

SKYLINE DRIVE
Shenandoah National Park
Shenandoah National Park Roads & Bridges
From Front Royal, VA to Rockfish Gap, VA
Luray vicinity
Page County
Virginia

HAER No. VA-119

HAER
VA,
10-LURAY,
4-

PHOTOGRAPHS

REDUCED COPIES OF MEASURED DRAWINGS

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C St. NW
Washington, DC 20240

SKYLINE DRIVE

SHENANDOAH NATIONAL PARK, VIRGINIA

DEDICATION JULY 3, 1936

Over seventy miles long and varying in width from less than one mile to just over 13 miles, Shenandoah National Park straddles the Blue Ridge Mountains of Virginia. Here the ancient and narrow front range of the Appalachian Mountains, shrouded in a perpetual blue haze of humidity, rises abruptly from the eastern Piedmont plateau before descending sharply into the Shenandoah Valley on the west. Winding along the ridge crest, Skyline Drive provides physical and scenic access along the park's entire length, offering views over the western valley and eastern plateau some 2,500 to 3,500 feet below.

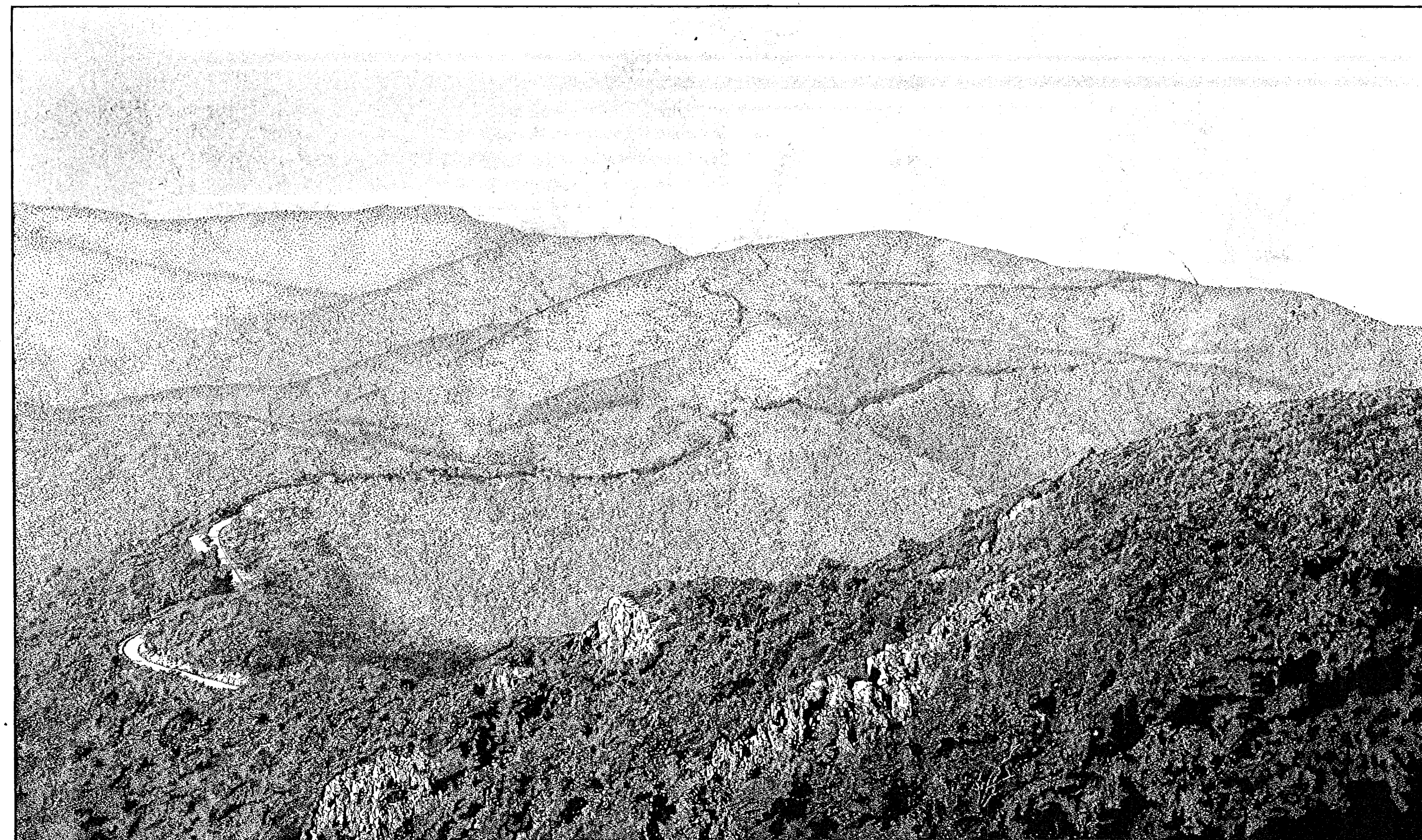
Emerging from the same social, economic, and technological movements during the first quarter of the twentieth century, Shenandoah National Park and Skyline Drive have parallel but separate histories. The creation of Shenandoah represents the culmination of a movement to establish national parks in the eastern United States. Reporting to Interior Secretary Hubert Work in 1924, the Southern Appalachian National Park Commission recommended the Virginia Blue Ridge between Front Royal and Waynesboro as its primary choice for a park, noting that the site lay "within a 3-hour ride" of the nation's capital "and within a day's ride" of 40 million Americans. Acting on the Commission's recommendation, Congress authorized the park in 1925 (along with another in the Great Smoky Mountains) if sufficient land became available.

Unlike western national parks which were carved out of the public domain, Shenandoah was assembled from numerous tracts in private or corporate ownership. Since Congress did not appropriate funds for the acquisition of national park land, the Commonwealth of Virginia spent a decade acquiring the park's original 176,429 acres through donations, purchase and "blanket condemnation" under the right of eminent domain. Virginia presented the property to the U.S. Government which approved the park in December 1935.

Just as Shenandoah represented one of the National Park Service's (NPS) first ventures in eastern park establishment, Skyline Drive was one of the first mountain road building projects undertaken by the NPS in the East. The concept of a scenic ridge drive had been vocalized by the Southern Appalachian National Park Commission (1924), when it noted:

The greatest single feature [of the proposed park] ... is a possible sky-line drive along the mountain top, following a continuous ridge and looking down westerly on the Shenandoah Valley ... and also commanding a view of the Piedmont Plain stretching easterly to the Washington Monument...

The Commission's statement was a tacit recognition of the advent and proliferation of the automobile as a recreational vehicle. By 1929, over 23 million passenger cars were registered in the U.S., making the automobile the most significant social and technological change of the period, reaching even into the ways Americans spent their leisure time. Federal, state and local officials realized that the new national park would, by necessity, be a park for the motorist.



SKYLINE DRIVE FROM STONY MAN

"... these mountains were just made for a highway," observed President Herbert Hoover to National Park Service Director Horace Albright in the fall of 1930, on the summit of the Blue Ridge Mountains near Camp Rappan. From the same heights half a decade later, Hoover's successor Franklin D. Roosevelt dedicated Shenandoah, touting the park's scenic mountaintop road, then two-thirds complete: "You who are here know of the great usefulness to humanity which this Skyline Drive achieves." Direct involvement by these two presidents made Skyline Drive and Shenandoah National Park possible.

Skyline Drive, Shenandoah National Park Roads and Bridges Record- ing Project was undertaken by the Historic American Engineering Record, Eric N. DeLony, Chief, a long-range program to document historically significant engineering and industrial works in the United States. The program is part of the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division of the National Park Service, U.S. Department of the Interior, E. Blaine Cliver, Chief.

Documentation was sponsored by the National Park Service and Iowa State University of Science and Technology through a cooperative agreement. Cooperators included Shenandoah National Park, Bill Wade, Superintendent; and Department of Landscape Architecture, ISU, J. Timothy Keller, Chair.

Funding was provided by the Federal Lands Highway Office, Thomas Edick, Administrator, through the NPS Park Roads and Parkways Program, Mark Hartsoe, Manager.

Fieldwork, measured drawings, historical reports, and photographs were prepared under the overall supervision and direction of project leader Christopher H. Marston, HAER Architect, and Richard H. Quin, HAER Historian. The Iowa State recording team consisted of Robert R. Harvey, ASLA, Field Supervisor; harlen d. Groe, Landscape Architect; Michael P. Lanning, and Christopher J. Seeger, Landscape Architectural Technicians; Shane P. Wirth, Architectural Technician; James R. Hill III, Historian. Large format photography was prepared by William Faust, Charlottesville, Va.

Skyline Drive was tailored specifically for the motoring tourist. As Charles E. Peterson, head of the IIPS's Eastern Division, Branch of Plans and Design in the 1930s, recalled: "The overall idea was that motorists should be able to drive out of Washington for a Sunday's mountain experience and get back home by night."

Construction of Skyline Drive actually predated the dedication of Shenandoah National Park by five years. In 1931, President Hoover (a proponent of the road since 1929) authorized drought relief funds to finance the work, provided that much of the labor be by locals using traditional hand tools and farm implements. A 100 foot right-of-way was acquired through the park area, and work commenced in mid-1931 under a cooperative agreement between the Bureau of Public Roads (BPR) and the NPS. This partnership, formalized in 1926, had been forged and perfected on western park road building projects. BPR engineers provided the technical expertise, while NPS landscape architects provided naturalistic design knowledge and exercised final review authority over the project. NPS designers and engineers adapted mountain drive standards from western parks to the gentler topography of the east, coupling this with the design principles standardized in New York's Westchester County urban parkways.

Skyline Drive was built in three, roughly equal, sections. The central section (from Thornton Gap to Swift Run Gap) opened to long lines of motorists in 1934. In 1936, the north section (Thornton Gap to Front Royal) opened, followed by the south section in 1939.

During the Roosevelt Administration, the drive and park again received the direct attention of the president. Under the New Deal, the Public Works Administration, Works Progress Administration, and Civilian Conservation Corps allocated funds and labor for drive construction, beautification, and development.

As the first park road in the eastern mountains, the drive was an instant success. Hardly had the project begun before it was expanded into a Shenandoah-Great Smoky Mountains Parkway (ultimately the 469 mile long Blue Ridge Parkway, commenced in 1934). One year after Shenandoah's dedication and two years before completion of the drive, the park attracted one million visitors via its scenic ridge road, making it the first national park to do so.

While technically not a parkway, Skyline Drive displays elements standard to that road type (limited access, noncommercial recreational traffic, no commercial development along the right-of-way, and access to adjoining recreational facilities). The roadway's geometric design preserves the natural topography while presenting the landscape's scenic values. As a result, the drive influenced later national parkway design. The 105.5 mile, paved, two-lane Skyline Drive, with its 35 mile-an-hour speed limit, serves as Shenandoah National Park's principal transportation corridor. It includes the park's four entrance stations, 67 scenic overlooks, and 40 plus roadside and trail head parking areas, in addition to supporting seven picnic areas, four campgrounds, two visitor centers, and six developed areas providing wayside, dining, and/or lodging facilities. The Appalachian Trail runs beside Skyline Drive through the park, crossing the drive at a number of points.

DEVELOPED BY: Robert R. Harvey, 1996

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LURAY VICINITY

SKYLINE DRIVE
SHENANDOAH NATIONAL PARK
PAGE COUNTY

VIRGINIA

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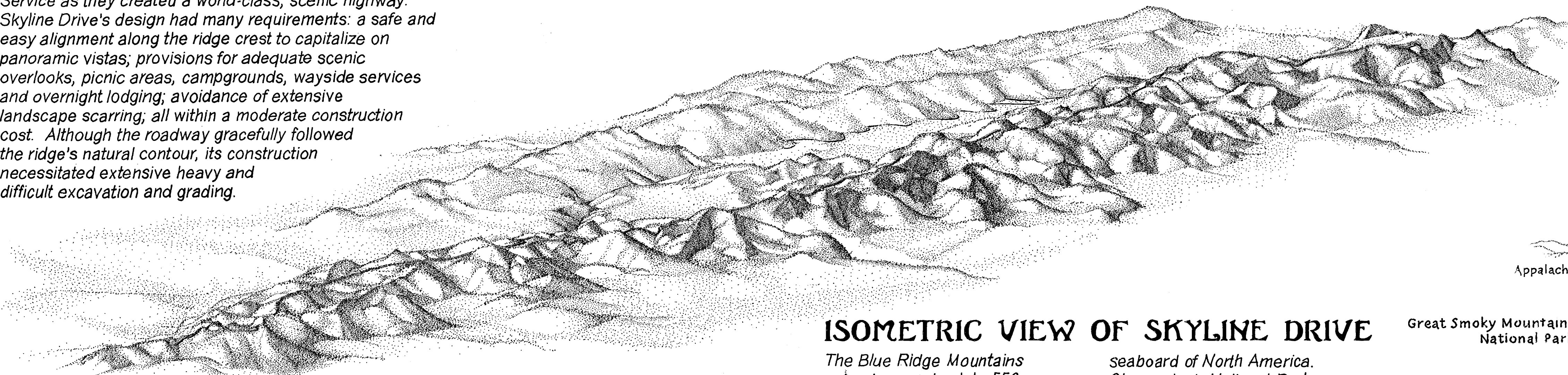
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SKYLINE DRIVE

SHENANDOAH'S MOUNTAINTOP MOTORWAY

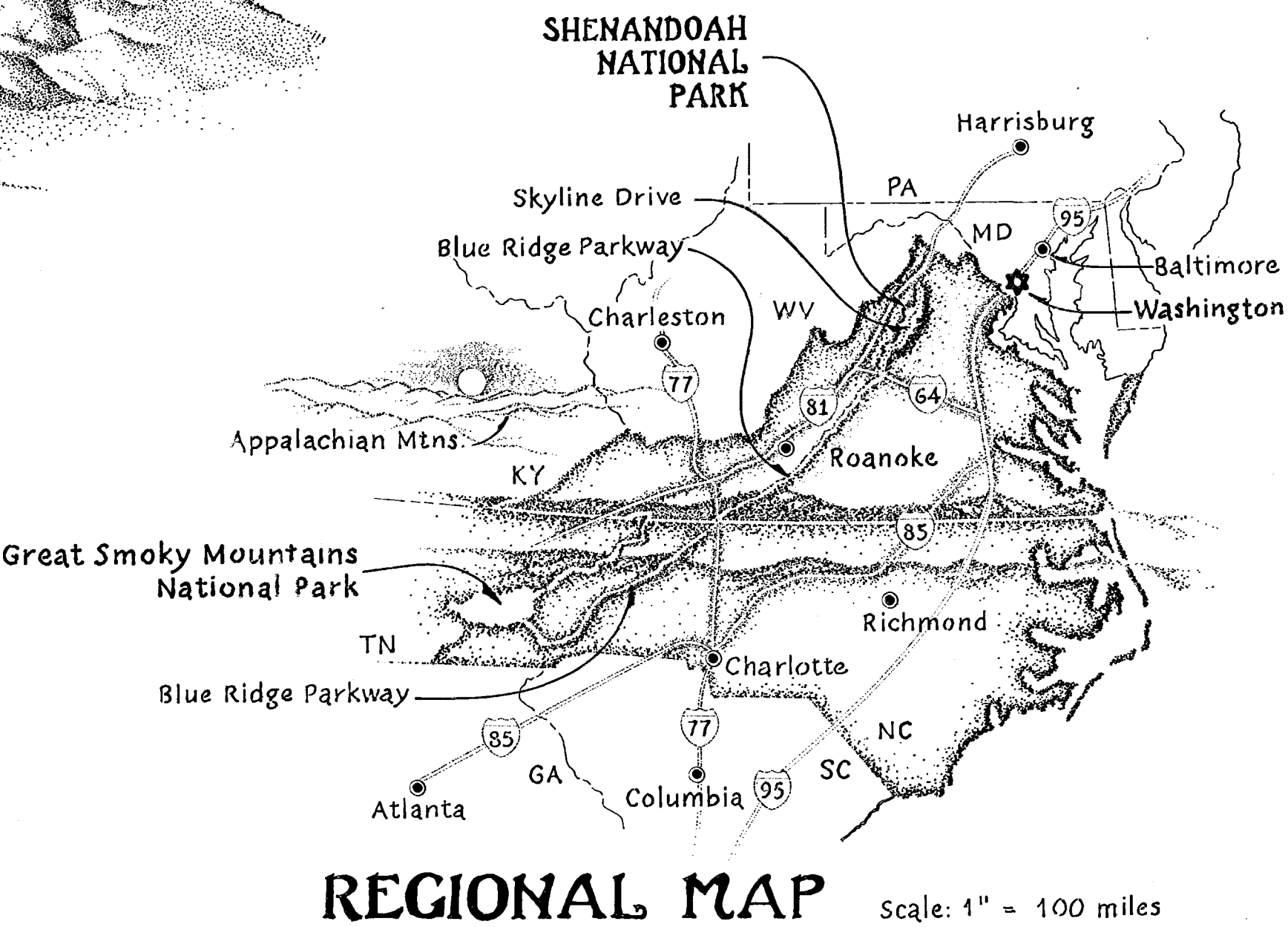
Shenandoah National Park's rugged terrain and ancient geological formations challenged engineers and landscape architects of the Bureau of Public Roads and National Park Service as they created a world-class, scenic highway. Skyline Drive's design had many requirements: a safe and easy alignment along the ridge crest to capitalize on panoramic vistas; provisions for adequate scenic overlooks, picnic areas, campgrounds, wayside services and overnight lodging; avoidance of extensive landscape scarring; all within a moderate construction cost. Although the roadway gracefully followed the ridge's natural contour, its construction necessitated extensive heavy and difficult excavation and grading.



ISOMETRIC VIEW OF SKYLINE DRIVE

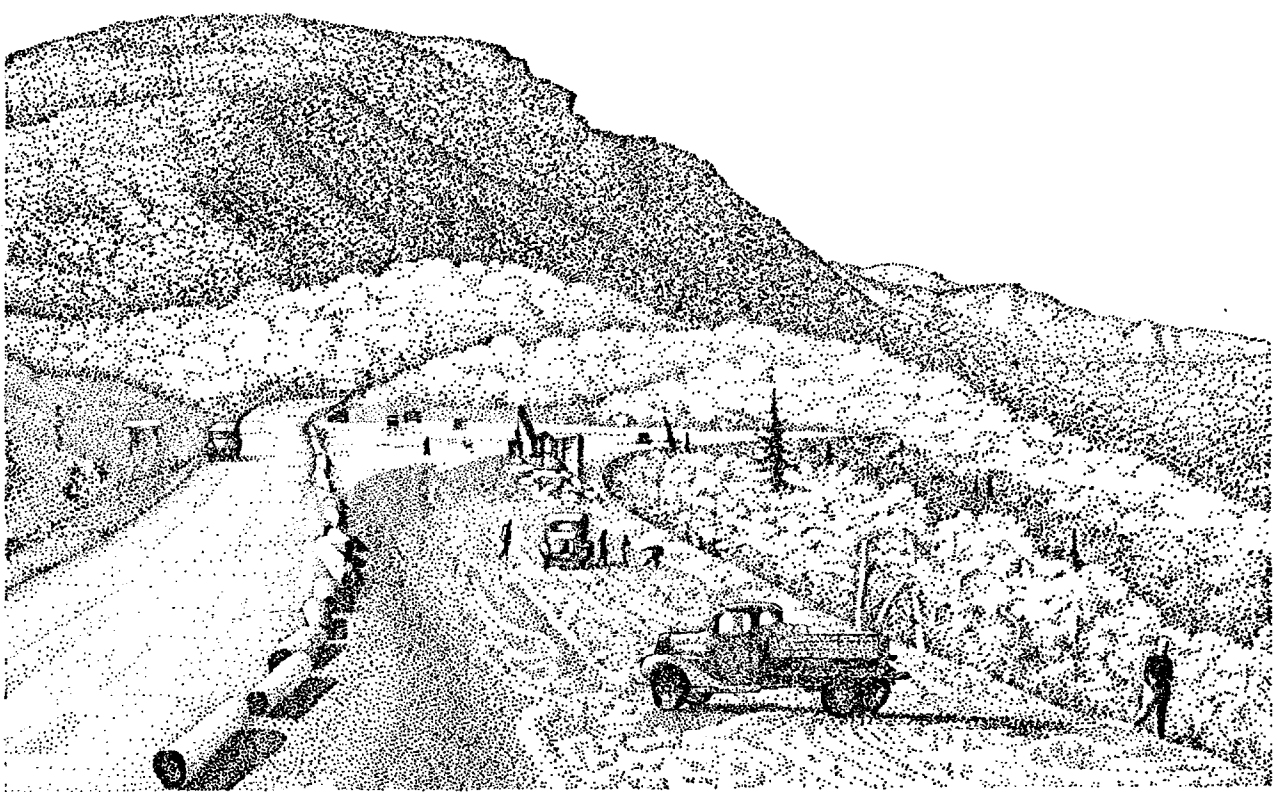
The Blue Ridge Mountains extend approximately 550 miles from southern Pennsylvania to northeastern Georgia. They form the eastern rampart of the Appalachian Mountains or Highlands, a 300-mile-wide band of ridges extending 2,000 miles from Alabama to Newfoundland, roughly paralleling the eastern

seaboard of North America. Shenandoah National Park includes a 70-mile stretch of the Blue Ridge in northern Virginia, part of the Central Appalachian region. The uplifted ridges of crumpled bedrock forming the Appalachians are the result of tectonic plate collision, 300 million years ago.



REGIONAL MAP Scale: 1" = 100 miles

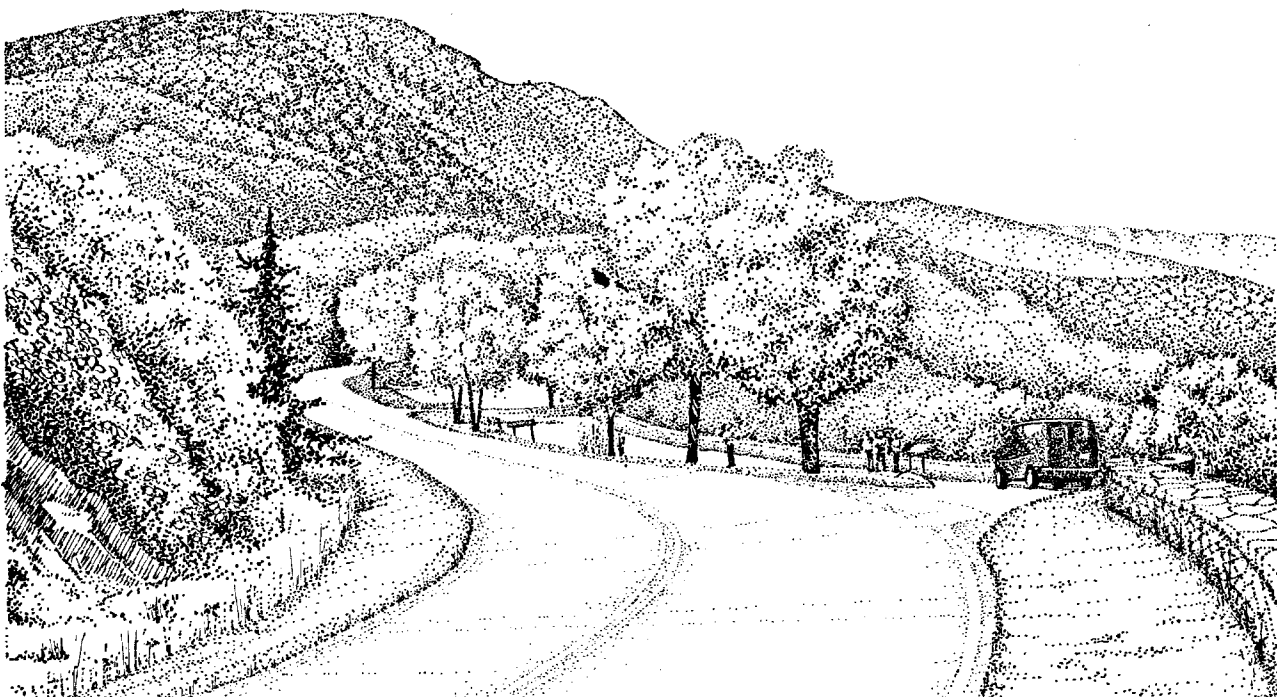
The geological material encountered by the road builders during excavation ranged from granite (from Thornton Gap to the foot of Stony Man Mountain), to epidote and catocin greenstone (from Stony Man to Swift Run Gap), to soils and shale (at lower elevations in the park's southern section).



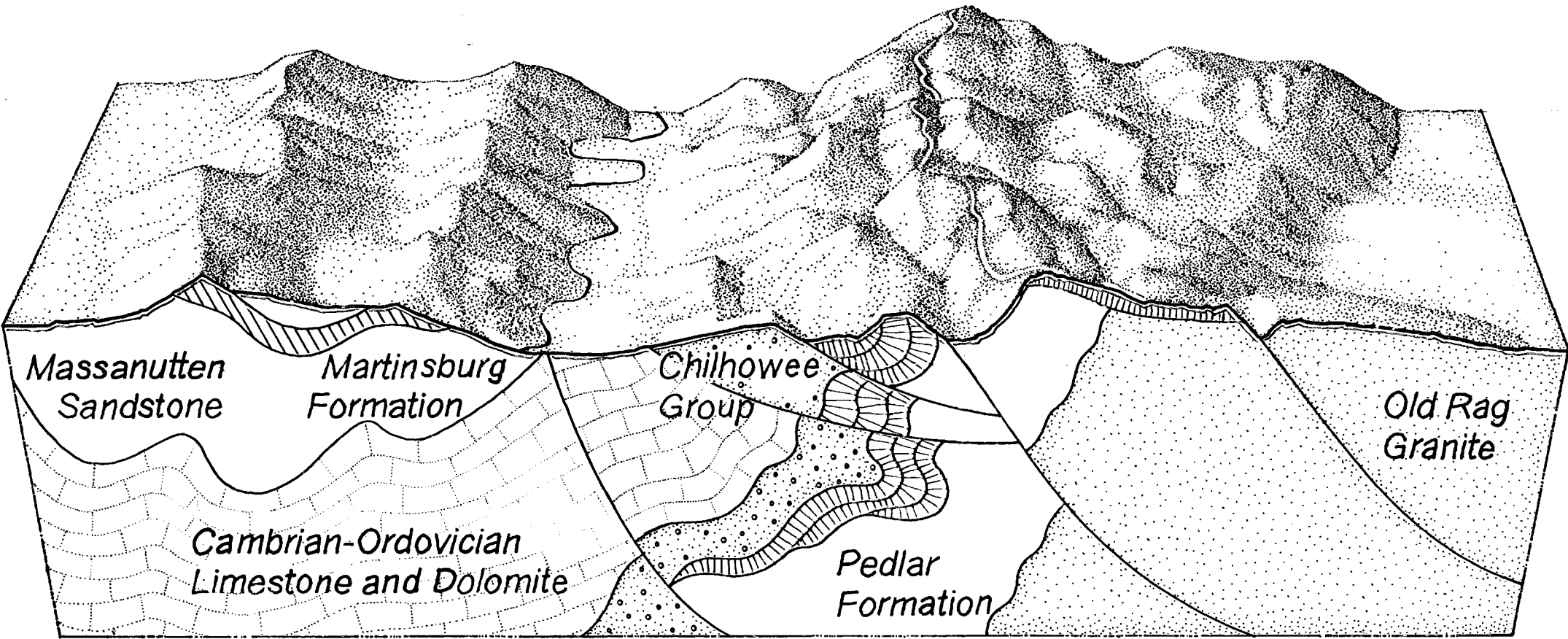
STONY MAN OVERLOOK

Top: CCC construction ca. 1934 w/ Stony Man in background

Bottom: View ca. 1996



Three major rock assemblages underpin the park: exposed precambrian basement rock—ancient metamorphic and plutonic rocks forming the granite peaks dominating the park's eastern-central section (e.g. Old Rag Mountain and Marys Rock); catocin formations—metamorphosed lava or greenstone forming the park's loftiest peaks and high plateaus (including Stony Man and Hawksbill Mountains, Crescent Rock and Big Meadows); and the Chilhowee Group—metamorphosed sedimentary rocks of sandstone, shale and conglomerates that form many of the sharp peaks and ridges along the western side of the Blue Ridge and dominate the park's lower elevations.



GEOLOGICAL CROSS SECTION THROUGH THORNTON GAP

The erosion of catocin greenstone has formed step-like cliffs along the precipitous northwestern sides of Stony Man and Hawksbill Mountains. Heavy side-hill rock cuts

characterize Skyline Drive's ascent of Stony Man, particularly on the mountain's north slope, where the roadway is carved out of solid greenstone.

DEVELOPED BY: harlen d. Groe, Dave Stokes, 1996, Brant Schmell, 2001

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SKYLINE DRIVE

~ NORTH DISTRICT

Legend :

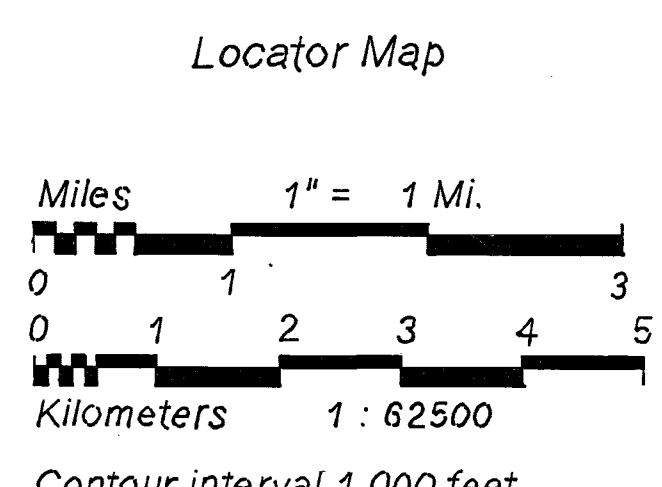
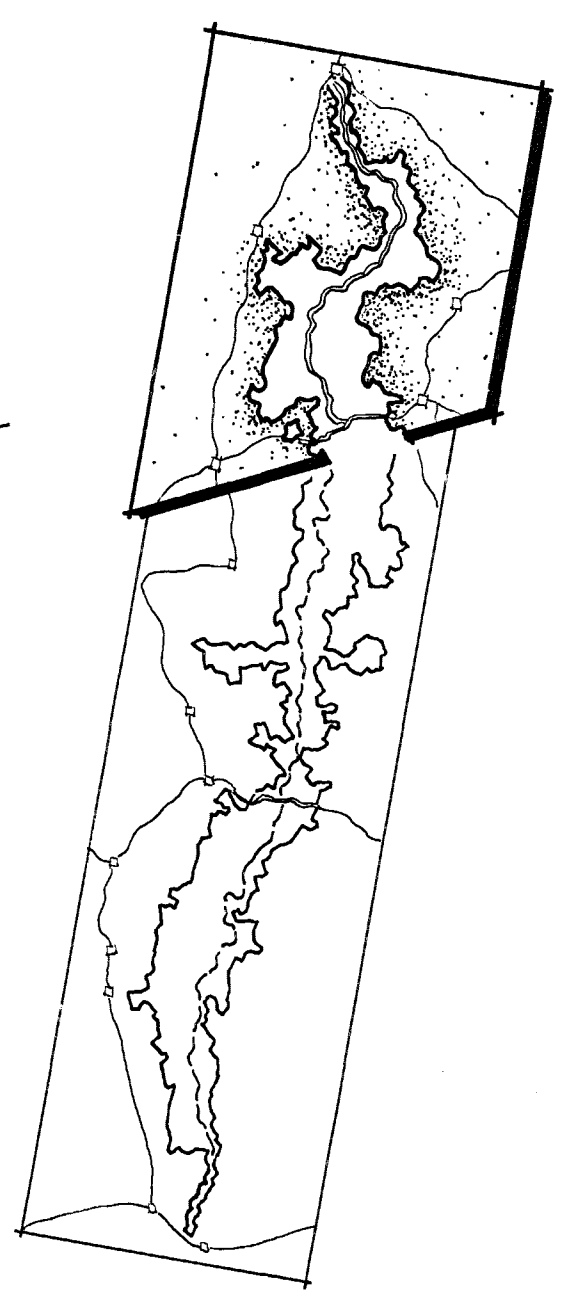
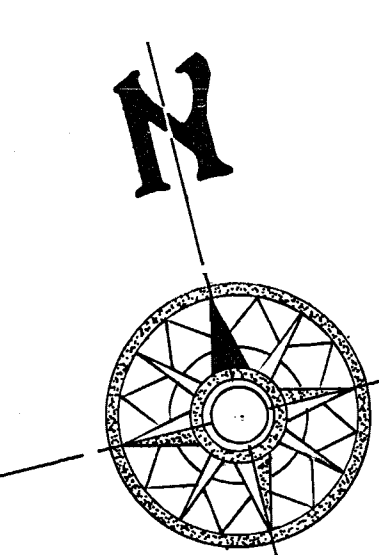
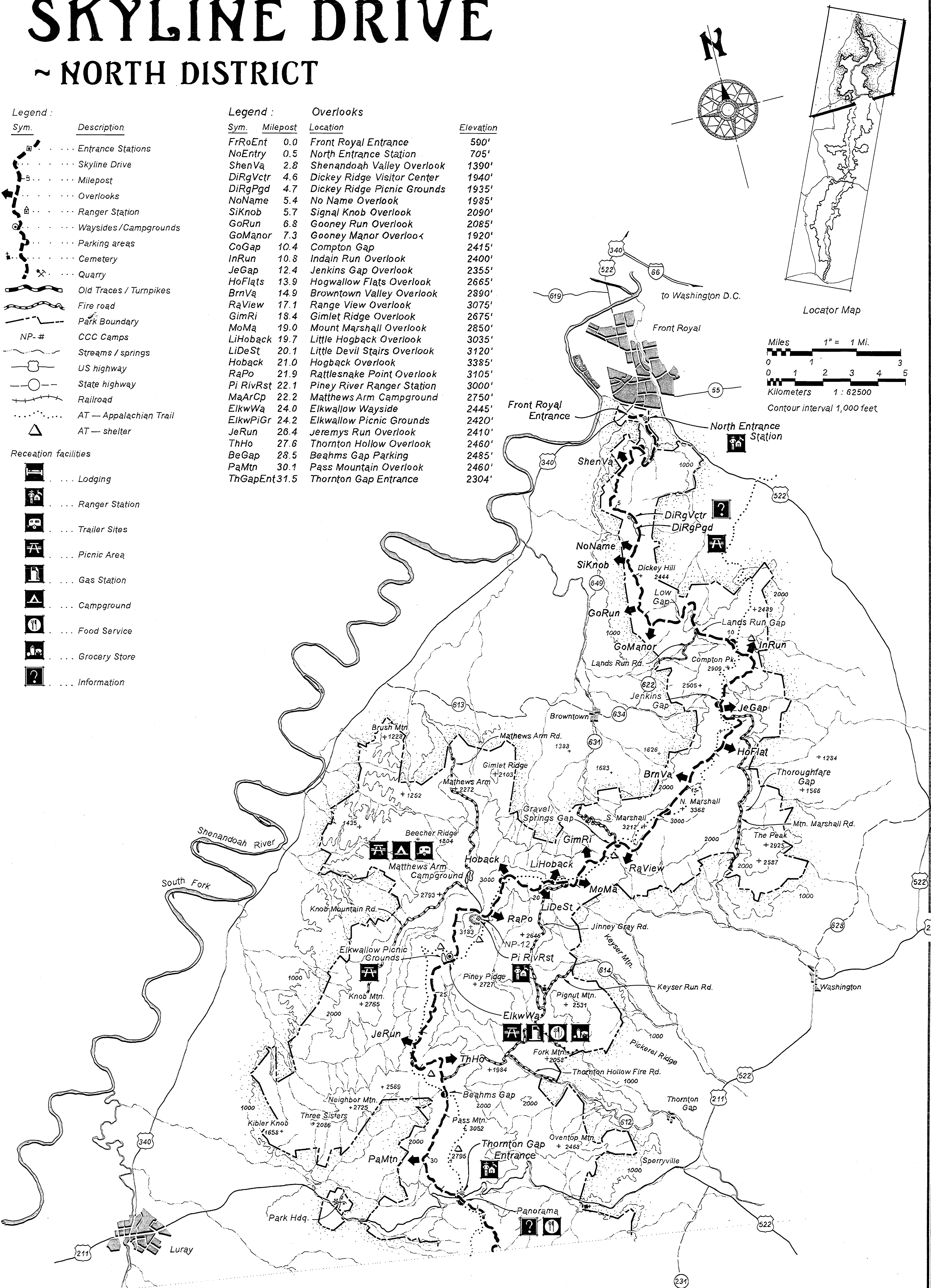
- Sym. Description
- Entrance Stations
 - Skyline Drive
 - Milepost
 - Overlooks
 - Ranger Station
 - Waysides/Campgrounds
 - Parking areas
 - Cemetery
 - Quarry
 - Old Traces / Turnpikes
 - Fire road
 - Park Boundary
 - NP-#
 - CCC Camps
 - Streams / springs
 - US highway
 - State highway
 - Railroad
 - AT — Appalachian Trail
 - AT — shelter

Recreation facilities

- Lodging
- Ranger Station
- Trailer Sites
- Picnic Area
- Gas Station
- Campground
- Food Service
- Grocery Store
- Information

Legend :

Sym.	Milepost	Location	Elevation
FrRoEnt	0.0	Front Royal Entrance	590'
NoEntry	0.5	North Entrance Station	705'
ShenVa	2.8	Shenandoah Valley Overlook	1390'
DiRgVctr	4.6	Dickey Ridge Visitor Center	1940'
DiRgPg	4.7	Dickey Ridge Picnic Grounds	1935'
NoName	5.4	No Name Overlook	1985'
SiKnob	5.7	Signal Knob Overlook	2090'
GoRun	6.8	Gooney Run Overlook	2085'
GoManor	7.3	Gooney Manor Overlook	1920'
CoGap	10.4	Compton Gap	2415'
InRun	10.8	Indiana Run Overlook	2400'
JeGap	12.4	Jenkins Gap Overlook	2355'
HoFlats	13.9	Hogwallow Flats Overlook	2665'
BrnVa	14.9	Browntown Valley Overlook	2890'
RaView	17.1	Range View Overlook	3075'
GimRi	18.4	Gimlet Ridge Overlook	2675'
MoMa	19.0	Mount Marshall Overlook	2850'
LiHoback	19.7	Little Hogback Overlook	3035'
LiDeSt	20.1	Little Devil Stairs Overlook	3120'
Hoback	21.0	Hogback Overlook	3385'
RaPo	21.9	Rattlesnake Point Overlook	3105'
Pi RivRst	22.1	Piney River Ranger Station	3000'
MaArCp	22.2	Matthews Arm Campground	2750'
ElkwWa	24.0	Elkwallow Wayside	2445'
ElkwPiGr	24.2	Elkwallow Picnic Grounds	2420'
JeRun	26.4	Jeremys Run Overlook	2410'
ThHo	27.6	Thornton Hollow Overlook	2460'
BeGap	28.5	Beahms Gap Parking	2485'
PaMtn	30.1	Pass Mountain Overlook	2460'
ThGapEnt	31.5	Thornton Gap Entrance	2304'

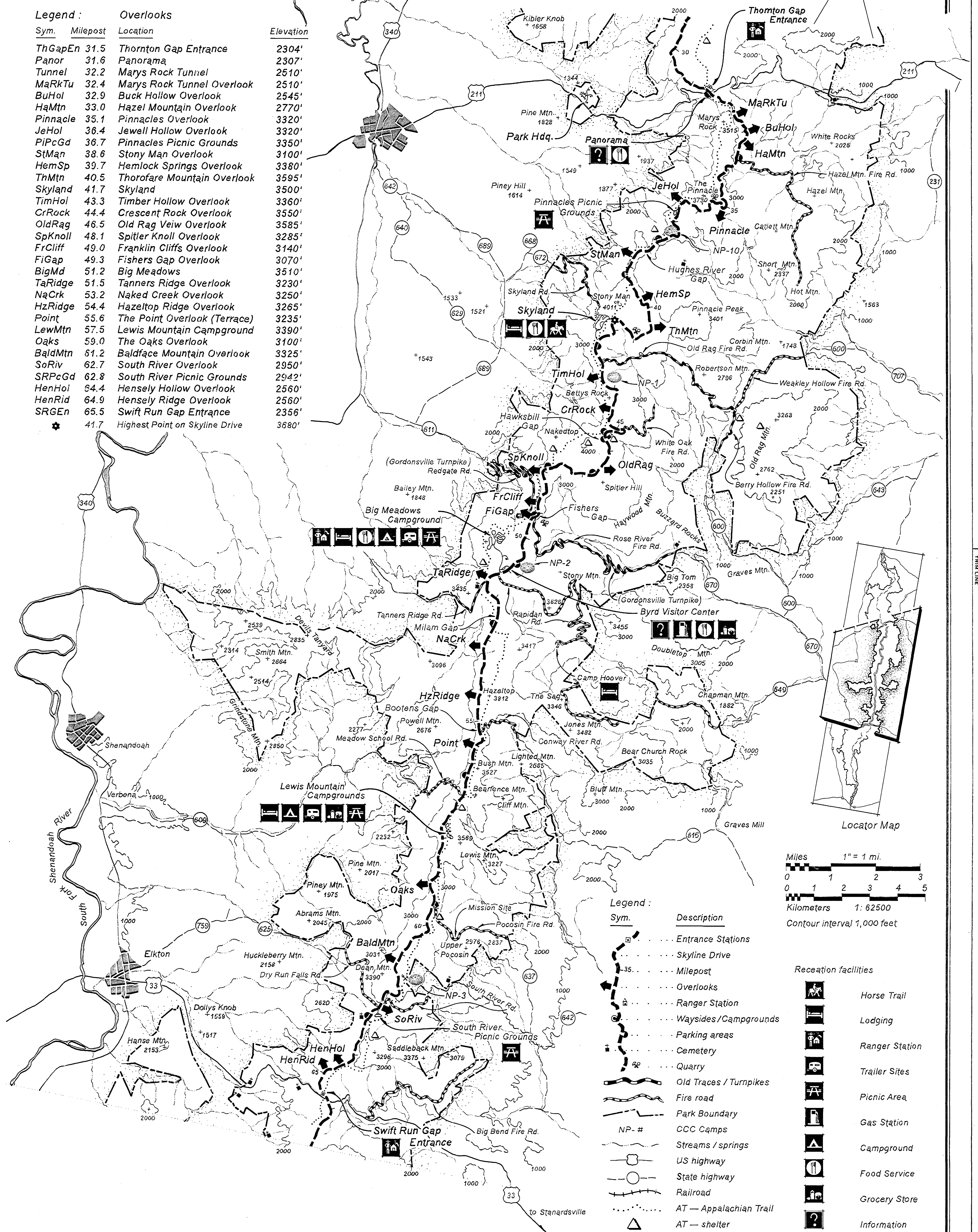


SKYLINE DRIVE

~ CENTRAL DISTRICT

Legend :

