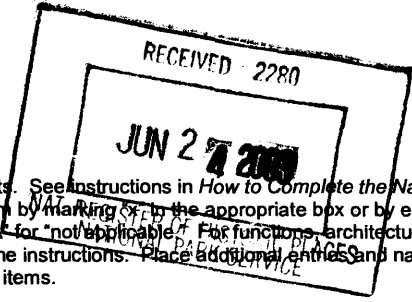


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1732



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, or computer, to complete all items.

1. Name of Property

historic name Preston Overlook

other names/site number _____

2. Location

Street & number On Minnesota Highway 52 _____ not for publication N/A

city or town Preston _____ vicinity N/A

state Minnesota code MN county Fillmore code 045 zip code 55965

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Ian R. Stewart 6/19/03
Signature of certifying official/Title _____ Date _____
Deputy State Historic Preservation Officer

State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
See continuation sheet
- determined eligible for the National Register.
See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson H. Beall 8/4/03
Signature of the Keeper _____ Date of Action _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>3</u>	<u>0</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Federal Relief Construction in Minnesota, 1933-1941

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Landscape/Park

Current Functions

(Enter categories from instructions)

Landscape/Park

7. Description

Architectural Classification

(Enter categories from instructions)

Other: NPS Rustic Style

Materials

(Enter categories from instructions)

foundation Stone

walls Stone

roof _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- X A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is: N/A

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed on the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
X Other State agency
Federal agency
Local government
University
Other

Name of repository:

Site Development Unit of Minnesota Department of Transportation (Mn/DOT), St. Paul

Areas of Significance

(Enter categories from instructions)

- Politics and Government
Landscape Architecture

Period of Significance

1937-1938

Significant Dates

1937

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

See Continuation Sheet

Preston Overlook
Name of Property

Fillmore County, Minnesota
County and State

10. Geographical Data

Acreeage of Property Approx. 1.8 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 574740 4835840
Zone Easting Northing
2 15 574740 4835750

3 15 574600 4835790
Zone Easting Northing
4 15 574600 4835850
See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Preston, Minn., 1965.

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Susan Granger, Scott Kelly, and Kay Grossman

organization Gemini Research date March 22, 2003

street & number 15 East 9th Street telephone 320-589-3846

city or town Morris state MN zip code 56267

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Report (1024-0018), Washington DC 20503.

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Preston Overlook
Fillmore County, Minnesota

7. DESCRIPTION

The Preston Overlook, built in 1937-1938, is a highway wayside rest located on the southern side of Minnesota Highway 52. The property is located in a rural area just within the eastern city limits of Preston in southeastern Minnesota's Fillmore County.

The Preston Overlook is a small 1.8-acre property that was variously called a wayside rest, a scenic overlook, a roadside park, and a roadside parking area by its creator, the Minnesota Department of Highways (MHD). The wayside rest was designed by A. R. Nichols, the first Consulting Landscape Architect for the MHD and its Roadside Development Division. Labor for the project was supplied by a federal agency called the National Reemployment Service (NRS). The NRS operated an employment office in each county to register workers for federal relief jobs, non-relief public jobs, and jobs in the private sector.

The property's substantive resources are included in the resource count that appears in "Number of Resources Within Property" in Section 5 above. These resources are also listed below in "Summary of Resources" at the end of Section 7.

See accompanying map entitled "Sketch Map, Preston Overlook, Preston, Fillmore County, Minnesota."

Setting and Topography

The Preston Overlook is located in Preston, a small community that had been founded in the 1850s by Euro-Americans in the scenic hills and woods of Fillmore County. When the Preston Overlook was constructed in the 1930s, Preston had a population of about 1,400, which is also its approximate population today.

The Preston Overlook was established on one of the highest points along the bluffs that overlook the scenic Root River Valley near Preston. The wall was designed to provide long views of the river valley, distant farmland and residences, and the Fillmore County Fairgrounds in Preston. From the overlook wall the land quickly descends to the South Branch of the Root River located 60'-80' feet below. The roadside park was developed on the site of an abandoned quarry, from which the construction stone was taken.

Today the Overlook is located in a rural setting that has not changed significantly since 1937-1938. The surrounding land encompasses large hills, wooded ravines, pastures, tilled fields, farmsteads, and some recent residential development.

The property is bounded on the north by Minnesota Highway 52. Across the highway to the north are the fields of an apple and berry farm.

