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Edward H. Abbuehl
April 9, 1971

Interview conducted by S. Herbert Evison
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EDWARD H. ABBUEHL

An interview conducted by

S. Herbert Evison

April 9, 1971

for the

Oral History Project

National Park Service

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START OF TAPE

Herbert Evison: Today is April 9, 1971. I'm Herb Evison and this morning I am in the town of Boca Raton, at the home of Edward Abbuehl, whom I first knew a great many years ago on the Blue Ridge Parkway.

Herbert Evison: Ed, let's get those basic facts on the record first. When and where were you born?

Edward Abbuehl: I was born in Kansas in March 1903. That's a long time ago.

Herbert Evison: What day of March?

Edward Abbuehl: 10th. I had my college education at the University of Kansas, studying architecture. About the last year I was sort of interested in teaching and I finally ended up taking a half time teaching job and working for a Master's at Cornell University. I liked it so much there that I almost stayed on permanently. I was there for eight years and ended up with a Master's Degree in Architecture. One of the first students I had in class was Stan Abbott. At the beginning of the Depression, Cornell had to make a reduction in personnel and they figured that the single men could forage better than the others. My release from the University was perhaps one of the better things that happened to me, although it didn't seem so at the time. For the next few months I was among others in the Depression days looking for jobs. I went back to my home in Kansas and ended up as the manager of the Kansas State Planning Board, a civilian CWA project. It was interesting that almost at the same time that that job broke, I had a long six or eight page letter from Stan Abbott telling about a most interesting job that was in the formative stages in the Appalachian Mountains. He wanted to know if I would be interested. I wrote back saying I certainly would be interested. After a couple of exchanges of letters, he said to put in an application for it. He sort of apologized and he said, "Ed, you know these jobs take political endorsements." That didn't particularly bother me. Living in a small town, my parents knew both Republicans and Democrats. The Postmaster was a Democrat, so we got his endorsement. Kansas being normally Republican, we figured it would be well to have some Republican endorsements too, and we secured endorsements from the Senator and local Congressman.

Edward Abbuehl: Several years later, Tom Vint told me how embarrassed he was to get the Republican endorsements. He didn't know what to do about them; whether to hide them under the table or not. He knew that their office would be asking what had happened. Leave it up to Tom Vint, he sort of dragged his feet on the Republicans and pushed the Democratic one. After three short weeks on the Kansas State Planning Board, I ended up in Washington to meet Tom Vint for the first time. Tom was about as little informed on what the future Blue Ridge Parkway was to be as I was. He was a little

embarrassed trying to tell me what it was all about. He shoved me off on Ken McCarter to show me around the office. Three days later, I went over to the National Capital Parks garage and picked up a Ford pickup. Stan drove my own personal car. With that we headed for Roanoke/Salem, Virginia. Here I was off on my first job.

Herbert Evison: You didn't mention the fact that you had also encountered Stan there. You started away from there with him.

Edward Abbuehl: I should have mentioned that this particular job, a Depression job to create work, had been cooking in Washington for some time. The Park Service didn't think too much of it. The Bureau of Public Roads was doing some studying about a road to connect Shenandoah and the Great Smoky Mountains parks. They had been making some investigations and had come up with some preliminary estimates. It finally reached the stage late in 1933 when the Park Service figured they'd better get an expert that knew something about parkways. They went to Gilmore Clark and asked for his recommendation. He said, "I've got just the man for you." And he recommended Stan Abbott for the job. Tom Vint was a little surprised to meet Stan Abbott for the first time and find out that he was quite a young fellow. Stan started work late 1933 and it was a few weeks later that he decided he needed help and sent me that first letter to come back and be his assistant. I was the number two man for the Park Service on what was to become the Blue Ridge Parkway.

Edward Abbuehl: It was several years later that I met in Roanoke, a very fine and attractive girl who was from Eastern Virginia, Page Harrison, from the long line of Harrisons, two former Presidents, etc. We found we had much in common and joined hands in marriage, which was rather late for both of us. We have one son who has graduated from the University of Virginia; went to Navy Officer's Candidate School at Newport, R.I., and served three years with the Navy which included two trips to the Tonkin Gulf area. On release, he tried to get into law school but found things were a little crowded. He spent a good portion of this last year in a VW van seeing a lot of this country, about 18,000 miles of it including many of the parks. He finally landed in law school and two weeks ago started at the University of Florida at Gainesville. We hope he is launched into a legal career. He is interested in social reforms and helping others and figures that maybe law is one of the better ways to accomplish that.

Herbert Evison: I think that's wonderful. You and Stan headed out of Washington to Roanoke and to your new job as number two man on the Blue Ridge Parkway. I'm not even sure as I look back on it whether it was then known as the Blue Ridge Parkway.

Edward Abbuehl: Oh, no, it was definitely not. It was known as the road to connect the Shenandoah and Great Smoky Mountains National Parks. You can imagine what that would be to write every time and, typical of most government projects, we tried to arrive at better names for it. One of the good things that Secretary of the Interior Ickes did was to cut all red tape and name it Blue Ridge Parkway, leaving out national and everything else. We have him to thank for that name.

Edward Abbuehl: One of the first jobs was to actually determine a location for the Parkway. As the crow flies through that mountainous country it would probably be maybe some 300-350 miles. The problem was to pick a route that was scenic and acceptable and immediately there developed among local communities a clamoring for location of this road through their "back or front yard." Everybody figured that they had the best views in the State of Virginia or in the entire East right in their backyard and insisted that they be included. The Carolinians were particularly eager because they had opposition from Tennessee.

Edward Abbuehl: Virginia was not as enthusiastic because they realized, the Shenandoah National Park being in Virginia, that of necessity the parkway would have to start in Virginia and a good portion of it would naturally fall in Virginia. But that was not the case with Carolina. One of the possible routes was to go through Southwestern Virginia and enter the Great Smokies by way of Tennessee which would eliminate North Carolina entirely. North Carolina being quite conscious of the tourist potential from such a road immediately came up with some very strong alternate proposals and recommendations. Under the direction of R. Getty Browning, their chief claims and location engineer, they formed a rather solid front in proposing a route which turned out to be the one which was eventually adopted. There were, however, many many weeks and trips and investigations before that came about.

