

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received DEC 5 1986

date entered

DEC 21 1987

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

and/or common Great Northern or Burlington Northern Railway, Jackson Street Shops

2. Location

street & number Jackson Street and Pennsylvania Avenue N/A not for publication

city, town St. Paul N/A vicinity of

state Minnesota code 22 county Ramsey code 123

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Port Authority of the City of Saint Paul

street & number 25 West Fourth Street, Suite 1305

city, town St. Paul N/A vicinity of state Minnesota 55102

5. Location of Legal Description

courthouse, registry of deeds, etc. Ramsey County Courthouse

street & number 15 West Kellogg Boulevard

city, town St. Paul state Minnesota

6. Representation in Existing Surveys

title Historic Sites Survey of St. Paul and Ramsey County has this property been determined eligible?  yes  no

date January 1980 through November 1982  federal  state  county  local

depository for survey records Ramsey County Historical Society, 75 West 5th Street

city, town St. Paul state Minnesota

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	N/A
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date _____	

**Describe the present and original (if known) physical appearance**

The St. Paul, Minneapolis and Manitoba Railway Company Shops are located on what was once a 36 acre site in the center of St. Paul, north of the State Capitol and the downtown business district. The site is surrounded by major roads and railroad tracks including Interstate 35E on the east, Pennsylvania Avenue on the south, Rice Street on the west, and the Burlington Northern main line tracks on the north.

The five buildings remaining on the original site can be divided into two groups. The three contributing buildings are the Machine Shop, the Pattern Shop and the Storehouse. All were built in 1882 of limestone and are located on the west side of Jackson Street. The Engine House, built in 1907, and the Power House, built in ca. 1944 are both constructed of brick and are located on the east side of Jackson Street. These last two buildings are not included in this nomination.

The site was laid out in an orderly fashion and most buildings were constructed of similar style and materials. The central group of pre-1890 buildings were constructed of native Plattville limestone, and the surrounding post-1890 structures were built of red or cream colored brick. All buildings had low pitched gabled roofs and segmental arched window and door openings. At one time there were a number of additional buildings on the site (see razed buildings list below). There were several wood-frame structures or converted rail cars situated around the periphery of the Shop Complex. They were used mainly for the storage of passenger car storm windows, lumber, horsehair, and other equipment and supplies necessary for the operation of the Shops. Most of these structures were razed as locomotive servicing was shifted to other facilities and passenger traffic declined. In 1985 eight of the stone and brick buildings were razed by the City of St. Paul.

The following buildings once stood at the St. Paul, Minneapolis and Manitoba Railway Company Shops:

NAME, DATE, DIMENSIONS	DATE OF DEMOLITION
Storage Shed, 1862, 24'X 40'	ca. 1883
Roundhouse & Turntable, 1882, 65'X 40' stalls in complete circle	ca. 1958
Acetylene Generation Plant, 1903-1926, 15'X 40'	ca. 1956-72
Sandhouse and Office, 1882, 30'X 40'	ca. 1956-72
Railroad Coach Storm Sash Storage, 1916, 60'X 120'	ca. 1926-56
Hardwood Lumber Shed, 1913, 40'X 180'	1973
Softwood Lumber Shed, 1905, 30'X 80'	1973
Ice House, 1915-1926, 50'X 160'	ca. 1947
Car Repair Shop, 1906, 200'X 200'	ca. 1956
Car Repair Shop, 1911, 200'X 200'	1982
Sand Blast House, 1903-1926, 30'X 100'	1973
(see continuation sheet page #1)	

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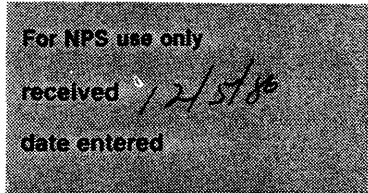
St. Paul Minneapolis and Manitoba Railway Co. Shops Hist. Dist.

St. Paul, Ramsey County, Minnesota

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(razed building list continued)

NAME, DATE, DIMENSIONS	DATE OF DEMOLITION
Blacksmith and Boiler Shop, 1882, 80' X 100'	1985
Oil House, 1882, 40' X 120'	1985
Wood Shop, 1882, 100' X 250'	1985
Car Shop, 1882, 160' X 200'	1985
Paint Shop, 1885, 1892, 160' X 200'	1985
Pattern Storehouse, 1916, 100' X 140', two-stories	1985
Paint Spray Building, 1947, 32' X 100' & 12' X 21'	1985
Steel Storage Building, unknown, 40' X 103'	1985

In addition, there were several small, temporary storage buildings built over the years and demolished as they were no longer needed.

All of the buildings still standing on the site were altered through the years and were not maintained in recent years. Exterior alterations to the buildings included squaring off some of the segmental arched window and door openings, and filling some openings with glass block and brick. The exteriors of the Machine Shop, the Pattern Shop and the Storehouse were restored during the fall and the winter of 1985.

Each of the three contributing buildings is described below:

1. The Machine Shop, built in 1882, is a one-story rectangular building that was originally (112' X 290') with a Boiler Room wing (80' X 40') extending off the west facade at the south end. The building is mostly an open plan with the only exception occurring at the north end of the main building where an office space was created as well as an adjoining area once used as a Tin Shop.