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Preston Overlook
Fillmore County, Minnesota

Immediately south of the property, near the foot of the bluff, is the former trackbed of the Chicago, Milwaukee, St. Paul and Pacific Railroad. The trackbed has been converted to a bicycle trail known as the Root River State Trail. South of the trail is the South Branch of the Root River.

East of the property is a farmstead with adjacent pasture land.

West of the property, on the southern side of Highway 52, is rugged undeveloped land that is part of the Minnesota Department of Transportation's Highway 52 right-of-way.

Spatial Organization

The wayside rest has a curved, bituminous-paved drive that doubles as a parking area. The shape of the drive creates an oval traffic island between Highway 52 and the overlook wall. The area south of the overlook wall is steep and wooded, making walking difficult.

Vegetation

The wayside rest was created in an area that is naturally forested. This portion of Fillmore County is part of the Richard J. Dorer Memorial Hardwood Forest (formerly the Minnesota Memorial Hardwood State Forest). Trees on the property include American elm, ash, maple, basswood, oak, cedar, and poplar. Most of these trees are located east, west, and south of the overlook wall.

The area north of the overlook wall contains two large trees, an oak near the wall that was pre-existing when the wall was created, and an American elm on the island that was planted as part of the project. Three other American elms and several juniper shrubs have been removed from the grassy island.

Structures and Furnishings

Stone Overlook Wall

Built: 1937-1938

Designer: A. R. Nichols

Stonemason: Walter V. Joseph

Builder: NRS recruits and MHD

One Contributing Structure

The overlook wall is a gracefully curving structure that was built of random rubble gray limestone that was quarried on the site. Stone for the wall was carefully selected and laid to form distinctive masonry patterns.

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Preston Overlook
Fillmore County, Minnesota

The overlook wall is about 175' long. Its northern face (against the parking area) is about 3' tall. Its southern face is about 11' tall. Several piers (about 2'9" square) are spaced at varied intervals and project a few inches above the wall.

The design of the wall incorporates two lookout bays, one rectangular and one curved. On his original plans, A. R. Nichols indicated with arrows the views that the overlook wall was intended to provide.

The inner side of the wall is lined with a flagstone walkway (about 6' wide) that was designed to incorporate an existing oak tree, which is still standing. Within the rectangular bay, the walkway widens into a terrace. Within the curved bay, the flagstone surrounds an oval inset panel that is planted with grass.

The only alteration to the stone wall has been the application of a thin, gray, poured concrete cap to its upper edge. The cap was probably applied during the 1960s.

Stone Curbing

Built: 1937-1938

Designer: A. R. Nichols

Stonemason: Walter V. Joseph

Builder: NRS recruits and MHD

One Contributing Structure

Intact stone curbing encircles the wayside rest's traffic island. The Preston Overlook is unusual in that the stone curbing on the highway (northern) side of the island is still in place. In most wayside rests of this age, curbing near the highway has been lost to, or buried by, successive layers of highway pavement.

There were originally short sections of curbing that extended from the ends of the overlook wall and traced the edges of the parking area's entrance points. This curbing was apparently removed by the highway department when the shape of the entrance points was adjusted slightly to make entering and leaving the site safer for motorists.

Summary of Resources

Preston Overlook includes three Contributing resources -- two structures and one site. The roadside park itself is the Contributing site. The resources are listed below:

Stone Overlook Wall	1937-1938	One Contrib Structure
Stone Curbing	1937-1938	One Contrib Structure
Preston Overlook	1937-1938	One Contrib Site

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Preston Overlook
Fillmore County, Minnesota

8. STATEMENT OF SIGNIFICANCE

ARCHITECT/BUILDER, CONTINUED

Nichols, Arthur R. (Landscape Architect)
Olson, Harold E. (Engineer)
Joseph, Walter V. (Stonemason)
Garbush, N. L. (Engineer)
Minnesota Department of Highways (Builder)

NARRATIVE STATEMENT OF SIGNIFICANCE

The Preston Overlook, built in 1937-1938, is eligible for the National Register under Criterion A, significance to the broad patterns of our history, in the area of Politics and Government, and under Criterion C, design significance, in the area of Landscape Architecture. The property is an excellent example of the wayside rests that were built during the early years of the Roadside Development Division of the Minnesota Department of Highways (MHD). It is a sophisticated and well-preserved example of the National Park Service Rustic Style and an excellent example of the work of its designer, prominent landscape architect A. R. Nichols. The property is significant on a statewide level.

