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NAT REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Skyline Drive Historic District

other name/site number: N/A

2. Location

street & number: Shenandoah National Park (SHEN)

not for publication: ___
city/town: Luray vicinity: x

state: VA	county:	code:	zip code: 22835
	Albemarle	VA003	
	Augusta	VA015	
	Greene	VA079	
	Madison	VA113	
	Page	VA139	
	Rappahannock	VA157	
	Rockingham	VA165	
	Warren	VA187	

3. Classification

Ownership of Property: public-Federal

Category of Property: district

Number of Resources within Property:

Contributing	Noncontributing	
9	8	buildings
8	3	sites
136	67	structures
22	1	objects
175	79	Total

Number of contributing resources previously listed in the National Register: none

Name of related multiple property listing: Historic Park Landscapes in National and State Parks

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _x__ 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 _x__ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant _x_ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Ronald M Greenberg — 3/21/97

Signature of certifying official — Date

National Park Service

State or Federal agency and bureau

In my opinion, the property X meets ____ does not meet the National Register criteria. ___ See continuation sheet.

[signature] — 12/30/96

Signature of commenting or other official — Date

Virginia Department of Historic Resources

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

✓	entered in the National Register ___ See continuation sheet.	Patrick Andrus	4/28/97
____	determined eligible for the National Register ___ See continuation sheet.		
____	determined not eligible for the National Register		
____	removed from the National Register		
____	other (explain): _____		

Signature of Keeper — Date of Action

6. Function or Use

Historic:	Landscape	Sub:	Park
	Transportation		Road-related (vehicular)
	Recreation and Culture		Outdoor Recreation
	Landscape		Conservation Area
Current :	Landscape	Sub:	Park
	Landscape		Natural Feature
	Landscape		Conservation Area
	Transportation		Road-related (vehicular)
	Recreation and Culture		Outdoor Recreation

7. Description

Architectural Classification: Bungalow/Craftsman
Other: NPS rustic architecture

Materials:

Foundation:	stone
	concrete
Walls:	weatherboard
	stone
	log
Roof:	asphalt
	concrete
Other:	stone
	asphalt
	log
	glass

Narrative Description
Describe present and historic physical appearance. _x_ See continuation sheet.

8. Statement of Significance

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions) : _____

Areas of Significance: landscape architecture
transportation
social history
entertainment/recreation
politics/government
architecture
engineering
conservation
community planning and development

Period(s) of Significance: 1931-1951

Significant Dates: 1931, 1933, 1936, 1942

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Bureau of Public Roads/
National Park Service
Benson, Harvey

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
_x_ See continuation sheet.

9. Major Bibliographical References

X_ See continuation sheet.

Previous documentation on file (NPS):

_ preliminary determination of individual listing (36 CFR 67) has been requested.
_ previously listed in the National Register
_ previously determined eligible by the National Register
_ designated a National Historic Landmark
_ recorded by Historic American Buildings Survey # _____
x recorded by Historic American Engineering Record # _VA-119___

Primary Location of Additional Data:

_ State historic preservation office
_ Other state agency
_ Federal agency
_ Local government
_ University
x Other -- Specify Repository: Shenandoah National Park

10. Geographical Data

Acreage of Property: 3190

UTM References: Zone Easting Northing Zone Easting Northing

A	__	_____	_____	B	__	_____	_____
C	__	_____	_____	D	__	_____	_____

_X_ See continuation sheet.

Verbal Boundary Description: _x_ See continuation sheet.

Boundary Justification: _x_ See continuation sheet.

11. Form Prepared By

Name/Title: Lee R. Maddex, chief historian; Kevin McClung, landscape specialist; Jeffrey Drobney, assistant historian; Billy Joe Peyton, reviewer; section 8 by Linda McClelland, National Register, History and Education Program, National Park Service

Organization: Institute for the History of Technology and Industrial Archaeology Date: 9/30/92
Street & Number: 1535 Mileground Telephone: (304) 293-2513
City or Town: Morgantown State: WV ZIP: 26505

Summary Statement

Atop the crest of the Blue Ridge Mountains, the 105.5-mile Skyline Drive in Shenandoah National Park offers panoramic views of the Shenandoah Valley to the west and the Piedmont to the east. National Park Service Landscape Architect Harvey Benson stated in 1940:

> Macadamized and smooth, with easy gradient and wide sweeping curves, the Drive unfolds to view innumerable panoramas of lofty peaks, forested ravines and the patchwork patterns of valley farms.[1]

The Southern Appalachian National Park Committee first proposed the Skyline Drive concept in 1924 and William Carson, Chairman of the Virginia State Commission on Conservation and Development, promoted it. Construction of Skyline Drive began in 1931 and occurred in three distinct phases, with the Central District, Thornton Gap to Swift Run Gap, completed first in 1934. The North District, from Front Royal to Thornton Gap, was completed next in 1936, while the Southern District, from Swift Run Gap to Jarman Gap, was finished last in 1939. The northernmost portion of the Blue Ridge Parkway, from Jarman Gap to Rockfish Gap, was constructed in 1936-37, and in 1961, was transferred to Shenandoah National Park, administratively extending Skyline Drive to Rockfish Gap.

Shenandoah National Park was one of two national parks in the Southern Appalachians authorized by Act of Congress in 1926 and established in the 1930s through the acquisition and donation of land by the states in which they were located (North Carolina, Tennessee, and Virginia). Portions of Virginia's Blue Ridge, some of which had been cultivated or cut-over for timber, have reverted to forest with Shenandoah National Park forming the heart of a beautiful nature reserve with the Appalachian Trail and many other trails, campgrounds, and resort areas, many accessed by Skyline Drive. The drive features parking overlooks

[1] Harvey Benson, "The Skyline Drive: A Brief History of a Mountaintop Motorway," The Regional Review 4 (2): 3.

and road widenings, picnic grounds, wayside stations, trailheads and parking areas, stone guardwalls and other engineering and landscape architecture features. Shenandoah's environment is dynamic, ever changing; yet Skyline Drive, its overlooks and support structures exhibit the seven aspects of integrity and generally retain high integrity.

Overview

Skyline Drive follows a 75-mile portion of ridgeline in the Blue Ridge Mountains of Virginia. It runs 105.5 miles from its northern end in Front Royal to its southern end at the Rockfish Gap near Waynesboro. Lying entirely within the boundaries of the Shenandoah National Park, Skyline Drive serves as the park's major access road. The drive is accessible from four entrances. The northernmost entrance is at Front Royal at the junction of US Route 340. The Thornton Gap entrance lies 31.5 miles south, at the junction of US Route 211. Swift Run Gap lies at the junction of US Route 33, another 34 miles further south. The southernmost entrance is the Rockfish Gap entrance, which lies 105.5 miles south of Front Royal at the junction with US Route 250 and Interstate-64.[2] The drive and the park are within the bounds of eight counties: Ablemarle, Augusta, Greene, Madison, Page, Rappahannock, Rockingham, and Warren. The Blue Ridge Mountains form a natural boundary. To its west lies the Shenandoah Valley, or the "Great Valley of Virginia," and to its east lies the Piedmont.

One of the earliest explorers of this region was Virginia Governor Alexander Spotswood, who in 1716 led a company of 63 men across the Blue Ridge, through Swift Run Gap into the Shenandoah Valley. Land-grant programs for settlers and treaties with Native Americans opened the valley for settlement. English, Scots-Irish and German immigrants settled the region, and by 1745

[2] U.S. Department of the Interior, National Park Service, Denver Service Center, Environmental Assessment For General Management Plan, Shenandoah National Park, Virginia, Denver: 1981), p. 71. Hereafter cited as NPS, DSC, SHEN GMP/EA.

more than 10,000 homesteaders had settled in the valley. The Valley of Virginia was the scene of intensive military action during the Civil War, and because it was a leading agricultural center, it was known as the "breadbasket of the Confederacy." Although the Blue Ridge Mountains of northern Virginia witnessed only limited battle action, they contained key gaps that permitted passage of both Union and Confederate troops between the Shenandoah Valley and the Piedmont. The Valley's economy today is still primarily agricultural-based and it is a leading poultry producer.

Impetus for construction of Skyline Drive can be found in the 1924 report of the Southern Appalachian National Park Committee.[3] Charged with selecting the site of the second major eastern national park, the commission in their report stated:

> the greatest single feature, however, is a possible skyline drive along the mountain top following a continuous ridge and looking down westerly on the Shenandoah Valley from 2,500 to 3,500 feet below, and commanding a view of the Piedmont Plain stretching easterly to the Washington Monument...few scenic drives in the world could surpass it.[4]

Obviously impressed by the scenic qualities offered, the Committee suggested that the Blue Ridge Mountains in northern Virginia be selected as the site for the creation of this new national park.

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[3] The Southern Appalachian National Park Committee consisted of the following members: Pennsylvania Congressman Henry W. Temple, chairman; Industrialist William C. Gregg; Chief Engineer of the U.S. Geological Survey Colonel Glenn S. Smith, secretary; Manager of the Palisades Interstate Park Major William A. Welch; and Botanist Harlan P. Kelsey.

[4] Committee on Public Lands, Providing for the Acquisition of Lands in the Southern Appalachian Mountains for Park Purposes: Report to Accompany H.R. 11980, 68th Cong. 2nd Sess., 1925, H. Rept. 1320, p. 5.

William E. Carson, Chairman of the Virginia State Commission on Conservation and Development, recognizing the importance of Shenandoah National Park, promoted the Skyline Drive concept. Carson, the drive's chief advocate, ultimately oversaw the acquisition of the park land through purchases and donations (the Commission was established by Virginia Governor Harry Flood Byrd, Sr., serving the purpose of raising and managing funds for the proposed national park).[5]

Beginning in 1928, Carson initiated a program to establish a presidential retreat on the upper Rapidan River, in the Blue Ridge. Knowing that President-elect Herbert Hoover was an avid fisherman, Carson fostered what became known as Camp Rapidan (later Camp Hoover). Carson secured exclusive fishing rights for the upper Rapidan and proceeded to win Hoover's acceptance of the camp. This was a critical move for both the construction of the drive and the establishment of the park.[6] In addition to the establishment of the fishing camp, a road was built from Criglersville to Camp Rapidan, giving the President access to his mountain retreat. Once the camp was in use, George Freeman Pollock suggested a road be constructed which connected his resort "Skyland" with the President's camp.[7] This proposal and the Southern Appalachian National Park Committee's idea of a "skyline drive" are often considered the origins of the present Skyline Drive. The concept was stated; now it only needed to be implemented.

The President not only enjoyed the mountains for fishing, but often rode along the summit of the Blue Ridge. Horace Albright, then National Park Service Director, accompanied him on one of his horseback rides to Big Meadows in the summer or autumn of 1930 and Hoover remarked to him that "...these mountains are

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[5] Dennis Elwood Simmons, "The Creation of Shenandoah National Park and the Skyline Drive, 1924-1936" (Ph.D. Dissertation, University of Virginia, 1978), pp. 32-33.

[6] Ibid., pp. 63-69.

[7] Ibid, p. 71.

made for a highway...and everybody ought to have a chance to get the views from here...." Carson shortly thereafter secured the President's promise, that when federal monies were available he would earmark funds for the construction of the drive. Carson obtained a $200,000 Department of the Interior appropriation to construct twenty miles of road from Camp Rapidan to Skyland. Carson later suggested extending the road to Thornton Gap and the Lee Highway (Route 211), believing that extending it would benefit both Camp Rapidan by improving accessibility to the fishing camp in the case of an emergency, and would also increase the potential for drought relief employment. However, because of legislative red tape, funding of the appropriations bill was cut in mid-December.[8]

In late January 1931, funding for the construction of thirty-four miles of Skyline Drive became available from the Federal Drought Relief Administration. The 1930 drought devastated the Blue Ridge region and led to the failure of both crops and the apple harvest. Drought Relief Funds were appropriated to employ Virginia farmers and apple pickers as unskilled laborers. The Bureau of Public Roads (BPR) which constructed all roads for the National Park Service (NPS), employed these men on the surveying of the road between Thornton and Swift Run gaps. However, these allocated funds had to be spent during the 1930 fiscal year, and the work was completed hurriedly.[9] The severe winter of 1930-31 also hampered this early phase of the project.

Lacking funds to complete this section of Skyline Drive, Carson turned to Michigan Congressman Louis Cramton for help. Cramton secured congressional legislation permitting the use of Drought Relief Funds for road construction in national parks and

[8] Ibid, pp. 77-78.

[9] Ibid, pp. 77-80.

forests, and the necessary funding was allocated for finishing the Thornton Gap to Swift Run Gap section.[10]

The official ground breaking for Skyline Drive occurred July 18, 1931 at Thornton Gap; work progressed through the summer, ceasing in December with the onset of winter. Construction was resumed the following spring, but political forces were at work, calling for the drive to open July 1, 1932. Because the drought had economically devastated the Shenandoah Valley, it was generally felt that opening the drive would be the economic cure for the region. These forces won a small victory when the section from Thornton Gap to Hawksbill Gap was opened to loop traffic on October 22, 1932. The drive was an immediate success. More than 30,000 tourists in over 8,000 automobiles had toured the drive by the end of November, when it was closed for the winter. Because the drive had no guardwalls or finished surface, it was considered a hazard. Tourists entering at Thornton Gap signed disclaimers exonerating the federal government from any responsibility in the event of an accident or fatality. Although finished to Swift Run Gap, the road did not open during 1933 because the hard surfacing was not contracted until the fall of that year and not finished until summer 1934.[11]

In the fall of 1932 Congress appropriated $1,000,000 to continue the drive's construction. Two months later, in December, the NPS announced that the drive would be extended north from Thornton Gap to Front Royal. Finally when it seemed that the drive's funding was secure, President Franklin Delano Roosevelt, in one of his first official acts, froze all federal

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[10] Arthur Davidson, "Skyline Drive and How It Came to Virginia," Zerkel File, Box 27, File Folder 13012, Shenandoah National Park Archives, Luray, Virginia. Hereafter SHEN.

[11] Simmons, "Shenandoah," pp. 86-88; and Virginius Dabney, "New Skyline Drive Opens in Virginia," New York Times, 13 November 1932, II, p. 6.

funding in March 1933. After touring the Blue Ridge project in April, Roosevelt released the funds and construction resumed.[12]

In May, FDR pledged the newly formed Civilian Conservation Corps (CCC) to furnish the necessary labor to aid in the drive's construction and in the development of the Shenandoah National Park. While CCC enrollees worked under the joint direction of the NPS and the Bureau of Public Roads (BPR) from 1933 to 1942 (at which time the CCC was disbanded because of World War II), these men's construction duties were principally conservation oriented--blazing trails and fire roads, planting slopes, erosion control, and reforestation. Their work on the drive consisted of grading and planting the slopes of the drive, clearing dead trees from the roadsides, constructing guardwalls and retaining walls at the overlooks, developing picnic grounds, and building comfort stations and other small buildings.[13] The onset of World War II effectively marked the end of CCC construction and improvements to Skyline Drive (during the war years the NPS used conscientious objectors on construction projects). Improvements were made to the drive near Big Meadows and at Thornton Gap in the "MISSION 66" period from 1955 to 1966.

The central section of the drive from Thornton Gap to Swift Run Gap opened on September 15, 1934. The north section from Front Royal to Thornton Gap was opened on October 1, 1936. When the south section was opened for traffic August 29, 1939, the drive from Front Royal to Jarman Gap was completed.

The southernmost section of Skyline Drive, from Jarman Gap to Rockfish Gap, was constructed in 1936-37 as part of the Blue Ridge Parkway and deeded to Shenandoah National Park in 1961. Conceived by Sen. Harry Flood Byrd, Sr. and others, the 470-mile Blue Ridge Parkway connects Skyline Drive with the Great Smoky Mountains National Park. A joint project of the NPS and the BPR, construction of the Blue Ridge Parkway began in 1936 and ceased

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[12] Davidson, "Skyline Drive," p. 77.

[13] Simmons, "Shenandoah," pp. 90-94.

in 1942, because of the war. Work resumed after World War II and construction was finished in the late 1960s.[14]

Historically, many turnpikes and lesser roads traversed the Blue Ridge Mountains, but few followed along the crest of the ridge. Most of these roads passed through the numerous gaps in the mountains. For instance, the Gordonsville Turnpike crossed the Blue Ridge at Fishers Gap, the New Market to Sperryville Turnpike crossed at Thornton Gap, and Swift Run Gap Turnpike crossed at Swift Run Gap. When Skyline Drive was constructed and Shenandoah National Park established, the NPS decided to limit access to the mountaintop and the drive. This was very controversial during the 1930s. Many local inhabitants railed against the closure of the gap roads, arguing that it was inconvenient and limited access to Richmond. The NPS, on the other hand, argued that the closures were necessary to limit access and to prohibit the erection of "unsightly structures" or tourist traps.[15]

On June 26, 1939, the House of Representatives passed House Joint Resolution 338, which closed all roads to the ridge within the bounds of Shenandoah National Park with the exception of U.S. Route 211 at Thornton Gap (the Lee Highway), and U.S. Route 33 (the Spotswood Trail) at Swift Run Gap.[16] Today, many of these historic routes have been maintained as fire roads or limited access roads for park support personnel.

Another point of contention was the charging of entrance fees to enter Skyline Drive. Beginning in early 1937, the NPS

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[14] Ian Firth, "Blue Ridge Parkway Historic Resource Study," (U.S. Department of the Interior, National Park Service, Atlanta, Draft Report 1991), pp. 17-20; Barry Mackintosh, The National Parks: Shaping the System (Washington, DC: US Department of the Interior, National Park Service, 1991), p. 54; and Simmons, "Shenandoah," p. 96.

[15] Simmons, "Shenandoah," pp. 86, 171-72.

[16] "H.J. Res. 338" Box 27, File Folder 13012, SHEN Archives.

proposed to charge a fee intended to defray the cost of maintaining the drive and the park. This was met with a public outcry opposing the idea. The public believed that the park should be free and open to all, since many gap roads were closed and the land was in federal hands. Ultimately, the NPS won the battle and entrance fees are still charged.[17]

In 1924, Secretary of the Interior Hubert Work, at the recommendation of NPS Director Stephen Mather, appointed the Southern Appalachian National Park Commission to select the site of a new eastern national park. Over twenty locations were suggested, but only three--Shenandoah, Mammoth Cave in Kentucky and the Great Smoky Mountains in North Carolina and Tennessee--were recommended as possible national park sites. After much promotion by Shenandoah Valley Incorporated, (a businessmen's association geared to promote the valley's natural beauty) and others, the Commission chose the Blue Ridge as the park site. Later in 1926, after substantial Congressional discussion, most of it focusing on whether the northern Blue Ridge could be considered "primeval wilderness," Congress enacted a bill authorizing both Shenandoah and Great Smoky Mountains national parks. However, it was not until December 26, 1935 that Shenandoah National Park became a reality, when the title for 176,429 acres of land was accepted by Secretary of the Interior Harold L. Ickes. President Roosevelt officially dedicated Shenandoah National Park on July 3, 1936 at Big Meadows.[18]

In the interim, problems arose in acquiring clear title to the lands which encompass the park. Because Shenandoah's enabling legislation prohibited the use of federal funds to purchase park lands, the desired properties had to be obtained through private donation to the government or acquired by the Commonwealth of Virginia and donated to the federal government. Some land was donated to Virginia, such as Camp Rapidan and military land near Front Royal, while other tracts were purchased using privately donated money, but the majority of the land

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[17] Simmons, "Shenandoah," pp. 173-75.

[18] Ibid, pp. 11-31.

needed to establish the park was acquired through condemnation proceedings initiated by the Commonwealth of Virginia. Landowners whose property was condemned received fair compensation through arbitration. Following settlement of claims, Virginia donated the land to the federal government.[19]

Problems with establishing the park did not end with acquisition of the Blue Ridge tracts, as not everyone living within the park's proclamation boundary were landowners. Many were tenants, share renters, or squatters, and because of this, the federal government offered to resettle those persons unable to move on their own. The government established seven resettlement communities in the Shenandoah Valley and on the Piedmont Plateau including Ida Valley, Page County; Flint Hill and Washington, Rappahannock County; and Wolftown, on the Madison-Greene county line. Not all families were resettled, but some 172 families were moved to new communities. Under an agreement with the NPS, old or infirm residents were allowed to continue to live on park lands, and Annie Shenk, the last inhabitant to do so, left the park in the early 1970s and died in 1978 at the age of 92.[20]

Historic Physical Appearance

The land comprising Shenandoah National Park and Skyline Drive was formed by several different geological forces. This land is supported by a granite base that formed eons ago, far below the earth's surface. The granite was uplifted by hydrostatic rebound and the overlying strata was eventually eroded to expose the granite in jagged hills with deep valleys. Volcanic activity later filled the valleys, creating a vast lava plain. The lava plain subsided to form a seabed onto which sediments were deposited to a depth of 30,000 feet. Alternating periods of deformation and subsidence, along with occasional volcanic activity and successions of incurrences and retreats of

[19] Ibid, pp. 109-111.

[20] Ibid, p. 164.

the sea, formed the strata of the land. Approximately 300 million years ago, compression from the Atlantic Ridge Rift Zone produced the parallel folds that have since formed the Appalachian Mountains.[21] The Blue Ridge Mountains are part of the Appalachian Mountain chain.

Human use of Shenandoah National Park's land has influenced its physical appearance. Native Americans[22] left marks on the land by clearing portions of the forest for hunting camps and village sites and improving their hunting capabilities. Some clearings attributed to Native Americans--"balds"--were used by European settlers for pasture or homesites. There is evidence of these clearings in the park today.[23] The Big Meadows area, which is still maintained by the park as an open meadow environment, is an example. At the time the park was established the clearing at Big Meadows extended from Milam Gap to Fishers Gap and north to the present Big Meadows campground. Big Meadows was used for homesites and summer pasture by European settlers and their descendants until the area was obtained by the National Park Service. There was an extensive stand of American Chestnut trees in the Big Meadows area, before the chestnut blight left the trees standing as a ghost-like forest until the NPS deemed them a fire hazard. After cutting the dead trees, the park used

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[21] NPS, DSC, SHEN GMP/EA, p. 37.

[22] National Park Service archeological investigations undertaken in connection with construction projects, including the ongoing rehabilitation of Skyline Drive, are providing new information about Native American land use. These include Michael Hoffman and Robert W. Foss, "Man in the Blue Ridge--An Archeological and Environmental Perspective," paper presented at the Second Annual Shenandoah Research Symposium, Shenandoah National Park, and at the 42nd Annual Meeting of the Society for American Archeology, New Orleans, Louisiana, 1977.

[23] John A. Conners, Shenandoah National Park: An Interpretive Guide (Blacksburg, Virginia: The McDonald and Woodward Publishing Company, 1988), p. 83.

the logs for guardrails, drinking fountains, and in the construction of park buildings and signage.

John Lederer is credited with the first written account of a white man visiting the present Shenandoah National Park land. An account of his 1669 visit to the region was published in London in 1671. In 1716, Virginia's Lieutenant Governor Alexander Spotswood led what is considered the first expedition over the Blue Ridge Mountains and into the Shenandoah Valley beyond. In spite of these explorations, the Shenandoah Valley and the surrounding mountains remained frontier wilderness until the mid-18th century. The Shenandoah Valley experienced a steady population growth from 1745 to 1770.

The Blue Ridge Mountains experienced little population growth during this time period; however, some of the mountains' resources were heavily exploited. The area was ripe for iron production, with the valley's numerous iron ore banks, abundant mountain streams to power the bellows, limestone for flux, and a seemingly endless supply of Massanutten Mountain and Blue Ridge timber for making charcoal. For example, the charcoal iron industry reached what is now Page County around 1785 when Dirck Pennebacker (or Pennybacker) erected his Pine Forge near Smiths Creek south of Luray. Late in the eighteenth century, he purchased land next to Hawksbill Creek and constructed the Redwell Furnace (later Isabella). His family came to own or operate five furnaces and forges in the area.[24]

The Shenandoah Valley charcoal iron industry, while virtually destroyed during the Civil War, was revived and lasted until the 1880s. In the course of it long history, this industry relied entirely upon mountain timber for charcoal making. The operation of ten or more ante-bellum furnaces on the western slopes of the Blue Ridge required extensive cutting of mountain timber. The most widely accepted estimate is that it annually took approximately 8,000 acres of forest to support one charcoal

[24] Lys Antonie' Schaeffer, "The Charcoal Iron Industry of the Northern Shenandoah Valley" (Master's Thesis, George Washington University, 1978), p. 40.

blast furnace for a year. Even with regeneration of the forest, clearly the charcoal needs of these furnaces quickly depleted the Blue Ridge timber resources.[25]

Other local industries used the Blue Ridge timber as well. Perhaps most significant was the tanning industry. Local tanneries used the bark of chestnut oaks as a major source of tannin in the 1700s and 1800s, and on into the twentieth century.[26]

Around 1800, the mountain population began growing due largely to soil depletion on the valley farms and because mountain families were able to supplement their incomes by selling timber, chestnuts, tanbark, and furs. Carding mills and sawmills were built at the base of the hollows to make use of available water power. The mountains sustained population growth, but at the cost of diminished natural resources.

Beginning in the 1840s, the use of improved agricultural methods resulted in renewal of the valley's depleted soil, and the area became a rich agricultural region. During the Civil War, the Union Army realized the importance of the valley as a major Confederate agricultural producer. The Federal "scorched-earth" policy, initiated late in the war, devastated the lower Shenandoah valley. Crops, mills, granaries, iron furnaces, or anything that was of agricultural or military use to the Confederates was destroyed. The turnpikes crossing the Blue Ridge were of strategic importance, but saw only limited engagements and suffered less sustained damage from the war, despite the massive troop movements across them by both Union and Confederate armies.

After the war the devastated Shenandoah Valley was revitalized agriculturally through farming and orchards, and economically by the iron, lumber, and tannery industries. The

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[25] Darwin Lambert, The Undying Past of Shenandoah National Park (Boulder, CO: Roberts Rinehart, Inc., 1989), pp. 75-78.

[26] Ibid, p. 161.

construction of the Shenandoah Valley Railroad and the rebuilding of the Virginia Central Railroad further aided in the valley's revitalization. Railroad construction and the introduction of steam powered carding mills and sawmills caused these industries to move from the base of the mountains closer to the rail lines. By the turn of the century chemical processes had replaced the need for tanbark; this development, plus the onset of chestnut blight, caused the decline of the tanning industry. This led the mountain people to hurriedly sell their chestnut trees for lumber and shingles, leaving the land cleared for pasture and subsistence farming. Additionally, the continued cycle of soil depletion and land abandonment perpetuated the practice of more land clearing. Thus, in 1924, when Shenandoah National Park and Skyline Drive were first proposed, the Northern Blue Ridge Mountains consisted of one-third open field and nearly two-thirds early second growth forest, with pockets of mature forest. Since the establishment of the Shenandoah National Park the land has reverted to a mature forest that is nearing the climax stage.[27]

The designers of Skyline Drive were able to draw upon their experience from previous western park road projects. They endeavored to create roads that lay lightly on the land and flowed gently with the natural topography. By following the existing topography, they reduced the number and severity of road cuts and fills. When cutting or filling was necessary, techniques were used to reduce their visual impact. The side slopes of a cut or fill were either rounded or flattened to blend with the surrounding topography. When the alignment required a cut through stone, the blasting was done by a controlled charge method. By carefully controlling the amount of stone that was removed, scarring was reduced and the cuts take on the appearance of natural rock outcroppings.[28]

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[27] Conners, Shenandoah National Park, pp. 83-89; NPS, DSC, SHEN GMP/EA, pp. 58-64; Henry Heatwole, Guide To Shenandoah National Park and Skyline Drive (Luray, Virginia: Shenandoah Natural History Association, 1988), pp. 28-40; and Lambert, Undying Past, pp. 25-33.

[28] Benson, "The Skyline Drive," The Regional Review, p. 5.

The use of vegetation softened the visual impact of cut and fill. Slopes were either sodded or covered with larger plants. Existing ornamental-quality plants were often protected by careful grading; however, most of the vegetation used on cut and fill slopes along the drive was planted. Only native vegetation was used along the drive and it was either transplanted from within the park or propagated at one of the two nurseries established in the park. The CCC enrollees provided the labor force necessary to run the nurseries and transplant the plants. One nursery was located at the Big Meadows near the CCC Camp NP-2 and the other nursery was located near the northern entrance of the park. The transplanted vegetation also reduced soil erosion by slowing down and absorbing some of the storm water runoff. Several species of native plant materials were used. For example:

TREES

Black Walnut	Juglans nigras
Alternate Leaved Dogwood	Cornus alternifolia
Pitch Pine	Pinus rigida
Table Mountain Pine	Pinus pungens
Eastern White Pine	Pinus strobus
Red spruce	Picea rubens

SHRUBS

Azalea	Rhododendron spp.
American Bittersweet	Celastrus scandens
Strawberry Bush	Euonymous americanus
Mountain Laurel	Kalmia latifolia
Arrowwood Viburnum	Viburnum dentatum
Rosebay Rhododendron	Rhododendron maximum

The rustic style of its support structures makes the drive blend in well with its surroundings. Building materials chosen for entrance stations, guardwalls, picnic shelters, comfort stations, signage, and drinking fountains were limited by design unity and the rustic style. Native stone and wood or log were the primary materials for these structures. A good example of the rustic style is the picnic shelter at Pinnacles Picnic

Grounds. The shelter is a heavy log post-and-beam framework supporting a roof finished in rigid concrete shingles, with a central stone fireplace and chimney. Stone guardwalls also demonstrate how the use of native materials blended support structures into their surroundings. Historically, there were two types of guardrails along the drive: stone and log. Historic photographs show log guardrails in place along a portion of the drive (photograph 49). On some overlook construction drawings log guardrails were specified; however, they have been either replaced or removed. The log guardrails were removed as they rotted and were partially replaced by stone guardwalls which are stronger, require less maintenance, and are not subject to dry rot. The original stone guardwalls were constructed of native stone. They were dry laid with the top course set in mortar and deeply raked. The concept of using native materials to build structures was carried through with the later built structures at Panorama and Loft Mountain developments.

