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Meet Henry Solmer from Fern Hill. Henry is a member and Treasurer of the Historical Society.



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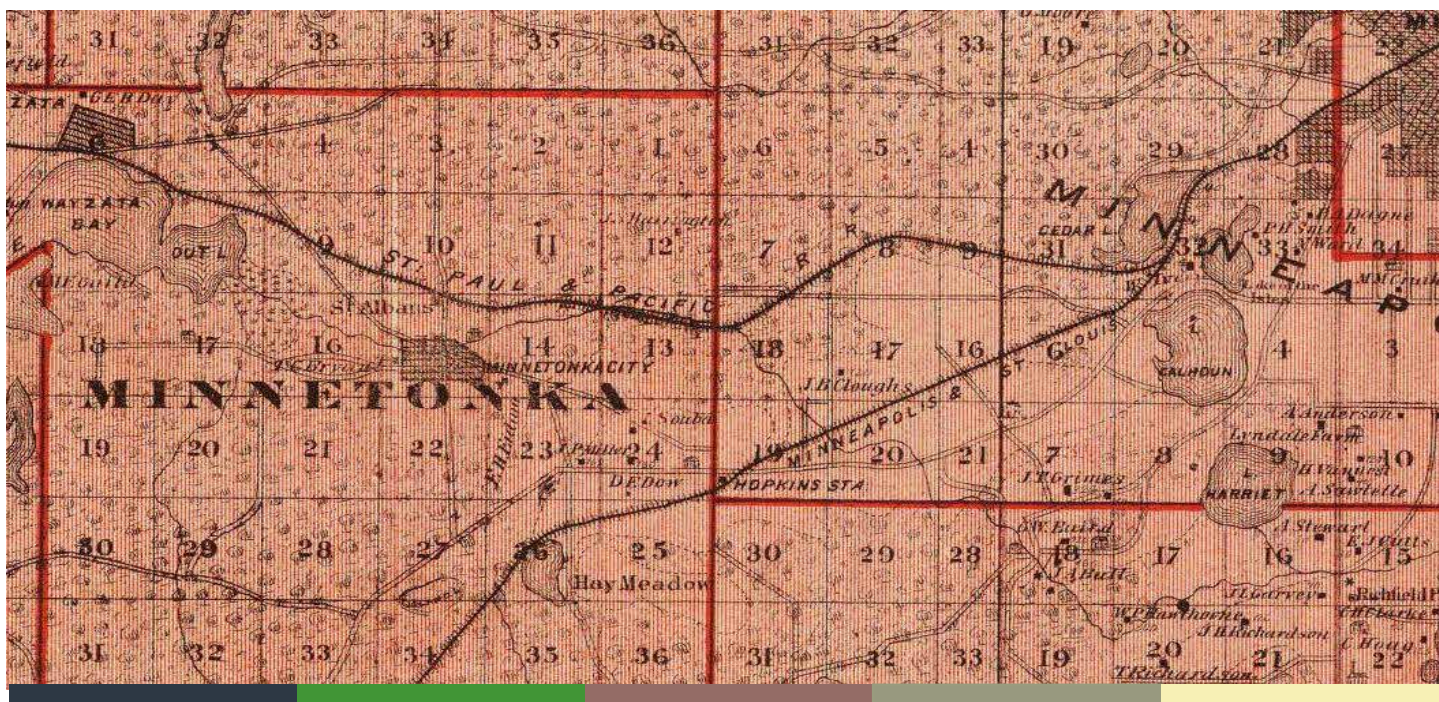


Image Credit: Hennepin County, 1874 Map

THE FIRST RAILROAD THROUGH ST. LOUIS PARK

BY DOUG JOHNSON

You may recognize the rail line which became the bike trail on this 1874 map of Hennepin County; it is the Minneapolis & St. Louis Railway (M&StL). You can see it crossing Wooddale in Section 16 and crossing Excelsior Blvd in Section 19.

But another rail line was here first. The St. Paul & Pacific Railroad (StP&P) built through the future St. Louis Park in 1867 on its way to the Red River, winding its way between hills, lakes and marshes as it left Minneapolis.

Times were tough for railroads building through regions not already settled and new railroads were built as cheaply as possible. In 1872, the Minnesota Railroad Commissioner Report described the StP&P line from St. Anthony to Wayzata as already old, with badly worn light iron rails and a soft and subsiding road bed—that is, it had a tendency to sink into the swamps!