All are covered by low pitched gabled, built-up type, roofs. The roof is supported by 12 heavy timber trusses spaced 20'-3" O.C. These trusses were reinforced in 1950 with steel channels at top and bottom chords for support of a 2 ton traveling crane and a 2 ton monorail. The trusses are supported by 12" square timber columns at 58 Ft. centers and at exterior walls battered timber columns support the trusses at the west wall. The battered columns at the east wall have been removed.

The whole of the building is surrounded by 2 Ft. thick exterior load-bearing walls that are constructed of square cut native Plattville (blue) limestone laid in an irregular coursed ashlar pattern.

(see continuation sheet page #2)

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On the east facade there are thirteen segmental arched openings with exterior hinged double wood doors. The east facade also has three smaller segmental arched openings at the office (north) end, two 6/6 light double hung wood sash windows and the third is a wood man door. On the north facade there is one centrally located large segmental arched opening with an exterior hinged Dutch double wood door. The doorway is flanked on the east by six smaller segmental arched openings with 6/6 light double hung wood sash windows. On the west side of the doorway are four similar segmental arched openings with 6/6 light double hung wood sash windows. On the west there is one centrally located large segmental arched opening with exterior hinged Dutch double wood doors. North of this opening are six smaller segmental arched openings with 18/18/18 light triple hung wood sash windows. There are four more segmental arched 18/18/18 light triple hung wood sash windows (similar to the north half) on the south half of the west facade. There is also an altered Boiler Room that was original to the building. Originally 40'X80' the Boiler Room was reduced in 1951 to 40'X30'. The original walls are of limestone construction similar to the main building, while the newer west wall, of the Boiler Room, was of buff brick. This west wall was veneered with salvaged Plattville (blue) limestone during the 1985 restoration. The south wall of the remaining Boiler Room has two segmental arched 18/18/18/ light triple hung wood sash windows. The north wall has one 18/18/18 light triple hung wood sash window. A 9'X15' stone lean-to, added at a date unknown, was located on the north wall of the Boiler Room. This lean-to was removed in 1985. The original south facade of the main building was recorded and then dismantled. The wall was then rebuilt one bay further north (20 feet) to allow for the construction of a new roadway. On the south facade there is one centrally located large segmental arched opening with exterior hinged Dutch double wood doors. There are three smaller segmental arched openings with 18/18/18 light triple hung wood sash windows located on both the east and west sides of the central door opening.

The exterior of the building was recently restored to its 1882 appearance while the interior is being rehabilitated for light industrial use.

2. The Pattern Shop, built in 1882, is a one-story rectangular building (30'X 80'). The building has an open plan and is covered with a low pitched gabled, built-up type roof with two added (date unknown) 10'X16' skylights (restored in 1985) centered on the roof and with wood soffit and fascia. The roof is supported by 38 dimension lumber trusses at 2 Ft. O.C.

(see continuation sheet page #3)

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The whole of the building is surrounded by 1'-6" thick exterior load-bearing walls that are constructed of square cut native Plattville (blue) limestone laid in an irregular coursed ashlar pattern. On the east facade there are two segmental arched 16/16 light double hung wood sash windows. The east facade also has a square wood louver centered at the soffit line. On the north facade there are four segmental arched 20/20 light double hung wood sash windows, that were added in 1917.

The west facade has one segmental arched 16/16 light double hung wood sash window and one segmental arched opening with an exterior hinged double wood door. The south facade has three segmental arched 20/20 light double hung wood sash windows, similar to those on the north, that were added in 1917. A stone lean-to (16' X 26'), added at a date unknown, was located on the west end of the south facade. This lean-to was removed in 1985.

The exterior was recently restored to its 1917 appearance while the interior is being rehabilitated for light industrial use.

3. The Storehouse, built in 1882, is two-stories tall on the east end (40' X 100') and one-story tall on the west end. The overall building is rectangular in shape (40' X 300') and is covered by a low pitched, built-up type, gable roof on the first story and a asphalt shingled gable roof on the 2nd story. The roofs are supported by dimension lumber trusses.

The whole of the building is surrounded by 2 Ft. thick exterior load-bearing walls that are constructed of square cut native Plattville (blue) limestone laid in an irregular coursed ashlar pattern. Beginning with the second floor, the east facade has five segmental arched 6/6 light double hung wood sash windows. The south facade of the second floor has seven segmental arched 6/6 light double hung wood sash windows. The second floor of the north facade is identical to the south facade. The west facade of the second floor is blank.

The first floor east facade has four segmental arched 4/4 light double hung wood sash windows in line with those above. One segmental arched opening on the south end of the east facade contains a wood man door and a segmental arched 8 light transom. Both the north and south 1st floor facades, each, have 17 segmental arched 6/6 light double hung wood sash windows, two 4/4 light double hung wood sash windows and three segmental arched double wood doors.

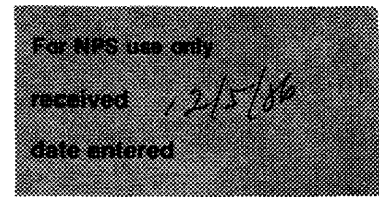
(see continuation sheet page #4)

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Originally there were wooden loading docks on the north, east and south sides of the building for unloading and loading railroad cars. Those loading docks were removed and a concrete dock was installed on the south and east sides of the building at a date unknown.

