 consists of a single-leaf metal door. Fenestration on the west elevation consists of what appears to be two small window openings. Fenestration on the south elevation consists of two window openings boarded with plywood and a single-leaf metal door. Fenestration on the east elevation consists of a single-leaf metal door, and four windows openings the type and material of which could not be determined from the public ROW.



FIGURE 89. 17TH STREET RAILROAD YARD BUILDINGS (FIELD NO. 1670), FACING NORTH

Maintenance Building No. 1 is a circa 1930, one-story rectangular shaped building. The building rests on a concrete slab foundation, appears to have corrugated metal siding, and a shallow, metal gable roof with a gabled monitor at the ridge line. A circa 2000, partial-length, one-story lean-to addition is located on the east elevation along with a projected bay. A circa 1930 projected garage is located off the center of the north elevation. Fenestration on the north elevation consists of four over-head metal doors. No fenestration is located on the west elevation. Fenestration on the south elevation consists of consists of four over-head metal doors. No fenestration is located on the east elevation. Fenestration on the north elevation of the projected garage consists of a metal overhead door. Fenestration on the west elevation consists of a metal casement window. The south elevation is connected to Maintenance Building No. 1. Fenestration on the east elevation consists of a metal

casement window. Fenestration on the north elevation of the lean-to addition consists of a metal casement window. Fenestration on the east elevation consists of three metal casement windows and a single-leaf metal door. No fenestration is located on the south elevation.

Storage Building No. 5, located east of Maintenance Building No. 1 and within the center of the yard, is a one-story, circa 1980 rectangular-shaped building. The building rests on a concrete slab foundation, has metal siding, and a metal gabled roof. Fenestration on the north elevation of Storage Building No. 5 consists of what appears to be a double-leaf metal door, a single-leaf metal door, and a metal casement window. Fenestration on the east elevation consists of what appears to be a window opening boarded-up with plywood. Fenestration on the south elevation consists of what appears to be a large opening boarded-up with plywood. Fenestration on the west elevation consists of two metal casement windows, and a single-leaf metal door covered by a gablet.

Storage Buildings No. 6 and No. 7, the two cisterns (Metal Cisterns) and Shed No. 2 are located southwest of Maintenance Building No. 1 along the west side of the yard. Storage Building No. 6 is a one-story circa 1995 square building. The building has metal siding and a flat metal roof. A pipe leads from the building to a cylindrical tank adjacent to the north elevation. The building and tank are surrounded by what appears to be a metal fence. No fenestration is located on the north, west, or south elevations of Storage Building No. 6. Fenestration on the east elevation consists of a single-leaf metal door.

Storage Building No. 7 is located directly south of Storage Building No. 6. Storage Building No. 7 is a one-story, circa 1995 rectangular shaped-building. The building rests on a concrete slab foundation, has metal siding and a metal gable roof. A full-length projected bay with a shed roof is located on the north elevation. A cylindrical storage tank is located directly south of the building and connected to the building by a metal pipe. The storage tank is surrounded by a metal fence. No fenestration is located on the north elevation of Storage Building No. 7. Fenestration on the west elevation consists of a single-leaf metal door and a double-leaf metal door. No fenestration is located on the south elevation. Fenestration on the east elevation consists of two single-leaf metal doors.

The two large metal cisterns and Shed No. 2 are located southwest of Storage Building No. 6 and No. 7. The circa 2000 cisterns rests on a concrete slab foundation and are surrounded by what appears to be a six-foot metal fence. Shed No. 2 is located directly east of the cisterns. The one-story, circa 2000 shed rests on a concrete slab foundation, has metal siding, and a metal gable roof. Fenestration on the no east elevation Shed No. 2 consists of a single-leaf metal door. No fenestration is located on the north, west, or south elevations.

Storage Buildings No. 8 and 9 are located just south of 21st Street. Storage Building No. 8 is a one-story, circa 1980 rectangular shaped building. The building appears to rest on a concrete slab foundation, has metal siding, and a flat metal roof. Fenestration on the north elevation consists of a projected metal entrance bay. Fenestration on the west elevation consists of a single-leaf metal door. No fenestration is located on the south elevation. Fenestration on the east elevation consists of a metal casement window.

Storage Building No. 9 is a one-story circa 1980 rectangle-shaped building. The building rests on a concrete slab foundation, has metal siding, a metal gable roof. Fenestration on the north elevation

consists of a four-part metal window. Fenestration on the west elevation consists of a single-leaf metal door and a metal sliding door. Fenestration on the south elevation consists of a four-part metal window. Fenestration on the east elevation consists of a four-part metal window.

History: The 17th Street Railroad Yard was developed circa 1890 as a switching and maintenance facility for the Eastern. The company built a mainline from Duluth, Minnesota to Coon Creek Junction, Minnesota in 1888, which runs through the rail yard (The Railway & Locomotive Historical Society 1937). The line included a 21.85-mile long segment in Wisconsin between Foxboro and Superior (Prosser 1966:28, 132). The GN began leasing this mainline from the Eastern in 1890, and in 1907 it formally purchased the mainline (Prosser 1966:43). The GN had been created a year earlier in 1889 when James J. Hill reorganized the StPM&M and consolidated it with several smaller lines. Based on the construction date of the Eastern / GN / BN / BNSF railroad line, the 17th Street Railroad Yard, also occasionally referred to today as the Belknap and 60 Yard, was constructed circa 1890 (Twin Ports Rail 2012c).

According to a circa 1914 map, the 17th Street Railroad Yard was historically more extensive than it is today (Northern Pacific Railway Company Records c. 1914). The 17th Street Railroad Yard was historically bounded roughly by present day Washington Avenue on the west, Winter Street on the north, 28th Street on the south, and bordered by open space to the east. The map indicates that this open area was leased by the GN and bordered by a LST&T yard on the east. Historically, within this open space were a few additional tracks and a ball park located at the northern end. This area remains predominately open today but the ball park is now gone as are some of the tracks. The LST&T yard located east of this open space historically featured several lines of track and a roundhouse. The vast majority of the tracks have now been removed but remnants of this roundhouse can still be seen today. The parcel on which the roundhouse is located is now owned by United Waste Systems (Superior Wisconsin 2012; Northern Pacific Railway Company Records c. 1914; Tim Shandel, Lake Superior Railroad Museum, personal communication, October 4, 2012).

The circa 1914 map indicates that the 17th Street Railroad Yard featured numerous diagonal tracks making up the switching and sorting area of the yard, a roundhouse located just north of Belknap Street and west of the sorting tracks, additional tracks north of the roundhouse, and a few servicing buildings west of the main sorting tracks and north of the roundhouse. Historically, the GN mainline extended along the west side of the diagonal sorting tracks, and remains in that historic location today (Northern Pacific Railway Company Records c. 1914).

