NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

508

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name ~~Chicago Milwaukee and St. Paul Railroad Grade Separation~~

other names/site number ~~Midtown Greenway~~

2. Location

street & number ~~Corridor parallel to 29th St. between Humboldt Ave. S. and 20th Ave. S.~~ ☐ not for publication N/A

city or town ~~Minneapolis~~ ☐ vicinity

state ~~Minnesota~~ code ~~MN~~ county ~~Hennepin~~ code ~~053~~ zip code ~~55408, 55407~~

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ 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 ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Patrick J. McCormack 4/5/05

Signature of certifying official Date

~~Patrick McCormack, Deputy State Historic Preservation Officer, Minnesota Historical Society~~

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

☒ entered in the National Register — Edson H. Beall 6/1/05
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain):

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☒ public-local
- ☒ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ buildings(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	7	buildings
0	0	sites
30	10	structures
0	0	objects
31	17	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Reinforced-Concrete Highway Bridges in Minnesota

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation CONCRETE (bridges)
walls EARTH
CONCRETE
roof N/A
other CONCRETE (bridges)

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1912-1916

Significant Dates

1912
1916

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Loweth, Charles Fredrick
Lothholz, H. C.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property 59 acres

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	15	476320	4977450
2	15	480805	4977450
3	15	480805	4977140
4	15	476320	4977140

Minneapolis South, Minn. 1967, Revised 1993
St. Paul West, Minn. 1967, Revised 1993

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Andrea C. Vermeer, M.A. and William E. Stark, M.A

organization The 106 Group Ltd. date December 23, 2004

street & number 370 Selby Avenue Suite 206 telephone 651-290-0977

city or town St. Paul state Minnesota zip code 55102

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Narrative Description

Introduction

The Chicago Milwaukee and St. Paul (CM and StP) Grade Separation is a 2.8-mile-long transportation district formed by a depressed railroad trench located in southeast Minneapolis, Minnesota. While the trench has only been present since 1912, the CM and StP rail line began running through this location in 1879, resulting in the area's mixed residential and industrial character. In 1912, the year that construction on the trench began, the neighborhoods surrounding the corridor were primarily residential and comprised mostly of modest middle- or working-class houses, but included the wealthy Park Avenue residences as well; however, over half of the properties directly alongside the rail line were industrial, and Lake Street, one block south of the rail corridor, was rapidly developing as one of the city's major commercial corridors. The rail corridor follows a straight, linear path from Humboldt Avenue South (on the west end) to Cedar Avenue South, where it then arches northward to meet East Twenty-Eighth Street (at its eastern terminus). The character-defining features of the linear historic district include a 22-foot- (6.7-meter-) deep trench through which the railroad passed, street bridges that span the trench, and adjacent buildings that form the walls of the trench. The railroad tracks that once ran the course of the district have been replaced by a bituminous bicycle and pedestrian trail.

Historical Character of the District

The original CM and StP railroad corridor was constructed between 1879 and 1881 as part of the Benton Cutoff, connecting Minneapolis flour mills with the wheat producing regions of western Minnesota and southern Dakota Territory. Following a 1910 ordinance by the Minneapolis City Council, ordering the CM and StP to depress the railroad line between Irving and Hiawatha Avenues South, and the subsequent Minnesota Supreme Court decision upholding the city's right to enforce such an action, work on the track depression began in 1912 and was completed in 1916. H. C. Lothholz of the CM and StP was the acting engineer of design, and C. F. Loweth, chief engineer of the CM and StP, supervised the project.

Railroads entered the trench between Humboldt and Hennepin Avenues South on the west end, or between East Twenty-Eighth Street and Cedar Avenue South on the east end. The Hennepin and Cedar Avenue bridges mark the first street-crossing bridges on either end of the corridor. The majority of the sidewalls of the trench are formed by a sloped earthen embankment with a ratio of one-and-a-half horizontal to one vertical. The approximate width of the trench at the track grade ranges from 60 feet (18.3 meters) to 35 feet (10.7 meters). The approximate width of the trench at the top of the slope (street grade) ranges from 135 feet (41.1 meters) to 110 feet (33.5 meters).

The area surrounding the corridor is comprised of both industrial and residential properties. Residential buildings, primarily on the south side of the corridor between the railroad and Lake Street, are generally comprised of two-story single-family houses or duplexes constructed between 1880 and 1930. Many of the houses are slightly buffered from the railroad by being situated south of Twenty-Ninth Street, which for much of the route is immediately adjacent to the rail corridor. Lake Street runs parallel to the railroad one block to the south and is mostly commercial in nature, historically offering a wide range of shopping opportunities. Most of the industrial properties are located on the north side of the railroad and either serviced the railroad (such as coal yards) or were manufacturing plants that took advantage of the rail transportation (such as sash and blind manufacturers). In spite of the surrounding residential community, the presence of these industries along the corridor gave a distinctly industrial feel to the CM and StP corridor. While many of the larger industries once situated along side the railroad are no longer extant, and others have been erected that post-date the period of significance, the form and shape of the grade separation project and its significant contributing features remain intact.

Features of the District

Buildings

Eight buildings that are adjacent to the corridor and situated within the slope of the trench contribute to the formation of its edge (Table 1). On each of these buildings, the walls facing onto the railroad corridor define the vertical plane of the trench, thus the buildings, in their entirety, are within the boundaries of the historic district. With the exception of the Sears building, which is taller, these properties are one- or two-story buildings, generally rectangular in plan, with the long side oriented parallel to the railroad tracks. Their uses (creamery, separator company, lumber company, steel works, warehouse, manufacturer, and retail distributor) typically took advantage of their proximity to the railroad, creating portals that allowed access to railroad spurs. In the case of the Sears building, a 1964 addition was constructed to bridge the railroad trench, enclosing the section between Elliot and Tenth Avenues South. This bridging addition was demolished in December 2004.

Since only one of the eight properties that form a vertical plane of the trench, the Twin City Separator Company building, was extant during the period of significance (1912-1916) and retains historical integrity, it is the only property among the eight that is contributing to the district. The remaining seven properties are non-contributing but included within the historic district boundaries because they help to define the edge of the trench (see accompanying map "District Boundary, Photo Key and Sketch Map, 2004").

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Table 1. Buildings

Name	Address	Date of Construction	Contributing/ Non-Contributing	Reason for Non-Contributing
Norris Creameries building	2828 Emerson Avenue South	1946	Non-Contributing	Not within period of significance
Twin City Separator Company building	2841 Dupont Avenue South	c. 1890; 1909	Contributing	--
Bruer Bros. Lumber Company building	2836 Lyndale Avenue South	1921	Non-Contributing	Not within period of significance
Western Alloyed Steel Casting Company building	2848 Pleasant Avenue South	1916	Non-Contributing	Lack of integrity
Eighth Ward Warehouse building	2900 Pleasant Avenue South	1919; 1927	Non-Contributing	Not within period of significance
Sears, Roebuck and Company building	2929 Chicago Avenue South	1928;1929	Non-Contributing	Not within period of significance
Sears Addition	2800 Tenth Avenue South	1978	Non-Contributing	Not within period of significance
Dayton Rogers Manufacturing Company building	2824 Thirteenth Avenue South	1937; 1940-1947	Non-Contributing	Not within period of significance

The Norris Creameries building is a one-story commercial building, built for Norris Creameries, Inc., in 1946. The foundation is poured concrete, and the walls are constructed of concrete block. Brick facing is located on the front (east) façade. The wall is flat with a parapet wall capped with cast stone and terra cotta coping. The windows are filled with glass block covered by metal screens. A large garage bay has been inserted into the east wall. Loading bays on the lower level adjacent to the railroad have been closed. A modern addition has been added to the north end. Because the building was not constructed within the period of significance for the district, it is non-contributing.

The Twin City Separator Company building is a brick manufacturing facility, once comprised of several units stretching between Dupont and Colfax Avenues South on the north edge of the railroad corridor. The site has been used for manufacturing since the 1890s. The various sections that now make up this building are believed to have been constructed between 1898 and 1954 for use as a fence factory, separator company, and window and sash manufacturer. Several modifications to the building were necessary when the trench was dug for the CM and StP track depression, including underpinnings to support the building at the railroad grade level. The Twin City Separator is a contributing building.

The Bruer Bros. Lumber Company building extends from Lyndale Avenue westward along the north wall of the depressed railroad corridor. The concrete block foundation supports a concrete block and balloon frame building. Much of the siding has been replaced during a renovation with a stucco façade on Lyndale Avenue and corrugated metal on the rear portion facing the railroad corridor. The low-pitched gabled roof is covered with corrugated sheets. Replacement windows are 6/6 double-hung sash (with false muntins) and transoms in a regular pattern. Storefront windows are located on Lyndale Avenue. Large windows and glass overhead doors on the basement level provide access to the greenway corridor. Because the Bruer Bros. Lumber Company building was constructed outside the period of significance of the district, it is non-contributing.