In August 1874, the new Minneapolis and St. Louis Railway leased space from the StP&P along Cedar Lake to build its tracks southwestward, as shown on this map. New railroads frequently ran out of money and changed hands, which happened to the StP&P in March 1878, when James J. Hill and some associates bought the bankrupt line. Hill changed its name to the St. Paul, Minneapolis & Manitoba, evidence that most of western Canada's products flowed through St. Paul in those days. After Canada

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FACEBOOK, FRIENDS AND JUNIOR HIGH

BY JANE HAGSTROM

Junior high school was the best time of our lives and it still is. In the mid-1970s, kids from different elementary schools merged together at Westwood Junior High School in St. Louis Park, and everyone found their place. Westwood was a great building to grow up in. We had friends from different groups and teachers who mentored us, liked us and actually cared about our lives. We didn't have to wait until we grew up to realize the impact these teachers had on us; we understood it as it was happening. Gym teachers Mrs. Litton, Mrs. Matthews and Miss Anderson, Civic teachers Mr. Reier and Mr. Anderson helped us grow up and truly understood the value of our friendships.

Life in junior high was going great until the worst thing happened: our dear friend Laura announced she was moving. Not to another suburb or another town, but out of state to Maryland. She would not be going on to high school with us. We were devastated. What would we do without her? Drama and anguish ensued.

We decided to do our final civics project on the topic of friendship as a goodbye to her. We spent countless sleepovers putting together a slide show of pictures of all the ninth grade students. Everyone was included. We put the music of Carol King and James Taylor to the slide show and let their lyrics and our pictures tell the story of the importance of friendship. We cried when we showed it to each civics class. The story of friends earned us an 'A'. After the summer of ninth grade, we never heard from Laura again.

Fast Forward 30 Years

By now we've lost track of dear Laura and another good friend Judy, who moved out of state after college. And then, the wonderful invention of Facebook arrived on the scene and we frantically searched for our friends to no avail. Had last names changed? Did our friends not want to be found? And then, BAM! We found Judy in Portland! We searched and searched for Laura for another eight years. Late one night in April 2015, I received an email from Jill in Orlando, which simply stated "I found her." I knew right away that it was Laura.

We all spent the next few days in Facebook-land, catching up, laughing at memories that were still as fresh as the days we made them. Then we started planning: a Westwood reunion must happen. In July 2015, friends flew in from Florida, Oregon, Washington DC, and some small town I had never heard of. We all met in the parking lot at the now middle school and reverted right back to being 15 years old.

Our dear friend Beth opened the trunk of her car and magic happened. Memories and laughter filled the air. She had kept every picture, every handwritten note, and boxes and boxes of our lives. We moved into the school and ran around looking for our lockers and favorite classrooms. We sat in desks, now a little snug, and together felt safe and familiar with each other as if time stood still and it was 1975.

The rest of the weekend was full of events seeing many other junior high friends, catching up on each other's kids, spouses, partners – and always with laughter at the forefront.



Front row: Judy George, Nanette Evensen, Tookie Petri
Back row: Beth Dearing, Jill Maxwell, Barb Lurie, Lisa Goldetsky, Jane Pratt, Christa Pederson, Laura Hedlund

Not to let time come between us, we all met this past April in Las Vegas! Again, we laughed, and remembered and were able to just 'be' with lifelong friends. We will continue to meet and laugh, and be safe together, because that is what friends do. And that is why junior high school was the best time of our lives, and still is.

GET YOUR STREET SIGN!

Are you wondering where the Westwood Women got their street sign? They purchased it from the Historical Society!

These signs have serviced cyclists, motorists and pedestrians for many years and are "retired." They make a great memento, reunion gift, cabin decoration or whatever else you can dream up.



Rest assured, we have not been stealing street signs! State law requires that all signs be updated with reflectorized material. As the City replaced these signs, they donated them and allowed us to sell them to raise funds for the Historical Society.

Visit slphistory.org and click on the Shop tab to purchase a sign for a \$25 tax-deductible donation each (\$20 for current Historical Society members.) Pick up your sign at our office or ship your order for an additional \$8.