A 1948 historical aerial photograph of the yard indicates that some of the rail lines and original servicing buildings north of the roundhouse were replaced by several large maintenance and servicing buildings, including a steel shop, engine servicing building, Storage Building No. 4, and Maintenance Building No. 1 (Wisconsin Historic Aerial Image Finder 2012; Tim Shandel, Lake Superior Railroad Museum, personal communication, October 4, 2012). According to the map, there were no changes to the roundhouse or tracks by 1948 (Figure 90).

The GN merged with NP, CB&Q, and SP&S companies in 1970 to form the BN. Soon after BN consolidated its assets and chose to run traffic from the Twin Ports along its ex-GN line, the Eastern / GN / BN / BNSF. The roundhouse and car shops at the 17th Street Railroad Yard were used as BN's primary servicing facility for the Twin Ports.



FIGURE 90. 17TH STREET RAILROAD YARD IN 1948, GREEN LINE INDICATES THE APPROXIMATE PROPERTY BOUNDARY (ASCS 1948)

During the 1980s, several changes were made to the 17th Street Railroad Yard. During that time, new storage facilities were added, the roundhouse was demolished, and the 17th Street Railroad Yard took on its current boundaries. Additionally, some of the historic servicing buildings were demolished while others were sold to other companies, several of which remain located directly west of the current boundaries of the yard. The 28th Street Railroad Yard, located directly south of the 17th Street Railroad Yard, was expanded in the 1980s and the main BN offices were built. Built circa 1930, the 28th Street Railroad Yard was historically smaller than the 17th Street Railroad Yard and, according to historical aerial photographs, never appeared to have any maintenance facilities (Tim Shandel, Lake Superior Railroad Museum, personal communication, October 4, 2012; ASCS 1939; ASCS 1948; ASCS 1961; ASCS 1981). The 28th Street Railroad Yard features longer sorting and receiving tracks that are not set at a diagonal in order to accommodate modern train lengths and equipment. Although it was built as and currently functions a separate yard, the 28th Street Railroad Yard is connected to the 17th Street Railroad Yard at 28th Street.

In 1996, BN merged with the AT&SF to form the BNSF, which operates both the 17th Street and 28th Street Railroad Yards (Twin Ports Rail 2012c; Tim Shandel, Lake Superior Railroad Museum, personal communication, October 4, 2012). Today, the 17th Street Railroad Yard is primarily used for local CP and UP interchanges and grain movements (Twin Ports Rail 2012a). Currently, Maintenance Building No. 1 is used by BNSF for light repairs to locomotives and freight cars. The BNSF 28th Street Railroad Yard is now used as the primary arrival and departure yard for BNSF in Superior (Twin Ports Rail 2012c).

Significance: The 17th Street Railroad Yard has significance for listing in the NRHP as a railroad-related resource of the Eastern / GN / BN/ BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District. The primary resource of this historic district is the railroad line which connected the Twin Cities and Lake Superior, opened portions of northeastern Minnesota to settlement, and was critical to the development of agricultural, lumbering, and railroad industries in Minnesota. This segment of railroad represents an element of the vast network of railroads owned and operated by the GN throughout the majority of the twentieth century, which contributed to broad patterns of history and helped to create transportation systems and supply routes from the Twin Cities to the Great Lakes. The period of significance for the railroad corridor historic district begins in 1888 when construction started on the line through its absorption into the GN, and concludes in 1970 with the formation of the BN. The 17th Street Railroad Yard was integral to the sorting, maintenance, service, and repair of rolling stock along the line and is an important component of the linear railroad corridor.

The railroad line along which this yard is sited is primarily located in Minnesota, therefore the railroad district and rail yard was evaluated within the *Railroads in Minnesota, 1862-1956 MPDF*. According to the MPDF, a rail yard can be evaluated as a separate property type if it includes 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” (Schmidt et al. 2007:F:211). Therefore, the 17th Street Railroad Yard was evaluated for individual significance under NRHP Criterion A, within the

area of transportation. Railroad yard historic districts can have significance in the area of transportation for their important “functions related to the historical operation of Minnesota’s railroad network, including the classification, disassembly and assembly of trains and the construction, repair, maintenance and refueling of rolling stock” (Schmidt et al. 2007:F:213). The 17th Street Railroad Yard is important for its function related to the historical operation of classification and assembly of trains and the construction and maintenance of rolling stock of the historically significant Eastern / GN / BN / BNSF corridor. The yard was built shortly after the Eastern / GN / BN / BNSF constructed its first line into the Twin Ports and was one of the first railroad yards built in Superior. As one of the earliest and largest train yards in the Superior, Wisconsin and the Twin Ports, the 17th Street Railroad Yard was integral in the movement, sorting, and maintenance of trains in the late nineteenth century and into the twentieth century. The movement and sorting of trains at the yard contributed to the commerce and industry in the Twin Ports. Together, the servicing buildings in the yard also served as the main servicing facility for the GN in the Twin Ports, as well as for the BN after its establishment.

Integrity: The 17th Street Railroad Yard continues to be used as a switching yard and servicing facility for the BNSF Railway. The tracks also continue to be used as an active rail yard; therefore, the yard retains excellent integrity of association. The number and configuration of current tracks appears to have remained unchanged since their construction. Although original wood ties and metal tracks have likely been replaced through time, they have been replaced as part of the ongoing use of the yard and have been replaced with historically compatible materials, thereby retaining their integrity of design. The integrity of design of the 17th Street Railroad Yard is minimally impacted by the construction of the 28th Street Railroad Yard as it operates as a separate yard although the two railroad yards are connected. The loss of the original roundhouse and most of the historic servicing facilities through demolition or new ownership, and the addition of several circa 1980, circa 1995, and circa 2000 buildings severely compromises the integrity of design, materials, and workmanship of the yard. The circa 1980, circa 1995, and circa 2000 buildings do however retain historic uses and associations but still compromise the integrity of design, materials, and workmanship of the yard. The area surrounding the 17th Street Railroad Yard has changed over time through the removal of the smaller yard to the east, the LST&T Yard; the expansion of the 28th Street Railroad Yard to the south; and the encroachment of the surrounding businesses and houses, which are also now closer to the yard and servicing buildings than they were historically, which compromises the integrity of setting and feeling. Overall, the 17th Street Railroad Yard retains poor integrity.

Recommendation: The 17th Street Railroad Yard is recommended as a non-contributing resource to the recommended eligible Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction Railroad Corridor Historic District, due to a loss of integrity. The district is eligible for listing in the NRHP under Criterion A, within the Minnesota statewide contexts *Railroad Development in Minnesota, 1862-1956* that was established in the *Railroads in Minnesota, 1862-1956* MPDF and *Railroads and Agricultural Development, 1870-1940* and the Wisconsin historical context *Transportation: Late Rail Lines, 1868-Present*, for its role in creating transportation systems and supply routes from Lake Superior and the Twin Ports to the Twin Cities and the

role it played in the development of the agricultural, lumber, and railroad industries in Minnesota and Wisconsin.