The Western Alloyed Steel Casting Company building was reconstructed in 1916 when the railroad grade separation was formed. It spans the width of the block between Pleasant and Grand Avenues. The foundation is concrete, and the walls are made of concrete blocks. The east façade is comprised of seven bays. The inner three bays are two stories tall and are flanked on each side by two one-story bays. The façade is covered with textured brick and is capped with a parapet wall. Large glass-block windows are located on the east façade, with regular glass-block fenestration along the south façade. The central bays form a clerestory level. On the north side, a wall constructed of matching brick encloses the compound. Openings on the lower level to the railroad on the north side have been enclosed with concrete block. Because of the significant alterations to the building, particularly the enclosure of the access to the railroad, the building does not contribute to the district due to a lack of integrity.

The Eighth Ward Warehouse building is a complex of two similar buildings, constructed in 1919 and 1927, set parallel to the railroad bed, one facing Pleasant Avenue and one facing Grand Avenue. The long, one-story buildings have poured concrete foundations, with masonry walls of multi-colored brick. Modern wood shingles have been placed in the front gable ends. The gable roofs are covered with asphalt shingles. Modern plate-glass windows have been inserted into the segmental arch openings on the street-front facades. Brick piers form the bays on the north side, where access to the railroad has been closed. A large garage addition has been added to the south side of the west building. These buildings do not contribute to the district because they were not constructed within the period of significance.

The Sears, Roebuck and Company building was constructed in 1928 at 2929 Chicago Avenue South, adjacent to the CM and StP railroad line. The large building, covering approximately three acres, was built to house a warehouse for the mail order business as well as a retail store. The building's defining element is the central square tower, centered on its west façade. The warehouse rises twelve stories. It is set back from the tower and the two three-story wings that extend north and south from the tower and housed the retail store. The warehouse and retail

building is made of reinforced concrete with a slab foundation and floors. The walls are faced in cream and tan brick laid in running bond with light mortar and trimmed with Bedford limestone. The front (west) façade is treated with a series of recessed wall surfaces organized around the tower and terminated in a parapet. The fenestration is comprised of single, double, and triple windows in a generally uniform pattern. Primary entrances to the retail store are located on the vacated Elliot Avenue South, Tenth Avenue South, and East Lake Street. A train shed was constructed within the rail trench in 1928, incorporating the 10th Avenue bridge; in 1929 the shed was extended to include the Elliot Avenue bridge. Also in 1929, a six-story addition was completed on top of the three-story wing north of the tower. Its materials make it blend seamlessly with the original building. Another addition was constructed in 1964 on the north side over the CM and StP trackage. The air rights were purchased from the railroad to construct a 214,050 square-foot, windowless warehouse sheathed in cream brick. In 1966, a pre-cast concrete roof was raised to add a fourth floor over the south wing retail store facing Lake Street. It is faced with cream brick and set back from the original three-story wing. The last major expansion of the building was in 1978, when a storage facility was connected to the 1964 addition on the north end of the complex. It is faced with aggregate panels with brick piers at the corners and matches the general cream color scheme of the original buildings[1]. In December 2004, the 1964 addition that spanned the railroad corridor was demolished, severing the tie between the 1920s and 1978 sections. The 1978 Sears Addition now stands as a separate building. Although the Sears, Roebuck and Company building is not contributing to the district because it was not constructed within the district's period of significance, it has been determined individually eligible for listing on the National Register of Historic Places under Criterion A in the area of commerce. A passage connects the 1978 Sears Addition building with the rail corridor and is considered to contribute to the formation of the trench's vertical plane. The Sears Addition, therefore, is considered to be a non-contributing property within the district boundaries.

The Dayton Rogers Manufacturing Company building is a one-story manufacturing building with a broad rectangular plan. It was probably constructed as an addition to the adjacent north building in several phases between 1940 and 1947. The foundation is poured concrete, and the metal frame structure has a veneer of red and variegated smooth bricks. The roof is flat with a parapet. The long stretch of evenly spaced fenestration (14 bays) on the west façade is made up of metal casement windows with hoppers. Decorative details include soldier course brick patterns and limestone headers. This building is connected with the Dayton Rogers building on the north, constructed in 1937. This is a two-story brick building that has a cut limestone entrance with a marble surround. Window openings on this building have been replaced and resized with smaller windows and panels. Because the building was not constructed within the period of significance for the district, it is non-contributing.

Structures

The primary structure in the CM and StP Grade Separation is the earthen trench, which extends from Humboldt Avenue on the west to Twentieth Avenue South on the east (Table 2). The trench is approximately 22 feet (6.7 meters) deep and has a steeply sloped earthen wall on the north and south. In several locations along the depressed rail corridor, the vertical plane of the

Table 2. Structures

Name	Year of Construction	Mn/DOT Bridge No.	Minneapolis Bridge No.	Contributing/ Non-Contributing
Trench	1912-1916	n/a	n/a	Contributing
Retaining Wall	1912-1916	n/a	n/a	Contributing
Bicycle/Pedestrian Trail	2000; 2004	n/a	n/a	Non-Contributing
Cedar Avenue Bridge	1916/1915	90437	4750	Contributing
Eighteenth Avenue Bridge	1916	L8923	7751	Contributing
Seventeenth Avenue Bridge	1916	L8922	7752	Contributing
Sixteenth Avenue Bridge	1916	L8921	7753	Contributing
Bloomington Avenue Bridge	1916	92350	4754	Contributing
Fifteenth Avenue Bridge	1916	L8920	7755	Contributing
Fourteenth Avenue Bridge	1916	L8919	7756	Contributing
Thirteenth Avenue Bridge	1915	L8918	7757	Contributing
Twelfth Avenue Bridge	1915	L8917	7758	Contributing
Eleventh Avenue Bridge	1915	L8916	7759	Contributing
Tenth Avenue Bridge	1915	L8915	7760	Contributing
Elliot Avenue Bridge	1915	L8914	7761	Contributing
Chicago Avenue Bridge	1915	92349	4762	Contributing
Columbus Avenue Bridge	1915	L8913	7763	Contributing
Park Avenue Bridge	1915	90491	5764	Contributing
Oakland Avenue Bridge	1915	L8911	7765	Contributing
Portland Avenue Bridge	1914	90494	5766	Contributing
Fourth Avenue Bridge	1997	92348	4767	Non-Contributing
Second Avenue Bridge	1982	27648	4741	Non-Contributing
I-35W Bridge	1967	27867	1137	Non-Contributing
Stevens Avenue Bridge	1914	L8910	7771	Contributing
First Avenue Bridge	1914	92347	4772	Contributing
Nicollet Avenue Bridge	1914	90590	7773	Contributing
Blaisdell Avenue Bridge	1982	27610	4774	Non-Contributing
Pillsbury Avenue Bridge	1914	L8909	7775	Contributing
Pleasant Avenue Bridge	1913	L8908	7776	Contributing
Grand Avenue Bridge	1914	L8907	7777	Contributing
Harriet Avenue Bridge	1914	L8906	7778	Contributing
Garfield Avenue Bridge	1992	27675	7779	Non-Contributing
Lyndale Avenue Bridge	1987	27243	5780	Non-Contributing
Aldrich Avenue Bridge	1913	L8904	7781	Contributing

Name	Year of Construction	Mn/DOT Bridge No.	Minneapolis Bridge No.	Contributing/ Non-Contributing
Bryant Avenue Bridge	1913	L8903	7782	Contributing
Colfax Avenue Bridge	1913	L8902	7783	Contributing
Dupont Avenue Bridge	1987	27666	4785	Non-Contributing
Emerson Avenue Bridge	1986	27665	4786	Non-Contributing
Fremont Avenue Bridge	1913	L8901	7787	Contributing
Hennepin Avenue Bridge	1980; 2000	27599	5788	Non-Contributing

trench is defined not by the earthen slope, but by reinforced-concrete retaining walls. These walls were usually installed where the trackage was expanded to accommodate additional spurs to provide a wider rail bed. These walls are unadorned and utilitarian in nature, but they contribute to the character of the depressed corridor. Several segments have a parapet wall with a recessed panel (much like the associated bridges) located at street grade. One wall segment on the south side, between Dupont and Colfax Avenues South, is supported by buttresses and features a tunnel under Twenty-Ninth Street, providing access to the adjoining property. The various segments of this wall comprise one contributing structure.