Edward Abbuehl: The first summer the Park Service thought that we could probably meet this Carolina/Tennessee situation in a compromise route by generally following the Blue Ridge crest to the vicinity of Blowing Rock-Grandfather Mountain which would give Carolina some 40-50 miles of location and then make a crossover through the Unaka Mountains and approach the Smokies at their eastern end and possibly again as part of the compromise having one route that would swing toward Gatlinburg, Tenn. and the other into Cherokee, N.C. That looked like a pretty good compromise and a good portion of the first summer was spent investigating such routes.

Edward Abbuehl: A route that would be quite scenic and would have been very interesting was found but the Carolinians were not to be denied. They were well

organized politically through Josephus Daniels and others and pressures were brought to bear and eventually the then Secretary of the Interior Harold Ickes made the decision that the North Carolina line would be followed all the way to Asheville, down through the Pisgah Mountains, and then swing northwestward through the Balsams to the Smokies.

Edward Abbuehl: The Blue Ridge office – Stan Abbott, myself and others included – were concerned about the Carolina proposal. We realized that the location was through big scale mountains – Mount Mitchell, the Craggys, the Pisgahs, Balsams, and Plott Balsam Mountains. We knew that even if you just make a footpath across that kind of terrain you're going to leave scars. Some of the conservationists were quite concerned, also. If that had happened today, it might have had different results with the emphasis that we now have on ecology. These things were brought out in our recommendation for what we called the Park Service Compromise Line which we considered a very good location. We were, however, overruled and had to follow what the Secretary laid down.

Edward Abbuehl: In the meantime, location work was getting started in Virginia and we had problems of how wide a right of way a scenic parkway needs. The normal road width for highways at that time was about 60 feet for a good state highway. One of the experts, Gilmore Clark from Westchester County Parkway System, at a meeting in Baltimore where these things were discussed, suggested 200 feet would be ample for such a road. Stan Abbott had a little more vision than that and he raised his eyebrows even though Gilmore Clark was his former boss and presumably with more experience, and Clark said, "Well, maybe you better have scenic easements of about 400 feet on either side for added protection." With that as a sort of a basis, the right of way standard was initially set up.

Edward Abbuehl: Of course, these mountain folk had been clamoring for a road through the Blue Ridge Highlands, an area that, when I first saw it in '34, a foreigner – that is someone from outside the region – was hardly safe to be in after dark. Good roads were hardly known and anything like a modern road was looked upon as something that was really much to be desired. But they weren't thinking of a road that would have a 200 foot right of way and a scenic easement. My goodness, what would that be? Those were legal terms that were meaningless to the mountaineers.

Edward Abbuehl: The agreement for the construction of this big project was for the States to provide the right of way and the Federal Government would provide the construction, maintenance, and operation. There again, there was so little precedent for this project that time and again we had to pioneer and innovate proceedings on how we were going to approach things. In this case, with the State acquisition of right of way, instead of passing

legislation that was particularly adapted for a special purpose, they proceeded under their highway legislation. As an example, the North Carolina laws at that time as I recall provided that if the state wanted to put in a new highway they could stake out the location and the mere posting of maps on the county courthouse door would condemn that land and the state could take it over and start construction. The property owner was then left with a choice, as I recall, of either accepting the apparent benefit to his property as compensation or one year after completion of the road he could sue the State for damages. For State roads this was not too bad a situation, for new roads generally increased property values. The parkway, however, was a different kettle of fish. It required, not a 60-ft. right of way, but a very wide strip of land, 600 to 800 feet, with private access restricted and in later years completely eliminated.

Edward Abbuehl: That brought about a great deal of misunderstanding between the mountain folks, to have the state post maps for the park-way right of way that we laid out and then find out that they didn't even have the right to get on this road except at public crossings. There was one case actually happened; some man from Baltimore had his summer home down in Carolina. He left it one fall and came back the next year to find the construction actually out in front of his place without even a so much as a howdy do from the state.

Edward Abbuehl: Those things were remedied in time. We got the state to notify all property owners and, if possible, to visit them; to recompense them for their property damage.

Edward Abbuehl: In the case of scenic easements it is again a long story. The mountaineers were suspicious of a scenic easement which allowed them to continue to use their land in the same use as it had been but no signs or billboards or telephone lines or power lines or new buildings without explicit permission from the Park Service. In theory that sounded good but with the changing times as the years went by, land changes, selling of it and the like was bound to be most unworkable and as the time marched on, we changed gradually from taking scenic easements to taking a wider right of way averaging 100 acres per mile or approximately 800 ft. average width.

Edward Abbuehl: Thus the entire right of way was completely controlled and we accomplished much the same result by instituting one of the really magnificent conceptions of the Blue Ridge Parkway through the land use program, – that is, the leasing of land back to the adjacent neighbors. We were able to get Bill Hooper to manage our land leasing program. He was an agriculture expert. He worked with the mountain farmers. Out of the many, many acres of agricultural land that we had, he would determine with the landscape architects what lands were suitable for leasing back

either as pasture, hay fields, meadows, or for cultivation. If they were to be cultivated, what kind of crop rotation and fertilizer, and generally at a very nominal figure, so that the farmer would take care of this land for the government. He'd have the benefits and the net result was that we were able to bring the farm picture through the mountain highlands right up to the edge of the road. I mean that literally; right up within 25 or 50 feet of the road edge.

Edward Abbuehl: As one travels, particularly the highland country south of Roanoke, where there is beautiful mountain farming, you get the sense of a road threading through the mountain and leaving it undisturbed and you see the mountain picture at its best advantage. Parenthetically, my only regret is that we no longer can see the oxen which I was familiar with; on more than one occasion I was pulled out of a mud hole by a yoke of oxen back in the 30's. But that is what passing years bring.

Edward Abbuehl: Another thing that's passing – there were many, many log cabins in those days. And what happened so often, money that the state gave for purchases of right of way would often times be used to cover these log cabins with asbestos shingles or tin siding or something like that, and the old picturesque cabin was gone. That is just one of those things that can't be helped. You can't stop the clock. The mountain farm picture has been maintained and is part of the Blue Ridge picture.

Herbert Evison: There is one point that has always appealed to me in connection with that leasing of land for various farm purposes. It is that it perpetuates it in a little different character than the old one. The Park Service compels the lessors to use good farm practices.

