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Dudley C. Bayliss
February 11, 1971

Interview conducted by S. Herbert Evison
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ORAL HISTORY INTERVIEW

OF

Dudley C. Bayliss

INTERVIEWED BY S. HERBERT EVISON

February 11, 1971

Tape Number 31

Table of Contents

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[START OF INTERVIEW]

Herb Evison: Today is Thursday, February 11, 1971. I'm Herb Evison and I am in the penthouse studio on the top of the Interior Building. With me is Dudley C. Bayliss, retired from the National Park Service 5 years ago, but who during all the years of my acquaintance with him as an employee of the Park Service headed a unique kind of branch in the Service which was that of Parkways. Now, Dud, let's start this off, as I told you I wanted to do, by getting the real lowdown on you; when and where you were born and who your folks were, what your education was, and who you married.

Dud Bayliss: Right, Herb. My origin was in the State of Minnesota. I was born July 2, 1905, up on the Iron Range. And my parents were Willard Bayliss, who was a mining superintendent for the Oliver Iron Mining Company, and my mother was Celeste Chamberlain Bayliss. I was one of five children. I had one older brother, two younger sisters and a younger brother. I was educated in the public schools on the Iron Range. Then I attended Hibbing Junior College for a year and a half. I worked around the iron mines in the office and as a timekeeper and engineer in the underground and open pit mines. Later I decided to study architecture at the University of Minnesota, which I attended for 4 years and graduated in 1929. Then I went to Fargo, North Dakota, where I was an instructor in architecture at North Dakota State College.

Dud Bayliss: After a year there I married Rose Weston of Minneapolis, whom I was fortunate to meet at the university. Her father was a prominent stained-glass artist in Minneapolis who designed, painted, and installed stained-glass windows throughout the Midwest and in many other states of the Union. We went back to Fargo for 3 and a half years where I continued as an instructor in architectural design, freehand drawing, the history of architecture, and other related subjects.

Dud Bayliss: Then came the Depression. The staff was reduced and, being one of the latest employees, I was given my walking papers. So, we went back to Minneapolis and I went back to the University of Minnesota and took a master's degree in architecture. That took until the middle of the summer. Then we went on up to Northern Minnesota where my folks had a lake cabin and spent a couple of months enjoying the outdoors.

Dud Bayliss: About December of that year (1933) I received a telegram from Charles Peterson, who was employed by the Park Service as a landscape architect. He wanted to know if I'd be interested in a 3-months' appointment as a technical assistant on the newly organized Historic American Buildings Survey which was just getting underway under Emergency funds. Of

course, it sounded good to me because my work at that time consisted of selling stocks and bonds here and there and making a living, but that's about all. So, we packed up and took off for Washington in my wife's car. When we reached the State of Ohio, the double glass, which we had on in Northern Minnesota to be able to see through the windshield, began to peel off. And about the time we got to the approaches, to Washington, there was green grass everywhere. We'd come from 20 below zero weather so it was quite a welcome change.

Dud Bayliss: My first work with the National Park Service was as an architect and that work continued for about 4 months. We organized the nationwide study of historic buildings from the earliest times up to 1850, which was the cutoff date. I was one of three technical assistants at the beginning of the program. Charles Peterson was in charge of the work and there were three of us busy in a small room in the old Navy Department Building, drafting up specifications for drawings, telling all these unemployed architects how to travel on government vouchers, and using their own transportation largely. This was no mean job, because most of them had never done any government travel of any kind.

Dud Bayliss: One of my tasks was to take their vouchers when they came in and try to get them in shape to get them paid, which was quite an accomplishment. It was great fun and with three of us sitting in this small room all dictating instructions, specifications, and correspondence at the same time, it was quite an introduction to government working operations.

Dud Bayliss: Well, about that same time, in fact a little earlier, in November of 1933, Secretary Ickes allotted $16,000,000 of Public Works funds to initiate the Blue Ridge Parkway, which was a Public Works project in the States of Virginia and North Carolina and possibly Tennessee, connecting up Shenandoah and Great Smoky Mountains National Parks.

Herbert Evison: Neither of which was established at that time fully.

Dud Bayliss: Yes, that's right. This followed along about the time that President Roosevelt went down to Shenandoah National Park to a meeting opening one of the first CCC camps. He was accompanied by Senator Byrd and other dignitaries. On this trip, supposedly, the germ of the idea of the Blue Ridge Parkway was proposed and broached to the President and later on got translated into a more concrete proposal and received an allotment of funds through the Public Works Administration, of which Secretary Ickes was the administrator. Being the first project of its kind, it was quite a challenging experiment in road design and the concept of an elongated park extending all the way, which was estimated to be almost 500 miles, to connect these two parks.

Dud Bayliss: Tom Vint, who was chief landscape architect at that time, was put in charge of the project. The Bureau of Public Roads was brought in as the engineering collaborating agency as it has been on all major road work that the Park Service has been doing over many years. So, there were several exploratory trips made to tie down the actual roadway location. Here was a project for which $16,000,000 was in hand. Then the pressure was on to get going and get the work started, because that was the case with all these Public Works projects. Tom Vint felt the need of some consulting experience, and he called on the Westchester County Parkway Commission, which had been developing parkways throughout Westchester County in New York for several years. Jay Downer, who was chief engineer, and Gilmore Clarke, who was chief landscape architect for the Commission, were two of the consultants employed in some of these preliminary studies and trips through the mountains to get some idea of where the best location would be. Also, Tom Vint hired Stanley W. Abbott to be the landscape architect in charge for the National Park Service and Edward Abbuehl, who was an architect from Cornell University, but who had also worked with Stan Abbott and who was felt to be a good man to be second in charge. So, these two men started out in the winter weather going throughout the mountains and investigating locations and studying maps.

Herbert Evison: Where there were any.

Dud Bayliss: Yes. And we found later that many of the maps which had been felt to be very accurate proved not to be, because they were made back in the 1800s sometime and had not been corrected, so that proved to be quite a problem in later days. You want me to go on with this? I can kind of brief it a little if you'd like.

Herbert Evison: You go ahead. Talk freely. There's no limit on this and the more detail that you can remember of those early parkway days the better.

Dud Bayliss: The Bureau of Public Roads was brought in and they assigned engineers to the project to work with Stan Abbott and Ed Abbuehl. And when they would find what they felt to be a reasonable location they would call in the consultants and Tom Vint and they would make a joint trip through the mountains to try to pin down some of the earliest sections of the parkway in order to get some work started. So, they started at the south end of Shenandoah and then progressed southward. They also employed Hendrick Van Gelder from the Westchester County Parkway Commission, who was an experienced parkway location expert. And much of the roadway location of the Blue Ridge Parkway was a product of his work. He was a landscape architect, too, but his forte was road location.

Herbert Evison: You failed to mention the fact that in hiring Stan Abbott they hired him away from the Westchester County Parkway Commission, too.

Dud Bayliss: Yes, that's right.

Herbert Evison: That is interesting to what extent early reliance was placed on the Westchester County Parkway Commission. And, of course, nothing about the Blue Ridge Parkway story is much more interesting to me than the way in which very speedily the standards established for the Blue Ridge Parkway diverged from those recommended by Gilmore Clark and Jay Downer.

Dud Bayliss: Of course, they had been largely concerned with parkway location in a highly populated part of the country. And their main difficulty on the Blue Ridge Parkway was in trying to keep the parkway road away from development and to locate it where it would have scenic advantages and still not be too prohibitive in the cost of acquisition of land to make it out of reason. Getting out into the mountains there really expanded horizons for the landscape architects because there weren't too many problems in location in the early days. It was a matter of going through farming country largely except when you were up on top of the mountains where there was quite a lot of national forest land.

Dud Bayliss: We weren't having too many difficulties with the Forest Service as we had in later days when they didn't like the idea of our taking over parts of the national forest land for national parkways. In other words, they would say 20 years later we were splitting the forests in half and things like that. We did work out mutually satisfactory agreements with the Forest Service as to how the lands would be controlled and that they would not cut any timber on lands which could be seen easily from the parkway road. And so, we would take a minimum amount of land through the national forest as part of the parkway on the basis that there would be selected sections where there would be no harvesting of timber to result in scenic damage later.

Herbert Evison: Now, Dud, you mentioned getting national forest lands for the parkway from the U.S. Forest Service, but you haven't mentioned the arrangements that were generally more importantly made for the acquisition of the parkway lands.

Dud Bayliss: Well that's true. When the Blue Ridge Parkway project was approved it was on the basis of oral agreements between Secretary Ickes and the state representative of the highway commission. In Virginia it was Henry G. Shirley at that time, for whom the Shirley Highway is now named.

Herbert Evison: He was the chairman of the highway commission, if I remember rightly.