In three locations, a vertical plane does not define the edge of the trench. On the north side of the corridor, between Emerson and Dupont Avenues South, the adjacent lot is at the grade of the railroad bed. This property was historically used as a coal yard, and it is now used as a lumber storage yard. The second area is on the north side of the tracks between Garfield and Harriet Avenues South. This parcel is not divided from the tracks by a wall or by a steep slope, but is instead terraced and currently used as public garden. It was formerly the location of a grain elevator. The third area is between Fourth and Portland Avenues South, including Fifth Avenue South. This was the only at-grade street crossing permitted in the original plan and continues to be the only at-grade crossing in the district. Because the street meets the railroad grade via a gentle slope, the edges of the track depression are not present within this area. Portions of this segment also include what was formerly the railroad switching yard. Although the railroad tracks are no longer present, the open areas are maintained and have been converted into sports fields.

Twenty-eight of the original 37 reinforced-concrete street bridges still span the depressed railroad corridor and are contributing structures to the district. After the trench itself, the bridges are the most prominent structural features of the district. The bridges are concrete, continuous-girder design and feature modest Classical Revival-style detailing. The city ordinance was particular is specifying not only the bridge width, but also in requesting that the roadway of each bridge be paved and outfitted with an eight-foot sidewalk on either side.

Although each bridge was specifically engineered for its location, their overall designs were nearly identical, with only minor variations. The width of the bridge deck (from outer edge to outer edge) for most of the bridges is 49 or 51 feet. Wider bridges include Cedar Avenue (60 feet), Bloomington Avenue (63 feet), Chicago Avenue (71 feet), Park Avenue (70.4 feet), and Nicollet Avenue (83 feet). Except in the case of Park Avenue, these wider bridges correspond with the north-south streetcar lines that once used the bridges. With two exceptions (at Fourth Avenue and Clinton Avenue where a sidings yard required ten and six spans, respectively; both historical bridges are no longer extant), the reinforced-concrete bridges were comprised of three spans, with the bed supported by three square, concrete, double-arched, vaulted piers (six piers were used on the wider Chicago Avenue and Park Avenue bridges; the Nicollet Avenue bridge employed wider piers and vaulting).

The two main tracks were laid under the center span, while the side spans accommodated the slope of the depression wall in most instances. In some cases, additional tracks that were necessary for industrial or railroad operations were constructed under these side spans. Where these additional tracks were placed under the side spans, a reinforced-concrete wall would be built integral with the abutments and any adjacent retaining wall. A full-height retaining wall could accommodate two industry tracks, while a lower retaining wall was sufficient for one industry track. The full-height retaining walls are located on north side of the Fourteenth Avenue, Thirteenth Avenue, Eleventh Avenue, Tenth Avenue, Elliot Avenue, Chicago Avenue, Columbus Avenue, Park Avenue, Oakland Avenue, Portland Avenue, Stevens Avenue, Pleasant Avenue, Grand Avenue, Harriet Avenue, Aldrich Avenue, Bryant Avenue, Colfax Avenue, and Fremont Avenue bridges, where most of the industrial facilities are located. Full-height retaining walls are located on the south side of the Tenth Avenue, Elliot Avenue, Nicollet Avenue, Pleasant Avenue, and Colfax Avenue bridges. The lower retaining walls, which could accommodate only one track, were constructed on the north side of the Twelfth Avenue, Nicollet Avenue, and Pillsbury Avenue bridges, and on the south side of the Eleventh Avenue, Pillsbury Avenue, Grand Avenue, and Harriet Avenue bridges.

On all 28 existing original bridges, the superstructure exhibits arched fascia girders decorated with recessed panels at the juncture of the piers. The deck is bound by solid parapet railings with simple recessed panels (the Nicollet Avenue Bridge lacks the parapet panel details on its east side). The specific construction date for each bridge (1912, 1913, 1914, 1915, or 1916) is impressed into the concrete abutment.

Thirty-seven crossings were constructed as part of the grade separation project, 28 of which are extant (contributing). Although the original city ordinance specified that the depressed rail corridor extend from Hiawatha Avenue to Irving Avenue, no bridges were constructed west of Hennepin Avenue or east of Cedar Avenue. The original Hennepin Avenue bridge predated the

project, having been built in 1897, and brought the total number of historical crossings over the trench to 38. Of the 28 remaining bridges associated with the grade separation project, few have had any significant alterations to their character-defining features. A metal pole railing was added to the parapet wall to meet modern pedestrian safety requirements on each of the bridges. Some minor skim-coat repairs have been made to the substructure of the Aldrich Avenue and Bryant Avenue bridges. The parapet wall has been replaced on the Pillsbury Avenue bridge. The Elliot Avenue and Tenth Avenue bridges were modified in the 1920s when Sears constructed a train shed in the south side of the rail bed.

Today, 37 bridges cross the trench, including the 28 bridges constructed as part of the grade separation project; seven replacement bridges (non-contributing) (two of the grade separation bridges were not replaced); the Interstate 35W bridge (non-contributing), created when the interstate was constructed; and the replacement Hennepin Avenue bridge (non-contributing), constructed in 1980 and modified in 2000.

A bituminous bicycle/pedestrian trail roadway was constructed in the bed of the trench from Fifth Avenue South west in 2000, and extended to the entire length of the district in 2004. It includes entry ramps from the street level in several locations.

A total of 40 structures are present in the CM and StP Railroad Grade Separation Historic District, including the trench (contributing), the retaining walls (contributing), the bicycle/pedestrian trail roadway (non-contributing), and 37 bridges (28 contributing and nine non-contributing) (Table 2).

Minor Features
The trackage along the CM and StP Grade Separation has been removed. During the period of significance, the corridor had a minimum of two track systems (one for east bound and one for west bound). Where necessary for the adjacent industries, spur tracks were added to accommodate delivery and distribution. Between Clinton Avenue South and Fifth Avenue South, many more tracks were built on the north side to accommodate a switching yard. Other features associated with the trackage, including switch stands and railroad crossing signals at Fifth Avenue South, have been removed.

An iron picket fence with concrete posts with five discontiguous segments is placed on street grade at the top of the trench from Fremont and Lyndale Avenues South. A system of small patches of granite block, limestone, and concrete retainers with mortar have been placed near the bridge abutments near the upper portion of the slope on the eastern half of the corridor. Although its age could not be conclusively determined, this system visually supports the setting and feeling of the district and is, therefore, recommended as contributing. A series of wooden

utility poles extends along the slope of southern side of the trench and also contributes to the historic district.

Several features are located within the district, but these are minor and not counted among the "Number of Resources within Property" in Section 5. Many of these were added when a bicycle/pedestrian trail was constructed in the corridor in 2000 and 2004. These modern features include a series of modern light standards; several emergency telephone boxes; and bicycle access ramps with associated rock-faced block retaining walls. A modern chain link fence extends the length of the constructed bicycle trail, dividing the trail from the former rail line. Portions of the chain-link fence are placed on top of a rock-faced retaining wall where the bicycle trail is situated at a higher grade than the former rail line.

Other non-contributing features include several types of modern retaining walls made of materials such as rock-faced block, concrete, railroad ties, and concrete slab.

Notes

[1] Garneth O. Peterson, Draft National Register of Historic Places Registration Form for *Sears, Roebuck and Company*. (On file at the Minnesota State Historic Preservation Office, St. Paul, 1998)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Statement of Significance

Introduction

The CM and StP Grade Separation Historic District is significant at the local level in the area of community planning and development under Criterion A because it represents the culmination of efforts by the citizens, city government, and city planners of Minneapolis to direct the future growth and appearance of south Minneapolis while ensuring the safety of its residents and maintaining economically necessary industrial interests. Though the citizens of Minneapolis originally raised the grade separation issue due to safety concerns, the CM and StP grade separation project strongly illustrates the concerns of the Minneapolis citizens and government with city planning and urban aesthetics. This concern is demonstrated by the lengthy battle waged at City Council meetings over the method of grade separation; the creation of a civic commission headed by Edward H. Bennett, a nationally prominent leader of the City Beautiful Movement, to address grade separation in the context of a comprehensive civic plan; and the final outcome in the form of a depressed rail corridor with ornamental bridges. The district is associated with the Minnesota state-level context of *Urban Centers, 1870-1940*, and the local-level context of *South Minneapolis* within the theme of *Urbanization: 1880 to 1920.*

Grade Separation Projects in the U.S.