Edward Abbuehl: You are so right. I well remember when I first saw that country and Tom Vint was frankly discouraged about some of the sections around Southern Virginia, that if it hadn't been for needing continuity to a road he would just completely have eliminated some parts in the early days, due to misuse of land. I remember there was one particular place a farmer was looking up at a hill. I told him he had quite a bit of erosion up there. "Oh yes, I been meaning to get around to doing something about it but I just ain't never done it yet." That had been going on for many years. Through Bill Hooper working with the county agents, Soil Conservation Service, and others, we instituted good land practice, contour plowing, and all that sort of thing. If land was too steep for cultivation, we planned reforestation. There were places that had big gulleys and it really took a lot of man hours to fill up those gulleys and now there are magnificent stands of white pine. The Blue Ridge highlander being what he is, you can't go in and tell him, "Now you've got to do it this way or that way." He will say, "But this is the way my pappy did it, my grandpappy and it’s good enough

for me." On the other hand, he is no dummy. When he sees that one or two of his neighbors, for some reason, were persuaded to do a little bit better land use practice, he is going to go and do likewise and the result is it has spread and that country has just been completely made over through cooperative practices and good examples of just how to use land. It's just one of the many attributes and by products of what the parkway has done.

Herbert Evison: That to me is one of the really astounding developments of the parkway. One of the unusual characteristics or different characteristics of the parkway from the typical land area under management of the NPS is that it is very long and slim; it's a long and slim park and it probably has five times as much boundary, counting both sides, as the biggest of the national parks and probably 50 times as many neighbors, which you have to keep on reasonably good terms with. I wonder if you wouldn't like to discuss that business of the different character of the parkway and the business of getting along reasonably well with all of those neighbors.

Edward Abbuehl: That is a terrific problem. It's one that the old Parkway Park Service man from the West finds it hard to appreciate or realize, – just what kind of problems we have in this respect with so many miles of frontage exposed to neighbors. In some cases it is the National Forest Service which is quite helpful and has worked out very fine. There are many, many miles where we have the highland farmers fencing.

Edward Abbuehl: We have developed through the ranger service a wonderful esprit de corps of working with these people; "good neighbor policy," we called it. It has more than paid dividends in law enforcement and the like.

Edward Abbuehl: The people are the finest and are the salt of the earth. They will take the shirt off their back if they think you need it. The Parkway has helped and we have given them employment. A lot of it is part-time employment. They have their own farms. They may work seasonally on the parkway. Then they work the slack or off season on their own. They still have their own farms to furnish their main livelihood. The money they earn through the Park Service is just that much extra cash and believe me, that is really something in the Blue Ridge, which for many years depended a great deal upon the chestnut for one of its cash crops.

Edward Abbuehl: Back in the early 20's the chestnut blight wiped out the chestnuts and with that a great deal of the cash income that these people had. The Blue Ridge farmer subsisted on very small amounts of actual cash handling. Anything like a job really worked to his advantage. We do have a very limited narrow right of way, yet as one drives it, the boundaries are particularly kept inconspicuous. We try to deny the visual boundaries so that it is like

driving through any national park. Your park is actually what you see with your eye but we just don't have a lot of park lands to take care of.

Edward Abbuehl: It's been particularly helpful in forest fires and fire prevention to have a good neighbor policy. It's really paid dividends. The amount of cash inflow into an area like that – I don't know if anyone has ever figured it out – from the people working on it and the tourist dollar that has gone through and the development that has occurred since then, has been, from an economic standpoint, simply a tremendous change that has come over the area.

Herbert Evison: You reminded me a little bit ago of something that an old park man said a great many years ago. He said what you said, but he said it this way. "When you're in a park, all that you see is a part of that park."

Edward Abbuehl: That's right.

Herbert Evison: Of course by that definition, I don't think there is any question that Blue Ridge Parkway is the biggest park in the world.

Edward Abbuehl: It really is. There was another phase of the parkway that is very significant and that's the bulges that later turned into recreation areas. Before taking up the bulges in the right of way we should go back to the first year or two of the parkway when the right of way program was really in a mess in Virginia due to the 200-foot fee simple and 400-feet of scenic easement on either side that was set up by Gilmore Clark as mentioned above. We soon found out in the steep mountain country where cuts and fills are big that a 200-foot strip would not even contain the Parkway construction! The State of Virginia was anticipating purchasing the scenic easement at a very low price, but they didn't take into consideration the fierce independence of the mountain farmers.

Edward Abbuehl: The mountain farmers were not familiar with the technicalities of scenic easements and they were not about to put an easement on their property without being adequately compensated. One mountaineer explained it this way: "If it was a mortgage on the land, I could hope that I might live long enough to be able to pay it off, but with this here scenic easement there is nothing I can do as long as l live."

Edward Abbuehl: We soon found out that the State of Virginia was in some instances paying almost as much to obtain the scenic easements as they were paying to buy the land in fee simple. We said that was ridiculous and we finally worked out a compromise agreement with the State. Through wooded areas, instead of buying 400 feet of scenic easement, we would settle for 300 feet in fee simple; through poor farm lands this could be reduced to 200 feet; and through good farm lands 100 feet. This was on each side of the initial

200 foot strip which made a strip 400 feet wide through good farm lands to 800 feet wide through wooded areas. This rule-of-thumb compromise proved to be most workable and was later reduced to 125 acres per mile in fee (about 1000 feet wide) and an additional 25 in scenic easement. North Carolina accepted this standard, and, while Virginia never did officially, the results were pretty much the same. We would vary the width to meet the varying conditions and bulge out in other places.

Edward Abbuehl: But even so with this flexible type of right of way, it was soon recognized that the Blue Ridge encompassed areas you couldn't possibly include in such a limited taking. A program was instituted to include these bigger areas.

Edward Abbuehl: At the time of the parkway inception back in the New Deal days, there were all kinds of programs just like there are today. It was a job to keep up with these many different angles and things. The Resettlement Administration had a program that, if land had a better use for recreation than farming and if it had a certain percentage of land actually being farmed – I forget what the figures are – the government could buy this land and turn it over for recreation. It was through that program that we started the acquisition of several areas.

Edward Abbuehl: We filed a report proposing something like a half dozen different areas and, never knowing what would happen to these things when they went to Washington, we sort of forgot about it. Two or three weeks later I had a telephone call in Salem from Mr. Earp. He called me and wanted to go out to these several areas to see if they would qualify for this particular program. This was in the very early days of the parkway. There were either no roads or very poor ones and we struggled out to Rocky Knob and Smart View and Pine Spur and Mr. Earp allowed as how those areas qualified under this program and so recommended. We recommended Rocky Knob for something like 500-600 acres. Again, we didn't think too much about it until, one day – I think in early summer 1935 – Mr. C. K. Simmers, who was right-of-way engineer stationed in Washington for the NPS, was on a visit to Roanoke and he said, "Have you seen what the appraisers are doing out at Floyd?" I turned to Stan and he turned to me and we both looked sort of dumbfounded and we said, "No, what's going on?" Mr. Simmers said, "Well, let's go out and find out." So we went out to Floyd and drove out into the country and found the appraiser that was appraising the land to see if it would qualify under the Resettlement Administration rules.