Dud Bayliss: Yes. He was a pretty tough customer to deal with. And, of course, Secretary Ickes was no easy customer to deal with as Shirley found out. So, there was quite a little give-and-take on what the State was going to do as its part of the project. And it was agreed after several discussions that the State would provide 200 feet in width for the parkway road proper and 800 feet in scenic easement which would run throughout the State. That was the basis on which parkway land acquisition was started. The earliest maps of the sections south of Shenandoah National Park were all drawn on that basis, of a 200-foot right-of-way for the road, plus 400 feet on each side of that center lane which made it very simple.

Dud Bayliss: Well, in the first place, let me mention how I got connected with this. My work with the Historic American Buildings Survey ended after we'd gotten the specifications out; the work started, and the men were working throughout the country. Tom Vint decided he wanted me to work on this national parkway work directly under him. So, he brought me in on that basis. At the same time there were other national parkway projects being broached.

Dud Bayliss: A study was started for the location of a national parkway in Vermont to be known as the Green Mountain Parkway, running from the vicinity of Bennington in the southern part of the state, throughout the mountains to Jay Peak in the northern part of the state. So that parkway study was progressing, and the Blue Ridge Parkway location was being established. Various problems were coming up, of working out with the highway department of the state as to the location and whether it would interfere with their highways, working out with the Forest Service on where the location would be in the national forest, and trying to get some construction drawings out so some contracts could be started. Tom Vint decided he wanted me to take charge of that work for him and I transferred over from the Historic Buildings Survey to take charge of the design and construction activities on the parkway.

Herbert Evison: Now, were you an employee on the Public Works Administration payroll?

Dud Bayliss: Yes, I was one of those temporary employees. That went on for about 5 years. We'd start out with a 3-months' appointment and then about 3 months later, if the work was still going on, you'd be reemployed for another 3 months, and finally they got to be 6-months' appointments. And as the work went on it became largely landscape architectural and my status changed from an architect to a landscape architect somewhere in that 5-year period before all of us were put on regular Civil Service employment. I enjoyed the work. I thought at first it was going to be quite a change from being an architect to a landscape architect, but there was a lot of bridge construction. And, of course, these recreation developments

along the parkway which became a firm part of the development included considerable building construction. So, there was enough variety in the work that I found it quite a challenge and very enjoyable.

Dud Bayliss: I stuck with it from that time, about the Spring of 1934, until I retired in June 1966. I felt all during that time that I enjoyed the work and never once thought I was in the wrong niche. So, you see, it's not too difficult to become converted from an architect to a landscape architect. In fact, I gave up my membership in the American Institute of Architects and joined the American Society of Landscape Architects in later years.

Dud Bayliss: This work went on and I worked quite closely with Mr. H. J. Spelman of the Bureau of Public Roads, who was the division engineer in charge of all eastern national park road and national parkway work. His headquarters was in the Bureau of Public Roads office in Washington, and then later on in Arlington, Virginia.

Dud Bayliss: It was 1935, a year and a half after the money had been allotted, that the first road construction contract was let in the State of North Carolina, just close to the Virginia line. By that time the location problems had been pretty well pinned down, at least as far as Blowing Rock, North Carolina. And from that point on there was quite a squabble as to where the parkway should be located; where it should follow along generally down through the mountains close to the Tennessee-North Carolina line or whether it should be in North Carolina entirely.

Dud Bayliss: There were several meetings held and arguments between the two states. And it was finally settled by the Secretary after holding two meetings at which proponents of both States got up and explained the values of the location. They had all their high-powered political people, governors, senators, congressmen, state senators, and highway locating engineers. They all were armed with photographs and chamber of commerce propaganda on how much better it would be in one state than the other.

Dud Bayliss: Senator McKeller was one of the outstanding proponents of the Tennessee route, which had boiled down to a location pretty much following the Tennessee-North Carolina line, partly in Tennessee for a ways and then back into North Carolina, and so on, and approaching Great Smoky Mountains National Park at the northeastern end where it was proposed to split the route. One route would follow the foothills of the mountains around to a point north of Gatlinburg, and the other follow the foothills of the mountains through the Cherokee Indian Reservation to where it would join the trans-mountain highway which was just being built at that time. That was the recommendation of the Park Service and the Bureau of Public Roads. At that time, Thomas H. MacDonald was Chief of the

Bureau of Public Roads, so the recommendation came from him and from Director Cammerer of the National Park Service.

Dud Bayliss: The Secretary, after taking this recommendation under consideration for several months, didn't announce his decision. He finally announced that he was selecting the North Carolina location which had been advocated by R. Getty Browning, the chief locating engineer for North Carolina. So, this final unit of location was settled on and work went on in preparing right-of-way maps, as they were called at that time, for the states to buy the parkway lands. Work was progressing nicely in Virginia except that difficulties developed in that the National Park Service, Stan Abbott and Ed Abbuehl found a location which would have taken in the Natural Bridge in Virginia, which at that time was not the attraction it is now, and was in a pretty sorry state of development. There wasn't much of anything there in the way of visitor facilities. This location would have placed the parkway close enough to the Natural Bridge so that it could be included as one of about 20 proposed recreation developments adjoining the parkway. These all became part of an approved plan to provide for picnic grounds, campgrounds, and overnight lodge sites, gasoline stations and other services necessary to the traveling public. It was felt that over a distance of 500 miles it would be desirable to have about that many of the recreation areas.

Herbert Evison: The bulges, huh?

Dud Bayliss: Yes. This was something that evolved as the parkway studies went on and, of course, had never been included as an agreement between the State and Federal Government in the 200-foot plus 800-foot scenic easement. But it soon became apparent that that was not the proper method. And, over a period of 2- or 3-years, Stan Abbott came up with the idea of proposing to the state acquisition of land on the basis of a varying width of acreage per mile rather than a fixed width of 1,000 feet (800 plus 200 feet). And finally he and several of the rest of us were able to persuade the State of Virginia that this would be a better deal, that actually by including an average of 100 acres per mile it would be possible to narrow the parkway taking through expensive lands and widen it out in inexpensive lands, so that it would provide for these bulges along the route of the parkway.

Herbert Evison: Also, to narrow it where the sighting distance would naturally be shorter.

Dud Bayliss: That's right, through mountain cuts where you're limited in what you can see. And where the land is heavily forested you don't need more than a hundred feet beyond the actual road section because you can't see that much further into the trees. So, it was possible to reduce the amount of land and really save the state quite a little money, especially through the

farming country, of which there is quite a lot of location. Finally, the State of Virginia agreed to go along on this.

Dud Bayliss: There was never any big problem with the State of North Carolina. They seemed to sense that we were trying to cooperate as much as possible and they were quick to adopt the standards for the parkway and cooperate fully in land acquisition. R. Getty Browning was a very sound advocate of parkway development and he went along and recommended to the state authorities, who went along with him. But finally, the State of Virginia came along, too.

Dud Bayliss: To get back to the Natural Bridge problem, this became one of the proposed 19 developed areas along the parkway, about half of which would be smaller ones providing for picnic areas and service stations, that sort of thing. And the other half would be large parks where overnight facilities could be provided, campgrounds and lodge development. Some of these turned into being as many as 5,000 acres in extent. Doughton Park in North Carolina is one of them.

Herbert Evison: Yes. Anybody listening so far would think that places like Doughton Park were bought with the state money. And actually, Doughton Park was one of several RDA areas which were acquired with Federal funds along there.

Dud Bayliss: That's right. That was what really got the program going because it was found that they could be acquired under what was Resettlement Administration money to start with.

Herbert Evison: With which they were retiring marginal or submarginal lands from production.

Dud Bayliss: And they were purchased under those funds. One of the men who was in charge of the land purchase was Sam Weems, who later on came over to the Park Service as assistant superintendent under Abbott, when Abbott became acting superintendent along with his landscape architectural work. That was how Sam Weems got into the picture. He bought many of the lands which were included in these developed areas. And then, too, some of these areas were located in national forest land like the Peaks of Otter in Virginia. The Forest Service turned over, in fact they purchased some land to round out the Peaks of Otter area as a part of forest land acquisition and then turned it over to the Park Service under an agreement. The Forest Service was very cooperative in all this development through the forests. We found them very easy people to work with and had no difficulty in working out the boundaries. It was done by means of maps which showed the amount of land that would be transferred to the Park Service administration, which we kept to a minimum on the basis of a written agreement, whereby they would undertake no extensive timber harvesting

and there would be only selective harvesting up to a certain distance from the parkway road. So that all worked out very well.