The designers of Skyline Drive were also successful in their mission of creating a scenic park road, as the drive's alignment not only fits the topography but also brings park visitors into the proper proximity for viewing the scenery. A landscape architect would carefully go over the preliminary road alignment and suggest changes that would protect landscape features or take advantage of scenic points previously missed. Parking overlooks and road widenings were designed to give visitors a chance to stop and enjoy the views without the distraction of driving. The design of the overlooks and road widenings were done as preliminary sketches by landscape architects working for the Landscape Division, later called the Branch of Plans and Design, of the National Park Service. Many of these landscape architects were assigned to CCC camps within the park. The parking overlooks and road widenings were designed to show a specific view or vista, such as Old Rag Mountain, the Shenandoah Valley, or the Piedmont Plain. They were designed to relate to their surrounding landform and ecological setting. The parking overlooks were built to handle larger volumes of cars than the road widenings; also, they were separated from the drive by planted islands. The plantings in these islands consisted of native species in naturalistic compositions so that they blended with the surrounding natural vegetation. Some were richly

planted with masses of various maples, oaks, pines, mountain laurel, azaleas, and other native species often incorporated with rock outcroppings, cut-stone curbing and other features. Other planting islands were treated with varying degrees of simplicity with the simplest consisting mostly of specimen trees with wildflowers and grass (photographs 3, 4, 6, 7, 8, 9, 11).

Present Physical Appearance

Skyline Drive is a two-lane scenic park road within the borders of the Shenandoah National Park. The drive was designed to provide its visitors with a pleasurable driving experience. Along the drive are wayside stations where motorists can stop for gas and food, parking overlooks which provide scenic views and paths to nearby features and recreational trails, picnic grounds, developed areas providing campgrounds, overnight accomodations, and other visitor services. These contribute to the recreational quality of the road. The high elevation of the drive, as it follows the crest of the Blue Ridge, provides the Shenandoah National Park visitor the proper vantage point for observing the surrounding scenery.

The asphalt pavement of the drive is approximately 20 feet wide, with three-foot shoulders where the roadbed is in cut and five-foot shoulders where the road bed is on fill (although the road widens to approximately 24 feet on curves). Stone guardwalls are used along the drive where they are necessary. Dry-laid stone guardwalls are part of the original design. Unfortunately the original walls were not high enough for modern safety standards, and could not withstand the impact of an automobile traveling at 35 mph, necessitating their replacement by the Federal Highway Administration. The rehabilitation of the stone guardwalls began in 1983 and is ongoing (See Guardwalls section). The new guardwalls consist of a concrete "Jersey Barrier" core with a mortared stone veneer; the veneer stone is cut from the original stone. This technique makes it obvious that the new guardwalls are not of the same vintage as the original guardwalls. The mortar joints, which did not show in the original masonry, are readily visible in the new walls. The stones of the original walls were laid on their face with edges

left exposed, while the stones of the new walls are laid on their edges with their face exposed (photographs 28, 31). As the walls weather, the differences between the new and old guardwalls become less evident. Letting grass grow on the shoulders of the drive also helps the new walls blend into their surroundings.

The road shoulders are grass covered and the grass, depending on the district, is mowed three to six times a year. This gives the shoulders a natural appearance without allowing the grass to grow high enough to obstruct the sightlines of tourists using the drive. The slopes between the shoulders and the treeline are mowed on a yearly basis. The yearlong interval between cuts allows wildflowers and herbaceous plants to grow while prohibiting the establishment of pioneer trees and shrubs. The variety of wildflowers along the drive is quite diverse and adds color and interest to the landscape. Well established bays of mountain laurel, rhododendron, azalea, and a few fern bays occur along the road, which add to the scenic quality of the drive during the different seasons.

Landscapes are living, dynamic entities; therefore, changes-- however slight--are constant. This is the case with Shenandoah's scenery. The growth of vegetation or geological changes such as erosion have altered the landscape. Man too, continues to alter the landscape surrounding Shenandoah. Once cultivated fields, meadows and small communities were visible from the drive; now, long metal single-story poultry coops and suburban growth are intruding in the Shenandoah Valley and the Piedmont. Because this land has become more valuable for residential use, the number of housing developments in the valley has increased. Even with this increased development, the views from Skyline Drive are still very impressive.

Vegetation has changed the appearance of the views from the overlooks as mature forest growth has replaced the young second growth forest of the 1930s. A mature forest, with bays of laurel, azalea, rhododendron, and ferns, has replaced the fields and pastures. The broad sweeping panoramic views that made the park famous in its early years are now replaced by framed views. Vegetation has grown into the foreground and middleground of the overlook vistas, creating the structure for framed views. In the

1950s, as vegetation was renewed, drive-by vistas were cleared along the drive to open up views not visible from an overlook or road widening. Although the forest growth has taken away some of the views from the drive, it has added opportunities for framed views that did not exist before.

While generally attracted by the striking views, visitors to Skyline Drive can observe natural processes in action. Shenandoah's forest continues to be affected by infestation insects, primarily the Gypsy Moth, a pest whose larvae consumes the foliage of the oak tree and other hardwoods, but also by the pine borer, spruce bud worm, and other insects that kill trees. The loss of mature trees creates openings in the forest canopy and allows sunlight to reach the forest floor. This permits plants that were previously shaded to grow and become established. Barring any further catastrophic changes, the new growth areas will follow the stages of forest progression until the climax stage is reached and the cycle is completed.

With the return of the mature forest, the park's deer herd has also returned. A distinct deer browse line is visible on the forest edge along portions of the drive. A browse line occurs when the competition for food forces deer to eat the new growth and low twigs that grow at the forest's edge. The forest edge is a natural source of food for deer and other wildlife. It is only during times of overpopulation that the edge growth is consumed faster than it can be replenished, resulting in a visible browse line. The vegetation at Big Meadows shows the signs of the deer population. Deerberry and blueberry are shrubs that normally grow to a height of four to six feet, and at Big Meadows the deer have browsed most of them down to less than a foot. These plants now resemble groundcover rather than shrubs.

One element which park officials can do little to control is air pollution. Air pollution from the Ohio and Mississippi valleys is drawn into the Shenandoah Valley and the resulting haze inhibits views from the drive. This is not limited by the park's boundaries. Most of the polluted air is trapped in the valleys surrounding the park. In the early years of the park, the Washington Monument could be seen from the drive. Now visibility is as variable as the weather. The best time for

viewing the scenery from the drive is after a weather front moves through the valley and pushes the pollution out. After a front moves through, visitors can view the Allegheny Plateau, some thirty miles away. When the air currents are calm and the pollution accumulates, visitors cannot clearly see Massanutten Mountain, only twelve miles away.

Construction Methods and Equipment

In January 1926, the NPS and the Bureau of Public Roads (BPR), a division of the U.S. Department of Agriculture, signed an interbureau agreement, whereby the construction of the major roads in national parks was to be carried out cooperatively, thus combining the expertise of the BPR's civil engineers with the standards that the NPS developed for the protection of natural scenery in parks. In keeping with the National Park Service's mission to preserve the parks unimpaired for future generations, designers of national park roads sought ways to build roads that caused minimum destruction to the natural landscape while presenting the scenery from the best possible vantage point. By the late 1920s, NPS's landscape architects and engineers, under the direction of Chief Landscape Architect Thomas Vint and Chief Engineer Francis Kittredge, were developing standards of workmanship, location, and design for roads and road structures, such as guardwalls, culverts, bridges, and tunnels. Concerned with landscape preservation and harmonization, landscape architects called for practices of clearing, blasting, cut and fill, rounding and flattening slopes, bank-blending, and planting that minimized the impact on the environment. At the time construction began on Skyline Drive, the NPS was experimenting with methods that blended park roads and overlooks with the adjoining landscape by the use of a "rustic" style of architecture, a naturalistic approach to landscape design, and techniques for transplanting and planting native trees, shrubs, and ground covers. Furthermore, the NPS developed standards for the minimum radius of curves, spiralizing (connecting curves), and maximum grades, and the NPS brought this experience to the

BPR, who were likewise accomplished in National Forest projects.[29] Together the NPS and BPR applied this knowledge to NPS projects in the West, such as Going-to-the-Sun Highway in Glacier National Park and the Wawona Road in Yosemite National Park, during the years prior to the construction of Skyline Drive.

In overcoming the mountainous topography of Virginia's Blue Ridge, construction crews on Skyline Drive used typical road building techniques developed in the western parks. Although constructed over a decade's time, similar methods were used for all sections of the drive. Typically, the route was first surveyed, and planning and construction documents were prepared. After surveying, road construction began with the installation of drainage structures and grading operations, which allowed the natural streams to flow under the road. Mary's Rock Tunnel, designed in 1932, illustrated the park service's desire to preserve the area's natural topography geology by choosing to excavate a tunnel rather than irreparably scar one of the ridge's significant geological features.

National Park Service staff selected the route of Skyline Drive and located the scenic overlooks and recreational waysides, while BPR personnel, under the direction of H.J. Spelman, Resident Engineer, oversaw the surveying, the awarding of contracts and the actual construction. BPR crews surveyed the route with a transit and established stations. The transit crews located stations at 100-foot intervals and marked them with a stake or flag. Stations were used to locate overlooks, culverts, beginning and ending of curves and spirals, and other engineering features. Park personnel had to fit the roadway into the surveyed route within the restrictions of a maximum grade of eight percent and curves with radii greater than 200 feet.

Following the completion of flagging the 100-foot right-of-way, the roadbed was graded. Contractors used power shovels,

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[29] Linda Flint McClelland, Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942 (Washington, DC: National Park Service, 1993), pp. 104-110.

bulldozers, and other equipment to cut and fill as required. In some areas of fill, chestnut log cribbing was used to support the fill. Generally, side-hill cuts were employed, where a bench or shelf was cut into the side of the mountain (this technique was perfected by the National Park Service at Yellowstone National Park and Pinnacles National Monument, and became standard practice for road construction in national parks and forests).[30] Additionally, explosives were used to blast bedrock in areas where it was encountered. Controlled blasting both minimized the scarring of the mountainside and conserved stone for use as fill and crushing for paving. (The cut at Mary's Rock Tunnel Overlook is an example of this technique.) Fills were used extensively at overlooks to provide an adequate base to construct parking areas and guardwalls. Culverts, tile underdrains and gutters were constructed prior to fills and following cuts. Scrapers or graders were employed to smooth the road surface prior to completion of paving.

Upon completion of grading operations, the roadway was prepared for paving. This was a two-part operation with the traffic-bound base course being laid first. This base course was essentially a macadam surface, where crushed stone from one inch to 1-1/2 inches was placed and compacted to a thickness of six inches (the exception to this was in the Central District, where it was uncompacted to expedite the opening of the drive). After compacting, a second course of smaller crushed rock, one inch and smaller, was laid (the dust acted as a binder which made the surface cohesive and waterproof). Ideally it was compacted by vehicular traffic and hence the name "traffic-bound," but in practice it was often rolled by the contractor. Finally, the macadamized roadbed was treated with a bituminous "road-mix" that was an asphalt surfacing. The parking lots for the overlooks were similarly paved.

The equipment used in the construction of Skyline Drive was not exceedingly heavy, but was very modern for the times. Most of the work was accomplished with power shovels of 1-1/4 to 2-

[30] F.A. Kittridge, "Improved Highway Design for Side-Hill Cuts," Engineering News-Record July 26, 1934, pp. 114-15.

yard capacity, dump trucks with 1/2 ton to 5-ton capacity, bulldozers, tractor crawlers, and blade graders. Early in the project these were either gasoline or electric powered, but diesel engines replaced them. The pneumatic drills were powered by portable air compressors, and at least one stationary compressor was in use.[31]

Construction of Skyline Drive

The following narrative is based on the Final Construction Reports for Skyline Drive, contract files, and articles found in various contemporary civil engineering journals. Additional information was gleaned from the use of both historic and aerial photographs. Please note that the Central District was constructed first and has the shortest construction report, while the South District (including Jarman Gap to Rockfish Gap) has the longest, most in-depth narrative reports. However, the author was unable to locate the final construction reports for the North District so this section is based on journal articles and contract files. Additionally, the narrative which follows is organized in the order of the drive's construction.

The actual construction of the roadway, from clearing and grubbing to rough and finish grading to paving, was contracted by the BPR to private construction companies. Each contract indicated a specific section of the drive and all sections combined were considered a project. Hence, the Central District was project 1-A-B-C-D-F, but was contracted as sections 1-A and B, 1-C, and 1-D and F. Additionally, project 1 indicates the Central District, project 2 the North District and project 3 the South District. Project 2-A-2 indicates the second contract let on that section.

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[31] "Skyline Highway Tops Blue Ridge Mountains," Engineering News-Record July 7, 1932, p. 12; and H.J. Spelman, "Building Roads in Shenandoah National Park: Area in Virginia Blue Ridge Made Accessible by Recreational Parkway," Civil Engineering 8 (1935): 484.

Central District

Initial survey work for the central section began in late January 1931. Due to the fact that the survey and construction plans had to be completed before the money ran out at the end of the fiscal year, June 30, 1931, this was a hurried preliminary survey. Because of the winter conditions, 25 percent of the time allotted was lost because of fog, snow, and rain. Ultimately this survey, because it was done so quickly, forced an increase in production costs. The line and grade at several locations had to be realigned, often over more difficult material, i.e., hard bedrock.[32] The middle section was constructed first for a number of reasons, including the previously noted Camp Rapidan access. Also it lies between US Route 211 and the just completed US Route 33, or the Spotswood Trail Road, which would give immediate access to the drive.[33] Additionally, a road along the crest in this section most likely existed prior to construction.

Just prior to the end of the fiscal year, two contracts were let to start construction of Skyline Drive. The first contract was awarded to Albert Brothers of Salem, Virginia, on June 21, 1931, for constructing sections 1-A and B, a total of 19.97 miles of road from Thornton Gap to Big Meadows.[34] A second contract was let on June 29, 1931, to the West Virginia Construction Company of Huntington, West Virginia, to build section 1-C, some 20.11 miles of road from Big Meadows to Swift Run Gap (note that 5.17 miles of the Rapidan Road were also constructed under this contract). Three hundred calendar days were allotted for completion of the contracts, exclusive of down time due to weather conditions. Extensions were granted as additional work was undertaken. These contracts were for clearing and grubbing

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[32] William Austin, Final Construction Report-Project 1A-B-C-D-F Shenandoah National Park, (Luray, Va.: U.S. Department of Agriculture, Bureau of Public Roads, 1933), p. 1.

[33] "Skyline Highway," Engineering News-Record, p. 11.

[34] In the 1950s, 0.44 miles of this section were eliminated near Big Meadows from a road realignment. See Road Realignments.

and building a graded roadbed only.[35] Contracts for laying of the stone pavement were advertised later.

While the official ground breaking occurred on July 18, 1931, actual construction of the drive commenced at Panorama on July 22. The second section was started a day later at Swift Run Gap. Sections 1-A and B were completed September 8, 1932, and section 1-C was completed August 27, 1932.[36]

Following the completion of rough grading of the Central District in late summer 1932, contracts were let in the fall of 1933 to construct a traffic-bound base with a bituminous road-mix surface. Ralph E. Mills Construction Company of Frankfort, Kentucky, was awarded the Thornton Gap to Big Meadows section and Keeley Construction Company of Clarksburg, West Virginia, was awarded the Big Meadows to Swift Run Gap section.[37]

Stone crushing for paving was begun in December 1933 and continued through the winter, with several shutdowns because of cold weather. Stone was quarried from three sites within the park, including a site near the south end of Mary's Rock Tunnel. The crushed stone was stockpiled at convenient points along the drive for use in paving the road.[38]

Paving of the traffic-bound base began in early spring of 1934 and was completed in August of the same year. Due to the hardness of rock quarried in the park, it was not possible to make sufficient rock dust or fines to bind the surface. Consequently, limestone dust was purchased and applied to bind the surface. In early September, after binding, a bituminous road-mix was applied to the surface and the road was opened for

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[35] Austin, Final Construction Report-Project 1A-B-C-D-F, p. 1.

[36] Ibid, p. 2.

[37] Ibid, p. 484.

[38] Ibid.

travel on September 15, 1934. An additional bituminous surfacing was added circa August, 1935.[39]

The Central District is approximately 34 miles in length. Costs of construction for this portion of the drive, including the 5.17 miles of Rapidan Road construction, were as follows:

Construction:	$1,212,826.00
Road Surface:	87,357.00
Guard Walls:	97,073.00
Engineering:	173,223.00
Total	$1,570,479.00

This was approximately $39,184.00 per mile. The Central District opened for traffic on September 15, 1934.[40]

North District

The North District was constructed as project 2-A-B-C. Section 2-A-1 was from Front Royal to Compton Gap; Section 2-B-1 was from Compton Gap to Hogback Mountain; and Section 2-C-1 finished the North District from Hogback Mountain to Thornton Gap.

Based on the methodology employed in constructing the other sections of the drive, the survey work for the North District was executed and the construction contract bids were advertised. Concurrent with surveying the North District was the preparation of construction drawings.

Construction contracts for the North District for grading, drainage, and stone surfacing were let during the summer of 1934. On June 16, 1934, Waugh Brothers of Fayetteville, West Virginia, were awarded a contract to construct section 2-A, some 9.76 miles

[39] Spelman, "Building Roads," Civil Engineering, p. 484.

[40] Benson, "The Skyline Drive," The Regional Review, p. 7.

of road from Front Royal to Compton Gap. Construction began during the summer of 1934. This section was completed in late July or early August of 1935.[41]

Sammons-Robertson Company of Huntington, West Virginia, was contracted to construct 10.4 miles of section 2-B on June 16, 1934. Clearing and grubbing operations began in July, and this section was graded in October 1935.[42]

The contract for Project 2-C was awarded on July 18, 1934, to Albert Brothers of Salem, Virginia, for the 10.325-mile-long section. Clearing operations began in mid-August 1934, and the grade finishing operations were completed in September 1935.[43]

After the finishing operations were completed, the various sections required final surfacing with asphalt. In early June, 1935, Corson and Gruman Company of Washington, D.C., was awarded a contract to place a road-mix bituminous surface course from Front Royal to Thornton Gap for $30,580. Work on Project 2-ABC-3 apparently began in late June or early July 1935 and was probably completed in the summer of 1936.[44]

Construction costs for the 32-mile long North District were as follows:

Construction:	$1,088,376.00
Road Surface:	102,326.00
Guard Walls:	46,346.00
Engineering:	98,129.00

[41] Spelman, "Building Roads," p. 484; and Contract File No. 630-03.1, Shenandoah National Park Headquarters, Luray, Virginia.

[42] Contract File No. 630-03.1, SHEN.

[43] Ibid.

[44] "Project 2-ABC-3: Surfacing Between Front Royal and Thornton Gap," Contract File No. 630-03.1, SHEN.

Total Costs: $1,335,177.00

This was approximately $41,725 per mile.[45] The North District was opened for traffic on October 1, 1936.

South District

Built in 1937-38, the South District was constructed last and in four sections: 3-A-1, Swift Run Gap to Simmons Gap; 3-B-1, Simmons Gap to Browns Gap; 3-C-1, Browns Gap to Black Rock Gap; and 3-D-1, Black Rock Gap to Jarman Gap. Preliminary survey work began on section 3-B-1 in late 1933.[46] This was followed by surveying sections 3-A-1,[47] 3-C-1 and 3-D-1,[48] which began in early 1934.

As with the other drive construction projects, the design, engineering, and construction features were a joint venture between the NPS and the BPR. Sections 3-A and 3-B were planned

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[45] Benson, "The Skyline Drive," The Regional Review, p. 7.

[46] William Austin, Final Construction Report-Project 3-B-1, Shenandoah National Park: Grading, Drainage and Traffic Bound Surface (United States Department of Agriculture, Bureau of Public Roads, 1938), p. 6.

[47] William Austin, Final Construction Report-Project 3-A-1, Shenandoah National Park: Grading, Draining and Traffic Bound Surface (United States Department of Agriculture, Bureau of Public Roads,1938), p. 6.

[48] William Austin, Final Construction Report-Project 3-C-1, Shenandoah National Park: Grading, Draining and Traffic Bound Stabilized Stone Base (United States Department of Agriculture, Bureau of Public Roads, 1938), p. 6; and William Austin, Final Construction Report-Project 3-D-1, Shenandoah National Park: Grading, Draining and Traffic Bound Crushed Stone Surfacing (United States Department of Agriculture, Bureau of Public Roads, 1939), p. 6.

at Luray, while sections 3-C and 3-D were planned at Roanoke, Virginia.[49]

Section 3-A bids were advertised in January 1935, but all the respondents were rejected and the project readvertised. Thus, in March 1935, the project was readvertised and M.E. Gillioz of Monett, Missouri, was awarded the contract to construct 8.044 miles of road, including incidental construction, for $438,475.00. However, because the right-of-way for this section of the drive was not secured, the awarding of the contract did not occur until December 1935.[50]

In early April 1936, construction on section 3-A of the drive began at station 10, near the former location of the interchange with U.S. Route 33, when work crews started clearing and grubbing. These operations were completed in late June 1936.[51]

As the clearing and grubbing was completed, rough grading began; in early May excavation of the roadbed was begun. This work began at station 65 (mile post 66.7) and by mid-October work was completed to station 138 (near Smith Roach Gap). Work stopped in December 1936 because of bad weather and resumed in April 1937. The rough grading of section 3-A was finished by the end of June.[52]

Following the completion of grading operations, the roadbed was ready to be surfaced with the crushed stone traffic-bound paving material. Crushed stone purchased from the Mundy

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[49] Austin, Final Construction Report 3-A-1, pp. 7-8; Austin, Final Construction Report 3-B-1, pp. 6-7; Austin, Final Construction Report 3-C-1, pp. 7-8; and Austin, Final Construction Report 3-D-1, pp. 8-9.

[50] Austin, Final Construction Report 3-A-1, pp. 8-10.

[51] Ibid, p. 10.

[52] Ibid, pp. 11-13.

Lime and Stone Company's Elkton plant was stockpiled at station 65. The laying of the crushed stone roadbed began in late October 1936 at station 20 (approximately 1/4-mile south from Swift Run Gap). After working for only a few weeks, activity stopped because of the onset of winter weather. It resumed in early April 1937. The base course was laid by the end of June and the second course was in place by mid-November 1937.[53]

Section 3-B was advertised in early March 1936 and the bids opened on March 26. Again, M.E. Gillioz of Monett, Missouri, was awarded the contract to construct the 10.188-mile section (including incidental construction) for $461,387.[54]

Clearing and grubbing began at station 405, north of Simmons Gap, on May 5, 1936, and progressed south toward Browns Gap. These operations were completed by the first of July.[55]

At station 522 (south of Loft Mountain Overlook), a pioneer road (a rough, ungraded road) was begun in late July. This road preceded the rough grading of section 3-B. Grading operations began at station 925 (Browns Gap) on September 1, 1936, and continued through early winter when work stopped. Grading work was resumed in early April and was completed in August 1937.[56]

Before the completion of the grading of this section, the laying of the crushed stone surface began. As with section 3-A, the crushed stone purchased from the Mundy Lime and Stone Company's Elkton plant was stockpiled beginning in March 1937. Stockpiling of stone was completed in June. The laying of the first course of stone began at station 700 (south of Rockytop Overlook) during the first week of July. The laying of the

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[53] Ibid, pp. 18-19.

[54] Austin, Final Construction Report 3-B-1, p. 7.

[55] Ibid, p. 8.

[56] Ibid, pp. 9-10.

second course began in August and was completed by the end of September.[57]

Contracts for the construction of the 4.795-mile section 3-C were advertised on December 12, 1936, and the bids opened on January 14, 1937. Chandler Brothers, Inc., of Virgilina, Virginia, were awarded the contract for the sum of $132,000 to construct this section.[58]

Clearing and grubbing operations of this heavily wooded section began on March 26, 1937, at station 926 near Browns Gap. Work progressed on schedule until it was completed at the end of November.[59]

Grading operations were begun at station 939 (north of Dundo Hollow Overlook) in late March 1937. These operations were completed by late November.[60]

As with the other sections in this district, contractors laid a crushed stone surface. However, there was a special feature incorporated in the laying of the stone to help stabilize it. The adding of calcium chloride to the stone, prevented the freezing and heaving of the stone during the winter. Again, crushed stone was purchased from Mundy Quarry, of Port Republic, Virginia, while the remaining stone needed was crushed with a Cobb and Homewood crusher located on the Browns Gap Road. The first course was laid beginning at station 948 (north of Dundo Hollow Overlook) in early October 1937 and was almost completed to section 3-D by the end of November when work stopped. Work was resumed in May 1938 and the first course was finished in mid-July. The second course began in mid-November 1937 and was terminated because of weather. The laying of the second course

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[57] Ibid, p. 14.

[58] Austin, Final Construction Report 3-C-1, p. 5.

[59] Ibid, p. 9.

[60] Ibid, p. 10.

resumed in May 1938 and was completed in July of the same year. The first application of calcium chloride was applied in mid-July and the final coat was applied in September.

Work on section 3-D, from Black Rock Gap to Jarman Gap (9.389 miles), was advertised for construction bids on September 29, 1937; the submitted bids were opened on October 28. Albert Brothers Construction, Inc., of Salem, Virginia, who also constructed section 2-C, were awarded the contract for the sum of $315,276.

Clearing and grubbing began at Jarman Gap on January 8, 1938, and progressed northward. These operations were completed in late April. On the heels of grubbing and clearing came the construction of a pioneer road. This was begun at station 518, near Jarman Gap, progressing north.[61]

Grading operations began as soon as the pioneer road was well underway. Grading began in January and was completed in mid-October 1938. Final grading was completed in December.[62]

Unlike sections 3-A and B, which relied entirely on crushed stone purchased from outside sources, Albert Brothers quarried, crushed and stockpiled stone within the bounds of the park. They erected a stone crusher near Jarman Gap in March, 1938, and crushed some 32,000 tons of rock, stockpiling it nearby. In July, they laid the first course from station 516 to Jarman Gap, and another 145 feet into section 1-A of the Blue Ridge Parkway. These operations then turned northward to be completed by late October. The laying of the second course began in August and was completed in early November. A third and final course was laid beginning in mid-September and completed in late November.[63]

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[61] Austin, Final Construction Report 3-D-1, pp. 10-11.

[62] Ibid, pp. 11-12.

[63] Ibid, pp. 16-17.

Following the installation of drainage structures, rough and finish grading, and the laying of the traffic-bound crushed stone surface, sections 3-A, B, C and D required paving with a "road mix bituminous surface course." Sections 3-A and B were bid on together, as were sections 3-C and D, and these contracts were executed separately a year apart. Project 3-AB-2, advertised in mid-1938 for paving 18.141 miles (including incidental paving), was awarded by contract on July 13, 1938, to Southern Asphalt Company of Richmond, Virginia, for the sum of $62,806.00. Construction began in mid-August and was completed in mid-November.[64]

Following advertising in early 1939, Barrett Paving Company of Harrisonburg, Virginia, won the contract for "bituminous surface treatment [section 3-C] and road-mix bituminous surface course [section 3-D]" for a sum of $32,141.00. The paving began in mid-May and finished in late August 1939.[65]

Construction costs for the 32.4-mile southern district were as follows:

Construction:	$1,277,345.00	
Road surface:	99,183.00	
Guard walls:	160,000.00	(estimated)
Engineering:	130,000.00	(estimated)
Total:	$1,666,528.00	

[64] William Austin, Final Construction Report SNP Project 3-AB-2: Road Mix Bituminous Surface Course (Federal Works Agency, Public Roads Administration, 1939), pp. 4-8.

[65] William Austin, Final Construction Report SNP Project 3-CD-2: Bituminous Surface Treatment and Road-Mix Bituminous Surface Course (Federal Works Agency, Public Roads Administration, 1940), pp. 5-9.

This was approximately $51,436.00 per mile.[66] The South District opened to the public on August 29, 1939.

Jarman Gap to Rockfish Gap

Concurrent with the construction of the North District, section 1-A of the Blue Ridge Parkway from Jarman Gap to Rockfish Gap was built during 1936-37. In September 1961, it become property of Shenandoah National Park.

Section 1-A of the Blue Ridge Parkway, the northernmost section from Jarman Gap to Rockfish Gap, a distance of 8.496 miles, was surveyed in spring or summer of 1935 by the Virginia Department of Highways, in collaboration with the NPS and the BPR. The Commonwealth of Virginia obtained the right-of-way for this section of the parkway based on the survey.[67]

Construction plans for this section were developed jointly by BPR personnel and the NPS in late summer of 1935. The road was designed with a 20 foot surface, five-foot shoulders for fill sections and three-foot elsewhere and two-foot wide side ditches. The road was to be widened at curves, with a minimum radii of 204.63 feet superelevated with spiraling (spiraling is the transition between a straight section of road and the radius).[68]

Contracts for grading, drainage and crush stone surfacing of section 1-A of the Blue Ridge Parkway were advertised on October 22, 1935. The bids were opened on November 21, with Ralph E. Mills Company of Frankfort, Kentucky, winning the contract on

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[66] Benson, "Skyline Drive," Regional Review, p. 7.