Sym.	Milepost	Location	Elevation
ThGapEn	31.5	Thornton Gap Entrance	2304'
Panor	31.6	Panorama	2307'
Tunnel	32.2	Marys Rock Tunnel	2510'
MaRkTu	32.4	Marys Rock Tunnel Overlook	2510'
BuHol	32.9	Buck Hollow Overlook	2545'
HaMtn	33.0	Hazel Mountain Overlook	2770'
Pinnacle	35.1	Pinnacles Overlook	3320'
JeHol	36.4	Jewell Hollow Overlook	3320'
PiPcGd	36.7	Pinnacles Picnic Grounds	3350'
StMan	38.6	Stony Man Overlook	3100'
HemSp	39.7	Hemlock Springs Overlook	3380'
ThMtn	40.5	Thorofare Mountain Overlook	3595'
Skyland	41.7	Skyland	3500'
TimHol	43.3	Timber Hollow Overlook	3360'
CrRock	44.4	Crescent Rock Overlook	3550'
OldRag	46.5	Old Rag Veiw Overlook	3585'
SpKnoll	48.1	Spitler Knoll Overlook	3285'
FrCliff	49.0	Franklin Cliffs Overlook	3140'
FiGap	49.3	Fishers Gap Overlook	3070'
BigMd	51.2	Big Meadows	3510'
TaRidge	51.5	Tanners Ridge Overlook	3230'
NaCrk	53.2	Naked Creek Overlook	3250'
HzRidge	54.4	Hazeltop Ridge Overlook	3265'
Point	55.6	The Point Overlook (Terrace)	3235'
LewMtn	57.5	Lewis Mountain Campground	3390'
Oaks	59.0	The Oaks Overlook	3100'
BaldMtn	61.2	Baldface Mountain Overlook	3325'
SoRiv	62.7	South River Overlook	2950'
SRPcGd	62.8	South River Picnic Grounds	2942'
HenHol	64.4	Hensely Hollow Overlook	2560'
HenRid	64.9	Hensely Ridge Overlook	2560'
SRGen	65.5	Swift Run Gap Entrance	2356'
*	41.7	Highest Point on Skyline Drive	3680'



DELINEATED BY: harlen d. Groe, Michael P. Lanning, 1996

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LURAY VICINITY

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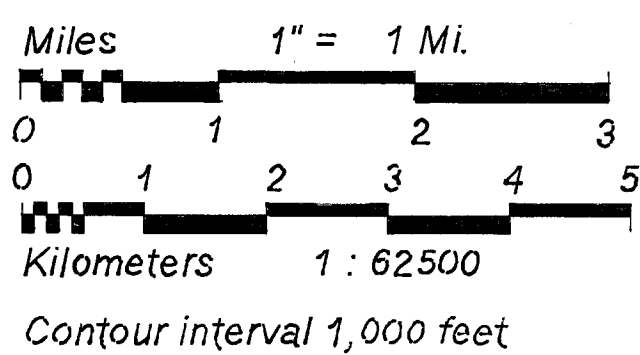
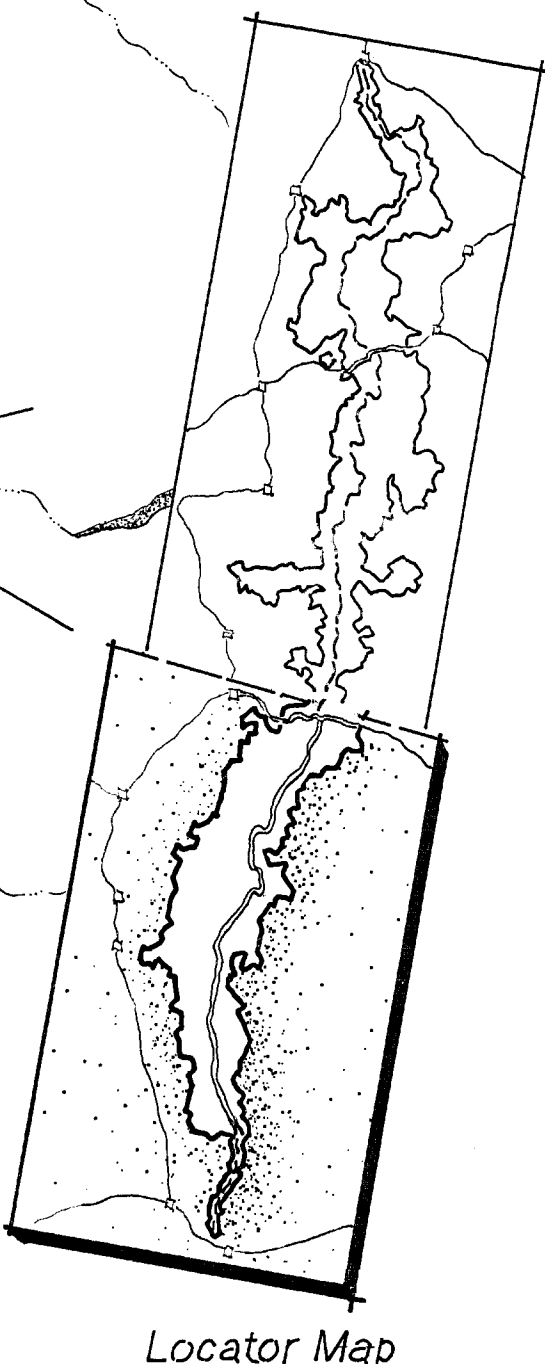
~ SOUTH DISTRICT

Legend :

- Sym. Description
- Entrance Stations
 - Skyline Drive
 - Milepost
 - Overlooks
 - Ranger Station
 - Waysides / Campgrounds
 - Parking areas
 - Cemetery
 - Quarry
 - Old Traces / Turnpikes
 - Fire road
 - Park Boundary
 - NP-# CCC Camps
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Recreation facilities

- Lodging
- Ranger Station
- Trailer Sites
- Picnic Area
- Gas Station
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- Grocery Store
- Information



Legend :

Sym.	Milepost	Location	Elevation
SRGap	65.5	Swift Run Gap Entrance	2365'
SwRu	67.2	Swift Run Overlook	2715'
SaBo	67.8	Sandy Bottom Overlook	2795'
BaHo	69.3	Bacon Hollow Overlook	2455'
EaHo	70.3	Eaton Hollow Overlook	2500'
RoMn	71.2	Rocky Mount Overlook	2445'
BeHo	72.2	Beldore Hollow Overlook	2345'
SiGap	73.2	Simmonds Gap Ranger Station	2245'
LoMtn	74.4	Loft Mountain Overlook	2455'
TMRu	76.2	Two Mile Run Overlook	2772'
BrMtn	76.9	Brown Mountain Overlook	2844'
IvCr	77.5	Ivy Creek Overlook	2885'
Rotp	78.1	Rocktop Overlook	2860'
LMtnW	79.5	Loft Mountain Wayside	3272'
BiRu	81.2	Big Run Overlook	2860'
DoRi	81.9	Doyles River Overlook	2770'
BrGap	83.0	Browns Gap	2595'
Dndo	83.7	Dundo Overlook	2765'
DnGc	"	Dundo Group Campground	"
TrMtn	85.8	Trayfoot Mountain Overlook	2530'
Hrhd	88.6	Horsehead Overlook	2540'
CaRo	90.0	Calvary Rocks Overlook	2660'
Rirap	91.4	Riprap Overlook	2921'
MoRi	92.0	Moormans River Overlook	2973'
CrLa	92.6	Crimora Lake Overlook	2983'
TuMtn	93.7	Turk Mountain Overlook	2720'
SaRu	95.3	Sawmill Run Overlook	2200'
SaRg	95.9	Sawmill Ridge Overlook	2215'
JGAp	96.8	Jarman Gap	2175'
CaMtn	98.9	Calf Mountain Overlook	2480'
#1	99.1	Cattle Underpass #1	2480'
#2	99.6	Cattle Underpass #2	2530'
BeGap	99.8	Beagle Gap Overlook	2495'
#3	102.3	Cattle Underpass #3	2440'
McGap	102.4	McCormick Gap Overlook	2455'
BrPath	104.6	Bridle Path Underpass	2240'
RGE	104.7	Rockfish Gap Entrance	2070'
RGap	105.5	Rockfish Gap	1900'

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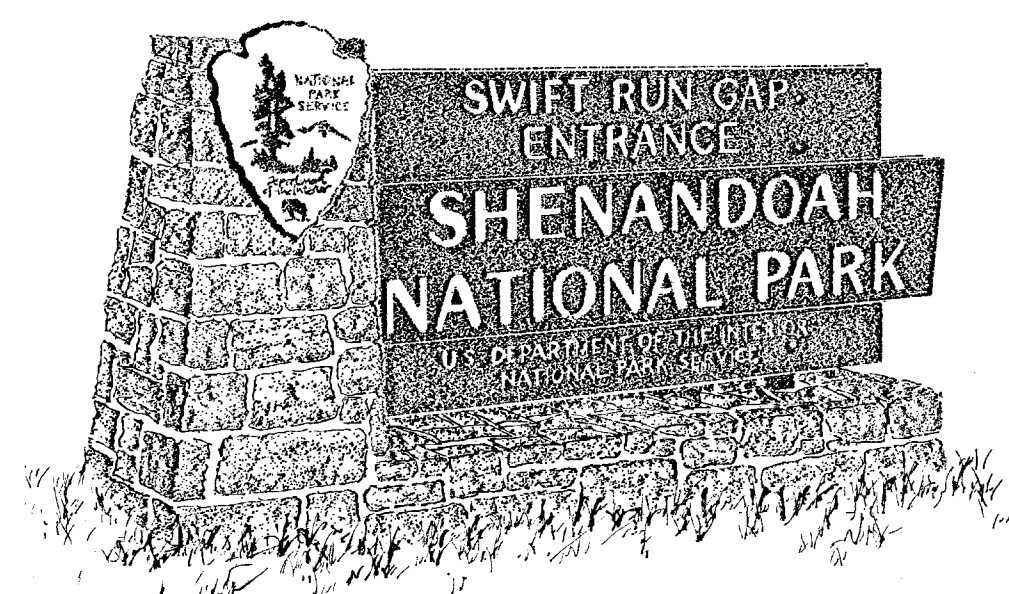
LURAY VICINITY

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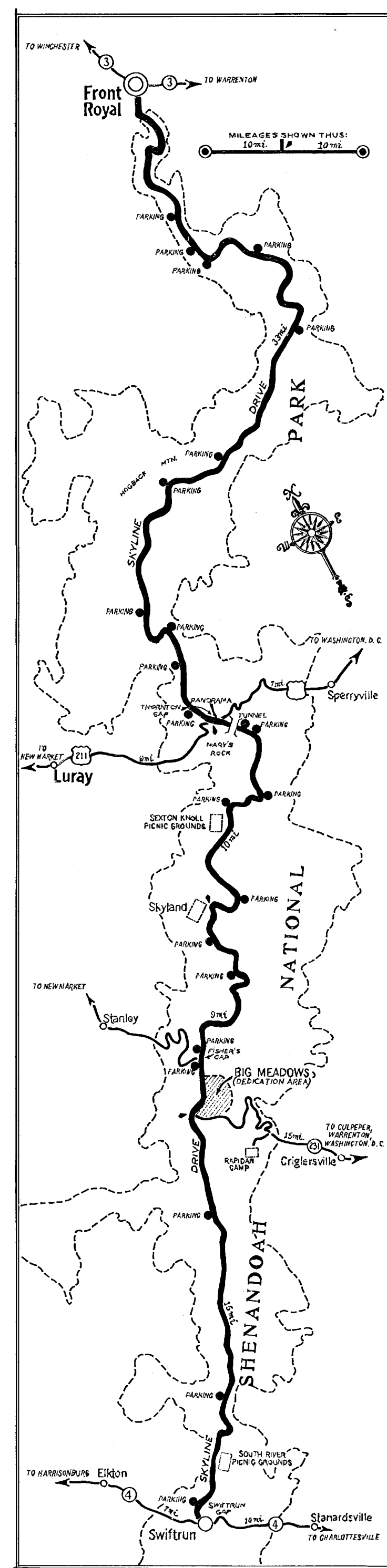
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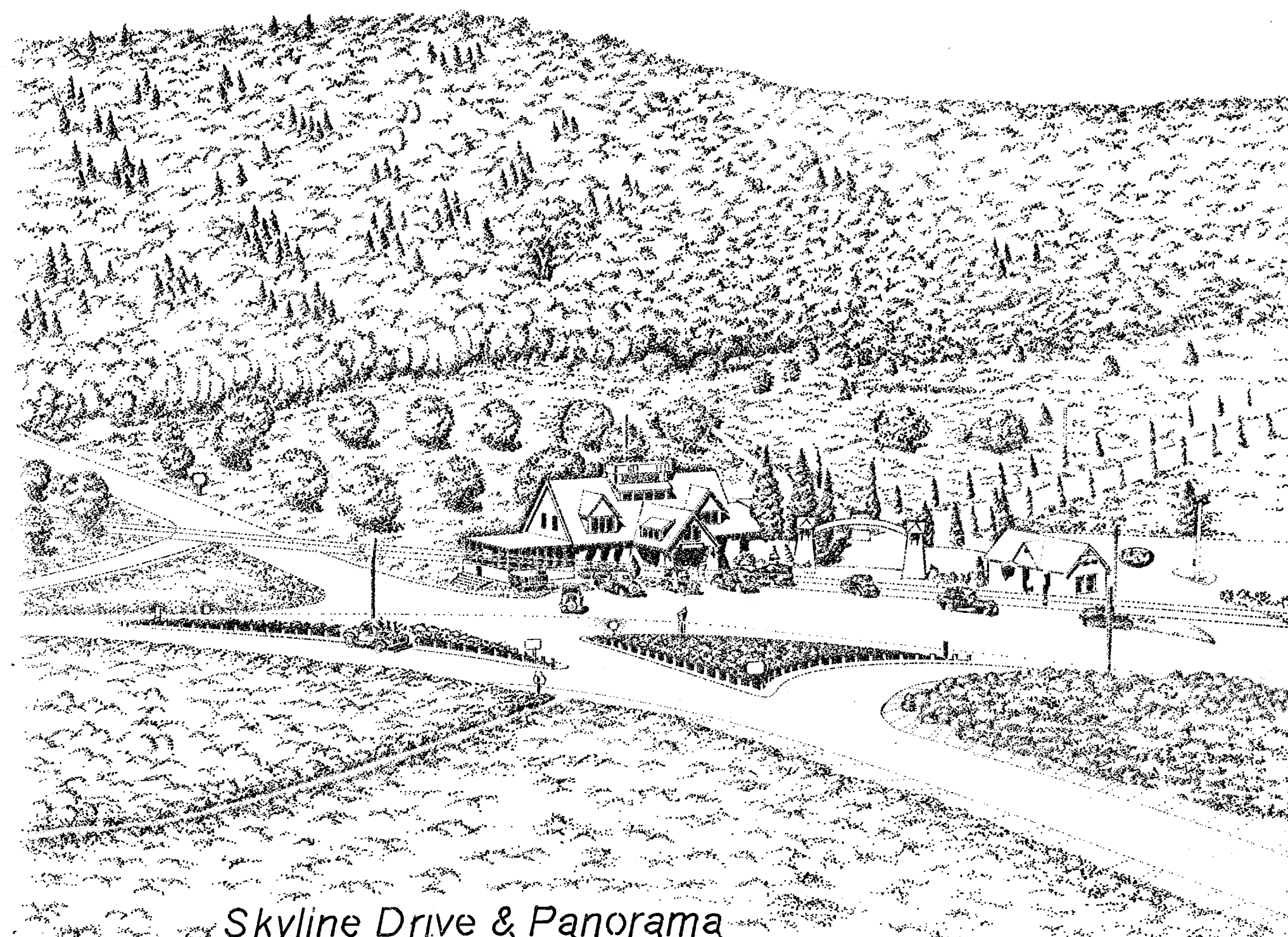
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ENTRANCE STATIONS



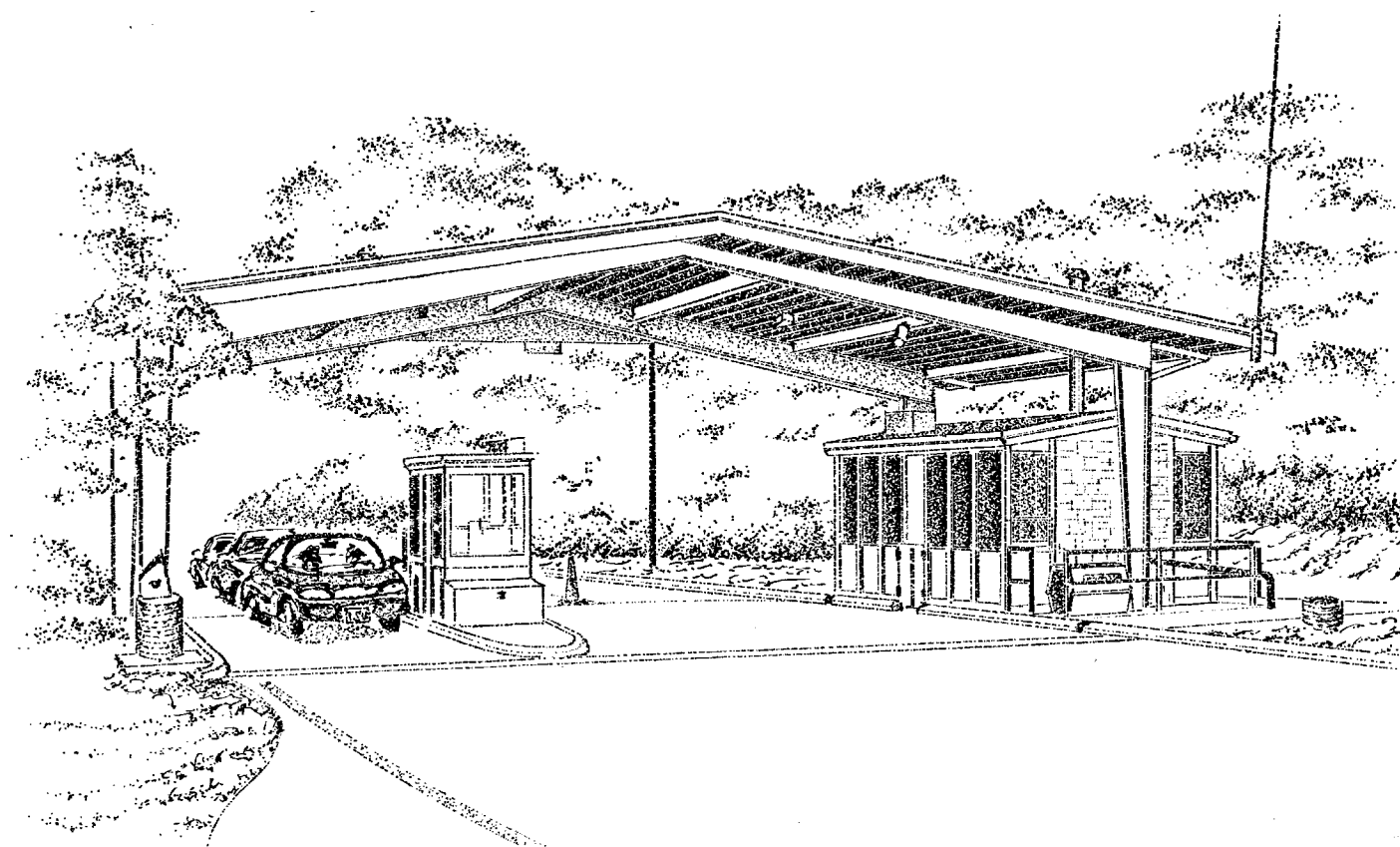
Commemorative Map
July 3, 1936 from Dedication
Ceremony showing extent of
Skyline Drive



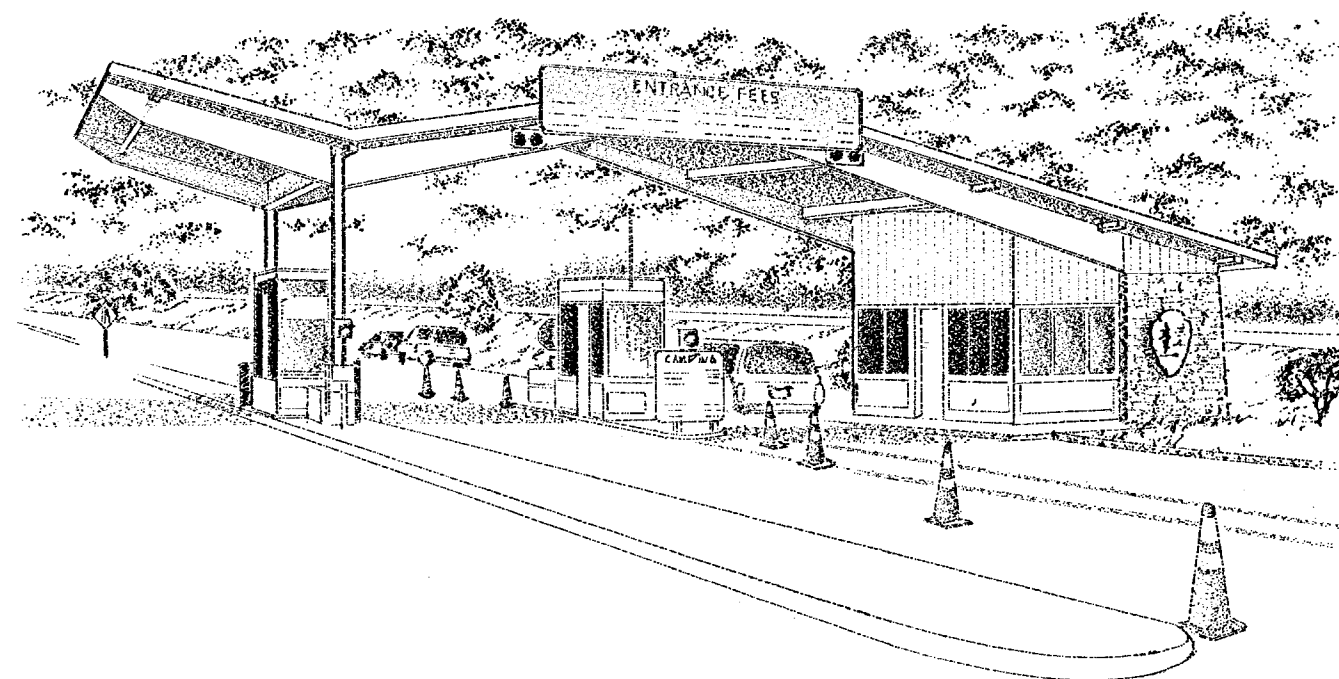
Skyline Drive & Panorama
crossing Lee Highway & Panorama, 1935

Shenandoah National Park's Skyline Drive is accessed through four entrance stations located (from north to south) at Front Royal, Thornton Gap, Swift Run Gap, and Rockfish Gap. The Thornton Gap and Swift Run Gap entrances are located at the drive's intersection with two historic transmontane routes: the Lee Highway (U.S. 211) and the Spotswood Trail (U.S. 33). These highways are the only two lateral roads through the park which remain open to public motor vehicle travel.

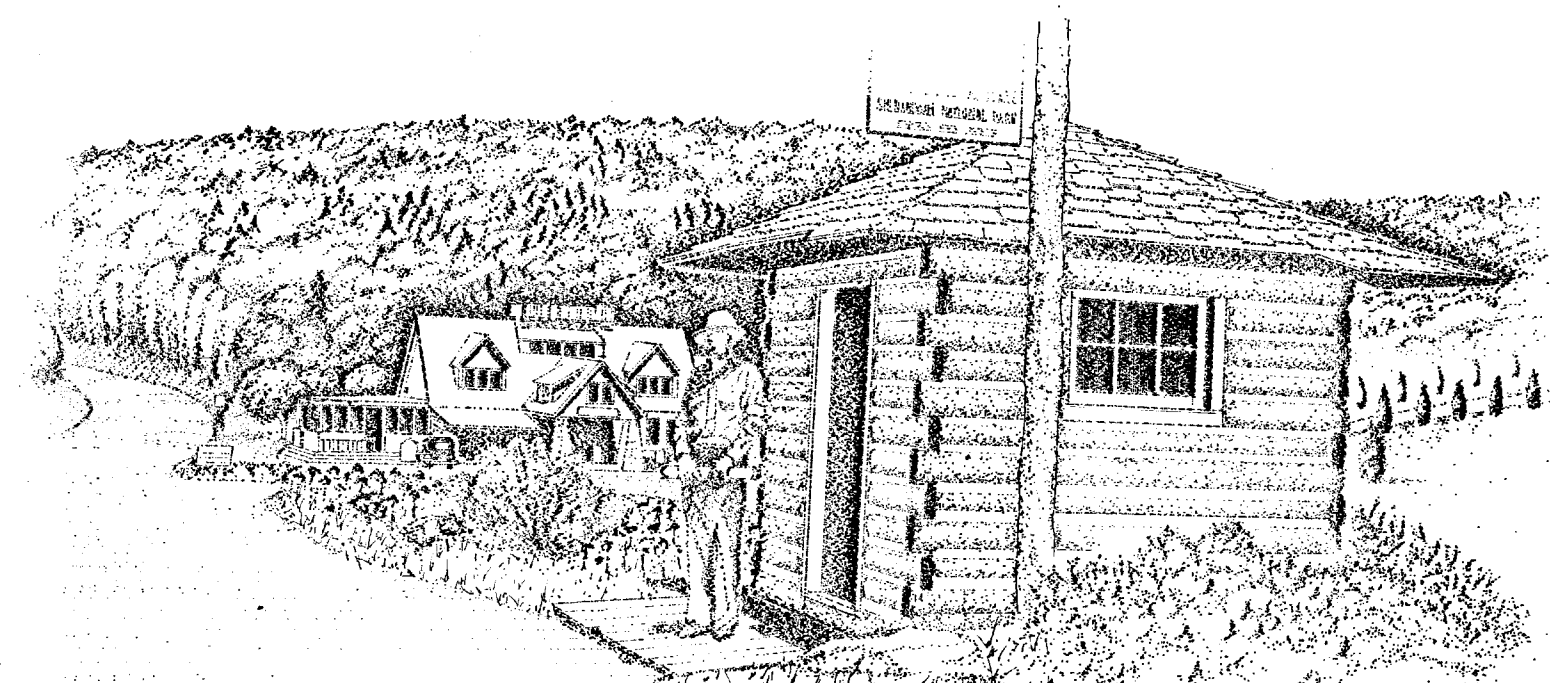
Park entrance facilities have evolved from temporary, small one-room log "information and checking stations" (c. 1936) at the roadside to the sprawling grade separations and entrance stations of Mission 66 and more recent design. The Rockfish Gap entrance at the drive's southern end features the park's oldest extant entrance station (c. 1939). Constructed on a central traffic island, the building is a one-room board-and-batten structure roofed with concrete tile shingles simulating wood shakes. Two similar buildings formerly served the Thornton Gap entrance. In addition to regulating access to the drive, checking traffic and collecting fees, rangers at the entrances provide information on current road and park conditions.



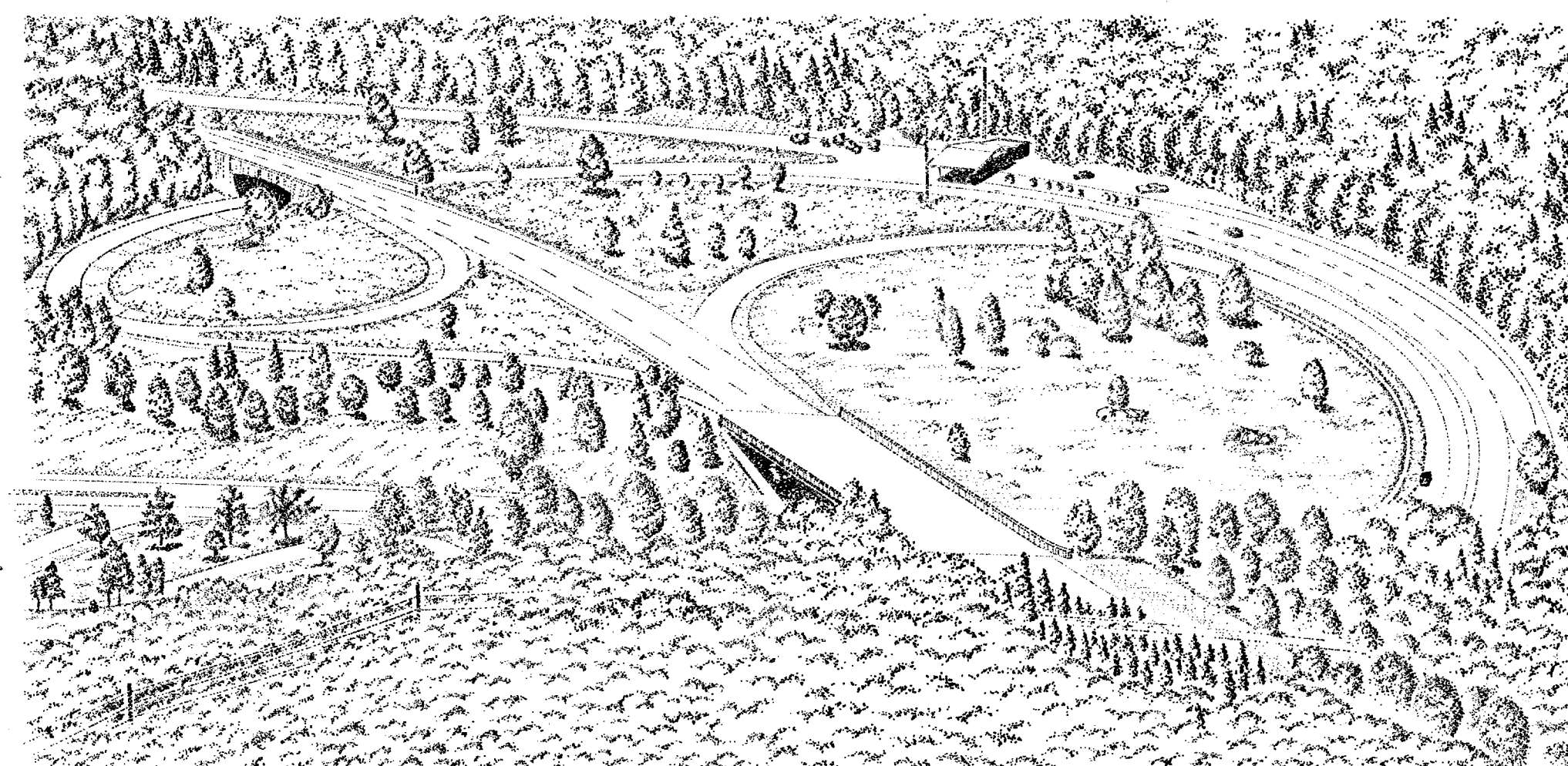
Front Royal — Entrance Station
1974 - 75 Post Mission 66 — mile post 0.5



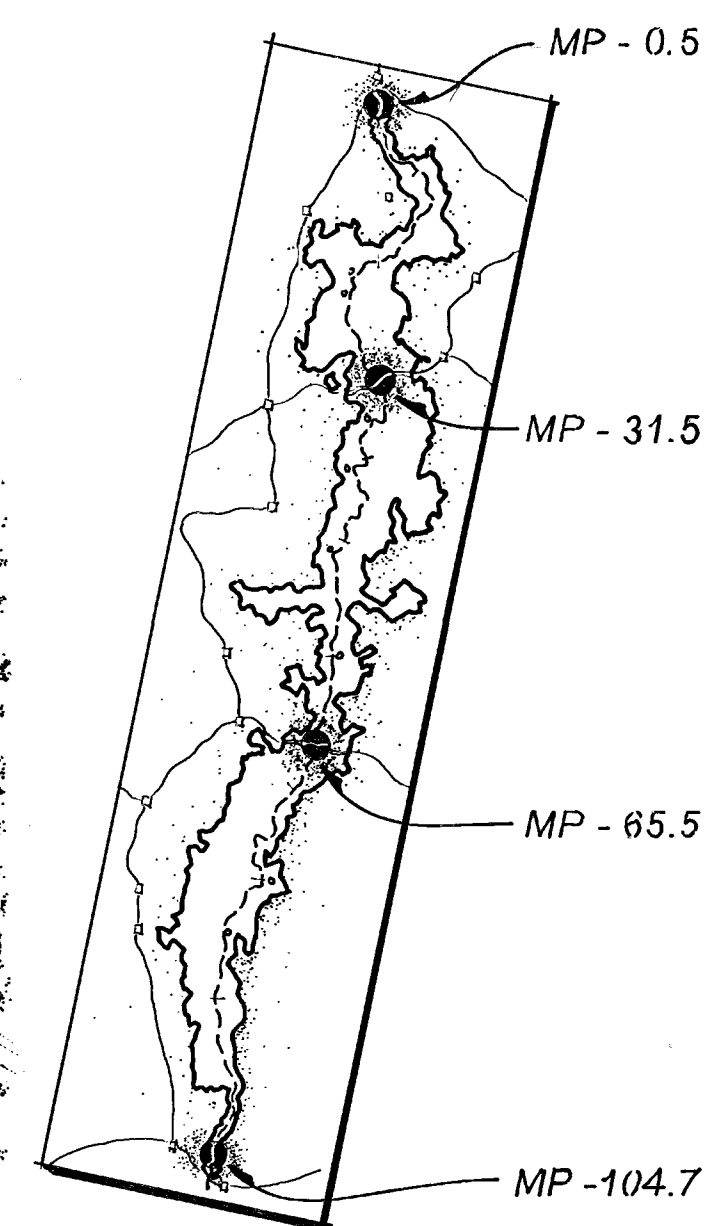
Swift Run — Entrance Station
1974 - 75 Post Mission 66 — mile post 65.5



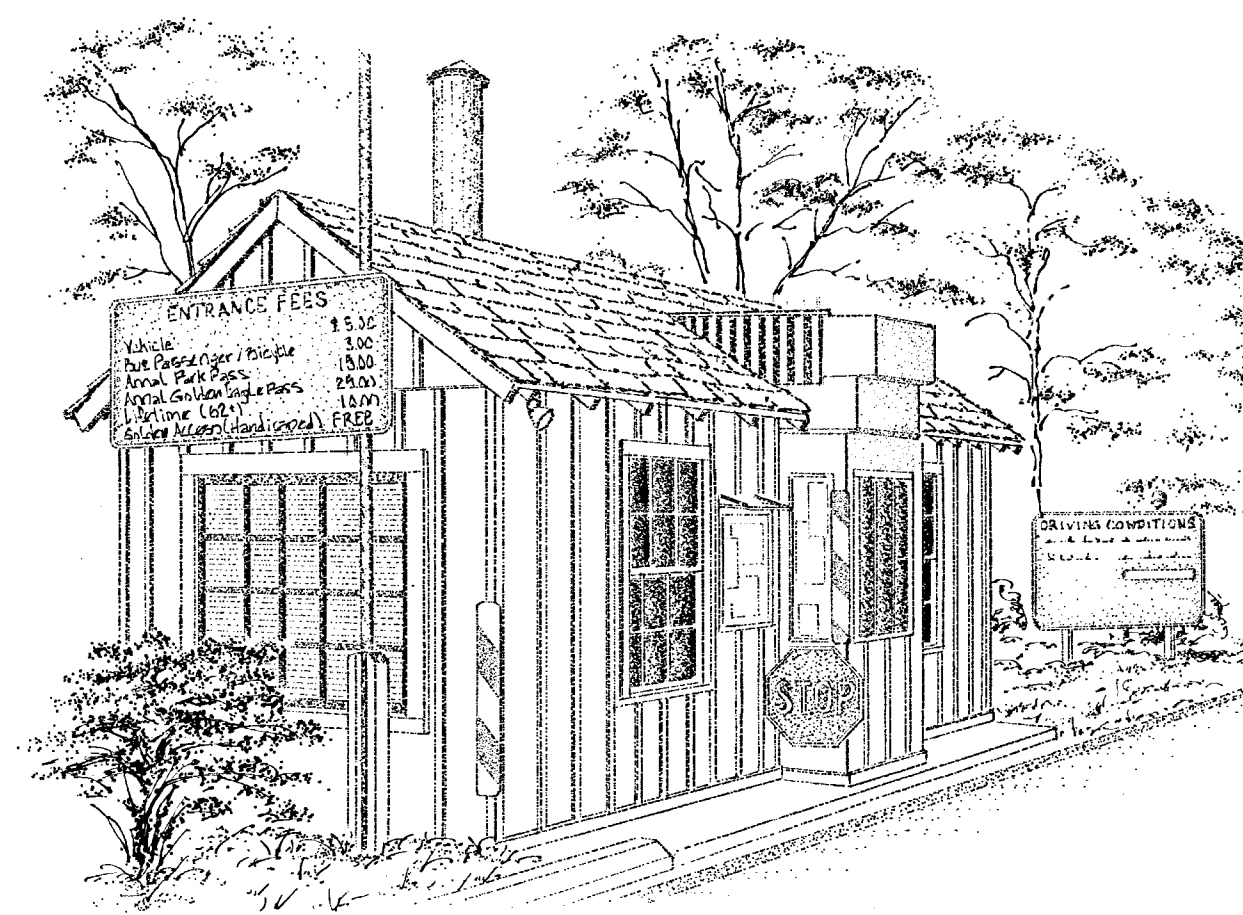
Thornton Gap — Entrance Station
modest entrance station — mile post 31.5



Skyline Drive crossing Lee Highway
Current View from Marys Rock — Mission 66 era



Locator Map



Rockfish Gap — Entrance Station
1938 - 39 — mile post 104.7

DEVELOPMENT OF THE DRIVE

ROAD CONSTRUCTION

EXCAVATION ~ GRADING

After the route had been surveyed, plans prepared, and a 100' right-of-way acquired, construction crews began excavating and grading the roadbed. This 1934 photograph taken north of Gooney Run Overlook (mile post 6.8) shows a typical grading operation. As the drilling crew works in the foreground, the powder man (seated among boxes of explosives) prepares a charge. The young driller's helpers standing on the drill tongue counterweight the rig against overturning. Behind them, a power shovel works in loose rock loading dump trucks which empty the fill in the distance. A pipe crew has placed the culvert on the slope in advance of the fill. Controlled blasting techniques minimized unsightly landscape scars and conserved stone for other uses in construction.



