



The Kilgore-Peteler Company's Manufacturing Plant, 1908

SITE EVALUATION:

**PETELER PORTABLE RAILWAY
MANUFACTURING COMPANY/
HARRIS MACHINERY
501 THIRTIETH AVENUE SOUTHEAST
MINNEAPOLIS, MINNESOTA**

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INTRODUCTION

In 2013, The Cornerstone Group retained Hess, Roise and Company to evaluate the Harris Machinery complex at 501 Thirtieth Avenue Southeast, Minneapolis, for a potential redevelopment of the site. Historically the manufacturing complex for the Peteler Portable Railway Manufacturing Company, the property was inventoried as part of a National Register of Historic Places determination of eligibility study for the Southeast Minneapolis Industrial Area, conducted by Hess Roise in 2002. “The Junction of Industry and Freight: The Development of the Southeast Minneapolis Industrial Area” concluded that the area was not eligible for National Register designation as a district. The study did, however, identify several properties that were potentially individually eligible for listing in the National Register, including the Peteler Portable Railway/Harris Machinery site. Although the property was recognized as being potentially eligible for historic designation, a period of significance was not identified in the 2002 study. The following report presents a period of significance along with justification for that time frame, based on additional research and investigation into the original complex and its subsequent development.

Unfortunately, the site has drastically deteriorated over the past eleven years, when it was first determined potentially eligible for the National Register. Several of the original buildings have fallen into serious structural disrepair, significantly lessening their historic integrity, one of the conditions for historic designation. Extensive replacement and repair of historic structural members would be necessary to place the buildings back in service. In 2012, The Cornerstone Group retained Mattson, Macdonald, Young, a local structural engineering firm, to assess the damage and recommend stabilization and repair measures for the buildings. Their assessment is excerpted in this report as part of an analysis of The Cornerstone Group’s proposed approach to the site’s potential redevelopment.

HISTORICAL OVERVIEW

The Peteler Portable Railway Manufacturing Company was one of many industries that built facilities in the Southeast Minneapolis Industrial Area (SEMI) in the late nineteenth century while Minneapolis was developing into a prominent regional trade center. Francis Peteler first brought the portable railway system to Minneapolis in 1870, locating shops throughout the growing city before building a permanent complex in the SEMI in 1888. From its facility located along the Saint Paul and Northern Pacific Railroad (Northern Pacific Railroad), Peteler Portable Railway—and its later iterations, Kilgore-Peteler and the Peteler Car Company—manufactured components of its signature railway system until 1914, when the firm went bankrupt. As such, a period of significance of 1888–1914 appears appropriate to reflect the site’s association with the growth of Peteler Portable Railway, a firm that contributed to the industrial development and characterization of the SEMI in the late nineteenth and early twentieth centuries.

Peteler’s Portable Railway

The Peteler portable railway was first developed in Bavaria by Johann Peteler in 1866. His brother, Alois, brought the system to the United States and patented it in 1866. Offices for the Peteler Portable Railway Company were initially based out of New York. *The Great Industries of the United States*, published in 1872 shortly after the product’s introduction to U.S. markets, provided a description of the railway:

The track is manufactured in twenty-foot sections, hitching strongly and securely together at the end by means of a hook-and-eye contrivance. . . . The rails are laid directly on the surface of the ground, without any sleepers or any preparatory grading or digging. On level ground, two men can lay down a thousand feet of the track in an hour, and can pick it up again in fifteen minutes. . . . A single railroad car, or three two-horse teams, can easily transport the whole track and fixtures of a Portable Railroad a thousand feet . . . long.¹

A separate patent was issued for a “peculiar dumping car” used in conjunction with the portable railway tracks. According to *The Great Industries of the United States*, the car was “of itself an ingenious and efficient contrivance for handling heavy materials.” The system was ideally suited for excavating land quickly, an attractive quality to construction, railroad, and land development industries.²

From its New York-based office, Alois Peteler’s company was involved in grading projects around the area such as filling a wharf at the United States Lighthouse Depot on Staten Island and hauling dirt to help create Prospect Park in Brooklyn. The firm also sold patent rights for use of its system around the country. For example, a Louisiana man, John Dymond, obtained permission to employ the railway and dump car system on his plantation. The system was available abroad as well. *The Great Industries of the United States* indicated that Peteler’s portable railway was utilized “in the British Provinces, Cuba, and South America,” while another article suggests it was advertised as far away as Australia. The *South Australian Register*

¹ Horace Greeley, ed., *The Great Industries of the United States* (Hartford, Conn.: J. B. Burr and Hyde, 1872), 539–540; United States Patent Office, Patent Number 115,514, dated May 30, 1871.

² Ibid.; United States Patent Office, Patent Number 57,823, dated September 4, 1866, Reissue Number 3,286, dated February 2, 1869.

extolled the advantages of the Peteler Portable Railway, stating that the system “possess[ed] all the saving power . . . gained by using a railroad,” but that it was “as convenient as a horse-dray or a man with a wheelbarrow.”³

Portable Railroads Come to Minneapolis

In 1870, the *Minneapolis Tribune* announced that Colonel Francis Peteler, a relative of Johann and Alois, “secured the patent right for the northwest, and expect[ed] to be able to commence manufacturing them in less than two months.” Colonel Peteler, a Bavarian-born veteran of the Mexican American War and the Civil War, was a farmer before manufacturing portable railway tracks and dump cars in Minneapolis. The economic climate in the young city seemed well suited to Peteler’s new venture, as the *Tribune* exclaimed: “We rejoice at the acquisition of an enterprize [sic] of this kind to our city and look upon it as another indication of the growing importance of Minneapolis as a great manufacturing city.”⁴

Colonel Peteler’s shop was located at Minnetonka Street (present-day Marquette Avenue) near Washington Avenue according to the 1871 city directory. This was the company’s first listing in Minneapolis. It apparently moved several times in its infant years. In 1873, “Peteler Portable Railroads” was at First Avenue South near Second Street. There is no listing for the firm between 1875 and 1880, but “F. Peteler, mnfr. Peteler’s pat.” reappears in the 1881 city directory on First Street between Ninth and Tenth Avenues North. Operations remained at the First Street location until 1884, when it relocated to Twenty-ninth Street South at the corner of Twentieth Avenue Southwest.⁵

The relationship between Francis’s shop and the New York office is unclear. Alois appears to be active with the company until at least 1872, when he was identified in the New York City directory as the superintendent of Peteler Portable Railway at 42 Broadway. According to *The Great Industries of the United States*, the New York office was “where they [kept] samples of their cars and tracks, and where all business pertaining to the Company [was] transacted.” This seems to have changed, though, in 1885, when the Peteler Portable Railway Manufacturing Company filed articles of incorporation in Minnesota. Edwin Peteler, one of Francis’s sons, served as president, Frank C. Peteler, another son, was the secretary and treasurer, and the colonel was the manager of the new corporation. The company was located on Girard Avenue along the Hastings and Dakota rail line in south Minneapolis until 1887, when it bought land along tracks for the Northern Pacific Railroad in a growing industrial area in southeast Minneapolis.⁶

³ *Trow’s New York City Directory, 1872* (New York: John F. Trow, 1872), 904; “Handling Sugar Cane,” *Hawaiian Planter’s Monthly* 12 (April 1893): 157; “C. G. Forshey and Company” (advertisement), *Galveston Daily News*, June 11, 16, and 19, 1867; Greeley, *The Great Industries of the United States*, 541; “Labour-Saving Appliance,” letter to editor, *South Australian Register*, May 17, 1875.

⁴ “Peteler’s Portable Railroad,” *Minneapolis Tribune*, March 8, 1870; “The Peteler Portable Railroad Again,” *Minneapolis Tribune*, April 28, 1870.