[67] William Austin, Final Construction Report Project 1-A-1, Blue Ridge Parkway: Grading, Draining and Crushed Stone Surfacing, Augusta and Albemarle Counties, Virginia (United States Department of Agriculture, Bureau of Public Roads,1940), p. 6.

[68] Ibid, pp. 7-8.

November 30. The contract totaled $322,865.[69] Construction of this section was begun in March 1936, and all clearing, with the exception of overlooks, slope rounding and incidental work, was completed by June of that year. The rough grading, including cutting and filling, was completed by November 1936 and the fills allowed to settle over the winter. The filled areas were brought to grade during the spring construction and final grading was completed in May 1937.[70]

Surfacing of the road with the crushed stone base began while the finish grading operations were being completed. As with the other sections of the drive, stone was crushed on-site and stockpiled by November 1936. The surfacing began near the McCormick Gap Parking Overlook and proceeded south toward Rockfish Gap. When this section was completed, the crews returned to their starting point and began working north toward Jarman Gap. Because of the hardness of the rock, insufficient fines were made and 1,964.44 tons of fines were purchased from the Curtis Mathews Quarry in Waynesboro. Completion of the surfacing was accomplished in May 1937.[71]

Following the completion of grading and surfacing with crushed stone, contractors paved the roadbed with a bituminous surfacing. To this end, Corson and Gruman Company of Washington, D.C. was awarded a contract on July 1, 1938 for the "stabilization of existing crushed stone surfacing and bituminous surface treatment." However, the condition of the crushed stone base was found to be deficient, forcing the BPR to rebuild portions of the roadway before Corson and Gruman could begin paving.[72]

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[69] Ibid, p. 8.

[70] Ibid, pp. 9-10.

[71] Ibid, pp. 10-11.

[72] William Austin, Final Construction Report, Project 1-A-2, Blue Ridge Parkway: Stabilization of Existing Crushed Stone Surfacing and Bituminous Surface Treatment (Federal Works Agency,

Roadway paving began with scarifying it, followed with the addition of an emulsified asphalt, which was then mixed, spread, dragged and compacted. After compaction, a light asphaltic seal coat was spread and covered with light crushed stone chips. Construction began July 28, 1938, and was completed August 11, 1939.[73]

The following construction costs were incurred in the course of building Section 1-A:

Construction:	$331,136.00
Road Surface:	
Guard Wall:	
Engineering:	27,500.00
Total:	$358,636.00

This was approximately $39,924.00 per mile, not considering the road surface and guard wall costs.[74] This section opened for traffic in the fall of 1939.

Construction and Landscape Features

Marys Rock Tunnel

Marys Rock Tunnel is one of Skyline Drive's major engineered structures. In 1932, crews bored the 690-foot tunnel through a solid granite ridge to avoid an expensive cut and fill operation and the laying of a long retaining wall. Above the north portal is a 47-foot hand laid rock embankment, constructed to "prevent

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Public Roads Administration, 1940), pp. 7-9.

[73] Ibid, pp. 7-8.

[74] Austin, Final Construction Report Project 1-A-1, p. 16.

excavated material in denuding a steep hillside of trees and other vegetation."[75]

In July 1958, the NPS announced that Marys Rock Tunnel would be closed for traffic at night, beginning July 28, so that the tunnel could be lined with concrete and the road repaved. Lining of the tunnel was a remedy to correct flaws in the original tunnel construction, principally water seepage in the summer and the formation of icicles in the winter (over the years this has been met with limited results). Lewis Construction Associates, Inc. of Goldsboro, North Carolina, won the contract for the sum of $201,627.00. The firm completed installation of the concrete liner and repaving in early April 1959 (photograph 13).[76] Marys Rock Tunnel is a contributing structure.

Underpasses

The Jarman Gap to Rockfish Gap section in the South District has four unique engineering features not found elsewhere along the drive, namely underpasses. The Virginia Department of Highways constructed three cattle underpasses and one bridle path underpass. These projects began in June 1936 and were completed in May 1937.[77] Because the Blue Ridge Parkway used scenic easements rather than extensive land purchases, as was the case with Shenandoah, it became necessary to construct cattle underpasses to permit the movement of cattle from pasture to pasture without interfering with tourists on the road. The bridle path underpass and an associated retaining wall were constructed to facilitate horseback riding along an adjacent bridle trail. These structures are extant, unaltered, and retain

[75] Austin, Final Construction Report-Project 1A-B-C-D-F, p. 2.

[76] "SNP Press Release, 17 July 1958" and "A.F. Ghiglione, Regional Engineer to Lewis Construction Associates, 29 April 1959," Contract File No. 14-10-011-974, SHEN.

[77] Austin, Final Construction Report, Project 1-A-1, p. 12.

high integrity (photograph 39). Each underpass is a contributing structure.

Culverts, Gutters and Underdrains

Before construction of Skyline Drive roadbed commenced it was necessary to build structures which functioned to either carry surface water from one side of the drive to the other, such as with a culvert, or structures that diverted surface run-off into a culvert using drop inlets. The sheer number of culverts and underdrains constructed along the course of the drive is indicative of the importance of these structures. They were required because of thousands of natural swales and springs crossed by the drive, but also because of the run-off caused by the nature of the land as farmsteads and the deforested condition of the land. Additionally, without these structures, the subgrade and crushed stone roadbed would become undermined. H.J. Spelman, BPR Resident Engineer during the drive's construction period, noted that, "Liberal provision is made for underdrainage although subsoil conditions are generally good."[78] This is reflected in the number of drainage structures used. By 1942, when construction stopped because of the war, approximately 1,113 culverts had been constructed along the route from Front Royal to Rockfish Gap.[79]

Although two types of culverts were installed along the drive, six discernible culvert inlet subtypes were built. The headwall type is one of the two parent types and has two subtypes, the straight headwall and ell (or "L") headwall. The other, and more prevalent type, is the drop inlet type with four subtypes: double, parallel walls with inlets on both ends; headwall with semicircular back wall, with inlets on either or both ends; metal grate inlet; and straight-lipped cap (composed

[78] Spelman, "Building Roads," Civil Engineering, p. 483.

[79] This number was calculated by counting indicated culverts on the Plan and Profile Drawings (ca1950) at the Park Headquarters. This count was not collaborated by field work.

of concrete) inlet with gutter pan. Excluding the metal grate and straight-lipped cap types, all systems were constructed of coursed, mortared stone. Even the drop basins of the grate and cap types were built of coursed, mortared stone. The headwall types carried streams and small watercourses beneath the drive and exited on the downhill side. Generally, culvert outlets consisted of the masonry straight headwall type. Pipe typically used between the walls and drop basins/inlets was corrugated metal pipe, 18 inches, 24 inches, or 36 inches in diameter. Walls varied in length, width, and depth depending on the size of the pipes and the hydraulic flows of the surrounding drainage area; they generally measured seven to ten feet in length, 20 to 22 inches in width, and 18 to 24 inches in height.

In addition to culverts, in areas which were swampy or evidenced seepage, tile underdrains were installed. These underdrains acted much like "french drains" in that they carried the ground water away from the roadbed. Laid in trenches dug parallel to the roadway, the underdrains were loosely placed terra cotta pipes backfilled with gravel and then earth, draining into drop inlets. Augmenting the underdrains were the addition of rock paved gutters that served to carry away surface water. The gutters were laid above the tile underdrains and drained into the drop inlets (photographs 38, 55). Rock paved gutters were constructed under the auspices of the BPR.[80]

While always maintaining culverts, recently Shenandoah initiated a comprehensive program to replace and eliminate them along the length of the drive. Culverts are being replaced because they have failed due to the weight of the overlying roadbed, rust, pipe separation due to fill settlement, or have become plugged due to poor hydraulic gradients, or eroded material has filled and covered the headwalls. Because the right-of-way is now very heavily wooded and the surface run-off is greatly reduced, a number of culverts have been eliminated or moved.

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[80] William M. Austin, Highway Engineer, Bureau of Public Roads to Harvey P. Benson, Resident Landscape Architect, National Park Service, 18 September 1936. SHEN Maintenance.

The replacement headwalls and gutters are all constructed of stone, and the drop inlets use concrete. The major construction difference between the original and replacement headwalls is that the new construction has much wider mortar joints. The major difference between the original and replacement drop inlets is in the concrete slab cover. The original design featured a recessed lip, while the new design uses a non-recessed lip. The replacement gutters are like the originals in design, but they feature a wide mortar joint. All four of these features are sympathetic in their design (photographs 33, 34, 35, 36, 37).

Original construction culverts, headwalls, drop inlets, and rock paved gutters retain their integrity and contribute to the significance of the drive. Rehabilitated culverts, headwalls, drop inlets, and rock paved gutters, while sympathetic in design, do not contribute to the historic significance of the drive.

Guardwalls

The construction of Skyline Drive included laying of stone guardwalls on curves, straight sections with drop-offs, and at parking widenings and overlooks. These dry-laid walls were mostly constructed after each section had been opened to traffic, and apparently the guardwalls in the North and Central districts were completed prior to the dedication of the drive in 1939 (photographs 28, 51). The South District and Blue Ridge Parkway guardwalls were finished following World War II.

In late June 1957, A.B. Torrence Company of Elkton, Virginia, was awarded a contract to construct guardwalls in sections 3-B, C, and D in Shenandoah and section 1-A of the Blue Ridge Parkway for the sum of $145,200.00. Construction started at the end of July, 1957, in section 3-B where a sample wall was laid at station 437 (south of Simmons Gap). With the acceptance of the sample wall, construction began in early August 1957, and was completed in mid-July 1958.

Sandstone used for walls constructed in sections 3-B and C was quarried within the boundaries of the park. The distinctive dark blue limestone used in section 3-D and section 1-A of the

Blue Ridge Parkway was furnished by Elkton Lime and Stone Company of Elkton, Virginia (photograph 32).[81] Contractors used non-indigenous limestone because post-World War II federal regulations forbid the quarrying of stone within the boundaries of national parks.

Park records dating from the 1950s indicate that some 212,552 feet, or approximately 40.3 miles of guardwall had been constructed. Beginning in 1983, the Federal Highway Administration began a program to replace Skyline Drive's original stone guardwalls. While it is unfortunate that these historic guardwalls are currently being replaced and in some instances new guardwalls are being added for increased safety, the new construction is necessary to meet modern highway safety standards. Central to the construction of these new walls is the 27-inch high concrete "Jersey Barrier" (photograph 29). While shorter than the standard 36-inch Jersey Barrier, these concrete cores with stone will withstand impacts by automobiles at standard test speeds. As the old walls are removed, the stone is stockpiled. This stone is then cut by Spanish masons into smaller sections and used to face the new walls (photographs 30, 31). The new guardwalls are very sympathetic in their design to the original walls. It should be noted that historic guardwalls are only being replaced in areas along the drive where safety requirements dictate it, but original guardwalls are maintained at overlooks if they are not too deteriorated.

During construction of the drive, log guardrails were placed at many points along the route, particularly at areas which were not subject to extreme drop offs. As with many other structures in the park, crews used chestnut log remnants from the blight to construct the guardrails. First, vertical log posts were set in the ground and the horizontal rails let into the posts (photographs 49, 50). Today, there are no remaining log guardrails. Rot from ground contact had rendered them unsafe by the mid-1950s and they were removed. Also log guardrails failed

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[81] Final Construction Report Shenandoah National Park, Project 3B8-C4-D3 and 1A3: Masonry Guard Wall (Department of Commerce, Bureau of Public Roads, 1958), pp. 6-8.

to function as safe barriers. In some instances, log guard rails were used only temporarily. For example, early photographs of Crescent Rock Overlook show log guardrails, but in later views of Crescent Rock at the time the drive opened, indicate they had been replaced by stone guardwalls (photographs 8, 48).

The originally constructed stone guardwalls and the limestone guardwalls are contributing structures. The replacement guardwalls, while sympathetic in design, are noncontributing structures.

Embankments

Many of the retaining walls constructed along the drive to reduce erosion and support fill areas were "hand laid rock embankments." These retaining walls are called embankments, but strictly speaking they are rip rap, not embankments, since they were laid-up dry or without any mortar. These walls were constructed to BPR standards. Embankments have high integrity and are contributing resources. Where these structures are identified, they are included in the resource inventory.

Following BPR standards, the contractor first thoroughly compacted the embankment slope and then excavated a footing as designated by the engineer. Following this, workers hand-laid the rock in place to specific standards. They were to be of a "durable nature" and not less than one-cubic foot in volume. The walls were laid such that the stones were "bedded, bonded and tied in place," with the spalls or stone waste only used for back filling of voids (photograph 27).[82]

Overlooks and Parking Widenings and Paved Parking Areas

When the completed drive officially opened in 1939, it had a total of 65 road widenings and parking overlooks on it. This

[82] "Special Provisions," p. 11, Box 27, File Folder 13012, SHEN. These are amended general specifications of the BPR.

number seems to have remained constant until 1942, before the Second World War stopped most construction activities. Since the war, eight paved or gravel parking areas, or places to pull over, have been added to the drive.

By definition, road widenings are paved wide spots in the road, with limited longitudinal parking. Frequently, road widenings are only drive-through overlooks, such as the No Name Overlook (photograph 3). Generally, the road widenings only feature guardwalls and perhaps interpretive signage. On the other hand, parking overlooks, such as Crescent Rock (photograph 8), Bacon Hollow (photograph 9), and Calf Mountain (photograph 11), have head-in parking and often feature landscaped amenities such as planting islands with walks and guardwalls. At many overlooks, historic stone curbing separates the parking plaza from the walkways and surrounds the planting islands; some of the historic curbing has been partially or completely obscured by subsequent resurfacings or by natural erosion and vegetative growth. Some parking overlooks, Hazel Mountain for example, have natural features, such as rock outcroppings, incorporated into their design (photograph 7). The character of the overlooks changes, as well, depending on the district. The earliest overlooks, those in the Central District, such as Hazel Mountain and Crescent Rock (photographs 6, 8) exhibit a greater emphasis on picturesque, naturalistic compositions that conform closely to the natural topography. While the later overlooks in the North District, such as No Name Overlook (photograph 3) and in the South District, such as Bacon Hollow (photograph 9) and Calf Mountain (photograph 11), reflect more simple and utilitarian designs.

Generally, only parking overlooks on Skyline Drive required construction drawings. Landscape architects and engineers of NPS's Eastern Division of the Branch of Plans and Design, under the auspices of Charles Peterson, Deputy Chief Architect, prepared the drawings for each overlook. Each overlook drawing featured design details such as the overlook configuration, cross-section of the guard wall with construction material, curbing, etc. Today the overlooks appear much as they did when Skyline Drive was opened and they maintain their integrity in terms of design, workmanship, setting and materials. Still,

there have been minimal changes to the overlooks, principally the repaving of the parking areas. The use of asphalt as the principal paving material dates to the earliest construction of the drive, both as a road surface and for paving walkways. The overlooks originally had gravel walks; the use of asphalt in this application dates to the early 1940s (photograph 44). Guardwalls are generally left intact at overlooks and only rehabilitated by park staff and the Federal Highway Administration in cases where they are deemed no longer safe because of deterioration.

Since World War II, the NPS has added Beagle Gap and Hensley Ridge Overlooks to the drive. Beagle Gap was added to the Blue Ridge Parkway section in the late 1950s under MISSION 66, the 10-year initiative in which the National Park Service expanded its role in many areas including recreation, management of natural and cultural resources, and construction within the park system. Hensley Ridge Overlook was added in 1974, after the North Swift Run Gap Entrance Station was removed and the new centrally located Swift Run Gap Entrance Station constructed. Since then, no new overlooks or road widenings have been added.

The original 65 overlooks are contributing structures. Beagle Gap and Hensley Ridge overlooks are two noncontributing structures. In addition to the 67 road widenings and parking overlooks,[83] there are eight paved and unpaved parking areas where visitors can pull off the drive and study a map, or in some instances walk to nearby geological or natural features. Some of the parking areas date to the drive's construction and are contributing structures; the others are noncontributing structures. Each resource is indicated in the Resource Inventory.

Trail Head Parking Areas

When completed, the drive featured six trailhead parking areas, such as Little Stony Man Parking Area, that were paved

[83] This number is based on the Skyline Drive Road Logs furnished by the park.

areas without any views. However, since the early 1980s, several trailhead parking areas have been expanded or added, such as Meadow Spring Parking Area, to permit secure overnight parking for campers' and hikers' automobiles (photograph 15). The original parking areas are contributing structures, while the more recent parking areas are noncontributing structures. These structures are individually indicated in the Resource Inventory.

Entrance Stations

Skyline Drive is a limited access road with entrance stations at Front Royal, Thornton Gap, Swift Run Gap, and Rockfish Gap. Historic photographs show that the first entrance stations at North Entrance, Thornton Gap, and Swift Run Gap were small square buildings of log construction, with wood shingled hip roofs. However, these were temporary structures and removed after more permanent structures were constructed.[84] The North Entrance and Swift Run Gap entrance stations, built circa 1940, were of frame construction with cut stone facing. These buildings featured a gabled roof spanning the two inbound lanes, supported at the ends by stone faced columns, and a small octagonal office. These buildings were removed when the current buildings were constructed (see below). As of 1992, the only remaining entrance station dating from the early years is at Rockfish Gap. It is a single story, one-room wood structure that dates to the late 1930s or early 1940s (photographs 2, 47). Two similar entrance stations were formerly located at Thornton Gap. The Rockfish Gap Entrance Station is a contributing building.

Because of MISSION 66, funding became available for new construction and development on Skyline Drive. New entrance stations at Front Royal and Thornton Gap resulted from the monies made available during this period. Baughan Construction Company, Inc. of Luray, Virginia, erected the Thornton Gap Entrance Station for a cost of $28,055. Construction of the new entrance

[84] Lambert, Undying Past, p. 261.

station began in October 1960 and was completed in August 1961.[85] Previously, in 1958-59, the area around Panorama was graded and resurfaced and the grade separation built at Thornton Gap in 1961. The Thornton Gap Entrance Station is a noncontributing building. The grade separation at Thornton Gap is a noncontributing structure.

General contractor Philip Dinges of Luray constructed the North Entrance Station in 1965-66. This structure cost $23,398. The NPS Eastern Division Branch of Plans and Design in Philadelphia designed both the Thornton Gap and North Entrance Stations.[86] The North Entrance Station is a noncontributing building.

It would be another decade before the Swift Run Gap Entrance Station would be constructed. Baughan Construction Company erected the Swift Run Entrance Station in 1974-75, for a cost of $137,239 (photograph 1).[87] The present separation of U.S. Route 33 and the drive at Swift Run Gap was undertaken between 1969-1991. The Swift Run Entrance Station is a noncontributing building. The Swift Run Gap grade separation is a noncontributing structure.

Wayside Stations, Picnic Grounds and Other Visitor Facilities

Because Skyline Drive was designed as a recreational park road, there are other important features along it, including wayside stations and picnic grounds. Most of these date to the construction of the drive and were in operation by the early

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[85] "Contract 14-10-0137-103 Baughan Construction Co., Entrance Station Thornton Gap," SHEN.

[86] "D52 1:134-194 (Entrance Station, North Entrance) (Specs., Estimates etc.)" Contract Files North District, SHEN.

[87] "Entrance Station Building-Swift Run Gap--4840-74-5 Folder 1;" and "Contract No. CX484040041 Entrance Station Bldg. Swift Run Gap," Contract Files South District, SHEN.

1940s. The necessity of buying gasoline and food, using rest rooms, or just stopping to rest prompted designers to incorporate wayside stations at regular intervals in the design of the drive. Such facilities enabled visitors to stop for gasoline and water, eat meals, and buy souvenirs. Elkwallow Wayside (photograph 17) was constructed in 1937-38. The parking area was expanded in the 1960s, yet the wayside still has good integrity. Swift Run Gap Wayside was also constructed during this period and featured a gas station, restaurant, and comfort station. All traces of these facilities were erased with the construction of the new interchange and entrance station in 1974-75. Loft Mountain Wayside, developed in 1964, reflected the modern design ethic associated with Mission 66. Elkwallow Wayside is a contributing structure and Loft Mountain Wayside is a noncontributing structure.

Dickey Ridge, Elkwallow, Pinnacles (formerly Sexton Knoll), South River, Big Meadows, and the Lewis Mountain picnic grounds (built for African-Americans during the brief period when park facilities were segregated) were developed between 1935 and 1940. Generally, CCC workers cleared the picnic ground areas of brush and other obstructions and constructed log comfort stations. Picnic grounds included comfort stations, fireplaces, water fountains, picnic tables, and often were designed around natural features such as rock outcroppings and native trees (see Resource Inventory for individual features and descriptions).

Three types of historic water fountains are found along the drive and were constructed by the CCC. First is the boulder type constructed of small boulders (photograph 19). The second type are randomly coursed stonemasonry constructions that were incorporated in guardwalls, such as at that Hazel Mountain Overlook (photograph 7). These designs date to the drive's period of significance and are considered contributing objects. The third type consists of coursed, stacked rock constructions (photograph 20). This type is also attributed to the CCC development of the park and is based on a design dating to 1940. Several of the chestnut-log fountains built in the early CCC-period were replaced with this design in the 1950s. Although it is unknown which stacked fountains date from the early 1940s and

which are later replacements, they are all considered contributing objects.

The Elkwallow, Pinnacles, South River, and Dickey Ridge picnic grounds retain high integrity and are contributing structures. The Lewis Mountain and Big Meadows picnic grounds will be the subject of future National Register nominations or studies and are not addressed here.

Tourist cabins and a multi-purpose concessionaire's building were constructed on Dickey Ridge in 1938. The concessionaire building, which included a dining hall, was closed during World War II and did not reopen until 1958, when it was remodeled into the Dickey Ridge Visitor Center (photograph 16). The tourist cabins (four in 1953 and three in 1956) have been moved to Skyland. During the 1960s, the parking area at Dickey Ridge was expanded and in the mid-1980s new rest room facilities were constructed. The improvements to Dickey Ridge are sympathetic and the visitor center retains a high degree of historic integrity.

The developed areas at Big Meadows (including the Big Meadows Wayside), Skyland, Lewis Mountain, Panorama, Loft Mountain, and Mathews Arm may be the subject of future National Register nominations, amendments, or studies. These features are not included in this section of the narrative or in the Resource Inventory for this reason.

Appalachian Trail Crossings

The development and blazing of the Appalachian Trail influenced the creation of Shenandoah National Park. Work on the 2,100-mile Trail commenced in 1921, and by 1937 all sections were incorporated into a continuous path from Maine to Georgia. In 1927 George Freeman Pollock and others organized the Potomac Appalachian Trail Club in Washington, D.C., with the purpose to develop and maintain the Trail through the Blue Ridge Mountains.

Ironically, it also had an additional agenda to promote the establishment of Shenandoah National Park.[88]

The construction of Skyline Drive and the blazing of the Appalachian Trail were in direct conflict with each other, as they both meandered along the crest of the Blue Ridge Mountains. This conflict was most evident in the South District, when construction was stopped until a new road route could be surveyed, as the trail was already in place. Following resurveying, no other route for the drive proved practical and in the end, the original drive route was used. Eventually in 1940, the 96 miles of the trail in Shenandoah National Park were rerouted, including the trail through the South District. There are several shelters located in Shenandoah including Pocosin Cabin and Byrds Nest Shelter No. 3. Within Shenandoah National Park, the trail is interwoven with Skyline Drive, crossing it fifteen times and providing both access and parking.[89] Collectively the Appalachian Trail Crossings are counted as one contributing site in the Number of Resources within the Property section.

Fire Roads, Trails, and Road Traces

Many of Shenandoah's fire roads are old mountain roads no longer open for public vehicular traffic. Others were cut by CCC forces during their work in the park, and still others were cut more recently. The contributing or noncontributing status of these fire roads are addressed in the Resource Inventory.

Some of the trails emanating from the drive use old mountain roads, others date to the CCC era, and others are more recent. Their contributing or noncontributing status are indicated in the Resource Inventory. The Dickey Ridge Trail dates to the drive's opening and is counted as one contributing structure in the Number of Resources within the Property section.

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[88] Lambert, Undying Past, p. 214.

[89] Conners, Shenandoah National Park, p. 97.

Many road traces, like trails and fire roads, predate the park. Others led to quarry sites and dump sites. The contributing or noncontributing status of these resources are addressed in the Resource Inventory.

Signage and Mile Post Markers

Signage used along the course of the drive include traffic control signs, such as stop signs and speed limit signs and informational signage, such as interpretive kiosks and overlook entrance signs. Original 1930s signage design was rustic and used chestnut logs (photograph 54). The deterioration of this signage led to its replacement in the mid-1950s during MISSION 66 (photographs 23, 25, 26). The differences in the two types of signage are clear. Early signage used a rustic lettering style, while later signage uses an art deco style of lettering. This signage dates to MISSION 66 and is considered noncontributing. Signage is collectively one noncontributing object.

Concrete mile post markers (photograph 24) were supplied by the Blue Ridge Parkway and were installed about 1950. Collectively, all mile post markers are considered as one contributing object.

Maintenance of the Drive

Beginning in 1983, the Federal Highway Administration began a program to rehabilitate Skyline Drive's guard walls, culverts and road surface. The General Management Plan/Development Concept Plan states:

> Skyline Drive's deteriorated chestnut cribbing, crushed drainage structures, and crumbling guardwalls will be totally rehabilitated. The base and drainage structures will be replaced along the same vertical and

horizontal road alignment. Stone guardwalls will be reconstructed or relocated and added as required.[90]

Previous to the start of the current renovation, Skyline Drive underwent regular maintenance, as any other roadway might. This maintenance mostly focused on repaving and resealing various sections of the drive. Other maintenance changes included the relining of Marys Rock Tunnel; relocating the drive at two places (see below); finishing construction of guardwalls; the construction of grade separations at Thornton and Swift Run gaps; and new entrance stations at Front Royal, Thornton Gap, and Swift Run Gap.

Construction files reveal that systematical repaving and resealing of the drive began in 1950. This work commenced with the repaving of the drive from Front Royal to Thornton Gap. This work was completed in October 1950. Over the rest of the decade work continued, as Bootens Gap to Swift Run Gap was resurfaced in 1951; the repaving continued from Swift Run Gap to Big Flat Mountain late in 1951, and was completed in 1952. Work continued in the Southern District as the sections from Simmons Gap to Jarman Gap were paved. Presumably, similar maintenance work was performed on the Jarman to Rockfish Gap section. This type of work continued through the 1960s and 1970s, until the beginning of the 1983 renovations.[91] The North District was repaved during the summer of 1992.

The original alignment of Skyline Drive essentially is unchanged, with the exception of two relocations (see below). While it has been repaved many times since its construction, the drive maintains a high degree of integrity (photograph 40, 46). The road alignment is a contributing structure.

Road Realignments

[90] NPS, DSC, SHEN GMP/DCP, p. 85.

[91] Contract Files for North, Central, and South districts, SHEN.

While the alignment of the road changed in several places during the construction of the drive, particularly in the Central District due to the haste of the original survey work, the drive since 1942 has only had two realignments. The first realignment was made in 1955, when F.D. Cline Paving Company of Raleigh, North Carolina, was awarded a contract for $343,236 to relocate the road north of Big Meadows. The drive was realigned for .4 miles, eliminating a dangerous horseshoe curve and replacing it with a straight shallow cut and the addition of parking for the Dark Hollow Falls Trail. The work began in late summer of that year and finished in July 1956 (photograph 14).[92]

The second road realignment was south of Mile Post 76, between Station 559+08 and 563+50. The original construction cut failed and the road was realigned with a new cut into the mountainside. A.B. Torrence Company of Elkton, Virginia, as the only bidder, was awarded the contract for $29,729. Work included grading, laying a stone base course, pavement and rebuilding the guardwall. Work commenced in early June 1964 and was completed in mid-July of the same year.[93]

Resource Inventory

The following resource inventory lists the resources found along Skyline Drive or within its nominated boundary. Included are the resource name and description, its milepost, elevation, National Register status and type, and the year built.

Construction of features such as road widenings and parking overlooks were generally concurrent with the building of each of the individual sections of the drive. However, because a section

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[92] H.J. Spelman, Division Engineer, Bureau of Public Roads to Guy D. Edwards, Superintendent, Shenandoah National Park, 4 April 1955. Contract File, "D30 Roads and Trail Project 1A4-B6," SHEN.

[93] Taylor Hoskins to Regional Director, Southeast Region, 9 April 1964. Contract File: "Project 1-3B9 Shenandoah National Park Skyline Drive Relocation Approximately 10.6 Miles South of Skyline Drive-Route US 33 Intersection," SHEN.

of the drive was open for traffic did not mean that all features had been completed. Thus, it is difficult to precisely determine the completion date of a given feature and consequently, circa dates are sometimes given.

Contributing (C) and noncontributing (NC) status for the following Skyline Drive resources was determined using construction dates, photographs, written literature, historic road logs and guidebooks, and historic maps. Furthermore, the contributing or noncontributing status of each resource listed was evaluated based on the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Resource type: building (B), structure (STR), site (SITE), or object (O) are as defined by National Register Bulletin 16a. Unless indicated otherwise, resource type is counted as one building, structure, site, or object.

Included in the overlooks descriptions are vistas, that is the direction the viewer is looking in terms of compass bearings; view, what viewer sees in terms of salient features, i.e. mountains, Shenandoah Valley, or Piedmont; and features, such as planting islands, type of guardwall, interpretive signage, water fountains, etc.

Please note that where roads are listed, the surface and width given are for where the road intersects the drive. The road surface and width may vary further from the drive.

