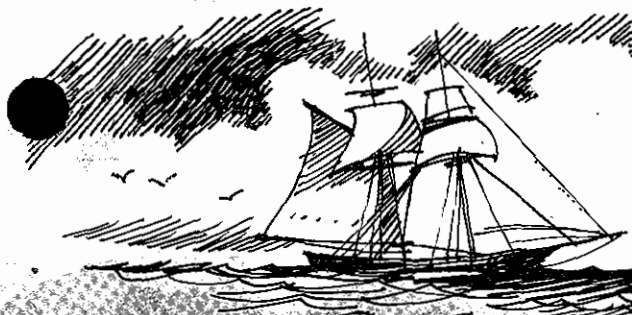


UNDERGROUND RAILROAD

Special Resource Study
Management Concepts / Environmental Assessment



slave running schooner



William Still

Harriet Tubman

Thomas Garrett

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Special Resource Study
Management Concepts / Environmental Assessment

September 1995

**UNDERGROUND
RAILROAD**

This report has been prepared to provide Congress and the public with information about the resources in the study area and how they relate to criteria for parklands applied by the professional staff of the National Park Service. Publication and transmittal of this report, including any discussion of a preferred course of action, should not be considered an endorsement or a commitment by the National Park Service to seek or support either specific legislative authorization for the project or appropriations for its implementation. Authorization and funding for any new commitments by the National Park Service will have to be considered in light of competing priorities for existing units of the national park system and other programs.

SUMMARY

The Underground Railroad was perhaps the most dramatic protest action against slavery in United States history. It was a clandestine operation that began during the colonial period, later became part of organized abolitionist activity in the 19th century, and reached its peak in the period 1830-1865. The story of the Underground Railroad is one of individual sacrifice and heroism in the efforts of enslaved people to reach freedom from bondage.

In 1990 Congress directed the National Park Service to study how to best interpret and commemorate the Underground Railroad, emphasizing the approximate routes taken by slaves escaping to freedom before the Civil War. This study was completed in cooperation with an advisory committee representing experts in historic preservation, African American history, United States history, and members of the general public with special interest and experience in the Underground Railroad.

The most important findings of the study include the following:

- The Underground Railroad story is nationally significant.
- A few elements of the story are represented in existing NPS units and other sites, but many important resource types are not adequately represented and protected.
- Many sites remain that meet established criteria for designation as national historic landmarks.
- Many sites are in imminent danger of being lost or destroyed.
- There is a tremendous amount of interest in the subject, but little organized coordination and communication among interested individuals and organizations.
- Some sites have very high potential for preservation and visitor use.
- No single site or route completely reflects and characterizes the Underground Railroad. The story and resources involve networks and regions rather than individual sites and trails.
- A variety of partnership approaches would be most appropriate for the protection and interpretation of the Underground Railroad. These partnerships could include the federal, state, and local governments along with a variety of private sector involvement.

The number of possible sites and structures associated with the Underground Railroad story is immense. The Underground Railroad is every route the enslaved took, or attempted to take, to freedom. It is a vast network of paths and roads, through swamps and over mountains, along and across rivers and even by sea, that cannot be documented with precision.

SUMMARY

This *Special Resource Study* involved consultation with 34 states, two territories, hundreds of interested individuals and organizations around the country, as well as connections with Canada and the Caribbean. The study considered 380 suggestions about potential sites of significance to the Underground Railroad story. Additional research has identified 42 sites as having the highest potential to meet established national historic landmark criteria for national significance. Detailed descriptions of 13 sites that appear to have the highest potential for preservation and interpretation are provided in the study.

Given the national significance of the story, the need for long-term preservation of resources, the public enjoyment potential, and the current amount of public ownership, the Underground Railroad story could become an example of the "new wave" national park unit — a cooperative or partnership park. Cooperative or partnership efforts, if successful, should reduce NPS staffing and development requirements and annual operating costs. There would be minimal acquisition costs when compared to a new traditional national park unit.

Five alternative concepts have been developed for preserving, commemorating, and interpreting resources associated with the Underground Railroad. Management options for these concepts range from no federal action to the creation of a new national park system unit. All of these concepts, with the exception of no action, are intended to enhance public understanding and appreciation of the Underground Railroad and to preserve its many important resources. A no-action concept is also included to provide a base for comparing existing conditions with the other concepts. It is important to note that while each concept could stand on its own, certain elements could be combined to better serve resource protection and interpretation objectives. The Underground Railroad Advisory Committee, established by Congress to advise the National Park Service on matters related to this project, has recommended that all concepts be pursued simultaneously. Each concept is briefly described below:

Concept A — At a newly established commemorative, interpretive, educational, and research center, visitors would come to understand the whole story of the Underground Railroad and its significance in their area or region and in United States history. Resources related to the Underground Railroad would be fully inventoried and documented.

Concept B — An appreciation of the Underground Railroad would be accomplished by improving existing interpretive programs and by implementing new programs that would provide visitors with a complete, in-depth understanding of the Underground Railroad while focusing on local aspects of the story of the site.

Concept C — Visitors would have an opportunity to encounter a concentration of Underground Railroad resources over a large geographic area (up to several hundred miles). These areas could include national historic landmarks and existing NPS units associated with the Underground Railroad story, documented escape routes used by enslaved Americans, structures and sites associated with personalities and aspects of the Underground Railroad story, various landscapes significant to the Underground Railroad story, and opportunities to illustrate the international connection to the Underground Railroad.

Concept D — The history, meaning, significance, and legacy of the Underground Railroad would be remembered through a single commemorative monument. This monument would honor those people who risked or lost their lives to escape the oppression of slavery and reach freedom on the Underground Railroad and those who assisted them.

Concept E — Visitors would have an opportunity to travel along trail systems that evoke the perilous experience encountered by those who sought freedom through escape on the Underground Railroad. A variety of natural resources (e.g., swamps, forests, and rivers) and cultural resources (e.g., Underground Railroad stations, homes of significant individuals, and archeological sites) along these trail systems would help to bring this story alive. A trail or trails would be designated through the National Trails System Act of 1968, as amended. One option in implementing concept E would be to establish a government-chartered commission or foundation to work toward establishment of the trail(s).

Concept F — The history, meaning, and significance of the Underground Railroad would continue at the current level of commemoration, interpretation, and preservation.

The study also includes an environmental assessment of the potential impacts of the concepts. Because the ideas presented in this study are conceptual, the potential consequences can only be addressed in a general way. Topics covered include impacts on natural, historic, archeological, and socioeconomic resources; impacts on visitor use and experience; and impacts on NPS units. Should any of the action-oriented concepts be implemented, specific environmental consequences (e.g., floodplains and wetlands, threatened and endangered species) would be evaluated during any necessary management planning or subsequent development planning.

On August 11, 1995, the Underground Railroad Advisory Committee made the following recommendations:

- That the U.S. Congress authorize a national Underground Railroad Commission and fund a national initiative to support projects focusing on activities associated with the Underground Railroad.
- That all the alternatives identified as concepts A–E in this *Special Resource Study* be pursued with equal vigor and simultaneously as appropriate.
- That public and private sector (corporate, university, organizational) partnerships be encouraged and pursued wherever possible and appropriate to achieve the varying goals of the Underground Railroad project.
- That an interpretive handbook on the Underground Railroad be researched, written, and published, and that the skills of non-NPS experts be used wherever possible to ensure historical accuracy and the broadest range of interpretation.

SUMMARY

- That the mandate of the current Underground Railroad Advisory Committee be extended through the congressional funding and NPS implementation stages to ensure project continuity and to maintain project oversight.
- That, regardless of the existence of other congressional mandates or funding initiatives, the National Park Service continue and accelerate its efforts regarding the documentation and interpretation of the Underground Railroad in all parks, memorials, and trails within its jurisdiction.
- That the National Capital Field Area Office of the National Park Service be authorized to coordinate Underground Railroad activities throughout the National Park Service.

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INTRODUCTION



The Underground Railroad: Yesterday's Dramas of Freedom Providing Visions for the Present and Future

There are many indications today that America is in great need of rediscovering itself through its human dramas and experiences. The present state of the Union reveals the need for renewed vision and inspiration that draw attention to the very soul, the vital essence of America as an unfolding adventure and quest by human beings in history. The lodestar of that quest has been freedom, the "root concern" of America, in Benjamin Quarles' words. And according to Quarles, this "concern . . . found dramatic expression in . . . the most important and revolutionary movement in our country's past" — the abolitionist movement. The quest for freedom has truly been the "root concern" for America; and the Underground Railroad both symbolizes and gives concrete human drama to that quest.

It is vitally important to note that the historical Underground Railroad was a movement involving Americans of many hues — Black, White, Red, and Brown. Thus bringing its experiences and lessons to bear on the present is inherently a multiracial process. And no social issue of the present is more transcendent than that of bringing the voices and energies of "the people" to bear on common problems while modulating the strident discords based on race or other determinants of ethnicity. Assuredly, Blacks, Whites, Reds, and Browns had generically different experiences in the Underground Railroad that were grounded in race, but they also shared much in this experience of the freedom story that transcended race and pointed up common commitments among fellow human beings.

Renewed visions of freedom can come from heightened awareness of dramas in the past, like the Underground Railroad, that inspire and help guide the nation and the world community, into the future. Properly commemorated and taught, those dramas can begin to turn humankind toward, and not away from or against, one another, as the myriad components of the people engage one another in mutual exchanges that are beneficial to all.

STUDY PURPOSE AND BACKGROUND

The phenomenon known as the Underground Railroad involved both a deep personal commitment (sometimes resulting in the loss of one's own life) and defiance of certain laws in the name of a higher moral imperative. The Underground Railroad was neither "underground" nor a "railroad." Usually scholars describe it as a loosely constructed network of routes that originated in the South, intertwined throughout the North, and eventually ended in Canada. Escape routes, however, were not restricted to the North, but also extended into western territories, Mexico, and the Caribbean. Its operations relied heavily on secret codes as railroad jargon alerted "passengers" when travel was safe. Runaways usually commuted either alone or in small groups, and were occasionally assisted by Black and White "conductors" who risked their lives to escort runaways to freedom. By definition, this activity was clandestine so information about sites and routes was kept secret or not widely distributed. After slavery was abolished, the story of the Underground Railroad was kept alive by oral tradition and written works, including personal accounts and historic documentations. Although the history of the Underground Railroad has been described in several publications, information about the current condition of sites and structures has been limited. Many of these sites and structures, especially in urban areas, have been demolished or substantially changed to make way for development.

Various historians and organizations worked diligently to keep the memory of the Underground Railroad experience alive — for example, William Still in his book *The Underground Railroad* (1872), and William H. Siebert's publications and collections in the 1820s. A contemporary effort by Charles L. Blockson resulted in the establishment of the Charles L. Blockson Collection at Temple University in Philadelphia, Pennsylvania. Mr. Blockson's collection is a primary resource for documents and files on the Underground Railroad collected over three decades.

Rep. Peter Kostmayer (Pennsylvania) introduced the concept of tracing the Underground Railroad, and asked Mr. Blockson if the project was a feasible one. Mr. Blockson told the Congressman that based on his research he thought it was. In 1990, legislation was introduced in Congress by Representative Kostmayer (H.R. 3863) and Senator Paul Simon (S.B. 2809) to study options for commemorating the Underground Railroad. With the active support of delegations from several states, Congress enacted Public Law 101-628 on November 28, 1990, which directed the secretary of the interior through the National Park Service to conduct a study of alternatives for commemorating and interpreting the Underground Railroad (see appendix A). As called for in the legislation, the study will

- consider the establishment of a new unit of the national park system
- consider the establishment of various appropriate designations for those routes and sites used by the Underground Railroad
- consider alternative means to link those sites, including those in Canada and Mexico
- make recommendations for cooperative agreements with state and local governments, local historical organizations, and other entities
- provide cost estimates for each alternative

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The legislation also directed the secretary through the National Park Service to prepare and publish an interpretive handbook on the Underground Railroad in the larger context of American antebellum society, including the history of slavery and abolitionism. An Underground Railroad Advisory Committee would be established to meet and consult with the National Park Service on matters relating to the study of alternatives.

Ms. Vivian Abdur-Rahim, Executive Director of the Harriet Tubman Historical Society in Wilmington, Delaware, and who later was appointed as a member of the Underground Railroad Advisory Committee, expressed her support for the Underground Railroad project by attending hearings in May 1991, which were held by the House Committee on Energy and Natural Resources.

Upon congressional funding for the Underground Railroad project, the National Park Service in 1992 began data collection. The process included contacting state historic preservation offices, historical organizations, and knowledgeable scholars and individuals to collect information on Underground Railroad sites and routes. This was broadened to the general public through a brochure, *Taking the Train to Freedom*, which provided an overview of the project (see appendix B for copy of brochure). Included with the brochure was a comment sheet for people to list sites, museums, and other activities associated with the Underground Railroad story. More than 12,000 brochures were distributed to organizations and individuals.

To help get the Underground Railroad study underway, the National Park Service conducted a workshop in Kansas City, Missouri, on October 4–5, 1992, in conjunction with the annual meeting of the Association for the Study of Afro-American Life and History. Participants in the workshop brought expertise in the Underground Railroad or in related aspects of African American history (see appendix C for list of participants). The workshop addressed issues concerning the study's scope, data sources, work already in progress, applicable criteria, possible role of the National Park Service and other agencies and institutions, and preservation of sites. The key findings of the workshop were as follows:

- The Underground Railroad story includes the history of the institution of slavery and resistance to slavery.
- The Underground Railroad story links historical themes related to slavery and the African American experience in particular and American history in a broader sense.
- The peak period of Underground Railroad operation was 1830–1865.
- The Underground Railroad was not a simple route north, but reflects network patterns and complex connections to Native American tribes, Mexico, Canada, and the Caribbean.
- The story focus will be on people who fled bondage and on those who offered aid.
- Many types of resources are associated with the Underground Railroad, including routes, buildings, landscapes, artifacts, music, language, literature, and communities.

Following the workshop in October 1992, the secretary of the interior completed the selection process for the Underground Railroad Advisory Committee as specified in the legislation. The appointees and their particular area of expertise follow.