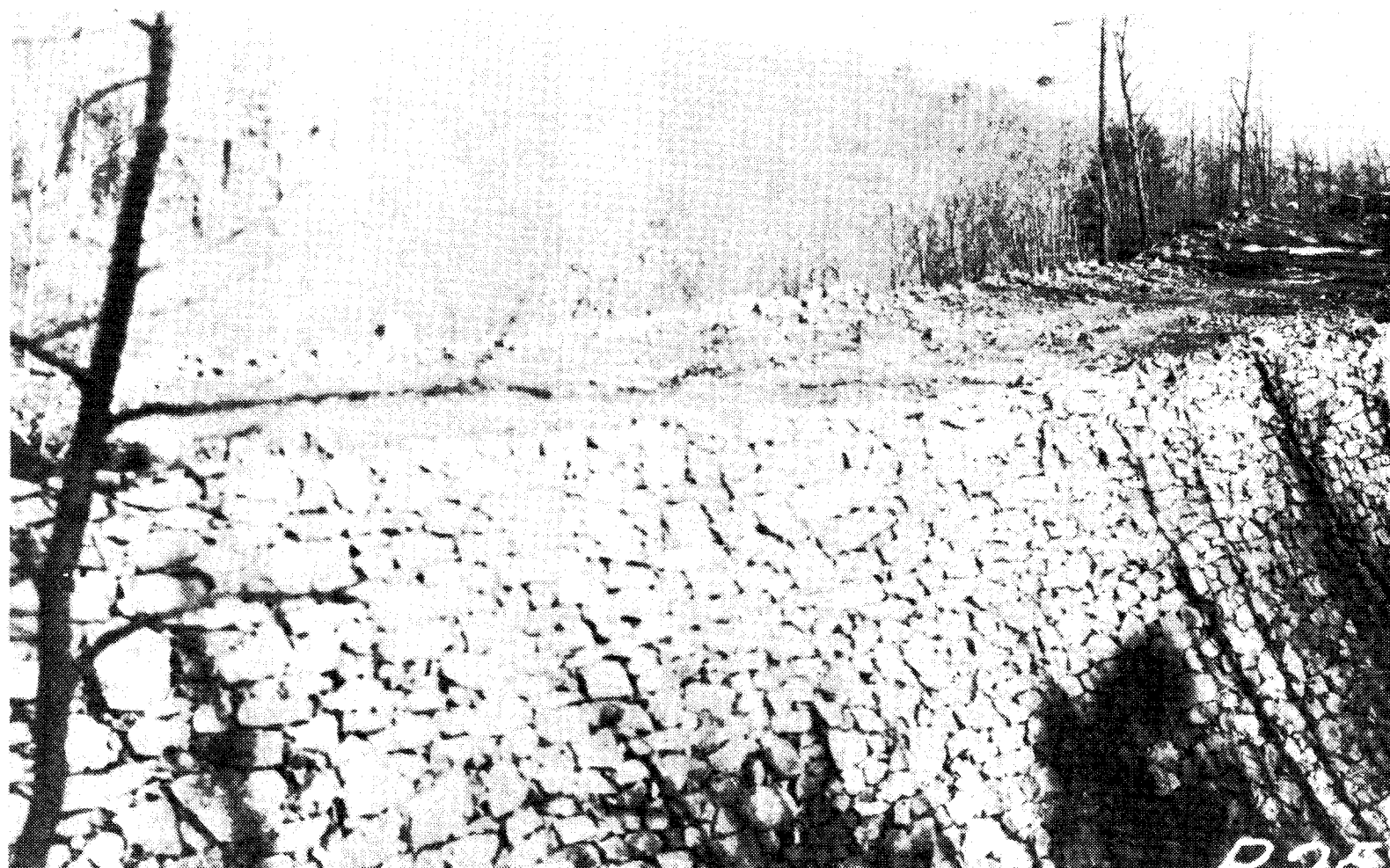
CHESTNUT CRIBBING

Constructed by a method of side-hill cut and fill, the roadway lay on a shelf carved out of or built onto the mountainside. This technique was perfected in western mountain parks like Yellowstone, and became a standard procedure for building park roads. Rock and soil excavated in cuts were used to build up fill areas; careful road alignment achieved a balance between the two. Extensive use of fills in the construction of overlooks provided adequate bases for parking areas. Some filled areas in the Central District utilized a cribbing of American Chestnut logs (like the one built near Panorama in 1933) to support the road shoulder and masonry guard walls. The deteriorated cribbing was removed under the drive's 1983 rehabilitation program.



DRY LAID WALLS

Dry laid rubble retaining walls or hand laid rock embankments (such as this one depicted in 1935, near the park's north entrance, mile post 1.5) help stabilize the slopes of several of the drive's steepest fills. After a slope face was thoroughly compacted and an adequate footing prepared at its base, stone rubble taken from adjacent roadway excavations was hand-placed without mortar up the embankment. One such wall in the South District rose to a height of 60 feet with a slope ratio of 3/4:1. A typical crew consisted of a foreman, two masons and about 20 laborers. These hand laid rock embankments (along with cement masonry retaining walls) reduced excavation quantities, minimized unsightly landscape scars, and protected newly planted vegetation.



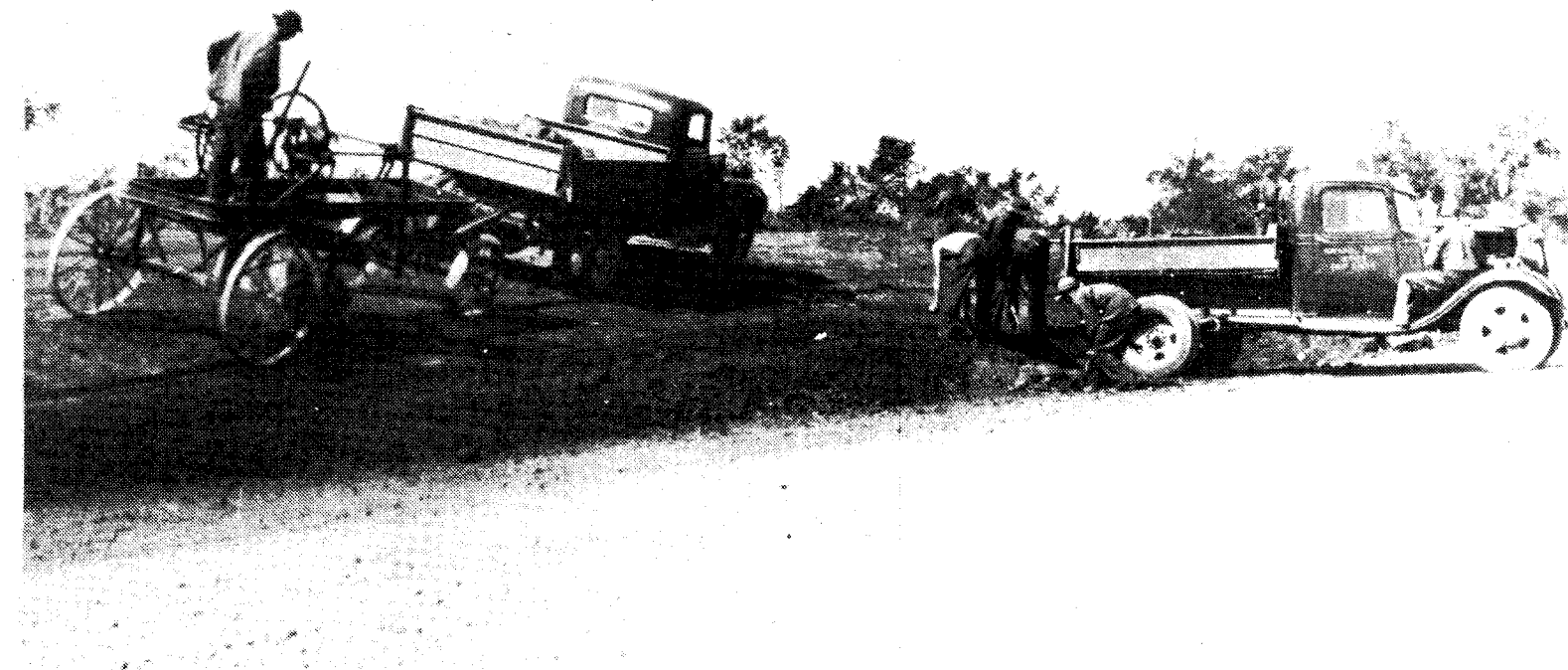
ROAD SUB BASE

Once rough grading operations were completed, preparation of the road subgrade or foundation layer began. Since the subgrade would eventually support the weight of all traffic traveling on the pavement, weak spots in this foundation had to be eliminated. Subgrade soil maintaining a high degree of density, uniformity, and stability was brought in prior to the placement of the road base or surface layers. Grading crews cut and shaped the compacted layer of soil to the proper road cross-section using motor patrol or tractor-drawn blade graders and power scrapers. A crew could prepare 1,000 to 2,500 feet of subgrade in two eight hour shifts on a typical work day. Left: Construction of Hughes River Gap/Stony Man Overlook (mile post 38.6).



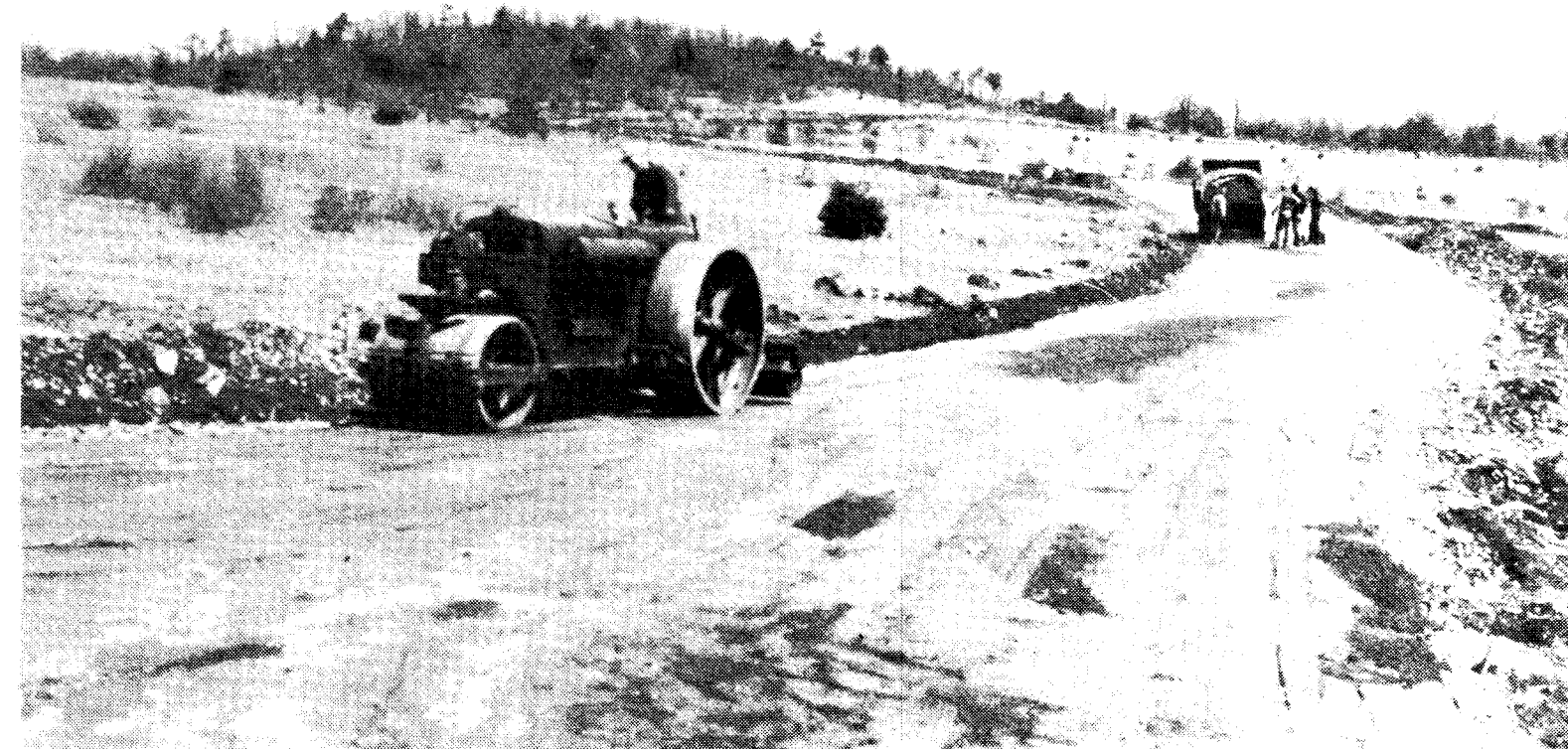
FINAL GRADING

Skyline Drive's road base consisted of six to eight inches of crushed stone. Much of the stone came from roadway excavation and quarry sites near the right-of-way. Portable crushing mills pulverized the unearthed rock into an aggregate 1-1/2 inches in size or smaller, which was stockpiled prior to its application to the road in layers. Loose stone was compacted by constant blading and dragging, and the day to day traffic of construction vehicles, produced a traffic-bound macadam base. Although, the Bureau of Public Roads' construction contractors were responsible for finishing operations such as trimming road shoulders, side, and ditch slopes, much of this work was completed by the Civilian Conservation Corps in order to finish the roadway to National Park Service standards.



ROAD SURFACING

Paving operations began in the late spring or summer following the completion of the road base the preceeding fall. Loose stone was bladed into windrows along the roadside or in one lane. After the road base was repaired, swept, and a prime coat of road tar applied, the windrowed stone was spread in a uniform layer over the road surface. Liquid asphalt was "shot" over the aggregate, which was mixed and blended back into windrows. Then, the process was repeated. Once blended satisfactorily and spread a final time, this mixed-in-place bituminous surface was rolled. A seal coat, waterproofed the pavement and gave it the proper surface texture. Finally, the completed section of the drive was opened to traffic. Parking overlooks and entrance roads to the park's developed areas were treated in similar fashion.



DEVELOPMENT OF THE DRIVE

PARAPET CONSTRUCTION

HUB POST FABRICATION

Roadside guard rail barriers protect motorists from Skyline Drive's sharp curves and steep shoulder drop-offs. In 1932, a year after construction began, National Park Service (NPS) and Bureau of Public Roads (BPR) officials agreed to build stone guard walls along the drive and discouraged the use of wooden rail barriers for safety and aesthetic reasons. Meanwhile, large chestnut logs served as curbs at dangerous places. Construction of the stone walls proceeded slowly, forcing the approval of temporary timber guard rails the summer of 1935. That winter, Civilian Conservation Corps (CCC) crews began selecting chestnut logs during forest cleanup for use as rails and hub posts the following spring. Prior to installation, hub posts were treated with a preservative coat of creosote.



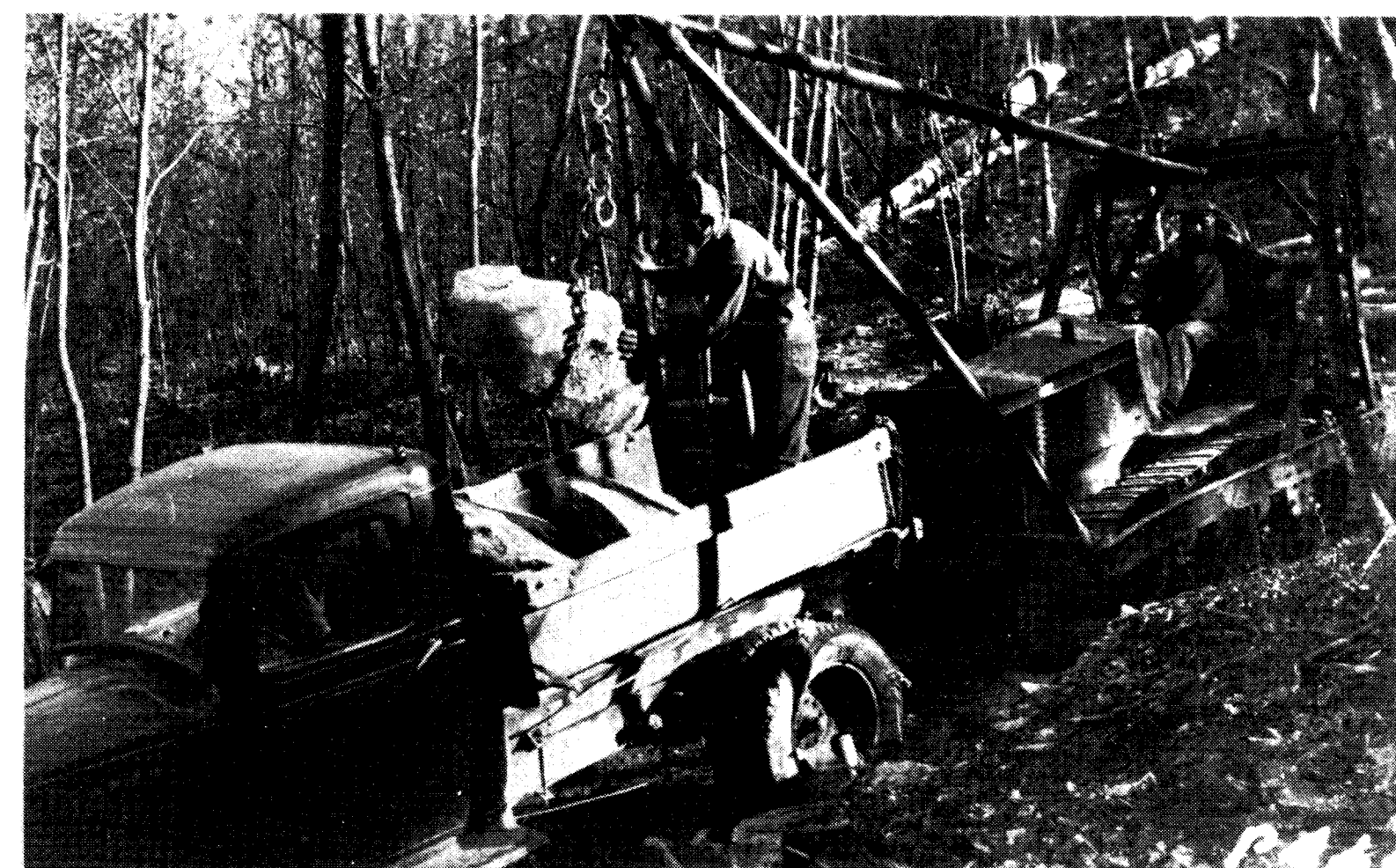
GUARD RAIL PLACEMENT

The temporary chestnut log guard rail employed, along the drive was a slightly modified version of a design on BPR plans used at Sexton Knoll picnic (Pinnacles) area. CCC crews constructed the log guard rails as Emergency Conservation Work projects. The rail, 20" high consisted of 16' long logs pinned atop 4' to 5' long hub posts, equally spaced and set into the ground. The ends of each guard rail section tapered down to the road shoulder. By 1944, most of the timber guard rail used on Skyline Drive was located in the North District, where it constituted one half of the section's existing guard barriers (compared to six percent in the Central District, and less than five percent in the South District). After WWII, the railing was systematically removed or replaced by stone guard walls.



QUARRYING STONE

Native stone was used in all masonry work, such as guard walls, retaining walls, culvert headwalls, tree wells, hand laid rock embankments, and gutters, as well as for much of the crushed stone base. Rock was obtained from excavations along the drive or from quarries within the park or just outside its boundaries. NPS officials selected sites where few or no landscape scars would be visible to passing traffic on the drive, adjacent trails, or from distant view points within the park. Some quarries were located off the right-of-way, screened by vegetation and topography. Others were actually situated on the road alignment. The quarry on Big Run Creek, supplied rock for work between Swift Run and Browns gap (mile 65.5 to 82.9).



STONE REMOVAL

Discussing the construction of Skyline Drive's guard walls in September 1933, NPS engineer in charge James Lassiter observed: "The getting out of the stone is a larger job than laying the wall." NPS tractors and trucks outfitted with cranes or winches were used to load rock at quarries and stockpiles, and to hoist stones into place on the walls. While the BPR insisted on building the guard walls, the NPS provided the unskilled labor and heavy equipment necessary to accomplish the task. CCC enrollees assigned to Shenandoah, gathered stones as part of their roadside cleanup and park beautification work. Rocks ranging in size from 6" x 8" x 12" and up to nine feet in length were delivered to roadside construction sites or to stockpiles. Bureau masons were assisted by other CCC crews in laying of the walls.

STONE GUARDWALL

This 1934 photograph (mile post 33.0) of Hazel Mountain Overlook illustrates the interrelation between guard wall, overlook and drive construction. Here as elsewhere, power shovels (foreground) are used to finish the road cut, flattening the slope and improving sight distances around the curve. Trucks from CCC Camp #10, relocate stone to the overlook (background) and guard wall site, across the drive. Wood frames and string lines, set by NPS and CCC landscape foremen or engineers, indicate the wall's location and assist masons in maintaining proper alignment of height and batter. In what will become a planting island, a bulldozer (center, behind shovel) sits. This island is designed to separate and screen the overlook from the drive. In the distance, grading has begun on the viewing terrace, with its distinctive rock outcropping.

STONE RETAINING WALL

Stone retaining walls were erected at a number of points along the drive. Cement stone masonry walls stabilized steep roadway embankments, and were typically located out of motorists' sight. Massive dry-laid retaining walls, such as this one under construction at Crescent Rock (mile post 44.4) in 1934, held back the earth fill which formed artificial parking and viewing terraces at many overlooks. The stone parapets capping these overlook walls were similar to the roadside guard walls, except that they were built using small amounts of cement mortar to bind the stones together for safety. Generally, overlook parapets stood three feet from the edge of the parking area to provide room for a sidewalk and stone curb.

DEVELOPMENT OF THE DRIVE LANDSCAPE TECHNIQUES

SLOPE STABILIZATION

NPS landscape architects drew upon the naturalistic landscape gardening practices of the 1920s, and their own previous experience in western parks as they designed Skyline Drive to lie lightly along the crest of the Blue Ridge Mountains. An extensive program of road bank naturalization accomplished this by blending the drive into its surroundings and preventing roadside soil erosion. Slope stabilization of the steeper cut and fill areas was a crucial step in this process. This necessitated the placement of various types of temporary log and brush cribbing, or rows of boulders across slope faces. The slopes were then revegetated with native plants in naturalistic plantings.



SLOPE BLENDING

By the time construction began on Skyline Drive, the NPS had adopted a routine program of road bank blending based on curvilinear grading of earth slopes. Bank and cut crests were rounded, slopes flattened, and the ends of cuts and fills warped to thoroughly integrate the new surfaces with the old. Specifications for Skyline Drive issued in 1936 by the Bureau of Public Roads (BPR) and approved by the NPS stipulated maximum slope ratios ranging from 4:1 (on vertical heights measuring 3 feet or less) to 1 1/2:1 (on slopes exceeding 15 feet in height). The Civilian Conservation Corps (CCC) performed much of the road bank blending along the drive using power shovels to cut back the slopes then rounding them with hand labor.



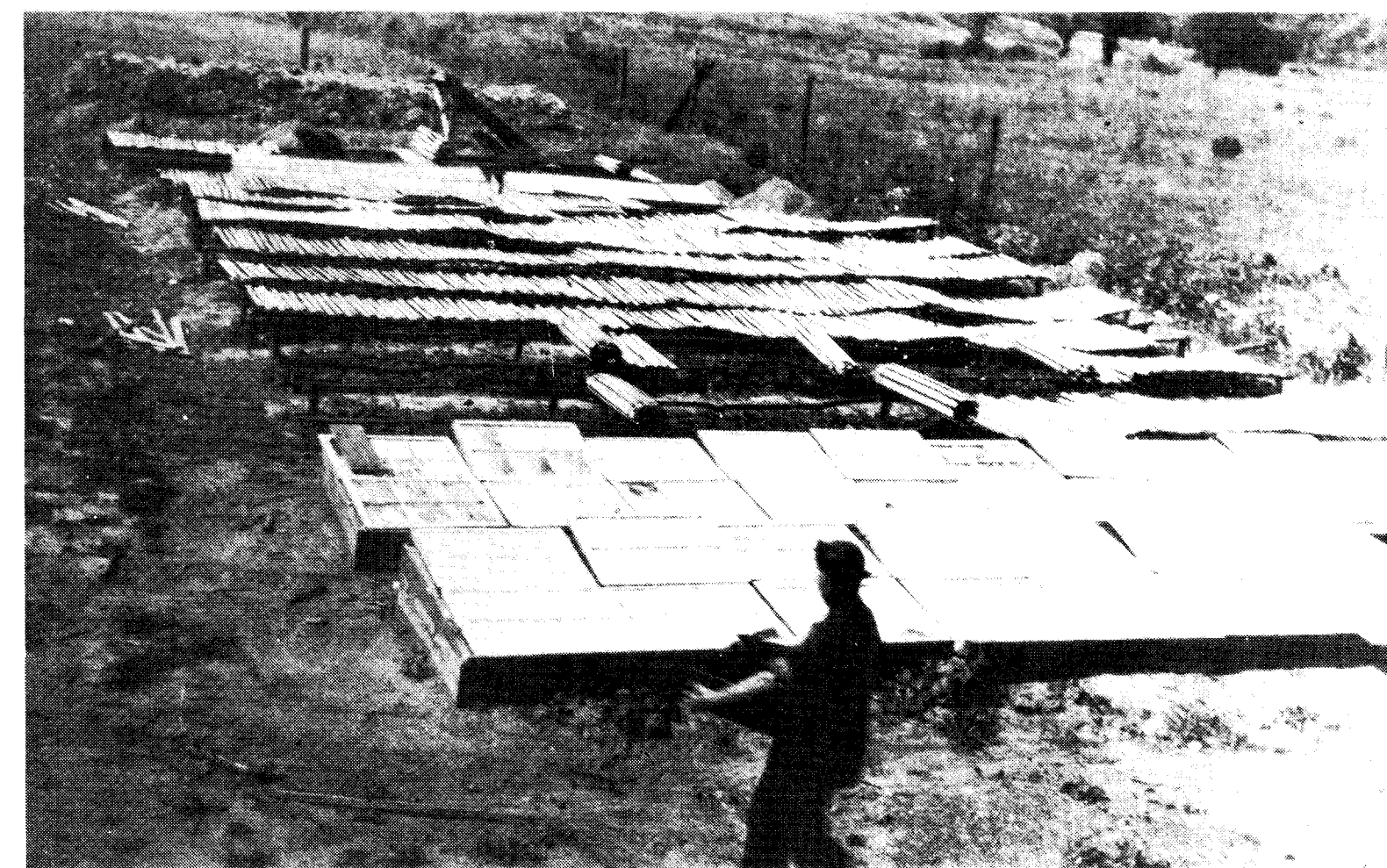
BANK EROSION CONTROL

NPS slope blending techniques used on Skyline Drive produced erosion resistant road banks able to be revegetated quickly. After the completion of preliminary bank stabilization and flattening, topsoil that had been stripped away and stored during road construction was reapplied to the shoulders and cut and fill slopes. Plantings of small trees, shrubs, and vines were interspersed behind erosion control brush cribbing on steep slopes. Flattened banks (particularly those in open meadow lands) were sodded, trenched, or broadcast seeded with grasses, annual and perennial forbs. Then the slopes were mulched with leaves, forest duff, or a clay-leaf mixture to further prevent erosion and to provide an organic base for understory growth.



TREE COLLECTION

Evergreens such as eastern white pines and Blue Ridge firs and some deciduous trees over 10 feet high were removed from the road right-of-way for transplanting elsewhere along Skyline Drive. CCC enrollees hand balled and burlapped trees, wrenched them onto trucks and moved them to park nurseries or developed areas like Skyland, Big Meadows, and Elkswallow. In addition to transplanting established trees, the CCC planted hundreds of thousands of seedlings for park beautification and erosion control. Prior to the establishment of the nursery at Big Meadows (1936), seedlings were supplied by outside sources. In November 1934, 2,525 hickory and walnut trees were received from Bixby Nurseries on Long Island, New York.



PLANT NURSERY

Nurseries operated by the CCC at Big Meadows and Front Royal supplied native plant material for revegetation. Trees and shrubs salvaged from the drive and other construction right-of-ways, abandoned house sites, and farmsteads were transplanted to nursery hot beds. Small plants were transferred to cans, which were then placed in shaded beds prior to final transplanting. Other stock was propagated from seed or seedlings. Trees included hemlock, oak, black locust, black walnut, alternate leaved dogwood, red spruce, and various species of pine and fir. Shrubs included strawberry bush, mountain laurel, arrowwood viburnum, Canada yew, rhododendron and azalea.



MTN. LAUREL PLANTING

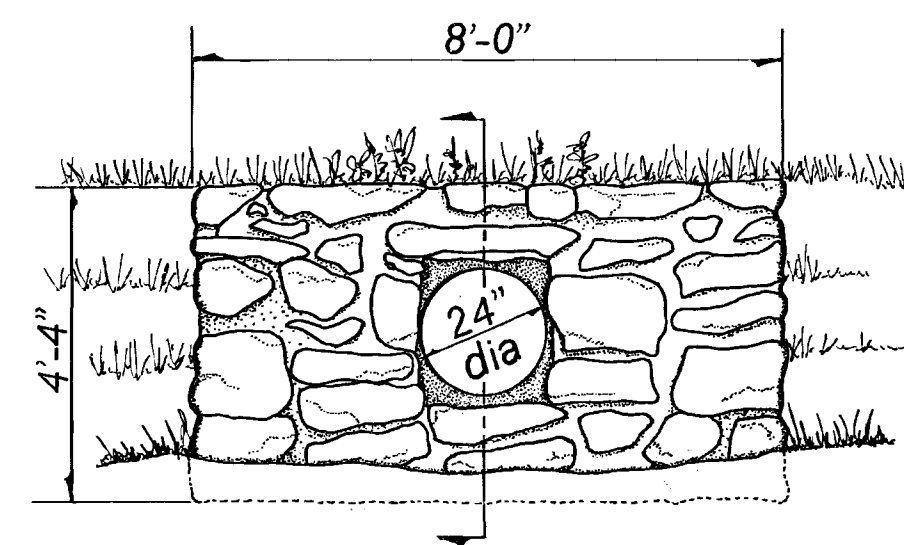
The roadside and landscape naturalization programs for Skyline Drive and Shenandoah began in late Spring 1933. A resident staff of NPS landscape architects supervised CCC projects propagating and planting of hundreds of thousands of trees and shrubs beside the drive and throughout the park. Vines, such as Virginia creeper, wild grape, American bittersweet, and clematis were rooted in rock cuts and along guard walls. Road banks and overlooks were planted in mountain laurel and other small stock. In developed areas trees and shrubs provided proper visual aesthetics. Open bays in the planting scheme varied the forest outline, while trimmed vistas opened spectacular views from the drive and overlooks.

ROAD DETAILS

In 1983, the Federal Highway Administration enforced an extensive rehabilitation program along Skyline Drive to meet modern safety standards. As part of this program, the original stone guard walls and drainage features were refurbished or replaced, and in some instances new features are being added.

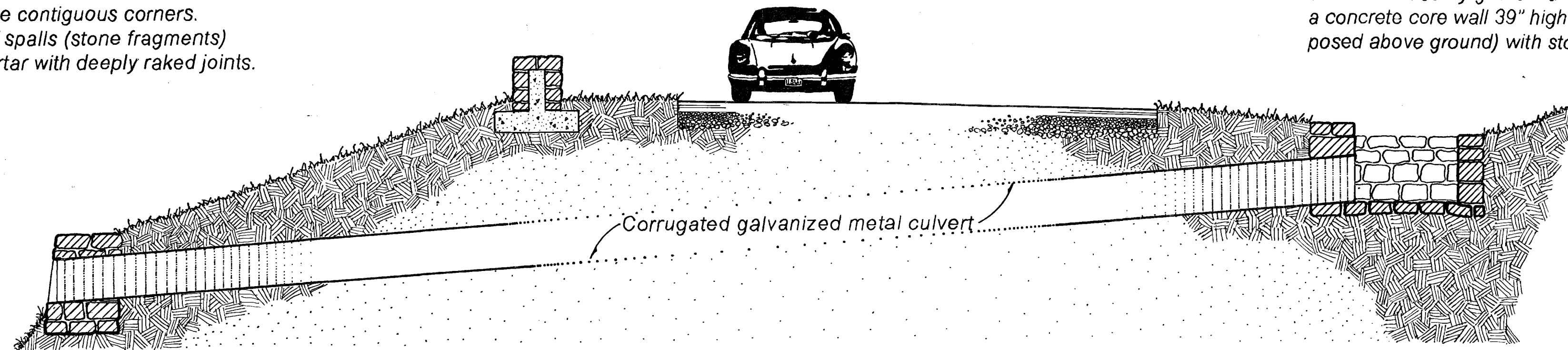
Old Guard Wall

A typical section of the original dry-laid stone guard walls measured 18" above ground and 6" below. At the top, the width was 24"; at the bottom, 30". The wall stood 5' from the pavement, with a vertical face toward the road and a 3:12 batter in back. Laid horizontally, no four stones were to have contiguous corners. Bunching of similar-sized stone and excessive use of spalls (stone fragments) was avoided. By 1938, the top course was set in mortar with deeply raked joints.

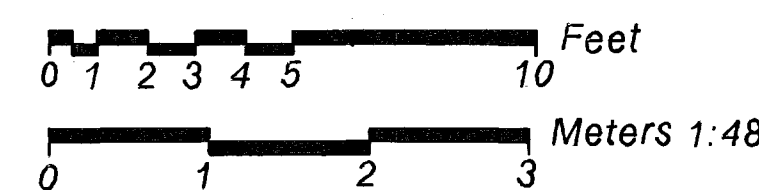


Headwall Elevation
scale: 3/8" = 1'-0"

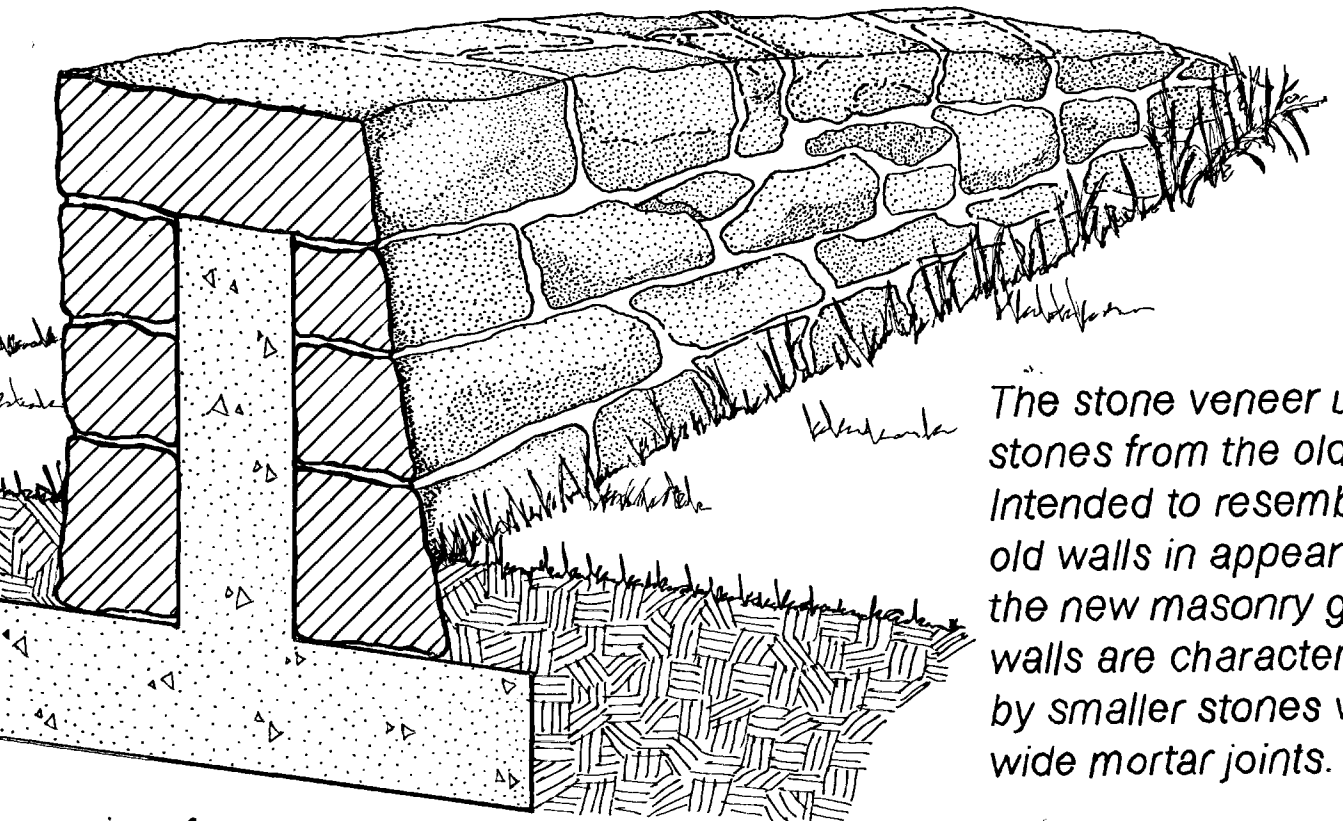
New resurfacing coat
AT-25 bituminous surface treatment
1" Hot bituminous concrete pavement
2" Hot bituminous concrete pavement
8" Crushed aggregate base
2-layer construction
4" aggregate subbase



Road Cross Section scale: 1/4" = 1'-0"

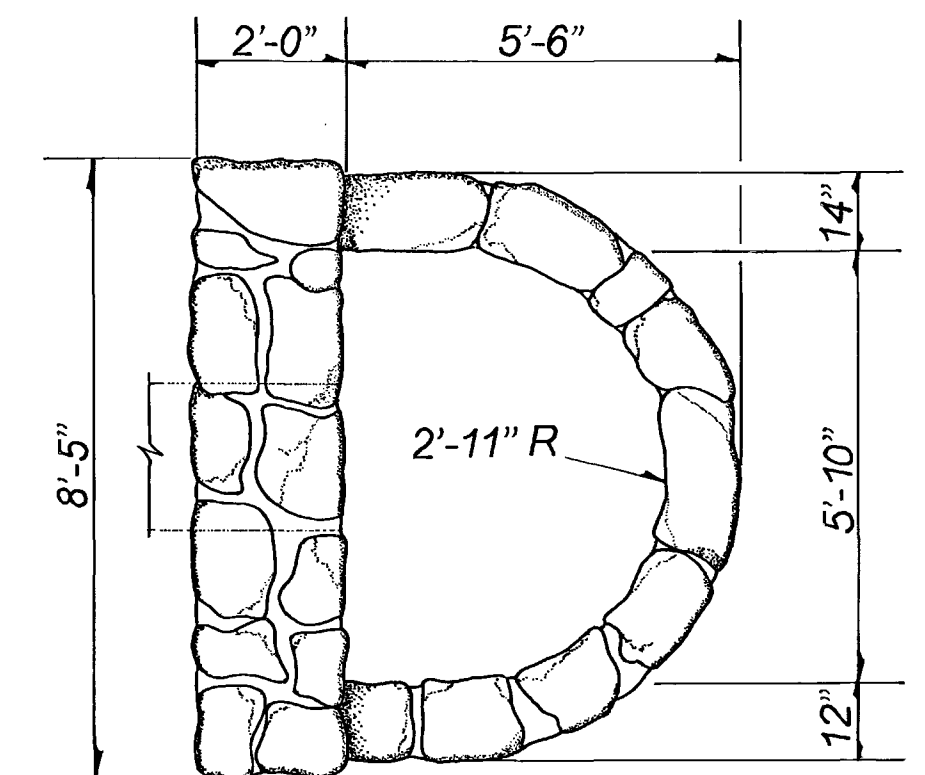


New Guard Wall

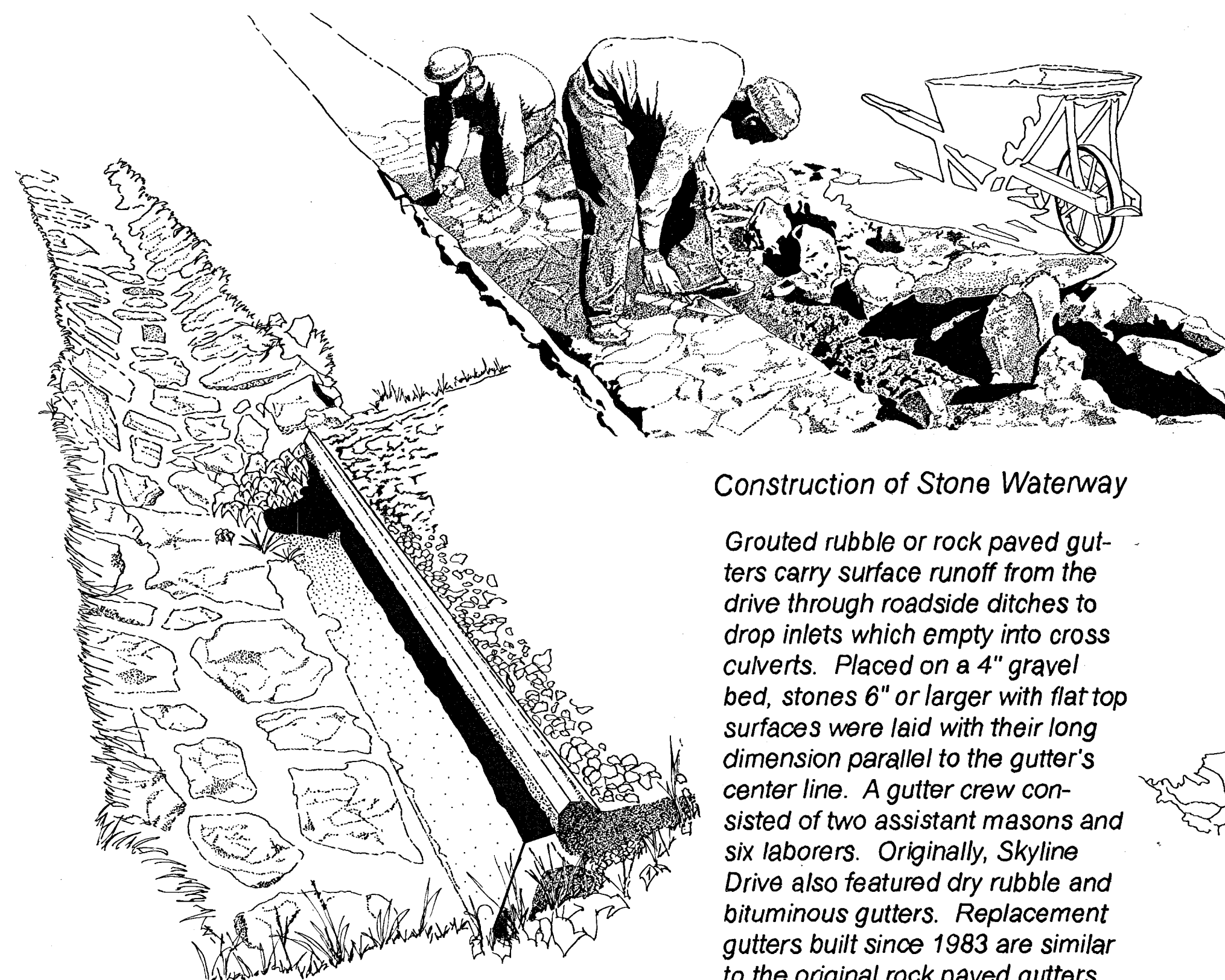
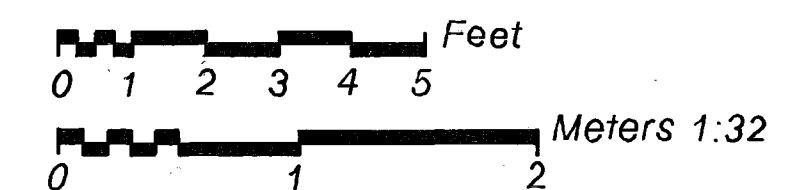


The new masonry guard walls consist of a concrete core wall 39" high (27" exposed above ground) with stone facing.