Dud Bayliss: Now when this Natural Bridge area became proposed as one of the developed areas, the State of Virginia took a very tough attitude. In order to get to Natural Bridge, the parkway would have to come out of the mountains, swing down through some rural lands across one or two state highways, then proceed back up into the mountains near the Peaks of Otter. Well, the State of Virginia got the ear of Senator Carter Glass, who was the chairman of the Senate Appropriations Committee at that time. We surmised that they told him that this would make the land acquisition much more expensive for the state and they didn't want us to get out of the mountains. In fact, they wanted us to stay right up on top all the way.

Herbert Evison: Where a lot of the land would be turned over to you by the Forest Service.

Dud Bayliss: By the Forest Service and save the state a lot of money. Well, we fought as hard as we could to get this location to take in the Natural Bridge because that would have been a major accomplishment. Instead of it being a privately-owned commercial attraction, it would become a public park. We felt it would be a wonderful addition and likewise would get the parkway road down into the foothills where you look up at the mountains rather than constantly remaining up on top and looking off at the little towns scattered down through the valleys. It would give you variety.

Herbert Evison: As you do all the way along the Skyline Drive.

Dud Bayliss: Yes, it's up on top and you feel like you're isolated from the whole countryside. So, we felt it would provide a nice variety to get down out of the mountains and then go back up in them later at the Peaks of Otter, then come down in the vicinity of Roanoke, and so you'd get some rise and fall instead of being up on top all the way.

Herbert Evison: Dud, one of the things about this that impresses me is that you were going to have a park with a road through it from the south end of Shenandoah to some point on the border of Great Smoky Mountains. I think it's interesting to reflect on the difference in the way you went about choosing a route than if you were simply building a road between two points.

Dud Bayliss: Oh yes, that's a good point. It's something that comes natural, I think, to a landscape architect, to find the most scenic location and that was spent looking up points of interest that might not be on the direct route but which would provide something interesting scenically, or an opportunity for a recreation area, or some interesting geological exhibit like the Natural Bridge. Things of that nature all become a part of the theory in locating the parkway road.

Herbert Evison: In other words, directionality was a very minor consideration.

Dud Bayliss: Well, that was a little problem we had with the Bureau of Public Roads, because to keep it on a beeline the way most highway engineers liked to do in those days would save money in construction naturally. So, there was a constant discussion between the two bureaus as to how much it was worth to get out of the zone of direct distance, the least distance, and so on. But I think that was a problem which resolved itself. The Bureau engineers got to be good scenic proponents in the latter days of the parkway construction. They felt, as we did, that it was worth it. This was a new development, something that had never been done before, a project almost 500 miles long which would be as you say, Herb, a road in a park, an elongated park for that whole distance.

Herbert Evison: Incidentally, I think you'd be interested in knowing that I paid a call on R. Getty Browning some years ago. And I made the point that this land they were buying and that they had bought very generously as a matter of fact, they agreed by law on 125 acres to the mile if I remember correctly was park land. But he still insisted that what was involved there was a right-of-way, which is peculiar to a highway, largely. And he didn't go along with the idea that this was a 500-mile park.

Dud Bayliss: After all, he'd been in the highway business for so many years that everything was right-of-way. That comes from the railroad terminology, too. And many of the best highway engineers were formerly railroad engineers. Now a good railroad engineer could understand the sweeping alignment of the parkway road which our landscape architects tried to attain rather than tangent alignment. A railroad, because of the speed and weight, has to have a very gradual curvature.

Herbert Evison: And a very gradual rise and fall.

Dud Bayliss: Yes, the same sort of thing and strict limitations on elevation, what grade you could use to get up, and so on. So, we ran into quite a lot of interesting problems as to location and as to what constituted the economical balance, whereby we wouldn't be spending too much Federal money for unnecessary distance. But I think that the Bureau of Public Roads came to appreciate the fact that it was something unusual and that we could forget this strict economy of the shortest distance being the best location.

Herbert Evison: Going back for a minute to this Natural Bridge situation, I remember having heard it said many years ago that one of the reasons why Senator Glass so strongly advocated the more direct route was that if they dropped off and went down there in the direction of Natural Bridge it would take the parkway farther away from his home town of Lynchburg. I don't know how much there was to that.

Dud Bayliss: That's possible. But anyway he did put his foot down and we tried our best to get him to go out in an automobile with some of our people and state highway people and just look at the two routes and compare them because we were sure he would see the advantages of taking in Natural Bridge. He would not go on such a trip. He just put his foot down and said, "No, it's got to stay up on top." And, of course, that was about the time that we were running out of the emergency funds.

Herbert Evison: Sixteen million?

Dud Bayliss: Well, we were putting in for appropriations of regular money and so he could cut off the purse strings. So, we finally had to abandon that Natural Bridge location and that meant we stayed up on top. We went down across the James River and then back up into the mountains to Peaks of Otter and then down around Roanoke.

Herbert Evison: I have always regretted since I heard about the project to go over there to Natural Bridge that it wasn't done. And yet, I have been over that grade, up and down that grade south of the James River I imagine at least a dozen times and always I've gone up and down it with tremendous enjoyment. In the first place, it's one of the most beautifully laid out gradual rises in elevation that I have ever found anywhere. Any car, even the oldest car on the road, can go up that in high gear.

Dud Bayliss: Well, we had a maximum grade of six percent and that controlled all through the parkway.

Herbert Evison: I tell you, even though that wasn't the finest route, it is still a great joy to drive.

Dud Bayliss: One of the strongest proponents of the parkway was Representative Bob Doughton, a North Carolina congressman who for many years was chairman of the House Committee on Appropriations for the Interior Department. Whenever it was necessary to get some money for the parkway he'd get up on the floor of the House and say, "You've got to 'hep' me. You've got to 'hep' me with this." And they would help him all right, so it was never difficult to get appropriations to continue the Blue Ridge Parkway. And, of course, that occurred I think about 1938, when it got onto a regular channel of appropriations. The Public Works money had been allotted to various projects and contracts were being awarded. The first one, as I said, started in 1935, and then there were some let in Virginia about the same time. Work went on pretty fast after that. And about that time, too, to get away from the Blue Ridge, the Natchez Trace Parkway had become a proposal.

Dud Bayliss: There was a bill passed appropriating $50,000 for a survey of the Natchez Trace Parkway, and that got under way. Ed Zimmer was picked as being the landscape architect to head the Park Service activities, and he was sent down to Jackson, Mississippi. The Bureau of Public Roads assigned several engineers to carry on the bureau activities on it. Also, there were NPS historians assigned to the project because it was supposed to follow closely the Old Natchez Trace, the Indian trail running from Nashville back to Natchez through Tennessee, Alabama, and Mississippi. So, there was a group of all these professional men down in Jackson, Mississippi, busy investigating the best possible location to make a recommendation for or against a parkway development.

Dud Bayliss: That went on for about a year, possibly a little longer. The recommendation was made and approved in favor of developing a national parkway. I think initially $2,000,000 of WPA money was allotted to it. The National Park Service landscape architectural staff was headed by Ed Zimmer, who had experience largely on the Colonial Parkway which was being developed between Yorktown, Williamsburg, and Jamestown Island. And the main portion of it, about 15 miles, had been designed and built to be opened in 1932 as part of the celebration of the anniversary of—

Herbert Evison: Bicentennial of Washington's birth?

Dud Bayliss: Or the Yorktown battle. I'm not sure just what it was, but it was a bicentennial celebration and 200 years would be—

Herbert Evison: Would have been the 150th anniversary of the Surrender at Yorktown, 1931.

Dud Bayliss: Yes, that's right. Later on, the other section of the Colonial Parkway was completed to be part of the celebration of the 350th anniversary of the founding of Jamestown. It worked out so they could complete both sections as parts of national celebrations.

Dud Bayliss: Back to the Natchez Trace Parkway – Ed Zimmer organized his staff and after the project was approved built up a force of landscape architects. There were quite a few Bureau of Public Roads engineers assigned to the project, all of them headquartered in Jackson, Mississippi.

Dud Bayliss: The Blue Ridge Parkway staff was headquartered in Roanoke, Virginia. At one time on the Blue Ridge staff we had, I think, 25 landscape architects working and many more engineers, I don't know the exact number. You see, by that time there were several construction projects under way which required a project engineer and a project landscape architect to supervise the contracts for construction.

Herbert Evison: That was for segments of the parkway under construction.

Dud Bayliss: About 10 or 12 miles in length and scattered in various places in the states. So, when the work got going there was really a tremendous increase in employment of landscape architects and engineers to handle all of this work. It couldn't all be handled under one man because of being scattered throughout several states. Well, that expanded the activities of Design and Construction, so there was quite a little travel going on. It was necessary to make trips from Washington to the various parkway projects in order to check on location and to approve sections for right-of-way map presentations to the states.