Individually, the 17th Street Railroad Yard is important in the area of transportation as one of the first and largest railroad yards in the Twin Ports. The yard was integral in the sorting and maintenance of the GN in Superior, however, much of the historic buildings and features associated with the yard have been demolished and the yard no longer retain its original boundaries. Therefore, the yard no longer retains sufficient integrity to convey its historical significance. The 17th Street Railroad Yard is recommended as not individually eligible for listing in the NRHP due to a loss of historic integrity.

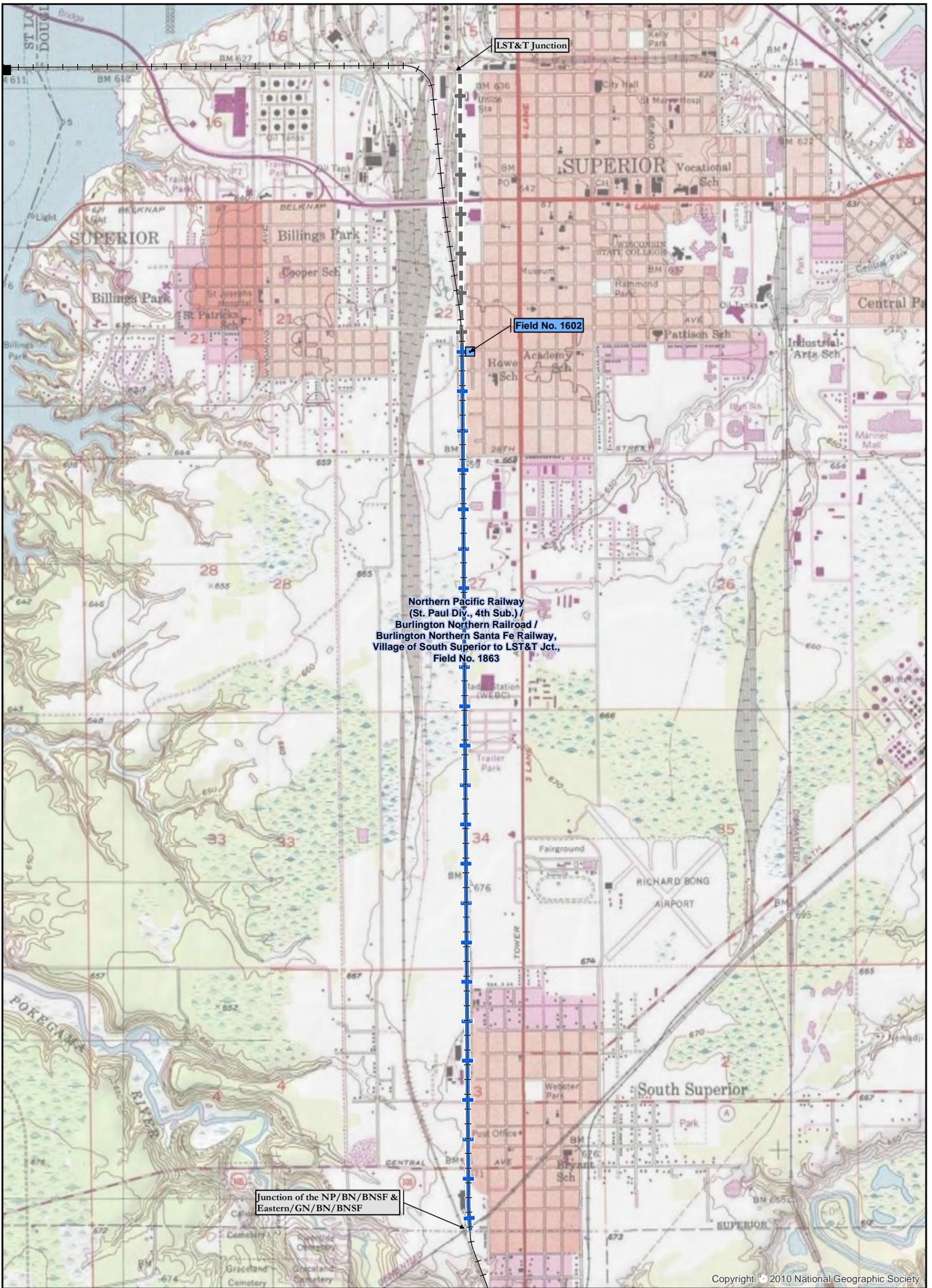
6.2.23 Northern Pacific Railway (St. Paul Division, 4th Subdivision) / Burlington Northern Railroad / Burlington Northern Santa Fe Railway, Village of South Superior to LST&T Junction Railroad Corridor, Field No. 1863

Location: Village of South Superior and City of Superior, Douglas County, Wisconsin, T49 R14 Section 15

Description: In 1888, the NP (St. Paul Division, 4th Subdivision) constructed a line from the present-day Village of South Superior, Wisconsin, to the City of Superior, Wisconsin. Historically, the NP line consisted of a single mainline track that branched off from the Eastern / GN / BN / BNSF line at approximately North 64th Street in the Village of South Superior, just west of Butler Avenue. The track ran due north, bypassing the GN railroad yards in Superior, and terminating at the LST&T Junction (near present day Winter Street) in Superior in a large rail yard that was located between Belknap and Winter Streets (Figures 91-93; Appendix B, Maps 79-83). This railroad yard, located immediately east of the GN railroad yard, was owned by the NP and the LST&T (Northern Pacific Railway Company Records c.1914).

The NP / BN / BNSF railroad corridor from its beginning point with the juncture of the Eastern / GN / BN / BNSF to the LST&T Junction historically totaled 4.56 miles in length (Fisher 1937:56). Approximately 3.4 miles of extant track at the southern end of the corridor consists of steel rails laid on wood ties that are laid on a raised bed of stone ballast. Over time the line has been upgraded with heavier rails to accommodate heavier and faster trains. According to historical aerial photographs, the historical route of the NP/ BN / BNSF line and the NP and LST&T railroad yards were abandoned and dismantled in the 1990s. The northern approximately 1.1 miles of this corridor are no longer extant, the historic alignment and visual corridor disappears around 21st Street. Within the APE, the railroad ROW features a freight house (Field No. 1602) located at North 22nd Street and Butler Avenue in Superior, and various signals and crossings throughout the line (Table 15).

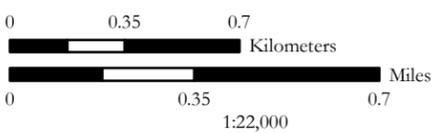
The NLX preferred alternative (Route No. 9) is comprised of this railroad line from its beginning point of at its juncture with the Eastern / GN / BN / BNSF (BNSF Lakes Subdivision Mile Post 8.9) to 21st Street in the City of Superior. From 21st Street to Winter Street, a modern line, constructed circa 1976 and known as the “Coal Runner,” is the line that the preferred alternative follows.