The National Register eligibility of the Preston Overlook was evaluated using the registration requirements in the Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941." The property meets two of those registration requirements:

Requirement 2: Significance to the History of Roadside Development. The Preston Overlook is significant to the history of roadside development as one of the most intact of a group of roadside development facilities that were built during the formative years of the Minnesota Department of Highways (MHD) Roadside Development Division. The property is an excellent example of the well-designed public infrastructure that was built by the MHD during the Depression, often in cooperation with New Deal agencies.

Requirement 4: Design Significance. The Preston Overlook is an excellent example of the application of the National Park Service Rustic Style to a small highway wayside rest. The property illustrates the principles of Rustic Style design and displays the work of skilled craftsmen and the use of local materials. The Preston Overlook is an excellent example of the work of prominent Minnesota landscape architect A. R. Nichols, who served as Consulting Landscape Architect for the MHD Roadside Development Division.

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Preston Overlook
Fillmore County, Minnesota

Further contextual information is available in the Multiple Property Documentation Form. The information may be found under "Waysides and Overlooks" in Section F of the document.

Early MHD Wayside Rest

The Preston Overlook is a well-preserved example of the facilities built by the MHD Roadside Development Division in the 1930s and early 1940s in its quest to serve a growing number of motorists using Minnesota's highways. The property is a handsome example of how the MHD provided safe places for drivers to rest during travel, and safe vantage points from which travelers could enjoy a particularly scenic view. The MHD's Depression-era properties, including the Preston Overlook, comprised the first set of roadside development properties to be built and managed by the division, and were among the first public amenities for motorists to be built along Minnesota highways.

The impetus to create the Preston Overlook apparently came from the Preston Women's Civic Improvement Club, which had been lobbying for more than two years for a highway beautification project that would be similar to the Inspiration Point Roadside Parking Area. Inspiration Point had been built by the MHD in 1934 in nearby Lanesboro ("Beautification" 1937).

Personnel in charge of the Preston Overlook project included Harold E. Olson, who was MHD Roadside Development Engineer; Arthur R. Nichols, who was MHD Consulting Landscape Architect; and N. L. Garbush, an engineer with the MHD Roadside Development Division. (Garbush lived in St. Paul but moved with his family to Preston for the 1937 construction season.) Stone foreman for the project was Walter V. Joseph of Preston.

General laborers for the Preston project were selected from men who had registered at Fillmore County's National Reemployment Service (NRS) office in Preston. It was undoubtedly intended that the Preston Overlook be built by workers who qualified for federal relief. However, too few relief-eligible workers had apparently registered at the local NRS office, so the workers' wages were paid with state funds, rather than with federal relief dollars. According to a 1938 MHD Roadside Development report, this situation occurred occasionally, and state funds were used "in areas where no relief labor was to be had and where we had had requests from civic organizations and the District and District Maintenance Engineers" to create roadside development projects (*Annual Report* 1938:2).

Like many early MHD roadside development projects, the Preston Overlook was developed at the same time that an adjacent stretch of highway -- in this case, 1.14 miles of Minnesota Highway 52 -- was landscaped. The highway landscaping was designed to improve safety, control erosion, and beautify the right-of-way in this especially scenic area. The work included contouring the ditches and slopes; planting trees such as American elm, Carolina poplar, and red cedar; planting shrubs such as smooth sumac; and planting grassy ground covers. As part of the project, a simple picnic area was developed on the northern side of the highway east of the

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Preston Overlook
Fillmore County, Minnesota

Overlook. Much of the highway contouring remains and some sumac and poplars exist, but many of the other plants installed in 1937 are gone. There is little or no evidence of the picnic area.

Most of the construction for the Preston Overlook occurred in 1937. The plans were approved by the MHD in the spring of 1937, and work began during the first week of July. The wayside rest was built on a parcel of land that had once been used as a quarry, with construction stone taken from the site. The *Preston Republican* reported in July:

. . . eight men went to work last Friday on the knoll above the old Olson quarry. As this crew of men digs trenches where native-rock walls will later be laid up, Engineer Garbush announces that a quarry will be put in operation to provide the rock, and a drag line will be set up to move dirt for the landscaping and terracing. Besides building the look-out and roadside park above the old quarry, the project calls for landscaping of both sides of the highway from the junction near Dreier's to Ginder's bridge -- a distance of 1 1/4 miles. When the project has been completed -- which it is estimated will be some time in October - - the park will be equipped with picnic tables and benches by the state. It will make an ideal picnic spot.

