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National Park Service  
Cultural Landscapes Inventory



Appalachian Trail - South District  
Shenandoah National Park

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## Inventory Unit Summary & Site Plan

### Inventory Summary

#### The Cultural Landscapes Inventory Overview:

##### CLI General Information:

##### Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

##### Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

### **Inventory Unit Description:**

The Appalachian Trail – South District in Shenandoah National Park (NP) is one of three component landscapes, together with the North District and Central District, that comprise the 103-mile long Appalachian Trail (AT) landscape within the 196,000-acre Shenandoah NP. The portion of the AT in Shenandoah NP is part of the 2,175-mile trail that follows the Appalachian Mountains from Georgia to Maine as conceived in 1921 and developed and opened as a continuous trail in 1937. The South District includes forty-five miles of trail from Swift Run Gap, accessed from Skyline Drive at Milepost (MP) 65.5 and the junction of Route 33 (Spotswood Trail), to the trail's end in Shenandoah NP at MP 105.4 at Interstate 64 and Route 240 at Rockfish Gap. From the northern end of the South District, the AT continues for another fifty-eight miles through the Central and North Districts to the AT's entrance to the park at Possum's Rest.

The study boundaries of the CLI for the Appalachian Trail (AT)–South District include a twenty-foot wide corridor, ten-feet to either side of the trail's centerline. This distance was selected because it generally encompasses the constructed features associated with the trail such as retaining walls and signs. Features beyond this corridor were inventoried if they were associated with the construction of the AT, were easily viewed from the trail, or if they were part of the hiking experience (i.e. shelter or view). The trail corridor intersects Skyline Drive, numerous named side trails, and unnamed spur trails that lead to Skyline Drive overlooks, parking areas, rock outcrops, and views. Other trail junctions provide access to historic and non-historic cabins for day or overnight use.

### **History Overview – South District:**

This area of the Blue Ridge Mountains was known and used by Paleo-Indians for many centuries, with the first human presence beginning about 6,000-7,000 years ago, sometime after the last Ice Age. The first recorded European exploration of the area took place in 1669. After the arrival of European settlers, the local Native Americans were dying of introduced disease, and by 1800 they had disappeared completely or had moved away (Resource Management Plan, 1998:23). As the better farmlands were taken, the new settlers moved into the mountain hollows where they hunted, farmed, grazed livestock, and cleared the land of timber. Farming continued, including raising livestock, growing corn, and planting orchards but slowed during the droughts of 1929-1930. In 1926, Congress authorized Shenandoah NP in Virginia's Blue Ridge area to provide a large, western-type park accessible from the population centers of the East Coast.

In 1921, the idea of the AT was born when Benton MacKaye published "An Appalachian Trail: A Project in Regional Planning." It was a synthesis of ideas of the recreational movement and growing interest in regional planning and ignited a volunteer effort to build the AT from Georgia to Maine. MacKaye organized and convened the Appalachian Trail Conference in 1925, which later became the Appalachian Trail Conservancy. In 1927, the Potomac Appalachian Trail Club (PATC) was organized by Myron H. Avery, and in 1928 construction of the AT in Shenandoah began (Lambert, 1979:159). By 1930, the last portion of the AT in Shenandoah NP was completed and its alignment generally followed the ridgeline in a north-south direction.

In 1931, the construction of Skyline Drive along the ridgeline in Shenandoah NP began, and between



1931 and 1938 the PATC worked to rebuild portions of the AT that were supplanted by the drive. In 1933, the Civilian Conservation Corps (CCC) arrived in Shenandoah to work on the drive, the AT relocations, and other projects. The CCC improved old roads for the trail and constructed new trail using the National Park Service (NPS) Rustic style design guidelines, often employing stone retaining walls and trail edging to support the trail bed. The CCC also built stone and log cabins and shelters, and developed compatible yet more modern zinc-banded concrete trail markers. With the entry of the United States into World War II, the CCC was disbanded and park visitation slowed, although hiking continued. After the war, recreational interests increased nationwide and visits to the park rose along with hiking of the trail.

In 1956, NPS Director Conrad Wirth launched the “Mission 66” program, which anticipated high use of the parks, and planned improvements and expansion of facilities accordingly. In Shenandoah NP, a new highway overpass was constructed at Route 211 in 1960-61 and this area of the AT was relocated west. Visitation to Shenandoah NP and hiking the AT continued to increase in the 1970s, but the trail was showing signs of wear after so many years of heavy use. It had become more enclosed with vegetation, and erosion had changed the pitch on the trail bed requiring interventions such as log water bars.

Visitation was also on the rise on the entire AT. Recognizing the ever-increasing outdoor recreational needs of an expanding population and the promotion and preservation of outdoor areas and historic resources, President Lyndon B. Johnson signed the National Trails System Act in 1968 designating the entire AT as the first National Scenic Trail on the East Coast. At this time, the PATC became a partner of the NPS. Developmental pressures also began to emerge along the trail. In 1978, President Jimmy Carter signed the Appalachian Trail legislative amendments (Foster, 1987:149). These laws provided new tools and funding for land acquisition and additional lands were acquired along the trail corridor. That same year, the Appalachian National Scenic Trail was designated as a unit of the National Park System.

In 1981, the NPS Appalachian Trail Comprehensive Plan was developed and outlined how the AT was to be managed and maintained in light of its growing use and various outside pressures. In 1983, the Appalachian Trail Conference and the PATC entered into a cooperative agreement with the NPS for the management of the AT in Shenandoah NP. The gypsy moth epidemic of the 1980s and the start of the hemlock woolly adelgid infestation of the 1990s changed the character of some portions of the trail as trees succumbed to the diseases, leaving behind open areas and changing the scenic views.

Significance Summary for the Appalachian Trail—North, Central, and South Districts:

The AT in Shenandoah NP is significant under Criteria A and C in the areas of landscape architecture, architecture, community planning and development, politics/government, and entertainment/recreation. Under Criterion A, it is significant for its association with the early regional planning effort to establish a linked pedestrian greenway corridor on the East Coast. It also derives significance for its role in the history of park development to develop national parks for public enjoyment and to preserve natural features and scenic areas, by creating a pedestrian spine which parallels, both conceptually and geographically, the vehicular spine of the Skyline Drive. Under Criterion C, the AT is significant as an

example of trail design and methods of construction established by the NPS and implemented by the CCC. Now known as the NPS Rustic style, its principles and practices endeavored to harmonize development with the natural environment and enable the visitor to experience scenic features and views.

The period of significance for the AT in Shenandoah NP is from 1928 to 1942. In 1928, the PATC, made up of volunteer members, began construction of the trail in Shenandoah NP, which had been authorized as a national park in 1926 but would not be fully established until 1935. The period extends until 1942, encompassing the completion of the AT by the PATC in 1930; the relocation and reconstruction of portions of the trail caused by the building of the Skyline Drive, done by the CCC using NPS trail design and construction methods from 1933 to 1938; and the completion of the trail refinements by the CCC as the program came to a close, they disbanded, and the United States entered World War II. Today, the AT in Shenandoah NP retains sufficient integrity to convey its fourteen-year period of significance.

**Integrity Summary – South District:**

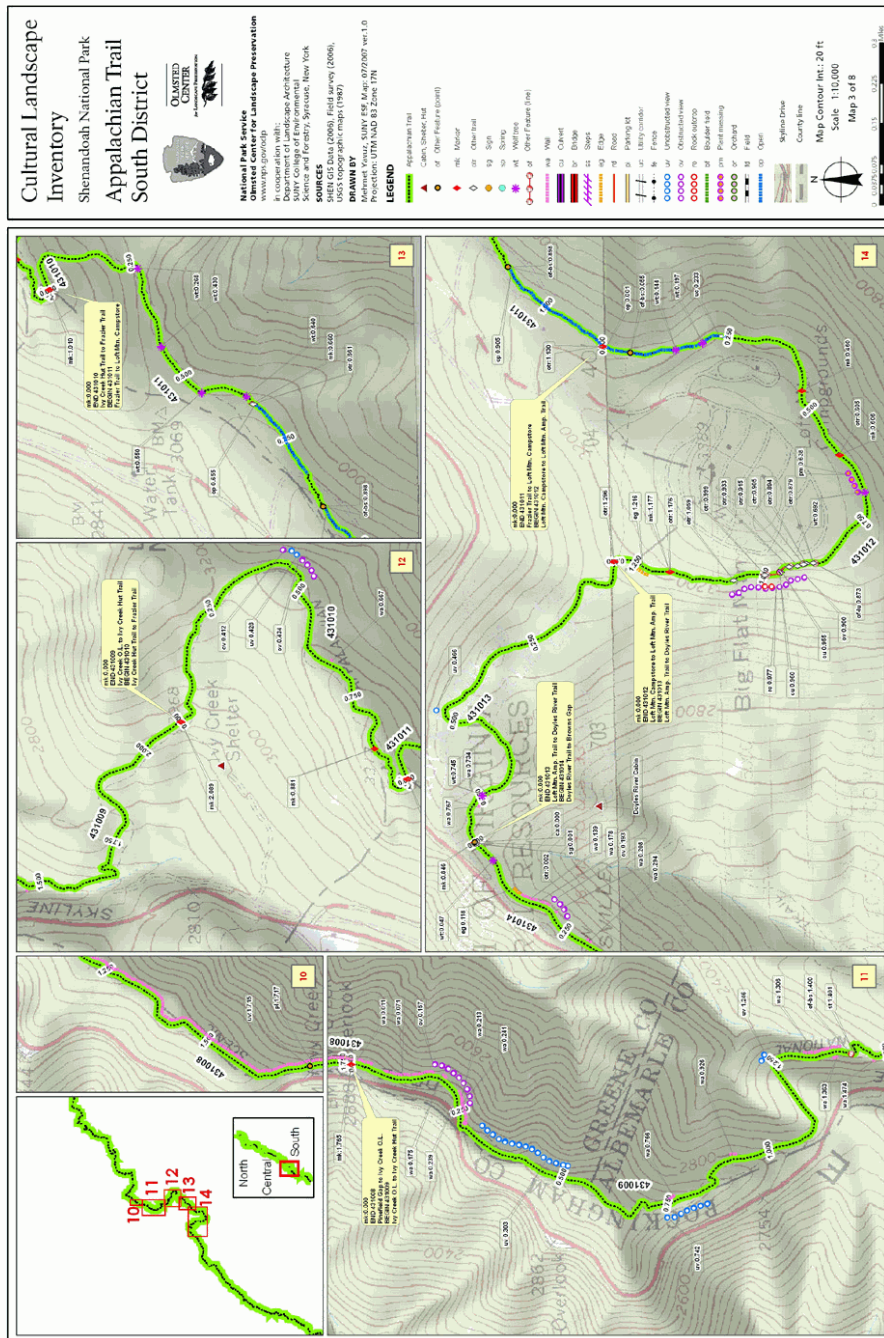
The AT–South District in Shenandoah NP retains the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The AT still travels a north-south alignment over the ridgeline although there have been some realignments since the historic period. The trail continues to display the harmonization of NPS Rustic style design elements with the natural character, and overall there are few modern intrusions along the trail corridor. Materials have been maintained, are evident in the constructed features, and are generally in good condition. Although the trail is more wooded today than it was historically and views are more limited, the feeling and setting of a wilderness trail are still intact, as originally envisioned by Benton MacKaye. Lastly, there remains a strong association of the PATC, CCC, and the NPS with the AT.

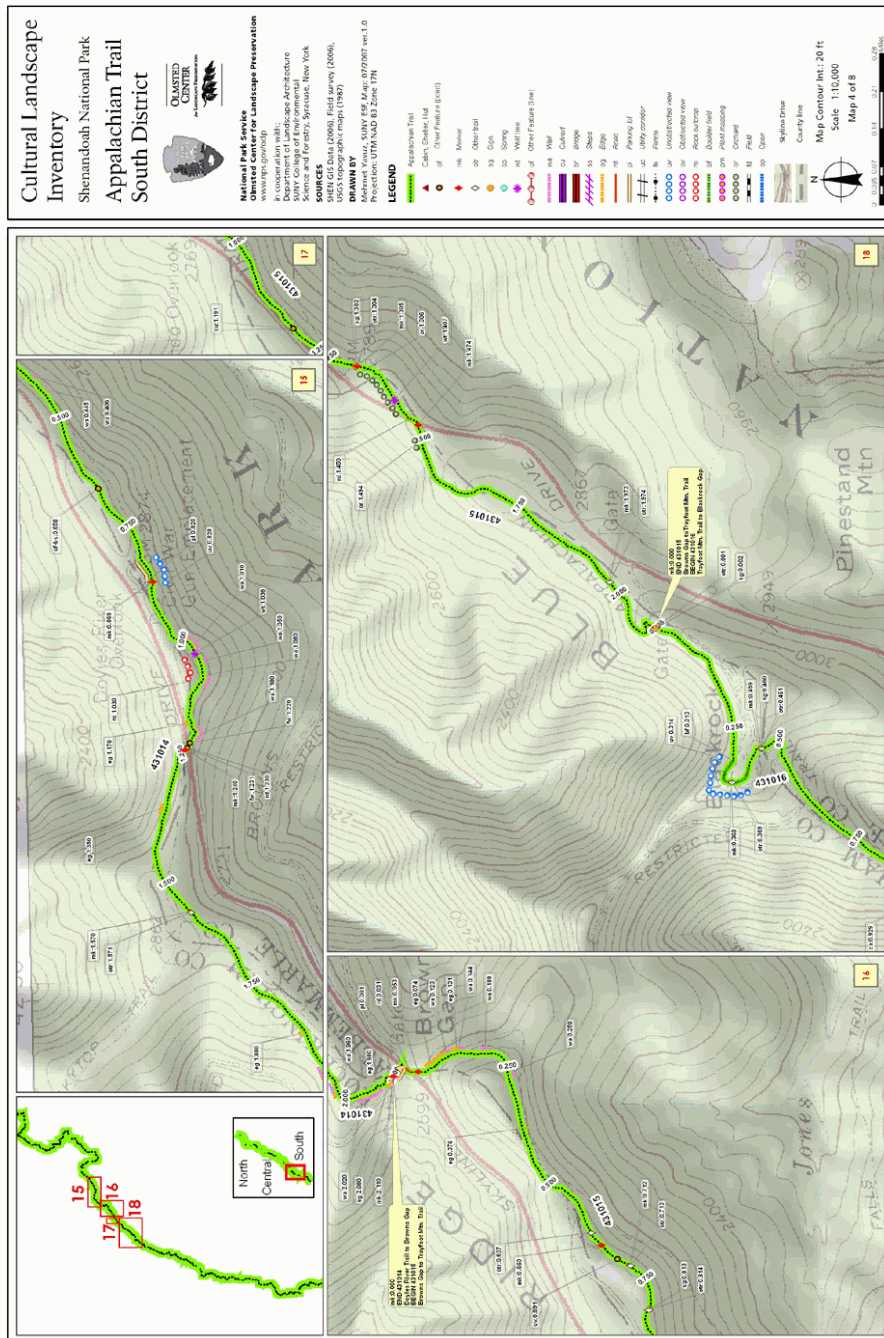




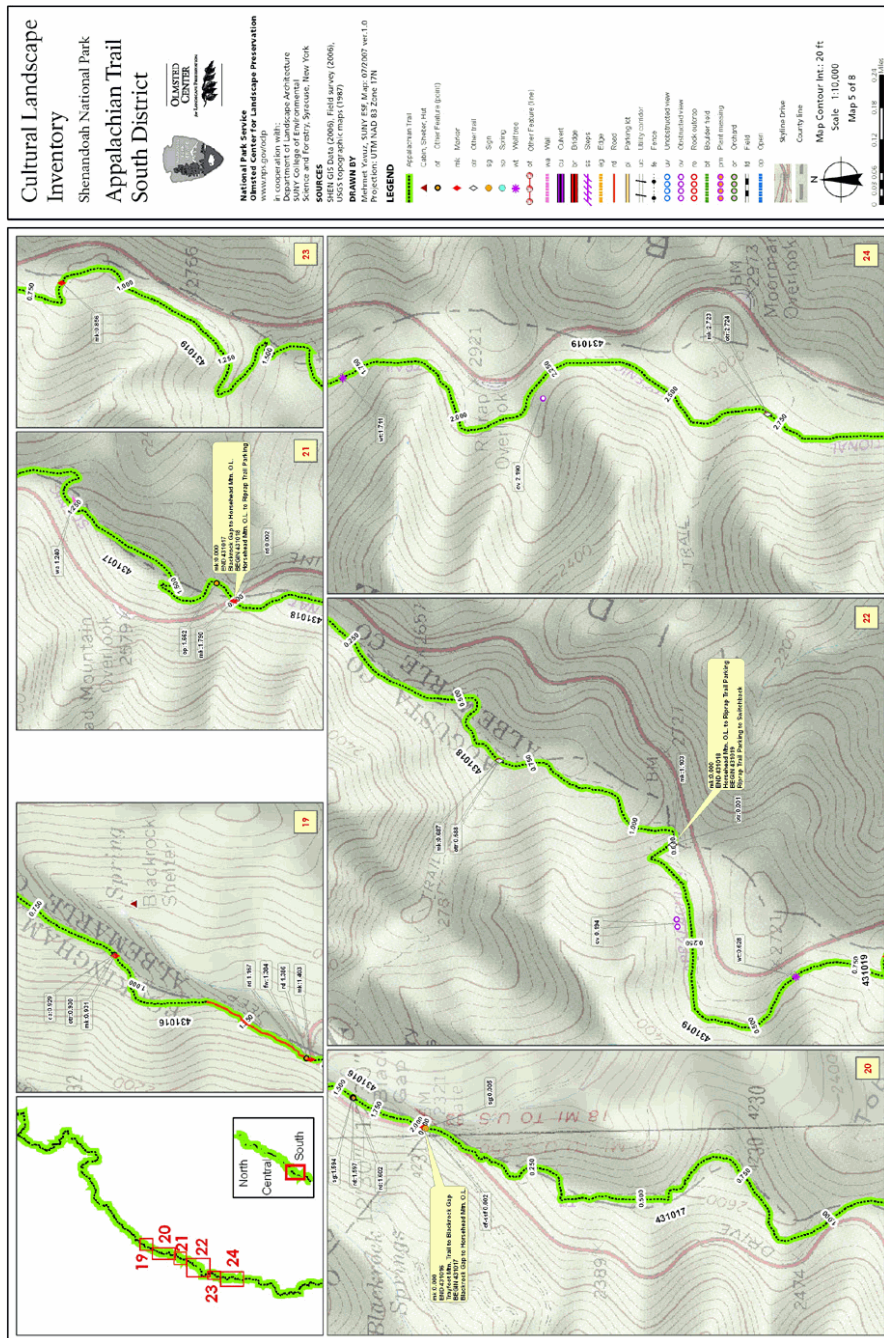


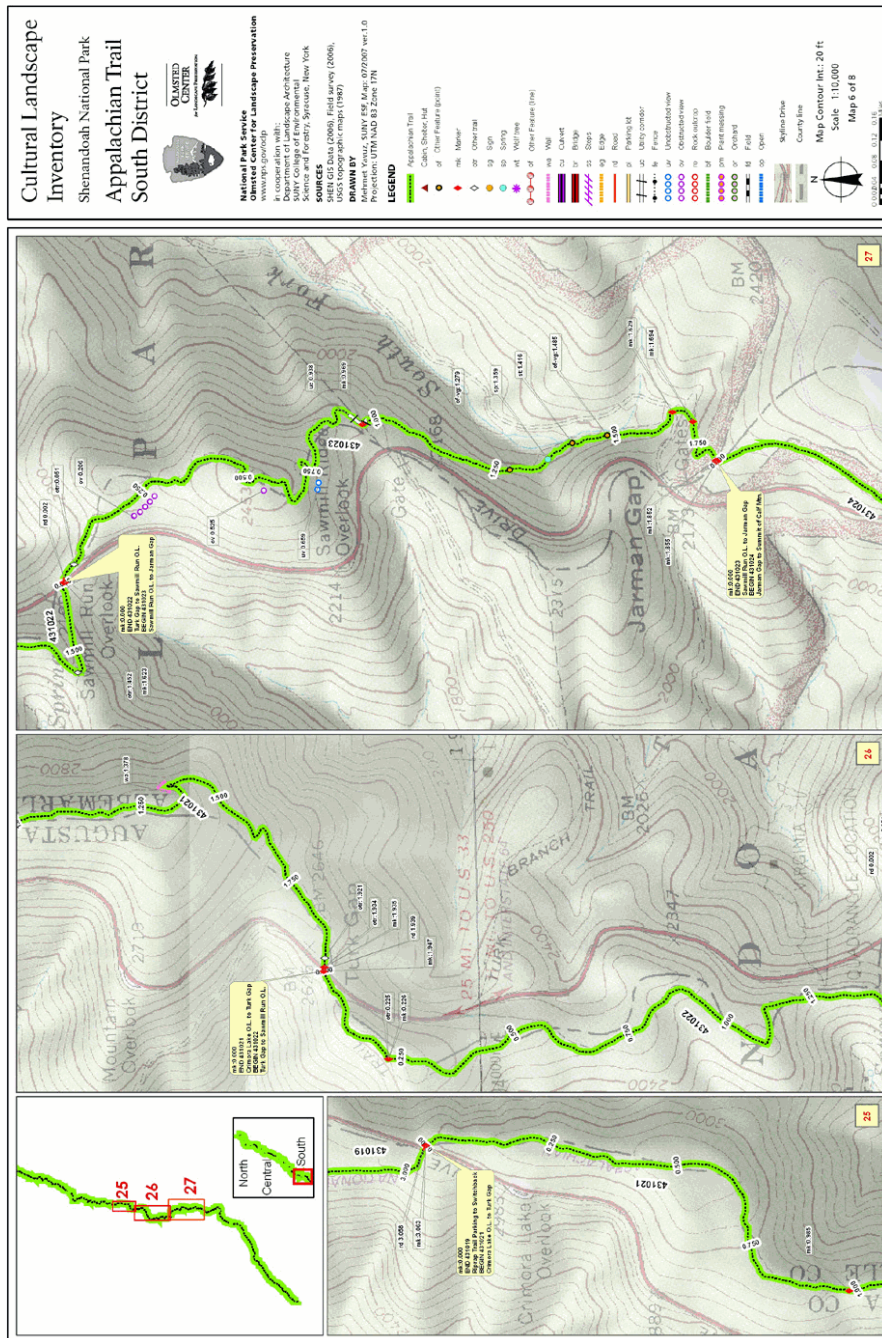
## Cultural Landscapes Inventory

















### Property Level and CLI Numbers

<b>Inventory Unit Name:</b>	Appalachian Trail - South District
<b>Property Level:</b>	Component Landscape
<b>CLI Identification Number:</b>	975390
<b>Parent Landscape:</b>	300129

### Park Information

<b>Park Name and Alpha Code:</b>	Shenandoah National Park -SHEN
<b>Park Organization Code:</b>	4840
<b>Park Administrative Unit:</b>	Shenandoah National Park

### CLI Hierarchy Description

The trail sections corresponding to the North District, Central District, and South District of Shenandoah NP are component landscapes of the 103-mile Appalachian Trail landscape in Shenandoah NP. The park also includes the following landscapes and component landscapes:

- Rapidan Camp landscape
- Headquarters landscape
- Mt. Vernon Iron Furnace landscape
- Skyline Drive landscape with component landscapes: Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles, Skyland, Simmons Gap, South River Picnic Grounds

## Concurrence Status

**Inventory Status:** Complete

### Concurrence Status:

<b>Park Superintendent Concurrence:</b>	Yes
<b>Park Superintendent Date of Concurrence:</b>	08/27/2007
<b>National Register Concurrence:</b>	Eligible -- SHPO Consensus Determination
<b>Date of Concurrence Determination:</b>	09/19/2007

### National Register Concurrence Narrative:

The Virginia Department of Historic Resources, Office of Review and Compliance concurred that the Appalachian Trail is eligible for listing in the National Register of Historic Places and with the categorization of the Appalachian Trail landscape features at Shenandoah National Park, as contributing, non-contributing, and undetermined.