Source: USGS 1:250,000-scale series; ESRI; The 106 Group Ltd.

**Northern Lights Express
 Phase I and II Architectural History Survey
 Minnesota and Wisconsin**

NP/BN/BNSF Railroad Corridor



- +— Proposed Northern Lights Express Line
- + Recommended Not Eligible Railroad Corridor
- + Recommended Not Eligible Abandoned Railroad Corridor
- Railroad Related Resources
- Recommended Not Eligible Resource

Figure 91

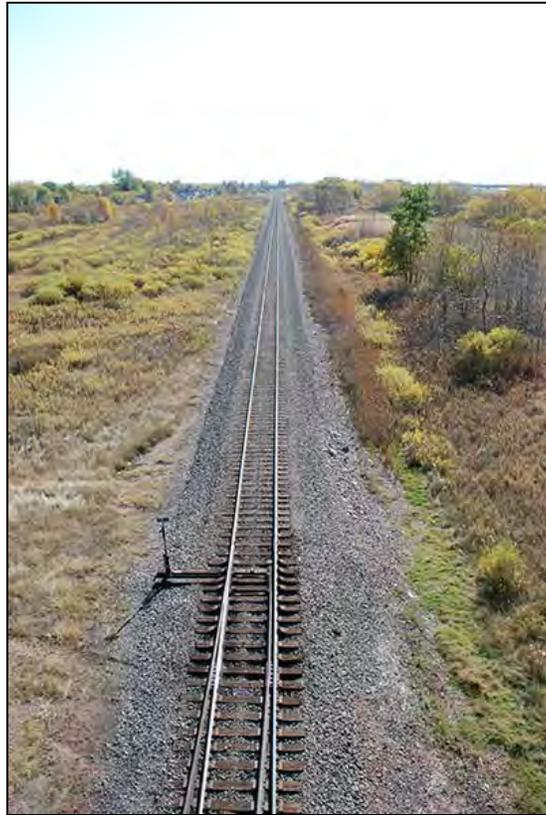


FIGURE 92. NP / BN / BNSF, VILLAGE OF SOUTH SUPERIOR TO LST&T JUNCTION RAILROAD CORRIDOR (FIELD NO. 1863), FACING SOUTH



FIGURE 93. FREIGHT HOUSE (FIELD NO. 1602), FACING NORTHWEST

**TABLE 15. NP / BN / BNSF, VILLAGE OF SOUTH SUPERIOR TO LST&T JUNCTION
RAILROAD CORRIDOR, RAILROAD-RELATED RESOURCES⁵**

BNSF Lakes Subdivision Mile Post	Station / Feature	Resource	Resource Location	SHPO / Field No.	Date	NRHP Recommendation
4.3	LST&T Junction	N/A	N/A	N/A	N/A	N/A
4.6	Superior	N/A	N/A	N/A	N/A	N/A
5.0	Belknap Street	N/A	N/A	N/A	N/A	N/A
5.7	N/A	Freight House	WI	Field No. 1602	c. 1900	Not eligible
8.7	Superior – Central Ave.	N/A	N/A	N/A	N/A	N/A
8.9	Junction with the Eastern / GN / BN / BNSF	N/A	N/A	N/A	N/A	N/A

History: The NP was chartered on July 2, 1864 by President Abraham Lincoln as the first northern transcontinental railroad (Prosser 1966:14). The object of the railroad was to build and operate a direct line from Lake Superior to Puget Sound (Northern Pacific Railway Historical Association 2003). The NP constructed its first line in Minnesota from 1870 to 1871, from Northern Pacific Junction (renamed Carlton in 1890) near the Minnesota border with Wisconsin to Moorhead and Fargo. From 1871 to 1872, the line was extended westward across North Dakota (Prosser 1966:155). By 1883, the NP had extended its mainline west across Montana, Idaho, Oregon and Washington, to the Pacific Ocean, making the NP the first northern transcontinental mainline. In the 1890s and 1900s, the NP began acquiring lines across the western part of the country to add to its vast rail system.

The NP was not as active in the state of Wisconsin as it was in neighboring Minnesota and states further west. In 1881, the NP first entered Wisconsin with one line connecting the Minnesota State Line near Wallbridge to Superior, and another line running between Superior and Connor’s Point, located on the northeastern edge of the City of Superior parallel to present-day United States Highway (USH) 53. The NP reached Ashland, Wisconsin in 1884, which allowed the company to connect with the WC line that had reached Ashland in 1877. In Ashland, via the WC, NP could then provide access to the much desired destination of Chicago, which the WC had reached in 1886. In the late 1880s, NP chose to lease the WC as a means of obtaining access to Chicago instead of building rails themselves directly to the city. Between 1881 and 1900, the NP only constructed 139.31 miles of track in Wisconsin. Few miles of track were laid in the state after 1900 (Fisher 1937:57). In 1970, the NP merged with the GN; the CB&Q; and the SP&S to form the BN. In 1996, the BN merged with the AT&SF to form the BNSF, which operates most of the railroad lines in Superior today.

⁵ Small scale features such as signals and crossings are not included in this table.

As proclaimed in the Official Northern Pacific Railroad Guide from 1894, Superior, Wisconsin had a strategic location. “The great, notable and unique advantage of the site of Superior for the development of manufacturing and commercial movement lies in the fact that every sort of concern requiring good shipping facilities can build its plant where the lake steamers can load and unload on one side and the freight cars on the other” (Northern Pacific Railroad 1894:296-298). The need to support these facilities necessitated the construction of rail yards and lines throughout Superior. It was out of this need that the historic NP line was constructed.

The NP / BN / BNSF line was built in 1888. Historically, the line began approximately 1.5 miles north of Saunders Junction at the junction with the Eastern / GN / BN / BNSF, Duluth to Coon Creek Junction mainline and terminated at the NP & LST&T railroad yards in the City of Superior. From this yard, trains arriving via this NP line had access to Duluth via the LST&T and NP “Grassy Point Line” and across the now demolished St. Louis Bay Bridge. Additionally, the line served as a connection to the NP line that headed towards Ashland from the NP rail yard in Duluth, as well as provided access to many of the docks on Lake Superior in both Duluth and Superior.