Big Meadows Development, Lewis Mountain Development, Panorama Development, Loft Mountain Development, Mathews Arm Campground, Simmons Gap, and Skyland are not included in the resource inventory as they are to be the subject of future National Register nominations, amendments, or studies.

North District

Mile Post	Resource	Status	Type	Year Built	Elev
0.0	**North Park Entrance**	**NC**	**Str**	**1992-93**	**590'**

Description: North Park Entrance interchange was recently rebuilt to better accommodate traffic flow.

0.1 Gravel Parking Area NC Str Unknown 600'
Description: Pulloff to read map, etc. No view.

0.2 Road NC Str 1993 640'
Description: New entrance road to Skyline Drive.

0.3 Road (east) NC Str ca1955 650'
Description: Asphalt surface, 20-feet wide. Leads to park residences.

0.5 North Entrance Station NC B 1965-66 705'
Description: Steel frame construction with a low pitched gable roof, spanning two inbound lanes and supported at each end by vertical steel columns. There is a freestanding square ticket/information booth dividing the two inbound lanes. At the east side is a freestanding, single story side-gabled office, with glass windows facing the inbound and outbound lanes and features cutstone on the north and south facades. Constructed in 1965-66, by general contractor, Philip Dingles, Luray, Virginia at a cost of $23,398.

1.4 Paved Road Widening C Str ca1936 970'
Description: Road widening for travellers to stop and read map, etc. No view. Parking for waterfall 100 feet south.

1.5 Hand-Laid Rock Embankment C Str ca1936 1060'

2.0 Parking Area C Str Unknown 1100'
Description: Paved parking area for Dickey Ridge Trail.

2.2 Dickey Ridge Trail Crossing C Site ca1936 1155'

2.8 Shenandoah Valley Overlook C Str ca1934-36 1390'
Type: Parking
Vista: West to Northeast
View: Front Royal
Features: Planted island, no guardwall

4.6 Dickey Ridge VC Area C Str 1938 1940'
Description: Visitor center was constructed as a dining hall in 1938 and was converted to present use in 1958. In the 1960s, the original tourist cabins were removed and replaced by ranger residences. New comfort facilities were constructed ca. 1983. There is an open meadow and view of the valley on the west side of the visitor center.
Vista: Southwest to northwest
View: Massanutten Mountain, Hogback Mountain, Browntown Valley
Features: Open area, no guardwall

Dickey Ridge Visitor Center C B 1938, 1958
Description: Designed by Marcellus Wright, Jr., the visitor center is a one and one-half story frame construction building composed of five distinct elements (photograph 16). It was originally built by Virginia Sky-line Company as a multi-purpose concession building. The south section is a side-gabled wood structure with a partial stone facade, exterior gable cutstone chimney, clapboard siding, 3/2 double-hung windows on the first floor and 2/2 casement windows on the half floor. The south facade features the entrances to the comfort station. Perpendicularly connected to this section are three side gabled buildings with three rooflines and a second perpendicular side-gabled building. The first section has the lowest roofline and features 3/2 double-hung windows. Attached to this section is the gift shop/visitor contact point building. It has a higher roofline, with 8/5 bay windows and 6/3 light doors. The next two sections house the interpretive area and are faced with regularly coursed cutstone on the east facade and clapboard siding on the west facade. They feature 3/2 double-hung windows on the east facade and 8/5 bay windows on the west facade, with a 6/3 light door. The north end section is similar to the south with clapboard siding and a exterior eave wall cutstone chimney, but lacks fenestration. The roofline from the rear facade is extended by an attached secondary porch roof. A small flagstone terrace and flagpole are located east of the visitor center. The interior features wormy chestnut

paneling. The interpretive area features a modern vaulted ceiling. A historic photograph shows the original building under construction, shows the interpretive section of the building with gable dormers. These were removed during the 1958 renovations.

comfort station NC B ca1983
Description: Single story, side-gabled frame construction building faced with rough cut uncoursed stone, with four entrances on the east facade, two-2/2 single-hung windows and asphalt shingled roof. This comfort station replaces the earlier rest rooms located in the visitor center. This building's design is sympathetic, but noncontributing.

4.7 Dickey Ridge Picnic Grounds C Str 1938 1935'
Description: Elliptical circulation road, with parking on the west side, asphalt path, CCC log comfort station, picnic tables--some with concrete legs (photograph 21), grills, rock outcropping, water fountain. Has high integrity.

comfort station C B 1938
Single story, side-gabled chestnut log building, with V-notched corners, rigid concrete shingles, concrete chinking, stone foundation and board and batten gables. The building features two entrances with privacy wing walls, louvered ventilators in gables and tandem 3/2 awning windows on each facade. Interior was minimally changed for handicap accessibility, ca1983. Has high integrity.

stacked rock water ftn (5) C O (photograph 20)
Description: Naturalistic design with large stones stacked together to form a step and riser for bubbler, with wide mortared joints.

5.0 Exit Road C Str 1938 1930'

5.1 Snead Fire Road C Str Unknown 1930'
Description: Asphalt surface, then grass and gravel, 10-feet wide. Leads to the former Snead Farmstead, an early twentieth century farm.

5.3 No Name Overlook C Str ca1935-36 1985'
Type: Widening (photographs 3, 4)
Vista: West to North
View: Page Valley & Massanutten Mountain
Features: Old guardwall

5.7 Signal Knob Overlook C Str 1934-36 2090'
Description: Confederate troops used Signal Knob on the north end of Massanutten Mountain as a signal station during the Civil War.

Type: Widening
Vista: Southwest to North
View: Page & Browntown valleys, Massanutten Mountain
Features: Old guardwall, interpretive sign

6.8 Gooney Run Overlook C Str 1934-36 2085'
Type: Parking
Vista 1: West to North
Vista 2: South to Southwest
View 1: Browntown Valley, Massanutten Mountain
View 2: Mathews Arm
Features: Vista split by copse of trees, planting island, old guardwall, interpretive sign
interpretive kiosk NC Str 1990s

7.3 Gooney Manor Overlook C Str 1934-36 1920'
Type: Parking
Vista: Southeast to Northwest
View: Browntown Valley, Hogback Mountain
Features: Planting island, old guardwall

7.9 Dickey Ridge Trail Crossing C Site ca1936 1790'

9.2 Lands Run Gap Fire Road C Str Unknown 2015'
Description: Gravel surface, 10-feet wide. This road predates the drive.

9.2 Paved Parking Area NC Str 1990s 2015'

9.5 Unpaved Parking Pullout NC Str Unknown 2100'

Description: Parking area for geological feature located one hundred yards down the drive on the east side of the road.

9.6 Fire Road NC Str Unknown 2100'
Description: Gravel surface, 8.5-feet wide.

10.4 Compton Gap Parking Area NC Str 1980s 2415'
Description: Appalachian Trail trailhead parking area.

10.4 Compton Gap Fire Road C Str Unknown 2415'
Description: Gravel surface, 8.5-feet wide.

10.8 Indian Run Overlook C Str 1934-36 2400'
Type: Widening
Vista: North to Southeast
View: Piedmont
Features: New guardwall
Hand-laid rock embankment C Str ca1934
Description: Located at north end of overlook and continues approximately 0.2 miles northward.

12.3 Jenkins Gap Parking Area NC Str 1980s 2300'
Description: Appalachian Trail trailhead parking area.

12.4 Jenkins Gap Overlook C Str 1934-36 2355'
Type: Widening
Vista: North to East
View: Piedmont
Features: No guardwall

12.5 Mt. Marshall Trail C Str 1920s 2440'
Description: Grass surface, 8.5-feet wide. Formerly the Mt. Marshall Fire Road. This road predates the drive.

13.9 Hogwallow Flats Overlook C Str 1935-36 2665'
Type: Parking
Vista: East to Southwest
View: Piedmont, Flint Hill (resettlement community)
Features: Planting island

14.9 Browntown Valley Overlook C Str 1935-36 2890'
Type: Parking
Vista: North to Southwest
View: Browntown Valley, Massanutten Mountain, Dickey Hill
Features: Planting island, old guardwall, interpretive sign

boulder water fountain C O
Description: A large rock is used to form the base for a bubbler, and includes a spigot.

15.8 Paved Parking Area NC Str 1990s 2980'
Description: Appalachian Trail trailhead parking area.

17.1 Range View Overlook C Str 1935-36 3075'
Description: Formerly Harris Hollow Overlook.

Type: Parking
Vista: Southwest to Northwest
View: Panoramic, from Jenkins Mountain to Pass Mountain
Features: New guardwall, planting island, interpretive signs

17.5 Gravel Springs Parking Area NC Str 1980s 2780'
Description: Appalachian Trail trailhead parking area.

17.5 Gravel Springs Fire Road C Str 1930s 2780'
Description: Gravel surface, 10-feet wide.

18.4 Gimlet Ridge Overlook C Str 1935-36 2675'
Type: Widening
Vista: West to East
View: Page Valley, Massanutten Mountain, Gimlet Ridge, Mathews Arm
Features: Old guardwall, interpretive sign

19.0 Mt. Marshall Overlook C Str ca1935-36 2850'
Type: Widening
Vista: East to South
View: Mt. Marshall, Harris Hollow, Piedmont
Features: New guardwall

19.4 Keyser Run Fire Road C Str 1930s 2935'
Description: Gravel surface, 10-feet wide.

19.4 Keyser Run Parking Area NC Str 1980s 2935'
Description: Appalachian Trail trailhead parking area.

19.7 Little Hogback Overlook C Str 1935-36 3035'
Type: Parking
Vista: Northwest to Northeast
View: Browntown Valley, Hogback Mountain
Features: Planting island, old guardwall, second viewpoint 0.1 mile walk

20.1 Little Devil Stairs Overlook C Str ca1935-36 3120'
Type: Widening
Vista: East to Southwest
View: Pignut Mountain, Piedmont
Features: New guardwall

20.8 Hogback Fire Road (west) NC Str Unknown 3370'
Description: Gravel surface, 10-feet wide. Leads to radio tower on Big Hogback Mountain.

21.0 Hogback Overlook C Str ca1935-36 3385'
Description: Longest overlook on the drive. (photograph 5)

Type: Widening
Vista: West to East
View: Shenandoah Valley, Massanutten Mountain, Allegheny Plateau
Features: New guardwall, interpretive sign
Hand-laid rock embankment C Str ca1935-36
Description: Located at south end of overlook and extending approximately 0.1 mile.

21.1 Parking Area NC Str 1993 3385'
Description: Appalachian Trail trailhead parking area.

21.9 Rattlesnake Point Overlook C Str ca1935-36 3105'
Type: Widening
Vista: East to Southwest

View: Piedmont
Features: New Guardwall

22.1 Piney River Ranger Station & Maintenance Area Road **C Str 1930s 3000'**
Description: Road leads to site of CCC Camp NP-12 (Camp Red Bird). Now maintenance area, ranger station and a Federal Highways Administration area. Compound consists of an extant CCC building (technical office) and shed, Federal Highways maintenance garage and trailers, and NPS trailers, gas pumps and garage. While this site was a CCC camp, it has lost its integrity with the addition of the ranger station and maintenance area and must be considered noncontributing. Site is outside the nominated Skyline Drive boundary.

24.0 Elkwallow Wayside **C Str 1935 2445'**
Description: Elkwallow Wayside was altered in the 1960s with additional parking, a new gas station and ranger residence/office. Despite these changes, Elkwallow Wayside retains its historic appearance and functions and has high integrity (photograph 17).

gift shop/cafeteria **C B 1938**
Description: One and a half story, paired gable frame construction building, with clapboard and board and batten siding, a shingled roof, and a stone foundation. It features a large 10/5 bay window (gift shop), 3/2 double-hung windows in the gables and on the west facade, 3/2 awning windows, a large cut stone chimney on the south facade, and a handicap accessibility ramp leading to twin doors. The roof was reshingled during the summer 1992. The original design was by Marcellus Wright, Jr.

gas station **NC B 1960s**
Description: Two separate buildings--rest rooms and office--connected by a breezeway. The rest rooms are a concrete block side gabled building, with an asphalt shingle roof, 3/2 awning windows, clapboard gables, a dogtrot, and a overhanging eave on the back facade. The breezeway consists of a low pitched gable roof with asphalt shingles.

The office is a single story, end gabled frame construction building, with clapboard siding, 2/2 single-hung windows, asphalt shingled roof, and a projected end gable on the rear facade. The gas pumps are freestanding.

residence/office NC B 1960s
Description: One and half story, side-gabled frame construction building with concrete foundation, clapboard siding, and an asphalt shingled roof. The building features 3/2 double-hung windows, with entrances on three facades. It is sympathetic to gift shop/cafeteria.

24.2 Elkwallow Picnic Grounds C Str 1935 2420'
Description: Circular loop road with parking on east, north and west sides, asphalt paths, CCC log comfort station, fireplaces, boulder fountain, picnic tables, and additional picnic grounds to east side of loop road. Has high integrity.

comfort station C B 1935
Description: Single story, side-gabled log building, with V-notched corners, a rigid concrete asbestos shingled roof, concrete chinking, stone foundation and board and batten gables. The building features two entrances, with privacy wing walls, louvered ventilators in gables and tandem 3/2 awning windows on each facade. The interior has been minimally changed for handicap accessibility, ca. 1983. Has high integrity (photograph 18).
boulder water fountain C O (photograph 19)
stacked rock water ftn C O

24.3 Elkwallow Picnic Grounds Exit C Str 1935 2420'
Description: Wye intersection.

24.5 Fire Road NC Str 1950s 2409'
Description: Gravel surface, 12-feet wide. Former Elkwallow Shelter service road, closed 1980.

25.4 Thornton River Tr (east) Parking Area NC Str 1993 2320'

Description: Thornton River Trail trailhead parking area. Former Thornton Hollow fire road, leads to Hull School Trail and the park boundary.

25.5 Thornton River Tr (west) NC Str 1990s 2320'
Description: Short access trail to Appalachian Trail.

25.7 Paved Road Widening NC Str 1993 2380'
Description: Pulloff for reading map, etc. No view.

25.9 Paved Road Widening NC Str 1993 2380'
Description: Pulloff for reading map, etc. No view.

26.4 Jeremys Run Overlook C Str 1935-36 2410'
Type: Parking
Vista: Southwest to North
View: Knob Mountain, Jeremys Hollow, Massanutten Mountain
Features: Planting island, no guardwall

26.7 Parking Area NC Str 1993 2440'
Description: Appalachian Trail trailhead parking area. Formerly used as a stone crushing area for guardwall rehabilitation.

27.6 Thornton Hollow Overlook C Str ca1934-36 2460'
Type: Widening
Vista: Northwest to Southeast
View: Panoramic, Hogback Mountain, Thornton Hollow, Piedmont
Features: New guardwall, interpretive sign

28.1 Hull School Trail (east) C Str Unknown 2499'
Description: Dirt surface, 8.5-feet wide. Former road to Hull School.

28.1 Byrds Nest Shelter #4 Road (west) NC Str 1950s 2499'
Description: Asphalt surface, 10-feet wide. Byrds Nest Shelters are hikers shelters built in the late 1950s with donated money. Shelter #4 is outside the nominated Skyline Drive boundary.

28.3 Parking Area NC Str 1993 2460'
Description: Appalachian Trail trailhead parking area. Formerly used as a staging area for guardwall rehabilitation.

28.5 Beahms Gap Parking Area C Str 1934-36 2485'
Description: No longer maintained as parking overlook. Now functions as trailhead parking area for Appalachian Trail.
interpretive kiosk NC Str 1990s

30.1 Pass Mountain Overlook C Str ca1934-36 2460'
Type: Parking
Vista: West to Northwest
View: Luray, New Market Gap
Features: Planting island, no guardwall, chestnut rail fence,
boulder water fountain C O

30.2 Fire Road NC Str 1950s 2460'
Description: Asphalt surface, 12-feet wide.

30.9 Paved Road Widening NC Str 1950s 2380'
Description: Pulloff to read map, etc. No view.

31.4 Pass Mountain Hut Access Road (east) C Str 1930s 2350'
Description: Asphalt surface, changing to dirt, 10-feet wide. Access road to Pass Mountain hiker shelter. Hut is outside nominated Skyline Drive boundary.

Central District

31.5 Thornton Gap Entrance Sta NC B 1961 2304'
Description: Single story steel construction building with a low pitch gable roof covered with asphalt roofing paper, supported to the south with steel columns and steel and stone faced office to the north, and two freestanding square ticket/information booths. Constructed in 1960-61, by Baughan Construction Company, Inc. Luray, Virginia for $28,055.

31.5 Thornton Gap Grade Sep NC Str 1961 2304'
Description: Grade separation between the drive and US Route 211. Poured concrete construction, with three closed spandrel spans, carrying three lanes (one northbound and two southbound) of traffic. This structure features cut stone approach walls, concrete parapets and curbs, with tubular steel guardrails and is supported by two concrete piers flanking US Route 211.

31.6 Thornton Gap Grade Sep NC Str 1961 2307'
Description: Grade separation between the drive and the entrance ramp from US Route 211. Poured concrete construction, with a single span deck, carrying two-lanes of traffic. This structure features cutstone faced concrete abutments, concrete parapets, and tubular steel guardrails.

32.2 Marys Rock Tunnel C Str 1932 2510'
Description: 690 feet long, driven to avoid extensive cut and fill, and scarring. Lined with concrete liner in November 1958 to April 1959. Has good integrity (photograph 13). Each entrance retains its natural rock portal. To stabilize the slope above the north portal, two retaining walls were built, and oak, hemlock, mountain laurel, and black locust were planted; the walls remain intact. Historic culverts are also present in the vicinity of the tunnel and contribute to the significance of the drive.
hand-laid rock retaining walls (2) C Str ca. 1932

32.4 Marys Rock Tunnel Overlook C Str 1933-36 2510'
Type: Parking
Vista: Northeast to Southeast
View: Thornton Hollow, Piedmont
Features: Planting island, old guardwall, interpretive sign

32.9 Buck Hollow Overlook C Str 1933-36 2545'
Type: Widening
Vista: North to Southeast
View: Oventop, Mt. Marshall, Piedmont, US Route 211

Features: New guardwall

33.0 Hazel Mountain Overlook C Str 1933-36 2770'
Description: An overlook requiring visitors to leave their cars to see the view. Large outcrop incorporated into the overlook design. Drinking fountain was incorporated into the guardwall ca 1940. (photographs 6, 7, 41, 42, 43).

Type: Parking
Vista: East to Southwest
View: Buck Ridge, Hazel Mountain, Old Rag, Piedmont
Features: Planting island

drinking fountain C O ca 1940
incorporated into guardwall

33.5 Meadow Spring Parking Area NC Str ca1985 2830'

33.5 Hazel Fire Road C Str 1944 2830'
Description: Gravel surface, 8.5-feet wide. This road, built by the US Army Corps of Engineers, connects with the old Hazel Road, a historic road, and formerly connected with the Lee Highway (US Route 211) east of Thornton Gap.

33.9 Byrds Nest Shelter #3 NC Str 1950s 2850'
Service Road
Description: Grass surface, 8.5-feet wide. Hiker shelter constructed in the late 1950s. Shelter is outside the nominated Skyline Drive boundary.

35.1 Pinnacles Overlook C Str 1933-36 3320'
Type: Parking
Vista: West to Southeast
View: Pinnacles Ridge, Nicholson Hollow, Old Rag, Piedmont
Features: Planting island, old guardwall

35.6 Road Trace C Str 1930s 3420'
Description: Grass surface, 8.5-feet wide. Leads to old quarry site. Stone from this quarry was used in the construction of the drive and guardwalls.

36.4 Jewell Hollow Overlook C Str 1933-36 3320'
Description: This overlook features two views and parking areas. Vista 1 is from the lower parking area and vista 2 is from the upper parking area.

Type: Parking
Vista 1: West to North
View 1: Page Valley, Massanutten Mountain
Features 1: Planting island, no guardwall, bulletin board

Vista 2: West to Northwest
View 2: Page Valley, Massanutten Mountain
Features 2: Hand-laid rock retaining walls, old guardwall

rock retaining walls (2) C Str (photograph 27)

36.7 Pinnacles Picnic Grounds C Str 1935 3350'
Description: Formerly known as Sexton Knoll. Has CCC constructed log comfort station and log pavilion.

Comfort Station C B 1935
Description: Single story, side-gabled chestnut log building, with V-notched corners, stone foundation, rigid concrete shingles, concrete chinking and board and batten gables. The building features two entrances, with privacy wing walls, louvered ventilators in gables and tandem 3/2 awning windows on each facade. There is a low stone wall on north side of comfort station. Interior was minimally changed for handicap accessibility, ca1983. Has high integrity.

Picnic Pavilion C B 1935
Description: Single story, chestnut log post and beam construction, with rigid concrete shingles, hip roof, central stone chimney and flagstone paved floor. The chimney features four fireplace openings. Has high integrity.

37.3 Service Road (east) NC Str 1950s 3230'
Description: Gravel surface, 8.5-feet wide. Leads to old Pinnacles dump site.

37.3 Service Road (west) C Str 1930s 3230'
Description: Asphalt surface, 12-feet wide. Leads to former CCC Camp NP-10 and now Pinnacles ranger residence. Residence is outside of the nominated Skyline Drive boundary.

37.9 Nicholson Hollow Parking Area NC Str 1980s 3000'

38.4 Nicholson Hollow Trail (east) C Str 1930s 3100'

38.4 Crusher Ridge Trail (west) C Str 1930s 3100'
Description: Grass surface, 8.5-feet wide. Former access road used by contractors during drive's construction.

38.6 Stony Man Overlook C Str 1934-35 3100'
Type: Parking (photograph 52, 53)
Vista: West to North
View: Luray, Page Valley, Massanutten Mountain and New Market Gap, Alleghany Plateau
Features: Planting island, old guardwall, CCC comfort station

comfort station C B 1934-35
Description: Single story, cross-gabled stone building, with stone foundation, rigid concrete shingles, and board and batten gables. The building features two entrances, louvered ventilators in gables and tandem 3/2 awning windows on three facades. Stone work is regularly coursed rough cut stone. Has high integrity.

stone water fountain C O
Description: Located at south end of parking lot and incorporated into stone retaining wall.

39.1 Little Stony Man Parking Area C Str ca1935-36 3215'
Description: Trailhead parking for Little Stony Man Trail. Formerly dirt, now asphalt paved.

39.7 Hemlock Spring Overlook C Str 1934-35 3380'
Type: Widening
Vista: North to East
View: Nicholson Hollow, Hazel Mountain, Massanutten Mountain
Features: Old Guardwall, interpretive sign

water fountain C O ca 1940
Description: Incorporated in guardwall ca 1940 (photograph 22).

40.5 Thorofare Mountain Overlook C Str 1934-35 3595'
Description: This overlook was formerly known as White Oak Canyon Overlook.

Type: Parking
Vista: Northeast to South
View: Thorofare Mountain, Old Rag, Piedmont
Features: Planting island, tree well (without tree), old guardwall

41.0 Road Trace C Str 1930s 3590'
Description: Grass surface, 8.5-feet wide. Leads to former quarry. Stone quarried was used in the construction of the drive.

41.7 Skyland, North Entrance C Str ca1934 3680'
Description: Wye intersection. Highest point on Skyline Drive. (George Freeman Pollock, a major promotor of Shenandoah National Park, developed Skyland as a resort in the early twentieth century)

42.5 Skyland, South Entrance C Str ca1934 3515'
Description: Wye intersection.

42.5 Whiteoak Canyon Parking Area NC Str 1960s 3510'

43.0 Old Rag Fire Road C Str 1920s 3400'

Description: Gravel surface, 10-feet wide. Also serves as an access road for Limberlost Parking Area (outside of the nominated Skyline Drive boundary).

43.3 Timber Hollow Overlook C Str 1934-35 3360'
Type: Parking
Vista: South to North
View: Burracker Hollow, Page Valley, Massanutten Mountain, Ida (resettlement community)
Features: Planting island, old guardwall

43.5 CCC Camp NP-1 NC Site 1930s 3360'
Description: Site of former CCC Camp NP-1. There are no extant remains.

44.4 Cresent Rock Overlook C Str 1934-35 3550'
Description: George Freeman Pollock often brought visitors to Cresent Rock (photographs 8, 48).

Type: Parking
Vista: Southwest to North
View: Hawksbill Mountain, Nakedtop, Page Valley, Massanutten Mountain
Features: Planting island, old guardwall, trail to Bettys Rock, interpretive sign

45.0 Whiteoak Fire Road C Str 1930s 3401'
Description: Gravel surface, 8.5-feet wide. Leads to Upper Whiteoak Falls.

45.6 Hawksbill Gap Parking Area C Str ca1934-36 3365'
Description: Turn around point for travel during 1932 opening of the drive.

46.5 Old Rag View Overlook C Str 1934-36 3585'
Description: Site of former orchard (photograph 55).

Type: Widening
Vista: East
View: Old Rag, Piedmont
Features: No guardwall

46.7 Upper Hawksbill Parking NC Str 1960s 3630'

47.1 Fire Road NC Str 1950s 3528'
Description: Gravel surface, 8.5-feet wide.

47.8 Fire Road C Str 1930s 3580'
Description: Grass surface, 10-feet wide.

48.1 Rock Spring Cabin & Hut Parking Area C Str ca1934-36 3285'
Description: Hiker shelter. Hut and cabin are outside the nominated Skyline Drive boundary.

48.1 Spitler Knoll Overlook C Str 1934-35 3285'
Description: Near site of the former Spitler Ranch.

Type: Widening
Vista: Southwest to Northeast
View: Tanners Ridge, Stanley & Page Valleys, Massanutten Mountain
Features: Old guardwall

49.0 Franklin Cliffs Overlook C Str 1934-36 3140'
Description: View of old Gordonsville Turnpike. Reportedly, the cliffs were named for Union Maj. Gen. William B. Franklin.

Type: Parking
Vista: Southwest to North
View: Franklin Cliffs, Page Valley, Massanutten Mountain, Allegheny Plateau
Features: Planting island, no guardwall, interpretive sign

49.3 Fishers Gap Overlook C Str 1934-35 3070'
Description: Thomas J. "Stonewall" Jackson's troops crossed the Blue Ridge Mountains at this gap on their way to the First Battle of Fredericksburg, in November 1862.

Type: Parking
Vista: Northwest to Northeast

View: Gordonsville Turnpike, Fox Hollow, Page Valley, Massanutten Mountain, Allegheny Plateau
Features: Planting island, no guardwall

49.3 Red Gate Road C Str 1830s 3070'
Description: Asphalt surface, changing to gravel, 8.5-feet wide. Old Gordonsville Turnpike.

49.4 Skyland-Big Meadows Horse Trail Crossing C Str 3160'

50.6 CCC Camp NP-2 NC Site 1930s 3450'
Description: Former site of CCC Camp NP-2. There are no extant remains.

50.7 Dark Hollow Falls Parking Area NC Str 1954 3490'
Description: Constructed at the time the drive was realigned north of Big Meadows.

51.3 Rapidan Fire Road C Str 1929 3510'
Description: Asphalt surface, 12-feet wide. Road leads to Camp Rapidan, President Hoover's fishing camp. Camp is outside the Skyline Drive boundary and is a National Historic Landmark.

51.4 Lewis Spring Parking Area NC Str 1980s 3440'

51.4 Service Road NC Str 1950s 3440'
Description: Gravel surface, 10-feet wide. Road leads to sewage disposal area.

51.5 Tanners Ridge Overlook C Str 1934-35 3465'
Type: Widening
Vista: Southwest to North
View: Dog Slaughter Ridge, Dovel Mountain, Page Valley, Massanutten Mountain, Allegheny Plateau
Features: No guardwall, interpretive sign

51.6 Tanners Ridge Fire Road C Str 1800s 3465'

Description: Asphalt surface, 10-feet wide. Leads to Tanners Ridge Cemetery and the Shenandoah Valley. Cemetery is outside of the nominated Skyline Drive boundary.

52.8 Milam Gap Parking Area NC Str 1980s 3230'

53.2 Naked Creek Overlook C Str 1934-36 3250'
Type: Parking
Vista: Southwest to Northwest
View: Panoramic, Long Ridge, Naked Creek Valley, Elkton, south end Massanutten Mountain
Features: Planting island, no guardwall

54.4 Hazeltop Ridge Overlook C Str 1934-35 3265'
Type: Widening
Vista: Southwest to North
View: Long Ridge, Grindstone Mountain, Page Valley, Elkton, Shenandoah Valley, Massanutten Mountain
Features: Old guardwall

boulder fountain C O

55.1 Bootens Gap Parking Area C Str 1930s 3235'

55.1 Conway River Fire Road C Str 1930s 3225'
Description: Gravel surface, 8.5-feet wide. Road leads to headwaters of the Conway River, the beginning point of the Fairfax Line surveyed for Lord Fairfax by Peter Jefferson and Thomas Lewis in 1746-47.

55.6 The Point Overlook C Str 1935-36 3245'
Type: Widening
Vista: Southwest to Northeast
View: Long Ridge, Grindstone Mountain, Elkton, Shenandoah Valley, Massanutten Mountain
Features: New guardwall

56.4 Bearfence Mountain Parking Area NC Str 1980s 3300'
Description: Bearfence Mountain Trail parking. Has small planting island with cut stone curb.

56.8 Meadow School Parking Area NC Str 1980s 3247'

56.9 Bearfence Mtn Shelter Road NC Str 1950s 3250'
Description: Gravel surface, 10-feet wide. Leads to shelter and Slaughter jeep trail.