⁵ *Tribune’s Directory for Minneapolis and Saint Anthony, 1871* (Minneapolis: Tribune Publishing Company, 1871), 91; *Tribune’s Minneapolis City Directory* (Minneapolis: Tribune Publishing Company, 1873), 271; *Davison’s Minneapolis City Directory, 1881* (Minneapolis: C. R. Davison, 1881), 631; *Davison’s Minneapolis City Directory, 1884* (Minneapolis: C. R. Davison, 1884), 514.

⁶ *Trow’s New York City Directory, 1872* (New York: John F. Trow, 1872), 904; Greeley, *The Great Industries of the United States*, 541; “The City-Incorporations,” *Minneapolis Tribune*, March 5, 1885; Minnesota Secretary of State,

Peteler Moves to Southeast

Since the 1860s, when rail service between Saint Anthony (which was annexed by Minneapolis in 1872) and Saint Paul first began, the number of rail lines passing through southeast Minneapolis had been rapidly increasing. Nine major rail lines traversed the area, connecting the Twin Cities to distant locales in the east and west. Each of these lines, however, had its own terminal, “making it impossible to travel straight through Minneapolis and Saint Paul without transferring from one line to another.” In 1883, the nine major railroad companies formed the Minnesota Transfer/Union Stockyard Association and constructed a spur track to link the Chicago, Milwaukee, Saint Paul and Pacific Line (Milwaukee Road) to the Saint Paul, Minneapolis, and Manitoba Railroad Company Short Line (Manitoba Road). Located just east of the SEMI, the Minnesota Transfer Yards had many advantages, including “excellent freight-handling service with free switching to the nine roads, . . . cheaper land than at the city centers, . . . and room for expansion.”⁷

Close proximity to the Minnesota Transfer Yards made the SEMI attractive to industries that relied on rail service for distribution. It was an ideal location for agricultural storage elevators, as railroads were the primary connection between Minnesota’s rural farmers and urban markets. One of the first structures built in the SEMI was a wood grain elevator for the Union Elevator Company, constructed in 1885. Elevators came to dominate the SEMI as Minneapolis gained prominence within the agriculture industry. According to a historical study of the area: “By 1892 the north Pacific Railroad, the Manitoba, the Chicago Saint Paul Minneapolis and Omaha (known as the Omaha), the Chicago Saint Paul and Kansas City (CStP&KC), and the Milwaukee Road all ran through the SEMI. The wheat that poured into Minneapolis . . . had already made it the nation’s leading flour-milling center by 1880. Within the first decade of the 1900s, the city had also become the leading rail center for flax and barley. By 1925, Minneapolis was the nation’s leader in wheat, barley, flax, and rye receipts, and second only to Chicago in corn and oats.”⁸

The SEMI’s location also made it a practical choice for manufactories that needed access to railroads for distributing their goods, such as the Peteler Portable Railway Manufacturing Company. In 1887, the company purchased land in Auditor’s Subdivision Number 21 along the Northern Pacific Railroad. The following year it took out building permits to construct a two-story brick machine and erecting shop, a one-story engine and boiler room, a one-story blacksmith shop, a one-story brick foundry with “aisles,” an iron-clad wood warehouse, and a one-story lumber shed. The machine and erecting shop, engine and boiler room, blacksmith

File Number 20149-AA, March 2, 1885; *Davison’s Minneapolis City Directory, 1885* (Minneapolis: C. R. Davison, 1885), 594; “The Peteler Portable Railway Company,” *Minneapolis Tribune*, May 18, 1887; “A Reply,” *Minneapolis Tribune*, May 11, 1887; “Peteler Portable Railway: T. A. Braun,” *Minneapolis Tribune*, May 18, 1887; “Realty and Building: The Local Market Prosperous and Healthy,” *Minneapolis Tribune*, October 23, 1887; Hennepin County Books of Deeds 212, page 474 (recorded September 17, 1887); Hennepin County Book of Deeds 236, page 612 (recorded September 17, 1887).

⁷ Charlene Roise and Nathan Weaver Olson, “The Junction of Industry and Freight: The Development of the Southeast Minneapolis Industrial Area,” 8, National Register assessment prepared by Hess, Roise and Company for the Minneapolis Community Development Agency, February 2003; Robert M. Frame III and Jeffrey A. Hess, “Saint Anthony Elevator Number 3,” Historic American Engineering Record No. MN-57, 1992, 8, prepared by Hess, Roise and Company, available at the Minnesota Historical Society, Saint Paul.

⁸ Roise and Olson, “The Junction of Industry and Freight,” 9.

shop, and foundry formed the core of the original complex and were organized around a central court. Spur tracks cut through the site, separating the engine and boiler room and the blacksmith shop from the foundry.⁹

In 1889, shortly after the initial buildings were constructed, Peteler Portable Railway built a brick-veneered office building and a brick-veneered shed (neither are extant). A one-story frame building and a one-story frame “furn. shop” (extant) appeared by 1892. The “furn. shop” was likely used by the Peteler Furnace Company, a short-lived side venture between Frank C. and Philip Peteler, which operated on the site from 1892–1895. By 1908, however, the shop was used solely in the manufacture of dump cars, as evidenced by a photograph that appeared in Horace B. Hudson’s *A Half Century of Minneapolis*. In 1899, “Peteler Car Works” built a one-story brick-veneered office (extant) and a one-and-one-half-story frame barn (not extant).¹⁰

Although Francis Peteler was not the initial innovator behind the portable railway system, he is credited with several improvements that boosted its success. In 1895, Francis received a patent for a dump car that was specifically “adapted for use with steam-shovels.” It was “especially constructed to stand the heavy strains and the quick actions required in such work.” Another improvement came in 1901, when he received a patent for an “ore or gravel car.” The new car provided the “means for automatically unlocking or releasing the doors when the car . . . reached a certain predetermined point regardless of the direction” it was traveling.¹¹

The gravel car proved to be one of Francis’s last inventions for the Peteler Portable Railway Manufacturing Company. In December 1904, the company combined with the recently incorporated Kilgore Machine Company to form the Kilgore-Peteler Company. According to the *Minneapolis Tribune*, Kilgore was formed around 1902 “to build the Kilgore steam shovels and sawmill machinery.” The newspaper claimed that Colonel Peteler was set to retire after he had “cheapen[ed] the cost of railroad and other excavation” and “made his car the standard throughout the country.” Philip and Charles, two of his sons, continued with the new venture.¹²

Interestingly, an entity called the Peteler Car Company filed articles of incorporation at the same time the Kilgore-Peteler Company was formed. The distinction between the two companies is unclear, as both names appeared concurrently in various publications and directories.¹³

In January 1905, Peteler Portable Railway sold the site to the Kilgore-Peteler Company, which was headed by Charles S. Hale. George W. Bestor acted as vice president, Frank C. Bestor served as secretary and treasurer, and Philip Peteler was superintendent of the new company.

⁹ Hennepin County Book of Deeds 212, page 474 (recorded September 17, 1887); Hennepin County Books of Deeds 236, page 612 (recorded September 17, 1887); Minneapolis Building Permits B15287, B15288, B15289, B15290, B15291, and B15292 (all dated June 9, 1888).

¹⁰ Minneapolis Building Permits B18251 and B182252 (dated April 9, 1889); Minneapolis Building Permit B25257 (dated May 7, 1891); Minneapolis Building Permit B27346 (dated April 5, 1892); “The Kilgore-Peteler Company’s Manufacturing Plant,” photograph in Horace B. Hudson, ed., *A Half Century of Minneapolis* (Minneapolis: Hudson Publishing Company, 1908), 391; Minneapolis Building Permit B43658 (dated Jun 19, 1899).