The stone veneer utilizes stones from the old walls. Intended to resemble the old walls in appearance, the new masonry guard walls are characterized by smaller stones with wide mortar joints.



Drop Inlet Plan
scale: 3/8" = 1'-0"



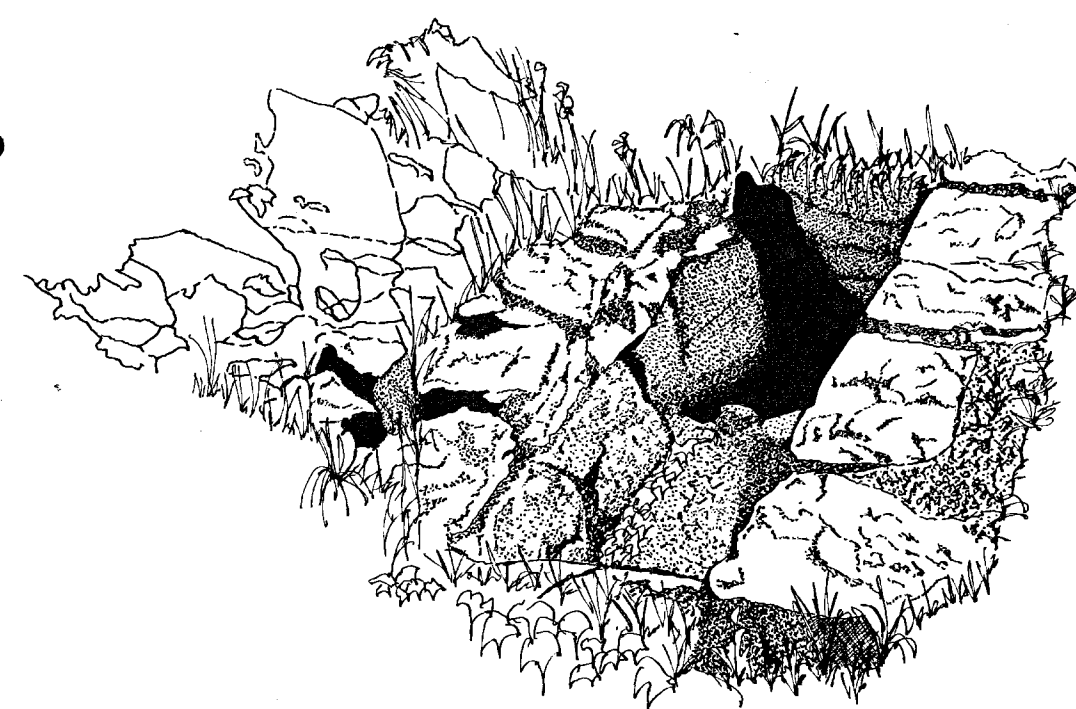
Construction of Stone Waterway

Grouted rubble or rock paved gutters carry surface runoff from the drive through roadside ditches to drop inlets which empty into cross culverts. Placed on a 4" gravel bed, stones 6" or larger with flat top surfaces were laid with their long dimension parallel to the gutter's center line. A gutter crew consisted of two assistant masons and six laborers. Originally, Skyline Drive also featured dry rubble and bituminous gutters. Replacement gutters built since 1983 are similar to the original rock paved gutters, but feature wide mortar joints and modified drop inlets.

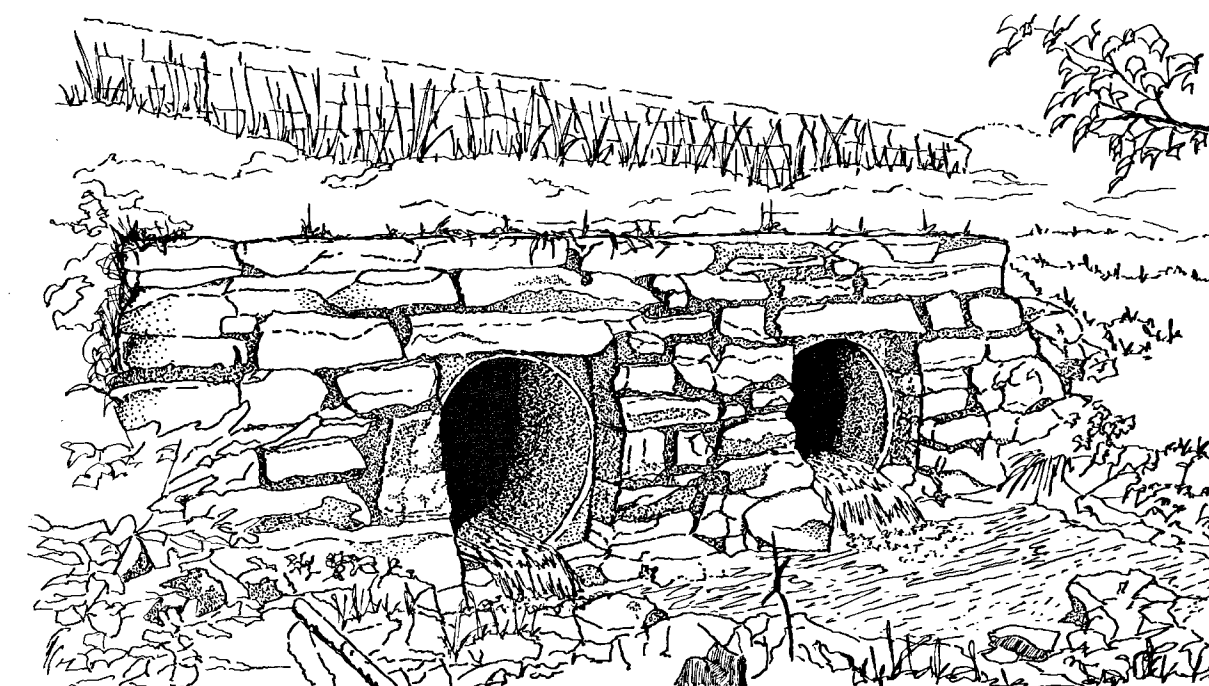
Modern Drop Inlet and Grouted Rubble Gutter

The Bureau of Public Roads (BPR), under a cooperative agreement with the National Park Service (NPS), supervised the construction of Skyline Drive from 1931 to 1939. Strict design and engineering specifications ensured the uniform construction of the scenic drive. A typical roadway section is 30' wide; composed of a 20' road surface with 5' shoulders in fill, and 3' shoulders plus 2' ditches in cut. (Roadway width in the North District is 34', with 5' shoulders and 2' ditches throughout.) Curves are spiraled, providing a wide radius easily negotiated by vehicles, and superelevated or banked for safety.

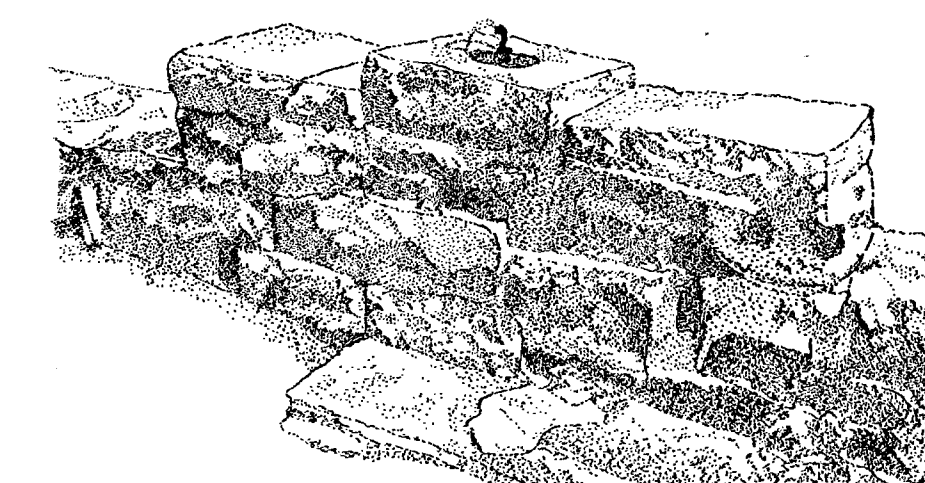
The road surface consists of a two-layer "traffic-bound" crushed stone base covered with a bituminous "road-mix" asphalt surface which has been repaved and resealed several times since 1950. Corrugated galvanized metal pipe culverts provide cross drainage under the road subbase. Drop inlets or stone masonry headwalls serve as pipe termini. Vitrified clay tile underdrains laid beneath roadside ditches further direct water away from the subbase.



Rectangular Drop Inlet

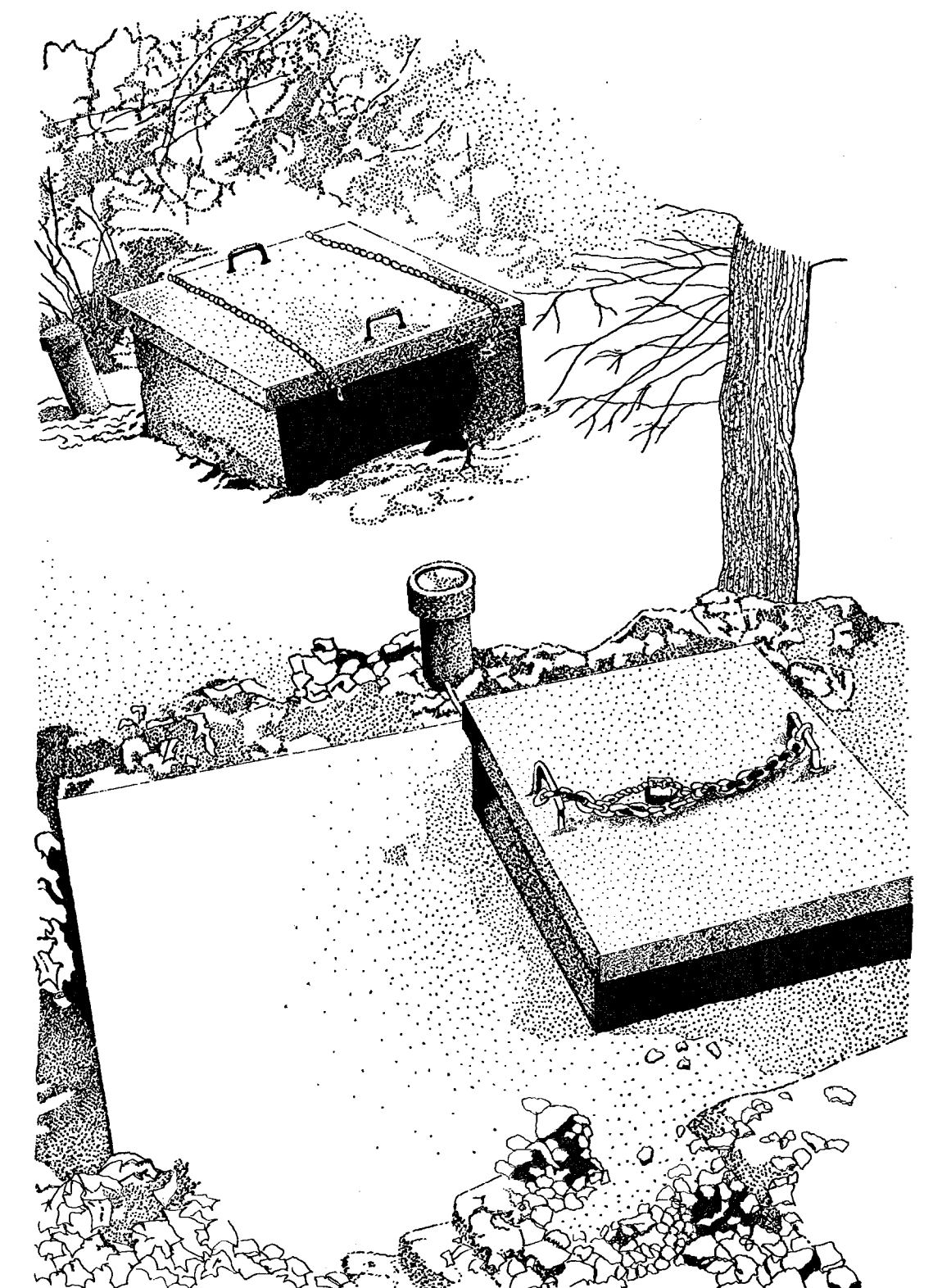


Double Drainage Outlet



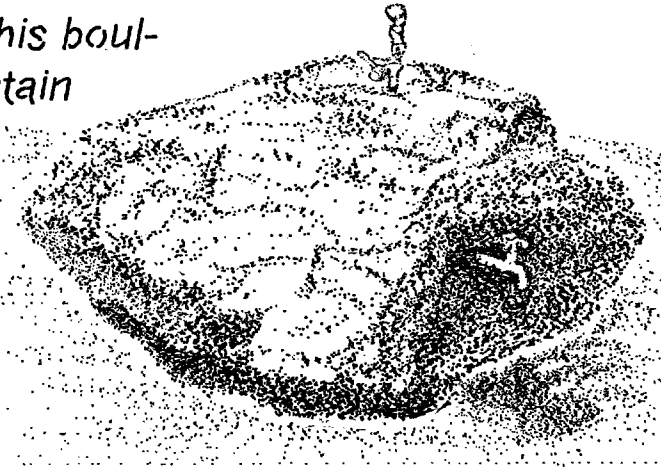
Three types of water fountains or "bubblers" are found in the park and along the drive: small boulder bubblers, fountains incorporated into masonry walls, and stacked rock bubblers (which replaced earlier chestnut log fountains in the 1950s).

Springs, like the one at Hemlock Spring Overlook, supply water to the roadside fountains. Water from the spring box is piped under the drive and overlook parking area to the fountain. This spring also supplies water to the fountain and comfort station at Stony Man Overlook.



Lock Concrete Spring Box, Hemlock Spring
(Typical arrangement of spring box and disinfectant facility at a gravity-fed roadside water source.)

The simple transformation of this boulder into a "bubbler" water fountain — blending machinery with nature in Elkwallow Picnic Area (mile 24.2), is indicative of the attention to detail exercised by NPS designers in the 1930s.

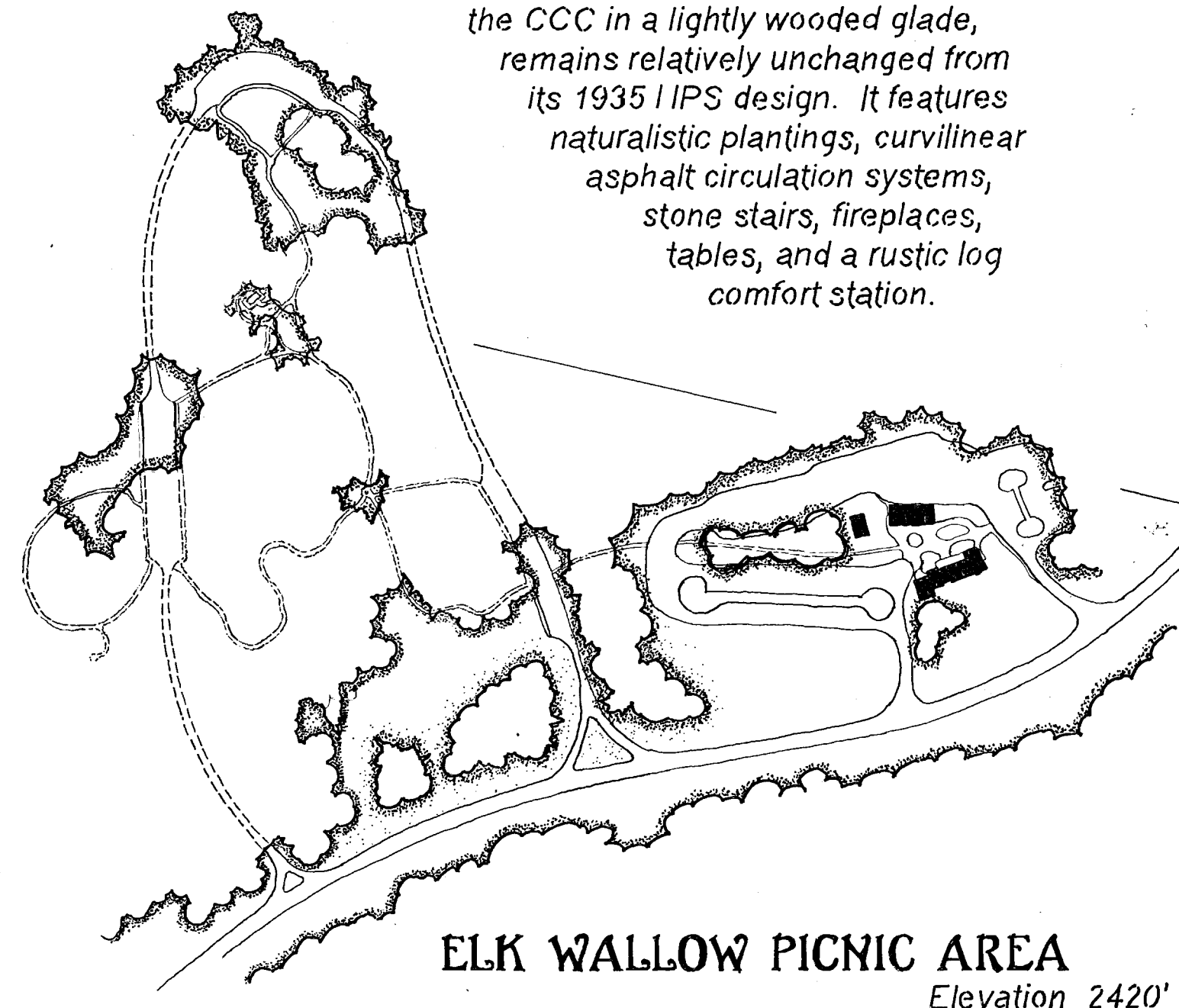


Rock Bubbler

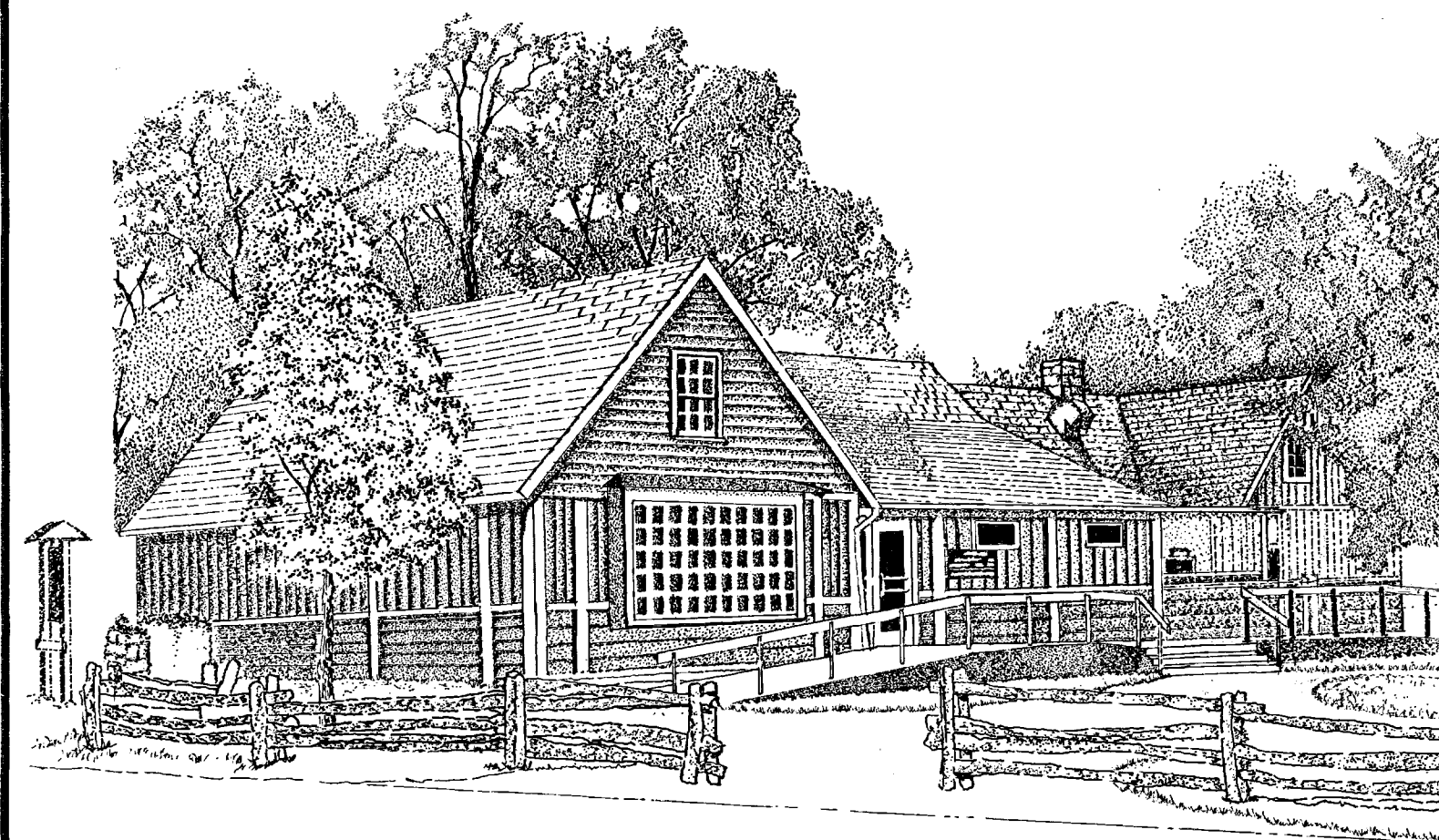
The Dickey Ridge Visitor Center is exemplary of the rustic "parkitecture" built in the eastern national parks in the 1930s. Designed by Marcellus Wright, Jr., and erected by the park concessionaire in 1938, it served as a dining hall for a tourist cabin development. Closed during WWII and never reopened, it was converted into a visitor center in 1958.

Typically, park and concession facilities are separated, as at Elkwallow Wayside (mile 24). The 1938, rustic gift shop/cafe/teria designed by Richmond architect Marcellus Wright, Jr., is the focal point of the concessionaire's development.

The adjacent park picnic area, built by the CCC in a lightly wooded glade, remains relatively unchanged from its 1935 IPS design. It features naturalistic plantings, curvilinear asphalt circulation systems, stone stairs, fireplaces, tables, and a rustic log comfort station.

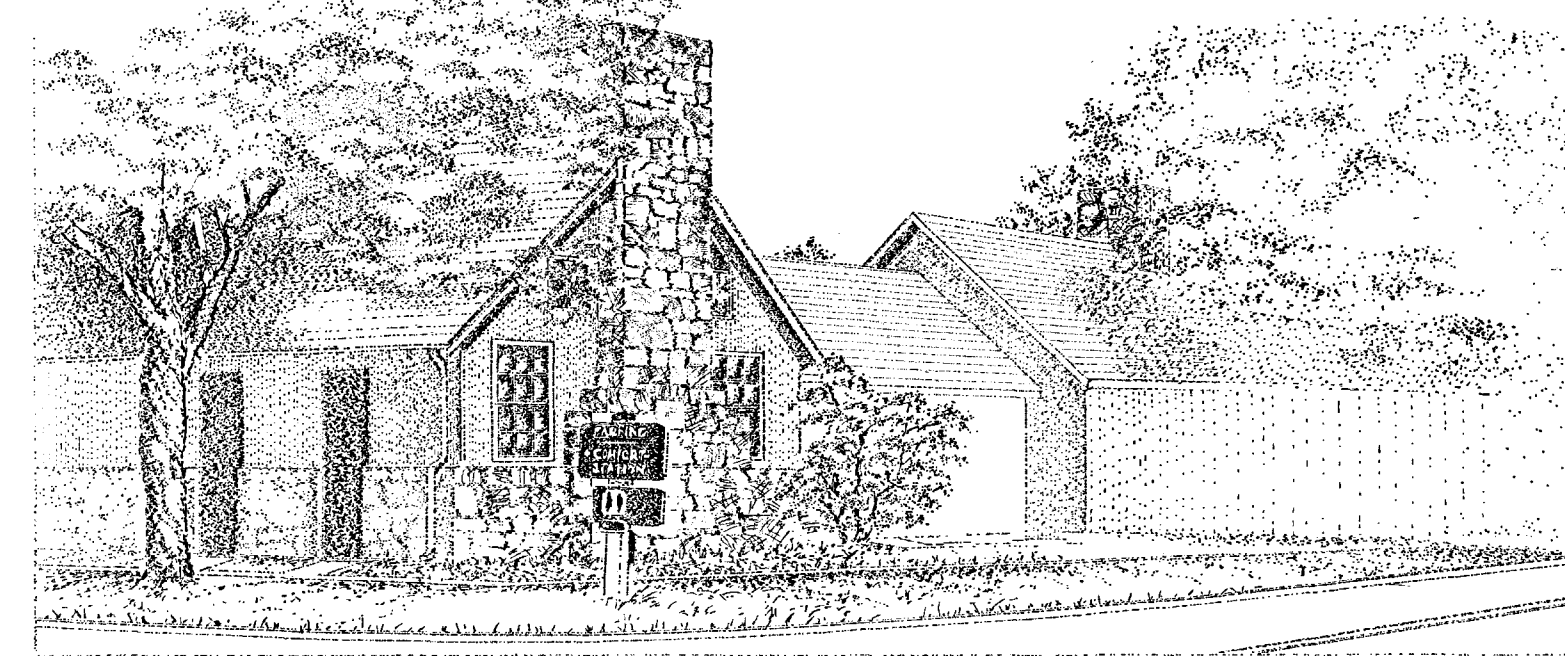


ELK WALLOW PICNIC AREA
Elevation 2420'

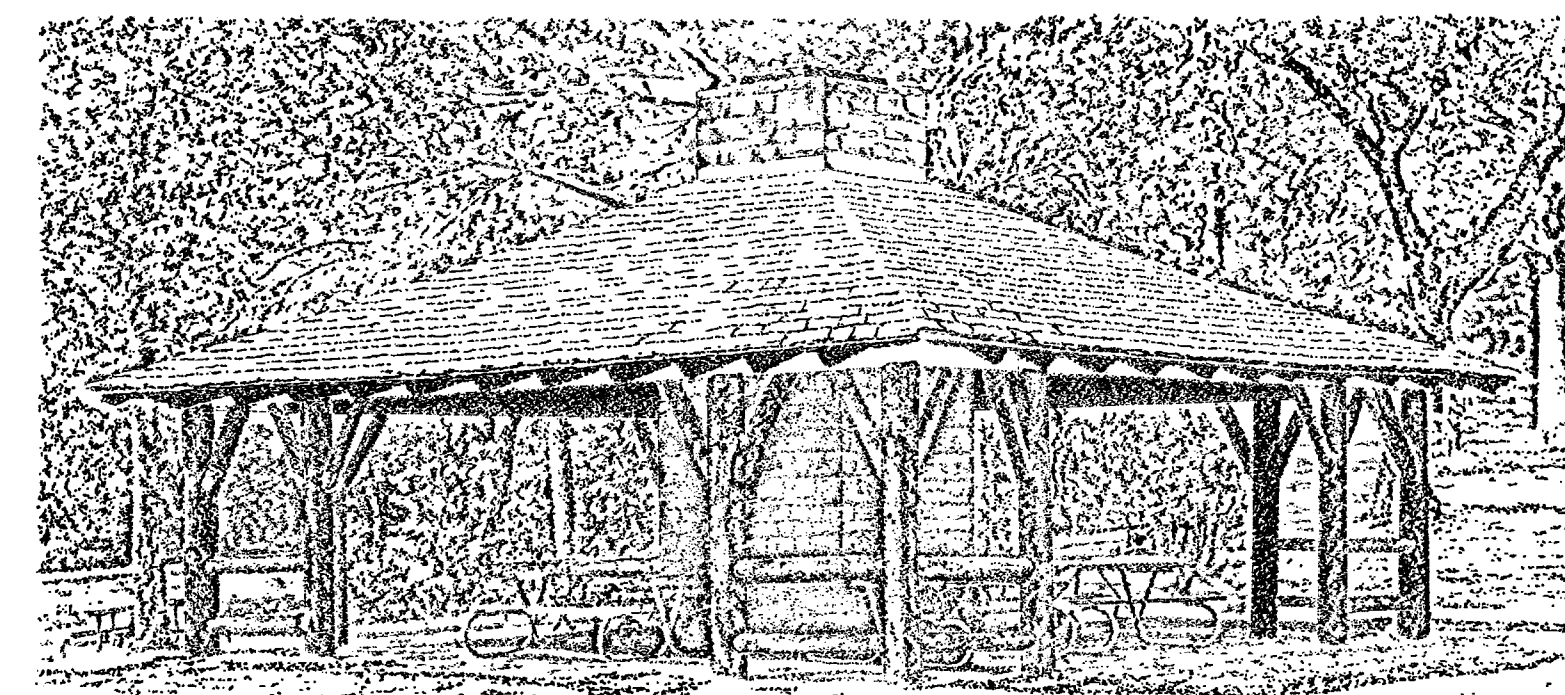


Elk Wallow Wayside

WAYSIDES & PICNIC AREAS

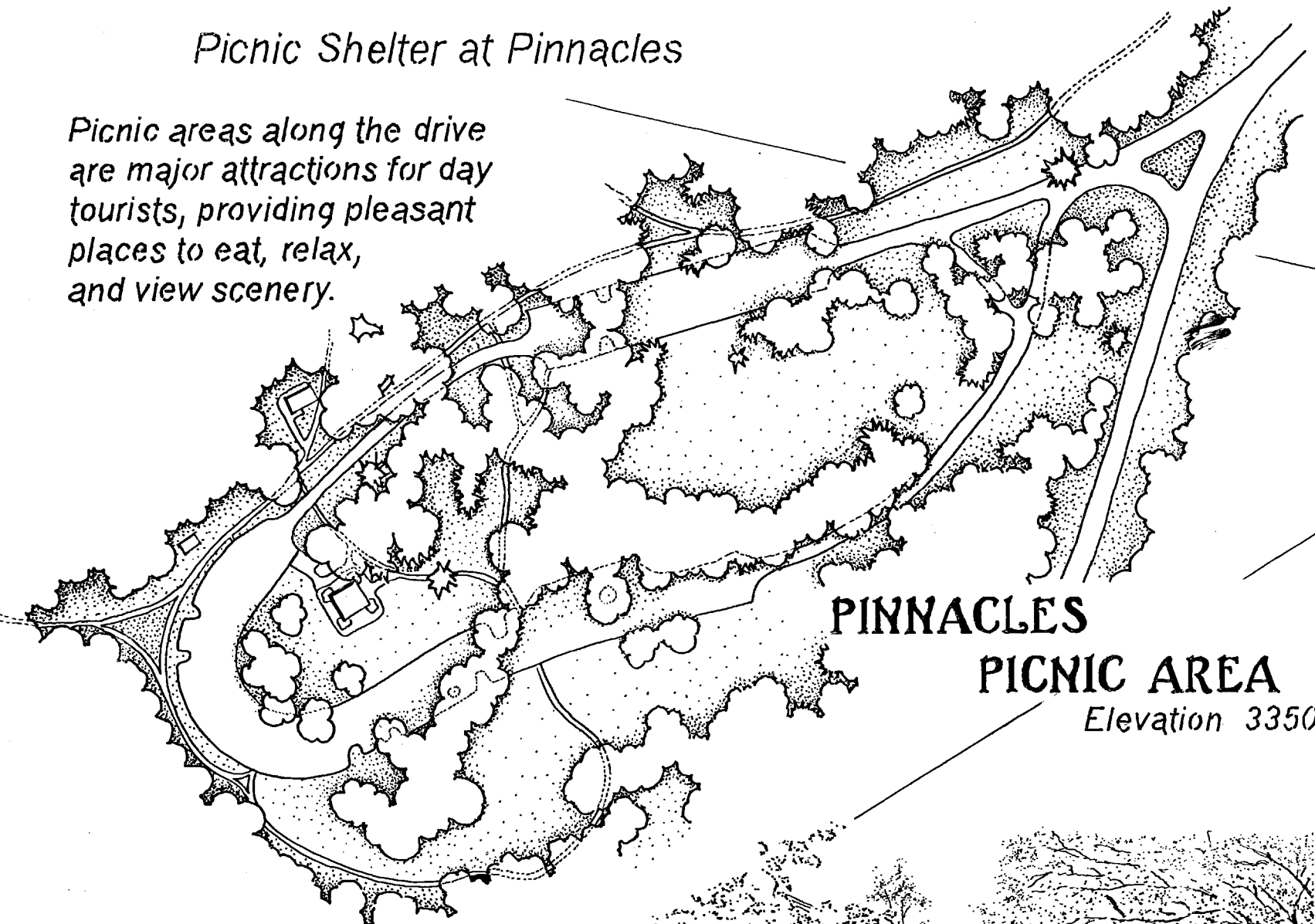


Dickey Ridge Visitor Center



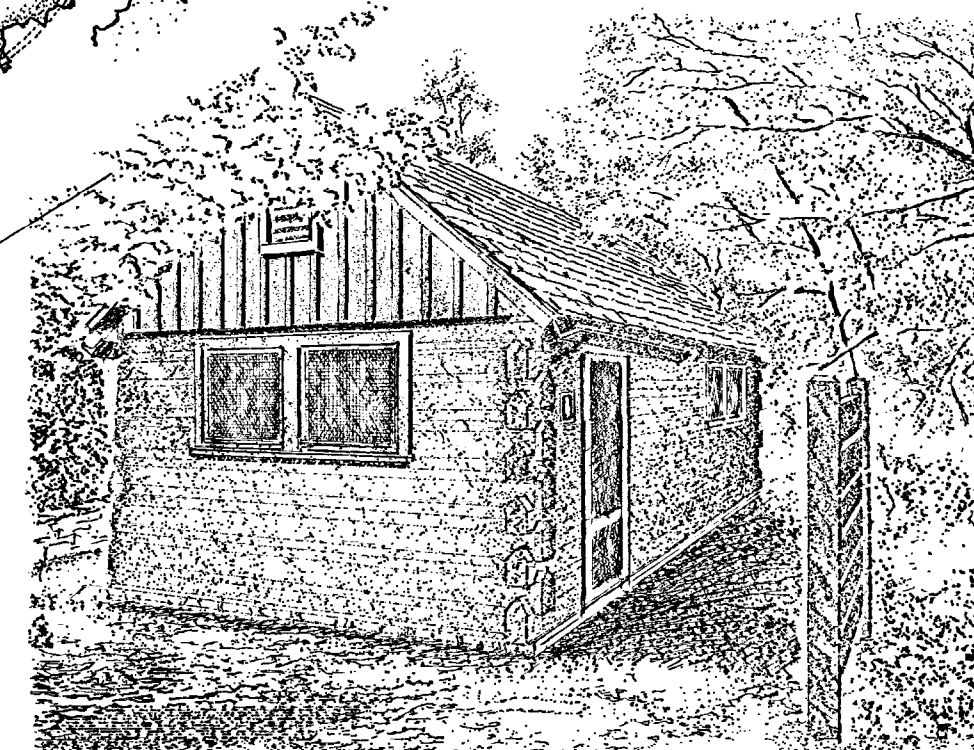
Picnic Shelter at Pinnacles

Picnic areas along the drive are major attractions for day tourists, providing pleasant places to eat, relax, and view scenery.

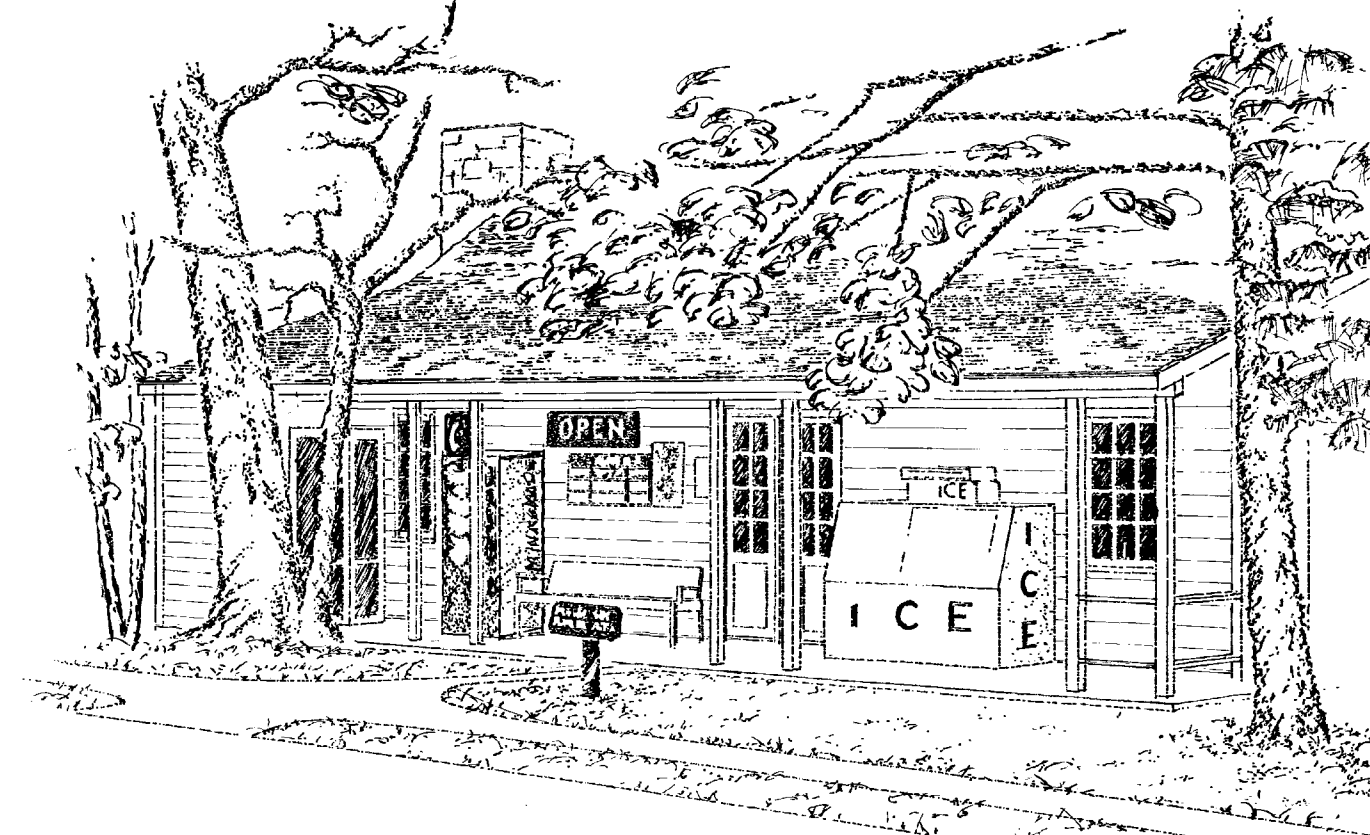


PINNACLES
PICNIC AREA
Elevation 3350'

Waysides at key points, along Skyline Drive provide motorists with essential amenities — gas stations, gift shops, cafes, comfort stations, and picnic areas.