On the interior, the west wall of the two-story portion originally continued down through the first floor with two large segmental arched openings in it for circulation. In 1927 the first floor portion of this wall was removed and a steel beam and two steel columns were added to support the stone wall above. These steel columns settled and were replaced by new masonry bearing walls in 1986.

Other interior changes made in 1927 included applying new plaster and wainscoting in the two-story office portion, an elevator was installed, and a 36' X 15'-6" basement was added for oil storage at the west end of the building. The Storehouse had been vacant for quite some time and vandalism had occurred throughout the building. Leaking roofs allowed water to damage all of the existing plaster and much of the interior wood trim and maple flooring. All interior surfaces were removed during the 1986 rehabilitation.

The exterior was recently restored to its 1882 appearance while the interior is being rehabilitated for light industrial use.

(end of item number 7)

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St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

**Description:**

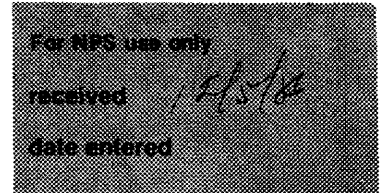
The Engine House was excluded from the St. Paul Minneapolis and Manitoba Railway Company Shops Historic District because alterations to the property have caused it to lose integrity. Constructed in 1907, the Engine House consisted of 25 stalls built in a 5 bay, 5 stall configuration. It operated in conjunction with a stone, 40 stall roundhouse. This stone roundhouse was removed by 1956.

The alterations to the Engine House include the 18 foot extension of 5 stalls in c. 1925; the addition of a tool room to 2 stalls in ca. 1929; the extension of this tool room by 16 feet and the construction of another tool room to 2 stalls in c. 1944; the construction of a diesel shop which surrounds one entire bay in c. 1951; the removal of 1 bay of 5 stalls for the construction of a locker room, and the installation of full length exhaust hoods and bilevel inspection pits in c. 1956; the removal of the tracks and the turntable in post 1956.

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District, St. Paul, Ramsey County, Minnesota  
Continuation sheet      Resource Count      Item number      7



The St. Paul Minneapolis and Manitoba Railway Company Shops Historic District  
contains 3 contributing buildings:

- Machine Shop
- Pattern Shop
- Storehouse



## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1882

Builder/Architect (UNKNOWN)

### Statement of Significance (in one paragraph)

The St. Paul, Minneapolis and Manitoba Railway Company Shops, located at Jackson Street and Pennsylvania Avenue in St. Paul, are historically significant as the oldest existing Railroad Shops Complex in the state, and as the railroad facility which provides the most concrete historical link to the St. Paul and Pacific Railroad, Minnesota's first successful railroad company, and to James J. Hill, the state's most powerful and influential railroad magnate. Architecturally, the St. Paul, Minneapolis and Manitoba Railway Company Shops are significant as a complex of nineteenth century industrial buildings which represent the early technology of Minnesota's railroad industry and its development through time, and which stands as one of the city's best examples of early native (Plattville) limestone construction.

One of the first attempts to establish railroad service in Minnesota led to the incorporation of the Minnesota and Pacific Railroad Company in 1857. The company, which was organized by a group of St. Paul businessmen, planned to construct a rail line from Stillwater west to Breckenridge, Minnesota, via St. Paul and St. Anthony (now a part of Minneapolis). This line was not built, however, and in 1862 the newly organized St. Paul and Pacific Railroad assumed control of the previous company's property. The St. Paul and Pacific constructed railroad tracks between St. Paul and St. Anthony in 1862 and later that year Minnesota's first successful locomotive run occurred on these tracks. That same year the company built its first set of railroad shops near downtown St. Paul. The St. Paul and Pacific gradually extended its line westward, reaching Breckenridge in 1871.

Despite this early success, the company suffered financially, and in 1879 it was purchased by James J. Hill and three other St. Paul investors who organized the St. Paul, Minneapolis and Manitoba Railway Company. James J. Hill, later known as the "Empire Builder", was to fashion from this beginning the largest rail system in the nation. To construct this vast network, Hill needed a railroad shop complex larger than the original St. Paul and Pacific shops in downtown St. Paul. In 1882 he began to supervise construction of the St. Paul, Minneapolis and Manitoba Railway Company Shops on a thirty-six acre site south of Oakland Cemetery.

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The railroad's third Annual Report (1882) stated that the shops were of a capacity "sufficient for the wants of the company for years to come" and were to be "furnished with tools of the most improved, modern description." The St. Paul Pioneer Press of December 10, 1882 reported that "The new shops of the St. Paul, Minneapolis and Manitoba Railway are the most notable local railway improvements of the year...Stone of massive proportions is used in the walls, and heavy iron, wherever possible, takes the place of timber." James J. Hill, in the fourth Annual Report (1883) as president boasted, "The shops at St. Paul were completed and occupied in December 1882...The expenditures for which to date, for land improvements, and machinery, amount to nearly half a million dollars. Great economy has already been experienced in the use of the new shop facilities with the improved labor saving machinery, and it is thought the expenditures made in this direction will be sufficient for some time to come...The old shops are in the process of removal which will give the company a large amount of yard room."

