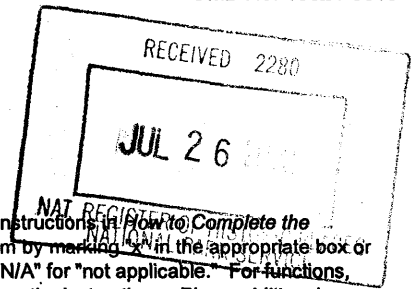


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

935



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 Hinckley State Line Marker

other names/site number \_\_\_\_\_

2. Location

Street & number On Minnesota Highway 48 \_\_\_\_\_ not for publication N/A

city or town Ogema Township \_\_\_\_\_  vicinity  
Hinckley

state Minnesota code MN county Pine code 115 zip code 55037

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 7/23/02  
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 9/6/02  
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	
0	0	buildings
0	0	sites
0	0	structures
1	1	objects
1	1	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)

Recreation and Culture/Monument/Marker

Current Functions

(Enter categories from instructions)

Recreation and Culture/Outdoor Recreation/Park

7. Description

Architectural Classification

(Enter categories from instructions)

Other: NPS Rustic Style

Materials

(Enter categories from instructions)

foundation Concrete

walls

roof

other Limestone

Wood

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 within Office of Technical Support, Minnesota Department of Transportation

Areas of Significance

(Enter categories from instructions)

Politics and Government

Landscape Architecture

Period of Significance

1941-1942

Significant Dates

1942

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nichols, Arthur R., Landscape Architect

Olson, Harold E., Engineer

National Youth Administration, Builder

Minnesota Department of Highways, Builder

10. Geographical Data

Acreege of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 542590 5095380
Zone Easting Northing

2

3 Zone Easting Northing

4 See continuation sheet

Verbal Boundary Description

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

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 December 20, 2001

street & number 15 E. 9th St. 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 Projects (1024-0018), Washington DC 20503.

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Hinckley State Line Marker  
Ogema Township, Pine County, Minnesota

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### 7. DESCRIPTION

The Hinckley State Line Marker is a stone monument located on the northern side of Minnesota Highway 48, about 825' west of Township Road 173. The property is located about 23 miles east of the town of Hinckley in east central Minnesota. It is on the western bank of the St. Croix River, which marks the border between Minnesota and Wisconsin. The site is also within the Mille Lacs Indian Reservation, and on the edge of the federally-designated St. Croix National Scenic Riverway (established in 1968). It stands adjacent to St. Croix State Forest (established circa 1930s), and adjacent to St. Croix State Park (established as a National Park Service Recreational Demonstration Area in 1935 and as a state park in 1943).

The property's setting has not changed significantly since the marker was originally built in 1941-1942. Immediately north of the property is a small, privately-owned parcel of land that has been cleared of trees. Except for this clearing, the property is surrounded on all sides by relatively undeveloped forest and river bank, much of which lies within state park, state forest, or federally-designated scenic riverway boundaries.

Minnesota Highway 48, which runs along the southern boundary of the nominated property, was added to the state highway system in 1934. At that time the road was 20' wide and surfaced with gravel. It was first paved in 1947 when a 24'-wide bituminous driving surface was laid. The paving occurred five years after the Hinckley State Line Marker was constructed.

### Spatial Organization

The nominated property is roughly rectangular in shape and measures about 250' east to west and about 180' north to south. (See accompanying sketch map entitled "Sketch Map, Hinckley State Line Marker, Omega Township, Pine County, Minnesota".)

Original plans indicate that the site was not originally designed to be a wayside rest. Instead, it was simply built as a State Line Marker that would welcome passing vehicles as they entered Minnesota from Wisconsin, but not provide a place to stop. At an unknown date a short entrance road was added to the site, effectively making it a small highway wayside rest. (Current state highway department staff speculate that the entrance drive was probably added to the site because travelers were stopping to visit the monument and were parking on the highway shoulder.)

The site's short entrance drive was surfaced with gravel until 1998 when it was paved with bituminous. A small bituminous, curbless parking area was added in 1998. The parking area is about 33' by 26' and has space for three cars.

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In the northern half of the site, a short, narrow gravel road leads from the parking area into the adjacent privately-owned, undeveloped land. The purpose of this road is to provide vehicle access between Highway 48 and the private land north of the site.

The site has two standing objects, the State Line Marker (built in 1941-1942) and an Interpretive Kiosk (built in 1998).

The Spatial Organization of the property has been altered by the addition of the entrance road and parking area and by the addition of the Interpretive Kiosk.

### Topography and Vegetation

The State Line Marker was built in an area of dense second-growth forest. In the 19th century this region was covered with majestic red and white pines that were heavily logged from the 1830s through the early 20th century. Currently, stands of birch, maple, oak, aspen, basswood, pine, spruce, and other trees replace the pine forest.

Photographs of the site taken in September of 1942, soon after the marker was completed show a dense stand of young and mature deciduous and coniferous trees north, northeast, and northwest of the marker.

Today the northern portion of the site is covered with numerous basswood, maple, birch, poplar, spruce, fir, pine, ash, and aspen -- all trees that are present in the surrounding forests. These trees include about 7-8 very large pines standing behind (north of) the State Line Marker and its parking area. The central portion of the site is covered with tall grasses. The trees serve as a background for the marker, while the grasses serve as a foreground. Original plans for the site specify that a 450'-long path southeast of the marker was to be kept free of tall vegetation to maintain a clear view of the marker from the highway.

The site has sandy soil and is gently hilly. The land slopes from north to south and from west to east.

The property's Topography and Vegetation appear to retain good integrity, although some trees were undoubtedly removed sometime in the mid-20th century to create the site's entrance road.

### Structures and Furnishings

#### State Line Marker

Built: 1941-42

Designer: A. R. Nichols

Builder: NYA and MHD

One Contributing Object

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The State Line Marker stands 50' north of the Highway 48 centerline. The marker is a 12'-tall stone monument built of random ashlar, rockfaced, buff-colored sandstone with dark mortar joints.

The marker has a 10'-tall rectangular pylon or shaft whose rear side is battered so that the pylon tapers as it rises. At the top of the pylon is a thin, 3' by 3' pyramidal-shaped mortar cap.

The pylon rests on a polygonal limestone base that measures 14'8" by 9'6". The base is rectangular with canted corners. The base has four graduated steps (8" and 12" tall) that rise toward the pylon. The two upper steps of the base merge with the lower part of the pylon. Beneath the marker's base is a poured concrete footing.

The marker has heavy wooden cross arms that support a large wooden sign. The arms are made of 8" by 12" wooden beams. The longest arm is about 8' long and extends southward toward Highway 48. A hanging sign is affixed to this arm by iron straps and hinges. The original sign board measured 3' by 4'8" and was built of 3" boards held together by iron straps. The original sign board had an outline of the state of Minnesota and lettering that read "Welcome to Minnesota" and "Department of Highways." In 1998 a new sign board was installed. It is approximately the same size as the original board. On the eastern (Wisconsin) side, the board has an incised outline of the state and incised lettering that reads "Welcome to Minnesota." On the western side, the board has the silhouette of pine trees and a lake and incised lettering that reads "Visit Again." The original plans for the State Line Marker specify that the sign and cross arms were to be stained "Mission Brown" and coated with varnish. The current sign and cross arms are stained light brown.

In 1998 the State Line Marker was rehabilitated by the Minnesota Department of Transportation (Mn/DOT). During the project, the marker's sandstone was cleaned and tuckpointed and one stone was replaced. The cross arms were repaired, sanded, and stained. A new sign board was installed and a second marker (see below) was added to the site. In addition, site drainage was improved, a small parking area was created, and the parking area and entrance were paved with bituminous (Mn/DOT Project #S.P. 5804-49).

### **Interpretive Kiosk**

Built: 1998  
Designer: Barb Bauer and Don Moberg of Mn/DOT  
Builder: Bauerly Brothers for Mn/DOT  
One Noncontributing Object

The Interpretive Kiosk is located about 60' east of the State Line Marker near the eastern edge of the site.

The kiosk is built of dark-stained timbers, concrete, and limestone. It has a triangular-shaped footprint and a cedar-shingled roof. The kiosk is about 9' tall and measures about 5' wide on its

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longest side. Two sides of the kiosk have timber-framed plastic interpretive panels that welcome travelers to Minnesota and describe the St. Croix River Valley. The third (eastern) side of the marker is covered with cedar siding.

The kiosk rests on a concrete base that is faced with buff-colored limestone. The stone is laid in rough courses with tan mortar joints. The base is a 9' by 6' rectangle with the front corners canted. Embedded in the western face of the base is a gray granite block that commemorates the bridge located just east of the site on the St. Croix River. The granite is incised with the words "This bridge is dedicated to the early pioneers of Minnesota and Wisconsin who were instrumental in the construction of the first bridge across the St. Croix River on this site in 1916-1917." Surrounding the base of the marker is a concrete sidewalk that provides handicapped access.

### Summary of Resources

The Hinckley State Line Marker includes one Contributing resource and one Noncontributing resource. Both are objects. The resources are listed below:

State Line Marker	1941-1942	One Contrib Object
Interpretive Kiosk	1998	One Noncontrib Object



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### 8. STATEMENT OF SIGNIFICANCE

The Hinckley State Line Marker, built in 1941-1942, 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 roadside development properties that were built during the formative years of the Roadside Development Division of the Minnesota Department of Highways (MHD) and an example of the fruits of the partnership between the Roadside Development Division and federal relief agencies. With its design attributed to prominent landscape architect A. R. Nichols, the property is an excellent example of the National Park Service Rustic Style. It displays the work of highly skilled craftsmen and the distinctive use of indigenous materials, both characteristics of the style. The property is significant on a statewide level.

The National Register eligibility of the Hinckley State Line Marker has been evaluated using the registration requirements in the Multiple Property Documentation Form entitled "Federal Relief Construction in Minnesota, 1933-1941." The property meets two of the registration requirements:

Requirement 2: Significance to the History of Roadside Development. The Hinckley State Line Marker is significant to the history of roadside development in Minnesota as an excellent example of the roadside facilities that were built during the formative years of the Minnesota Department of Highways' Roadside Development Division, thereby meeting Registration Requirement 2. As a Depression-era, federal relief-built roadside development property, the Marker is significant as an excellent example of the well-designed public infrastructure that was built by the MHD in partnership with federal relief agencies to meet the objectives of roadside development while providing essential work and job training to the unemployed. The partnership between the MHD and federal relief agencies was crucial to the highway department's first large-scale effort to construct roadside development facilities. The result of this effort was the first set of roadside development properties to be built and managed by the Roadside Development Division.

Requirement 4: Design Significance. The Hinckley State Line Marker is an excellent example of the application of the National Park Service Rustic Style to a roadside development structure, thereby meeting Registration Requirement 4a. The Marker also displays the work of highly skilled craftsmen and the distinctive use of a local indigenous material -- buff-colored sandstone -- thereby meeting Registration Requirement 4b.

Further contextual information on the property is available in the National Register Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941." The information is found under "Civilian Conservation Corps" in Section E and under "Waysides and Overlooks" in Section F of the MPDF.

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### History of the Site

The Hinckley State Line Marker was built in 1941-1942 by the National Youth Administration (NYA) and the Minnesota Department of Highways (MHD). The marker is one of a series of about 18 nearly-identical state line markers that were erected throughout the state of Minnesota by the MHD Roadside Development Division during the 1930s and 1940s. Most, like the Hinckley Marker, consist of a battered stone pylon that stands on a stepped stone platform. Most support a hanging arm sign board.

The Hinckley State Line Marker was built during the 1941 construction season as part of a 1,110'-long roadside development project. The detail plan for the Hinckley Marker (entitled "Details for a State Line Marker") was drawn in September of 1939 and bears a small notation in the lower right-hand corner indicating that it was revised in August of 1940. (The MHD Roadside Development Division probably used a version of this plan sheet for most or all of the approximately 18 matching state line markers.) The Hinckley plans were approved by the MHD in February of 1941. The title sheet for the plans is marked "Final Plans, Construction Division, N.Y.A., Mar. 13, 1942," suggesting that the site was completed by that date.

The buff-colored stone used to construct the Hinckley State Line Marker is probably "Hinckley" or "Kettle River" sandstone that was quarried locally in Pine County. The stone is part of a rich deposit of cream to red colored sandstone that has been quarried extensively in the Hinckley and Sandstone area since 1885.

The marker was built in the scenic Upper St. Croix River Valley in east central Minnesota. The area's whitewater rapids, picturesque islands, and second-growth forest accentuate the river's wild, rugged beauty. Minnesota Highway 48 was designed to have a right-of-way of 275' and 400' in this location, rather than a more usual right-of-way 75'-100'. The right-of-way width may have been influenced by the Roadside Development Division, which lobbied within the MHD for generous highway rights-of-way in scenic areas. Minnesota Highway 48 serves as a key entry point to the state in this region, and joins well-traveled Wisconsin Highways 35 and 77 a few miles east of the marker.

The design of the Hinckley State Line Marker is attributed to Arthur R. Nichols, a prominent Minnesota landscape architect who was working as Consulting Landscape Architect for the Roadside Development Division. Leading the MHD staff on the Hinckley project was Harold E. Olson, head of the Roadside Development, who served as engineer for the project. Unfortunately, no specific information is known about the NYA crew who worked on the marker. The site is one of the last large group of roadside development properties that were built by the state before federal relief and highway department energies were shifted to the war effort.

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Although no further details are known, a notation on the original plans for the Hinckley State Line Marker suggest that it was built in cooperation with the nearby St. Croix Recreational Demonstration Area (RDA), a large park that was being constructed in 1934-1943 about one-half mile south of the Hinckley State Line Marker by the National Park Service (NPS) and the Minnesota Department of Conservation (now Minnesota Department of Natural Resources). The St. Croix RDA was a federal and state project to provide relief to poverty-stricken farmers and recreational facilities for the public by purchasing about 30,000 acres of submarginal farmland and redeveloping it for recreational use. The Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA) helped build the RDA's hundreds of Rustic Style cabins, campgrounds, shelters, roads, trails, and other features. The St. Croix RDA became St. Croix State Park in 1943. Today, St. Croix is one of the largest and most intact former RDAs remaining in the U.S. In 1997 it was both listed on the National Register and designated a National Historic Landmark (Anderson 1995).

The Hinckley State Line Marker has served its original purpose since its completion in the early 1940s.

### State Line Markers

The MHD Roadside Development Division's earliest state line markers, built during the 1930s and 1940s, consisted of approximately 18 stone markers and several simple, wooden signs. Some of the stone markers stood on small wayside rests, while others were designed to be viewed by passing motorists but did not offer places to park. Sixteen of the approximately 18 stone state line markers are extant.

The MHD state line markers were built from a standardized design that is attributed to A. R. Nichols. The design was developed by the Roadside Development Division to serve as a distinctive, recognizable marker at many points along the state's border. The monuments are fairly consistent in design, although the type of stone used, the way the stone was dressed, and the stonework bonding pattern varies somewhat. State line markers that were built in treeless areas were heavily planted with American elms and other deciduous trees to shade the sites. A combination of coniferous and deciduous trees were usually planted to serve as a backdrop to the marker. In naturally forested areas, existing trees were preserved following Rustic Style precepts. (The original MHD plans for the Hinckley State Line Marker specify that the site be planted with 20 Western Yellow Pine, 18 Silver Maple, 29 Green Ash, and 15 American Elm -- a planting scheme that apparently represents a standardized planting plan that was unnecessary at Hinckley because the site was already heavily wooded.)

Most of the MHD state line markers were built with labor supplied by federal relief agencies. The largest number were built by the NYA, which constructed about 14 of the stone markers between 1940 and 1942. The NYA built markers in Faribault County on Hwy. 169, Jackson County on Hwy. 71, Lac qui Parle County on Hwy. 212, Lincoln County on Hwy. 14, Mower County on Hwy. 218, Pine County on Hwy. 48, Pipestone County on Hwy. 30, Rock County on

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Hwy. 75, Yellow Medicine County on Hwy. 68, two in Freeborn County on Hwys. 65 and 69, and three in Fillmore County on Hwys. 52, 63, and 139.

Minnesota's state line markers are similar to several other State of Minnesota-built entrance markers erected during the New Deal. These include an entrance marker at Veterans Memorial Park in Willmar (CS 3412). The marker stands on land that was originally MHD right-of-way, but is now owned by the City of Willmar.

### Design Quality

The Hinckley State Line Marker is an excellent example of the National Park Service Rustic Style. The marker's battered form and native stone is characteristic of the style. The marker displays appropriately scaled pieces of stone, a variation in stone sizes, and a random bonding pattern that are essential to good Rustic Style design. The marker's brown stained timbers and iron hinges are inspired by "pioneer" or settlement architecture, another design feature typical of the style.

The National Park Service's 1938 manual entitled *Park and Recreation Structures*, which was published as an "honor roll" of inspired Rustic Style park design, contains four pages of photographs of entrance markers that are somewhat similar to the MHD's state line markers. Nearly all are stone pylons and many have log or timber hanging arm signs. Nichols' Minnesota state line markers compare very favorably with this "honor roll" of the NPS Rustic Style, reaffirming Nichols' skill as a masterful and accomplished designer (Good 1938;rpt.1999:Pt.1,12-15).

### The National Youth Administration

The National Youth Administration was established in June of 1935. The NYA was first administered as a subsidiary program within the Works Progress Administration (WPA), and was later operated as a separate program. Each state was divided into NYA administrative areas. Minnesota had 15 area NYA offices by 1941.

The NYA was designed to help alleviate the despair that poverty, unemployment, and economic collapse had created among youth. It also worked to counteract rising juvenile delinquency and homelessness. The NYA program served young people between the ages of 16 and 25, most of whom were from families that were receiving relief. The program provided part-time, after-school jobs for high school, college, and graduate students; full-time work for those who had quit high school; job training and counseling; and meaningful leisure-time activities. Most NYA enrollees lived at home and reported to a job site each day. However, beginning in 1938, the NYA established a series of resident training camps at which youth lived for short periods of time. There were about twelve residential centers in Minnesota, most located on campuses of existing public facilities such as colleges. The centers offered room and board as well as educational and vocational courses and job training.

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Prior to World War II, the focus of the NYA program was to provide work experience and to encourage adolescents to remain in school. This focus was designed to preserve for the nation a well-educated and well-trained future work force, and also to discourage youth from competing in the labor market for jobs being sought by adults. NYA work projects included professional and clerical work, homemaking, public service, recreational leadership, conservation, and production work. Construction activities were added to the NYA program in 1937. NYA construction projects often improved playgrounds, swimming pools, and other public facilities that were used by children. A significant part of the NYA construction program in Minnesota focused on highway landscaping and building historic markers, scenic overlooks, and roadside parking areas, all for the state highway department's Roadside Development Division.

After 1941 several of the state's NYA resident camps were converted to NYA war-training facilities where 16 and 17 year olds were trained in welding, sheet metal work, and machinery, skills needed by defense industries. By early 1942, many NYA youth from Minnesota were assigned to work in businesses such as the Rock Island Arsenal in Clinton, Iowa; Northwest Airlines in Seattle, Washington; and defense-related companies in Sacramento and San Luis Obispo, California (*Final Report* 1943:262).

Minnesota's average monthly enrollment in the NYA varied due to enrollment policies and the availability of funding. For example, in July 1941, there were 2,678 youth working in the regular (non-defense) NYA program, which included about 1,000 employed in construction, about 1,400 in production, and about 260 in professional or clerical projects. By June 1942, most projects were defense related, with only 349 youth in Minnesota employed in non-defense construction work (*Final Report* 1943:190).

In all, during the NYA's eight-year history, approximately 184,500 Minnesota youth were given full- and part-time jobs and about \$14 million were invested in the state. Nationwide, about 4.8 million youth were employed. The NYA ended on June 30, 1943.

### **Arthur R. Nichols**

Arthur R. Nichols (1880-1970) was a prominent Minnesota landscape architect who served as the first Consulting Landscape Architect for the MHD and its Roadside Development Division. Nichols was a leading figure in the roadside development movement nationwide. He strongly influenced the design of early roadside development properties in Minnesota. Nichols also played a major role in establishing the profession of landscape architecture in the state.

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

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Leavitt designer Anthony Morell (1875-1924) and moved to Minnesota. 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 monumental Glacier Park Hotel.

Nichols was one of Minnesota's most prolific landscape architects. He designed numerous college campuses, state parks, urban master plans, and private estates. During decades of consulting for the State of Minnesota, he planned dozens of state facilities including hospitals, prisons, parks, state colleges, and other institutions. Between 1910 and 1952 he consulted for the University of Minnesota on numerous projects on at least five separate campuses. He also designed the State Capitol Approach in St. Paul (1944-1950) and worked on several Minnesota state parks during the 1950s. After a long career, he retired in 1960 at the age of 80.

### Harold E. Olson

Harold E. Olson served as engineer for the Hinckley State Line Marker. Olson had been working for the Minnesota Department of Highways for ten years in 1932 when he was charged with organizing the MHD's new Roadside Development Division. He led the division for 31 years. During the Depression, Olson collaborated with the staffs of many New Deal relief programs to build roadside development facilities in the state. Olson was prominent in the roadside development field nationally and, beginning in 1938, 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.

### Conclusion

In conclusion, the Hinckley State Line Marker is an excellent example of the roadside development facilities that were built during the formative years of the Minnesota Department of Highways' Roadside Development Division. The marker is a good example of the National Park Service Rustic Style as applied to a roadside development property. The marker represents the strong partnership between the highway department and New Deal federal relief agencies such as the National Youth Administration. These collaborations created distinctive and well-constructed public facilities that met the objectives of roadside development while providing essential work and job training to Minnesota's unemployed during the Depression.

United States Department of the Interior  
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## National Register of Historic Places Continuation Sheet

Section number 9 Page 1

Hinckley State Line Marker  
Ogema Township, Pine County, Minnesota

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### 9. MAJOR BIBLIOGRAPHICAL REFERENCES

Anderson, Rolf T. "St. Croix Recreational Demonstration Area." National Register of Historic Place Registration Form. Sept. 1, 1995.

*Final Report, National Youth Administration for the State of Minnesota: Sept. 1935 to July 1943.* U.S. National Youth Administration, Minnesota. 1943.

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Kopischke, Gregory. "Nichols, Arthur Richardson." In *Pioneers of American Landscape Design.* Ed. Charles A. Birnbaum and Robin Karson. New York: McGraw-Hill, 2000.

Meyer, Roy W. *Everyone's Country Estate.* St. Paul: Minnesota Historical Society Press, 1991.

Olson, Harold E., comp. *Historical Markers in Minnesota.* Vol. 4. Photo albums prepared by Department of Roadside Development, Minnesota Department of Highways, circa 1942, updated circa 1954. Site Development Unit, Mn/DOT, St. Paul. [Volume 4 is devoted to state line markers.]

Plans for Hinckley State Line Marker, S.P. 5804-15 (T.H. 48-192), appr. Feb. 14, 1941. Minnesota Department of Highways. Mn/DOT, St. Paul.

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National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Hinckley State Line Marker  
Ogema Township, Pine County, Minnesota

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### 10. GEOGRAPHICAL DATA, CONTINUED

#### Verbal Boundary Description

The boundary of the nominated property is shown by the solid line on the accompanying map entitled "Site Boundaries, Hinckley State Line Marker, Omega Township, Pine County, Minnesota." The base map for this sheet is a Minnesota Department of Transportation (Mn/DOT) Right-of-Way Map. The northern boundary of the nominated property follows the Mn/DOT right-of-way line. The southern boundary follows the northern edge of the Minnesota Highway 48 roadway. The property lies within the SE 1/4 of Section 23, T41N, R17W, Omega Township, Pine County, Minnesota.

#### Boundary Justification

The nominated property is comprised of the parcel of land historically associated with the Hinckley State Line Marker.



Site Boundaries  
 Hinckley State Line Marker  
 Omega Twp., Pine Co., Minnesota

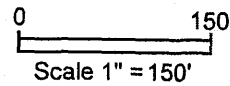
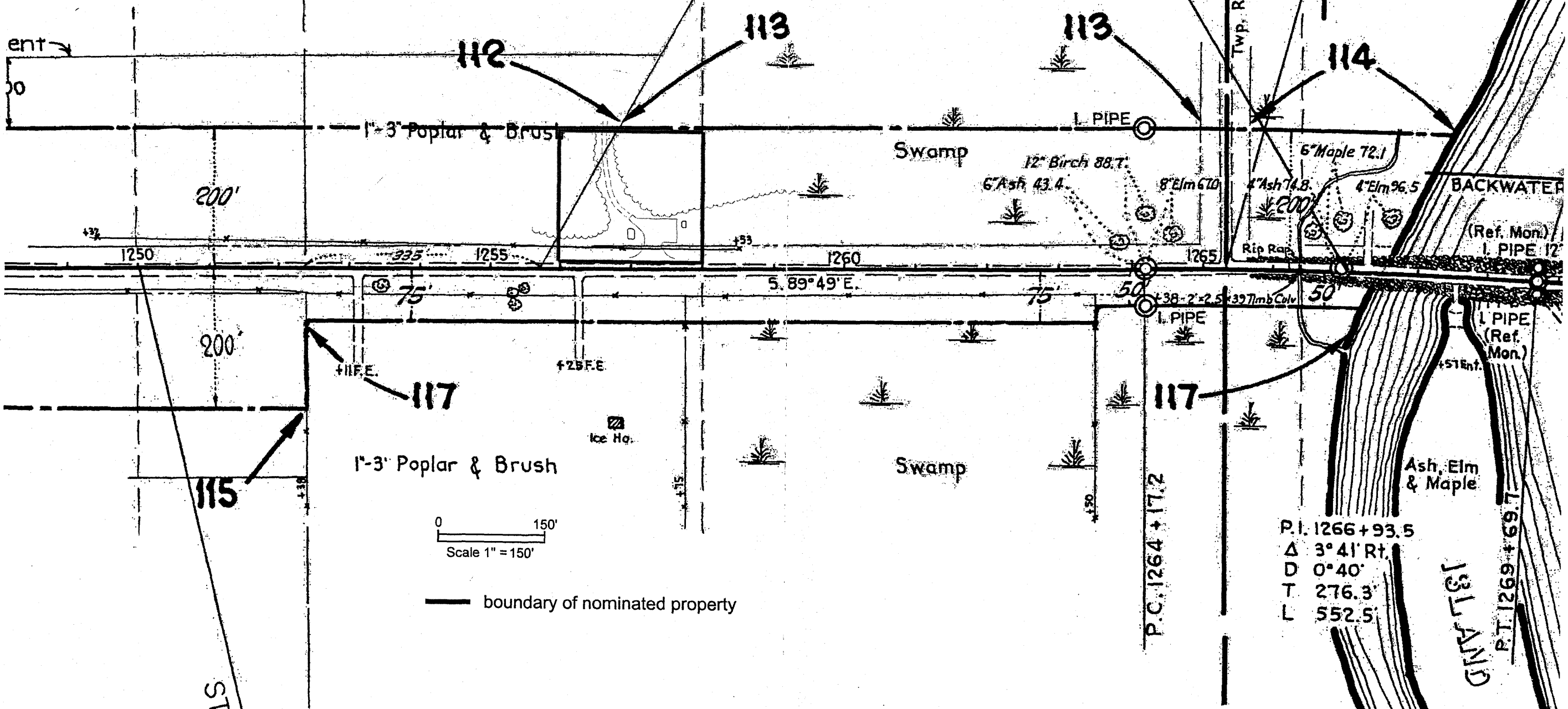
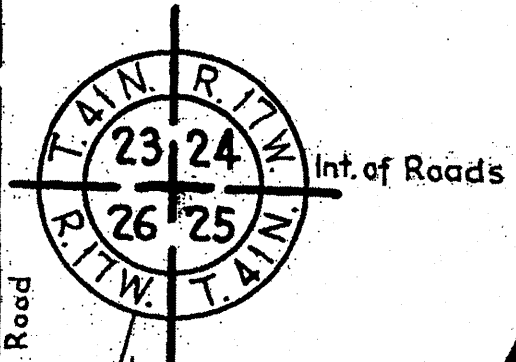
Govt. Lot 5

5804(48-192-21)

NEG. 113

United Power & Land Co  
 Part SE1/4 SE1/4 Sec 23-41 17  
 3.29 Ac.

-21)  
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 .23-41-17

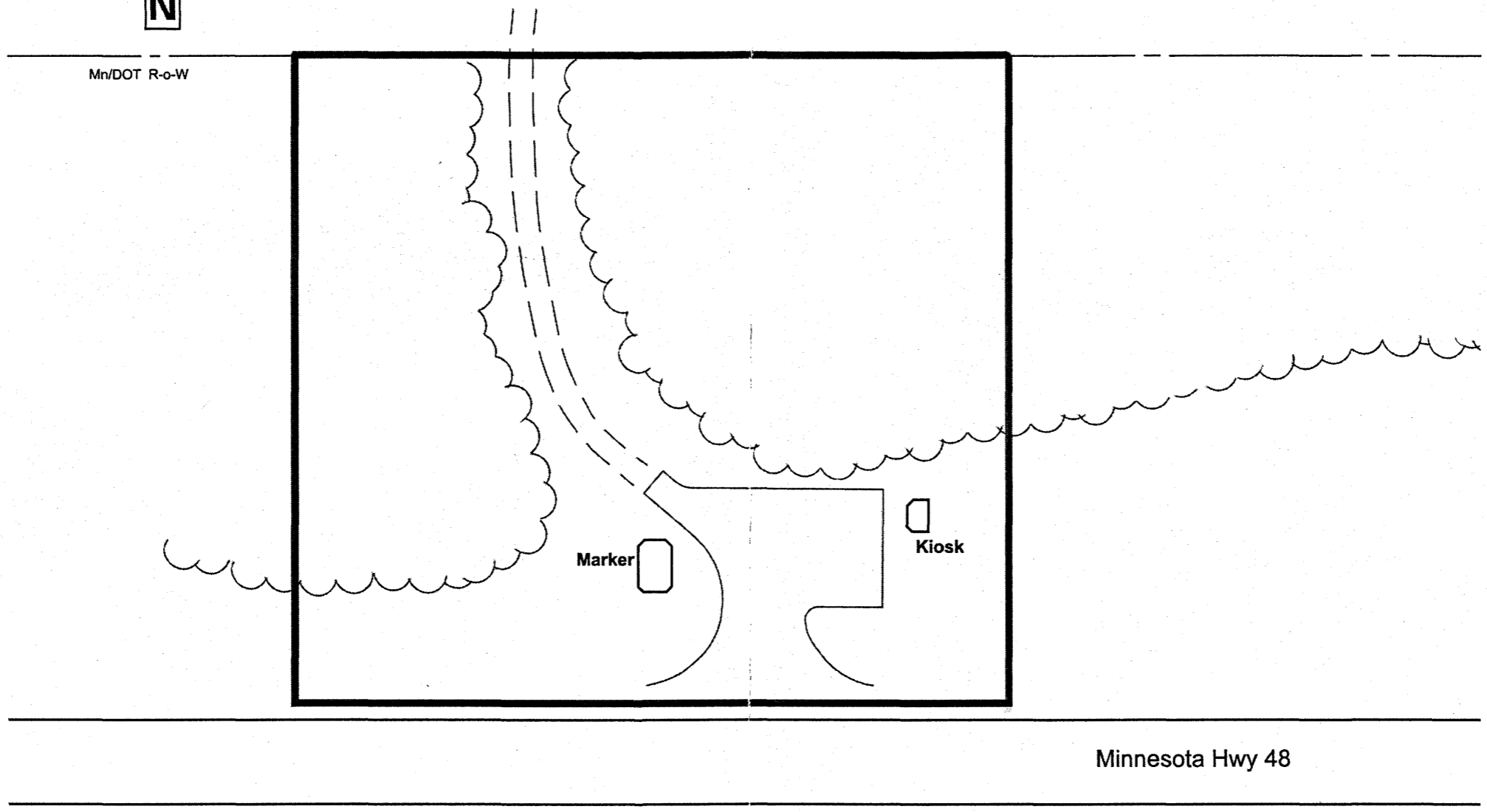


— boundary of nominated property

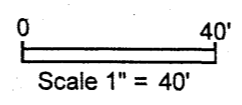
**Sketch Map**  
**Hinckley State Line Marker**  
Omega Twp., Pine Co., Minnesota



Mn/DOT R-o-W



**—** boundary of nominated property



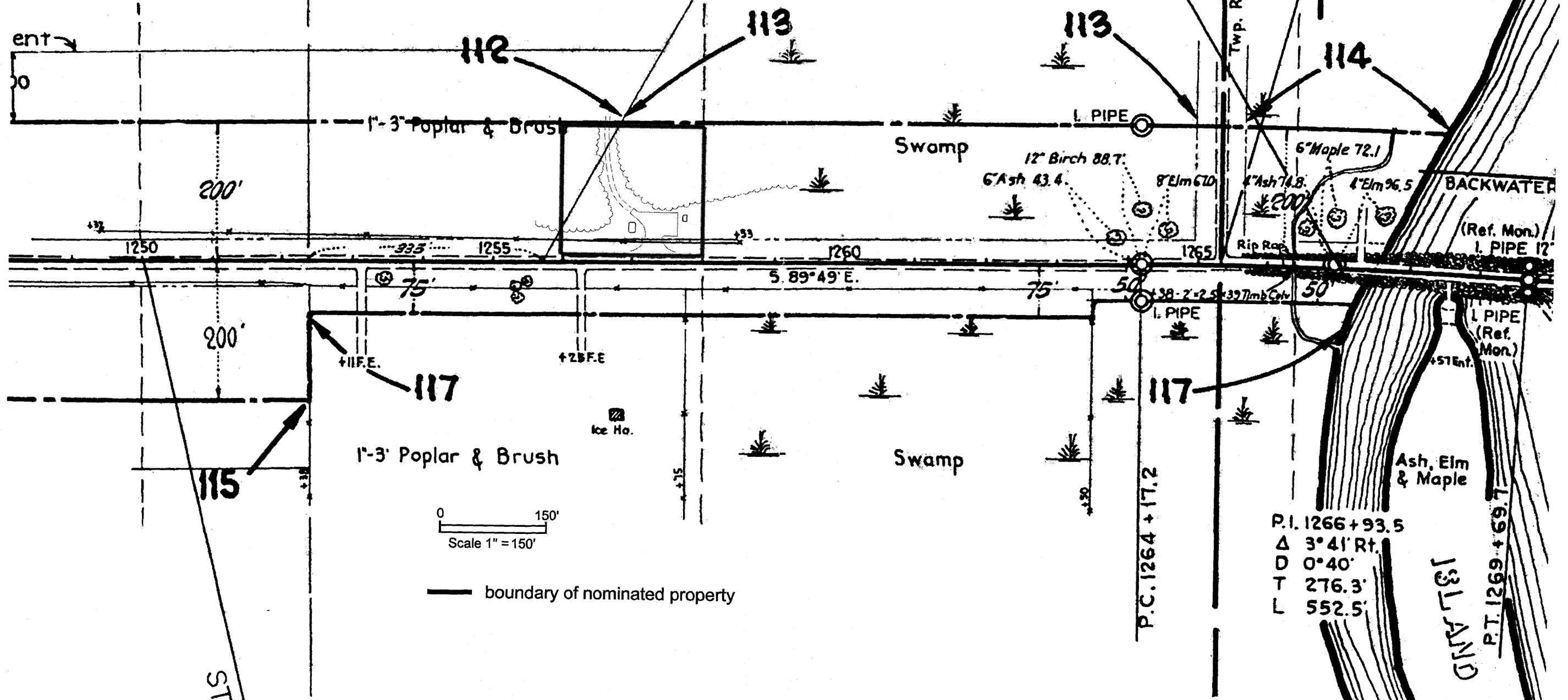
prep by Gemini Research 12-01

-21)

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71

ent  
50



0 150'  
Scale 1" = 150'

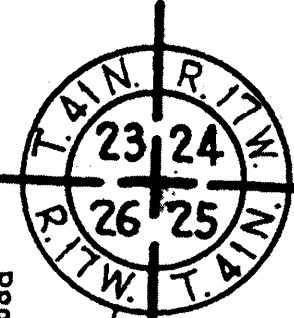
— boundary of nominated property

Site Boundaries  
Hinckley State Line Marker  
Ogema Twp., Pine Co., Minnesota  
Govt. Lot 5

5804(48=192-21)

NEG. 113

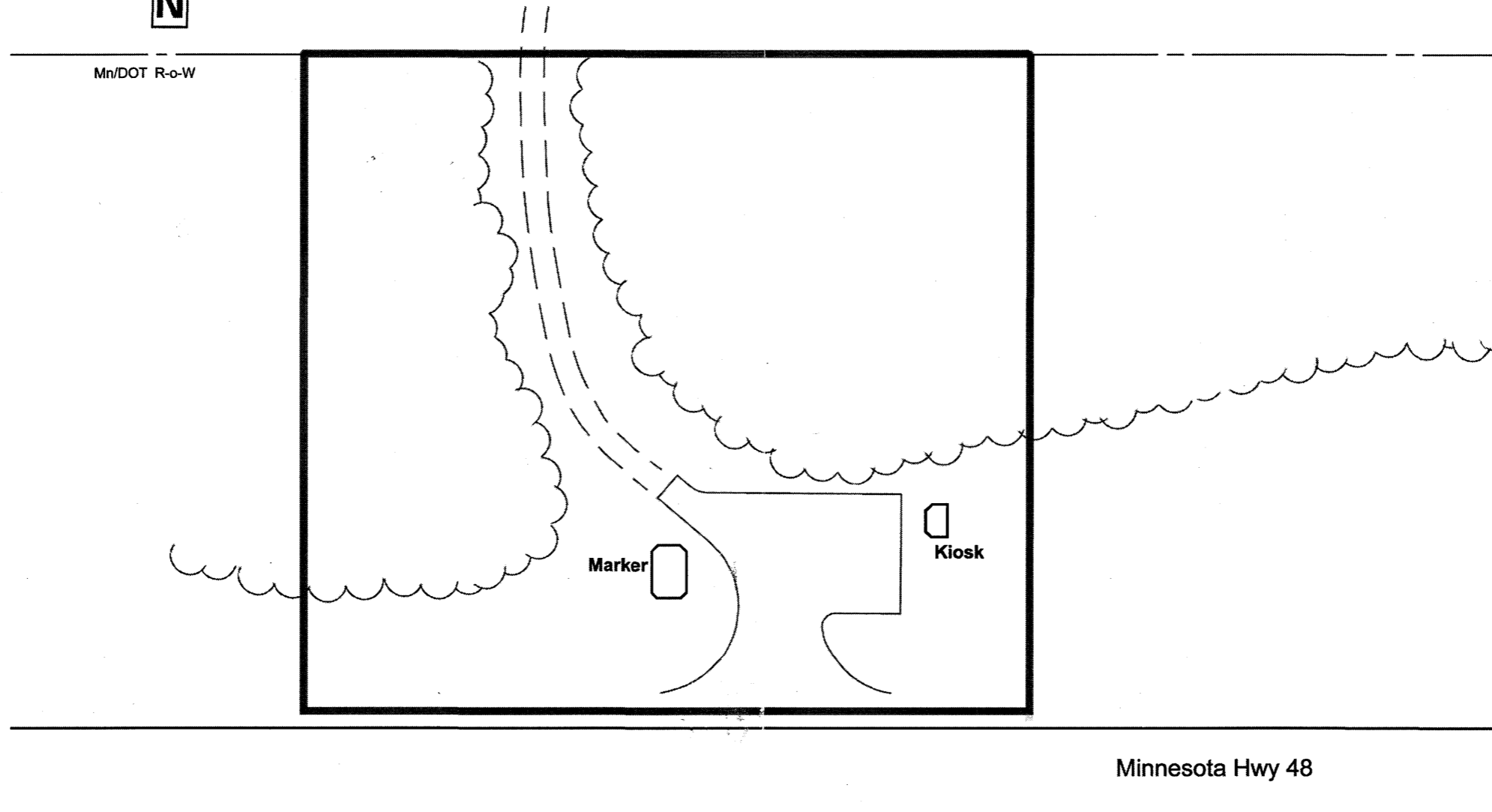
United Power & Land Co  
Part SE1/4 SE1/4 Sec 23-41 17  
3.29 Ac.



**Sketch Map**  
**Hinckley State Line Marker**  
Ogema Twp., Pine Co., Minnesota



Mn/DOT R-o-W



**—** boundary of nominated property

0 40'  
Scale 1" = 40'

prep by Gemini Research 12-01

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Hinckley State Line Marker

MULTIPLE NAME: Federal Relief Construction in Minnesota MPS AD

STATE & COUNTY: MINNESOTA, Pine

DATE RECEIVED: 12/04/02      DATE OF PENDING LIST:  
DATE OF 16TH DAY:      DATE OF 45TH DAY: 1/18/03  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 02000935

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

**Additional Documentation Accepted**

RECOM./CRITERIA Accept  
REVIEWER Edson Beall      DISCIPLINE Historian  
TELEPHONE \_\_\_\_\_      DATE 1/16/03

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Hinckley State Line Marker  
Ogema Township, Pine County, Minnesota

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### 7. DESCRIPTION

The Hinckley State Line Marker is a stone monument located on the northern side of Minnesota Highway 48, about 825' west of Township Road 173. The property is located about 23 miles east of the town of Hinckley in east central Minnesota. It is on the western bank of the St. Croix River, which marks the border between Minnesota and Wisconsin, and on the edge of the federally-designated St. Croix National Scenic Riverway (established in 1968). It stands adjacent to St. Croix State Forest (established circa 1930s), and adjacent to St. Croix State Park (established as a National Park Service Recreational Demonstration Area in 1935 and as a state park in 1943).

The property's setting has not changed significantly since the marker was originally built in 1941-1942. Immediately north of the property is a small, privately-owned parcel of land that has been cleared of trees. Except for this clearing, the property is surrounded on all sides by relatively undeveloped forest and river bank, much of which lies within state park, state forest, or federally-designated scenic riverway boundaries.

Minnesota Highway 48, which runs along the southern boundary of the nominated property, was added to the state highway system in 1934. At that time the road was 20' wide and surfaced with gravel. It was first paved in 1947 when a 24'-wide bituminous driving surface was laid. The paving occurred five years after the Hinckley State Line Marker was constructed.

#### **Spatial Organization**

The nominated property is roughly rectangular in shape and measures about 250' east to west and about 180' north to south. (See accompanying sketch map entitled "Sketch Map, Hinckley State Line Marker, Omega Township, Pine County, Minnesota".)

Original plans indicate that the site was not originally designed to be a wayside rest. Instead, it was simply built as a State Line Marker that would welcome passing vehicles as they entered Minnesota from Wisconsin, but not provide a place to stop. At an unknown date a short entrance road was added to the site, effectively making it a small highway wayside rest. (Current state highway department staff speculate that the entrance drive was probably added to the site because travelers were stopping to visit the monument and were parking on the highway shoulder.)

The site's short entrance drive was surfaced with gravel until 1998 when it was paved with bituminous. A small bituminous, curbless parking area was added in 1998. The parking area is about 33' by 26' and has space for three cars.

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National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Hinckley State Line Marker  
Ogema Township, Pine County, Minnesota

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### 10. GEOGRAPHICAL DATA, CONTINUED

#### Verbal Boundary Description

The boundary of the nominated property is shown by the solid line on the accompanying map entitled "Site Boundaries, Hinckley State Line Marker, Ogema Township, Pine County, Minnesota." The base map for this sheet is a Minnesota Department of Transportation (Mn/DOT) Right-of-Way Map. The northern boundary of the nominated property follows the Mn/DOT right-of-way line. The southern boundary follows the northern edge of the Minnesota Highway 48 roadway. The property lies within the SE 1/4 of Section 23, T41N, R17W, Omega Township, Pine County, Minnesota.

#### Boundary Justification

The nominated property is comprised of the parcel of land historically associated with the Hinckley State Line Marker.