Edward Abbuehl: This young fellow turned out to be a slick looking kind of a college guy, Sam Weems. I turned to Stan and he looked at me and I said, "That guy will never do. He doesn't know these mountain people. We might as well

kiss this program goodbye." We could have never been more completely wrong. Sam is a Jekyll and a Hyde when it comes to working with the mountaineers. He rooted and tooted around those areas and one day he called us and he said, "I don't know quite what you have in mind for this Rocky Knob area but there are some areas here that I think are pretty good that maybe you might want to include."

Edward Abbuehl: We had been so busy trying to just get the Parkway road location settled, we hadn't had time to case all of Floyd and Stuart counties. We went out to see what Sam had in mind. Sam had already caught the Blue Ridge dream; he introduced us to the Rock Castle Gorge area. We said; "By all means if we can include this, for goodness sakes, let's do it." The 500 acres grew to 4,000 later; 500 acres of Smart View and about that much of Pine Spur and Cumberland Knob, 1,000 acres. Doughton Park turned out to be 4,000 or 5,000 acres maybe. Much thanks is due Sam Weems who didn't mind taking his sleeping bag, rootin' tootin' up the hollows and every place else to see what the corn patch or the potato patch or some other scrawny place would appraise at; trying to draw maps. We had no maps at all of this area. The best thing was an Appalachian Trail map; if you follow the trail, that's about the best you can get out of the map. But Sam, with his stick-to-it-ness and enthusiasm, was able to get this program through and if we had known then what we do now, we would have probably had a few more areas.

Edward Abbuehl: This was all new experience to the National Park Service. They had never had a "monster" like this in their backyard or people that didn't know that there were supposed to be limits on what you did or that they had to get approval before you did a lot of things. In our ignorance and bliss we just barged ahead and did an awful lot of things. Under today's organization and management and rules, I question whether a project like this would ever get off the ground. Out of that program we developed and prepared a master plan showing what we call bulges or wayside areas, roughly 25 or 30 miles apart – some of them further – which would provide for services for the visitor because the area itself had practically nothing.

Edward Abbuehl: It was our hope at that time that we could at least set up demonstrations of services that were needed. I still remember spending several weeks in Wilkesboro; N.C. staying at the Wilkesboro hotel. One Saturday the manager of the hotel very proudly took me out to show me a park that their local civic clubs had developed. They had something like a fireplace and a little clearing and this was their idea of a park. Yes, it was a start; it was something. But they had no conception of preparing for hundreds of people and doing it in style with sanitary facilities, trails, and the like. It's been a wonderful program.

Herbert Evison: It has, and certainly. Of course, I have used the Blue Ridge Parkway a lot and I've been in a lot of western parks and I still think that the camping areas on the Blue Ridge Parkway are the best there are in the park system. The whole thing has been laid about as lovingly on the face of the earth as anything could be.

Edward Abbuehl: That expression is – it has surpassed even our expectations in many ways in what we were able to accomplish; of blending the road into the landscape. It didn't come easy. We had to educate the engineers. I remember meeting the principal engineer shortly after I was taken on board. Stan introduced me to him. He turns to Stan and says, "What! Another landscape architect." I was number two. I must say that he was big enough some 30 years later to pay the Park Service a very fine tribute on what landscape architects had actually contributed even though many times they felt that we were actually getting in their hair.

Edward Abbuehl: In working with the Bureau of Public Roads, engineering considerations were not the only guideline as to where a road should go. We worked closely with the field location engineer and followed that up by frequent consultation with the engineers in the design stage, and then a final field check of plans before they were ready to be advertised. This procedure produced plans that were satisfactory to both the engineer and the landscape architect. But even with this ideal set up the road construction left scars – anytime you build a road on even a five foot trail on a hill side you are going to have cuts and fills, and the steeper the side slopes the bigger the scars.

Edward Abbuehl: It was under Malcolm Bird we instituted a roadside landscape program. He was also a Westchester landscape architect. Working with CC camps and civilian CWA camps, at one time I think we had well over 1,000 relief workers and about four or five CC camps on roadside work and wayside park development. We were able to set up demonstrations of what we wanted in the way of roadside cleanup. We sold Tom Vint this program. It was quite ambitious. It was a little too ambitious to do all we wanted in the way of cleanup, clearing and planting. We finally resolved to stabilize roadside cuts and fills, in other words seed them, and we got that work included in the grading contracts. That was a big hurdle, – to get a road contractor to actually include it with the other work. Now it's general practice to be included in highway work. But at that time it was unheard of and the first contractor screamed and said he was not in that kind of business! We insisted and we found that by getting a cover, any kind, grass or anything that would grow on those slopes, in time nature would take over.

Edward Abbuehl: This Blue Ridge country is a botanist's paradise. The range in elevation is from 650 feet to over 6,000 feet. The southern latitude and the range from sub-tropical to Canadian forest cover provides for a wealth of plant material. Generally speaking there is plenty of moisture so that almost anything will grow, just give it a chance. The main thing on the slopes was to stop the erosion and a ground cover will stop it. Once a cover is established then the natural ecology of plant succession begins to take over. If there's a stand of white pine near there, just leave it alone and in a couple of years you will see a whole crop of white pine seedlings coming up on a grass slope as thick as the hair on a dog's back. Or maybe it's a stand of something else but the natural processes will begin taking over.

Edward Abbuehl: Sooner or later, we found that, instead of having to do a lot of planting of trees and shrubs, it was more a case of having to thin out, open up vistas, and keep vistas open from growing shut that we wanted to remain open. We still did some of what we call spot planting around particular places like overlooks, buildings and bridges and other special places.

Edward Abbuehl: But perhaps the finest tribute that was paid was the remark of the Washington lady driving the parkway. She saw a gang of CC boys working on the roadside in the raw red Virginia clay, and it is really bright. It was all torn up and pretty much of a mess, as you would expect with roadside planting. She stopped and in all of her high dignity wanted to know what was going on. The foreman informed her that they were doing some roadside stabilization and planting. "I don't care for this; I like it much better back there where you haven't done anything." Where we hadn't done anything was what had happened with the roadside treatment of a year or two previous. She had unwittingly paid the highest compliment she could to the landscape architect of replacing or doing a naturalized type of planting.

