



The Railroad History of St. Louis Park

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This city map will be the background for all the following maps.



1857 Minnesota & Pacific Railroad Co. is chartered and proceeds to survey a route from St. Paul west to the Red River.
1862 Minnesota & Pacific Railroad has not laid a single mile of track. It forfeits its charter and the legislature turns it over to the St. Paul & Pacific Railroad.

1864 St. Paul & Pacific surveys its own route west from Minneapolis, passing south of Cedar Lake.

1867 St. Paul & Pacific reaches Lake Minnetonka, passing around the east and south sides of Cedar Lake. If you live on a parallelogram in Fern Hill, you probably live on its right of way!

More information about the St. Paul & Pacific can be found here: <http://slphistory.org/wp-content/uploads/2015/01/The-Shadow-in-the-Park.pdf>



1871 Minneapolis & St. Louis Railway builds southwest from Minneapolis to Carver, also passing along the east side of Cedar Lake.

1878 The bankrupt St. Paul & Pacific is purchased by James J. Hill and associates.

1879 Hill changes the railroad's name to St. Paul, Minneapolis & Manitoba.

1880 Commander Larrabee Milling & Storage builds the first grain elevator along the MSTL in what was to become St. Louis Park (blue box).



1881 The Milwaukee Road, using the Hastings & Dakota, completes the “Benton Cut-Off,” a direct connection from Cologne to Minneapolis, including the tracks just outside our door on which this depot was built. The Benton Cut-Off proceeded across south Minneapolis to connect with the Milwaukee’s yard and shops along Hiawatha Ave.



1883 The St. Paul, Minneapolis & Manitoba completes their “Minnetonka Cutoff” and abandons their original route through Hennepin County.



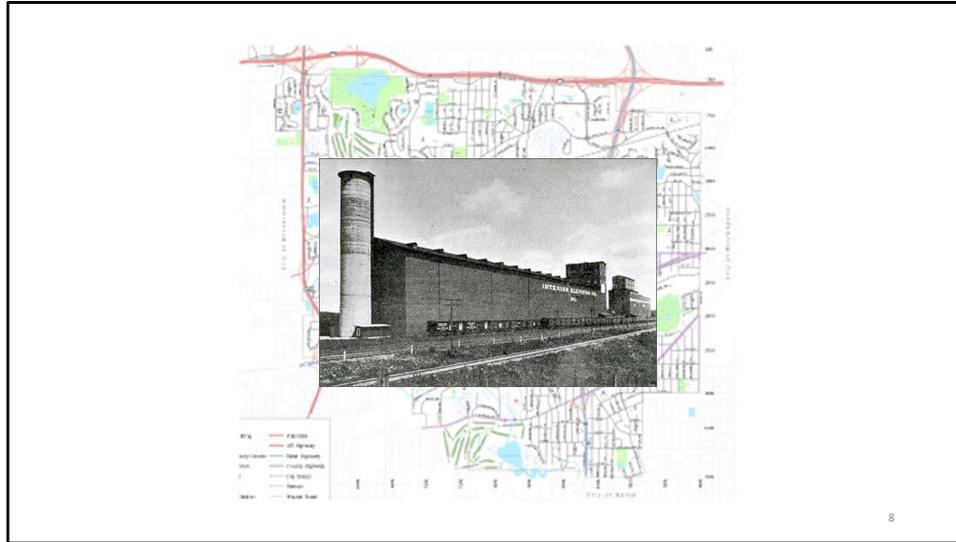
1886 The SPM&M builds the original “Hutchinson Branch” to Hopkins, St. Bonifacius, and Hutchinson, reusing some of the St. Paul & Pacific right of way.

1886 St. Louis Park acquires its name when it persuades the MStL to build a depot in the village in exchange for naming the town after the railroad. (Photos on walls of depot.)

1887 The Milwaukee Road builds our depot along its tracks about 100 yards east of where it now stands. (Photos on walls of depot.)



