

Via Air Mail

293 North Main Street,
Salt Lake City, Utah,
November 15, 1942.

Mr. Ewing L. Gupton,
Secretary and Treasurer,
Town of Berwyn Heights, Maryland.

Dear Mr. Gupton:

Your letter of November 10, written at the request of the Commissioners has been received and the situation regarding the straightening of the approach road to the new Berwyn-Greenbelt highway by way of Huntley Avenue, now 58th Avenue, has been given careful consideration.

At the outset I wish to extend my congratulations to the town officers for the successful outcome of their efforts to secure a suitable outlet from the town made necessary by reason of the closing of the old railroad crossings at Berwyn and Branchville. I was, however, somewhat surprised to learn of the conditions imposed by the State regarding maintenance of this outlet road.

While I readily appreciate the fact that, as a property owner in the town, I will be greatly benefited by the construction and maintenance of a good road passing my property, I also feel that the granting of the right-of-way as indicated in your sketch would involve a sacrifice which would more than counterbalance any benefits which would directly accrue to the property. It would require the removal of a number of trees which I prize very highly, some of them the finest on the place, and would leave the property as a whole in an irregular, distorted shape, which would greatly impair its utility for my purposes. Another consideration which I cannot visualize without more definite information is the effect the grade of the new road would have upon the property, particularly as to the amount of cutting and filling necessary to establish the proposed grade.

Furthermore, I believe that it is practical to construct a satisfactory road free of sharp corners or turns without the necessity of cutting deeply into my property as proposed. It would seem feasible to follow Huntley Avenue as now platted to the intersection with Newby, and from that point acquire a straight right-of-way to the main highway across the intervening unimproved property. This would leave a very slight angle at that point. If constructed on this line, the new section would be as free of curves or angles as other sections of Huntley Avenue between Brelsford's corner and the Corkhill property.

I regret that it is impossible for me to take the matter up personally with the officials concerned. I expect to be back in Washington shortly, but not before the middle of December.

With best regards to my old friends and neighbors.

Sincerely yours,


S. H. Moyer.

Berwyn, Maryland
November 10, 1942

Mr. Samuel H. Moyer
293 N. Main Street
Salt Lake City, Utah

Dear Mr. Moyer:

I have been requested by the Commissioners to write you this letter, requesting on their behalf your permission to permit the straightening of old Huntley Avenue, now known as 58th Avenue, as shown on the enclosed sketch.

You probably know that the State, B. & O. R. R., etc., closed our crossing at Berwyn on the completion of the new overpass at Branchville. This has cut our town off the map. The first entrance to the new overpass on our side is at old Howell Avenue and old Branchville Road. The one on the opposite side is at the trolley track.

In order to provide a new entrance to the town, the Commissioners negotiated with the State Roads Commission to improve old Huntley Avenue from the concrete road at Mercer's corner to old Newby Avenue to Howell Avenue in order to eliminate the two bad right angle corners. After a lot of negotiations with the County Commissioners and the State Roads Commission and with Congressman Sasser's assistance the State finally agreed to construct this entrance, take it over and maintain it as a State road providing the town would secure the necessary permission to straighten the road as shown on the sketch. This you see will make a straight line from Jean Brelsford's corner to the intersection of the Branchville Road and Howell Avenue. When this is completed, we hope to have it extended past Corkhills to the Edmonston Road which in all will be a big improvement for our town.

You will note from the sketch that it will take a little slice off of the rear of your lot No. 7 and a strip across the rear of lots 4, 5 and 6. This is about to the edge where you have cultivated and exactly 50' at lot line 3 and 4.

The State Roads people have stated that if the town will furnish the right of way they will straighten, build and maintain. If built over the crooked streets they will build as the town directs but will not take over and maintain with the reverse curve.

If this meets with your approval you can so advise giving permission to proceed with the work in advance of the signing of the necessary right of way papers which the State will handle. They have the machinery on the job and have started at Mercer's corner and would like to proceed with the work while on the job. In case your permission is granted will you also advise your tenant so he will understand and allow the work to proceed.

You can probably visualize how much better it will be to have a permanent road with a nice entrance to the town besides the big

(OVER)

Mr. Samuel H. Moyer

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November 10, 1942

improvement to the property in this part of the town.

We all trust you and Mrs. Moyer are enjoying the best of health.

Hoping to hear from you as early as possible, I remain

Yours very truly,

Enclosure

COMMISSIONERS OF BERWYN HEIGHTS

BERWYN, MARYLAND

COMMISSIONERS:

CHAS. H. STEIN, Chairman
ROBERT F. BURNETT
GIRARD C. BUSCHER
JOHN W. HALL
GEORGE C. HUDGINS

SECRETARY-TREASURER

E. L. GUPTON
Berwyn 391-J

October 6, 1942

Maryland State Road Commission
Upper Marlboro, Maryland

Attention: Mr. Chaney

Dear Sir:

This is to advise you that the clearing of 58th Street extended, connecting with the new Branchville Road is well under way and we expect it to be completed by Tuesday, October 13.

Very truly yours,

Gerard C. Buscher

Chairman, Road Committee

July 31, 1942.

Mr. Ezra B. Whitman, Chairman
State Roads Commission,
Federal Reserve Bank Building,
Baltimore, Maryland.

Dear Mr. Whitman:

The County Commissioners at their meeting on July 28, 1942, received the request of the Town Commissioners of Berwyn Heights asking this Board to write your Commission requesting them to hard surface 58th Avenue from Pontiac Street to the New Hampshire Road, in order that they may have bus service on this road. As you know, this will come out of the Town share of the gasoline tax allocated to incorporated towns in this County.

Very truly yours,

/s/ Linden Briscoe
Clerk to the Board of
County Commissioners of
Prince George's County, Md.

COMMISSIONERS OF BERWYN HEIGHTS

BERWYN, MARYLAND

July 27, 1942

County Commissioners
Upper Marlboro
Maryland

Gentlemen:

The Commissioners of Berwyn Heights have petitioned the State Roads Commission to hard surface 58th Avenue, from Pontiac Street, which is a state road, to the new Branchville Road, in order that we might get a continuation of the bus service which we now have.

You are familiar with the fact that the Berwyn Road is to be closed at the Baltimore and Ohio crossing as soon as the Branchville Road has been completed. This will be our main outlet to Berwyn and the Baltimore Highway.

The improvement asked for is approximately a half mile. Your support of this project will be greatly appreciated by this body. Thanking you in advance for your cooperation in this matter, we remain

Yours truly

Commissioner