Dud Bayliss: On all of this the location had to be worked out on what were then called right-of-way maps, which were really parkway land acquisition maps as they came to be later known. They were prepared by the National Park Service to give to the states so the states could buy the land. Well, there were lots of problems to work out with the states. There wasn't one section where we didn't have to have several meetings with the various highway people to try to assure them that it was the most economically possible location.

Dud Bayliss: The State of Virginia was the most difficult customer. They had a right-of-way engineer by the name of A. H. Pettigrew, and he was a very difficult man to convince that scenery was one of the most important considerations. However, in most cases we came to an agreement in which we'd give a little, they'd give a little, and we'd come out with what we felt was a pretty good location.

Dud Bayliss: Also, the Green Mountain Parkway Survey was going on in those early days, and there was a small group assigned to that. George Albrecht was the NPS landscape architect assigned to the project. Professor Laurie D. Cox, who was the head of the Landscape Design Division at the New York State College of Forestry at Syracuse, was brought in as a consultant on that job. The engineer assigned by the Bureau of Public Roads was A. H. Middleton, who was from Boston or that vicinity. He was a very fine gentleman and he, Professor Cox, and George Albrecht did a lot of hiking up and down the mountains. They picked out a location and made a fine joint report. The Park Service endorsed it and the Department of the Interior went along with it, and we sent it up to the State of Vermont to get their approval.

Dud Bayliss: There were, of course, a lot of people in the State of Vermont who would have nothing of any Federal money coming up into that state, much less to say any Federal people traipsing up and down their mountains. They just didn't like the idea, and so there was quite a little opposition. In fact, it got

to a point where they held a referendum vote and turned it down. They decided they didn't want the parkway to be built through the Green Mountains. For one thing, there was the Green Mountain Trail which ran the length of the mountains. And there was the same hue and cry about destroying the Green Mountain Trail as there was on the Blue Ridge Parkway as far as the Appalachian Trail was concerned.

Dud Bayliss: All of the Appalachian Trail people were up in arms about the Blue Ridge Parkway location which ran over some of the sections of the trail. Naturally, the parkway road would not be on the crest of the mountains like the trail was in most parts of the mountainous country. It did seriously affect the location of the trail in the lower parts of the mountains and where there were old mountain roads that were used. We worked out with the Appalachian Trail people that we would relocate the trail through parkway lands wherever it was possible to do so, wherever they decided they wanted that done.

Dud Bayliss: Myron Avery was the head of the Appalachian Trail group at that time. His main work was an attorney to the Navy Department. He had walked the entire Appalachian Trail from Maine to Georgia and measured the mileage of it using his bicycle wheel. We had many meetings with him to reassure him that we would actually relocate and reconstruct the trail wherever we damaged it and where it was possible to do so within the parkway boundaries.

Herbert Evison: Now you went from the proposed Green Mountain Parkway over to the analogous situation on the Appalachian Trail. But I wanted to ask you one question in connection with the Green Mountain Parkway that never got under way. A good deal of the route of that I am sure would have gone through the Green Mountain National Forest. Do you know whether or not part of the public opposition in Vermont to that parkway might have been stirred up by the Forest Service?

Dud Bayliss: There were rumors to that effect. I don't know. I never did get into it too closely, to find out whether that was true. It might be interesting to find out.

Herbert Evison: They have a great reputation for being able to stir up things at the grass roots.

Dud Bayliss: Oh, yes.

Herbert Evison: The Park Service has had many experiences over its 50-some years of existence of opposition quietly build up where they wanted to establish a new national park.

Dud Bayliss: Yes, I'm sure it was possible. They had a lot of vocal adherence to the Long Trail. I think they called it the Long Trail. So, I think it would have been possible to stir up a lot of vocal opposition to the proposed parkway without much trouble.

Herbert Evison: Well now, looking back on it and remembering also what a magnificent thing the Blue Ridge Parkway is, do you have any personal opinion about whether or not that Green Mountain Parkway should have been built?

Dud Bayliss: Oh, I think it should have been, and I think eventually someday it may be because about the time I retired in 1966 or a little earlier, the Governor of Vermont, Philip Hoff, had become very much interested in it. He was trying to stir up some interest in getting Federal funds into the State of Vermont to develop this Green Mountain Parkway.

Herbert Evison: Now, if I remember my current political history correctly, he might have had some difficulty in getting it because he ran for the Senate last time and got licked.

Dud Bayliss: I haven't kept track of what happened to Hoff since I retired. I remember meeting with him, and I believe it was in Secretary Udall's office. He was very much interested in the project and talked to George Hartzog about it and told him how much interested he was in it. Of course, I'll bring that in a little later on when I get to talking about this National Scenic Highway System. So, I'll go on now and just review some of the highlights.

Herbert Evison: Well, all this work kept going on and it was a tremendous job. Every year we'd have to prepare estimates for the various appropriations committees, go before the Bureau of the Budget and justify our appropriations, and we'd have to work out a program. And that became one of my principal jobs, to try to see that the parkway appropriation would be parceled out to the various parkways. By that time, we had developed – well the Foothills Parkway came along in the early '40s.

Herbert Evison: There was a proposed parkway down in Georgia at one time, if I'm not mistaken, called the Oglethorpe.

Dud Bayliss: Oglethorpe Parkway, that's right. I had forgotten about that, but we made a study of that. It would run from the capital, Augusta, down to Savannah, following generally along the old Oglethorpe Trail. A study was made of that proposal and it was recommended that it not be developed. That was one of the few that we recommended against. It just didn't seem to offer the advantages that a national parkway should have. Even though it was interesting from a historic standpoint it just didn't have the scenic qualities that we felt were necessary. I'm glad you brought that in. I was putting

down different surveys that were made just from memory and I'd forgotten about that one.

Dud Bayliss: Then there were hearings and parceling out the money so that we'd try to get it spent. That was the big problem, to get the money spent, because when you'd get your money and your budget for a parkway project you'd have to have furnished the land acquisition maps to the state at least a year and a half prior to that in order to have the land available so that you could let a construction contract on Federal land. And that became one of the big problems, getting that land acquired fast enough. The states would not acquire any more than they could foresee getting construction money for. It was a matter of economy, of spreading their land money to fit construction money.

Herbert Evison: Wasn't that particularly so with respect to the Natchez Trace?

Dud Bayliss: Yes. It got to be a pretty sore point with Senator McKeller because he felt that the State of Tennessee was being neglected. Of course, we'd made our location studies starting at the southern end in Mississippi. We started from south to north. We did work out a program of allotting funds on the Natchez Trace Parkway so that we'd pick up at the Tennessee-Alabama line and work both directions, so we'd try to get something reasonably useful. Instead of just a 10-mile section in the woods here and another one crossing a river up here 50 miles away, we tried to extend usable sections that would connect up existing highways, that sort of thing. But Senator McKeller had the appropriation language worded so that the State of Tennessee got their share of every construction appropriation. And then it became a problem of trying to get the highway department to buy the land fast enough so we could spend the money in Tennessee along with the other states.

Dud Bayliss: That problem of land acquisition is one of the sorest points of any parkway development. My own personal belief, and that is what I've recommended in the last couple of studies that we made in reports on new parkway projects, is that the Federal government acquire the land even though it means that the state doesn't participate. Land acquisition is only 10 percent of the cost of the whole project. It has been over many years. And the difficulties you run into, trying to get that loan acquired at the right time and fighting on every section as to location, means a great waste of money that could be saved by having the Federal government appropriate the land and pay off the landowners.

Dud Bayliss: Then you'd have the location that was best from a national viewpoint, the best scenically, economically, and everything else. You wouldn't have to worry about whether you were on state land or national forest land. You'd

have to work it out with national forests, of course. We've always had that problem. But on private lands you'd save yourself so many difficulties and you'd get construction where it should be rather than politically oriented.

Dud Bayliss: The Second World War interrupted the parkway development program just about the time it was really in high gear. We had something like $20,000,000 worth of work going on various parkway projects, which were brought to a complete standstill for a period of about 5 years. During that period, we were able to get quite a few plans on the shelf, as we called them. In other words, we worked on the land acquisition plans for sections that had to be acquired. And we kept furnishing the states with these land acquisition plans even right through the war period, although we had to curtail all construction activities. In fact, we had to cancel many of the current contracts that were underway on the Blue Ridge and Natchez Trace Parkways. We did gain a little time to get ahead on land acquisition maps and the states were pretty cooperative during that time. They did acquire some land so that when the Second World War ended, and we got back to getting construction money we were in good shape.

Dud Bayliss: Work continued on the Blue Ridge, Natchez Trace, and the Foothills Parkway, which is a 72-mile parkway paralleling the north boundary of Great Smoky Mountains National Park at a distance of 5 or 6 miles. This parkway was proposed, for one reason, to take some of the heavy cross-mountain traffic off from the only road across the Great Smoky Mountains National Park which was overloaded with traffic on every Saturday and Sunday in good weather. The Foothills Parkway, besides being in the mountains and offering views of the Smoky range, would provide for several places where there could be extensive recreation developments, which the park was pretty short of and which were all heavily overused. All the campgrounds were always full. There just wasn't room for all the people who came to visit the park in good weather. So that project was started.

