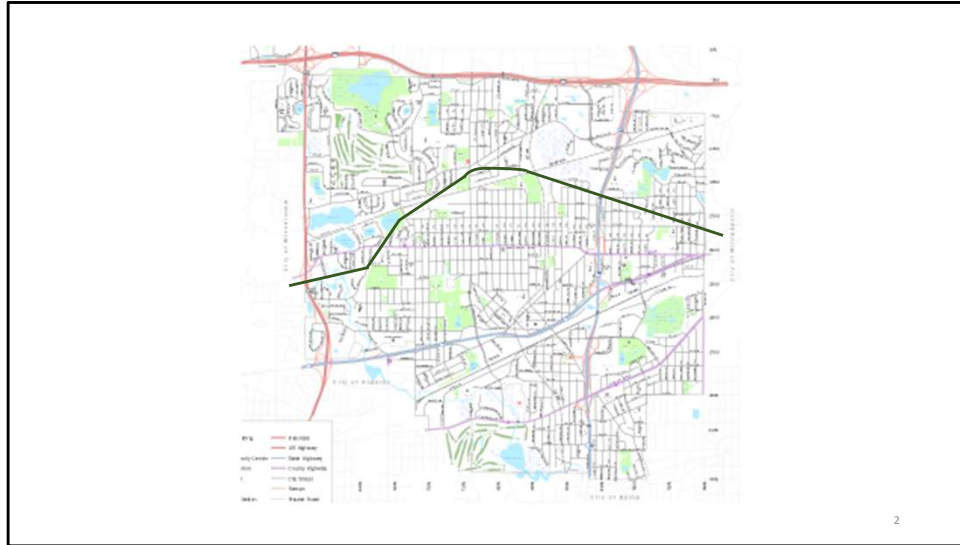




1857 Minnesota & Pacific Railroad Co. is chartered and proceeds to survey a route from St. Paul west to the Red River.
1862 Minnesota & Pacific Railroad has not laid a single mile of track. It forfeits its charter and the legislature turns it over to the St. Paul & Pacific Railroad.

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. We have map evidence that they built from west to east, probably because it took a long time to fill in the north side of Cedar Lake.



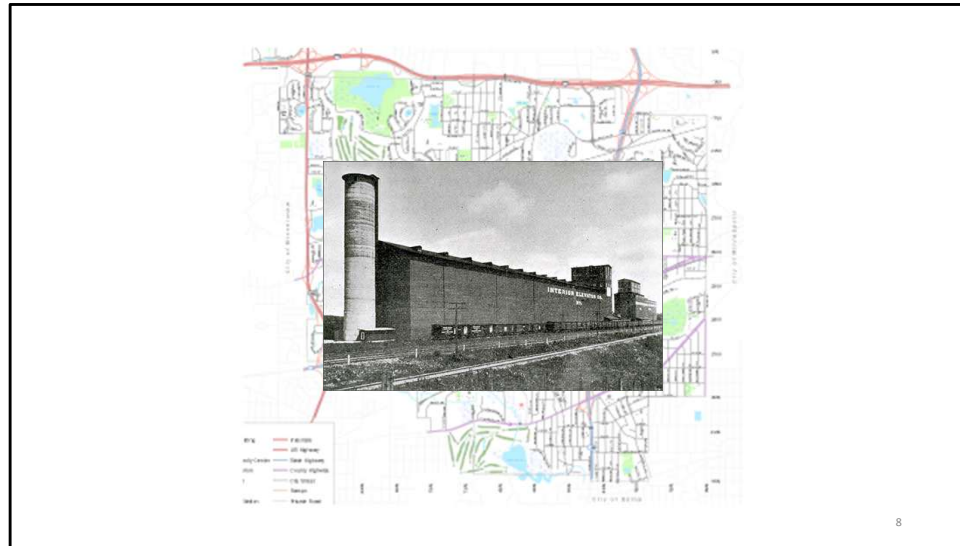
1886 The SPM&M builds the original “Hutchinson Branch” to Hopkins, St. Bonifacius, and Hutchinson, reusing some of the St. Paul & Pacific right of way.

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.)



