

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: St. Paul Minneapolis and Manitoba Railway Company Shops Historic District
[revised boundary]
Other names/site number: Jackson Street Shops; Manitoba Shops; RA-SPC-4582
Name of related multiple property listing:
Railroads in Minnesota, 1862-1956
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Jackson Street and Pennsylvania Avenue
City or town: St. Paul State: Minnesota - MN County: Ramsey - 123
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national X statewide ___ local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

	4.27.17
Signature of certifying official/Title: Amy Spong, Deputy SHPO MNHS Date	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:)

Joe Edson H. Beall 6-19-17
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>3</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>0</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 3

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

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Current Functions

(Enter categories from instructions.)

RECREATION/museum (roundhouse)

COMMERCE/TRADE/organizational (pattern shop)

COMMERCE/TRADE/business (machine shop)

VACANT/NOT IN USE (power house, storehouse)

TRANSPORTATION/rail-related (spur tracks and roundhouse)

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7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: STONE; Walls: STONE; Roof: SYNTHETIC (machine shop, pattern shop); Foundation: STONE; Walls: STONE; Roof: ASPHALT (storehouse); Foundation: STONE, CONCRETE; Walls: BRICK; Roof: SYNTHETIC (roundhouse); Foundation: CONCRETE; Walls: BRICK; Roof: SYNTHETIC (power house)

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The St. Paul Minneapolis and Manitoba Railway Company (StPM&M) Shops Historic District is located in Sections 30 and 31 of T29N, R22W, in the city of St. Paul, Ramsey County, Minnesota (Figure 1). It constitutes a 15.2-acre area in an industrial setting south of the BNSF Railway main line where it crosses under Jackson Street. The StPM&M Shops Historic District is a railroad yard historic district that consists of buildings and structures built between 1882 and 1944 to accommodate maintenance and service of the locomotives and rolling stock of the StPM&M and its successor, the Great Northern Railway Company (Great Northern). The railroad yard was historically known as the Jackson Street Shops or, in local newspapers, the Manitoba Shops. Contributing buildings within the district consist of a roundhouse, a power house, a machine shop, a pattern shop, and a storehouse. Three spur tracks constitute a contributing structure. Additionally present within the district boundaries are the following non-contributing elements: switch tracks, four built in the 1980s and the fifth a truncated former spur track; a four-stall shed constructed to the west of the roundhouse in 1985 as a temporary maintenance facility for the Minnesota Transportation Museum; the former Rutledge passenger depot, moved to the property in

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1997; a light industrial building constructed in 1987; and Bridge No. 5664, which was constructed in 1939 and carries Jackson Street over the railroad yard and the BNSF Railway main line.

The StPM&M Shops Historic District was listed in the National Register of Historic Places (National Register) in 1987, at which time only the machine shop, pattern shop, and storehouse were considered to be contributing to its historical significance and included within its boundary. The power house had not yet reached the 50-year standard for historical significance and did not hold exceptional significance, while modifications to the roundhouse and the removal of its turntable during the post-railroad era had substantially diminished its integrity. It was assumed at that time that the spur tracks leading to the roundhouse had been removed, as these were covered with cinders (Larson 2000:9). This registration form is intended to expand the boundaries of the historic district to include the roundhouse, power house, and spur tracks, all of which are now considered to be contributing elements to the district, based on the post-1987 rehabilitation of the property and the registration requirements subsequently developed in the National Register Multiple Property Documentation Form titled *Railroads in Minnesota, 1862-1956* (Railroads MPDF). The rehabilitation is an ongoing, multi-year, major effort by the Minnesota Transportation Museum. Plans for the first two phases of the rehabilitation, carried out in the mid 1990s and early 2000s with Intermodal Surface Transportation Efficiency Act (ISTEA) funding, were reviewed by the Minnesota State Historic Preservation Office, which determined that the proposed activities would have no adverse effect to historic properties (Minnesota State Historic Preservation Office, Review and Compliance File Nos. 95-2514 and 99-1327).

The roundhouse was rehabilitated during the 1990s and early 2000s such that it now functions as an operational roundhouse, including repair and maintenance activities. The power house is now well beyond the 50-year standard for historical significance and, although windows have broken, their openings currently boarded up for safety reasons, and some equipment has been removed, it is largely unaltered since its use by the railroad. The spur tracks, once discovered, were replaced to meet current industry standards but follow their historical alignment. These elements not only now have the integrity to convey their contribution to the significance of the district, they also improve the district's integrity of design, setting, feeling, and association.

Narrative Description

The StPM&M Shops Historic District is a railroad yard historic district as defined in the Railroads MPDF (Schmidt et al. 2007:211). Its facilities were constructed between 1881 and the 1940s along the main line of the StPM&M and its successor, the Great Northern, to maintain and service its locomotives and rolling stock (see Figure 1). Major facilities consisted of an earlier roundhouse (1881), a later roundhouse (1907), an oil house (1882), a blacksmith and boiler shop (1882), a machine shop (1882), a wood shop/coach repair shop (1882), a paint shop (1882), a storehouse (1882), a pattern shop (1891), a passenger coach repair and freight car construction building (1906), a coach repair shop (1911), a pattern storage building (1916), and a railroad coach storm sash storage building (1916) (Figure 2). The 1907 roundhouse and associated later-built power house, located to the east of Jackson Street, were used by the railroad until May of 1958 (Schrenk 2007:12). The buildings remaining to the west of Jackson Street at that time were retired in succession over the next approximately 12 years. All buildings and structures on both sides of Jackson Street except those that are extant were demolished by 1985, prior to completion of the original nomination form for the historic district. Some of the buildings that were no longer extant when the

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original nomination form was prepared were enumerated in that document (Mecum 1986:Section 7) as follows:

NAME, DATE, DIMENSIONS	DATE OF DEMOLITION
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. 1926-1956
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
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

A substantially longer list of buildings at the Jackson Street shops, provided to the Interstate Commerce Commission in a report provided by the Great Northern in 1915, indicates numerous other previously extant buildings that have since been razed. The list includes over 40 buildings present during that year (reproduced in Rausch-Chambers 1981:35-36).

The contributing buildings contained within the historic district consist of the 1907 roundhouse and an adjacent power house built in 1944, which are located east of Jackson Street, and the machine shop, the pattern shop, and the storehouse, which are in a cluster to the west of a non-contributing light industrial building west of Jackson Street. Three spur tracks which extend from the roundhouse to the BNSF Railway main line north of the light industrial building constitute a contributing structure. A non-contributing passenger depot located near the east end of the district; non-contributing switch tracks and a non-contributing modern shed located west of the roundhouse; and a non-contributing bridge, Bridge No. 5664, are additionally present. These elements are described below. Also within the district boundaries is the aforementioned light industrial building, which was constructed in 1987. With the exceptions of one switch track, which is a former spur track with poor integrity, and Bridge No. 5664, which is unrelated to the operations of the railroad yard, the non-contributing elements post-date the operations of the railroad shops and the period of significance for the historic district.

The machine shop, pattern shop, and storehouse were detailed in the original nomination form for the StPM&M Shops Historic District, and their descriptions are quoted directly from that document, with updated information contained in brackets.

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Machine Shop

The machine shop [Photograph 1], 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, [vinyl membrane] roofs. The roof is supported by 12 heavy timber trusses spaced 20'-3" on center. These trusses were reinforced in 1950 with steel channels at top and bottom chords for support of a two-ton traveling crane and a two-ton monorail. The trusses are supported by 12" square timber columns at 58-ft. centers and [by] battered timber columns at the west wall. The battered columns at the east wall have been removed.

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

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 [pedestrian] 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' X 80', the boiler room was reduced in 1951 to 40' X 30'. 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 Platteville (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' X 15' 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 . . . restored to its 1882 appearance while the interior [has since been] rehabilitated for light industrial use (Mecum 1986:Section 7).

Pattern Shop

The Pattern Shop, built [circa 1891¹], is a one-story rectangular building (30' X 80') [Photograph 2]. The building has an open plan and is covered with a low-pitched gabled, [vinyl membrane] roof with two

¹ Although the 1986 nomination states this building was constructed in 1882, Great Northern's valuation report of 1915 indicates it was constructed in 1891 (Dubbe and McLaughlin 1985:1). A February 1882 article indicates the pattern shop as one of the buildings "not included in the present plan, but which will be needed and will probably be constructed next year" (*Railway World* 1882:174). A

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added (date unknown) 10' X 16' skylights (restored in 1985) centered on the roof and with wood soffit and fascia. The roof is supported by 38 dimension lumber trusses at two feet on center. The whole of the building is surrounded by 1'-6"-thick exterior load-bearing walls that are constructed of square cut native Platteville (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 . . . restored to its 1917 appearance while the interior [has since been] rehabilitated for light industrial use (Mecum 1986:Section 7).

Storehouse

The Storehouse, built in 1882, is two-stories tall on the east end (40' X 100') and one-story tall on the west end [Photograph 3]. 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 an asphalt-shingled gable roof on the second story. The roofs are supported by dimension lumber trusses.

