

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 88003024

Date Listed: 1/3/89

Northern Pacific Railroad Shops H.D.  
Property Name

Crow Wing  
County

MN  
State

Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Bob Roland*  
Signature of the Keeper

*1/3/89*  
Date of Action

=====

Amended Items in Nomination:

Item #3. Classification: The correct resource count is 10 contributing buildings and 2 contributing sites.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

3024

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NOV 22 1988

# National Register of Historic Places Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Northern Pacific Railroad Shops Historic District  
other names/site number Burlington Northern Shops      Now: International Trade Center

### 2. Location

street & number See Continuation Sheet 2:1       N/A  not for publication  
city, town Brainerd       N/A  vicinity  
state Minnesota      code MN      county Crow Wing      code 035      zip code 56401

### 3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>10</u>	<u>          </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>          </u>	<u>          </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>2</u>	<u>          </u> structures
	<input type="checkbox"/> object	<u>12</u>	<u>          </u> objects
			<u>          </u> Total

Name of related multiple property listing: N/A      Number of contributing resources previously listed in the National Register N/A

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

Nina M. Archabal      11/10/88  
Signature of certifying official      Nina M. Archabal      Date  
Minnesota State Historic Preservation Officer  
State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official      Date  
\_\_\_\_\_  
State or Federal agency and bureau

### 5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.  
 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:)

Beth Boland      1/3/89  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Signature of the Keeper      Date of Action

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**6. Function or Use**

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Historic Functions (enter categories from instructions)

transportation: rail related

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Current Functions (enter categories from instructions)

vacant

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industry: manufacturing facility

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**7. Description**

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Architectural Classification

(enter categories from instructions)

Other: 19th Century Industrial Shops

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Materials (enter categories from instructions)

foundation stone and concrete

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walls brick

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roof slate, asphalt shingle, metal

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other 

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Describe present and historic physical appearance.

See attached continuation sheets.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

architecture  
engineering  
transportation

Period of Significance  
1882-1938

Significant Dates  
1882

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Northern Pacific Engineering Department

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See attached continuation sheets.

See continuation sheet

## 9. Major Bibliographical References

See attached 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 # \_\_\_\_\_

See continuation sheet

### Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

### Specify repository:

Minnesota Historical Society

## 10. Geographical Data

Acreeage of property approximately 25 acres

### UTM References

A 

1	5	4	0	8	4	6	5	5	1	3	4	2	1	5
Zone	Easting				Northing									

C 

1	5	4	0	9	3	1	0	5	1	3	4	0	0	0
Zone	Easting				Northing									

B 

1	5	4	0	9	3	1	0	5	1	3	4	2	1	5
Zone	Easting				Northing									

D 

1	5	4	0	8	4	6	5	5	1	3	4	0	0	0
Zone	Easting				Northing									

See continuation sheet

### Verbal Boundary Description

The boundary of the District is shown as the dark solid line on the accompanying map of 1"= 200' entitled Northern Pacific Railroad Shops Historic District.

See continuation sheet

### Boundary Justification

The boundary is 13th Street on the west. On the north and south, it follows the curbs of Laurel Street on the south and the Burlington Northern tracks on the north until east of buildings 3 and 5. The site then narrows and has a long east-west leg to capture buildings 6, 7, 8, and 9. This was done to include the land containing the 10 buildings and two structures without including extraneous vacant land.

See continuation sheet

## 11. Form Prepared By

name/title Norene A. Roberts, PhD

organization Historical Research, Inc. date June 1, 1988

street & number 7800 Tessman Drive telephone (612) 560-4348

city or town Minneapolis state Minnesota zip code 55445-2734

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2. Location: Roughly bounded by the Burlington Northern railroad tracks, Laurel, and 13th Street.

[Note: The company which is rehabilitating the property has an office address which is within the district. It is 101 S.E. 13th St.]

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The Northern Pacific car repair shops in Brainerd, Minnesota, are located on an east-west axis south of the Northern Pacific railroad tracks on a large rectangular parcel of property. To the north of the property being nominated is a large vacant lot with the new car shop, built in 1945, and still owned by the Burlington Northern Railroad. To the south immediately adjacent to the nominated property is a residential area. East of the site is an undeveloped swampy area, and west is the right-of-way along the tracks. The site is about one-half mile east of downtown Brainerd's central business district.

This nomination consists of ten buildings and two structures (remnants of structures): a transfer table foundation and the foundation of the roundhouse. The shop buildings were constructed with considerable uniformity of style and materials, cream-colored common brick with red wood trim and rusticated sandstone window sills, and date between the years 1882 to 1925. The buildings follow the design established with the first construction in the early 1880s. Subsequent additions, alterations, and new construction were compatible with the first work.

The surviving complex today represents about 15 per cent of the complex on both the north and south sides of the tracks as it existed at the end of World War II. Individually, the surviving buildings retain good exterior integrity, with alterations generally limited to window and door alterations (largely through the use of glass block window infill and a few new doors).

Structurally, the buildings are in very good condition and blueprints indicate that the concrete slab foundations were built on pilings to reduce vibrations from the heavy rail traffic near and through the site. However, there are several problems with some details on the buildings. Since the site is low and swampy, the common cream brick in lower courses of most building walls is in deteriorated condition generally with spalling and powdery disintegration due to wicking of water. Most of the buildings need tuckpointing for a foot or two above the ground. All windows and doors are in particularly poor to deteriorated shape. The ten remaining buildings have some 1,500 windows and almost all of them are have rotted frames and are in need of replacement. From 1973 to 1983 when Burlington Northern abandoned the site, the railroad did minimal repairs. The buildings have stood vacant and open to the weather for several years.

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The tracks which ran through the site and between the buildings have been removed and the railroad ties have been torn out. At the east end of the site are piles of railroad ties between the buildings. These tracks and the transfer table were torn out between 1981 when operations ceased at the site and 1983 when the Burlington Northern sold the site.

Listed below are the ten buildings and two structures being nominated.

Building 1: Boiler and tank shop (Tank, Cab, and Flue shop), 1882; south extension 1900, 1917). The original building (north portion) was 332'9" x 80'4" and one story. It has cream-colored brick walls laid in American bond. The first two bays on the north end of the east facade were sandblasted by a previous owner. The south extension is 238' x 100'4" and two stories with a 30' long monitor. The original building's north portion has a slate roof with missing shingles and the original monitor has been removed. The south extension has a wood gabled monitor with wood-infilled window openings. Roof skylights added after construction in the south extension are not original and the roof is asbestos shingled. Constructed with a stone and concrete block foundation and a steel truss gabled roof, this building has multiple pilastered recessed bays and brick corbelling with wood crown molding under the eaves. Windows are large triple-hung sash with 16/16/16 lights in segmental-arched openings. There are large wood panelled locomotive double doors along the east facade which was accessed via the transfer table. This building was designed to house a variety of shop operations including paint, cab, flue, and boiler repairs. The building retains almost total exterior integrity.

2. Building 2: Machine Shop (1882; south extension 1900, 1917). The original one story building measured 224' x 120'8"; the south extension was 331' 41/2" x 133'5" and two stories tall. The construction and design is virtually identical to the boiler and tank shop (Building 1). There is some glass block infill in the window openings and multiple roof skylights. Two small additions on the east (rear) were added in several stages between 1900-1916. The locomotive doors are on the west side facing the transfer table and opposite the locomotive doors on the east side of Building 1. This building was designed to house variety of machining areas including a tin shop, sheet metal shop, and tool shop. With the exception of some of the windows, this building has almost total exterior integrity.



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3. Building 3: Blacksmith Shop (1882; east addition 1907, south extension, 1900; alterations, 1924). The design and construction is virtually identical to buildings 1 and 2. The original building is the northern portion and is on an east-west axis. It was one story and 300' x 80'4". The 1907 east extension to the original structure was 117' x 80'4" and the south addition was 126' x 125'9". This building was designed to house blacksmith and rail shop operations. With the exception of some recent glass block window infill and the 1962 replacement of the original wood monitor with metal roof turbines, the building retains almost total exterior integrity.

4. Building 4: Warehouse (1923, ca. 1950 east addition). This one story building is approximately 195' x 38'. It is an uncomplicated cream brick building with a slightly-pitched gabled roof and raised poured concrete foundation with a wood loading platform along the south side covered in corrugated sheet metal. The east addition is concrete block, consists of a 3 stall vehicle garage, and first appears on a 1950 BN plat map. The south side has two newer overhead garage doors. The north side has several wire glass steel windows and two original wood loading dock doors. This building has no decorative elements and, except for the cream brick walls, is not of the quality or style of the other buildings on the site.

5. Building 5: Office and Storehouse Building (1882; eastern extensions built in 1883, 1907, 1918). The earliest section of this building was constructed in 1882 and was increasingly extended to the east. The last eastern addition, built in 1918, has a flat roof, and triple-hung steel awning-type windows setting it apart from the earlier additions. Today, this two story structure is 478' x 43' 6". The building faces west and is dominated by a pyramidal-roofed clock tower measuring 13' x 13' x 68'. The 1882 portion of the building has two wood gabled roof dormers facing north and south. Constructed of cream-colored Brainerd brick with corbelling and a steel truss-supported hipped roof, it is similar in style and construction to buildings 1 and 2. Walls have multiple pilastered bays on all facades and windows are segmental arched with 6/6, 9/9, and 21/21 double hung sash. Windows are usually paired on the second story and many windows on the south and north facades have been infilled with glass block. The clock is missing from the circular space designed for it. Atop the tower's mansard roof is iron roof cresting and a weathervane in the shape of a railroad engine. A Northern Pacific insignia ("NPRR") is located on the main entrance keystone. This building was designed to contain an extensive supply storage area and office facilities for the shops complex.

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6. Building 6: Power Plant (1924-25). This building is three stories with a raised basement. Walls are a yellow-orangy brick and the roof is flat. Recessed pilastered bays are of irregular width with corbelling. Windows are steel framed with wire glass and are in deteriorated condition with much broken and missing glass. The building is flanked east and west by towering concrete chimney stacks and on the north by a wood trestle and coal hopper. Exterior integrity is intact.

7. Building 7: Foundry Boiler House (later Bridge and Building shop), 1910, 1912; east addition, 1917. This building was designed and constructed in a similar manner to buildings 1 and 2. It measures 55' x 50' and has a wood gabled monitor sheathed in corrugated metal. All exterior walls have been sandblasted. The building is L-shaped: the east 1917 addition having been designed to house an air compressor. In 1929, this building was used as a carpenters' shop. Alterations include some red brick or glass brick window infill on the east and north sides, and some newer concrete window sills where rusticated sandstone sills rotted.

8. Building 8: Pattern Shop and Storehouse Building, 1911. This building consists of the pattern shop measuring 80'4" x 50'8" x one story and the pattern storehouse of the same dimensions but four stories tall. The design and construction are similar to buildings 1 and 2. Windows are 16 light steel industrial with wire glass, paired within the pilastered bays. There is a monitor on the low pitched gabled roof. Brick is deteriorated and patched with red and cream-colored brick. There are three newer garage doors on the east one story facade added sometime after 1980. This building was designed to house foundry pattern production and the shop and storage area for the adjacent foundry immediately to the northeast which was razed.

9. Building 9: Acetylene Generator Plant, 1924. This small rectangular building is one story with a slightly-pitched gabled roof, cream brick, and poured concrete foundation. Windows are steel industrial with wire glass. It is similar in style to buildings 1 and 2. It has brick window sills a soldier course frieze, and plain wood fascia. The brick is deteriorated.

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10. Building 10: Lavatory Building, 1907. This one story building is simple in design. It is of cream-colored brick in American bond, with a slightly-pitched gabled roof, segmented arched windows, concrete block foundation,, red rusticated sandstone sills and plain wood eaves. It sits west of Building 1.

11. Structure 11: Roundhouse foundation, 1882 with subsequent extension on the east side to accommodate larger engines. What remains of this building, razed in 1960, is the concrete slabs in pie shape between what were the tracks. The center turntable is gone as are all the tracks. The building was cream brick and a few of the lower wall bricks are loose and on the ground. The original building had been altered and repaired extensively in 1907.

12. Structure 12: Transfer table foundation, 1882, 1901, 1906, 1907, 1915. The electric transfer table was located between buildings 1 and 2 and was mounted on four rails in the transfer pit. The table itself measured 38' and consisted of a single track table, cab, and an electrical mount to the overhead catenary cables. It was designed to transfer locomotives and cars from the spur line at the north end of buildings 1 and 2 south and into the locomotive pits in the interiors. The north quarter of the pit was removed before 1980 and the remainder was removed around 1981. Soil has been brought in between the two buildings, but it is apparent that some of the concrete foundation of the transfer table still remains.

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The Northern Pacific Railroad Shops Historic District is significant in the context of transportation on a state-wide level and on a local level as the only remaining complex in Brainerd associated with the Northern Pacific Railroad, the chief employer and economic presence for over one hundred years in Brainerd, Minnesota. This complex is also significant within the context of architecture and engineering on a statewide level. It is one of only three relatively intact surviving nineteenth century examples of railroad shops erected for large-scale repair operations. The other two, the Jackson Street shops of the St. Paul, Minneapolis, and Manitoba Railway Company, and the Como Avenue shops of the Northern Pacific Railway Company, both located in St. Paul, are already listed on the National Register. Although the Brainerd shops was the first and largest Northern Pacific repair complex, today the oldest remaining buildings there date from 1882 and are contemporary with the buildings at the Jackson Street shops. The Como shop site, also on the National Register, opened in 1885 when it took over certain functions initially done for the Northern Pacific at the Brainerd shops. At the end of first full year after the original buildings in this nomination were constructed, the complex was hailed as "the most extensive shops to be found on the Northern Pacific Road,"<sup>1</sup> according to Eugene V. Smalley's 1883 History of the Northern Pacific Railroad. The buildings and structures in this nomination are significant for the period 1882-1938.

The city of Brainerd owed its existence to the Northern Pacific railroad. The railroad's decision in 1870 to locate the crossing of the Mississippi River at the present site of Brainerd spelled the death of Crow Wing, the earlier settlement to the south. For this reason, Brainerd was first known as "The Crossing."<sup>2</sup> The railroad chose Brainerd as its headquarters in 1871, locating there its Second Empire style General Headquarters building, the car shops, and the railroad hospital. The car repair shops were the most extensive on the line and ranked among the best in the nation in 1888.<sup>3</sup>

The first shop buildings, built in the early 1870s, were on the north side of the tracks across from the present parcel and were all wood frame. They burned in 1886 in a huge fire.<sup>4</sup> These first structures were supplemented by Buildings 1, 2, 3, and 5 on the south side of the tracks in 1882. Initial operations at the site were devoted to repairs to steam locomotives and manufacture of various parts for wood- and later coal-burning steam locomotives for distribution to other repair shops along the line of the Northern Pacific system.<sup>5</sup> In the late 1880s, the Brainerd shops employed 722 men in the locomotive department and 344 in the car department. Brainerd was the headquarters for the engineer's

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department for the entire road and the headquarters of the operating department of all the main line and branches of the Northern Pacific in Minnesota. Three divisions of the road terminated at Brainerd.

In 1882, the Northern Pacific began surveying land to establish a line between Minneapolis and St. Paul and, in 1883, bought the site for the Como repair shops, which were opened in 1886. Passenger car maintenance and erection was then transferred from the Brainerd shops to the newly opened Como shops.

The Brainerd shops were the oldest major locomotive repair facility on the Northern Pacific line. At its facilities, locomotives could be completely rebuilt, and in one case, an entire locomotive was built at Brainerd. Until the early 20th century, most of the major rebuilding of locomotives was done there. The Northern Pacific classified steam locomotive repair into five categories from Class 1 extensive repairs involving replacement parts and new boilers to Class 5 light repairs, such as refitting or replacing brasses and repairing machinery. The Brainerd shops were set up to do any class of repairs. But each division point on the line also had roundhouses for locomotive repairs and maintenance and small engine houses were located in smaller towns for emergency repairs. Between 1925 and 1945, there were three major locomotive shops operated by the Northern Pacific: Brainerd; South Tacoma, Washington; and Livingston, Montana. Next oldest after Brainerd were the repair shops in South Tacoma. They did all classes of repairs for locomotives at the extreme western end of the line. After World War I, the South Tacoma shops took on added work and the facilities were expanded accordingly. Until the 1920s, the locomotive repair shops at Livingston, Montana, were only a divisional shop comparable to those at Missoula, Pasco and Duluth. Beginning in the 1920s and after the divisions were restructured in 1932, the Livingston shops took on added importance because of their location midway between Brainerd and South Tacoma. Because they represented the newest facility for locomotive repairs, work was increasingly transferred to Livingston after 1945.

Through the early 20th century, the Brainerd shops handled such locomotive repairs as replacing fire boxes and flues. This was done in the Boiler shop (Building 3). The machining shop in Building 2 repaired such things as flues, caps, hollow bolts, throat sheets, ash pans, and front end appliances and installed new cyclones. The Parker Topping Foundry Company building on the shops site supplied castings for the entire railroad system east of Spokane, Washington, and employed 150 men in 1890. The St. Paul Foundry was also used as a supplier for needed castings. The

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foundry building on the Brainerd site was closed after the 1922 national rail workers' strike and a new foundry was built off-site. During its operating years, however, it manufactured brass, bronze, aluminum and grey iron castings for new parts and accessories. In addition to repairing locomotives, the Brainerd shops also repaired and rebuilt ore cars for use in northern Minnesota mines and the Northern Pacific owned coal mines in the Rosebud region of Montana.<sup>10</sup>

After World War II, the function of the shops shifted from construction and repair of cars and locomotives to service as a reclamation facility, a function it served for the entire Burlington Northern system until the facility was closed in 1981. Locomotive repairs were largely moved to Livingston, Montana, around 1951. By 1964, the Boiler, Pipe, and Tin shop (building 1) was devoted to manufacture and repairs of tank work, bridge and ore dock, earth moving, right-of-way equipment, and other phases of steel, sheet metal, and pipe work. The Machine Shop and Tool Room (building 2) was used to repair and manufacture cranes, pile drivers, wreckers, earth moving machines, machines used for track work, switch parts, equipment for drilling and machining of various metals, and repair of diesel axles and freight car wheels. At the same time, the Blacksmith shop (building 3) was repairing and manufacturing numerous items used on the entire railroad, such as track and tool work (switches, frogs, cross-overs, and related track parts and equipment). The Blacksmith shop also was manufacturing forgings for new railroad cars constructed in the 1945 new car shop on the north side of the tracks.<sup>11</sup> The Northern Pacific and the Great Northern merged in 1970 and the Brainerd shops became the property of the Burlington Northern. Burlington Northern sold the site in 1983 and the shops stood vacant until the current developer purchased the site in 1988.

The Brainerd repair shop buildings are significant in the area of architecture and engineering. As a complex, they were maintained with amazing architectural uniformity and consistency. The brick for the 1880s buildings is a common cream brick manufactured locally by William Schwartz brickyard, in business between 1880-1888.<sup>12</sup> The Northern Pacific had its own architects and these buildings were designed to be compatible and are, in fact, very similar to the buildings erected in 1885 at the Como shops in St. Paul. Individually and collectively, the buildings remain impressive and largely unaltered representations of nineteenth century industrial architecture and engineering skills. Roofs are trussed and were originally either slate or metal. Some of the slate remains. Window sills are rusticated sandstone and all the older buildings have brick corbelling and pilastered bays. These buildings represent a remarkably intact surviving complex of nineteenth century railroad shops erected for

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large scale operations. Most of the significant large shop buildings have survived changes in function without demolition or extensive exterior alteration. The exceptions on the south side of the tracks are the roundhouse, built in 1882 and subsequently expanded, which sat south of building 5 and the Parker Topping Foundry Company building which was located north of building 8. The roundhouse was razed in 1960 and the foundry at an unknown date after 1923 and before 1969. The remainder of the razed buildings on the site consisted of small buildings such as a sheet iron house, toilets, oil houses, the auto air brake shop, a forging storage house, tool house, blacksmith shop fan room, cooling tower, etc. These buildings were all small, clustered around the extant structures, and generally not measuring over 10 x 15 feet. Burlington Northern Railroad tore most of these down in 1969, according to a plat map.

The Brainerd shops are historically significant in the history of the city. Not only does the present city of Brainerd owe its location to the decision of the Northern Pacific Railroad to locate its headquarters there, but the railroad shops virtually supported the town and caused its growth and expansion. From a high of around 1,400 workers in 1888, the shops still employed 571 workers as late as 1959, a figure which represented an annual payroll of almost 3 million dollars.<sup>13</sup> From the 1870s until the 1960s, the shops at Brainerd were the leading industry in the city. In the 1920s, a history of the city claimed that at least ninety per cent of the families were dependent on the shops.<sup>14</sup> The city still sports many small mechanics cottages which were built for the highly skilled machine and engine workers. Historically, the shops and the city suffered a severe blow during the 1922 national rail workers' strike. Many men lost their jobs when they honored union picket lines and became permanently unemployed. Scabs were brought in and created much tension and violence in the city. From 1925 on, the shops gradually did less and less repair work and the city tried to distance itself, not very successfully, from the events at the shops. Nonetheless, the shops remained a vital and important economic force until closed in 1981.

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ENDNOTES

- 1 Eugene V. Smalley, History of the Northern Pacific Railroad (1883; reprint New York: Arno Press, 1975) p. 383.
- 2 Carl Zapffe, Brainerd, Minnesota: 1871-1946 (Brainerd: Brainerd Civic Association, 1946) pp. 62-63.
- 3 Smalley, p. 383.
- 4 The Minneapolis Tribune. "Blaze at Brainerd." March 29, 1886.
- 5 J. C. Bekemans and H. G. Knudson, "Prepared for you by the Mechanical Department of the Northern Pacific Railway Company at Brainerd, Minnesota." Tour Booklet, 1964. On file: Crow Wing County Historical Society.
- 6 Smalley, p. 384.
- 7 Robert L. Frey and Lorenze P. Schrenk. Northern Pacific, Supersteam Era (1925-1945). Vol. 1. (San Marino, California: Golden West Books, 1985), p. 63.
- 8 Ibid., p. 60.
- 9 Brainerd, Minnesota 1871-1971. (Bang Printing: Centennial Edition of the Brainerd Daily Dispatch, 1971) p. 56.
- 10 Brainerd Dispatch. November 23, 1923, p. 7.
- 11 Frey and Schrenk, n.p.
- 12 Zapffe, p. 23.
- 13 Undated newspaper clipping from ca. 1968. On file: Brainerd Shops file, Crow Wing County Historical Society.
- 14 Ingolf Dillan, Brainerd's Half Century. (Minneapolis: General Printing Company, 1923) p. 22.



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Northern Pacific Railway Company Papers. Valuation Department.  
Structural Branch. Drawings, Northern Pacific Brainerd Shops,  
ca. 1883-1917. Drawers 31 and 32. 5 vols. Division of Archives  
and Manuscripts, Minnesota Historical Society.

Plats and blueprints of the Brainerd shops and shop site. On file:  
Brainerd International Trade Center, Brainerd, Minnesota.

Sanborn Fire Insurance maps for the years 1889, 1892, 1902, 1907, 1913,  
1917, 1929. On File: Map Library, Minnesota Historical Society.

Smalley, Eugene V. "The City of the Pines." The Northwest Magazine.  
July, 1888, pp. 8-9.

----- History of the Northern Pacific Railroad. New  
York: G. P. Putnam's Sons, 1883. Reprint ed. New York: Arno  
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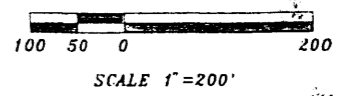
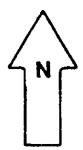
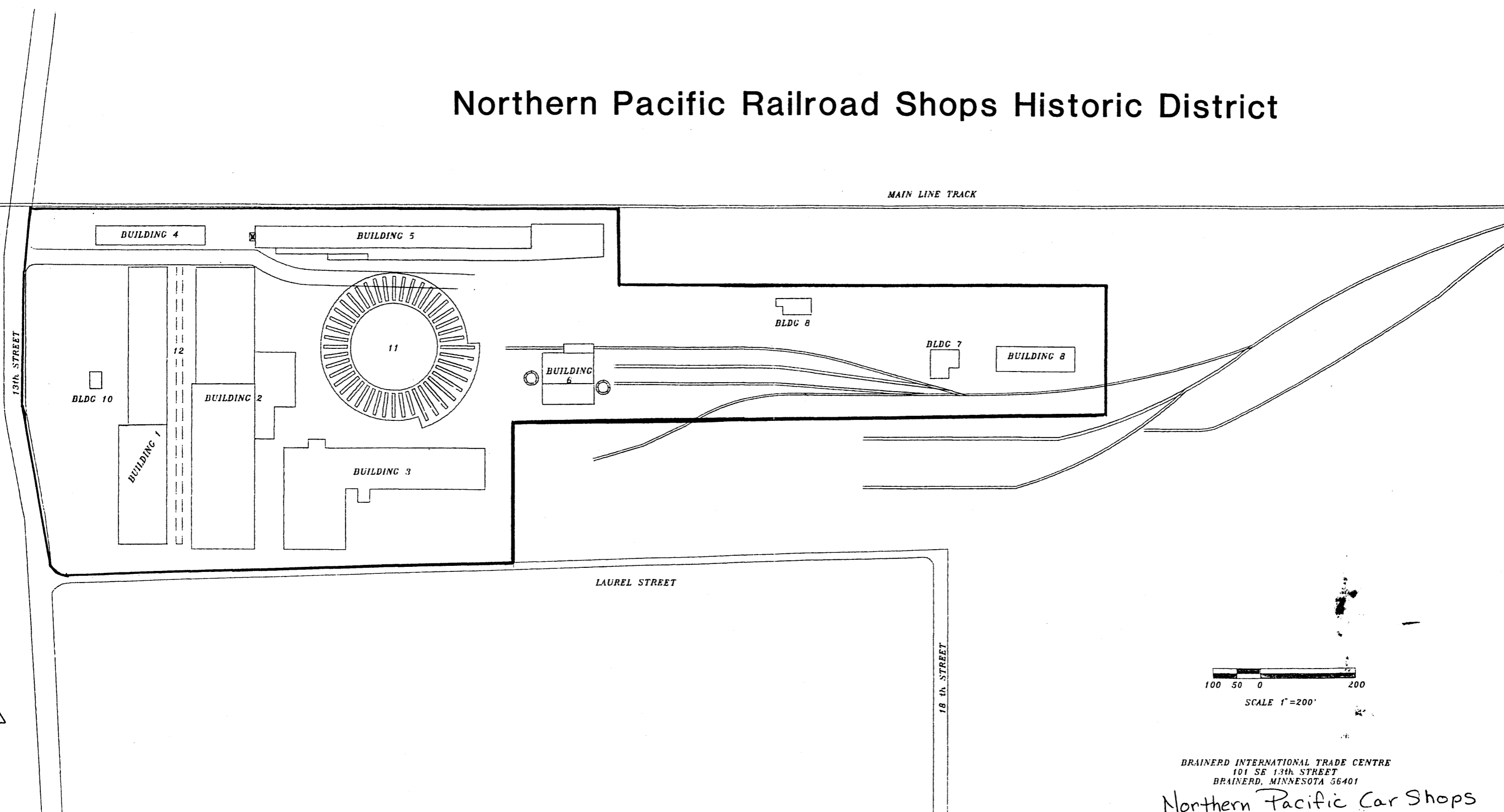
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# Northern Pacific Railroad Shops Historic District



BRainerd INTERNATIONAL TRADE CENTRE  
101 SE 13th STREET  
BRainerd, MINNESOTA 56401  
Northern Pacific Car Shops  
Historic District