UNDERGROUND RAILROAD ADVISORY COMMITTEE

<i>LEGISLATIVE REQUIREMENTS IN PL 101-628</i>	<i>APPOINTMENTS</i>
Three members to be appointed who shall have expertise in African American History	Dr. Thomas Battle Dr. John Fleming Dr. Ancella Bickley
Two members to be appointed who shall have expertise in historic preservation.	Mr. Charles L. Blockson Ms. Barbara A. Hudson
One member to be appointed who shall have expertise in American History	Dr. Robin Winks
Three members to be appointed who shall be from the general public.	Ms. Vivian Abdur-Rahim Ms. Rose Powhatan (Pamunkey) Ms. Glennette Turner

The first meeting of the Underground Railroad Advisory Committee was held in March 1993 in Philadelphia, at which Charles Blockson was chosen to chair the committee, Ms. Barbara Hudson was elected vice chair, and Ms. Rose Powhatan was elected secretary. In concert with the first meeting of the committee, a newsletter was developed and distributed by the National Park Service. Subsequent Underground Railroad Advisory Committee meetings were held in Buffalo, New York, in July 1993; in Baltimore, Maryland, in October 1993; in Washington, D.C. in August 1994; and in Philadelphia in August 1995. In addition, a committee work session was held in Harpers Ferry, West Virginia, in June 1993. During these meetings, the committee assisted in developing concepts to commemorate, interpret, and preserve the Underground Railroad story along with sites and structures associated with this story. The committee further provided direction and comment on the development of newsletters, public involvement strategies, interpretive themes, the interpretive handbook, and the national historic landmark study. It was at the Philadelphia meeting in 1995 that the committee adopted the Underground Railroad logo created by Philadelphia's own artist Phil Sumpter.

In this special resource study, five alternative concepts for commemorating and interpreting the Underground Railroad are outlined in detail. These concepts were presented to the public in a newsletter, and public comments on those concepts are summarized in this document (see the "Consultation and Coordination" section). A no-action concept has since been added for comparison purposes. An "Environmental Assessment" chapter explaining the potential impacts of implementing the concepts follows the concept descriptions.

Following review by the Underground Railroad Advisory Committee and the National Park Service, the study document will be transmitted to Congress through the secretary of the interior. Besides providing a report to Congress, the study is intended to

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- provide an accurate description of the Underground Railroad story
- promote public awareness and appreciation of the Underground Railroad story and its importance to American history
- provide recognition of significant resources associated with the Underground Railroad
- promote public awareness and appreciation of resources associated with the Underground Railroad
- provide information and encourage coordination of ongoing efforts to interpret the Underground Railroad story
- identify other interested organizations and institutions and outline possible roles they can play in the interpretation of the Underground Railroad story and protection of resources associated with that story
- encourage actions by states and local governments, the private sector, and nonprofit organizations to actively help protect resources associated with the Underground Railroad

Although alternatives such as creation of a new unit of the national park system or a special program of technical and financial assistance will require action by Congress, many ideas in this study can be pursued and implemented as time and funding permits by federal, state, and local governments and the private sector without any special authorization by Congress. For example, a private foundation either alone or in combination with other entities could create a national commemorative and research center.

In addition, some resources could be developed as part of a joint partnership between federal and other entities. These projects could use a variety of methods to accomplish mutually agreed-upon goals, with the federal participant assuming some tasks and other government and nongovernment organizations assuming other tasks. This mutual support would increase the effectiveness of each entity's programs.

SPECIAL RESOURCE STUDY PROCESS

In accordance with PL 101-628 and the NPS planning process (criteria for parklands), a **special resource study** is the first step in evaluating a proposed addition to the national park system. The study is a fact-finding effort based on readily available information, and is used primarily to determine if the area resources have national significance, the degree of existing protection, and the suitability/feasibility of including the area in the national park system.

DEFINITIONS OF SIGNIFICANCE, SUITABILITY, AND FEASIBILITY

To qualify for addition to the national park system, an area must meet all criteria for national significance, suitability, and feasibility. NPS *Management Policies* (1988) set the criteria for determining significance, suitability, and feasibility. As stated in the *Management Policies*, **to qualify as nationally significant, an area must meet all of the following criteria:**

- It is an outstanding example of a particular type of resource.
- It possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage.
- It offers superlative opportunities for recreation, public use, and enjoyment or for scientific study.
- It retains a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource.

Also according to the NPS *Management Policies*, an area that is nationally significant must meet criteria for suitability and feasibility to qualify as a potential addition to the national park system. **To be suitable for inclusion in the system, an area must**

- represent a natural or cultural theme or type of recreational resource that is not already adequately represented in the national park system or is not comparably represented and protected for public enjoyment by another land-managing entity.

Adequacy of representation is determined on a case-by-case basis by comparing the proposed addition to other units in the national park system, considering differences or similarities in the character, quality, quantity, or combination of resources, and opportunities for public enjoyment.

To be feasible as a new unit of the national park system, an area must

- be of sufficient size and appropriate configuration, considering natural systems and/or historic settings, to ensure long-term protection of the resources and accommodate public use, and it must have potential for efficient administration at a reasonable cost.

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Important feasibility factors include landownership, acquisition costs, access, threats to resources, and staff or development requirements. Although some of these factors can be evaluated from existing data, others must be based on broad concepts. For example, long-range development and staffing costs must be based on past experience until a comprehensive general management plan has been prepared.

SIGNIFICANCE, SUITABILITY, AND FEASIBILITY FOR INTERPRETING AND PRESERVING UNDERGROUND RAILROAD RESOURCES IN THE NATIONAL PARK SYSTEM

As part of the national significance evaluation, this study evaluated those features that were either national historic landmarks or had been determined to be potential national historic landmarks (see the "Sites and Structures Associated with the Underground Railroad" section). National historic landmarks are those districts, buildings, sites, structures, and objects that have been designated by the secretary of the interior for their national significance. These landmarks possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history and possess a high degree of integrity of location, design, setting, materials, workmanship, and association.

Several special challenges exist regarding the evaluation of the significant resources associated with the Underground Railroad story. These factors include the large geographic area and wide variety and types of resources ranging from landscapes to small hiding places. Other factors include the fact that at its time of operation the Underground Railroad was an illegal activity, and the history of the Underground Railroad was, for the most part, not documented, but remained as part of a community's oral tradition. The level of adequate survey varies from relatively well covered in states such as Pennsylvania and Ohio to nonexistent in some areas of the South and border states.

This study identified areas that appear to meet all four of the NPS criteria for new areas as follows:

- (1) It is an outstanding example of the consequence of slavery, the history of resistance to slavery, and the individual and organized escape from tyranny and oppression (see "The Underground Railroad Story and Current Preservation Efforts" chapter and the "Interpretation" section of the "Management Concepts" chapter).
- (2) It possesses exceptional value in illustrating five interpretive themes (also see the "Interpretation" section of the "Management Concepts" chapter):

Slavery in the New World was a constantly evolving economic, social, political, and legal value system that Native American peoples and Africans resisted through different means.

An escape from slavery on the Underground Railroad was an individual effort as well as a cooperative effort transcending racial and cultural boundaries.

The Underground Railroad was a protest against human bondage.

The Underground Railroad was not one form of escape but encompasses a variety of means enslaved people used to escape to myriad destinations.

The Underground Railroad story has universal meaning and significance for people throughout the world.

(3) It offers outstanding and different opportunities for public use and scientific study (see the "Sites and Structures Associated with the Underground Railroad" chapter and the range of concepts discussed in the "Management Concepts" chapter).

(4) It includes high integrity examples of sites both as potentially new national historic landmarks as well as existing portions of NPS units (see the "Sites and Structures Associated with the Underground Railroad" chapter and the "Concept B" section of the "Management Concepts" chapter).

Mandated by Congress to ensure that the full range of American history and prehistory is expressed in the National Park Service's identification and interpretation of historic properties, the Park Service revised its thematic framework during 1993-94. This framework, originally adopted in 1936, and revised in 1970 and 1987, was used to show the extent to which park units and other cultural resources reflected the nation's past in terms of significance. The framework was actualized in terms of the "stages of American progress" and served to celebrate the achievements of the founding fathers and the inevitable march of democracy.

The present revision of the NPS thematic framework fosters a new understanding of multiple human experiences and is composed of eight discrete, but not mutually exclusive, categories focusing on people, time, and place. The revised framework will guide the National Park Service, independently and with its private and public sector partners, not only in evaluating the significance of resources and in assessing how well the themes are represented in the national park system, but also in expanding the interpretive programs at existing park units as well.

In the "History in the National Park System" (NPS 1995), various aspects of the Underground Railroad could fit under the following NPS themes:

I. Peopling Places — This theme examines human population movement and change through prehistoric and historic times.

II. Creating Social Institutions and Movements — This theme focuses on the diverse formal and informal structures through which people express values and live their lives.

III. Expressing Cultural Values — This theme covers expressions of culture, people's beliefs about themselves and the world they inhabit.

IV. Shaping the Political Landscape — This theme encompasses tribal, local, state, and federal political and governmental institutions that create public policy and groups that seek to shape both policies and institutions.

V. Developing the American Economy — This theme reflects the ways Americans have worked, including slavery, servitude, and nonwage as well as paid labor.

Of the parks that fit in the above categories, this study has identified 27 units of the national park system that could have a direct interpretive relationship with an aspect of slavery, abolitionism, and the Underground Railroad story (see the "Concept B" section of the "Management Concepts" chapter), and another 55 NPS units that could have African American history associations (see appendix D). However, the primary mission of these NPS units is not to tell the Underground Railroad story, but other aspects of American history. As a result, not one of these units has the primary responsibility for interpretation, preservation, and commemoration of the Underground Railroad story.

The revised NPS thematic framework does not include national historic landmarks. For this purpose, the National Park Service's *History and Prehistory in the National Park System and the National Historic Landmarks Program* (1987) was consulted. The following national historic landmarks are associated in some manner with the Underground Railroad story through the subthemes of abolitionism, slavery and plantation life, and ethnic communities.

Connecticut:

First Church of Christ, Farmington
Prudence Crandall School, Canterbury

District of Columbia:

Cary (Mary Ann Shadd) House
Grimke (Charlotte Forten) House

Florida:

Dade Battlefield, Bushnell vicinity
Okeechobee Battlefield, Okeechobee vicinity
Fort Gadsden (British Fort) (Negro Fort), Sumatra
Garcia Real de Santa Teresa de Mose (Fort Mose), St. Augustine

Indiana:

Coffin (Levi) House, Fountain City

Louisiana:

African House, Melrose

Maine:

Harriet Beecher Stowe House, Brunswick

Maryland:

Kennedy Farm (John Brown's Headquarters), Sample Manor

Massachusetts:

African Meeting House, Boston
Faneuil Hall, Boston
Garrison (William Lloyd) House, Boston

Howe (Samuel Gridley and Julia Ward) House, Boston
Liberty Farm (Foster House), Worcester
Nell (William C.) Residence, Boston
Orchard House (Alcott) House, Lexington
Whittier (John Greenleaf) House, Amesbury

New York:

Plymouth Church of the Pilgrims, Brooklyn
Seward (William) House, Auburn
Tubman (Harriet) Home for the Aged, Auburn

Ohio:

Giddings (Joshua Reed) Law Office, Jefferson
Langston (John Mercer) House, Oberlin
Lundy (Benjamin) House, St. Clairsville
Rankin (John) House, Ripley

Pennsylvania:

Harper (Frances Ellen Watkins) House, Philadelphia
Mother Bethel African Methodist Episcopal Church, Philadelphia

South Carolina:

Stono River Slave Rebellion Site, Rantowles vicinity
Vesey (Denmark) House, Charleston

In addition, a list of 42 potential new national historic landmarks with associations to the Underground Railroad story have been identified (see the "Sites and Structures Associated with the Underground Railroad" chapter).

It would appear that there may be adequate representation of elements of the Underground Railroad story when existing NPS areas are combined with the additional areas identified through this *Special Resource Study*. However, the National Park Service and the Underground Railroad Advisory Committee have identified that a notable gap exists in telling the Underground Railroad Story — i.e., the identification of sites that best illustrate and preserve the full range of African American aspects of the Underground Railroad story. (See interpretive themes in the "Management Concepts" chapter for further detail.) Also, African American elements of the story are not comparably represented or protected by any other land-managing entity. Therefore, the Underground Railroad story as represented in this *Special Resource Study* is suitable for inclusion in the national park system.

The Underground Railroad story is a significant aspect of American history. The large geographic area associated with the Underground Railroad story, the variability in resource types, and the geographic range of those best examples that illustrate the story make it unfeasible that an area could be delineated with boundaries and managed as a "traditional" national park — i.e., one where the National Park Service is the primary if not the only landowner with sole responsibility for resource preservation. A contributing factor is the current and probable future constraints on funding for acquisition and management.

INTRODUCTION

Given the national significance of the story, the need for long-term preservation of resources, the public enjoyment potential, and the current amount of public ownership, the Underground Railroad story could become an example of the "new wave" national park unit — a cooperative or partnership park or project. Cooperative or partnership efforts, with modest NPS staffing, development requirements, limited annual operating costs, and little or no land acquisition, appear to be the most feasible approach.

THE UNDERGROUND RAILROAD STORY AND CURRENT PRESERVATION EFFORTS



*Steal away, steal away, steal away to Jesus!
Steal away, steal away home, I ain't got long to stay here.
My Lord calls me, He calls me by the thunder;
Green trees are bending, Poor sinners stand a trembling;
My Lord calls me, He calls me by the lightning;
The trumpet sounds within-a my soul:
ain't got long to stay here.
("Steal Away" Spiritual)*

HISTORY AND GEOGRAPHY OF THE UNDERGROUND RAILROAD

INTRODUCTION

The Underground Railroad was perhaps the most dramatic protest action against slavery in United States history. The operations of clandestine escape networks began in the 1500s, and was later connected with organized abolitionist activity of the 1800s. Neither an "underground" nor a "railroad," this informal system arose as a loosely constructed network of escape routes that originated in the South, intertwined throughout the North, and eventually ended in Canada. Escape routes were not just restricted to the North, but also extended into western territories, Mexico, and the Caribbean. From 1830 to 1865, the Underground Railroad reached its peak as abolitionists and sympathizers who condemned human bondage aided large numbers of bondsmen to freedom. They not only called for slavery destruction, but also acted to assist its victims.

Although the Underground Railroad is linked with abolitionism of the antebellum period, it stands out primarily for its amorphous nature and mysterious character. Unlike other organized activities of the abolition movement that primarily denounced human bondage, the Underground Railroad secretly resisted slavery by abetting runaways to freedom. It confronted human bondage without any direct demands or intended violence; yet, its efforts played a prominent role in the destruction of the institution of slavery. The work of the underground was so effective that its action intimidated slaveowners. Most regarded the underground as "organized theft" and a threat to their livelihood.

The most intriguing feature of the Underground Railroad was its lack of formal organization. Its existence often relied on concerted efforts of cooperating individuals of various ethnic and religious groups who helped bondsmen escape from slavery. To add to its mysterious doings, accounts are scarce for individuals who actually participated in its activities. Usually agents hid or destroyed their personal journals to protect themselves and the runaways. Only recently researchers have learned of the work rendered by courageous agents such as David Ruggles, Calvin Fairbank, Josiah Henson, and Erastus Hussey. The identity of others who also contributed to this effort will never be fully recognized. Though scholars estimate that Underground Railroad conductors assisted thousands of refugees, the total number of runaways whom they aided to freedom will never be known simply because of the movement's secrecy. Conductors usually did not attempt to record these figures, and those who did only calculated the number of runaways whom they personally helped. Moreover, these estimations should consider that some runaways never took part in the underground system and therefore used other creative methods to attain liberty. The shortage of evidence indicates that scholars probably will never fully learn the real significance of the Underground Railroad. Indeed, the few journals that have survived over the years suggest that the true heroes of the underground were not the abolitionists or sympathizers, but those runaway bondsmen who were willing to risk their lives to gain freedom.