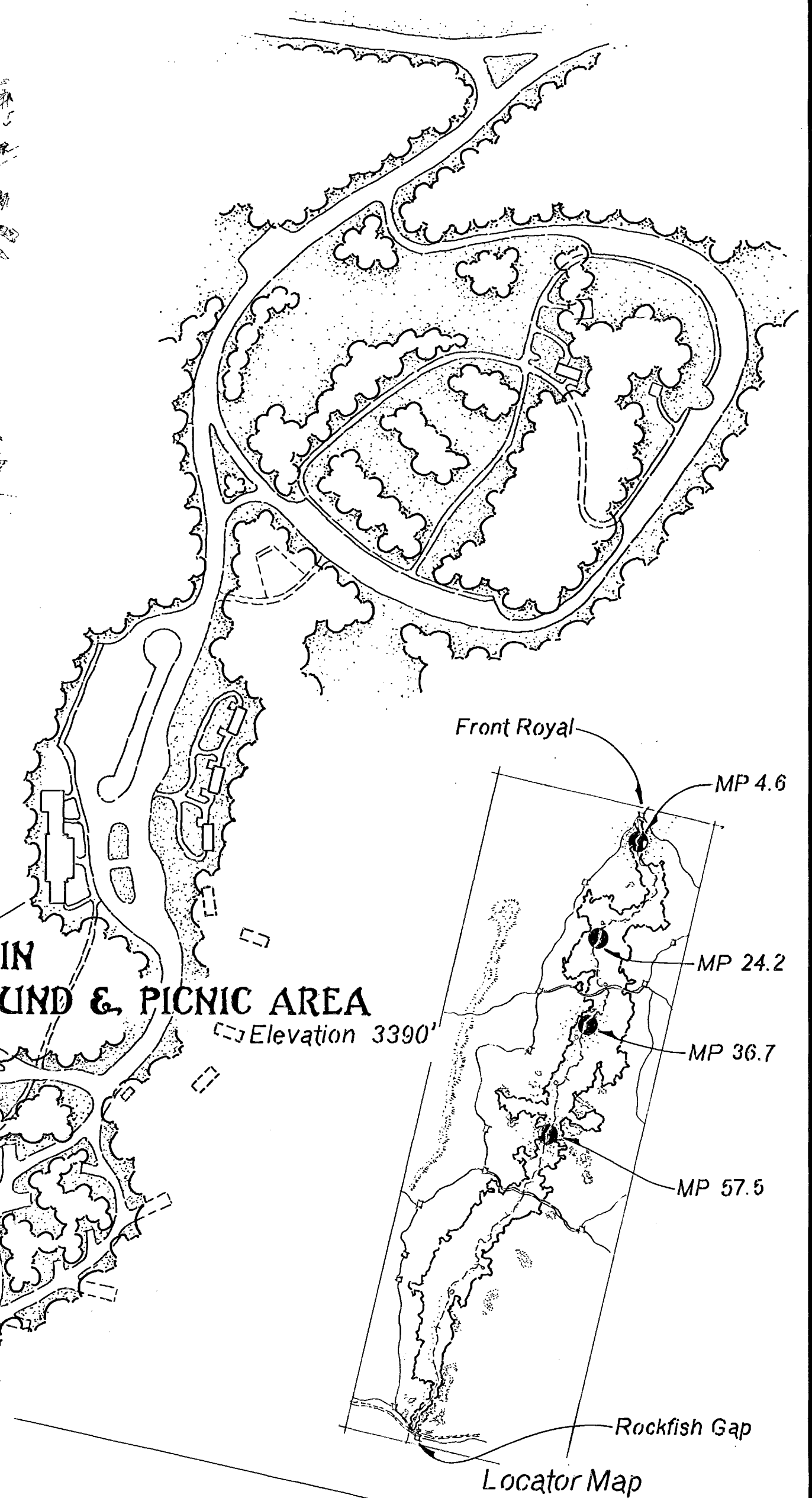
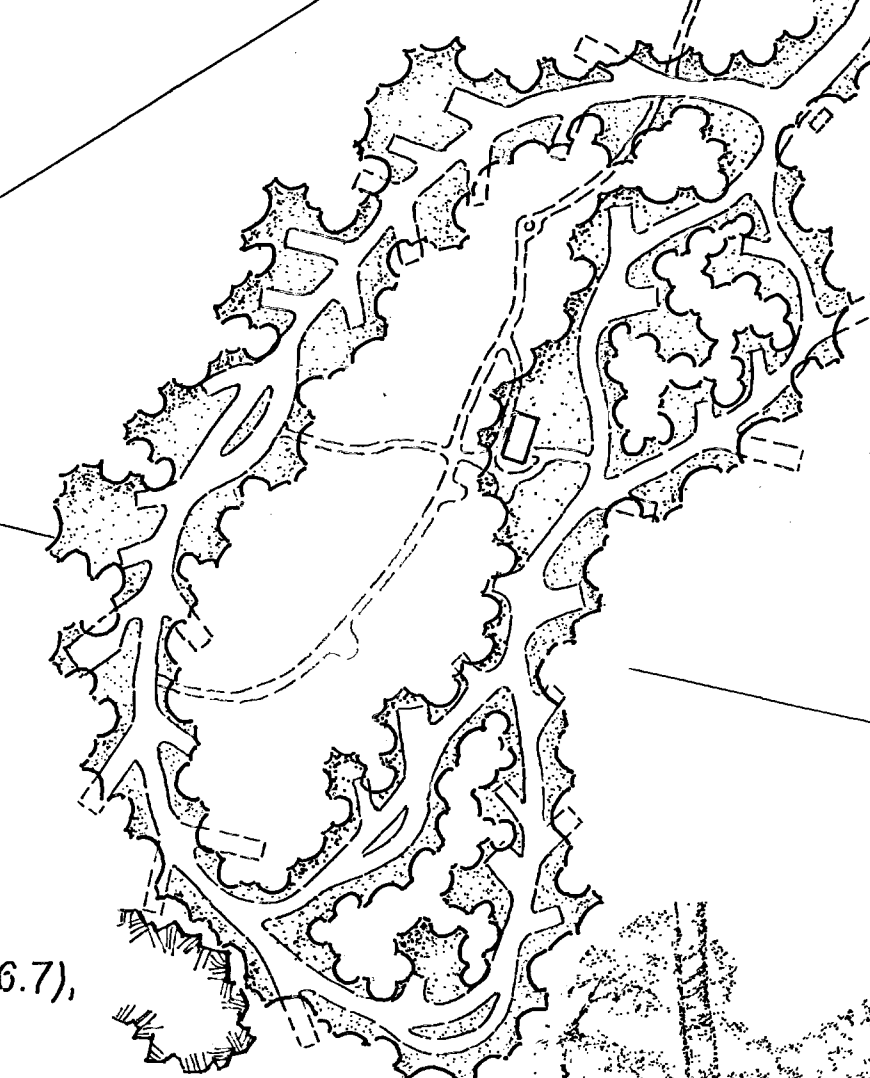
Pinnacles Comfort Station



Lewis Mountain Campstore

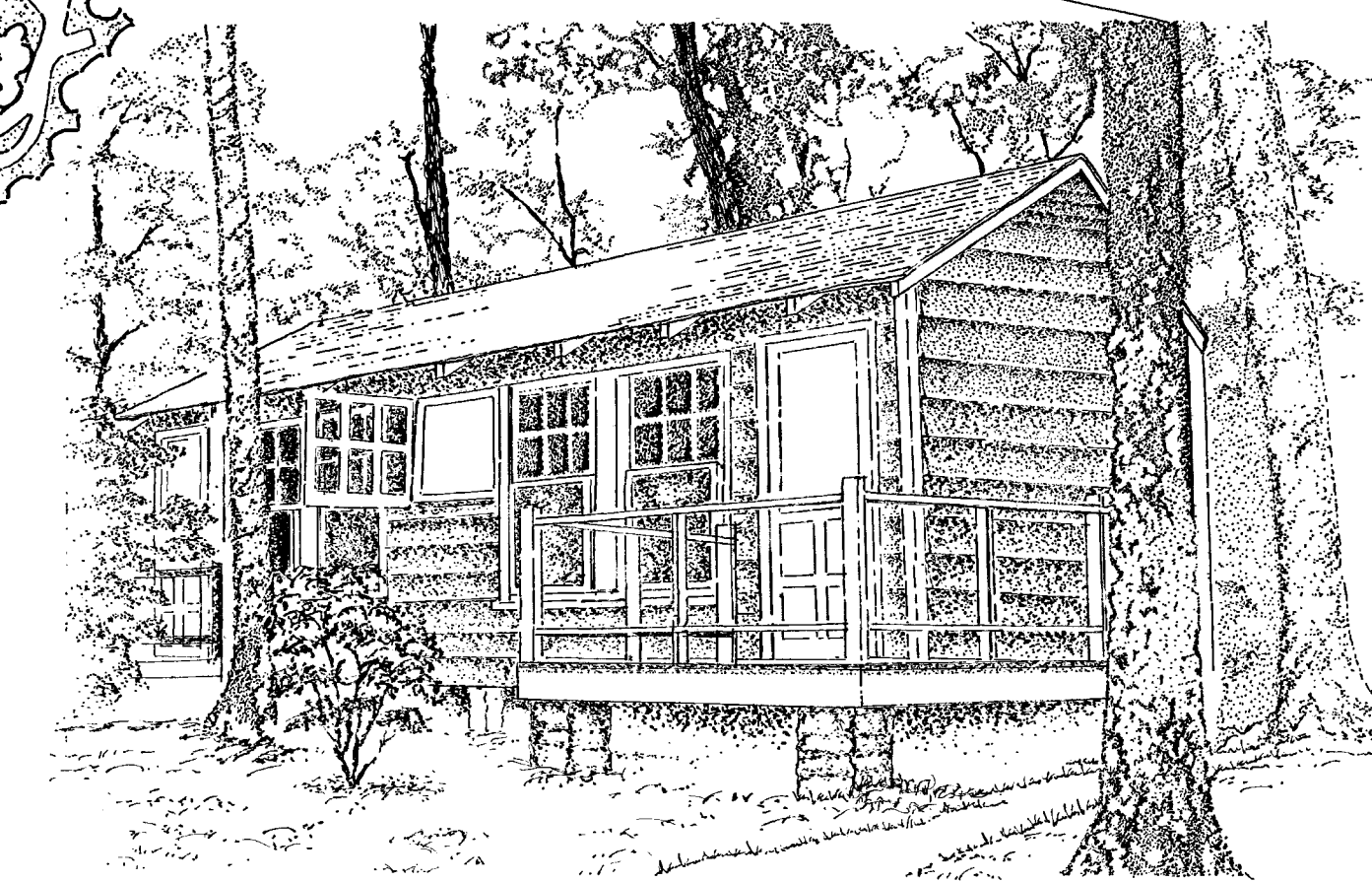
Larger developed areas, such as Lewis Mountain (mile 57.5) combine waysides and picnic areas with overnight accommodations. Built between 1937 and 1940, it features a camp store, cabins and campground. The campground follows the Meinecke plan for tent and trailer camping. It employs clearly marked individual camp-sites, located in parking spurs that branch from a one-way loop road to minimize environmental impacts. The concessionaire's camp store and cabins are Marcellus Wright, Jr., designs for the Virginia Sky-line Company. Similar in design to other developed areas along Skyline Drive, Lewis Mountain is atypical in that it was built as a segregated facility for African Americans. All facilities within the park were integrated by 1950.

LEWIS MOUNTAIN
CAMPGROUND & PICNIC AREA
Elevation 3390'



Front Royal
MP 4.6
MP 24.2
MP 36.7
MP 57.5
Rockfish Gap
Locator Map

The Pinnacles Picnic Area (mile 36.7), built by the CCC from NPS plans in 1935, exemplifies the application of naturalistic landscape gardening and rustic architectural principles to a recreational use. A loop road draws motorists away from the drive's traffic and noise to a picturesque knoll. Curving paths and stone steps lead from clearly defined parking areas to hillside picnic sites furnished with tables and fireplaces, boulder drinking fountains, a rustic log comfort station, and a distinctive log picnic pavilion with a massive central stone chimney supporting four hearths. Additional paths lead to adjacent scenic viewpoints and hiking trails. Picnic areas throughout the park are based on similar plans.



Cabins at Lewis Mountain

DELINEATED BY: Shane P. Wirth, harten d. Groe 1996

NATIONAL PARK SERVICE
ROADS & BRIDGES RECORDING PROJECT
UNITED STATES DEPARTMENT OF THE INTERIOR

LURAY VICINITY

SKYLINE DRIVE
SHENANDOAH NATIONAL PARK
PAGE COUNTY

VIRGINIA

SHEET
11 of 18

HISTORIC AMERICAN
ENGINEERING RECORD
VA-119

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OVERLOOKS ~ NORTH DISTRICT

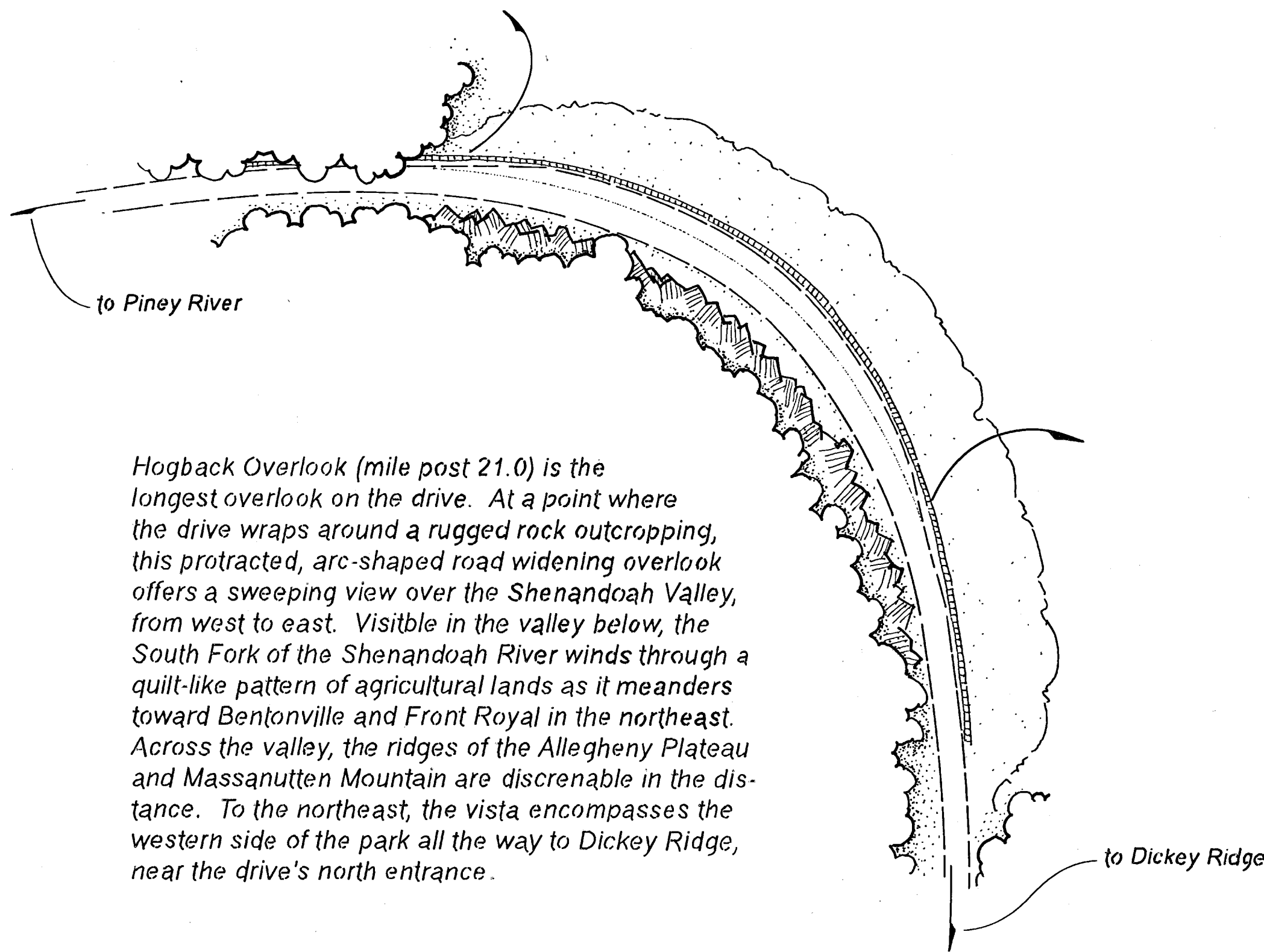


VIEW FROM RANGE VIEW OVERLOOK
Elevation 2810'

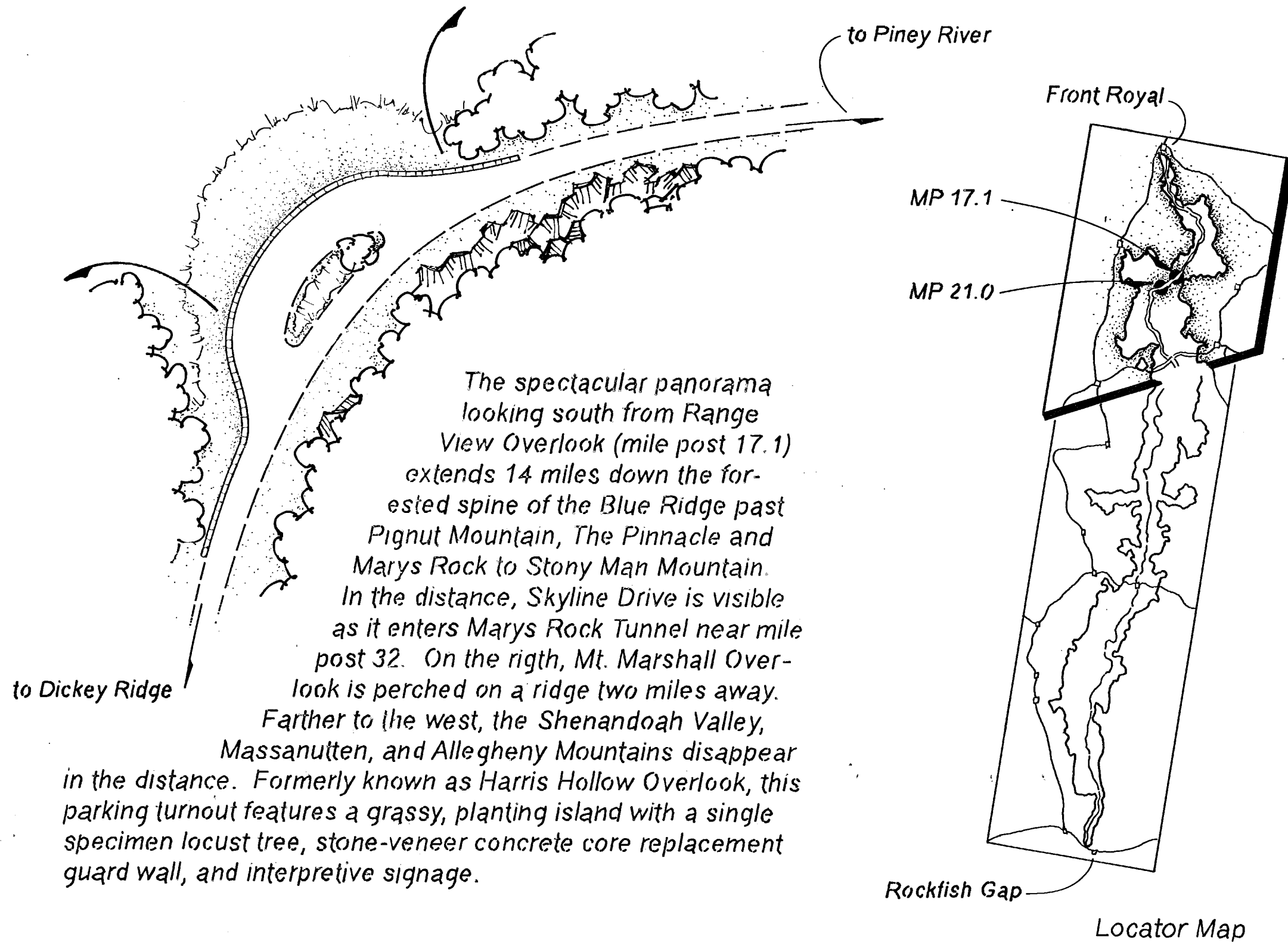
Scenic Overlooks

The 69 scenic overlooks lining Skyline Drive in Shenandoah National Park are integral to the park visitor's experience. These frequent vantage points offer motorists a succession of panoramic views of the Blue Ridge peaks and hollows, and of the patchwork landscape of the valley and piedmont below. Also, they provide visitors opportunities to leave their automobiles for short hikes along park trails and the Appalachian Trail to scenic or natural points of interest, to read interpretive signs, or take photographs.

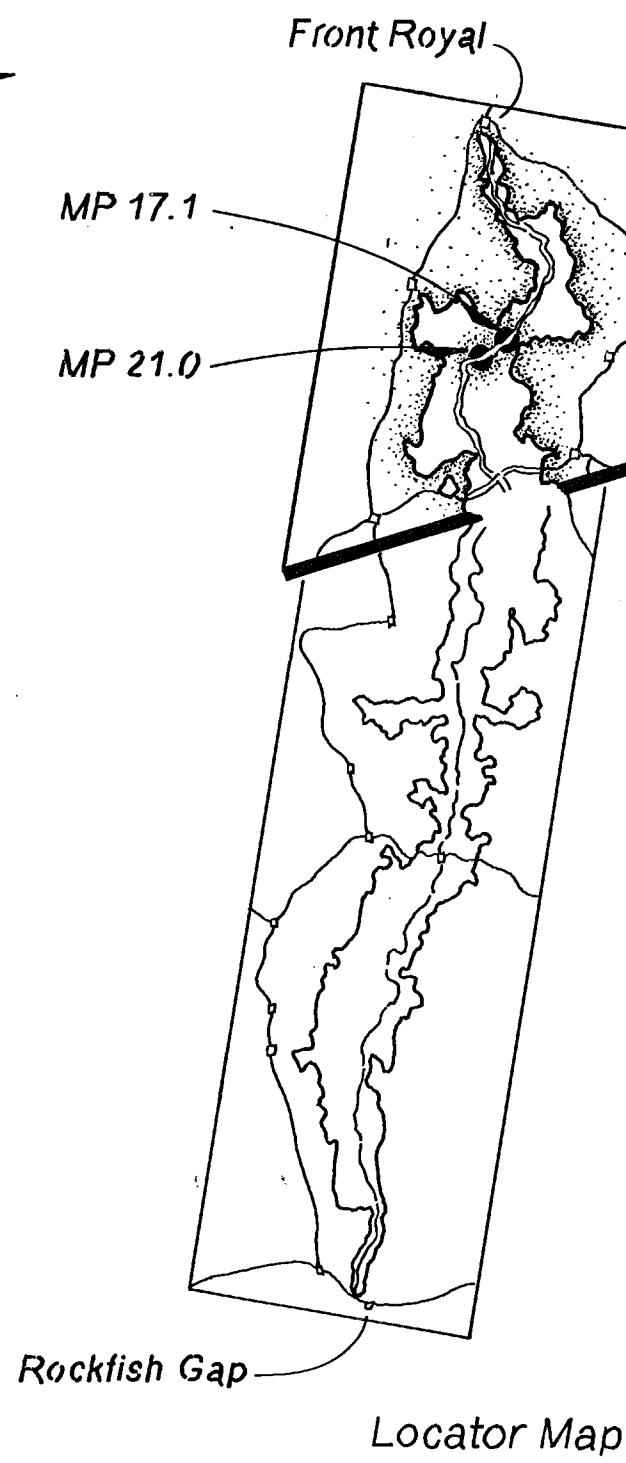
NPS landscape architects and engineers employed two types of overlooks along the drive: road widenings and parking overlooks. Road widenings, simple extensions of the road surface, range from basic "drive throughs" with or without guard walls and interpretive signs (like No Name Overlook, mile post 5.4) to larger pull-offs featuring limited parallel parking and sidewalks. Parking overlooks are generally larger turnouts separated and often screened from the drive by planting islands. In addition to head-in parking, they may include landscaped elements such as paved walkways, stone walls and curbs, spring-fed water fountains, picnic tables, and an occasional comfort station.



Hogback Overlook (mile post 21.0) is the longest overlook on the drive. At a point where the drive wraps around a rugged rock outcropping, this protracted, arc-shaped road widening overlook offers a sweeping view over the Shenandoah Valley, from west to east. Visible in the valley below, the South Fork of the Shenandoah River winds through a quilt-like pattern of agricultural lands as it meanders toward Bentonville and Front Royal in the northeast. Across the valley, the ridges of the Allegheny Plateau and Massanutten Mountain are discernable in the distance. To the northeast, the vista encompasses the western side of the park all the way to Dickey Ridge, near the drive's north entrance.



The spectacular panorama looking south from Range View Overlook (mile post 17.1) extends 14 miles down the forested spine of the Blue Ridge past Pignut Mountain, The Pinnacle and Marys Rock to Stony Man Mountain. In the distance, Skyline Drive is visible as it enters Marys Rock Tunnel near mile post 32. On the right, Mt. Marshall Overlook is perched on a ridge two miles away. Farther to the west, the Shenandoah Valley, Massanutten, and Allegheny Mountains disappear in the distance. Formerly known as Harris Hollow Overlook, this parking turnout features a grassy, planting island with a single specimen locust tree, stone-veneer concrete core replacement guard wall, and interpretive signage.



VIEW FROM HOGBACK OVERLOOK
Elevation 3385'



DELINATED BY: Shane P. Wirth, Michael P. Lanning, harlen d. Groe 1996

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UNITED STATES DEPARTMENT OF THE INTERIOR

SKYLINE DRIVE
SHENANDOAH NATIONAL PARK
PAGE COUNTY

LURAY VICINITY

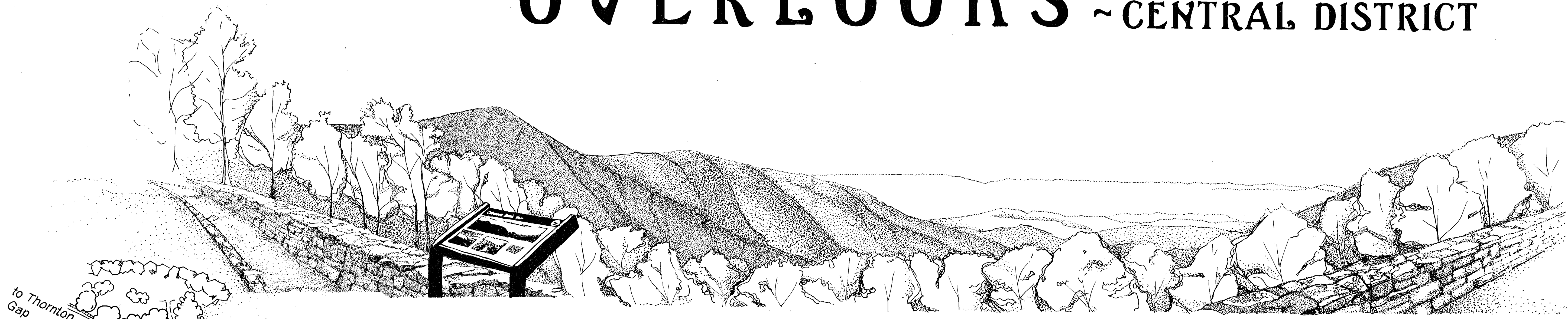
VIRGINIA

SHEET
12 of 18

HISTORIC AMERICAN
ENGINEERING RECORD
VA-119

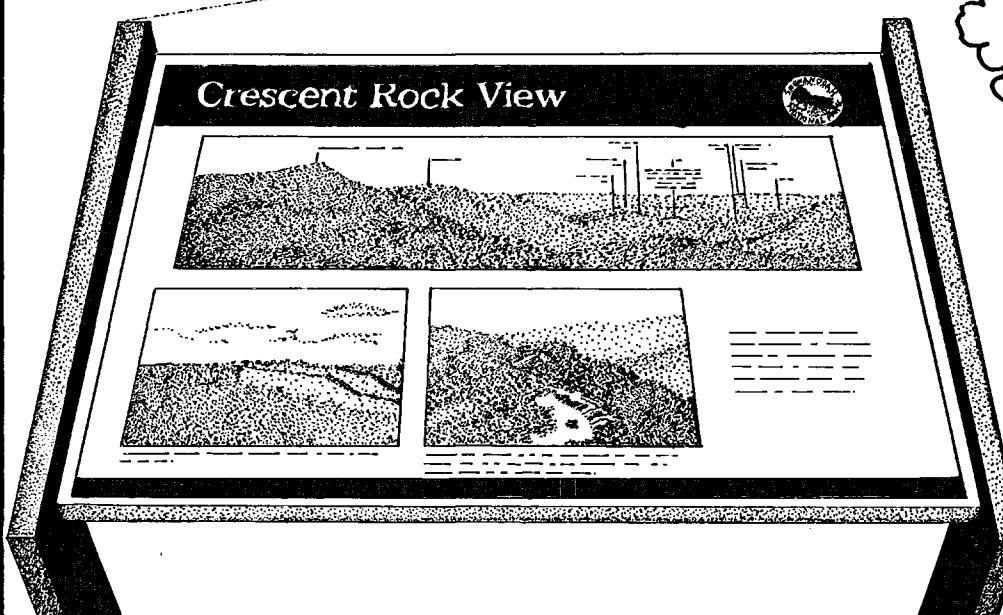
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OVERLOOKS ~ CENTRAL DISTRICT



VIEW FROM CRESCENT ROCK OVERLOOK Milepost 44.4

Built by the CCC in 1934, Crescent Rock Overlook (mile post 44.4) is a classic example of 1930s national park road design, as are most of the overlooks in the Central District. Its design utilized existing surface contours, rock formations, and vegetation to develop a site historically frequented by large numbers of visitors for religious events like Easter sunrise services or on day hikes from the Skyland resort. A massive dry-laid stone retaining wall and guard parapet form the overlook terrace, above which is a multi-tiered parking lot (the tiers separated by naturalistic planting islands) with one way access roads. Trails lead from the overlook to the cliffs of Crescent Rock (south) and Bettys Rock (north).



Locator Map

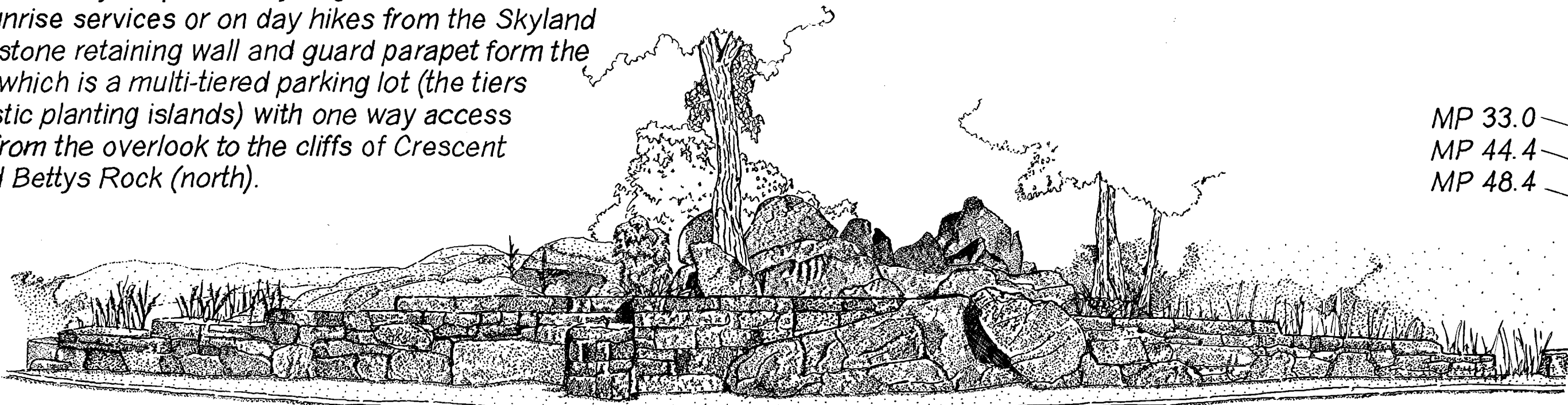
MP 33.0
MP 44.4
MP 48.4



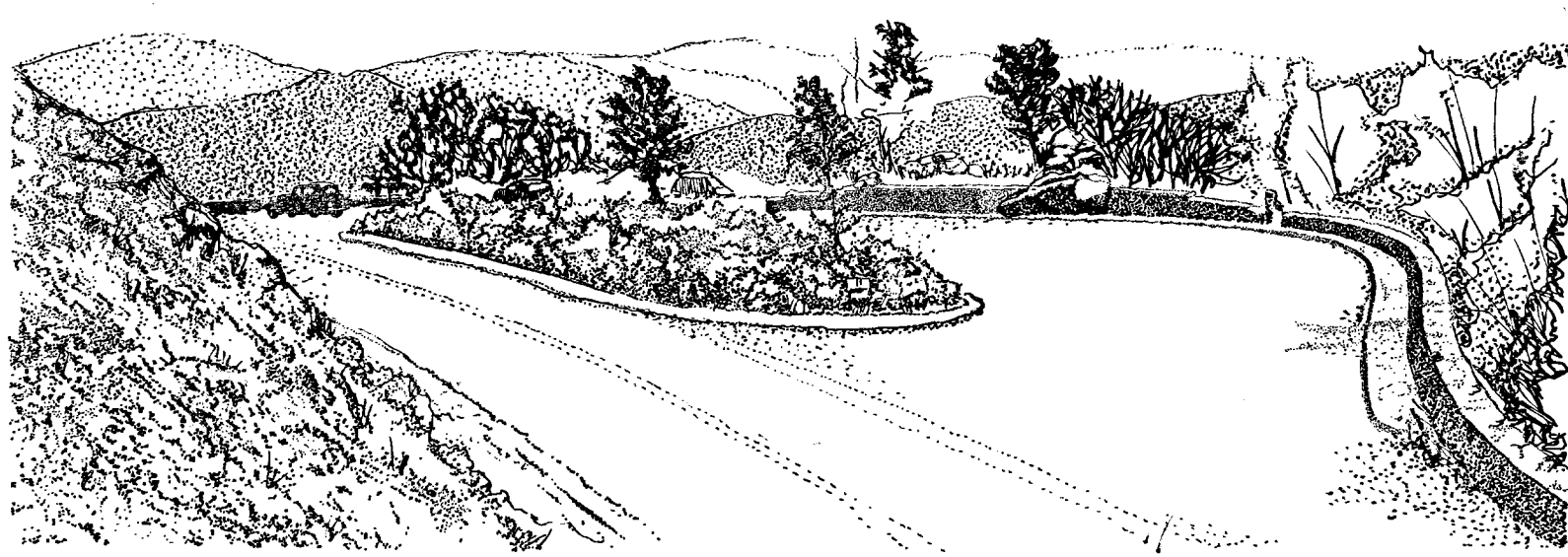
THE "GREEN TUNNEL"

Milepost 48.4 -49.2 and 58.8 -59.

Tree branches form natural arbors over the road between mile 48.4 and 49.2, and again between mile 58.8 and 59, creating "Green Tunnels" in summer. These tree-lined corridors represent a small portion of the hundreds of thousands of plantings along the drive made by the CCC under the direction of NPS landscape architects. Through these plantings, the drive's designers re-created a "natural" setting from a largely disturbed mountaintop landscape. As the vegetation along the drive matured, some distant views were replaced by intimate woodland scenes. This planned juxtaposition between dense forest and spectacular highland vista gives Skyline Drive much of its unique character.

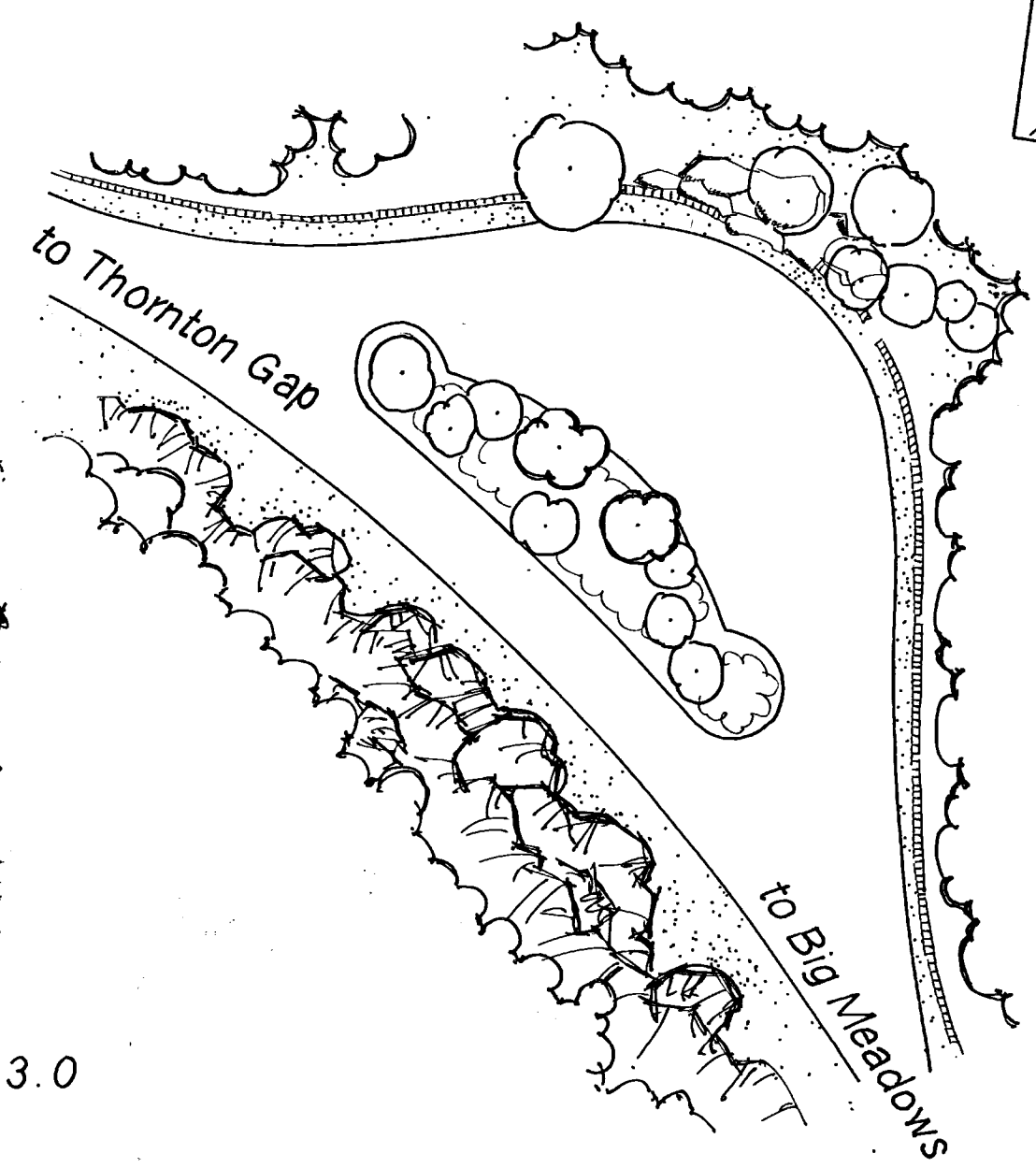


Hazel Mountain Overlook (mile post 33.0), built in 1935, was designed around a picturesque granite outcropping. The base of the outcropping was excavated and additional rock added to embellish this striking feature, which forms the overlook's viewing terrace. Curvilinear stone walls emerge from either side of the boulders, stepping down to blend with the drive's guard wall and demarking the parking area from the terrace. Incorporated into the left hand wall are a water fountain and stone steps which lead to the top of the outcropping and the view. Screening the overlook from the drive, and further blending it into the natural surroundings, is a stone-edged planting island filled with native pines, oaks, and mountain laurel.