¹¹ United States Patent Office, Patent Number 531,746, January 1, 1895; United States Patent Office, Patent Number 679,033, July 23, 1901.

¹² “Big Works Combine,” *Minneapolis Tribune*, December 31, 1904; Minnesota Secretary of State, File Number 14466-AA, January 15, 1903.

¹³ Minnesota Secretary of State, File Number 20148, December 28, 1904.

According to the Minneapolis city directory, Kilgore-Peteler produced several industrial implements, including steam shovels, dump cars, and sawmill machinery.¹⁴

The new firm received attention in the local press and in industry journals. Comments were primarily related to the origination of dump cars by members of the Peteler clan. In 1908, *Concrete Engineering* noted: “The claim is made that the Peteler dump car is the pioneer in the field of dump-car production, the first dump car having been invented by Johann Peteler in Munich, Germany, in 1866.” Later, the *Minneapolis Journal* remarked that Peteler’s products were “known over the entire northwest, and [had] been on the market for some thirty years.”¹⁵

Despite apparent good fortune after the turn of the century, in September 1914, the *Minneapolis Journal* announced that the Peteler Car Company was bankrupt. That same month, a *lis pendens* [pending litigation] action was filed on portions of Lots 12, 13, and 14 in Auditor’s Subdivision Number 21, all owned by Kilgore-Peteler/Peteler Car Company. A classified advertisement announced a salvage sale the following May: “Wood and broken lumber cheap; come with wagons, Peteler Car Plant.”¹⁶

The site remained a manufacturing complex for approximately ten years after Peteler went bankrupt. It was briefly the headquarters for the Tom Thumb Tractor Company before the Saint Paul Foundry apparently absorbed the company. Shortly after, Federal Tractor took over Tom Thumb, which had been relocated to Saint Paul.¹⁷

In 1917, the Gray Tractor Company, a New York-based corporation, located its manufacturing headquarters at the former Peteler complex. Joseph W. Gray, a Minneapolis farm implements dealer, was the local connection for the company, which produced “motors, engines, machines, tractors, boats [and] vehicles,” according to the *New York Times*. The company’s signature model was a wide drive-drum tractor, which achieved marginal success in war-ravaged Europe. The *Minneapolis Tribune* remarked that French farmers were “enthusiastic over the Gray’s wide drive drum and simple direction transmission” because horses were “scarce in France and tractors [were] doing practically all the big work.”¹⁸

¹⁴ “Real Estate Transfer,” *Minneapolis Journal*, January 13, 1905; *Davison’s Minneapolis City Directory, 1905* (Minneapolis: C. R. Davison, 1905), 989. Interestingly, Peteler Portable Railway remained listed in the city directories even after the companies were united. Francis Peteler was identified as the president and manager of the company between 1905 and 1907, after which point Peteler Portable Railway disappeared.

¹⁵ “Dump Cars and Contractors’ Buckets,” *Concrete Engineering* 3 (1908): 57; “Many Cars Built in Minneapolis,” *Minneapolis Journal*, March 31, 1910.

¹⁶ “Car Company Bankrupt,” *Minneapolis Journal*, September 29, 1914; Hennepin County Mortgage Book 830, page 566 (recorded September 17, 1914); Classified advertisement, *Minneapolis Tribune*, May 9, 1915.

¹⁷ Untitled article, *Farm Implements*, March 31, 1916, Minnesota Tractor Research files, Minnesota Historical Society, Saint Paul (hereafter Minnesota Tractor Research files, MHS); “Arrangements Completed for Manufacture of Tom Thumb Tractors,” *Farm Implements*, January 31, 1917, Minnesota Research files, MHS.

¹⁸ *Davison’s Minneapolis City Directory, 1917* (Minneapolis: Minneapolis Directory Company, 1917), 846; “100-foot Smokestack Blown Down by Gale,” *Minneapolis Tribune*, February 17, 1917; Roy Burton Gray, *Development of the Agricultural Tractor in the United States* (Saint Joseph, Mich.: American Society of Agricultural Engineers, 1975), 53; “Gray Tractor Company,” Tractor and Construction Plant Wiki, accessed March 26, 2013, http://tractors.wikia.com/wiki/Gray_Tractor_Co.; “Reorganization of Gray Tractor Company,” *Farm Implements*, January 31, 1917, Minnesota Tractor Research files, MHS; “New Incorporations,” *New York Times*, February 15, 1917; “Gray Tractor Helps to Restore Fields of Stricken France,” *Minneapolis Tribune*, February 3, 1918; “Tractor Makers Here Rank High in Exports,” *Minneapolis Tribune*, November 6, 1919.

Prosperity from exports did not last long, however, and the company started experiencing financial troubles by 1920. Its annual report for that year indicated that labor was “scarce” and “inefficient,” and delays in material deliveries halted production. Sales dropped dramatically as well, further crippling the company, which had a \$30,000 mortgage due in 1922. Gray Tractor was reorganized in 1921 and was forced into bankruptcy by 1924. It emerged from bankruptcy in 1925 under new leadership. A notice in *Farm Implements* indicated: “The assets and goodwill of the old company were purchased at receivers sale by a group of Minneapolis capitalists . . . and the manufacture and sale of the tractors is now being pushed as rapidly as possible. The new company will continue the manufacture of what is known as the Canadian Special 22-40 and the Gray Giant Road Roller.” Any hope for new success, however, was short-lived. The family-owned Harris Machinery Company (the current owners) purchased the property in 1927.¹⁹

Dealers in new and used industrial equipment, as well as government surplus goods, Harris Machinery’s occupation of the former Peteler complex signaled a substantial change in the property’s use. The facility no longer manufactured industrial equipment, but rather, the buildings were relegated to storage and warehousing second-hand machinery. One of the most visible contributions the company made to the site was the addition of a brick office to the original 1888 machine shop. Designed by notable local architect Perry Crozier, the one-story office was built in 1930.²⁰

Several additional outbuildings were constructed during the Harris family’s ownership. Three frame storage sheds appeared on the site by 1938. They replaced an earlier brick-veneered shed located east of the blacksmith shop. In 1955, the company built a concrete-block warehouse, which was expanded in 1967. Lastly, the firm constructed a concrete-block storage addition on the rear (west) wall of the original machine shop in 1978.²¹

Currently, the property is listed for sale by the most recent iteration of the family company, Harris Machinery Building, LLC. Caretakers oversee the property, which is mostly vacant. Many of the buildings have fallen into severe disrepair and two of the frame storage sheds were razed. The most notable damage is visible at the original foundry, where half of the roof has collapsed and masonry walls are in a ruinous state. The roof of the machine shop is also in poor condition. These structural failings, as well as the demolition of the frame storage sheds, are recent developments, as site photographs taken in 2002 show the buildings intact. Because of this rapid

¹⁹ “Gray Tractor Company Annual Report, 1920,” Minnesota Tractor Research files, MHS; Display advertisement, *New York Times*, March 2, 1921; Display advertisement, *New York Times*, January 22, 1923; “Securities at Auction,” *New York Times*, May 10, 1923; “Receivers in Equity,” *New York Times*, January 1, 1924; “Securities at Auction,” *New York Times*, December 25, 1924; “Gray Tractor Company Reorganized,” *Farm Implements*, April 30, 1925, Minnesota Tractor Research files, MHS; Hennepin County Deed Book 1130, page 575 (recorded December 15, 1927); Hennepin County Deed Book 1140, page 1 (recorded December 15, 1927). Both deeds were executed on November 1, 1927. It is interesting to note that the *lis pendens* action filed in 1914 on the real estate formerly owned by Kilgore-Peteler/Peteler Car Company was discharged in May 1927. Apparently the tractor companies were operating on the site through private arrangements, as no official leases were filed.

²⁰ Minneapolis Building Permit B220406 (dated March 13, 1930).

²¹ Minneapolis Building Permit B345381 (dated March 29, 1955); Minneapolis Building Permit B407051 (dated December 29, 1967); Minneapolis Building Permit B477220 (dated February 16, 1978); Minnesota Historical Aerial Photographs Online database, <http://map.lib.umn.edu/mhapo/index.html> (photograph MP 6-559, dated 1938; accessed March 13, 2013).

deterioration, the site's historic integrity is poor. Wide-spread structural failure will necessitate the additional removal of historic material, furthering lessening the site's integrity.²²

²² Minnesota Secretary of State, File Number 3217464-2, February 17, 2009.

BUILDING EVALUATIONS

An insurance map from 1912 (on the following page) offers a glimpse at the configuration of the Peteler Portable Railway plant. The four buildings constructed around a central court remained the heart of the operation, even in the company's later iterations. Additions to the foundry are apparent, including a storage shed and a "rattler and clipping room" on the west side and an iron-clad shed on the east side. The engine and boiler room is labeled as "pattern storage," and the structure has a masonry coal shed on the west wall and a frame enclosure labeled "bin" on the east wall. Directly east of the pattern storage shop, the blacksmith shop appears to retain its original form. The machine and erecting shop maintains these functions on the first floor of the two-story brick structure. The second floor apparently held a pattern shop and storage, while the third (attic) floor was devoted to pattern storage. A one-story "cutting and punch room" extended along the south wall and an attached storage room was located on the west wall. The machine shop was bordered by exterior frame platforms on its south, west, and east sides.²³

An iron-clad wood working shop is southeast of the machine shop. Two brick-veneered structures appear east of the blacksmith shop: one is an office and the other is a storage shed. An iron-clad paint storage shed is located in the southeast corner of the site near an area designated as lumber piles. Two other ancillary outbuildings are located on the west side of the complex: an iron-clad storage house and a structure divided into a sand room and a coal room.²⁴

A spur track from the Northern Pacific Railroad cut across the site between the foundry and blacksmith shop. Six extensions of the spur track are labeled as "car repairing tracks" and are located along the eastern edge of the site.²⁵

A 1908 photograph (right), featured in *A Half Century of Minneapolis*, also gives pictorial evidence of the site during Peteler Portable Railway's residence.

These sources provide a basis for evaluating the current site condition, as they give the most complete documentation of the Peteler Portable Railway complex during its period of significance. See the next page for a comparison between the historic complex and today's site.



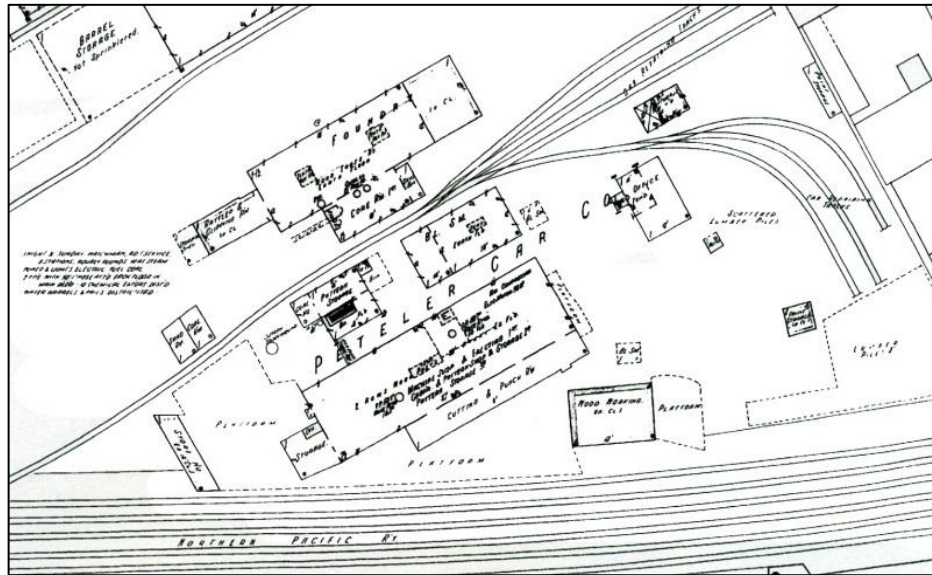
*Photograph of the Kilgore-Peteler plant, 1908.
Several outbuildings are visible in the photograph,
including some that currently remain at the site.*

²³ *Insurance Maps of Minneapolis, MN* (New York: Sanborn Map Company, 1912), 8:949.

²⁴ *Ibid.*

²⁵ *Ibid.*

Many of the primary buildings indicated on the 1912 map remain, although they have fallen into severe disrepair in recent years. Each building is discussed in the pages that follow, including a brief architectural description, a list of additions and alterations, and commentary regarding the building's integrity.



Sanborn Insurance Map, 1912-1930



2012 Satellite Image (Google Earth, obtained April 3, 2013)

Foundry, 1888

a. Historic condition:

Building permits record the structure as a 50' x 130', one-story, brick building with 40' x 60' "aisles." It was constructed with masonry load-bearing walls and a heavy-timber framing system to carry a cross-gabled roof with two monitors, although nearly half of the roof has collapsed and only one monitor remains. Overhead tracks ran the length of the foundry, some of which are present. Window openings show consistency in their treatment, with segmental-arch lintels formed by three rows of brick headers and stone sills; door openings feature similar lintels. Double-hung windows with wood sash have either a 9-over-9 or 6-over-6 configuration.²⁶

b. Additions and alterations:

The foundry has received several additions, some of which are extant and date to the site's period of significance.

- i. A storage shed (extant) on the west side of the structure is possibly the 30' x 50' iron-clad "wood warehouse" dating to 1888. In a 1912 Sanborn map, it is identified as an iron-clad "rattler and clipping room" and has a frame storage shed attached to the west wall. By 1938, another storage addition was built on this ancillary structure's north wall.²⁷



These 2013 photographs illustrate the foundry's structural and material decay.

²⁶ Minneapolis Building Permit B15290 (dated June 9, 1888).

²⁷ Minneapolis Building Permit B15291 (dated June 9, 1888); *Insurance Maps of Minneapolis*, 1912, 8:949; Aerial photograph MP 6-559, 1938.

- ii. By 1912, a masonry-enclosed sand bin (non-extant) had been constructed in the southeast ell.²⁸
- iii. By 1912, an iron-clad addition (extant) was built on the east wall to extend the foundry. This addition, however, is not visible in a circa-1908 photograph of the site.²⁹
- iv. An enclosure (extant) was built in the west ell at an unknown date.



c. Integrity:

Poor. The roof over the west half of the foundry has collapsed and the masonry shows signs of failure and structural movement. Many window sashes have been removed and several remaining windows have broken panes. In some openings, stone sills have been replaced with brick.



d. Within the period of significance:
Yes



The roof collapsed over the western half of the structure, causing further deterioration (top and middle). An addition on the west side of the foundry possibly dates to 1888 (bottom).

²⁸ *Insurance Maps of Minneapolis*, 1912, 8:949.

²⁹ *Ibid.*; “The Kilgore-Peteler Company’s Manufacturing Plant” photograph, 1908.

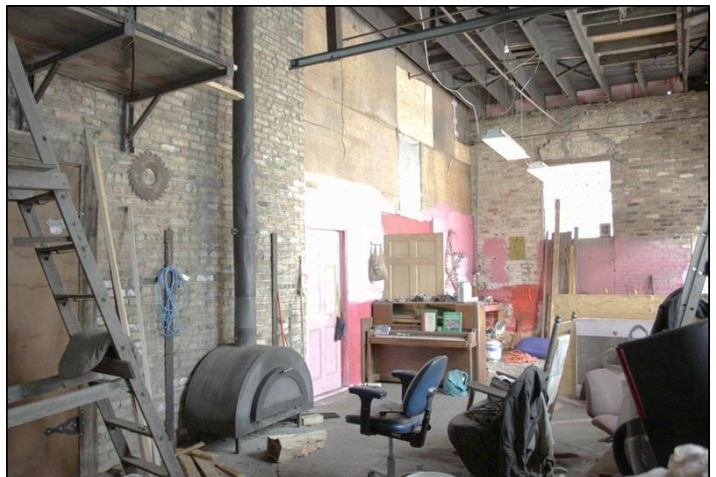
Engine and Boiler Room, 1888

a. Historic condition:

The engine and boiler room was recorded as a 40' x 40', one-story, brick structure. It has a flat roof with a parapet and features openings with segmental arch lintels formed by brick headers and stone sills. Although the windows have been replaced, they were likely consistent with those present on the foundry: 9-over-9, double-hung windows with wood sash. According to a 1912 Sanborn map, the interior was partitioned into two rooms, and the south room held a large horizontal steam boiler. By this point, the building was used for “pattern storage.”³⁰

b. Additions and alterations:

- i. By 1912, there was a masonry coal shed on the northwest corner and a frame-enclosed “bin” on the northeast corner. The coal shed was removed at an unknown date, but joist pockets for the shed remain visible on the west wall.
- ii. At some point, a heavy-timber enclosure with a shed roof was built on the west wall where the coal shed was previously located. It is visible in site photographs taken in 2002 but has since been removed.



The engine and boiler room has had several modifications, including the installation of a garage door, glass-block windows, and an interior frame partition.

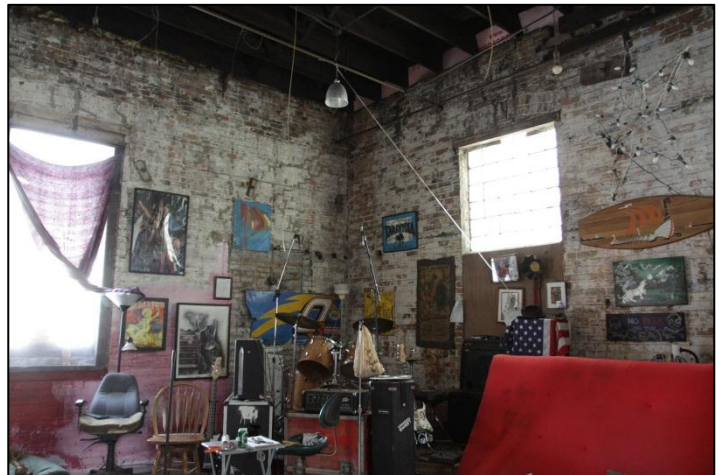
³⁰ Minneapolis Building Permit B15288 (dated June 9, 1888); *Insurance Maps of Minneapolis*, 1912, 8:949.

- iii. A garage door was installed on the east wall. The date for this installation is unknown, but it postdates 1951, as the overhead door does not appear in a Sanborn insurance map from that year.³¹
- iv. Many of the window and door openings have been filled with glass block and concrete block. A non-historic frame partition was constructed on the interior.



c. Integrity:

Poor. Nearly all of the historic windows have been removed. Several historic openings have been filled with glass block, concrete block, or brick; one historic door remains on the west wall. A garage door was installed on the east wall at an unknown date. A coal shed was demolished at an unknown date. There are several incidents of masonry failure and structural movement.



d. Within the period of significance:
Yes

Interior photographs show evidence of structural movement in the masonry (top). Window openings have been filled with glass block.

³¹ *Insurance Maps of Minneapolis*, 1912, 8:949; *Insurance Maps of Minneapolis, MN* (New York: Sanborn Map Company, 1912, updated to 1951), 8:949.

Blacksmith Shop, 1888

a. Historic condition:

Building permits list the structure as a 40' x 60', one-story, brick blacksmith shop. It has load-bearing masonry walls and a heavy-timber framing system that carry a gable roof and monitor. Consistent with the foundry and engine room, openings feature brick segmental arch lintels and stone sills. Many original 9-over-9, double-hung windows with wood sash remain.³²



b. Additions and alterations:

- i. A shed addition was constructed on the east wall at an unknown date. It does not appear on a 1912 Sanborn map, but is evident in an aerial photograph from 1938.³³
- ii. It is unknown when the mezzanine was constructed. Its materials contrast with the heavy-timber framing systems consistently used in the original buildings, suggesting it is of recent vintage.



c. Integrity:

Fair. Unlike many of the other core buildings, the blacksmith shop retains several historic 9-over-9 windows. The masonry, however, shows signs of failure and there are several holes in interior walls. A shed addition with corrugated metal siding detracts from the original masonry structure.



d. Within the period of significance:

Yes

These 2013 photographs show the deteriorated condition of a shed addition on the east wall (top and middle), while the west wall (bottom) remains fairly intact.

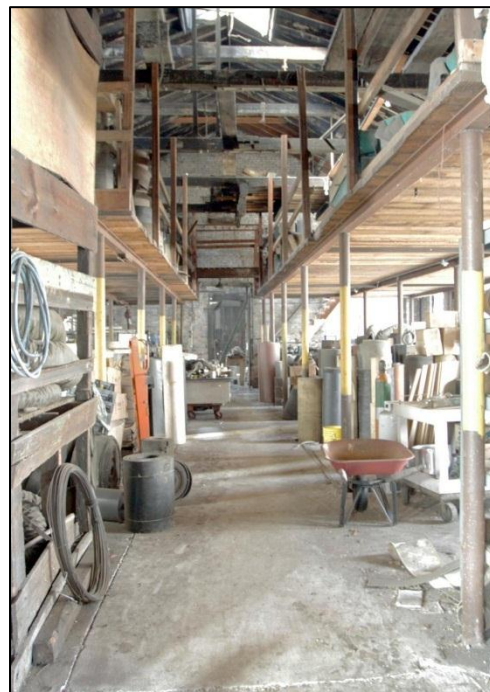
³² Minneapolis Building Permit B15289 (dated June 9, 1888).

³³ *Insurance Maps of Minneapolis*, 1912, 8:949; Aerial photograph MP 6-559, 1938.

Inside the east addition to the blacksmith shop. The shop's east wall was formerly an exterior wall, with windows and a doorway following the characteristic patterns of the other brick buildings.



The date of installation for the mezzanine is unknown. The wood components contrast with the original timber framing members, suggesting it was not original to the structure. The frame platform does not appear in Sanborn fire insurance maps, which is unusual for this type of construct.



Masonry deterioration is evident in this doorway to a room in the western portion of the blacksmith shop.



Machine and Erecting Shop, 1888

a. Historic condition:

The machine and erecting shop is the most prominent building on the site. It was originally recorded as a 60' x 200', two-story, brick structure with a metal roof according to building permits. The shop's gabled roof holds a monitor and a single dormer on the north slope. A metal cornice with pronounced returns highlights the east and west facades. Openings are consistent with the rest of the original complex and feature segmental-arch lintels and stone sills. Windows on the first story were 9-over-9, double-hung wood sash. These, however, were removed and the openings filled with glass and concrete blocks. The second story is lined with historic 6-over-6, double-hung, wood windows. A historic door remains on the north wall.³⁴

On the interior, two rows of heavy-timber posts extend the length of the shop on the first and second floors. A slightly raised platform runs down the center of the second floor, with an interior track laid near the east end. An enclosed elevator shaft is located on the north wall.



The roof of the machine and erecting shop is in severe disrepair. Water infiltration continues to destabilize the structure.

³⁴ Minneapolis Building Permit B15287 (dated June 9, 1888).

b. Additions and alterations:

The building received several additions, some of which are extant.

- i. A one-story “cutting and punch room” (not extant) along the south wall is visible on a 1912 Sanborn map. This is possibly a portion of a one-story, 24' x 200' wood lumber shed listed in the building permits.³⁵
- ii. By 1912, a one-story storage addition (not extant) was built on the west wall.³⁶
- iii. According to a 1912 Sanborn map, “platforms” were along the west, south, and east walls of the machine shop. A one-story, iron-clad store house was at the far west end of the platform. None of these structures are extant.
- iv. In 1930, the Harris Machinery Company built a one-story, brick office addition (extant) on the east wall of the machine shop. The \$5,000 structure was designed by Perry Crozier. By this point, the machine shop was used for warehousing new and used machinery.³⁷
- v. A concrete-block addition (extant) on the west wall of the machine shop was constructed in 1978.³⁸
- vi. There is an interior room in the southwest corner of the first floor. Frame walls and a sliding, metal fire door partition the space from the rest of the floor. The date of this room is unknown; it does not appear on Sanborn maps from either 1912 or 1951.
- vii. In 1964, a 12' x 45' loading dock was built.³⁹



An overhead garage door on the south wall is a non-historic alteration. Several original windows on the second floor have broken glass and all of the window openings on the first floor have been filled with concrete and glass blocks.

³⁵ *Insurance Maps of Minneapolis*, 1912, 8:949; Minneapolis Building Permit B 15292 (dated June 9, 1888).

³⁶ *Insurance Maps of Minneapolis*, 1912, 8:949.

³⁷ Minneapolis Building Permit B220406 (dated March 13, 1930); *Insurance Maps of Minneapolis*, 1951, 8:949.

³⁸ Minneapolis Building Permit B477220 (dated February 16, 1978).

³⁹ Minneapolis Building Permit B389064 (dated August 27, 1964).

c. Integrity:

Poor. The heavy-timber structure remains fairly intact on the first and second floors. The roof, however, has recently collapsed and is in serious disrepair. Window openings on the first floor have been filled with concrete and glass blocks. Many of the historic second-floor windows remain, although some have broken or missing panes. An opening was cut in the south wall to install a non-historic garage door. Dropped ceilings have been installed in the eastern portion of the first floor.

d. Within the period of significance:

Yes



The interior retains its heavy-timber structure on both the first (top) and second (middle) floors. The central bay on the second floor holds a raised platform with a track at the eastern end (bottom).

Shop, 1892

a. Historic condition:

A 40' x 60' shop was constructed in 1892. The frame building appears as part of the Peteler complex in an 1892 Minneapolis atlas. The shed is visible in a circa-1908 photograph of the site, in which railroad tracks extend from two openings on the east wall. A 1912 Sanborn map reveals that it was iron-clad and notes that it was used for woodworking. According to the Sanborn map, a platform extended from the east wall.⁴⁰



b. Additions and alterations:

- i. The shop is now clad in corrugated metal.
- ii. An addition was constructed on the east wall at some point after 1951.
- iii. An enclosure with a metal shed roof was constructed along the north side of these structures at an unknown date.



The original shop (top) is surrounded by non-historic additions on the east and north (bottom) and has been clad in corrugated-metal panels that are not original.

c. Integrity:

Poor. Non-historic additions obscure the original shed.

d. Within the period of significance:

Yes

⁴⁰ C. M. Foote, J. W. Henion, Balliet and Volk, *Atlas of the City of Minneapolis, Minnesota* (Minneapolis: C. M. Foote and Company, 1892), plate 33; *Insurance Maps of Minneapolis*, 1912, 8:949; “The Kilgore-Peteler Company’s Manufacturing Plant” photograph, 1908.

Office/Dwelling, 1899

a. Historic condition:

A one-story, brick-veneered office was constructed in 1899 according to the site's building permits. This masonry structure appears east of the machine and blacksmith shops in the 1903 Minneapolis city atlas and is visible in a circa-1908 photograph of the site. A Sanborn insurance map from 1912 confirms the office is "veneered." By 1951, the structure is listed as a dwelling.⁴¹



b. Additions and alterations:

- i. The structure was resided with asbestos shingles at an unknown date.
- ii. Non-historic windows were installed at an unknown date.

c. Integrity:

Poor. Non-historic materials conceal the original structure.

d. Within the period of significance:

Yes



These 2002 (top) and 2013 (bottom) site photographs illustrate that little has changed over the recent decade. The tall parapet is an identifying feature from the 1899 office.

⁴¹ Minneapolis Building Permit B43658 (dated Jun 19, 1899).

Storage Shed, date unknown

a. Historic condition:

A storage shed (extant) appears in a 1938 aerial photograph east of the blacksmith shop and north of the office/dwelling. The building, which has a false front and is of frame construction, was used by the Harris Machinery Company to store machinery. An enclosure for pipe storage (not extant) extended from the rear (east) wall of the shed. It was open on the north side, but had frame walls on the east and south sides.⁴²



b. Additions and alterations:

Site photographs taken in 2002 reveal the building's deterioration within the past decade. The photographs show that the pipe storage enclosure has been razed and the front cladding has been removed. Additionally, several windows and much of the wood siding on the south wall have been removed.



c. Integrity:

Poor. The building's foundation has settled unevenly, creating waves in the wood siding. The elimination of the building's front cladding and several windows has resulted in severe deterioration since the interior has become open to the elements.



d. Within the period of significance: No

The shed's rapid decline is apparent when comparing a 2002 photograph (top) to current photographs (middle and bottom).

⁴² *Insurance Maps of Minneapolis*, 1951, 8:949.

Warehouse and Retail Shop, 1955

a. Historic condition:

In 1955, Harris Machinery constructed a 102' x 120' concrete-block warehouse. Kenneth B. Skrivseth was the engineer and Adolfson and Peterson was the general contractor for the \$24,000 project.⁴³

b. Additions and alterations:

Harris Machinery built a 50' x 120' addition on the north side of the warehouse and a 12' x 12' loading dock on the structure in 1967.⁴⁴

c. Integrity:

Good

d. Within the period of significance:

No



Little has changed on the exterior of this concrete-block building. A compatible addition (foreground) was constructed on the north side of the original building (background), which was used as a canvas retail shop.

⁴³ Minneapolis Building Permit B345381 (dated March 29, 1955).

⁴⁴ Minneapolis Building Permit B407051 (dated December 29, 1967).

ANALYSIS OF PROPOSED PLANS

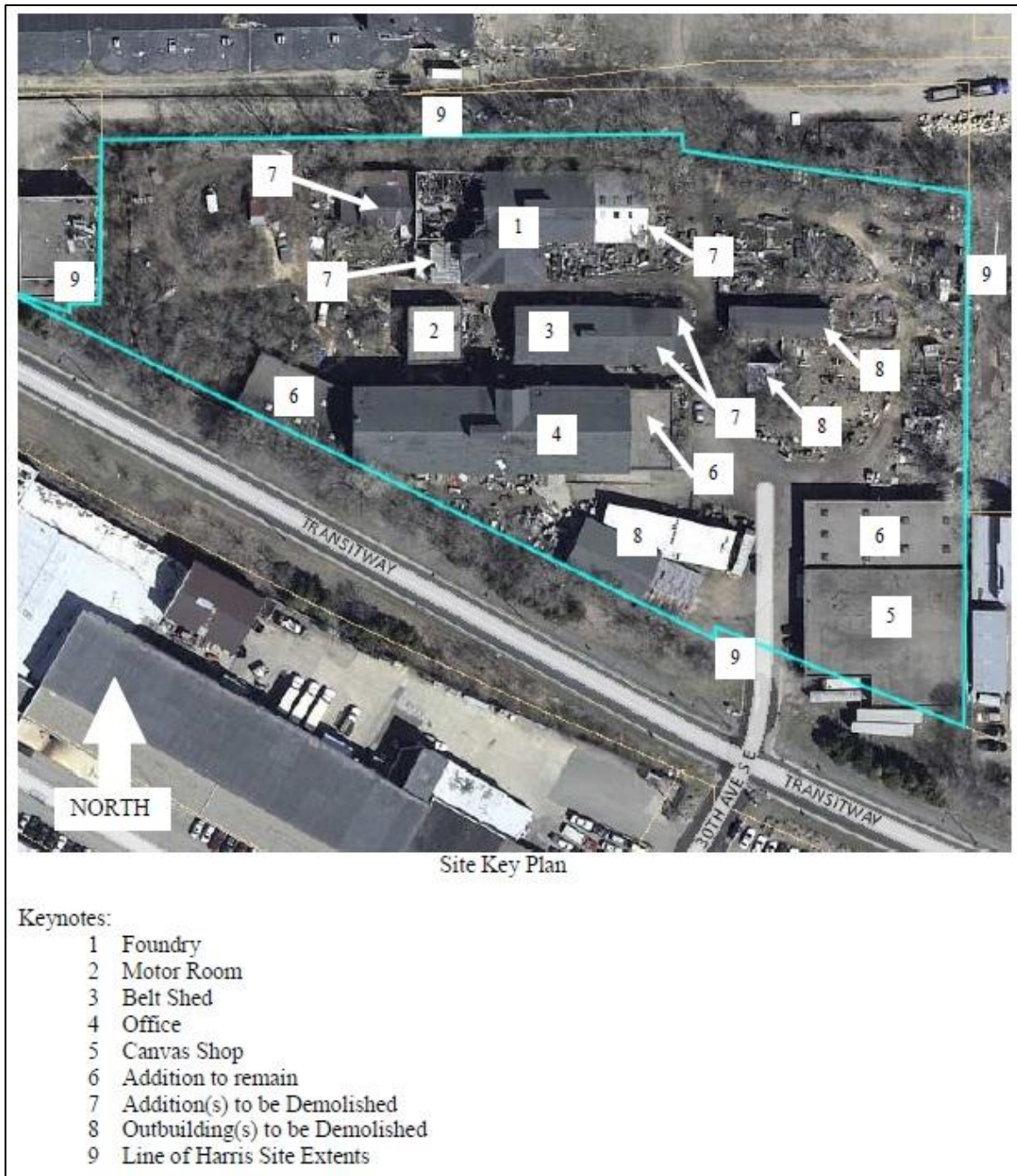
In 2012, the Cornerstone Group retained the engineering firm Mattson Macdonald Young to perform a structural condition review of four masonry and timber-framed buildings to assess their current conditions and the feasibility of rehabilitation. A site key plan from the report, reprinted on the following page, identified these buildings: the foundry (#1), the engine and boiler room (#2–“Motor Room”), the blacksmith shop (#3–“Belt Shed”), and the machine and erecting shop (#4–“Office”).

The executive summary of the structural assessment concluded: “In general, the structural elements of the buildings were judged to be in poor condition. Conditions of deterioration or damage noted in the observations typically include rot, collapse, fire, broken members, and general deterioration. These conditions were judged to be representative of the general condition of the building structures.”⁴⁵

The report provided recommendations for temporary stabilization measures to prevent further decay. It also identified additions and outbuildings that Cornerstone is considering demolishing, identified #7 and #8 on the site key plan.

The following section includes structural observations and recommended repairs excerpted from the structural assessment and evaluates these suggested interventions from the perspective of the Secretary of the Interior’s Standards for Rehabilitation.

⁴⁵ Mattson Macdonald Young, “Structural System Condition Assessment: Harris Machinery Site,” prepared for The Cornerstone Group, November 13, 2012, 2.



Site key plan from
“Structural System Condition Assessment: Harris Machinery Site”

Recommendations from Mattson Macdonald Young

Observations and Recommendations for the Foundry⁴⁶

In general, the structural elements of the building framing and foundation were judged to be in very poor condition. The conditions of deterioration or damage noted in the observations were judged to be representative of the overall condition of the building structure. These conditions will be described below in more detail.

The wood roof deck had numerous openings where daylight could be seen coming through. These are likely due to a combination of leaking roofing promoting wood rot and past fire damage. Typically this condition would require the full replacement of the wood roof decking, if the building were to be put back into service.

The wood roof rafters had numerous broken and rotted members. These are likely due to a combination of leaking roofing promoting wood rot and past fire damage. Typically this condition would require the full replacement of the wood rafter system, if the building were to be put back into service.

The wood roof trusses had numerous areas of cracked, broken, and rotted members with shifting connections. These conditions are likely due to a combination of leaking roofing promoting wood rot, past fire damage, and relatively poor original structural detailing. Typically this would require heavy reinforcement or full replacement of the wood truss system, if the building were to be put back into service.

The typical exterior masonry walls were judged to be in very poor conditions. This is likely due to a combination of adjacent collapses, leaking roofing and freeze thaw conditions promoting masonry movement and collapse. Typically this condition would require full tuckpointing/repointing, partial lintel replacement, and areas of wall reconstruction, if the building were to be put back into service.

Given these deteriorated conditions, the report listed the following temporary measures for stabilization:

- 1. Demolish roofs and upper walls, leave 400 lineal feet of walls standing to a height of 4' tall typically and 8' tall x 8' wide at corners and wall intersections (8 corners thus) with 100% repointing both sides of wall (broken areas of walls to be demolished completely) and a 16" wide continuous masonry wall cap to reduce moisture intrusion.*
- 2. Demolish the building and utilize available funding to salvage other structures on the site which are in comparatively better condition.*
- 3. Remove the wood deck and rafters from roofs of the building and stabilize the existing masonry walls with steel bracing and a 16" wide continuous masonry wall cap to reduce moisture intrusion. Assume 80% repointing/tuckpointing two faces of wall and the remaining 20% of wall rebuilt with broken exterior openings to be sealed and secured. The existing trusses may remain exposed, allow for a prime and two-coat paint with galvanized bent flashing cap at top and bottom chords.*

⁴⁶ Ibid., 10–18.

4. *Stabilize the standing wood roof as interior construction and create a new shingle on OSB [oriented strand board] 2' on-center pre-manufactured wood roof trusses over the existing standing roof structure. Assume 80% repointing/tuckpointing two faces of wall and the remaining 20% of wall rebuilt with broken exterior openings to be sealed and secured. Stabilize the existing masonry walls at existing collapsed roof with steel bracing and a 16" wide continuous masonry wall cap to reduce moisture intrusion.*

Observations and Recommendations for the Engine and Boiler Room⁴⁷

In general, the structural elements of the building framing and foundation were judged to be in poor to fair condition. The conditions of deterioration or damage noted in the observations were judged to be representative of the overall condition of the building structure. These conditions will be described below in more detail.

The wood roof deck had areas of rotten and replaced deck. There were no areas where light was seen coming through the roof. The rot is likely due to leaking roofing promoting wood rot. Typically this condition would require an overlayment of plywood on top of the existing roof decking, if the building were to be put back into service.

The roof had 5 visible broken and rotted wood rafter members at the northwest corner of the structure. These are likely due to a combination of leaking roofing promoting wood rot and overload. Typically this condition would require the replacement or sistering with like material of the affected members, if the building were to be put back into service.

The wood roof has an overhanging flat roof eave at the north elevation that is rotted and broken. Typically this condition would require removal and reconstruction of the eave, if the building were to be put back into service.

The typical exterior masonry walls were judged to be in poor to fair condition. This is likely due to a combination of leaking roofing and freeze thaw conditions promoting masonry movement and cracking. Typically these conditions would require complete exterior tuckpointing/repointing and areas of masonry unit replacement, partial interior tuckpointing, and reconstruction of the roof parapet closure during a re-roofing project, if the building were to be put back into service.

The building wall bowing and racking in magnitudes varying from 1 to 3 inches would typically require local reinforcement such as W6 beam columns installed at approximate quarter points along each wall elevation (12 total) to reduce the potential for future movement, if the building were to be put back into service.

⁴⁷ Ibid., 18–23.

Observations and Recommendations for the Blacksmith Shop⁴⁸

In general, the structural elements of the building framing and foundation were judged to be in poor to fair condition. The conditions of deterioration or damage noted in the observations were judged to be representative of the overall condition of the building structure. These conditions will be described below in more detail.

The wood roof deck had a number of openings where daylight could be seen coming through. This is likely due to leaking roofing promoting wood rot. Typically this condition would require the full replacement of the wood roof decking, if the building were to be put back into service.

The wood roof rafters had a number of broken and rotted members. This is likely due to leaking roofing promoting wood rot. Typically these conditions would require the full replacement of the wood rafter system, if the building were to be put back into service.

The wood roof trusses had a number of areas with cracked, broken, and rotted members with shifting connections. These conditions are likely due to a combination of leaking roofing promoting wood rot and relatively poor original structural detailing. Typically this would require heavy reinforcement or full replacement of the wood truss system, if the building were to be put back into service.

The typical exterior masonry walls were judged to be in poor to fair condition. This is likely due to a combination of leaking roofing and freeze thaw conditions promoting masonry movement and cracking. Areas of the brick masonry have significantly deformed around the wood truss bearing connections (the propped rafters have pushed the walls out in relation to the restraint of the wood truss bottom chord). Typically these conditions would require complete tuckpointing/repointing and areas of masonry unit replacement, if the building were to be put back into service.

Given these deteriorated conditions, the report listed the following temporary measures for stabilization:

- 1. Stabilize the wood roof as interior construction and create a new shingle on OSB on 2' center pre-manufactured wood roof trusses over the existing standing roof structure.*
- 2. Remove the wood deck and rafters from roofs of the building and stabilize the existing masonry walls with steel bracing and a 16" wide continuous masonry wall cap to reduce moisture intrusion. The existing trusses may remain exposed, allow for a prime and two-coat paint with galvanized bent flashing cap at top and bottom chords. Remove existing interior mezzanines.*
- 3. Remove the wood roof from the building and replace with shingle on OSB on 2' center pre-manufactured wood roof trusses.*

⁴⁸ Ibid., 23–31.

Observations and Recommendations for the Machine and Erecting Shop⁴⁹

In general, the structural elements of the building framing and foundation were judged to range from good to fair, with significant areas of very poor condition. The very poor conditions of deterioration or damage noted in the observations were judged to be representative of the overall condition of the original building's roof and attic structure. The good to fair conditions were judged to be representative of the overall condition of the original building's second floor structure, slab on grade construction, east and west additions. These conditions will be described below in more detail.

The original construction's wood roof deck is collapsed and had numerous openings where daylight could be seen coming through. This is likely due to leaking roofing promoting wood rot. Typically this condition would require the full replacement of the wood roof decking, if the building were to be put back into service.

The wood roof rafters are mostly collapsed and had numerous broken and rotted members. This is likely due to leaking roofing promoting wood rot and poor original structural detailing. Typically this condition would require the full replacement of the wood rafter system, if the building were to be put back into service.

The wood roof beams had numerous areas of cracked, broken, and collapsed members with shifting connections. This is likely due to leaking roofing promoting wood rot and poor original structural detailing. Typically this condition would require the full replacement of the wood roof beam system, if the building were to be put back into service.

The attic floor is typically constructed with floor joists supporting plank flooring. The floor framing is supported on multiple ply lumber beams and timber columns at the building interior and on multi-wythe masonry bearing walls at the building perimeter. The attic floor structure is observed to be in poor condition, with limited areas of collapse, deflection, rot, and other disrepair. Due to the amount of rot present in the plank flooring, it would typically be replaced fully, or over laid with new floor sheathing. The floor joists would be repaired by local replacement and reinforcement of the damaged and broken members, if the building were to be put back into service. Some of the floor beams are broken, and these attic floor beams are overstressed for typical usages per my calculations. The floor beams would typically be repaired by sistering steel channels at each side, if the building were to be put back into service.

The second floor is typically constructed with floor joists supporting plank flooring. The floor framing is supported on multiple ply lumber beams and timber columns at the building interior and on multi-wythe masonry bearing walls at the building perimeter. The second floor structure is observed to be in poor to fair condition, with limited areas of deflection, rot, and other disrepair. Due to the limited areas of rot present in the plank flooring, it would typical to locally replace the rotted areas of second floor planking with matching material. The floor joists appear to be in serviceable condition, but a check of each joist should be conducted for rot and cracks, if the building were to be put back into service. The second floor beams are overstressed for typical usages per my calculations. These floor beams would typically be repaired by sistering steel channels at each side, if the building were to be put back into service.

⁴⁹ Ibid., 31–45.

The typical exterior masonry walls were judged to range from poor to fair conditions at the original construction. The poor conditions are likely due to a combination of adjacent collapses, leaking roofing and freeze thaw conditions promoting masonry movement and collapse. Typically this condition would require full tuckpointing/repointing at the exterior, partial interior tuckpointing/repointing, partial unit replacement, partial lintel replacement, and areas of wall reconstruction, if the building were to be put back into service.

Given these deteriorated conditions, the report listed the following temporary measures for stabilization:

- 1. Remove the original construction roof for reuse as possible and place a new shingle on planking on rafter on post and beam to match the existing construction.*
- 2. Remove the original construction roof for reuse as possible and place a shingle on OSB on 2' center pre-manufactured wood roof trusses.*
- 3. Remove the original construction roof and place a temporary canvas cover (18 ounce vinyl-coated polyester) on 2" x 4" at 24" on-center stud walls at 4' on-center across the short building direction for slope with a five-year design lifespan.*

The Secretary of the Interior's Standards for Rehabilitation

The Standards for Rehabilitation are the measure against which proposed construction work is compared in order to ensure a historic building retains the qualities and features that relay its significance. To qualify for federal and state historic tax credits, a project must meet these Standards:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Conclusions

While the former Peteler Portable Railway Manufacturing Company property was determined eligible for the National Register in 2002, deterioration since that time has damaged the historic integrity of the property. While the property continues to retain sufficient integrity to qualify for the National Register at this time, it could lose that status if the deterioration continues.

It is possible, however, that the work needed to stabilize the dilapidated structures could also affect the historic integrity to such an extent that the property no longer qualifies for the National Register. The high level of intervention recommended in the Mattson Macdonald Young study does not meet the Standards for Rehabilitation. Specific items that do not conform to the Standards include:

- removing original roof structures
- fully or partially demolishing masonry walls
- concealing historic construction under new construction
- replacing original structural members—such as roof trusses—with pre-manufactured components
- reconstructing a deteriorated building to the point that it is essentially new construction
- demolishing sheds and additions that date from the property's period of significance and illustrate its historic development and function

More limited intervention might meet the Standards but might not be sufficient or appropriate for the redevelopment that is envisioned for the property.