Railroad grade crossings in high-traffic urban areas have been a concern since the advent of railroads, and the issue of grade separation was commonly addressed in American cities during the late nineteenth and early twentieth centuries. In Buffalo, New York, for example, the first attempt to eliminate grade crossings began in 1856, motivated largely by the regard for public safety and the rise of fatal accidents, while later attempts were also motivated by the general irritation of railroads obstructing street traffic.[1] Between 1856 and 1913, several major cities, including Atlanta, Cincinnati, Cleveland, Columbus, Denver, Kansas City, Minneapolis, Omaha, Philadelphia, Providence, and Scranton, and 27 states, including Arizona, California, Connecticut, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nevada, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, Washington, and Wisconsin, passed ordinances involving the elimination of grade crossings.[2] In a 1915 article entitled "A Study of Grade Crossing Elimination in Cities," the author notes, "The question of the separation of grade crossings in municipalities is vital and its importance cannot be denied. No single question affecting the relations of railroads to cities has received more consideration during the last decade."[3]

The elimination of grade crossings involved either the elevation or depression of tracks and the associated construction of bridges. Plans for grade crossing elimination were typically focused on cost and practical concerns such as soil quality, water level, the right-of-way required, the types of bridges necessary, clearances, retaining walls, and street grade restrictions. Based on the level of interference with street and railroad traffic, the ability to accommodate industrial facilities, and the distribution of noise and smoke, Bainbridge argued that, in general, track elevation was preferable to depression, "with the possible exception of cases where the tracks pass through a high class residence district where the aesthetic is of such importance as to outweigh the other factors."[4] In his 1915 article, he also noted that while much information was available on track elevation, little information on track depression projects had been published, and not many such projects had been completed.

History of the CM and StP Grade Separation Project and Its Relationship to City Planning

When the Hastings and Dakota (H and D) line of the CM and StP was constructed in the mid to late 1800s, it established a route that extended from central and western cities in Minnesota east to Hastings and from this line north to Minneapolis. As the need for a more direct route to Minneapolis became apparent, a cutoff from the main H and D line at Benton, Minnesota, and leading directly to the city was constructed. This cutoff, appropriately named the Benton Cutoff, was established with the goal of linking Minneapolis and its nascent flour milling industry to the wheat of the West.[5] Construction on the Benton Cutoff began in 1879 and was completed in January of 1881. The Minneapolis portion of the line was constructed along Twenty-Ninth Street, on what was then the southern edge of the city. When the line was completed, service was made available not only to industry but to passengers as well.[6]

Despite the convenience provided by the Benton Cutoff, the growth of Minneapolis in population and area resulted in a change in perception of the rail line. When the Minneapolis portion of the line was constructed to follow along the southern edge of the city, only those citizens who worked near the line interacted with it with any frequency.[7] As the city expanded, however, and the city boundaries spread in all directions, the new southeast portion of the city eventually enveloped the line, causing those citizens who had taken up residence there to encounter the line daily. The residents of southeast Minneapolis viewed the line, at best, as a nuisance, due to the noise and smoke it generated and the industries it attracted, and at worst, as a death trap, due to the number of accidents and fatalities that occurred at the grade crossings.[8] Concern over the dangers posed by grade crossings was voiced as early as 1885,[9] and by 1905, the Minneapolis City Council (Council) faced a number of petitions for the elimination of grade crossings throughout the city.[10]

The response to these petitions did not come quickly due to the same points of contention that stifled action on the crossings prior to 1905, including the parties responsible for the cost of eliminating the crossings, the type of elimination (relocation, elevation, or depression of the tracks) to be used, and the order in which the various lines in Minneapolis should be modified.[11] Initially, prior to 1905, depression of the Minneapolis portion of the Benton Cutoff, referred to by Minneapolis residents as the more general "H and D line," had been agreed to by the CM and StP. An alderman, however, who felt that the railroad was not shouldering enough responsibility in the agreement, blocked this plan for grade separation. The CM and StP then tentatively offered to elevate the H and D line, but the residents of the eighth ward, which encompassed the Minneapolis portion of the line from Lake Calhoun to Chicago Avenue South, rejected this offer on the grounds that it would make the area unsightly.[12]

In 1905, the grade crossings issue, especially in regard to the H and D line, came back into public focus. For the next three years, it was the subject of several Council meetings and local newspaper articles.[13] In January of 1906, Andrew Rinker, the City Engineer, submitted a report to the Council's special committee on grade crossings. In this report, he recommended the elevation of the tracks and argued against their depression, citing such factors as property damage, effects on the sewer system, cost, and smoke. While acknowledging these factors, the editor of *The Minneapolis Journal*, in response to Rinker's report, stated that elevation of the tracks "is not a beautiful scheme. It disfigures the landscape and it appears to cut one part of the town off from the other. But curing grade crossings is admitted to be a life-saving process. It has nothing to do with the beautifying of cities."[14]

The next serious plan, however, to be considered for "curing" the H and D grade crossings had everything to do with the beautification of Minneapolis. In February of 1908, C. N. Chadbourn, a member of the Six O'clock Club men's society, presented a plan to aldermen, park commissioners, and private citizens for the relocation of the Minneapolis portion of the H and D line. Chadbourn, concerned with safety, but primarily with the "unkept and slatternly" industries that were continually cropping up along the H and D line, proposed that the right-of-way be purchased by the city and converted to a visually appealing boulevard that would connect the parks of Minneapolis with St. Paul. He felt that when the city replaced the tracks "by a broad boulevard attracting to its neighborhood a group of handsome dwellings, when we have connected our beautiful lake parks with our unsurpassed River drive, when we have constructed a convenient pleasure route to St. Paul and have connected our park system with that of our sister city, mutually exchanging these benefits with her, when we have made possible the use of the beautiful slopes of Powderhorn Park as a link in our park chain, will we not be many times

repaid for our effort and outlay?"[15] Over the next four months, a grade crossings committee was appointed by the city mayor, James C. Haynes, and included Chadbourn. The committee was charged with preparing plans to be submitted to the CM and StP for relocation of the tracks. To this end, in June of 1908, the committee put forth a report recommending several actions to facilitate their removal to another area of the city. These actions included the barring of new sidetracks that would connect with the H and D line, the discouragement of new industries along the line, the opposition of any plans for elevating the tracks, and the restriction of expenditures on improvements in the park near Lake Calhoun that would not be beneficial to the park once the railway was removed. They closed the report with a request to enlist "the help of all those who are interested in the building up of our city beautiful."[16] By April of 1909, however, the plan was temporarily "abandoned after a committee of citizens had labored some time with the officials of the [CM and StP],"[17] presumably because the railroad refused to move the tracks.

In the meantime, a second, more general plan for eliminating the grade crossings of the H and D line was brought into serious consideration in October of 1908, when the Minneapolis city engineer, Andrew Rinker, revealed that though the CM and StP continued to advance the idea of elevating the tracks, the railroad was also entertaining the idea of lowering the tracks.[18] The question of elevation versus depression was debated on the elevation side by the owners of industries located along the tracks and on the depression side by residents of properties in proximity to the tracks. The residents still felt that elevation of the tracks would be unsightly, and that it would cut south Minneapolis off from the rest of the city, while the manufacturers were concerned that depression of the tracks would force them to either lose their trackage or add a costly lower level to their facilities.[19] As this debate continued, in July of 1909, C. N. Chadbourn re-presented his plan to the Council grade crossings committee for relocation of the tracks in order to create a picturesque boulevard, and it was once again under consideration by the city, though the railroad would never seriously entertain the idea. The railroad would, however, present its share of plans over the next year, one involving the closing and vacating of several streets, one for elevation of the tracks, one for depression, and one for the use of the old H and D line between Cologne and Hastings, excluding Minneapolis from the route altogether.[20]

From 1909 through December of 1910, the decision of how to handle the grade crossings situation became the foremost issue facing the Council. Despite the concerns for public safety, the decision had been delayed since 1905 when the original plan for elevation was rejected on aesthetic grounds. This delay was due largely to the importance of the resolution of the grade crossings issue in determining the future appearance and development of the city, and these concerns, in turn, were due largely to the influence of the City Beautiful movement.

The City Beautiful movement was spawned by the "White City," which was built for the World's Columbian Exhibition of 1893 and served as a model for harmonious and unified urban aesthetics. The Exhibition "appeared at the moment when the urban network and business systems had been completed and attention began to turn toward improving the social and physical environment."[21] In general, the supporters of this movement "sought to improve their city through beautification, which would have a number of effects: 1) social ills would be swept away, as the beauty of the city would inspire civic loyalty and moral rectitude in the impoverished; 2) American cities would be brought to cultural parity with their European competitors through the use of the European Beaux-Arts idiom; and 3) a more inviting city center still would not bring the upper classes back to live, but certainly to work and spend money in the urban areas."[22] The mayor-appointed grade crossings committee clearly made reference to the movement in mentioning "our city beautiful" within their report on the relocation of the H and D tracks.[23] They were among the residents of Minneapolis, whose ideas were in line with this movement, who felt that a comprehensive plan for future city development, building, and beautification should be in place before a decision on the tracks was made.