This has been a tremendously popular and successful fundraising effort, so thank you for your support!

LETTER FROM OUR PRESIDENT

Greetings!

We have been especially busy at the Historical Society these past few months, and the summer months promise to be the same.

In February, we had a great crowd for our program *Beer, Wine and Spirits in the Park* at Steel Toe Brewing, a perfect setting for the topic. Founder and owner Jason Schoneman graciously kicked off the evening by sharing the history of how he started this business, the first of its kind in the city. He also led an impromptu tour of the facility at the end of our presentation.

We also hosted the second installment of our *Historic Connections* series with local park leaders who shared their perspectives about the parks in the Park — past, present, and future. I was amazed to hear that there were once 200 softball teams each summer! Today, there are far fewer as the breadth of activities has expanded to include sports like lacrosse and pickle ball, as well as more solo recreational activities like walking.

Now we are looking forward to summer. We will be at Parktacular again on Saturday, June 18. Our next program is on Sunday, August 21 at the Depot. MnDOT representatives will talk with us about the light rail and the planned Wooddale station that will stand near the spot of the Park's very first train depot built over 125 years ago! Hope to see you there.

We will also be kicking off our capital campaign. We are excited to take this step toward realizing a permanent and accessible history center where we can archive our materials and welcome the public to explore and appreciate our city's rich history. More soon!



We need your help celebrating our city's history. Financial support is important, but so, too, is the benefit of your time and expertise. We are always in need of volunteers interested in contributing talent, and now is an exciting time to get involved! Please reach out to me or any board member if you want to learn more and are interested.

Thank you for your ongoing support of our mission. See you in the Park!

Ted

CONNECT WITH US

Stop by: 3546 Dakota Ave. S., Suite C
St. Louis Park, MN 55416
Saturdays, 1-4 p.m.,
and by appointment

Call: 952-583-9893

Email: history@slphis.org

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Founded in 1971, the St. Louis Park Historical Society collects, preserves and shares the history of St. Louis Park. The *ReEcho: Park History Today* is an official publication of the Society.

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FEBRUARY EVENT RECAP

BY JOANNA McPEEK

The Historical Society presented the Park's colorful history of beer, wine and spirits at Steel Toe Brewing. Steel Toe Brewing founder Jason Schoneman made time to talk to 30-40 guests, stayed to enjoy a rare beer and learn about his adopted community's history, of which he and Steel Toe Brewing are now a part. He explained the start up of the popular local brewery and his plans for the future.

President Ted Ekkers covered the rise and fall of Prohibition and led us on a virtual pub crawl of Excelsior Blvd. in its heyday. He also shared stories and photos of favorite local watering holes from the 1930s to today.

If you missed the event, you're in luck! ParkTV's John McHugh filmed the event. It was the cover story on the Feb. 18 episode of *Life in the Park*. You can view the entire the event on YouTube. Search 'City of St. Louis Park 2-9-2016.' And stop by and support our local brewery and tap room!



Jason Schoneman & Ted Ekkers

built its own railroad across the tough Canadian Shield north of Lake Superior, Hill set his sights on the Pacific Ocean and changed his railroad's name to the Great Northern in 1890.

James J. Hill had high standards and he wanted his work to last. In 1883 the Manitoba completed the 'Minnetonka Cutoff' and abandoned the original, damp, route west. The new route to Wayzata cut across the north edge of Cedar Lake, connecting Brownie Lake and Cedar Lake as they dug the cut through the hill. This line is still in use today by the BNSF. You can still find evidence of the StP&P between Cedar Lake and Wayzata.

Depot Street, a short little street at the south end of Cedar Lake (Section 32 on the map), is the likely location of a StP&P depot. The M&StL lease ran as far as that depot. The M&StL had its own depot up the tracks a bit in Kenwood.

From there, Sunset Blvd. follows the StP&P for a ways, with the backs of houses on each side and St. Paul Ave. to its south. Where Sunset Blvd. turns more south, the railroad turned more northwest, and if you live in the Fern Hill neighborhood and your lot is a parallelogram in line with short little Cedar Street, you're living on that right of way. Most of its route is vacant lots in that neighborhood, with a foot path where the tracks used to be (Section 31 on the map).

Proceeding west, you find the StP&P in the back yard of the former Lutheran Church of the Reformation, in a shallow cut through the woods, filled with leaves.