SLAVERY IN THE WESTERN HEMISPHERE — 1500-1865

The historical evolution of slavery in the Western Hemisphere is essential to understanding the importance of the underground phenomenon. The first large-scale enslavement of African peoples by Western Europeans began in the 1440s when Portugal engaged in slave trading with West Africa, probably to service sugar plantations in the Atlantic Islands. By the early 16th century, Western European nations had developed an organized slavery system in the Caribbean and the Americas. European landowners first used enslaved Amerindians and indentured Whites to cultivate plantations in the New World. Labor problems increased significantly among these groups as Amerindians consistently fought and escaped from their captors. Their populations moreover decreased into almost nonexistence as thousands of them perished from European-contracted diseases and exhaustion. The near decimation of the Amerindians prompted Bishop Bartolome de las Casas to take up their cause in protecting the remaining populations. Appointed by the Spanish government as "Protector of the Indians," Las Cas demanded that Spain liberate the Amerindians and to recognize their rights as a people. This decree led to a shortage of field hands that compelled Spain to seek bonded labor elsewhere. Las Casas humanitarian sentiment, however, did not extend to Africans whom he endorsed their enslavement to meet the growing demand for labor in the territories. As a result, Spain issued an *asiento* (or contract) to Portugal who supplied the Spanish colonies with enslaved Africans (Williams 1984: 33-37; Shillington 1989: 173-78).

The notorious trans-Atlantic slave trade, also known as the "triangular trade," was primarily responsible for the dispersal of Africans into the Western Hemisphere. This lucrative enterprise reached its peak during the 1600s and lasted well into the late 1880s. Millions of peoples from East, Southwest, and West Africa were enslaved and transported to the European colonies in the New World. European landowners forced Africans and some Amerindians to toil on sugar, tobacco, and coffee plantations established in the New World (Azevedo 1993; Shillington 1989: 198-201).

By the early 1600s, Western Europeans extended their plantation system into North America. Slave traders frequently shipped surplus African laborers from the West Indies into North America to cultivate the tobacco, sugar, rice, and indigo plantations. The first Africans arrived in Jamestown, Virginia, in 1619. Scholars contend that British colonists first recognized these African laborers as indentured servants. Their status, however, soon changed when in 1641 the Massachusetts colony sanctioned the enslavement of African workers. Similarly, Maryland and Virginia authorized legal servitude in 1660. Their laws specified that Africans would serve in bondage for life, and that a child born into the colony inherited the status of its mother. By 1755, all 13 colonies had legally recognized chattel slavery (Higginbotham 1978: 35-36, 252; Stamp 1956: 22).

Legal bondage varied in colonial North America due to the diverse climates and geographic conditions of the region. In the North, most Africans labored on small farms. Those who lived in cities worked as personal servants or were hired out as domestics and skilled workers. Although northern colonists had little use for slave labor, they accumulated substantial profits from the lucrative slave trading industry. Conversely, southern colonies grew quite dependent on human bondage. Landowners often purchased African laborers to toil their tobacco, sugar, cotton, rice, and indigo plantations. By the 1770s, bonded labor became increasingly vital to the southern economy, and the demand for African workers

contributed greatly to the steady increase of their population. This growth coupled with the threat of insurrections induced colonial legislatures to pass "slave" codes that restricted the movement of enslaved Africans and Native Americans. While White colonists petitioned for independence from Great Britain, antislavery advocates also demanded human rights and liberty for all people, including bondsmen.

Shortly after the War of Independence, a call to abolish slavery and the slave trade generated widespread support for the antislavery movement. Led by liberated African Americans and Quakers, the antislavery movement swayed northern state legislatures to grant immediate manumissions to soldier-slaves and gradual emancipation to other enslaved Africans. Northern slaveholders allowed some bondsmen to purchase their freedom, while others petitioned for liberation through the courts. Legal bondage still remained a vital element of the southern society despite attempts to end the institution there.

As the nation grew divided on the slavery question, the opportunity to eliminate the institution completely was stalled in 1787 when the United States Constitution permitted the slave trade to continue until 1808 and protected involuntary servitude where it then existed. More importantly, in 1793 federal law allowed for a Fugitive Slave Law, which not only called for the return of bonded and indentured runaways, but also threatened the protection of freed African Americans.

The emergence of the cotton gin in 1793 revolutionized cotton agriculture and the chance of abolishing slavery permanently grew bleak for antislavery supporters. Though tobacco, rice, sugar, and indigo were major cash crops, "King Cotton" ruled the southern economy. Cotton production rose from 13,000 bales in 1792 to more than 5 million bales by 1860. Consequently, the South served as the principal supplier of raw cotton for northern and European textile industries. Bonded labor became essential to cotton cultivation due to its overwhelming demand. In fact, the increased need for bonded workers caused the African American population to escalate from 700,000 in 1790 to nearly 4 million by 1860 (Boyer et al. 1995: 163, 246; Franklin 1988: 112-13). Involuntary servitude was a recognized institution in the Old South and remained so until 1865. Although African bondsmen were often forced to work under inhumane conditions, they did not do so without protest. Response to their situation included destroying property, feigning sickness, performing self-mutilation, stealing, rebelling, committing suicide, and running away.

THE UNDERGROUND RAILROAD

Runaways and the Abolition Movement

Slave resistance occurred wherever bondage existed. The brutality of involuntary servitude and the yearning for freedom inspired most bondsmen to rebel against their conditions. Bondsmen consistently used flight as a form of resistance. Escapes occurred as early as the 1500s when African captives arrived in the Spanish colonies. In Spanish North America, some bondsmen escaped and took refuge with Native American groups who welcomed the runaways as members of their communities. Others absconded into unclaimed territories and secluded areas and formed *maroon* or free societies there. Later, *maroon* settlements were primarily found in the Great Dismal Swamp in North Carolina

and Virginia, the bayous of Louisiana, and the mountainous regions of Kentucky and Tennessee. These communities usually offered shelter to thousands of fellow refugees. In the early 1700s, hundreds of enslaved Africans and Native Americans sought refuge in Spanish Florida which accorded them liberty. This act indeed posed a threat to White settlers in nearby British, French, Danish, and Dutch territories. African runaways often lived and intermarried with Native American groups such as the Creeks and Muscogee who provided them protection. Eventually this group of peoples became known as the "Seminoles" (a Native American word meaning runaway). Hundreds of African refugees from the Carolinas and Georgia customarily sought asylum with the Seminoles and freed African communities such as the Garcia Real de Santa Teresa de Mose (Fort Mose) and the Negro Fort (Fort Gadsden). According to historian John Blassingame, "by 1836 there were more than 1,200 maroons living in Seminole towns" (Buckmaster 1992: 18; Thompson 1987: 284-85; Gara 1961: 28-29; Preston 1933: 150; Deagan 1991: 5; Blassingame 1979: 211).

In the British North America and later the United States, antislavery sentiment flourished during the revolutionary period, but faded slightly by the beginning of the early 19th century. The call to end human bondage compelled freed African Americans and Quakers to form abolition societies such as the American Anti-Slavery Society and the New England Anti-Slavery Society in the North. Moreover, churches such as African Methodist Episcopal, Baptist, African Methodist Episcopal Zion, Presbyterian, and Methodist as well as Black fraternal organizations and social clubs played key roles in calling for emancipation and human rights.

The strength of abolitionism was in its diversity. At one extreme, African American writers and lecturers such as Olaudah Equiano, Francis Watkins Harper, Sojourner Truth, David Walker, and Charles L. Remond condemned slavery and the slave trade through their literary publications and speeches. Moreover, antislavery supporters reported the conditions of bondsmen, ideology, and work of abolitionism in the *Freedom's Journal*, *Liberator*, and *North Star* newspapers. In the other extreme, abolitionism took form in slave insurrections that were usually planned and/or led by radicals and bondsmen such as Gabriel Prosser, Denmark Vesey, Nat Turner, and John Brown. Inspired in part by the success of the Haitian Revolution, the number of revolts that occurred in the United States from 1790 to 1865 was small compared to other slave societies in the Western Hemisphere. Though these revolts were generally unsuccessful, the threat of their actions was a potent force to abolitionism (Strickland and Reich 1974: 125).

The most controversial aspect of the antislavery movement was the effort at colonization of both enslaved and liberated African Americans. Such groups like the American Colonization Society (ACS), mostly "viewed colonization as a means of uplifting the free [African] and of extending Christian missions to far-off lands." By the 1820s, abolitionists in England and the United States established two African colonies, Sierra Leone and Liberia, as a means to rid African Americans from White society. In fact, the ACS moved nearly 12,000 African Americans to Africa and other areas outside the United States. Not surprisingly, most African Americans, especially in the North, vehemently opposed the motives of the ACS. Yet some African Americans like Paul Cuffee supported its ideals and helped relocate about 3,000 African American emigrants to areas in Africa, the western territories, and Canada. Since few African Americans actually emigrated to these areas, schemes of this type generally failed (Quarles 1969; Franklin 1988: 155-56).

The antislavery movement played a primary role in assisting runaways to freedom. Abolitionists were crucial to the operations of the underground, but not all of them participated in or sanctioned its activities. Occasionally, African American and White abolitionists worked jointly to aid the runaway. Yet for the most part, the African American abolitionist played a key role in underground activities. Since most African American abolitionists were former bondsmen, they usually took a personal interest in helping loved ones or anyone who wanted to gain freedom. Their work contributed to the success of the Underground Railroad.

Origins of the Underground Railroad

Evidence is unclear when the "underground" began; however, Henrietta Buckmaster, author of *Let My People Go*, asserts that "the first fugitive slave who asked for help from a member of his own race or the enemy race drove the first stake in that 'railroad'" (Buckmaster 1992: 11). One of the earliest recorded "organized" escapes may have occurred in 1786 when Quakers in Philadelphia assisted a group of refugees from Virginia to freedom (Blockson 1984: 9; Siebert 1896: 460). One year later, Isaac T. Hopper, a Quaker teenager, "began to organize a system for hiding and aiding fugitive slaves." Soon, several towns in Pennsylvania and New Jersey offered assistance to runaways (Haskins 1993: 9). Organized flight became evident in 1804 when General Thomas Boudes, a revolutionary officer of Columbia, Pennsylvania, aided and then refused to surrender a runaway bondsman to the owner (Buckmaster 1992: 23). By the 1830s, participation in fugitive activity increased, and abolitionists recognized the underground as an effective weapon of attack against human bondage.

In 1831, the popularity of the railroad train coupled with legendary flights of certain runaways introduced the name for the underground movement. Supposedly, the term Underground Railroad originated when an enslaved runaway, Tice Davids, fled from Kentucky and may have taken refuge with John Rankin, a White abolitionist, in Ripley, Ohio. Determined to retrieve his property, the owner chased Davids to the Ohio River, but Davids suddenly disappeared without a trace, leaving his owner bewildered and wondering if the slave had "gone off on some underground road." The success of Davids' escape soon spread among the enslaved on southern plantations (Stein 1981: 5-10; Hamilton 1993: 53-56).

Organization and Operations of the Underground Railroad

Determined bondsmen escaped whenever there was an opportunity to do so. Historian Larry Gara maintains in *The Liberty Line* that "fugitives who rode the underground line often did so after having already completed the most difficult and dangerous phase of their journey alone and unaided." Typically, enslaved African Americans who fled from plantations and cities in Delaware, District of Columbia, Kentucky, Maryland, Missouri, and Virginia were more likely to take refuge in northern states, Canada, and western territories. In contrast, those who lived in the Deep South often ensured their freedom by escaping into Mexico and the Caribbean. Among other locations to which they fled were maroon societies, Native American groups, and large southern cities such as Baltimore,

New Orleans, and Charleston, South Carolina (Gara 1961: 18, 29; Breyfogle 1958: 33; Fields 1985: 16).

For the most part, no national organization of the underground existed since "leadership in it was reached by individual performance and examples, not by election or appointment" (Breyfogle 1958: 173-74). In spite of this, "there was a semblance of underground railroad activity in certain localities" (Gara 1961: 18). Underground operations generally relied heavily on secret codes as railroad jargon alerted "passengers" when travel was safe. Runaways usually commuted either alone or in small groups, and were frequently assisted by African American and White "conductors" who risked their lives and property to escort refugees to freedom. Celebrated conductors of the Underground Railroad included James Fairfield, a White abolitionist who went into the Deep South and rescued enslaved African Americans by posing as a slave trader. In 1849, Harriet Tubman escaped from the Eastern Shore of Maryland and became known as "Moses" to her people when she made 19 trips to the South and helped deliver at least 300 fellow captives and loved ones to liberation. African American abolitionist John Parker of Ripley, Ohio, frequently ventured to Kentucky and Virginia and helped transport by boat hundreds of runaways across the Ohio River. Perhaps the closest the underground came to being formally organized was during the 1830s when African American abolitionists William Still, Robert Purvis, David Ruggles, and others organized and stationed vigilance committees throughout the North to help bondsmen to freedom. The intention of the vigilance committees was not to lure or personally guide runaways to freedom, but to offer whatever assistance they needed to reach their destinations.

Most runaways were men whose ages ranged from 16 to 35 years. Similarly, women and children escaped. However, compared to men, their numbers were small since they were more likely to be captured. Runaways generally labored as field hands and were most likely to endure harsh treatment from their owners. Men and women escaped for some of the same reasons — long, grueling hours of fieldwork, the lack of proper diet, the fear of beatings, and the horror of being sold away from loved ones. Urban bondsmen sometimes fared better than their plantation fellows since most of them worked as hired hands and personal servants. Still, masters offered them little or no pay, restricted their movement, and provided them poor living conditions. Although these inhumane conditions inspired some to flee, the desire for personal liberty played a leading part in causing most bonded men and women to flee (Franklin 1988: 169; Meier and Rudwick: 1976; White 1991: 106-07). Examples of this are found in several autobiographies written by former bondsmen. In 1835, James L. Bradley, for instance, tenderly recalled his yearning for freedom when he wrote:

From the time I was fourteen years old, I used to think a great deal about freedom. It was my heart's desire; I could not keep it out of my mind. Many a sleepless night I have spent in tears, because I was a slave. . . . My heart ached to feel within me the life of liberty"

(Blassingame 1977: 688)

In his *Life and Times*, Frederick Douglass echoed the same sentiment:

I hated slavery *always*, and my desire for freedom needed only a favorable breeze to fan it to a blaze at any moment. The thought of being a creature of the *present* and the *past* troubled me, and I longed to have a *future* — a future with hope in it.
(Douglass 1962; 1892: 156).