Edward Abbuehl: I mentioned earlier, Stan's and my concern about the scars we were going to make through the big mountain country; the Mount Mitchell, the Craggys, the Pisgahs and the like. We made scars, there is no question about that. But those scars are healing over with care, and treatment, with seeding and the like. There are very few places that you can see these scars from any place today. It is a tribute to what can be done when a road is carefully planned and integrated into the landscape and given the maintenance that needs to be done. These things just don't happen, they have to be planned and the maintenance has to follow through and it has to be sympathetic and in harmony. So that the whole ecology succession is maintained and it's one of the finest things that the Blue Ridge Parkway has been able to demonstrate.

Herbert Evison: Yes, I agree with you. You mentioned, way back there, Mr. R. Getty Browning. I had a very interesting conference with him back about '58 or '59. One point that I raised with him – there was always this reference to parkway lands as the right of way. Well, of course, basically a right of way is a right to cross a piece of land. A hundred and twenty-five acres to the mile violates every ordinary concept of a right of way. I made the point that so far as I knew this wide swath of land that the state of North Carolina was buying was park; that this was a long park. He was not willing to agree with me that this land they were buying differed basically from what they bought for any highway. And yet certainly, it was subject to a lot more restrictions than the ordinary highway. I'm sure that at some time or other all of you folks working on the parkway must have given a lot of thought to the difference in the character of this land from what was ordinarily bluff or road.

Edward Abbuehl: Well, that was one of our concerns, – that the state didn't make that difference clear enough to the people that they had to buy this from and eliminate what later turned out to be a lot of friction and disillusionment when the people found out the real facts of life. There's been gradual improvement through the prodding of the Service to get the complete message to the State. But the first 50-60 miles of parkway that Carolina acquired, in their haste to meet some deadline decisions of "If we don't get this under contract, we'll lose the money" idea from the Secretary, they acquired the first 50 miles as a 200-foot strip of fee simple with no restrictions or anything like that, and crossings of this had to be worked out later and there are still a number of private crossings which the Service is trying to eliminate.

Edward Abbuehl: The policy in later years was to eliminate all private crossings and as much as possible to eliminate public grade crossings and one of the best examples of how much improvement we made is around Roanoke, Virginia. Virginia always was a little reluctant to come along as far as the Park Service would like for them, but right after World War II, Sam Weems saw the need of getting the right of way around Roanoke settled and established before the population explosion pushed out into that area and by pressuring Gen. Anderson, Chairman of the Virginia Highway Commission, they put an excellent man, T. C. Melton on the job and that difficult 15-mile section around Roanoke was finally acquired.

Edward Abbuehl: There is not a single grade crossing, all public roads have been grade separated and in that urban area, as I recall, there must have been eight or nine public roads in addition to the big viaduct over the Roanoke River, and the structures alone ran into a sizable construction cost for the Service. But we felt it was the only way to protect the parkway. We told the State

of Virginia, as part of the deal, if you'll do this – no private crossings whatsoever – if you'll eliminate all public grade crossings and with access only at each end of the 15 mile section and at one place in the middle, then we'll be willing to keep the right of way as limited as possible, which was in the neighborhood of 400-500 feet, to cut down their rights of way costs because they were going through areas of expensive real estate developments and at that time, I know one place the State was having to pay, through condemnation proceedings, as much as $1,000 an acre for unimproved land in 1947.

Edward Abbuehl: That was an unheard of price to pay for land. It was plenty high but it shows just the progress that was made in up-grading the whole approach to parkway right of way and the conception of what a parkway is, that it's just not road you can get on any place that you darn well feel like it.

Herbert Evison: I remember talking several years ago with the man who was in charge of the maintenance work along the parkway, and I remember one of the things he told me was that for almost every part of it there was a mowing plan, very specifically laid down.

Edward Abbuehl: Yes, we didn't want just a uniform mowing strip along the edge, that would give it a very mechanical look. We wanted what we called a deckeled edge. There are meadows and in some cases wildflowers, where the mowing would be held up during the summer months. Maybe mow once or twice during the summer, to allow the wildflowers to bloom, and just mow it enough to keep the annual woody growth down. In other places, the mowing would be more regular so that you'd see the grass bays and allow the flowers in the woods beyond the bays to show. It gives a much more interesting roadside picture and those mowing lines were placed on what we call land-use maps showing how the parkway land was to be administered. These Parkway Land Use Maps, or PLUMS as we called them showed not only mowing lines, but lands that were to be leased for pasture, hay crops or farming, and we also included the right of way lines and any other special features such as utility lines, natural features, etc. The preparation of the PLUMS was a tremendous task but fortunately in those days we had the staff to do the work and they have been invaluable in the administration of the Parkway.

Herbert Evison: It's a tremendous program and it's the type of thing that the Park Service personnel in general are not or were not used to in thinking in terms of the normal NPS historical areas.

Edward Abbuehl: It's just a different type of – it’s a managed landscape. It's just a different kind of animal.

Herbert Evison: One of the characterizations of the parkway that I got from Stan, one of the facts upon it, was that it was an undertaking that called for a tremendous amount of imagination. I'm sure you'll agree with that.

Edward Abbuehl: I couldn't agree more and Stan is the man who had it. One of my regrets is that I don't think Stan has had as much credit as he should have for the complete conception of the parkway, the imagination to see this as something more than just a 20 foot paved road. He had that and he had the enthusiasm to carry through on it.

Herbert Evison: It can also be said that he had the imagination to know what to look for in lieutenants such as Ed Abbuehl.

Edward Abbuehl: The whole project to me was a magnificent example of cooperation and by that I mean within our own Blue Ridge organization, working with the Bureau of Public Roads, working with two state highway organizations, working with any number of different county organizations up and down the line for one thing or another, working with three different national forest areas and their supervisors.

Edward Abbuehl: We were warned that we would have problems; jealousies and that sort of thing but as it turned out our relationship with the National Forest really worked wonderfully. They have turned over to us a right of way that the two Services have mutually agreed upon, that we now own and that we manage. It's in the Park Service name. There were problems of Park Service hunting regulations that were in conflict with the Forest Service hunting policies and there had to be adjustments made. That's why, from an administration standpoint, Sam Weems did a magnificent job of getting along with people and public relations. Then we had a beautiful setup with Washington, with Tom Vint and Arthur Demaray who would come down occasionally and give us blessing and say, "yes I think that's good" or "well, maybe, why don't you do it this way?" or "fine, bully, go ahead." Who was the Chief Engineer?