In the triangle formed by the interchange where the former Minneapolis, Northfield & Southern crosses the BNSF (the 'Minnetonka Cutoff'), you can faintly see the StP&P cutting northwest through the marsh. Restoring this interchange track was part of the infamous freight train reroute plan to support Southwest Light Rail.

The route turned southwest where Louisiana Ave. crosses it today (Section 8 on the map). You can find it on a fill on the west side of Carlson Field, alongside the recent doggie park, and follow it to the 'Cutoff' roadbed, which is much higher than the old.

Next, to the south of the 'Cutoff'/BNSF, the bike trail to Hopkins follows the StP&P roadbed for a few blocks. That short distance has a lot of history. The StP&P proceeded southwest to just past 31st Street, alongside Aquila Park (both of which, of course, didn't exist yet), then turned west-northwest. In 1886 the Manitoba revived that little bit when it built the original Hutchinson Branch: heading southwest to Hopkins and then west to St. Bonifacius and Hutchinson. That line was abandoned from Hopkins to St. Boni in 1900, when the Great Northern extended its hotel spur from Wayzata to St. Bonifacius, on the west side of Lake Minnetonka.

You can walk on the StP&P in the woods where it turned west-northwest from the future Aquila Park, up to private property. To pick it up again, circle around west on Minnetonka Blvd. and turn south on Hillsboro Ave. Hillsboro turns east at its end, and that is the StP&P. Walking east from there you can see where the railroad cut an oxbow off Minnehaha Creek, leaving a pond to the north, and see the other side of that private property.

The StP&P then crossed very swampy land now spanned by Highway 169 (Section 13 on the map). What was still visible in

1930s aerial photos has since disappeared into that marsh. But the roadbed is back in plain site as Manitoba Road, half block north of Minnetonka Blvd. and bounded by St. Alban's Road East and West.

You find it again alongside the Hopkins compost area. Take the driveway down west from Hopkins Crossroad, just north of Minnetonka Blvd., and park by Minnehaha Creek. The roadbed skirts the creek all the way to the 'Minnetonka Cutoff' BNSF tracks, and it's now much closer to the same height as those tracks. On the other side of the cutoff, the StP&P has disappeared in a modern housing development.

Finally, you can find the StP&P in Minnetonka's Big Willow Park, in Section 14 of the map. Enter the park on Cedar Creek West, south from Cedar Lake Road, and park in the wide spot you find. The original Cedar Lake Road intersects that parking area and Cedar Creek West follows that original road to the southwest. An official walking trail starts at that parking lot. Follow it south a little ways and you find an unofficial walking trail crossing it from east to west; that is the StP&P. To the east it is on a fill along Minnehaha Creek. Walk along there until it is blocked by the creek, which the railroad spanned with a bridge, a little bit of which can still be found in the creek, barely visible if the water is low. St. Albans Mill used to be located there and was served by the railroad. Its millpond filled the creek to the west, coming up the bank of that fill, and eventually interfering with the larger Minnetonka Mill upstream.

To the west of the official trail, the StP&P roadbed goes through a cut until blocked by private property, and joins Cedar Creek West just beyond that lot. You can look east from there, across that private property and back into the cut in the park.

The 'Minnetonka Cutoff' joined the original StP&P just west of this spot, somewhere under the Plymouth Road overpass, and continued on its way to Wayzata and the Red River Valley.

The Historical Society has many maps and aerial photos showing this pioneer railroad route. For more information, read *The Shadow in the Park*, an article available on our website.

DEVELOPMENTS IN PARK DEVELOPMENT

BY JEANNE ANDERSEN

The Historical Society held its first *Historic Connections* panel discussion last fall. It focused on development in the Park, and taught me a lot about how current development is accomplished. It also made me think about how the Park has viewed the concept of development in the past.

A look at articles in the *Minneapolis Tribune* from the 1880s show realtors trying to sell lots in the new village of St. Louis Park, mostly concentrated around the railroad depots, and mostly without success. Few homes from the pre-Walker era exist today. Then, T.B. Walker's Syndicate came along with its plan to make the Village into an industrial powerhouse, and

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perhaps eventually annexed into Minneapolis. Walker's plat was a perfect exercise in 19th century urban planning, with housing, industrial, and commercial areas built between 1890-1893, and with expectations that soon the Park would have a population of 50,000. Who knows what would have happened if not for the Financial Panic of 1893?