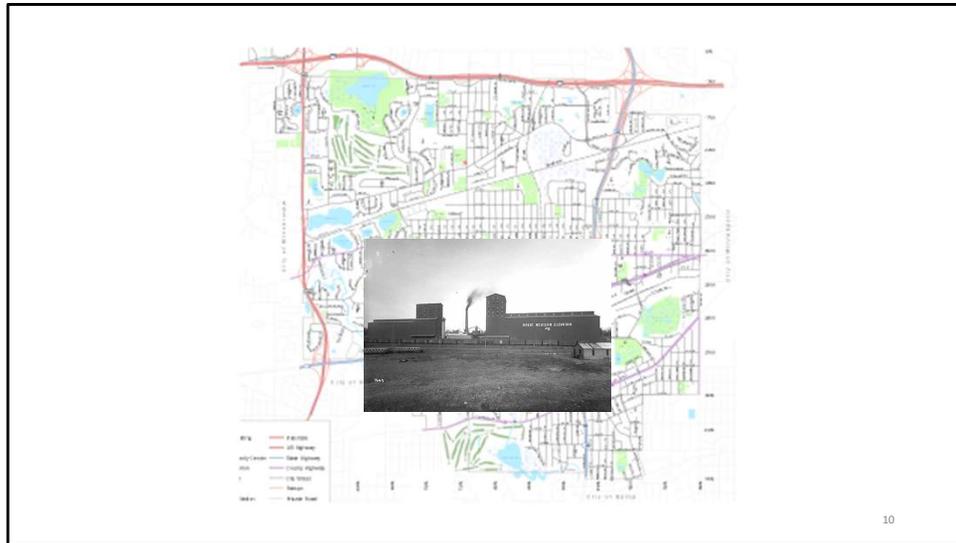
- 1890 T. B. Walker's Minneapolis Land & Investment Co. begins an industrial park and constructs a loop of track connected to both the Milwaukee Road and the MStL.
- 1890 The St. Paul, Minneapolis & Manitoba is renamed the Great Northern.
- 1892 Walker's company begins a streetcar service from Minneapolis to the end of Lake St.
- 1893 The Peavey Interior Elevator Company builds a grain elevator on the MStL where Nordic Ware is now (green box).
- 1898 The streetcar line is extended to Hopkins.
- 1898 The Great Western grain elevator is built on the MStL near Bass Lake (orange box).
- 1899 The Peavey-Haglin experimental elevator is built.



Interior elevator in 1900, on the MStL where Nordic Ware is now (green box). The Peavey-Haglin experimental elevator is on the National Register of Historic Places and a National Historic Civil Engineering Landmark.



- 1900 The Great Northern spur to its hotel on the west side on Lake Minnetonka is extended to St. Bonifacius, connecting to the Hutchinson Branch. The original Hutchinson Branch from Hopkins to St. Bonifacius is abandoned, portions of which become Excelsior Blvd. & Hwy 7.
- 1906 The streetcar line is sold to TCRT, which discontinues the Hopkins connection in 1907.
- 1908 The Exchange Elevator is built on the MStL near Bass Lake (yellow box).
- 1913 The Milwaukee Road builds Bass Lake Yard using fill acquired by lowering their tracks across south Minneapolis below street level.
- 1915 Col. Marlon W. Savage extends his “Dan Patch Electric Lines” from Auto Club Road to Golden Valley and adds interchanges with freight railroads to his original commuter line.
- 1916 Republic Creosoting Company moves its operations from Minneapolis to St. Louis Park north of Walker’s industrial circle.
- 1918 The new Minneapolis, Northfield & Southern Ry purchases the bankrupt Dan Patch Lines.



Exchange elevator (yellow box) and Great Western elevator in 1914 (orange box).



1938 TCRT ends service to SLP.

1950s – 70s MNS, MStL, MILW and GN had multiple industry spurs.

1955 The Milwaukee Road discontinues passenger service to this depot.

1960 MStL is sold to CNW.

1961 May 21, the final MILW Olympian Hiawatha passed this depot returning from the west coast.

1963 The MStL depot is damaged by fire and torn down.

1968 The Interior Elevator, then owned by International Milling and with a big Robin Hood Flour sign on it, is torn down (green box, where Nordic Ware is today).

1968 The Milwaukee Road only has 2 team tracks left in SLP and closes this depot.

1970 This depot is saved from destruction and moved to Jorvig Park.

1970 The loop is greatly reduced but still serves some businesses, including Republic Creosoting.

1970 BN is created by the merger of GN, NP & CB&Q, SP&S. Their industry spur to the north is where Home Depot and West End are today.

1970's The Milwaukee's Bass Lake Yard is abandoned.