According to historical aerial photographs, between 1961 and 1981, a modern railroad line, known as the “Coal Runner,” joined the NP / BN / BNSF corridor between North 22nd and North 23rd Streets in Superior, traveled north-northwesterly through the NP and LST&T railroad yards, and crossed Winter Street terminating at the Superior Midwest Energy Terminal (SMET). In 1976, the SMET was commissioned by the Midwest Energy Resources Company (MERC) “to provide the low sulfur western coal needs of the Detroit Edison Company power plants located in southeastern Michigan.” The facility was built in Superior directly north of Winter Street on the St. Louis Bay. The company has ground storage space for five million tons of coal, which can be directly dumped from railcars to storage or moved onto sea vessels (Midwest Energy Resources Company 2012). Soon after SMET was constructed, a continuous railroad line was constructed to circle around the facility, circa 1976. This line allowed trains loaded with coal to have direct access to the BNSF mainline south of Superior (Tim Shandel, Lake Superior Railroad Museum, personal communication, October 4, 2012).

According to historical aerial photographs, the historical route of the NP/ BN / BNSF line and the NP and LST&T railroad yards remained until the late 1990s when many of the tracks were beginning to be removed (ASCS 1989; ASCS 1996). Today, it appears that the line that goes to the AMS Oil facility is the only portion of track left of the original yards.

Significance: The NP / BN / BNSF line was originally constructed to facilitate access to the NP and LST&T railroad yards in Superior from the Eastern / GN / BN / BNSF line in the Village of Superior. With its juncture with the LST&T, the line also had access to destinations east and west of Superior. The construction of this line contributed to the NP efforts of connecting the Twin Cities to the important rail hub of Chicago. The line also served as a link between NP activity in the Twin Ports and Ashland, Wisconsin, where the line could then reach Chicago via the WC line. In addition, the construction of this line contributed to the growth of industry and shipping in Superior, and allowed Superior to

maintain its status as a major port on the Great Lakes where goods and products produced in eastern cities were transferred from ships to railroads to reach western markets and vice versa.

In the late 1990s, the northern portion of the original NP / BN / BNSF route and the tracks that formed the NP and LST&T railroad yards were removed, leaving behind a single portion of a rail line that goes directly to the AMS Oil facility. The loss of a portion of the railroad corridor and the railroad yards and the creation of numerous structures at the AMS Oil facility has altered the original use and design of the railroad line. However, the southern portion of the NP / BN / BNSF line feeds into the modern “Coal Runner” line and continues to support industry in Superior. Therefore, the southern portion of the line serves its original function of supporting industry in Superior and contributing to Superior’s status as a major port on Lake Superior.

Although the NP / BN / BNSF line has a long-standing history in the City of Superior, the railroad line does not possess enough historical significance that would distinguish the line from the hundreds of other spurs and extensions found on railroad lines nationwide. Therefore, the line does not appear to have significance under NRHP Criterion A within the Wisconsin statewide context of *Transportation: Later Railroad Lines, 1868-Present* or the *Railroad Development in Minnesota, 1862-1956* historical context that was established in the *Railroads in Minnesota, 1862-1956 MPDF*. The line does not meet registration requirement number one, as a corridor that opened areas of the state to settlement; or number two, as a transportation corridor that established a connection that did not previously exist and created significant expansion of industry in Superior; or number three, as an influential component of the state’s railroad network. Finally, it does not meet registration requirement number four as a railroad corridor that provided a critical link or junction between two or more important railroad corridors, which led to significance expansion of operations in the transportation network, commerce, or industry (Schmidt et al. 2007:F-194-196).

Integrity: The NP / BN / BNSF line has been altered from its historic appearance by the removal of the NP and LST&T rail yards and the removal of the approximately 1.1 miles of track at the northern end of the line. Historically the line entered a rail yard where numerous connections to other lines were possible. The railroad’s sense of function and destination has been compromised by the modern “Coal Runner” line and by the visual loss of the northern end of the historical corridor and railroad yard facilities. These changes have also slightly compromised the integrity of association, feeling, and design. The remaining tracks appear to retain fair integrity of workmanship by maintaining their grade and profile. Although original wood ties and metal tracks have been replaced through time, they have been replaced as part of the ongoing use of the railroad and the materials have likely been replaced with historically compatible materials, thereby retaining their integrity of design.

As a result of the removal of a portion of the rail line and loss of the visual corridor, the rail line as a whole retains fair to poor integrity. The line has remained operational since its original construction in 1888 and operates along a majority of the original route, however, alterations to the destination and the removal of railroad yards have compromised the historic associations of the line.

The Freight House (Field No. 1602) located at North 22nd Street and Butler Avenue in Superior has overall good integrity. The Freight House is in its original location along the Coal Runner tracks giving the building good integrity of location, design, workmanship, association, and feeling. The building’s lack of maintenance and poor appearance has slightly compromised the integrity of materials; however, the historic materials do remain.

Recommendation: Although the NP / BN / BNSF line is important as a connection to the NP line that went to Chicago via Ashland, the NP / BN / BNSF is not unlike hundreds of other spurs and short track lines that were developed off of railroads nationwide. Many such lines served similar purposes as the NP / BN / BNSF in that they facilitated access to rail yards, served a particular industry, or connected segments of lines together. In addition, the NP / BN / BNSF does not appear to have provided a critical link or junction between two or more important railroad corridors, which led to significance expansion of operations in the transportation network, commerce, or industry and therefore, this line is recommended as not eligible for listing in the NRHP due to a lack of historical significance. Furthermore, the line did not serve as a corridor that opened areas of the state to settlement, nor does it appear to have been an influential component of the state’s railroad network (Schmidt et al. 2007:F-194, 195).

During the Phase I survey, one railroad-related resource – the Freight House (Field No. 1602) on North 22nd Street – was recommended as potentially eligible as contributing resources to this potential district. However, because the major component of the historic district, the railroad line, does not have sufficient historical significance, the potential historic district is recommended as not eligible (see Table 15). Additionally, the freight house is not individually eligible for listing in the NRHP because it is a common type and form of railroad freight houses, and it does not appear to represent the work of a master or possess high artistic value.

6.3 UNDETERMINED PROPERTY

The eligibility of one property was unable to be determined during the Phase II evaluation due to a lack of access to the property (Table 16).

TABLE 16. PROPERTIES WITH AN UNDETERMINED ELIGIBILITY

Inventory No.	Property Name	Address	City	State	Recommended NRHP Status
PN-FNT-009	Farmstead	60859 State Highway 123 North	Finlayson Township	Minnesota	Further Information Required

6.3.1 Farmstead, PN-FNT-009

Location: 60859 State Highway 123 North, Finlayson Township, Pine County, Minnesota, T43 R20 Section 36

Description: During the Phase I survey this property was identified as potentially eligible; however, the 106 Group was not provided access to this farmstead by the property owner in order to conduct the Phase II survey according to the MnDOT CRU Farmstead and Barn Inventory Form Requirements. Therefore, all survey was conducted from the public ROW.