Runaways seldom devised any elaborate escape plan since flight occurred randomly. Their schemes sometimes called for escapes to take place on the weekends, holidays, or during harvest season. Plans of this nature gave the runaway at least a two-day start before authorities began their pursuit. Some spiritual songs such as "Swing Low, Sweet Chariot," "Steal Away to Jesus," and "Go Down Moses" carried coded messages related to escape. Runaways had little food or clothing and normally walked at nightfall and rested during the daytime. Often refugees faced the risks of natural disasters and personal betrayal such as being sold back into slavery. Since runaways were virtually on their own and underground railways rarely began in the South, the North Star occasionally directed the flight. On clouded evenings, tree moss, which grew on the north side of tree trunks, then served as a guide. Runaways refrained from using conventional roads patrolled by slave catchers. To avoid capture, they relied on "railways" such as backroads, waterways, mountains, swamps, forests, and fields to escape. Later, runaways sometimes traveled by wagon, steamship, boat, and railroad train.

Flight sometimes entailed clever disguises, which gave further protection to the runaway. For example, females dressed as males and males disguised as females; or fair-skinned African Americans passed as Whites; and others pretended to deliver messages or goods for their masters. Although most disguises were rather simple, some runaways like Ellen and William Craft of Georgia plotted brilliant plans of escape by masquerading as master and slave. Frederick Douglass used ingenuity by posing as a sailor while making his escape from Maryland to New York. Henry "Box" Brown, with the assistance of underground agents, went as far as to ship himself by train in a crate from Richmond to Philadelphia (Haskins 1993: 94; Blassingame 1979: 200; William Still 1872: 67-73).

During the exodus, refugees received food, shelter, and money at "stations," which were operated by anyone who offered assistance. They regularly rested at stations conducted by abolitionists like Jermaine W. Loguen, William Still, Levi Coffin, and Thomas Garrett. These shelters were normally found about 10 to 30 miles apart on northbound "railways" (Franklin 1988: 169; Gara 1961: 94). As one source claimed, "that was the distance a healthy man could travel on foot, or a wagon carrying several slaves could cover at night" (Haskins 1993: 15). Some operators notified runaways of the stations through inconspicuous signals such as a brightly lit candle in a window or by a shimmering lantern strategically positioned in the frontyard. Once safety was ensured, the temporary havens provided refugees rest in concealed rooms, attics, and cellars. When stations were not readily available, runaways took protection in caves, swamps, hills, and trenches.

Underground activity flourished during the 1840s as antislavery sentiment deepened due to the federal government's failure to settle the slavery controversy. As northern and southern leaders refused to negotiate on the issue, Congress had attempted to solve the problem by ratifying the Missouri Compromise in 1820 that prohibited slavery in newly acquired territories and states. Following the Mexican War in 1848, however, the debate intensified as southern landowners sought to extend their plantation economy westward.

Abolitionists nevertheless continued to assist runaways and flaunted their activity as a way to win added support for the antislavery movement. The operations of the underground seemed even more apparent after the Supreme Court announced in the case Prigg v. Pennsylvania (1842) that federal law did not require that state officials aid in the return of runaways. This ruling rendered by the court caused an uproar in the South.

In an attempt to reconcile sectional differences, Congress passed the Compromise of 1850 that included a revised Fugitive Slave Law. The measure declared the return of runaways, and proclaimed that federal and state officials as well as private citizens had to assist in their capture. With these restrictions, northern states were no longer considered safe havens for runaways, and the law even jeopardized the status of freedmen. Significantly, the Fugitive Slave Law enticed corrupt slave catchers to kidnap free African Americans and sell them into bondage for a hefty profit. A classic example of this is retold in the memoirs of Solomon Northup who fell victim to a notorious kidnapping ring in New York (Northup 1853; Eakin 1990). Escape destinations thus were no longer limited to the territories and northern states. Major urban centers that were safe places of refuge became increasingly dangerous for runaways. Railways were extended into Canadian cities and towns like Dresden, North Buxaton, St. Catharines, Windsor, and Chatham that operated as major termini for the underground. Similarly, bondsmen who fled from Texas, Louisiana, and Arkansas usually took refuge in Mexico, while those who were enslaved in the lower southeastern coastal areas absconded into the Caribbean. Although the Fugitive Slave Law threatened its operations, the Underground Railroad continued to provide assistance to refugees.

By the end of the 1850s, the slavery controversy continued to split the nation further apart as the North and South refused to agree on a solution. Regional differences over slavery mounted as significant events like the Kansas-Nebraska Act, the Dred Scott case in 1857, the publication of Harriet Beecher Stowe's renowned literary work, *Uncle Tom's Cabin*, and the failed Harper's Ferry insurrection devised by John Brown helped precipitate the nation into a civil war by 1861. While the Civil War captured the attention of the country, underground activity continued as thousands of enslaved African Americans deserted plantations and cities and took refuge within Union lines. With the help of more than 180,000 African American soldiers and spies, Union forces secured victory over the Confederacy in 1865. Immediately following the war, the necessity for underground activities ceased when the 13th Amendment to the United States Constitution officially liberated more than 4 million enslaved African Americans.

CURRENT EFFORTS TO PRESERVE, COMMEMORATE, AND INTERPRET THE UNDERGROUND RAILROAD

PRESERVATION EFFORTS

The efforts to research and pass on the story of the Underground Railroad commemorate one of the most important social and humanitarian movements in United States history. The story dramatizes a compelling quest for self-determination and celebrates the diversity of the people involved in making the American ideal of freedom for all a reality.

The subject of the Underground Railroad is as deep-rooted in American history as the institutions of slavery, Jim Crow, and the Civil Rights Movement. Years have passed following highly publicized events of these periods, yet strong emotions remain in the hearts and souls of many. Americans refuse to live in the past, yet there are strong tendencies to preserve elements related to or associated with a past event or movement. Sites, persons, and events associated with the Underground Railroad are currently being used to preserve and honor this period of history.

The following examples are representative preservation efforts in the public and private sector:

In Fountain City, Indiana, the Levi Coffin home was restored in 1970 to resemble the Coffin years of Underground Railroad activity there. All furnishings in the home are meant to reflect that era.

The Mount Zion/Female Union Band Cemeteries were used by the runaways from the Georgetown section of Washington, D.C. Work is being done to refurbish these cemeteries.

In Ohio efforts to commemorate the Underground Railroad include the John Rankin house at Ripley. The Rankin home was restored to look as it did during his involvement with the Underground Railroad. Both efforts preserve the history of this movement.

The Talman/Milton house of Janesville-Milton, Wisconsin, has been restored to reflect its historical appearances as a stop on the Underground Railroad.

Other sites or areas that are restored or preserved from this period of events include the following:

Lawnside (originally called Free Haven), Camden, New Jersey

Runaways escaped here on the Underground Railroad; former slaves preferred settling here after slavery ended. The community is predominantly African American with many ancestors of escaped slaves remaining. Funding is being raised to preserve the Peter Mott house here.

Johnson House, Germantown, Pennsylvania

This was a stop on the Underground Railroad. Runaways hid in the attic and basement.

Mayhew Cabin, John Brown's Caves, Nebraska City, Nebraska

This was the westernmost station on the Underground Railroad in the 1850s. An underground passage connects caves to cabins.

Although these efforts preserve the Underground Railroad, they are not considered as prototypes for this study. However, they may provide a means to improve on future efforts to preserve this period of history.

COMMEMORATIVE AND INTERPRETIVE EFFORTS

When writing about American ideals and institutions, historians often have shared central views of the American past because our society is based on premises that have been consistently held through the generations. Especially after World War II, our nation's historians saw a homogeneous and conservative America. Compared with Europe, American society seemingly did not suffer from social conflict and was based on long-held tenets of liberalism and democracy.

In the 1960s, however, the writing of history changed dramatically. As opposed to being a land of consensus, historians saw the United States as full of conflict and cultural pluralism. The perceptions of America changed for several reasons: Americans were unsure of their role and responsibilities overseas, especially after the Vietnam War; the civil rights movement beginning in the 1950s focused on the status of disadvantaged peoples; and historical research and writing had a new tool to use in analysis — computer technology.

Outgrowths of the civil rights movement included the increased opportunities for African Americans to participate in all aspects of American life and new perspectives on African American history. Using the work of Carter G. Woodson as a foundation, recent historiographical effort has produced volumes of research, writing, and interpretation of African American history. This effort was enhanced by the emergence of social historians who studied every social group and aspect of life. Additionally, computers made quantitative investigations possible through the analysis of massive amounts of information gleaned from primary source material. Present-day historians are placing less emphasis on the traditional themes of American history, and are more focused on specific aspects of society, be they racial, ethnic, religious, or sexual. (Concepts were taken from Abraham S. Eisenstadt, "History and Historians" in *The Reader's Companion to American History* (Foner & Garraty 1991).)

Bridging the gulf in transmitting this new history from university presses to college classrooms and into general public knowledge has always been a challenge. Perceptions and beliefs about the past are sometimes difficult to change. However, the incorporation of new history theories and analysis into the mainstream study of history occurs on a daily basis through films, print media, classrooms, and in many other ways. This knowledge is passed on as fifth graders write history reports; as children of all ages learn lessons from

the Bible, Torah, and Koran in churches, synagogues, and mosques; choirs sing spirituals; as fathers tell twice-told tales of bravery and heroism to the young. History can also be made understandable and relevant through visits to museums and historic sites associated with past people and events. How history is interpreted, and how it is preserved for future generations is as important as the actual research and writing of history itself. Present efforts to pass on, thereby preserving, the story of the Underground Railroad are varied, numerous, and succeed in keeping the story alive and meaningful.

The Underground Railroad story links with other historical themes related to slavery and the African American experience. Many individuals and organizations are currently providing excellent interpretive programs about the Underground Railroad; these are generally focused on a central figure, site, route, or region. Commemoration and interpretation of the Underground Railroad's context, national linkages, and international appeal is usually broader in scope and difficult to provide.

There are many opportunities for people to participate and learn about aspects of the Underground Railroad story. Associated resources can be found from Canada to the Caribbean to Mexico and every state in-between. The following list is only a partial description of current commemorative and interpretive resources and activities currently available:

- educational materials
- publications ranging from scholarly texts to children's books to pamphlets
- plays involving interactive participation
- museum exhibits
- interpretive signs and displays
- tours of houses, plantations, communities, and other sites associated with the railroad
- treks and/or bus rides along portions or complete escape routes
- board games
- audiovisual programs, including slides, films, television, and videotape
- music programs
- art exhibits
- archival collections, including artifacts, photographs, and written materials
- runaway slave narratives
- commemorative plaques and statues
- visits with descendants of runaways, abolitionists, and indigenous peoples involved with the Underground Railroad
- technological innovations

Through research, scholars have found that the Underground Railroad has a profound effect on African American genealogy. Research of this sort provides another element in the Underground Railroad story and in African American history.

See appendix E for a representative list of commemorative and interpretive opportunities for the Underground Railroad offered by the private and public sector.

SITES AND STRUCTURES ASSOCIATED WITH THE UNDERGROUND RAILROAD



Harriet Shepherd, the mother of five children, for whom she felt of course a mother's love, could not bear the thought of having her off-spring compelled to wear the miserable yoke of Slavery, as she had been compelled to do. . . . Anna Maria, Edwin, Eliza Jane, Mary Ann, and John Henry were the names of the children for whom she was willing to make any sacrifice. . . .

It is not likely that they knew much about the roads, nevertheless they reached Wilmington, Delaware, pretty direct, and ventured up into the heart of the town in carriages, looking as innocent as if they were going to meeting to hear an old-fashioned Southern sermon -- "Servants obey your master." Of course, the distinguished travelers were immediately reported to the noted Thomas Garrett, who was accustomed to transact the affairs of the Underground Rail Road in a cool masterly way. . . . With the courage and skill, so characteristic of Garrett, the fugitives, under escort, were soon on their way to Kennett Square (a hot-bed of abolitionists and stock-holders of the Underground Rail Road), which place they reached safely. It so happened, that they reached Long Wood meeting-house in the evening, at which place a fair circle had convened.

(William Still, 1872)

PROCEDURES AND CRITERIA FOR DEVELOPMENT OF SITE LISTS

INTRODUCTION

The Underground Railroad originated in the southern states and led to or through all the northern states to Canada, although some routes led to Mexico and the Caribbean as well. Some enslaved African Americans and Native Americans managed to live in relative freedom in remote areas within the South, including swamplands and parts of Florida. Other enslaved Africans found refuge with some of the Native American tribes that lived in the South and other parts of the country. However, they remained in constant peril of being caught or killed.

The geographic area in which the Underground Railroad story took place encompassed most of the present-day United States, although, in general, significant events occurred east of the Mississippi River. The territories of Puerto Rico and the Virgin Islands, acquired in 1898 and 1917, respectively, had a far different experience with slavery. However, their experience before they achieved territorial status also forms part of any comprehensive view of the U.S. history of the Underground Railroad. These two areas represent the larger context of slavery in the Western Hemisphere. They further show how areas outside the United States played a role in the way slavery evolved in this country.

The number of possible sites and structures to examine is immense, even if only individual sites and significant buildings along the routes used are considered. The Underground Railroad is every route the enslaved took, or attempted to take, to freedom. It is a vast network of people, paths, and roads, it led through swamps and over mountains, along and across rivers and even by sea, yet it cannot be documented with precision (see Study Area map).

NPS historians contacted 34 state historic preservation offices, two territorial historic preservation offices, many local commissions and groups, and many knowledgeable scholars and individuals. Study team members have appeared at both national conferences and before local groups to explain the study and solicit suggestions. Including suggestions from these sources and those submitted by people who responded to the Underground Railroad newsletter, a list of 380 sites has been developed (see Areas 1-4, Documented Land Routes with Cities and Towns maps; Pre-Civil War Transportation Routes map; and appendix F). Although this list contains the names of several NPS areas, existing national historic landmarks, properties on the National Register of Historic Places, etc., it should not be regarded as either comprehensive or definitive; rather, it is illustrative of the richness and variety of resources that can be used to tell the Underground Railroad story.

NATIONAL HISTORIC LANDMARK THEME STUDY

To identify key resources associated with the Underground Railroad story, the National Park Service is conducting a national historic landmark theme study. This study, which is being done in accordance with the program regulations of the National Historic Landmarks Survey (36 CFR 65), could result in the designation of several additional

national historic landmarks associated with this important historical theme in United States history.

National historic landmarks are sites of national importance that have a high state of preservation. They are selected through review of formal nomination studies by the national park system advisory board. The secretary of the interior has the final authority for their designation.

National historic landmarks can and usually do remain in their owner's hands. The National Park Service generally does not acquire them, but monitors their condition and reports to Congress annually on the status of any that are threatened or endangered. National historic landmark designation is a confirmation of national significance. The standard of national significance must be met before a candidate property can be considered for addition to the national park system. In addition, other criteria previously discussed must be successfully met by the resource. However, the primary purpose of such a designation is to give the resource national recognition and to encourage its protection outside the national park system.