The St. Paul, Minneapolis and Manitoba Railway Company Shops represented the diversity of the railroad's operations and reflected the developments of the nation's industrial revolution. The Shops served as the storehouse for the entire railroad. The purchasing department traveled throughout the world to find the best equipment that money could buy. Rails came from Germany and England. The Shops housed everything from silversmiths to employees who dyed cloth. In the Shops, workers built and serviced locomotives, passenger cars, and freight cars. They manufactured track parts and wheels that were unsurpassed on the system until 1970. James J. Hill spent much of his time at the St. Paul, Minneapolis and Manitoba Railway Company Shops, overseeing the development of new technology and supervising work.

Tremendous changes occurred over the years at the Shops. The first passenger cars serviced at the Shops were small wooden cars, compared to the last passenger cars serviced there which were "great domes" that were 85 Ft. long, weighed nearly 80 tons, and cost over a quarter of a million dollars each. The Shops' employees were technological leaders in the field of heating, and made the transition from pot belly stoves to steam heat and air conditioning. Lighting changed from candles to light each car at night to kerosene lamps and then to electric lighting.

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Technology developed at the Shops resulted in the elimination of handbrakes on each car and installation of automatic air brakes for the whole train. Other innovations included the change from hardwood benches to reclining lounge chairs, and from trains without toilets, food and sleeping accommodations to luxurious moving hotels.

Similar developments occurred in the shipment of freight as insulated box cars with ice compartments and finally mechanical refrigeration were developed. As a result of these improvements, the Midwest became the meat packing center of the nation, and the Great Northern (a later name for Hill's system) became the midwest's major supplier of fresh fruit grown on the West Coast.

The St. Paul, Minneapolis and Manitoba Railway Company Shops employed thousands of workers during the eighty years of full operation. The Shops were instrumental in the development of the nearby residential neighborhoods of Frogtown, Railroad Island, Swede Hollow, and the North End. The St. Paul, Minneapolis and Manitoba Railway Company Shops, along with other railroad shops and supporting industries in the city, provided jobs for nearly one-fourth of the city's work force during the 1880's. In the 1950's and 1960's, however, the impact was reduced as expenditures at the Shops were slowed and the number of workers employed began to decline. By the 1960's the railroad began to retire some of the buildings at the St. Paul, Minneapolis and Manitoba Railway Company Shops as passenger service declined and more modern shop facilities were used to service locomotives and freight cars. In 1970, when the Great Northern and Northern Pacific railways merged to form the Burlington Northern system, all activities except storage at the St. Paul, Minneapolis Manitoba Street Shops were moved to more modern facilities.

Each of the buildings being considered were significant to both the operations of the St. Paul, Minneapolis and Manitoba Railway Company Shops complex and to the operations of the entire railroad system for the following reasons:

1. The Machine Shop (1882, architect unknown) is significant because it had the function of machining all the steel and brass parts for the cars and locomotives including wheels, driving rods, and all of the the hand tools used in other Shops were also made here. At one time 156 men worked in this shop. In addition, 14 men worked in the Tin and Copper Shop housed in the northwest corner of the building. The Machine Shop was automated in later years with two assembly lines and sophisticated equipment to specialize in the machining of wheels and axles.

(see continuation sheet page #7)

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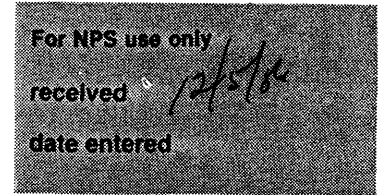
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2. The Pattern Shop (1882, architect unknown) is significant because it was built to manufacture and store patterns for the entire Shops Complex. It was later replaced by a much larger facility and then became a Tin Shop and later a recreation center for the Shops' employees.

3. The Storehouse (1882, architect unknown) is significant because it issued supplies for the entire railroad as well as serving the St. Paul, Minneapolis and Manitoba Railway Company Shops. In stock were 8,000 items, systematically stored. Heavier items, such as steel rails, were stored in the yard.

(end of item number 8)

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## St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

### Significance:

The ending date of significance for the St. Paul Minneapolis and Manitoba Railway Company Shops Historic District is 1935 when the full impact of the Great Depression was reflected in the downturn of railroad activities in Minnesota and across the nation.

The selection of this date is based on a series of events which began in 1916 when rail mileage reached its all time national high of 254,000 miles of line in service. As the country entered the post war prosperity of the 1920s several political factors began to affect the economic well being of the railroads. The federal government renewed its interest in transportation on one hand by enacting tougher regulatory control over railroad operation and on the other hand by providing, by way of the Federal Aid Road Act, grants to states for highway construction; thus supplying the economic incentives for highway construction that only decades before were given to railroads. This shift in interest came at the time when railroads were losing their competitive edge to new modes of transportation. America's middle class discovered that they could afford to purchase cars that provided the convenience and speed of travel over the burgeoning highway network. As a result, passenger traffic on railroads in Minnesota dropped by over 50 percent between 1920 and 1925. Competition from airlines began with the operation of a mail service in 1918 and by 1929 additional competition was heightened by the creation of the Greyhound bus system. New growth in water and pipeline transportation further cut into rail service.