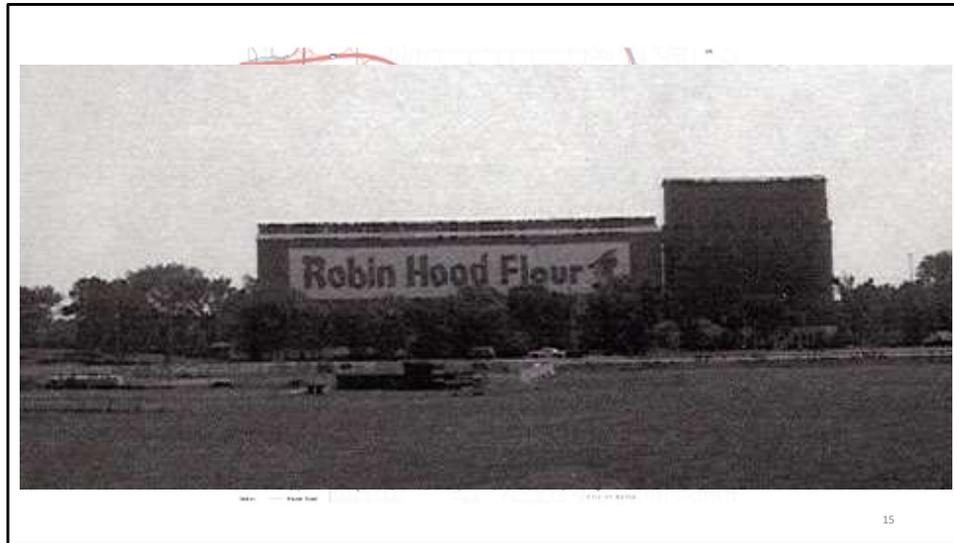
Republic Creosoting in 1931.



Republic Creosoting aerial photo in 1966 (Louisiana Oaks Park today).



Commander Larrabee elevator in 1962 (blue box), west of Hwy. 100.



International Milling Robin Hood Flour (formerly Interior) elevator in 1968 (yellow box, Nordic Ware).



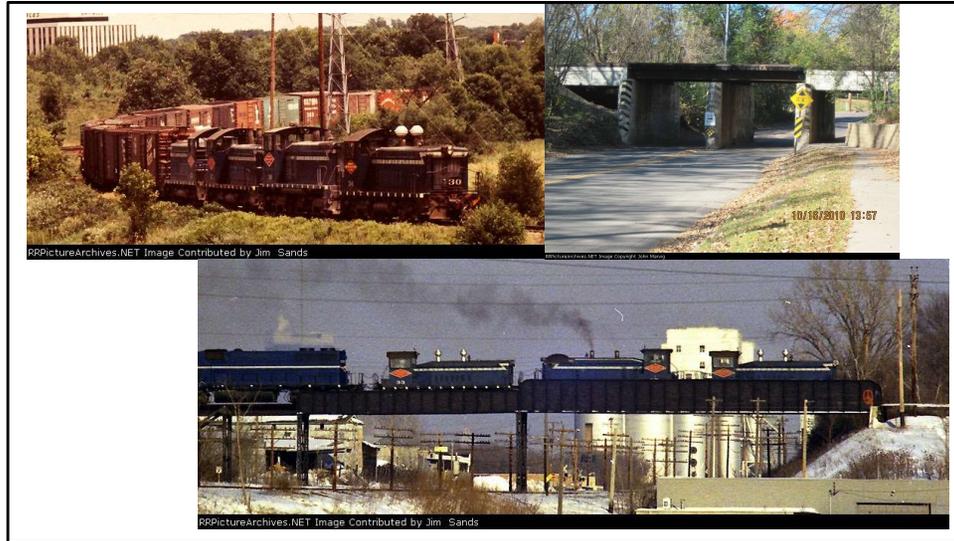
<http://www.rrpicturearchives.net/>

MStL passenger locomotive 1945 (Vern Wigfield)

MStL Doodlebug making a flag stop in 1958.