### Concurrence Graphic Information:

Appalachian Trail - South District  
Shenandoah National Park

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CULTURAL LANDSCAPE INVENTORY  
CONCURRENCE FORM

Appalachian Trail-South District  
Shenandoah National Park

Shenandoah National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for the Appalachian Trail - South District including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Good

**Good:** indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

**Fair:** indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

**Poor:** indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for the Appalachian Trail-South District is hereby approved and accepted.

Chas Cartwright 8-27-2007  
Superintendent, Shenandoah National Park Date

*Concurrence Form from Shenandoah National Park.*

CULTURAL LANDSCAPE INVENTORY  
CONCURRENCE FORM

Appalachian Trail-South District  
Shenandoah National Park

The Appalachian Trail Park Office concurs with the findings of the Cultural Landscape Inventory (CLI) for the Appalachian Trail – South District, Shenandoah National Park, including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

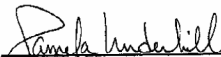
CONDITION ASSESSMENT: Good

**Good:** indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

**Fair:** indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

**Poor:** indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for the Appalachian Trail-South District is hereby approved and accepted.

  
Superintendent, Appalachian Trail Park Office

8/28/07  
Date

*Concurrence Form from Appalachian Trail Park Office.*

## Geographic Information & Location Map

### Inventory Unit Boundary Description:

The inventory boundary of the Appalachian Trail–South District in Shenandoah National Park (NP) is defined by a twenty-foot wide corridor, ten-feet to either side of the trail's centerline. This arbitrary distance was selected because it generally encompasses a majority of the constructed features associated with the Appalachian Trail (AT) such as retaining walls and signs. The boundary occasionally expands outward from the twenty-foot wide corridor to include features that were associated with the construction of the AT, were easily viewed from the trail, or were part of the hiking experience, such as a shelter or view.

The South District includes forty-five miles of trail from Swift Run Gap accessed from Skyline Drive at

Appalachian Trail - South District  
Shenandoah National Park

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Milepost (MP) 65.5 and the junction of Route 33 (Spotswood Trail) to the trail's end in Shenandoah NP at MP 105.4 at Interstate 64 and Route 240 at Rockfish Gap.

**State and County:**

**State:** VA  
**County:** Albemarle County  
**State:** VA  
**County:** Augusta County  
**State:** VA  
**County:** Greene County  
**State:** VA  
**County:** Rockingham County

**Size (Acres):** 110.00

**Boundary UTMS:**

**Source:** USGS Map 1:24,000  
**Type of Point:** Line  
**Datum:** NAD 83  
**UTM Zone:** 17  
**UTM Easting:** 714,491  
**UTM Northing:** 4,248,338  
**Boundary Datum Other:** start point

**Source:** USGS Map 1:24,000  
**Type of Point:** Line  
**Datum:** NAD 83  
**UTM Zone:** 17  
**UTM Easting:** 687,986  
**UTM Northing:** 4,211,429  
**Boundary Datum Other:** end point

**Location Map:**



Appalachian Trail - South District  
Shenandoah National Park

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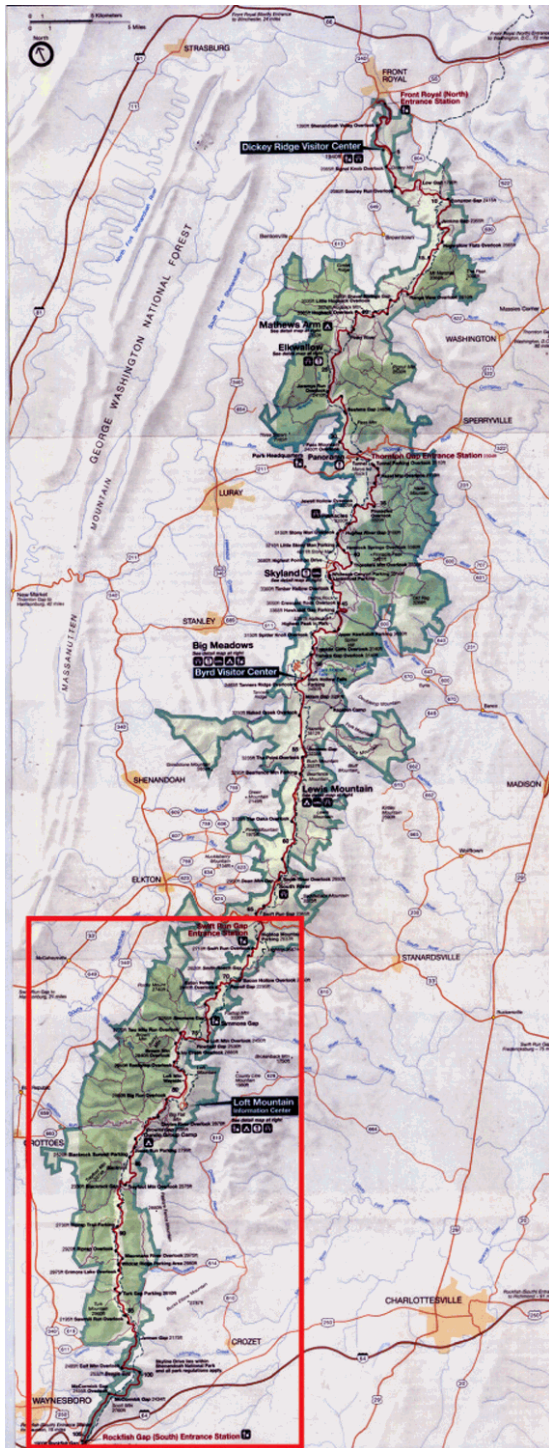


Figure 1: South District, Shenandoah National Park (NP) with Appalachian Trail (AT) (dashed green line) and Skyline Drive (red line). (Shenandoah NP, 2006 and State University of New York [SUNY], 2006)

**Regional Context:**

**Type of Context:** Cultural

**Description:**

The Appalachian Trail–South District is part of Shenandoah NP, where recreation is the primary cultural use. Part of the park includes many thousands of acres of federally-designated wilderness. In the surrounding region, tourism is a significant industry. Agriculture, particularly poultry production, is the main industry to the west, with convenient north-south access via Interstate 81 and Route 340. Suburban development from Charlottesville, VA dominates the east, with north-south access via Route 810 and east-west access via Interstate 64 and Route 250. The northern end of the AT–South District can be accessed from Swift Run Gap and the junction of Skyline Drive and Route 33, between Elkton and Stanardsville. The southern end of the AT–South District can be accessed from Rockfish Gap and the junction of Skyline Drive and Interstate 64, between Waynesboro and Charlottesville.

**Type of Context:** Physiographic

**Description:**

The Appalachian Trail–South District in Shenandoah NP is located along the ridgeline of the Blue Ridge Mountains in Virginia. The highest elevation on the AT–South District is at Hightop Mountain at 3,587 feet and the lowest elevation is at Rockfish Gap at the junction of Interstate 64 and Route 250 at 1,900 feet. The trail still follows much the same route as it did when first constructed between 1928 and 1938. It climbs Hightop, Roundtop, Weaver, Loft, Blackrock, and Calf and Bear Den Mountains (Appalachian Trail Park) and descends into the gaps of Swift Run, Smith Roach, Powell, Simmons, Pinefield, Browns, Blackrock, Turk, Jarman Beagle, McCormick, and Rockfish. Stone retaining walls constructed by the Potomac Appalachian Trail Club (PATC), Civilian Conservation Corps (CCC), and the National Park Service (NPS) allow portions of the AT to negotiate steep slopes.

Beginning in 1931, the construction of Skyline Drive, also along the ridgeline, necessitated relocating portions of the AT, and much of this work was undertaken by the CCC. The AT connects with Skyline Drive at seventeen points in the South District. The AT also intersects with networks of side trails built by the PATC and CCC that are still used by hikers to reach other high peaks and to follow descents into hollows along streams and waterfalls.

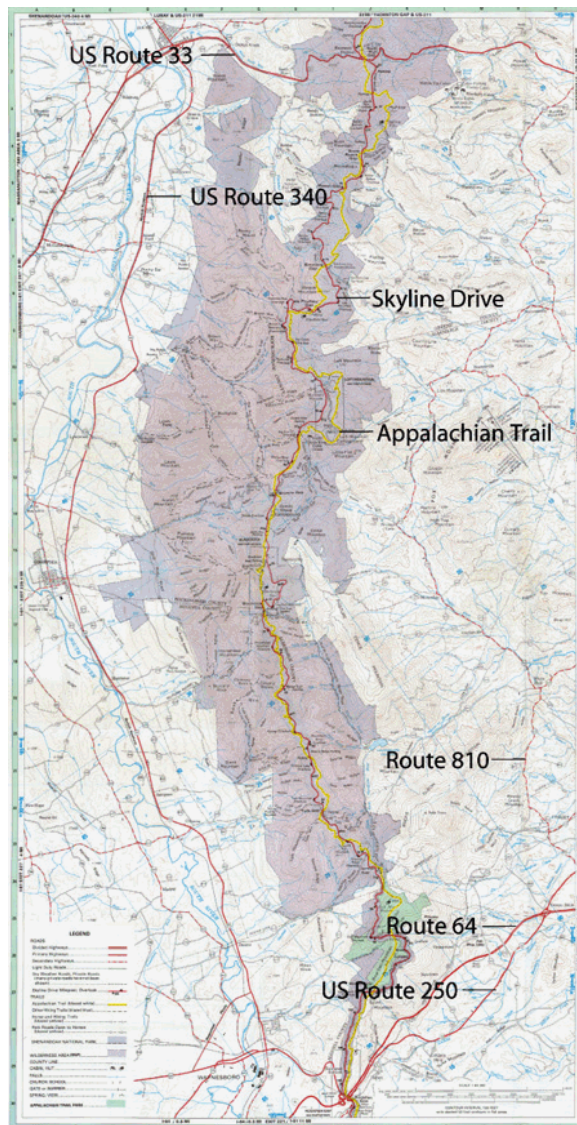


Figure 2: AT–South District in Shenandoah NP. Skyline Drive is in red, and the AT is in yellow. (Potomac Appalachian Trail Club, Map 10)

**Type of Context:** Political

**Description:**

The Appalachian Trail–South District is located in Albemarle, Augusta, Greene, and Rockingham counties in the Commonwealth of Virginia. Shenandoah NP is managed by the NPS and the AT–South District is cooperatively managed and maintained by the NPS and PATC.



Figure 3: Shenandoah NP is located in northwest Virginia. (Courtesy Great Outdoor Recreation Pages)

## Management Information

### General Management Information

**Management Category:** Must be Preserved and Maintained

**Management Category Date:** 08/01/2007

#### Management Category Explanatory Narrative:

The Appalachian Trail (AT) in Shenandoah National Park (NP) is nationally significant under Criterion A in the areas of regional planning and recreation, and under Criterion C for its design and construction and its association with National Park Service (NPS) Rustic style. According to the management category definitions, the AT–South District meets several criteria listed for “Must Be Preserved and Maintained”: the inventory unit is related to the park’s legislated significance and the inventory unit serves as the setting for a nationally significant structure or object.

## Agreements, Legal Interest, and Access

### Management Agreement:

**Type of Agreement:** Memorandum of Understanding  
**Expiration Date:** October 2004, under revision by ATPO

**Management Agreement Explanatory Narrative:**

Appalachian Trail Park Office (ATPO-NPS), Appalachian Trail Conservancy (ATC), Potomac Appalachian Trail Club (PATC), and Shenandoah National Park “4-way” (#MU-2490-99-008).

**Type of Agreement:** Other Agreement  
**Expiration Date:** February 2012

**Management Agreement Explanatory Narrative:**

“General Agreement Between Shenandoah National Park and Potomac Appalachian Trail Club for Maintaining Certain Trails, Huts, and Maintenance Buildings” (#G4840070001).

**Type of Agreement:** Other Agreement  
**Expiration Date:** August 2012

**Management Agreement Explanatory Narrative:**

“General Agreement Between Shenandoah National Park and Potomac Appalachian Trail Club for Trail Patrol and Ridgerunner Programs” (#G4840070002).

**Type of Agreement:** Cooperative Agreement  
**Expiration Date:** March 2011

**Management Agreement Explanatory Narrative:**

“Cooperative Agreement Between Shenandoah National Park and Potomac Appalachian Trail Club: Interpretive Demonstration Way Station, Primitive Cabins at Shenandoah NP” (#4840060004).

### NPS Legal Interest:

**Type of Interest:** Fee Simple

### Public Access:

**Type of Access:** Unrestricted  
**Type of Access:** Other Restrictions  
**Explanatory Narrative:**  
Reservations are required at the cabins.

## Adjacent Lands Information

**Do Adjacent Lands Contribute?** Yes

**Adjacent Lands Description:**

Adjacent lands contribute to the significance of the AT in Shenandoah NP as they are a key part of the viewsheds from the trail. Along the AT–South District, vegetation limits many views. There are broad views along the trail and open ledges as seen from Hightop Mountain and from the boulder fields of Blackrock. Over time, hikers have created short spur trails that lead to openings in the canopy or to rock outcrops.

## National Register Information

### Existing NRIS Information:

<b>Name in National Register:</b>	Skyline Drive Historic District
<b>NRIS Number:</b>	97000375
<b>Primary Certification Date:</b>	04/28/1997
<b>Name in National Register:</b>	Skyline Drive Historic District (Boundary Increase)
<b>NRIS Number:</b>	97001112
<b>Primary Certification Date:</b>	09/19/1997
<b>Name in National Register:</b>	Skyline Drive Historic District (Boundary Increase)
<b>NRIS Number:</b>	03001251
<b>Primary Certification Date:</b>	12/05/2003

<b>Significance Criteria:</b>	A - Associated with events significant to broad patterns of our history
<b>Significance Criteria:</b>	C - Embodies distinctive construction, work of master, or high artistic values

**Period of Significance:**

<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Expressing Cultural Values
<b>Subtheme:</b>	Landscape Architecture
<b>Facet:</b>	The 1930's: Era Of Public Works
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Expressing Cultural Values
<b>Subtheme:</b>	Landscape Architecture
<b>Facet:</b>	Regional Planning
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Creating Social Institutions and Movements
<b>Subtheme:</b>	Recreation
<b>Facet:</b>	General Recreation
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Origin And Development Of The National Park Service
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	The Great Depression And Conservation
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Scenic Preservation
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	The Conservation Movement Matures 1908-1941



<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Range And Forest Protection
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Wilderness System
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Historic Preservation
<b>Facet:</b>	The Federal Government Enters The Movement
<b>Time Period:</b>	AD 1928 - 1942
<b>Historic Context Theme:</b>	Shaping the Political Landscape
<b>Subtheme:</b>	Political and Military Affairs 1865-1939
<b>Facet:</b>	The Great Depression And The New Deal, 1929-1941

**Area of Significance:**

**Area of Significance Category:** Community Planning and Development

**Area of Significance Subcategory:** None

**Area of Significance Category:** Conservation

**Area of Significance Subcategory:** None

**Area of Significance Category:** Entertainment - Recreation

**Area of Significance Subcategory:** None

**Area of Significance Category:** Landscape Architecture

**Area of Significance Subcategory:** None

**Area of Significance Category:** Politics - Government

**Area of Significance Subcategory:** None

**Area of Significance Category:** Social History

**Area of Significance Subcategory:** None

**Statement of Significance:**

Within all three districts of Shenandoah NP, the AT is significant under Criteria A and C in the areas of landscape architecture, architecture, community planning and development, politics/government, and entertainment/recreation. It is significant under Criterion A for its association with the early regional planning effort to establish a connected pedestrian greenway and recreational corridor on the East Coast. The AT also derives significance under Criterion A for its association with the twentieth century movement to develop national parks for public enjoyment, to conserve natural features and scenic areas as public parks, and develop natural areas, including sub-marginal lands for public recreational use. The planning and building of the AT was significant in the history of the park's development, creating a pedestrian spine that paralleled, both conceptually and geographically, the vehicular spine of the Skyline

Drive. The AT is also significant under Criterion C as an example of trail design and method of construction intended to harmonize with the natural environment and enable the visitor to experience scenic features and views. The initial AT established by the Potomac Appalachian Trail Club (PATC) was built by club volunteers who used their own tools. They followed the trail line scouted and set by Myron H. Avery, the club's president, and cut away brush and tree limbs and marked the trail with painted blazes on trees to create a narrow footpath through the wilderness. In the portions of the AT that were relocated and reconstructed by the National Park Service (NPS), the Civilian Conservation Corps (CCC) implemented authorized trail construction guidelines that were developed in the west coast national parks and adapted to the specifics of the east coast landscape. They included a four-foot-wide trail bed and followed principles and practices of NPS design, now characterized as NPS Rustic style.

The period of significance for the AT in Shenandoah NP is 1928-1942. It begins in 1928 with the PATC's initial development of the trail that extended through 1930, as is still evident in sections along the high ridges. The period continues when almost immediately upon initial completion, the PATC began relocating and reconstructing portions of the AT because of the construction of Skyline Drive. While it is not known for certain how much of the trail remains intact from the 1928-1930 period, the overall location of the trail and its connection to the larger AT remains from this time. In 1933, the PATC's work on the trail was assisted by the CCC who arrived to work on the AT, Skyline Drive, side trails, cabins, and shelters, and to plant vegetation. By 1938, the majority of the relocations and reconstructions of portions of the AT were finished. The period of significance extends to 1942 when the last of the CCC trail refinements, including side trails, cabins and shelters, and plantings, were completed and the CCC at Shenandoah NP was disbanded because of World War II. By this time, the AT within the park was well-established and connected north and south to the rest of the AT as a regional and recreational trail that stretched 2,175 miles from Georgia to Maine, which was hiked by thousands. Today, the AT in Shenandoah NP retains sufficient integrity to convey its significance during the fourteen-year period of significance.

Sections of the AT in Shenandoah NP, primarily its crossings along Skyline Drive, are listed in the National Register as a contributing resource in association with Skyline Drive, but the trail itself is not separately listed. The entire Appalachian Trail in Shenandoah NP is eligible for the National Register and may be considered as a separate historic district, as part of the Skyline Drive Historic District, or as a district under the multiple listing, "Historic Park Landscapes in National and State Parks (1993)." Other areas contemporary to the AT in Shenandoah NP have been listed in the National Register such as Skyland, Big Meadows, Park Headquarters, Piney River, Simmons Gap, and Lewis Mountain.

The 2,175-mile Appalachian Trail, in its entirety, has not been formally evaluated for its eligibility to be listed in the National Register. However, outside of Shenandoah NP, several other sections of the AT have been determined to be eligible or are listed in the National Register. The entire AT corridor in New Jersey, including sections in Passaic, Sussex, and Warren Counties, was determined eligible for the National Register in 1978. A section of the AT in Massachusetts was listed as part of the Mount Greylock National Historic District in 1998, which recognizes and preserves the work of the CCC. A section of the original trail in Vermont that crosses the Pico/Killington range was determined eligible for

the National Register by the Vermont State Historic Preservation Officer. Similarly, the section of trail through the Delaware Water Gap National Recreation Area in Pennsylvania was determined eligible for the National Register by the NPS.

National Register Criterion A:

The AT in Shenandoah NP is significant under Criterion A for its association with early regional planning to establish a connected greenway corridor on the East Coast. In October 1921, the *Journal of the American Institute of Architects* published Benton MacKaye's article "An Appalachian Trail: A Project in Regional Planning." MacKaye called for the creation of a continuous wilderness footpath along the Appalachian Range from Maine to Georgia to provide respite from encroaching civilization. MacKaye envisioned the trail as the backbone of an entire wilderness system of wild reservations and parks, which linked together by side trails, would be a reservoir for maintaining the primeval and rural environment of the Appalachians. In 1928, MacKaye, who had become a highly respected member of the American Regional Planning Association of America founded in 1923, published *The New Exploration: A Philosophy of Regional Planning*. The text expanded his theory of controlling the growth of metropolitan areas in the eastern United States and drew attention to the critical importance of preserving the Appalachians as an "indigenous" environment (Maddux, 1997).

MacKaye inspired the growing number of hiking and outdoor recreational enthusiasts throughout the eastern United States. They seized upon his idea of the connected trail and started to develop the AT through previously-established and new trail clubs. The trail's supporters instantly recognized the scenic and recreational value of Virginia's Blue Ridge Mountains, and thus the area became an early focus of trail planning. In March 1925, the first Appalachian Trail Conference was held in Washington, D.C., and a committee formed that represented the numerous geographical regions crossed by the proposed trail. William A. Welch, manager of the Palisades Interstate Park in New York and New Jersey and a member of the Southern Appalachian National Park Commission, was appointed chairman of the committee. (Maddux, 1997:96)

In November of 1927, the PATC was organized in Washington, D.C. by Myron H. Avery, who was elected PATC president and held the position until 1940 when the former naval officer, an expert of maritime and admiralty law, was called again to war. It was during his tenure that work on the AT in Shenandoah NP began in 1928. Avery was also chairman of the Appalachian Trail Conference from 1931 to 1952. The hard-driving Avery was devoted completely to the development of the AT in Shenandoah NP and rallied AT hikers and volunteer trail-builders to work on establishing the trail and its side trails starting in 1928. Using their own axes and pruning tools, the PATC began to clear the trail and build numerous side trails which provided access to other peaks and hollows. The alignment of the AT, generally along the ridgeline in a north-south direction, was completed in Shenandoah NP in 1930. The PATC's early construction of the AT founded a tradition of volunteer management and maintenance of the entire AT that continues today.