The whole of the building is surrounded by two-foot-thick exterior load-bearing walls that are constructed of square cut native Platteville (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 [pedestrian] door and a segmental arched 8-light transom. [Each of] the north and south first-floor facades 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.

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.

December 1882 article in the *The Daily Pioneer Press* does not list it as one of the buildings constructed by that time. The building is not illustrated in *Atlas of the City of St. Paul* (Hopkins 1884), *Atlas of the Environs of St. Paul* (Hopkins 1886), *Curtice's Standard Atlas of the City of St. Paul* (Curtice 1887), or on a St. Paul Minneapolis and Manitoba Railway "Plan of Tracks and Buildings at St. Paul Shops," which dates to 1888. It does appear in Rascher's 1891 *Atlas of St. Paul, Minn.* revised to 1901 (Rascher 1901) and *Donnelley's Atlas of the City of St. Paul, Minnesota* (Donnelley 1892).

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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 . . . restored to its 1882 appearance while the interior [has since been] rehabilitated for light industrial use (Mecum 1986:Section 7).

Signs observed on the entrance to the storehouse in 2015 indicate that the building is unsafe for entry, has been condemned, and is a registered vacant building.

Roundhouse

The roundhouse was built at the Jackson Street Shops in 1907 (Figure 3; Photograph 4). It was constructed based on the 1906 revision of the Great Northern's standard nine-degree, 92-foot (long) roundhouse plan, designed by Samuel L. Bartlett, who had been appointed as Architect for the company in 1905 (*The Railway Age* 1905:705; Great Northern Railway Historical Society [GNRHS] 2000). As originally constructed by Fred Alther (foundation) and Newman and Hoy (superstructure) (Cox and Dungey 1985:2), it was a 250-degree arc in plan and contained 25 stalls. These stalls were divided equally among five bays, and the bays were separated by brick firewalls. Associated with the roundhouse and centered within the interior of the arc, which was approximately 160 feet in diameter, was a turntable pit containing a 70-foot-diameter turntable.

The roundhouse was constructed with a stone foundation (GNRHS 2000:1). The lower portion of the front elevation, which is the one facing the turntable, was entirely occupied by 25 wood double doors, which swung out from the building on long, wrought-iron strap hinges with pintles. Twenty-five sets of tracks extended from the edge of the turntable pit through these doors into the stalls. Above the doors but set back 40 feet was the seven-foot rise of the monitor roof, which accommodated 12-light clerestory windows, with individual windows separated by wood mullions and groups of windows separated by the brick firewalls.

The wall of the rear elevation was entirely of brick, which was laid in a common-bond pattern. On this elevation, the location of each of the 25 stalls was demarcated on either side by brick pilasters and the brick firewalls, between the upper portions of which ran brick corbel courses. Based on the 1906 plan, beneath these courses, each bay contained a centered window or door opening, measuring either approximately 13.75 feet wide by 13.5 feet high (windows) or approximately 13.25 feet wide by 16.5 feet high (doors). Windows were tripled 12/12/12 triple-hung sash, while doors were wood double doors similar to those on the front of the building (Great Northern 1906).

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The end walls were divided into five bays by brick pilasters, between the tops of which ran brick corbel courses (Figure 4). The front four bays each contained a centered, 12-over-12, triple-hung sash window with segmentally arched lintels, each lintel comprising two courses of header brick (Photograph 5). The rear bay held a wood pedestrian door with a lintel of the same style.

The 25 stalls of the roundhouse were numbered counter-clockwise and as noted above, divided equally among five bays (Figure 5). The interior of each bay featured an exposed wood ceiling and a post-and-lintel structural framework, with knee braces near the upper end of each post and the posts aligned parallel to and between stalls. A square opening for a smoke jack was located in the ceiling toward the back of each stall. Each stall incorporated an inspection pit, and drop pits spanned stalls 7 and 8, 13 and 14, 17 and 18, and 22 and 23 (Schrenk 2007:9). Drop pits are pits that run perpendicular to and between inspection pits to allow for the removal of wheelsets by "dropping" them below the level of the rails rather than hoisting a locomotive or a train car. The car is positioned in the inspection pit so that the wheelset is over a table containing a section of rail that aligns with that in the stall, and then the wheelset is unfastened from the car. The table is then dropped onto rails perpendicular to those in the stall, moved laterally in the drop pit, and raised up in the adjacent stall, allowing the wheelset to be transported outside of the roundhouse for repair. Based on the 1906 plan, walls in both types of pits and the floors of the drop pits were of concrete; the floor material of the inspection pits is not indicated (Great Northern 1906). AFE records calling for the replacement of floor materials indicate that outside of the pits, the floors of the roundhouse were originally wood (*Minnegazette* 2008:7).

As would be expected for a railroad facility that was in use from 1907 to 1958, numerous modifications were made to the roundhouse by the Great Northern to modernize operations and effect improvements to equipment, utilities, employee safety, and employee amenities, most of which did not substantially impact its architecture. Some construction events, however, are noteworthy in the evolution of the roundhouse over time with regard to its massing.

Circa 1923, to accommodate the newer, longer locomotives that had come into use, stalls 16 through 20 were extended 18 feet to the east. According to the Historic American Building Survey (HABS) form for the roundhouse, completed in 1985, this extension and any others made subsequently in any section of the building are supported by reinforced-concrete footings (Cox and Dungey 1985:4). At or near the same time that stalls 16 through 20 were extended, the 70-foot turntable was replaced with a 92-foot turntable (Figure 6), which according to the Authorization For Expenditure (AFE) record for the replacement, was fashioned by bringing in a "second hand 80' turntable and extending same to 92'" (*Minnegazette* 2008:5; Holmquist 2001:4; Schrenk 2007:10). The replacement of the turntable would have required expanding the turntable pit and shortening the entrance tracks.

In 1942, after locomotive sizes increased yet again, the 92-foot turntable was replaced using another secondhand turntable, this one 100 feet in diameter, again accompanied by expanding the pit and shortening the tracks. As World War II came to a close, stalls 16 through 20 were extended still farther to the east, by an additional 16 feet (Figure 7) (Holmquist 2001:4; Schrenk 2007:10; *Minnegazette* 2008:6).

With the ascent of diesel power in the post-war era, conversion of a portion of the roundhouse for diesel locomotive repair became necessary; therefore, the bay housing stalls 21 through 25 was remodeled circa

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1947. The stalls were extended to the north/northeast/east-northeast, requiring the affected portions of the exterior walls to be reconstructed. The reconstruction squared off the rear wall in this section of the building (Figure 8). In addition, a small addition of unknown function was placed adjacent to and on the west side of stall 25.

Improvements for newer steam locomotives continued at this time with the extension of stalls 14 and 15, and concurrently, a tool room was constructed on the southeast end of stall 13. The resulting newly constructed portion of the wall behind these stalls was flush with that behind stall 16. Circa 1948, a steel rolling door was installed at the back end of stall 16, and it was at or near this time that the roof over this stall was raised to accommodate a new traveling overhead crane. Circa 1955, as the Great Northern realized a reduced need for the Jackson Street facilities, the westernmost bay of the roundhouse, which contained stalls 1-5, was demolished.

After the roundhouse was retired from use in 1958, the turntable was removed and the pit filled in. Two years later, the portion of the Great Northern property east of Jackson Street was sold to the Sta-Vis Stahl Oil Company, which used the roundhouse "as a depot for its Industrial Steel Container operation" (Rausch-Chambers 1981:18), then circa 1969 began leasing the roundhouse to the United States Postal Service (Postal Service). The Postal Service made a number of changes so that the building could be used for mail sorting and vehicle storage/maintenance (GNRHS 2000:3), most notably by filling in the former turntable pit and erecting over its location a large garage with a concrete floor and hydraulic vehicle lifts (Noel Petit, MTM Board Member 2016, pers. comm.), but also through the addition of concrete loading docks, one on the east side of the building behind stalls 14 through 19, one on the west side of stall 6, and one on the west side of stall 25 (Hopp 1997).

In the mid 1980s, the roundhouse was purchased by the Minnesota Transportation Museum (MTM), which in 1995 initiated a major, multi-year, ongoing effort to restore the roundhouse to its 1950s configuration. This era was selected because it would be cost prohibitive to reverse the changes effected during the diesel era, and because these changes remain necessary to service the diesel locomotives owned by the MTM (George Bergh, MTM Board Member 2016, pers. comm.). As part of the rehabilitation effort, the Postal Service garage was demolished in 2000, and in 2001, a new turntable pit was excavated and lined with concrete. A 115-foot turntable superstructure salvaged from the Great Northern's Minneapolis Junction roundhouse was installed with a new wood deck (Photograph 6) (GNRHS 2000:4; "Tour the Roundhouse" files, provided by the MTM; Noel Petit 2016, pers. comm.). In addition, the loading dock was removed from the west end of stall 6.

Exterior

Currently, the front of the roundhouse features the 115-foot turntable and its concrete pit, and the circumferences of the previous iterations of the turntable at this location are painted black on the pit floor (Photograph 7). Tracks with which the turntable aligns are present at the entrances to stalls 16 to 24; to date, rails have not been restored within stalls 11 through 15 or stall 25. Although only a few remnants of the double doors that occupied the front elevation of the roundhouse survived the alterations by the Postal Service, the MTM had these restored in the year 2000 to their original specifications on stalls 11 through 25 (Photograph 8).