VIEW FROM HAZEL MTN. OVERLOOK Milepost 33.0

Milepost 33.0



DELINEATED BY: hazlen d. Groe, Shane P. Wirth, 1996 Ryan Lundquist, 2001

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LURAY VICINITY

SKYLINE DRIVE
SHENANDOAH NATIONAL PARK
PAGE COUNTY

VIRGINIA

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13 OF 18

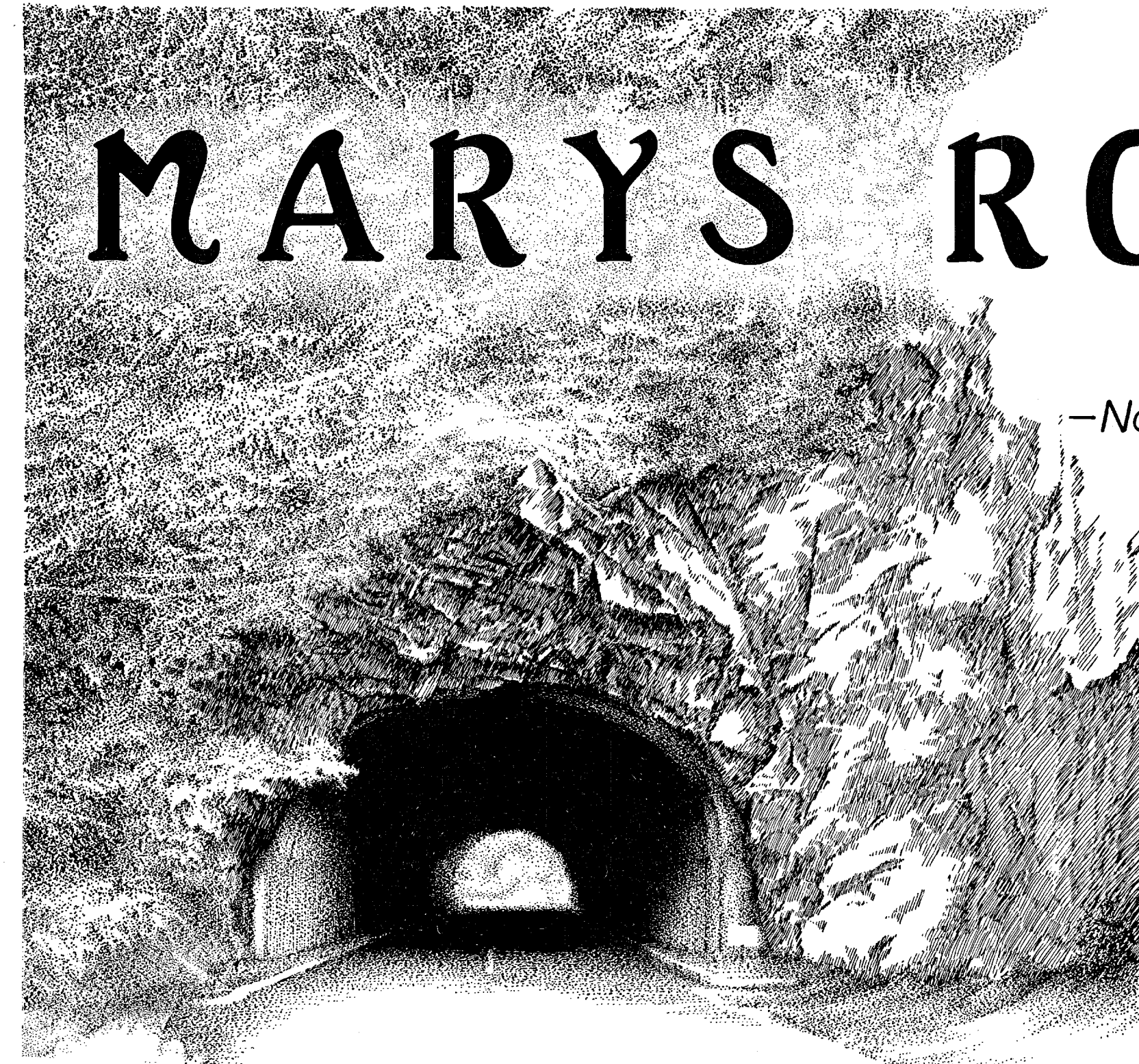
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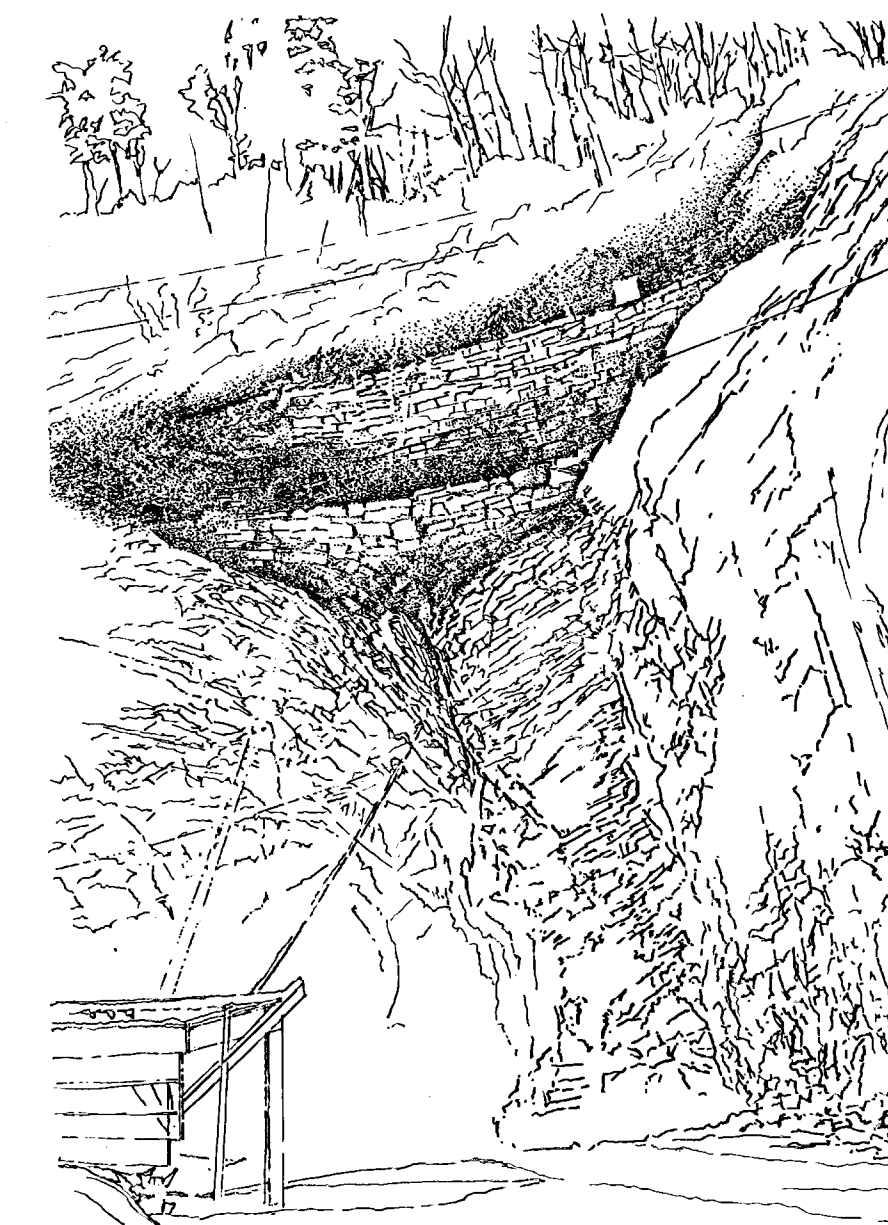
MARYS ROCK TUNNEL

Marys Rock Tunnel, located at mile 32.4, is the only engineering structure of its kind on the Skyline Drive. According to Bureau of Public Roads engineers and NPS landscape architects, tunneling was necessary to eliminate an extensive cut and fill around a sharp ridge below Marys Rock, thus preventing unsightly scarring to the mountain side. Averaging fifteen feet per day, three fifteen-man crews worked eight-hour shifts around the clock, six days a week, to drill, blast, and clear 10,799 cubic yards of granite from the ridge opening. In order to excavate the tunnel consistently at its full height and width, crews drilled 40 twelve-foot deep holes, three or four feet apart, across the rock face. These were loaded with dynamite (500 lbs. of explosives per blast); the tunnel cleared of men and machines; and the charge electrically detonated. Several hours were then required to remove the rubble. This process was repeated twice every 24 hours. The 610' long tunnel was completed in January 1932, a little more than three months after construction began, at a cost of \$32,397.00.

In 1958 and 1959, the NPS added a pneumatic concrete liner to Marys Rock Tunnel in an attempt to remedy the problem of spring runoff and enormous icicles forming over the road in winter. The cost for repairs were six times the original construction expenditures.



—North Portal



Construction of retaining walls above North Portal prior to excavation.

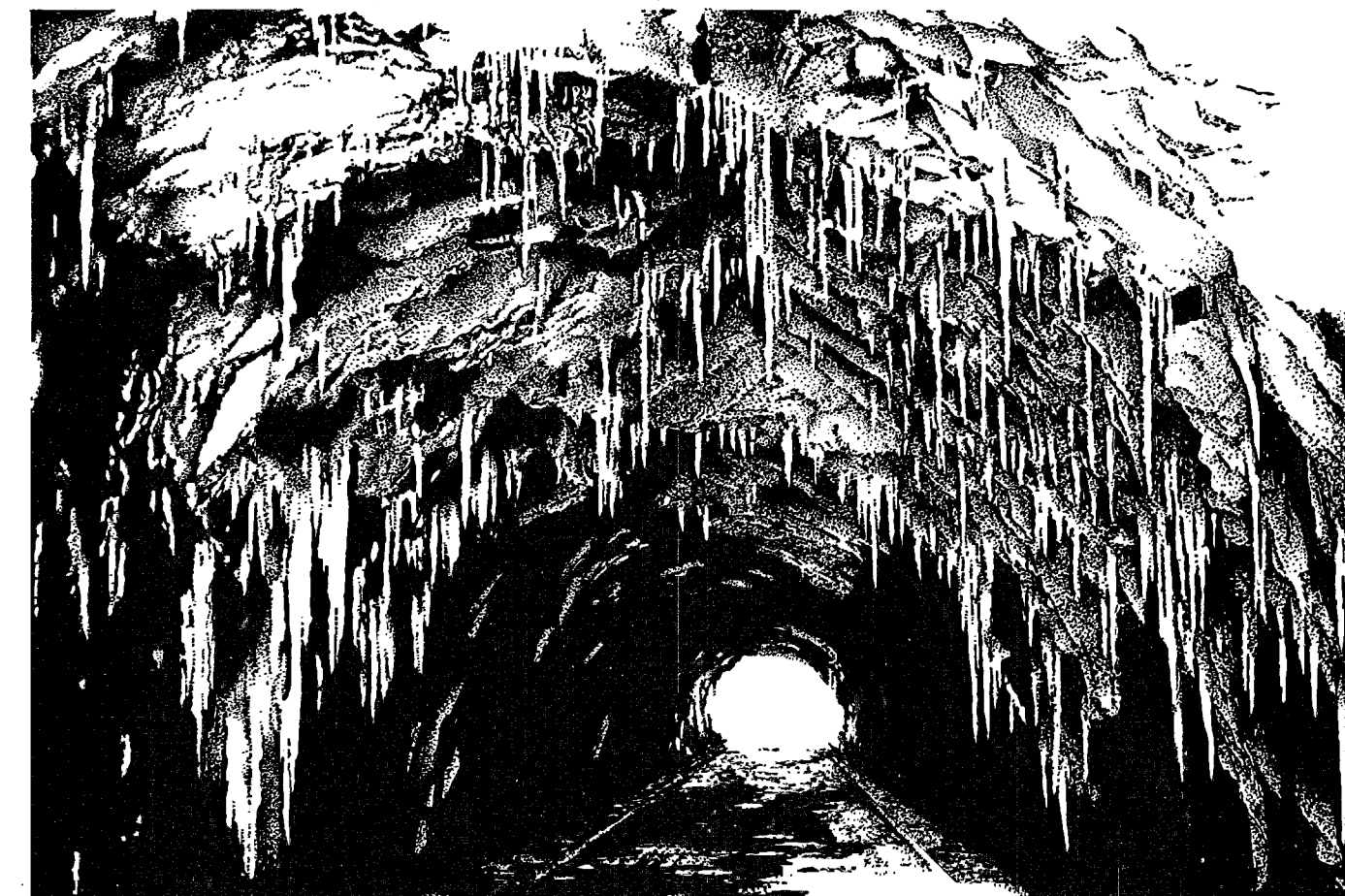
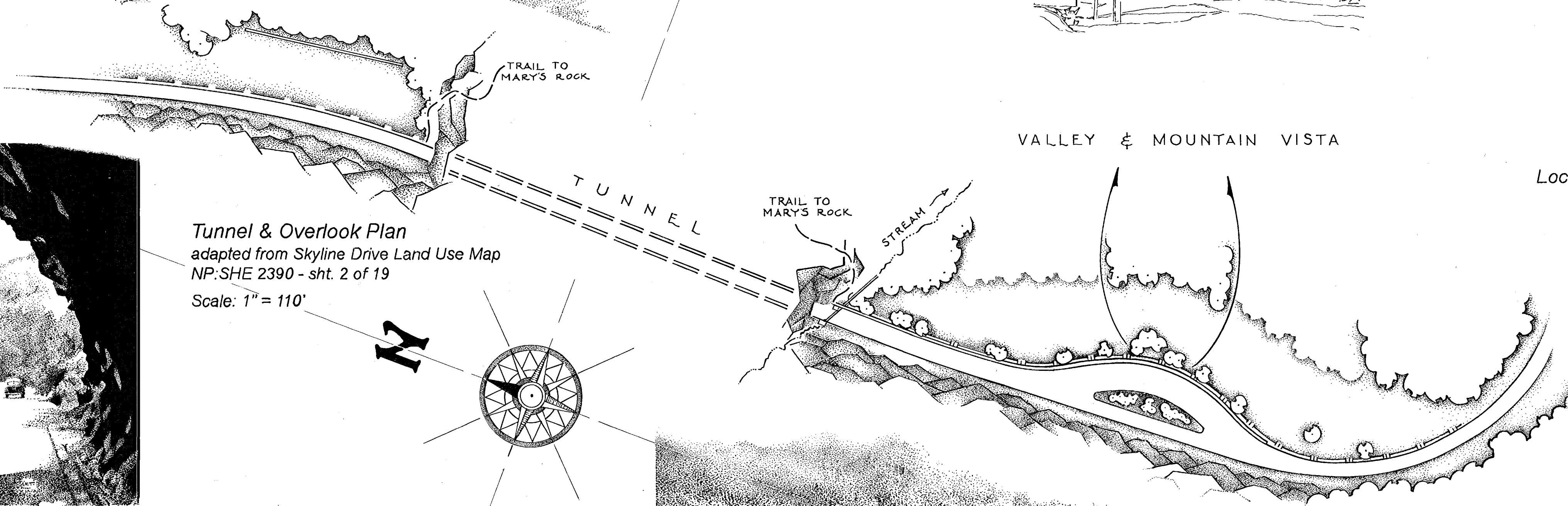
The entrances above Marys Rock Tunnel crumbled during initial excavation, but once the surface material slid away solid rock was exposed, thus obviating the need for formal portals designed by the NPS Branch of Plans and Design in 1933. Some slope stabilization and landscape design work was performed around the tunnel entrances, largely in the form of a 47 foot dry-rubble wall on the ridge above the north entrance.

Marys Rock Tunnel provided the NPS and the BPR a technological showcase in which to demonstrate, within an eastern national park just 80 miles from Washington, one of the more spectacular aspects of their mountain road building expertise perfected in the western parks a decade earlier. The first tunnel that eastern national park visitors encountered, it was extremely popular — as a 1935 photograph of the tunnel overlook attests. Plans for a much longer tunnel under Black Rock Mountain, on the southern section of the Skyline Drive, proved too costly and were subsequently dropped.

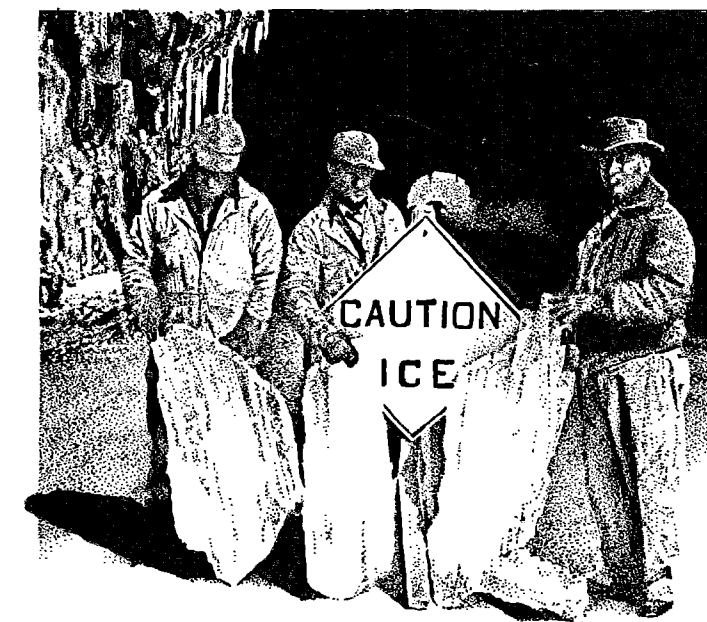


Cut Rock — Original Interior

Tunnel & Overlook Plan
adapted from Skyline Drive Land Use Map
NP-SHE 2390 - sht. 2 of 19
Scale: 1" = 110'



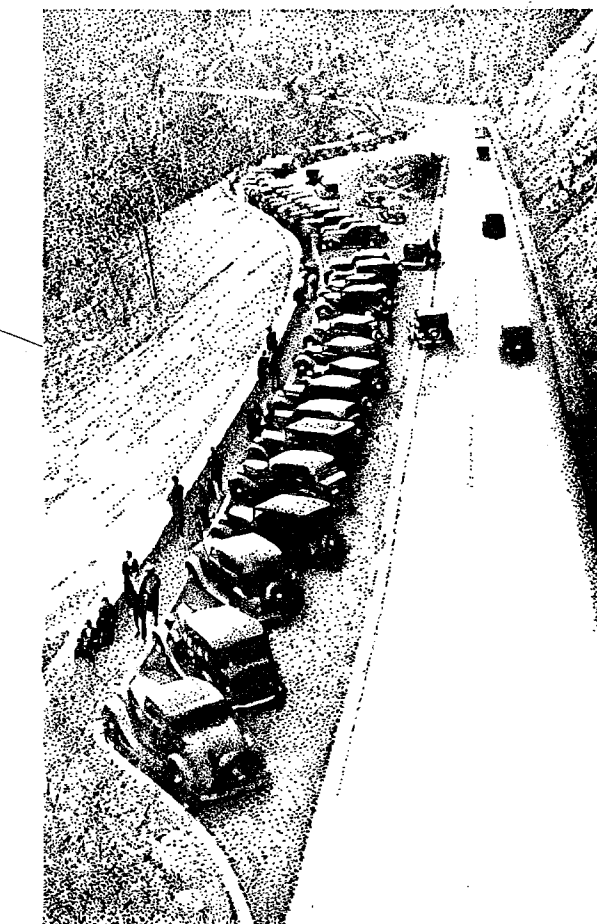
Interior View with Icicle



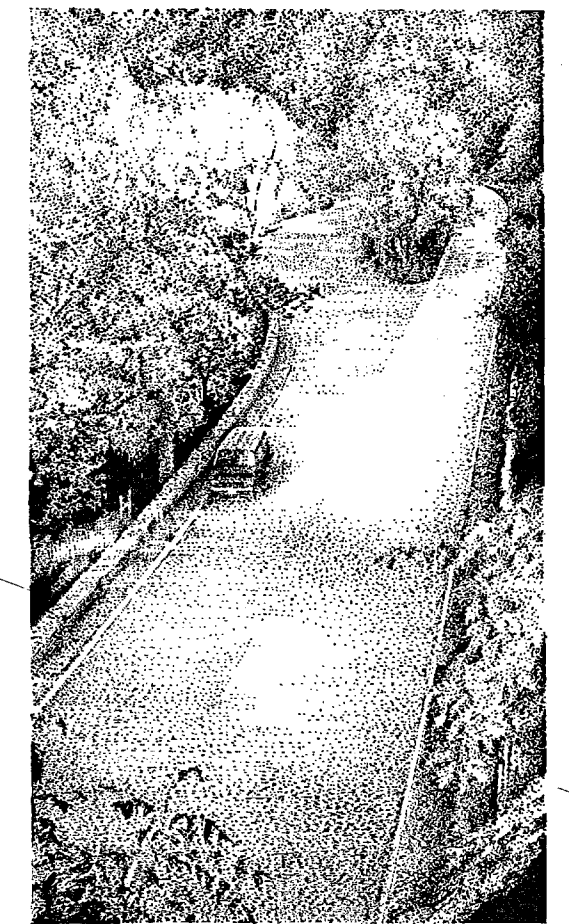
Removal of Icicles



South Portal —

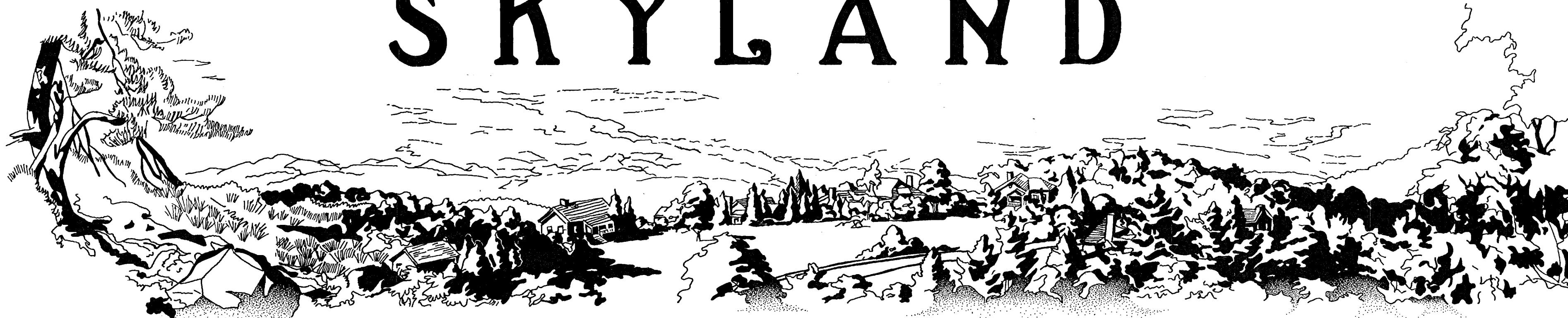


Overlook, 1934



Overlook, 1996

SKYLAND



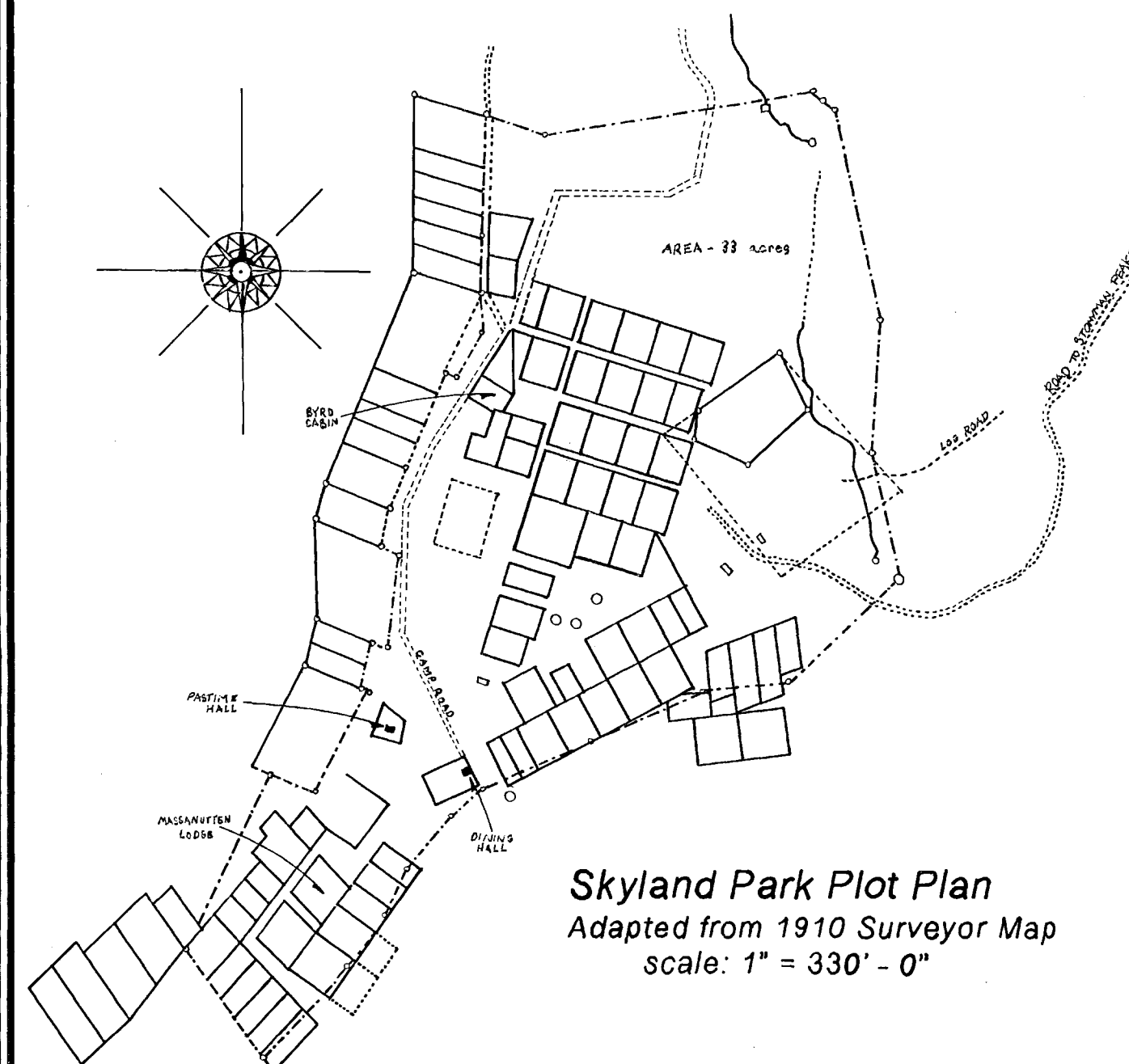
PERSPECTIVE OF SKYLAND

From the 1937 Master Plan — N.P. SHE. 1155



Stony Man Camp

Adapted from Catalogue Cover 1897—8



Skyland Park Plot Plan
Adapted from 1910 Surveyor Map
scale: 1" = 330' - 0"

Skyland has accommodated tourists since the late 1880s, when the young George Freeman Pollock created a Blue Ridge mountain resort on mining lands in which his father held part interest. Located on a small plateau (elev. 3560 feet) slightly west of Stony Man peak, Pollock's Skyland Park (originally known as Stony Man Camp in the 1890s) attracted wealthy vacationers from Washington, D.C. and other cities. Pollock charmed his guests, mountaineers, and rattlesnakes alike with his eccentric showmanship, summoning campers with a bugle and staging grand pageants, bonfires, dances, and other chautauqua-like entertainments.

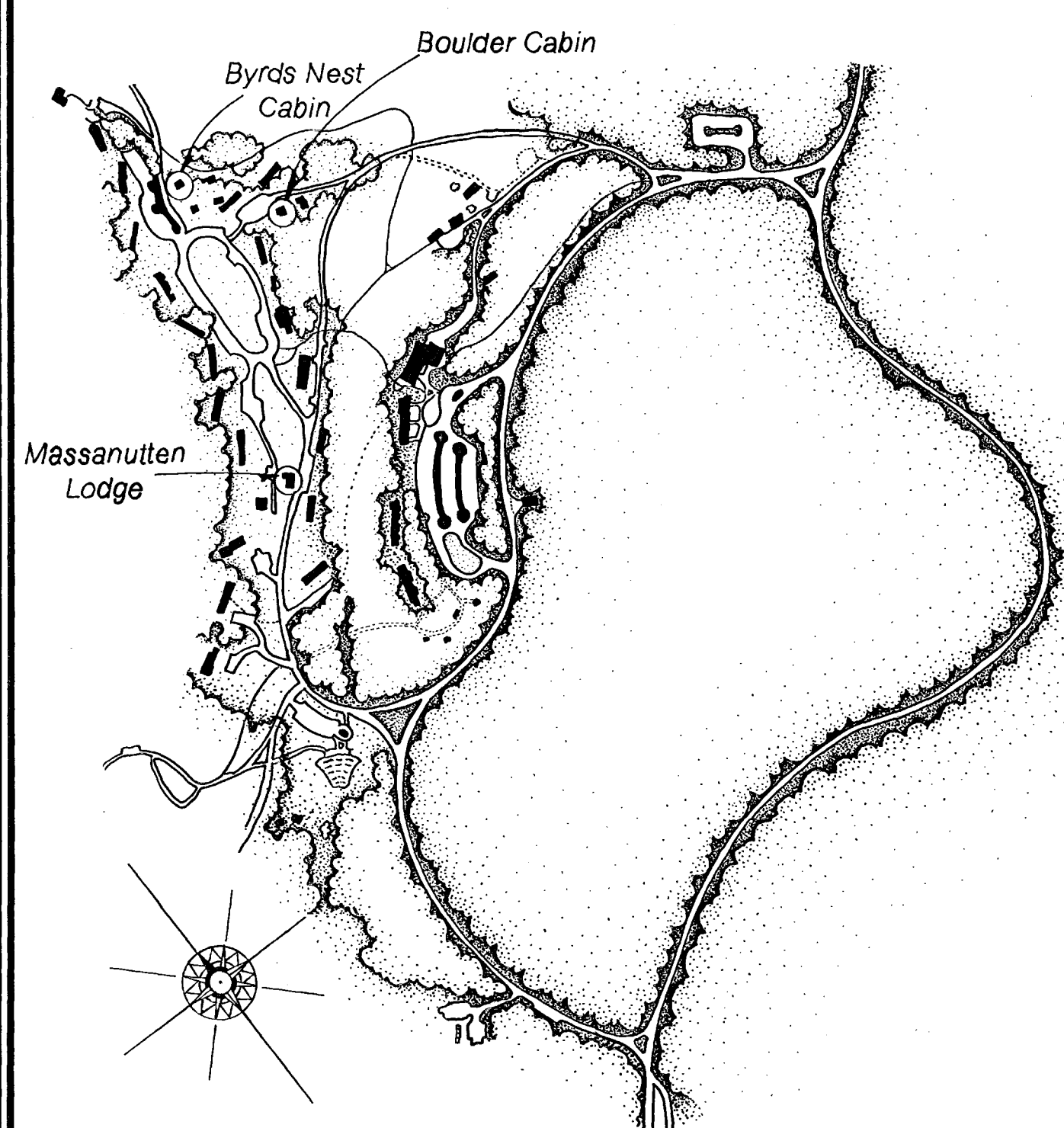
Skyland's early development contained a central recreational space dividing two cabin areas; one on the plateau's western rim overlooking the Shenandoah Valley, the other tucked against the cliff face to the east. Byrds Nest cottage, built in 1906 for Richard E. Byrd, Speaker of the Virginia House of Delegates, exemplifies the resort's modest, rustic architectural style. Architect Victor E. Mindeleff designed the distinctive Adirondack style Massanutten Lodge (1911) for Pollock's bride Addie Nairn Hunter. By the mid 1920s, Skyland cottage design had evolved into standardized plans, typified by Boulder Cabin. The resort's landscaped spaces bore the stamp of individual cabin owners; best known were the gardens of Mr. and Mrs. George H. Judd, begun in 1911.

A lifelong advocate of Northern Virginia's scenic Blue Ridge Mountains, Pollock hosted the National Conference on State Parks at Skyland in 1925. His promotional efforts helped to galvanize critical support for the establishment of Shenandoah National Park. In 1930, the Commonwealth of Virginia purchased the Skyland property, deeding it for inclusion within the national park five years later. The Pollocks continued to operate Skyland until 1937, when they reluctantly turned the resort over to the new park's concessioner. However, they retained life tenancy of Massanutten Lodge until George Pollock's death in 1949.

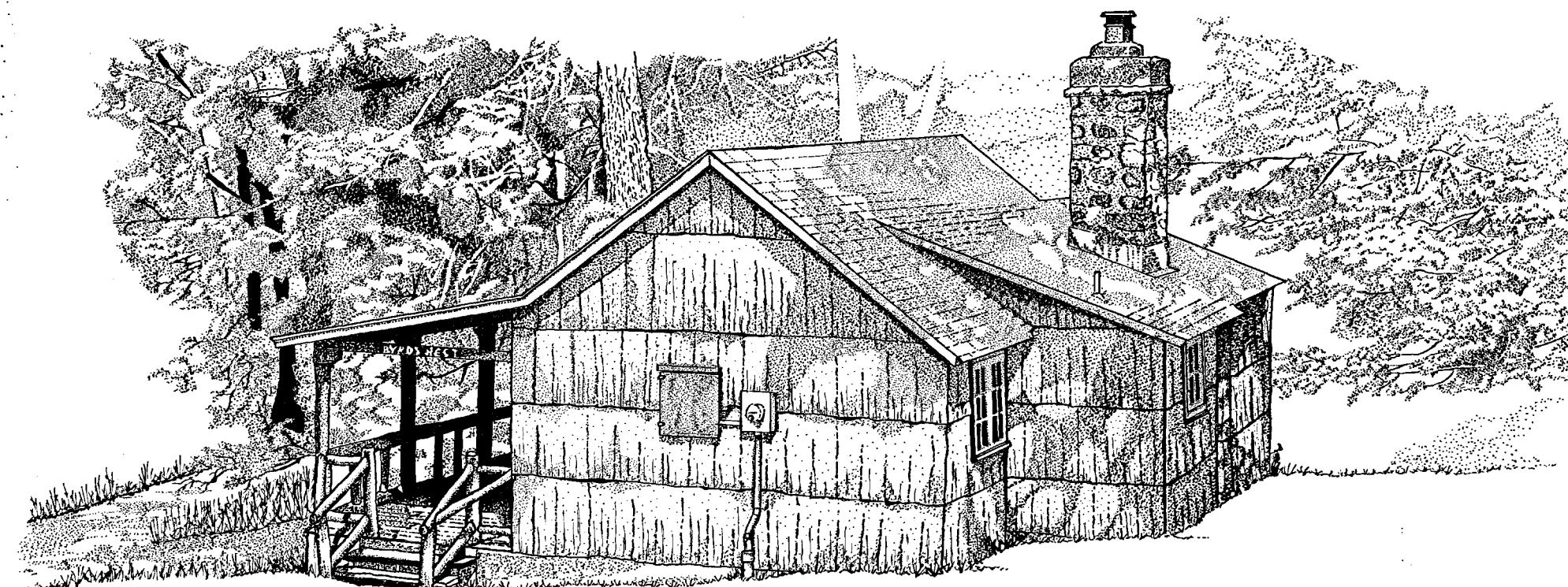
Between 1930 and 1939, Skyland underwent changes that were influenced by the construction of the Skyline Drive (begun in 1931) and the creation of Shenandoah National Park (dedicated in 1936). Upgrading the resort to park standards, National Park Service designers constructed a loop access road, removed a number of cottages and outbuildings, and rehabilitated existing buildings and structures. To accommodate increasing postwar visitation, the park concessioner erected the modernistic lodge and dining room (1952) and adjacent guest registration building (1956), during the Mission 66 period. Today, Skyland is operated by ARAMARK, Virginia Sky-Line Company, Inc.



MASSANUTTEN LODGE ca.1911



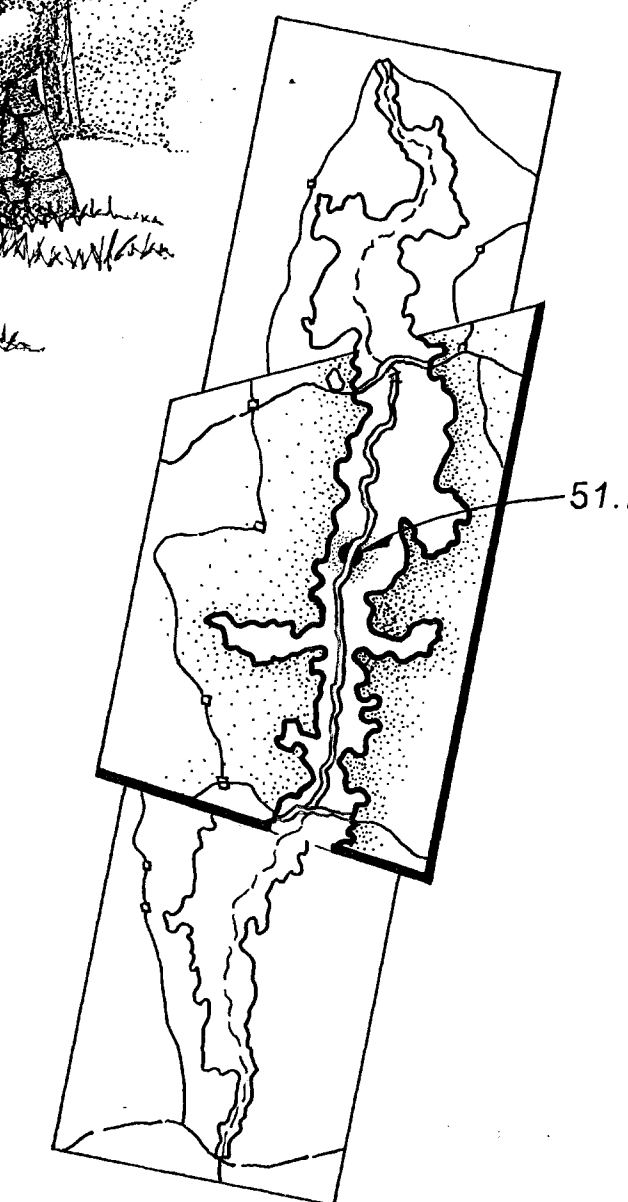
Skyland Development Plan
scale: 1" = 510' - 0" Mile Mk 51.2



BYRDS NEST CABIN ca.1906



BOULDER CABIN ca.1925



Locator Map

DELINEATED BY: **Shane P. Wirth, 1996**

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PAGE COUNTY

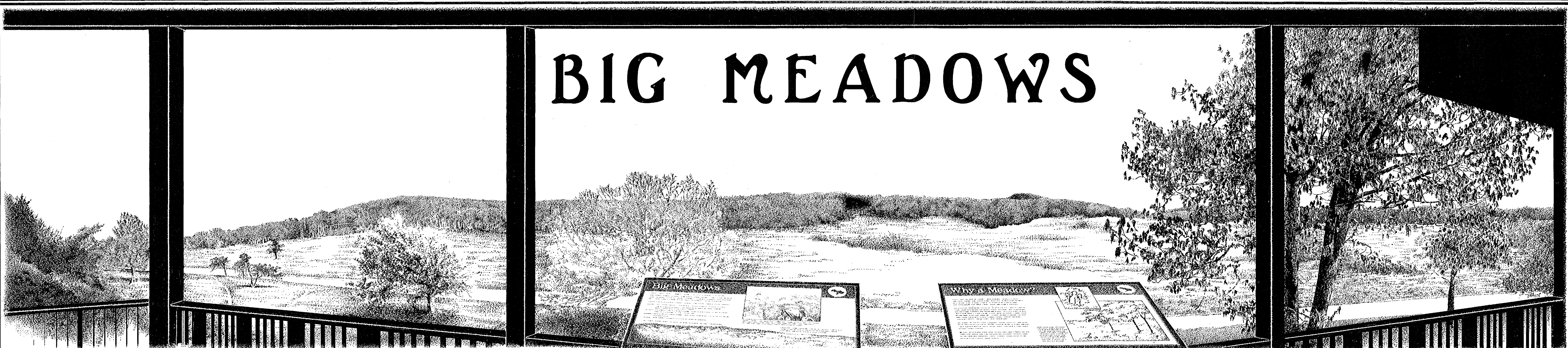
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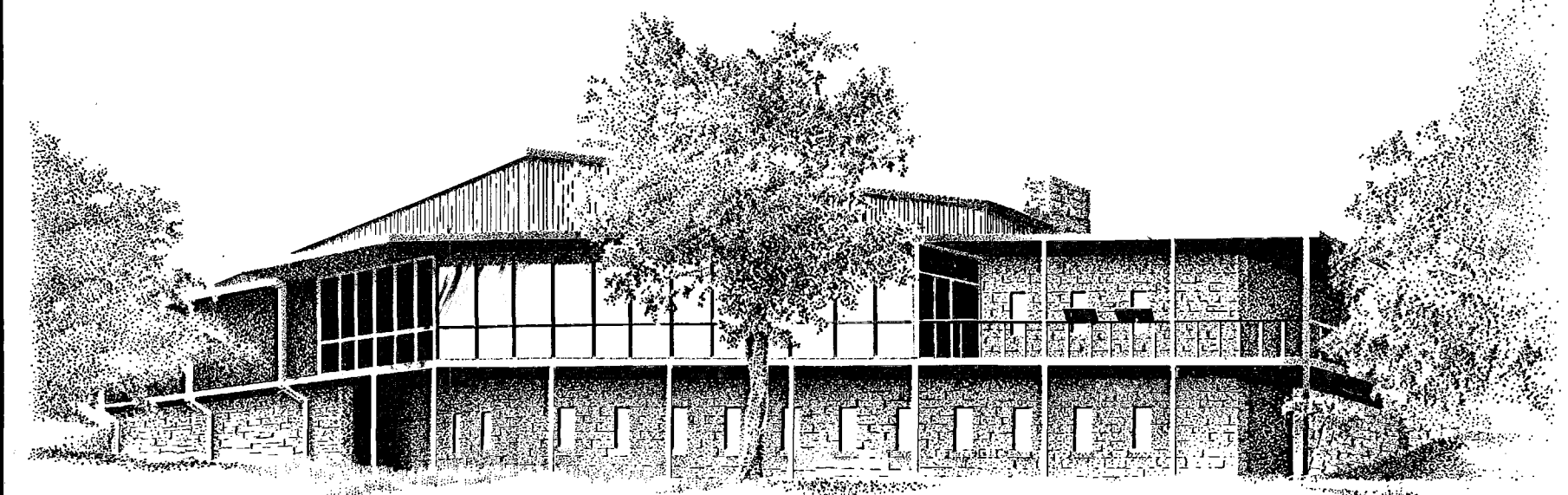


BIG MEADOWS

VIEW FROM BYRD VISITOR CENTER

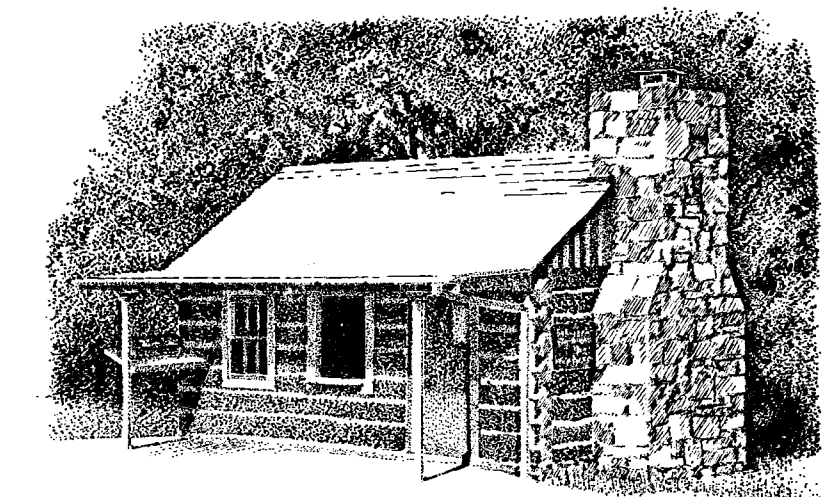
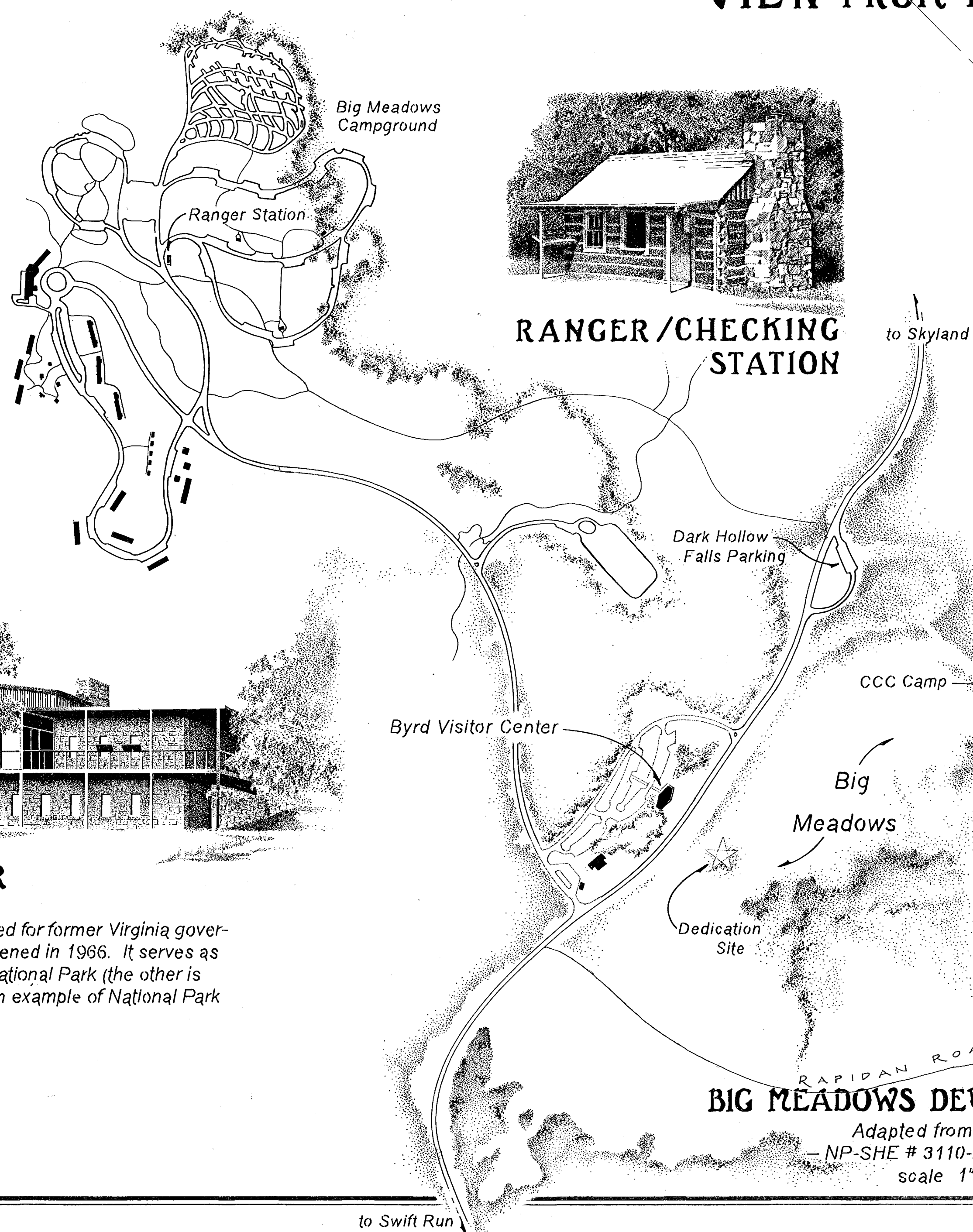
Big Meadows, bisected by the Skyline Drive between mileposts 51 and 52, is located in the park's Central District. Archeological evidence suggests that the meadows may have been cleared by burning since precolonial times. Civilian Conservation Corps Camp NP-2 (Camp Fechner, so-named for the Director of the CCC) operated here from 1933-42, a reminder of President Franklin D. Roosevelt's commitment to the Skyline Drive and Shenandoah National Park. FDR dedicated the park from this site in 1936.