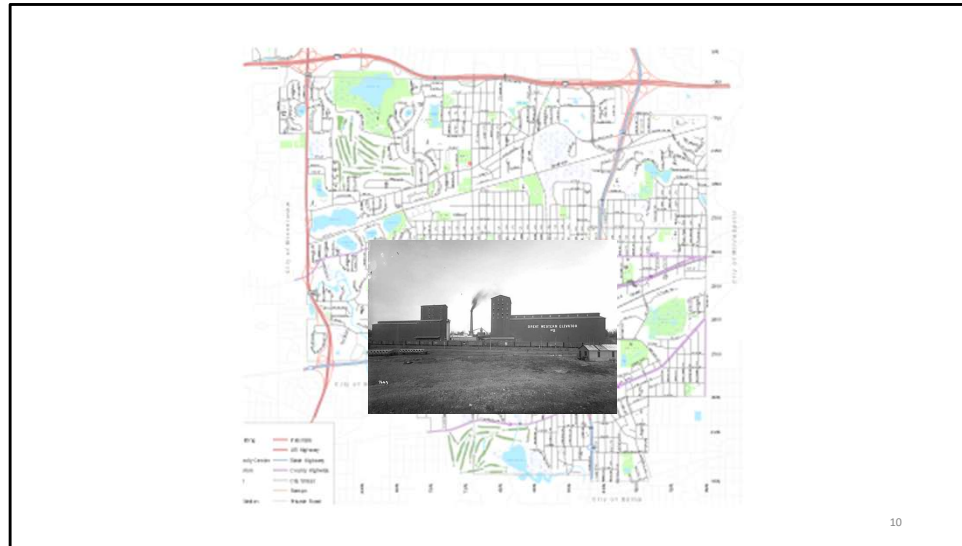
- 1890 T. B. Walker's Minneapolis Land & Investment Co. begins an industrial park and constructs a loop of track connected to both the Milwaukee Road and the MStL.
- 1890 The St. Paul, Minneapolis & Manitoba is renamed the Great Northern.
- 1892 Walker's company begins a streetcar service from Minneapolis 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.

1955 The Milwaukee Road discontinues passenger service to this depot.

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

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).

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

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.



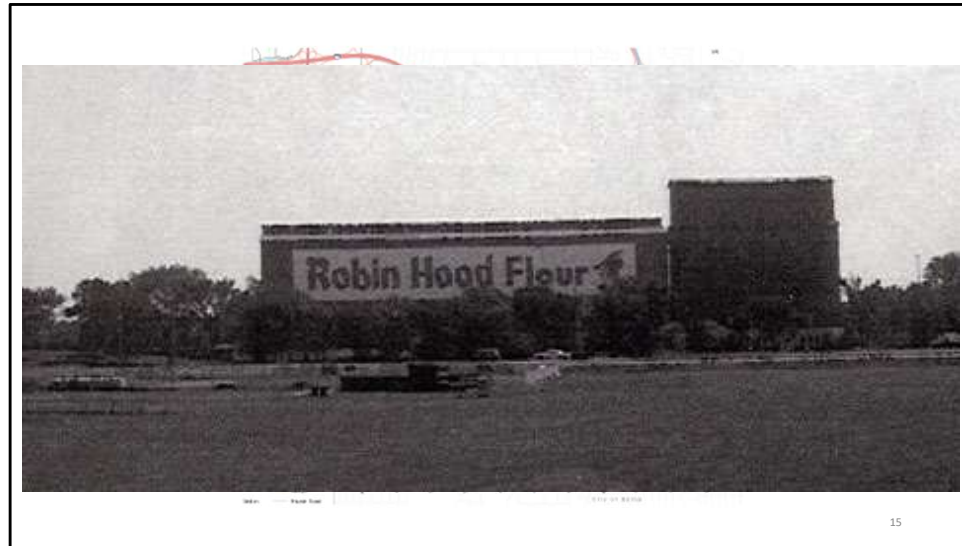
Republic Creosoting in 1931.



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).