National historic landmark designation is the first step in considering an area potentially eligible to become a unit of the national park system. It was recognized at the outset of this study that the National Park Service should survey beyond the existing national historic landmark sites. The reason for this was a lack of national historic landmark properties that encompass significant portions of the Underground Railroad story.

From the preliminary compilation of 380 sites and structures associated with the Underground Railroad story (see appendix F), those sites that were not already existing NPS areas or national historic landmarks were reviewed scrupulously against the national historic landmarks criteria, which require not only nationally significant associations, but also a high state of historic preservation, or historic integrity. The 42 sites listed below have been identified as potential new national historic landmark nominations to be included in the Underground Railroad theme study:

Connecticut:

Williams (Austin F.) House, Farmington

Delaware:

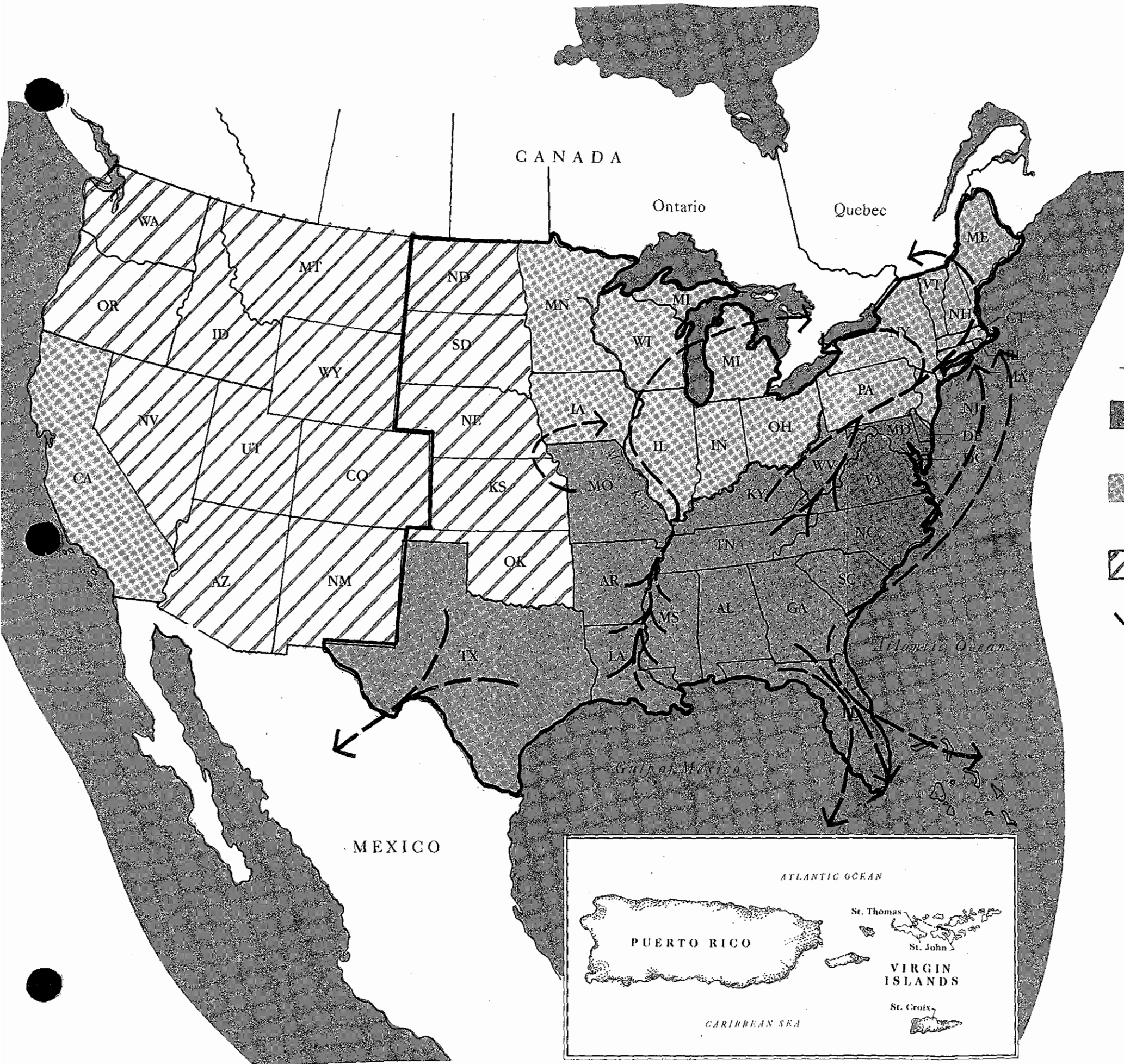
New Castle Courthouse, New Castle
Appoquinimink Friends Meeting House, Odessa
Old Town Hall, Wilmington

District of Columbia:

Mount Zion/Female Union Band Cemeteries

Georgia:

First African Baptist Church, Savannah



UNITED STATES



STATES IN WHICH SLAVERY EXISTED



FREE STATES



TERRITORY (SLAVERY PERMITTED)



MAJOR ROUTES OF ESCAPE



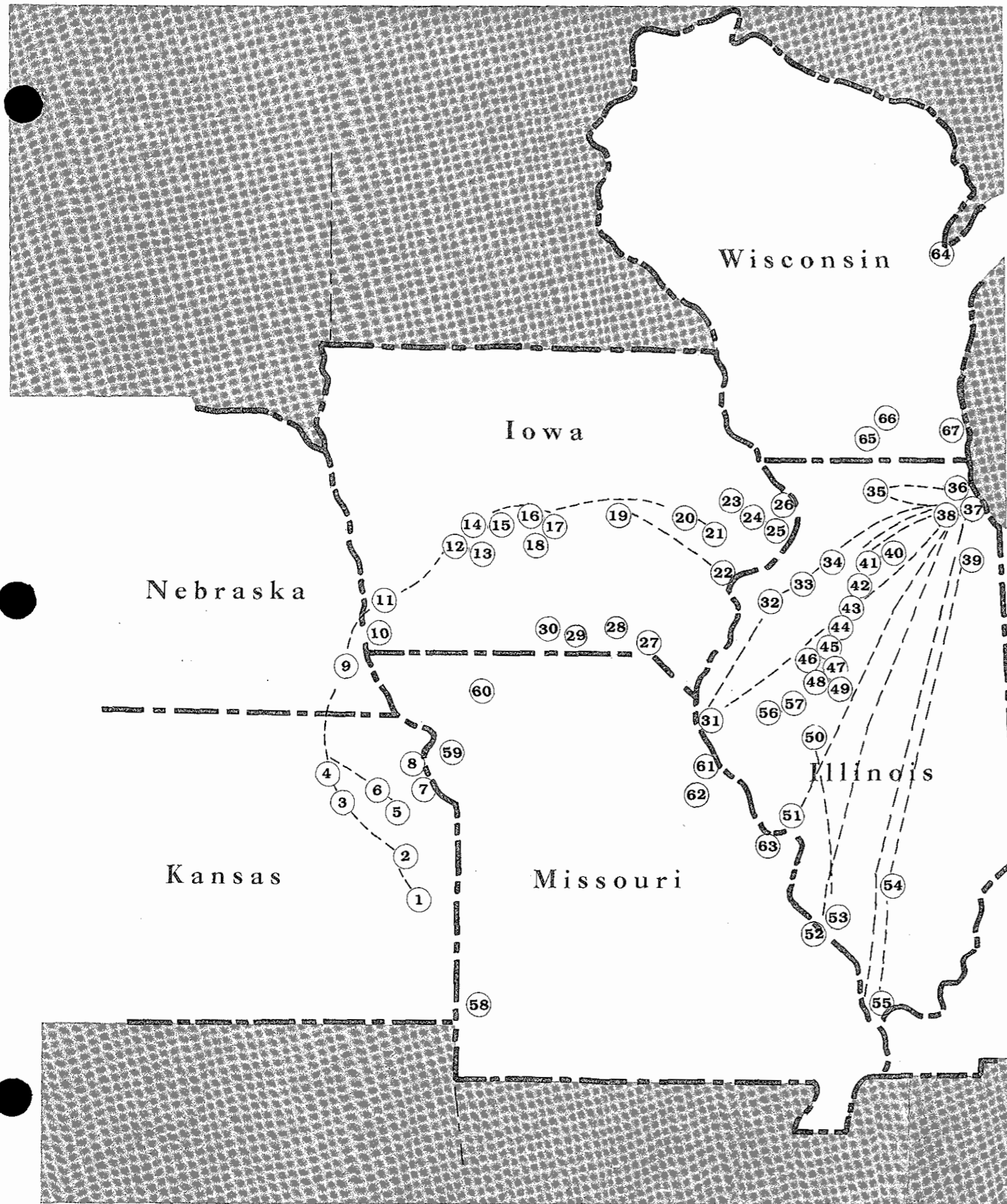
North Note: Drawing is not to scale.



STUDY AREA

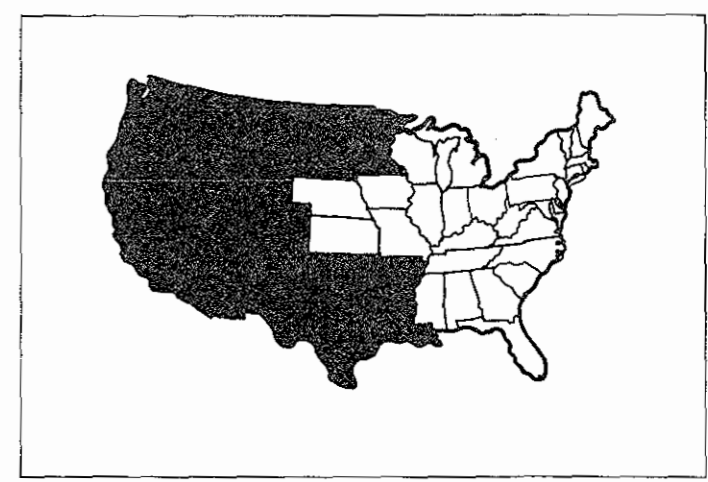
Underground Railroad
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 National Park Service
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ON MICROFILM



- Kansas**
- 1 Mound City
 - 2 Osawatomie
 - 3 Topeka
 - 4 Holten
 - 5 Lawrence
 - 6 Oskaloosa
 - 7 Kansas City
 - 8 Quindaro
- Nebraska**
- 9 Nebraska City
- Iowa**
- 10 Percival
 - 11 Tabor
 - 12 Lewis
 - 13 Cass County
 - 14 Stuart
 - 15 Redfield
 - 16 Adel
 - 17 Des Moines
 - 18 West Des Moines
 - 19 Grinnel
 - 20 Iowa City
 - 21 West Liberty
 - 22 Muscatine

- 23 Tipton
 - 24 DeWitt
 - 25 Low Moor
 - 26 Clinton
 - 27 Croton
 - 28 Bloomfield
 - 29 Cincinnati
 - 30 Salem
- Illinois**
- 31 Quincy
 - 32 Galesburg
 - 33 Toulon
 - 34 Princeton
 - 35 Byron
 - 36 Buffalo Grove
 - 37 Chicago
 - 38 Sugar Grove
 - 39 Chicago
 - 40 Ottawa
 - 41 Peru
 - 42 Magnolia
 - 43 Metamora
 - 44 Washington
 - 45 Morton
 - 46 Groveland
 - 47 Tremont
 - 48 Dillion
- Missouri**
- 49 Delavan
 - 50 Springfield
 - 51 Alton
 - 52 Chester
 - 53 Sparta
 - 54 Centralia
 - 55 Cairo
 - 56 Griggsville
 - 57 Jacksonville
- Wisconsin**
- 64 Green Bay
 - 65 Janesville
 - 66 Milton
 - 67 Racine



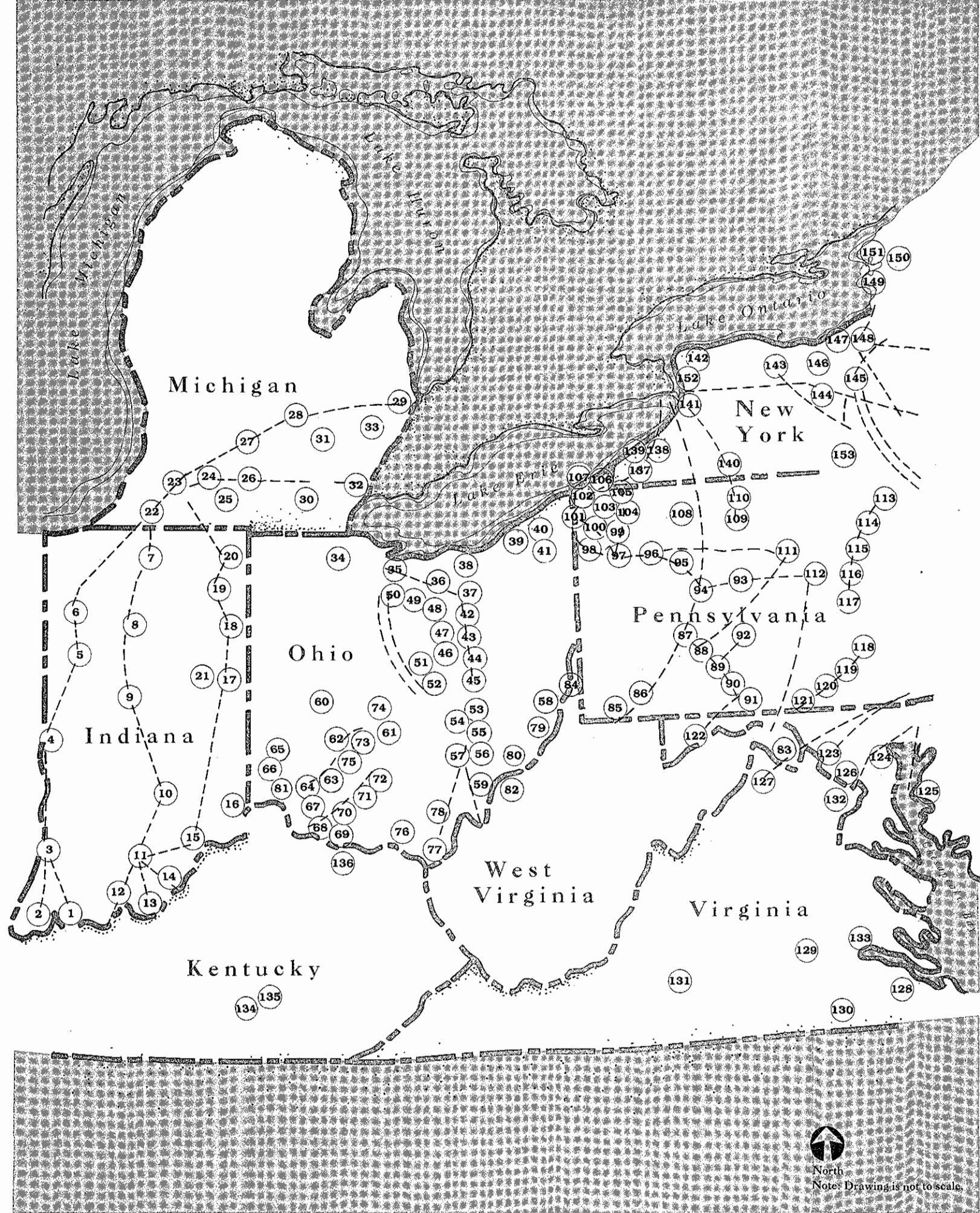
AREA 1
DOCUMENTED LAND ROUTES
WITH CITIES AND TOWNS

Kansas, Nebraska, Iowa, Illinois,
 Missouri, Wisconsin

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North
 Note: Drawing is not to scale.