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To the west of stall 11, in front of stalls 6-10, the wall is of brick construction that dates to circa 1955, when due to worker complaints, the bay containing those stalls was converted "to provide improved locker room, lunch room and toilet facilities for the shop workers" (Schrenk 2007:12). Most of the window and door openings on this section of the wall are now infilled with concrete block, a result of the building's occupation by the Postal Service. Three single-panel metal doors provide access to this bay of the building. The opening for one of these is surrounded by concrete-block infill, indicating modification by the Postal Service. The other two door openings appear unaltered.

With the exception of those in the diesel section of the building (stalls 21 through 25), the clerestory windows are covered with sheet metal, another change made by the Postal Service. Those in the diesel section are visible. They were uncovered by the MTM, and the panes were replaced as needed.

The rear wall of the roundhouse remains largely of common-bond brick construction (painted a buff color during the post-railroad era), which continued to be used by the Great Northern for the building's exterior during the various stall extensions. The brick corbel courses dating to 1907 are visible on the portion of the wall outside of stalls 6 to 12, which were never extended. The formerly large window and door openings beneath them were infilled entirely or partially with brick by the Postal Service. In those openings that are partially filled, the uppermost portions exhibit glass block above the brick infill.

Window or door openings of similar height but dating to circa 1947, two behind stall 13 and one behind stall 14, have been infilled in the same fashion. Three other large openings infilled behind stalls 14 and 15 exhibit plywood above industrial metal double doors (stalls 14 and 15), and plywood above concrete block (stall 15). Based on their size and placement, at least those two openings behind stall 15 were for windows installed circa 1947. Infill in all three openings was made necessary by the removal of the railroad-era fabric by the Postal Service to accommodate access to the loading dock (Noel Petit 2016, pers. comm.).

Behind stall 16 is the overhead steel door installed circa 1948, flanked by brick pilasters and adjacent rectangular glass-block windows (Photograph 9). The pilasters rise to the base of the parapet, bordering another, larger, glass-block window. These pilasters are paralleled by another set at each end of the raised-roof section. All pilasters are capped with concrete. The parapet, also brick, is stepped.

Stucco panels located behind all of stall 17 and the south part of stall 18 constitute one of two exceptions to the common-bond brick of the exterior wall. The stucco panels were placed where the Postal Service removed the railroad-era fabric to create openings for conveyor belts to the loading dock behind the building (Noel Petit 2016, pers. comm.). Within the north part of stall 18, where the wall is brick, is a glass-block window underlined by plywood infill.

Behind stall 19, metal stairs and an accessible ramp lead to the loading dock outside of the main museum entrance. The entrance consists of an added double door with transom and sidelights, next to which on the north is a new, large, eight-light fixed-sash window. Beyond this window to the north, behind stall 20, fenestration consists of glass-block sections over six-light awning windows, installed with the circa-1945 extension of this stall. Sash, muntins, or panes of the awning windows were repaired or replaced, or entire windows replaced as needed by the MTM during the late 1990s ("Minnesota Department of

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Transportation Construction Plan for Site Improvements and Building Renovation located at Jackson Street Roundhouse," sheets 11A and 11B, on file at the GNRHS).

The other exception to the common-bond brick of the exterior wall is the lower level of the squared-off portion behind the diesel section (stalls 21 through 25), which is concrete block. In this lower level, the west side contains a metal pedestrian door and window openings, some of which contain glass block and others of which have been infilled and boarded, while the north side contains six-light, metal windows of indeterminate operation which have been blocked with insulation from the inside and covered with industrial-grade metal mesh on the outside. In the upper level of this section, both the west and north sides hold windows comprising glass-block sections over paired six-light awning windows, which were subject to repair or replacement as previously described for stall 20.

A modern metal double door leads from the west side of the small addition that was constructed on the west side of stall 25 in 1947 to a covered metal ramp. This ramp provides access to the front of the roundhouse, passing by the south end of the small addition and the visible portion of the 1907 end wall, the window openings for which are infilled with brick, and the base of which is obscured by a loading dock (see Photograph 5). Because of the removal of the bay housing stalls 1 through 5, the opposite end wall of the roundhouse is the brick firewall that formerly divided that bay from the one housing stalls 6 through 10. This wall now features windows comprising glass-block sections over multi-light awning windows, as well as two door openings, holding metal pedestrian doors with plywood infill overhead.

Interior

AFE records indicate that the railroad replaced the wood floors in the roundhouse with concrete floors during the 1930s or 1940s (*Minnegazette* 2008:6-7), constituting the only change broadly applicable to the interior of the building during the railroad era. The rails within the stalls were taken up once the railroad retired the building (Noel Petit 2016, pers. comm.). During the post-railroad era, the interior of the building, including the rear wall, brick firewalls, ceilings, posts, and beams, was painted, primarily in light green, a condition that remains throughout most of the building. The inspection pits and drop pits in the bays housing stalls 11 through 25, which were the only ones open when the roundhouse was retired, were infilled and overlaid with poured concrete to create a level floor.

Stalls 6 through 10

The bay containing stalls 6 through 10, which the Great Northern converted in 1955 to provide an employee locker room, lunch room, and toilet facilities, houses the machine shop, shop offices, training room, and volunteer locker room of the MTM (Photograph 10). Alterations known to have been made to this bay by the MTM consist of gypsum-board walls, one near the northeast corner of the bay to create an office space separate from the rest of the bay, and two in the southwest corner of the bay to enclose a blacksmith shop (Noel Petit 2016, pers. comm.).

Because this bay was substantially changed by the railroad, it cannot for the most part be discerned whether other alterations, including facing the back wall with concrete and the addition of a dropped gypsum-board ceiling, occurred during the last part of the railroad era or during the Postal Service era. A wall constructed from wood planks has been built several feet in front of the brick firewall on the east end of this bay and painted white. A door in this wall leads to the volunteer locker room, within which the

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brick firewall is visible. The locker room, the north and south walls of which are gypsum board, is believed by the MTM to be unaltered from the railroad era (Noel Petit 2016, pers. comm.).

Stalls 11 through 15

The bay housing stalls 11 through 15 retains the original exposed wood ceiling, post-and-lintel structural framework, brick firewalls, and clerestory windows, although as previously noted, the windows are covered on the exterior (Photograph 11). Square openings within the ceiling which accommodated smoke jacks are present, although the smoke jacks have been removed and the openings covered with wood planks. The inspection pits remain covered by poured concrete in this bay, which is currently used for the storage of locomotive and rolling stock parts, but the MTM is presently in the process of removing the concrete in stall 14 as a first step toward restoring the rails there (Photograph 12).

Stalls 16 through 20

The bay housing stalls 16 through 20 features the original exposed wood ceiling, post-and-lintel structural framework, brick firewalls, (covered) clerestory windows, and (covered) smoke jack openings (Photographs 13 and 14). The traveling crane system installed circa 1948 remains in place in stall 16 (Photograph 15). In 1999, excavation by the MTM exposed the inspection pits in stalls 16 through 18, and shortly thereafter, rails were restored to these stalls to allow for servicing of equipment (Photographs 16 and 17). A deep drop pit that spans stalls 16 and 17 and was constructed circa 1948 also was exposed at this time (Schrenk 2007:10, 12). It is currently not in use but is visible through a metal grate that has been installed over it for the purpose of safety (Photograph 18). The concrete over the inspection pits in stalls 19 and 20 has not yet been removed, but rails have been restored to stall 19. These two stalls are slightly truncated on their rear ends by sheet rock walls, which divide them from the office of the GNRHS. Behind the office is a hallway, accessed through the main museum entrance. The hallway leads south to an added pedestrian door, through which is the rear end of stall 18, and north to both the GNRHS archives and the MTM exhibit space, which are located in the bay housing stalls 21 through 25. Aside from the office and hallway, the bay housing stalls 16 through 20 is currently used for the servicing of locomotives and rolling stock.

Stalls 21 through 25

As mentioned previously, the bay housing stalls 21 through 25 was converted to accommodate the repair of diesel locomotives circa 1947. Because the engine and other major workings of these locomotives are located in and accessed through the car body, the conversion required the installation of a raised concrete floor. The undersides of the cars, however, still required access, therefore the conversion additionally included excavating the original floor three feet deeper in this bay to create sufficient headspace beneath the raised floor (GNRHS 2000:3; Noel Petit 2016, pers. comm.). Concrete stairs were constructed on the east/southeast side of the front end of each pit from the raised floor down to the sunken floor below. From the back end of stall 21, one concrete ramp was constructed from the raised floor down to the adjacent bay on the south and another was constructed from the sunken floor up to the same (GNRHS 2000:3). At this time, the wood posts in this bay were replaced with steel posts, as rust caused by steam was no longer a concern.

Circa 1969, to accommodate the Postal Service, the openings within the raised floor in this bay were closed by installing metal columns and beams to support galvanized steel flooring that extended up to

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2.5 inches below the level of the raised floor, and then covering this flooring with 2.5 inches of poured concrete ("U.S. Post Office Department, Details—Floor Repairs, Platform Addition & Sawtooth Platform, Penn Ave. Annex," dated March 27, 1969; on file at the GNRHS). During the late 1990s, this bay was rehabilitated by the MTM.