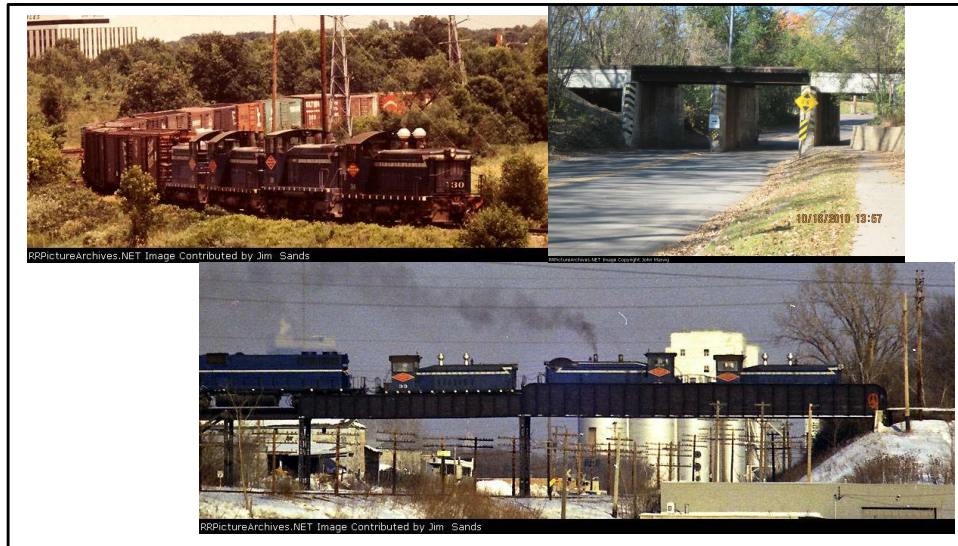
<http://www.rrpicturearchives.net/>

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

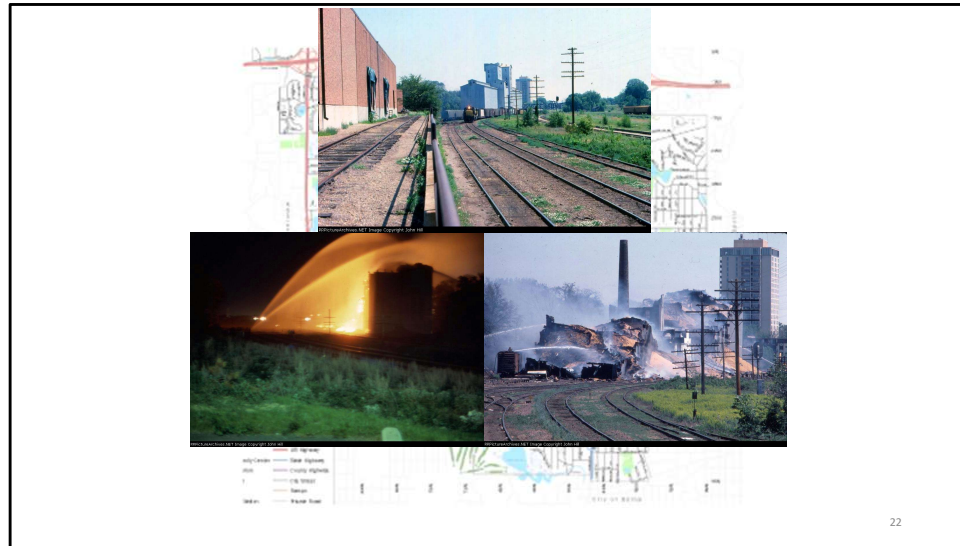
19

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

TWIN CITY REGION ZONE 10			TWIN CITY REGION ZONE 10 (Cont'd)		
TRUCK NO.	IND. NO.	FIRM	TRUCK NO.	IND. NO.	FIRM
1020	90	Team Truck St Louis Park	1035	09	Gambles Outside Trk Dr 4
1025	35	Gambles Outside Whse Dr 1	1035	06	Trk 2
1025	36	Gambles Outside Whse Dr 2	1035	07	Gambles Outside Trk Dr 5
1025	37	Gambles Outside Whse Dr 3	1035	08	Trk 2
1025	38	Gambles Outside Whse Dr 4	1035	09	Gambles Outside Trk Dr 6
1025	39	Gambles Outside Whse Dr 5	1035	10	Trk 2
1025	40	Gambles Outside Whse Dr 6	1035	11	Gambles Outside Trk Dr 7
1025	41	Gambles Outside Whse Dr 7	1035	12	Trk 2
1025	42	Gambles Outside Whse Dr 8	1035	13	Gambles Outside Trk Dr 8
1025	43	Gambles Inside Whse Dr 9	1035	14	Trk 2
1025	44	Gambles Inside Whse Dr 1	1035	15	Gambles Outside Trk Dr 9
1025	45	Gambles Inside Whse Dr 1	1035	16	Trk 2
1025	46	Gambles Inside Whse Dr 1	1035	17	Gambles Outside Trk Dr 10
1027	07	Uniroyal	1035	18	Trk 2
1027	08	Uniroyal	1035	19	Gambles Outside Trk Dr 11
1027	09	Uniroyal	1035	20	Trk 2
1027	10	Uniroyal	1035	21	Gambles Outside Trk Dr 12
1029	04	Maytag	1035	22	Trk 2
1032	22	Honeywell Door 1	1035	23	Gambles Outside Trk Dr 13
1032	23	Honeywell Door 2	1035	24	Trk 2
1032	24	Honeywell Door 3	1035	25	Gambles Outside Trk Dr 14
1032	25	Honeywell Door 4	1035	26	Trk 2
1032	26	Honeywell Door 5	1035	27	Gambles Outside Trk Dr 15
1032	27	Honeywell Door 6	1035	28	Trk 2
1032	28	Honeywell Door 7	1035	29	Gambles Outside Trk Dr 16
1032	29	Honeywell Door 8	1035	30	Trk 2
1032	30	Honeywell Door 9	1035	31	Gambles Outside Trk Dr 17
1032	31	Honeywell Door 10	1035	32	Trk 2
1032	32	Honeywell Door 11	1035	33	Gambles Outside Trk Dr 18
1032	33	Honeywell Door 12	1035	34	Trk 2
1032	34	Honeywell Door 13	1035	35	Gambles Outside Trk Dr 19
1032	35	Honeywell Door 14	1035	36	Trk 2
1032	36	Honeywell Door 15	1035	37	Gambles Outside Trk Dr 20
1032	37	Honeywell Door 16	1035	38	Trk 2
1032	38	Honeywell Door 17	1035	39	Gambles Outside Trk Dr 21
1032	39	Honeywell Door 18	1035	40	Trk 2
1032	40	Honeywell Door 19	1035	41	Gambles Outside Trk Dr 22
1032	41	Honeywell Door 20	1035	42	Trk 2
1032	42	Honeywell Door 21	1035	43	Gambles Outside Trk Dr 23
1032	43	Honeywell Door 22	1035	44	Trk 2
1032	44	Honeywell Door 23	1035	45	Gambles Outside Trk Dr 24
1032	45	Honeywell Door 24	1035	46	Trk 2
1032	46	Honeywell Door 25	1035	47	Gambles Outside Trk Dr 25
1032	47	Honeywell Door 26	1035	48	Trk 2
1032	48	Honeywell Door 27	1035	49	Gambles Outside Trk Dr 26