Indiana

- 1 Rockport
- 2 Evansville
- 3 Vincennes
- 4 Terre Haute
- 5 Lafayette
- 6 Rensselaer
- 7 South Bend
- 8 Logansport
- 9 Indianapolis
- 10 Columbus
- 11 Salem
- 12 Leavenworth
- 13 Marvin's Landing
- 14 New Albany
- 15 Madison
- 16 Lawrenceburg
- 17 Fountain City
- 18 Decatur
- 19 Fort Wayne
- 20 Auburn
- 21 Richmond

Michigan

- 22 Niles
- 23 Kalamazoo
- 24 Battle Creek
- 25 Marshall
- 26 Jackson
- 27 Lansing
- 28 Flint
- 29 Port Huron
- 30 Ann Arbor
- 31 Farmington
- 32 Detroit
- 33 Utica

Ohio

- 34 Toledo
- 35 Sandusky
- 36 Oberlin
- 37 Seville
- 38 Cleveland
- 39 Painesville
- 40 Ashtabula Harbor
- 41 Jefferson
- 42 Wooster
- 43 Holmesville
- 44 Millersburg
- 45 Coshocton
- 46 Loudonville
- 47 McKay
- 48 Hayesville
- 49 Ashland
- 50 Savannah
- 51 Mount Vernon
- 52 Utica
- 53 Zanesville

- 54 Deavertown
- 55 Morganville
- 56 Pennville
- 57 Chester Hill
- 58 Mt. Pleasant
- 59 Belpre
- 60 Clinton
- 61 Greenfield
- 62 Samantha
- 63 Hillsboro
- 64 Sardinia
- 65 Wilberforce
- 66 Xenia
- 67 Russellville
- 68 Red Oak
- 69 Ripley
- 70 Decatur
- 71 Tranquility
- 72 Locust Grove
- 73 Lincolnville
- 74 Westerville
- 75 Highland County
- 76 Irontown
- 77 Lawrence County
- 78 Poke Patch
- 79 Bellmont County
- 80 Washington County
- 81 Cincinnati

Maryland

- 108 Warren
- 109 Smithport
- 110 Eldred
- 111 Clearfield
- 112 Bellefonte
- 113 Towanda
- 114 Estella
- 115 Huntersville
- 116 Muncy
- 117 Sunbury
- 118 Harrisburg
- 119 Carlisle
- 120 Shippensburg
- 121 Chambersburg

Virginia

- 122 Cumberland
- 123 Frederick
- 124 Baltimore
- 125 Cambridge
- 126 Samples Manor
- 127 Winchester
- 128 Norfolk
- 129 Richmond
- 130 Courtland
- 131 Heathsville
- 132 Alexandria
- 133 Jamestown

Kentucky

- 134 Barrow
- 135 Berea
- 136 Maysville

West Virginia

- 82 Parkersburg
- 83 Harpers Ferry
- 84 North Wheeling

Pennsylvania

- 85 Mt. Morris
- 86 Uniontown
- 87 Indiana
- 88 Geistown
- 89 Pleasantville
- 90 Fishertown
- 91 Bedford
- 92 Altoona
- 93 Grampian
- 94 Punxsutawney
- 95 Brookville
- 96 Shippensville
- 97 Franklin
- 98 Meadville
- 99 Townville
- 100 Cambridge Springs
- 101 Albion
- 102 Girard
- 103 Branchville
- 104 Union City
- 105 Wattsburg
- 106 Waterford
- 107 Eric

New York

- 137 Jamestown
- 138 Ellington
- 139 Fredonia
- 140 Olean
- 141 Buffalo
- 141 Lockport
- 142 Rochester
- 143 Ithaca
- 144 Cortland
- 145 Auburn
- 146 Seneca Falls
- 147 Syracuse
- 148 Oswego
- 149 Cape Vincent
- 150 Mexico
- 152 Niagara Falls
- 153 Elmira

AREA 2

DOCUMENTED LAND ROUTES WITH CITIES AND TOWNS

Indiana, Michigan, Ohio, West Virginia, Pennsylvania, Maryland, Virginia, Kentucky, New York

Underground Railroad

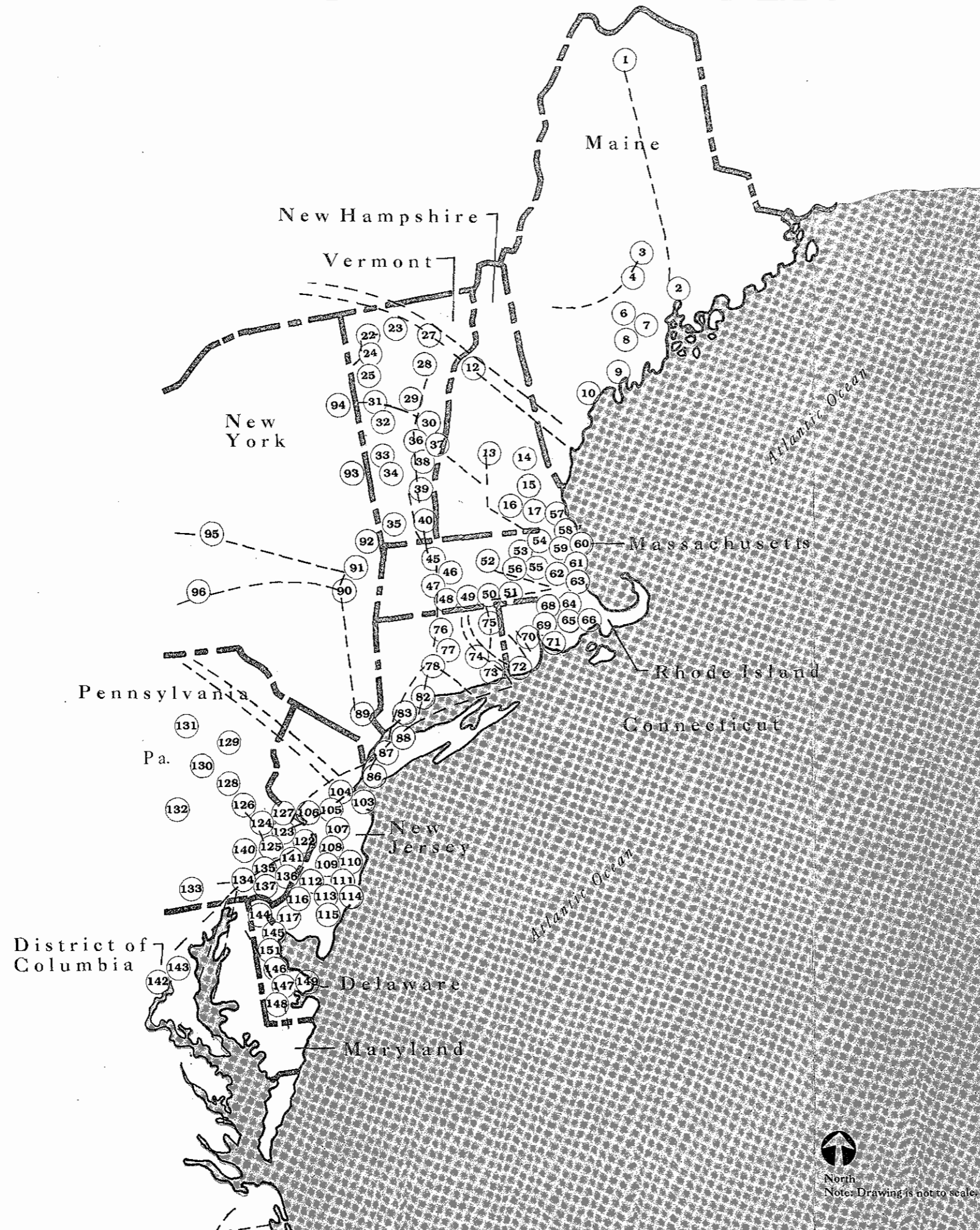
United States Department of the Interior
National Park Service

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North
Note: Drawing is not to scale.



Maine

- 1 Saint John River
- 2 Bangor
- 3 Exeter
- 4 Newport
- 5 Vassalboro *
- 6 China
- 7 Augusta
- 8 Gardiner
- 9 Brunswick
- 10 Portland
- 11 Salem *

New Hampshire

- 12 Littleton
- 13 Canaan
- 14 Meredith
- 15 Concord
- 16 Peterborough
- 17 Milford
- 18 Canterbury *
- 19 Hancock *
- 20 Lyme *
- 21 Weare *

Vermont

- 22 Swanton
- 23 Troy
- 24 St. Albans
- 25 Burlington
- 26 Franklin *
- 27 Barton
- 28 Hardwick
- 29 Montpelier
- 30 Strafford
- 31 Charlotte
- 32 Brandon
- 33 Fair Haven
- 34 Castleton
- 35 Bennington
- 36 Woodstock, S. Woodstock
- 37 Hartland Four Corners
- 38 Windsor
- 39 Chester
- 40 Brattleboro
- 41 Royalton *
- 42 Albany *
- 43 Georgia *
- 44 Ferrisburg *

Massachusetts

- 45 Greenfield
- 46 Hatfield
- 47 Northampton
- 48 Springfield
- 49 E. Longmeadow
- 50 Worcester

New Jersey

- 51 Millbury
- 52 Leominster
- 53 Concord
- 54 Andover
- 55 Cambridge
- 56 Newton
- 57 Amesbury
- 58 Georgetown
- 59 Danvers
- 60 Salem
- 61 Lynn
- 62 Stoneham
- 63 Boston
- 64 Fall River
- 65 Westport
- 66 New Bedford
- 67 Florence *

- 103 Perth Amboy
- 104 New Brunswick
- 105 Hopewell
- 106 Lambertville
- 107 Princeton
- 108 Trenton
- 109 Bordentown
- 110 Camden
- 111 Burlington
- 112 Woodbury
- 113 Sewell
- 114 Mt. Holly
- 115 Marlton
- 116 Swedesboro
- 117 Salem
- 118 Greenwich *
- 119 Evesham *
- 120 Mt. Laurel *
- 121 Lawnside *

Rhode Island

- 68 Central Falls
- 69 Pawtucket
- 70 Providence
- 71 Newport
- 72 Westerly

Pennsylvania

- 122 Philadelphia
- 123 Norristown
- 124 Quakertown
- 125 Phoenixville
- 126 Reading
- 127 Lansdale
- 128 Pine Forge
- 129 Columbia
- 130 Lewisburg
- 131 Williamsport
- 132 Milroy
- 133 Gettysburg
- 134 Coatsville
- 135 Downingtown
- 136 Malvern
- 137 Kennett Square
- 138 Clarksville *
- 139 Lincoln University *
- 140 Hopewell Furnace NHS
- 141 Germantown

Connecticut

- 73 New London
- 74 Norwich
- 75 Putnam
- 76 Enfield
- 77 Hartford
- 78 Farmington
- 79 Torrington *
- 80 Oxford *
- 81 Wilton *
- 82 New Haven
- 83 Stamford
- 84 Old Lyme *
- 85 Canterbury *

New York

- 86 New York City
- 87 Brooklyn
- 88 Flushing Queens
- 89 Tarrytown
- 90 Albany
- 91 Troy
- 92 Hoosick
- 93 Ft. Edward
- 94 Lake Placid
- 95 Syracuse
- 96 Ithaca
- 97 Peterboro *
- 98 Leon *
- 99 Henderson *
- 100 Franklin *
- 101 Upper Sanborn *
- 102 Whitesboro *

District of Columbia

- 142 Georgetown
- 143 District of Columbia

Delaware

- 144 Willow Grove
- 145 Wilmington
- 146 Middleron
- 147 Odessa
- 148 Camden
- 149 Dover
- 150 Lebanon *
- 151 New Castle

* Nor located on map

AREA 3

DOCUMENTED LAND ROUTES WITH CITIES AND TOWNS

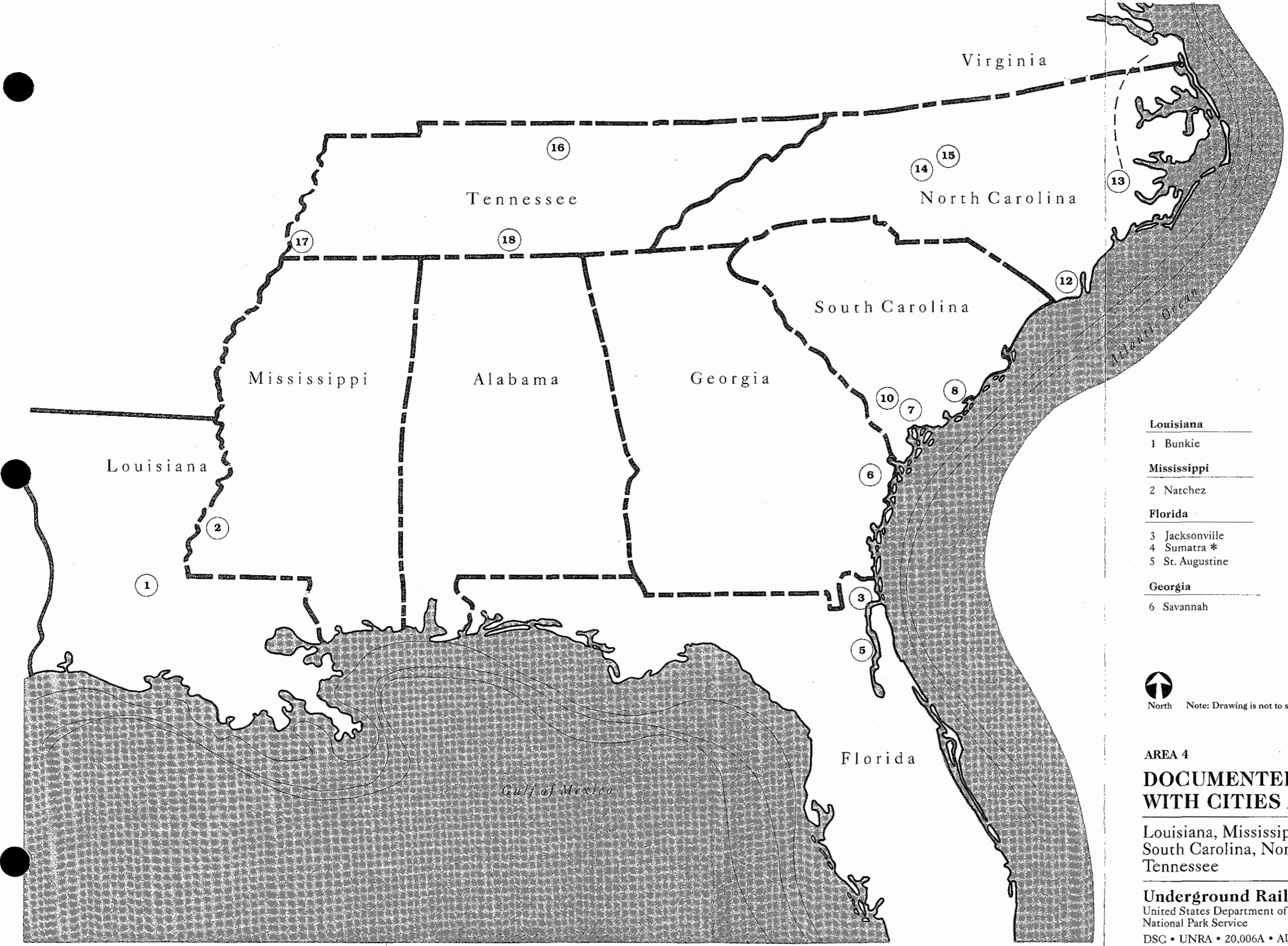
Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, District of Columbia, Delaware

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North
 Note: Drawing is not to scale.