Dud Bayliss: Work was continuing on the George Washington Memorial Parkway in the vicinity of Washington here. We finally got some location approved in Montgomery County in Maryland, and also in Virginia by the National Capital Planning Commission, which was the land acquiring agency for the George Washington Parkway. Work in Virginia was given a boost when the CIA decided to locate their headquarters about a mile this side of the present location of the beltway bridge across the Potomac. In fact, they got $8,000,000 of funds allocated to that portion of the parkway which would extend it as far as the CIA building. Of course, it simplified getting to Dulles Airport, too, which was being developed about that time. The counties were putting up half the money for the land.

Herbert Evison: Now here is a point in that connection that I think is an important one, the George Washington Memorial Parkway being extended up river in order to provide a good means of access from Washington to the CIA headquarters, and incidentally, to Dulles Airport. Of course, that concept is completely at variance with the concept under which the Blue Ridge Parkway was built, which was that it would be a beautiful route for leisurely travel; you drive a while and stop a while as they say. Here a parkway was being built or extended purely to take care of an automobile traffic situation.

Dud Bayliss: Well, it wasn't purely for traffic. It has very fine scenic qualities. But being right in the immediate vicinity of a big metropolitan area it's bound to carry commuter traffic or traffic that is trying to get somewhere else in a hurry. And you can't avoid it. It's inevitable. Any road, any good high character roadway that's built in a metropolitan area is going to become a traffic artery. You can't escape it.

Herbert Evison: I wasn't raising an objection, because I think it's a thing, as you say, that is inevitable, but I did want to make the point of the difference between the purpose of construction. I love to drive that section of the George Washington Parkway at other than rush hours. At rush hours it's pure hell.

Dud Bayliss: Yes, but now just consider, on Saturdays and Sundays it becomes a recreational attraction and people can use it for the purpose for which it was really developed. Although it would have taken many more years to get that section built if the CIA hadn't plunged in and justified the appropriation.

Herbert Evison: That wasn't cheap construction.

Dud Bayliss: No, it was very expensive with divided roadways and lots of bridges over these tremendous gorges there. Well that was going on. And Colonial Parkway, the section from Williamsburg to Jamestown which hadn't been built prior to this time was initiated. It had a unique location that went under the City of Williamsburg in a tunnel in order to avoid filtering all the parkway traffic through that capital which Colonial Williamsburg was trying to develop as a colonial reconstruction. That decision was made many years previously in meetings between Colonial Williamsburg and the Park Service and the Bureau of Public Roads, that we'd go underneath in a tunnel rather than right through the city, or around it.

Herbert Evison: Now wasn't there a period of a good deal of uncertainty as to just where that route from Williamsburg would go in order to get to Jamestown?

Dud Bayliss: Right. There were several studies made. The direct location would have gone right straight for Jamestown Island. "Pete," Charles Peterson, the

fellow who started me working for the Park Service, was head of the Eastern Design and Construction Division in the early days of the Colonial Parkway development. He looked into this location. His recommendation was to proceed south from Williamsburg to the James River at the end furthest from Jamestown, then follow the river to a point opposite Jamestown and then cross so that you'd have the island in view as you approached Jamestown. It turned out to be a very sound location and finally was adopted. Rather than building several bridges there is a hydraulic fill to connect up with Jamestown Island. We had to cross Powhatan Creek on a bridge, but to get to the actual island itself a hydraulic fill is used. That made a very interesting type of construction, too.

Herbert Evison: Now, interestingly enough, the same guy who was in on the start of the Blue Ridge Parkway was superintendent of Colonial while that latter period of construction went on, and that was Stan Abbott.

Dud Bayliss: Yes, that's right. He had been in the service, and then he came back. By that time Sam Weems was the superintendent of the Blue Ridge Parkway. So work was getting started on this Colonial Parkway and Stan Abbott was made superintendent. Of course, he knew the landscape problems, too. He was a good man to have at that place at that time.

Dud Bayliss: Then in the vicinity of Washington there were two other parkway projects under way which caused us no end of difficulty in later years. They both had been started as military access roads – the Baltimore-Washington Parkway, which furnished access from the city to Fort Meade, and the Suitland Parkway, which furnished access to Andrews Air Force Base. The Suitland Parkway was about 9 miles long. And the Baltimore-Washington Parkway, the Federal part of it, was 19 miles. At the other end the State of Maryland took up, constructing the rest of the way into Baltimore about 14 miles. Those were both started as military access roads and then legislation was adopted transferring them over to the National Park Service to be completed as national parkways. And, of course, both of them are tremendous traffic arteries. At first, because it was time of war, trucks were allowed on the parkways. I remember, after the war, was over one of the first things I started on was to try to get the trucks off of the two parkways. And believe me, it was no easy job because they were used to using them, you see.

Herbert Evison: Do you mean that the Suitland Parkway can't be used by trucks?

Dud Bayliss: No.

Herbert Evison: Is that so? I didn't realize that.

Dud Bayliss: We got them off of the parkway. It took a lot of doing to get Harry Thompson to agree to put up signs saying, "No Trucks Allowed." He was very fearful of the results, you know, that we'd hear from the congressmen and senators, etc. He put up the signs and there wasn't a bit of uproar about it.

Herbert Evison: Wasn't there a good deal of protest from the Maryland Highway Department over having a parkway, part of which would be open to trucks and then they'd be thrown off?

Dud Bayliss: Oh, yes. The Baltimore-Washington Parkway was the one over which all the difficult arose. Finally, the Park Service held firm and got the trucks off from the Federal end of it. The trucks are still using the other end of it.

Dud Bayliss: Well, those projects were started so we had a pretty good program. There were seven active projects and the C&O Canal Parkway had been authorized. A survey was made, and a favorable report was made by the Park Service and the Bureau of Public Roads. The State of Maryland actually appropriated $300,000 to buy the land. And here was the land money all ready, but there was quite a bit of sentiment against it in the higher places.

Herbert Evison: Not only sentiment but pressure.

Dud Bayliss: Yes. And so, nothing was started on that project. Finally, the project was restudied in the '50s. A committee was appointed, and it was restudied. The whole committee didn't vote for this because I was one of them. And there were others, like Harry Thompson, who were in favor of the parkway. Others on the committee were Ben Thompson and John Doerr. Of course, the was a representative from the Bureau of Public Roads. His name was Elmer Tarwater, a highway engineer, and he was in on the study group. Then there was somebody from the Fish and Wildlife Service.

Herbert Evison: Was anybody on it from outside the government at all? People like Zahniser or any of those opponents?

Dud Bayliss: No, this was a study group and it was done at Director Wirth's request to restudy it and see what the group recommended.

Herbert Evison: He had been feeling the heat.

Dud Bayliss: I guess so. There were three I guess that voted against the parkway and two for it. They didn't count the Bureau of Public Roads vote, which of course, was for it, too. Connie decided after the group's recommendation that it would be better to develop it as a national historical park or something of that nature, rather than as a parkway. You know one of the things that they all said was, "We don't want to destroy the canal." Well,

there is only about a quarter of that canal that is feasible to rewater; that is to rebuild, put the water back in and keep it as a canal, because it has washed out so many times in past years. That's why the Canal Company went broke.

Dud Bayliss: At those places where it was possible to rewater the canal, everybody, including the Bureau of Public Roads and the Landscape Division of the Park Service, was in favor of keeping those sections as canal exhibits and finding location outside the canal lands proper for the roadway. But on those sections where it was not feasible to restore the canal and they did offer possibilities for road construction, that was a good place for the road because you'd get a good scenic location right on the river. So, I still think it would have been possible to save those portions of the canal that could be saved and develop a beautiful water-level parkway all the way from Cumberland, Maryland, to Washington, D.C.

Dud Bayliss: But anyway, by this time, of course, the state money was reappropriated to something else. We could have had the land that was needed for the parkway and for the canal development with the money that the State of Maryland had appropriated. Now it's been declared a national historical park, and now they've got to get land acquisition money and all that. Maybe chance to get the land and then we could decide how much of it we wanted to keep as canal exhibit and how much could be devoted to the parkway. All those parkway projects were going on and that's been my work for many years.

Herbert Evison: One phase of the work of your office that I think ought to be on the record – I think if there was any office in the Park Service where I could go and get up-to-date information about a whole variety of phases of work, it was yours. I think your office probably had to keep more closely current with such matters as state expenditures, acreage acquired, Park Service appropriations, contracts under way and what the status of them was, all a tremendous variety of things that you had to be able to answer questions about practically that quickly.