Herbert Evison: Oliver Taylor.

Edward Abbuehl: Oliver Taylor gave us guidance, too, and we were left alone and told to go ahead and that's the best thing that could have happened.

Herbert Evison: Ed, I notice that we are almost at the end of this side.

Edward Abbuehl: Maybe we need a drink!

Herbert Evison: You have a chance before I turn it to start on the second side to add to what you have said or I will cut it now, run it off and turn it over and we'll start on the second side. Or do you think you have covered the ground fairly well?

Edward Abbuehl: Well, I think we have covered a lot of ground, that's for sure.

Herbert Evison: I think it's wonderful and I am certainly darn thankful to you for being willing to sit down and give me this. While we were pleasantly sipping our beer a few minutes ago, you mentioned one other topic that you would like to cover and that is the program of interpretation on the parkway, which I recognize as one of many features quite different from the typical interpretive arrangements of a Park Service area.

Edward Abbuehl: You are quite right, Herb, in a sense it's almost the frosting on the cake. It's the final finishing touches. Those of us that were so close to the development of the Blue Ridge Parkway were so concerned that the people, our visitors, see at least or get an insight into some of the things that we were living with. The question is always, "How are we going to do this?" and "How is this best to be done?"

Edward Abbuehl: Here again, Blue Ridge was fortunate in three people that were closely associated with this program. The first was Bill Lord, who started out as a parkway ranger. Bill joined the Service as a ranger because that was about the only way he could get in, but his interests were more in the natural history field. The result was that Sam Weems finally transferred him and made him the first naturalist for the Blue Ridge Parkway. Bill worked very closely with us in developing some of the backgrounds and stories and eventually put out a series of guide books which I think are quite remarkable. They are planned so that the parkway can function as a motorist's paradise. The motorist can get on one end or any other place and with these guide books in hand can enjoy it mile by mile as the story unravels.

Edward Abbuehl: Bill did an awful lot of legwork in interviewing people and running down, researching, and getting information and local history, folklore and that type of thing. The second person that was closely concerned with this program was Les Arnberger. Les came to us from the West and it used to take generally from a year to a year and half for someone from elsewhere to get the feel of the Blue Ridge. But Les wasn't that kind of person. In a remarkably short time he had an insight in what the Blue Ridge Parkway was all about and wrote up the first synopsis for an Interpretive Program, which as far as I know, is still the basic document.

Edward Abbuehl: Les was too high powered to stay with the Blue Ridge long and moved on to other fields in the Service. His place was taken by Don Robinson. Don did a superb job of putting into effect this program that had been pioneered by these other two people, in developing programs at the different visitor centers, self-guiding trails, handouts through the rangers

and the like, so that the visitor can really enjoy the Blue Ridge for what it is.

Edward Abbuehl: Actually, the Blue Ridge Parkway serves as a backbone for an interpretive guide to a region, not just an 800-foot strip. There is the Shenandoah Valley full of historical facts, including Lexington, and Natural Bridge, and on the other side of the mountains is Charlottesville, the University of Virginia, and so on down the line. It would be a mistake for a visitor to get on the parkway and see how fast he can cover the section. Rather, the intent is to drive a while, stop a while and enjoy it, get off and see the surrounding country. That's all part of the Blue Ridge. The visitor that doesn't do that is really missing something. We have, through these programs working with schools, colleges, and the like, done an awful lot to preserve the delightful folklore of the Blue Ridge and also, handicrafts, those are another big item; the live museum at Mabry Mill and the exhibit buildings. Most of the buildings are actually exhibits in place, such as the cabin but the location of it is almost as important as the cabin itself; the questions people ask! "How did people live here?" When they stand at the Bluffs overlook and look down at the cabin below, they ask the question, "How did they get to it? " It's just hard for city folks to realize the way of life of these mountain people. I think this interpretive program has done a tremendous amount of good.

Edward Abbuehl: The other facet of the Blue Ridge that I think is worth attention is the cooperation with the local towns and Chambers of Commerce. There was a tremendous pressure to put billboards along the Blue Ridge Parkway. "How am I going to get guests to my motel or restaurant if I don't put a sign up there?" That would be the question. We would tell them that if they put a sign then Joe Blow could put a sign and so can Jim Brown and pretty soon all you have is a bunch of signs and nobody would profit.

Edward Abbuehl: Through years of hard work with associations there developed a Blue Ridge Parkway Association of Chambers of Commerce in the two states and they put out a guide book to the commercial establishments adjacent to the Parkway. This is integrated with the parkway through the mile posts and at various places, this guide is distributed so that if a person wants to stop in the vicinity of Boone for instance, he can look at this guide and find out what the accommodations in Boone are, or Linville or Galax. By so doing we keep signs off the parkway, these people have a chance to get their message to the parkway traveler, everybody gains and it is a type of thing that could well be utilized in other places. It's just another way of keeping the Blue Ridge Parkway unspoiled.

Herbert Evison: I appreciate all of that. You started with the Blue Ridge Parkway in 1933. You, I believe, at one time, became officially a member of the staff of

either the Service Center or the Office of Design and Construction in Philadelphia.

Edward Abbuehl: Oh yes, I was transferred. It was too good a thing to leave me there in Blue Ridge. It's the Philadelphia Eastern Office of Design and Construction – EODC, as it was generally known – finally took me under their wing and insisted that I move up to their diggings in Philadelphia which I did in the spring of '63. At that time I was put in charge of all construction in the Southeastern quadrant of the United States which was roughly from Philadelphia south and included as far west as the Smokies.

Edward Abbuehl: That lasted about a year and half. Then, with further reorganization under Bob Hall and later when Reese Smith took over, I was put in charge of all design for the Eastern Office of Design and Construction. Under that I had about a dozen landscape architects, about a dozen architects and maybe 15 engineers or so. There were something like 45 or so in our division. One of the things that I did accomplish was to get a little bit more harmony between the three professional branches than had existed before. There had been a lot of rivalry and even at times, believe it or not, almost an iron curtain between some of the divisions. We were soon all working along quite well together in the design of visitor centers, roads, and everything else concerning the Park Service in the eastern half of the United States.

Herbert Evison: Was that your last Park Service job; you retired from that?

Edward Abbuehl: That was the last job.

Herbert Evison: Did you get a promotion up there?

Edward Abbuehl: Yes, finally.