Because of this sentiment, in January of 1910, a citizens' committee formed by members of and representing "a score of the influential civic bodies of Minneapolis,"[24] including the Commercial Club, the Chamber of Commerce, the Park Board, the North Side Commercial Club, the South Side Commercial Club, the St. Anthony Falls Commercial Club, the Engineers Club, the Municipal Art Commission, the Publicity Club, the Retail Merchants' Association, the Six O'clock Club, the Woman's Club, and the Labor and Trades Assembly elected eleven people to create a new citizens' commission: The Civic Commission of Minneapolis. In general, the purposes of the Civic Commission were to "investigate and report as to the advisability of any public works in the city of Minneapolis which in its opinion will tend to the convenience and well being of the people, the development of business facilities, the beautifying of the city, or the improvement of the same as a place of residence."[25] More specifically, however, the Civic Commission was formed with particular duties in mind, including a plan for resolving the grade separation problem in Minneapolis. As laid out by the citizens' committee, these duties were as follows:

> It should consider systematic methods of traffic communication by highways and railway transportation in relation to the present and future needs of the city; the underlying problems connected with elevation or depression of tracks; access to and communication between outer and inner parks and boulevards; the possible reclamation of river frontage; determination of sites for public buildings and any other investigations or inquiries, which in its judgment will best further the

interests of the city as a whole.

The recommendations of the committee should be embodied in a printed report which should be accompanied by a comprehensive civic plan, prepared by expert assistance.[26]

The model for the civic plan was the plan for the civic beautification of Chicago prepared by architects D. H. Burnham and Edward H. Bennett, a "working document [that gave] substance to the City Beautiful philosophy."[27] Burnham was the planner of the White City, the original "City Beautiful," while Bennett, his protégé, eventually developed plans for several cities, including Denver, Detroit, Portland, San Francisco, and Minneapolis. The idea of a civic plan was a new concept for the city of Minneapolis, as no semblance of a city planning department, formal or informal, had previously existed there. It was not until December 30, 1919, subsequent to the passing of an act by the state authorizing the creation of city planning departments, that the Minneapolis City Planning Department was formed.[28]

Three months after the creation of the Civic Commission, its members met with Edward H. Bennett to make an initial assessment and recommendations for Minneapolis, the general sentiment being that he would become the consulting engineer for the Commission. At this time, the "elimination of grade crossings and the building of proper railway terminals" were considered by the Civic Commission, the Council, and Mayor Haynes to be the most important of the issues to be addressed by the Commission.[29] Within three weeks, Bennett was selected as the designer for the civic beautification plan for Minneapolis, with the expectation that the final plan would contain a recommendation for the H and D tracks.[30] While the final plan did address the H and D tracks, it was not published until 1917, which was seven years too late.

In February of 1910, not long after the formation of the Civic Commission, the CM and StP presented a plan to the Council for depression of the H and D line in Minneapolis from the west side of Hiawatha Avenue to the east side of Irving Avenue, to occur immediately upon Council approval. The plan called for the construction of 37 "ornamental as well as useful"[31] bridges over the depressed track. Twenty-two of these bridges were to be at approximately street grade, while most of the remaining bridges were to be one to three feet above it. The bridge at Fremont Avenue would exhibit the greatest difference from street grade, at 12 feet above this level. The depressed track would lie within a 20-foot cut that relied upon sloping instead of retaining walls to prevent collapse, and it would allow for 18 feet of headroom under all of the bridges.[32] At the time the plan was presented, the Civic Commission asked for postponement of a decision until they could bring in a city planner, and after Bennett was hired as the city planner, they requested

that the Council wait until his plan was received at the expected time, December of 1910.[33] The requested delay was due primarily to the desire of the Commission to fully explore whether the CM and StP might yet consent to the relocation of the tracks.[34] Throughout the year, however, the CM and StP held fast to their plan for track depression and never gave consideration to the plan for relocation of the tracks. With relocation of the tracks no longer a viable option, the Council's grade crossings committee met with the Civic Commission on December 19, 1910,[35] and on December 20, 1910, with the endorsement of the Civic Commission, the grade crossings committee recommended passage of an ordinance that required the railroad's plan for track depression to occur.[36] Ten days later, the Council passed the ordinance.[37] Preliminary work for the depression involving the laying of temporary sidetracks began on April 29, 1911,[38] and excavation for the depression began on June 19 of the same year.[39] The bridges over the tracks, 37 in all, were constructed with a uniform design of reinforced concrete and architectural details in the Classical Revival Style. The CM and StP completed the depression of the line and the construction of bridges over it by 1916.

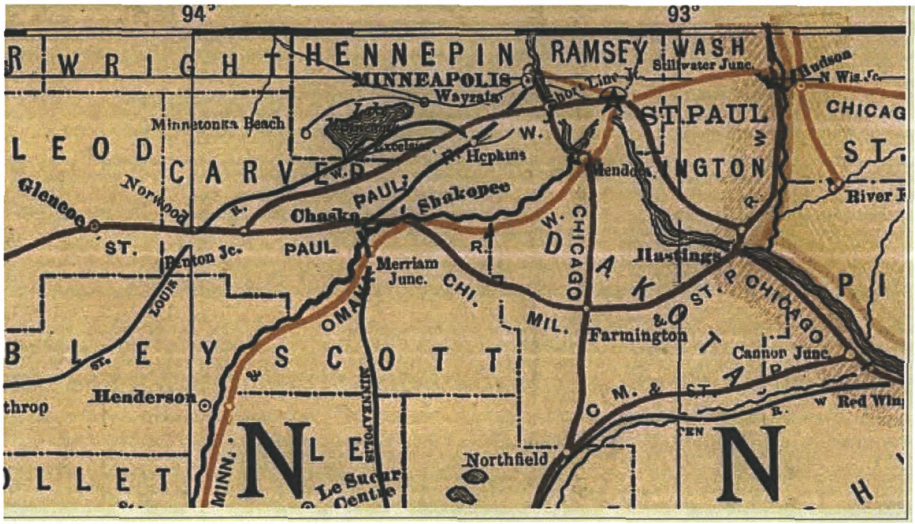
Conclusion

The CM and StP grade separation project on their H and D line was carried out between 1912 and 1916 and represents the culmination of efforts by the citizens, city government, and city planners of Minneapolis to direct the future growth and appearance of south Minneapolis while ensuring the safety of its residents and maintaining economically necessary industrial interests. As the residential areas of the city began to expand in the late nineteenth and early twentieth centuries, movement between residence and workplace would become perilous due to the presence of the previously constructed H and D line through south Minneapolis. An immediate solution to the grade crossings problem for the sake of safety, however, was forgone due to the desire of residents and officials to guide city planning in an appropriate and attractive direction. The debate over the form of the grade separation, therefore, extended over several years. That the importance of the resolution of this debate lay in the areas of city planning and urban aesthetics is indicated by the creation of the Civic Commission of Minneapolis during the period of the debate, one of whose main goals was to address grade separation in the context of a comprehensive civic plan; the hiring of Edward H. Bennett, a leader of the City Beautiful Movement, to preside over this commission and design the civic plan; and the final design of the H and D line grade separation project, approved by the City Council and the Civic Commission, as a depressed rail corridor with ornamental bridges. For these reasons, the CM and StP Grade Separation Historic District in Minneapolis is eligible for the National Register of Historic Places under Criterion A for its local significance in the area of community planning and development.

Notes

[1] Robert B. Adam, *History of the Abolition of Railroad Grade Crossings in the City of Buffalo*, Publications of the Buffalo Historical Society, ed. Frank H. Severance (Buffalo: Buffalo Historical Society, 1905), 154.
[2] "Grade Crossing Elimination in Cities," *The Railway and Engineering Review* 53 (1913):1148-1150; "Grade Separation Laws and Requirements," *Railway Age Gazette* 55 (1913):1118-1121.
[3] C. N.. Bainbridge, "A Study of Grade Crossing Elimination in Cities," *Railway Age Gazette* 59 (1915): 45.
[4] "Grade Crossing Elimination," 47.
[5] John C. Luecke, *Dreams, Disasters, and Demise: The Milwaukee Road in Minnesota* (Eagan: Grenadier Publications, 1988), 84-5.
[6] Ibid., 84.
[7] "Plan on Foot to Remedy 29th. St. Grade Crossing," *Minneapolis Journal*, 16 February 1908.
[8] Ibid.; "Fight Grade Crossings," 7 January 1905.
[9] "Fight Has Been On Twenty Years," *Minneapolis Journal*, 14 January 1905.
[10] "Fight Grade Crossings," *Minneapolis Journal*, 7 January 1905; Editorial, 20 January 1905.
[11] "Fight Has Been On," *Minneapolis Journal*, 14 January 1905; "The Grade Crossing Problem," 26 January 1905; "Has Own Plan on Safe Crossings," 7 March 1906; "Council Considers Grade Crossings," 23 December 1910.
[12] "Fight Has Been On," *Minneapolis Journal*, 14 January 1905.
[13] "Grade Crossings and the School Children," *Minneapolis Journal*, 20 January 1905; "Council Looking Into the Future," 9 February 1905; "A Duty of the Hour," 15 February 1905; "Solons Junket on a Flat Car," 29 May 1905; "Making Some Progress," 8 June 1905.
[14] "Grade Crossings," *Minneapolis Journal*, 8 March 1906.
[15] "Plan on Foot," *Minneapolis Journal*, 16 February 1908.
[16] "Committee Urges Removal of Track," *Minneapolis Journal*, 13 June 1908.
[17] "Quick Action on Grade Crossings," *Minneapolis Journal*, 27 April 1909.
[18] "Shall Tracks be Put Up or Down?" *Minneapolis Journal*, 19 October 1908.
[19] "Declare for Low Grades," *Minneapolis Journal*, 19 May 1909; "Want Tracks Elevated," 2 July 1909.
[20] "Officials Study Track Question," *Minneapolis Journal*, 17 July 1909; "Elevation is Milwaukee Plan," 12 August 1909; "Milwaukee Would Close 19 Streets," 19 August 1909; "May Run Trains Through Hastings," 14 September 1909; "Milwaukee Offers to Lower Tracks," 4 February 1910.