GN Western Star westbound 1966 (Greg Smith)

Bicentennial Freedom Train crossing Brunswick Ave 1975 (Vern Wigfield)



MNS on interchange with BN, looking east, 1970s (Vern Wigfield)
GN bridge over Virginia Ave, built in 1924 (John Marvig)
MNS over MILW & MStL tracks, looking east, 1970s (Vern Wigfield)



MILW in 1976, looking west (John Hill). You can see that railing along the bike trail.
MILW in 1977, looking east from on the MNS bridge (John Hill)
CNW in 1977, looking west from near our depot (John Hill)

Daily Yard Check &	Milwaukee Road
Report of Freight Cars on Hand	
St. Louis Park Depot	Jan. – Feb. 1962
Jordan Sash and Door	private spur
Chemical Research Kiln of Andrae Chemical Co.	private spur
Lakeland Door Co.	private spur
Rogers Hydraulic Co.	private spur
Mill City Plywood Co.	private spur
"The Ramp in the Swamp," team track used by:	Euclid Industries
Wheeler Lumber Bridge & Supply Co.	private yard
Allied Gas Inc.	private spur
Garrison Co.	private spur
MN&S Jct.	
Armstrong Construction Co.	private spur
National Lead Co.	private spur
Pyrofax Gas	private spur
Reilly Republic Creosoting Co.	private yards
Team Tracks used by:	Hoigaard's Co.
	Air Reduction Co.
	Burnzol
	Research Homes
	Park Mill Works
	Insulation Engineers

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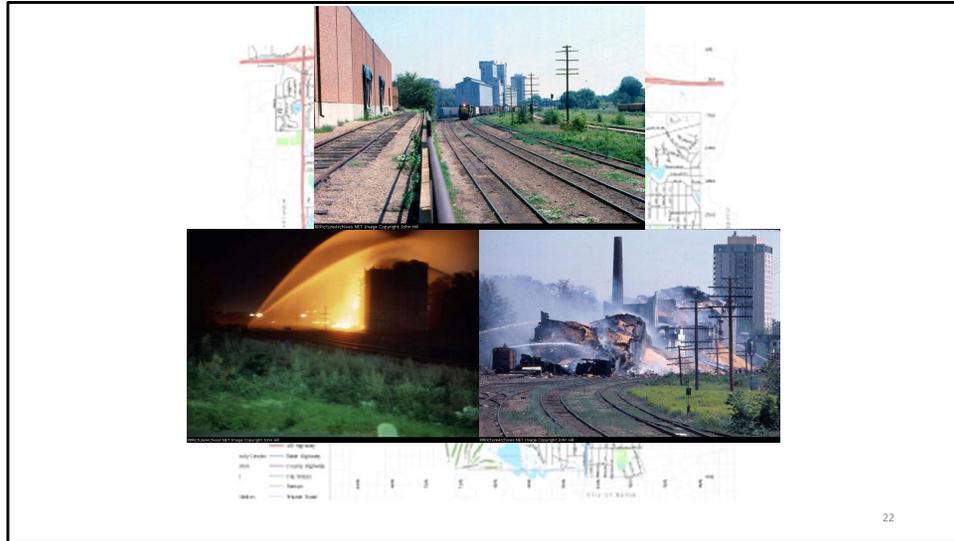
Businesses served by this Milwaukee Road depot Jan-Feb. 1962.