1032	49	Honeywell Door 28	1035	50	Trk 2
1032	50	Honeywell Door 29	1035	51	Gambles Outside Trk Dr 27
1032	51	Honeywell Door 30	1035	52	Trk 2
1032	52	Honeywell Door 31	1035	53	Gambles Outside Trk Dr 28
1032	53	Honeywell Door 32	1035	54	Trk 2
1032	54	Honeywell Door 33	1035	55	Gambles Outside Trk Dr 29
1032	55	Honeywell Door 34	1035	56	Trk 2
1032	56	Honeywell Door 35	1035	57	Gambles Outside Trk Dr 30
1032	57	Honeywell Door 36	1035	58	Trk 2
1032	58	Honeywell Door 37	1035	59	Gambles Outside Trk Dr 31
1032	59	Honeywell Door 38	1035	60	Trk 2
1032	60	Honeywell Door 39	1035	61	Gambles Outside Trk Dr 32
1032	61	Honeywell Door 40	1035	62	Trk 2
1032	62	Honeywell Door 41	1035	63	Gambles Outside Trk Dr 33
1032	63	Honeywell Door 42	1035	64	Trk 2
1032	64	Honeywell Door 43	1035	65	Gambles Outside Trk Dr 34
1032	65	Honeywell Door 44	1035	66	Trk 2
1032	66	Honeywell Door 45	1035	67	Gambles Outside Trk Dr 35
1032	67	Honeywell Door 46	1035	68	Trk 2
1032	68	Honeywell Door 47	1035	69	Gambles Outside Trk Dr 36
1032	69	Honeywell Door 48	1035	70	Trk 2
1032	70	Honeywell Door 49	1035	71	Gambles Outside Trk Dr 37
1032	71	Honeywell Door 50	1035	72	Trk 2
1032	72	Honeywell Door 51	1035	73	Gambles Outside Trk Dr 38
1032	73	Honeywell Door 52	1035	74	Trk 2
1032	74	Honeywell Door 53	1035	75	Gambles Outside Trk Dr 39
1032	75	Honeywell Door 54	1035	76	Trk 2
1032	76	Honeywell Door 55	1035	77	Gambles Outside Trk Dr 40
1032	77	Honeywell Door 56	1035	78	Trk 2
1032	78	Honeywell Door 57	1035	79	Gambles Outside Trk Dr 41
1032	79	Honeywell Door 58	1035	80	Trk 2
1032	80	Honeywell Door 59	1035	81	Gambles Outside Trk Dr 42
1032	81	Honeywell Door 60	1035	82	Trk 2
1032	82	Honeywell Door 61	1035	83	Gambles Outside Trk Dr 43
1032	83	Honeywell Door 62	1035	84	Trk 2
1032	84	Honeywell Door 63	1035	85	Gambles Outside Trk Dr 44
1032	85	Honeywell Door 64	1035	86	Trk 2
1032	86	Honeywell Door 65	1035	87	Gambles Outside Trk Dr 45
1032	87	Honeywell Door 66	1035	88	Trk 2
1032	88	Honeywell Door 67	1035	89	Gambles Outside Trk Dr 46
1032	89	Honeywell Door 68	1035	90	Trk 2
1032	90	Honeywell Door 69	1035	91	Gambles Outside Trk Dr 47
1032	91	Honeywell Door 70	1035	92	Trk 2
1032	92	Honeywell Door 71	1035	93	Gambles Outside Trk Dr 48
1032	93	Honeywell Door 72	1035	94	Trk 2
1032	94	Honeywell Door 73	1035	95	Gambles Outside Trk Dr 49
1032	95	Honeywell Door 74	1035	96	Trk 2
1032	96	Honeywell Door 75	1035	97	Gambles Outside Trk Dr 50
1032	97	Honeywell Door 76	1035	98	Trk 2
1032	98	Honeywell Door 77	1035	99	Gambles Outside Trk Dr 51
1032	99	Honeywell Door 78	1035	100	Trk 2
1032	100	Honeywell Door 79	1035	101	Gambles Outside Trk Dr 52
1032	101	Honeywell Door 80	1035	102	Trk 2