In 1931, when construction of the Skyline Drive along the park's ridgeline began, Avery chose to work with the NPS to align and improve portions of the trail where the trail and Drive conflicted. Others, such as George Pollock Jr., founder and manager of Skyland and a founder of the PATC, hosted

meetings at the resort to participate in laying out the new road and revised portions of the trail and also to promote the interests of the resort. MacKaye, however, never could reconcile his vision of a “footpath through the wilderness” with the proximity of the Skyline Drive motorway and developed areas in Shenandoah NP, and he had a permanent falling out with Avery because of it (Schaeffer, 1999). MacKaye left the ATC and went on to found the Wilderness Society.

The AT in Shenandoah NP is also significant under Criterion A for its association with the development of Shenandoah NP, one of the first and largest national parks established in the eastern United States. By the 1920s, most of the national parks had been established in the West, but were largely inaccessible to the large population centers of the East. In annual reports of 1919 and 1923, NPS Director Stephen P. Mather pointed out the need for eastern national parks. A growing concern among private citizens, planners, politicians, and conservationists raised interest in developing a national park in the Southern Appalachians close to the nearby metropolitan areas. In February 1925, Congress authorized the Secretary of the Interior to determine park boundaries in the Blue Ridge Mountains, Great Smoky Mountains, and Mammoth Cave region of Kentucky, and to accept offers of land donations to create such parks. By April 1926, the volunteer Shenandoah Appalachian National Park Committee had reported pledges of more than one million dollars to purchase lands for the proposed park (Engle, 2006:17). In May 1926, Congress and President Calvin Coolidge authorized the establishment of Shenandoah NP, although no funds were allocated for land purchases. Private citizens and the Commonwealth of Virginia were charged with acquiring the land (Maddux, 1997). In December 1935, Congress formally established the park when Secretary of the Interior Harold Ickes accepted 176,430 acres from the state (Schaeffer, 1999). On July 3, 1936, President Franklin D. Roosevelt dedicated Shenandoah NP in a ceremony held in Big Meadows.

From its beginning as a collection of privately-owned and state lands within the proposed national park boundaries, a key feature of Shenandoah NP was the AT, which formed the pedestrian spine of the park. The AT took advantage of the park’s spectacular natural setting, following the crest line of the Blue Ridge and providing panoramic views of the Piedmont Plain to the east and the Shenandoah Valley to the west. Almost as soon as it was done, the trail and the PATC had to contend with the growth of the new park, and in particular with the development of what would become the park’s vehicular spine, Skyline Drive. The first section of Skyline Drive was originally envisioned to connect President Herbert Hoover’s Rapidan Camp to Skyland but later evolved to extend over 100-miles from Waynesboro to Front Royal. Like the AT, the route of Skyline Drive followed the ridgeline. The PATC had to negotiate to keep the trail where it was already established, but in the places where the trail and drive overlapped, the PATC was required to shift the AT away from the road (Schaeffer, 1999).

By 1933, President Franklin D. Roosevelt’s New Deal programs brought an unprecedented infusion of professionals and laborers to generate improvements in state and national parks. Federal programs provided economic relief in the form of employment for both skilled and unskilled laborers. The AT within Shenandoah NP was just one focus of the New Deal labor that improved the park’s circulation systems, which gestured to the characteristics of nineteenth-century urban parks as developed by Frederick Law Olmsted, Sr. The motorway, Skyline Drive, was developed along the ridgeline and served as the park’s main “spine.” The AT also traced the linear ridgeline in the park and was

multi-use, forming the primary pedestrian and equestrian-way. A far-reaching network of side trails were blazed to link with the AT and Skyline Drive and became secondary pedestrian routes for hiking to waterfalls, springs, ridge-tops, and rock formations. Some of the pre-existing roads were upgraded into a system of “truck trails” and used for fire and service roads, also connected to the AT and Skyline Drive (McClelland, 1998:181). The development of roads and trails benefited from the teams of NPS landscape architects, architects, and engineers, as well as the craftsmanship of the CCC, all of which contributed to the construction of Skyline Drive and the relocation and reconstruction of considerable portions of the AT.

National Register Criterion C:

The AT in Shenandoah NP is significant under Criterion C for illustrating American park design and in particular for reflecting the NPS Rustic style (1916-1942) that had been developed and refined in national parks in the West and implemented by the CCC. The historical underpinnings of the NPS Rustic style have their origins in the American landscape design profession’s principles and practices, which derived from the nineteenth-century ideas about landscape preservation and harmonization of built features. The origin of these tenets reach back to Andrew Jackson Downing’s writings in the *Horticulturist* magazine and his seminal *Treatise on the Theory and Practice of Landscape Gardening* (1841), which were influential in establishing the concept of the pleasure ground and urban park. According to Downing, a visitor, while moving along a walk, path, or trail, experienced a carefully designed sequence. The pathway or trail was not merely a conduit, but integral to the created structure of the landscape. Scenic views, topographic changes, and natural features such as vegetation, streams, and rock outcroppings were revealed, modified, or enhanced to inspire an awe and reverence for nature and a rejuvenation of the visitor’s spirit. This philosophy carried through to the design details for using native construction materials, naturalistic plantings, and incorporating vernacular forms of construction derived from traditions of pioneer settlers. On an immense scale, the national parks were very large pleasure grounds created for the American public to experience wilderness and restore their connection to nature. Downing’s concept was codified in the March 1, 1872, law that established Yellowstone NP, the nation’s first “public park or pleasuring-ground for the benefit and enjoyment of the people” (McClelland, 1998:34).

One of Downing’s most avid twentieth century followers, Frank A. Waugh, landscape architect with the U.S. Forest Service and author of *The Natural Style in Landscape Gardening* (1917), also was important to the NPS’s design of parks, particularly with the use of native vegetation, and road and trail development (McClelland, 1998:184). Waugh appreciated Downing’s verve for native plants and encouraged the American public to celebrate indigenous plants, not only for the beauty of their flowers and foliage, but also for their character-enhancing abilities when applied to a rustic style landscape. Waugh used Downing’s plant theory as a base for his own and expanded it to the larger context. Waugh saw trails (and roads) as providing the framework for the entire design of the recreational area within national parks. By 1915, trail-building methods had been established in western national parks such as Yosemite. However, with site conditions varying greatly between different national parks, additional techniques were developed in order to implement the latest design ideas across the country. In the next fifteen years, improvements were made and in 1934 the NPS published the first standards in trail construction, which were employed in constructing the AT in Shenandoah NP. NPS landscape

architects located trails, revealed scenic features and views, and preserved significant vegetation, rockwork, and other natural features (McClelland, 1998:242). They were concerned with camouflaging the trail's structure and erasing signs of construction for an overall harmonious effect. Engineers worked to maintain a grade not exceeding eight percent and used switchbacks only when necessary. Their standard was a refined four-foot-wide trail bed built on a gravel base, with tree stumps, rocks, and roots removed (USDI, 1937).

PATC and NPS trail construction exhibited distinct techniques. In the late 1920s, the PATC worked to cut and mark the trail, and created a footpath by clearing brush and branches to allow for easy passage (PATC, 1929:1-2). The two-foot-wide tread way was not graded or surfaced. The NPS development of the AT within Shenandoah through the 1930s reflects the NPS principles and practices of park landscape design implemented in state and national parks through federal work-relief programs of the 1930s, primarily the CCC. Designed through the NPS Branch of Plans and Design, the development of the trail according to the NPS Rustic style offered the hiker and recreational enthusiast an experience of nature that was both romantic and wild. The CCC protected and preserved the natural scenery and features by routing the AT around large rock outcrops and ancient trees, and by prohibiting use of exotic plants. Along the trail, the CCC revealed scenic vistas at key intervals and developed overlooks. They avoided right angles and straight lines in the trail and created a sinuous line that provided a sense of mystery and surprise. The CCC used native plant materials, such as oak, mountain laurel, witch hazel, and Virginia creeper. The CCC also transplanted existing and planted new native trees, shrubs, and groundcovers to erase the scars of construction and earlier land uses such as grazing and farming. Buildings and structures, such as retaining walls and trailside shelters and huts, were constructed of local materials such as chestnut and stone, and were designed in a romantic evocation of pioneering building techniques through the use of dry-laid masonry and log construction. At the same time, trail markers were created in a modern, stylized design using concrete and stamped metal that was readily recognizable within the natural setting (McClelland, 1998:242).

The NPS Rustic style is still evident in the AT's landscape features, including twelve cabins and shelters that date from the historic period. Skilled stonework can be seen in the more than 15,000 linear feet of retaining walls that still support the trail and integrate it into the rocky landscape. So too is the graceful alignment of the trail that sweeps around the shoulders of mountains and highlights such natural features as looming rock outcrops or the sound of nearby splashing stream.

### State Register Information

<b>Identification Number:</b>	DHE 069-00234-0019
<b>Date Listed:</b>	07/03/1997
<b>Name:</b>	Skyline Drive Historic District

### Chronology & Physical History

## Cultural Landscape Type and Use

**Cultural Landscape Type:** Designed

**Current and Historic Use/Function:**

**Primary Historic Function:** Outdoor Recreation-Other

**Primary Current Use:** Outdoor Recreation-Other

**Other Use/Function**  
Recreation/Culture-Other

**Other Type of Use or Function**  
Both Current And Historic

**Current and Historic Names:**

**Name**

Appalachian Trail

App. National Scenic Trail

**Type of Name**

Both Current And Historic

Current

**Ethnographic Study Conducted:**

No Survey Conducted

**Chronology:**

Year	Event	Annotation
7000 - 1600 BC	Settled	First human presence in the Blue Ridge Mountains occupy seasonal encampments.
AD 1000	Farmed/Harvested	Farming develops in the valleys.
AD 1669	Explored	Dr. John Lederer, first European to record exploration in this area of the Blue Ridge Mountains, describes a forest full of game and a large open area believed to be Big Meadows.
AD 1700 - 1799	Settled	Immigrants from Tidewater area come to Piedmont region and from Pennsylvania to Shenandoah Valley, leading to disappearance or departure of Native Americans from area.
AD 1750 - 1830	Settled	Settlers move from lower elevations into the Blue Ridge Mountain hollows, where they pursue farming, grazing, timbering, and hunting game.



Appalachian Trail - South District  
Shenandoah National Park

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AD 1830 - 1888	Built	Recreational use of the Blue Ridge Mountains begins about 1830 with the opening of Black Rock Springs Hotel, south of current Route 33. The first recreational summer outing at Skyland is led by George F. Pollock, Jr. in 1888.
AD 1921	Established	Benton MacKaye publishes "An Appalachian Trail: A Project of Regional Planning," establishing the vision for the Appalachian Trail.
AD 1925	Established	Benton MacKaye establishes Appalachian Trail Conference (ATC).
AD 1926	Established	May 22: Congress authorizes Shenandoah National Park (NP), but without funds for land purchases.
AD 1927 - 1928	Established	Myron H. Avery organizes Potomac Appalachian Trail Club (PATC).
AD 1928	Built	PATC begins building Appalachian Trail (AT) from Thornton Gap to Skyland resort.
AD 1929 - 1930	Built	PATC continues the AT south from Skyland to Swift Run Gap.
AD 1929 - 1939	Built	PATC builds side trails that connect the AT to the tops of other peaks and down into hollows.
AD 1930	Built	PATC completes the building of the AT in Shenandoah NP.
AD 1931	Moved	Contractors hired by the Bureau of Public Roads begin construction of Skyline Drive. It causes the PATC to begin relocating portions of the AT from Thornton Gap to Skyland.
AD 1933 - 1942	Built	Civilian Conservation Corps (CCC) arrives in May and helps with Skyline Drive construction as well as relocation and reconstruction of portions of the AT which includes building stone retaining walls, culverts, edging, and spring heads.
	Planted	CCC plants native species such as mountain laurel, witch hazel, and oak along the AT.

Appalachian Trail - South District  
Shenandoah National Park

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AD 1935	Reconstructed	CCC completes relocation and reconstruction of portions of the AT from Thornton to just south of Swift Run Gap and from Browns Gap to Blackrock Gap.
	Established	December 26: Secretary of the Interior accepts deeds for park lands from the Commonwealth of Virginia.
AD 1936	Established	July 3: President Franklin D. Roosevelt dedicates Shenandoah NP.
AD 1936 - 1937	Built	CCC builds Doyles River Cabin.
AD 1937	Built	Last mile of AT completed at Mt. Sugarloaf, Maine.
AD 1938	Built	Most trail relocations and reconstruction through Shenandoah NP completed by this time. At this time, trail management is under the direction of the National Park Service (NPS).
	Established	Appalachian Trailway agreements signed with NPS, U.S. Forest Service, and ATC.
AD 1939 - 1940	Built	CCC builds Hightop Shelter.
AD 1940	Built	CCC builds Pinefield Shelter.
AD 1941	Built	CCC builds Big Flat Mountain, Blackrock Mountain, and Sawmill Run Shelters.
AD 1942	Abandoned	CCC camps close and the program is ended because of World War II.
AD 1945	Established	Myron Avery notes that graded trails have matured with vegetation and mosses.
AD 1948	Established	Earl Shaffer completes first thru-hike of the AT.
AD 1950	Naturalized	Old farm fields along the AT return to forest from earlier years of clear-cutting and farming.

Appalachian Trail - South District  
Shenandoah National Park

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AD 1955	Established	Emma Gatewood is the first woman to complete an AT thru-hike.
AD 1964	Built	NPS builds Loft Mountain Campground.
AD 1965	Built	NPS builds Ivy Creek Shelter, c.1965.
AD 1968	Established	AT becomes the first National Scenic Trail on the east coast with the signing of the National Trails System Act, Public Law 90-543. Appalachian National Scenic Trail Advisory Council (ANSTAC) charged with right-of-way selection, marking and maintenance, and general administration of the AT. PATC becomes a partner with the NPS.
AD 1970	Established	Master National Park Service/Appalachian Trail Conference cooperative agreements signed. Relocations within twenty feet of the centerline do not require pre-approval.
AD 1976	Conserved	Congress sets aside 80,000 acres in Shenandoah NP as wilderness, or approximately 2/5 of the total parklands. The AT travels at the edge of the wilderness area in much of South District.
AD 1970 - 1980	Removed	Big Flat Mountain and Sawmill Run shelters removed from the AT because of overuse.
AD 1978	Established	President Jimmy Carter signs into law AT legislative amendments including a \$90 million commitment in funds to protect the AT. The law allows for the purchase of lands adjacent to the AT in South District to preserve a wider trail corridor. Appalachian National Scenic Trail designated as a unit of the National Park system.
AD 1980 - 1990	Altered	Gypsy moth epidemic destroys foliage in Park and changes some of the vegetative character of the AT.
AD 1981	Established	Appalachian Trail Comprehensive Plan passes as Public Law 95-625 and outlines how the AT is to be managed and maintained.

Appalachian Trail - South District  
Shenandoah National Park

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AD 1983	Established	Appalachian Trail Conference enters into a cooperative agreement with NPS for management of the AT. Shenandoah NP and PATC continue their partnership in managing and maintaining the trail.
AD 1984	Built	PATC builds Calf Mountain Shelter from the remains of Rip Rap Shelter (not on the AT) and Sawmill Run Shelter.
AD 1985	Removed	NPS/PATC remove AT crossings at Skyline Drive at Ivy Creek Overlook because of safety concerns.
AD 1985 - 1990	Moved	NPS/PATC moves AT to the eastern side of Loft Mountain Campground.
AD 1995 - 2000	Altered	Hemlock wooly adelgid begins to devastate the hemlock populations in Shenandoah NP. The AT's character impacted by loss of hemlocks.

### Physical History:

#### 8,000-9,000 YEARS AGO to 17th CENTURY: NATIVE AMERICAN USE

This area of the Blue Ridge Mountains was known and used by Paleo-Indians for many centuries, with the first human presence beginning about 8,000-9,000 years ago, sometime after the last Ice Age. The Paleo-Indians were hunters and gatherers who used the mountains for seasonal camps. With the development of farming in the valleys by 1000AD, Native American use of the mountains focused on game hunting (Resource Management Plan-hereafter called RMP, 1998:23). The Manocan and Manahoac tribes used this area, and a buffalo path is said to have passed through Rockfish Gap at what is now the southern most end of Shenandoah National Park (NP) (Writers Program of the WPA, 1940).

#### 1669 to 1926: EUROPEAN SETTLEMENT, SUBSISTENCE FARMING, MINING, AND RECREATION

The first recorded European exploration of this area of the Blue Ridge Mountains took place in 1669. Dr. John Lederer, who led the party, described the woods as wild and full of game. In 1716, Alexander Spotswood, Governor of Virginia, led an expedition across the Blue Ridge to encourage settlement in the area, likely crossing at Swift Run Gap or Big Meadows (Lambert, 1989:32-33). English, Scots-Irish, and Germans then immigrated to the area from the Tidewater to the Piedmont, and from Pennsylvania to the Shenandoah Valley (Maddux et al., 1992:7-2). Throughout this time, the local Native Americans were dying of introduced disease, and by 1800 they had disappeared completely or had moved away (Lambert, 1989:21-22; RMP, 1998:23).

As the better farmlands were taken, new settlers moved into the mountain hollows where they relied on hunting, farming, grazing, and timbering that led to clearing of the land (RMP, 1998:23). The openings in the forest were later advanced by the arrival of the chestnut blight in the early part of the 1900s, which killed the chestnut trees and left “ghost forests” of their sculptural remains. The blight also robbed the local people of nut crops and rot-resistant wood that was suitable for construction (Engle, 1999:67).

At some sites, industrial uses also developed in the 1800s. In the Stony Man Mountain Tract, from 1845 to 1850, copper was mined and charcoal was produced for smelting. Copper mining continued in the mountains into the 1920s. Iron and manganese also was mined in the Blue Ridge (Lambert, 1989:77-85). Recreational use of the mountains began around 1830 with the opening of Black Rock Springs Hotel, south of current Route 33. The first recreational summer outing was held in 1888 on the Stony Man Tract Skyland, led by George Pollock, Jr., who recognized the area’s recreational potential. This outing eventually led to the establishment of a permanent mountain resort that would later be known as Skyland. In other areas, farming continued including raising livestock, growing corn, and planting orchards but slowed during the droughts of 1929-1930.

In 1921, Benton MacKaye published “An Appalachian Trail: A Project in Regional Planning.” The document was a synthesis of ideas from the recreational movement and from the growing

interest in grappling with the modern day urban, suburban, and rural issues of regional planning. MacKaye, in his 1922 follow-up article, "Progress Toward the Appalachian Trail," in Appalachia, said he hoped "To open the great eastern playground. Our ultimate aim is more than just a trail – it is a whole system of them, a cobweb planned to cover the mountains of the eastern country" (MacKaye, 1922: 244).

#### 1926 to 1931: INITIAL DEVELOPMENT OF THE PARK AND APPALACHIAN TRAIL

In 1926, Congress authorized Shenandoah National Park (NP) in Virginia's Blue Ridge area to provide a large, western-type park accessible from the population centers of the East Coast. However, the act did not provide federal funding to acquire land. Until it was officially established in 1935, park acreage was donated in its entirety by the Commonwealth of Virginia, which had purchased most of the land through condemnation (RMP, 1998:23). These transactions resulted in the removal of homesteads, farms, and previous uses from those lands (McClelland, 1998:290).

In 1927, the Potomac Appalachian Trail Club (PATC) was organized by Myron H. Avery, and in 1928 construction of the Appalachian Trail (AT) in Shenandoah NP began (Lambert, 1979:159). Club members brought their own axes and pruning tools and began to clear the trail and by later that year had built the trail from Thornton Gap to the Skyland resort (PATC Bulletin #5, 1928; Engle, 2006: 159). Work continued into 1929 and a section south from Skyland to Fishers Gap was completed in the spring and by the fall the trail extended to Swift Run Gap. At the same time, another PATC crew was building the AT in the northern part of the Blue Ridge, from Chester Gap to Thornton Gap (PATC Bulletin #21, 1930). In addition to work on the AT, the crews also built numerous side trails that provided access to the tops of other peaks and down into hollows. By 1930, the PATC completed the southern portion of the AT from Swift Run Gap to Rockfish Gap, often using old roads. This marked the completion of the AT in Shenandoah NP.

#### 1931 to 1942: SKYLINE DRIVE CONSTRUCTION, APPALACHIAN TRAIL RELOCATION AND RECONSTRUCTION, CIVILIAN CONSERVATION CORPS, AND TRAIL DESIGN AND CONSTRUCTION

President Franklin Roosevelt officially dedicated Shenandoah NP on July 3, 1936, but many park developments had already been underway. By this time, portions of the AT's initial route had been relocated and reconstructed to accommodate what was envisioned as the park's most important asset. As described in the Report of the Southern Appalachian National Park Committee from June 30, 1931: "the greatest single feature, however, is a possible skyline drive along the mountaintop, following a continuous ridge and looking down westerly on the Shenandoah Valley...and commanding a view [to the east] of the Piedmont Plain...Few scenic drives in the world could surpass it (Engle, 1999:15).

In 1931, the National Park Service (NPS) announced intentions to build Skyline Drive along the ridgeline. Construction was accomplished by private contractors, and the first road section was to be from President Herbert Hoover's Rapidan Camp to the Skyland Resort, some twenty miles, but evolved into a thirty-four mile segment from Swift Run Gap to Thornton Gap. This

section, called the Central District, was completed by 1934. The thirty-two mile North District section, from Thornton Gap to Front Royal, opened to the public in October 1936 and the thirty-two mile South District section, from Swift Run Gap to Rockfish Gap, opened to the public in August 1939 (Maddux, 1995:8-9,10,11).