Big Meadows featured the park's first campground in 1937. A picnic area was added two years later. The concessioner built wayside (1938) and lodge (1939) were designed by Richmond architect Marcellus Wright, Jr. Today, this developed area includes park maintenance and interpretive facilities; picnic area and campground; concessioner operated wayside, dining and lodging services. The 300 acre mowed area has no trails and visitors may wander at will.



BYRD VISITOR CENTER

The Harry Flood Byrd Visitor Center - named for former Virginia governor, U.S. Senator, and park enthusiast - opened in 1966. It serves as one of two visitor centers in Shenandoah National Park (the other is located at Dickey Ridge). The building is an example of National Park Service Mission 66 design.



RANGER/CHECKING STATION

President Herbert Hoover established a trout fishing camp/retreat (1929) on property that he had purchased below Big Meadows. Situated at the confluence of two mountain streams forming the Rapidan River, this "Summer White House" offered the President an escape from the formality and heat of Washington, DC. While horseback riding through the area, Hoover encouraged both state and NPS officials to begin construction of the Skyline Drive.

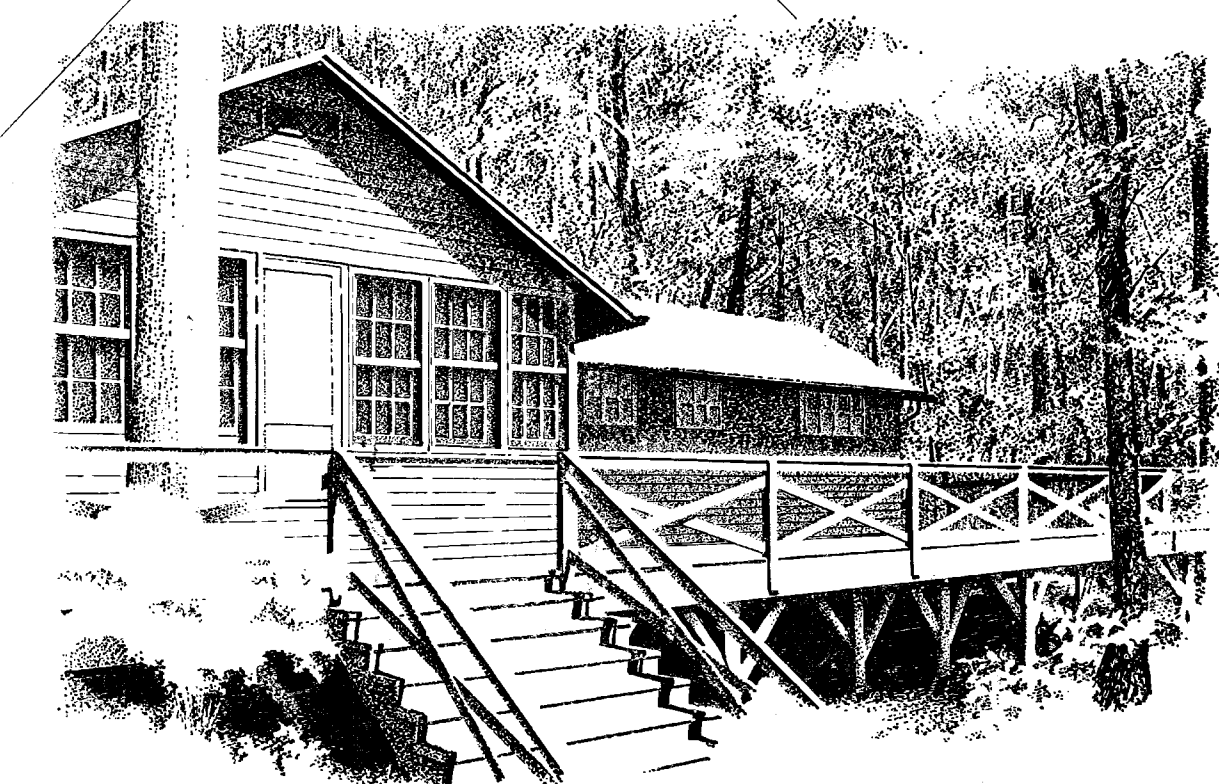


F. Roosevelt

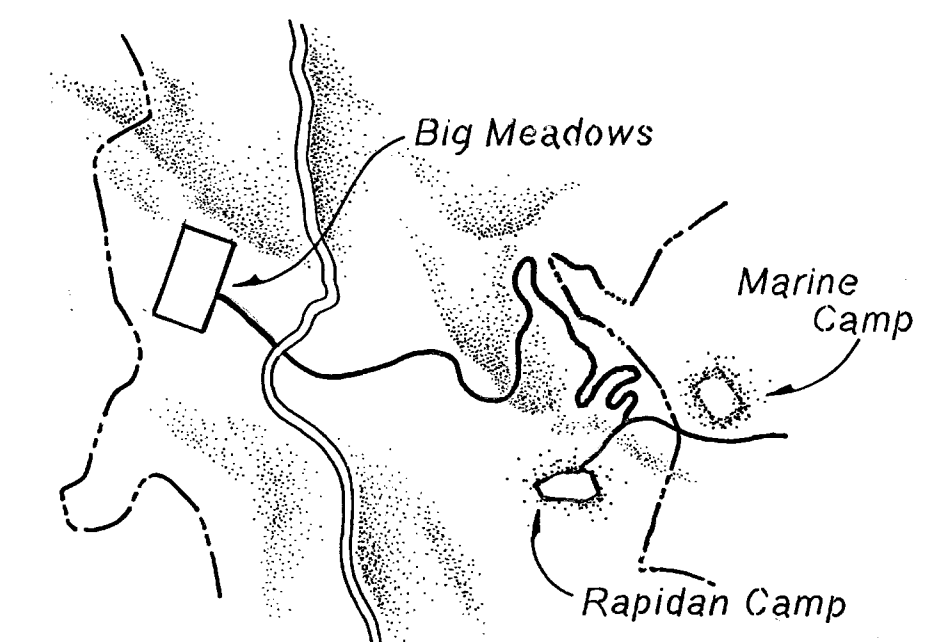
When Hoover left office, Rapidan Camp (renamed Camp Hoover) served the Boy Scouts of America for several years. Later, as maintenance proved too costly for the scouting organization, the camp and the surrounding Hoover property were deeded to the National Park Service. Under the terms of this transfer, the facility remains available for use by government officials; otherwise use of Camp Hoover is at the park's disposal.



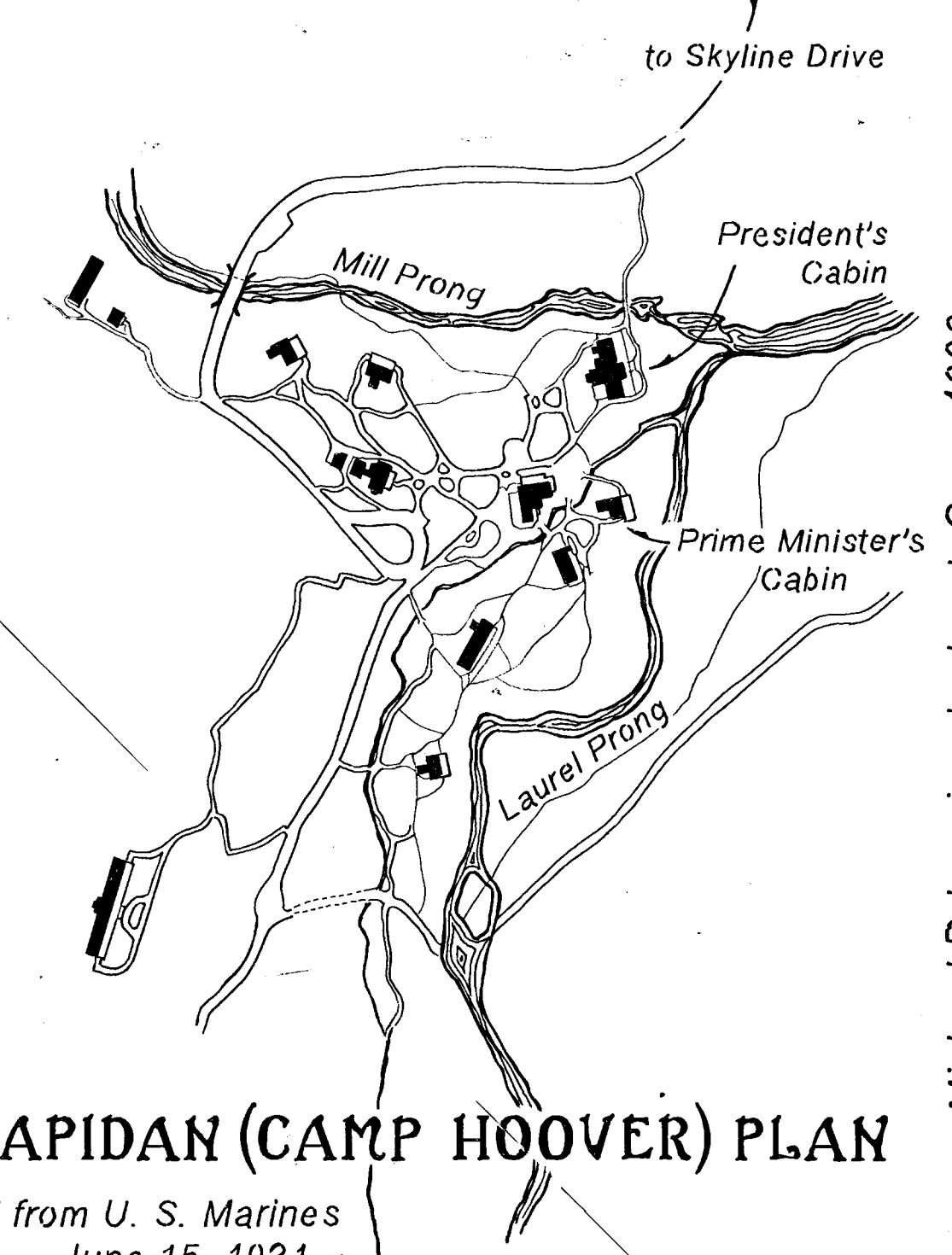
H. Hoover



PRESIDENT'S CABIN

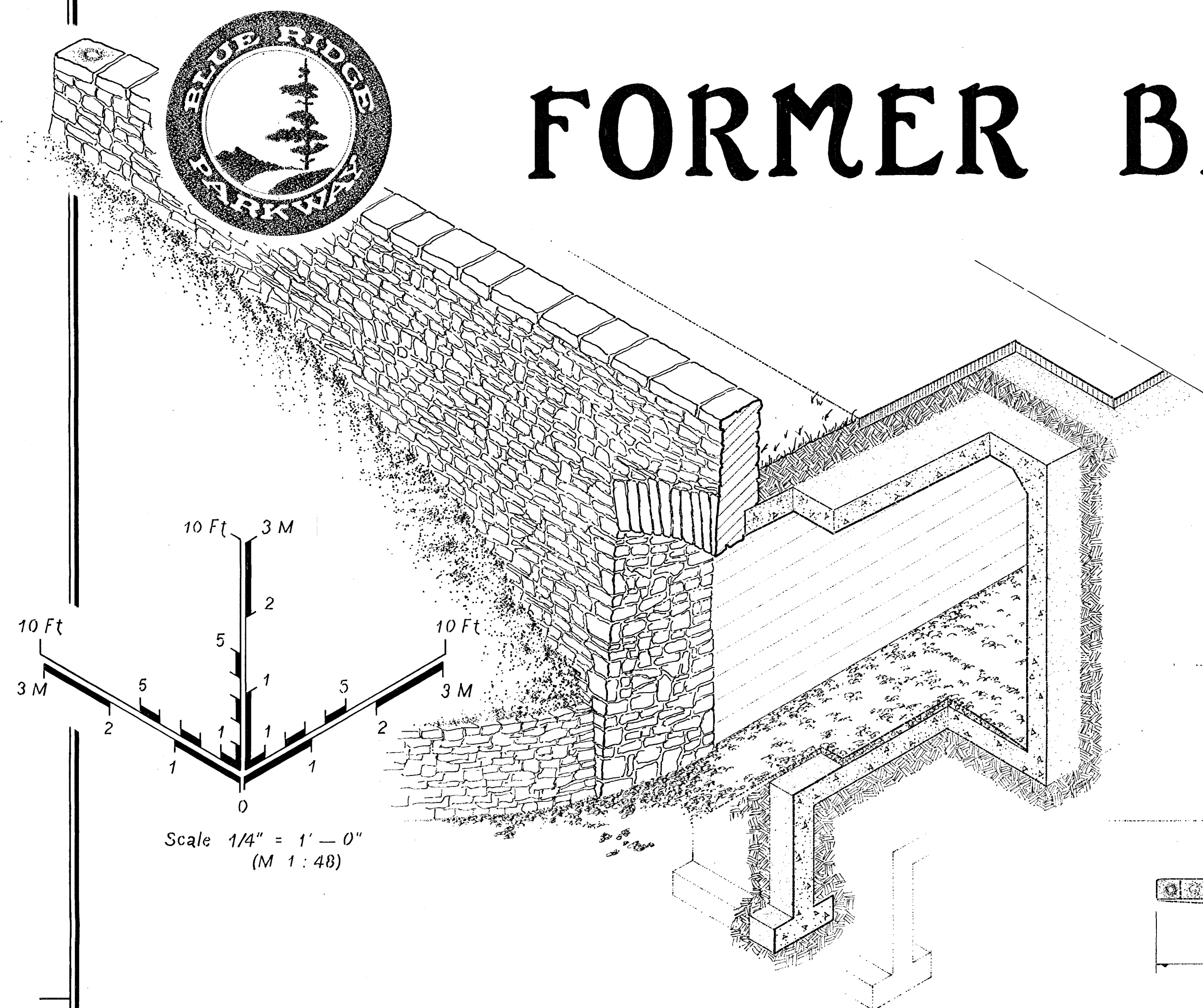


Locator map

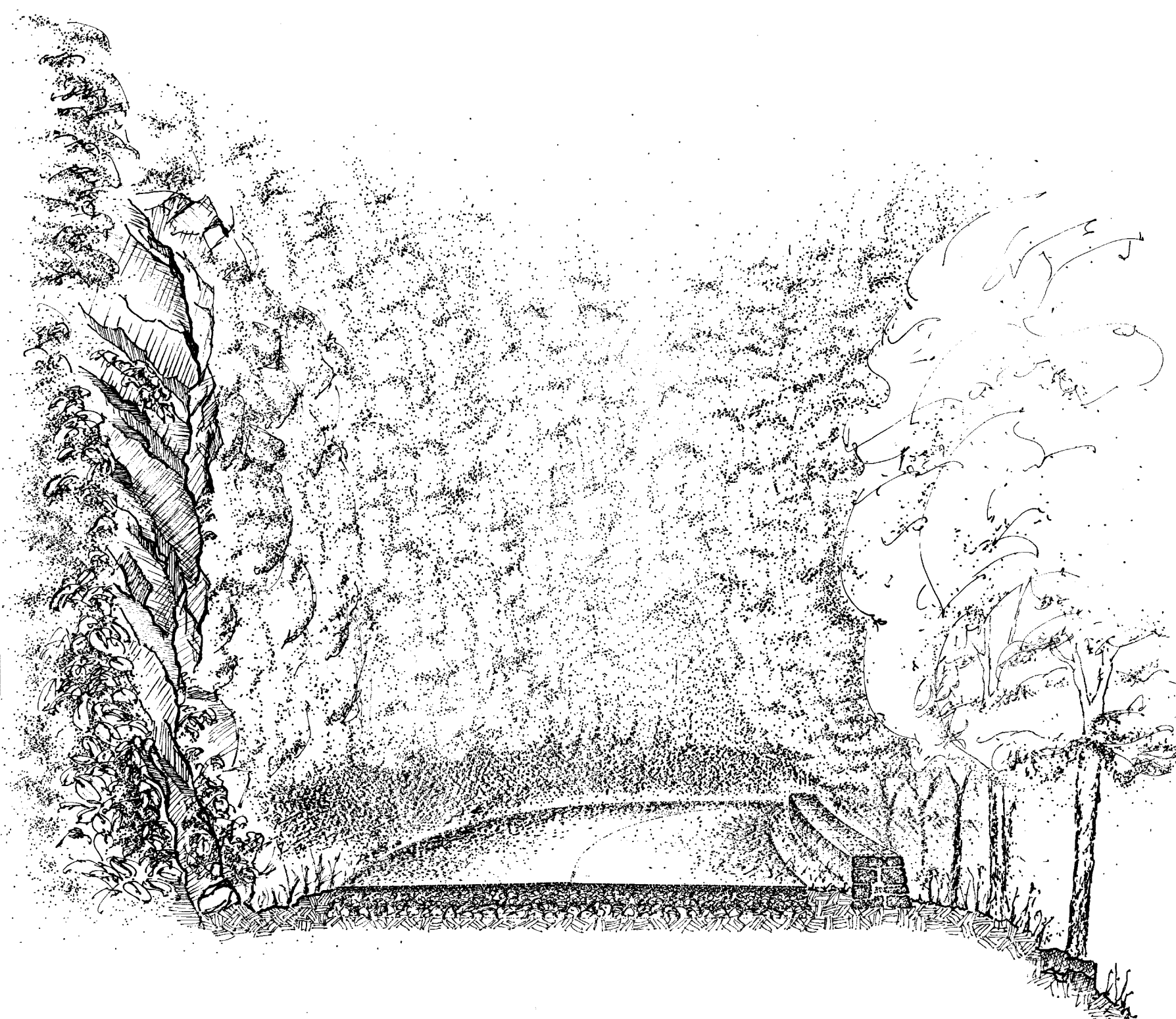


CAMP RAPIDAN (CAMP HOOVER) PLAN

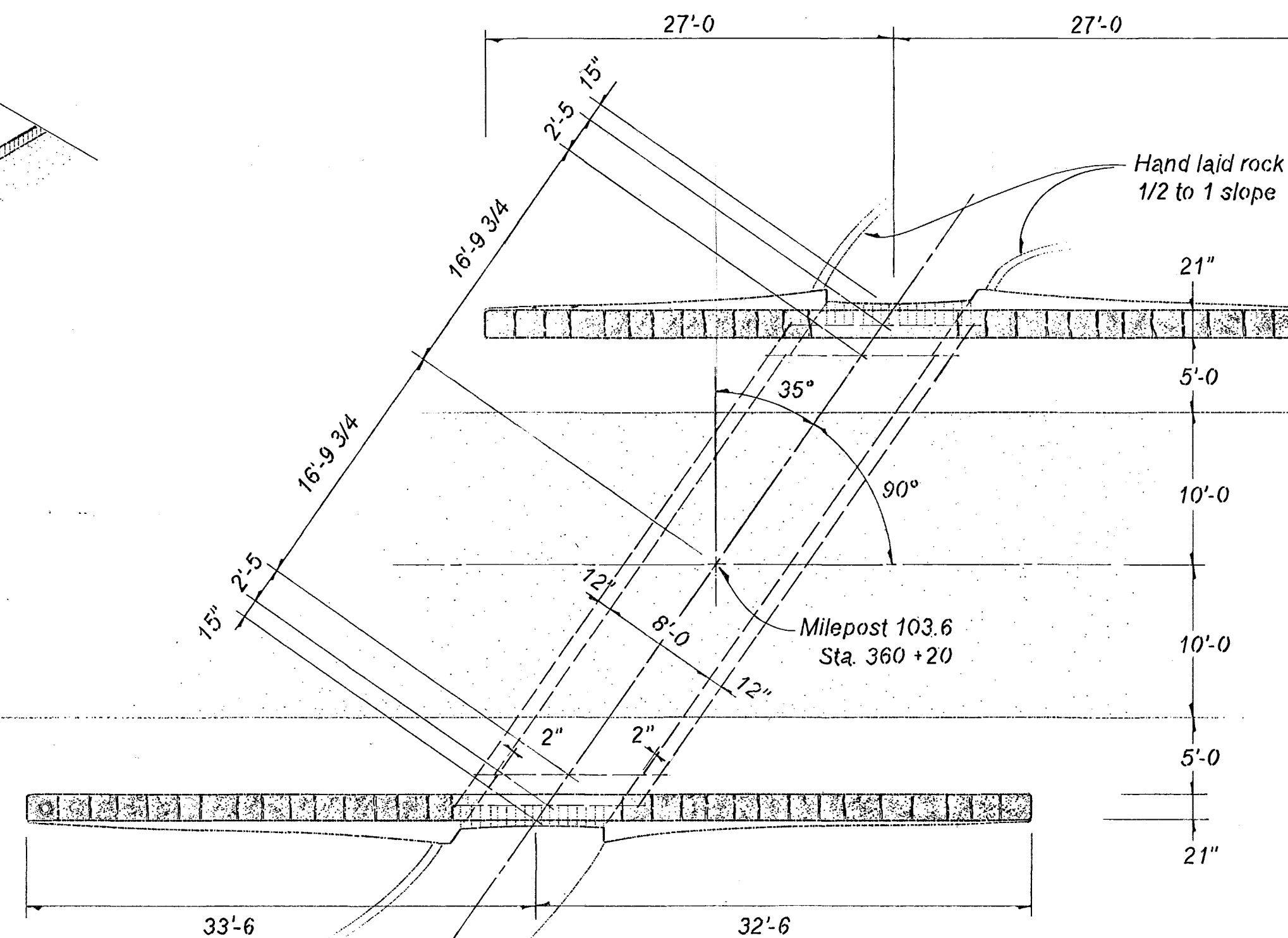
Adapted from U. S. Marines sketch - June 15, 1931
scale 1" = 200'



NORTH PORTAL ~ ISOMETERIC
PARKWAY BRIDLE PASS



COMPARISON OF TYPICAL ROADWAY ~ SOUTH DISTRICT
scale 3/16" = 1' - 0"



PARKWAY BRIDLE PASS PLAN

Adapted from Blue Ridge Parkway
— Blv 1A-1-1052-A, 2/15/1936
scale 1/4" = 1' - 0"

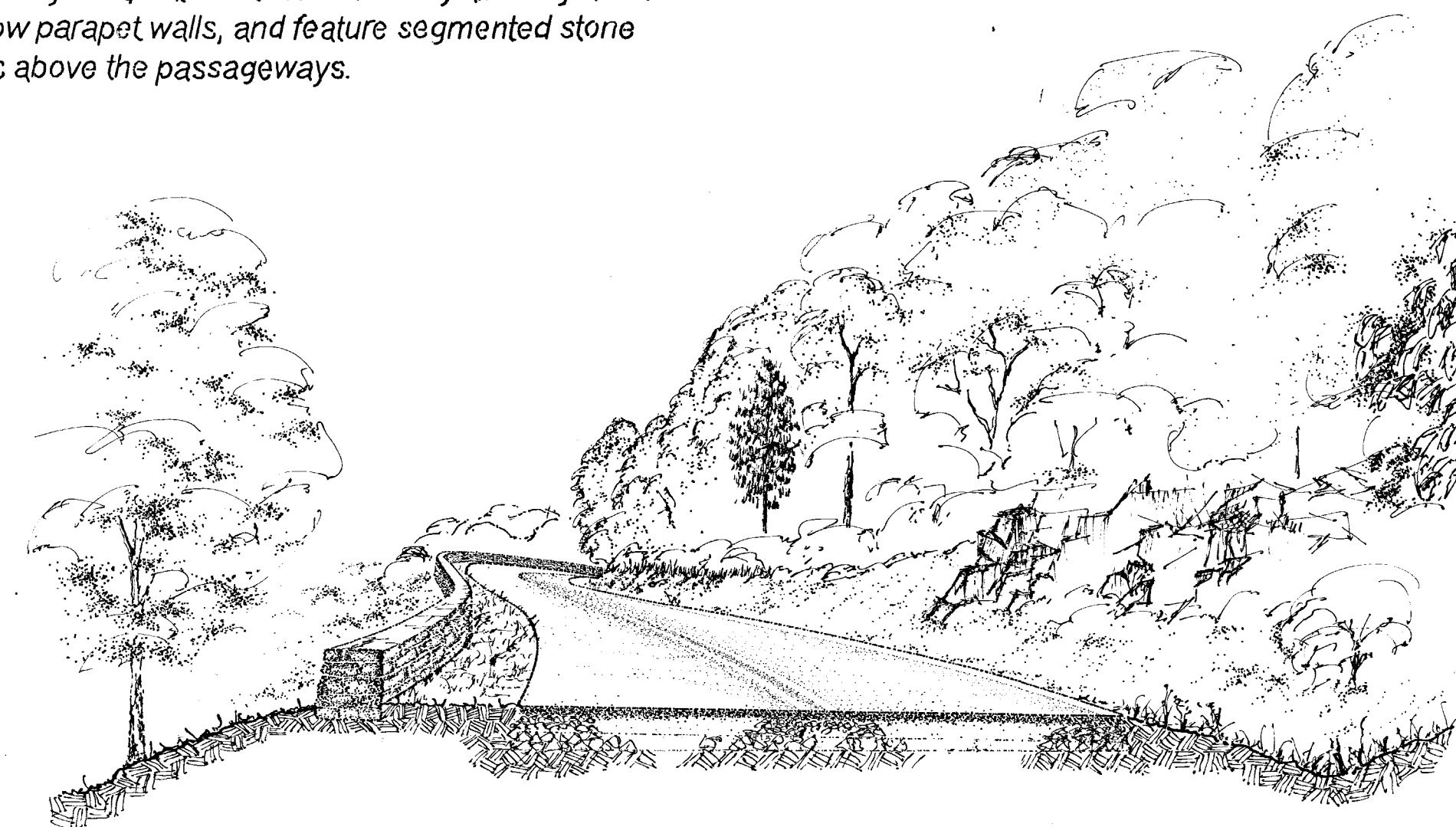
The section of Skyline Drive between Jarman Gap (mile post 96.8) to Rockfish Gap (mile post 105.5) was originally the north end of the Blue Ridge Parkway. Construction began in 1935 (completed in 1982), the 469 mile parkway connects Shenandoah with the Great Smoky Mountains National Park to the south.

Plans for the junction between the drive and the proposed parkway began in 1933. The roads were joined five years later, although public travel between the two was not possible until August 1939. This section was transferred to Shenandoah in 1961, and incorporated into Skyline Drive, extending the park's boundary to Rockfish Gap.

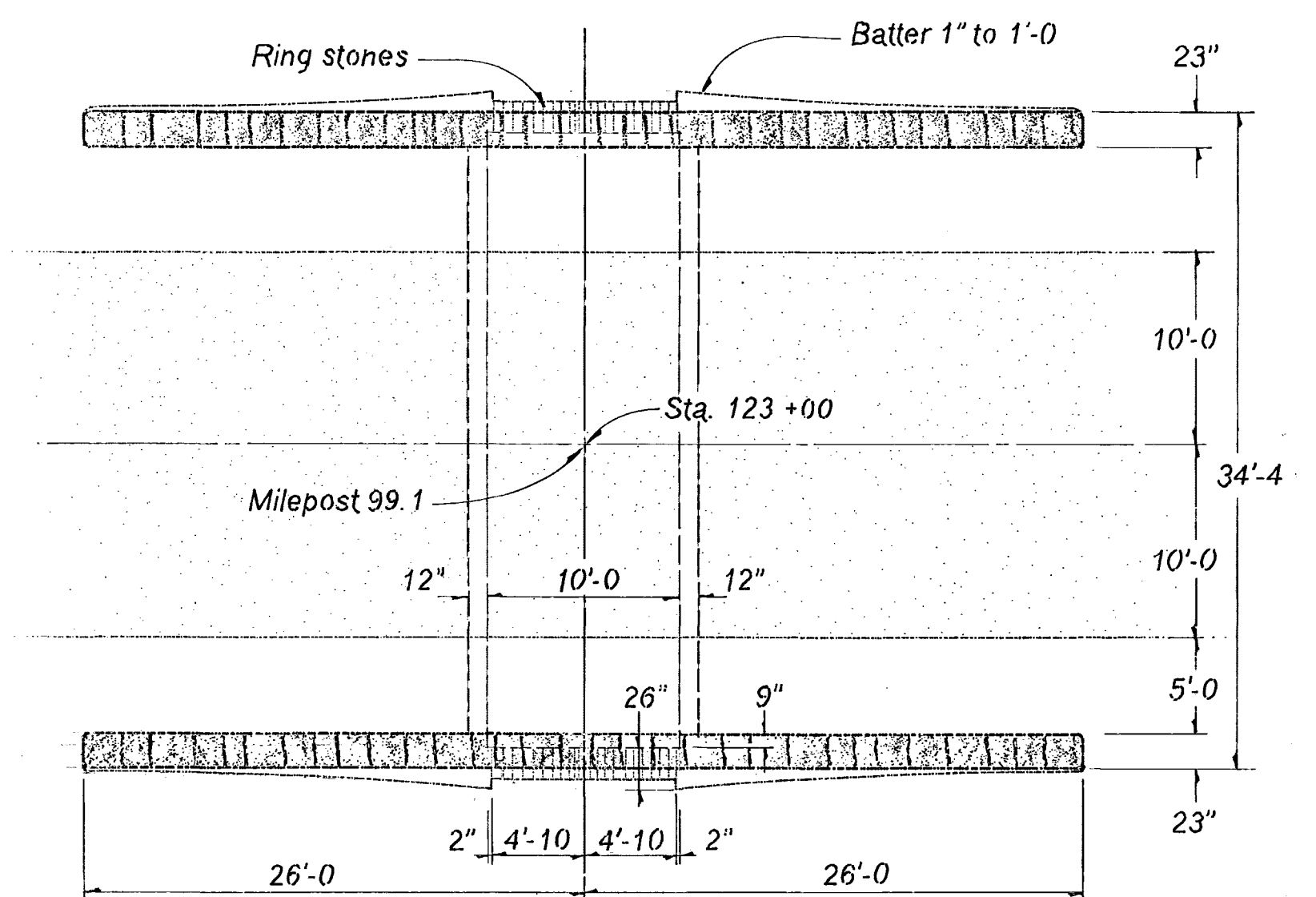
Within this portion of the drive, there are subtle design differences. The road shoulders are narrower, and there are fewer guard walls. Designed for a higher speed (45 miles per hour) within a thin 200' right-of-way, the road seems compressed when compared to other sections of Skyline Drive.

Four underpasses, designed by the NPS and built by the Virginia Department of Highways in 1936-37, are unique to this part of the drive. Three provide cattle crossings (mile posts 99.1, 99.6 and 102.2), while a fourth is for a bridle trail (mile post 103.6).

The passageway, Cattle Underpass No. 1 (mile post 99.1, near Calf Mountain Overlook) measures 10' x 7' x 34.1', making it wider and slightly longer than the other two. Larger still, the Bridle Underpass has an internal space of 10' x 12' x 33'-7.5". These units are essentially large box culverts of reinforced, concrete. The portal facings consist of rough-cut, native stone extending above grade to form low parapet walls, and feature segmented stone arches above the passageways.