The work will be similar to that done on the Lanesboro hill, and it will be up to Preston citizens to name the spot, just as the Lanesboro project was named 'Inspiration Point.' All labor is being supplied through the local N.R.S. office ("Beautification" 1937).

It is not known whether Preston citizens chose a special name for the Preston Overlook as the newspaper suggested be done.

In December of 1937 the *Preston Republican* reported on the work accomplished that season. The article noted that 15 men per day had worked on the project for 4 1/2 months, totaling 11,000 man-hours. Hundreds of cubic yards of stone had been quarried, and 220 trees and 2,500 shrubs had been planted, most of them along the highway ("Engineer Gives" 1937). The newspaper concluded:

Although some finishing touches will have to be added next spring after the frost goes out of the ground, there is little left to be done on the project. The attractive masonry wall and flagstone walk on the knoll above the Olson quarry have been completed. About a week will be required to finish the stone curb and level off the earth along there, but that will be done next spring after the frost has gone out of the ground ("Engineer Gives" 1937).

The Preston Overlook has been in continuous operation as a highway wayside rest since it was built in 1937-1938.

National Reemployment Service

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Preston Overlook
Fillmore County, Minnesota

The National Reemployment Service (NRS) was a federal agency established in 1933 during the first few months of the New Deal. The agency had been formed to quickly recruit and certify the massive manpower needed for the New Deal's recently-created public works programs such as the Civilian Conservation Corps (CCC), the Federal Emergency Relief Administration (FERA), and Civil Works Administration (CWA).

It was the goal of the NRS to establish a federal employment office in every county in every state. In most states, the local NRS office registered workers for federal relief work, non-relief public jobs, and jobs in the private sector. As the federal government's primary job recruitment office, the local NRS was often an important first link between an unemployed person and the federal programs of the New Deal.

The NRS was established and operated by the U.S. Department of Labor. The Department of Labor played a critical role in Roosevelt's New Deal because unemployment was one of the Depression's most devastating problems. By 1930, 8.9% of America's total population -- nearly 8 million people -- were unemployed. By 1933, the year the New Deal was established, 14 million Americans, or 25% of the population, were unemployed. Masses of unemployed people moving about the country in search of work were exacerbating the nation's problems. Under the New Deal, national unemployment declined from 22% in 1934 to 14.3% in 1937. The figure was 1.9% in 1943 (Rose 1994:19).

The NRS apparently operated as an "emergency" agency in 1933 and 1934, and then became a regular part of the newly-expanded U.S. Employment Service. The name "National Reemployment Service" was used for local federal employment offices as late as 1937, and may have been used throughout the Depression.

Secretary of Labor Frances Perkins is given much credit for the success of New Deal employment programs including the NRS, and for efficiently channeling workers to well-known federal work programs such as the CCC and WPA (Works Progress Administration). When President Roosevelt appointed Perkins to the post in 1933, she became the first woman ever appointed to a presidential cabinet. She served in both the Roosevelt and Truman administrations, from 1933-1945, and still ranks as America's longest-serving Secretary of Labor.

Design Significance

The Preston Overlook is an excellent example of both the National Park Service (NPS) Rustic Style, and the roadside development work of accomplished landscape architect A. R. Nichols.

The Overlook is a balanced, sophisticated blend of manmade forms and natural features that illustrates many basic NPS Rustic Style precepts. For example, Rustic Style designers sought to preserve and capitalize on a site's natural topography and vegetation. Manmade elements were considered to be intrusive and were therefore designed to blend inconspicuously into their

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Preston Overlook
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surroundings. Designers strove to preserve existing trees, to judiciously plant or cut vegetation to frame exceptional views, and to augment park vegetation by planting species native to the area. Structures were designed to harmonize with the environment through compatible scale, form, and materials. Structures were also designed to be durable and to require little maintenance. All of these principles were employed in the design of the Overlook.

The Preston Overlook also provides an intact example of the way in which pre-existing landscape features became successful elements of design. Nichols designed the overlook wall to incorporate a pre-existing oak tree within the flagstone walkway. In fact, Nichols used a photograph of the tree and the overlook wall in a portfolio of his roadside development work. He labeled the photo "Conservation of Trees in Construction of Concourse" (Nichols ca. 1937-1941:vol. 5).

The Preston Overlook is a wonderful example of Nichols' personal interpretation of the NPS Rustic Style. Rustic Style structures designed by Nichols are often less rugged and more formal than others seen nationwide. The Preston Overlook exemplifies Nichols' use of refined structural forms with "natural" or seemingly uncontrolled landscape elements. The resulting landscape has comfortable, humanly-scaled proportions and quiet, understated beauty -- as well as picturesque gnarled oaks, distinctive native stone, and an exceptional view.