The Village settled into "the doldrums" for several decades, with the pre-World War II population not even reaching 8,000. But that didn't mean that St. Louis Park had given up on development. In the 'teens, several large parcels of land were platted into lots and blocks, with hopes that someday they would be developed into neighborhoods. While most subdivisions have fewer than 100 lots, Park Manor, platted in 1913, had an incredible 718 lots, while Lenox, platted in 1913, had 472.

In the 1930s, came the highways: Highway 7 in 1934, and Highway 100 in 1939. The introduction to the 1934 Directory saw these roads as opportunities for development:

"St. Louis Park in the past, owing to its large area, and the scattering of residences over the entire village, has been handicapped by the lack of a business center. Very few lines of business have located here. We have reliable information that numerous inquiries are now being made for business locations and that plans are already under way for the construction of buildings to house them. Property somewhere along the new highway [7] will soon be converted into an important business district. We also have desirable sites platted for manufacturing and many square miles for residential purposes, city water and gas in our streets, and a strictly modern fire department.

Let's all get together and BOOST, MODERNIZE AND BUILD."

In the same directory, a letter from the mayor declared: "St. Louis Park is destined to grow. Plans are already beginning to mature which, together with the highways that are now being completed within our borders, will, I am sure, make it possible for St. Louis Park to attract hundreds if not thousands of people who are looking for new home sites."

Alas, downtown St. Louis Park did not develop along Highway 7, and although the advent of FHA created a building boom in 1939, the war halted construction, leaving many people living in their basements.

But the war ended and, unlike neighboring communities like Golden Valley and Edina, St. Louis Park was ready for the



Highway 7 in 1973

returning soldiers with its acres and acres of land already platted for housing. The Village welcomed the Jewish community from North Minneapolis with open arms, although the first black families wouldn't arrive to stay until about 1962.

And it's no accident that Excelsior Boulevard became the epicenter of the area's bars and gas stations; where other suburbs resisted such enterprises, the Park just couldn't say "no." An unfortunate proclivity for dirty industry was part of this progressive attitude, bringing St. Louis Park factories that processed lead, lithium, concrete, and of course, creosote, but those industries also provided jobs.

Suddenly the population zoomed and the *Dispatch* reported hundreds of building permits. An article in July, 1955, declared "St. Louis Park Home-Building Boom Declines as Available Sites Fill Up," but ten years later the local paper reported that an apartment-building boom was underway. Finally, the population of the Park almost reached that magic 50,000 mark in the mid-1970s.

Here we are, 40 years later and apartments are being built faster than ever. Because every inch of land is developed, redevelopment is the name of the game as small houses are replaced by large houses and obsolete buildings are replaced by beautiful new mixed-use communities. As the density of these new developments rise, our population may soon reach that 50,000 mark.

So, it seems that we are fulfilling the dreams of those early boosters as we promote business, encourage redevelopment, provide housing for families of all income levels, and provide city services that make St. Louis Park a destination.

BOOST, MODERNIZE AND BUILD!

SHARE YOUR PARK STORY!

Do you have a St. Louis Park story to share with our readers? We would love to hear from you! We're looking for articles, stories, reminiscences and photos.

Submission Guidelines

- Articles are relevant to the St. Louis Park Historical Society audience
- 1,000 words maximum
- Articles are published at the discretion of newsletter staff and may be gently edited to accommodate space limitations
- Submit your article to slphs.newsletter@gmail.com — include your name, email address and phone number

MORE THAN JUST A SOUND WALL

BY PAUL LINNEE

From 1950 until 1967, I grew up at 2716 Toledo Avenue, immediately east of Highway 100 and two blocks north of Minnetonka Boulevard. For decades, driving north on Highway 100 between Minnetonka Boulevard and Benilde High School, you'd pass my house on the right. Two blocks of houses (even numbered 2700 and 2600 Toledo) backed up to a service road separating our back yards from the region's first "superhighway."