[21] Leland M. Roth, *A Concise History of American Architecture* (New York: Harper and Row, 1979), 220.
[22] Julie K. Rose, "The City Beautiful Movement," [online], The University of Virginia, 1996. Available from World Wide Web: (http://xroads.virginia.edu/~CAP/CITYBEAUTIFUL/dchome.html).
[23] "Committee Urges Removal," *Minneapolis Journal*, 13 June 1908.
[24] "Name Commission for Better City," *Minneapolis Journal*, 8 January 1910.
[25] Ibid.
[26] Ibid.
[27] U.S. National Archives and Records Administration, "Preserving Architectural Collections at the Art Institute of Chicago," [online], U.S. National Archives and Records Administration, 1998. Available from World Wide Web: (http://www.archives.gov/grants/annotation/september_98/architectural_chicago.html).
[28] Council Proceedings Minneapolis 1919 v. 39.
[29] "Question of Crossings is Coming Next," *Minneapolis Journal*, 10 April 1910.
[30] "Crossing Problem up to Aldermen," *Minneapolis Journal*, 1 May 1910.
[31] "Milwaukee Offers to Lower Tracks," *Minneapolis Journal*, 4 February 1910.
[32] Ibid.
[33] "Oppose Plan for Track Depression," *Minneapolis Journal*, 5 February 1910; Track Depression is Delayed," 15 March 1910; "Politics Enter Crossing Problem," 3 May 1910; "May Request Delay," 20 July 1910.
[34] "May Request Delay," *Minneapolis Journal*, 20 July 1910.
[35] Council Proceedings Minneapolis 1910 v. 38, 1033.
[36] "Track Depression is Recommended," *Minneapolis Journal*, 21 December 1910; "Council Considers Grade Crossings," *Minneapolis Journal*, 23 December 1910.
[37] "Council Moves to Lower Tracks," *Minneapolis Journal*, 31 December 1910.
[38] "Road Begins Depression," *Minneapolis Journal*, 30 April 1911.
[39] "Shippers Enjoin Track Lowering," *Minneapolis Journal*, 23 June 1911.



1883 map illustrating a portion (Glencoe to Hastings) of the H and D line and the Benton Cutoff (Benton Jc. to south Minneapolis).

Rand McNally and Company
1883 *Chicago, Burlington & Quincy R.R. and Intersecting Lines, 1883.* Rand McNally and Company, Chicago.

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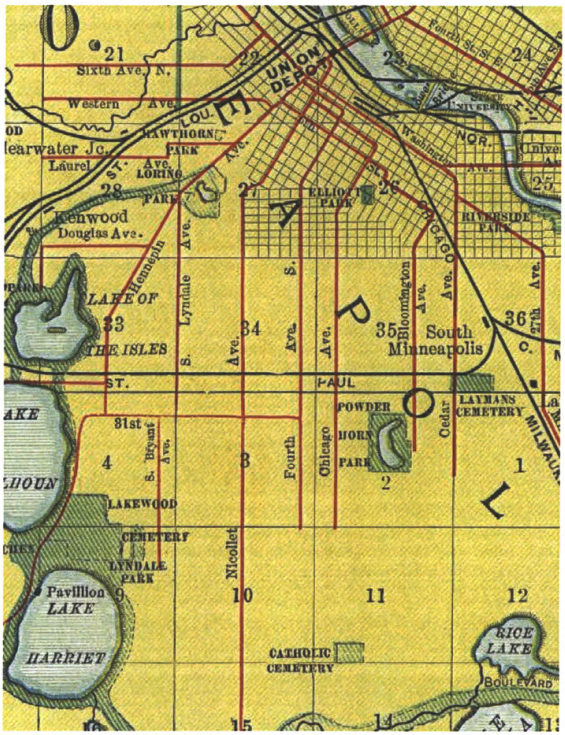

1897 map illustrating the location of the Chicago Milwaukee and St. Paul Grade Separation within Minneapolis. The location is marked by the black line running from Hennepin Avenue southeast of Lake of the Isles to its connection with the Chicago Milwaukee and St. Paul Short Line, north of Layman's Cemetery.

Rand McNally and Company
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Continuation Sheet

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National Park Service

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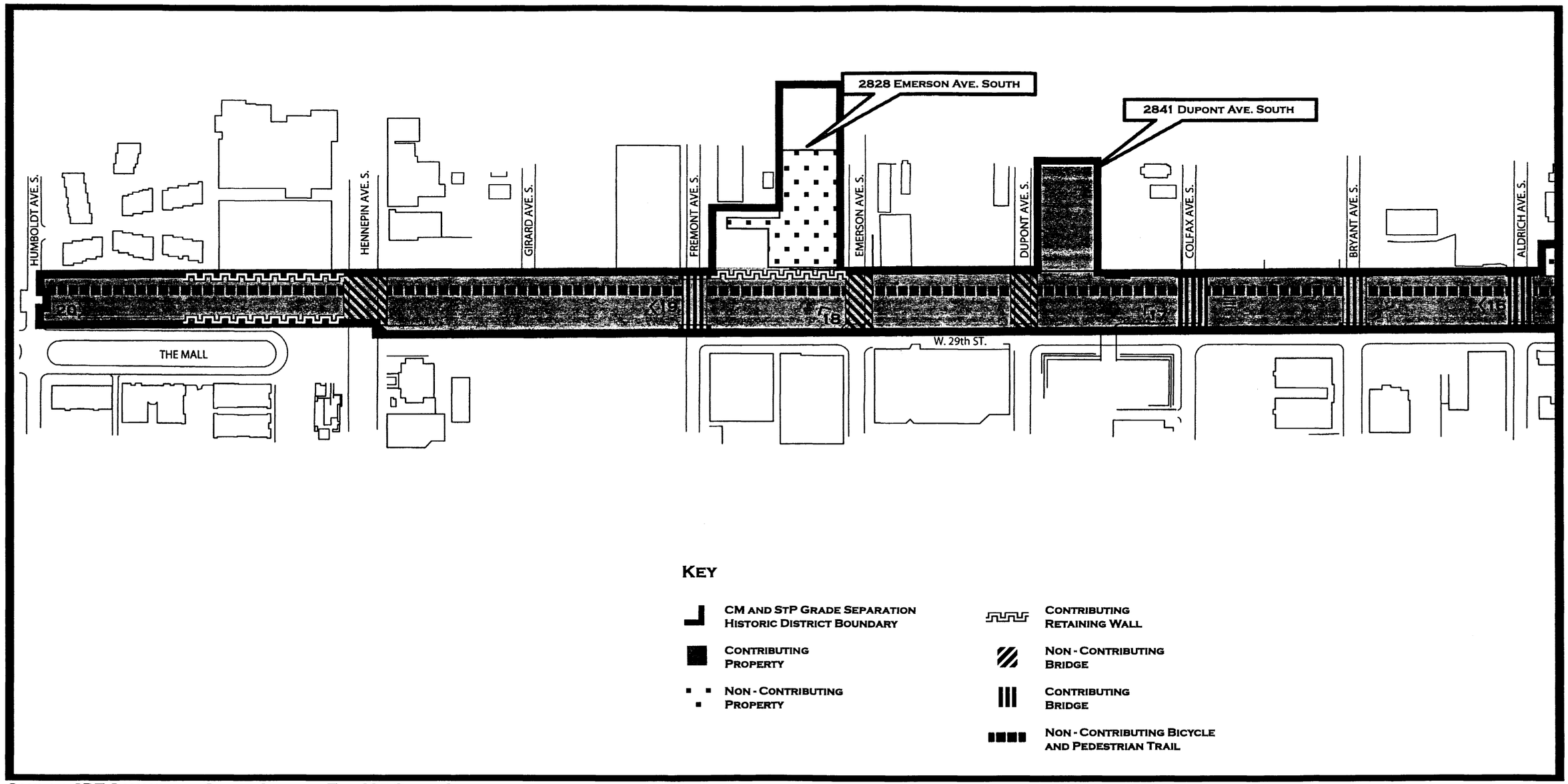
Verbal Boundary Description

The boundary of the CM and StP Grade Separation Historic District is shown on the accompanying map entitled "District Boundary, Photo Key and Sketch Map, 2004."