Dud Bayliss: Well, we did because there were so many states involved and all these senators and congressmen who had to know everything right now, just as you say, and then, too, for budget hearings and for the Director's information. Somebody would come into his office and he'd call me up there and say, "We want to know what's happening right now about this contract." We kept a very good record of everything.

Herbert Evison: I don't know of any activity comparable to that in which it was necessary to have so much information right at your fingertips.

Dud Bayliss: Well, we did. Every year you'd have to get up a program for the next year so you'd have to know how much land you could figure on. Otherwise, you wouldn't spend the money in the current year.

Herbert Evison: Did you usually appear at hearings before the Bureau of the Budget in connection with parkway items?

Dud Bayliss: Well, I usually accompanied the Director and the Finance Officer. I'd be there to answer questions, if necessary.

Herbert Evison: Would that be the same for appropriations hearings before the committee?

Dud Bayliss: Yes, I'd be there. Sometimes I'd have to answer a few questions and sometimes I wouldn't. I had my book with all the records.

Herbert Evison: You were the standby.

Dud Bayliss: It was enjoyable work, although it was touch and go many times to know just how you were going to get along, you know. And I can remember many of these members of Congress were not the easiest people in the world to get along with. John Rankin, who was the representative from the Tupelo area in Mississippi, was a "fireball." He was chairman of the Veterans Committee in the House. He was a little fellow with a big shock of long white hair. He'd get me up there and just give me the devil because we weren't doing more work in his district. That's all he was interested in. He didn't give a damn what happened either side or in the State of Tennessee or in Alabama, just in his district in Mississippi. He was hard to convince that we should put a little money on the Natchez Trace Parkway into these two states, that they had congressmen who were just as much interested.

Herbert Evison: Now in connection with the Natchez Trace Parkway, you mentioned the fact that when work started on that Ed Zimmer was in charge. I had forgotten that, frankly, but I know that for years and years the guy in charge was Mac Gardner.

Dud Bayliss: Oh, yes. This is a phase that I should say a few words about. As soon as the Park Service began to acquire sections of the parkway land, then it became a problem of administration, you see. So, you had to have rangers to patrol the lands and you had to have a superintendent to administer the area. And it kept expanding all the time, so Mac Gardner became the superintendent of the Natchez Trace Parkway. He had been the historian assigned to it in the early days, so he was quite familiar with the whole history of it.

Dud Bayliss: At first Stan Abbott was the acting superintendent of the Blue Ridge Parkway, and he wore two hats – the superintendent's hat and his hat as

landscape architect. So, he was in both offices until World War II came along. When he came back, Sam Weems had been promoted to superintendent. Sam Weems had been assistant superintendent.

Dud Bayliss: The Foothills Parkway was under the administrative direction of the superintendent of Great Smoky Mountains National Park.

Herbert Evison: Not a separate superintendent for it.

Dud Bayliss: No. And, of course, these parkways around Washington were all under the superintendent's office and then the regional office.

Dud Bayliss: The most recent development that I think might be interesting is that in recent years the Park Service has made studies for several new parkway proposals. One of them is the extension of the Blue Ridge Parkway in North Carolina and Georgia to the vicinity of Atlanta, in the general vicinity of Kennesaw Mountain National Battlefield Park.

Dud Bayliss: These reports were made by the representatives from the parkway office working with the Bureau of Public Roads engineers. We were fortunate enough to get the services of "Obie" Obenschain of the Bureau of Public Roads, and Bill Cron who was the engineer in charge of work down in the Smokies for many years.

Herbert Evison: Yes, I remember him.

Dud Bayliss: He was assigned to the Great River Road, the Mississippi River Parkway study.

Dud Bayliss: Everybody called Obenschain "Obie." He was a fine parkway engineer. He had a lot of experience on this Mississippi River Parkway study after Bill Cron took on another job. Obenschain has worked very closely with our representatives, among them Wally Johnson, landscape architect. He and Earl Disque were assigned to the Mississippi River Parkway study. Earl has since gone over to the Bureau of Public Roads and I think he's retired now.

Dud Bayliss: My principal assistant was John F. Delay, a very fine landscape architect. He worked very closely with me for many years on the programming and the office work in Washington. He's been just a strong right arm on everything and had very good landscape architectural training. So, I had these three men working for me along with clerical help. And that was the Parkways Division.

Dud Bayliss: I remember when I first started on this parkways work Tom Vint told me, "I can't give you much money, but I'll give you a good title. You can be Chief of Parkways." And I've had that title ever since, for 30-some years.

Dud Bayliss: The Blue Ridge Parkway extension legislation was enacted in 1968. It was to provide a new connection to the parkway from the vicinity of Atlanta largely through national forest lands.

Herbert Evison: Has the point been determined where it will join the present?

Dud Bayliss: Oh, yes. It comes right in near Tennessee Bald where the Blue Ridge Parkway makes almost a right angle turn north and starts toward the Cherokee Indian Reservation. At that point the extension into Georgia would take off—

Herbert Evison: Very near the southwestern end of the park then.

Dud Bayliss: Yes.

Herbert Evison: It's quite a distance over from Asheville.

Dud Bayliss: Yes, it's quite a ways west of Asheville. It's about halfway to the Smokies. It's very spectacular country in there. The Black Mountains and the Plott Balsams and Tennessee Bald are all beautiful mountains. Our report was in favor of that. I did quite a little work on these reports myself. Ed Abbuehl was the landscape architect assigned on that proposal because of his familiarity with the Blue Ridge location. He would write up the location part of the report and I would usually take on the rest of it, the recommendations, the scenic areas that would be available en route, and that sort of thing, and all the economics. We'd get the Bureau of Public Roads to review the report before it was recommended.

Herbert Evison: What mileage would there be to that extension, Dud? Do you remember?

Dud Bayliss: Yes, I've got it right here. It would be 190 miles. It's longer than you think.

Herbert Evison: Two-fifths of the distance of the old parkway.

Dud Bayliss: Yes. Beech Gap is where it takes off in North Carolina to a point on Interstate Route 75 and U.S. 41, north of Marietta, Georgia.

Herbert Evison: Has anybody estimated what it's going to cost to build this extension?

Herbert Evison: Oh, yes. That's part of one of the very first items in there, $72,778,000.

Herbert Evison: Now that's an interesting figure. As I remember it, building of the parkway between the two parks has cost right around $100,000,000.

Dud Bayliss: I don't know whether they've got to that figure yet, but it's in that neighborhood of what it will cost.

Herbert Evison: It's interesting for an estimate of an extension of two-fifths of the length that the expected cost of it is going to be about three-quarters.

Dud Bayliss: Well, that's economics. That's the facts of life.

Herbert Evison: The hard facts of inflation.

Dud Bayliss: It just shows how fortunate we were to get so much of the Blue Ridge Parkway and the Natchez Trace constructed when we did. It's true there's quite a variation now. Well, you know what's happened to the dollar.

Dud Bayliss: Another study that was made quite recently, February 1964, was the proposed Allegheny Parkway which would roughly parallel the Blue Ridge Parkway or portions of it through the Allegheny Mountains, which is the range beyond the Blue Ridge range. Here's the Blue Ridge range. There's Smoky Mountains Park there. The Allegheny Parkway would take off at Harpers Ferry and run over to the Allegheny front, they call it, and climb up on top and then thread through the mountains all the way down to Cumberland Gap National Historical Park. And the distance of that is 632 miles, so it's a little over a hundred miles longer than the Blue Ridge Parkway.

Dud Bayliss: That is a very interesting proposal, too, because you get a lot of the same sort of scenery that you get on the Blue Ridge Parkway, but then you get into really big mountain range country. The mountains are bigger and higher. There's quite a lot of interesting history you go through and quite a little national forest. And then you connect up these national historical parks. You tap Cumberland Gap National Historical Park, and Harpers Ferry National Historical Park where it starts at the other end is an interesting area.

Dud Bayliss: We finished that report and that was favorable, but the Bureau of the Budget would just not let us release it. You see, both of these came along in the early days of our current conflict. Every time there's an armed conflict, the parkway program just takes a back seat. To this day, the Bureau of the Budget has never allowed this report to be officially transmitted to Congress. They just put their thumbs down on it. Part of it was the cost. This was going to run to $210,000,000 – 632 miles. They don't like to see anything proposed of that magnitude. Well, they just don't want anything started or even thought of. So that has been held up.