Now, your opportunity to view my old house is gone, thanks to the tall, long and (I'm sure) quite effective "noise wall" that was erected as a part of the recent Highway 100 upgrade. I am told the folks who live there now were asked to voice their opinions on whether they wanted the wall, and apparently they chose yes. I can't blame them, but I'm glad that wall wasn't up 50 years earlier! Here's why:

As a kid, Highway 100 was everything to me. I spent hours on our back porch watching cars go by. I counted the cars by make and developed rudimentary tabulations showing whether Ford, General Motors or Chrysler cars were leading the count. I'd count body styles (4-door vs. 2-door, vs. station wagon, etc.) I specifically remember a man who regularly drove the highway in the 1950s and '60s and every year purchased a brand new 4-door Buick painted multiple bright colors like red, yellow, green and blue. He must have been from Edina!



Looking west from rear driveway of 2716 Toledo in 1957

There was no sound wall when I was a kid. There wasn't even a median barrier to prevent head-on collisions — only a small concrete hump about 5 inch high between the two northbound and the two southbound lanes. During this time, I am pretty sure there were at least two fatal accidents in just the stretch behind our house. One of them involved a MnDOT street sweeper being sideswiped by a truck and bumped over that divider into oncoming traffic. Tragically, the operator was killed.

In the 1950s it was still possible to cross Highway 100 at 28th Street (as well as enter it to go northbound from westbound 28th Street), after stopping at a stop sign. And, the on-ramp from Minnetonka Boulevard to northbound 100 was not even a merge lane with a yield sign back then. It was a ramp with a stop sign at the point where it met Highway 100.



Two of the Park's finest with their 1958 Plymouth squad car

This led to a major influence in my life. Regularly, Park cops would sit on westbound 28th Street at the Highway 100 stop sign waiting for people to blow that on-ramp's stop sign and race on to northbound 100. When they did — and often — the cop would put his 1958 green and white Plymouth Savoy with its big V8 engine and four-barrel carburetor into DRIVE and hit the gas and scream northbound on 100 to catch the 'perp'. As he did, the engine noise of the squad car accelerating was music to the ears of a budding gear-head such as me! I am



Looking west from rear driveway of 2716 Toledo in 2015

pretty sure it had a large part in making me decide I wanted to be a cop when I grew up. And so I did. By 1970 I was a cop which led to a great 45 year career in and around police work.

Yet another advantage of no noise wall - median barrier on 100 was how it increased my 'range of movement' as a teenager, especially once I got interested in girls! Some of my earliest girlfriends lived across 100, and those were experiences no young boy (or old man, for that matter) will ever forget!

So, with sadness, I have witnessed the building of the new sound wall. I am sure it will be quieter and safer at my old home for the motorists in 2016 than it was in 1955, but my life would have probably turned out a lot differently without the visual, audible and movement access I had to and across Highway 100.



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MEMBER SPOTLIGHT: Henry Solmer

BY BONNIE BURTON

Henry Solmer is a kind-hearted, community service oriented man. He is a 16-year resident of St. Louis Park who lives in the Fern Hill neighborhood with the love of his life, Sue Sanger. He currently serves as Treasurer of the St. Louis Park Historical Society and he has been a member for ten years.



Born in Los Angeles and raised in South Bend, Indiana, Henry is the eldest of three boys. His undergraduate degree is in Sociology and first job after college was as a caseworker for the Cook County Public Aid department at an office on Chicago's South Side. This was a rough part of town — the Black Panthers owned some apartment buildings in the area. His work there consisted of administering various welfare programs.

Henry soon became disillusioned with the ability of the welfare system to make positive changes in the lives of the people it was supposed to be helping, so he left to attend the University of Michigan School of Social Work with hopes of finding a way to become more effective. His graduate school studies were funded by a grant that required work in the area of criminal justice after graduation. He received his MSW and moved to St. Paul to work for Project Remand Pretrial Services. He interviewed people in jail and prepared reports a judge used to decide the disposition of their cases. Henry worked with these clients to help them comply with conditions of their release and reported back to the court on their compliance. After a while, he realized he was seeing the same situations over and over and concluded the system was treating the symptoms and not the causes.

Henry pursued social work with a hope of making a difference and realized it was difficult, if not impossible, to do so. He decided a career change was necessary to avoid burnout and considered going into the law. Ultimately, he went to work for the U.S. Postal Service, which paid a living wage without the frustration of unattainable goals. He retired from the USPS after 22 years of service.