As Skyline Drive was also routed along the ridgeline in Shenandoah NP, from 1931-1938 the PATC worked to relocate and reconstruct portions of the AT that were supplanted by the drive. In 1933, the Civilian Conservation Corps (CCC) arrived in Shenandoah NP to work on the drive, the AT relocations, and other projects. The CCC program was created during the Depression as an economic stimulus aimed at improving and supporting national parks and forests. CCC projects in Shenandoah NP included the construction of fire roads, trails, shelters, and comfort stations, removal of dead chestnut trees, and cultivation of native vegetation for replanting (Figs. 4-6). Work also included installation of utilities, eradication of white pine blister rust, and improvements to streams (Engle, 2001).

The CCC worked under the direction of NPS landscape architects and engineers who had established general design guidelines in the 1918 NPS park design and planning policy. According to the policy, roads, trails, buildings, and other improvements were required to harmonize with the landscape (McClelland, 1998:135). By the late 1920s, the NPS focused on designing and building trails that could “serve both the horseback rider and the hiker” (McClelland, 1998:87).

By 1934, the CCC was at work on the AT in all three sections (North, Central, and South Districts), with work in the Central District nearing completion. Skyland’s George Pollock Jr. went so far as to publicize “a through bridle path built along the crest of the ridge, superseding the old Appalachian Trail” (Lambert, 1979:163). In October 1934, the NPS Engineering Division published its first set of standards for foot and bridle trails, which guided the CCC’s work on the AT:

“...Specifications for trail building called for a four-foot standard width, which could be developed by cutting into the slope or by benching the supporting ground with a dry-laid wall of large stones when the slope was very steep. Dry random rubble walls could be built down hill to retain soil and rocks on steep slopes or uphill to retain material above the trail and prevent slides” (McClelland, 1998:242).

By 1935, the CCC had progressed with the work on the AT, with some portions relocated and reconstructed and others reconstructed in place in the Central District from Thornton Gap to Swift Run Gap and a portion in the South District from Brown’s Gap to Black Rock Gap. In 1936, work on the North District section of the AT was finished (CCC Progress Chart 4/1/35; Shenandoah NP Master Plan text, 1936). By 1937, the CCC had built Doyle’s River Cabin for hikers in the South District, and around the same time a ten-mile section of the trail was moved from the north and south fork of Moorman’s River west and up to the ridgeline from Blackrock to Jarman Gap. A milestone was reached for the entire AT in 1937 when the last mile of the AT from Georgia to Maine was opened at Mount Sugarloaf, Maine.

In 1937, CCC trail design and construction was articulated in project-training manuals

developed by the U.S. Department of the Interior, such as Emergency Conservation Work, Project Training – Brick and Stone Work and Emergency Conservation Work, Project Training – Construction of Trails. These particular manuals included straightforward text and simple line drawings showing how-to and how-not-to examples of construction (Fig. 7). These standards were already used in practice and were used in developing the AT–South District in Shenandoah NP. Drawings showed how to cut a trail out of a steep slope, on a gentle slope, and across flat ground. On slopes, the recommended cross-pitch was  $\frac{1}{2}$ " per foot or 2" in the typical trail width of four feet (Fig. 8). The Construction of Trails manual detailed the level of work required in trail construction and advocated a team approach:

“using the best trail builders to lead the line...starting construction from a flagged location and approval from all Branches interested in its construction...the landscape architect who is charged with utilizing the scenic features and blending the trail with the landscape; the engineer who is concerned with problems of construction; the forester whose duties involve the protection and propagation of natural cover; the geologist who will assist in locating the trail so as to take advantage of geographic and geologic features and protect them from destruction; and the wildlife technician in whose care the zoological and botanical values are entrusted” (USDI, Construction of Trails, 1937:2).

Natural features were acknowledged and carefully considered in trail construction. As seen with the AT–South District, trails were often located to pass rock outcrops that were very large, displayed local geologic history, or had curious formations. According to the Construction of Trails manual:

“If the trail passes a rock face or has been of necessity cut into a rock exposure, the only work required is the removal of loose rock which might endanger users of the trail...exposures of the bare rock often contain important stories which enhance the value of the trail. This is also true of some cut banks of unconsolidated material” (USDI, Construction of Trails, 1937:6,8).

Trails were built to preserve as much of the existing plantings as possible, which followed the developing program of landscape naturalization. By 1930, the NPS had established policies which excluded all exotic seeds, plants, and animals from the national parks (McClelland, 1998:97). Each area to be developed was first carefully studied to understand the local plant ecology and then planted accordingly.

“Some planting may be done by the foreman (during his construction) with the material he takes out of the right-of-way when he is clearing. Good plants should be carefully taken up when clearing and planted naturally in places that are bare or they may be used to conceal construction. In all the planting policy should be to create a condition that is as natural as possible” (Fig. 9) (USDI, Construction of Trails, 1937:25).

Trees also were considered an asset and preserved wherever possible:

“Where trails pass close to large trees and the location is kept below the tree, the type of construction shown in Sketch No. 16 should be adopted. This will make it possible to build the trail to the proper grade and location without injury to the tree roots” (USDI, Construction of Trails, 1937:11) (Fig. 10)

CCC work also improved the infrastructure of the portions of the trail that were relocated and



reconstructed through the use of naturalistic local stone retaining walls, culverts, edging, and springheads. In the Brick and Stone Work manual:

“Rubble masonry may be laid coursed or uncoursed....Most of the low retaining walls, slope walls, and miscellaneous structures in park projects are laid up in rubble masonry. It fits into the surroundings better than more formal kinds of masonry, and is usually built of stones found nearby. For these projects, it is the most attractive masonry when well built, and satisfies all of the requirements of such field structures. More than that, rubble masonry is a thing of beauty when well done, and its composition and pattern call for good judgment and imagination... Rubble masonry is one of the best things that an enrollee (CCC) can learn to handle, for experts in this trade are in demand, and architects and landscape architects always have need of men who can lay up this type of masonry in an artistic manner. The thing we find most beautiful is that which satisfies our sense of proportion and of suitability of materials, and our feeling of good taste in design. It will be simple and appropriate, in a pattern pleasing in its variety and balance, and having unity with its surroundings.” (USDI, Brick and Stone Work ,1937:9,11) (Figs. 11-12).

In 1938, the CCC concluded its work on relocating and reconstructing portions of the AT within Shenandoah NP (Lambert, 1979:181). Around this time, the number of CCC enrollees decreased as more jobs became available elsewhere (Lambert, 2001:263). However, they continued to work with the PATC on the park’s trail system where it connected the AT to many side trails. The CCC built shelters along the AT–South District including Hightop (1939-40), Pinefield (1940), Big Flat Mountain (1941), Blackrock (1941), and Sawmill Run (1941). (PATC Guide, 1959: 53-77). In 1942, with the United States’ attention on World War II, the CCC was disbanded.



*Figure 4: A Civilian Conservation Corps (CCC) photo showing men digging shale for trail construction near Loft Mountain, circa 1935. (Shenandoah NP Archives)*



*Figure 5: CCC photo showing the boulder field or talus slope of Blackrock before construction of the AT, circa 1936. (Shenandoah NP Archives)*



*Figure 6: CCC photo showing the completed section of trail along Blackrock, circa 1936. The treadway is evenly graded and surfaced with gravel. The trail width is 42-48 inches with a 3 percent cross pitch. (Shenandoah NP Archives)*

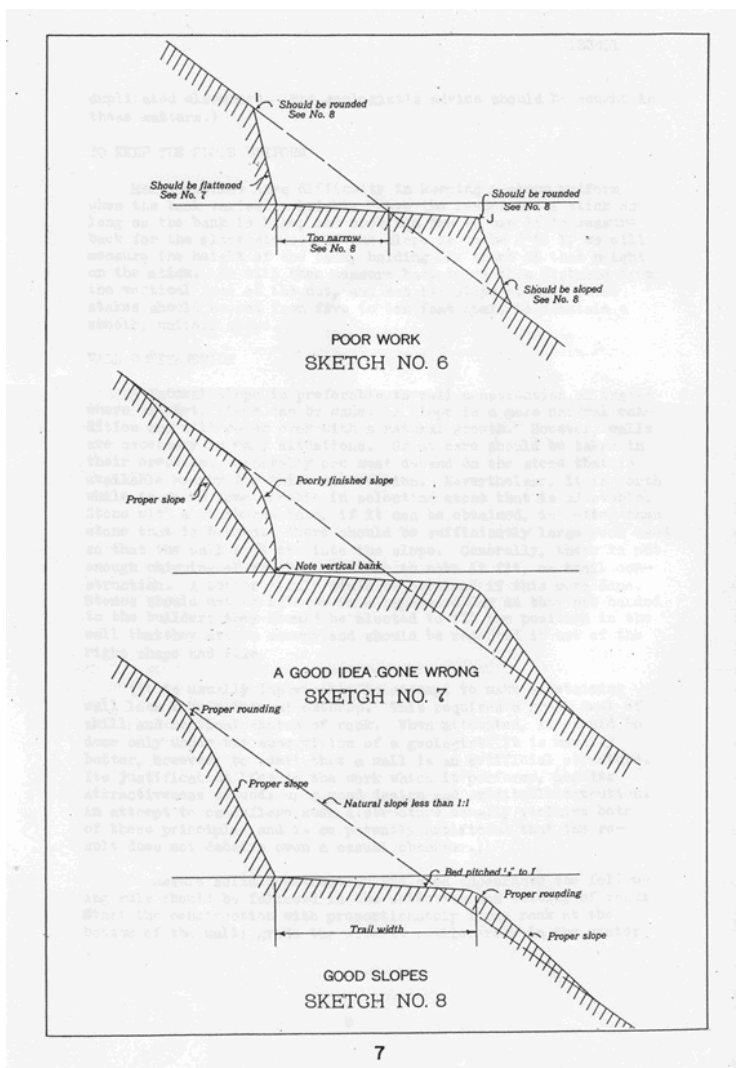


Figure 7: From the U.S. Department of the Interior 1937 manual, *Construction of Trails*. Diagram illustrates the proper construction of bench cuts for side-hill trails. (Shenandoah NP Archives)



*Figure 8: CCC photo showing completed AT at Blackrock, circa 1936. The trail winds through the boulder field or talus slope which allows the hiker to engage with the geology. (Shenandoah NP Archives)*



*Figure 9: CCC photo of AT near Blackrock, circa 1936, showing incorporation of native vegetation and existing trees. The 42-48 inch wide gravel trail is supported by a stone retaining wall. (Shenandoah NP Archives)*

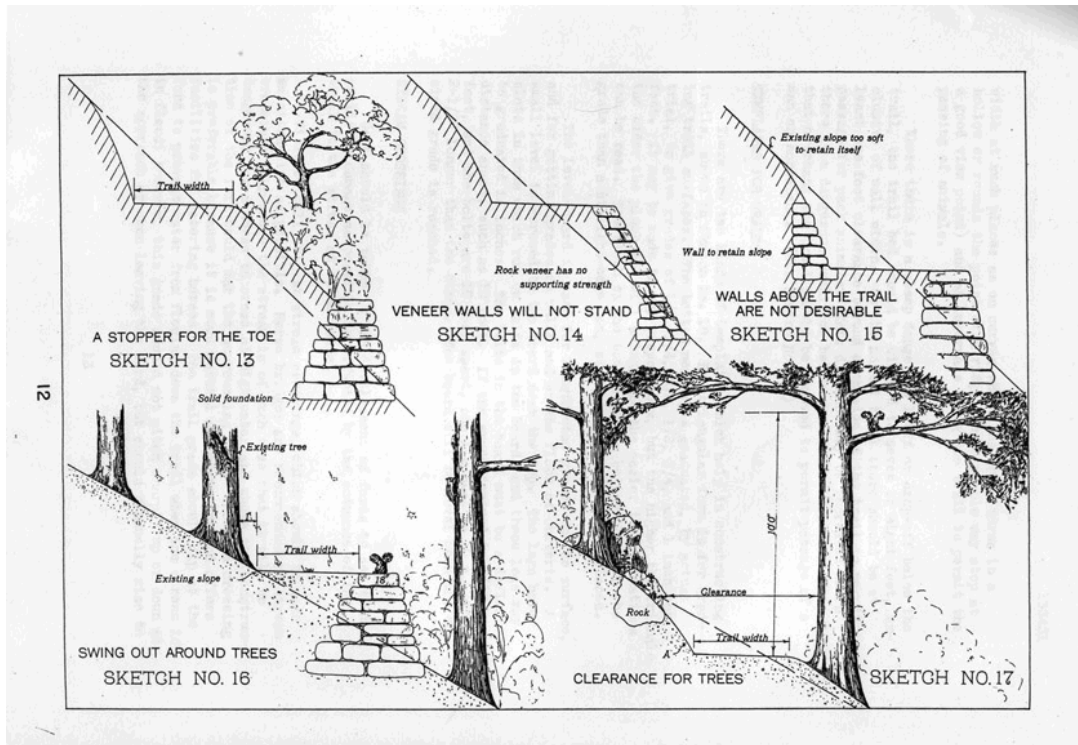


Figure 10: U.S. Department of the Interior 1937 manual, *Construction of Trails*, shows proper construction of retaining walls around trees, dissuades use of walls above the trail, and suggests 10-foot clearance for horses. (Shenandoah NP Archives)



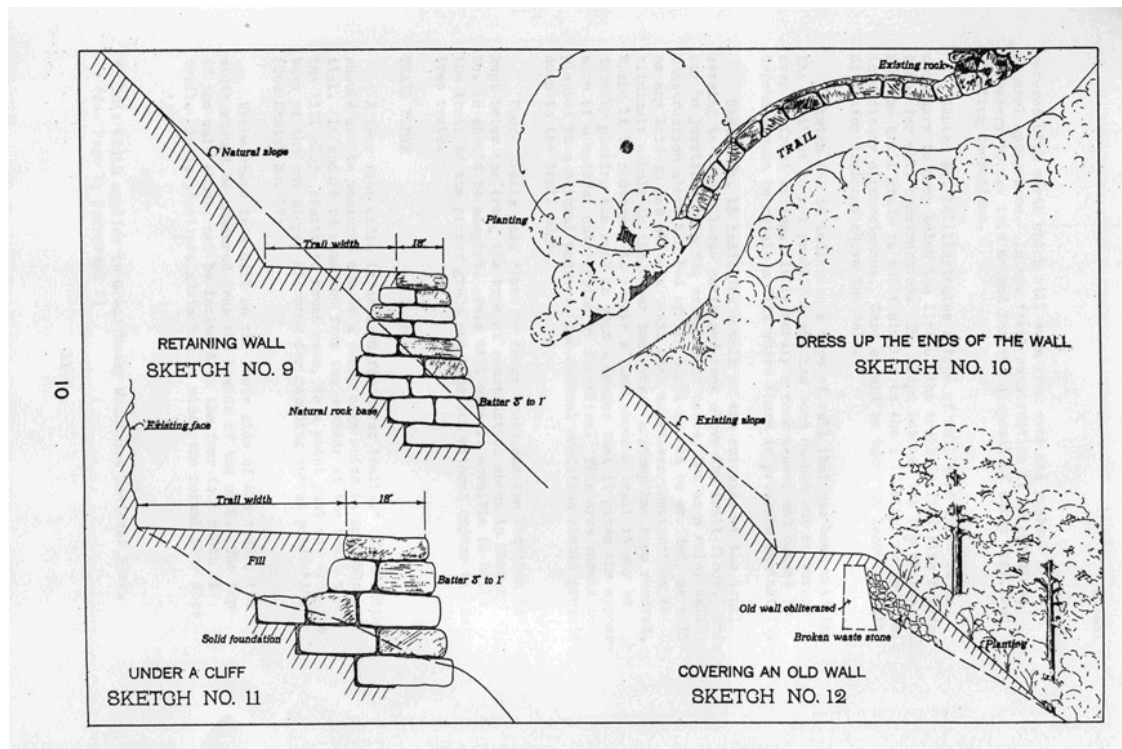


Figure 11: The 1937 manual, *Construction of Trails*, illustrates proper construction of retaining walls. The structure widens under the tread for durability and drainage. (Shenandoah NP Archives)



*Figure 12: A CCC crew constructing a retaining wall for the AT, which will be surfaced with a gravel walking tread, circa 1935. A string line is used to guide stone placement (location of photograph unknown). (Shenandoah NP Archives)*

#### 1942 to 1956: WORLD WAR II AND RENEWED RECREATIONAL INTEREST

With the departure of the CCC, the NPS assumed “the whole weight of the park work” (Lambert, 2001:263). The war brought rationing of gas and tires, and motoring through Shenandoah NP virtually stopped. Yet hiking continued, although somewhat less so, and skiing the trails became a new, albeit occasional, use. Although skiing focused on the Pinnacles area, one ranger reported, “there was also skiing on “many” open areas...with varying slopes and on graded trails with their standard four-foot width because of the variety of scenic beauty which they offer” (Quoted in Lambert, 1979:184). Park Superintendent Freeland, in a 1940s letter to Jean Stephenson, Appalachian Trail Conference newsletter editor, emphasized: “...There are many groups making three to ten day trips, utilizing the lean-tos. Apparently, the curtailment of normal vacations and normal living has resulted in a greater urge to seek the mountains. After all, the conception of the Appalachian Trail was needed immediately after the last war, and to meet a greatly felt need; and we feel that if it can be done we should see it is maintained, not only for use now, but so it will be available when the war is over and the men returning” (Quoted in Lambert, 1979:185).

In 1945, Myron Avery returned to Shenandoah NP from Navy service in the war and saw that

the years had weathered the trail, vegetation had filled in, and moss started covering the rocks. He remained concerned about the park's combined use of horse and foot trails, and in time equestrian use of the AT was eventually banned:

"The war...has brought a real gain to the Park Service trail systems in the East...But the gains of this maturity may yet prove all too transient. It is a gain, which should be preserved at all costs. This factor presents, to my mind, one of the most serious problems of post-war planning...The Park Services does not recognize any distinction between trails for foot and horse travel. Presumably, its western experience has not indicated that combined use brings serious problems. It requires little observation, however, to make clear that all this maturity will be speedily and totally lost by any horseback travel. The moss and vegetation will be speedily chopped up. Drainage will wash off the soil, leaving only a small bed of rocks so unpleasant for foot travel. ...Superintendent Freeland declined to exclude horses from the graded trails" (Lambert, 1979:186).

After the war, visitation to the park eventually rebounded. By the 1950s the NPS was planning construction projects under a program called "Mission 66" that would help plan for an expected increase in visitation to national parks across the country.

#### 1956 to the Present: LEGISLATION, TRAIL ALIGNMENT, BUILT FEATURES, AND THE NATURAL ENVIRONMENT

NPS Director Conrad Wirth launched the ten-year Mission 66 program in 1956. For the AT–South District this resulted in building more shelters such as Ivy Creek and developing the Loft Mountain Campground.

The 1960s and 1970s continued to see an increase in visitation to Shenandoah NP and hiking of the AT. Use became increasingly multi-purpose throughout the park:

"Groups of day-hikers shepherded by leaders from different trail clubs had become common. Hikers also came as individuals, couples, and in family groups, and there was a surge in backcountry campers as well. Bicyclists and motorcyclists had definitely increased, and there were birders, wildflower enthusiasts, observers of ecology and the environments, fishermen, horseback riders, sunbathers, rock climbers, and seekers of old sites or cemeteries and legends of people who roamed or dwelt here..." (Lambert, 2001:273).

During this same period, a series of laws and agreements were introduced to help protect the AT and its environs. In 1968, President Lyndon B. Johnson signed the National Trails System Act which designated the AT as the first National Scenic Trail on the East Coast. The act stated that National Scenic Trails were for "recreation and for the conservation and enjoyment of the areas through which the trails would pass" (Foster, 1987:15, 16). The law charged the Appalachian National Scenic Trail Advisory Council (ANSTAC) with right-of-way selection, marking and maintenance, and the general administration of the AT (Foster, 1987:17). ANSTAC and the NPS signed cooperative agreements that permitted relocations of less than twenty feet from the centerline without going through an approval process. This allowed maintenance crews to shift the trail slightly when necessitated by erosion.

In 1976, 80,000 acres of Shenandoah NP were designated as wilderness area under the 1964

Wilderness Act in order to protect the overall wild character of the park. The AT-South District benefited from this protection with the extensive naturalized forests that protected viewsheds and the flora and fauna of the overall park in the areas west of the trail from Powell Gap to Jarman Gap and east of the trail from Blackrock to Jarman Gap (Fig. 13). In 1978, President Jimmy Carter signed the Appalachian Trail legislative amendments (Foster, 1987:149). These laws provided new tools and funds for land acquisition and additional lands were purchased near the trail corridor. In the South District, land purchases preserved a wider trail corridor from Jarman to McCormick Gap. In 1981, a NPS Appalachian Trail Comprehensive Plan outlined how the AT was to be managed and maintained in light of its growing use and various outside pressures, and in 1983 the Appalachian Trail Conference entered into a cooperative agreement with the NPS for the management of the AT.

A significant relocation of the trail in the South District occurred in 1985 when the NPS and PATC moved the trail east of Skyline Drive and eliminated two crossings across the road at the north and south end of Ivy Creek Overlook because of safety concerns (Green, 2006). Another relocation took place in the late 1980s when the NPS and PATC moved the trail east and around Loft Mountain Campground. Some shelters in the South District were removed because of easy access and over use such as Big Flat Mountain and Sawmill Run Shelters. New shelters also were added to accommodate the needs of hikers such as Ivy Creek Shelter built in the 1960s which then changed to a PATC maintenance facility in the 1980s, and Calf Mountain Shelter built by the PATC in 1984.

With the constant increase in use, much work has been accomplished to maintain the condition of the AT in Shenandoah NP. Over the years, some treadway surfaces have lost some of their layered material due to erosion and direct and recurring impacts on the surface. While the trail in the past was designated for both horse rider and hiker, horses are not currently allowed on the AT in the South District. Wood waterbars that divert water off the trail have been replaced and new waterbars installed, and check dams that contain erodible soils have also been constructed. Corrugated metal culvert pipes have been added when there was more water than a check dam or waterbar could handle. Stone edging and retaining walls have been repaired if needed, but some stone edging has become partially buried from the accumulation of leaf duff and soils dislodged by erosion. New signs have also been added to improve communication with hikers and in the South District include metal signs and signs with maps under plexi-glass.

The character of vegetation has also changed along the trail. Since the 1930s, Shenandoah NP has witnessed the gradual succession of open areas into secondary growth hardwood forests as well as the maturation of plant material installed by the CCC, and as intended by the NPS Rustic style. Mountain laurel proliferated and oaks, maples, and pines multiplied, vines crawled over rocks and up trees, and perennials spread into drifts. Bare mountainsides became covered in spring bloom and then fall color. As a full palette of native plant material has taken over, the AT has exchanged wide-open views for more selective ones.