As one enters the roundhouse through the main museum entrance and looks north toward the bay housing stalls 21 through 25, on the east is a ramp leading up to MTM exhibit space, located on the raised floor, and on the west the floor inclines down to a pedestrian door to the GNRHS archives, located on the sunken floor. The ramp up to the museum space is newer and was built over the earlier ramp, which was too steep to meet current code.

At the level of the sunken floor, the five steam-era inspection pits are intact, as is the sunken floor surrounding them. In stalls 21 and 25, which have not been reopened or had their rails restored, the posts, beams, and the galvanized steel flooring that they support, as installed by the Postal Service, are present. Shelving containing numerous boxes of GNRHS archival materials is located on the sunken floor under these stalls.

At the level of the raised floor is the museum exhibit space. Visible from this level is the exposed wood ceiling, including (covered) smoke jack openings, from which the green paint was largely removed during the rehabilitation of this section. The clerestory windows are uncovered, also the result of rehabilitation activity (Photograph 19).

The inspection pits in stalls 22 through 24 have been reopened and the rails restored for use with exhibit locomotives and rolling stock (Photographs 20 and 21). Those in stalls 21 and 25 have not been reopened, providing floor space for static exhibits.

The diesel foreman's office, a small, separate room within the squared-off corner located roughly behind stalls 22 and 23, remains intact, minus its former lowered plaster ceiling, which deteriorated to the point of collapse (Noel Petit 2016, pers. comm.), leaving the original wood ceiling exposed. Walls that do not extend to the ceiling have been added south of the office to create a separate space for the museum gift shop without interrupting the open feel of the bay. The small addition made to the western end of this bay during the diesel era is occupied by the museum restrooms, which were installed in conjunction with the rehabilitation of the bay.

Power House

The power house was designed by Thomas D. McMahon to house a 51'-2"-by-55'-10" boiler room in the west section and a 33'-6"-by-32'-10" compressor room in the east section, creating an L plan (Peterjohn 1985:2) (Photograph 22). The contract to construct it was let to the W. Baumeister Construction Company in 1944, and they began building it in May of that year (*Steel* 1944:156; *St. Paul Pioneer Press* 1944). Although both sections of the building are a single story, the west section is approximately 40 feet in height, and the east section is approximately 17 feet in height. Both sections are situated over a full basement (Peterjohn 1985:2; Krol 2010: 4-5). The foundation of the building is concrete.

The walls of the power house are red brick laid in a common-bond pattern. Brick pilasters with concrete caps divide each of the four walls of the west section and the north, east, and south walls of the east

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section into three bays. In the west section, the pilasters extend up to a concrete stringcourse, which underlines a brick parapet. According to the Historic American Building Survey (HABS) record for the building, completed in 1985, the parapet once had five-inch concrete coping (Peterjohn 1985:2), but it is no longer present. In the east section, the pilasters extend up to a concrete parapet. The, flat, gypsum-panel roof that is present on both sections is original but substantially deteriorated.

The north wall of the building faces the main line of the BNSF Railway. In the east section, each bay contains a centered, single window opening, and in the west section, each bay contains centered, paired, window openings. Additionally, the basement level in this section contains window openings. The window openings have been boarded over, a safety measure implemented over the entire building. According to the HABS record, each bay of the east section held an awning window, above which was a glass-block window, five blocks wide by nine blocks high; each bay of the west section held two awning windows, above which were glass-block windows, five blocks wide by 30 blocks high; and the basement level openings contained awning windows (Peterjohn 1985:3-4). Currently, portions of the underlying glass-block windows are exposed where the boards have fallen off. In the west section, the parapet features the words "GREAT NORTHERN RY." formed from light red, slightly projecting bricks that were painted white, though much of the paint has since come off (Photograph 23).

The parapet treatment on the north wall of the west section is replicated on the west wall of the building. The HABS record for the power house and a structural report for the building prepared in 2010 indicate that double doors were centered in the north and south bays of this wall, and paired awning windows were centered in the center bay, above all of which were paired glass-block windows, five blocks wide by 30 blocks high (Peterjohn 1985:3; Krol 2010:12, Appendix). As with the north wall, these openings have been boarded over, but portions of the glass-block windows and one six-light awning window with the panes broken out are visible where the boards have fallen off. A subterranean concrete stairway located in front of the center bay leads down to an industrial metal pedestrian door in the basement level.

The south wall of the west section contains centered paired window openings in each bay, and the center bay has a single centered window opening above the pair. The HABS report states that the paired openings held glass-block windows, five blocks wide by nine blocks high, in the east and west bays, and five blocks wide by 30 blocks high in the center bay. The opening above the latter held an awning window. The south wall of the east section, which is set back from that of the west section, holds a centered single window opening for a glass-block window, five blocks wide by nine blocks high, in each bay (Peterjohn 1985:3-4). All of these openings are boarded over, and where the boards have fallen off, glass block is evident.

In the east wall of the west section, a four-light awning window with the panes broken out is centered in the south bay, underneath of which are paired glass-block windows, five blocks wide by 30 blocks high. The lower portions of the glass-block windows are boarded over. Housed in centered, single window openings in the other two bays were glass-block windows, five blocks wide by nine blocks high (Peterjohn 1985:4). The center one is largely broken out, and the northern one is boarded over.

The east wall of the east section holds a rudimentary double door of plywood, centered in the center bay. In the north and south bays, single centered window openings held awning windows, above which were

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glass-block windows, five blocks wide by nine blocks high (Peterjohn 1985:4). Both of these are boarded over.

Although the building cannot be entered at this time for safety reasons, the interior architecture has not been altered since the Great Northern's use of the building. Some equipment has been removed, but other components, such as the boilers and the foundations for the compressors, remain in place (Goodrich and Mack 2010).

Spur Tracks and Switch Tracks

When the Great Northern vacated the roundhouse, the entire area in front of the building extending to Jackson Street and the main line was covered with cinders. After the MTM took over the property, it was discovered that these cinders covered spur tracks, which had never been removed. While the tracks were intact, they had to be replaced to modern industry standards (Larson 2000:9). All but the southernmost of these tracks, though replaced, follow their historical alignment (Photograph 24) (Great Northern 1953). The southernmost of these has been truncated and no longer connects to the main track; it is instead used for switching. Non-original switch tracks were added off of the spur tracks to a modern four-stall shed, described below.

Bridge No. 5664

Due to the expansion of the district boundary, Bridge No. 5664, which carries Jackson Street over the railroad yard and BNSF Railway main line, now falls within the historic district. This bridge was built by the Minnesota Highway Department in 1939 to replace a bridge constructed by the Great Northern in 1915-1916, which in turn replaced a bridge constructed by the StPM&M in 1887 (Valuation Division Records, 1881-1991. Great Northern Railway Company Corporate Records. Held at the Minnesota Historical Society; Proceedings of the Common Council of the City of St. Paul, 1915:937; Minnesota Historic Bridge Inventory Form, RA-SPC-7103, held at the Minnesota State Historic Preservation Office). Bridge No. 5664 is an approximately 486-foot-long, continuous/cantilevered, nine-span, steel-beam bridge. It incorporates a masonry abutment remaining from one of the earlier bridges on the north and a reinforced-concrete abutment on the south. The rest of the substructure consists of arcaded precast concrete piers. Ten lines of stringers in both simple-span and continuous-span configuration support the deck. The interior lines of stringers are rolled 33-inch-deep I-beams with I-beam bridging, while the exterior lines are deck plate girders encased in gunite. On the fourth span from the north, the interior I-beam stringers are cantilevered over the piers. The cantilever arms hold a pinned, suspended I-beam section, which results in a main span of 66 feet. The deck includes a 40-foot-wide roadway flanked on each side by an eight-foot-wide concrete sidewalk. An ornamental metal railing punctuated by precast concrete light-standard supports runs along the exterior of both sidewalks. The light standards were replaced sometime after 1961 (Minnesota Historic Bridge Inventory Form, RA-SPC-7103). A chain-link fence was installed along both sidewalks in front of the ornamental metal railings sometime during the last 20 years.

Four-Stall Shed

The four-stall shed is a gable-roofed pole building that was constructed by the MTM during the mid 1980s to provide "a maintenance and repair facility for locomotives and cars" (Larson 2000:9) prior to the rehabilitation of the roundhouse (Photograph 25).

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The Rutledge Depot

The Rutledge depot is a former Northern Pacific passenger depot that was moved to the MTM property in 1997 as part of Phase I of the rehabilitation. It was constructed in Rutledge, Pine County, Minnesota, in 1937, after its predecessor was lost to fire, and it was used until 1970, when it was abandoned. The depot was subsequently donated by Pine County to the MTM to serve as an illustration of one component of Minnesota's transportation history. It is a small, hip-roofed, frame passenger depot located perpendicular to the tracks near the northeastern corner of the property. Its placement and orientation were subject to review by the Minnesota State Historic Preservation Office, which determined that it would have no adverse effect on the roundhouse as an eligible property or the existing historic district (Minnesota State Historic Preservation Office, Review and Compliance File Nos. 95-2514).