Boundary Justification

The CM and StP Grade Separation Historic District is a transportation district including a depressed railroad corridor trench and several adjacent buildings forming an irregular polygon. The boundaries for the district are defined, in part, by the historical property ownership by the CM and StP Railroad Company during the period of significance, between the eastern right-of-way of Humboldt Avenue South (as the western boundary) and the southern right-of-way of East Twenty-Eighth Street, where the railroad right-of-way meets the street (as the eastern boundary). In the areas where the seven adjoining buildings form the sidewalls of the depressed railroad trench, the boundary extends to include these buildings and the parcels with which they are historically associated. The boundary encompasses the area of land that contains the contributing resources—trench, bridges, buildings, and small-scale features that comprise the historic district.



SOURCE: SRF CONSULTING GROUP, INC. AND THE 106 GROUP LTD.

DISTRICT BOUNDARY, PHOTO KEY AND SKETCH MAP, 2004

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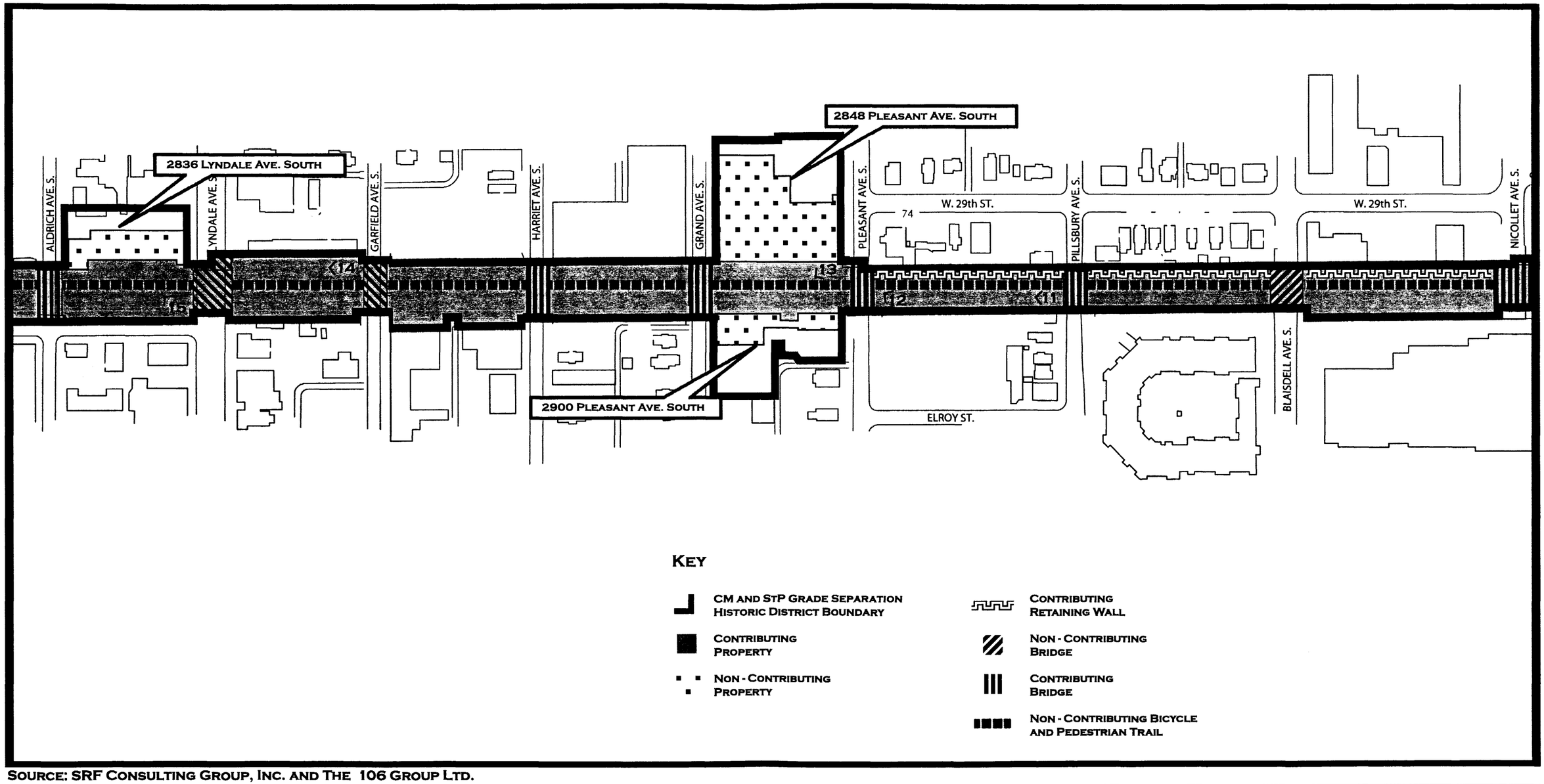
CM AND StP GRADE SEPARATION HISTORIC DISTRICT, HENNEPIN COUNTY, MINNESOTA



Source: SRF Consulting Group, Inc. and The 106 Group Ltd.

District Boundary, Photo Key and Sketch Map, 2004

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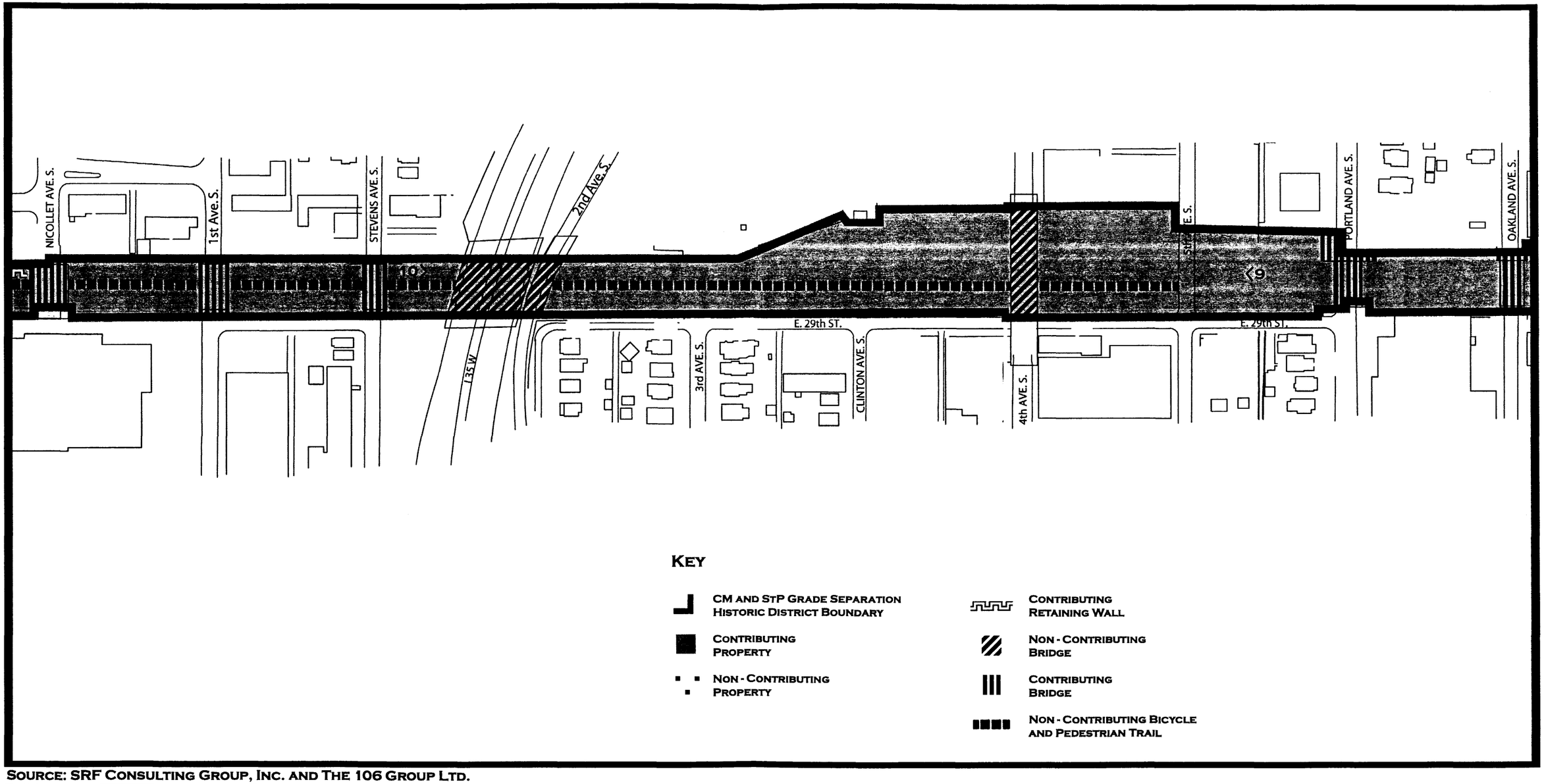
CM and StP Grade Separation Historic District, Hennepin County, Minnesota

