

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

PP-PPC-154
CS 5906

Pipestone National Monument Ent Marker

Historic Name Other Name	Pipestone National Monument Ent Marker	CS # SHPO Inv #	5906 PP-PPC-154
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Location	W side of TH 75 at jct TH 75 and 9th St NE	Hwy District Reference	TH 75 8B 37
City/Township County Twp Rng Sec USGS Quad UTM	Pipestone, City of Pipestone 106N 46W Sec 1 106N 46W Sec 12 Pipestone North Z14 E715870 N4876140	Acres Rest Area Class	NA
		SP #	5906-15

Designer	Vogt, Fred	SHPO Review #	
Builder	Minn Dept of Highways (MHD)		

Historic Use	Entrance/ Boundary Marker	MHS Photo #	014747.11-21
Present Use	Entrance/ Boundary Marker		

Yr of Landscape Design	1952	MnDOT Historic Photo Album	Ols 2.106
Overall Site Integrity	Moderately Altered		
Review Required	Yes		

National Register Status	Not Eligible, see Statement of Significance
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Historic Context	Roadside Development on Minnesota Trunk Highways, 1920-1960
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List of Standing Structures

Feat#	Feature Type	Year Built
01	Entrance Wall	1952
NOTE: Landscape features are not listed in this table		

Fieldwork Date
10-19-02

Prep by
Gemini Research
May. 04 G1. 111

Prep for
Site Development Unit
Cultural Resources Unit
Environmental Studies Unit

Final Report	Historic Roadside Development Structures on Minn Trunk Hwys (1998) Addendum
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Pipestone National Monument Entrance Marker

■ BRIEF

The Pipestone National Monument Entrance Marker is located on the western side of T.H. 75 at the highway's intersection with NE Ninth Street. Ninth Street is a paved street that is the principal route between T.H. 75 and the Pipestone National Monument, which is located 1.5 miles to the west. The site contains a pair of stone pylons that stand on either side of Ninth Street. The site is located just inside the northern city limits of the city of Pipestone.

■ STANDING STRUCTURES

Stone Entrance Pylons. Built 1952 by the Minnesota Department of Highways. The site contains a pair of stone pylons that stand on either side of Ninth Street to form a gateway. The structures are located 38' apart and stand 70' west of the T.H. 75 centerline. (Both distances conform to those drawn on the original plans.) The pylons are built of random ashlar rockfaced Sioux quartzite that was salvaged from earlier gateposts that stood nearby. The stone has shades of red and purple, with a few stones that are predominantly black and orange. The mortar joints are gray. The stones vary in size and shape. The largest are about 15" x 15" x 15", while most are about 6" x 6" x 6". The pylons are built on poured concrete footings.

The northern pylon, which is taller and has a hanging arm sign, is the principal structure. It has a 15'-tall rectangular shaft that rises from a 6'-tall buttressed wall. The buttresses against the wall are battered. The shaft, wall, and buttresses rest on a low, rectangular stone base that measures about 16'6" x 8'.

As originally designed, the northern pylon had a heavy wooden cross arm that supported a hanging wooden sign. The arm originally extended southward, toward Ninth Street. The sign board was originally made of five narrow boards held together with iron straps. The original sign read "Pipestone National Monument, Department of Highways." (The last three words are somewhat illegible in a 1953 photo in Olson vol. 2, pg. 106.)

At an unknown date, the monument was altered so that the arm extended eastward, toward T.H. 75, rather than southward. The altered stonework appears to have been confined to the upper portion of the pylon from the cross arm upward. One effect of the alteration is that the pair of pylons has lost some of its original design intent, i.e., to form a gateway across Ninth Street. The northern pylon has also lost some of its original resemblance to the Roadside Development Division's state line markers (see Historical Background below).

The original sign board was also replaced, presumably when the cross arm was changed. The current sign board is made of five narrow boards held by a metal strap. Routed lettering reads "Pipestone National Monument 1 1/2 Mile" with a directional arrow. The sign is painted brown and the lettering is painted white. The sign is affixed to the 5'-long arm with metal hardware.