Arthur R. Nichols

Arthur R. Nichols (1880-1970) was a prominent Minnesota landscape architect who served from 1932 to circa 1941 as the first Consulting Landscape Architect for the MHD and its Roadside Development Division. Nichols began to consult for the highway department in 1932 as the worsening Depression reduced his private clientele (TPT 2001). Nichols designed the majority of wayside rests and much of the roadside landscaping executed by the MHD during this period. Through this work he strongly influenced the theory and design of roadside development in the state. He was trained as both a civil engineer and a landscape architect, and became a leading figure in the roadside development movement nationwide.

Nichols was originally from Massachusetts. He studied engineering, architecture, and landscape design at the Massachusetts Institute of Technology (MIT) and was the first person to graduate from MIT's newly-created landscape architecture program. During his early career he prepared plans for Monument Valley Park in Colorado Springs while working in the office of New York City landscape architect Charles W. Leavitt, Jr. In 1909 he formed a partnership with fellow Leavitt designer Anthony Morell (1875-1924) and both men moved to Minnesota. (They had become acquainted with the state while working for Leavitt on the landscaping of "Glensheen," Chester A. Congdon's mansion in Duluth.) Morell and Nichols' park designs in Minnesota included extensive work in Duluth, as well as parks in Minneapolis, Thief River Falls, Albert Lea, and elsewhere. In 1926, after Anthony Morell's death, the firm designed scenic roadways in Glacier National Park, as well as the grounds of Glacier Park's popular Glacier Park Hotel.

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Preston Overlook
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Nichols was one of Minnesota's most prolific landscape architects and played a leading role in establishing the profession in the state. He designed numerous campuses, parks, private estates, cemeteries, and urban master plans. During decades of consulting for the State of Minnesota, he planned dozens of hospitals, prisons, state parks, schools, colleges, and other campuses. For the University of Minnesota, he designed projects on at least five separate campuses between 1910 and 1952. Nichols designed the State Capitol Approach in St. Paul (1944-1950). After a long career, he retired in 1960 at the age of 80.

Harold E. Olson

Harold E. Olson served as head Roadside Development Engineer for the Preston project. Olson had been working for the MHD for ten years when, in 1932, he was charged with organizing the MHD's new Roadside Development Division. He led the division for 31 years. During the Depression, Olson helped orchestrate many partnerships between the MHD and New Deal relief programs. Like Nichols, he was prominent in the roadside development movement nationally. Beginning in 1938, Olson was a leader in the multi-state effort to designate the Great River Road along the Mississippi River. He served as the MHD's primary ambassador to state and national conservation groups; civic, tourism, and development associations; and various public agencies on the topics of scenic highways and roadside development. Olson retired from the Roadside Development Division in 1963 and continued to work with the MHD until January of 1968. (His dates of birth and death have not been identified.)

Walter V. Joseph

The stone foreman for the Preston Overlook was Walter V. Joseph (1886-1971), who would have been about 50 years old in 1937. Joseph was a lifelong resident of Preston. He served in the Army during World War I, returned to Preston after the war, worked as a butcher, and then worked in masonry and building construction. With his level of skill, Joseph was probably recruited for the Preston project as a "local experienced man," rather than being selected from among the general registrants at the National Reemployment Service office.

Conclusion

In conclusion, the Preston Overlook (1937-1938) is a well-preserved example of the early roadside development work of the Minnesota Department of Highways. It is an exceptional example of the National Park Service Rustic Style and of the masterful interpretation of that style by prominent Minnesota landscape architect A. R. Nichols.

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Preston Overlook
Fillmore County, Minnesota

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Preston Overlook
Fillmore County, Minnesota

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National Park Service

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10. GEOGRAPHICAL DATA, CONTINUED

Verbal Boundary Description

The boundaries of the nominated property are shown by the solid line on the accompanying map entitled "Sketch Map, Preston Overlook, Preston, Fillmore County, Minnesota." This map was drawn using a Minnesota Department of Transportation (Mn/DOT) Right-of-Way Map.

The northern boundary of the property is placed 10' north of the stone curbing that encircles the traffic island and is parallel with the Minnesota Highway 52 centerline.

Most of the eastern boundary follows a Mn/DOT right-of-way line.