This farmstead is located at 60859 State Highway 123 North in Askov, Minnesota. The 123-acre property is bounded by Highway 123 North to the east, the BNSF to the south, open farm fields to the west, and Gale Road to the north. From north to south the farmstead consists of a circa 2000 one-story shed; a Foursquare house; a circa 1915 one-story shed; a one-story circa 1975 partially open shed that appears to be a hay shed; a circa 1915 one-story wood building that appears to be a poultry house; a one-and-a-half story barn with a milk shed and additions; two concrete silos; a circa 1975 one-story shed; a circa 2000 shed that is sited on an older foundation; and a partially open circa 1975 one-story shed (Figures 94-95; Appendix B, Map 56).



FIGURE 94. HOUSE ON THE FARMSTEAD (PN-FNT-009), FACING NORTHWEST

The two-and-a-half-story, American Foursquare style house rests on a rock-faced concrete block foundation, is faced in clapboard siding, and has a hipped roof that is covered with asphalt shingles. An interior brick chimney is located on the west slope of the roof. A hipped roof dormer window is located the south, east, and north slopes of the roof. The house features a one-story, full-width, screened-in porch on the façade. The porch rests on a

concrete block foundation and has a flat roof with a wood balustrade. A one-story, partial-width wing is located on the rear (west) elevation. The enclosed wing is faced in vertical wood siding and is covered by a hipped roof. A two-story projecting window bay is located on the south elevation.

Fenestration on the first story of the façade is covered by the one-story screened-in porch. Fenestration on the second story of the façade consists of three equally spaced one-over-one, double-hung, wood windows. The dormer window on the half story of the façade is fenestrated with two wood casement windows.

Fenestration on the first story of the south elevation consists of paired one-over-one, double-hung, wood window; and a wood picture window that is flanked on either side by one-over-one, double-hung, wood windows sited within the projecting bay. Fenestration on the second story of the south elevation consists of a one-over-one, double-hung, wood window; and a wood picture window that is flanked on either side by one-over-one, double-hung, wood windows sited within the projecting bay. The dormer window on the half story is fenestrated with two wood casement windows.

Fenestration on the west elevation of the house is not visible from the public ROW.

Fenestration on the first story of north elevation consists of paired one-over-one, double-hung, wood windows; a wood casement window; and a single-leaf wood door. A one-over-one, double-hung, wood window is located at the one-and-a-half story level on the north elevation. Fenestration on the second story of the north elevation consists of two one-over-one, double-hung, wood windows. The dormer window on the half story is fenestrated with two casement windows.

A one-story porch is located on the façade of the house. Fenestration on the porch façade (east elevation) consists of a metal screen door with metal screen transom and sidelights that are flanked on either side by a three-part metal screen window. Fenestration on the south elevation of the porch consists of a four-part metal screen window. Fenestration on the north elevation of the porch consists of a four-part metal screen window.

A one-story circa 2000 shed is located north of the house. The shed has a front-gabled roof and is clad in what appears to be corrugated metal sheets. No fenestration on the shed is visible from the public ROW.

A one-story wood frame shed is located west of the house. Based on materials and the location on the farmstead the shed was built circa. 1915. The shed has ribbed metal siding and a ribbed metal gambrel roof. Exposed wood beams are located under the roof eaves.

Adjacent to the circa 1915 shed is a one-story circa 1975 partially open wood shed that appears to be a hay shed. The shed is constructed with wood posts and beams and has some wood siding. The structure is covered by a ribbed metal front-gabled roof.



FIGURE 95. AGRICULTURAL OUTBUILDINGS ON THE FARMSTEAD (PN-FNT-009), FACING NORTHWEST

A one-and-a-half-story Gambrel-Roofed Dairy Barn with an attached milk house shed is located southwest of the house. The barn has drop siding with some clapboard siding on the north elevation, and a gambrel roof with flared eaves that is covered by ribbed metal. The barn features an extended gable on the north gable-end. Exposed rafters are located under the roof eaves. A circa 2000 shed has been attached to the south elevation of the barn. The shed has wood walls and a gable roof covered with asphalt shingles. A lean-to addition is located on the south elevation of the shed. A partial width, partially open milk house shed is located on the east elevation of the barn. The milk shed has a corrugated metal shed roof and metal walls. The shed appears to be resting on an older foundation. Fenestration on the first story of the north-facing barn façade consists of a single-leaf wood door, a sliding wood door, and a wood casement window. Fenestration on the half story of the barn façade consists of three window openings with no glass. Fenestration on the first of the east elevation consists of a wood Dutch door and a single-leaf wood door. The first story of the south elevation is covered by a one-story circa 2000 addition. Fenestration on the half story of the south elevation consists of two square window openings with no glass. Fenestration on the west elevation was not visible from the public ROW. The milk house shed on the east elevation of the barn does not have any visible fenestration from the public ROW. Fenestration on the south elevation of the one-story addition to the south elevation of the barn consists of a wood window opening. Other fenestration is not visible from the public ROW. The lean-to addition to the south elevation shed does not have any visible fenestration from the public ROW.

Two concrete silos are located west of the barn, both of which are covered by a hemispherical metal roof. The southernmost silo features two metal pipes on the south end and white diamond accents painted around the top of the cylinder. Details of the northernmost silo are not visible from the public ROW.

A one-story, circa 1915 structure is located east of the barn. Based on the structure's form and materials it is likely a poultry house. The structure rests on a raised poured concrete foundation, is faced in dropped siding, and has a metal shed roof. Fenestration on the east elevation of the structure consists of two rectangular window openings with no glass. Fenestration on the south elevation consists of a window opening no glass. Fenestration on the west elevation consists of a window opening with no glass. Other fenestration is not visible from the public ROW.

A one-story, circa 2000 shed is located south of the poultry house. The shed has ribbed metal walls and a ribbed metal shed roof. The shed is located on a circa 1975 timber foundation that appears older than the rest of the structure. The shed has no visible fenestration.

A one-story, circa 1975 partially open shed with a ribbed metal shed roof and ribbed metal wall is located south of the barn. The shed has no visible fenestration.

A second one-story, circa 1975 shed is located south of the barn. The timber frame shed has ribbed metal siding on the north and west elevations and a ribbed metal gable roof. An open lean-to addition is located on the east elevation of the shed. The partially open structure has no visible fenestration.

History: Based on the form and materials of the house and agricultural outbuildings it appears that this farmstead was developed circa 1910. The earliest property records on file at the Pine County Recorder's Office states that this 160 acre farmstead was owned by Jacob J. Folsom in 1907 (Pine County Recorder's Office 1907). The land moved between members of the Folsom family until 1912, when it was sold to Andreas Jensen (Pine County Recorder's Office 1911; Pine County Recorder's Office 1912b). In 1924, Marie Jenson, the widow of Andreas Jensen, gained ownership of the property (Pine County Recorder 1924b). In 1940, the land was purchased by Elmer F. Galvin and Van Detta Delvin from the Federal Land Bank of St. Paul (Pine County Recorder's Office 1940). In 1956, the land was purchased by Sherwin B. Dubois and Opal F. Dubois from the widow of Van Detta Galvin (Pine County Recorder's Office 1956). Then in 1961, Robert K. Dubois became the owner of the property (Pine County Recorder's Office 1961). Robert Dubois married Margie L. Dubois. Margie Dubois is the current owner of the farmstead (Pine County Assessor 2012).