Dud Bayliss: Our latest study that we finished just before I retired was the Cumberland Parkway which would connect up the Blue Ridge and Natchez Trace Parkways by means of a parkway road from the Foothills Parkway, actually outside the Smokies up to Cumberland Gap where it would hit this Allegheny Parkway and then would cross through the State of Kentucky close to Mammoth Cave National Park, and on down to connect up with the Natchez Trace Parkway in the vicinity of Nashville. Our study disclosed that that would be a wonderful parkway location through there

because you'd get a lot of this bluegrass country, you'd get Mammoth Cave National Park and Cumberland Gap National Historical Park. And it would thereby make this a continuous national parkway all the way to Natchez you see, enabling a person to get on in the vicinity of Shenandoah National Park and go all the way to Natchez.

Herbert Evison: That I hadn't heard of before.

Dud Bayliss: I wrote the report. One of my first jobs after I left the Park Service was to write up the report on this.

Herbert Evison: Were you a reemployed annuitant?

Dud Bayliss: Well, I did it on a contract basis. I had about a 3-months' contract and I finished it up in that time, so I wasn't a reemployed annuitant. It was a contracted job, but I had prepared quite a little of that material before I retired. One of the proponents of it was Maurice Thatcher, who was so instrumental in getting Mammoth Cave legislation through, and a very wonderful man. I was fortunate enough to be invited to participate in his 100th birthday anniversary celebration last summer. I made a little talk on his conservation activities in behalf of Mammoth Cave National Park and Abraham Lincoln Birthplace National Historic Site. And then he has been a very strong advocate of this Cumberland Parkway for many years. In fact, he got the legislation introduced to authorize a survey, but it never got authorized. He did everything by the book. I mean he was not going to have us start a survey until he got some money for it, but he couldn't get the legislation through. Anyway, we made the survey on the same basis that we did the Allegheny Parkway study. We had the general authority under the 1933 Park, Parkway and Recreational Area Study Act and all we had to do was find a little money. So, the Park Service did, and we made the study and I wrote the report. And it's a very worthwhile project but the report has never been published. Secretary Udall when he was in office was a strong parkway man. I don't know whether you knew that or not.

Herbert Evison: Well, I knew in general.

Dud Bayliss: He took every opportunity to try to emphasize to the Senate hearings and the House committees and everybody that he felt more money should go into the parkways and not so much into highways. And he made quite a strong pitch for getting a lot of this highway money reallotted to parkway work.

Herbert Evison: Some of the Trust Fund money?

Dud Bayliss: Yes. Our office prepared a lot of maps and exhibits and so on, and this is one of them that shows the whole system over the entire country. It has the authorized parkways and then the immediate national parkways

development program would be the Allegheny, the Blue Ridge extension, and the Cumberland, which would largely connect up this whole range here. And then we had a study program recommended for studying these other national parkway projects like this George Washington Country Parkway which would come down from the southern end near Mount Vernon, run down along the river cross to Yorktown and connect up with the Jamestown-Colonial exhibit and then run back along the James River and over to connect up with the Blue Ridge Parkway which would give you what we call George Washington Country.

Dud Bayliss: Now Colonial Williamsburg was very much in favor of that project. Carlisle Humelsine came up and he had arranged an appointment with the President to advocate this parkway development because it would tie in Colonial Williamsburg, you see, with the whole parkway system. I remember Secretary Udall appeared at the meeting with the President and the Director. I went along with my book and this map. And we had another full-color map that showed this whole system. The Secretary had it on an easel there all ready to show the President the whole system you see, in addition to this George Washington Country Parkway which was just a part of it.

Dud Bayliss: When the President came in, he was late as usual. Humelsine went through this whole George Washington Country Parkway proposal with slides and everything. There just wasn't time and I don't think Secretary Udall felt that it was a good time to try to bring this whole system out, so he didn't.

Dud Bayliss: But he had in his mind at all times that he was going to get that across if he could.

Dud Bayliss: One of the things that he recommended that he went up and looked at himself was this proposed Chitina Parkway which would be up in Alaska and connect up with the Alaska Highway with some of the—

Herbert Evison: Some of the Saint Elias country?

Dud Bayliss: Well, I'm not familiar with it enough to know, but there's a tremendous mountain range up there which is very scenic. And this is another of Secretary Udall's favorite proposals, the Canyon Country Parkway, which would connect up a lot of the national parks there in the Southwest. Rocky Mountain Parkway is a tremendous project. And here is the Pacific Coast Parkway. We felt all we would need to do here would be to acquire some additional land along the existing Highway 101 above San Francisco. And then south of San Francisco you don't need to do anything there because this California Highway 1 is already practically a national parkway in its own.

Herbert Evison: Yes, that coastal highway.

Dud Bayliss: The State of California doesn't want to have anything to do with the national government on it, either. Out here in the Sierras it looks like they're not up on top but in the foothills. I went out there and looked at this, and there is a forest road up on top which has a beautiful scenic location. There's no point to disturbing that. Down lower on the slopes of the Sierras it looks like it would be a good location for a scenic parkway through there, but not get up where the Sierra Trail is. Heaven forbid! All these other proposals would come along. This is the Prairie Parkway that Raymond Gregg, who was with the Midwest Region for so many years, went out and looked into. Here's Lake Superior Parkways and Ozarks Parkway.

Herbert Evison: The extension of the Natchez Trace Parkway clear over to Brownsville.

Dud Bayliss: Over into Mexico. And then here is the Rio Grande Parkway that would connect on. This is the Lincoln Trail Parkway. And this is the Ohio River Parkway, Tennessee River Parkway and the Appalachian Parkway, which we made studies of way back in the '30s. And FDR said, "No, he didn't want to do anything about it until further studies were made." So that remained in limbo. But that still looks good and would take in this Green Mountain Parkway and then run on up into Maine.

Herbert Evison: You know, it's interesting to look at that map and compare it with a highway system map. Parkway locations are where you find them.

Dud Bayliss: That's right.

Herbert Evison: Highway locations are where you have to build them.

Dud Bayliss: Yes, that's right. So, all of these would be made accessible, one to the other by the highway system.

Herbert Evison: Yes. Dud, there are a couple of points I would like to get back on with you. In connection with the Blue Ridge Parkway, you mentioned a couple of questions that arose as to the routing of the parkway, first the one to Natural Bridge, then whether it would strike west and go into Tennessee and around that way or stay all the way in North Carolina. Now, down in North Carolina I happen to know there was a long moot and long quarreled-over section of the parkway and that was the part that goes around Grandfather Mountain. And I think you ought to put on the record here a little of what you recollect of that quarrel.

Dud Bayliss: Well, of course, the whole quarrel was with the owner, Hugh Morton, who owned the mountain. And the best location for the parkway that we figured out would be up high on the mountain to avoid going around one

of the principal knobs where the parkway location would have to skirt the outside of that and do an awful lot of scarring if it went at a low location. But if it went up higher, we could go through in a tunnel and we wouldn't need to go around Pilot Ridge. We went round and round with Hugh Morton about it because he owned what he called a mile high bridge and he had an access road going up to that bridge, and it took you out to a point where you could get a wonderful view of the whole countryside.

Dud Bayliss: I think he felt that if we got up as high as we proposed it would take away from that scenic attraction of this road and the bridge. I couldn't really understand any other reason why he fought it so hard, but we went round and round. He and Sam Weems got so they wouldn't talk to each other. Wirth went down there and went over it with the governor, two different governors, as I remember. Wirth was sold on the location that we had. It was the shortest and the most scenic and avoided damage, but we never could convince Hugh Morton.

Dud Bayliss: And finally, I was on one committee that went down there with Ed Abbuehl and we met with the representatives from the State Highway Department. And we pulled down a little from our location and decided that maybe we could go around Pilot Ridge if we'd do it very carefully and we would avoid one tunnel. We'd have to have one other tunnel, but it would keep the location a little lower. We tried that and as far as I knew that was going to be acceptable to Morton, but it turned out not to be. This was after I had retired that I found this out.

Dud Bayliss: And now they have finally settled on a location that will go around Pilot Ridge and will have the one tunnel. I don't know whether they've made any actual concessions to Morton about permitting him access through one of the bridges to get to this land which would be otherwise isolated on the mountain. I think they have finally agreed on a location there.

Herbert Evison: Yes, as a matter of fact, I think it's under construction now.

Dud Bayliss: Yes, some of it is.

Herbert Evison: I saw signs of it when we drove down past there 4 months ago.

Dud Bayliss: Well, that's good. That's been a sore point because it's only a distance of a few miles, 6 or 7 miles.

Herbert Evison: But it entails several miles of the most gosh awful driving to get around it on that old twisty road.

Dud Bayliss: On the Yonahlossee Trail. Well, that was the thing that it looked like for a while we were going to have to take and try to improve that. But it was going to cost so much to do it, and it would scar the country so much that

it would have been better to go up a little higher, which is what we're doing. And we're not getting the location that we started out recommending, but it's not going to be too bad. I think it's going to work out all right.