By 1929 railroad revenues in Minnesota had fallen below 300 million dollars from the highest revenues of 360 million dollars in 1922. Passenger traffic had dropped below 5 million from its peak of 19 million. Little construction of rail lines was done with the exception of some logging railroads.

The onset of the Great Depression within one year brought Minnesota's railroad economy to its knees. Freight tonnage dropped, mining tonnage dropped 22 percent, forest tonnage dropped 27 percent, passenger traffic sank to 3 million, and revenues stood at 275 million dollars.

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By 1935 freight tonnage dropped to 55 percent of the 1929 figure of 99 million tons, passenger traffic dropped another 25 percent and total revenues dropped 70 percent. Marginal branch lines were removed and other trackage removal became frequent.

Efforts made to re-ignite interest in passenger service resulted in the introduction of diesel powered locomotives which no longer required large crews or expensive fuel and maintenance. However, the introduction of new equipment could not make the railroad the premier carrier it once was. The prestige enjoyed by the railroad as the only mode of transportation had now become only one of several alternatives for carrying freight and passengers.

The St. Paul Minneapolis and Manitoba Railroad Shops, while a contributor to community development and improvements in rail service and technology were, nonetheless, inextricably linked to national factors which affected the industry as a whole. The documentation reveals that the series of events which began in 1916 and which culminated with the depth of the depression in 1935 had a profound impact on the steam locomotive and car repair shops and thereafter altered and eventually minimized the role they were to play in the industry. The changes brought about by new modes of transportation and decline of the economy were implemented in St. Paul by the construction of a newer railroad yard located at Dale Street and Minnehaha Avenue, the retirement of many of the St. Paul Minneapolis and Manitoba Railroad shop buildings, a work force reduction and eventual shutdown of the facility.

BIBLIOGRAPHY

Prosser, Richard S. Rails to the North Star. Minneapolis: Dillon Press, 1966.

Stover, John F. American Railroads. Chicago: The University of Chicago Press, 1961.

Westbrook, Nicholas ed. A Guide to the Industrial Archaeology of the Twin Cities, St. Paul and Minneapolis: Society for Industrial Archaeology, 1983.

# 9. Major Bibliographical References

(See Continuation Sheet Page #8)

# 10. Geographical Data

Acreeage of nominated property 3.8

Quadrangle name St. Paul East, Minn.

Quadrangle scale 1:24,000

### UTM References

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	Zone	Easting	Northing

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D	<u>15</u>	<u>4920810</u>	<u>497851010</u>
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F			
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G			
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H			
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### Verbal boundary description and justification

(See Continuation Sheet Page #10)

### List all states and counties for properties overlapping state or county boundaries

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
-------	------------	------	------------	--------	------------	------	------------

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
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# 11. Form Prepared By

name/title John D. Mecum

organization Miller-Dunwiddie-Associates, Inc.

date June 1, 1986

street & number 3601 West 77th Street, Suite 850

telephone (612) 831-1211

city or town Minneapolis

state Minnesota 55435

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

State Historic Preservation Officer signature

*Russell W. Fridley*

Russell W. Fridley

title State Historic Preservation Officer

date 11/19/86

### For NPS use only

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

*Beth Grover Boland*  
Keeper of the National Register

date 12/21/87

Attest:

date

Chief of Registration

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

St. Paul Minneapolis and Manitoba Railway Co. Shops Hist. Dist.

St. Paul, Ramsey County, Minnesota

Continuation sheet

BIBLIOGRAPHY

Item number 9

Page 8

For NPS use only

received 12/5/86

date entered

1. Primary and unpublished sources:

- A. Authorization For Expenditure (AFE) Files. Blueprints of building projects are included in these files along with related correspondence and expenditures. The AFE files prior to 1916 are in the possession of the Great Northern Railway Historical Society, 7225 168th Avenue West, Rosemount, Minnesota 55068. The AFE files after 1916 are located at Burlington Northern Railroad Company, 176 East Fifth Street, St. Paul, Minnesota 55164.
- B. Building permits files, City of St. Paul, Minnesota, 1883 - 1953.
- C. Draft nomination, National Register of Historic Places, Jackson Street Shops Historic District, Minnesota State Historic Preservation Office, St. Paul, Minnesota, unpublished manuscript, 1985.
- D. Historic American Buildings Survey, Jackson Street Shops Historic District, HABS No. MN-67, Minnesota Historical Society, 690 Cedar Street, Minneapolis, Minnesota, June 1985.
- E. Great Northern Railway Files. In the collection of the Archives and Manuscripts Division, Minnesota Historical Society.
- F. Rausch-Chambers, Helen. The Jackson Street Shops, Minneapolis, Minnesota, History Department, University of Minnesota, unpublished manuscript, 1971.

2. Secondary and published sources:

- A. Berg, Walter G. Buildings and Structures of American Railroads, New York: John Wiley and Sons, 1892.
- B. Honson, Elmer T., Railway Engineering and Maintenance Encyclopedia, New York: Simmons-Boardman Publishing Company, 1926.
- C. Jackson Street Roundhouse, St. Paul: Minnesota Transportation Museum, Inc., 1985.
- D. Martin, Albro, James J. Hill and the Opening of the Northwest, New York: Oxford University Press, 1976.