The southern pylon is about 6' tall. It is a smaller and somewhat simpler version of the northern structure, but does not have a tall shaft nor a hanging sign. Its low stone base measures 11'6" x 8'. The southern pylon appears to be intact.

Note: both pylons vary in design from those drawn on the original plans for S.P. 5906-15 (approved May 28, 1952). The pylons on the plans have a more angular, battered design. In addition, both

pylons in the plans have shafts that extend up past their base walls. Only the northern pylon was built with a shaft.

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

Ninth Street is a quiet street that has 25'-wide bituminous paving and no curb and gutter. There is a small corrugated metal culvert under Ninth Street within the site. There is a stop sign on Ninth Street at its intersection with T.H. 75. Ninth Street ends at T.H. 75. East of T.H. 75, the street continues as a gravel road called 111th Street, which is outside the city limits.

T.H. 75 forms the eastern boundary of the site. The western grassy ditch of T.H. 75 runs north and south within the site.

The site has no parking area, picnic tables, or other facilities for visitors. Cars stopping at the entrance marker would likely park along Ninth Street.

The original planting plan specifies that the entire intersection of T.H. 75 and NE Ninth Street be planted and that .1 acre be seeded with grass. The plan specifies that groups of Colorado green spruce (16 total) be planted behind the pylons, and that groups of Savin juniper (8 total) be planted in front of them. The spruce forms a backdrop to the monuments, and the juniper helps "tie" them to the landscape. Some of the newly-planted spruce and juniper appear in early photos (Olson vol. 2, p.106). Today, none of the juniper are extant, but there are robust groups of mature spruce behind the pylons, about 10 spruce total. The plan specifies that 35 green ash be planted near the edge of the right-of-way throughout the intersection. About 16 green ash are standing today. There is mowed turf throughout the site.

■ SETTING

The site is located in a combined residential and rural setting on the edge of Pipestone. It is surrounded by a church with a bituminous-paved parking area to the south, a circa 1960 house to the north, a plowed field across T.H. 75 to the northeast, and a circa 1980 house across T.H. 75 to the southeast. The entrance to the church's parking area is about 60' west of the pylons.

The Pipestone National Monument is located 1.5 miles west of the Entrance Marker.

According to MHD plans for S.P. 5906-13 (signed 1949), Ninth Street was the northern city limit of Pipestone at the time that the entrance marker was built. Today the city limit is apparently about 300' north of Ninth Street. (Ninth Street is labeled as Reservation Avenue on plans for S.P. 5906-13.)

■ INTEGRITY

Alterations

The northern pylon was altered at an unknown date so that the hanging arm extends eastward, rather than to the south. The original sign board was replaced, probably at the same time, with a similar sign with slightly different wording. The stonework on both pylons has been poorly repaired with mortar

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work that is now failing. A slightly mounded poured concrete cap has been added to the top of the northern pylon.

The vegetation is reasonably intact. While the clump of junipers in front of each pylon is missing, there are still groups of spruce behind the markers and green ash trees shading the intersection. Several spruce and green ash trees that are specified on the original plans are missing.

Notes on Condition

The structures are in fair to poor condition. There are a few stones missing and mortar joints need repair. The vegetation is in fair condition.

■ **HISTORICAL BACKGROUND**

The Pipestone National Monument Entrance Marker was constructed in 1952 by the Roadside Development Division of the Minnesota Department of Highways. The entrance marker was built in conjunction with the redesign of the T.H. 75 access to the Pipestone National Monument. Prior to this project, there had been a semicircular drive to the monument that had two entrance points on T.H. 75. (The current entrance marker is located near the southern of these two entrance points.) The two entrance points had been marked by four Sioux quartzite pylons. In 1952 the semicircular road was apparently removed and NE Ninth Street became the principal route to the monument from T.H. 75. The four earlier pylons were dismantled and the stone was used to construct the 1952 pylons.

The Pipestone National Monument Entrance Marker was created under the direction of Roadside Development Engineer Harold E. Olson and Field Engineer Kenneth Madole. The work was done in cooperation with Lyle Linch, Superintendent of the Pipestone National Monument (Madole 2003; "Roadside Development" 1952). (Lyle K. Linch, a federal employee, was Superintendent of the Pipestone National Monument from 1948-1954. He was the site's third superintendent since its establishment in 1937. He was also author of a 1954 book on the history of the monument.)

The site was designed by Fred Vogt, staff landscape architect for the Roadside Development Division, according to a recent interview with Kenneth Madole (Madole 2003). (See Granger et al 1998:3.24-3.27 for information on Vogt and Madole.) The design of the pylons resembles, and was probably inspired by, the series of "state line markers" that the Roadside Development Division had been building since the late 1930s and early 1940s. The design of the state line markers (which are very similar to one another) is attributed to A. R. Nichols, Consulting Landscape Architect for the division during the Depression. The markers had battered shafts and hanging arm signs, and were built of stone native to each locale. (See photos in Olson vol. 4.) The Roadside Development Division also used a similar design to mark the highway entrances to several parks in the state including Veterans Memorial Park in Willmar.

The Entrance Marker's stone pylons were constructed by the MHD, with Rudolph "Rudy" Leuer serving as stonemason. Leuer was a stonemason with the Roadside Development Division from 1950-1963. His other work for the division included the construction of some of the state line markers described above (Madole 2003; Granger et al 1998:3.23).

Plans for the Pipestone project were drawn in March 1952 and approved in May. The October 9, 1952, issue of the *Pipestone Leader* featured two photographs of the work, with the following captions:

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The Roadside Development branch of the State Highway Department under the direction of Supervisor Harold E. Olson, and the Field Supervisor of Roadside Development Kenneth Madole have planned, surveyed, and erected appropriate and worthy rustic-type stone gateway pylons at the Highway 75 entrance to Pipestone National Monument. The Gateway, pictured above, is located on Highway 75 at the northeast corner of Pipestone. Superintendent Lyle Linch is shown happily watching expert Highway Department stone mason Rudy Leuer make a final check on the north pylon ("Roadside Development" 1952).

The above picture shows Rock Mason Leuer and Supt. Linch dismantling the last of the four massive quartzite pylons that formerly marked the two entrances to the semicircle racetrack drive through the Monument. It was found necessary to eliminate the circle-drive as a safety measure to protect the nearly 100,000 annual visitors to the Old Indian Shrine ("Roadside Development" 1952).

Trees and shrubs at the new site had been installed by July 1953, the date of two surviving MHD photos (Olson vol 2, pg. 106).

T.H. 75 south of NE Ninth Street was paved with concrete in 1922. T.H. 75 past the site was paved with bituminous in the 1950s.

■ **PREVIOUS SHPO REVIEWS**

There have apparently been no previous SHPO cultural resource reviews of the property.

■ **STATEMENT OF SIGNIFICANCE**

The Pipestone National Monument Entrance Marker was built in 1952 by the Minnesota Department of Highways. This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." The site is an example of the Roadside Development Division's non-federal relief properties that closely resemble the division's federal relief properties (see Granger et al 1998:6.3). These sites strongly represent a continuation of the design principles established in the division during the federal relief era and were generally built in 1944-1954, the decade after the end of the New Deal. In particular, the Pipestone site resembles the state line markers and other park entrance markers built by the MHD during the New Deal.

The integrity of the site has been diminished, however. The effect of the alteration of the northern pylon has been to reduce the structures' intended, designed role as a gateway across Ninth Street, and to diminish the northern pylon's design ties to the division's state line markers and other park entrance markers. Because of the alterations and the fact that they apparently occurred during recent decades, it is recommended that the property is ineligible for the National Register due to loss of integrity.

The property may also be associated with the "Tourism and Recreation in the Lake Regions, 1870-1945" historic context.

■ **OTHER COMMENTS**

This property may require further evaluation for potential archaeological resources.

T.H. 75 is relatively quiet past the site during much of the day.

■ REFERENCES

Anderson, Rolf. "Minnesota State Park CCC/WPA/Rustic Style Historic Resources." National Register of Historic Places Multiple Property Documentation Form. Sept. 3, 1988.

Construction Plans for S.P. 5906-15 (T.H. 75-6). 2 sheets. Appr. May 28, 1952, by O. L. Kipp. Minnesota Department of Highways. St. Paul.

Erpestad, David, and David Wood. *Building South Dakota. A Historical Survey of the State's Architecture to 1945*. Pierre, SD: South Dakota State Historical Society Press, 1997.

Granger, Susan, Scott Kelly, and Kay Grossman. *Historic Roadside Development Structures on Minnesota Trunk Highways*. Prepared for Mn/DOT. Dec. 1998.

Madole, Kenneth [retired Roadside Development Engineer]. Telephone Interview with Kay Grossman. Feb. 5, 2003.

Meyer, Roy W. *Everyone's Country Estate. A History of Minnesota's State Parks*. St. Paul: Minnesota Historical Society Press, 1991.

Minnesota State Park and Recreational Area Plan. Minnesota Department of Conservation, Division of State Parks, March 1939.

Olson, Harold E., comp. *Historical Markers in Minnesota*. 4 vols. Photo album prepared by Department of Roadside Development, Minnesota Department of Highways, circa 1942, updated circa 1954. Mn/DOT Site Development Unit. St. Paul.

"Pipestone National Monument." National Park Service web site. <<http://www.nps.gov/pipe/history.htm>> Retrieved July 2003.

"The Roadside Development Branch" [two photos with captions, no article]. *Pipestone Leader*, Oct. 9, 1952.

■ ADDITIONAL BACKGROUND INFORMATION

Pipestone National Monument

Red pipestone, or catlinite, has been quarried by Native Americans for thousands of years. Objects carved of pipestone were widely traded throughout North America. Digging at quarries in this area may have begun in the 17th century. The pipestone quarries were controlled by the Dakota Sioux after about 1700, and the Yankton Dakota were claiming ownership of the land in the late 19th century ("Pipestone"; Meyer 1991:100).

Movements to legally protect this area occurred amid lengthy contests over tribal and U.S. government ownership of the land. The area was proposed as a national park many times beginning about 1890,

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and as a state park in the early 1920s (Meyer 1991:100). Congress finally established the Pipestone National Monument in 1937.

The original national monument was 115 acres. It was established to protect the quarries, to reserve the quarrying of pipestone for Native Americans, and to provide a park for the enjoyment and education of the public. The monument is operated by the National Park Service. A nonprofit organization called the Pipestone Indian Shrine Association, which has roots to circa 1930, also works to preserve and interpret the site. Today the monument is 282 acres. In 2002, 84,800 people visited its pipestone quarries, unique geological features, native tallgrass prairies, and other amenities.

Sioux Quartzite

The Pipestone National Monument Entrance Marker was constructed of Sioux quartzite, not pipestone. Sioux quartzite bedrock extends throughout southwestern Minnesota and southeastern South Dakota. Sioux quartzite is found in shades of pink, red, purple, and brown and was marketed historically under names such as "Jasper," "Sioux Falls Granite," and "Rose Quartz" (Erpestad and Wood 1997:26). Several prominent quarries were located near the towns of Pipestone and Jasper. Among the structures in Pipestone County built of Sioux quartzite are many buildings in the Pipestone Commercial Historic District, an area in downtown Pipestone that was listed on the National Register in 1977.

Pipestone

The city of Pipestone, located on the slope of the Coteau des Prairies and near the Minnesota-South Dakota border, is the seat of Pipestone County. Platted in 1876, Pipestone was an important southwestern Minnesota railroad town. It was a terminus for three major railroads -- the Great Northern; the Chicago, Rock Island, and Pacific; and the Chicago, St. Paul, Minneapolis, and Omaha. The city and the county were both named for the catlinite that is quarried locally. Pipestone's current population is about 4,200.