

In revisiting the morning of the accident in my mind, I remember watching flashing TV news reports which showed a chartered bus lying on its side in a river south of Petersburg, VA. The group's journey was cut short by the very element that had befriended and hidden the tracks of an enslaved people. Adisa Foluke, one of the chaperons, died at the scene. Like Harriett Tubman, death had also survived many journeys.

Terry Carlstrom, NPS National Capital Region (NCR) Director, dispatched a four-member team that I led to provide humanitarian support to the victims. After contacting Pathways national coordinator Richburg, who had established a command center in Petersburg, VA, the NPS team left NPS-NCR headquarters at 10:00 pm to aid the victims. Other NPS-NCR team members were: Motor Pool Chief Howard Wilder, Wilder's nephew volunteer Rick Young, and volunteer Peter Hanes.

In summation, there are striking similarities between the experiences of these youth, my work, and the goals of the National Park Service Underground Railroad National and International Initiative. To capture reasons for my work, I look toward a higher vision: the legislation as sponsored by Rep. Stokes and U.S. Sen. Rob Portman

of Ohio; the NPS's involvement in protecting and conserving the nation's cultural and natural resources for its citizens; the pivotal roles of Rosa Parks and others like her in history; the forethought and commitment of Parks and Steele to educate youth; and Adisa Foluke, who gave his life to lead this group. In closing, I refer to the words of accident survivor Christopher St. Clair Lowe of Philadelphia, who dedicated his high school report entitled "What is the Price of Freedom?" to Foluke's memory: "The theme (of Pathways), 'Where have we been? Where are we going?' means that anything you want to become in life, you can become, but you have to know what you've been through and where you've been before you can know where you are going. To get where you are going successfully, you have to know where it all began."

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Tara Morrison

## The UGRR Archeology Initiative

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**T**he Underground Railroad Archeology Initiative is a direct result of the National Park Service (NPS) Underground Railroad Special Resource Study and the National Park Service National Historic Landmark (NHL) Archeological Initiative. In 1990 Congress enacted Public Law 101-623 which directed the NPS to identify ways to commemorate and interpret the underground railroad. Although many underground railroad related standing structures were identified through this process, there are many related structures which are no longer in existence. The Special Resource Study created an opportunity to combine the NPS efforts initiated by the Special Resource Study to commemorate and interpret the underground railroad with the NHL Archeological Initiative.

The NHL Archeological Initiative serves as a vehicle to increase the number of archeological National Historic Landmarks. The NHL Archeological Initiative has three components: to develop nominations of new archeological sites; to

increase public and professional awareness of archeological NHLs; and to improve documentation about existing archeological NHLs. This Initiative provides the framework for the Underground Railroad Archeological Initiative and supports the ultimate goal of improving public understanding and appreciation of the history of the underground railroad from the perspective of archeological resources and cultural landscapes. In addition, the NHL Underground Railroad Archeological Initiative will result in information that can be used by federal, state and local governments and agencies to protect, preserve, and commemorate archeological properties associated with the underground railroad.

As the Initiative was developed it was determined that the underground railroad has not been a focus for historical archeologists. This conclusion is also based on a presentation to the Society for Historical Archeology (SHA) in January 1997. At that meeting of the SHA Executive Board, a final resolution was passed which endorses the

Underground Railroad Archeological Initiative and encourages participation in it by professional archeologists.

It was agreed that in our efforts to identify and eventually nominate nationally-significant sites as NHLs, we need to address questions such as what is the archeology of the underground railroad, or how does one associate an archeological site with the underground railroad.

Activities to date have included: review of NHL underground railroad related nominations for the purpose of determining the archeological potential of the site; the collection and collation of data for specific corridors through Northern Virginia, Maryland, District of Columbia and Delaware; and the development of a project prospectus that focuses on a multiple property context approach which already is a well-established part of both the NHL program and the National Register of Historic Places.

Development of model documentation using the multiple property approach is appropriate due

to the complexity and variety of the underground railroad story. This approach will allow the NHL Underground Railroad Archeological Initiative to focus not only on the popular story of white abolitionists of the North. It also requires the identification of archeological sites and features, which tell a more complete story involving enslaved African Americans in the slave states and their conditions prior to escape, free African Americans, and the social networks utilized to facilitate successful escapes. The Archeological Initiative also will serve to identify those sites associated with actual stops on the underground railroad, sites from which the enslaved escaped, communities established by escapees, and freed people in free and slave states and the property types associated with their travels.

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## ***Aboard the Underground Railroad on the Web*** **A National Register Travel Itinerary**

Travel aboard the underground railroad on the web at <[www.nps.gov/nr/underground](http://www.nps.gov/nr/underground)>. The site introduces travelers, researchers, historians, preservationists, and anyone interested in African-American history to the fascinating people and places associated with the underground railroad.

The historic places along the underground railroad are testament to African-American capabilities. The network provided an opportunity for sympathetic white Americans to play a role in resisting slavery and brought together, however uneasily at times, men and women of both races to begin to



*F. Julius Lemoyne House, Washington Co., PA.*

set aside assumptions about the other race and to work together on issues of mutual concern. At the most dramatic level, the underground railroad provided stories of guided escapes from the South, rescues of arrested fugitives in the North, complex communication systems, and individual acts of bravery and suffering in the quest for freedom for all.

The itinerary provides descriptions and photographs on 21 historic places that are listed in the National Register of Historic Places. It includes a map of the most common directions of escape taken on the underground railroad and maps of individual states that mark the location of the historic properties. Links provide more information on the slave trade, early anti-slavery, the operation of the underground railroad, and the Civil War.