According to historical aerial photographs, this property consisted of the extant house, barn and silos in 1965 (Department of Natural Resources 2012). Based on their materials and common farming practices at the time, the milk house shed, poultry house, and machinery shed that are located west of the house were most likely also located on the property at that time, however that cannot be confirmed on aerial photographs because of their small size. A later aerial photograph shows that all buildings on the farmstead, except for the northern-

most shed, were located on the property by 1991 (United States Geological Survey 1991). Based on the buildings on this farmstead, it appears that between circa 1910 and today the property has had dairy operations, raised chickens, and cultivated crops, possibly oats, rye, and corn (Granger and Kelly 2005: 4.13-4.14).

This farmstead is located within the East Central Dairy and Potatoes Farming Region in Minnesota. Before the land in this area was used for farming it was covered with hardwood and coniferous forests that were logged in the late-nineteenth and early-twentieth centuries. The most common type of farm in this region was the dairy farm but diversified farms were also prevalent. A few farms were crop specialty farms or self-sufficient farms. The average farm size in the region was 130 acres and most kept dairy cows and chickens. Some farms in the area kept hogs, sheep, and a few horses. The majority (42%) of the tillable land in the area was used for small grains such as oats, rye, and barley. The remainder of the tillable land was split between cultivated crops such as corn and potatoes and forage crops such as hay (Granger and Kelly 2005: 4.13-4.14).

During the early settlement of Minnesota the primary cash crop for farmers was wheat. Other crops were grown for subsistence use until the 1870s, when economic and environmental influences called for the diversification of Minnesota farming. Aware that consistent production of a single crop was exhausting to the land and only yielded a single-payout in the fall, Minnesota farmers moved from wheat farming to horticulture, sheep or poultry raising, corn, and hog or beef production, and dairying beginning in the 1870s. Throughout most of Minnesota, dairying replaced wheat as the primary economic base in the late nineteenth century. This growth was the result of an increase in population in the state and technological advances, such as the development of the pasteurization process, introduction of butterfat testing, mechanical equipment, silos, and the development of winter-hardy alfalfa. Between 1850 and 1880, the number of milk cows in Minnesota increased from a reported 607 in 1850, to 275,545 in 1880. Cooperative creameries also began to appear and by 1883 there were over 70 creameries in the state. These cooperatives helped to spread dairying and make it a leading industry in the state (Granger and Kelly 2005). Other changes in farming during this period included the increased use of horses instead of oxen for power; increases in dairy herd size; more fencing; crop rotation; and the planting of windbreaks. As a result of diversification and the rise of dairying, a number of new types of structures began to appear on Minnesota farms including combination dairy barns, silos, milk houses, and spring houses (Granger and Kelly 2005).

At the beginning of the twentieth century, farms went through a period of improvement and prosperity. As part of the Country Life movement, predominately rustic farms were improved to make farm living more comfortable, including electrification, running water, and household appliances (Granger and Kelley 2005:3.53). This period was also characterized by an increase in farm productivity with the advancement of new technology, machinery, and science-based methods. With the increase use of machinery, for example manure spreaders, corn binders, hay loaders, and gas engine tractors, farm output improved (Granger and Kelley 2005:3.43). Family farms and commercial dairy farming increased because of improvements in dairy housing, feeding, heard testing, and disease control. Between 1900 and 1910, the number of dairy cows in the state grew by 44 percent as the

value of dairy products increased (Granger and Kelley 2005:3.46). Milk houses also became prominent on farmsteads (Granger and Kelley 2005:3.50). Output of other crops also increased across the state. Some characteristics of farmsteads during this time include: windbreaks, pastures, dairy barns, silos, milk houses, structures of plank and balloon frames, and designs include by science, engineering, and management principles (Granger and Kelley 2005:3.53-54).

After World War I, farming prosperity began to decline. Between 1919 and 1922, farm income dropped nearly one-third nationally from \$17 billion to \$12 billion. This was in part due to the drop in prices of agricultural products. By the end of the 1920s, prices had begun to rebound, however the stock market crash of October 29, 1929, heightened the economic depression in the United States. Between 1929 and 1932, farm exports decreased by two-thirds and farm income fell 60 percent and crop prices dropped dramatically as did farmers income. Minimal new construction was made during this time (Granger and Kelley 2005:3.92-3.93). However, farmers did continue to adopt new technologies, such as tractors (Granger and Kelley 2005:3.92-3.94). Despite lower crop output and lower farm incomes, the number of Minnesota farms and the number of people involved in farming practices increased. Many of these new farms were small in size, approximately 20 acres. Between 1930 and 1935, due to high unemployment in urban areas, many people relocated to the country in order to find work. By 1935, approximately 928,487 Minnesotans were living on farms (Granger and Kelley 2005:3.94).

During and after World War II, the farm industry began to recover from the Great Depression due to the increased demand for agricultural products during the war. This period of prosperity continued throughout the 1950s with technological advancements improving farm productivity and yields (Granger and Kelly 2005:3.105). Along with these advancements and improved productivity came more wealth and the construction and development of new farm buildings and structures. During this period, American agricultural also shifted from a labor-intensive to a capital-investment industry with labor being replaced by machinery, chemicals, and new types of feed and seed. Between 1933 and 1970, the input of labor decreased 70 percent (Granger and Kelley 2005:3.108). The size of farms also continued to increase as the number of farms in Minnesota decreased. Between 1940 and 1964, the average size farm increased from 165 to 235 acres (Granger and Kelley 2005:3.107).

Many farmsteads of the early nineteenth century exhibited common features and layouts. Common buildings found on farmsteads include a house, barn, livestock buildings, and storage buildings. As most farms had dairy and poultry operations, milk houses and poultry houses were also almost always seen on farms. Early farmhouses were often modest structures and often lacked amenities. Beginning around 1900, farmhouses began to follow designs found in town. Dairy Barns were long and narrow and with a north to south orientation. Two-story barns with hay mows are more common than one-story barns. Vertical silos were located adjacent to barns and built at least partially if not totally of concrete. Silo roofs had several forms, later roofs were hemi-spherical in shape (Granger and Kelley 2005:3.107). Milk houses could be integral to the barn, a barn addition, or a separate structure. All were small in size, approximately 10 by 10 feet. Early milk houses were often

built of wood for later structures concrete construction became more prominent and sat on raised foundations (Granger and Kelly 2005: 6.329-6.338). Poultry house size was dependent on flock size but some typical examples are 12 by 14 feet, 16 by 30 feet, and 24 by 24 feet. Poultry houses were simple buildings often built with wood sheathing, had shed, gabled, or saltbox roofs and raised foundations. Poured concrete foundations were prevalent for washability but other materials were used (Granger and Kelly 2005: 6.365-6.385). Hay sheds were commonly open or partially open to assist in the drying process. Later sheds were utilized new construction methods and materials such as pole frames, and steel and aluminum siding (Granger and Kelly 2005:6.258-6.259). Machine sheds were often long and narrow. The earliest machine sheds were wood frame structures with open sides but fully-enclosed sheds became more common. Prefabricated sheds became more prominent after World War II (Granger and Kelly 2005:6.307-6.309).