In the 1980s, the gypsy moth epidemic devastated Shenandoah NP. The moths defoliated many of the deciduous trees, changing the character of the vegetation along the AT at the time.

New plant growth replaced those that could not tolerate the successive defoliation. In the 1990s, another devastating infestation occurred with the arrival of the hemlock wooly adelgid. The loss of the hemlocks changed the character of some segments of the AT, whether walking along the trail or looking at a view in the distance. A hiker, while in the woods with hemlocks, would feel the density of the evergreen foliage and coolness from the shade. This darker and denser forest provides a significant contrast for the hiker when the AT would open up to a clearing. With the hemlocks mostly gone, the woodlands in some areas are lighter and hikers can see around and through the deciduous and understory trees. A rock outcrop may be revealed or a new view opened up. The hemlocks that survive are propagating and starting new stands, giving hope that resilient strains may yet develop. However, the wooly adelgid has destroyed some very old, large hemlocks.

## Wilderness

In 1964, the United States Congress passed a law known as the Wilderness Act which created a National Wilderness Preservation System. The Act defined wilderness as “*an area where earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain.*” Today over 100 million acres throughout the United States are protected as wilderness for present and future generations to explore and enjoy.

Shenandoah National Park contains nearly 80,000 acres of federally designated wilderness. Help protect this wilderness and other wild places by practicing the principles of *Leave No Trace*.

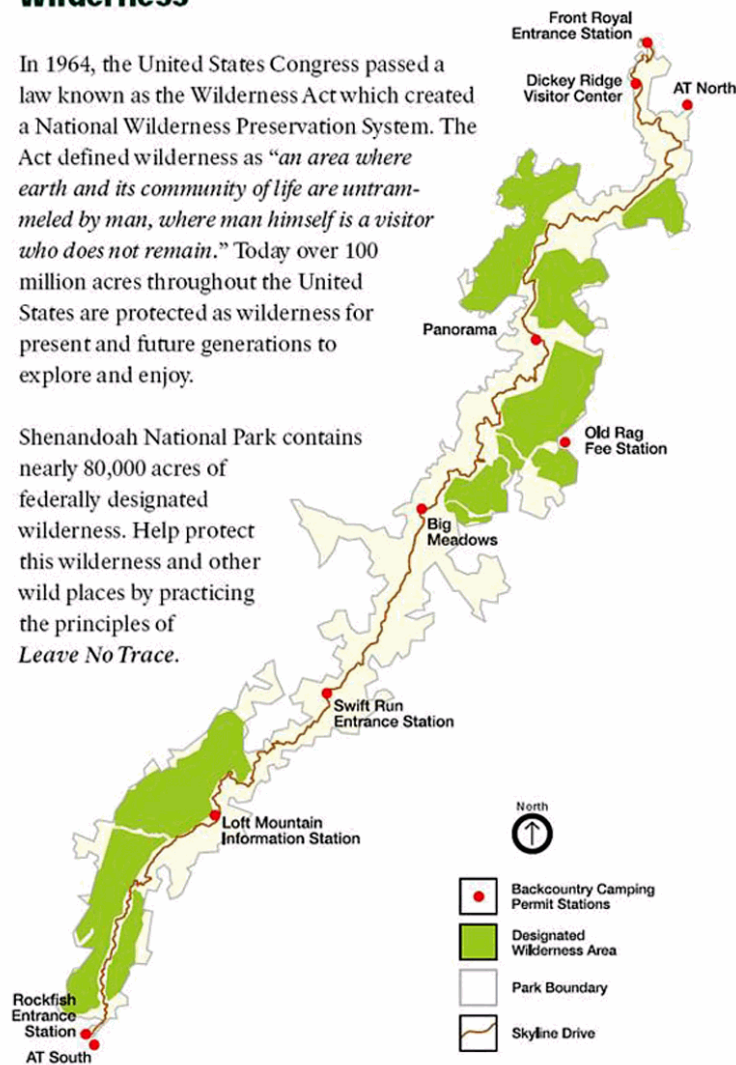


Figure 13: Shenandoah NP Wilderness Area map. (Shenandoah NP, 2006)

## Analysis & Evaluation of Integrity

### Analysis and Evaluation of Integrity Narrative Summary:

The physical integrity of the Appalachian Trail (AT) landscape in Shenandoah National Park (NP) is evaluated by comparing landscape characteristics and features present during the period of significance (1928-1942) with current conditions. The South District portion of the AT retains integrity in location, design, setting, materials, workmanship, feeling, and association to its development during the historic period. The features that convey this significance include the linear trail corridor as it rises and falls with the ridgeline, hugs side slopes on the built out trail bed and terraces, and engages natural features such as rock outcrops, streams, and aged trees; remnant and intended successional vegetation; and views to the valleys to the east and west. Additional features that convey significance include historic trail edging, retaining walls, cabins, shelters, huts, and trail markers. The reconstruction of portions of trail during the 1930s to move it away from Skyline Drive and build it to National Park Service (NPS) standards was undertaken through the collective efforts of the NPS, Civilian Conservation Corps (CCC), and Potomac Appalachian Trail Club (PATC) within the period of significance. The overall historic character of the Appalachian Trail (AT)–South District has not changed dramatically since the end of the period of significance.

Post-1942 changes and additions to the AT in Shenandoah NP do not reflect the significance of the trail as described under National Register Criteria A and C and are considered non-contributing. These changes include the building or removal of shelters, trail realignments, culvert and waterbar work, and wall reconstruction. Some shelters were added in the AT–South District in the 1960s and 1980s such as Ivy Creek and Calf Mountain Shelters, and some were removed in the 1970s such as Big Flat Mountain and Sawmill Run Shelters. Sections of trail bed have worn away in some places from years of use and erosion, which has damaged some stone walls and edging. There have also been additions of unplanned small spur trails or “desire lines” from the AT to reach vantage points for views or makeshift campsites. Part of this is due to encroaching vegetation, which represents perhaps the most conspicuous change to the AT corridor landscape since the historic period. The trail’s spatial character, which historically was generally open, has filled in with secondary forest growth and has created the so-called “green tunnel.” This change, however, is a result of maturing CCC-planted vegetation and natural succession from old fields to forest and largely represents historic intent.

Historic trail segments that were either abandoned or removed from the AT after the historic period (1928-1942) and which retain integrity, such as the Passamaquoddy Trail near Skyland or the section west of Loft Mountain Campground, may be significant as part of the historic development of the AT. These sections, however, were not inventoried for this report.

### Methodology:

Nine landscape characteristics have been evaluated for the AT–South District: natural systems and features, spatial organization, land use, topography, vegetation, circulation, buildings and structures, views and vistas, and small scale features. Of the nine landscape characteristics, the four most important today are natural systems and features, spatial organization, circulation, and buildings and structures. The four characteristics and their associated features shaped the design of the trail and are

fundamental to the historic character of the trail landscape.

The study boundaries of the Cultural Landscape Inventory for the AT–South District include a twenty-foot wide corridor, ten-feet to either side of the trail’s centerline, that generally encompasses the most of the trail’s constructed features such as retaining walls and signs. Features beyond this corridor were evaluated if they were associated with the construction of the AT, were easily viewed from the trail, or if they were part of the hiking experience (i.e. shelter or view).

The discussion of each landscape characteristic’s historic and existing conditions is followed by a table of landscape features recorded within the twenty-foot trail corridor. The feature name is followed in parentheses with the PATC Route number and a feature number (e.g. “431023, 1.485”). PATC Routes in the South District begin with 431 and are used by the park for management and maintenance activity. Feature numbers are based on the mileage point or points along the trail as they were inventoried in the field. Each feature is evaluated as to whether or not it contributes to the historic character as defined by the period of significance. Features are evaluated as undetermined if historical research and field survey work did not provide adequate information to make a determination.

Existing conditions maps for the AT–South District are graphic representations of the trail. As such, symbols representing specific features are shown in proximity to the trail and are not to be interpreted literally. Loop trail connections with the AT were inventoried. However, loop trails themselves were not evaluated beyond the twenty-foot corridor and are not graphically highlighted on the maps.

## ASPECTS OF INTEGRITY

### Location:

Location refers to the place where the trail was built, and generally corresponds to the trail alignment. The AT as initially built by the PATC followed the north-south ridgeline in the Blue Ridge Mountains of Virginia and connected to side trails. From 1931-1938, portions of the trail were relocated and reconstructed to accommodate the construction of Skyline Drive, and the trail was moved wherever the two converged. However, the trail maintained its general north-south alignment and traced ridgeline topography, connecting to side trails, and integrating the natural features into the trail corridor. Although there have been some changes since the period of significance such as the move east at Loft Mountain Campground, the realignments represent only a fraction of the total mileage of the AT–South District.

### Design:

Design refers to combination of elements that characterize the built landscape of the AT, recognized today as the NPS Rustic style. This historic design is evident today through the trail’s winding alignment, naturalistic materials, and vernacular building techniques, and reflects a philosophy of a romanticized natural environment that was executed through the 1930s in the improvement of the AT-South District in Shenandoah NP. The design incorporated native materials in planting, rock work, and log work to harmonize the trail with the natural surroundings. An important element of the design

was to assist and allow nature to take its course and let transplanted native material reseed or colonize to erase scars of construction and former land uses. Over time, plants matured into large masses, obscuring rock excavations or blending an orchard into the woods. Stone walls and edging comprised of native rock support and delineated the trail bed and display vernacular building techniques.

Shelters and cabins, usually built on spurs off the main trail, were also character-defining design features of the AT and were an integral part of the hiking experience. They were often place-specific with names that evoked the lore or a specific feature of the site and were built with native stone and local timber such as chestnut. The Big Flat Mountain and Sawmill Run Shelters were removed in the 1970s, and new shelters Ivy Creek and Calf Mountain were added in the 1960s and 1980s. Cabins, shelters, and huts, however, are still distinguishing features on the AT–South District. Historic structures that continue to display their original design within the South District include Hightop, Pinefield, and Blackrock Shelters, and Doyles River Cabin.

In somewhat of a departure from the NPS Rustic style, stylized concrete-post trail markers, reminiscent of hitching posts, with stamped zinc bands were installed as a standardized identification system throughout the trail within Shenandoah NP. The different design (many parks at the time were using rustic logs for signs) was most likely intended to enhance visibility and increase durability. Since the end of the historic period in 1942, the trail has been managed to maintain its historic rustic design, and the concrete trail marker posts continue to be maintained as the standard trail marker. While some aspects of the trail’s historic design have changed, such as the introduction of metal culverts or the addition of asphalt in limited high-use areas, the AT–South District overall continues to exhibit integrity of design.

#### Setting:

Setting refers to the physical environment of the AT-South District Shenandoah NP. As initially conceived by Benton MacKaye, the AT was to function as a pedestrian spine in the wilderness that connected to side trails and brought hikers to peaks with views and into glens with streams and waterfalls. The AT, as constructed by the PATC, passed through forests, open farm fields, and orchards; skirted edges of woods; and traveled along old dirt farm roads. It also occasionally encountered cabins and shelters. Along some trail sections, however, the backcountry wilderness experience was momentarily suspended. With the construction of Skyline Drive, portions of the AT were relocated and reconstructed and in several locations crossed the road corridor that was comprised of mowed shoulders, parking lots and pullouts, and asphalt pavement. There were also structures and circulation features associated with the occasional developed rest or concession area.

Segments of the trail that historically passed by or through open fields and orchards have become more enclosed as vegetation has filled in, creating the so-called “green tunnel.” Yet traces of these open spaces remain as evidenced by massive trees, called wolf trees, and by changes in forest composition. While the setting of the trail has become more enclosed since the end of the historic period, this was an intended change to the setting. Overall, the AT-South District retains its natural setting, with only limited exposure to non-trail features – namely Skyline Drive, trailhead parking areas, and other infrastructure elements – evident in its immediate setting (other modern development is visible in some



distant views). Integrity is, however, diminished somewhat in the area of Bear Den Mountain because of the tower complex (other modern development is visible in some distant views).

**Materials:**

Materials are the elements used to construct the trail, including stone, wood, plants, concrete, and zinc bands. Stone work from the 1930s CCC construction is still evident in the retaining walls, trail edging, steps, cabins, and shelters. Concrete and zinc trail markers designed and constructed in the period of significance are used at AT junctions and have been replaced in-kind when necessary. The CCC planted a large variety of native oak (*Quercus* spp.), pine (*Pinus* spp.), hemlock (*Tsuga canadensis*), hawthorn (*Crataegus* spp.), apple (*Malus* spp.), witch hazel (*Hamamelis virginia*), mountain laurel (*Kalmia latifolia*). Ferns, vines, and perennials also remain and many have naturalized. Large wolf oaks, remnants from old agricultural fields, are indications of past land use. Secondary growth includes more oaks, hickory (*Carya* spp.), black locust (*Robinia pseudoacacia*), cherry (*Prunus* spp.), and flowering dogwood (*Cornus florida*), which have filled in the open spaces. Invasive plants such as tree-of-heaven (*Ailanthus altissima*), oriental bittersweet (*Celastrus orbiculatus*), multiflora rose (*Rosa multiflora*), Japanese stilt grass (*Microstegium vimineum*), garlic mustard (*Alliaria petiolata*), and oriental lady's thumb (*Polygonum caespitosum*) have entered the landscape. For building materials, the introduction of non-historic materials to accommodate heavy use and reduce maintenance include the use of metal on roofs and metal signs at trail entrances. Because these are limited in extent, overall the AT–South District retains integrity of materials.

**Workmanship:**

Workmanship refers to the physical evidence of the construction techniques on the AT. Although sometimes obscured by vegetation, the stone retaining walls continue to illustrate the dry-laid construction workmanship of the CCC. Stone trail edging also remains, yet is sometimes partially buried because of wear on the treadway from intensive visitor use. In some areas, erosion has reduced some treadway surfaces to the rocky base and has reduced the original four-foot width. Historic cabins and huts still exhibit the original stone work and some of the log work although there have been additions of metal roofs and changes to the interiors. The concrete trail markers with zinc banding are in good condition and are replaced in-kind as necessary. Overall the AT–South District trail corridor retains integrity of workmanship.

**Feeling:**

Feeling refers to how the AT communicates a particular time period. The trail was designed and constructed to provide a feeling of romanticized and picturesque wilderness. Although the trail still traces the ridgeline and provides the same level of difficulty, many of the sweeping panoramic views have been lost due to the overgrowth of vegetation. Although the intention was for the trail's setting to naturalize, fewer open areas remain and the winding trail passes mostly through thick woods, which have created what is known as the "green tunnel." The trail, however, still opens up at the crossings of Skyline Drive as it did in the period of significance. Despite the much more enclosed conditions of the trail, the AT–South District continues to strongly evoke a wilderness feeling.

**Association:**

Association is the connection between the historic events and the distinct methods of design and construction of the AT. The AT–South District continues to exhibit its historic associations with the PATC, CCC, and NPS. It still links to the side trails, fire roads, and the Skyline Drive. The trail also connects to the park’s Central and North Districts and beyond the park to the northern terminus of the AT in Maine, and to the south beyond the park to the southern terminus of the AT in Georgia. Historic retaining walls, stone edging, cabins, and huts designed in the NPS Rustic style as implemented by the CCC through the New Deal programs accommodate AT hikers today. In the area where the trail has been rerouted from the section west to the east side of Loft Mountain Campground, the original trail alignment remains, but has lost its historic association with the AT. Despite these changes, overall the AT-South District retains integrity of association.

### **Landscape Characteristic:**

#### **Natural Systems and Features**

##### **Historic and Existing Conditions:**

The natural systems and features of the AT–South District include mountains, valleys, rock outcrops, watersheds, and native vegetation. The trail corridor lies astride the Blue Ridge Mountains of Virginia, a part of the Appalachian Range that stretches from Georgia to Maine. In his 1921 article, “An Appalachian Trail: A Project in Regional Planning,” Benton MacKaye envisioned “a long trail over the full length of the Appalachian skyline from the highest peak in the north to the highest peak in the south” (MacKaye, 1921:328). The Blue Ridge Mountains separate the Shenandoah Valley to the west and the rolling hills of the Piedmont Plain to the east. It was this natural setting that established the fundamental character of the trail as well as the larger park, preserved for the enjoyment of the public who mostly traveled from nearby metropolitan areas.

The trail corridor within the South District climbs named peaks such as Hightop, Roundtop, Weaver, Loft, Blackrock, and Calf and Bear Den Mountains (located in the Appalachian Trail Park) and descends into the gaps of Swift Run, Smith Roach, Powell, Simmons, Pinefield, Browns, Blackrock, Turk, Jarman Beagle, McCormick, and Rockfish. In the South District, Hightop Mountain is the highest elevation at 3,587 feet, while the lowest elevation is at the junction of Rockfish Gap and Route 250 at 1,900 feet. The AT is situated on very old irregularly-shaped crystalline gneiss at Swift Run Gap where the rock type transitions to metabasalt greenstone with areas of pre-Cambrian gneiss south to Simmons Gap. The AT then treks along a border of greenstone and quartzite until Blackrock, where the rock type changes to white blocks of quartzite covered in black lichen. From Blackrock to Rockfish Gap, the AT traverses quartzite and older pre-Cambrian rock (Chew, 1988:89-90,185-186). In accordance with the U.S. Department of the Interior 1937 manual, Construction of Trails, the trail was routed to run along the side of rock outcrops to reveal the local geologic history and often to provide vantage points. The trail was routed along a particularly noteworthy boulder field or talus slope at Blackrock (Route 431016).

The AT–South District lies within three major river systems of the mid-Atlantic region, the Shenandoah/Potomac, James, and Rappahannock. Each flows into the Chesapeake Bay watershed. Within park boundaries there are seventy watersheds, forty-two on the west side

and twenty-eight on the east side of the ridge. Seventy springs occur near the park's ridge line (Shenandoah NP staff, 2006). Three springs were encountered within the AT corridor (Routes 431002, 431023, 431027). Although the AT runs mostly along the dry ridgeline, it was also designed to connect through side trails to lower valleys to reach streams and waterfalls. The trail encounters three streams: on in the northernmost part of South District on the west side of the trail (Route 431001), just north of Simmons Gap on the east side of the trail (Route 431006), and at Ivy Creek which the trail crosses (Route 431009).

Oak (*Quercus* spp.), hickory (*Carya* spp.), and American chestnut (*Castanea dentata*) once covered the mountains, but by the time the trail was being built in the late 1920s and 1930s, few living American chestnut trees remained because of the chestnut blight, a tiny fungus (*Endothia parasitica*) introduced probably from Asia (Connors, 1988:62). In 1940, eighty-five percent of the park was forested and the remainder was open, grasslands, and cultivated and old fields. Chestnut oak (*Quercus prinus*) and northern red oak (*Quercus rubra*) comprised seventy-two percent of the forest. There were no yellow poplars (*Liriodendron tulipifera*) and six percent cover hardwoods were included in the forest composition.

Since 1942, natural systems and features have remained largely unchanged, with the exception of natural succession and reforestation as intended by the work of the NPS and the CCC. Chestnut oak and northern red oak, are common along the ridge line today although their numbers have reduced to fifty-nine percent in 1990 because of the gypsy moth (*Lymantria dispar*) (Shenandoah NP staff, 2006). Many hemlocks (*Tsuga canadensis*) have been killed by the hemlock woolly adelgid (*Adelges tsugae*) which has reduced the evergreen canopy along portions of the trail and within the park. Secondary growth includes hickory, black locust (*Robinia pseudoacacia*), pine (*Pinus* spp.), and black cherry (*Prunus serotina*) with an understory of striped maple (*Acer pensylvanicum*), sumac (*Rhus* spp.), mountain laurel (*Kalmia latifolia*), witch hazel (*Hamamelis virginiana*), blueberry (*Vaccinium* spp.), ferns, and various perennials and vines. By 1990, the number of tulip poplars had increased to sixteen percent and cove hardwoods to fifteen percent (Shenandoah NP staff, 2006). Masses of hay-scented fern (*Dennstaedtia punctilobula*) line a portion of the trail adding interest and softening the woodland character (Figs. 14-15).

#### **Character-defining Features:**

- Feature: Stream (431001, 0.169—0)  
Feature Identification Number: 123045  
Type of Feature Contribution: Contributing
- Feature: Rock outcrop (431002, 0.076—0)  
Feature Identification Number: 123047  
Type of Feature Contribution: Contributing
- Feature: Rock outcrop (431002, 0.085—0)

Feature Identification Number: 123049  
Type of Feature Contribution: Contributing  
Feature: Rock outcrop (431002, 0.172—0)  
Feature Identification Number: 123051  
Type of Feature Contribution: Contributing  
Feature: Rock outcrop (431002, 0.207—0.233)  
Feature Identification Number: 123053  
Type of Feature Contribution: Contributing  
Feature: Rock outcrop (431002, 0.233—0.255)  
Feature Identification Number: 123055  
Type of Feature Contribution: Contributing  
Feature: Rock outcrop (431002, 0.404—0.413)  
Feature Identification Number: 123057  
Type of Feature Contribution: Contributing  
Feature: Spring (431002, 1.632—0)  
Feature Identification Number: 123059  
Type of Feature Contribution: Contributing  
Feature: Rock outcrop (431004, 0.751—0)  
Feature Identification Number: 123061  
Type of Feature Contribution: Contributing  
Feature: Stream (431006, 2.795—2.951)  
Feature Identification Number: 123063  
Type of Feature Contribution: Contributing  
Feature: Stream (431009, 1.401—1.408)  
Feature Identification Number: 123065  
Type of Feature Contribution: Contributing  
Feature: Massing, plant (431012, 0.638—0.701)  
Feature Identification Number: 123067

Type of Feature Contribution: Non Contributing

Feature: Rock outcrop (431012, 0.977—0.996)

Feature Identification Number: 123069

Type of Feature Contribution: Contributing

Feature: Rock outcrop (431014, 1.030—1.110)

Feature Identification Number: 123071

Type of Feature Contribution: Contributing

Feature: Boulder field (431016, 0.313—0.417)

Feature Identification Number: 123073

Type of Feature Contribution: Contributing

Feature: Spring (431023, 1.359—0)

Feature Identification Number: 123075

Type of Feature Contribution: Contributing

Feature: Rock outcrop (431024, 0.468—0.484)

Feature Identification Number: 123077

Type of Feature Contribution: Contributing

Feature: Rock outcrop (431027, 0.281—0.290)

Feature Identification Number: 123079

Type of Feature Contribution: Contributing

Feature: Rock outcrop (431027, 0.439—0.457)

Feature Identification Number: 123081

Type of Feature Contribution: Contributing

Feature: Rock outcrop (431027, 1.719—0)

Feature Identification Number: 123083

Type of Feature Contribution: Contributing

Feature: Spring (431027, 2.399—0)

Feature Identification Number: 123085

Type of Feature Contribution: Undetermined

Feature: Rock outcrop (431027, 2.489—0)

Feature Identification Number: 123087

Type of Feature Contribution: Contributing

**Landscape Characteristic Graphics:**



*Figure 14: The AT crosses Ivy Creek in the South District. (SUNY, 2006)*



*Figure 15: The AT was designed to engage a rock outcrop below Doyles River Overlook. The trail is bench cut into the slide slope below. (SUNY, 2006)*

### **Spatial Organization**

#### **Historic Conditions:**

In 1930, when the PATC had completed the AT in the South District, the spatial character of the trail was defined by a series of enclosed forested areas, open meadows, and rock outcrops. In its 1931 Guidebook, the PATC described this spatial character just north of Hightop: “Pass cornfield and rail fence on left. Enter woods, where road becomes more distinct, and go through gate at 2.27 m. Emerge from woods into open fields and pass tumbledown cabin on left at 2.38 m” (PATC, 1931:72).