57.6 Lewis Mountain Development Area Entrance Road C Str 1930s 3390'
Description: Wye intersection.

58.8 Paved Road Widening NC Str 1950s 3100'
Description: Pulloff to read map, etc. No view.

59.0 The Oaks Overlook C Str ca1934-36 3125'
Type: Widening
Vista: West to North
View: Elkton, Shenandoah Valley, Page Valley, Massanutten Mountain
Features: New guardwall

59.3 Hensley Church Trail C Str 1900s 3135'
Description: Grass surface, 8.5-feet wide. Trail leads to Hensley Church at Hensley (outside of the nominated Skyline Drive boundary).

59.5 Pocosin Cabin Parking Area & Access Road C Str ca1934-36 3125'
Description: Rental cabin, maintained by the Potomac Appalachian Trail Club. Outside of the nominated Skyline Drive boundary. Access road has gravel surface, 8.5-feet wide.

61.2 Baldface Mountain Overlook C Str ca1934-35 3325'
Type: Parking
Vista: West to North
View: Dean Mountain, Grindstone Mountain, Elkton, Shenandoah Valley, Page Valley, Massanutten Mountain, Allegheny Plateau
Features: Planting island, old guardwall, interpretive signage
water fountain C O

incorporated in guardwall

61.8 Abandoned Road (east) C Str 1930s 3225'
Description: Grass surface, 8.5-feet wide. Leads to former CCC Camp NP-3 and a quarry. Quarry furnished stone for drive's construction and guardwalls.

61.8 Service Road (west) C Str 1930s 3225'
Description: Gravel surface, 8.5-feet wide. Road was part of CCC Camp NP-3 and also leads to an old dump site.

62.7 South River Overlook C Str ca1934-35 2950'
Type: Parking (photograph 50)
Vista: East to Southeast
View: Saddleback, South River Valley, Piedmont
Features: Planting island, no guardwall

62.8 South River Picnic Grounds C Str 1935 2940'
Description: Circular loop road with only one entrance/exit, CCC constructed log comfort station, picnic tables, and grills.

comfort station C B 1935
Description: Single story, side-gabled chestnut log construction, with V-notched corners, stone foundation, asphalt shingled roof, concrete chinking and board and batten gables. The building features two entrances, with privacy wing walls, louvered ventilators in gables and tandem 3/2 awning windows on each facade. Interior was minimally changed for handicap accessibility, ca 1983. Has high integrity.

stacked rock water ftn (5) C O

63.1 South River PATC Maintenance Hut Road C Str 1935 2870'
Description: Asphalt surface, 12-feet wide. Access road to Potomac Appalachian Trail Club South River Hut. Hut is outside of the nominated Skyline Drive boundary.

63.2 Dean Mountain Parking Area NC Str 1980s 2875'
Description: Parking access for the Dean Family cemetery. Cemetery is outside of the nominated Skyline Drive boundary.

64.4 Hensley Hollow Overlook C Str ca1934-35 2560'
Type: Widening
Vista: Northwest to Northeast
View: Hensley Hollow, Grindstone Mountain, Elkton, Shenandoah Valley, Page Valley, Massanutten Mountain
Features: Old guardwall, guardwall built around tree

64.9 Hensley Ridge Overlook NC Str ca1974 2560'
Description: Site of former North Swift Run Gap Entrance Station.

Type: Widening
Vista: North
View: Hanse Mountain
Features: No guardwall

interpretive kiosk NC Str 1990s
Description: Gable roof, supported at each end by posts and covering two-three panel interpretive display.

South District

65.5 Swift Run Gap Entrance Station NC B 1974 2365'
Description: Replaces original log South Swift Run Gap Entrance Station located at mile post 64.9. The entrance station has three distinct elements: the office, the roof and outlying support and the freestanding ticket/information booth. The office is of steel frame construction, with stone veneer. The roof is all steel construction with a sawtooth design. The pitch of the roof varies as it spans the three traffic lanes and is supported on the east end by structural steel columns, combined with a ticket/information booth. The freestanding ticket/information booth is nearly square with glass walls

and a flat roof. The entrance station was constructed in 1974-75 by the Baughan Construction Company, Luray, Virginia at a cost of $137,239 (photograph 1).

65.5 Swift Run Gap Grade Separation NC Str ca1974 2365'

Description: The Swift Run Gap grade separation carries the drive over US Route 33 and replaces an earlier interchange. It is of poured concrete construction, with a continuous two span concrete girder deck, supported by a central pier, carrying two lanes of traffic. This structure features cut stone faced concrete abutments and tubular steel guardrails. The subsequent realignment of US Route 33 caused the removal of the original Swift Run Wayside, gas station, and comfort station. No traces of these buildings remain. Nearby (but outside of the nominated Skyline Drive boundary), are a stone monument and a stone pyramid commemorating Virginia Governor Alexander Spotswood and the "Knights of the Golden Horseshoe," who reportedly crossed the Blue Ridge Mountains for the first time, here in 1716.

66.7 Paved Parking Area NC Str ca 1974 2635'

Description: Former location of South Swift Run Gap Entrance Station.

66.7 Parking Area C Site 1940 2635'

Description: Trailhead parking for Appalachian Trail.

67.2 Swift Run Overlook C Str ca 1937-38 2715'

Type: Parking
Vista: West to Northeast
View: Beldor Ridge, Hanse Mountain, Elkton, Shenandoah Valley, Massanutten Mountain
Features: Planting island with rock outcropping, old guardwall, interpretive sign

drinking fountain C O
interpretive kiosk NC Str 1993

67.8 Sandy Bottom Overlook C Str ca1937-38 2705'

Type: Parking
Vista: West to Northeast
View: Bush Mountain, Beldor Ridge, Hanse Mountain, Sandy Bottom, Elkton, Shenandoah Valley, Massanutten Mountain
Features: Planting island, old guardwall

68.6 Smith Roach Gap Parking Area NC Str 1980s 2620'

69.3 Bacon Hollow Overlook C Str ca1937-38 2455'
Type: Parking (photographs 9, 10)
Vista: East to West
View: Bacon Hollow, Flattop, Brokenback Mountain, Piedmont
Features: Planting island with very large rock outcropping, old guardwall

70.5 Road C Str 1800s 2430'
Description: Gravel surface, 10-feet wide. Former mountain road.

70.6 Eaton Hollow Overlook C Str ca1937-38 2500'
Type: Parking
Vista: North to East
View: Beldor Ridge, Eaton Hollow, Hanse Mountain, Dolly Knob, Piedmont
Features: Large, rounded, grassy planting island, old guardwall

71.2 Rocky Mount Overlook C Str ca 1937-38 2445'
Type: Parking
Vista: West to North
View: Beldor Hollow, Rocky Mount, Page Valley, Massanutten Mountain
Features: Planting island, old guardwall

72.2 Beldor Hollow Overlook C Str ca1937-38 2345'
Type: Widening
Vista: South to Northwest
View: Beldor Hollow, Weaver Mountain, Pinefield Gap, Rocky Mount

Features: New guardwall

73.2 Simmons Gap Mission (Ranger Station) Entrance Road C Str 1900s 2255'

73.2 Road (west) C Str 1900s 2255'
Description: Asphalt surface, 8.5-feet wide. Leads to the park boundary.

74.4 Loft Mountain Overlook C Str ca1937-38 2455'
Type: Parking
Vista: East to West
View: Panoramic, Shiftlett Hollow, Flattop, County Line Mountain, Loft Mountain, Piedmont
Features: Planting island with rock outcropping, old guardwall, interpretive sign

75.2 Pinefield Gap Parking Area NC Str 1980s 2270'
Description: Appalachian Trail trailhead parking.

75.2 Pinefield Shelter Road C Str 1930s 2270'
Description: Grass surface, 8.5-feet wide. Leads to Appalachian Trail and the Pinefield Shelter (outside of the nominated Skyline Drive boundary).

76.1 Rocky Mount Trail NC Str 1950s 2772'

76.2 Two Mile Run Overlook C Str ca1937-38 2772'
Type: Widening
Vista: West to Northeast
View: Two Mile Run, Two Mile Ridge, Beldor Ridge, Rocky Mount, Shenandoah Valley, Massanutten Mountain
Features: New guardwall, interpretive signage

76.3 One Mile Run Trail NC Str 1950s 2800'

76.9 Brown Mountain Overlook C Str ca1937-38 2844'
Type: Parking
Vista: South to North
View: Big Run, Rocky Mountain, Patterson Ridge, Rockytop Ridge, Shenandoah Valley

Features: Planting island, old guardwall

77.5 Ivy Creek Overlook **C Str ca1937-38 2885'**
Type: Parking
Vista: Northeast to Southeast
View: Shady Grove, Ivy Creek Hollow, Flattop Mountain, Brokenback Mountain, Loft Mountain, Piedmont
Features: Planting island, old guardwall, trailhead for Ivy Creek Trail

78.1 Rockytop Overlook **C Str ca1937-38 2860'**
Type: Parking
Vista: Southwest to North
View: Patterson Ridge, Rocky Mountain, Rockytop Ridge, Rockytop, Big Run Valley, Shenandoah Valley
Features: Planting island, old guardwall, interpretive signage

79.4 Road **NC Str 1950s 2820'**
Description: Dirt surface, 10-feet wide. Service road for Ivy Creek Shelter (outside of the nominated Skyline Drive boundary).

79.5 Loft Mountain Wayside **NC Str 1964 3272'**
gift shop/cafeteria **NC B**
Description: A single story, gable front and wing, frame construction building, with an asphalt shingled roof, and board and batten siding. The gable front (cafeteria) features a course of single-hung windows extending around from the front to the side of the building. The eaves overhang both the gable end and the side, with exposed purlins. The wing features a similar window treatment, but does not extend around the building. The eaves overhang the facade.

gas station **NC B**
Description: This building consists of two sections--an office and rest rooms--connected by a low pitched gable roof, forming a breezeway. The rest rooms are concrete block construction, with two awning windows and overhanging eaves. The office is of similar construction, with three

large plate glass windows facing the pumps. There are two freestanding pump islands in front and a low regularly coursed stone retaining wall is located behind the structure.

interpretive kiosk NC Str

81.1 Doyles River Parking Area NC Str 1989 2880'

81.2 Big Run Overlook C Str ca1937-38 2860'
Type: Parking
Vista: West to Northeast
View: Eppert Hollow, Big Run Valley, Patterson Ridge, Rockytop, Brown Mountain, Rocky Mountain, Shenandoah Valley, Massanutten Mountain
Features: Planting island, old guardwall, interpretive sign, trailhead for Big Run Trail

81.9 Doyles River Overlook C Str ca1937-38 2770'
Description: The only overlook with one entrance.

Type: Parking
Vista: Southeast to Southwest
View: Little Flat Mountain, Doyles River, Hightop Mountain, Cedar Mountain, Piedmont
Features: Planting island, no guardwall, concrete leg picnic tables, interpretive sign

82.0 Civil War Gun Emplacements C Site 1864 2840'
Description: In September 1864, Confederate Lt. Gen. Jubal Early placed artillery here to guard his troops bivouacked at Browns Gap, following the retreat from Fisher's Hill during the Shenandoah Valley Campaign of 1864.

82.9 Browns Gap C Site 2595'
Description: Jackson's "foot cavalry" passed through this gap on the Browns Gap Turnpike twice during the 1862 Shenandoah Valley Campaign.

82.9 Fire Road C Str 1805-06 2595'

Description: Gravel surface, 10-feet wide. Formerly the Browns Gap Turnpike. Brightberry Brown and William Jarman constructed this turnpike in 1805-06.

82.9 Browns Gap Parking Area NC Str 2595'

83.7 Dundo Overlook C Str ca1937-38 2769'
Type: Widening
Vista: West to North
View: Dundo Hollow, Furnace Mountain, Austin Mountain, Lewis Mountain,Rockytop Ridge, Shenandoah Valley, Massanutten Mountain
Features: No guardwall, interpretive sign

83.7 Dundo Picnic Grounds NC Site ca1933 2765'
Description: Originally CCC Camp NP-27. No remaining CCC buildings or structures. Dundo Group Camp is a primitive camping area reserved for organized groups, such as the Boy Scouts, and is also a picnic area.

84.1 Jones Run Parking Area NC Str 1980s 2790'
Description: Parking area constructed by Federal Highway Administration during rehabilitation work.

84.7 Abandoned Road C Str 1930s 2900'
Description: Grass surface, 10-feet wide. Leads to CCC dump site and to Via Hollow and Via Family Cemetery. Dump site and cemetery are outside of the nominated Skyline Drive boundary.

84.8 Blackrock Parking Area NC Str 1980s 2920'

86.8 Trayfoot Mountain Overlook C Str ca1937-38 2530'
Type: Parking
Vista: East to Southwest
View: North Branch Moormans River, Pasture Fence Mountain, Bucks Elbow Mountain, Shenandoah Valley
Features: Planting island, old guardwall
boulder fountain C O

87.4 Blackrock Gap Parking Area NC Str 1980s 2321'

88.6 Horsehead Overlook C Str ca1937-38 2530'
Type: Parking
Vista: Southwest to Northwest
View: Calvary Rock, Horsehead Mountain, Trayfoot Mountain, Lefthand Hollow, Buzzard Rock, Shenandoah Valley
Features: Planting island, limestone guardwall

90.0 Riprap Trail Parking Area C Str ca1938 2730'
Description: Formerly Calvary Rocks Parking Area.

91.4 Riprap Overlook C Str ca1937-38 2720'
Type: Parking
Vista: Southwest to Northwest
View: Wildcat Ridge, Riprap Hollow, Turk Mountain, Waynesboro, Shenandoah Valley
Features: Planting island, limestone guardwall, interpretive sign

92.0 Moormans River Overlook C Str ca1937-38 2975'
Type: Parking
Vista: East to Southwest
View: Pond Ridge, Charlottesville Reservoir, Sawlog Ridge, Pasture Fence Mountain, Bucks Elbow Mountain, Piedmont
Features: Planting island, limestone guardwall, interpretive sign

92.1 Wildcat Ridge Parking Area C Str ca1938 2980'

92.6 Crimora Lake Overlook C Str ca1937-38 2985'
Type:Parking
Vista: Southwest to North
View: Sawmill Ridge, Wildcat Ridge, Turk Mountain, Rocks Mountain, Crimora Lake, Shenandoah Valley
Features: Planting island, limestone guardwall

93.7 Turk Mountain Overlook C Str ca1937-38 2720'
Type: Parking
Vista: Southwest to Northeast
View: Sawmill Ridge, Turk Mountain, Shenandoah Valley

Features: Planting island, limestone guardwall, interpretive sign

94.5 Road Trace C Str 1900s 2600'
Description: Dirt surface, 8.5-feet wide. Leads to the park boundary.

94.6 Turk Branch Parking Area NC Str 1980s 2600'

95.3 Sawmill Run Overlook C Str ca1937-38 2200'
Type: Parking
Vista: South to West
View: Sawmill Run, Sawmill Ridge, Turk Mountain, Calf Mountain, Shenandoah Valley
Features: Planting island, limestone guardwall, interpretive sign

95.9 Sawmill Ridge Overlook C Str ca1937-38 2215'
Type: Parking
Vista: South to Northwest
View: Sawmill Run, Sawmill Ridge, Calf Mountain, Scott Mountain, Shenandoah Valley, Waynesboro
Features: Planting island, limestone guardwall

96.1 Fire Road C Str 1930s 2160'
Description: Dirt surface, 8.5-feet wide.

96.8 Jarman Gap C Site 2175'
Description: Original terminus of the Skyline Drive. Once known as "Woods Gap."

96.8 Jarman Gap Parking Area NC Str 1980s 2175'
Description: Appalachian Trail trailhead parking.

96.8 Fire Road C Str 2175'
Description: Grass surface, 12-feet wide. Leads to park boundary.

97.4 Power Line Crossing NC Str 1950s 2237'

98.9 Calf Mountain Overlook C Str ca1935-36 2480'
Type: Parking (photographs 11, 12)

Vista 1: Northwest to North
View 1: Sawmill Ridge, Ramsey Mountain, Shenandoah Valley
Vista 2: South to West
View 2: Bear Mountain, Scott Mountain, Waynesboro, Shenandoah Valley
Features: Planting island

99.1 Cattle Underpass C Str 1936-37 2480'
Description: Constructed by the Virginia Department of Highways to permit cattle to move from pasture to pasture, without interfering with traffic on the drive. Poured concrete construction with each portal faced with irregularly coursed rough-cut native stone and featuring segmented stone arches. The roadway is flanked by low parapet walls of the same construction and capped with wide, flat rough cut stones. The bore measures 10'x 7'x 34.1'. This structure is no longer in use. Has high integrity.

99.6 Cattle Underpass C Str 1936-37 2530'
Description: The same as mile post 99.1, with the exception that the bore measures 8'x 7'x 33.5'. This structure is no longer in use. Has high integrity.

99.7 Farm Road C Str 1900s 2532'
Description: Gravel surface, 12-feet wide. Leads from Beagle Gap to pasture lands.

99.8 Beagle Gap Overlook NC Str 1950s 2495'
Description: Added in 1950s during MISSION 66.

Type: Parking
Vista: Northeast to South
View: Greenwood Hollow, Interstate 64, Piedmont
Features: Planting island

101.2 Private Road NC Str 1950s 2578'
Description: Gravel surface, 12-feet wide. Leads to State Police Radio Station on the summit of Bear Den Mountain.

102.2 Cattle Underpass C Str 1936-37 2440'

Description: The same as at milepost 99.1, with the exception that the bore measures 8'x 7'x 33.8'. Structure no longer in use. Has high integrity.

102.4 McCormick Gap Overlook C Str ca1935-36 2455'
Type: Parking
Vista: West to East
View: Waynesboro, Bear Den Mountain, Calf Mountain, Sawmill Run Hollow, Shenandoah Valley
Features: Planting island,
interpretive kiosk NC Str
Description: Gable roof, supported at the ends by posts, and covering two three-panel interpretive displays.

103.6 Bridle Path Underpass C Str 1936-37 2240'
Description: Constructed by the Virginia Department of Highways to permit the passing of horses underneath the drive. Poured concrete construction with each portal faced with irregularly coursed rough-cut native stone and featuring segmented arches. The roadway is flanked by low parapet walls of the same construction and capped with wide, flat rough cut stones. The bore measures 10'x 12'x 33'-7.5". This structure is no longer in use. Has high integrity (photograph 39).

104.7 Rockfish Gap Entrance Sta C B ca1936 2070'
Description: The only remaining original entrance station of its type along the drive. Single story, side-gabled board and batten building with rigid concrete shingles and overhanging eaves. The east elevation features a board and batten projection centered on the facade, which functions as a ticket/information window. This projection is symmetrically flanked by two 3/2 double hung windows, with a small bulletin board centered to the left of the projection. The north and south elevations features a large 5/4 window, centered on the facade. The west elevation features a plank door centered on the elevation, that is symmetrically flanked by two 3/2 double hung windows, with a small bulletin board to the left of the door. A large circular metal chimney rises above the roofline on this elevation. The interior floor plan of the

building is open. This structure's walls and roof were shingled historically (photographs 2, 47).

105.5 Rockfish Gap C Site 1900'
Description: The southern terminus of the Skyline Drive and beginning of the Blue Ridge Parkway.

Additional Resources not included in above inventory:

NA	**Skyline Drive**	**C**	**Str**	
NA	**Appalachian Trail**	**C**	**Site**	**1940**
NA	**Mile Posts**	**C**	**O**	**ca 1950**
NA	**Signage**	**NC**	**O**	**1960s**

Statement of Significance

Summary

Skyline Drive, with its adjoining overlooks, wayside stations, picnic areas, campgrounds, and developed areas, meets the National Register of Historic Places criteria A and C in the areas of Landscape Architecture, Architecture, Community Planning and Development, Conservation, Engineering, Entertainment/Recreation, Politics/Government, Social History, and Transportation. Because of the pivotal role that Skyline Drive played in the evolution of national park planning and road design, federal policy in conservation and recreation, and the economic relief programs of the New Deal, Skyline Drive is nationally significant under the National Historic Landmark theme, Transforming the Environment. It also relates to the following former themes: Theme XIV: Transportation, Subtheme G: Automobiles, Buses, Wagons, and Highways; Theme XVII: Landscape Architecture; Theme XXXII: Conservation of Natural Resources, Subtheme C: The Conservation Movement Matures, 1908-1941, 10: The Great Depression and Conservation.

Skyline Drive is primarily significant for its association with efforts by the United States Government and the Commonwealth of Virginia to conserve the characteristic scenic and natural resources of Virginia's Blue Ridge Mountains in the Southern Appalachians in the form of Shenandoah National Park. It is also significant for its pivotal role in the movement that gained momentum in the mid-1920s and continued through the 1930s to conserve and enhance the Nation's natural resources in the eastern United States for enjoyment and outdoor recreation by the American public. It is furthermore associated with efforts of the federal government to provide economic relief in the form of employment for both skilled and unskilled labor during the Great Depression. These programs included drought relief funding for public works through the Emergency Construction Act of 1931 and the extensive economic relief programs of the New Deal era (1933 to 1942) including the Civilian Conservation Corps (CCC), Public Works Administration (PWA), and Works Progress Administration (WPA). These programs not only promoted economic stability but moreover reflected the social-humanitarian purposes of the New

Deal by advancing the conservation of natural areas and expanding the recreational resources of the nation, while creating employment for thousands of skilled and unskilled workers.

Skyline Drive is a testament to the expanding movement for conservation, public outdoor recreation, and regional planning that gained momentum in the 1920s and became the hallmark of Federal policy in the 1930s. In the 1920s, planners, politicians, and conservationists became aware of the growing metropolis around the cities of the eastern United States, the rapid disappearance of wilderness and rural hinterlands, and society's increasing dependence on the automobile. These concerns resulted in alliances among state, federal, and local government agencies for the purpose of setting aside the nation's natural resources for conservation and outdoor recreation. The expansion of outdoor recreation nationwide gained unprecedented impetus in the 1930s through New Deal programs, such as the Public Works Administration, Works Progress Administration, and Civilian Conservation Corps. Envisioned in the mid-1920s and substantially completed and in operation by the end of 1942, Skyline Drive was one of the first projects to result from such an alliance between the federal and a state government and to take form through the economic relief programs of the 1930s. The drive, furthermore, demonstrated a new form of outdoor recreation based on recreational motoring and natural resource conservation. The leadership of the National Park Service in conserving natural resources and designing facilities for outdoor recreation by the mid-1930s extended to an increasing number of national parks and monuments, state parks, recreational demonstration areas, and national parkways. During the 1930s, because of its proximity to Washington D.C., and its embodiment of the goals and purposes of President Franklin Delano Roosevelt's New Deal program, Skyline Drive became a showcase for the work of the CCC and public works agencies in the eastern United States.

The national significance of Skyline Drive in conservation is based on the pivotal role that the road had in developing the vast natural reserve that is Shenandoah National Park and in creating a new paradigm for national parks. The new paradigm was based on the acquisition of land that had inherent scenic features and abundant natural resources but had been farmed and

logged and was in private ownership. It depended, first, on the reclamation of the natural landscape to enhance the area's scenic beauty and natural resources and, second, on the provision of recreational facilities--trails, roads, picnic areas, and campgrounds--through which the public could appreciate and enjoy the park. With the emergency conservation and public works funding, for the first time the various programs that had developed within the National Park Service in the 1920s--master planning, road and trail building, landscape naturalization, and forest protection--could be put to work on a large scale to create a park and ensure outdoor recreation for future generations. Skyline Drive provided the principal means through which vast numbers of the public travelling by automobile could enjoy the scenic and natural beauty of Virginia's Blue Ridge. It, furthermore, became the central corridor from which the park's recreational facilities--the Appalachian Trail, hiking and bridle trails, campgrounds, picnic areas, and overnight facilities--were coordinated.

Designed as the backbone of Shenandoah National Park, Skyline Drive illustrates the principles of naturalistic landscape design adopted and advanced by the National Park Service in the early 20th century. The design of the drive and component structures such as Marys Rock Tunnel represent the high engineering standards made possible through the National Park Service's interbureau agreement with the Bureau of Public Roads. Designed and constructed in the 1930s, Skyline Drive represents an important stage in the adaptation of the principles and practices developed for western park roads to the gentler topography of the Southern Appalachians and the emerging eastern ideas for park and parkway development. Distinguishing design characteristics include the graceful curvilinear alignment; the rounding and flattening of cut and fill slopes; the planting of native trees and shrubs to blend the road naturalistically with the surrounding topography and enhance the drive's scenic beauty; and picturesque parking overlooks at frequent intervals that presented a sequence of scenic vistas and provided access to the Appalachian Trail and spur trails leading to waterfalls, springs, scenic viewpoints, and virgin stands of trees. In keeping with the road's purpose as a recreational motorway within a day's drive of many eastern cities, developed areas were planned at

regular intervals along the drive to provide facilities for picnicking, camping, and other visitor services associated with automobile travel. Skyline Drive furthermore contains numerous examples of rustic park architecture made of native stone and timber--in the form of guardwalls, comfort stations, and lodges--and reflects the master planning process that guided the development of national parks in the 1930s. The period of significance extends from 1931 when construction began to 1951 when the mileposts were installed and the guardwalls in the south district were completed.

For these reasons, Skyline Drive meets the registration requirements published in *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942* (McClelland, 1993) and the multiple property documentation form for Historic Park Landscapes in National and State Parks. Properties eligible under this context:

1.) are associated with the 20th century movement to develop national parks for public enjoyment, to conserve natural features and scenic areas as public parks, to organize statewide systems of state or local parks, or to develop natural areas, including sub-marginal lands, for public recreational use.

2.) retain several or all of the physical characteristics that were developed for that area during or before the New Deal era (1933-1942).

3.) reflect the following principles and practices of park landscape design developed and used by the National Park Service in national parks from 1916 to 1942 and in state and national parks through ECW, CCC, PWA or WPA projects from 1933 to 1942.

- Protection and preservation of natural scenery and features
- Prohibition of exotic plants and wildlife
- Presentation of scenic vistas through the location of park facilities and development of overlooks

- Avoidance of right angles and straight lines in the design of roads, trails, and structures
- Use of native materials for construction and planting
- Use of naturalistic techniques in planting, rockwork, and logwork to harmonize manmade development with natural surroundings
- Adaptation of indigenous or frontier methods of construction
- Transplanting and planting of native trees, shrubs, and ground covers to erase the scars of construction and earlier uses of the land

4.) possess historic integrity of location, setting, design, materials, workmanship, feeling, and association, and overall reflect the physical appearance and condition of the landscape during the period of significance.

Today, Skyline Drive--with its numerous overlooks, graceful curvilinear alignment, and splendid scenery--remains one of the most complete and intact naturalistic park roads of the 1930s and one of the most popular recreational roads in the eastern United States.

The Origins of Skyline Drive and the Founding of Shenandoah National Park

The origins of the idea for Skyline Drive can be traced to the 1924 Report of the Southern Appalachian National Park Committee. Because the majority of the nation's national parks were in the West and not easily accessible by the large number of Americans living in the East, interest in establishing a national park in the Southern Appalachians gained momentum in the 1920s. National Park Service Director Stephen P. Mather drew attention to the need to establish eastern parks in his annual reports of 1919 and 1923. Mather, who was a strong advocate of a "park-to-park" system of highways to link western national parks and other scenic areas, believed that because of the increasing popularity of the automobile, a southern Appalachian park should be within a day's travel of the large eastern cities. Mather's view reflected the increasing concern among planners, politicians, and conservationists about the growing metropolis in the eastern

United States and the inevitable loss of wilderness and regional character.

Early in 1924, Secretary of the Interior Hubert Work appointed an unpaid Southern Appalachian National Park Committee (which after 1925 became the Southern Appalachian National Park Commission) to survey possible park areas in the Southern Appalachians. The committee consisted of Congressman Henry W. Temple of Pennsylvania, as chairman, a conservationist and supporter of national parks; William C. Gregg, an industrialist and the president of the National Arts Club; Col. Glenn S. Smith, division engineer of the United States Geological Survey; Maj. William A. Welch of the Palisades Interstate Park, one of the nation's foremost park managers and engineers; and botanist Harlan P. Kelsey, a botanist and former president of the Appalachian Mountain Club. The committee's primary tasks were to review proposals for future park sites in the Southern Highlands, visit proposed sites, and report their findings to Secretary Work, who would in turn make a final recommendation to Congress.[1]

Several criteria guided the committee's search. Any area recommended for national park status was to cover no fewer than 500 square miles and to have forests, shrubs, flowers, streams, and cascades in their natural state. Such an area was to have streams and springs for camping and fishing, was to offer opportunities for wildlife protection, and was intended to preserve the outstanding features of the Southern Appalachians as they appeared in early pioneer days. Potential park areas were to be accessible by rail and highway.[2]

The commission sent out questionnaires asking for suggestions and received responses from various communities in Virginia, Tennessee, North Carolina, West Virginia, Georgia, and Alabama. The idea for a park in the Blue Ridge Mountains between Front

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[1] John Ise, *Our National Park Policy: A Critical History* (Johns Hopkins University Press, 1961), p. 253.

[2] Ibid.