Discussion of Integrity

The StPM&M Shops Historic District remains in the location where it was originally sited and therefore has excellent integrity of location. While some of the primary buildings of the StPM&M shops were demolished during the 1980s, those that remain retain their spatial relationship to each other and the railroad main line, which is still active. In addition, the restoration of the spur tracks and a turntable allows them to physically connect the main line to the roundhouse as they did historically. Furthermore, the addition of the roundhouse and powerhouse reflect the StPM&M/Great Northern's use of space on both sides of Jackson Street. The district therefore has good integrity of design.

Beyond the boarding over of openings, removal of some interior equipment, and general deterioration, the power house is largely unaltered since its use by the railroad. The storehouse, pattern shop, and machine shop, although each has undergone exterior alterations in the forms of replacement roofing and rehabilitation measures, exhibit their original limestone construction. While the roundhouse has undergone several alterations since it was constructed in 1907, the majority of these occurred during the period of significance and speak to the changing needs served by the railroad yard over a 50-year period. Doors restored on the turntable side of the building after the period of significance were constructed to their original 1907 specifications, replicating the doors that were present throughout the railroad era. The remaining coverings on the clerestory windows are readily reversible, and their removal is included in future rehabilitation plans. Other alterations, such as the addition of concrete loading docks and the alterations to the window and door openings in the rear wall, are not easily reversed and somewhat diminish the integrity of the materials and workmanship of the roundhouse, but not to the extent that the building cannot convey its historical significance. Overall, the integrity of materials and workmanship for the district is fair to good.

The district is located within a trackside, light industrial area, which feels isolated from other uses due to the surrounding topography and vegetation. As such, it previously had fair to good integrity of setting, feeling, and association. The additions of an operational roundhouse, which was the primary yard facility; reinstated spur track connections from the active railroad main line; and the associated power house bearing the name of the Great Northern within its construction provide a much stronger sense of the function and history of the railroad yard, raising the level of integrity of all three aspects for the district overall.

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Although unrelated to the railroad yard operations for which the district is significant, a bridge carrying Jackson Street over the railroad yard and main line has been present since 1887, and Bridge No. 5664 was constructed during the period of significance. While it has undergone road resurfacing, light-standard replacement, and the addition of a chain-link fence, it has not been subject to major rehabilitation or reconstruction and therefore is largely of the original 1939 construction. It therefore does not diminish the integrity of setting, feeling, or association. The four-stall shed and switch tracks are non-contributing to the district, but as a maintenance building and tracks, their detracting from setting, feeling, and association is minimal. The light industrial building to the west of Bridge No. 5664, as a modern construct, diminishes the integrity of setting, feeling, and association, but only to a minor extent, due to its appearance and its compatibility with the historical use of the space it occupies. The light industrial building is in the former location of the blacksmith and boiler shop. It is a low-profile building clad in wall material similar in color to the limestone buildings on the west side of Jackson Street, and its industrial nature is generally in keeping with the historical character of the railroad yard. It is situated at the north end of the lot that it occupies, and it is somewhat obscured in the view from Empire Drive by two rows of trees to its south. The Rutledge depot, as a passenger depot, is not in keeping with the function of a railroad yard, but as a small-scale building located well behind the roundhouse and near the edge of the property, it has a limited impact on the setting, feeling, and association of the district. The depot was previously determined by the Minnesota State Historic Preservation Office to have no adverse effect on historic properties, including the roundhouse as an eligible property or the existing historic district (Minnesota State Historic Preservation Office, Review and Compliance File Nos. 95-2514).

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)

Transportation

Period of Significance
1882-1956

Significant Dates
1882
1891
1907
1944

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation
N/A

Architect/Builder
Bartlett, Samuel L. (architect – roundhouse)
Alther, Fred and Newman and Hoy (builders – roundhouse)
McMahon, Thomas D. (architect – power house)
W. Baumeister Construction Co. (builder – power house)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The StPM&M Shops Historic District meets the registration requirements for significance and integrity established for railroad yard historic districts by the Railroads MPDF (Schmidt et al. 2007:211-216). It is significant at the state level under Criterion A in the area of transportation as a railroad yard associated with a historically significant railroad corridor, the main line of the StPM&M /Great Northern. The significance of the StPM&M Shops Historic District is associated with the Minnesota statewide historic contexts Railroad Development in Minnesota, 1862-1956, and Urban Centers, 1870-1940. The period of significance for the StPM&M Shops Historic District begins in 1882, when the first complement of shop buildings was completed. Its period of significance has been revised to end in 1956 based on the registration requirements in the Railroads MPDF, which indicates that "a railroad yard historic district's period of significance will generally coincide . . . with the closing of the rolling stock service facilities" (Schmidt et al. 2007:213). Although the StPM&M shops continued to be used by the Great Northern until they were successively retired between 1958 and the 1970s, the Railroads MPDF establishes 1956 as the terminal date for the significance of railroad-related properties in Minnesota. This date marks the year in which passage "of the Federal Highway Act of 1956 established the interstate highway system, and subsequent appropriations financed the transition of the American transportation network from a railroad base to a highway base . . . [signaling] a shift in transportation priorities" (Schmidt et al. 2007:20).

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The original nomination for the StPM&M Shops Historic District summarized its significance as follows:

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 (Platteville) limestone construction [Mecum 1986:Section 8].

The significance of railroad-related properties in Minnesota is now subject to the registration requirements established in the subsequently prepared Railroads MPDF. The Railroads MPDF defines the property type "railroad yard historic district" as including "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. 2007:211). It is noted that although Bridge No. 5664 was constructed during the period of significance for the historic district, as a bridge constructed by the Minnesota Highway Department to accommodate automobile traffic, it does not constitute any of the

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elements of a railroad yard historic district as defined in the Railroads MPDF (Schmidt et al. 2007:212), nor did it have any bearing on the functions of the railroad yard for which the district is significant.

For this property type, Registration Requirement Number 2 under Criterion A states that a railroad yard historic district will meet National Register Criterion A if it "provided facilities for the construction, maintenance, service, repair, refueling, and storage of railroad motive power or rolling stock on a historically significant railroad corridor" (Schmidt et al. 2007:214).

The StPM&M shops made such provision on the main line of the StPM&M, subsequently the Great Northern. Extensive, detailed historic contexts for railroad-related properties and the history of the Great Northern and its predecessors in Minnesota were developed for the Railroads MPDF. These contexts, in conjunction with the registration requirements for railroad corridors, establish the historical significance of the StPM&M/Great Northern main line and can be referenced there in Section E, Subsections I and X (Schmidt et al. 2007:5-29, 85-106). The first constructed segment of the main line, for example, along which the historic district is located, was constructed in 1862 by the predecessor to the StPM&M, the St. Paul and Pacific Railroad Company (St. Paul and Pacific), and was Minnesota's first operational rail line. As the line was extended west between 1864 and 1871, it opened up to Euroamerican settlement south-central Minnesota and the southern portion of the Red River Valley. In doing so, it provided, among other important connections, a link between the wheat-producing region of western Minnesota and the Twin Cities, and thereby catalyzed a significant expansion of both wheat monoculture and the flour milling industry of Minneapolis. In 1893, it became the country's fifth transcontinental railroad line. In all of these respects, it was an influential component of the state's railroad network. The railroad corridor previously was determined eligible for listing in the National Register of Historic Places by the Minnesota Historic Preservation Office.

The StPM&M shops at Jackson Street were constructed to replace an earlier railroad yard established by the St. Paul and Pacific, which had been purchased by the StPM&M in 1879 through the efforts of James J. Hill, Donald Alexander Smith, Norman Wolfred Kittson, and George Stephen. The earlier yard was just to the east of the Jackson Street shops, "located at the Mississippi street [adjacent to present-day Interstate 35E] crossing and westwardly along the track" (*The St. Paul Daily Globe* 1880). The first shops built by the StPM&M appear to have been constructed right after it took over the St. Paul and Pacific, as a newspaper article from March of 1880 noted the presence of a new blacksmith shop, car shop, paint shop, and office along with older buildings at the yard. It went on to say that the complement of buildings present at that time "are only for the present needs of the [StPM&M]. A greater increase has been provided for and will be made to correspond with the growth of the company's business beginning this season—the intention being to shortly fill up the whole track frontage of three thousand feet bought and reserved for shops" (*The St. Paul Daily Globe* 1880).

The process of filling up the 3,000 feet of track frontage, which was on the south side of the tracks and extended from the east side of the eventual 1907 roundhouse west to Rice Street, began in 1881-1882. It coincided with the nearly twofold increase of the StPM&M's motive power and rolling stock through the addition of 48 locomotives, 40 passenger cars, and 900 freight cars, as Hill and his associates planned for the substantial expansion of the railroad's network (Schrenk 2007:8). The first of the new buildings, a limestone roundhouse, was completed on January 1, 1882. The machine shop, car and wood shop, storehouse, and blacksmith and boiler shop, all of limestone, were completed before the end of the year

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(*The Daily Pioneer Press* 1882). As these went into operation, the shops to the east were removed (Schrenk 2007:9). Added to these five primary buildings over the next decade were an oil house, a paint shop, a boiler house, and a pattern shop, all constructed of limestone. These nine buildings, along with support buildings and structures, constituted the StPM&M's primary railroad yard in the eastern part of the country. After the StPM&M's properties were leased to the Great Northern in 1890, the Jackson Street location continued to serve as the main eastern repair facility for the StPM&M/Great Northern for over a decade (Holmquist 2001:1; Schrenk 2007:9).