This description detailed the spatial sequence the hiker entered in and moved through, from open cornfield to enclosed woods to open fields again, passing a cabin that would have created a sense partial enclosure. The AT experience was a variable one which included a rhythm and variety of enclosed and open areas.

Although the construction of Skyline Drive required the relocation and reconstruction of



portions of the AT by the CCC, the spatial character of the trail remained largely unchanged. The trail traced the ridgeline even more so when they brought the trail section up onto the ridge from the Moorman River ravine while taking advantage of open areas and views, and then traveled through woods. The trail sometimes continued to follow old roads that provided for a wider and more open trail. The AT crossed Skyline Drive nineteen times at Swift Run Gap, Smith Roach Gap, Powell Gap, Simmons Gap, Pinefield Gap, the north and south ends of Ivy Creek Overlook, just south of Doyles River Overlook, Browns Gap, Blackrock Gap, south of Horsehead Mountain Overlook, north of Crimora Lake Overlook, Turk Gap, the north end of Sawmill Run Overlook, Beagle Gap, McCormick Gap, and Rockfish Gap.

**Existing Conditions:**

Since 1942, woods have enclosed the majority of the trail corridor. Many of the once open fields are now filled with successional growth of trees and shrubs. The variety and rhythm of the open and enclosed areas has diminished and the AT is now often described as a “green tunnel.” It appears, however, that this change in the spatial character was at least in part intentional, as many old fields were not maintained during the historic period, and so they subsequently grew into woods. Secondary growth trees and shrubs have obscured many broad and long views. In places, the “green tunnel” opens where views remain because of rock outcrops or intentional clearing by park management. Woods with little understory appear more open than the rest of the trail corridor (Figs. 16-17). The trail now crosses Skyline Drive seventeen times rather than nineteen because of the removal of the Ivy Creek Overlook crossings in 1985. The remaining crossings are inventoried as circulation features.

**Character-defining Features:**

- |                                |                            |
|--------------------------------|----------------------------|
| Feature:                       | Open (431011, 0.655—0.827) |
| Feature Identification Number: | 122533                     |
| Type of Feature Contribution:  | Undetermined               |
| Feature:                       | Open (431011, 0.905—1.130) |
| Feature Identification Number: | 122535                     |
| Type of Feature Contribution:  | Undetermined               |
| Feature:                       | Open (431012, 0.001—0.243) |
| Feature Identification Number: | 122537                     |
| Type of Feature Contribution:  | Undetermined               |
| Feature:                       | Open (431017, 1.662—0)     |
| Feature Identification Number: | 122539                     |
| Type of Feature Contribution:  | Undetermined               |

**Landscape Characteristic Graphics:**



*Figure 16: The typical “green tunnel” enclosed character of the AT in the South District near Loft Mountain. (SUNY, 2006)*



*Figure 17: The AT opens up spatially just north of Beagle Gap in the Appalachian Trail Park providing a distinct change in the trail's character. (SUNY, 2006)*

### Land Use

#### Historic Conditions:

The AT–South District in Shenandoah NP was primarily an area of farms. Some holdings had been abandoned long before the AT and park were developed, and others had been sold willingly or not, as described to hikers near Powell Gap in the 1931 PATC Guidebook, “Pass road on right at 4.78 m. leading to stone chimney and deserted cabin in cornfield; occupied cabin in ravine below. Pass spring on right at 4.98 m., 15 yds. down slope in apple trees” (PATC, 1931: 73).

Hikers passed farmyards that once had or still had chickens, pigs, and goats, and vegetable gardens, orchards mostly of apple, some of peach with fruit for eating or making moonshine, pastures for cattle and sheep, and woods for timbering and stripping chestnut and hemlock bark for tanning. Shenandoah NP land records and park establishment history indicates that the mountains were still actively being used until well after 1936, and the NPS and the Department of Agriculture’s Resettlement Administration had to relocate close to 500 families from the park (Shenandoah NP staff, 2007). After that time, land uses were primarily recreational. According to the U.S. Department of the Interior 1937 manual, Construction of Trails, the AT was constructed to carry both horses and hikers. This multi-use activity continued until well after World War II.

#### Existing Conditions:

Since 1942, the AT has continued to serve as a recreational trail for the hiker whether trekking on a through-hike from Georgia to Maine or hiking smaller segments of the trail and associated side trails. Traces of old farmsteads are disappearing, but are still revealed in extant wolf trees in old farm fields or in remnant orchards that the trail passes through (Fig. 18). The limits of old fields can also be discerned by the age of the woods. Some fields which may have been open in the historic period in the southernmost part of South District appear to be kept open for the radio tower complex along Bear Den Mountain. The AT–South District is no longer a multi-purpose trail as horse riding is excluded, as well as bicycles and other wheeled vehicles.

### Character-defining Features:

Feature: Orchard (431001, 0.587—0.700)

Feature Identification Number: 123089

Type of Feature Contribution: Contributing

Feature: Orchard (431001, 0.588—0.700)

Feature Identification Number: 123091

Type of Feature Contribution: Contributing

Feature: Field (431005, 0.001—0.005)

Feature Identification Number: 123093  
Type of Feature Contribution: Undetermined  
Feature: Orchard (431005, 1.674—1.713)  
Feature Identification Number: 123095  
Type of Feature Contribution: Contributing  
Feature: Campground (431012, 0.873—1.008)  
Feature Identification Number: 123097  
Type of Feature Contribution: Contributing  
Feature: Orchard (431015, 1.306—1.436)  
Feature Identification Number: 123099  
Type of Feature Contribution: Contributing  
Feature: Orchard (431015, 1.494—1.525)  
Feature Identification Number: 123101  
Type of Feature Contribution: Contributing  
Feature: Orchard (431025, 0.042—0.075)  
Feature Identification Number: 123103  
Type of Feature Contribution: Undetermined  
Feature: Orchard (431025, 0.346—0.460)  
Feature Identification Number: 123105  
Type of Feature Contribution: Undetermined  
Feature: Field (431025, 0.792—0.935)  
Feature Identification Number: 123107  
Type of Feature Contribution: Contributing  
Feature: Field (431026, 0.010—0.113)  
Feature Identification Number: 123109  
Type of Feature Contribution: Undetermined  
Feature: Field (431026, 0.331—0.378)



Feature Identification Number: 123111

Type of Feature Contribution: Undetermined

**Landscape Characteristic Graphics:**



*Figure 18: The AT passes through old orchards which tell of past agricultural land use such as this section near Trayfoot Mountain trail. (SUNY, 2006)*

**Topography**

**Historic Conditions:**

The AT–South District in Shenandoah NP generally followed a north-south orientation as it traced the ridgeline terrain of the Blue Ridge Mountains. Topographical considerations influenced the design and construction of the AT. In some cases, old roadbeds were graded to a maximum of fifteen percent and improved for trail use. Wherever possible, trails were designed with long sweeping curves. Retaining walls were constructed on sheer slopes to support the trail bed and maintain the grade, which was not to exceed fifteen percent (NPS Shenandoah NP Master Plan, 1936).

**Existing Conditions:**

Since 1942, there have been some changes to the built topography of the AT–South District. In general, the graded trail has not retained the three-percent cross pitch due to erosion (Fig. 19). The trail still follows switchbacks and travels on a trailbed often supported by retaining walls built along steep side slopes. The trail’s general north-south orientation is still consistent with the ridgeline terrain.

**Landscape Characteristic Graphics:**



*Figure 19: The CCC-graded trail has eroded, forming a slight gully in the middle of the trail and has not retained the three-percent cross pitch. (SUNY, 2006)*

**Vegetation**

**Historic Conditions:**

Vegetation refers to the indigenous and introduced plant materials along the trail corridor. The PATC's 1931 Guidebook of the AT–South District described a trail corridor that passed through native woods, fields, and abandoned agricultural lands (PATC, 1931:53-57). The farm fields often had a few large trees to provide shade for livestock and farmer.

The CCC's post-construction work on Skyline Drive and the relocation and reconstruction of portions of the AT required the preservation of as much native plant material as possible. When plants had to be removed for construction, the CCC transplanted many native trees, shrubs, perennials, and vines as prescribed by the principles of the NPS Rustic style. Additionally,

native plants were grown in nurseries at the CCC camps or brought from commercial nurseries or other national parks and then planted along the trail. Many pines were started from seed or grown from seedling stock in pine plantations. Some plantings were intended to naturalize with mixed plantings and others to reforest former agricultural fields (Engle, 1999, 85-87). The CCC planted species such as oaks (*Quercus* spp.), pines (*Pinus* spp.), mountain laurel (*Kalmia latifolia*), sumac (*Rhus* spp.), witch hazel (*Hamamelis virginiana*), and Virginia creeper (*Parthenocissus quinquefolia*) among others to harmonize the newly constructed trail with its surroundings and allow for naturalization.

**Existing Conditions:**

Since 1942, vegetation within Shenandoah NP's South District, and along the AT, has matured and filled in. Many of the open fields, rocky mountain tops, and bare slopes that the trail once encountered have transitioned to secondary growth hardwood forest comprised of oak, hickory (*Carya* spp.), cherry (*Prunus* spp.), maple (*Acer* spp.), black locust (*Robinia pseudoacacia*), tulip tree (*Liriodendron tulipifera*), and ash (*Fraxinus pennsylvanica*) along with sumac, witch hazel, mountain laurel, upland low blueberry (*Vaccinium pallidum*), fern (*Dennstaedtia* spp.), and Virginia creeper.

Both the park and the trail corridor display a large variety of perennials. Common species include rose azalea (*Rhododendron prinophyllum*), black cohosh (*Cimicifuga racemosa*), and fly-poison (*Amianthium muscitoxicum*). More unique species include trailing arbutus (*Epigaea repens*), wild bleeding heart (*Dicentra eximia*), twinleaf (*Jeffersonia diphylla*), and cardinal flower (*Lobelia cardinalis*), which provide interest throughout the seasons. Invasive exotic plants have arrived such as tree-of-heaven (*Ailanthus altissima*), oriental bittersweet (*Celastrus orbiculatus*), multiflora rose (*Rosa multiflora*), Japanese stilt grass (*Microstegium vimineum*), garlic mustard (*Alliaria petiolata*), and oriental lady's thumb (*Polygonum caespitosum*). The invasive exotics have proliferated and changed the character of the vegetation along the trail.

Wolf trees, which are old field trees with low branches around which younger woods have grown up, are numerous and recall the farm fields that once existed (Fig. 20). They're usually large in diameter and height, and contrast with the younger woods that surround them. These ancient trees stand out along the trail corridor and recall the rich history of the park and the trail. The trail also passes large old red oaks (Route 421023) and an immense tulip poplar at the beginning of Route 431002. This tree possibly could be the same described in the 1931 PATC Guidebook, "When about 100 yds. from sawmill, near enormous tulip poplar tree, turn right from road."

**Character-defining Features:**

Feature: Tree, wolf (431001, 0.237—0)

Feature Identification Number: 123113

Type of Feature Contribution: Contributing

Feature: Tree, specimen (431002, 0.128—0)

Feature Identification Number: 123115  
Type of Feature Contribution: Contributing  
Feature: Tree, wolf (431002, 0.698—0)  
Feature Identification Number: 123117  
Type of Feature Contribution: Contributing  
Feature: Tree, row (431002, 1.249—0)  
Feature Identification Number: 123119  
Type of Feature Contribution: Contributing  
Feature: Tree, row (431002, 1.357—0)  
Feature Identification Number: 123121  
Type of Feature Contribution: Contributing  
Feature: Tree, row (431002, 1.454—0)  
Feature Identification Number: 123123  
Type of Feature Contribution: Contributing  
Feature: Tree, wolf (431005, 0.673—0)  
Feature Identification Number: 123125  
Type of Feature Contribution: Contributing  
Feature: Tree, wolf (431005, 0.729—0)  
Feature Identification Number: 123127  
Type of Feature Contribution: Contributing  
Feature: Tree, wolf (431005, 0.935—0.986)  
Feature Identification Number: 123129  
Type of Feature Contribution: Contributing  
Feature: Tree, wolf (431005, 1.643—0)  
Feature Identification Number: 123131  
Type of Feature Contribution: Contributing  
Feature: Tree, wolf (431006, 1.877—0)  
Feature Identification Number: 123133



Type of Feature Contribution: Contributing

Feature: Tree, wolf (431007, 0.584—0)

Feature Identification Number: 123135

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431011, 0.268—0)

Feature Identification Number: 123137

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431011, 0.430—0)

Feature Identification Number: 123139

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431011, 0.550—0)

Feature Identification Number: 123141

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431011, 0.640—0)

Feature Identification Number: 123143

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431012, 0.144—0)

Feature Identification Number: 123145

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431012, 0.197—0)

Feature Identification Number: 123147

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431012, 0.692—0)

Feature Identification Number: 123149

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431013, 0.745—0)

Feature Identification Number: 123151

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431014, 0.047—0)

Feature Identification Number: 123153

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431014, 1.036—0)

Feature Identification Number: 123155

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431015, 1.407—0)

Feature Identification Number: 123157

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431019, 0.628—0)

Feature Identification Number: 123159

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431019, 1.711—0)

Feature Identification Number: 123161

Type of Feature Contribution: Contributing

Feature: Tree, specimen (431023, 1.279—0)

Feature Identification Number: 123163

Type of Feature Contribution: Contributing

Feature: Tree, specimen (431023, 1.485—0)

Feature Identification Number: 123165

Type of Feature Contribution: Contributing

Feature: Tree, wolf (431025, 0.487—0.515)

Feature Identification Number: 123167

Type of Feature Contribution: Contributing

**Landscape Characteristic Graphics:**



*Figure 20: A large wolf tree along the AT near Beagle Gap. Its large low branches indicate that it grew in an open field, which tells of a past agricultural use. (SUNY, 2006)*

### **Circulation**

Historic Conditions:

By 1930, the PATC had completed the AT within the South District, cobbling together a route comprised of old farm and logging roads and new construction. A mile south of Bearfence Mountain, the PATC 1931 Guidebook described the trail:

“Turn sharp right into newly-cleared trail (8.25m. ). At 8.3 m. pass fork to left. The Trail improves and as it ascends soon becomes well-worn wood road, which closely follows fence on right” (PATC, 1931: 67).

In 1933, when the CCC began their work on Skyline Drive and relocating and reconstructing portions of the AT, they improved old roads for the trail and constructed new trail using the NPS Rustic style principles and design standards that were eventually articulated in the U.S. Department of the Interior’s 1937 manual, Emergency Conservation Work, Project Training –

Construction of Trails. Specific standards were set for trail construction to accommodate both hiker and horse:

“...four-foot-wide tread with natural soil and gravel to a depth of three inches with stone edging as necessary, maximum fifteen percent grade and three-percent pitch, long-sweeping curves instead of long tangents or sections of a circle, switchbacks only when necessary and with long sections, and retaining walls only in rocky, steep terrain where necessary to maintain the required grade and reach certain elevations and objectives” (NPS Master Plan, 1936).

Switchbacks were constructed on the steep terrain on the north slope of Hightop, just north of Simmons Gap, south of Blackrock Gap, and south of Goat Hollow. The trail bed, with courses of large gravel and finished with finer gravel, was supported by stone edging excavated on site or nearby. The AT relocations and reconstructions were completed by 1938 and the last segment of Skyline Drive was opened in 1939. The AT and Skyline Drive intersected nineteen times.

#### Existing Conditions:

The AT–South District in Shenandoah NP retains much of its historic alignment, stone edging, and natural soil/gravel base. Since 1942, however, some areas of the trail have narrowed and eroded, resulting in loss or concealment of stone edging and loss of soil base. In places, the trail has “migrated” and created a double path with the partially-buried stone edging appearing in the center (Fig. 21). In 1964 the Loft Mountain Campground was constructed and the AT was relocated from the west side of the site to the east side. The old AT remains as a side trail but was not inventoried.

The AT continues to provide access to the side trails that were constructed in the historic period. However, short unplanned and unmarked spur trails have developed in places to reach viewpoints and rock outcrops because vegetation has grown in along the trail corridor and on the mountaintops. Unplanned spur trails that lead to springs and campsites have also evolved. The AT and Skyline Drive intersect seventeen times (Routes 431001 (2), 431004 (2), 431007, 431008, 431014, 431015 (2), 431016, 431018 (2), 431019, 431021, 431023, 431025, and 431027 (2)).

#### Character-defining Features:

Feature: AT–South District treadway corridor (431001—431027, 0—45)

Feature Identification Number: 123169

Type of Feature Contribution: Contributing

Feature: Road crossing (431001, 0.001—0.078) (Skyline Drive)

Feature Identification Number: 123171

Type of Feature Contribution: Contributing

Feature: Parking lot (431001, 1.258—1.262)

Feature Identification Number: 123173  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431001, 1.262—0) (Skyline Drive)  
Feature Identification Number: 123175  
Type of Feature Contribution: Contributing  
Feature: Edging (431002, 0.194—0.219)  
Feature Identification Number: 123177  
Type of Feature Contribution: Contributing  
Feature: Edging (431002, 0.214—0)  
Feature Identification Number: 123179  
Type of Feature Contribution: Contributing  
Feature: Edging (431002, 0.258—0.319)  
Feature Identification Number: 123181  
Type of Feature Contribution: Contributing  
Feature: Edging (431002, 0.346—0.362)  
Feature Identification Number: 123183  
Type of Feature Contribution: Contributing  
Feature: Edging (431002, 0.418—0.517)  
Feature Identification Number: 123185  
Type of Feature Contribution: Contributing  
Feature: Edging (431002, 0.600—0.629)  
Feature Identification Number: 123187  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431003, 0.098—0.100) (old road)  
Feature Identification Number: 123189  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431003, 1.161—1.165) (Smith Roach Gap Road)  
Feature Identification Number: 123191

Type of Feature Contribution: Contributing

Feature: Road crossing (431004, 0.007—0.010) (Skyline Drive)

Feature Identification Number: 123193

Type of Feature Contribution: Contributing

Feature: Road crossing (431004, 1.611—0) (Skyline Drive)

Feature Identification Number: 123195

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431005, 0.531—0)

Feature Identification Number: 123197

Type of Feature Contribution: Non Contributing

Feature: Road crossing ( 431007, 0.002—0.009) (Skyline Drive)

Feature Identification Number: 123199

Type of Feature Contribution: Contributing

Feature: Edging (431007, 0.432—0.440)

Feature Identification Number: 123201

Type of Feature Contribution: Contributing

Feature: Road crossing (431008, 0.002—0.006) (Skyline Drive)

Feature Identification Number: 123203

Type of Feature Contribution: Contributing

Feature: Edging (431008, 0.200—0.205)

Feature Identification Number: 123205

Type of Feature Contribution: Contributing

Feature: Parking lot (431008, 1.717—1.764)

Feature Identification Number: 123207

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431011, 0.661—0) (to Loft Mountain campstore)

Feature Identification Number: 123209

Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431011, 1.130—0) (to campground)
Feature Identification Number:	123211
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.605—0) (to campground)
Feature Identification Number:	123213
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.879—0) (to campground)
Feature Identification Number:	123215
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.894—0) (to campground)
Feature Identification Number:	123217
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.905—0) (to view)
Feature Identification Number:	123219
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.915—0) (to view)
Feature Identification Number:	123221
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.933—0) (to view)
Feature Identification Number:	123223
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing (431012, 0.999—0) (to campground)
Feature Identification Number:	123225
Type of Feature Contribution:	Non Contributing
Feature:	Trail, spur crossing ( 431012, 1.059—0) (to view)
Feature Identification Number:	123227
Type of Feature Contribution:	Non Contributing

Feature: Trail, spur crossing (431012, 1.176—0 (to view)

Feature Identification Number: 123229

Type of Feature Contribution: Non Contributing

Feature: Edging (431012, 1.216—1.239)

Feature Identification Number: 123231

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431012, 1.296—0) (to Loft Mountain amphitheater)

Feature Identification Number: 123233

Type of Feature Contribution: Non Contributing

Feature: Trail, side crossing (431014, 0.002—0) (Doyles River Trail)

Feature Identification Number: 123235

Type of Feature Contribution: Contributing

Feature: Edging (431014, 0.118—0.138)

Feature Identification Number: 123237

Type of Feature Contribution: Contributing

Feature: Parking lot (431014, 0.820—0.868)

Feature Identification Number: 123239

Type of Feature Contribution: Non Contributing

Feature: Edging (431014, 1.170—1.180)

Feature Identification Number: 123241

Type of Feature Contribution: Contributing

Feature: Road crossing (431014, 1.230—1.240) (Skyline Drive)

Feature Identification Number: 123243

Type of Feature Contribution: Contributing

Feature: Edging (431014, 1.350—1.370)

Feature Identification Number: 123245

Type of Feature Contribution: Contributing



Feature: Trail, side crossing (431014, 1.571—0) (to Big Run Overlook and Big Run Loop Trail)

Feature Identification Number: 123247

Type of Feature Contribution: Contributing

Feature: Edging (431014, 1.880—1.890)

Feature Identification Number: 123249

Type of Feature Contribution: Contributing

Feature: Edging (431014, 1.980—1.990)