Royal and Waynesboro, Virginia, came from George Freeman Pollock, who operated the Skyland resort on the shoulder of Stony Man Mountain high in Virginia's Blue Ridge, and special criminal prosecutor Harold Allen of the Justice Department, and George H. Judd, Jr., a part owner of a printing concern, who were regular visitors to Skyland.[3] Together the men embarked on an intensive campaign to get the members of the Committee to visit the region. They also gained the support of L. Ferdinand Zerkel, a real estate agent and lumber salesman from nearby Luray, Virginia, who was instrumental in gaining the support of the Shenandoah Valley, Inc., an alliance of businessmen who had been promoting another location for a national park. This local interest resulted in the creation of the Northern Virginia National Park Association for the specific purpose of gaining approval of the Park Committee and the United States Congress for a national park in the northern Blue Ridge Mountains. The association sponsored a publicity campaign to seek cooperation and support among Virginians as well as interests outside the state.[4]

William Gregg was the first member of the Southern Appalachian National Park Committee to visit the proposed northern Virginia park site. Gregg and his wife arrived in Luray, Virginia, in October 1924, and stayed at Pollock's Skyland. So impressed with the Skyland area, he made a suggestion to open the beauty of the region to as many people as possible. Thus, Gregg apparently became the first to visualize what would become an integral feature of the Shenandoah National

[3] George Freeman Pollock was the only son of a New England importer who had moved to Washington D.C. in the 1870s. He first came to the Blue Ridge Mountains in the autumn of 1886, to inspect a tract of more than five thousand acres owned by his father and several business partners. Drawn by the beauty and isolation of the area around Stony Man Mountain, Pollock resolved to establish a camp and rustic resort for profit and for the enjoyment of those who shared his love of the outdoors. Skyland, Pollock's resort, was founded in 1887.

[4] Simmons, "Shenandoah," pp. 11-18.

Park, the Skyline Drive.[5] Major Welch, Colonel Smith, and Congressman Temple conducted a survey of the northern Blue Ridge Mountains in November, 1924. The impact of the visits upon the Park Committee is clearly evident in the Congressional Record of December, 1924. Temple stated that the members of the Park Committee had visited several sites with the idea of finding an area that would meet the needs "as a recreational ground for the people not only of today but of the coming generations. Thus accessibility, scenic beauty, size of area, and the opportunity to preserve it were the committee criteria." According to Temple, the Great Smoky Mountains were "most attractive but were comparatively inaccessible; their development as a park was urged after the Blue Ridge Mountains of Virginia, which were within a day's ride of 40,000,000 of our inhabitants."[6] According to Temple, the Blue Ridge possessed accessibility as well as great natural beauty and historical significance. The most significant passage in his report read:

> The greatest single feature, however, is a possible skyline drive along the mountain top, following a continuous ridge and looking down westerly on the Shenandoah Valley from 2,500 to 3,500 feet below, and also commanding a view of the Piedmont Plain, stretching eastward to the Washington Monument....Few scenic drives in the world could surpass it.[7]

The report included both the idea of a scenic highway, a "skyline drive," and the name "Shenandoah National Park" as the first choice of the committee for a major eastern national park in the Southern Highlands. On February 25, 1925, an act of Congress authorized the Secretary of the Interior to determine the boundaries for proposed parks in the Blue Ridge, the Great

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[5] Ibid, p. 19.

[6] Simmons, "Shenandoah," p. 22.

[7] Ibid. p. 23.

Smoky Mountains, and the Mammoth Cave region of Kentucky, and to receive offers for donations of land to create such parks. The act strengthened the official status of Templeton's committee, renaming it the Southern Appalachian National Park Commission. In April 1926, the Shenandoah National Park Association, under Zerkel's leadership, reported pledges for more than one million dollars for the purchase of land for the new park. The efforts of the private groups supporting the park and the recommendations of the commission helped persuade Congress and President Calvin Coolidge to authorize the establishment of Shenandoah National Park and Great Smoky Mountains National Park by an act of Congress on May 22, 1926, and Mammoth Cave National Park three days later.

The idea of a linear corridor in the Southern Appalachians was not entirely new. The scenic and recreational value of Virginia's Blue Ridge was recognized by the supporters of the long-distance Appalachian Trail. In October 1921, the *Journal of the American Institute of Architects* carried an article by Benton MacKaye, "An Appalachian Trail: A Project in Regional Planning" calling for the creation of a continuous footpath along the Appalachian Range from Maine to Georgia. MacKaye envisioned the trail as the backbone of a whole system of wild reservations and parks, which, linked together by feeder trails, would be a reservoir for maintaining the primeval and rural environment of the Appalachians. In March 1925, the first Appalachian Trail Conference was held in Washington, D.C., and a committee representing the various geographical regions crossed by the proposed trail was selected. William A. Welch, manager of the Palisades Interstate Park and a member of the Southern Appalachian National Park Commission was appointed chairman of the committee. In November 1927, the Potomac Appalachian Trail Conference (PATC) was organized at Washington, D.C., to build and maintain the trail along the Blue Ridge and to support the establishment of Shenandoah National Park. By the end of the 1920s, work on the trail was underway through the volunteer efforts of hikers and trail-builders, many of whom were influential leaders from the nation's capital. In 1928, Benton MacKaye, who had become a highly respected member of the American Regional Planning Association of America founded in 1923, published *The New Exploration: A Philosophy of Regional*

Planning, in which he expanded upon his theory for controlling the growth of metropolitan areas in the eastern United States and drew attention to the critical importance of preserving the Appalachians as an "indigenous" environment.[8]

Shenandoah's enabling legislation forbade the use of federal funds to acquire land for the new park, thus giving responsibility for acquiring land for the new park, including the right-of-way for Skyline Drive, to the Commonwealth of Virginia. Congress authorized the Secretary of the Interior to accept title to the land for Shenandoah National Park after a substantial amount of land had been purchased through state and private efforts. The required acreage was originally to be about one-half or 250,000 acres of the land authorized to become a park; by 1932, the required amount for the park's creation was reduced to 160,000 acres. On December 26, 1935, Secretary of the Interior Harold L. Ickes accepted title to 176,429 acres thus creating Shenandoah National Park. The park was officially dedicated by President Franklin D. Roosevelt the following summer on July 3, 1936.

The idea for Skyline Drive, which had been first mentioned in Temple's report in 1924, materialized under the administrations of President Herbert Hoover and President Franklin D. Roosevelt. Since the establishment of the National Park Service in 1917, Mather had promoted the construction of state-of-the-art roads within national parks and, in 1924, Congress began to make annual appropriations for the construction of roads in national parks. In 1926, the National Park Service formed a interbureau agreement with the Bureau of Public Roads (U.S. Department of Agriculture), through which park roads were built according to the most up-to-date engineering and standards of road design. In the late 1920s, the Landscape Division of the National Park Service, which

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[8] Benton MacKaye, *The New Exploration: A Philosophy of Regional Planning* (Harpers Ferry, West Virginia: Appalachian Trail Conference, and Urbana-Champaign, Illinois: University of Illinois Press, 1990), pp. xxiii and 119.; Lewis Mumford, Introduction to *New Exploration* by Benton MacKaye, p. xiv; Lambert, *Undying Past*, p. 214.

was located in the Western Field Office in San Francisco, developed a design process and aesthetic standards for the construction of roads, bridges, guardrails, culverts, overlooks, and other road structures that would harmonize with the natural environment of the parks. In 1930, Charles Peterson of the Landscape Division was transferred east to work on the design of Colonial Parkway and establish an eastern office of design at Yorktown, Virginia, which later became the Eastern Division of the Branch of Plans and Design. This office was also responsible for the planning and design for Acadia National Park and the new Shenandoah and Great Smoky Mountains parks. While the interbureau agreement and the National Park Service design process and standards could be used for the construction of roads in a national park project, as an authorized but not established national park was called, Congressional appropriations were needed to fund the construction of roads and trails.

Shortly after becoming Governor of Virginia in 1926, Harry Flood Bryd with the support of the Virginia State Legislature, established the Virginia State Commission on Conservation and Development to promote conservation statewide as an aid to economic development and to organize efforts to acquire the land for the new national park. William E. Carson, Byrd's former campaign manager and a businessman from Riverton near the northern end of the proposed park, was appointed as the commission's chairman.[9]

Interested in promoting Virginia's scenic and historic resources, Chairman Carson of the Virginia State Commission on Development and Conservation was a major advocate for the park and the construction of a scenic drive along the crest of the Blue Ridge. Knowing that President Hoover was tremendously fond of trout fishing, Carson in the spring of 1929 convinced Hoover to establish a fishing camp, Camp Rapidan (later Camp Hoover), on the upper Rapidan River.[10] Aware of the implications for the future of the park if such a road was built, Carson commented to

[9] Lambert, *Undying Past*, p. 208.

[10] Ibid., pp. 66-67, 70.

Hoover that a useable road was needed to provide convenient and safe access to Camp Rapidan and to connect it with Skyland. The President reacted favorably to the idea of the road, emphasizing the benefit of such a road to the "traveling public." Hoover originally endorsed the project in early October 1929, but as the result of the stock market crash the project was temporarily shelved.

By the autumn of 1930, Carson promoted a plan to accomplish the twin objectives of putting jobless men to work and making the area accessible to the public by building the road. As the economic depression worsened in 1930 and 1931, the prospects of building a ridge road grew in importance as a source of employment for the people of the northern Blue Ridge. A severe drought led to crop failure in the apple orchards of the Blue Ridge region, greatly hurting the region's farmers and greatly reducing local employment in harvesting and packing. Work was urgently needed, and President Hoover agreed to provide money from drought relief funds to build the road, if Congress approved the measure. United States Senator Carter Glass of Virginia, at the urging of Carson and Albright, introduced a bill to make drought relief funds available for building roads in the national parks. Upon passage of the bill, President Hoover immediately allocated money to build the road from Front Royal to Jarman Gap, nearly the entire length of Shenandoah National Park. This initial allocation of $1,570,479 was subsequently denied, however, when Hoover issued a general order of economy because of the national financial crisis.[11]

Meanwhile, Chairman Carson continued to pressure Senator Glass and federal authorities until he succeeded in obtaining enough money to build a thirty-four mile section of road from Thornton Gap to Swift Run Gap. This was an extension of the originally planned twenty-mile segment connecting Thornton Gap on Lee Highway to Skyland and Camp Rapidan. Local newspaper editors urged readers to pressure state and federal authorities to extend

[11] Lambert, Undying Past, p. 220.

the road south to Waynesboro, and north to Front Royal.[12] Finally with appropriations made available for use in the national parks by the Emergency Construction Act of 1931, the Bureau of Public Roads (BPR) in cooperation with the National Park Service began the initial work on the Skyline Drive in the summer of 1931.[13]

Later, in the fall of 1932, an additional one million dollars was allocated to extend the road north to Front Royal and south to Jarman Gap. However, when President Roosevelt entered office in March 1933, he issued a general order impounding all government funds. One month later, in April 1933, when Roosevelt visited Camp Hoover, he promised Chairman Carson he would reinstate the funds necessary to build Skyline Drive.[14]

Roosevelt's New Deal legislation ensured the completion of Skyline Drive as a joint project of the NPS and the BPR. Skyline Drive became one of the many public works projects carried out in national parks as a result of the National Industrial Recovery Act of May 26, 1933, which earmarked $3.3 billion for public works projects, and the creation of the Public Works Administration (PWA) by executive order on June 16, 1933. Much of the construction of the North and South Districts of Skyline Drive were built with appropriations dedicated, under Title II Public Works and Construction Projects, for building and maintaining highways and parkways.

New Deal programs implemented by President Franklin D. Roosevelt to boost employment in early 1933 provided the impetus for a massive expansion of national park development nationwide,

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[12] Simmons, "Shenandoah," p. 78.

[13] "Shenandoah National Park Project", Zerkel File, File Folder 13010, SHEN Archives; and Barry Mackintosh, The National Parks: Shaping the System (Washington, DC: US Department of the Interior, National Park Service, 1991), p. 54.

[14] Davidson, "How the Skyline Came to Virginia", Zerkel File, File Folder 13010, SHEN Archives.

from the construction of roads and administrative facilities to forest preservation, landscape naturalization, roadside cleanup, campground construction, and recreational development. Park development occurred at a rapid pace following master plans that had been developed for each park as a result of the Employment Stabilization Act of 1931. Development throughout the national parks adhered to the principles of scenery preservation, naturalistic landscape design, and rustic park architecture, which had been developed by the Landscape Division (renamed the Branch of Plans and Design in 1933) under Chief Landscape Architect Thomas C. Vint.

The two major programs, beginning in 1933, to affect the development of the national parks, including the authorized but not yet established Shenandoah National Park, were (1) federal projects funded by emergency appropriations and administered through the Public Works Administration (PWA), and (2) Emergency Conservation Work (ECW) carried out by the Civilian Conservation Corps (CCC). The Public Works Administration, established by an executive order of June 16, 1933, to implement the National Industrial Recovery Act, channeled special allotments to fund capital improvements in the national parks, such as roads and buildings. Construction work for roads, including the clearing, grading, and surfacing of roads and the construction of bridges, culverts, and guardrails, was carried out according to National Park Service and Bureau of Public Roads standards and designs with skilled labor provided by private contractors. Emergency Conservation Work was authorized by the Federal Unemployment Relief Act of March 31, 1933, and called for the creation of the Civilian Conservation Corps, a body of unemployed and generally unskilled young men, who could be put to work on conservation projects throughout the nation. The CCC camps assigned to national parks carried out various conservation projects, including forest protection, roadside cleanup, landscape naturalization, trail construction, improvements such as planting and building sidewalks in park villages, planting the slopes of newly constructed roads, and the construction of small park structures such as trail bridges and comfort stations. All conservation work was under the direct supervision of the resident landscape architect for each park, while other park specialists, such as naturalists and foresters, directed work

related to their programs. The CCC technical staff--architects, landscape architects, and engineers--were actually employed by the National Park Service through ECW funds.[15]

Mindful of the opportunity for assisting the development of a new national park at the back door of the nation's capital, President Roosevelt took special interest in the work of the CCC at Shenandoah. Skyline Drive, with its recently constructed roadway, provided an excellent proving ground for the kinds of emergency conservation work that the CCC was designed to carry out in national parks. The first National Park Service CCC camps were established at Skyland and Big Meadows in early May 1933. Additional camps were soon established at Bald Face, Harmony Hollow and Grottoes, and, in fall 1934, several camps were transferred to the park from nearby national and state forests. Roosevelt visited the national park camp at Big Meadows shortly after its creation, and was present at the nationally-broadcast dedication of the new park at Big Meadows on July 3, 1936, where he praised the fine work of the Civilian Conservation Corps.

Development of the new park, including the road construction by the BPR and the conservation work of the CCC, was placed under James R. Lassiter, the engineer-in-charge of the park project, in 1933. Lassiter would become the park's first superintendent in 1935. The CCC work--ranging from forest protection to trail construction--was directed in the field by skilled technicians, including foresters, landscape foremen, and landscape architects, who were employed by the National Park Service under the funding for Emergency Conservation Work. The CCC camps provided the manpower to improve and beautify Skyline Drive by rounding and flattening the slopes of the drive and planting them with sod and native plants. The CCC also played an important role in developing overlooks and trail crossings, clearing the landscape along the road of dead chestnut, clearing and developing sites for picnic areas and campgrounds, and building comfort stations.

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[15]Linda Flint McClelland, Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942, (Washington, DC: United States Department of the Interior, National Park Service, 1993), p. 195.

From 1933 to 1942, the CCC was employed in all aspects of developing the new national park for visitor enjoyment and appreciation; this included constructing miles of recreational trails, improving the Appalachian Trail, dismantling and clearing of former farmsteads, removing dead and decaying chestnut trees to prevent forest fires and restore woodlands to a state of beauty, and constructing administrative and recreational facilities. The CCC disbanded in 1942, and, during World War II, Shenandoah National Park used Civilian Public Service camps, which employed conscientious objectors, to aid in park maintenance, fire fighting, and clearing former building sites.

Substantial progress was made on the master plan for Shenandoah National Park in 1935. The master plan identified Skyline Drive as the central corridor through which visitors could enjoy the park's recreational and scenic resources. The master plans, which were updated annually in the late 1930s, also identified the system of trails, picnic grounds, wayside stations, developed areas providing overnight accommodations and other visitor services, minor administrative roads, and even the resettlement communities established outside the park. The earliest plans called for the development of the park headquarters along Skyline Drive just north of Thornton Gap. In the late 1930s, however, the headquarters--including an administration building, staff housing, and maintenance facilities--was built west of the park boundaries along Route 211 near Luray. PWA funds were used for the construction of the stately administration building fashioned of local sandstone with interior chestnut paneling and woodwork and reminiscent of building styles drawn from the region's cultural heritage. The CCC was responsible for the construction of roads and smaller buildings including maintenance sheds, garages, and staff houses. The change in location reflects an emerging trend to locate park headquarters at the edge of parks instead of at upland sites where access was limited during certain seasons.

Through an agreement with Virginia Sky-line Company, Inc. of Richmond in 1937, concessionaire-provided services were developed at convenient intervals along the drive. Overnight facilities, including lodges and cabins, and dining rooms were planned for Skyland, the resort formerly owned by George Freeman Pollock, and

at new sites at Big Meadows, Dickey Ridge, and Lewis Mountain. Wayside stations, having a cafeteria, store, service station, and restrooms, were established off the drive at Elkwallow and Big Meadows. The concessionaire hired Marcellus Wright, Jr., a Richmond architect to design their facilities, which used native materials and followed principles of rustic park architecture promoted by the National Park Service.

The development of the concessionaire's facilities was coordinated with the National Park Service, accommodated in the park's master plan, and received the technical assistance from the park service engineers and landscape architects. WPA labor was used for the development of the utilities--electricity and water--at Big Meadows and Dickey Ridge. The Civilian Conservation Corps also assisted the development of these areas by constructing roads, paths, and parking lots.[16]

Building the Skyline Drive

The building of the Skyline Drive was a significant event in Depression-era America for it represented not only the creation of jobs to benefit the local economy, but is also one of the earliest applications in the eastern United States of the road building techniques and landscaping practices developed in the western national parks. Western projects included the Yellowstone Grand Loop, the Going to the Sun Highway in Glacier National Park, the Wawona Road in Yosemite National Park, and the General's Highway in Sequoia National Park. While the crest and hollows of the Blue Ridge were accessible by the turnpikes and rough mountain roads at the time the park was authorized, it was Skyline Drive that opened the scenic Blue Ridge to the day visitor and created an unraveling panorama of mountain peaks, distant views, and valley scenery.

As a linear park road and scenic recreational drive, Skyline Drive surpassed all previous park roads in several aspects. In its entirety, Skyline Drive was designed to present a continuous

[16]Benson, "The Skyline Drive," pp. 8-9.

panorama of scenic views. This was achieved through the selection of a route along the ridge and the presentation of views by vista clearing and the construction of numerous parking overlooks. Extensive clean-up was carried out by the CCC along the roadside to remove dead vegetation due primarily to the chestnut blight that had affected the region in the 1920s. The planting of native trees, shrubs, and ground covers was carried out on a large scale not only to control erosion on the cut and fill slopes of the drive, but also to erase the evidences of former fields and farms and to beautify the roadside and recreational waysides. The location of parking overlooks was coordinated with the long distance Appalachian Trail and spur recreational trails to springs, waterfalls, overlooks, and other scenic features. Recreational waysides providing picnic areas, campgrounds, wayside stations, and overnight areas were provided at convenient intervals for motorists along the drive. Through these measures, Skyline Drive became the backbone of Shenandoah National Park and the principal developed feature through which the park would fulfill its mission. Skyline Drive utilized and advanced design conventions, such as the scenic overlook and picnic loops, that would shape the national parkway concept that was soon after embodied in the planning and design of the Blue Ridge Parkway, the prototypical national parkway that would eventually connect the Shenandoah and Great Smoky Mountains national parks.

Before construction could begin, the proposed route was surveyed and flagged. The preliminary survey for the road was conducted under the guidance of NPS Chief Landscape Architect Thomas Vint, Charles Peterson, head of the Eastern Office of the Landscape Division (later called the Branch of Plans and Design), and engineers of the Bureau of Public Roads William M. Austin and H. J. Spelman. Contractors hired by the Bureau of Public Roads carried out the greater part of the Public Works Program construction--including the construction of the road and overlooks, Mary's Rock Tunnel, and most of the native stone guardwall--according to detailed plans and specifications prepared by the BPR engineers and NPS landscape architects. In some cases, work was carried out by day-labor forces employed directly by the United States Government. Local labor was given

preference for any construction jobs along the drive under conditions prescribed by the National Recovery Administration.[17]

The first work began on Skyline Drive in 1931 in the Central District under the supervision of the Bureau of Public Roads and the National Park Service. The Commonwealth of Virginia acquired a 100-foot right-of-way based on the preliminary road location so that construction could proceed. Work proceeded quickly once construction funds became available. Horizontal curves were laid out in plain circular fashion and the required superelevation or banking built into them. In 1934 additional work on the original sections of road corrected several cases of bad alignment, spiralized all horizontal curves, and provided bituminous surfacing. The alignment and superelevation on curves were designed for a maximum speed of 45 miles an hour, and the maximum gradient was 7.8 per cent, which occurred in only a few places. The portion of the central section between Thornton Gap and Hawksbill Gap was opened to public use in October 1932, and, on September 15, 1934, the entire 33.9-mile central section between Thornton Gap and Swift Run Gap was completed and opened to the public.[18]

Despite the desire to limit the amount of cut and fill and follow the natural topography as closely as possible, hundreds of thousands of cubic yards of earth and rock had to be excavated to prepare the roadbed, a job requiring 134 pieces of major equipment and eleven blacksmiths to keep everything in good repair. Throughout the construction of the drive, engineers were careful to select the line that presented the best scenery without causing considerable scarring to the mountainside. In some places, this required relocation of the existing Appalachian Trail. Efforts were made to blend the road into the natural environment and protect vegetation and rock outcroppings. Work camps were located within the right of way to minimize the damage to surrounding woodlands and hillsides.

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[17] Davidson, "How the Skyline Came to Virginia."

[18] Heatwole, Guide to Shenandoah, p. 42; Benson, pp.4-5.

Construction in the North District followed, and the 32-mile section between Front Royal and Thornton Gap opened to the public on October 1, 1936. BPR contractors had completed all but the hard surfacing of the North District at the time of Shenandoah's dedication by President Roosevelt on July 3, 1936. The drive was opened to travel for the dedication, then closed until November of 1936 when the final surfacing was completed. The 31-mile section in the South District, between Swift Run Gap and Jarman Gap officially opened on August 29, 1939, completing the 97-mile Skyline Drive and making it possible for motorists to drive the entire length of the park from Front Royal to the beginning of the Blue Ridge Parkway, which when completed would connect the Shenandoah and Great Smoky Mountains parks. Soon after Skyline Drive's completion, Resident Landscape Architect Harvey Benson remarked that the drive, best known for its far-reaching views, revealed "innumerable panoramas of lofty peaks, forested ravines, and the patchwork of valley farms."[19]

The Civilian Conservation Corps (CCC) carried out extensive conservation work along Skyline Drive. The CCC was responsible for clearing the roadside debris to reduce fire hazards and improve visual appearance of woodland devastated by loss of the region's native chestnuts; flattening, rounding, and planting the slopes along Skyline Drive to reduce soil erosion and enhance the scenic character; constructing water fountains at overlooks that connected with nearby natural springs; replanting the clearings that marked former farms and homesteads; preparing areas for waysides, picnic areas, and campgrounds; and constructing comfort stations at picnic areas, overlooks, and campgrounds. Nurseries, maintained by the CCC at Big Meadows and near the Front Royal entrance, were essential for the park's extensive program of planting and transplanting, much of which was carried out along Skyline Drive and the adjoining recreational areas. In 1938, Shenandoah National Park was one of five national parks to maintain forest nurseries for the purpose of raising plants for reforestation, landscape planting, erosion control, and replacing

[19] Heatwole, *Guide to Shenandoah*, p. 42; Benson, "The Skyline Drive," p. 3.

trees in and adjacent to campgrounds and other developed areas.[20]

The work of the CCC in grading and planting the slopes of Skyline Drive, in building the parking overlooks, and developing picnic areas and campgrounds was done under the supervision of landscape architects and landscape foreman. The first landscape architects assigned to projects in Shenandoah were Roland W. Rogers and Lynn Harriss. Working under Peterson and Lassiter in 1933 and 1934, they worked on designs for the portals and overlook at Mary's Rock Tunnel, and they designed overlooks at Jewell Hollow and Crescent Rock on the central section of Skyline Drive. Early in 1935, landscape architect Harvey P. Benson was placed in charge of all of the master planning and landscape design work for the entire park, including work related to both BPR contracts and the CCC. The landscape work of each CCC camp was then placed under an assistant or junior landscape architect, who reported to Benson and worked on the master plans and project drawings for his area. Benson soon after became the park's first resident landscape architect, working from the design office in Luray, Virginia. Landscape architects and architects working under Benson during the period 1935 to 1942 included: Wallace G. Atkinson, G. E. Baughan, Henri Charbanne, Scudder Griffing, George C. Knox, M. J. Orcutt, James K. Somerville, and James T. Swanson.[21]

Skyline Drive was designed as a recreational park road that presented motorists with an unravelling panorama of the Blue Ridge Mountains, the Shenandoah Valley and the Piedmont Plateau. At numerous places along the drive, road widenings and parking overlooks were constructed to give the motorist an opportunity to stop, enjoy scenic vistas, and, in many cases, hike along the Appalachian Trail or follow spur trails to scenic features. Initially sixty-five parking overlooks were built at various

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[20]Linda Flint McClelland, "Notes on the Landscape Design of Shenandoah National Park," Washington, D.C., 1996. (Typewritten).

[21]Ibid.

strategic points along the drive, with a total parking capacity of 1,800 cars.

More than four thousand laborers worked to build the Skyline Drive.[22] The following table shows the approximate initial building costs of the road as a complete unit exclusive of subsequent maintenance work.

	North District (32 miles)	Central District (34 miles)	South District (31 miles)
Construction	$1,088,376	$1,212,826	$1,277,345
Road Surface	102,326	87,357	99,183
Guard Walls	46,346	97,073	160,000*
Engineering	98,129	173,223	130,000*
Totals	$1,335,177	$1,570,479	$1,666,528

*estimated

On the original 97 miles, the estimated average cost per mile was approximately $47,000. The guardwalls, of native stone construction, averaged about one dollar per running foot.[23]

Since its initial opening, Skyline Drive has been one of the most heavily traveled recreational roads in the nation with approximately 90 million people having used it. In the first five years, visitation to Shenandoah National Park surpassed that of all units of the National Park System. For the year beginning October 1, 1934, 149,408 automobiles and 516,637 visitors came to the park, and the following year, when the park was officially dedicated, the number increased to 203,525 automobiles and 694,098 visitors. More than one million persons came to the park in more than 300,000 vehicles the next year, from October 1, 1936 to September 30, 1937. The following year, when the final section of the road was opened, 911,612 visitors and 270,833 automobiles came to the park. During World War II, traffic on the road declined due to gasoline rationing, but after the war

[22] Davidson, "The Skyline Drive and How it Came to Virginia" Zerkel File Folder 13010, SHEN Archives.

[23] Benson, "The Skyline Drive," pp. 7-9.

traffic patterns began to increase and steadily rose from a low of 42,084 cars in 1943 to a high of 3,055,000 visitors in 1977.[24] On the average, two million people visit the Shenandoah National Park yearly.[25]

Since Skyline Drive's completion in 1939, there have been few physical changes to the alignment and location of the road. Thus the original recreational intent and scenic character have remained intact. The most substantive changes have been the 0.4-mile realignment of Skyline Drive north of Big Meadows, the redesign of the intersection of Route 211 and Skyline Drive at Thornton Gap, and the recent rehabilitation of the stone guardwalls and culverts. By and large, the alignment follows that constructed in the 1930s, and the recreational waysides developed in the 1930s remain intact. Some changes, primarily the construction of new buildings and the relocation of others, have occurred in the concessionaire's facilities at Skyland, Dickey Ridge, and Big Meadows. In 1961, an 8.7-mile portion of the Blue Ridge Parkway, between Jarman Gap and Rockfish Gap, was added to the initial 96.8 miles to make the Skyline Drive 105.5 miles in total length. This addition to the Skyline Drive was an administrative change, not a physical change, as this segment was constructed in 1936-37 and was connected to the South District of the drive, which was completed in 1939.

The view from the drive has continuously evolved since 1939. Land within the park that was once homesites, fields, pastures, and cut-over woodlots has been reclaimed by forest. Mountain roads that once crossed the ridge were closed to through traffic in the 1930s, severing the socio-cultural relationship links between the hollow and upland communities east and west of the mountains. In many cases, former roads now serve as fire roads and truck trails. Through a natural process of revegetation and the activities of the CCC in roadside clean-up, forest fire

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[24] Statistics provided by Shenandoah National Park Maintenance Personnel during the summer 1992 field work; Benson, p. 4).

[25] NPS, DSC, SHEN GMP/EA, p. 2.

prevention, and the selective planting of native trees and shrubs, the landscape surrounding the drive has returned to a mature forest. The roadside, picnic areas, and many trails offer seasonal displays of native flora and foliage, from plants such as laurels, rhododendrons, hickory, and Virginia creeper. Views from the drive and overlooks have been somewhat altered by encroaching vegetation, modern development beyond park boundaries, increasing air pollution, and in recent years the loss of native oaks due to gypsy moth infestation.