1032	102	Honeywell Door 81	1035	103	Gambles Outside Trk Dr 53
1032	103	Honeywell Door 82	1035	104	Trk 2
1032	104	Honeywell Door 83	1035	105	Gambles Outside Trk Dr 54
1032	105	Honeywell Door 84	1035	106	Trk 2
1032	106	Honeywell Door 85	1035	107	Gambles Outside Trk Dr 55
1032	107	Honeywell Door 86	1035	108	Trk 2
1032	108	Honeywell Door 87	1035	109	Gambles Outside Trk Dr 56
1032	109	Honeywell Door 88	1035	110	Trk 2
1032	110	Honeywell Door 89	1035	111	Gambles Outside Trk Dr 57
1032	111	Honeywell Door 90	1035	112	Trk 2
1032	112	Honeywell Door 91	1035	113	Gambles Outside Trk Dr 58
1032	113	Honeywell Door 92	1035	114	Trk 2
1032	114	Honeywell Door 93	1035	115	Gambles Outside Trk Dr 59
1032	115	Honeywell Door 94	1035	116	Trk 2
1032	116	Honeywell Door 95	1035	117	Gambles Outside Trk Dr 60
1032	117	Honeywell Door 96	1035	118	Trk 2
1032	118	Honeywell Door 97	1035	119	Gambles Outside Trk Dr 61
1032	119	Honeywell Door 98	1035	120	Trk 2
1032	120	Honeywell Door 99	1035	121	Gambles Outside Trk Dr 62
1032	121	Honeywell Door 100	1035	122	Trk 2
1032	122	Honeywell Door 101	1035	123	Gambles Outside Trk Dr 63
1032	123	Honeywell Door 102	1035	124	Trk 2
1032	124	Honeywell Door 103	1035	125	Gambles Outside Trk Dr 64
1032	125	Honeywell Door 104	1035	126	Trk 2
1032	126	Honeywell Door 105	1035	127	Gambles Outside Trk Dr 65
1032	127	Honeywell Door 106	1035	128	Trk 2
1032	128	Honeywell Door 107	1035	129	Gambles Outside Trk Dr 66
1032	129	Honeywell Door 108	1035	130	Trk 2
1032	130	Honeywell Door 109	1035	131	Gambles Outside Trk Dr 67
1032	131	Honeywell Door 110	1035	132	Trk 2
1032	132	Honeywell Door 111	1035	133	Gambles Outside Trk Dr 68
1032	133	Honeywell Door 112	1035	134	Trk 2
1032	134	Honeywell Door 113	1035	135	Gambles Outside Trk Dr 69
1032	135	Honeywell Door 114	1035	136	Trk 2
1032	136	Honeywell Door 115	1035	137	Gambles Outside Trk Dr 70
1032	137	Honeywell Door 116	1035	138	Trk 2
1032	138	Honeywell Door 117	1035	139	Gambles Outside Trk Dr 71
1032	139	Honeywell Door 118	1035	140	Trk 2
1032	140	Honeywell Door 119	1035	141	Gambles Outside Trk Dr 72
1032	141	Honeywell Door 120	1035	142	Trk 2
1032	142	Honeywell Door 121	1035	143	Gambles Outside Trk Dr 73
1032	143	Honeywell Door 122	1035	144	Trk 2
1032	144	Honeywell Door 123	1035	145	Gambles Outside Trk Dr 74
1032	145	Honeywell Door 124	1035	146	Trk 2
1032	146	Honeywell Door 125	1035	147	Gambles Outside Trk Dr 75
1032	147	Honeywell Door 126	1035	148	Trk 2
1032	148	Honeywell Door 127	1035	149	Gambles Outside Trk Dr 76
1032	149	Honeywell Door 128	1035	150	Trk 2
1032	150	Honeywell Door 129	1035	151	Gambles Outside Trk Dr 77
1032	151	Honeywell Door 130	1035	152	Trk 2