Feature Identification Number: 123251

Type of Feature Contribution: Contributing

Feature: Edging (431014, 2.080—2.110)

Feature Identification Number: 123253

Type of Feature Contribution: Contributing

Feature: Parking lot (431015, 0.001—0.030)

Feature Identification Number: 123255

Type of Feature Contribution: Non Contributing

Feature: Road crossing (431015, 0.031—0.043) (Skyline Drive)

Feature Identification Number: 123257

Type of Feature Contribution: Contributing

Feature: Edging (431015, 0.074—0.123)

Feature Identification Number: 123259

Type of Feature Contribution: Contributing

Feature: Edging (431015, 0.131—0.144)

Feature Identification Number: 123261

Type of Feature Contribution: Contributing

Feature: Edging (431015, 0.376—0.382)

Feature Identification Number: 123263

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431015, 0.637—0) (to campground)

Feature Identification Number: 123265

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431015, 0.713—0) (to campground)

Feature Identification Number: 123267

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431015, 0.814—0) (to campground)

Feature Identification Number: 123269

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431015, 1.304—0) (to parking lot)

Feature Identification Number: 123271

Type of Feature Contribution: Non Contributing

Feature: Road crossing (431015, 1.450—1.455) (Skyline Drive)

Feature Identification Number: 123273

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431015, 1.974—0) (to parking lot)

Feature Identification Number: 123275

Type of Feature Contribution: Non Contributing

Feature: Trail, side crossing (431016, 0.001—0) (Trayfoot Mountain Trail)

Feature Identification Number: 123277

Type of Feature Contribution: Contributing

Feature: Trail, side crossing (431016, 0.369-0) (Blackrock Trail)

Feature Identification Number: 123279

Type of Feature Contribution: Contributing

Feature: Trail, side crossing (431016, 0.461—0) (Trayfoot Mountain Trail)

Feature Identification Number: 123281

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431016, 0.930—0) (to Black Rock Hut)

Feature Identification Number: 123283  
Type of Feature Contribution: Contributing  
Feature: Road (431016, 1.167—1.386) (old fire road)  
Feature Identification Number: 123285  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431016, 1.386—1.395) (Skyline Drive)  
Feature Identification Number: 123287  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431016, 1.597—0) (North Fork Moorman's River Road, north end)  
Feature Identification Number: 123289  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431016, 1.602—0) (North Fork Moorman's River Road, south end)  
Feature Identification Number: 123291  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431018, 0.002—0.006) (Skyline Drive)  
Feature Identification Number: 123293  
Type of Feature Contribution: Contributing  
Feature: Trail, side crossing (431018, 0.688—0) (Rip Rap Trail)  
Feature Identification Number: 123295  
Type of Feature Contribution: Contributing  
Feature: Trail, spur crossing (431019, 0.001—0) (to Rip Rap Trail parking lot)  
Feature Identification Number: 123297  
Type of Feature Contribution: Contributing  
Feature: Trail, side crossing (431019, 2.724—0) (Wildcat Ridge Trail)  
Feature Identification Number: 123299  
Type of Feature Contribution: Contributing

Feature: Road crossing ( 431019, 3.058—3.061) (Skyline Drive)

Feature Identification Number: 123301

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing ( 431021, 1.921—0) (to parking lot)

Feature Identification Number: 123303

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431021, 1.934—0) (to parking lot)

Feature Identification Number: 123305

Type of Feature Contribution: Non Contributing

Feature: Road crossing (431021, 1.939—1.946) (Skyline Drive)

Feature Identification Number: 123307

Type of Feature Contribution: Contributing

Feature: Trail, side crossing (431022, 0.225—0) (Turk Mountain Trail)

Feature Identification Number: 123309

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431022, 1.452—0)

Feature Identification Number: 123311

Type of Feature Contribution: Non Contributing

Feature: Road crossing 431023, 0.002—0.011) (Skyline Drive)

Feature Identification Number: 123313

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431023, 0.051—0)

Feature Identification Number: 123315

Type of Feature Contribution: Non Contributing

Feature: Edging (431024, 0.263—0.278)

Feature Identification Number: 123317

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431025, 0.018-0)

Feature Identification Number: 123319  
Type of Feature Contribution: Non Contributing  
Feature: Road crossing (431025, 0.379—0.382)  
Feature Identification Number: 123321  
Type of Feature Contribution: Undetermined  
Feature: Trail, spur crossing (431025, 0.622—0) (Little Calf Mountain summit)  
Feature Identification Number: 123323  
Type of Feature Contribution: Undetermined  
Feature: Road crossing (431025, 0.905—0.907)  
Feature Identification Number: 123325  
Type of Feature Contribution: Undetermined  
Feature: Parking lot (431025, 0.916—0.925)  
Feature Identification Number: 123327  
Type of Feature Contribution: Non Contributing  
Feature: Road crossing (431025, 0.931—0.935) (Skyline Drive)  
Feature Identification Number: 123329  
Type of Feature Contribution: Contributing  
Feature: Road crossing (431026, 0.111—0)  
Feature Identification Number: 123331  
Type of Feature Contribution: Undetermined  
Feature: Trail, spur crossing (431026, 0.291—0) (to view)  
Feature Identification Number: 123333  
Type of Feature Contribution: Undetermined  
Feature: Road (431026, 0.621—0.726)  
Feature Identification Number: 123335  
Type of Feature Contribution: Contributing  
Feature: Road (431026, 0.891—0.937)  
Feature Identification Number: 123337

Type of Feature Contribution: Contributing

Feature: Road (431026, 1.004—1.018)

Feature Identification Number: 123339

Type of Feature Contribution: Contributing

Feature: Trail, spur crossing (431026, 1.207—0)

Feature Identification Number: 123341

Type of Feature Contribution: Non Contributing

Feature: Road crossing (431027, 0.001—0.004) (Skyline Drive)

Feature Identification Number: 123343

Type of Feature Contribution: Contributing

Feature: Road crossing (431027, 0.005—0.052) (Private road)

Feature Identification Number: 123345

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431027, 1.278—0)

Feature Identification Number: 123347

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431027, 1.822—0)

Feature Identification Number: 123351

Type of Feature Contribution: Undetermined

Feature: Trail, spur crossing (431027, 2.030—0)

Feature Identification Number: 123359

Type of Feature Contribution: Non Contributing

Feature: Trail, spur crossing (431027, 2.888—0)

Feature Identification Number: 123361

Type of Feature Contribution: Non Contributing

Feature: Road crossing (431027, 3.483—3.698) (Skyline Drive)

Feature Identification Number: 123363

Type of Feature Contribution:

Contributing

**Landscape Characteristic Graphics:**



*Figure 21: Stone edging still supports the treadway along the AT to Hightop Mountain. The tread surface has lost its top-layered gravel courses. (SUNY, 2006)*

**Buildings and Structures**

**Historic Conditions:**

Numerous stone and log shelters and cabins were built along the AT–South District during the historic period. Shelters were important for trail hikers for overnight stays and during inclement weather, and were often built near springs for access to drinking water. The structures made use of many of the abundant dead chestnut trees in log construction as well as in the porches and rafters.

The CCC arrived in 1933 and began building shelters which featured local stone and logs and incorporated the ideals of the NPS Rustic style which stated that:

“...buildings be in harmony with the natural surroundings and secondary to the landscape... stone and logs used in construction should be in scale with each other and their surroundings

and natural counterparts” (McClelland, 1998:335).

The CCC constructed the cabins and shelters in the South District. One of the first was Doyles River Cabin in 1936-1937, which was constructed of logs and could accommodate twelve people. It was located on the east side of the trail at the head of Doyles River and was accessed from Skyline Drive at milepoint (MP) 81.1. From 1939-1940, the CCC constructed the log Hightop Shelter on the west side of the trail south of Hightop summit, and the stone Pinefield Shelter located east of the trail in a sag and accessed from Skyline Drive at MP 75.2. Both could accommodate six people. In 1941, the CCC built three shelters: Big Flat, Blackrock Gap, and Sawmill Run that each accommodated six people. Big Flat Shelter was east of the trail on top of crest, Blackrock Gap Shelter was east of the trail and deep in a ravine and could be accessed from Skyline Drive’s MP 87.1, and Sawmill Run Shelter was west of the trail and on the south side of an unnamed knob and accessed from Skyline Drive’s MP 95.8 (PATC Guidebook, 1959: 53-73).

Historic photographs show that the CCC was also responsible for many of the stone walls, steps, and culverts along the trail and surrounding the shelters. Like the cabins and shelters, the design of these structures also made use of local stone and timber as promoted by the NPS Rustic style principles that were eventually formalized in the U.S. Department of the Interior 1937 manual, *Construction of Trails*. According to the manual, stone retaining walls were to be built below the trail and would not be highly visible to the hiker. The retaining walls allowed the trail be built out from the mountain side and hug the sides of steep slopes. As seen along the stretches of trail to Hightop Mountain and south of Ivy Creek Overlook, Doyles River Trail, and Browns Gap, the walls negotiated the changes in topography and allowed for an even grade and consistent trail width. Stone culverts were constructed to divert water under the trail to prevent erosion of the trail bed. These too would not have been readily visible to the AT hiker. Also evident were runs of slab-laid stone steps, particularly along steep parts of the trail and near developed areas such as overlooks.

#### Existing Conditions:

There have been some changes in buildings and structures since 1942. The historic Hightop, Pinefield and Blackrock Gap Shelters are now called huts and are three-sided facilities that allow overnight stays on a first-come, first-served basis. Doyles River Cabin is still a locked cabin that requires reservations from the PATC (Fig. 22). Two shelters, Big Flat and Sawmill Run, were removed in the 1970s because of over use, but several new structures were constructed to provide additional accommodations for long- and short-distance AT hikers. They include Ivy Creek Shelter (c.1965), now a PATC maintenance facility, and Calf Mountain Shelter (1984) built by the PATC from the remains of Sawmill Run Shelter and the Rip Rap Shelter (not on the AT).

Numerous historic structures remain evident along the AT–South District, including retaining walls and culverts (Fig. 23). CCC-built stone retaining walls exist along the downhill sides of the trail although some are covered by vegetation. Several other retaining walls appear to have



been repaired in places. Stone steps have also been added since the historic period.

New types of trail construction have been added in several areas to address erosion and puddling, and employ Appalachian Trail Conservancy trail maintenance techniques. Ramp steps of logs most likely are waterbars that have silted in and now function as steps. More recently, fords have been constructed, which are built of stepping-stones placed to facilitate stream crossings, and turnpikes, which raise the trail up off wet areas. Utility corridors also periodically cross the trail, and utility boxes are occasionally visible from the trail.

**Character-defining Features:**

Feature: Bridge (431001, 0.030—0.077) (Swift Run Gap)

Feature Identification Number: 123365

Type of Feature Contribution: Non Contributing

Feature: Drop inlet (431001, 0.077—0.078)

Feature Identification Number: 123367

Type of Feature Contribution: Non Contributing

Feature: Wall (431001, 0.303—0.367)

Feature Identification Number: 123369

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431002, 0.245—0.258)

Feature Identification Number: 123371

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431002, 0.319—0.346)

Feature Identification Number: 123373

Type of Feature Contribution: Contributing

Feature: Culvert, closed (431002, 0.339—0)

Feature Identification Number: 123375

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431002, 0.402—0.418)

Feature Identification Number: 123377

Type of Feature Contribution: Contributing

Feature: Wall, field stone (431002, 0.454—0)

Feature Identification Number: 123379

Type of Feature Contribution: Contributing

Feature: Wall, field stone (431002, 0.562—0.581)

Feature Identification Number: 123381

Type of Feature Contribution: Contributing

Feature: Utility corridor (431006, 3.188—3.194)

Feature Identification Number: 123383

Type of Feature Contribution: Non Contributing

Feature: Wall, retaining (431007, 0.365—0.369)

Feature Identification Number: 123385

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431007, 0.440—0.446)

Feature Identification Number: 123387

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431007, 1.015—1.018)

Feature Identification Number: 123389

Type of Feature Contribution: Contributing

Feature: Hut (431008, 0.000—0) (Pinefield Hut)

Feature Identification Number: 123391

Type of Feature Contribution: Contributing

Feature: Wall, stone barrier (431008, 1.178—1.764)

Feature Identification Number: 123393

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431009, 0.011—0.035)

Feature Identification Number: 123395

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431009, 0.071—0.165)

Feature Identification Number: 123397  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 0.175—0.186)  
Feature Identification Number: 123399  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 0.213—0.236)  
Feature Identification Number: 123401  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 0.239—0.242)  
Feature Identification Number: 123403  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 0.241—0.290)  
Feature Identification Number: 123405  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 0.766—0.774)  
Feature Identification Number: 123407  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 0.926—0.938)  
Feature Identification Number: 123409  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 1.306—1.381)  
Feature Identification Number: 123411  
Type of Feature Contribution: Contributing  
Feature: Wall, retaining (431009, 1.363—1.376)  
Feature Identification Number: 123413  
Type of Feature Contribution: Contributing  
Feature: Ford (431009, 1.400—1.408)  
Feature Identification Number: 123415

Type of Feature Contribution: Non Contributing

Feature: Wall, retaining (431009, 1.474—1.480)

Feature Identification Number: 123417

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431010, 0.667—0.673)

Feature Identification Number: 123419

Type of Feature Contribution: Contributing

Feature: Manhole (431011, 0.898—0)

Feature Identification Number: 123421

Type of Feature Contribution: Non Contributing

Feature: Store (431012, 0.055—0) (Loft Mountain Campstore)

Feature Identification Number: 123423

Type of Feature Contribution: Non Contributing

Feature: Utility corridor (431012, 0.233—0.240)

Feature Identification Number: 123425

Type of Feature Contribution: Non Contributing

Feature: Culvert (431012, 0.955—0.957)

Feature Identification Number: 123427

Type of Feature Contribution: Non Contributing

Feature: Culvert (431012, 0.960—0.963)

Feature Identification Number: 123429

Type of Feature Contribution: Non Contributing

Feature: Wall, retaining (431013, 0.734—0.736)

Feature Identification Number: 123431

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431013, 0.767—0.770)

Feature Identification Number: 123433

Type of Feature Contribution:	Contributing
Feature:	Cabin (431014, 0.000—0) (Doyles River Cabin)
Feature Identification Number:	123435
Type of Feature Contribution:	Contributing
Feature:	Wall, retaining (431014, 0.139—0.172)
Feature Identification Number:	123437
Type of Feature Contribution:	Contributing
Feature:	Wall, retaining (431014, 0.178—0.195)
Feature Identification Number:	123439
Type of Feature Contribution:	Contributing
Feature:	Wall, retaining (431014, 0.208—0.211)
Feature Identification Number:	123441
Type of Feature Contribution:	Contributing
Feature:	Wall, retaining (431014, 0.294—0.306)
Feature Identification Number:	123443
Type of Feature Contribution:	Contributing
Feature:	Wall, retaining (431014, 0.406—0.413)
Feature Identification Number:	123445
Type of Feature Contribution:	Contributing
Feature:	Wall, retaining (431014, 0.445—0.450)
Feature Identification Number:	123447
Type of Feature Contribution:	Contributing
Feature:	Foundation (431014, 0.658—0)
Feature Identification Number:	123449
Type of Feature Contribution:	Undetermined
Feature:	Wall, retaining (431014, 1.010—1.040)
Feature Identification Number:	123451
Type of Feature Contribution:	Contributing

Feature: Wall, retaining (431014, 1.050—1.060)

Feature Identification Number: 123453

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431014, 1.080—1.100)

Feature Identification Number: 123455

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431014, 1.180—1.210)

Feature Identification Number: 123457

Type of Feature Contribution: Contributing

Feature: Wall (431014, 1.220—0)

Feature Identification Number: 123459

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431014, 1.231—0)

Feature Identification Number: 123461

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431014, 1.960—1.980)

Feature Identification Number: 123463

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431014, 2.020—2.080)

Feature Identification Number: 123465

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431015, 0.123—0.130)

Feature Identification Number: 123467

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431015, 0.144—0.154)

Feature Identification Number: 123469

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431015, 0.189—0.203)

Feature Identification Number: 123471

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431015, 0.259—0.274)

Feature Identification Number: 123473

Type of Feature Contribution: Contributing

Feature: Culvert (431015, 1.191—0)

Feature Identification Number: 123475

Type of Feature Contribution: Contributing

Feature: Hut (431016, 0.929—0) (to Blackrock Hut)

Feature Identification Number: 123477

Type of Feature Contribution: Contributing

Feature: Wall (431016, 1.384—0)

Feature Identification Number: 123479

Type of Feature Contribution: Non Contributing

Feature: Wall, retaining (431017, 1.240—1.243)

Feature Identification Number: 123481

Type of Feature Contribution: Contributing

Feature: Wall, retaining (431021, 1.378—1.389)

Feature Identification Number: 123483

Type of Feature Contribution: Contributing

Feature: Utility corridor (431023, 0.938—0.984)

Feature Identification Number: 123485

Type of Feature Contribution: Non Contributing

Feature: Utility corridor (431024, 0.507—0.580)

Feature Identification Number: 123499

Type of Feature Contribution: Contributing

Feature: Shelter (431024, 0.612—0) (to Calf Mountain Shelter)

Feature Identification Number: 123529

Type of Feature Contribution: Non Contributing

Feature: Steps (431024, 1.036—1.040)

Feature Identification Number: 123505

Type of Feature Contribution: Non Contributing

Feature: Wall, field (431025, 0.193—0)

Feature Identification Number: 123511

Type of Feature Contribution: Contributing

Feature: Cell Towers and utility ( 431026, 0.552—0)

Feature Identification Number: 123509

Type of Feature Contribution: Non Contributing

Feature: Cell towers with utility (431026, 0.932—1.003)

Feature Identification Number: 123513

Type of Feature Contribution: Non Contributing

Feature: Wall, field stone (431027, 0.578—0.587)

Feature Identification Number: 123517

Type of Feature Contribution: Contributing

Feature: Steps (431027, 3.457—0)

Feature Identification Number: 123541

Type of Feature Contribution: Contributing

Feature: Bridge (431027, 3.680—0) (Rockfish Gap)

Feature Identification Number: 123523

Type of Feature Contribution: Non Contributing

**Landscape Characteristic Graphics:**





*Figure 22: Doyles River Cabin was constructed by the CCC in 1936. It illustrates the NPS Rustic style of using local material and building techniques. (SUNY, 2006)*



*Figure 23: A CCC-built stone retaining wall supports the AT treadway on the way to Hightop. (SUNY, 2006)*

### **Views and Vistas**

#### **Historic Conditions:**

The AT–South District initially featured many broad views. The trail often crossed summits that allowed for views to peaks within the park as described in the 1931 PATC Guidebook, “At 7.01 m. reach highest point on road. (Summit affords expansive view. High Knob is very prominent, back to right)” (PATC, 1931:73). High Knob in the description now refers to Hightop Mountain. Other views were accessible from short side trails from the AT, also noted in the 1931 PATC Guidebook, “Road becomes less worn as it ascends, and at 20.56 m. passes trail (elevation 3,091 ft.) leading right 100 yds. to Black Rock (Fine outlook)” (PATC, 1931:75). Due to its general alignment along the park’s undulating ridgeline, the AT offered views to both the majestic peaks within the park and to the hollows and valleys below, which inspired feelings of walking in the shadows of mountains and discovering their highest peaks.

The NPS Rustic style also encouraged the establishment of specific viewpoints from the trail.

“As in road design, the landscape architects helped to locate the trails, capturing scenic features and views...” (McClelland, 1998:233). On the AT–South District, this meant preserving views from rocky outcrops and cliffs along the trail, as at Hightop, Roundtop, the ridge south of Loft Mountain, south of Calvary Rocks, south of Goat Hollow, north of Jarman Gap, and north from Calf Mountain.

**Existing Conditions:**

Since 1942, vegetation has naturalized throughout the AT–South District and reforested the slopes below cliffs and rock outcrops. Due the density of the secondary growth forest, views from the trail are now limited, so much so that the trail is often described as a “green tunnel.” As a result, hikers have created over time short spur trails that lead to nearby rock outcrops or the edges of steep downward slopes where a view can be experienced. It is likely that the obstructed views from the trail were once open views. There still are, however, broad views along the trail and open ledges as seen from Hightop Mountain and from the boulder fields of Blackrock (Fig. 24).

**Character-defining Features:**

Feature: View, obstructed (431002, 1.392—1.422)

Feature Identification Number: 123545

Type of Feature Contribution: Contributing

Feature: View (431002, 1.498—0)

Feature Identification Number: 123547

Type of Feature Contribution: Contributing

Feature: View, obstructed (431005, 0.524—0.525)

Feature Identification Number: 123549

Type of Feature Contribution: Contributing

Feature: View (431005, 0.532—0)

Feature Identification Number: 123551

Type of Feature Contribution: Contributing

Feature: View, obstructed (431008, 0.587—0.600)

Feature Identification Number: 123553

Type of Feature Contribution: Contributing

Feature: View (431008, 1.715—0)

Feature Identification Number: 123555

Type of Feature Contribution: Contributing

Feature: View, obstructed (431009, 0.157—0.242)

Feature Identification Number: 123557

Type of Feature Contribution: Contributing

Feature: View (431009, 0.303—0.509)

Feature Identification Number: 123559

Type of Feature Contribution: Contributing

Feature: View (431009, 0.742—0.830)

Feature Identification Number: 123561

Type of Feature Contribution: Contributing

Feature: View (431009, 1.246—1.253)

Feature Identification Number: 123563

Type of Feature Contribution: Contributing

Feature: View, obstructed (431010, 0.412—0.428)

Feature Identification Number: 123565

Type of Feature Contribution: Contributing

Feature: View (431010, 0.428—0.433)

Feature Identification Number: 123567

Type of Feature Contribution: Contributing

Feature: View, obstructed (431010, 0.434—0.467)

Feature Identification Number: 123569

Type of Feature Contribution: Contributing

Feature: View, obstructed (431012, 0.900—1.068)

Feature Identification Number: 123571

Type of Feature Contribution: Contributing

Feature: View ( 431013, 0.466—0.473)

Feature Identification Number: 123573

Type of Feature Contribution: Contributing

Feature: View, obstructed (431014, 0.193—0.233)

Feature Identification Number: 123575

Type of Feature Contribution: Contributing

Feature: View (431014, 0.828—0.871)

Feature Identification Number: 123577

Type of Feature Contribution: Contributing

Feature: View, obstructed (431015, 0.691—0)

Feature Identification Number: 123579

Type of Feature Contribution: Contributing

Feature: View (431016, 0.314—0.395)

Feature Identification Number: 123581

Type of Feature Contribution: Contributing

Feature: View, obstructed (431019, 0.194—0.227)

Feature Identification Number: 123583

Type of Feature Contribution: Contributing

Feature: View, obstructed (431019, 2.190—2.197)

Feature Identification Number: 123585

Type of Feature Contribution: Contributing

Feature: View, obstructed (431023, 0.206—0.284)

Feature Identification Number: 123587

Type of Feature Contribution: Contributing

Feature: View, obstructed (431023, 0.525—0.537)

Feature Identification Number: 123589

Type of Feature Contribution: Contributing

Feature: View (431023, 0.659—0.689)

Feature Identification Number: 123591

Type of Feature Contribution: Contributing



Feature: View (431025, 0.786—0.852)

Feature Identification Number: 123593

Type of Feature Contribution: Contributing

**Landscape Characteristic Graphics:**



*Figure 24: A view looking east to the Piedmont Valley from the AT near Loft Mountain. (SUNY, 2006)*

**Small Scale Features**

**Historic Conditions:**

The AT featured a number of small-scale features for wayfinding and other utilitarian purposes. When the PATC completed the AT–South District in 1930, they had used stone cairns to mark the trail route through open fields and over rocky mountaintops as there often was not a constructed trail bed. When the CCC relocated and reconstructed portions of the AT in the 1930s, a standard trail marker was developed for use along the entire AT in Shenandoah NP. The markers were four-foot-tall, six-inch-wide concrete pillars with embossed zinc banding displaying the AT logo. They were reminiscent of hitching posts and marked the junctions of the AT and the side trails. The PATC also used metal AT markers and nailed them to trees, and developed a system of white-painted blazes on trees to mark the trail that was used throughout the entire AT from Maine to Georgia.