Beginning in 1983, major rehabilitation of the Skyline Drive was initiated by the Federal Lands Highway Program (FLHP). The work included the replacement of unsafe original guardwalls and failed culverts. The FLHP replacement guardwalls are constructed of a concrete core faced with native stone cut from the boulders that made up the historic walls and laid in a repeating pattern of random stonemasonry; they are designed to blend into the rustic surroundings while adhering to current standards for highway safety. The estimated cost of rehabilitation was more than $326,000 a mile.[26]

The Landscape Design of Skyline Drive

The design significance of Skyline Drive lies in the achievement of an aesthetically pleasing scenic and recreational road and the creation of a transportation corridor giving access to a splendid national park whose scenic and natural values emerged from practices of selecting park boundaries, developing viewpoints and vistas, and reclaiming a natural landscape that had been altered through human use, soil erosion, and the chestnut blight. This achievement resulted from trends in conservation, recreation, landscape architecture, regional planning, and government that coalesced in the early 1930s. Drought-relief funding, PWA funds, and the work of the CCC made this achievement possible, as did the formative experience of the National Park Service in park design, master planning, landscape

[26] Carolyn and Jack Reeder, Shenandoah Secrets: The Story of the Park's Hidden Past (Washington, DC: The Potomac Appalachian Trail Club, 1991), p. 33.

naturalization, and road and trail construction, which had matured by the time the drive was begun.

Skyline Drive's design embodies the principles and traditions of naturalistic landscape architecture as exhibited in the park and parkway movement of the early twentieth century. It is also representative of scenic road construction advanced by the National Park Service in the United States in the 1920s and 1930s. The road--with its numerous overlooks, graceful curving alignment, and carefully blended cut and fill areas--has high artistic value as a work of naturalistic landscape architecture and as a scenic park road. Wye intersections and loop drives are significant aspects of the design of National Park Service roads in general and were employed in the design of Skyline Drive so that recreational facilities could be safely integrated into the design of the motorway without impeding the flow of traffic and affecting the experience of recreational motoring. As a linear, ridgetop road built through the collaboration of the Bureau of Public Roads and the National Park Service, Skyline Drive made innovations in national park road design, mainly through the creation of numerous scenic overlooks, the coordination of road traffic with recreational trails, and the development of recreational waysides--picnic areas, campgrounds, wayside stations, and overnight concessionaire's facilities--to serve the motoring public.[27]

Several things differentiate Skyline Drive from other national park roads and make it important in the evolution of the recreational and scenic parkway which reached its zenith in the Blue Ridge Parkway. First of all, to an unprecedented extent, the designers selected the location of the road and developed numerous overlooks based on scenic vistas of the ridge and the valley. The interpretation of natural and cultural values through viewpoints along the drive as well as the restoration of woodlands from former clearings, fields, and pasture to a natural mixed hardwood forest figured prominently in the design of the road. Secondly, the road was envisioned as a scenic drive on the crest of the Appalachian Mountains. It was to be the backbone of

[27]McClelland, *Presenting Nature*, pp. 223-224.

a natural park and would become an essential link in the park-to-park highway envisioned in the eastern United States to connect the Shenandoah and Great Smoky Mountains parks. The design of Skyline Drive represents the coming together of two strong design influences that coincided with the formation of an eastern office of national park design under Charles Peterson in 1930. These influences were 1) the experience of NPS landscape architects and engineers in building scenic park roads in the natural parks of the West, and 2) the influence of the design of eastern parkways, most notably those of the Westchester County Parks and Parkway Commission under the leadership of Gilmore Clark.

In 1918, Secretary of the Interior Franklin Lane issued a statement of policy to guide the National Park Service, which had been founded in 1916, in fulfilling its two-fold mission to conserve the natural wonders of the national parks for future generations while making them accessible for public enjoyment and use. The statement called for the preservation of the natural landscape in national parks and the harmonization of manmade facilities as basic precepts of park design and development. Beginning in 1919, a landscape engineer, later called landscape architect, was directly involved in park planning and setting design standards compatible with the natural setting of each park. By the 1930s, NPS landscape architects and engineers had developed a cohesive style of landscape design that fulfilled the demands for national park development, while at the same time preserved the natural qualities of the parks. This "cohesive style" dictated that all future developments in the national parks be restricted to naturalistic construction.[28] The principles of landscape preservation and harmonization were drawn from the 19th century naturalistic landscape movement, which also influenced the 20th century parkway movement.

Naturalistic landscape design is rooted in the nineteenth century English gardening tradition, which was popularized in the United States by the writings of Andrew Jackson Downing and through the development of urban parks by Frederick Law Olmsted,

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[28] McClelland, *Presenting Nature*, pp. 1-2.

Sr., and other landscape architects. The principles of naturalistic or informal landscape design were adopted as the fundamental means for blending construction with the natural setting. These principles included the preservation of existing landforms and vegetation, the selection and framing of vistas, the screening of obtrusive elements, the planting of native species, and the use of local native materials and traditional or pioneering methods in constructing structural elements. These design tenets were carried over into the twentieth century through the writings of Henry Hubbard, Frank Waugh, Samuel Parsons, Jr., and O.C. Simonds and appeared on a large scale in the design of state and national parks in the 1920s and 1930s.[29]

Park roads were central to carrying out the National Park Service's mission to make the parks accessible to the public. In response to the increasing numbers of visitors coming to the western parks by automobile after World War I, Director Stephen Mather supported the construction of park roads, especially ones such as Going-to-the-Sun Highway in Glacier National Park that would make remote and spectacular scenery accessible to large numbers of people in urban centers. Beginning in 1924, Congress began granting appropriations annually for the development of roads and trails in national parks. This was further strengthened when a cooperative agreement between the BPR and the NPS in 1926 began a relationship whereby park designers were responsible for setting aesthetic standards of workmanship, location, and design of roads. Concerned with landscape preservation and harmonization, landscape architects called for practices of clearing, blasting, cut and fill, rounding and flattening slopes, bank-blending, and planting that minimized the impact on the environment. NPS landscape architects called for methods of construction that blended the roads and overlooks with the adjoining landscape by the use of a "rustic" style of architecture and by a naturalistic approach to landscape design.[30]

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[29] Ibid, pp. 1-2.

[30] Ibid, p. 2.

By the end of 1928, the NPS had developed standardized designs and specifications for the construction of bridges, guardrails, and buildings. These specifications drew on the naturalistic principles to blend manmade structures into the natural environment by using native materials and informal elements of design. The NPS developed and implemented much of this new approach in the construction of roads in western parks. Going-to-the-Sun Road in Glacier National Park and the Yakima Park Highway in Mount Rainier National Park are representative of national park roads constructed in the 1920s.

The origins of parkway development are traced to landscape architect Frederick Law Olmsted, Sr., who in 1870 coined the term "parkway" to be used to denote roadways that were simply wider and more richly furnished than ordinary streets. Olmsted and Calvert Vaux introduced the idea of wide boulevards to connect city parks and open spaces in their proposals for Prospect Park in Brooklyn. In their "Preliminary Report to the Commissioners for Laying Out a Park in Brooklyn, New York" the two men suggested the creation of a "shaded pleasure drive" running from the park to the ocean and the East River. In the same year Olmsted designed a boulevard in Brooklyn which he termed the Jamaica Parkway (now Eastern Parkway). In 1870 Olmsted and Vaux also proposed parkways for two other cities, Buffalo and Chicago. In addition, the parkway concept was adopted by other designers in other cities, for example by H.W.S. Cleveland in Minneapolis. The early parkways were broad tree-lined streets leading to parks and they could be straight and formal, or winding and picturesque, depending on the amount of space available.[31] On the whole these early "parkways" could be more accurately described as boulevards, but nonetheless, the movement had begun.

The rapid growth of automobile ownership in the twentieth century transformed the American economy, society, and environment. The automobile not only made whole expanses of open country accessible, but introduced new requirements in the design of roadways and the treatment of adjacent landscapes. Automobiles traveled at speeds greater than a few miles per hour

[31] Firth, "Blue Ridge Parkway," pp. 2-3.

and provided a new visual experience. The view ahead of the vehicle became of greater importance than the view to the side, and high speeds required landscape design at a new scale. Some of the first roads built for motor travel were sponsored by racing enthusiasts. On Long Island, New York, in 1908, a private corporation headed by W.K. Vanderbilt constructed the first "motor parkway." This was a two-lane toll road running a distance of 48 miles.[32]

The completion of New York's Bronx River Parkway following World War I marked the beginning of the modern parkway era and this new era has a clear set of distinguishing characteristics. This was the first parkway designed for automobiles and built with public funds. The term "parkway" was now meant to denote a strip of land dedicated to recreation and the movement of passenger automobiles. Also, the parkway was not itself a road; it was supposed to contain a "roadway." The parkway also was to differ markedly from that of an ordinary highway in that it was meant for comfortable driving in pleasant surroundings, not merely for getting from one place to another. With these characteristics in mind, the parkway movement began in earnest. Completed in 1923, the Bronx River Parkway, is generally regarded as the first "true" parkway in the United States. It runs from New York's Zoological Park and Botanic Garden in Bronx Park to Kensico Dam at the southern limit of the city's water supply system in Westchester County. The idea for this parkway was conceived in 1904 during a public campaign which was aimed at cleaning up the Bronx River to protect the Zoological Park and Botanic Garden. Designed by landscape architect Hermann Merkel and built under the direction of engineer Jay Downer and landscape construction supervisor Gilmore Clarke, the construction of the Bronx River Parkway produced important innovations in road design. The parkway road had four ten-foot wide lanes of concrete. In addition, it had a curvilinear alignment following the river, which was designed to allow speeds of 35 miles per hour.[33] The most important feature was the

[32] Ibid, pp. 4-5.

[33] Ibid, p. 6.

limited access to the road. The roadway was separated from adjacent properties by park land and intersecting roads were carried over the parkway on bridges. The success of the Bronx River Parkway led to the establishment of several new parkways between 1923 and 1933. Enthusiasm for parkways led to the establishment of the Westchester County Park Commission in New York in 1922. The Commission had the authority to acquire lands for parks and parkways. Over the next ten years the Commission built over a dozen parks and a system of interconnecting parkways. By 1933 the Saw Mill River, Briarcliff-Peekskill, and the Cross County Parkways were all opened in Westchester County.[34] The Westchester system strongly influenced the design of all subsequent parkways.

Within the NPS, the Westchester county influence was strong particularly in Peterson's Yorktown office, where designs for the Colonial Parkway from Yorktown to Jamestown were underway. In the winter of 1930-31, NPS exchanged staff with Westchester County personnel. Landscape architects John Wosky and Kenneth McCarter spent several months studying the county's methods of highway design. The Westchester design influence is noticeable in the parkways around the nation's capital at Washington, D.C., especially the Mount Vernon Memorial Highway along the Potomac River in Virginia, which had been commissioned in 1928 and built in some haste to be opened in time for the 200th anniversary of the birth of George Washington. The 14.6-mile long road extended from Mount Vernon to the Arlington Memorial Bridge, and became part of the George Washington Memorial Parkway project in 1930. Furthermore, Gilmore Clarke, as the landscape member of the National Commission on Fine Arts, would influence the design of NPS parkways and scenic highways in the 1930s.[35]

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[34] Norman T. Newton, Design on the Land: The Development of Landscape Architecture (Cambridge: Harvard University Press, 1971), p. 605.

[35] Firth, "Blue Ridge Parkway," p. 10; and Mackintosh, The National Parks, pp. 52-55; and McClelland, Presenting Nature, pp. 134-35.

In Skyline Drive's design, one finds all of the elements of the naturalistic landscaping tradition tempered by the influences of the parkway movement and national park design. Skyline Drive was designed for pleasure-driving at reasonable speeds to present scenic views of the mountaintops, the Shenandoah Valley, and the Piedmont Plateau. It was designed to run parallel to the Appalachian Trail providing access at many points to the long-distance trail as well as many spur trails leading to mountain peaks, waterfalls, hollows, and outstanding geological features and groves of trees. The roadway is a simple ribbon of pavement without a central divider. The landscape architecture of the Skyline Drive is closely fitted to the natural topography of the land and every effort was made to minimize the destruction of the natural rock outcroppings and vegetation and to blend the manmade features of the road with the natural surroundings. In keeping with the concerns for the preservation of natural character, the engineers and landscape architects assured that existing trees were protected, transplanted, cleared, or reintroduced to create the natural scene, to open up vistas, to screen facilities, and to blend construction with the mountainous setting of Shenandoah National Park. While pockets of forest remained along the right-of-way of the drive, mostly in the South District, much of the old growth forest had been either cleared for grazing or had been destroyed by the chestnut blight that swept through the area in the 1920s. In order to restore the landscape surrounding the Skyline Drive, the designers, drawing on the naturalistic gardening tradition, used only trees and shrubs of native species. By using indigenous materials the designers were able to knit the many parts of the road into one cohesive unit. Native trees and shrubs were placed to look as if they had naturally grown in the wild. Where stone walls were required indigenous materials were used quarried from cuts along the road or from carefully selected sites out of view from the drive.

The most distinctive aspect of the design of Skyline Drive was the development of 1.) scenic overlooks and parking pull-offs at frequent intervals, and 2.) recreational waysides including picnic areas, campgrounds, wayside stations, and overnight areas. The design and development of these components provided opportunities for landscape naturalization and naturalistic gardening that utilized the inherent scenic features and natural

resources, such as valley vistas, picturesque rock outcroppings, and native vegetation.

Overlooks

Overlooks were developed by utilizing the scenic views of ridges, peaks, hollows, and the patchwork of valley farms, distinctive rock forms and outcroppings of the Blue Ridge, and the palette of native trees, shrubs, and ground covers, many having popular appeal for their seasonal flowering or autumn foliage. Parking overlooks reflected the increasing influence of motoring as a form of outdoor recreation and the designer's response to presenting motorists with a sequence of ridgetop and valley views and drawing them out of their automobiles to take in the full panorama or to engage in a short hike to an even more spectacular viewpoint.

Overlooks were selected and developed as points of access to natural rock outcroppings and nearby natural features or to connect with trails and have features such as curving stairways of local lichen-covered stones. Many overlooks had dry-laid stone retaining walls that created a terrace for viewing the scenery and parking automobiles. Others were built upon flattened and rounded slopes that blended into the surrounding woodland. Sidewalks and curbs were an integral part of the construction of the parking overlooks and usually separated the parking areas from the protective stone guard walls.

While designers in the western parks explored the development of overlooks to present grandiose views such as the Cascade Range from Oregon to Canada at Sunrise Loop in Mount Rainier and the spectacular view over Yosemite Valley from the end of the Wawona Tunnel, the designers of Skyline Drive provided the motorist with a sequence of less-dramatic but more frequent views and numerous opportunities to reach scenic overlooks and natural features along spur trails or the Appalachian Trail. At the same time such overlooks could provide water piped in from nearby springs, interpretive signs, trails, and the occasional comfort station.

Overlooks, such as Jewell Hollow, Crescent Rock, Hogback Mountain, and Hazel Mountain, featured unique designs based on

the natural topography and developed the scenic potential of spectacular vistas, natural topography, and the region's dramatic geological features. These were among the earliest parking overlooks constructed in the central and northern districts. Built upon a bench supported by a massive retaining wall of native stone and providing a broad outlook of the Shenandoah Valley, Jewell Hollow Overlook was designed by Roland W. Rogers in 1933 and provided paths that connected the parking lot with the Appalachian Trail and nearby outcroppings that provided scenic views. The Crescent Rock Overlook was first surveyed by Engineer in Charge, James Lassiter, in February 1933, and laid out by landscape architect Roland W. Rogers, in 1934, utilizing the site's contours, rock formations, and also many of the existing trees recorded on Lassiter's topographic map. The outer edge of the overlook was a terrace created by a massive dry-laid retaining wall surmounted by a rustic stone guardwall. Crescent Rock, the overlook's primary feature, was reached by a short footpath from the parking area. Because the site had historically attracted large numbers of people, several designs were made for a multi-tiered parking lot with one way roads and tiers separated by islands of natural vegetation. Stony Man Overlook was built in two sections and included a comfort station (one of the few built of native stonemasonry), a water fountain, and parking for several dozen cars. Hogback Overlook, which more closely resembles a road widening than a scenic pull-off, was notable for its great length, spectacular panoramic view, and the rugged rock outcropping around which the road wrapped in an elegant circular arc.

The natural outcrops of rock with their inherent picturesque character, which characterized the rugged terrain of the Blue Ridge, were accentuated wherever possible. Hazel Mountain Overlook (1935) on the eastern side of the ridge was developed at the site of a picturesque outcropping of granodiorite having a dramatic pattern of jointing. Soil was removed from the base of the outcropping and additional stones were embedded into the site to exaggerate its inherent picturesque character. Curvilinear stone walls sprang from each side of the outcrop to provide a barrier for cars and a guardrail for visitors. Stone steps were built by the CCC to the summit of the outcropping where one could view the dark hollows and farmlands below. The parking area was

separated from the drive by an island, edged in stone and densely planted with native pines, oaks, and an understory of mountain laurel (*Kalmia latifolia*) to screen the sight and noise of traffic on the drive and to blend the overlook with the natural slopes beyond the drive.

Recreational Waysides

Through the planning process for Shenandoah National Park, which resulted in the first formal master plan in 1935, Skyline Drive became the backbone of the new park. Not only was it the park's principal and predominant thoroughfare, but it furthermore became the central means for carrying out the central mission of the park--to preserve and protect the characteristic scenery and natural features of the Blue Ridge Mountains for the enjoyment of the general public and for future generations. By 1933, master plans had evolved into the six-year "master plan" where park improvement projects were systematically phased over a six-year period. During the New Deal, park planners revised the master plans annually, to keep pace with the rapid progress made possible through the extensive public works funding and the work of the CCC.[36]

While redefining the meaning of outdoor recreation to include recreational motoring, Skyline Drive provided easy access to the long-distance Appalachian Trail and recreational areas--overlooks, picnic areas, trails, and campgrounds--where the scenic resources of the Blue Ridge could be appreciated and enjoyed. Except for State Highway 211 through Thornton Gap and State Highway 33 through Swift Run Gap, which were developed by the Virginia Department of Transportation as scenic approach roads, the drive was closed to all cross-ridge traffic and allowed uninterrupted travel with limited access. All aspects of design were coordinated through the master plan.

A key component of the design of Skyline Drive was the coordination of recreational waysides. These facilities were developed in response to the increasing use of parks by motorists

[36] McClelland, Presenting Nature, pp. 177-78.

and as part of a New Deal program to demonstrate the value of public recreation and provide model facilities for hiking, horseback riding, picnicking, and camping. The roads to recreational waysides intersected at angles with the main drive, often in the form of "wye" intersections having islands with rockwork, plantings, and signs. Recreational waysides often provided access along foot trails to scenic viewpoints, picturesque waterfalls, or groves of aged hemlocks, thus adding to the recreational program of the park road. These areas have artistic value for their naturalistic design and associative value as the work of the CCC and the Works Progress Administration, which was created in 1935 and administered through state agencies, to provide employment for skilled and unskilled workers in local public works projects.

As recreational motoring gained in popularity in the 1930s, park service designers explored the development of recreational waysides to provide services and amenities along park roads and facilities for camping and picnicking. The idea for recreational waysides was not a new one. Jens Jensen had introduced the idea of waysides at periodic intervals along the Lincoln Highway to provide picnic areas and campgrounds. Small recreational areas had also been integrated into the design of the Westchester County parkways under the direction of Gilmore Clarke, and the design of the Columbia River Highway by Samuel Lancaster of the Oregon Highway Department in the 1910s had been coordinated with the recreational facilities of adjoining national forests. What was new, however, was their coordination in the master plan for the development of a new national park and their use of federal relief programs to create a model for outdoor recreation.

The wayside stations developed by the Virginia Sky-line Company at Elkwallow and Big Meadows, provided a gasoline station, lunchroom, and camp store run by concessionaires. These facilities reflected the new emphasis placed on recreational motoring and were conveniently located along the drive, often adjoining picnic grounds and campgrounds equipped with tables, water, and comfort facilities.

Picnic grounds were built at convenient intervals along the drive--Dickey Ridge, Elkwallow, Pinnacles (formerly Sexton

Knoll), Big Meadows, Lewis Mountain, and South River--allowing visitors to experience the natural surroundings of the Shenandoah National Park. The picnic grounds at Big Meadows, Dickey Ridge, Elkwallow, and Lewis Mountain were part of larger developed areas that included other facilities, such as campgrounds, wayside stations, and overnight accommodations. The first picnic grounds were constructed at Pinnacles (formerly Sexton Knoll) in the Central District by the CCC and first opened to the public in 1935. The picnic grounds were located off the drive along a loop road. Carefully designed wye intersections allowed traffic to safely move on and off the drive causing little interruption to the flow of traffic on the drive. The grounds were equipped with parking areas, parking barriers, footpaths, picnic sites with tables and fireplaces, rustic stone stairways, water fountains fashioned from boulders or chestnut logs, paths to nearby trails, comfort stations, and a large picnic shelter with a central hearth and chimney. Footpaths were constructed to bring visitors from the parking areas on either side of the loop drive to the scenic rock formations, commonly called the Pinnacles, where spectacular views could be enjoyed, and to connect the picnic grounds with the Appalachian Trail. A similar plan was used for the picnic grounds built later at Dickey Ridge, Elkwallow, Lewis Mountain, Big Meadow, and South River; each, however, was adapted to the site's topography and vegetation. The loop roads at the Elkwallow and South River picnic grounds were designed to encircle picturesque knolls. At Elkwallow the CCC built a particularly picturesque system of curving paths and rustic stone stairways. At Dickey Ridge, the CCC created an informal rock garden with moss and lichen-covered rocks, gathered perhaps as old stone walls were dismantled nearby. The picnic grounds contained CCC-built water fountains made of boulders and chestnut logs. Comfort stations had logs or slab siding made from chestnut, concrete foundations veneered with stone-masonry, and roofing of chestnut shakes or cement shingles that were designed to attract lichens and moss and to give a slate-like appearance and naturalistic quality.

The first campgrounds along Skyline Drive opened in 1937 at Big Meadows and soon after at Lewis Mountain. They were designed according to the Meinecke system of campground planning and adhered to the latest designs of the Branch of Plans and Design

for combined automobile and trailer camping. The Meinecke plan called for a circulation system of one-way loop roads and individual campsites each having a parking spur defined by boulder or frame barriers, a tent clearing, fireplace, table, and vegetative screening. To accommodate the increasing popularity of trailer camping, the Shenandoah campgrounds provided elongated, drive-through parking spurs so that cars hauling trailers could drive off and on the road without having to back up. These areas are not included in the current nomination and will be evaluated as part of the developed areas for Lewis Mountain and Big Meadows.

Skyline Drive and the developed areas of Shenandoah National Park contain a number of significant examples of park architecture. The comfort stations found in picnic grounds and campgrounds represent the standard utilitarian design rendered in native chestnut timbers and stone veneered foundations and constructed by the Civilian Conservation Corps. Chestnut wood usable for construction was salvaged from the debris gathered by the CCC during the cleanup of forests and roadside and was used for wooden guardrails (no longer surviving) and many of the concessionaire's and government buildings in the park. The comfort stations, along with rustic boulder fountains, stone stairways and steps, and fireplaces, remain today to illustrate the designs of park service landscape architects and demonstrate the workmanship of the Civilian Conservation Corps. The entrance station at Rockfish Gap is the only surviving example of the original entrance stations that were built at the park's entrances in the 1930s. Today the Big Meadows Lodge (1939) and Dickey Ridge Lodge (1938), designed by Marcellus Wright, Jr., for the Virginia Sky-line Company, are among the finest examples of rustic "parkitecture" in Shenandoah National Park and in the national parks of the eastern United States. The wayside stations at Big Meadows and Elkwallow, the concessionaire's building at Lewis Mountain, and the many cabins at Big Meadows, Lewis Mountain, and Skyland (some of which were originally located at Dickey Ridge) add to the full complement of structures designed by Wright to serve the needs and comforts of the travelling public and to meet the approval of the National Park Service. The park administration building is a fine example of late 1930s park service design funded by the PWA. Fashioned

from local sandstone with interior chestnut paneling and woodwork, it is reminiscent of the region's vernacular building traditions and is one of the finest PWA park buildings in the eastern United States.

Conclusion

Shenandoah's Skyline Drive played an important role in the development of the idea of a national parkway. First, it was envisioned from the beginning as an integral part of the development of Shenandoah National Park and became, for the automobile and the motoring public, the backbone of the new and developing park. It was developed with full coordination of outdoor recreational resources--hiking trails connections to the long distance Appalachian Trail that similarly functioned as the linear backbone of the park for visitors on foot or horseback. It, furthermore, embodies the synthesis of outdoor recreation and conservation based on reclamation that was the hallmark of public policy in the 1930s. Unlike the Blue Ridge Parkway, which relied on the purchase of easements as an alternative to land acquisition, and that took more than five decades to complete, Skyline Drive was completed within a ten-year period and represents in its entirety, with little alterations or additions, the prevailing ideas about conservation, reclamation, and outdoor recreation of the 1920s and 1930s and the efforts of the Commonwealth of Virginia and the federal government to create a national park in the eastern United States.

The movement for expanding the nation's recreational resources that began in efforts such as creation of Shenandoah National Park extended, through the leadership of the National Park Service, to the recreational development of state and local parks through the Emergency Conservation Work (CCC), the recreational demonstration areas--many of which were later transferred to state governments, and the Park, Parkway and Recreational Area Study Act of 1936, whereby the idea of regional planning of federal, state, and local assets for recreation and conservation purposes gained a firm foothold.

National Historic Landmark Themes

Theme: Transforming the Environment

Theme XIV: Transportation
Subtheme G: Automobiles, Buses, Wagons, and Highways

Theme XVII: Landscape Architecture

Theme XXXII: Conservation of Natural Resources
Subtheme C: The Conservation Movement Matures, 1908-1941
10: The Great Depression and Conservation

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Related National Register Bulletins

14 Guidelines for Counting Contributing and Noncontributing Resources for National Register Documentation

15 Guidelines for Applying the National Register Criteria for Evaluation

16A Guidelines for Completing National Register of Historic Places Forms

18 How to Evaluate and Nominate Designed Historic Landscapes

19 Policies and Procedures for Processing National Register Nominations

24 Guidelines for Local Surveys: A Basis for Preservation Planning

38 Guidelines for Evaluating and Documenting Traditional Cultural Properties

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1	North Park Entrance	17.742920.4310050
2	Road	17.743310.4309880
3	North Entrance Station	17.743440.4309550
4	Paved Parking Area	17.743500.4308220
5	Parking Area	17.743250.4308240
6	Dickey Hill Tr Crossing	17.743130.4308520
7	Shenandoah Valley Overlook	17.742570.4308090
8	Dickey Ridge Visitor Center	17.742490.4306040
9	Dickey Ridge Picnic Grounds Entrance Road	17.741590.4305910
10	Dickey Ridge-Exit Road	17.742700.4304330
11	Dickey Ridge-Comfort Station	17.742650.4305650
12	Snead Fire Road	17.742700.4305330
13	No Name Overlook	17.742470.4304540
14	Signal Knob Overlook	17.742130.4304540
15	Gooney Run Overlook	17.742340.4302780
16	Gooney Manor Overlook	17.742710.4302090
17	Dickey Hill Trail Crossing	17.743420.4302150
18	Lands Gap Fire Road	17.744260.4301940
19	Unpaved Parking Pullout	17.744510.4301500
20	Indian Run Overlook	17.746090.4300540
	Road Trace	17.745340.4299630
21	Jenkins Gap Overlook	17.744810.4298760
22	Mt. Marshall Trail	17.744920.4298390
23	Hogwallow Flats Overlook	17.744710.4297450
	AT Crossing	17.744160.4297000
24	Browntown Valley Overlook	17.743380.4296370
	AT Crossing	17.742170.4295260
25	Range View Overlook	17.740900.4294040
26	Gimlet Ridge Overlook	17.739330.4293910
	AT Crossing	17.738860.4293360
27	Mt. Marshall Overlook	17.738780.4293120
28	Keyser Run Fire Road	17.738390.4293230
29	Little Hogback Overlook	17.737870.4293330
30	Little Devil Stairs Overlook	17.737430.4293110
31	Hogback Fire Road/AT Crossing	17.736530.4293670
32	Hogback Overlook	17.736290.4293720
	AT Crossing	17.736159.4293500
33	Rattlesnake Point Overlook	17.733580.4292460

34	Piney River Ranger Station	17.735260.4292380
	AT Crossing	17.734020.4290990
35	Elkwallow Wayside	17.733910.4290990
36	Elkwallow Picnic Grounds-comfort station	17.733720.4290920
37	Elkwallow Picnic Grounds Entrance	17.733560.4291060
38	Elkwallow Picnic Grounds Exit	17.733600.4290890
39	Fire Road	17.733400.4290770
40	Thornton River Trail	17.732990.4289350
41	Thornton River Trail	17.732900.4289230
42	Jeremys Run Overlook	17.732150.4288030
43	Thornton Hollow Overlook	17.733110.4287370
44	Hull School Road/Bryds Nest Shelter #4 Road	17.732990.4286590
45	Beahms Gap Parking Area	17.733090.4286110
46	Pass Mountain Overlook	17.731910.4283870
47	Fire Road	17.732020.4283750
	Pass Mountain Hut Road/AT Cros	17.732950.4282500
48	Thornton Gap Entrance Station	17.733110.4282480
49	Thornton Gap Grade Separation	17.733110.4282470
50	Marys Rock Tunnel-north portal	17.733890.4281640
51	Marys Rock Tunnel-south portal	17.733920.4281420
52	Marys Rock Tunnel Overlook	17.733960.4281300
53	Buck Hollow Overlook	17.734300.4280670
54	Hazel Mountain Overlook	17.734120.4280390
55	Meadow Spring Parking Area/ Fire Road	17.733790.4279840
56	Byrds Nest Shelter #3 Service Road	17.733350.4279560
57	Pinnacles Overlook	17.733040.4278060
	Road Trace	17.732600.4278320
58	Jewell Hollow Overlook	17.731600.4278510
	Pinnacle Picnic Grounds	17.731460.4278330
59	Pinnacles Picnic Grounds	17.731240.4278100
	Pinnacles	17.731300.4278220
	Pinnacles	17.731340.4278160
60	Pinnacles-comfort station	17.731260.4278140
61	Pinnacles Ranger Station-Service Roads	17.731340.4277490
62	Nicholson Hollow Parking Area	17.730670.4277230