Herbert Evison: I'm surprised to hear that they were that damn cheap for a man who had all those responsibilities. After you retired, you mentioned Australia a little bit ago. I would like to get something on the record about your Australian adventure.

Edward Abbuehl: Sam Weems was loaned to the government of New South Wales in Australia to help organize a Park Service patterned after our own. Their Minister of Lands, Tom Lewis, who is comparable to our Secretary of Interior, had lived in this country, worked in this country, married an American and was familiar with our setup, both its good points as well as its faults. He wanted someone to shape up their own Park Service set up, and he asked the Service for recommendations and they gave him three men and Mr. Lewis said that he didn't know the difference between any of them. He finally ended up with Sam Weems, who reported over there early '67 to organize the National Park and Wildlife Service as it is known in New South Wales.

Edward Abbuehl: Sam was hardly there – well, I remember it was George Washington's Birthday I got this long letter from Sam saying, "Help, I need a planner! Won't you come over?" I said that was fine and all of this but I didn't know how Reese Smith would feel about my leaving and I didn't know how Washington would feel about it. I suggested that he ask Washington. I was stalling for time a little so I could catch my breath.

Edward Abbuehl: Sam wrote a letter to Washington which I found out later kind of got delayed some place in route. After considerable delays, I called Clark Stratton. He hadn't even heard about it. They had held the letter from him. After talking to him he said, "Well, Ed, one possibility is you could just go ahead and retire and deal with them directly." I was hoping it could be done on a loan basis but Australia was not an underprivileged country and is not entitled to the type of setup that we offer Jordan and some of these other countries. So I said maybe I would just do that.

Edward Abbuehl: One morning in the office, I hadn't much more than gotten there when the secretary told me that I had a call from Sydney, Australia. I found out later that they had called home and my wife recognized what it was. She had to go to a hair appointment and she was in a state of tizzy until I let her know at noon what had happened. There was Tom Lewis and Sam Weems on the wire from Sydney and they wanted to know if I would come over. I told them I wouldn't leave my wife and they said if I would be willing to stay for a year and a half they would give me a round trip for my wife and I. I told them it would take me a little while because I had to sell the house and a few things like that, but I'd be there as soon as I could. That was that.

Herbert Evison: Now we have got you started to Australia but what did you do there and what did you find?

Edward Abbuehl: When I got to Australia, Sam met me at the airport. Believe it or not it was 7:00 in the morning and Sam was there to meet us. Another amazing thing – we looked around and by 3:00 that afternoon we had moved into a flat, which was nothing short of remarkable, in a downtown section comparable to a place like our Greenwich Village. It's called Kings Cross.

Edward Abbuehl: The job there was to set up a planning organization. In Australia, the states are still very strong and independent and each have their own system of we'll say, for example, parks. In the case of New South Wales, they call some of them national parks and some state parks, the chief difference being largely one of size but in both cases they are run entirely by the state. The national government at Canberra is concerned solely with the territories as far as parks are concerned, raising an army and navy, issuing money, etc. One of the important things, Canberra does is to collect taxes

and then reissue them to the states. But the states are very strong in state rights. My job concerned the state of New South Wales which is about as big as Texas and Virginia combined. Now, they had had some parks. They had Royal Park which is right adjacent to Sydney, the second oldest National Park in the world. It was a big park and was established back in the 80's. It is practically a municipal park, it is so close, and as a matter of fact the urban areas completely envelop the park. It has been underplanned and overused just like our Yellowstone and other parks. They had other parks; Kuringai Chase to the north is much the same type of thing. To the west, the Blue Mountains, some 40 to 50 miles away, and lesser parks. In addition there were a lot of other areas that the Minister of Lands had in mind.

Edward Abbuehl: Sam Weems, who was made Director of the National Parks and Wildlife Service for New South Wales, was familiar with our master plans set-up here, and he wanted to establish planning for the areas there before they moved on any kind of program. Under the previous setup for these park areas, each one was under its own set of trustees, responsible to a central office there in the Ministry of Lands. But the trustees had actual management of the park. Funds were quite limited and this led to a lot of things. They would do many things just to raise funds to manage the park. That in itself soon led to bad practices and many things that were undesirable.

Edward Abbuehl: These trustees were civilians chosen, I think in some cases, for life or at least long term and were appointed by the Minister of Lands. Some were better qualified than others and you had for-better-or-worse operations. A lot of times it was for worse, so that the whole thing needed complete overhaul. My job was to set up a planning organization. I was in for quite a shock when I found out that in the entire country of Australia you could probably count the landscape architects on the fingers of one hand and maybe have one or two fingers left over. They have no professional landscape educational training, as we know it in this country. The people have to go abroad to get a landscape degree.

Edward Abbuehl: They put heavy emphasis on town planning. As such I think they are way ahead of this country in town planning and regional planning. But that's not park planning or landscape architecture, which forms the basis of much of our planning organization in the Park Service. That was shock number 1. We had found one landscape architect who had been abroad, both in this country and in England, and had a degree in landscape architecture and he was joining our office in two or three weeks. They had another girl who had had some landscape planning and she was going to join us. That was to be the nucleus of our planning organization!

Edward Abbuehl: Shock number 2 came during the first meeting with the Minister when he said I would have to set up a planning organization for their Caravan Parks. I first thought he was pulling my leg, not knowing what a caravan park was. Sam and I had to point out that we simply did not have enough personnel to have two organizations, that we would have to pool all our efforts into one and as such handle the planning for the Caravan Parks (whatever they were). The Minister was not too happy with this until we suggested that he could set the priorities for work. I was soon to find out that the Caravan Parks are what we would know as trailer parks and there was hardly any town too small that did not have its own. In addition to these there were all sorts of parks ranging from horseshow and fair grounds, athletic fields, water reservoirs and recreation, and bits and pieces of Crown Lands scattered all over the State – no one knew just how many. I was also to discover that the Minister controlled funds which were given to the localities for development of these facilities and needless to say there was much activity in this field preceding elections. This was a tremendous job in itself, involving so many different towns and communities and groups, meeting the people and trying to keep up with all the plans that the Minister had promised the people!

Edward Abbuehl: The problem was then to start preparing plans for all the park work. We needed all kinds of maps, we needed personnel. We were up against the Public Service Board which is the same as our Civil Service Commission. They didn't understand operations of this small organization. Mr. Weems was expanding literally in all directions, not only in planning but rangers and everything else. Things were moving very fast. We would have to take on a couple of draftsmen instead of qualified landscape architects to do anything.