1032	152	Honeywell Door 131	1035	153	Gambles Outside Trk Dr 78
1032	153	Honeywell Door 132	1035	154	Trk 2
1032	154	Honeywell Door 133	1035	155	Gambles Outside Trk Dr 79
1032	155	Honeywell Door 134	1035	156	Trk 2
1032	156	Honeywell Door 135	1035	157	Gambles Outside Trk Dr 80
1032	157	Honeywell Door 136	1035	158	Trk 2
1032	158	Honeywell Door 137	1035	159	Gambles Outside Trk Dr 81
1032	159	Honeywell Door 138	1035	160	Trk 2
1032	160	Honeywell Door 139	1035	161	Gambles Outside Trk Dr 82
1032	161	Honeywell Door 140	1035	162	Trk 2
1032	162	Honeywell Door 141	1035	163	Gambles Outside Trk Dr 83
1032	163	Honeywell Door 142	1035	164	Trk 2
1032	164	Honeywell Door 143	1035	165	Gambles Outside Trk Dr 84
1032	165	Honeywell Door 144	1035	166	Trk 2
1032	166	Honeywell Door 145	1035	167	Gambles Outside Trk Dr 85
1032	167	Honeywell Door 146	1035	168	Trk 2
1032	168	Honeywell Door 147	1035	169	Gambles Outside Trk Dr 86
1032	169	Honeywell Door 148	1035	170	Trk 2
1032	170	Honeywell Door 149	1035	171	Gambles Outside Trk Dr 87
1032	171	Honeywell Door 150	1035	172	Trk 2
1032	172	Honeywell Door 151	1035	173	Gambles Outside Trk Dr 88
1032	173	Honeywell Door 152	1035	174	Trk 2
1032	174	Honeywell Door 153	1035	175	Gambles Outside Trk Dr 89
1032	175	Honeywell Door 154	1035	176	Trk 2
1032	176	Honeywell Door 155	1035	177	Gambles Outside Trk Dr 90
1032	177	Honeywell Door 156	1035	178	Trk 2
1032	178	Honeywell Door 157	1035	179	Gambles Outside Trk Dr 91
1032	179	Honeywell Door 158	1035	180	Trk 2
1032	180	Honeywell Door 159	1035	181	Gambles Outside Trk Dr 92
1032	181	Honeywell Door 160	1035	182	Trk 2
1032	182	Honeywell Door 161	1035	183	Gambles Outside Trk Dr 93
1032	183	Honeywell Door 162	1035	184	Trk 2
1032	184	Honeywell Door 163	1035	185	Gambles Outside Trk Dr 94
1032	185	Honeywell Door 164	1035	186	Trk 2
1032	186	Honeywell Door 165	1035	187	Gambles Outside Trk Dr 95
1032	187	Honeywell Door 166	1035	188	Trk 2
1032	188	Honeywell Door 167	1035	189	Gambles Outside Trk Dr 96
1032	189	Honeywell Door 168	1035	190	Trk 2
1032	190	Honeywell Door 169	1035	191	Gambles Outside Trk Dr 97
1032	191	Honeywell Door 170	1035	192	Trk 2
1032	192	Honeywell Door 171	1035	193	Gambles Outside Trk Dr 98
1032	193	Honeywell Door 172	1035	194	Trk 2
1032	194	Honeywell Door 173	1035	195	Gambles Outside Trk Dr 99
1032	195	Honeywell Door 174	1035	196	Trk 2
1032	196	Honeywell Door 175	1035	197	Gambles Outside Trk Dr 100
1032	197	Honeywell Door 176	1035	198	Trk 2
1032	198	Honeywell Door 177	1035	199	Gambles Outside Trk Dr 101
1032	199	Honeywell Door 178	1035	200	Trk 2
1032	200	Honeywell Door 179	1035	201	Gambles Outside Trk Dr 102
1					