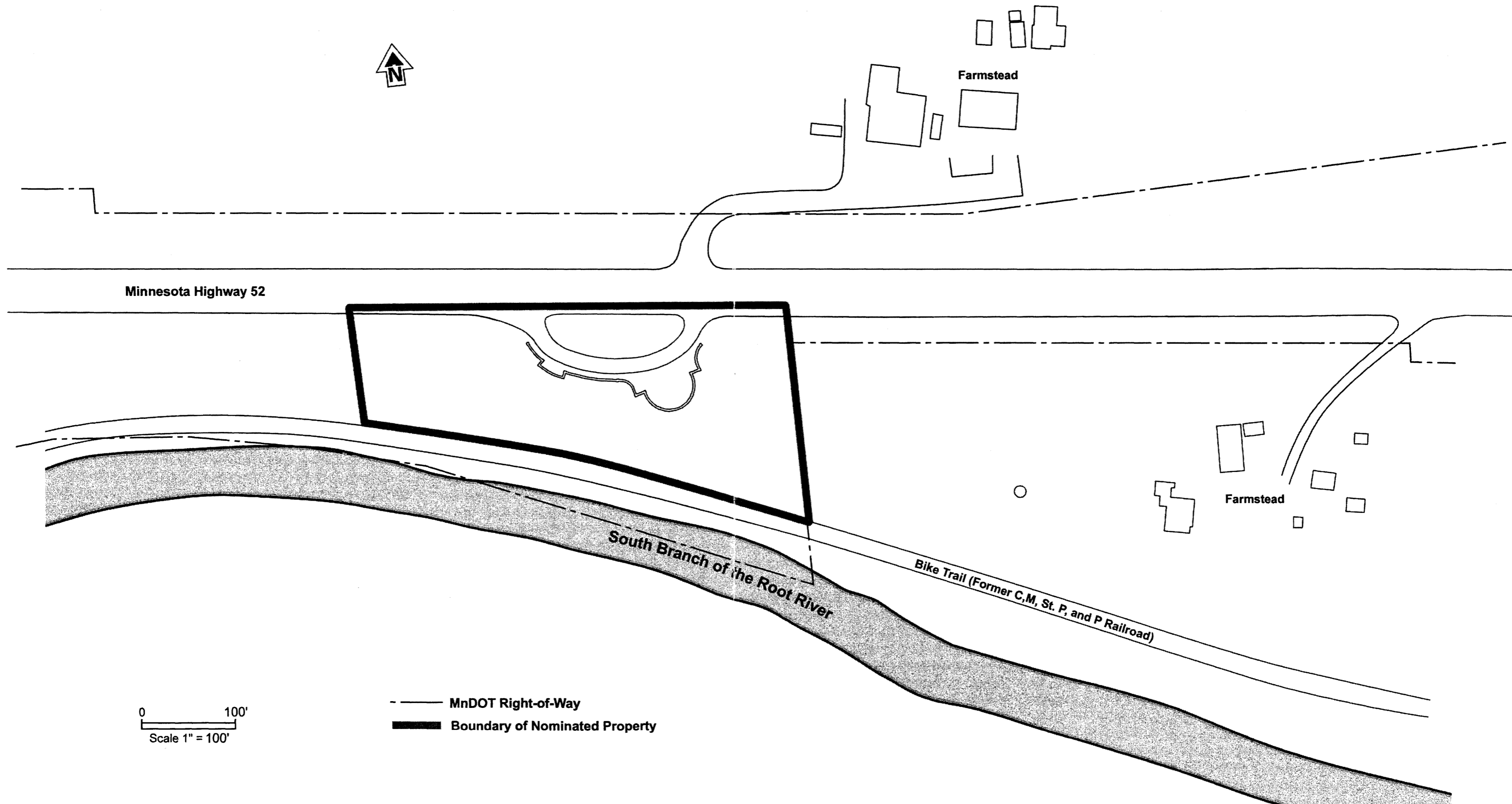
The western boundary is 460' west of the eastern boundary and parallel with it.

The southern boundary follows the northern edge of the Root River State Trail, a bicycle trail located on the former Chicago, Milwaukee, St. Paul and Pacific trackbed.

Boundary Justification

The nominated property is comprised of the parcel of land historically associated with the Preston Overlook.

**Sketch Map
Preston Overlook
Preston, Fillmore County, Minnesota**



0 100'
Scale 1" = 100'

--- MnDOT Right-of-Way
█ Boundary of Nominated Property