Edward Abbuehl: The Minister was very "gung ho" about the parks. He was particularly concerned about getting new areas and rightly so; to get new areas before it was too late. There are tremendous areas of public lands – crown lands as they are known – that all we had to do was to simply transfer them to the Park Service for administration, that he wanted to set aside for future parks. They'd pick out an area and then the question was what should the boundaries be. Until you had some idea as to how this was to be used you can't set the boundaries. That's where we would again come into the picture and we would have to make these spot plans of, – well, you need this and you need that. In the meantime, some parks would say we need a visitor center or we need a ranger residence.

Edward Abbuehl: Mr. Weems laid down the principle of "no more building until there is a master plan." They just couldn’t possibly turn out all of this stuff at once. Somehow or other we managed to get through and keep things going and

get enough operations to keep the Minister pleased. We finally got hold of an engineer who had some town planning and an architect who was very sympathetic, had studied plants and was very conservation minded. In the meantime we had lost both the initial landscape architect and the lady landscape architect who had to leave because her husband had moved out of the country. With the engineer and architect we set up a planning organization. It had the permanence and understanding of Park Service principles.

Edward Abbuehl: I was very happy to see one result in one of the areas in the out back in Mootwingee where there are carvings and stencils that had been set aside as an historic monument. The Minister wanted a visitor center there and a ranger residence. It was 90 miles from the nearest town. I said that that was fine but until we could assure ourselves of a water supply, we wouldn't even think about putting in facilities like that. So with the engineer we made a search of the area; granite hills and the like. We found that we could put in a dam if the contractor could get to it without mucking up the whole area.

Edward Abbuehl: I was greatly surprised to find that we were able to get a successful bid for this job 90 miles from Broken Hill, which is the nearest point of contact. The contractor was able to get in and do a good job without mucking up the area. He built a dam that blends in nicely with the surroundings in an area that gets 10 to 12 inches of rainfall a year of which 8 or 9 inches may come in a 24-hour period. It had rained before the dam was finished and a goodly supply of water was there before I left. They have since completed a ranger residence and visitor center. It was one of the first tangible developments.

Edward Abbuehl: I think their Service has gotten off to a good substantial start. Mr. Weems put in an awful lot of effort in building an organization of rangers, interpretation, administration and in planning and construction. The present Minister of Lands is the type of man who can follow through politically to get these things done. The State of New South Wales is setting a pattern for the rest of Australia. So much so that up in the Northern territory, Canberra, the national capital, has asked this planning organization to do some planning near Darwin and they have loaned one of our superintendents to New Guinea to do some planning over there. Which is an indication of how much Canberra, the national headquarters, thinks of New South Wales' National Parks and Wildlife Service.

Herbert Evison: When you and your wife were in Australia, did you get around to other parts of Australia outside of New South Wales?

Edward Abbuehl: Oh yes, we took quite a number of trips on holidays. Our first Christmas we went down to Melbourne. We were there the day after LBJ came over for the Holt funeral, and then we went on to spend two weeks in Tasmania. That's the smallest of the states; a very delightful place that we liked very much. It is quite green. Australia generally speaking is a very dry continent and much of it is so brown. By contrast, Tasmania is very green and very delightful. Then we had a very delightful trip out to Lord Howe Island. That's about 300 miles east and south of Sydney. It's the farthest south living coral reef in the Pacific. It's about seven miles long and maybe about 1/2 mile wide. It was being proposed as a possible underwater national park area which we investigated. We also made a trip north to Brisbane, the capital of Queensland. Our best trip was a cruise we took up to Singapore, Penang, and Kuala Lumpur up through the Barrier Reef with a stop at Darwin. Returning, we came down around Christmas Island to Perth on the western coast and completely encircled Australia; a 25-day cruise. I think we were the only Yanks on board with about 1,000 Aussies. We really had ourselves a ball. The Aussies are a delightful people. They like the Yanks very much. We found them just the finest people. Of course, in our official position we got to know quite a lot of them that we wouldn't have otherwise.

Herbert Evison: I am sure it was an experience you were very glad to have.

Edward Abbuehl: It was just wonderful. I wouldn't take anything for it. If it hadn't been for friends and relatives we might have just stayed on there. They wanted us to stay very much. We almost gave it serious consideration on retiring there. It's a delightful spot. There's a great future for the country. It's a country of contrast. It's just as modern as New York City in some respects and yet it's just as much in the frontier age in others.

Herbert Evison: You've been back here now how long?

Edward Abbuehl: It will be two years in July.

Herbert Evison: Actually you are retired. You retired before you went down there. How do you feel about your retirement and are you continuing anything in your profession?

Edward Abbuehl: Not really. Just taking care of the yard work around here keeps me quite busy and singing in the church choir and then there's a community chorus here the Florida Atlantic University sponsors. It's about 90% students and about 10% towns people. We meet once a week and put on concerts about three or four time a year. I sing in that once a week and find it quite interesting.

Herbert Evison: Is that a men's choir?

Edward Abbuehl: No, it's mixed. The Florida Atlantic University is a Junior-Senior-Graduate School which the Junior Colleges feed. It's less than 10 years old. It was put on the site of a World War II airport. They use the runways for parking for the many student automobiles, which worked out beautifully. The building complex is on the inside with the automobiles on the periphery. They are very handy but they stay out of the main building cluster.

Herbert Evison: Ed, is there anything that you'd like to add to this?

Edward Abbuehl: No, except I think my experience with the Park Service was wonderful. I wouldn't take anything for it. It was almost made to order. If I'd been trying to dream up something I couldn't have done a better job. It's been a job that's challenging, fascinating, and, much as we hated leaving Roanoke, I was very much taken by and enjoyed the Philadelphia office. I had a better overall view of at least the eastern half of the United States and some of the problems from the Virgin Islands to Cape Cod and Acadia to Smokies.

Edward Abbuehl: The Park Service is a real challenge to anyone that's interested in the outdoor life and the American heritage. It was particularly interesting to see and work on the historic areas. I had seen Appomattox as – I guess you might say – as Lee and Grant had left it. And then to see what we were able to do in the restoration it and of Fort Caroline and grounds around it! That in itself has been a most rewarding privilege.

Herbert Evison: Ed, thank you more than I can tell you for this wonderful gab fest this morning. I knew I would get something very much worthwhile from you. This is a wonderful tape. I think one of the best that I've ever made.

Edward Abbuehl: You are very kind, Herb.

END OF TAPE