By the turn of the twentieth century, the Great Northern's reach extended across the United States, and the amount of equipment in use required the dispersal of repair functions over more facilities. This need resulted in the 1902-1903 construction of the Great Northern's Dale Street shops in St. Paul for the purpose of taking on major locomotive repairs for the Great Northern's eastern region, allowing the shops at Jackson Street to also serve concentrated functions (*Railroad Gazette* 1902:234; *American Engineer and Railroad Journal* 1903:234; Schrenk 2007:9). In 1905, the Great Northern outlined a plan by which the Jackson Street shops would become specialized in and increase their capacity for the maintenance of its 577 passenger cars, noting that the Jackson Street location was one of only two equipped to perform such work within the system and that the other, located in Spokane, Washington, was unable to take on repairs to more than 50 cars per year (Holmquist 2001:3). The roundhouse would still be used in standard maintenance and repair of locomotives (Schrenk 2007:9). The continued importance of the Jackson Street shops to railroad operations after this transition is indicated by the subsequent investments made into the complex, most obviously the construction of a second roundhouse in 1907. With its longer stalls, five of which were extended in 1923 and again circa 1944, it "became the home for a variety of locomotives. These included small switch engines that worked in the adjacent coach yard . . . , freight locomotives that handled transfer runs, light passenger engines that pulled trains to Superior and Duluth, and the biggest and fastest locomotives on GN's top long-distance passenger trains, including the *Oriental Limited* and the later *Empire Builder*" (Schrenk 2007:9-10). Beyond the roundhouse, 90 buildings, primarily smaller affairs of frame construction, were added to the Jackson Street shops between 1905 and 1955, as were structures such as a water tank, coaling facilities, and a water treatment plant (Holmquist 2001:5).

After World War II, the Jackson Street shops fulfilled yet another necessary niche in the Great Northern's operations, the servicing of diesel locomotives in St. Paul. In lieu of adding another locomotive shop in the city, railroad officials opted to make modifications to the Jackson Street roundhouse, as described above (Schrenk 2007:12). The Jackson Street roundhouse included the diesel servicing component until the building was retired in 1958. The retirement of most of the other buildings followed in relatively quick succession during the 1960s, although the wheel shop remained highly active (Rausch-Chambers 1981:19). Great Northern's merger with the Northern Pacific Railway Company and the Chicago Burlington and Quincy Railway Company to become the Burlington Northern Railroad in 1970 marked the beginning of the end of the remaining operational Jackson Street shops, which were phased out of operation shortly thereafter (Rausch-Chambers 1981:19; Millett 2007:494).

St. Paul Minneapolis and Manitoba Railway
Company Shops Historic District
Name of Property

Ramsey County, MN
County and State

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St. Paul Pioneer Press
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Steel
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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # MN-67
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository:

Historic Resources Survey Number (if assigned): RA-SPC-4582

St. Paul Minneapolis and Manitoba Railway
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10. Geographical Data

Acreage of Property 15.2

Use either the UTM system or latitude/longitude coordinates

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 15	Easting: 492012	Northing: 4978854
2. Zone: 15	Easting: 492589	Northing: 4978854
3. Zone: 15	Easting: 492589	Northing: 4978765
4. Zone: 15	Easting: 492066	Northing: 4978736

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary line is indicated on the accompanying USGS map and the sketch map provided on pages 32 and 33, respectively, of this form.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the historic district is based on the parcel boundary of the property owned by the Minnesota Transportation Museum, within which is located the roundhouse, power house, and spur tracks; the boundary of the original historic district, which incorporates the storehouse, pattern shop, and machine shed; and the location of the spur tracks, which extend between the museum parcel and the original district. Although the southern majority of Bridge No. 5664 falls within the district boundary, because the bridge is non-contributing to the significance of the district, exclusion of its north end has no material effect on the district, and therefore extension of the boundary only for the purpose of including its north end is not warranted.

11. Form Prepared By

name/title: Andrea C. Pizza
organization: Deco Cultural Services LLC
street & number: 207 4th Avenue North
city or town: South St. Paul state: Minnesota zip code: 55075

St. Paul Minneapolis and Manitoba Railway
Company Shops Historic District
Name of Property

Ramsey County, MN
County and State

e-mail: andrea@decocultural.com

telephone: 651-276-9446

date: November 19, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

City or Vicinity: St. Paul

County: Ramsey

State: Minnesota

Photographer: Andrea C. Pizza, Deco Cultural Services, South St. Paul, MN

Date Photographed: January 6, May 3, and June 21, 2016

Location of Digital Files: Minnesota State Historic Preservation Office, 345 W. Kellogg Blvd., St. Paul, MN 55102-1906

Description of Photograph(s) and number, include description of view indicating direction of camera:

St. Paul Minneapolis and Manitoba Railway
Company Shops Historic District
Name of Property

Ramsey County, MN
County and State

All digital images labeled as follows:

MN_Ramsey County_St Paul Minneapolis and Manitoba Railway Company Shops Historic District_0001

- 1 of 25. Machine shop, looking northwest
- 2 of 25. Pattern shop, looking northeast
- 3 of 25. Storehouse, looking west-northwest
- 4 of 25. Roundhouse, looking west-northwest
- 5 of 25. Roundhouse, east end of north section showing 1907 end wall, looking east-northeast
- 6 of 25. Turntable, looking east-southeast
- 7 of 25. Turntable pit, detail of earlier turntable diameter markings, looking southeast
- 8 of 25. Restored roundhouse doors, looking north-northeast (compare with Figure 7)
- 9 of 25. View of steel door outside of stall 16, looking west-northwest
- 10 of 25. Interior of roundhouse, section housing former stalls 6-10, looking east
- 11 of 25. Interior of roundhouse, section housing stalls 11 to 15, looking west-northwest
- 12 of 25. Interior of roundhouse, in-progress restoration of stall 14 inspection pit, looking southeast
- 13 of 25. Interior of roundhouse, brick firewall on southwest side of stall 16, looking west-southwest
- 14 of 25. Interior of roundhouse, view of clerestory windows in section housing stalls 16 to 20, looking west
- 15 of 25. Interior of roundhouse, stall 16 with traveling crane, looking west-southwest
- 16 of 25. Interior of roundhouse, stall 17, looking west-northwest
- 17 of 25. Interior of roundhouse, stall 17, inspection pit, looking west-northwest
- 18 of 25. Interior of roundhouse, drop pit between stalls 16 and 17
- 19 of 25. Interior of roundhouse, restored clerestory windows in diesel section, looking southwest

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- 20 of 25. Interior of roundhouse, stall 24, showing original floor level and raised diesel-era floor, looking northeast
- 21 of 25. Interior of roundhouse, stall 23, view of sunken floor, looking northeast
- 22 of 25. Power house, looking north-northwest
- 23 of 25. Power house, looking east
- 24 of 25. Spur tracks, looking west
- 25 of 25. Four-stall shed, looking east

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

St. Paul Minneapolis and Manitoba Railway
Company Shops Historic District

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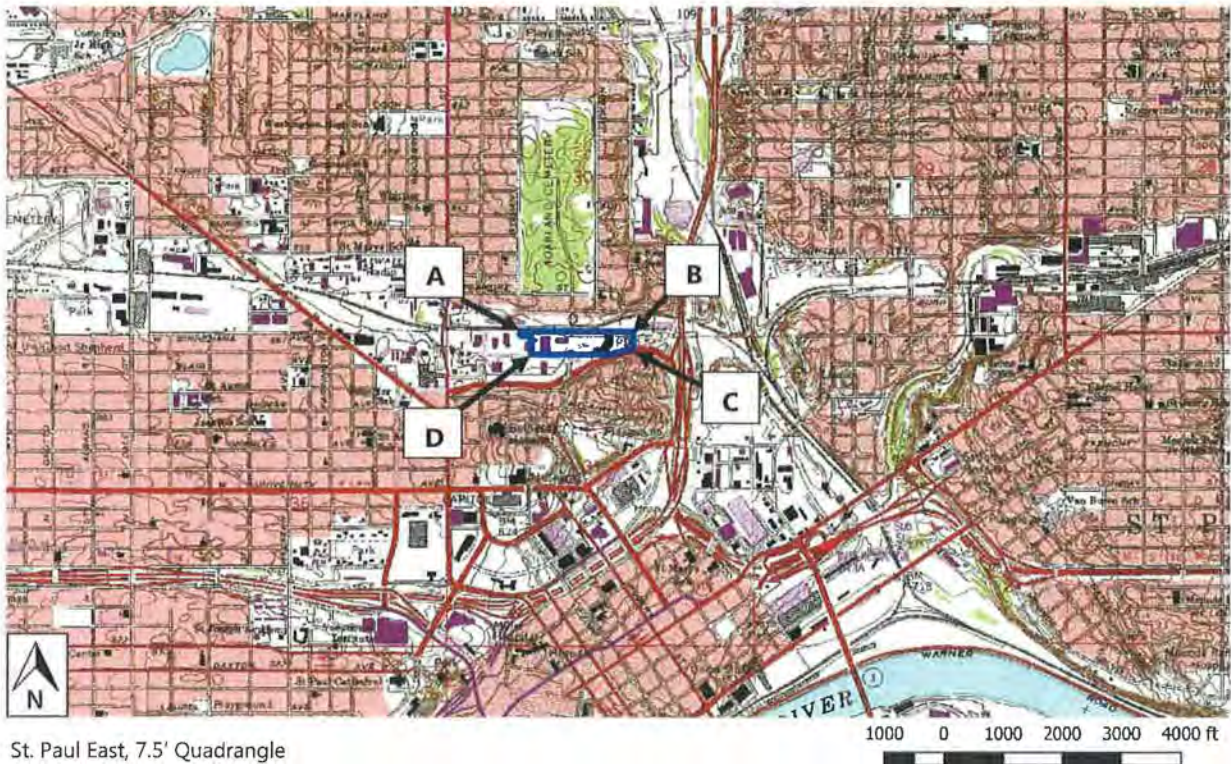
Railroads in Minnesota, 1862-1956

