Memorandum for Mr. Cammerer:

Subject: Status of proposed New England Parkway.

At your request I am submitting herewith a report on the status of the proposed New England Parkway. I am assuming that the request from the Secretary's office refers to the proposed Parkway to connect the Shenandoah-Great Smoky Mountains National Park with New England vacation areas.

Two tentative routes for this proposed Parkway have been suggested. The history of these suggested routes is as follows:

On May 23, 1955 a proposal was submitted to the Secretary to construct a Parkway between Washington, D.C., and Boston, Massachusetts. This Parkway was to be of the interurban type providing through traffic connections between the large intervening cities, and by-passing Baltimore, Philadelphia, New York and other large urban areas. This project was submitted by Mr. Demaray and Mr. MacDonald.

On June 7, 1955 the proposal was returned to Mr. Demaray with a memorandum from the Secretary stating that the President had indicated a preferable route to that proposed (indicated in lead pencil on the attached blueline print), and that a preliminary reconnoitering trip would be desirable to determine the proper location of this route.

The route as shown by the dotted black line would follow the mountainous areas in Maryland and Pennsylvania, crossing the Hudson at Bear Mountain and continuing through Connecticut and Massachusetts to connect with the formerly proposed route (indicated in red) close to Worcester, Massachusetts.

Following the suggestion of the President a reconnoitering trip was discussed by Mr. Vint, Mr. Spelman and Mr. MacDonald resulting in Mr. Demaray's memorandum of June 25 to the Secretary requesting funds
Memorandum for Mr. Cammerer:  

June 29, 1935.

for the National Park Service in the amount of $2500. to study possibilities for a Parkway route. The Bureau of Public Roads had previously stated that an equal amount would be available from their present funds, and would provide for their share of the expenses.

I am attaching herewith the complete file on this subject.

Dudley C. Baylies

Closure 443049
MEMORANDUM for the Secretary.

Reference is made to your memorandum of February 8, requesting information as to whether there are any plans for extending the Skyline Drive northeast to the Delaware Water Gap.

In 1936 a metropolitan parkway from Washington, D.C., to Boston, Massachusetts, was proposed. This proposal was submitted by you to the President. The President indicated he preferred a mountain route and that a reconnaissance study would be desirable.

During the period of August through December 1935, the suggested reconnaissance study was made and a joint report was submitted by the National Park Service and the Bureau of Public Roads. The report proposed both a mountain and a metropolitan route. The President again indicated his preference for a mountain location.

The mountain location provides for an extension of the parkway north from Shenandoah National Park along the easternmost range of the Appalachian Mountains. The project logically divides into the following units, which are shown on the attached map:

1. Shenandoah National Park to Harpers Ferry . . . 50 miles
2. Harpers Ferry to the Susquehanna River . . . 110 "
3. Susquehanna River to Delaware Water Gap . . . 120 "
4. Delaware Water Gap to the Hudson River . . . 90 "
5. Hudson River to Worcester, Mass. . . . 145 "
Total . 515 miles.

Sufficient studies have been made to indicate that this location is feasible of construction and would provide a safe and reasonably direct route between New England and the South.

(SGD) Newton B. Drury

Director.

Enclosure 1937042.
dcb: cms

cc: Mr. Bayliss.