Map 2 of 5



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DISTRICT BOUNDARY, PHOTO KEY AND SKETCH MAP, 2004

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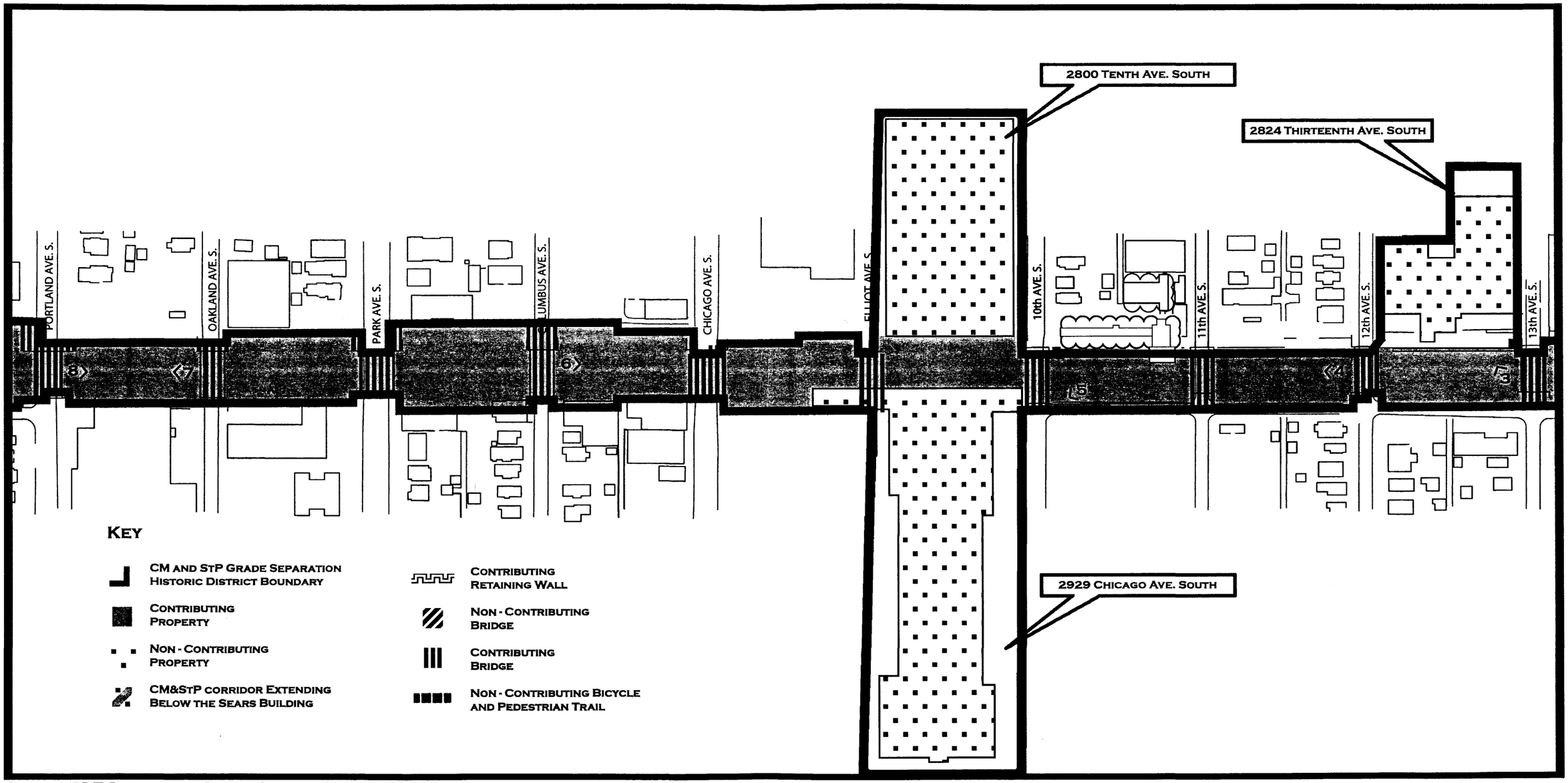
CM AND StP GRADE SEPARATION HISTORIC DISTRICT, HENNEPIN COUNTY, MINNESOTA

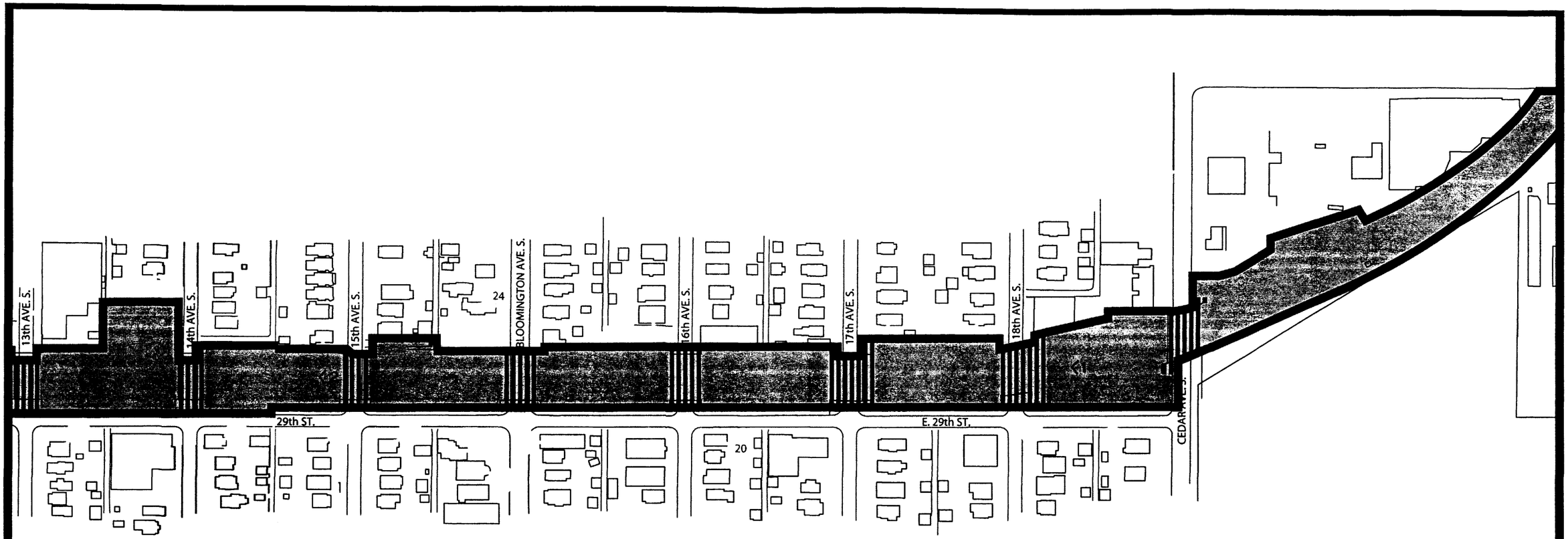
MAP 3 OF 5



Source: SRF Consulting Group, Inc. and The 106 Group Ltd.

District Boundary, Photo Key and Sketch Map, 2004

CM and StP Grade Separation Historic District, Hennepin County, Minnesota



KEY

- CM AND StP GRADE SEPARATION HISTORIC DISTRICT BOUNDARY
- CONTRIBUTING PROPERTY
- NON - CONTRIBUTING PROPERTY
- CONTRIBUTING RETAINING WALL
- NON - CONTRIBUTING BRIDGE
- CONTRIBUTING BRIDGE
- NON - CONTRIBUTING BICYCLE AND PEDESTRIAN TRAIL

SOURCE: SRF CONSULTING GROUP, INC. AND THE 106 GROUP LTD.

DISTRICT BOUNDARY, PHOTO KEY AND SKETCH MAP, 2004

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CM AND StP GRADE SEPARATION HISTORIC DISTRICT, HENNEPIN COUNTY, MINNESOTA

MAP 5 OF 5