63	Nicholson Hollow Trail	17.729930.4276950
64	Crusher Ridge Trail	17.729840.4276930
65	Stony Man Overlook	17.729610.4276760
66	Little Stony Man Parking Area	17.729350.4276030
67	Hemlock Spring Overlook	17.729650.4275140
68	Thorofare Mountain Overlook	17.729940.4274100
69	Road Trace	17.729250.4273820
70	Skyland, North Entrance	17.728570.4274580
71	Skyland, SOuth Entrance/White Oak Canyon Parking Area	17.727940.4273900
72	Limberlost Parking Area/ Old Rag Fire Road	17.728020.4273120
73	Timber Hollow Overlook	17.727890.4272650
74	Cresent Rock Overlook	17.728040.4271280
75	Whiteoak Fire Road	17.728390.4270660
76	Hawksbill Gap Parking Area	17.727960.4270640
77	Old Rag View Overlook	17.727380.4269350
78	Upper Hawksbill Parking	17.727180.4269140
79	Fire Road	17.726560.4269280
80	Fire Road	17.725770.4269620
81	Spitler Knoll Overlook/ Rock Spring Parking Area	17.725270.4269510
82	Franklin Cliffs Overlook	17.724930.4268330
83	Fishers Gap Overlook	17.724680.4267960
84	Red Gate Road	17.724800.4267950
85	Skyland-Big Meadows Horse Trail Crossing	17.724610.4267750
86	Dark Hollow Falls Parking Area	17.723920.4266370
87	Rapidan Road	17.723160.4266060
88	Lewis Spring Parking Area	17.723020.4266060
89	Tanners Ridge Overlook	17.722840.4265960
90	Tanners Ridge Fire Road	17.722760.4265760
91	Milam Gap Parking Area/ AT Crossing	17.722740.4264120
92	Naked Creek Overlook	17.722320.4263470
93	Hazeltop Ridge Overlook	17.721860.4261750
94	Bootens Gap Parking Area/ Conway River Fire Road	17.721780.4260630
95	The Point Overlook	17.721520.4259950
96	Bearfence Mtn Parking Area	17.721000.4258800
97	Meadow School Parking Area	17.720800.4258240

98	The Oaks Overlook	17.719240.4255170
99	Pocosin Cabin Parking Area	17.719180.4254480
100	Baldface Mountain Overlook	17.717650.4252610
101	Abandoned Road/Service Road	17.717640.4252030
102	South River Overlook	17.716810.4251070
103	South River Picnic Grounds	17.716750.4215020
	South River	17.716880.4250780
	South River	17.716740.4250770
	South River	17.716620.4250800
104	South River-Comfort Station	17.716810.4250800
105	South River PATC Maint Road	17.716400.4250760
106	Dean Mountain Parking Area	17.716260.4250650
107	Hensley Hollow Overlook	17.715190.4249250
108	Hensley Ridge Overlook	17.714540.4249080
109	Swift Run Gap Entrance Station	17.714370.4248170
110	Swift Run Gap Grade Separation	17.714460.4248050
111	Paved Parking Area/ AT Crossing & Parking Area	17.713840.4246710
112	Swift Run Overlook	17.713340.4246160
113	Sandy Bottom Overlook	17.712750.4245670
114	Smith Roach Gap Parking Area/ AT Crossing	17.711950.4244850
115	Bacon Hollow Overlook	17.711340.4244040
116	Eaton Hollow Overlook	17.709480.4244060
117	Rocky Mount Overlook	17.709270.4243440
118	Beldore Hollow Overlook	17.708120.4242980
119	Simmons Gap Ranger Station/ Maintenance Area	17.707880.4242750
120	Loft Mountain Overlook	17.707410.4240120
121	Rocky Mount Trail	17.705750.4241390
122	Two Mile Run Overlook	17.705500.4241280
123	One Mile Run Trail	17.705420.4241120
124	Brown Mountain Overlook	17.704800.4240660
125	Ivy Creek Overlook	17.704730.4239760
	AT Crossing	17.704700.4239680
126	Rockytop Overlook	17.704220.4239120
127	Dirt Road	17.704700.4237480
128	Loft Mountain Wayside	17.704630.4237250
129	Doyles River Parking Area	17.702730.4236380
130	Big Run Overlook	17.702620.4236290
131	Doyles River Overlook/ AT Crossing	

		17.701760.4235500
132	Civil War Gun Emplacement	17.701630.4235460
	AT Crossing	17.700340.4234760
133	Browns Gap	17.700340.4234760
134	Dundo Overlook/Dundo Group Camp	17.699400.4234050
135	Jones Run Parking Area	17.698940.4233560
	AT Crossing	17.698850.4233380
136	Abandoned Road	17.698510.4232860
137	Blackrock Parking Area	17.698420.4232740
138	Trayfoot Mountain Overlook	17.697410.4230790
	AT Crossing	17.697000.4230900
139	Horsehead Overlook	17.696390.4239340
140	AT Crossing	17.696440.4229000
	Riprap Trail Parking Area	17.695090.4225790
141	Riprap Overlook	17.695090.4225790
142	Moormans River Overlook	17.695340.4225040
143	Wildcat Ridge Parking Area	17.695190.4224940
	AT Crossing	17.695020.4224510
144	Crimora Lake Overlook	17.694870.4224190
145	Turk Mountain Overlook	17.694100.4222840
146	Turk Branch Trail	17.694140.4222250
147	Sawmill Run Overlook	17.694280.4220540
148	Sawmill Ridge Overlook	17.694320.4219730
149	Fire Road	17.694660.4219580
150	Jarman Gap	17.694560.4218790
151	Power Line Crossing	17.694310.4217960
152	Calf Mountain Overlook	17.692740.4216500
153	Cattle Underpass	17.692990.4216290
154	Cattle Underpass	17.693700.4215900
155	Beagle Gap Overlook	17.693910.4215640
156	Private Road	17.692580.4214690
157	Cattle Underpass	17.691390.4214530
158	McCormick Gap Overlook	17.691120.4214700
159	Bridle Path Underpass	17.688500.4212290
160	Rockfish Gap Entrance Station	17.688430.4212130
	AT Crossing	17.688020.4211800
161	Rockfish Gap	17.687890.4211490

Verbal Boundary Description

Beginning at the intersection of US Route 340 in Front Royal, Virginia and Skyline Drive, and following the centerline of the drive for approximately 105.5 miles to Rockfish Gap. The boundary is defined as 125 feet on either side of the drive's centerline creating a 250-foot right-of-way. At overlooks, wayside stations, and picnic grounds the boundary extends 125 feet beyond the toe-slope of the overlooks, 125 feet beyond the edge of paved parking areas at the waysides, and 125 feet beyond circulation roads at the picnic grounds. This boundary includes the Dickey Ridge Wayside and Picnic Grounds, the Elkwallow Wayside and Picnic Grounds, the Pinnacles Picnic Grounds, and the South River Picnic Grounds.

Boundary Justification

The boundary includes Skyline Drive, and the overlooks, wayside stations, picnic areas, trailhead parking areas, and other features immediately adjoining the drive that are associated with the historic design and construction of Skyline Drive. The developed areas at Skyland, Loft Mountain, Big Meadows, Mathews Arm, Lewis Mountain, and Panorama, and the Simmons Gap Ranger Station were not included in the survey for Skyline Drive and are not included in the current nomination; after future survey and evaluation these areas may be added to the National Register listing or nominated separately. Family cemeteries are excluded because they are not associated with the creation of Skyline Drive.

Contemporary

1. identification: Skyline Drive Historic District
2. location: Rockingham County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: Shenandoah National Park Archives (hereafter SHEN)
6. view: Swift Run Gap Entrance Station, looking south
7. **photograph 1**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: October 1992
5. negative: SHEN
6. view: Rockfish Gap Entrance Station, looking northeast
7. **photograph 2**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: No Name Overlook, mile post 5.3, looking north; showing old guardwall and road widening type overlook.
7. **photograph 3**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: View from No Name Overlook, mile post 5.3, looking west; showing Front Royal at right, Page Valley at center, and Massanutten Mountain in background.
7. **photograph 4**

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1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: October 1992
5. negative: SHEN
6. view: View from Hogback Overlook, looking north; showing Massanutten Mountain at center and Page Valley at left.
7. **photograph 5**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Hazel Mountain Overlook, looking southwest; showing planting island and parking area that are typical of parking type overlooks.
7. **photograph 6**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Hazel Mountain Overlook, looking west; showing detail of stone wall, rock outcropping and fountain.
7. **photograph 7**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Crescent Rock Overlook, looking southwest; showing parking area, stone guardwall and Hawksbill Mountain, the highest peak in Shenandoah National Park in background.
7. **photograph 8**

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1. identification: Skyline Drive Historic District
2. location: Greene County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Bacon Hollow Overlook, looking west; showing planting island, old stone guardwall and asphalt walkway.
7. **photograph 9**

1. identification: Skyline Drive Historic District
2. location: Greene County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: View from Bacon Hollow Overlook, looking south; showing Bacon Hollow in foreground and Piedmont in background.
7. **photograph 10**

1. identification: Skyline Drive Historic District
2. location: Augusta County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Calf Mountain Overlook, looking northwest; showing parking area.
7. **photograph 11**

1. identification: Skyline Drive Historic District
2. location: Augusta County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: View from Calf Mountain Overlook, looking north; showing Waynesboro at left center and Shenandoah Valley in distance.
7. **photograph 12**

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1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Marys Rock Tunnel, looking north; showing south end of Marys Rock Tunnel Overlook at right.
7. **photograph 13**

1. identification: Skyline Drive Historic District
2. location: Madison County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Road realignment north of Big Meadows, looking south.
7. **photograph 14**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Compton Gap Trailhead Parking Area, looking northeast.
7. **photograph 15**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Dickey Ridge Visitor Center, east elevation. Formerly a dining hall.
7. **photograph 16**

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1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Elkwallow Picnic Grounds, looking southwest; showing restaurant/gift shop at left and gas station at right.
7. **photograph 17**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Comfort Station at Elkwallow Picnic Grounds, looking southwest.
7. **photograph 18**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Boulder Water Fountain at Elkwallow Picnic Ground, looking north; also showing lower end of picnic grounds and parking area.
7. **photograph 19**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Stacked rock Water Fountain at Dickey Ridge Picnic Grounds, looking southeast; this type of fountain replaced the earlier chestnut log fountains.
7. **photograph 20**

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1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Concrete Leg Picnic Table at Dickey Ridge Picnic Grounds, looking west; also showing picnic grounds.
7. **photograph 21**

1. identification: Skyline Drive Historic District
2. location: Madison County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Water Fountain in stone guardwall at Hemlock Spring Overlook, looking east; note asphalt walk and cut stone curb in foreground.
7. **photograph 22**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Elkwallow Picnic Grounds Entrance and Signage, looking north; note new asphalt paving.
7. **photograph 23**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Mile Post 19 at Mt. Marshall Overlook.
7. **photograph 24**

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1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Skyline Drive Signage; typical National Park Service construction; stone work may date to the 1930s.
7. **photograph 25**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Shenandoah National Park North Entrance Sign, looking south; typical NPS construction probably dating to the 1960s.
7. **photograph 26**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Hand-Laid Rock Retaining Wall at Jewell Hollow Overlook, looking northwest; note dry-laid construction.
7. **photograph 27**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Old Stone Guardwall near Mile Post 9.5, looking north; note deteriorated state of the wall and height of wall in relation to the height of bituminous surfacing.
7. **photograph 28**

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1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: New Guardwall under construction, looking south; note concrete "Jersey Barrier" core.
7. **photograph 29**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: October 1992
5. negative: SHEN
6. view: New Guardwall under construction near Mile Post 31, looking east; note cap stones.
7. **photograph 30**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Completed New Guardwall below Mt. Marshall Overlook, looking southeast; note vertical orientation of facing stones and unfinished shoulder.
7. **photograph 31**

1. identification: Skyline Drive Historic District
2. location: Augusta County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Limestone Guardwall at Riprap Overlook constructed after World War II; note size of stone.
7. **photograph 32**

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1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Original Headwall, between Mile Posts 3 and 4; note tight mortar joints.
7. **photograph 33**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SHEN
6. view: Rehabilitated Headwall and Culvert near Elkwallow Picnic Grounds; note large mortar joints.
7. **photograph 34**

1. identification: Skyline Drive Historic District
2. location: Warren County, Virginia
3. photographer: Lee R. Maddex
4. date: May 1992
5. negative: SNP
6. view: Original Drop Inlet, between Mile Posts 3 and 4; note recessed lip.
7. **photograph 35**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Lee R. Maddex
4. date: August 1992
5. negative: SHEN
6. view: Rehabilitated Drop Inlet, near south end of Beahms Gap Overlook; note beveled lip.
7. **photograph 36**

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1. identification: Skyline Drive Historic District
2. location: Madison County, Virginia
3. photographer: Lee R. Maddex
4. date: October 1992
5. negative: SHEN
6. view: Original Circular Drop Inlet, near Hawksbill Gap.
7. **photograph 37**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: New Rock Paved Gutter, near Rattlesnake Point; note drop inlet and newly paved road surface.
7. **photograph 38**

1. identification: Skyline Drive Historic District
2. location: Augusta County, Virginia
3. photographer: Lee R. Maddex
4. date: June 1992
5. negative: SHEN
6. view: Bridle Path Underpass, near Rockfish Gap Entrance Station, west portal.
7. **photograph 39**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Paul Boxley
4. date: October 1992
5. negative: Institute for the History of Technology and Industrial Archaeology
6. view: Road Cut at Mile Post 55, near Bootens Gap, looking north; note companion view for historic photograph 46.
7. **photograph 40**

Historic

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: unknown
4. date: ca1935
5. negative: SHEN (P436c)
6. view: Historic view of Hazel Mountain Overlook nearly completed, looking northeast.
7. **photograph 41**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Benson
4. date: August 1935
5. negative: SHEN (1332)
6. view: Historic view of Hazel Mountain Overlook under construction, looking southwest.
7. **photograph 42**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: unknown
4. date: ca1936
5. negative: SHEN (P380b)
6. view: Historic view of the completed Hazel Mountain Overlook, looking northeast.
7. **photograph 43**

1. identification: Skyline Drive Historic District
2. location: Rockingham County, Virginia
3. photographer: unknown
4. date: 1941
5. negative: SHEN (P809a)
6. view: Historic view of workers rolling bituminous walkway at Swift Run Overlook, looking northeast.
7. **photograph 44**

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1. identification: Skyline Drive Historic District
2. location: Ablemarle County, Virginia
3. photographer: Griffing
4. date: April 1938
5. negative: SHEN (P714h)
6. view: Historic view of tree well at station 518-35-3D-1, near Jarman Gap.
7. **photograph 45**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: unknown
4. date: ca1935
5. negative: SHEN (P422c)
6. view: Historic winter view of road cut at Mile Post 55 under construction, looking north.
7. **photograph 46**

1. identification: Skyline Drive Historic District
2. location: Augusta County, Virginia
3. photographer: unknown
4. date: ca1936-40
5. negative: SHEN (R332a)
6. view: Historic view of the Rockfish Gap Entrance Station, looking northeast.
7. **photograph 47**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: unknown
4. date: August 1934
5. negative: SHEN (P146b)
6. view: Historic view of Crescent Rock Overlook, looking north; note log guardrail.
7. **photograph 48**

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1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Knox
4. date: May 1938
5. negative: SHEN (P719c)
6. view: Historic view of chestnut log guardrail, near Jeremys Run Overlook.
7. **photograph 49**

1. identification: Skyline Drive Historic District
2. location: Greene County, Virginia
3. photographer: Knox
4. date: October 1936
5. negative: SHEN (P555d)
6. view: Historic view of South River Overlook, looking northeast; note chestnut logs used as guardrails.
7. **photograph 50**

1. identification: Skyline Drive Historic District
2. location: Rappahannock County, Virginia
3. photographer: Knox
4. date: April 1935
5. negative: SNP (P217b)
6. view: Historic view of stone guardwall at Pinnacles Overlook, looking southeast; note dry-laid construction.
7. **photograph 51**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Knox
4. date: December 1936
5. negative: SHEN (P586d)
6. view: Historic view of Hughes River Gap/Stony Man Overlook under construction, looking southwest; note construction equipment.
7. **photograph 52**

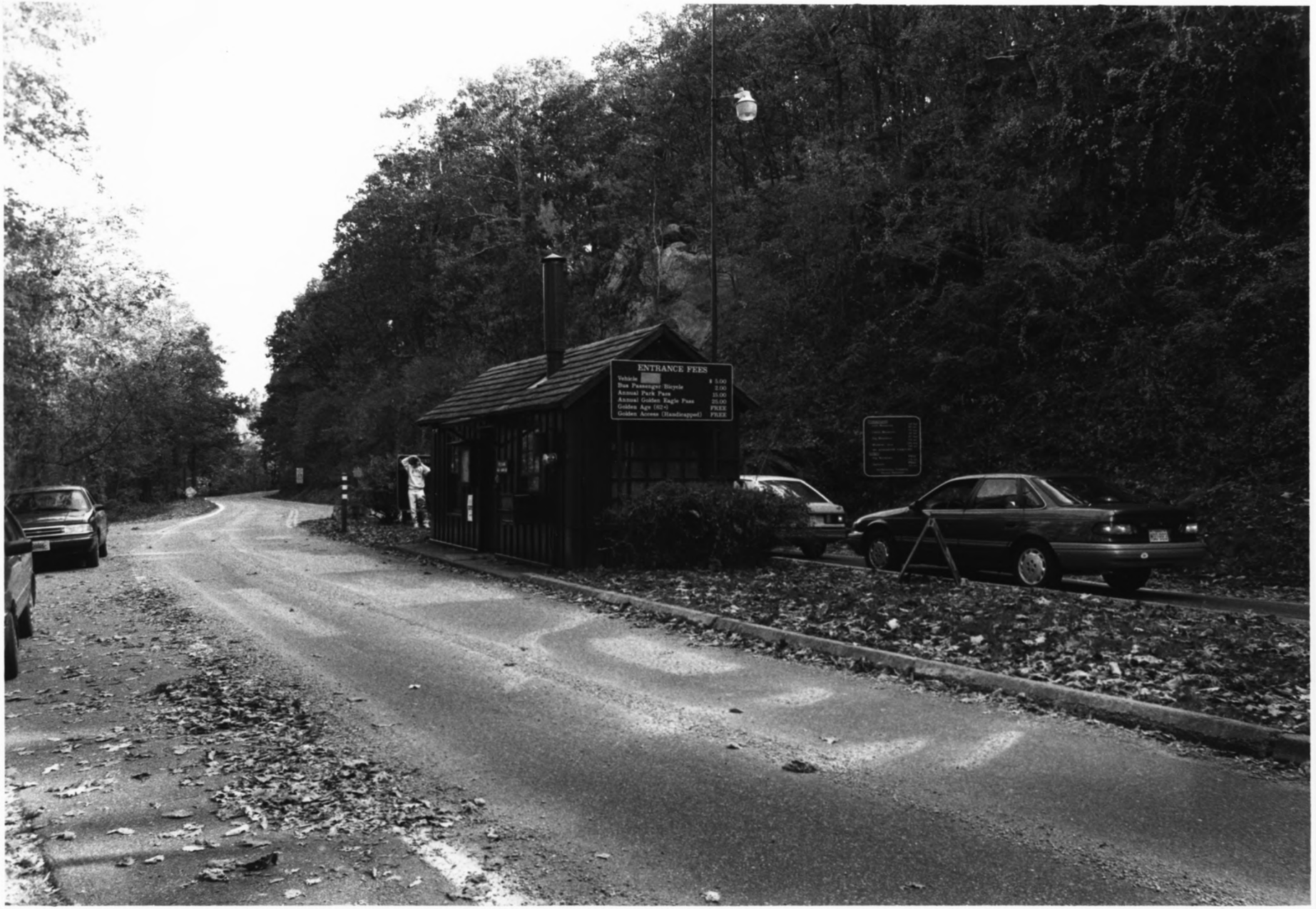
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1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: unknown
4. date: ca1937
5. negative: SHEN (4799)
6. view: Historic view of Hughes River Gap/Stony Man Overlook nearly completed, looking southwest; note Stony Man in background.
7. **photograph 53**

1. identification: Skyline Drive Historic District
2. location: Page County, Virginia
3. photographer: Knox
4. date: August 1937
5. negative: SHEN (633-5)
6. view: Historic view of chestnut Elkwallow Picnic Grounds Entrance Sign; note rustic-type sign, typical of the period.
7. **photograph 54**

1. identification: Skyline Drive Historic District
2. location: Madison County, Virginia
3. photographer: unknown
4. date: ca1935
5. negative: SHEN (P358c)
6. view: Historic view of rock paved gutter and Old Rag Overlook under construction.
7. **photograph 55**


ENTRANCE FEES


ENTRANCE FEES
Vehicle
Bus Passenger Bicycle $ 5.00
Annual Park Pass 2.00
Annual Golden Eagle Pass 15.00
Golden Age (62+) 25.00
Golden Access (Handicapped) FREE
FREE











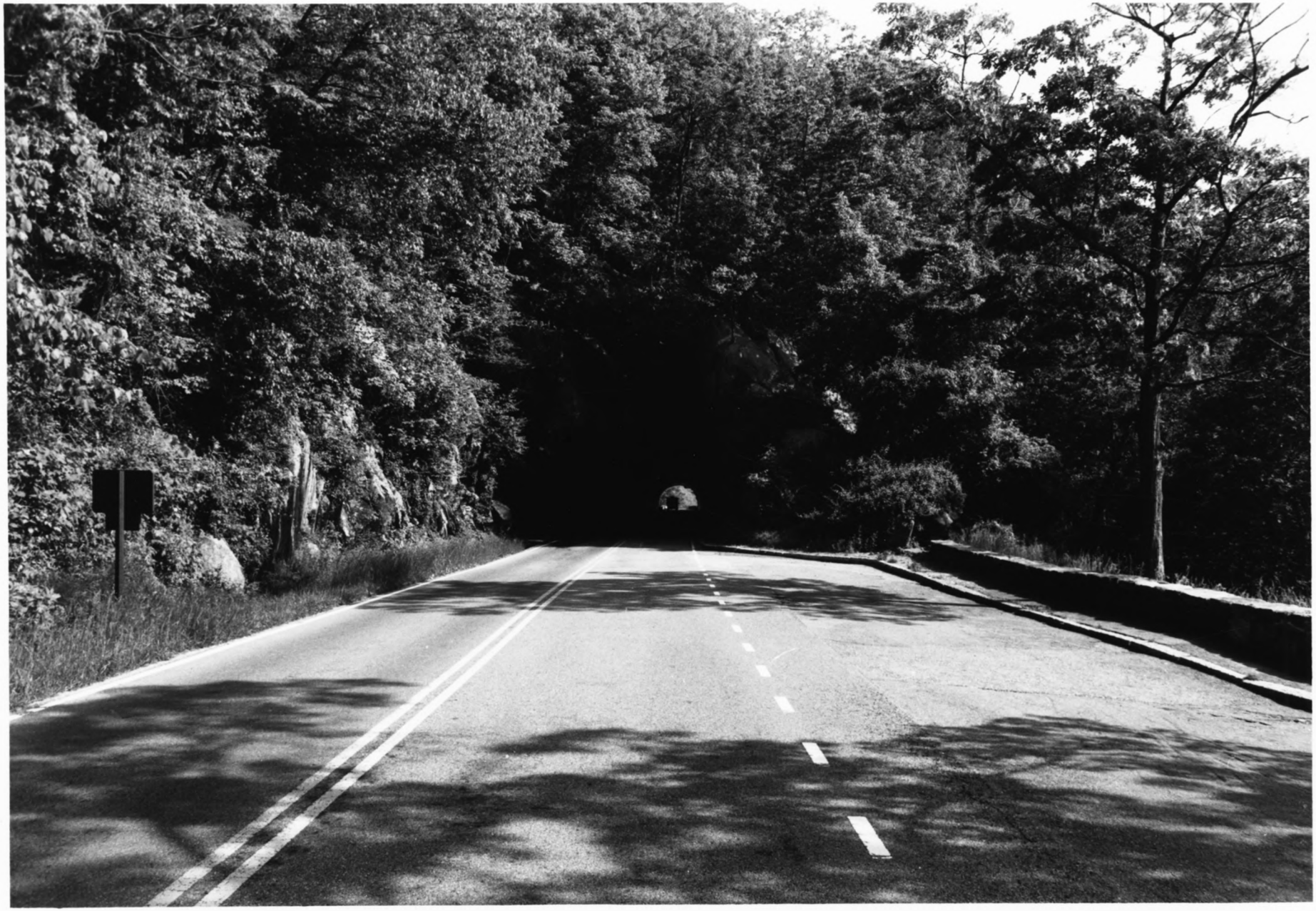










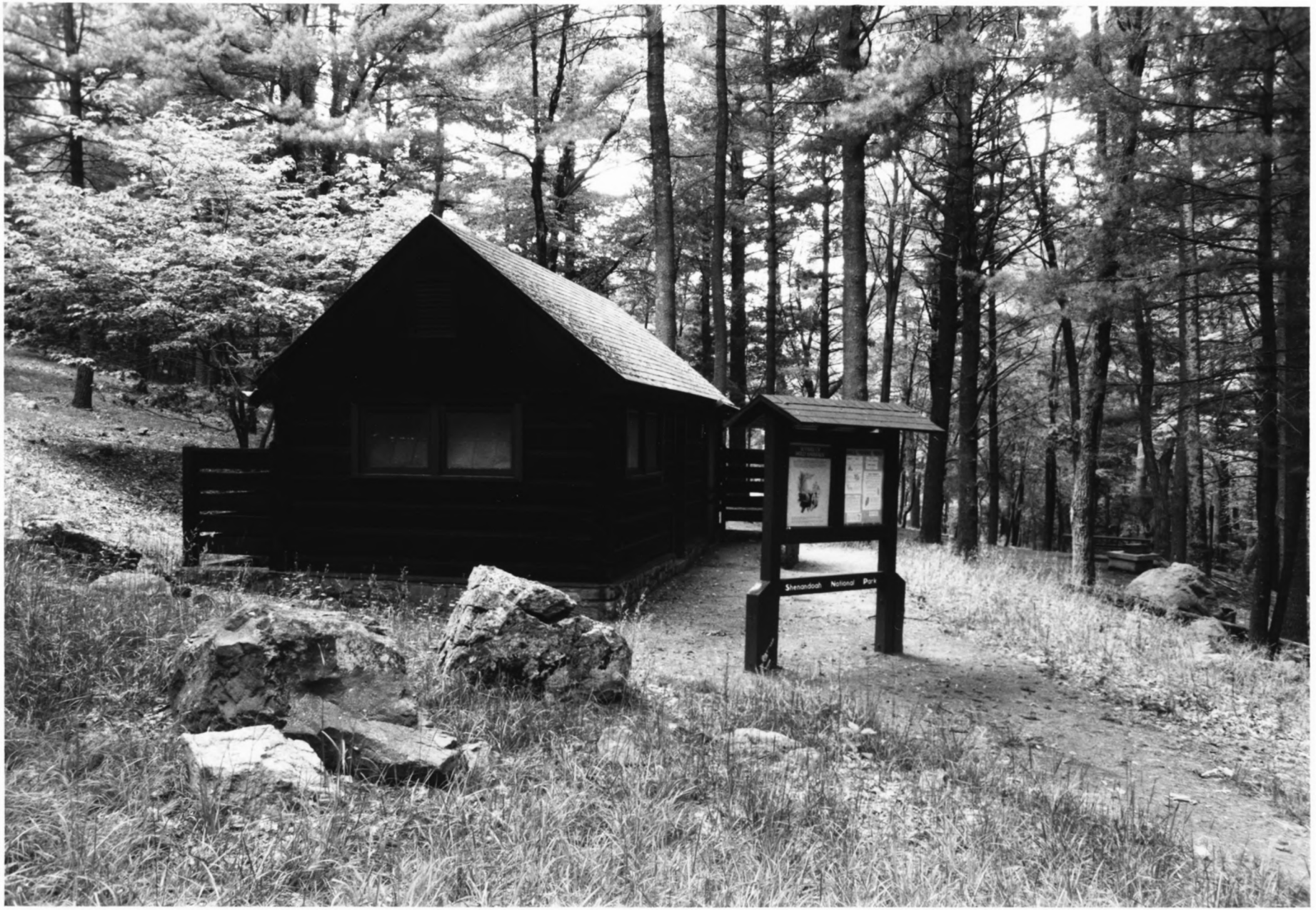



BIG MEADOWS AREA
VISITOR CENTER
FOOD – GAS – LODGING
PICNIC – CAMPGROUND




PARKING
COMFORT
STATION




Shenandoah National Park








THE HEMLOCK
There are frequently a few he
among the broadleaf trees tha
of the forest in the Park, but
north facing slopes that hemlocks
The slender pennant-like tip
these fine evergreens even at


ELKWALLOW
PICNIC
GROUNDS


19


YOU ARE
SOUTHBOUND
ON THE
SKYLINE
DRIVE


NORTH ENTRANCE
SHENANDOAH
NATIONAL PARK
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL
PARK
SERVICE
Department
of the Interior








































FRONT ROYAL 104
STOP
STOP














ELK WALLOW
PICNIC
GROUNDS