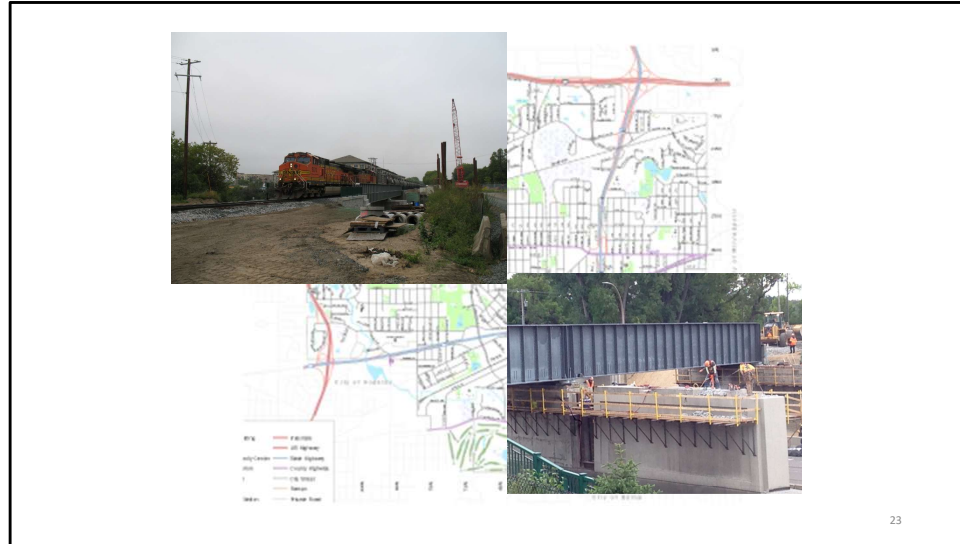


- 1971 Reilly Tar & Chemical (formerly Republic Creosoting) closed, removing most of what was left of the old loop.
- 1977 Burdick Belco Grain Elevators, originally the Great Western, burns down in a huge fire (orange box). The Exchange elevator was part of that complex and came down in the same fire.
- 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 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) was constructed to connect the former MNS to the relocated freight line. Not shown here, the bike trail was 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 takes a new bridge over to the north side of both rail lines, so the light rail tracks can 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 connects 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.