Louisiana

- 1 Bunkie

Mississippi

- 2 Natchez

Florida

- 3 Jacksonville
- 4 Sumatra *
- 5 St. Augustine

Georgia

- 6 Savannah

South Carolina

- 7 Charleston
- 8 Beaufort
- 9 Frogmore *
- 10 Rantoles Vicinity
- 11 Stono River *

North Carolina

- 12 Wilmington
- 13 New Bern
- 14 Jamestown, Guilford Co.
- 15 Greensboro

Tennessee

- 16 Gallatin, Sumner Co.
- 17 Memphis
- 18 Savannah

* Not located on map



North Note: Drawing is not to scale.

ON MICROFILM

AREA 4

DOCUMENTED LAND ROUTES WITH CITIES AND TOWNS

Louisiana, Mississippi, Florida, Georgia, South Carolina, North Carolina, Tennessee

Underground Railroad

United States Department of the Interior
National Park Service

Illinois:

Eells (Dr. Richard) House, Quincy
Old Graue Mill, Oakbrook, DuPage County
Lovejoy Homestead, Princeton

Indiana:

Eleutherian College, Jefferson County
Quinn (Bishop Paul) House, Richmond

Iowa:

Hitchcock (Rev. George B.) House, Cass County
Jordan (James C.) Homestead, W. Des Moines, Polk County

Kansas:

John Brown Memorial Park, Osawatomie

Louisiana:

Epps (Edwin) House, Bunkie

Maryland:

President Street Station, Baltimore
Harriet Tubman Birthplace, Bucktown

Massachusetts:

Hayden (Lewis and Harriet) House, Boston
Johnson (Nathan) Home, New Bedford

Michigan:

Second Baptist Church, Detroit

New Jersey:

Mott (Peter) House, Lawnside

New York:

John Brown Farm, North Elba, Lake Placid, Essex County
Foster Memorial African Methodist Episcopal Zion Church, Tarrytown, Westchester
County
Michigan Avenue Baptist Church, Buffalo
St. James African Methodist Episcopal Church, Ithaca, Tompkins County
Gerrit Smith Land Office, Peterboro, Madison County
Plymouth Meeting House, Brooklyn (the designation forms for this
existing national historic landmark are pending revision to more
reflect its association with Underground Railroad)

Ohio:

Evans (Wilson Bruce) House, Oberlin, Lorain County
Hubbard House ("Mother Hubbard's Cupboard"), Ashtabula County
Parker (John) House, Ripley

SITES AND STRUCTURES ASSOCIATED WITH UNDERGROUND RAILROAD

Pennsylvania:

Dobbin House, Gettysburg
Goodridge (William C.) House, York
Liberty Bell, Independence National Historical Park, Philadelphia
LeMoyne (Francis J.) House, Little Washington, Washington County

Rhode Island:

Isaac Rice Homestead, Newport

Tennessee:

Jacob Burkle Home (Slave Haven), Memphis
Hunt-Phelan Home, Memphis

Vermont:

Rowland E. Robinson House/"Rokeby," Ferrisburg

Virgin Islands:

Annaberg Sugar Plantation and School, St. John

Virginia:

Nat Turner Historic District, Courtland, Southampton County

West Virginia:

Wheeling Hotel, North Wheeling

Wisconsin:

Milton (Joseph Goodrich) House, Rock County

SPECIAL RESEARCH NEEDS

Aside from those properties previously designated as national historic landmarks, few properties are listed in the National Register of Historic Places by sole reason of their connections to the Underground Railroad. Most often, the Underground Railroad connection is merely noted or claimed but not supported with historical documentation.

Extremely few sites in the southern states were suggested for nomination, although routes and sites are believed to have existed in the southern states in some abundance. A special effort was made to identify sites in the South.

At the present time, nomination forms are being written for processing by the national historic landmarks program. The nominations are being written during a continuing debate between historians regarding the scale of the Underground Railroad system and the character and scope of its organization. The relative balance between African American self-help efforts and White abolitionist assistance to them was given careful consideration. Because African Americans are relatively underrepresented in the formal recognition of this historical phenomenon of which they were both the object and principal players, special efforts were made to identify sites and buildings associated with them.

Like all clandestine phenomena reported only after the fact, the task of documenting the Underground Railroad is frequently challenged by the fact that firsthand or contemporary information is limited, with oral tradition often playing a part. For that reason, care was exercised in cross-checking material. Oral accounts were evaluated carefully, for example, but not discounted out of hand, for they are often the only evidence from some African American sources.

The extensive source materials in the Wilbur Siebert Collection at the Ohio Historical Society in Columbus, assembled by Dr. Siebert over seven decades, beginning in the 1890s were researched. Other collections, including those at Wilberforce and Howard University, were also used in the research phase of the project. Despite Siebert's rather scanty collections on African American conductors and on the southern states, the collection provided supporting materials for many nominated properties.

SCHEDULE OF ACTIVITY

There is no specific number of national historic landmark nominations to be presented or which the secretary of the interior could designate. It is possible that in coming years several additional sites, which are not known to the study team or for which documentation was missing or defective, will be identified as importantly related to the Underground Railroad theme. The need for their consideration will be addressed through the ongoing mechanism of special studies in the national historic landmarks program.

Any research into potential Underground Railroad sites needs to consider the oral traditions developed in African American and other communities in which these sites are found. However, oral tradition is an important element, and it must be judged for reliability and balanced with customary research methodology.

HIGH POTENTIAL CANDIDATES FOR INTERPRETATION/ASSOCIATION WITH THE NATIONAL PARK SYSTEM

It is important to summarize how the list of sites in this section was derived. Initially, a combination of different lists was used to appropriately fit the needs of this *Special Resource Study*. Additional criteria were established by the study team to rank candidates that have high interpretive potential and integrity, and could be eligible for association with the national park system. The following criteria derives from the national historic landmarks program and the criteria for parklands. In addition, study team members created criteria to ensure that a variety of sites would be fully represented in the Underground Railroad story. The criteria include (1) significance, (2) resource type/location, (3) relative abundance (rarity), and (4) interpretive potential.

- (1) Significance means that a site is an existing national historic landmark/district or is a high potential candidate to become a national historic landmark/district.
- (2) Resource type/location looks at what and where the site is. Is it a structure, landscape, cave, water route, field, natural area, or archeological site? Does the site illustrate the Underground Railroad theme? Or, if there is more than one site, do they collectively tell the whole story? Where does the site (or sites) exist? In the United States (region), Canada, Mexico, or Caribbean?
- (3) Type of sites that are rare were considered higher priority than those that are common.
- (4) Interpretive potential considers the ability to illustrate the site through interpretation and the opportunity for the public to visit the site.

Prior to and during the official period of the Underground Railroad (ca. 1830 to 1865), many sites (structures and landscapes) served as havens to runaway slaves from their would-be captors. Sites ranged from a host of natural landscapes to man-made homes, churches, and public structures embodied in the landscapes of the cities, towns, and countryside. Of the many sites that hid and sheltered the runaways from bondage, only 13 of the 380 sites initially considered are described here. These sites met each of the four criteria and are considered to be high potential candidates for interpretation of the Underground Railroad story and could also have some association with the national park system. Many of these structures are threatened and require preservation. (Note: NHL indicates the structure or site is a national historic landmark; NR indicates its listing on the National Register of Historic Places.)

**First Church of Christ (NHL)
Main Street
Farmington, Connecticut**

The First Church of Christ was constructed in 1771, as the third of three churches erected by the Farmington congregation. The significance and popularity of the structure stems from the fact that the *Amistad* captives attended church services here while awaiting

return to Africa following the ruling on their trial by the Supreme Court. The 1839 *Amistad* captives revolt is an excellent example of the resistance to slavery by Africans before they landed on American soil. This example fueled the fire of abolitionism and gave impetus to the support for the Underground Railroad.

This Georgian structure with its Greek Revival portico stands two stories high, and is of wood frame construction with clapboard siding. Its rectangular floor plan with a central main entry under the portico, and a large tower, stairs, and exits at its other elevations, is lighted by 20/20 double-hung windows piercing the walls. The structure is in good condition, and is still owned and operated as an active church by the Farmington congregation. It received its national historic landmark designation in 1975; however, it is not known whether or not the church currently has an exhibit or plaque in place to interpret or commemorate the *Amistad* incident.

Fort Gadsden (British Fort) (Negro Fort) (NHL)
Six miles southwest of Sumatra
Sumatra, Florida

Fort Gadsden was constructed in 1818 on the former site of the Negro Fort following its destruction in the so-called "savage and negro war." This fort was hastily constructed of perishable materials and was not expected to last over five years. The Negro Fort was actually the former British Fort that was constructed in 1814, and given to the African Americans (runaways). Native Americans who were recruited by the British to fight the United States lived in the fort and cultivated the land around it from 1815 until its destruction. It is said that the fort area was located some 500 feet from the riverbank, and consisted of an octagonal earthwork holding the principal magazine. These structures were enclosed by a rectangular enclosure spanning 7 acres and flanked by bastions on the eastern corners. The parapets of the enclosure and bastions were 15 feet high and 18 feet thick. The fort is of national significance because its destruction precipitated the outbreak of the First Seminole War, 1817-1818, and the subsequent cession of Florida to the United States. Its significance is also inherent in the fact that it is symbolic of the cooperation and friendship that often existed between runaway Africans and Native Americans, and for the refuge it provided to the runaways from the plantations of Georgia and the Carolinas, at a time when the official concept and period of the Underground Railroad was not formally recognized. In this concept of the Underground Railroad, Native Americans of the South played similar roles to the Whites and freed African Americans of the North based on the help given the runaways during their plight for freedom.

Little remains of the structures of the original forts except for their earthen outlines. These should be preserved in their present form to provide a point of reference for the interpretation and commemoration of past events that took place there. The construction of trails, signs, and exhibits in this area are necessary to access, locate, and understand the remnants of the site and their relationship to the runaways who escaped to, and/or lived, and cultivated the land there. Development on this site includes a picnic area with pavilion, picnic tables, grills, and restrooms. The site is owned by the state of Florida.

**Garcia Real de Santa Teresa de Mose (Fort Mose) (NHL)
Castillo de San Marcos National Monument
St. Augustine, Florida**

Like Fort Gadsden, the events that made Fort Mose significant are relative to but precede the official concept and period of the Underground Railroad. From 1724 to 1763 slaves from the British colonies of Georgia and South Carolina fled the plantations to seek sanctuary under the Spanish crown at St. Augustine, Florida. At St. Augustine was Fort Mose that housed the runaways and protected the North flank of Castillo de San Marcos, the great Spanish fort. Fort Mose was originally constructed in 1738, and rebuilt in 1752 after the original fort was destroyed by the British after only two years. The rebuilt fort, like the original one, continued to house the runaways up until it was abandoned in 1763, after Florida became a British colony and the inhabitants and soldiers of Mose (runaways), and those of St. Augustine were evacuated to Cuba. This fort was described in 1759 by its parish priest, Father Solana. He described it as a three-sided structure, with the open and unprotected side facing the river. The walls were of earth with bastions at the northwest and southwest corners. These walls were probably planted on top with cactus. The fort was surrounded by a shallow moat, about 3 feet wide and 2 feet deep, also planted with cactus. The fort had two 3-pounder cannons and four iron half-pound stone throwers as artillery, in addition to 24 muskets for the soldiers. There were 22 houses or "huts" in the community, at that time.

Most recently, archeological evidence indicates that the earthen walls of the fort were at least partially faced with clay. The rebuilt fort and the defense lines extending outward from it were located and verified. The fort lay on a small marsh island north of the Castillo de San Marcos. Portions of the moat, earth wall, and interior structures have been excavated. Additional archeology may be required; however, the currently uncovered archeological ruins can be used to interpret and commemorate the site. Signs, exhibits, an elevated access, and parking are also required. There are studies underway to make the fort a part of Castillo de San Marcos National Monument, after acquiring the land and extending the park's boundaries. This site was designated a national historic landmark in 1994. The fort is currently in the hands of the state of Florida and private owners.

**Levi Coffin House (NHL)
115 North Main Street
Fountain City, Indiana**

Levi Coffin was termed "president" of the Underground Railroad because of the outstanding role he played in helping over 2,000 runaways escape to freedom. Consequently, his home was called the "Union Depot of the Underground Railroad," and is significant for the same reasons. Because the Coffin house was built on one of the lines of the Underground Railroad, it appeared as though its fate as a depot was predetermined. The house was constructed in 1827 as a two-story Federal styled brick building surrounding the commonly designed rectangular floor plan. The wings that are located to the rear of the building are believed to be later additions, like the red paint that covered the brick walls. The wings changed the original floor plan of the building from a rectangular into an L-shaped one, and are believed to have been added when the building was used as a hotel during the late 19th and early 20th centuries. In addition, an old barn

and privy are located in the boundaries of the site. Although these are not original to the Coffin period, they add to the interpretation of the site's later historic use.

The building is currently painted grey, the wood portion of the wing has been removed, and a modern heating plant has been installed. Few other changes have been made since the Coffin and hotel years. The structure is owned by the Indiana Department of Natural Resources. It is in good condition and is open to the public.