Other small-scale features within the trail corridor included wooden gates and wood and wire fences associated with adjacent farms. Along one stretch, the PATC 1931 Guidebook said,

“At 1.81 m. come out of woods and cross fence (clearing beyond). Follow left side of fence, pass spring on left at 1.85 m. and reach lower cabin at 1.89 m.” (PATC, 1931: 72). Sometimes the AT passed through the gates and fencing and at other times the trail ran alongside farm fields and orchards delineated by fences.

**Existing Conditions:**

The most predominant small-scale feature on the AT–South District today are the historic concrete and embossed-zinc trail markers (Fig. 25). They continue to serve as a key wayfinding feature for the AT and the side trails in the park. When the markers are in need of repair or replacement, they are replaced in-kind. Many of the old metal AT signs have rusted away or have been acquired by hikers as souvenirs, and have not been replaced. Occasionally, however, one can be discovered nailed to a tree.

White blazes still mark the entire AT from Georgia to Maine and are repainted by the PATC as needed. Other signs are made of wood or metal. At some trail junctions, maps are displayed vertically under plexiglass within a six-foot-tall, four-foot-wide brown metal signpost structures.

**Character-defining Features:**

Feature: Marker, trail (431001, 0.000—0) (concrete and zinc)

Feature Identification Number: 123595

Type of Feature Contribution: Contributing

Feature: Marker, trail (431001, 0.082—0) (concrete and zinc)

Feature Identification Number: 123597

Type of Feature Contribution: Contributing

Feature: Marker, trail (431002, 0.000—0) (concrete and zinc)

Feature Identification Number: 123599

Type of Feature Contribution: Contributing

Feature: Marker, trail (431002, 1.524—0) (concrete and zinc)

Feature Identification Number: 123601

Type of Feature Contribution: Contributing

Feature: Marker, spring (431002, 1.631—0) (concrete and zinc)

Feature Identification Number: 123603

Type of Feature Contribution: Contributing

Feature: Marker, trail (431002, 2.163—0) (concrete and zinc)

Feature Identification Number: 123605

Type of Feature Contribution: Contributing

Feature: Marker, trail (431003, 0.000—0) (concrete and zinc)

Feature Identification Number: 123607

Type of Feature Contribution: Contributing

Feature: Marker, trail (431003, 0.102—0) (concrete and zinc)

Feature Identification Number: 123609

Type of Feature Contribution: Contributing

Feature: Marker, trail (431003, 1.160—0) (concrete and zinc)

Feature Identification Number: 123611

Type of Feature Contribution: Contributing

Feature: Marker, trail (431003, 1.211—0) (concrete and zinc)

Feature Identification Number: 123613

Type of Feature Contribution: Contributing

Feature: Marker, trail (431004, 0.000—0) (concrete and zinc)

Feature Identification Number: 123617

Type of Feature Contribution: Contributing

Feature: Sign (431004, 0.012—0)

Feature Identification Number: 123619

Type of Feature Contribution: Non Contributing

Feature: Sign (431004, 1.608—0)

Feature Identification Number: 123621

Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431005, 0.000—0) (concrete and zinc)

Feature Identification Number: 123623

Type of Feature Contribution: Contributing

Feature: Marker, trail (431005, 0.323—0)

Feature Identification Number: 123625



Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431007, 0.000—0) (concrete and zinc)

Feature Identification Number: 123627

Type of Feature Contribution: Contributing

Feature: Marker, trail (431007, 1.890—0) (concrete and zinc)

Feature Identification Number: 123629

Type of Feature Contribution: Contributing

Feature: Marker, trail (431008, 0.000—0) (concrete and zinc)

Feature Identification Number: 123631

Type of Feature Contribution: Contributing

Feature: Marker, trail (431008, 0.187—0) (concrete and zinc)

Feature Identification Number: 123633

Type of Feature Contribution: Contributing

Feature: Marker, trail (431008, 1.765—0) (concrete and zinc)

Feature Identification Number: 123635

Type of Feature Contribution: Contributing

Feature: Marker, trail (431009, 0.000—0) (concrete and zinc)

Feature Identification Number: 123637

Type of Feature Contribution: Contributing

Feature: Marker, trail (431009, 2.089—0) (concrete and zinc)

Feature Identification Number: 123639

Type of Feature Contribution: Contributing

Feature: Marker, trail (431010, 0.000—0) (concrete and zinc)

Feature Identification Number: 123641

Type of Feature Contribution: Contributing

Feature: Marker, trail (431010, 0.881—0) (concrete and zinc)

Feature Identification Number: 123643

Type of Feature Contribution: Contributing

Feature: Marker, trail (431010, 1.010—0) (concrete and zinc)

Feature Identification Number: 123645

Type of Feature Contribution: Contributing

Feature: Marker, trail (431011, 0.000—0) (concrete and zinc)

Feature Identification Number: 123647

Type of Feature Contribution: Contributing

Feature: Marker, trail (431011, 0.660—0) (concrete and zinc)

Feature Identification Number: 123649

Type of Feature Contribution: Contributing

Feature: Marker, trail (431012, 0.000—0) (concrete and zinc)

Feature Identification Number: 123651

Type of Feature Contribution: Contributing

Feature: Marker, utility (431012, 0.460—0)

Feature Identification Number: 123653

Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431012, 0.606—0) (concrete and zinc)

Feature Identification Number: 123655

Type of Feature Contribution: Contributing

Feature: Marker, trail (431012, 1.177—0) (concrete and zinc)

Feature Identification Number: 123657

Type of Feature Contribution: Contributing

Feature: Marker, trail (431013, 0.000—0) (concrete and zinc)

Feature Identification Number: 123659

Type of Feature Contribution: Contributing

Feature: Marker, trail (431014, 0.000—0) (concrete and zinc)

Feature Identification Number: 123661

Type of Feature Contribution: Contributing

Feature: Sign (431014, 0.001—0)  
Feature Identification Number: 123663  
Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431014, 0.869—0) (concrete and zinc)  
Feature Identification Number: 123665  
Type of Feature Contribution: Contributing

Feature: Marker, trail (431014, 1.240—0) (concrete and zinc)  
Feature Identification Number: 123667  
Type of Feature Contribution: Contributing

Feature: Marker, trail (431014, 1.570—0) (concrete and zinc)  
Feature Identification Number: 123669  
Type of Feature Contribution: Contributing

Feature: Marker, trail (431015, 0.000—0) (concrete and zinc)  
Feature Identification Number: 123671  
Type of Feature Contribution: Contributing

Feature: Marker, trail (431015, 0.053—0) (concrete and zinc)  
Feature Identification Number: 123673  
Type of Feature Contribution: Contributing

Feature: Marker, trail (431015, 0.660—0) (concrete and zinc)  
Feature Identification Number: 123675  
Type of Feature Contribution: Contributing

Feature: Marker, trail (431015, 0.712—0) (concrete and zinc)  
Feature Identification Number: 123677  
Type of Feature Contribution: Contributing

Feature: Sign (431015, 0.813—0)  
Feature Identification Number: 123679  
Type of Feature Contribution: Contributing

Feature: Sign (431015, 1.303—0)

Feature Identification Number: 123681  
Type of Feature Contribution: Non Contributing  
Feature: Marker, trail (431015, 1.305—0) (concrete and zinc)  
Feature Identification Number: 123683  
Type of Feature Contribution: Contributing  
Feature: Marker, trail (431015, 1.474—0) (concrete and zinc)  
Feature Identification Number: 123685  
Type of Feature Contribution: Contributing  
Feature: Marker, trail (431015, 1.973—0) (concrete and zinc)  
Feature Identification Number: 123687  
Type of Feature Contribution: Contributing  
Feature: Marker, trail (431016, 0.000—0) (concrete and zinc)  
Feature Identification Number: 123689  
Type of Feature Contribution: Contributing  
Feature: Sign (431016, 0.002—0)  
Feature Identification Number: 123691  
Type of Feature Contribution: Non Contributing  
Feature: Marker, trail (431016, 0.368—0) (concrete and zinc)  
Feature Identification Number: 123693  
Type of Feature Contribution: Contributing  
Feature: Marker, trail (431016, 0.459—0) (concrete and zinc)  
Feature Identification Number: 123695  
Type of Feature Contribution: Contributing  
Feature: Sign (431016, 0.460—0)  
Feature Identification Number: 123697  
Type of Feature Contribution: Non Contributing  
Feature: Marker, trail (431016, 0.931—0) (concrete and zinc)  
Feature Identification Number: 123699

Type of Feature Contribution: Contributing

Feature: Marker, trail (431016, 1.403—0) (concrete and zinc)

Feature Identification Number: 123701

Type of Feature Contribution: Contributing

Feature: Sign (431016, 1.594—0)

Feature Identification Number: 123703

Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431017, 0.000—0) (concrete and zinc)

Feature Identification Number: 123705

Type of Feature Contribution: Contributing

Feature: Posts (431017, 0.002—0.006)

Feature Identification Number: 123707

Type of Feature Contribution: Non Contributing

Feature: Sign (431017, 0.005—0)

Feature Identification Number: 123709

Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431017, 1.790—0) (concrete and zinc)

Feature Identification Number: 123711

Type of Feature Contribution: Contributing

Feature: Marker, trail (431018, 0.000—0) (concrete and zinc)

Feature Identification Number: 123713

Type of Feature Contribution: Contributing

Feature: Marker, trail (431018, 0.687—0) (concrete and zinc)

Feature Identification Number: 123715

Type of Feature Contribution: Contributing

Feature: Marker, trail (431018, 1.103—0) (concrete and zinc)

Feature Identification Number: 123717

Type of Feature Contribution: Contributing

Feature: Marker, trail (431019, 0.000—0) (concrete and zinc)

Feature Identification Number: 123719

Type of Feature Contribution: Contributing

Feature: Marker, AT (431019, 0.856—0) (PATC)

Feature Identification Number: 123721

Type of Feature Contribution: Contributing

Feature: Marker, trail (431019, 2.723—0) (concrete and zinc)

Feature Identification Number: 123723

Type of Feature Contribution: Contributing

Feature: Marker, trail (431021, 0.000—0) (concrete and zinc)

Feature Identification Number: 123725

Type of Feature Contribution: Contributing

Feature: Marker, AT (431021, 0.985—0) (PATC)

Feature Identification Number: 123727

Type of Feature Contribution: Contributing

Feature: Marker, trail (431021, 1.935—0) (concrete and zinc)

Feature Identification Number: 123729

Type of Feature Contribution: Contributing

Feature: Marker, trail (431021, 1.947—0) (concrete and zinc)

Feature Identification Number: 123731

Type of Feature Contribution: Contributing

Feature: Marker, trail (431022, 0.000—0) (concrete and zinc)

Feature Identification Number: 123733

Type of Feature Contribution: Contributing

Feature: Marker, trail (431022, 0.226—0) (concrete and zinc)

Feature Identification Number: 123735

Type of Feature Contribution: Contributing

Feature: Marker, trail (431022, 1.623—0) (concrete and zinc)

Feature Identification Number: 123737

Type of Feature Contribution: Contributing

Feature: Marker, trail (431023, 0.000—0) (concrete and zinc)

Feature Identification Number: 123739

Type of Feature Contribution: Contributing

Feature: Utility marker (431023, 0.969—0)

Feature Identification Number: 123741

Type of Feature Contribution: Non Contributing

Feature: Marker, trail (431023, 1.629—0) (concrete and zinc)

Feature Identification Number: 123743

Type of Feature Contribution: Contributing

Feature: Marker, spring (431023, 1.694—0) (concrete and zinc)

Feature Identification Number: 123745

Type of Feature Contribution: Contributing

Feature: Marker, USDI NPS (431023, 1.852—0)

Feature Identification Number: 123747

Type of Feature Contribution: Contributing

Feature: Marker, trail (431023, 1.855—0) (concrete and zinc)

Feature Identification Number: 123749

Type of Feature Contribution: Contributing

Feature: Marker, trail (431024, 0.000—0) (concrete and zinc)

Feature Identification Number: 123751

Type of Feature Contribution: Contributing

Feature: Marker, spring (431024, 0.428—0) (concrete and zinc)

Feature Identification Number: 123753

Type of Feature Contribution: Contributing

Feature: Sign (431024, 0.483—0)

Feature Identification Number: 123755

Type of Feature Contribution: Non Contributing

Feature: Sign (431024, 0.611—0)

Feature Identification Number: 123759

Type of Feature Contribution: Non Contributing

Feature: Sign (431024, 0.613—0)

Feature Identification Number: 123761

Type of Feature Contribution: Non Contributing

Feature: Marker, USDI NPS (431024, 1.563—0)

Feature Identification Number: 123763

Type of Feature Contribution: Contributing

Feature: Marker, USDI NPS (431025, 0.000—0)

Feature Identification Number: 123765

Type of Feature Contribution: Contributing

Feature: Sign (431025, 0.647—0)

Feature Identification Number: 123767

Type of Feature Contribution: Non Contributing

Feature: Fence (431025, 0.912—0)

Feature Identification Number: 123769

Type of Feature Contribution: Non Contributing

Feature: Fence ( 431026, 0.013—0)

Feature Identification Number: 123771

Type of Feature Contribution: Non Contributing

Feature: Tractor Seats (431026, 0.611—0)

Feature Identification Number: 123773

Type of Feature Contribution: Non Contributing

Feature: Fence (431026, 1.116—0)



Feature Identification Number: 123775  
Type of Feature Contribution: Non Contributing  
Feature: Sign (431026, 1.852—0)  
Feature Identification Number: 123777  
Type of Feature Contribution: Non Contributing  
Feature: Sign (431027, 0.000—0)  
Feature Identification Number: 123779  
Type of Feature Contribution: Non Contributing  
Feature: Fence with ladder (431027, 0.023—0)  
Feature Identification Number: 123781  
Type of Feature Contribution: Non Contributing  
Feature: Sign (431027, 0.053—0)  
Feature Identification Number: 123783  
Type of Feature Contribution: Non Contributing  
Feature: Utility pipe (431027, 0.839—0)  
Feature Identification Number: 123785  
Type of Feature Contribution: Non Contributing  
Feature: Fence ( 431027, 0.905—0.932)  
Feature Identification Number: 123787  
Type of Feature Contribution: Undetermined  
Feature: Fence ( 431027, 1.995—0)  
Feature Identification Number: 123789  
Type of Feature Contribution: Non Contributing  
Feature: Fence with gate (431027, 2.051—0)  
Feature Identification Number: 123791  
Type of Feature Contribution: Undetermined  
Feature: Fence with gate (431027, 2.536—0)  
Feature Identification Number: 123793

Type of Feature Contribution: Undetermined

Feature: Sign (431027, 2.540—0)

Feature Identification Number: 123795

Type of Feature Contribution: Non Contributing

Feature: Sign (431027, 2.886—0)

Feature Identification Number: 123797

Type of Feature Contribution: Non Contributing

Feature: Registration Box (431027, 2.889—0)

Feature Identification Number: 123799

Type of Feature Contribution: Non Contributing

Feature: Marker (431027, 3.339—0)

Feature Identification Number: 123801

Type of Feature Contribution: Non Contributing

Feature: Sign (431027, 3.426—0)

Feature Identification Number: 123803

Type of Feature Contribution: Non Contributing

Feature: Sign (431027, 3.673—0)

Feature Identification Number: 123805

Type of Feature Contribution: Non Contributing

Feature: Marker, other (431027, 3.699—0)

Feature Identification Number: 123807

Type of Feature Contribution: Non Contributing

**Landscape Characteristic Graphics:**



*Figure 25: A historic concrete and zinc AT marker near Ivy Creek Overlook. (SUNY, 2006)*

## Condition

### Condition Assessment and Impacts

**Condition Assessment:** Good

**Assessment Date:** 05/30/2007

#### Condition Assessment Explanatory Narrative:

The inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition. Some trail sections are subject to erosion and improper drainage problems, but typically are diligently addressed by the NPS and PATC.

#### Stabilization Measures:

The two projects listed do not represent the entire need for stabilization. The stabilization cost reported below is the sum total of the following projects:

Multi-year project through Fiscal Year (FY) 2009 – PMIS 124309 “Partner with PATC to Restore Tread, Erosion Control, and Rockwork on the AT and Side Trails,” includes specialized work for restoration of rocky, uneven and eroded tread, rebuilding of degraded erosion control structures to control or divert storm water to minimize soil erosion, reconstruction of rock cribbing walls to support trails on steep slopes, and construction of rock steps in steep eroded sections of trail. Requested funding amount for the project is \$24K.

Three projects identified through FY 2009 – PMIS 111736: “YCC: Improve & Maintain Backcountry/Wilderness Trails, Historic Skyline Drive, and Campgrounds,” and PMIS 124253 and PMIS 133166: “YCC: Rehabilitate Backcountry/Wilderness Trails and Campsites and Maintain Skyline Drive” – make use of Youth Conservation Corps (YCC) labor to work on the park's extensive 500-mile trail system which includes over 100 miles of the Appalachian Trail and remote trails managed in the park's designated wilderness areas. Work will include: trail tread maintenance, construction and rehabilitation of waterbars, check-dams, and drainage ditches, re-grading trail surfaces, vegetation removal and re-routing/construction of new trail. Requested funding amounts are as follows: FY 2007 (\$45K), FY 2008 (\$51K), and FY09 (\$63K).

### Impacts

**Type of Impact:** Erosion

**External or Internal:** Internal

**Impact Description:** Erosion of the treadway is potentially the biggest impact on the AT as it can damage the treadway and effect the integrity of stone edging and retaining walls.

<b>Type of Impact:</b>	Improper Drainage
<b>External or Internal:</b>	Internal
<b>Impact Description:</b>	This impact can also affect the condition of the treadway and associated stone structures.
<b>Type of Impact:</b>	Other
<b>Other Impact:</b>	Development
<b>External or Internal:</b>	Internal
<b>Impact Description:</b>	Addition of incompatible features within the park can affect the character of the resource.
<b>Type of Impact:</b>	Adjacent Lands
<b>External or Internal:</b>	Both Internal and External
<b>Impact Description:</b>	Incompatible development beyond the trail corridor and park boundaries may negatively affect views and vistas and the hiking experience.

### Stabilization Costs

<b>Landscape Stabilization Cost:</b>	183,000.00
<b>Cost Date:</b>	08/06/2007
<b>Level of Estimate:</b>	C - Similar Facilities
<b>Cost Estimator:</b>	Park/FMSS

### Treatment

### **Treatment**

**Approved Treatment:** Preservation  
**Approved Treatment Document:** General Management Plan  
**Document Date:** 01/23/1983

#### **Approved Treatment Document Explanatory Narrative:**

Regarding the Appalachian Trail (AT) within Shenandoah National Park, the 1983 General Management Plan states that “efforts will be continued to protect and to minimize possible intrusions.” The AT is also categorized as a “permitted development” of the park’s “Natural Zone” management area (General Management Plan, 1983:77,101).

**Approved Treatment Completed:** Yes

### **Approved Treatment Costs**

**Cost Date:** 01/23/1983

### **Bibliography and Supplemental Information**

## Bibliography

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<b>Citation Author:</b>	Birchard, William and Robert D. Proudman
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<b>Citation Author:</b>	Chew, V. Collins
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<b>Year of Publication:</b>	1988
<b>Citation Publisher:</b>	McDonald and Woodward
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<b>Citation Author:</b>	Connors, John A.
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<b>Citation Author:</b>	Engle, Reed L.
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<b>Citation Publisher:</b>	Shenandoah National Park Association
<b>Source Name:</b>	Library of Congress/Dewey Decimal

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- Citation Author:** Foster, Charles H. W.  
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**Year of Publication:** 1987  
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- Citation Author:** Lambert, Darwin  
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**Year of Publication:** 1979
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**Year of Publication:** 1989  
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<b>Year of Publication:</b>	1922
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<b>Year of Publication:</b>	1998
<b>Source Name:</b>	Library of Congress/Dewey Decimal
<b>Citation Author:</b>	National Park Service, Denver Service Center
<b>Citation Title:</b>	General Management Plan/Development Concept Plan: Shenandoah National Park
<b>Year of Publication:</b>	1983
<b>Source Name:</b>	Other
<b>Citation Author:</b>	National Park Service, Eastern Division, Branch of Plans and Design
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<b>Year of Publication:</b>	1936
<b>Source Name:</b>	Other

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**Citation Publisher:** NPS

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- Title:** Map – USGS McGaheysville Quadrangle 7.5 Minute Series (Topographic), 1965.
- Title:** Map – USGS Swift Run Gap Quadrangle 7.5 Minute Series (Topographic), 1965, Photorevised 1987.
- Title:** Map – USGS Waynesboro East Quadrangle 7.5 Minute Series (Topographic), 1965.