(see continuation sheet page # 9)



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

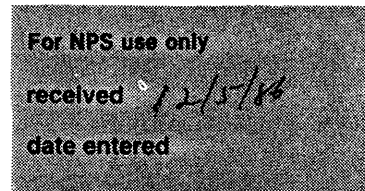
St. Paul Minneapolis and Manitoba Railway Co. Shops Hist. Dist.

St. Paul, Ramsey County, Minnesota

Continuation sheet **BIBLIOGRAPHY**

Item number 9

Page 9



(Secondary and published sources continued)

- E. Orrock, J. W., Railway Structures and Estimates, New York: John Wilery and Sons, Inc., 1918.
  - F. Plat Book of the City of St. Paul, Chicago: Map Publishing Company, 1916.
  - G. Rasher Insurance Maps of St. Paul, Chicago: Map Publishing Company, 1891.
  - H. "St. Paul, Minneapolis, and Manitoba", St. Paul Pioneer Press, December 10, 1882, page 3, col. 1.
  - I. St. Paul, Minnesota 1888, St. Paul: J. H. Mahler Co., 1888.
  - J. St. Paul: State Capitol & County Seat 1883, Milwaukee: Beck and Pauli, Lithographers, 1883.
  - K. Sanborn Insurance Maps of St. Paul, New York: Sanborn Insurance Company, 1903.
  - L. Sanborn Insurance Maps of St. Paul, New York: Sanborn Insurance Company, 1926-56.
  - M. Webster, Harry, Locomotive Running Shed Practices, London: Oxford University Press, 1947.
3. Supplemental Information:
- A. Historic drawings of these buildings are on file at Burlington Northern Railroad Company, 176 East Fifth Street, St. Paul, Minnesota 55164.

(end of item number 9)

NOV 19 1987

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 Page 1

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St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

### Geographical Data

Although the boundary line on the U.S.G.S. map appears to cut through an existing building, it does not. The building in question is the Machine Shop and it is not known to have had a wing or addition on its southeast corner. If it ever had, the extension is not there now.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

St. Paul Minneapolis and Manitoba Railway Co. Shops Hist. Dist.  
St. Paul, Ramsey County, Minnesota  
Continuation sheet Geographical Data

Item number 10

Page 10

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received

12/5/86

date entered

The proposed Distirct lies within the following described lines. Commencing at the Northrwest corner of the District, which is located 25 feet North of the north wall and 25 feet West of the west wall of the Store House building, thence East along the north edge of the District a distance of 528'-6", thence South along the east edge of the District a distance of 410'-0", thence West along a portion of the south edge of the District a distance of 371'-6", thence North along a protion of the west edge of the District a distance of 320'-0", thence West along the remainder of the south edge of the District a distance of 157'-0", thence North along the remiander of the west edge of the District to the point of beginning.

United States Department of the Interior  
National Park Service

NOV 19 1987

# National Register of Historic Places Continuation Sheet

Section number 12 Page 1

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St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