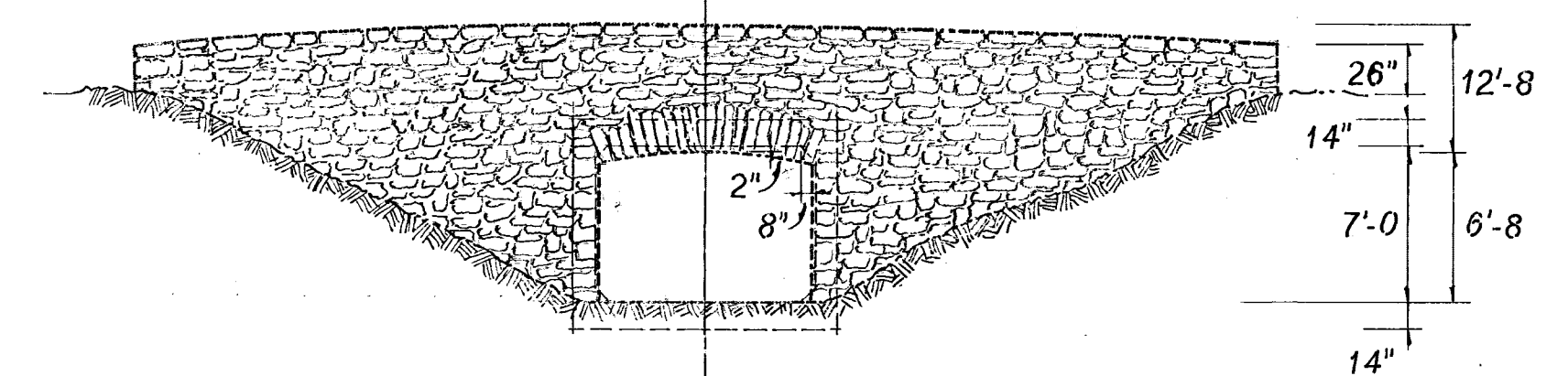
COMPARISON OF TYPICAL ROADWAY ~ NORTH DISTRICT
scale 3/16" = 1' - 0"



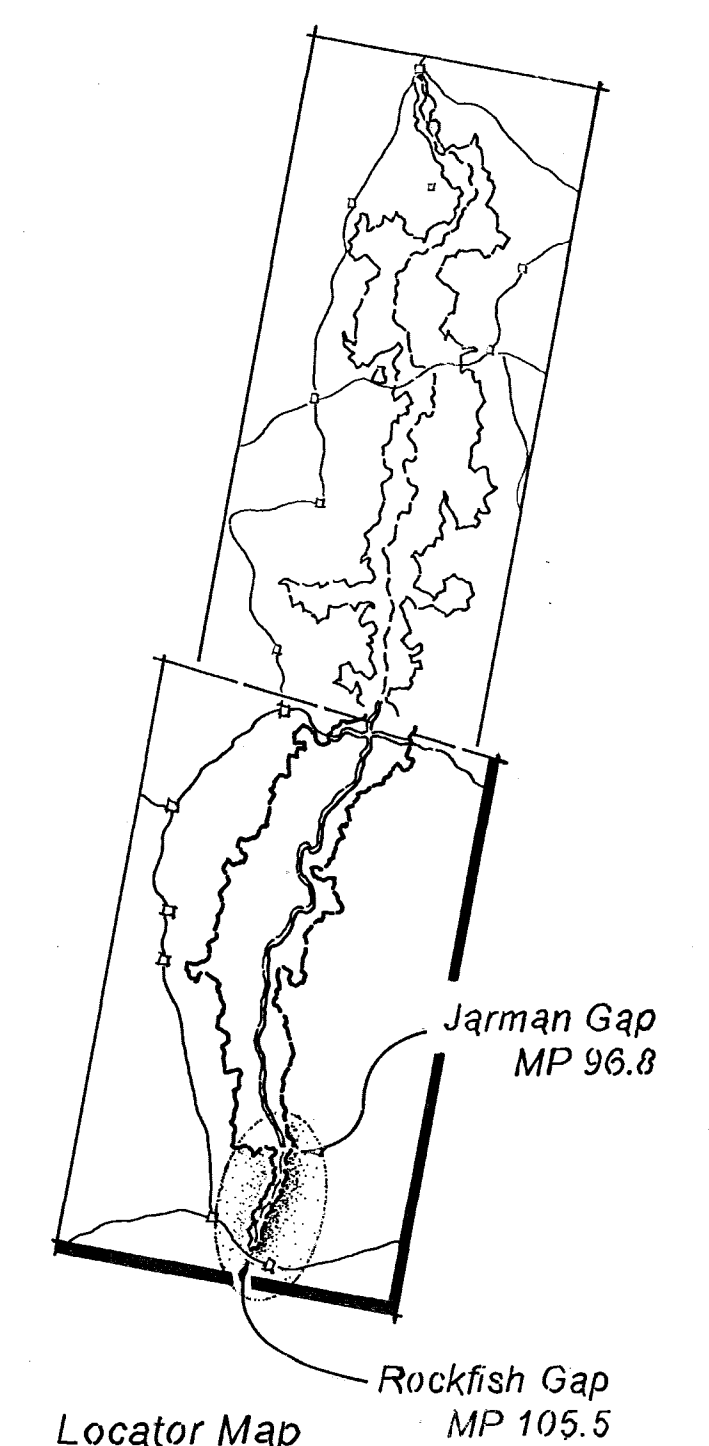
PLAN

PARKWAY CATTLE PASS

Adapted from Blue Ridge Parkway
— Blv 1A-1-1055, 4/10/1936
scale 1/8" = 1' - 0"

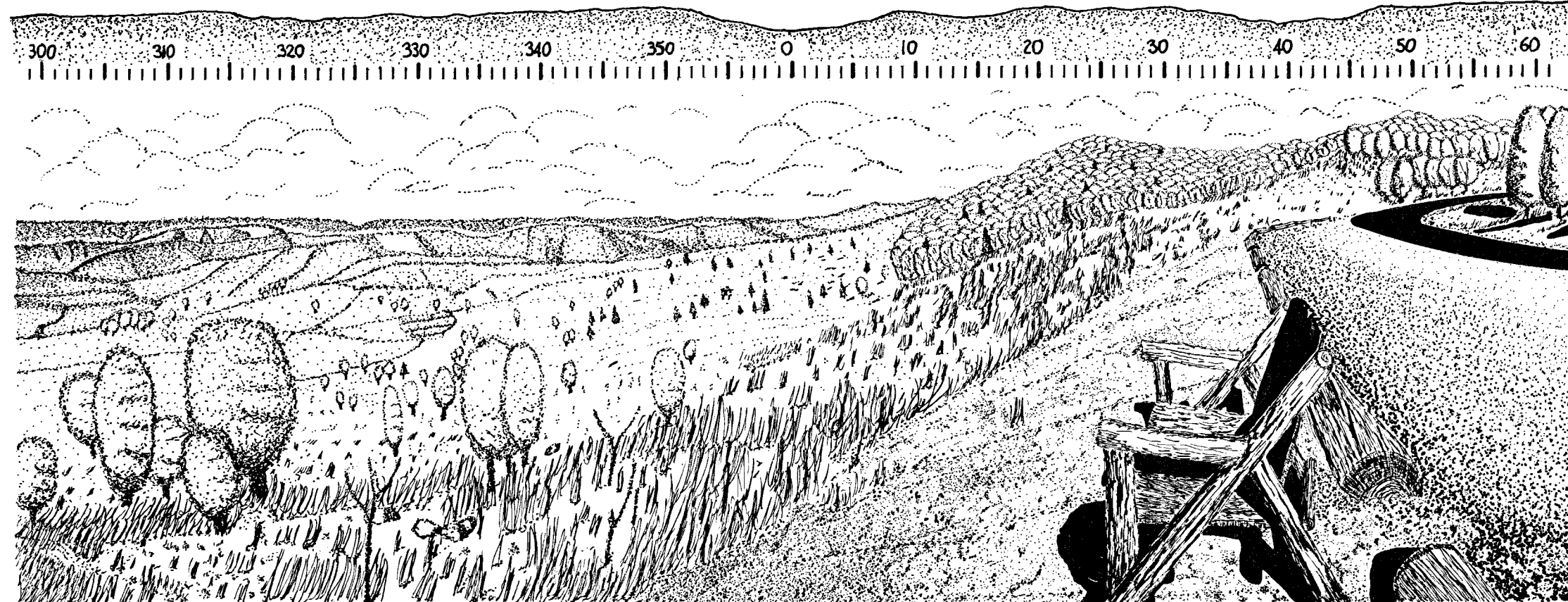


ELEVATION



Locator Map

CHANGING NATURE OF SKYLINE DRIVE



TERRACE POINT FIRE PANORAMA, DEC. 1935

—Adapted From Photo —Shenandoah National Park Archives

Early visitors traveling Shenandoah National Park's newly opened Skyline Drive enjoyed sweeping views of a partially deforested landscape. A century of use for lumber, tanbark and firewood had considerably reduced the mountain forest. Though a few patches of old-growth trees still existed in remote areas, as much as a third of the parkland along the drive was in pasture. Additionally the region's dominant forest tree, the American Chestnut, had been decimated by blight in the first decades of the twentieth century. Wildfires ravaged the park during its early years; roughly 67,000 acres were burned between 1925 and 1941. Historic panoramic photographs and detailed vegetation maps produced for the park's fire control program and master plans frequently reveal mountainsides dotted with small, open farmsteads and grazing lands, burned-over areas, or vast skeleton forests of dead American Chestnuts. The Civilian Conservation Corps (CCC), following designs by National Park Service landscape architects, created most of the vistas along the drive.

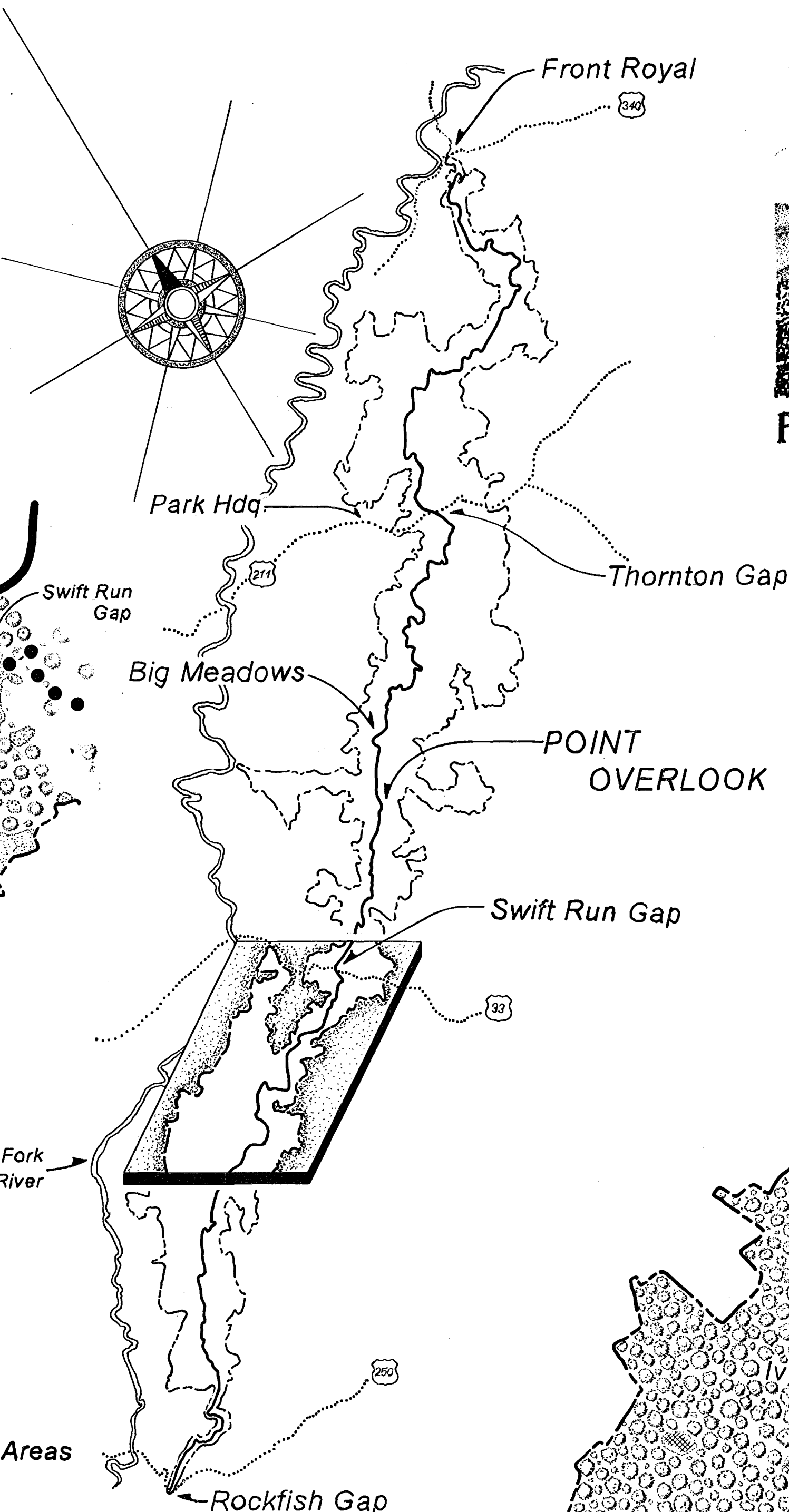
Today, nearly 95 percent of the park is forested, with large portions officially designated as wilderness. This second growth forest is the result of seven decades of natural revegetation, designed reforestation, beautification and fire control. As the park's vegetation matured, views from Skyline Drive and its overlooks changed, with intimate woodland scenes replacing some distant vistas. In 1997, the park initiated a five-year program to restore the drive's vistas.

VEGETATIVE COVER 1935

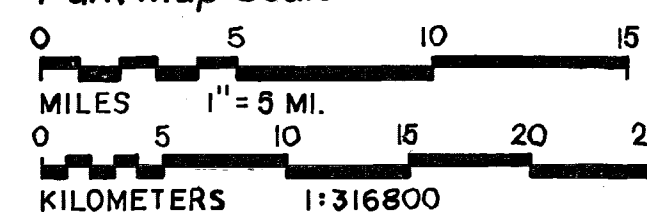
— Forest Type Map, 1935 Master Plan

Legend —

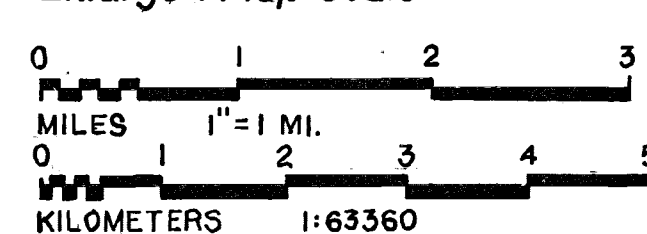
- Skyline Drive
- Overlooks
- Boundary
- Open Area
- 0-40 Year Forest
- 41+ Year Forest



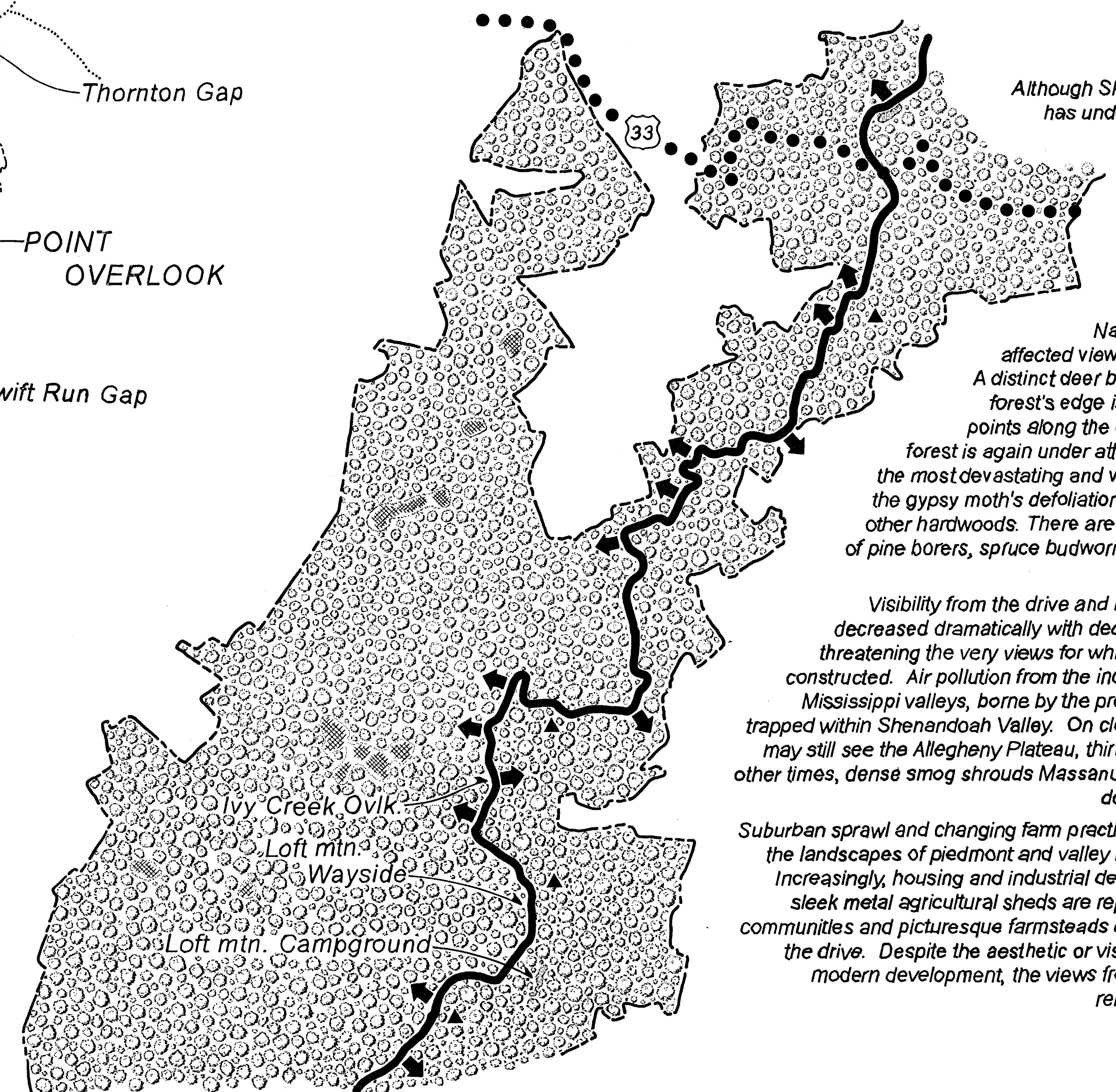
Park Map Scale



Enlarged Map Scale



POINT OVERLOOK TERRACE POINT JULY 1996



VEGETATIVE COVER 1996

— GIS Data, Shenandoah National Park

Legend —

- Skyline Drive
- Overlooks
- Boundary
- Open Area
- Forest
- Rock
- AT Shelters

Although Skyline Drive itself has undergone relatively little physical change, insect infestation, air pollution, and changing land use beyond the boundaries of Shenandoah National Park have affected views from the drive. A distinct deer browse line at the forest's edge is visible at some points along the drive. The park's forest is again under attack from blights, the most devastating and visible of which is the gypsy moth's defoliation of the oaks and other hardwoods. There are also infestations of pine borers, spruce budworms, and hemlock wooly adelgid.

Visibility from the drive and its overlooks has decreased dramatically with declining air quality, threatening the very views for which the drive was constructed. Air pollution from the industrial Ohio and Mississippi valleys, borne by the prevailing winds, is trapped within Shenandoah Valley. On clear days, visitors may still see the Allegheny Plateau, thirty miles west. At other times, dense smog shrouds Massanutten Mountain, a dozen miles away.

Suburban sprawl and changing farm practices have altered the landscapes of piedmont and valley beyond the park. Increasingly, housing and industrial developments, and sleek metal agricultural sheds are replacing the small communities and picturesque farmsteads once visible from the drive. Despite the aesthetic or visual "pollution" of modern development, the views from Skyline Drive remain impressive.

DELINEATED BY: Christopher J. Seeger, 1996

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LURAY VICINITY

SKYLINE DRIVE
SHENANDOAH NATIONAL PARK
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William A. Faust II, Photographer, Summer 1996

- VA-119-1 VIEW OF PARK SIGNAGE. SIGN SAYS: "SHENANDOAH NATIONAL PARK." LOOKING SOUTHEAST, MILE 0.0.
- VA-119-2 VIEW OF PARK SIGNAGE AT FRONT ROYAL. SIGN SAYS: "NORTH ENTRANCE SHENANDOAH NATIONAL PARK." LOCATED ON EXIT SIDE OF ROAD. LOOKING SOUTHWEST, MILE 0.0.
- VA-119-3 VIEW OF ENTRANCE STATION, NORTHERN ENTRANCE. LOOKING SOUTHWEST, MILE 0.5.
- VA-119-4 DICKEY RIDGE VISITOR CENTER. VIEW OF VISITOR BUILDING FROM VALLEY SIDE. LOOKING WEST, MILE 4.6.
- VA-119-5 DICKEY RIDGE VISITOR CENTER. CLOSE SHOT OF PICNIC AREA COMFORT STATION.
- VA-119-6 RANGE VIEW OVERLOOK. VIEW OF MOUNTAIN PANORAMA, LOOKING FROM OVERLOOK TO THE SOUTHWEST, MILE 17.1.
- VA-119-7 RANGE VIEW OVERLOOK. VIEW OF ROAD APPROACHING OVERLOOK, FACING NORTHEAST.
- VA-119-8 HOGBACK OVERLOOK. PANORAMIC VIEW FROM ROCK LEDGE, WEST TO NORTHWEST, MILE 21.
- VA-119-9 HOGBACK OVERLOOK. VIEW OF ROAD APPROACH FROM THE SOUTH, MILE 21.
- VA-119-10 PINEY RIVER RANGER STATION. VIEW OF OLD CCC CAMP ADMINISTRATION BUILDING. LOOKING WEST, MILE 22.1.
- VA-119-11 PINEY RIVER RANGER STATION. VIEW OF OLD CCC CAMP GARAGE/STORAGE BUILDING, LOOKING TO NORTH. GRAVEL PILE IN

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- VA-119-13 ELKWALLOW WAYSIDE. VIEW OF WAYSIDE COMPLEX (STATION AND GIFT SHOP) FROM NORTHWEST LOOKING SOUTHEAST, MILE 24.
- VA-119-14 ELKWALLOW WAYSIDE. LOOKING SOUTHWEST.
- VA-119-15 ELKWALLOW WAYSIDE. VIEW OF PICNIC AREA SHOWING NARROW DRIVE APPROACH THROUGH CAMPGROUND, MILE 24.2.
- VA-119-16 ZOOM CLOSEUP VIEW OF THORNTON GAP ENTRANCE FROM TOP OF MARYS ROCK ON APPALACHIAN TRAIL (EL. 3,514').
- VA-119-17 PANORAMIC VIEW OF THORNTON GAP ENTRANCE FROM TOP OF MARYS ROCK.
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- VA-119-19 MARYS ROCK TUNNEL. DETAIL SHOWING EDGE OF GUNITE LINER ADJACENT TO ROCK WALL OF OLD TUNNEL.
- VA-119-20 MARYS ROCK TUNNEL, SOUTH PORTAL. NOTE VIEW OF WATERFALL ON LEFT, MILE 32.4.
- VA-119-21 MARYS ROCK TUNNEL, INTERIOR SHOT SHOWING GUNITE LINER. LOOKING SOUTH.
- VA-119-22 MARYS ROCK TUNNEL OVERLOOK. LOOKING SOUTHEAST, MILE 32.5.
- VA-119-23 HAZEL MOUNTAIN OVERLOOK. ENTRY APPROACH FROM THE SOUTH, MILE 33.
- VA-119-24 HAZEL MOUNTAIN OVERLOOK. ENTRY APPROACH FROM THE WEST.
- VA-119-25 HAZEL MOUNTAIN OVERLOOK. DETAIL VIEW OF STONE WALL WITH

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- VA-119-26 MEADOW SPRING TRAIL PARKING AREA. DOUBLE CULVERT DRAINING ON THE EAST SIDE OF SKYLINE DRIVE. RETAINING WALL IS IN BACKGROUND, MILE 33.6.
- VA-119-27 JEWELL HOLLOW OVERLOOK. APPROACHING LOWER PARKING AREA FROM NORTH. LOOKING SOUTHWEST, MILE 36.4.
- VA-119-28 JEWELL HOLLOW OVERLOOK. STONE WALL IN UPPER PARKING AREA. LOOKING NORTHWEST.
- VA-119-29 JEWELL HOLLOW OVERLOOK. DETAIL OF STONE GUARD WALL FROM OUTSIDE, BELOW UPPER PARKING AREA. LOOKING SOUTHEAST.
- VA-119-30 JEWELL HOLLOW OVERLOOK. VIEW OF STONE GUARD WALL FROM SOUTHERN END.
- VA-119-31 STONY MAN OVERLOOK. VIEW OF SKYLINE DRIVE. FACING NORTH, MILE 38.6.
- VA-119-32 PINNACLES PICNIC GROUNDS. VIEW OF PARKING AREA WITH TREE CUTOUTS, SHELTER (REAR RIGHT), AND COMFORT STATION (REAR LEFT), MILE 36.7.
- VA-119-33 PINNACLES PICNIC GROUNDS. CLOSE-UP VIEW OF CCC SHELTER BUILDING. FROM SOUTHEAST, MILE 36.7.
- VA-119-34 PINNACLES PICNIC GROUNDS. VIEW OF COMFORT STATION.
- VA-119-35 PINNACLES PICNIC GROUNDS. VIEW OF EAST SIDE OF PARKING AREA WITH TREE CUTOUTS, PICNIC AREA IN BACKGROUND. LOOKING NORTH.
- VA-119-36 STONY MAN OVERLOOK. VIEW OF PARKING AREA WITH GUARD WALL. LOOKING NORTH, MILE 38.6.
- VA-119-37 STONY MAN OVERLOOK. HUGHES RIVER GAP CUTS THROUGH MIDDLE OF PARKING AREA (NOTE SIGN ON THE LEFT). LOOKING

SOUTHWEST.

- VA-119-38 STONY MAN OVERLOOK. COMFORT STATION. LOOKING NORTH.
- VA-119-39 HEMLOCK SPRINGS OVERLOOK. VIEW OF WATER BUBBLER.
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- VA-119-40 HEMLOCK SPRINGS OVERLOOK VICINITY. DETAIL VIEW OF WEEP
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- VA-119-41 HEMLOCK SPRINGS OVERLOOK VICINITY. VIEW OF OLD AND NEW
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- VA-119-42 HEMLOCK SPRINGS OVERLOOK VICINITY. DETAIL OF WEEP HOLE IN
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- VA-119-43 HEMLOCK SPRINGS OVERLOOK VICINITY. VIEW OF CCC-ERA CATCH
BASIN, WITH SPRING HOUSE UPHILL.
- VA-119-44 HEMLOCK SPRINGS OVERLOOK VICINITY. VIEW OF LOCKED
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- VA-119-45 HEMLOCK SPRINGS OVERLOOK VICINITY. DETAIL OF CCC-ERA
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- VA-119-46 HEMLOCK SPRINGS OVERLOOK VICINITY. DETAIL OF NEW STONE
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- VA-119-48 VIEW OF SKYLINE DRIVE FROM THE ROCKY PEAK OF STONY MAN
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- VA-119-52 SKYLAND. PERSPECTIVE VIEW OF BOULDER CABIN. LOOKING
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- VA-119-53 SKYLAND. PERSPECTIVE VIEW OF BYRDS NEST CABIN. LOOKING
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- VA-119-54 ENTRANCE TO SKYLAND AT SITE OF GROUND BREAKING. LOOKING
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- VA-119-57 VIEW OF CRESCENT ROCK OVERLOOK IN THE DISTANCE FROM THE
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- VA-119-58 FISHERS GAP OVERLOOK. SITE IS ADJACENT TO AN OLD EAST/WEST
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- VA-119-62 VIEW OF BIG MEADOWS FROM BYRD VISITOR CENTER
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- VA-119-65 BIG MEADOWS DEVELOPMENT AREA. VIEW OF RANGER CHECK-IN STATION AT CAMPGROUND ENTRANCE. LOOKING EAST.
- VA-119-66 BIG MEADOWS. VIEW OF PARKING AREA AT THE GATED ENTRANCE TO RAPIDAN FIRE ROAD, THE ACCESS ROAD TO CAMP HOOVER. LOOKING SOUTH, MILE 51.3.
- VA-119-67 CAMP HOOVER. PRIME MINISTERS CABIN. LOOKING WEST.
- VA-119-68 CAMP HOOVER. PRESIDENTS CABIN. WOODEN BRIDGE IN FOREGROUND. LOOKING WEST.
- VA-119-69 CAMP HOOVER. "THE CREEL" CABIN. LOOKING SOUTH.
- VA-119-70 LEWIS MOUNTAIN CAMPGROUND. VIEW OF CABINS ACROSS FROM CAMP STORE. LOOKING EAST, MILE 57.5.
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- VA-119-73 VIEW OF THE "GREEN TUNNEL," MILE 58.8.
- VA-119-74 SWIFT RUN GAP ENTRANCE STATION. LOCATED AT THE INTERCHANGE OF U.S. ROUTE 33, MILE 65.5.
- VA-119-75 SANDY BOTTOM OVERLOOK. LOOKING WEST, MILE 67.8.
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- VA-119-78 IVY CREEK OVERLOOK. APPALACHIAN TRAIL CROSSING LOCATED IN CORNER OF PARKING AREA. LOOKING SOUTH, MILE 77.5.
- VA-119-79 ROCKY TOP OVERLOOK AREA. VIEW OF DRILL MARKINGS ON ROCK FACE ACROSS THE ROAD. LOOKING EAST, MILE 78.1.
- VA-119-80 ROCKY TOP OVERLOOK. VIEW FROM APPROACHING ROAD. LOOKING NORTHEAST, MILE 78.1.
- VA-119-81 SKYLINE DRIVE DETAILS: VIEW OF OLD STONE GUARD WALL IN FOREGROUND, NEW STONE GUARD WALL IN BACKGROUND. LOOKING NORTH, MILE 82.5.
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- VA-119-84 HORSEHEAD OVERLOOK. LOOKING WEST, MILE 88.6.
- VA-119-85 MOORMANS RIVER OVERLOOK. PANORAMIC VIEW SOUTHEAST WITH CHARLOTTESVILLE RESERVOIR IN CENTER, MILE 92.
- VA-119-86 VIEW OF OLD SOUTHERN TERMINUS OF SKYLINE DRIVE AT JARMAN GAP. JARMAN GAP FIRE ROAD RIGHT OF WAY IN CENTER, SKYLINE DRIVE AT FAR LEFT. LOOKING SOUTHWEST, MILE 96.8.
- VA-119-87 JARMAN GAP VICINITY. VIEW LOOKING SOUTH AT ORIGINAL TERMINUS OF ROAD. NOTE CHANGE IN SHOULDER WIDTH, MILE 96.8.
- VA-119-88 CALF MOUNTAIN OVERLOOK VICINITY. VIEW OF SKYLINE DRIVE OVER CATTLE UNDERPASS. LOOKING EAST, MILE 99.1.
- VA-119-89 VIEW OF STONE GUARD WALL AND ROAD CROSS SECTION ABOVE CATTLE UNDERPASS. LOOKING SOUTHEAST, MILE 99.1.

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- VA-119-90 VIEW OF BRIDAL UNDERPASS GUARD WALL. LOOKING WEST, MILE 104.6.
- VA-119-91 VIEW OF STONE GUARD WALL ABOVE BRIDAL UNDERPASS, MILE 104.6.
- VA-119-92 ROCKFISH (SOUTH) ENTRANCE STATION. LOOKING NORTH, MILE 105.

INDEX TO HISTORIC PHOTOGRAPHS

The following images are copies of original photographs found in the Archives of Shenandoah National Park Headquarters complex (SHEN) in Luray, Virginia. Specific notebook, negative number, photographer, and date (when known) are listed below.

- VA-119-93 Skyline Drive Under Contract, File Photograph No. P198b
Len M. Harris, Photographer, October 17, 1934
CLEARING AND GRUBBING ALONG SKYLINE DRIVE, VIEW NORTH FROM STA. 338/00-2-A.
- VA-119-94 File Photograph No. P 40f
Len M. Harris, Photographer, October 6, 1933
LAYING CRIBBING ON SKYLINE DRIVE NEAR PANORAMA.
- VA-119-95 File Photograph No. P35c
Smith, Photographer, August 29, 1933
MASONRY GUARDWALL ON LOG CRIBBING-SKYLINE DRIVE.
- VA-119-96 File Photograph No. P252b
Scudder Griffing, Photographer, March 30, 1935
HAND LAID ROCK EMBANKMENT AT MILE 1.5, NEAR FRONT ROYAL ENTRANCE STATION, LOOKING NORTH, STA. 65/00, 2-A.
- VA-119-97 Catalog B, Higher Plants, 200 2 American Chestnut Tree, Negative No. 6032
(Photographer and date unknown)
THIS GHOST FOREST OF BLIGHTED CHESTNUTS ONCE STOOD APPROXIMATELY AT THE LOCATION OF THE BYRD VISITOR CENTER.
- VA-119-98 Catalog H-History 1, C.C.C., 19 Tree Planting, Negative No. P 474c

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(Photographer and date unknown)
TRANSPLANTING TREE.

- VA-119-99 Catalog H-History 1, C.C.C., 23 Guard Rail Construction, Negative No. P455e
(Photographer and date unknown)
GUARD RAIL INSTALLATION.
- VA-119-100 Catalog H-History 1, C.C.C., 34 Landscaping, Negative No. P 733c
(Photographer and date unknown)
SLOPE MAINTENANCE WORK BY CCC.
- VA-119-101 Catalog H-History 1, C.C.C., 34 Landscaping, Negative No. 1340
(Photographer and date unknown)
BANK BLENDING WORK BY CCC.
- VA-119-102 Catalog H-History 1, C.C.C., 34 Landscaping, Negative No. 6040a
(Photographer and date unknown)
BEAUTIFICATION PROGRAM STARTED AS SOON AS GRADING ALONG
THE DRIVE WAS COMPLETED. CCC CAMP 3 SHOWN PLANTING
LAUREL.
- VA-119-103 Catalog H-History 1, C.C.C., 58 Landscaping, Negative No. 870 10
ca. 1936
PROPAGATION AND PLANTING. ROOTED PLANTS TRANSPLANTED
FROM HOT BEDS TO CANS TO SHADED BEDS IN PREPARATION FOR
PLANTING ON ROAD SLOPES. NURSERY AT NORTH ENTRANCE.
- VA-119-104 Catalog H-History 1, C.C.C., 73 Picnic Furniture Construction, Negative No. 882
1
ca. 1936
WOOD UTILIZATION. COMPLETED RUSTIC BENCH MADE BY CCC
ENROLLEES AT CAMP NP-3 FOR USE AT PARKING OVERLOOKS AND
PICNIC GROUNDS. NOTE SAW IN BACKGROUND USED FOR HALVING
CHESTNUT.
- VA-119-105 Catalog O-Park Structure/Construction & Maintenance, 23 Marys Rock Tunnel,
Negative No. 6306
ca. late 1930s
MARYS ROCK TUNNEL, SOUTH PORTAL.

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- VA-119-106 Catalog O-Park Structure/Construction & Maintenance, 23 Marys Rock Tunnel,
Negative No. 638 17
E. Ray Schaffner, Photographer, December 5, 1957
ICICLES IN TUNNEL.
- VA-119-107 Catalog O-Park Structure/Construction & Maintenance.
George Knox, Photographer
UNSEALED TUNNEL IN WINTER.
- VA-119-108 Catalog O-Park Structure/Construction & Maintenance, 26 Roads, Negative
Number P 138b
(Photographer and date unknown)
PARAPET UNDER CONSTRUCTION AT CRESCENT ROCK OVERLOOK.
- VA-119-109 Catalog O-Park Structure/Construction & Maintenance, 95 Panorama, Negative
Number P 664b
ca. 1930s
OLD THORNTON GAP ENTRANCE.
- VA-119-110 Catalog O-Park Structure/Construction & Maintenance, 295 Quarry
(Photographer and date unknown)
QUARRY AT BIG RUN ROCK.
- VA-119-111 Set -i-15, photographs in archival envelopes
(Photographer and date unknown)
MARYS ROCK TUNNEL (INTERIOR CONSTRUCTION).
- VA-119-112 Set-ii-28, photographs in archival envelopes
(Photographer and date unknown)
MARYS ROCK TUNNEL, BEFORE CONSTRUCTION
- VA-119-113 Aerial photograph
ca. 1936
CCC CAMP AT BIG MEADOW.

The following photographs were taken by William A. Faust, II in September 1996.

- VA-119-114 VIEW OF BOULDER BUBBLER AT BROWNTOWN OVERLOOK, MILE
14.9.

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- VA-119-115 INTERIOR VIEW OF MARYS ROCK TUNNEL. LOOKING SOUTH, MILE
32.3.
- VA-119-116 VIEW OF CAMP HOOVER. PRIME MINISTERS CABIN.
- VA-119-117 VIEW OF LEWIS MOUNTAIN COMFORT STATION. LOOKING NORTH,
MILE 57.5.







ENTRANCE FEES

Vehicle	\$2.00	General Handicapped Pass	\$10.00
Two Passengers: Bicycle	2.00	Armed Forces Single Passover	\$5.00
Motorcycle	\$5.00	Armed Forces (Handicapped)	\$10.00

See Station
for Information
on Entrance Fees
and Hours of Operation

HARBORLAND	
General Admission	\$2.00
Children 12 and under	\$1.00
Seniors 65 and over	\$1.00
Armed Forces	\$5.00
Armed Forces (Handicapped)	\$10.00

STOP

HARBORLAND	
General Admission	\$2.00
Children 12 and under	\$1.00
Seniors 65 and over	\$1.00
Armed Forces	\$5.00
Armed Forces (Handicapped)	\$10.00

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HAER VA-119-4



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HAER VA-119-7



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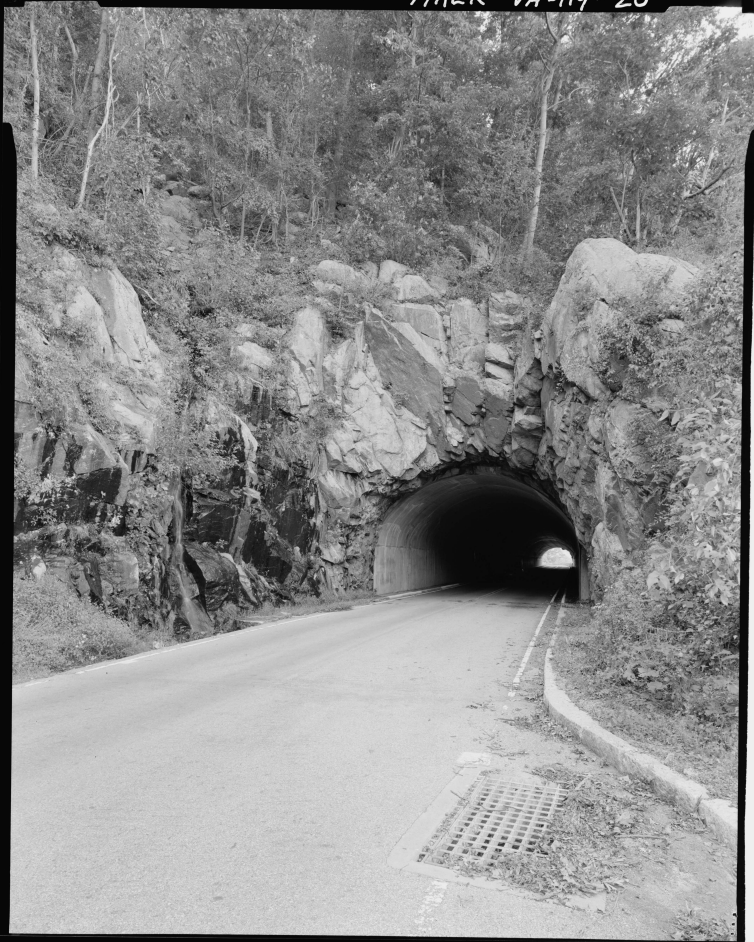
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CONSTRUCTION OF
THE SKYLINE DRIVE

Near this spot on July 18, 1931, the ground-breaking ceremony for the Skyline Drive was conducted. This act began the eight-year construction of the 105-mile-long scenic roadway which now stretches from Front Royal to Waynesboro, Virginia.

HAER-VA-119-54



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HAIR VA-119-58



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BIG MEADOWS AREA →
VISITOR CENTER
FOOD-GAS-LODGING
PICNIC → CAMPGROUND

HAER - VA-119 - 60



W 422 4 10 4 - 6 0 0 0 1



HA 2 VA - 119 - 62



HERVA-119-63



HAE R VA-119-64



HER VA-119-65



HARR VA-119-66



HAER-VA-119-67

HAER VA-119-68



HAER VA-119-69





HEER VA-119-70



HER VA - 119 - 71



HAER VA-119-72

HAER VA-119-73





ENTRANCE FEES

Vehicle	Adult	Senior Citizen	Child	Fee
Motor Vehicle	\$4.00	\$2.00	\$1.00	\$10.00
Gas Passenger Bicycle	\$2.00	\$1.00	\$0.50	\$5.00
Motorcycle	\$4.00	\$2.00	\$1.00	\$10.00

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HAER VA-119-75



HAER VA-119-76



HAER VA-119-77



HM3RVA-119-78

HAER VA-119-79





HAER VA-114-80

HAER-VA-119-81





HAER VA-119-82



HAER VA-119-83



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HAER VA-119.85



A black and white photograph showing a road intersection. A road curves from the left towards the center background. Another road or path branches off to the right in the foreground. The area is heavily wooded with various trees and dense bushes. In the lower-left foreground, a white cylindrical signpost is visible. The sky is clear and bright.

NO FIRES

HAER VA.114-86



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HAER VA-119-88

4465

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HAER VA-119 - 90



HAER VA 119-91

ENTRANCE FEES	
Vehicle	\$ 5.00
Bus Passenger/Bicycle	3.00
Annual Park Pass	15.00
Annual Golden Eagle Pass	25.00
Lifetime (62+)	10.00
Golden Access (Handicapped)	FREE

LIVING CONDITIONS

16 WITH CARD PARTS GRADUATION

Security Training
 Search Inspection
 Bombable Computer

AIR QUALITY INDEX

SEVERE POLLUTION MODERATE

VISIBILITY 10-20 MILES

UNIMPAVED ROAD 25-30 MILES

STOP

HAER VA-119-92



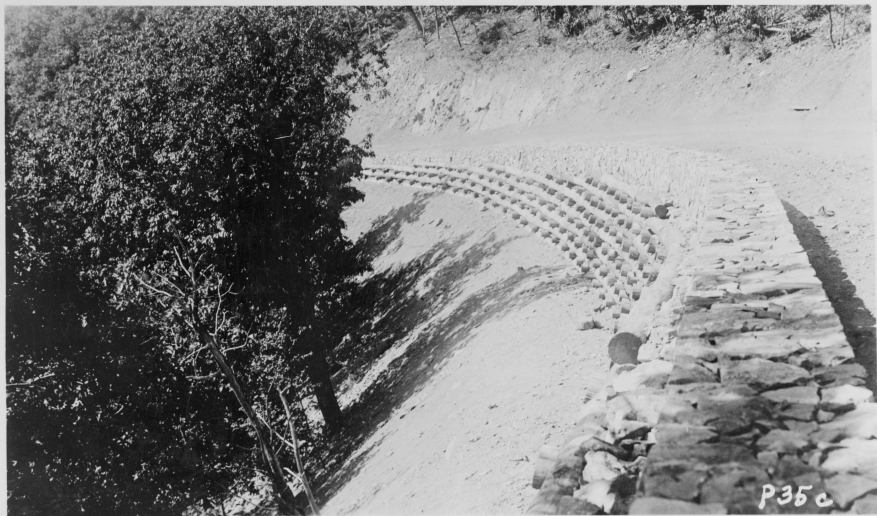
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P35c



HAER VA-119-96

SHEWANOE PARK

he

or



RY CARD

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HAER VA-119-100

HAER VA-119-101



VENTURY CARD





P5496



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HAER VA-119-106



HAER VA-119-107

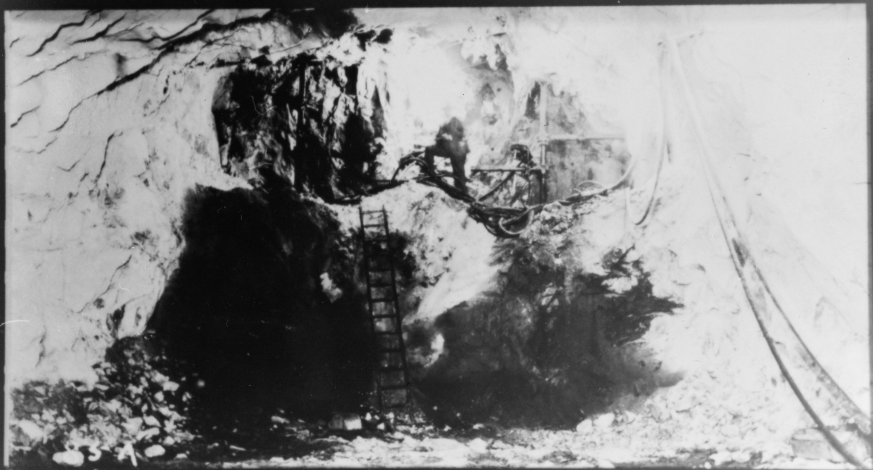


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