Name of multiple listing (if applicable)

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St. Paul East, 7.5' Quadrangle

UTM Coordinates (NAD 1983, Zone 15)

A: 492012E 4978854N

B: 492589E 4978854N

C: 492589E 4978765N

D: 492066E 4978736N

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Sketch map of property showing property boundary and numbered photograph locations (exterior)

— District Boundary

○ Location from which photograph was taken

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Figure 1. Overview of StPM&M shops, 1935, courtesy of Stuart Holmquist



Figure 2. Aerial view of StPM&M shops, 1923

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Figure 3. Recent aerial view of historic district, portion east of Jackson Street, courtesy of the Minnesota Transportation Museum

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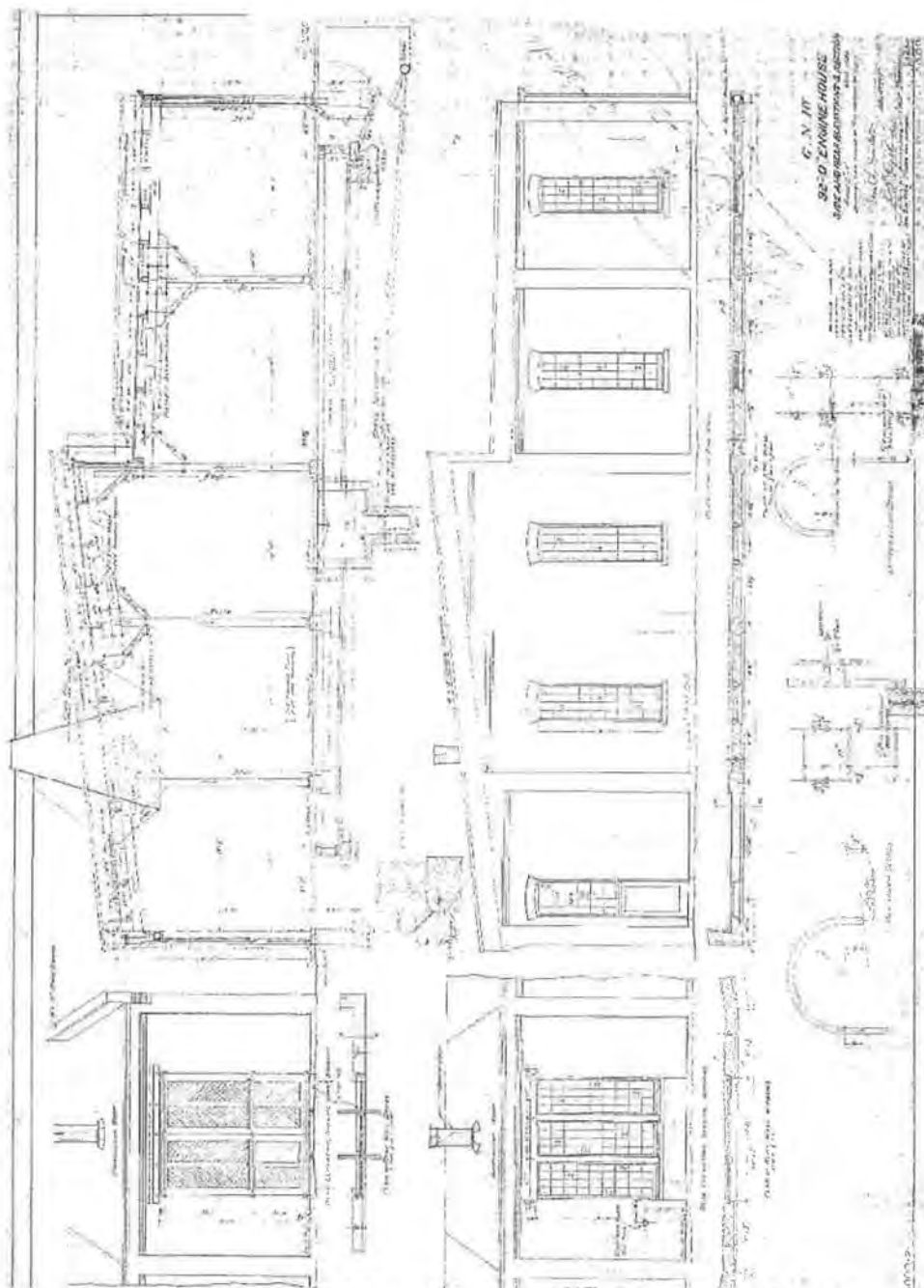


Figure 4. 1906 drawing of side and rear elevations, standard plan, 92' roundhouse, Great Northern Corporate Records, held at the Minnesota Historical Society

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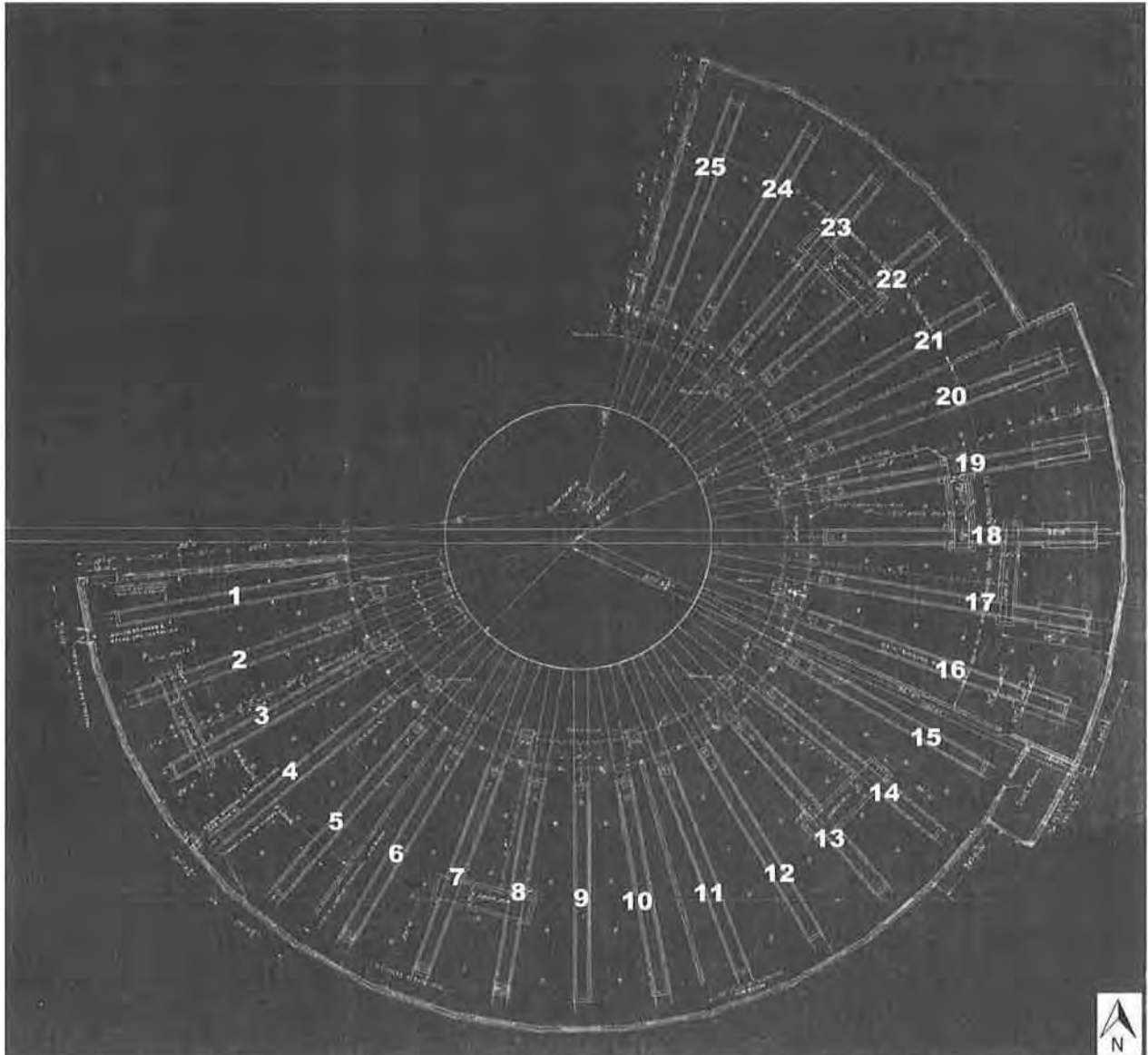