State Historic Preservation Officer Certification

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

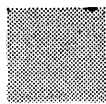
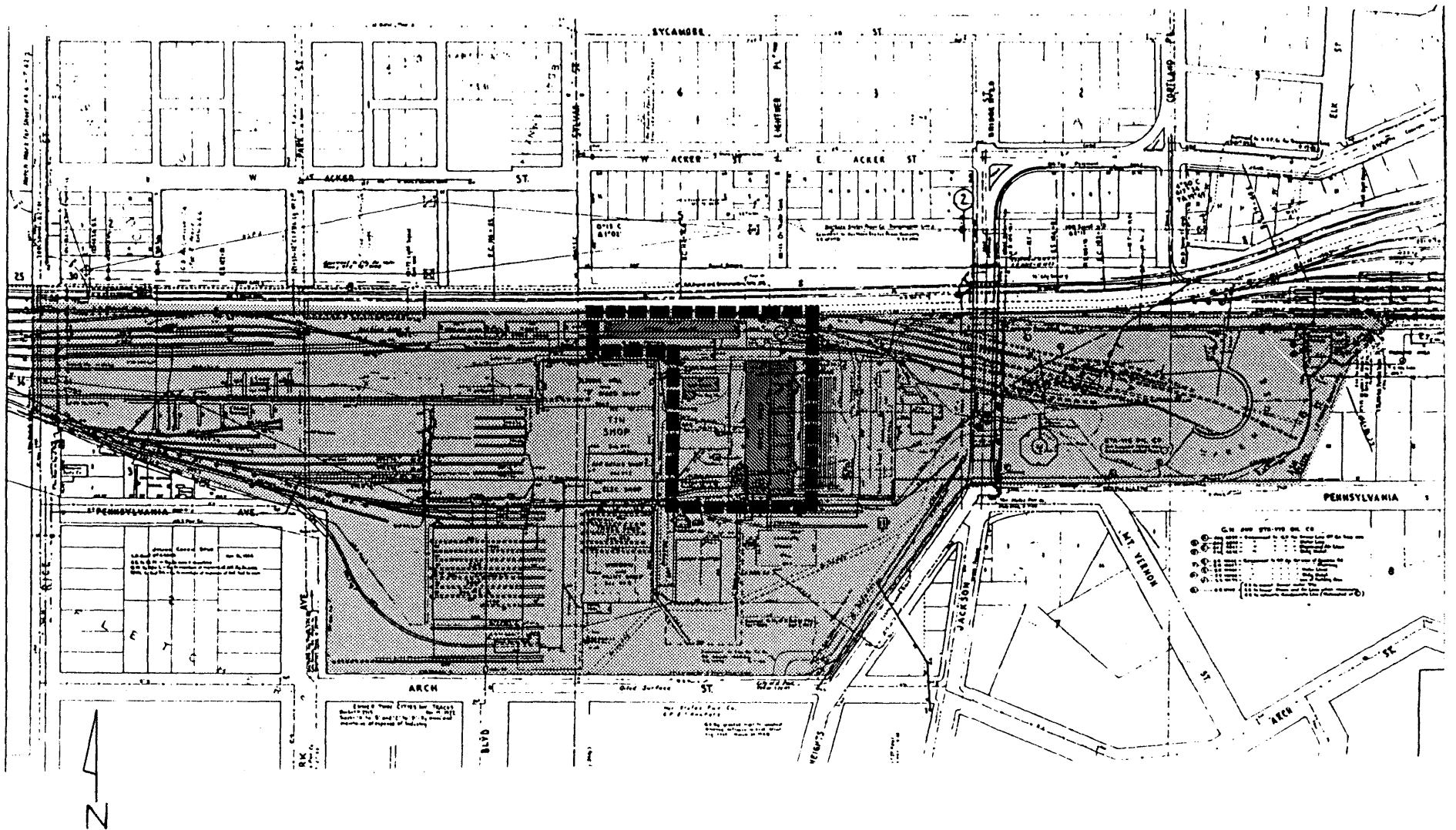
State Historic Preservation Officer signature

Nina M. Archabal

Title: Nina M. Archabal

State Historic Preservation Officer

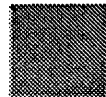
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Original 36 Acre Site