TWIN CITY REGION ZONE 1a			TWIN CITY REGION ZONE 1b (Cont'd)		
TRACK NO.	IND. NO.	FIRM	TRACK NO.	IND. NO.	FIRM
1020	90	Team Track St Louis Park	1035	05	Gambles Outside Trk Dr 4
1025	35	Gambles Outside Whse Dr 1	1035	06	Trk 2
		Trk 1			Gambles Outside Trk Dr 5
1025	36	Gambles Outside Whse Dr 2	1035	07	Trk 2
		Trk 1			Gambles Outside Trk Dr 6
1025	37	Gambles Outside Whse Dr 3	1035	08	Gambles Outside Trk Dr 7
		Trk 1			Trk 2
1025	38	Gambles Outside Whse Dr 4	1035	10	Gambles Outside Trk Dr 9
		Trk 1			Trk 2
1025	39	Gambles Outside Whse Dr 4	1045	08	Sowles L. H.
		Trk 1	1050	07	Food Producers Inc.
1025	40	Gambles Outside Whse Dr 6	1050	08	Food Producers Inc.
		Trk 1	1050	09	Food Producers Inc.
1025	41	Gambles Outside Whse Dr 7	1060	05	The Sibley Corp.
		Trk 1	1060	06	Richard Jen Coffee Rock
1025	42	Gambles Outside Whse Dr 8	1085	21	Red Owl Whse. 1 Outside
		Trk 1			Whse.
1025	43	Gambles Inside Whse Dr 9	1085	22	Red Owl Whse. 3 Outside
		Trk 1			Whse.
1025	44	Gambles Inside Whse Dr 1	1085	23	Red Owl Whse. 5 Outside
		Trk 1			Whse.
1025	45	Gambles Inside Whse Dr 1	1085	24	Red Owl Whse. 7 Outside
		Trk 1			Whse.
1025	46	Gambles Inside Whse Dr 1	1085	25	Red Owl Whse. 9 Inside
		Trk 1			Whse.
1027	07	Uniroyal	1085	26	Red Owl Whse. 11 Inside
1027	08	Uniroyal			Whse.
1027	09	Uniroyal	1085	27	Red Owl Whse. 15 Inside
1027	10	Uniroyal			Whse.
1029	04	Maytag	1085	28	Red Owl Whse. 17 Inside
1029	04	Maytag			Whse.
1032	22	Honeywell Door 1	1085	29	Red Owl Whse. 18 Inside
1032	23	Honeywell Door 2			Whse.
1032	24	Honeywell Door 3	1085	29	Red Owl Whse. 19 Inside
1032	25	Honeywell Door 4			Whse.
1032	26	Honeywell Door 5	1088	09	Red Owl Whse. Inside Whse.
1032	27	Honeywell Door 6	1088	10	Red Owl Whse. Inside Whse.
1032	28	Honeywell Door 7	1088	11	Red Owl Whse. Inside Whse.
1032	29	Honeywell Door 8	1088	12	Red Owl Whse. Inside Whse.
1032	30	Honeywell Door 9	1088	13	Red Owl Whse. Inside Whse.
1032	31	Honeywell Door 10	1090	07	FFS Machinery
1032	32	Honeywell Door 11	1090	09	Phillips 66 Oil Tanks
1032	34	Honeywell Door 12	1094	90	Team Track Hopkins
1032	35	Honeywell Door 13			Trk Spot
1032	36	Honeywell Door 14			
1032	37	Honeywell Door 15			
1032	38	Honeywell Door 16			
1035	05	Gambles Outside Trk Dr 2			
		Trk 2			
1035	04	Gambles Outside Trk Dr 3			
		Trk 2			

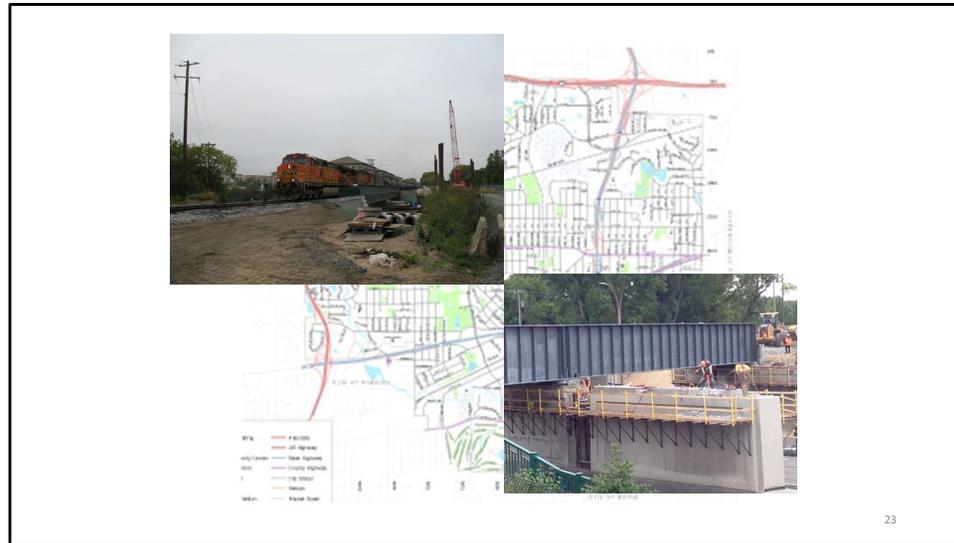
SLP & Hopkins businesses BN served in 1972, to the north and west along the Hopkins spur.
I don't have industry lists for the MStL and MNS.