A few years ago the St Louis Park Historical Society asked him if he would be willing to help out as Treasurer as the then-current person was no longer able to fulfill the duties. Henry is a helpful soul and stepped into the position where he meticulously keeps the books, deposit funds and pay bills. His work as Treasurer is something he enjoys doing for the organization – he performs this duty well, having had similar experience working with other nonprofit organizations. The Society is grateful for his interest and participation in keeping track of its resources.

In addition to his work with the Historical Society, Henry's willingness to serve his community is reflected in his volunteerism with other organizations. He is currently a History Day Judge with the Minnesota Historical Society, helping to

evaluate the work of some of the 30,000+ young researchers who are studying topics related to annual themes. He also serves as an election judge, helping to administer primary and general elections at local polling places. And he is a volunteer with the Board of Zoning Appeals with the City of St. Louis Park, reviewing and ruling on items that do not require consideration by the Planning Commission or the City Council.

Henry has many interests and hobbies he enjoys in his spare (!) time. In particular, Henry and Sue like to travel for pleasure — they have visited 50 countries, including their most recent trip to New Zealand. I asked if he could choose just one country as a favorite of his, and he picked Switzerland. "In addition to being a beautiful location, their society is very orderly there: they play by the rules and it works very well for them." Henry mentioned it is also very expensive to live there. Henry and Sue have plans to visit Scotland this summer, and he looks forward to spending a day at the National Railway Museum in York, England.

At 70 years young, Henry enjoys landscape photography and reading — in particular, philosophy and the history of technology. He also likes restoring old windows. He collects license plates and bicycles. Henry says if you have a collection, it should have a theme — so his 12-bicycle collection is Schwinn.

More specifically, Schwinn built a particular racing bike over the years, known as the Schwinn "Circuit." Henry likes bicycle racing and enjoyed it when he was younger, so it's fitting that the pride of his collection includes five different models of Schwinn "Circuit" racing bicycles, each model issued in a different year during the period of 1977-2008. Each "Circuit" has its own special features and is slightly different from its predecessor. The "Circuit" was known as Schwinn's second best model during this period. Moreover, Henry says his collection is functional — he enjoys riding his bikes!

At the conclusion of the interview, I asked Henry about his hopes, dreams and goals for the Historical Society. Henry replied, "Short term, we need to get the word out about the Historical Society, so people know the Society exists and what they do — they need to raise their profile and become better known. Long term, a museum facility is needed and wanted — a permanent headquarters with permanent funding. Getting there is the challenge."

Train Stations: Our Past & Future



Join us at our open house!
We'll have LRT displays
and MnDOT staff will talk
about the light rail and
Wooddale station.

1-4 p.m. **Jorvig Park** 6210 W. 37th St.

SEE YOU AT PARKTACULAR!

Stop by our booth at the Parktacular Expo on Saturday, June 18 from 10 a.m. to 6 p.m. at Wolfe Park.

We love talking with our members and hearing your stories. We'll have items from the collection and trivia to keep you on your toes!



St. Louis Park Historical Society

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You can also become a member and renew your membership online at slphistory.org/shop.

MYSTERY PHOTO SOLVED



The mystery photo in our last issue was a bit difficult since the building is no longer there. The Park Detective Agency was located on a street that was then known as Wooddale, but is now Park Center Boulevard. In the place of a row of buildings that included a Post Office at one time, stands the AAA Building.

Nancy Barthell is the winner of last issue's mystery photo contest! "My dad, **John Fitzgerald**, is a retired St. Louis Park policeman. He and his friend, **Loren Kramer**, another retired St. Louis Park officer have solved the mystery. It was located at 3881 Hwy. 100, on the south side of Excelsior Blvd., not far from Park Baptist."

She also researched the Historical Society's website and learned: "3881: This was an office building built in 1950 by Anton and Esther Yngve, who ran their law office from here. They had opened their shop in 1942 in the Park Theater Building. They left the building in 1966 and rented it out until it was demolished in 1983."

Nancy wins a Target® GiftCard for solving our Mystery Photo!

SUMMER MYSTERY PHOTO

This building obviously hosted a dry cleaner in this photo from the early 1970s. Buy why the crazy sign?

The building is still with us — wish we knew where the sign went!

Submit your best guess and a chance to win a prize.

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