Figure 5. General plan of roundhouse (includes post-1907 extensions of stalls 16 through 20)

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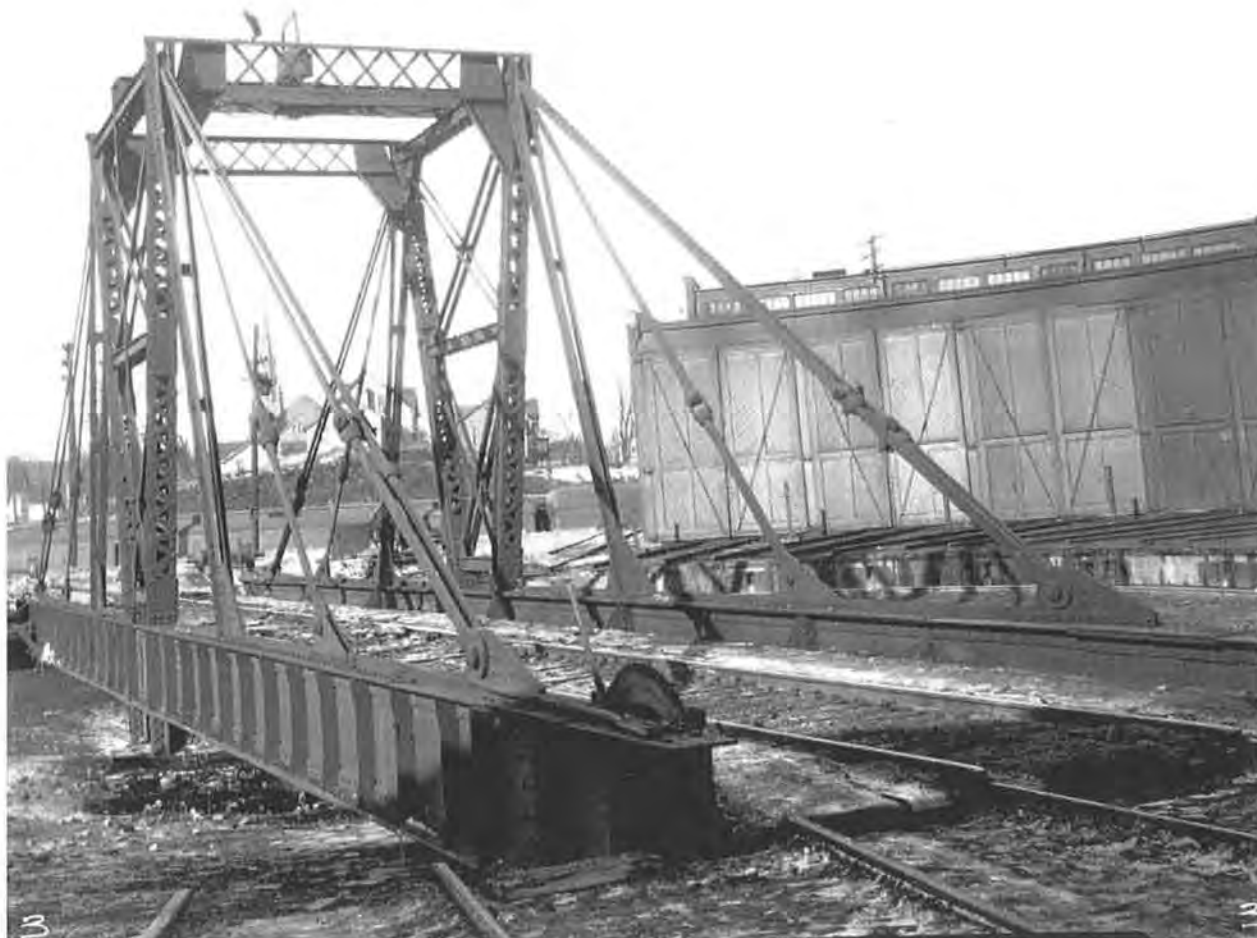


Figure 6. Turntable, 1930, courtesy of Stuart Holmquist

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Figure 7. Aerial overview showing extension of stalls 16 to 20, 1945

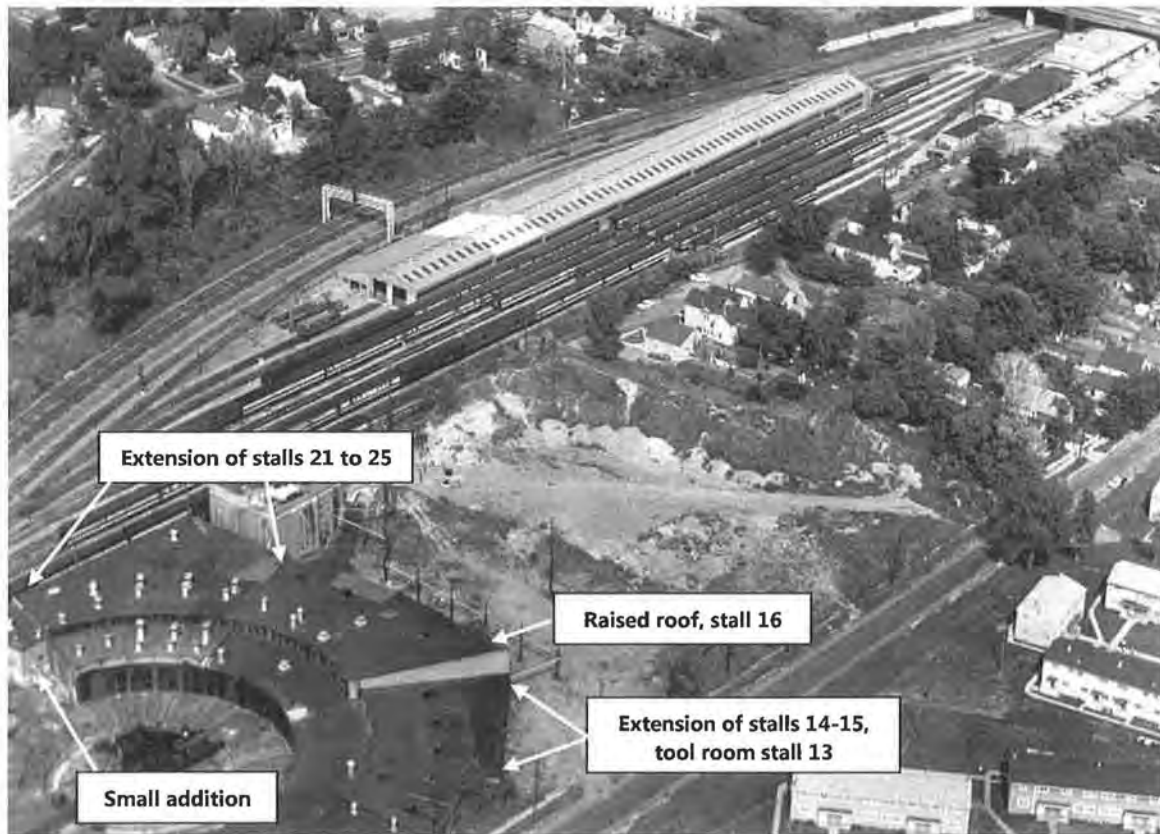


Figure 8. Aerial overview showing post-war modifications, circa 1955, courtesy of Stuart Holmquist





♿

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 5/5/2017 Date of Pending List: Date of 16th Day: Date of 45th Day: 6/19/2017 Date of Weekly List: 7/7/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 6/19/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651-259-3451



TO: Stephanie Toothman, Keeper
National Register of Historic Places

FROM: Denis P. Gardner

DATE: April 27, 2017

NAME OF PROPERTY: St. Paul, Minneapolis and Manitoba Railway Co. Shops Historic District

COUNTY AND STATE: Ramsey County, Minnesota

SUBJECT: National Register:
 Nomination
 Multiple Property Documentation Form
 Request for determination of eligibility
 Request for removal (Reference No.)
 Nomination resubmission
 Boundary increase/decrease (Reference No.86003564)
 Additional documentation (Reference No.)

DOCUMENTATION:

- Original National Register of Historic Places Registration Form
- Multiple Property Documentation Form
- Continuation Sheets
- Removal Documentation
- Photographs
- CD w/ image files
- Digital Maps
- Sketch map(s)
- Correspondence
 - Owner Objection
 - The enclosed owner objections
 - Do Do not constitute a majority of property owners

STAFF COMMENTS: