PHASE II EVALUATION OF TWO RAILROAD CORRIDORS FOR THE CROSS CITY TRAIL PROJECT FROM PULASKI STREET TO 37TH AVENUE WEST DULUTH, ST. LOUIS COUNTY, MINNESOTA

S.P. No. 118-090-018
Mn/DOT Agreement No. 99791
Summit Project No. 1727-0038

Authorized and Sponsored by:
Minnesota Department of Transportation
Federal Highway Administration and
City of Duluth

Prepared by:
Andrew J. Schmidt, Principal Investigator
Summit Envirosolutions, Inc.
1217 Bandana Boulevard North
St. Paul, Minnesota 55108

May 2012

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MANAGEMENT SUMMARY

The Cross City Trail is a planned recreational trail located in Duluth in St. Louis County, Minnesota. The project is a 10 foot wide bituminous pedestrian trail, connecting the end of the Munger Trail at Pulaski Street to approximately 37th Avenue West. From the south, the trail roughly follows an existing trail through a park area, then runs on the north side of the active Burlington Northern Santa Fe (BNSF, formerly Northern Pacific or NP) railroad corridor. The trail then runs along existing streets and finally runs on the abandoned Canadian Pacific (CP, formerly Soo Line) railroad corridor.

The Cross City Trail project will receive Federal Highway Administration (FHWA) funds, and therefore, will need to comply with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). As part of its responsibilities to identify and evaluate historic properties that may be affected by this project, the Minnesota Department of Transportation (Mn/DOT) Cultural Resources Unit (CRU) contracted with Summit Envirosolutions, Inc. (Summit) to complete a Phase II architectural history evaluation of the two railroad corridors within the project area.

The project is located in the SE ¼ of Section 7, NW ¼ of Section 8, and N ½ of Section 18 of T49N, R14W and the S ½ of Section 13 of T49N, R15W. The project area of potential effect (APE) for this segment of the project was defined by CRU as the proposed trail route itself as well as the immediately facing properties. CRU asked Summit to evaluate the National Register eligibility of two railroad lines within this APE to aid in their review of the project. The survey area comprises 2 acres (0.81 hectares).

Andrew Schmidt served as Principal Investigator for the Phase II study. The field work was conducted on November 22, 2011. Standard architectural history field methods were utilized to document the railroad corridors and their setting. The corridors were recorded with architectural descriptions and digital photographs. As a result of the Phase II evaluation, it is recommended that the Duluth Short Line railroad corridor (XX-RRD-025) is eligible for listing in the NRHP as a railroad corridor historic district. It is further recommended that the Soo Line Duluth Branch Line railroad corridor is not eligible for listing in the NRHP (SL-DUL-2498).

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1.0 INTRODUCTION

The Cross City Trail is a planned recreational trail located in Duluth in St. Louis County, Minnesota. The project is a 10 foot wide bituminous pedestrian trail, connecting the end of the Munger Trail at Pulaski Street to approximately 37th Avenue West. From the south, the trail roughly follows an existing trail through a park area, then runs on the north side of the active Burlington Northern Santa Fe (BNSF, formerly Northern Pacific or NP) railroad corridor. The trail then runs along existing streets and finally runs on the abandoned Canadian Pacific (formerly Minneapolis, St. Paul and Sault Ste. Marie or Soo Line) railroad corridor.

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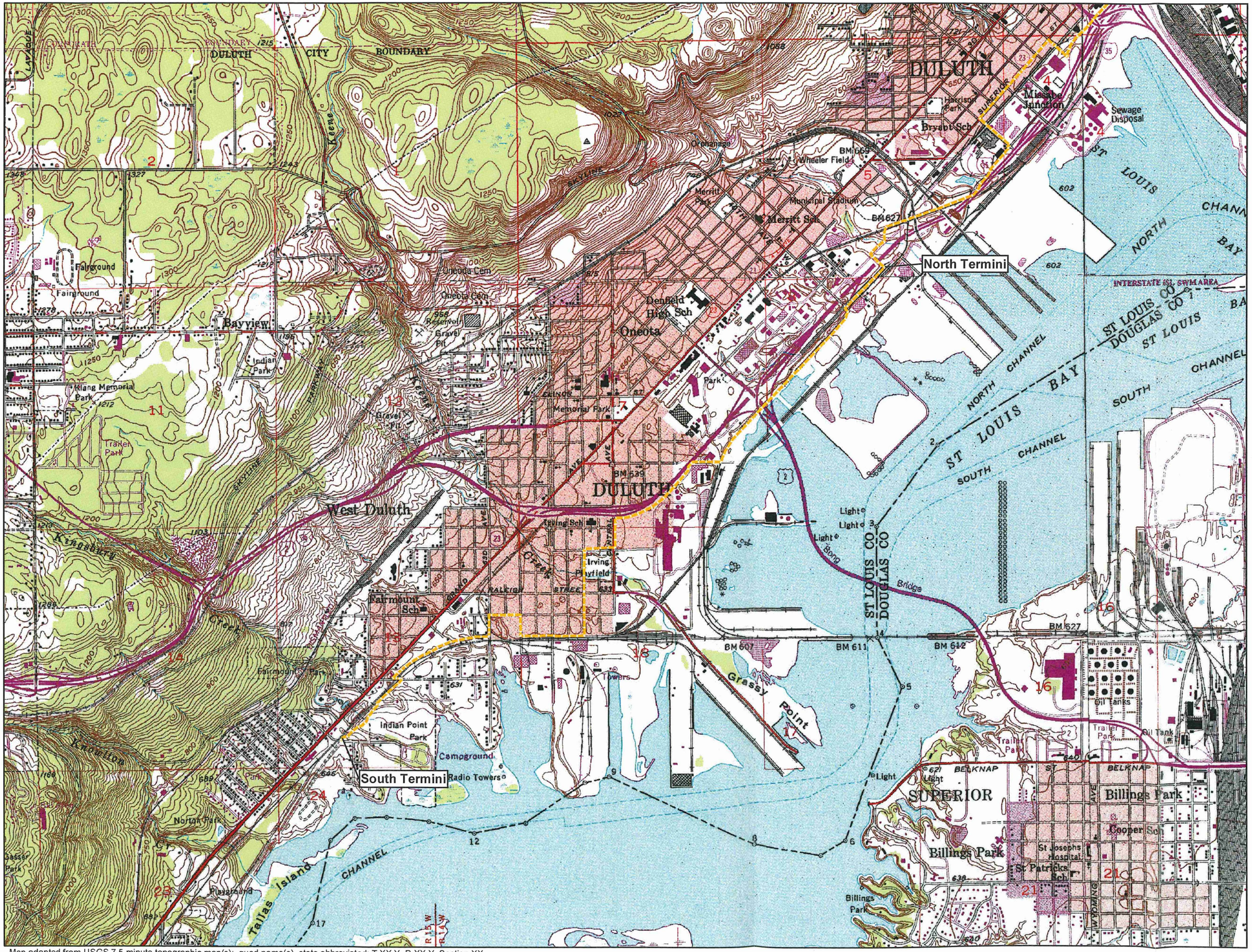
BNSF segment
North End; Easting: 565234 Northing: 5177514
South End; Easting: 564396 Northing: 5176501
CP segment
North End; Easting: 563483 Northing: 5175343
South End; Easting: 562240 Northing: 5175060



Map adapted from USGS 7.5 minute topographic map(s): quad name(s), state abbreviated; T XX Y, R XX Y, Section XX

Legend

Cross City Trail

Site Location

N
W E
S

0 2,000 Feet

1 inch = 2,000 feet

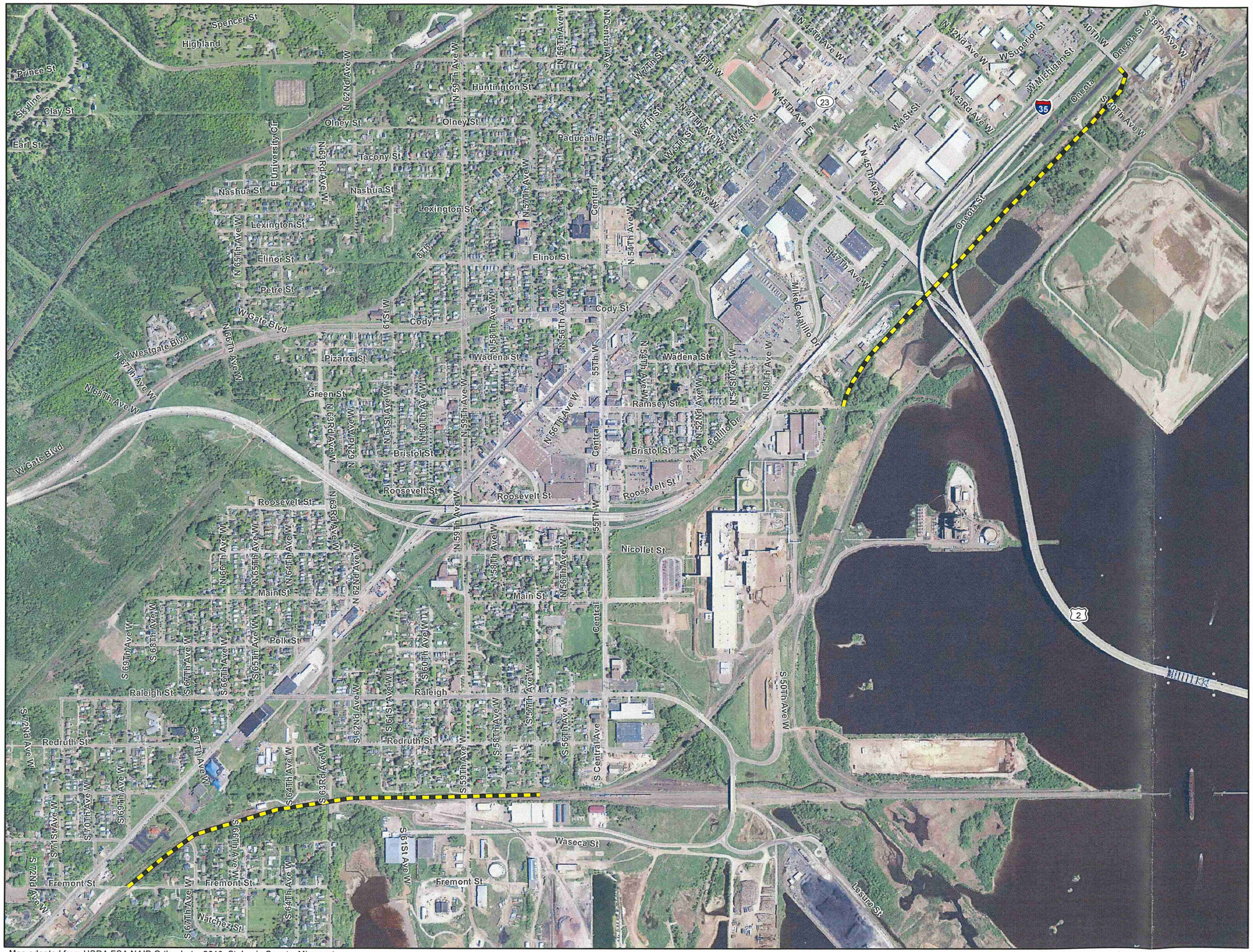
PROJECT LOCATION

Cross City Trail Project
Duluth, Saint Louis County, Minnesota

Figure 1

File: Project_Location.mxd
Summit Proj. No.: 1727-0038
Plot Date: 01/12/2012
Arc Operator: RLH
Reviewed by: AJS

Summit Envirosolutions



Map adapted from USDA FSA NAIP Orthophoto, 2010, St. Louis County, Minnesota.

Legend

Railroad Corridor Survey/Evaluation Areas

N
W E
S

0 900 Feet

1 inch = 900 feet

RAILROAD CORRIDOR SURVEY/EVALUTION AREAS

Cross City Trail Project
Duluth, Saint Louis County, Minnesota

Figure 2

File: Project_APE.mxd
Summit Proj. No.: 1727-0038
Plot Date: 01/12/2012
Arc Operator: RLH
Reviewed by: AJS

Summit Envirosolutions

2.0 METHODS

2.1 Objectives

The objective of this study was to evaluate two railroad corridors for NRHP eligibility. The Phase II evaluation consisted of application of the NRHP eligibility criteria, based on the registration requirements and integrity requirements of the Multiple Property Documentation Form (MPDF) *Railroads in Minnesota, 1862-1956* (Railroads MPDF) (Schmidt et al. 2007).

2.2 Methods

During a cultural resources review of the Cross City Trail project area, CRU staff identified portions of two railroad corridors within the project area. Because neither of these corridors had been evaluated for NRHP eligibility since completion of the Railroads MPDF, the CRU contracted with Summit to prepare a Phase II evaluation. Summit's investigation was guided by the Secretary of the Interior's Standards and Guidelines for Historic Preservation (48 FR 44716). Fieldwork and preparation of the final report with recommendations were completed by an architectural historian meeting the standards set forth in 36 CFR 61.

CRU staff defined the APE for this segment of the project as the proposed trail route and the immediately facing properties. Within this area are two railroad corridors that had not been evaluated for National Register eligibility. One area is located along the former Soo line corridor between Ramsey Street and North 40th Avenue West. The second area is located along the BNSF railroad corridor between Fremont Street and South 57th Avenue West (Figure 2).

Summit staff completed background research at the Minnesota State Historic Preservation Office (SHPO), the Minnesota Historical Society (MHS) library, and the University of Minnesota. Reports of previous historical surveys in the vicinity of the APE and other secondary sources, particularly the MPDF prepared for historic buildings in downtown Duluth, were reviewed at the SHPO and MHS to develop historic contexts for the project area. In addition, staff completed research regarding the railroad lines. Particularly useful were historical maps depicting railroad lines in Duluth and the Northern Pacific and Soo Line corporate records archived at the MHS library. The Railroads MPDF provided useful contexts regarding the railroad companies and their statewide significance.

Summit conducted an intensive-level survey of the portions of the railroad corridors within the APE to assess their current conditions and historic integrity. In order to understand the integrity of the whole railroad corridors, Summit also conducted a windshield survey and reviewed aerial photographs of the corridors beyond the APE.

Field documentation within the railroad corridors within the APE consisted of detailed written descriptions and digital photographs.

Using information gathered through the research and fieldwork, Summit evaluated the railroad corridors for eligibility for listing in the NRHP according to the registration requirements in the Railroads MPDF. The evaluations of NRHP eligibility include descriptions of the railroad properties within the APE, a brief historical background for the property or corridor, and an application of the significance and integrity requirements specified in the Minnesota railroads MPDF. The MPDF identifies a number of railroad property types that may be NRHP eligible, either as a historic district or individually, and defines significance and integrity requirements specific to each property type. The property type encountered within the APE was limited to the railroad corridors.

3.0 LITERATURE SEARCH RESULTS

3.1 Previous Studies

Summit staff completed background research related to the Lake Superior and Mississippi/St. Paul and Duluth/Northern Pacific railroads and the St. Paul, Minneapolis and Sault Ste. Marie (Soo Line) railroad and their relationship to Duluth. In a 2004 report, the Lake Superior and Mississippi railroad (later St. Paul and Duluth, then Northern Pacific) main line between St. Paul and Duluth was previously evaluated as eligible for listing in the NRHP (Mead & Hunt 2004). In addition, segments of the Soo Line railroad in Duluth were evaluated as not eligible in the same report. The Duluth Short Line railroad, however, was not evaluated in the 2004 report. Furthermore, the Soo Line evaluation in this report was prior to the completion of the Railroads MPDF.

3.2 Historic Context: Railroads and Duluth

Historically, Duluth was as much a railroad city as it was a port city: being at the head of Great Lakes shipping meant that Duluth served as a transfer point between modes of transportation. Without railroad connections, the Duluth-Superior harbor had potential but limited opportunity. When the Lake Superior and Mississippi railroad reached Duluth in 1870 and the Northern Pacific began building westward that same year, the potential began to be realized.

The Duluth-Superior Harbor is located within the St. Louis Bay of Lake Superior and is protected by the Minnesota Point sandbar. Periods of scouring by the St. Louis River, followed by sedimentation, formed the bay and bar that together offer a large, naturally protected harbor. Completion of the canal and locks at Sault Ste. Marie, Michigan, connecting Lakes Superior and Huron in 1855 opened up Lake Superior shipping to the Atlantic Ocean via the Erie Canal. With its natural harbor and location at the western end of the Great Lakes, the St. Louis Bay was thought by many to be the location of a future large city. A series of townsites were platted on St. Louis Bay and up the north shoreline several miles northeast of Minnesota Point. Along with the established town of Superior, Wisconsin, settlements in the area reached a population of about 2,000 in early 1857. This rapid growth was short lived, however, as the Panic of 1857 decimated Great Lakes shipping, and most of the residents of the Duluth-Superior settlements left the area (Beck and Labadie 2004:33-36; Eubank 1991:11-13).

The Duluth-Superior settlements did not fully recover until 1870. During the late 1860s, the Lake Superior and Mississippi (LS&M, later St. Paul and Duluth) railroad built its main line from St. Paul to Duluth, thus connecting by rail the heads of Great Lakes and Mississippi River shipping. The railroad connection attracted venture capital, most notably Philadelphia banker Jay Cooke, who in addition to the railroad, financed construction of a grain elevator and dock at Rice's Point in Duluth. In addition, in 1870, Cooke had raised sufficient capital for the Northern Pacific railroad to begin construction west from a junction with the LS&M railroad. Finally, Cooke formed the Minnesota

Canal and Harbor Improvement Company to dredge a canal through Minnesota Point, which would allow for more direct shipping to the Duluth side of the harbor. This investment and construction activity had an immediate impact on Duluth's population. From a handful of residents in 1869, the population of Duluth jumped to 3,500 by the summer of 1870 (Beck and Labadie 2004:38-43; Eubank 1991:17-18).

After railroads connected the Duluth-Superior harbor with farmlands to the south and west, grain shipments through the harbor expanded dramatically, from 500,000 bushels in 1871 to 2 million in 1873. Population continued growing as well, surpassing 5,000 people in Duluth by 1873. As happened in 1857, however, a national financial panic stopped Duluth's growth. The Panic of 1873, which was precipitated by the collapse of Jay Cooke's banking interests, led to an economic depression and bankrupted Duluth's main benefactor. Again, Duluth's population plummeted, dropping from over 5,000 to 1,300 over the next two years (Beck and Labadie 2004:47-48; Eubank 1991:19).

By the late 1870s, Duluth had recovered from the Panic of 1873, and its growth was fueled by Red River Valley wheat flowing through its harbor. Fed by the valley's bonanza wheat farms, Northern Pacific shipments of wheat to the Duluth-Superior harbor increased more than five-fold from the late 1870s to the early 1880s. This increase in grain shipments led to the construction of 11 new grain elevators on the east side of Rice's Point between 1878 and 1885. Meanwhile, the St. Paul, Minneapolis and Omaha (Omaha) railroad and the Eastern Railway of Minnesota (later Great Northern) completed lines in 1883 and 1888, respectively, to the Superior side of the harbor. These railroad connections led to a construction boom in Superior, and by the early 1890s, ten grain elevators lined the Superior side of the harbor. In 1891, the elevators at Duluth and Superior combined handled more than one million tons of grain (Beck and Labadie 2004:50-52; Eubank 1991:20-21).

To make their round trip profitable, however, the freighters carrying the millions of bushels of wheat from Duluth-Superior down the Great Lakes to Buffalo, New York, needed a backhaul commodity. Mines in western Pennsylvania and eastern Ohio were producing much of the nation's coal during the late 1870s and 1880s. From port cities on Lake Erie, freighters shipped coal up the Great Lakes, much of it to Duluth-Superior and then to cities and towns throughout Minnesota and the Dakotas via railroad. In 1881, the first two coal docks were built—one each on the Duluth and Superior sides of the harbor. By the end of the 1880s, additional coal docks were built, and coal shipments through the harbor had increased seven-fold (Beck and Labadie 2004:57-59).

If wheat shipments fueled development of a thriving Duluth-Superior harbor by the mid 1880s, iron ore transformed the harbor into one of the busiest in the United States. During 1883 and 1884, Charlemagne Tower, a Pennsylvania coal mine investor, and his agent George Stone bought up land in the Vermillion Iron Range, built the Duluth and Iron Range railroad to Two Harbors, and began mining operations. Two years later in 1886, the railroad was extended along the north shore to Duluth. By 1889, the

Vermillion Range was producing and shipping about 845,000 tons of iron ore (Beck and Labadie 2004:62-63; Eubank 1991:21).

Development of the Vermillion Range was only the beginning; the Merritt's, a family of timber cruisers and surveyors, discovered in 1889 what would become the Mesabi Iron Range, the largest of the Lake Superior ranges. The Merritt's, along with outside investors, acquired land for mining and built the Duluth, Missabe and Northern railroad, during 1891 and 1892 to a connection with the Duluth and Winnipeg railroad, which then hauled the iron ore to new ore docks on the Superior side. The next year the Merritt's extended their own railroad to Duluth and built an ore dock on the Duluth side. Although the Merritt's lost control of their railroad and mines during the Panic of 1893, the infrastructure they established would transform the Duluth-Superior harbor (Beck and Labadie 2004:64-68).

Duluth and Superior weathered the Panic of 1893 and ensuing economic depression, and as the national economy recovered during the mid to late 1890s, steel production created a seemingly insatiable demand for iron ore. To meet the demand, mining companies increased production, additional railroad lines were extended into the Mesabi Range, and ore docks were expanded on the Duluth-Superior harbor. Iron ore production increased dramatically during the 1890s. Ore shipments through Duluth and Superior grew from a half million tons in 1893 to two million tons in 1896, and then to 5 million tons in 1899. To handle this increased volume, a third ore dock was built in 1896 next to the Duluth and Winnipeg railroad ore dock in Superior, and two more ore docks were built in 1900 and 1901. Over the next two decades, massive new ore docks would be built on both sides of the St. Louis Bay, each extending thousands of feet into the bay with hundreds of thousands of tons of capacity.

The last of the raw materials to develop into a major commodity at the Duluth-Superior harbor was lumber. Although the first sawmills were built in the area during the mid 1850s, they milled locally harvested logs into lumber for local consumption. The Panics of 1857 and 1873 hurt the local sawmills, and during this period, the timber not used locally was sent south to Minneapolis or west to the new communities on the Northern Pacific. By the 1880s, the pineries of Michigan and Wisconsin were playing out, and lumbermen saw the pine forests of northern Minnesota, combined with the developing Duluth-Superior harbor, as a new opportunity.

When Frederick Weyerhaeuser invested in a Cloquet lumber company in 1883, it was the first major infusion of capital into the northern Minnesota lumber industry. Other investors followed suit, and timber flowed from the forests to the Duluth-Superior waterfront, were it was milled and readied for shipment. The influx of logs led to construction and expansion of mills in Duluth and Superior such that milled lumber increased from 10 million board feet in 1885 to 150 million board feet in 1890. Massive lumber mills were built on the harbor during the 1890s. For example, three new mills built during 1891 to 1895 added 120 million board feet of milling capacity (Beck and Labadie 2004:78).

In order to reach the more remote timber in the northern forests, logging companies transported the cut logs via railroads to the sawmill sites. Logging companies ran short, often temporary, feeder lines to the new branches and mains of the Soo Line, Great Northern, and Northern Pacific that crisscrossed the region between Duluth and the Red River Valley. Similarly, many new miles of railroad lines were built to serve the Mesabi, Vermillion, and Cuyuna iron ranges. The Great Northern, Duluth Missabe and Northern, Duluth and Iron Range, Soo Line, and Northern Pacific expanded their presence on the various ranges and funneled immense volumes of iron ore to the Duluth-Superior harbor. By 1910, the products of the mines, primarily iron ore, accounted for about 56 percent of the freight tonnage hauled by Minnesota railroads (Prosser 1966:42).

Expansion of facilities for the four main commodities shipped through the Duluth-Superior harbor—grain, coal, iron ore, and lumber—had created by the turn of the twentieth century a modern waterfront complex. Features of the harbor included specialized docks and wharfs, mills, elevators, warehouses, and a web of railroad short lines, branch lines, and spur lines. Although the waterfront was the focal point where freight was transferred between ships and trains, railroads made the complex work. The railroads hauled in raw materials, and they hauled out raw materials, processed materials, and package freight; they moved materials and goods between manufacturing plants, warehouses, and docks and wharfs; and they interconnected the individual facilities into a singular port complex.

With expansion of northern railroads, by the 1890s, Minnesota's transportation network had transformed from several pioneer lines to many overlapping grids that connected all of southern Minnesota, the Red River Valley, and Duluth-Superior to the larger national transportation network. Three sets of overlapping lines now spread across the state, one of which was centered on the Duluth-Superior Harbor. Spreading out like spokes from a hub, railroads connected the harbor to the iron ranges, northern forests, Red River Valley, and Minneapolis-St. Paul (Borchert 1989:56). By the early twentieth century, multiple railroads served the harbor, including: North Pacific; St. Paul and Duluth; Great Northern; Duluth Missabe and Northern; Duluth and Iron Range; Soo Line; Omaha; and Wisconsin Central.

Although the railroads entered the harbor area on either the Duluth or Superior side, they had no particular allegiance to either city. In order to access to the waterfront and make connections to docks and warehouses located on both sides of St. Louis Bay, railroads would need either to bridge the bay or to build separate branch lines around it. In the process, they connected the two sides of St. Louis Bay through a series of bridges, short lines, and industrial spurs. Beginning in 1885, railroad companies undertook a 25-year bridge-building campaign that resulted in five new bridges, in addition to the Aerial Lift Bridge across the Duluth Ship Canal.

The first crossing of St. Louis Bay was a pair of spans built in 1885 at Connor's and Rice's Points, and known as the Minnesota and Wisconsin Drawbridges. This crossing provided the Northern Pacific with direct access to grain elevators in both Duluth and

Superior. With the grain trade growing rapidly and the construction of new elevators during the 1880s, the one crossing quickly grew congested. In 1887, the St. Paul and Duluth railroad built the Duluth Short Line and a bridge over St. Louis Bay at Grassy Point to gain access to Elevator Row in Superior. The Northern Pacific, which had been leasing the St. Paul and Duluth main line between Carlton and Duluth since 1870 (when it was still the Lake Superior and Mississippi railroad), also utilized the Grassy Point Bridge to access Superior. The two bridges, with their connecting railroad lines, formed a triangular loop that connected downtown Duluth, the west Duluth industrial area, and Superior.

As construction of coal and ore docks on both sides of the harbor increased during the 1890s, so too did the demand for bridges to connect them. In 1892, the Duluth and Winnipeg railroad built a bridge over the St. Louis River near New Duluth to gain access to the Allouez Bay ore docks in Superior. Also during the early 1890s, the cities of Duluth and Superior were negotiating construction of a combined railroad and vehicular bridge between Rice's and Connor's Points. Construction began in 1897, and the Interstate Bridge was completed the following year. The last of the railroad bridges built during this era of expansion was the Oliver Bridge, which was built in 1910 by the Duluth Missabe and Northern railroad near the old Duluth and Winnipeg railroad bridge (dismantled in 1909). Of the five railroad bridges built during 1885 to 1910, only the Grassy Point and Oliver Bridges are extant (Beck and Labadie 2004:101; King 1985:1-4).

In order to connect their main lines with the shipping facilities at the Duluth-Superior Harbor, railroad companies built a network of short lines and spurs by the turn of the twentieth century. The Lake Superior Terminal and Transfer Railway (1884), the Duluth Short Line (1887), and the Duluth Transfer Railway (1890) are several examples of short lines within the harbor area. In addition, industrial spurs and rail yards lined the waterfront on both sides of the harbor (Frank 1902; Sanborn Map Company 1908).

With the development of the early railroad network and two of the bay bridges by the late 1880s, the Duluth and Superior harbors were developing as the Twin Ports Harbor. During the 1890s, the U.S. Army Corps of Engineers unified the Twin Ports. In 1881, the U.S. Congress assigned maintenance and oversight of the Soo Locks and Dams at Sault Ste. Marie, as well as navigation channels in the Great Lakes harbors. It was the Rivers and Harbors Act of 1892, however, that provided funding for deepening the navigation channels to 20 feet. In 1896, Congress appropriated more money for harbor improvements at Duluth-Superior, and in the process, effectively combined the two harbors. In addition to deepening the navigation channels, the Corps rebuilt the Duluth Ship Canal, deepening and widening the canal and extending the breakwaters, and rebuilt the Superior breakwaters and piers to better protect the east entry to the harbor. Finally, the Corps created a protected anchorage basin inside the harbor. This series of projects was completed by 1908 (Beck and Labadie 2004:105-106).

During the early twentieth century, shipping facilities continued to expand for iron ore, coal, wheat and other grains, and other package goods. By 1939, 98 wharves and

terminals lined the Twin Ports harbor. Shipping facilities included seven ore docks (some a half mile long), 21 coal docks, 11 grain elevator complexes with a capacity of 48 million barrels, and numerous warehouses and bulk storage sites (Beck and Labadie 2004:159). Linking all of these facilities was the network of railroads and bridges in place since 1910.

3.3 Historic Context: Minneapolis St. Paul and Sault Ste. Marie Railroad

Portions from *Railroads in Minnesota, 1862-1956* (Schmidt et al. 2007).

A group of Minneapolis businessmen, primarily in the milling industry, incorporated three separate predecessor lines of the Minneapolis St. Paul and Sault Ste. Marie Railway Company (Soo Line) in 1883 and 1884 to gain independent connections to the wheat fields to the west and the flour markets to the east. The Minneapolis investors, largely the same group that in 1870 had incorporated the Minneapolis and St. Louis railroad, wanted a locally owned railroad that would give priority of wheat shipments to the Minneapolis mills over those of Duluth and Chicago and would haul flour to eastern markets at competitive rates. Many saw such a venture as critical to protecting the emerging flour milling industry. A relative late-comer to Minnesota railroading, the Soo Line established its mainline from Sault Ste. Marie, Michigan, through the Twin Cities and then to Portal, North Dakota, by 1893, connecting to the Canadian Pacific railroad at both ends. Although controlled by the Canadian Pacific, the Soo Line provided competitive shipping to and from the Twin Cities market and created a third northern transcontinental connection to the Twin Cities.

When the Soo Line expanded its network in the first decade of the twentieth century, it opened new routes to Duluth, it established competition for the Great Northern and Northern Pacific railroads, and it provided the first rail service to the new Cuyuna Iron Range.

In 1883, the Minneapolis Sault Ste. Marie and Atlantic Railway Company (MSSM&A) was incorporated to build a railroad between the Twin Cities and Sault Ste. Marie, Michigan, as a means of bypassing Chicago. The new company was completely financed by Minneapolis investors, and 75 percent of the total stock was owned by flour-milling interests. The railroad was built to Sault Ste. Marie between 1884 and 1887, including a bridge to Canada in a joint venture with the Canadian Pacific and Duluth South Shore and Atlantic railroads (Gjevre 1990:13-14).

The Minneapolis and Pacific Railway Company was incorporated in 1884 to build westward from Minneapolis into North Dakota. This line was incorporated by the same group of Minneapolis investors as the MSSM&A. The Minneapolis and Pacific was intended to bring wheat to the mills, which would be processed, then shipped east. In 1886, the line was built to Lidgerwood, North Dakota (Gjevre 1990:15-16; Prosser 1966:141). The Minneapolis and St. Croix Railway Company was incorporated in 1884

to build a line connecting the Minneapolis and Pacific railroad in Minneapolis with MSSM&A at Turtle Lake, Wisconsin. In 1887, a line was built from Minneapolis to the St. Croix River with a branch to St. Paul (Gjevre 1990:18; Prosser 1966:142).

By 1888, the Canadian Pacific, which had recently completed a line to Sault Ste. Marie from the northeast, was eager to establish a connection with the Twin Cities. Two large shareholders of the Canadian Pacific acquired a controlling interest in shares of the MSSM&A, Minneapolis and Pacific, and Minneapolis and St. Croix railroads and consolidated the companies into the Soo Line. Two years later in 1890, the Canadian Pacific acquired a majority of the Soo Line's equity (Gjevre 1990:18; Hofsommer 2005a:156, 184; Lamb 1977:167).

After consolidation, the Soo Line quickly assumed an important role in Minnesota railroading. By 1889, for example, the Soo Line was the fifth leading carrier of freight into and out of Minneapolis, and it was a major employer. The Soo Line also helped shape western Minnesota in the 1880s and northern Minnesota during the early twentieth century. The Soo Line platted dozens of towns along its lines, many in sparsely settled areas (Gjevre 1990:139; Harvey 1982:65-70).

After a slowdown in construction during the economic depression of the mid 1890s, the Soo Line expanded its network throughout northern Minnesota during the early twentieth century. The Winnipeg Line was built in 1903 and 1904 from Glenwood to Noyes to gain additional service areas in the Red River Valley and to provide an additional connection to the Canadian Pacific. The new line also provided the spine for a new northern Minnesota rail network created by the Wheat, Brooten, and Plummer lines (Gjevre 1990:39; Prosser 1966:145).

The Brooten Line was built as a cutoff between the mainline at Brooten in western Stearns County and the port at Superior, Wisconsin, with additional connections to Duluth. The line was completed to Superior in 1909. It allowed a much more direct connection between the Soo Line's mainline and the Lake Superior ports. In addition, the new Plummer Line would connect with this line at Moose Lake for access to the ports. The Plummer Line was built to provide more direct access between Duluth/Superior and Winnipeg. It was constructed in 1909 and 1910 from Moose Lake on the new Brooten Line to Plummer on the Winnipeg line, south of Thief River Falls (Gjevre 1995: 31-32, 49; Prosser 1966:145).

Completion of new lines and the acquisition of existing lines greatly increased the Soo Line presence in northern Minnesota. From a primarily through route to and from the Twin Cities during the late nineteenth century, the Soo Line expanded its network and diversified its freight during the early twentieth century. For example, from 1900 to 1910, the mileage of track owned by the Soo Line more than doubled, and much of the new trackage was in Minnesota (Poor 1900, 1910). The Soo Line's northern Minnesota network provided Duluth with additional railroad connections to three important resource areas: wheat lands, pine forests, and the Cuyuna iron range.

By the 1920s, the Soo Line was a financially sound regional railroad. It carried diverse freight, including agricultural products, iron ore, coal, and lumber. It served as the U.S. leg of the Canadian Pacific transcontinental, and it connected with major terminal markets at Minneapolis/St. Paul, Duluth, and Chicago. The Great Depression affected the Soo Line like most railroads—revenues fell precipitously after 1929. The Soo Line staved off bankruptcy longer than many railroads, due to its cash reserves, the backing of the Canadian Pacific railroad, deferred maintenance, and cutbacks in operations. After years of operating at a deficit, the Soo Line filed for bankruptcy at the end of 1937. The company remained in receivership for nearly five years until World War II created sufficient demand for railroads, and the Soo Line emerged from receivership in 1942 (Gjevre 1990:197).

During the 1950s and 1960s, the Soo Line resumed its strategy from the 1920s and successfully operated as a regional carrier with strong transcontinental connections. In 1961, the company was officially renamed the Soo Line Railroad Company, which had long been its logo. Concerned about competition from its larger interregional rivals, such as the Burlington Northern, the Soo Line acquired the Minneapolis Northfield and Southern railroad in 1983 and the bankrupt Chicago Milwaukee St. Paul and Pacific in 1985. During the early 1990s, the Canadian Pacific acquired all of the outstanding Soo Line stock, and the Soo Line became a wholly owned subsidiary of the Canadian Pacific (Abbey 1988:407).

3.4 Historic Context: Lake Superior and Mississippi Railroad Company

Portions from *Railroads in Minnesota, 1862-1956* (Schmidt et al. 2007).

The Lake Superior and Mississippi (LS&M) railroad was incorporated in 1857, as the Nebraska and Lake Superior Railroad Company, but did no work until after changing its name to the LS&M in 1861 (Railroad and Warehouse Commission 1898:163). Originally charged with connecting Lake Superior to the commercial waterways of the Mississippi and St. Croix rivers, financial issues delayed construction until the late 1860s. After receiving over 850,000 acres of land grants in 1865, construction began in 1868, and track was laid between St. Paul and Wyoming during that year (Prosser 1966:138). Construction continued and the line reached Duluth 1870, later known as the Skally Line.

Because the Skally Line was the only direct connection between the Twin Cities and the Lake Superior ports when it was built, the Northern Pacific began leasing the LS&M in 1872. The relationship between these two railroads, however, began two years earlier. When the Northern Pacific began construction in 1870, the first segment of its track was designed to intersect with the LS&M near present-day Carlton, Minnesota, where the line could connect with freight traffic from St. Paul and points east and with shipments from Duluth. The LS&M's routes were purchased by the St. Paul and Duluth (StP&D)

railroad in 1877, but not formally referred to as part of the Northern Pacific system until the Northern Pacific's purchase of the StP&D in 1900.

The St. Paul and Duluth Railroad Company (StP&D) was incorporated in 1877, and its first act was the acquisition of the LS&M and its St. Paul to Duluth route. Two years later, the company built a short spur from North Pacific Junction at Carlton to Knife Falls (now Cloquet). From a regional standpoint, the StP&D's goals were a continuation of the LS&M's. As part of this strategy, the StP&D leased the newly-completed Taylors Falls and Lake Superior Railroad in 1880, bringing St. Croix River shipments to its Wyoming station. From a national perspective, the StP&D served the interests of the Northern Pacific, acting as a link between the Northern Pacific's terminus in Duluth, St. Paul, and the markets of Chicago and the east.

Under the auspices of the Duluth Short Line Railway Company, which was incorporated in 1886, the StP&D built a connecting line to Superior, Wisconsin. The Duluth Short Line extended from a connection with the StP&D near Thomson to the bridge over St. Louis Bay at Grassy Point in West Duluth. Even before it was built, the Duluth Short Line was leased by the StP&D beginning in 1886 (Railroad and Warehouse Commission 1898:163). Two years later, the line was completed as part of the complex network of rails designed to connect the Lake Superior ports to the Minnesota railroad network. The Duluth Short Line was acquired by the Northern Pacific when it purchased of the StP&D in 1900.

The Skally Line was instrumental in providing direct service for shipping agricultural products and building materials between Minneapolis/St. Paul and the Lake Superior docks. James J. Hill regarded it as a competitor with his St. Paul Minneapolis and Manitoba (Manitoba) railroad. In an attempt to shorten its shipping distances, the Manitoba built multiple cutoffs from points on its Minneapolis to St. Cloud line to points on its St. Cloud to Hinckley line.

In 1898, the StP&D purchased the Taylors Falls and Lake Superior Railroad Company and its line from Wyoming to Taylors Falls. The following year, it acquired the Grantsburg Rush City and St. Cloud Company, the St. Cloud Grantsburg and Ashland Railroad (StCG&A), and the Stillwater and St. Paul Railroad Company, solidifying its control of Minnesota's central eastern border. With the heated competition between the Northern Pacific and the Manitoba to establish shipping dominance to Lake Superior ports, the StP&D's 238 miles of track were ripe for acquisition. The Northern Pacific formally acquired the Skally Line in 1900 (Poor 1920:927).

4.0 RESULTS

Andrew Schmidt served as Principal Investigator for the Phase II study, and conducted the fieldwork on November 22, 2011.

4.1 Soo Line Duluth Branch Line (SL-DUL-2498)

4.1.1 Description

Within the APE, the route of the Soo Line Duluth branch line follows a roughly southwest to northeast alignment, paralleling on its west side I-35, which was completed to Mesaba Avenue in 1971. At the southwest end of the Soo Line segment of the APE, the railroad corridor turns south toward its historical period connection with the Northern Pacific bridge at Grassy Point. On the northeast end of the Soo Line segment of the APE, the railroad continues in a northeasterly direction toward downtown Duluth.

Running parallel to the Lake Superior waterfront less than ¼ mile inland, the portion of the Soo Line corridor within the APE includes a clearly visible, engineered grade. In this area, southwest of 40th Avenue, the railroad roadway is built up on substantial fill, ranging from 5 to 15 feet above the surrounding grades with steep slopes. The roadbed is approximately 12 feet wide. No ballast, ties, or rails are present on the roadbed, which appears to be currently used as a two-track vehicular road.

North of 40th Avenue, the railroad roadway becomes less well-defined and then disappears altogether, having been redeveloped as a modern light industrial site. Approximately 1/3 mile to the northeast (outside of the APE), the grade becomes visible again and is built on substantial fill. This intact portion is about 1/10 mile long and includes a through plate girder bridge over 37th Avenue. At I-35, the railroad corridor disappears again, and there are no more intact portions of the Soo Line corridor into downtown Duluth.

The portion of the Soo Line corridor southwest of the APE is similar to that within the APE. The roadbed is built on varying degrees of fill. No ballast, ties, or rails are present. The corridor continues south to its former connection with the Northern Pacific.

4.1.2 Historical Background

As described in the historic contexts above, Soo Line built into Superior in 1909 as part of its campaign to establish a northern Minnesota network during 1905 to 1909. An extension was built from Moose Lake, where the Brooten and Plummer lines converged, across the state line into Wisconsin, and north into Superior. Also in 1909, the Wisconsin Central railroad, which had built into Superior the previous year, built a terminal line from Superior to Duluth, utilizing the Northern Pacific bridge at Grassy Point to cross St. Louis Bay. As the Wisconsin Central was building into Duluth-Superior, the Soo Line acquired a controlling interest in the Wisconsin Central in 1908 and signed a 99 year lease for use of its tracks to access the Duluth side of the Twin Ports. In addition, the

Wisconsin Central built a depot in 1909 that the Soo Line operated as its Duluth terminal. The depot, demolished in 1972, was a Neo-classical Revival building located at Superior Street and West 7th Avenue.

When the Minneapolis St. Paul and Sault Ste. Marie merged with the Duluth South Shore and Atlantic and the Wisconsin Central as the Soo Line in 1961, most passenger service was eliminated. However, the Chicago to Duluth service, with connection to St. Paul, continued until 1965. It is not known when the Duluth Branch Line was abandoned; however, I-35 cut off the branch line from downtown Duluth by 1971.

4.1.3 Evaluation

Typically, when evaluating a railroad corridor for NRHP eligibility as a historic district, its historic associations are identified to determine whether the corridor meets the Minnesota Railroads MPDF registration requirements (Schmidt et al. 2007). Then, if the corridor meets the requirements, its historic integrity is assessed. In the case of the Soo Line Duluth branch line, the integrity was clearly an issue and was assessed first to establish whether the corridor had any potential to be a railroad corridor historic district.

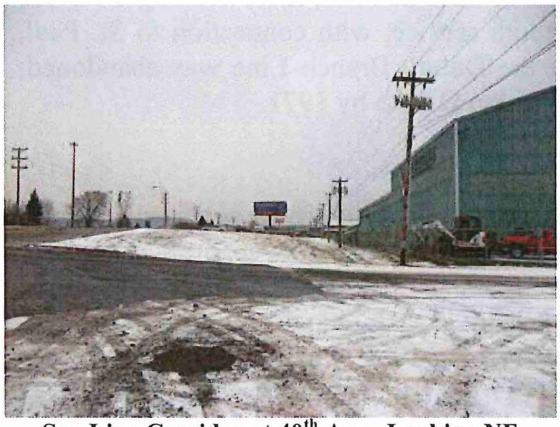
The railroad corridor within the APE was historically a segment of a larger railroad corridor between downtown Duluth and Superior, Wisconsin. For a railroad corridor historic district to be present, the larger corridor that is associated with the historically significant railroad connection must retain historic integrity. The critical associative characteristic for a railroad corridor to retain historic integrity is its linear quality. As stated in the Minnesota railroads MPDF:

> A railroad corridor historic district cannot include a segment where the associative [linear] quality is not present. For a segment of a railroad corridor to be considered within the boundaries of a railroad corridor historic district, there must be some remaining visible expression on the landscape of the railroad... If a railroad corridor segment has completely lost its integrity, such that there is no visible expression on the landscape, corridor segments on either side of that segment have also lost their ability to convey the operation of the whole corridor as a single transportation corridor (Schmidt et al. 2007:F-230).

As noted in the description above, immediately northwest of the APE, the former Soo Line Duluth Branch Line railroad corridor disappears, and no visual expression of the railroad is present. Although there is an intact portion of roadway farther northwest, the corridor disappears again at I-35, and there are no more intact segments from that point into downtown. The segments of the corridor that are not extant have been re-graded and redeveloped for commercial and industrial uses. As a result, no potential exists for a Soo Line Duluth Branch Line railroad corridor historic district. Although the segment of the former railroad corridor within the APE retains some degree of historic integrity, it alone cannot convey the linear qualities of the railroad corridor or any potentially significant

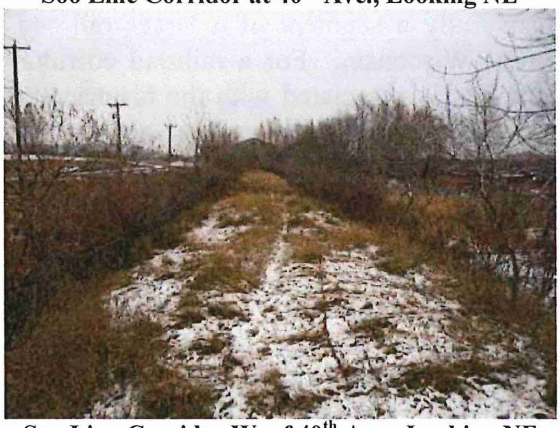
associations. For this reason, the Soo Line Duluth Branch Line corridor is recommended as not eligible for listing in the NRHP.

Figure 3. Soo Line Duluth Branch Line Photographs



Soo Line Corridor at 40th Ave., Looking NE

Soo Line Corridor at 40th Ave., Looking SW



Soo Line Corridor W. of 40th Ave., Looking NE

Soo Line Corridor W. of 40th Ave., Looking SW

4.2 Duluth Short Line Railroad (XX-RRD-025)

4.2.1 Description

Duluth Short Line (Short Line) railroad corridor runs between the St. Paul and Duluth main line at Thomson to Superior, Wisconsin, via a bridge over St. Louis Bay. Within the APE, the route of the Short Line railroad corridor follows an east-west alignment (Figure 4). At the east end of the Short Line segment of the APE, the railroad corridor continues east to the railroad bridge over St. Louis Bay, where it crosses to Superior, Wisconsin. At the west end of the APE, the Short Line corridor briefly joins with the former St. Paul and Duluth main line at a wye intersection. The Short Line splits and runs on the northeast and southwest legs of the wye, historically providing access to the main line into Duluth or westward. To the southwest of the wye, the Short Line branches off to the northwest, joining with the main line again at Thomson. The Short Line

Map adapted from USDA FSA NAIP Orthophoto, 2010, St. Louis County, Minnesota.

Legend

Duluth Short Line Railroad

Site Location

N
W E
S

0 1,100 Feet
1 inch = 1,257.995546 feet

PHASE II Evaluation Results

Cross City Trail Project
Duluth, Saint Louis County, Minnesota

Figure 4

File: Project_APE.mxd
Summit Proj. No.: 1727-0038
Plot Date: 04/19/2012
Arc Operator: RLH
Reviewed by: AJS

Summit Envirosolutions

corridor within the APE is an active railroad line. To the southwest where the Short Line splits from the former Northern Pacific main line, however, the corridor has been converted to the Willard Munger recreational trail (Figure 4). Despite this conversion, the railroad corridor retains its key linear characteristics running westward to Thomson.

The Short Line corridor within the APE varies in width from approximately 40 to 80 feet. The railroad roadway is essentially at grade with the surrounding land uses, and the roadbed is built up on minimal fill. It is an active railroad line. The track structure includes crushed granite ballast, wood ties, and steel rails.

Continuing east beyond the APE, the Short Line corridor broadens to nearly 300 feet to accommodate a railyard, then narrows to approximately 40 feet as it approaches the bridge over the St. Louis Bay (Figure 4). The bridge is a steel-truss swing span structure with steel girder approach spans. The Short Line corridor appears to be intact on the Wisconsin side running to Superior.

4.2.2 Historical Background

The Northern Pacific railroad built the first bridge across St. Louis Bay in 1885 at Conner's and Rice's Points. Known as the Minnesota-Wisconsin Drawbridge, this structure provided a direct connection between the growing Duluth and Superior harbors. Because some railroads came directly into Duluth and some directly into Superior, multiple railroads used this bridge to access the grain elevators at Rice's point on the Duluth side and "elevator row" on the Superior side. As the grain trade and therefore railroad traffic grew, the Minnesota-Wisconsin Drawbridge, which was single tracked, became congested shortly after construction (Beck and Labadie 2004:101).

To ease congestion on the Minnesota-Wisconsin Drawbridge, the St. Paul and Duluth railroad built a new bridge at Grassy Point in 1887, which was connected to the mainline via a new short line railroad, the Duluth Short Line. This short line branched from the St. Paul and Duluth main line at Thomson (just east of Carlton). The Short Line mainly paralleled the main line to West Duluth, where it turned sharply eastward and crossed St. Louis Bay on the Grassy Point Bridge. The bridge provided the St. Paul and Duluth, which entered the harbor complex on the Duluth side, with access to Superior and, in particular, to the rapidly growing elevator row. In addition, through lease agreements with the St. Paul and Duluth railroad, the Northern Pacific gained access to the Superior elevators as well as the ore docks at Allouez Bay. The St. Paul and Duluth was acquired in 1900 by the Northern Pacific, which used the short line and bridge to move trains between its transcontinental mainline and the Superior harbor (Beck and Labadie 2004:101; King 1985:2-3). In addition, the Soo Line built into the harbor complex on the Superior side in 1909, and in the following year took over the Wisconsin Central lease of the Grassy Point Bridge and its terminal line into Duluth. The Soo Line then built a large, ornate depot on Superior Street and Sixth Avenue, which it accessed via the Grassy Point Bridge.