District Boundary

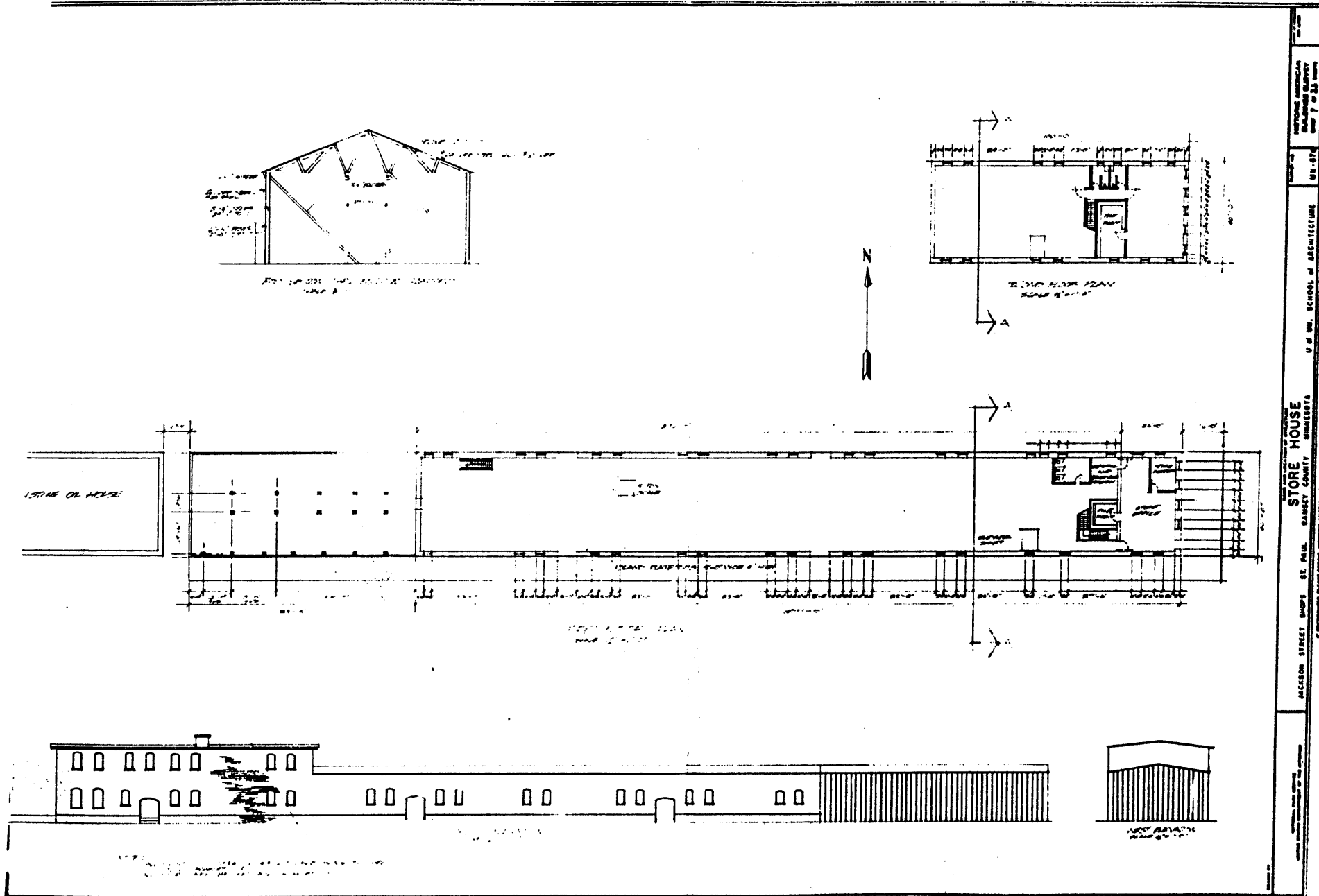


Three 1882 Buildings

St. Paul, Minneapolis and Manitoba  
Railway Company Shops

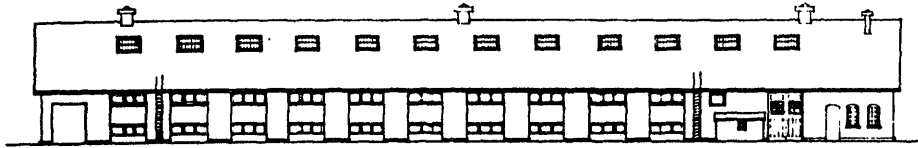
St. Paul, Minnesota  
(This is not the verbal boundary description  
See continuation sheet 10:10)

St. Paul Minneapolis and Manitoba Railway Co. Shops Hist. Dist.  
St. Paul, Ramsey County, Minnesota

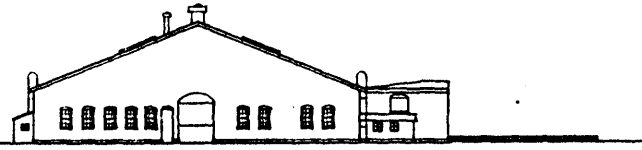




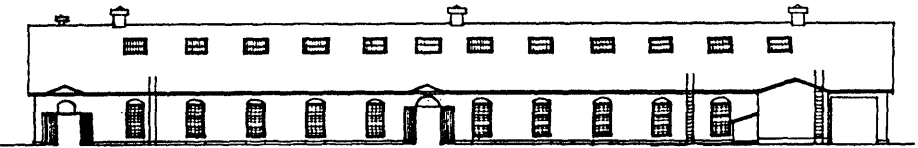
St. Paul Minneapolis and Manitoba Railway Co. Shops Hist. Dist.  
 St. Paul, Ramsey County, Minnesota



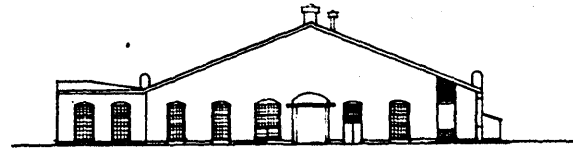
EAST ELEVATION  
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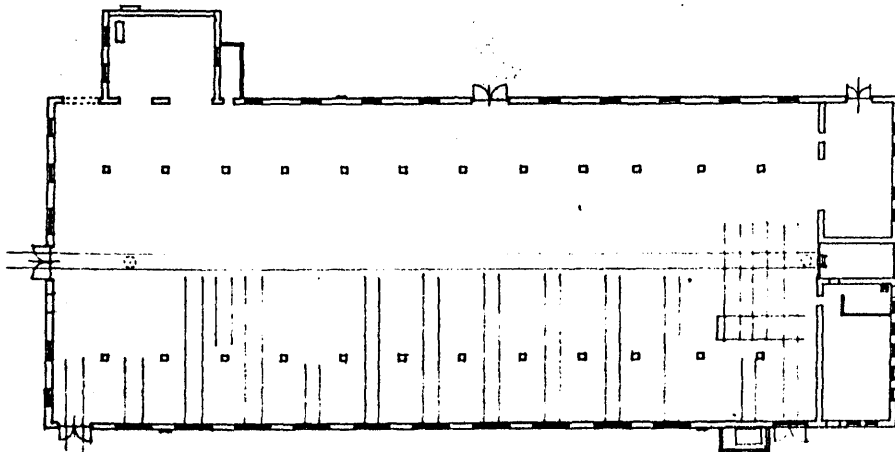
NORTH ELEVATION  
 SCALE: 1"=20'-0"



WEST ELEVATION  
 SCALE: 1"=20'-0"



SOUTH ELEVATION  
 SCALE: 1"=20'-0"



FLOOR PLAN  
 SCALE: 1"=20'-0"

ARCHITECT: RICHARD W. HALL  
 ENGINEER: RICHARD W. HALL  
 JACOBSON STREET SHOPS, ST. PAUL, RAMSEY COUNTY, MINNESOTA  
 DEPT. OF MIN. & PUB. AFFAIRS, DIVISION OF HISTORIC PRESERVATION  
 HISTORIC ARCHITECTURE  
 MAP 8 OF 11 (CONT.)  
 MAP 8 OF 11 (CONT.)