- 1971 Reilly Tar & Chemical (formerly Republic Creosoting) closed, removing most of what was left of the old loop.
- 1977 Burdick Belco Grain Elevators, originally the Great Western, burns down in a huge fire (orange box). The Exchange elevator was part of that complex and came down in the same fire.
- 1982 MN&S is acquired by the Soo Line and the interchange with the BN is removed.
- 1984 Burlington Northern abandons the Hopkins spur, which eventually becomes a bike trail.
- 1986 The Soo Line takes over operation of MN&S and acquires the remains of the Milwaukee Road.
- 1989 The Commander Elevators, last owned by Con Agra Peavey, are torn down (blue box).
- 1990 Canadian Pacific assumes full control of the Soo Line and owns the former MNS and the Milwaukee Road tracks out to Hopkins.
- 1991 Twin Cities & Western acquires the former Milwaukee Road route from Hopkins west to South Dakota.
- 1994 CNW removes the MStL tracks and it eventually becomes a bike trail.
- 2001 Progressive Rail begins operations on the former MN&S, now owned by CP. Subsequently the CP itself began connecting with Progressive Rail.



Burdick Belco (formerly Exchange and Great Western) elevators in 1976, looking east. The railing is visible from the bike trail today.
The 1977 fire (orange box) (John Hill photos).

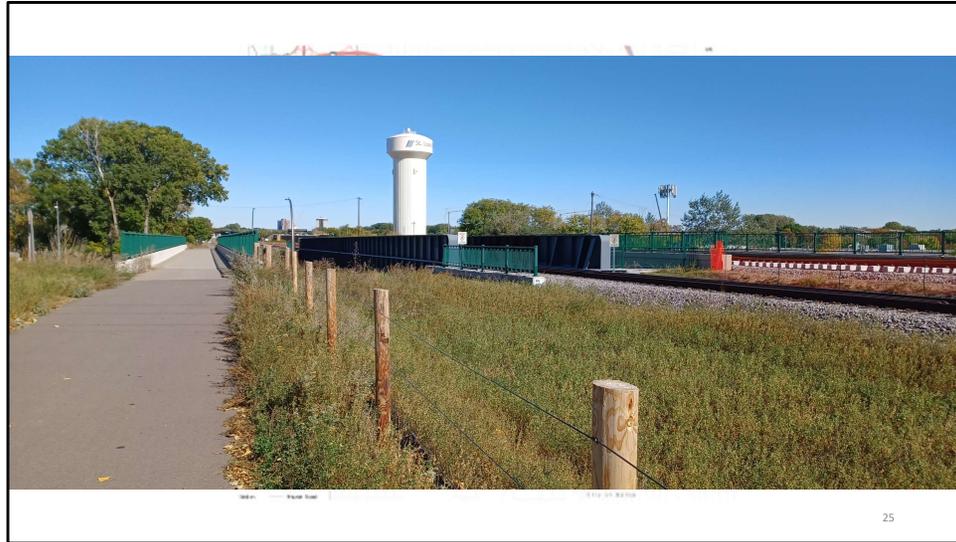


August 29, 2018, BNSF east-bound ethanol train on a former MILW right of way now owned by CP, coming from the TCW's former MILW route and crossing a brand-new bridge over Hwy 100. The Southwest Light Rail project will arrange the bike trail along the north side of this corridor, move the freight rail to the center, and build the light rail line along the south side through most of St. Louis Park.

Sept. 7, 2020, The corridor is now owned by the Hennepin County Regional Railroad Authority all the way to Eden Prairie. That new bridge has just been slid north onto new abutments, preparing the way for a new double tracked light rail bridge on the south side of this historic corridor.



2022 A new interchange (red line) is being constructed to connect the former MNS to the relocated freight line. Not shown here, the bike trail is being realigned to enter SLP from the east along the south edge of the corridor, with the light rail on its north, and the freight rail tracks north of that. At Beltline Blvd. the bike trail will take a new bridge over to the north side of both rail lines, so the light rail tracks will be on the south side of the corridor. Proceeding west, the light rail tracks pass the Wooddale Station and descend to a lower street level for the Louisiana Ave. Station, with the new freight interchange passing over it. The new interchange will connect with the main freight track just east of the bridge over Louisiana Ave. Reportedly, the city wants the last business using the old industrial spur (black line) to relocate elsewhere, in order to remove its connecting track and thus end freight railroad service in SLP.



Sept. 27, 2022, The three new bridges over Highway 100; bike trail, freight rail, and light rail.