After the Northern Pacific acquired the St. Paul and Duluth, it continued using the Duluth Short Line and the Grassy Point Bridge to move traffic between Duluth and Superior. The original bridge was replaced by the current swingspan bridge in 1909 (King 1985:1). The corridor and bridge remain in active use.

Three additional railroad bridges were built over St. Louis Bay/River prior to 1910. The St. Louis River Bridge was built in 1892 by the Duluth and Winnipeg railroad to provide a crossing into Superior and its Allouez Bay ore dock. This was one of the first railroads carrying Mesabi Range iron ore directly to the Duluth-Superior Harbor. The Duluth and Winnipeg railroad was acquired by the Great Northern in 1898 and demolished in 1909 (King 1985:3-4).

The Interstate Bridge was built by the Duluth-Superior Bridge Company, which was formed in 1894 and owned by the Great Northern railroad. The bridge was completed in 1897 between Connor's Point and Rice's Point, carrying two sets of railroad tracks and two streetcar tracks. Although the bridge was not used by the Great Northern, it carried streetcars, automobiles, and pedestrians. After the Blatnick Bridge was built in 1961 the Great Northern and Northern Pacific merged in 1970, the Interstate Bridge was no longer needed. The bridge was demolished in 1972 (King 1985:1-2).

The Oliver Bridge was built in 1910 by the Duluth Missabe and Northern railroad. The last of the railroad bridges, the Oliver Bridge was part of the Interstate Transfer Railway, which was a short line built to connect the Minnesota Steel Company's plant in West Duluth with various railroads in Superior. This bridge remains in active use (King 1985:3).

4.2.3 Evaluation

The Duluth Short Line railroad corridor was evaluated for eligibility for listing in the NRHP as a railroad corridor historic district, according to the requirements of the Minnesota Railroads MPDF (Schmidt et al. 2007).

The Duluth Short Line did not open a region of the state to settlement: its construction in 1887 post-dated the arrival of railroads in Duluth by 17 years. Therefore, the Duluth Short Line does not meet Registration Requirement 1.

Furthermore, the Duluth Short Line did not provide a connection between a significant resource or commercial or manufacturing node and a transfer or terminal market. The St. Paul and Duluth and Northern Pacific main lines fulfilled that function, but the short line was a connector between those main lines and the Superior terminals. Therefore, the Duluth Short Line does not meet Registration Requirement 2.

The Duluth Short Line was not an influential component of the statewide railroad network, and it did not provide an important early connection within the network. As a short connector line, the short line cannot be seen as having a statewide influence. In addition, although it provided important connections between railroads and shipping

terminals, the short line was not an early connection between those modes of transportation. Therefore, the Duluth Short Line does not meet Registration Requirement 3.

Registration Requirement 4 states that:

> A railroad corridor historic district provided a critical link or junction between two or more important railroad corridors, and the connection led to significant expansion of operations in the transportation network or in commerce or industry. The corridor directly contributed to the development of the commercial or industrial operations, or it influenced transportation patterns in an area of particularly heavy railroad traffic (Schmidt et al. 2007:F196).

The Duluth Short Line railroad corridor directly connected the St. Paul and Duluth and Northern Pacific main lines to the Superior harbor front. It also provided the Soo Line access from the Superior side to its Duluth depot and freight facilities. In this way, the corridor directly contributed to commercial development at the Duluth-Superior Harbor. In addition, the Duluth Short Line was part of a network of bridges, main lines, branches, short lines, and spurs that knit together the Twin Ports harbor complex.

The 1880s were a critical period of growth for Duluth and Superior. The cities had recovered from the economic depression of the 1870s and were growing rapidly. Industry, commerce, and population all surged, as the combined waterfront was evolving into one of the most important harbors in the country. By the end of the 1880s, Duluth's population reached 33,000, and by 1900, it reached 53,000. During the 1880s and 1890s, new elevators capable of handling millions of bushels of grain were built in Duluth and Superior to handle the flood of Red River Valley wheat. The Northern Pacific alone increased its average haul of wheat into Duluth from 1.7 million bushels during the late 1870s to 9.2 million bushels by the mid 1880s. Furthermore, during the 1880s, Duluth and Superior were a growing center for milling and shipping lumber, and output in the two cities increased from 10 million board feet in 1885 to 150 million board feet in 1890 (Koop and Morris 2006:E7, E15). In addition, by the late 1880s, Vermillion Range iron ore was shipping from Duluth, and by the early 1890s, Mesabi Range ore was shipping from Duluth and Superior. By the turn of the twentieth century, tonnage shipped through the Twin Ports was second only to the New York Harbor (Beck and Labadie 2004:158).

Prior to the 1880s, Duluth and Superior acted as separate harbors, competing for freight and dominance in the market. Duluthians dredged the Ship Canal in 1870 for improved access to their side, and with Northern Pacific and Lake Superior and Mississippi railroad connections, Duluth had the advantage. Superior, however, had plenty of open, flat land for railroad facilities and attracted the Chicago, St. Paul, Minneapolis and Omaha railroad and the Great Northern railroad during the 1880s. In addition, iron range railroads were building lines into both cities, as well as railroad facilities and freight-handling facilities. As the decade progressed, there was no need for the two cities to compete; rather, the issue was how to handle the ever increasing amount of freight.

Of key significance to the development of the combined Twin Ports complex were the series of railroad bridges built over St. Louis Bay during 1885 to 1910. A vast railroad network of short lines and spurs connected the main lines to the dozens of miles of grain elevators and ore, coal, timber, and general freight docks and their associated slips. It would have been most efficient for the railroads if the shipping facilities were in a concentrated area. Due to the geography of St. Louis Bay—long and narrow, the shipping facilities were spread out over miles and miles of waterfront. The railroad companies crossed the bay and connected facilities on both sides of the bay by building five bridges over a 25-year period. During this same period, the U.S. Army Corps of Engineers was making improvements to the entire harbor complex, further unifying the Twin Ports.

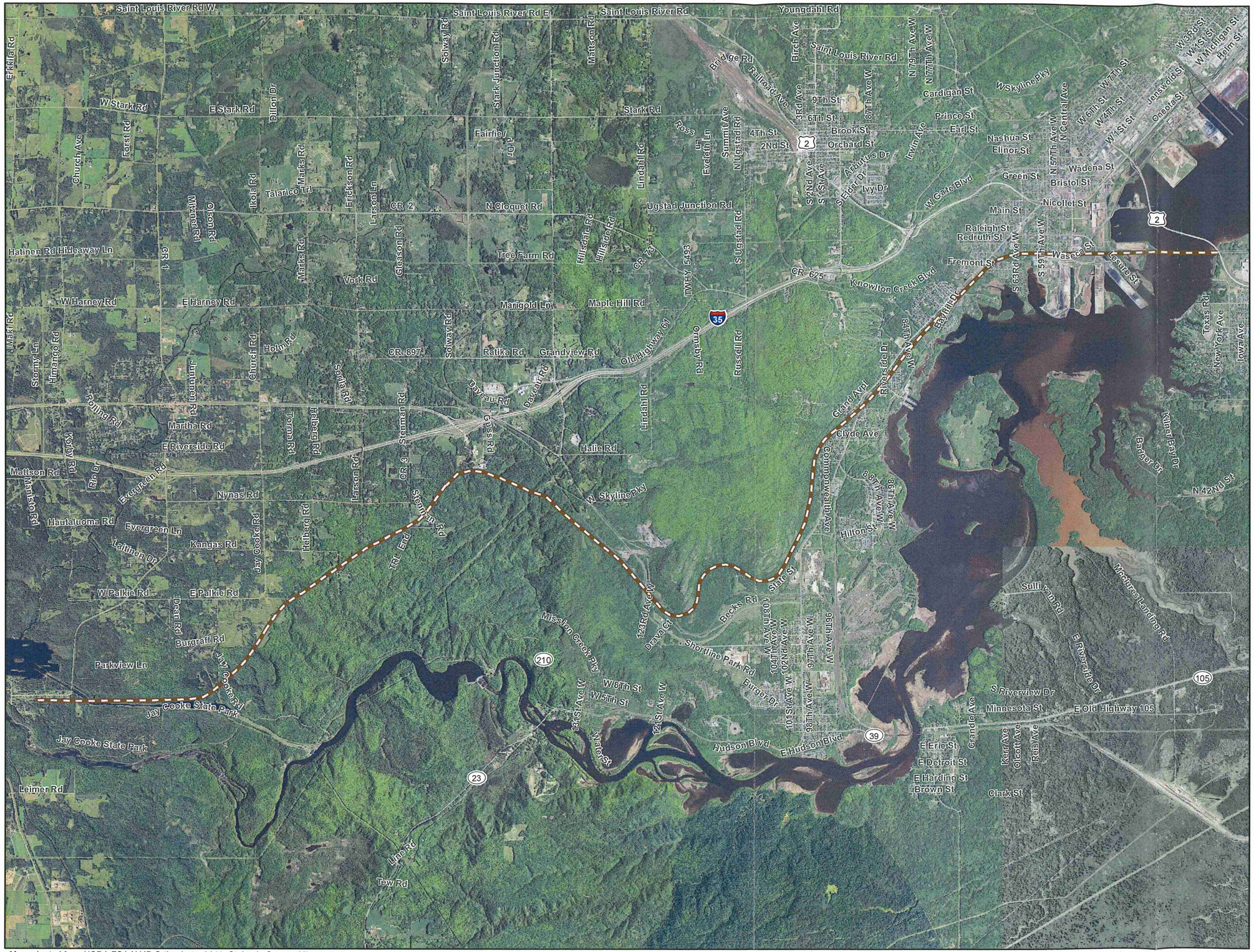
The Duluth Short Line corridor, including its associated bridge at Grassy Point, is directly associated with the development of the Duluth-Superior Harbor as a major site of commerce in Minnesota during the late nineteenth and early twentieth centuries. The corridor provided a critical link between the St. Paul and Duluth/Northern Pacific main line and the developing shipping facilities in West Duluth. More significantly, the corridor provided a much more direct connection between the main line and grain elevators and ore docks on Superior side of the harbor. The bridge at Rice's Point had quickly grown congested, and the Duluth Short Line eased that congestion and stimulated further growth of commerce in both Duluth and Superior. For these reasons, it is recommended that the Duluth Short Line corridor is eligible for listing in the NRHP as a railroad corridor historic district.