As farmers spent their time living and working on the farm, the farmstead layout became important. A windbreak was often located on the north and west edge of the farmstead. The house was located near one edge or corner of the property with access to a public road and visibility of the service area. The agricultural buildings such as the dairy barn, silo, hay and feed storage, and milk house were grouped together. Stockyards were often located east of the house. Dairy barns were commonly located southeast of the house or southwest at a greater distance (Granger and Kelley 2005:3.107). Milk houses were often located on the opposite side of the silo or pasture for sanitation and to allow easy access to the separate structures (Granger and Kelly 2005: 6.329-6.338). Poultry houses were the closest animal outbuilding to the farmhouse. Almost always one-story, the poultry houses faced south or east to catch the maximum amount of sunlight to keep the chickens warm (Granger and Kelly 2005: 6.365-6.385). Machine sheds were often located equidistance from the farmhouses and agricultural buildings to allow easy access from both and often faced south or east (Granger and Kelly 2005:6.307-6.309).

The buildings on this farmstead followed the common characteristics and layout patterns found on Minnesota farms. The farmstead features a windbreak at the north end of the property to protect the farmstead, especially the house. The house is located away from the livestock buildings and has the closest access to the public road. What appears to be the oldest machinery shed is easily accessible from both the farmhouse and other agricultural buildings. The dairy barn with attached milk house shed, silos, and poultry house are grouped together. Structures on the property follow common building practices. The house and barn are typical styles found in the early twentieth century. The silos are built of concrete and exhibit hemi-spherical domes which was common. The poultry house rests on a raised foundation, has wood siding, and is low in height all of which were common for the building type. While the milk house shed is small in size and attached to the side of the barn away from the silos. The machinery outbuilding has a timber frame, a long and narrow form, and a north south orientation.

Significance: The 106 Group was not provided access to this farmstead by the property owner in order to conduct the Phase II survey according to MnDOT CRU Farmstead and Barn Inventory Form Requirements. Therefore, any significance the farmstead appears to have

was based solely on historical research and not on an intensive survey of the agricultural outbuildings located on the property.

This farmstead, developed at the beginning of the twentieth century, is a good surviving example of an early twentieth century farmstead that exemplifies farming practices and the farmstead layout of that time period. The farmstead had dairy operations, raised chickens, and grew crops which were common practices on farms of the early twentieth century in the East Central Dairy and Potatoes Farming Region of Minnesota. The farmstead has agricultural buildings typically found on a farmstead of this type, including a house, barn with milk shed, poultry house, and machinery outbuildings. The agricultural outbuildings are sited close together and the house is near the public road on the edge of the property, and the historic machinery building is sited for easy access from the agricultural outbuildings and the house. Individual buildings on the farmstead follow common construction methods and materials. The Foursquare style house is a common style of the early twentieth century. The poultry house has a low shed roof with a raised foundation and the barn is an example of the Gambrel-Roofed Dairy Barn with an attached milk house shed, both of which were common types in Minnesota.

Integrity: The historic buildings on this farmstead include the house, barn with attached milk house, silos, machine shed, and poultry house. The house retains retain good integrity of materials, design, location, workmanship, and setting. The integrity of the barn has been slightly compromised by the additions to the south end and the re-cladding of the milk shed. The integrity of the machine shed has been slightly compromised by replacement cladding. The integrity of the poultry house has been slightly compromised by the loss of the window panes. The addition of several circa 1975 sheds slightly compromises the integrity of materials and design for the overall farmstead. Overall, the farmstead has fair integrity of materials, design, and workmanship. The farmstead appears to maintain its use for agricultural purposes and is still located within a rural area, thereby retaining good integrity of association and feeling. The farmstead retains good integrity of location and setting. Overall, the farmstead retains fair integrity.

Recommendation: The 106 Group was not provided access to this farmstead by the property owner in order to conduct the Phase II survey according to MnDOT CRU Farmstead and Barn Inventory Form Requirements. Due to a lack of access to the property a complete eligibility determination could not be made at this time.

7.0 RECOMMENDATIONS

During the combined Phase I and II architectural history survey, the 106 Group documented 1,823 properties (1,597 in Minnesota and 226 in Wisconsin) within the project APE that were 45 years in age or older. Of these 1,823 properties, 23 currently extant architectural history properties (21 in Minnesota and two in Wisconsin) located within the APE have been previously listed or determined eligible for listing in the NRHP by the SHPO's. Eleven of these properties have been listed in the NRHP, including two historic districts which encompass 68 associated properties that are located within the APE. The remaining 12 determined eligible properties consist of railroad corridors, bridges, and ore docks (see Table 3).

Of the remaining 1,732 properties, 31 individual properties (six of which were also evaluated as part of a potential district), two non-railroad historic districts (encompassing 31 resources in total, one of which is also individually listed in the NRHP), seven railroad bridges that are associated with previously determined eligible railroad corridor historic districts, and five railroad corridor historic districts (encompassing 37 railroad-related resources in total) were recommended as *potentially* eligible during the Phase I survey. Therefore, a Phase II evaluation was conducted for these properties. The remaining 1,625 properties (1,409 in Minnesota and 216 in Wisconsin) were recommended as not eligible due to a lack of historical significance and/or a loss of integrity (See Appendix C).

As a result of the Phase II architectural history evaluation, three railroad corridor historic districts (encompassing 33 railroad-related resources) and 11 individual properties (one of which is also a railroad-related resource within a recommended eligible railroad corridor historic district) were recommended as eligible for listing in the NRHP (see Table 7). Of the seven railroad bridges that are associated with previously determined eligible railroad corridor historic districts, six were recommended as contributing and one as non-contributing. The two non-railroad historic districts (encompassing 31 resources in total), two railroad corridor historic districts (encompassing four railroad-related resources in total), and 19 individual properties (five of which were also evaluated as a resource within one of the not eligible districts) were recommended as not eligible for listing in the NRHP (see Table 11). The individual eligibility of one property (PN-FNT-009) could not be determined due to a lack of access to the property.

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