Herbert Evison: Another parkway study phase that you made one or two references to, that I think ought to be developed a little bit more in your parkway story, and that is what is ending up as the Great River Road, but that was proposed originally as the Mississippi River Parkway.

Dud Bayliss: Right, I should have mentioned that. I'm glad you brought that up. Well, that study was made in 1949 and '50. There was money appropriated to make it and it was limited to a 2-year study which meant a tremendous distance to cover, 10 river states, five on each side of the river. To try to make a study and a report on a parkway of that magnitude in 2 years was practically unheard of. Well, Stan Abbott was made the landscape architect in charge of that. He had assigned to him Earl Disque and Wally Johnson as assistants.

Herbert Evison: On both sides of the river.

Dud Bayliss: Yes. But it turned out that it just wasn't feasible to develop a new parkway route because so many highways and railroads had preempted the good locations. That has been an artery of commerce for so many years that there just was not high caliber scenic location where you would be anywhere near the river. So what turned out in that report was that it was recommended that it not be developed as a national parkway but that the 10 states develop on location which would be recommended by the Federal government, improving their own highways to parkway standards by the acquisition of additional lands to give them recreation features and their location, and some sections of new location which would be of national parkway standards.

Herbert Evison: Pure parkway.

Dud Bayliss: And could be because they wouldn't need to put trucks on that new parkway location. That's how it turned out and that's the way it's been progressing. Minnesota has been the foremost state in passing legislation authorizing acquisition of land. And they have bought land for several sections and are actually acquiring additional parkway land, and so on. Iowa has passed legislation and some of the other states, but they haven't done too much yet.

Herbert Evison: I remember in connection with that, a guy whom I first met long before I had ever heard of a Mississippi River Parkway proposal but who was a "ball of fire." When I first knew him, he was the president of the

Associated General Contractors. His name was A. P. Greensfelder and I am sure you must have had many contacts with him.

Dud Bayliss: He was a fine fellow, and he was the promoter of the whole thing and he kept it active for all these years. He was a retired contractor as you say, but he just would not let the Mississippi River Parkway proposal die. And there was an annual meeting every year, and they're still being held. I've attended many of them. He told them to get off their rears and get going on this plan before it was too late.

Herbert Evison: Is Greensfelder still alive?

Dud Bayliss: No, he died. I'd say it was 10 or 12 years ago. I don't know whether you ever met Colonel White, the man who succeeded Greensfelder.

Herbert Evison: No.

Dud Bayliss: He was the state director of the Louisiana portion. Each state elected their own executive officer on this Mississippi River Parkway Planning Commission. Colonel White became "pilot" as they called him and he's been quite active, too, but Greensfelder was really the sparkplug and kept everything going. In fact, he got the money appropriated for the report. It was a tremendous undertaking. I'll tell you, Stan Abbott, Wally Johnson, and Earl Disque did an awful lot of leg work for the Park Service on it.

Herbert Evison: I'll bet they did.

Dud Bayliss: Of course, Pryor and his crew of engineers were running up and down the line there. I went out on several trips to see sections of it.

Herbert Evison: To me, you know, one of the most interesting elements was one that you mentioned and that is the use of photogrammetry, stereoscopic, aerial vertical views of terrain. And nothing about it is more remarkable to me than the ability from those actually to arrive at elevations.

Dud Bayliss: Oh, you can. You can put your pencil on there and you can follow, just looking through the stereoscope you can put down land boundaries and everything. Wally Johnson was an expert at that. And you could put down a road location that will maintain the right grade you know. It's a tremendous work saver. You can see the roads that you have to cross, and you can decide right where to cross them.

Herbert Evison: I will bet that Stan Abbott, thinking of all the leg work that he did in the early days on the Blue Ridge Parkway, often wished that he'd had that back in 1933.

Dud Bayliss: Especially when they found these maps. These Geological Survey maps were way off. You know, the whole mountain range would be over further

than it was shown because the maps were so old. They just had been surveyed but not brought up to date. I have a few things here I'll just mention. I'll leave this with you.

Herbert Evison: You bet.

Dud Bayliss: These are some of the parkway activities that I have been engaged in but more in the last few years. One of them was an article for the Traffic Quarterly magazine. I'll leave that with you. That was called "Planning Our National Park Roadways and National Parkways." It's marked in there. That was prepared in 1957. It included a lot of photographs. It's quite an interesting magazine.

Herbert Evison: You say I can keep this?

Dud Bayliss: Yes. That's marked "file copy." I've got other copies of it. You can keep it if you'd like.

Herbert Evison: I'm very glad to have it. I want to talk to you some about this after we get through taping.

Dud Bayliss: All right. Well, that was July 1957. Then I attended a symposium on Parkway Concepts and Principles at the Highway Research Board meeting in January 1961 and presented what the Park Service angle was on that with slides and photographs. There were others who were presenting state parkways. Oliver Deakin who was the landscape architect on the Garden State Parkway in New Jersey was there. It was an interesting meeting.

Dud Bayliss: I made an address and slide presentation on national parkways at the 43rd annual meeting of the National Recreation Congress in Detroit in 1961. Ben Thompson was on the program, too. In fact, he got me to go with him on it. And I gave at that, almost the same thing that t gave at the Highway Research Board meeting. Then I was one of three Park Service representatives attending the Second World Congress in Public Park Administration in London in early 1962. Sutton Jett and Al Edmunds from the Northeast Region also attended.

Dud Bayliss: The three of us were there and Sutton made the presentation. And then the two of us were there to answer questions, but we didn't have to answer any. It was a very interesting meeting because they had people from all over the world and they all had their earphones on so they could hear in their language and talk in their language and there'd be a translator.

Dud Bayliss: Then in 1964, there was a study made of Appalachia and I was a representative of the Park Service at all their meetings and discussions. And I got them to include in their recommendations that sections of the

Blue Ridge Extension and Allegheny Parkways would be constructed to connect up their regional road network.

Dud Bayliss: One of the other things I accomplished was to prepare this "National Parkways Handbook." I'll leave a copy of that with you. Of course, Wally Johnson, and John Delay and Earl Disque all worked on parts of that. I pulled it all together and got in all these parkway concepts and principles.

Dud Bayliss: "A Study of Scenic Roads and Parkways" was a continuing project for 2 years that was headed up by Dave Levin of the Bureau of Public Roads. Our division furnished him an awful lot of material and recommendations. And that was all incorporated in a big report that came out.

Herbert Evison: Yes, I have a copy of that report.

Dud Bayliss: We did an awful lot of work on that. Then I attended this White House Conference on Natural Beauty. I served as a staff on the Scenic Roadways and Parkways panel, and Senator Fred Farr of California was the chairman. Director Hartzog was on it; Dave Levin; Kevin Lynch, Professor of MIT; Edward Michaelian, County Executive, Westchester County, New York; U.S. Senator Gaylord Nelson; and Mrs. Ralph Reynolds, the Executive Vice President of the California Roadside Council. That was an interesting meeting. It took a lot of work to get them all to write up statements for the panel and, then to come out with a panel recommendation. But I got the parkways into it.

Dud Bayliss: Then this National System of Scenic Parkways that I was telling about that Secretary Udall was so much interested in, involved a system of 14,394 miles throughout the U.S., including 31 separate existing proposed or potential national parkways. Then on the Cumberland Parkway I was in charge of the Park Service activities on the survey, and I prepared some special maps and wrote up the report after I retired. Then there was this Panama Canal Society meeting I told you about that was honoring Governor Thatcher's 100th birthday.

Herbert Evison: I don't think when you mentioned that that you identified it with his connection with the Panama Canal.

Dud Bayliss: Well, he was the first governor of the Panama Canal and he was instrumental in getting a lot of legislation through to benefit those Canal employees. He is a very wonderful man, and I was just so fortunate to have a few years of association with him. This Panama Canal Society was commemorating the 56th anniversary of the Panama Canal opening and his 100th birthday. And they had all these wonderful addresses. I'll leave you a copy of that too, if there's anything interesting you want to add to your file. Now that's about it, Herb.

Herbert Evison: Are you going to leave those with me?

Dud Bayliss: I'm going to leave this with you. I'd like to pick up some of this material.

Herbert Evison: Good. It's a fine checklist. We are just about at the end of this tape. I'm going to want to talk with you some afterwards but I think we'll end it now with a very warm "thank you" for coming all the way in here for what is really a wonderful record on tape, Dud.

Dud Bayliss: It isn't complete.

Herbert Evison: There's lots of interesting background on it though that you won't find in any official reports.

Dud Bayliss: Right.

Herbert Evison: In my book it's a very valuable addition to these tapings that I've been making, and I'm immensely obliged.

Dud Bayliss: I think you're doing a wonderful job doing this.

[END OF INTERVIEW]