The period of significance of the Duluth Short Line Railroad Corridor Historic District is recommended to be from 1887, the initial construction of the railroad line and Grassy Point Bridge, to 1909, when the bridge was replaced and representing the last major improvement to the corridor. These dates correspond with the period of intensive improvements to the Duluth-Superior Harbor that resulted in the unified Twin Ports Harbor: 1885 to 1910. By the end of this period, the harbor infrastructure was largely established, and the Twin Ports Harbor was one of the busiest in the country.

The Minnesota portion of the Duluth Short Line branched off of the Duluth and Superior railroad main line at Thomson (just east of Carlton Junction) and extended to the Grassy Point Bridge, a distance of approximately 15 miles (Figure 5). This route, which ran northeast, rather than following the St. Louis River as did the original St. Paul and Duluth line, appears to retain integrity of location, based on historic maps and current aerial photographs. Although the corridor has been redeveloped as a recreational trail, it retains its overall linear characteristics and, therefore, its integrity of feeling and association. Because the lands flanking the corridor have not seen intensive development in recent years, the corridor retains integrity of setting. Therefore, the corridor as a whole retains sufficient integrity for a railroad corridor historic district.

The segment of the St. Paul and Duluth railroad corridor within the project APE is located between Fremont Street and North 57th Avenue West (Figure 4). In addition to

integrity of location, setting, feeling, and association, this segment retains integrity of design. Although the rails, ties, and ballast appear to have been replaced during the twentieth century, the current track structure is similar in appearance as the historic. Together with the slightly raised railroad bed and the ditches, the corridor conveys its overall linear quality and historic transportation function. Although some materials have been replaced, their replacement does not compromise the integrity of the corridor. It is recommended that the segment within the project APE is a contributing segment of the Duluth Short Line Railroad Corridor Historic District.



Map adapted from USDA FSA NAIP Orthophoto, 2010, St. Louis County, Minnesota.

Legend

District Boundaries

N
W E
S

0 6,000 Feet

1 inch = 5,000 feet

DULUTH SHORT LINE RAILROAD CORRIDOR HISTORIC DISTRICT

Cross City Trail Project
Duluth, Saint Louis County, Minnesota

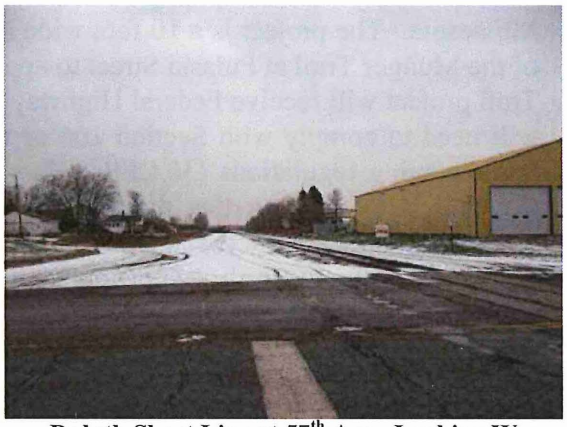
Figure 5

File: Duluth_short_line_whole_line.mxd
Summit Proj. No.: 1727-0038
Plot Date: 05/11/2012
Arc Operator: RLH
Reviewed by: AJS

Summit Envirosolutions

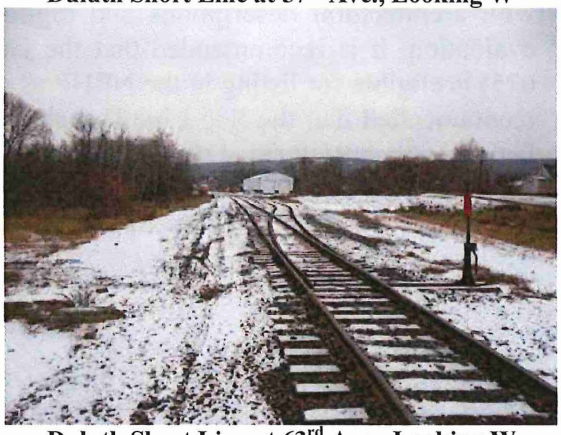
Figure 6. Duluth Short Line Photographs

Duluth Short Line at 57th Ave., Looking E



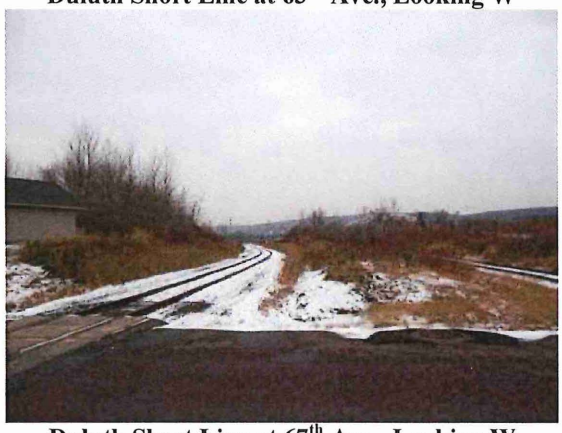
Duluth Short Line at 57th Ave., Looking W

Duluth Short Line at 63rd Ave., Looking E



Duluth Short Line at 63rd Ave., Looking W

Duluth Short Line at 67th Ave., Looking E



Duluth Short Line at 67th Ave., Looking W

5.0 SUMMARY AND RECOMMENDATIONS

The Cross City Trail is a planned recreational trail located in Duluth in St. Louis County, Minnesota. The project is a 10 foot wide bituminous pedestrian trail, connecting the end of the Munger Trail at Pulaski Street to approximately 37th Avenue West. The Cross City Trail project will receive Federal Highway Administration (FHWA) funds, and therefore, will need to comply with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). As part of its responsibilities to identify and evaluate historic properties that may be affected by this project, Mn/DOT Cultural Resources Unit contracted with Summit to complete a Phase II architectural history evaluation of the two railroad corridors within the project area.

Andrew Schmidt served as Principal Investigator for the Phase II study. The field work was conducted on November 22, 2011. Standard architectural history field methods were utilized to document the railroad corridors and their setting. The corridors were recorded with architectural descriptions and digital photographs. As a result of the Phase II evaluation, it is recommended that the Duluth Short Line railroad corridor (XX-RRD-025) is eligible for listing in the NRHP as a railroad corridor historic district. It is further recommended that the Soo Line Duluth Branch Line railroad corridor is not eligible for listing in the NRHP (SL-DUL-2498).

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