**Bishop Paul Quinn Home
217-219 South Third Street
Richmond, Indiana**

Bishop Paul Quinn was an evangelist, educator, and mason. He organized over 50 African Methodist Episcopal churches. He played a major role in Richmond's African American effort to aid escaping slaves. The residence is located in the Old Richmond Historic District. This historic district includes other structures associated with the Underground Railroad such as Bethel African Methodist Episcopal Church constructed in 1857 and remodeled in 1895. The church congregation was under the leadership of Bishop William Paul Quinn. This is a rare example of African American led Underground Railroad activity in the Midwest.

Today the two-story brick and stone Bishop Quinn Home is privately owned. The exterior has been modified over the years including painting the original brick, but maintains a substantial degree of integrity. The interior has been modified over the years to meet the requirement of the occupants. This structure is not open to the public at present.

**Harriet Tubman Birthplace
Bucktown, Maryland**

Once known as the Brodas Plantation, this is the site where Harriet Tubman was born and spent approximately the first 29 years of her life. The plantation is located roughly 15 miles from the Choptank River. It is believed that the Transquaking River that runs north from Bucktown and leads to the Choptank River was used as an escape route. There is also a trail that has been speculated as an escape route used by Tubman and others who fled from the plantation. Currently, there are no physical structures remaining on the site that have relevance to Harriet Tubman. The site is now an open space surrounded by a heavily wooded area. Although there are no physical remains, the site is still used to interpret the early life of Harriet Tubman. Significant associated events include her birth, her escape, and her return to aid her family. A plaque has been placed at the site to mark the birthplace.

Harriet Tubman Home for the Aged (NHL)
180-182 South Street
Auburn, New York

This house is the only surviving structure of two that were built on the property owned by Harriet Tubman during the latter part of her life. It is a vernacular Victorian two-story frame building with clapboard siding and an L-shaped wraparound porch that encloses a rectangular floor plan. It houses a museum dedicated to the memory, character, and deeds of Tubman as a passenger and conductor on the Underground Railroad and her accomplishments during the post-Civil War period. This house was not constructed until 1908 and was never occupied by Tubman during her connection with the Underground Railroad. Yet it survives and is located on the same site as the original house where she lived from 1857 throughout the remaining years of the Underground Railroad period. Since all that remains of the original house is its foundation, it is conceivable that the collections of her life's work would be housed elsewhere on the site for protection. Nevertheless the house is significant because of its contents and owner who rescued over 300 runaway slaves from the South during her tenure on the Underground Railroad. She was called Moses. Moreover, the significance of this woman and the house lies in her character and deeds which together are symbolic of the "quest for human dignity."

The building was renovated in 1947, but stands today in need of minor repairs. The building is currently owned and operated by the African Methodist Episcopal Zion Church.

John Rankin House (NHL)
Liberty Hill
Ripley, Union Township, Ohio

The John Rankin House was home to Reverend John Rankin, a leader in the abolitionist movement in the state of Ohio, and a first and foremost conductor on the Underground Railroad. The house is a 1-1/2 story brick building with a gabled roof having paired double end chimneys at either end. The walls and roof of this simply constructed Georgian country house enclose a 35-square-foot floor plan. During the formal years of the Underground Railroad, as many as 12 runaways were hidden in the Rankin house at one time. Due to the reputation of its owner, and the fact that it was known to hide runaways from time to time, the building gained popularity, and is highly significant in American history. The house was purchased in 1938 by the state of Ohio, and is operated by the Ohio Historical Society.

Currently the house is in good condition, and furnished with a number of personal Rankin items. It is open to the public as a museum, after being restored and strengthened inside and out. The stairway that leads up to Liberty Hill from the Ohio River bottom to the Rankin house was rebuilt, and (it) with the restored house attempts to symbolize or interpret that which was once freedom to the runaways.

**John Parker House
Ripley, Ohio**

Born a slave in Norfolk, Virginia, in 1827, John Parker was sold at the age of eight to an agent who took him to Richmond, Virginia. He was sold a second time and joined a large caravan of slaves headed to Mobile, Alabama. Once there, he was sold again to a doctor who used him in his home. The doctor's children taught him to read and write, and by the age of 16 he was ordered to serve two young men of the family while they attended college up north. But he was soon returned because his owner feared he would escape. After failed attempts to escape as a young man, Parker was finally successful when he persuaded one of his master's patients to assume his ownership and allow him to purchase his freedom for \$1,800. With freedom as a motivator, he worked in a foundry and loaded boats in his spare time. He fulfilled his obligation in less than two years. John Parker was one of Ripley, Ohio's, leading abolitionists. His crusade to help those escape bondage from Kentucky into Ohio began with the persistence of a freeman who was a barber in the home in which he was living. From that, he devoted his life to raids in Kentucky, watching on both sides of the Ohio River, to giving aid to escapees who had reached the Ohio River and could not cross. He would even fight for them against their masters. Although Parker knew the difficulties and dangers involved with liberating slaves, he did not hesitate to abduct them.

This is a privately owned two-story brick structure. The front facade of the house has some integrity along with an interior stairway. Much of the house is in extremely deteriorated condition, and the back wall of the house is completely gone. This resource is in danger of being lost completely.

**Mother Bethel African Methodist Episcopal Church (NHL)
Richard Allen Place
Philadelphia, Pennsylvania**

This structure is home to the first African American religious denomination in the country. The congregation was formed in 1793, when Richard Allen (founder) separated from St. George's Methodist Episcopal Church. With the assistance of Dr. Benjamin Rush, Allen purchased a lot at 6th and Lombard Streets and built Bethel African Methodist Episcopal Church. The current structure has a granite, three-story front with a fourth-story tower. The style is Victorian Romanesque Revival and a large circular-headed doorway forms the entrance. There are circular-headed stained-glass windows made in Heidelberg, Germany, above the entrance. A basement crypt houses Richard Allen's tomb and a museum that highlights the history of the African Methodist Episcopal Church.

Although there have been four structures to house the congregations of Mother Bethel African Methodist Episcopal Church, it is the oldest real estate owned continuously by African Americans in the United States. The church still serves as an active congregation.

The significance of what is known today as the Mother Bethel African Methodist Episcopal Church is that it was recognized as an abolitionist church, and the second church structure was a station on the Underground Railroad used by Harriet Tubman as a stopping point.

Stono River Slave Rebellion Site (NHL)
12 miles west of Charleston on the north side of U.S. 17
Rantowles (Vicinity), South Carolina

The site of the Stono River slave rebellion was one of the most serious slave insurrections during the colonial period. Conditions of slavery in South Carolina by the 1730s were the cruelest and most severe of all the English colonies. Led by an Angolan slave named Jemmy, roughly 80 bondsmen participated in the rebellion that brought destruction to several Whites and plantations in the Stono area. The result of the slave insurrection was the most comprehensive slave codes adopted in the English colonies. The significance of this site is that it dispels the myth that slave unrest in America did not occur before the antebellum period. Although the law remained substantially unchanged until the Civil War, slave rebellions and other acts of protest continued until slavery was ended.

The starting point for the slave rebellion was the Hutchinson warehouse where the slaves attacked two guards and seized weapons before heading toward Savannah, Georgia.

As there are no physical remains of the warehouse, the site as a starting point has good integrity. Currently the site appears to have been plowed and used for agricultural purposes. It is covered with weeds and low-growing shrubs. The site was designated a national historic landmark in 1974.

Nat Turner Slave Revolt Historic District (NR)
Southampton County
Courtland, Virginia

The revolt led by Nat Turner in 1831 embodies the extreme resistance to slavery, and rescinds the myth of the African American man's satisfied status as slave. The revolt was a stimulus for establishing highly restrictive slave codes throughout the South. Even though he and his men were not completely successful in their efforts, the insurrection was a moral success that marked a new tone in the abolitionist crusade against slavery.

The route of Nat Turner's revolt is well known and documented. Along this route are existing original sites and structures that remain. They are Cabin Pond, Travis House, Salathiel House, Elizabeth Turner House, Giles Reese House, Catherine Whitehead House, Henry Bryant House, Richard Porter House, Nathaniel Francis House, Peter Edwards House, Howell Harris House, John Barrow House, Levi Walker House, Jacob Williams House, Rebecca Vaughn House, and Parkers Field.

The properties are small brick and frame structures. A number of the structures are in a deteriorated condition. Also, some intrusions such as modern roads and powerlines exist in the area. The properties in this historic district are under a variety of private ownerships and not accessible to the public.

Rokeby House (NR)
1-1/4 miles north of Ferrisburg Village on U.S. Route 7
Ferrisburg, Vermont

Rowland Evans Robinson, Sr. founded and was vice-president of the Vermont Anti-Slavery Society and corresponded regularly with Frederick Douglass and William Lloyd Garrison. The library at Rokeby contains an invaluable resource on the history of abolitionist activities in Vermont. Although slaves were never hidden in the home, Robinson allowed escaped slaves to work on the farm to earn wages to purchase their freedom or to begin a new life after liberation. Robinson also believed that escapees should be educated and taught a vocation, and he structured his home to accommodate them. In the 1830s Robinson built Ferrisburg Academy to educate escaped slaves.

Nine principal structures remain on the grounds, including the main residence. The structures include a rubblestone icehouse, the Robinson family schoolhouse, a granary, a slaughterhouse, a cow barn, a garage, and a hen house. Today, the site is operated by the Rowland E. Robinson Memorial Association as a museum. Due to limited funds such structures as the barn are in a deteriorated condition.

MANAGEMENT CONCEPTS



Once, while passing up the Mississippi, above Cairo, a fellow-passenger called my attention to a fine plantation situated on a peninsula in Missouri. The river, in its last flood, had broken across the neck of the peninsula. It was certain the next freshet would establish the channel in that locality, thus throwing the plantation into Illinois. Unless the Negroes should be removed before this event, they would become free.

"You see, sir," said my informant, "that this great river is an Abolitionist."

(Thomas W. Knox, 1865)

INTRODUCTION

Five draft concepts have been developed to accomplish the intent of Public Law 101-628. The alternative concepts were developed in response to public comment and to input by the Underground Railroad Advisory Committee. Although intended to describe a range of reasonable approaches to preserving, interpreting, and commemorating the Underground Railroad story, the concepts are not mutually exclusive. The concepts could be mixed or combined in future actions by the states, local governments, the private sector, or by Congress.

Within this section, prior to the descriptions of the various concepts, are discussions on several topics that are relevant to all concepts. A matrix summarizing the environmental impacts of all concepts is provided at the end of this chapter.

VISITOR EXPERIENCE

The National Park Service uses the term "visitor experience" to describe what people do, learn, and enjoy when they visit a park. In this study, the term refers to the experience people take with them after visiting routes, sites, landscapes, or commemorative centers associated with the Underground Railroad. In a collective sense, visitor experience refers to everything people receive from a visit to a site, an interaction with a cultural or natural resource, or a response to human contact. Obviously, there is no single appropriate visitor experience where the Underground Railroad story is concerned. People have very individual, and indeed personal, responses to the Underground Railroad story. Providing a range of opportunities for people to interact with Underground Railroad associated resources and to learn the Underground Railroad story is an important function of the concepts described in this *Special Resource Study*.

Visitor experience goals describe conditions that can be reasonably provided and offered to people within the range of alternative concepts addressing Underground Railroad interpretation and preservation. These goals can be achieved through activities and interpretation available in different ways and places under different concepts.

Regardless of concept, people visiting Underground Railroad related resources or wishing to learn about the Underground Railroad should be offered opportunities to

- understand the history and meaning of the Underground Railroad
- appreciate the heroism of the unsung and often unknown people who escaped on the Underground Railroad
- be inspired by the Underground Railroad story and be motivated to share the story with others
- learn more about the controversial aspects of the Underground Railroad story — such as those dealing with race, human rights, and the continuing struggle for freedom

- sense the presence at related sites of people who participated in the Underground Railroad system, including runaways and others who risked censure, jail, or loss of life

INTERPRETATION

Interpretation is a process of education designed to stimulate curiosity and convey ideas and stories to people. It is part of the visitor experience. Interpretation helps people enjoy resources through personal understanding and helps them discover deeper meanings and relationships. What should people know about slavery, the origin and workings of the Underground Railroad, the people who aided and escaped, and the legacy and meaning of the Underground Railroad? The answers are found in interpretive themes that identify stories and ideas and their context, to be presented in exhibits, films, interpretive presentations, and in a variety of other ways. The National Park Service uses interpretive themes as a framework from which interpretive programming can be developed.

There are many ways to achieve interpretive goals for fostering understanding of stories and for raising awareness about the need to protect resources associated with those stories. People who visit Underground Railroad sites could follow a route, cross a bridge or river into a "free" territory or country, feel the suffocating enclosure of a hidden closet, hear a familiar song and realize its double meaning, listen to a storyteller, or read a firsthand account of a successful escape. Regardless of the method used, successful interpretation ties together factual information with sensory activities to provide a complete experience.

Early in the study process, Underground Railroad historians and other knowledgeable people developed a list of ideas about the significance and history of the Underground Railroad they considered the most important. These ideas were obtained during the workshop in Kansas City in October 1992 and were perfected and formalized with the input and review of the Underground Railroad Advisory Committee.

Experts in Underground Railroad history believe the story includes addressing the entire institution of slavery. This includes enslavement of Africans by Europeans, but recognizes that slavery in various forms was an institution in Africa and the Americas before European explorations. The Underground Railroad story also should describe the conditions and diversity of the slavery experience as well as the facts of White indenture and African American ownership of enslaved people. Additionally, the Underground Railroad story includes the opportunity to discuss social, economic, and political issues of the era. The hundreds of people associated with the Underground Railroad should be recognized, as well as those not so well known, especially the railroad's passengers and those who stayed behind.

The Underground Railroad story also includes the history of resistance to slavery. Most Americans are probably aware of escape efforts to reach the North, but there were other forms of resistance including joining the military, running away to join and be accepted by Native American tribes, and even the freedom that comes with death.

Perhaps the most important message associated with the Underground Railroad story is both the individual and the organized escape from tyranny and oppression. This story has both appeal and applicability throughout the world and has significant implications for current concerns about racial conflict and/or cooperation. The Underground Railroad story is an American story that provides inspiration for people all around the world.

Interpretive Goals

The challenges of interpreting the Underground Railroad are many. Legends composed of both fact and lore are part of the railroad's history because of its secret nature. This mythology includes stereotypes and inaccuracies such as emphasis on the role of White abolitionists while overlooking the role of African American and Native American abolitionists and interracial cooperation, undocumented claims of secret passageways and station stops, amount and type of assistance offered to runaways, and actual numbers of people fleeing bondage. Thus, the interpretive goals of the Underground Railroad study, regardless of concept, are as follows:

- to make public knowledge about the Underground Railroad more accurate and free of misconceptions
- to explain why enslaved people risked their lives to gain freedom
- to place emphasis on the ingenuity and courage of the runaways themselves
- to stress the multiracial and cultural aspects of the system
- to highlight the universal application of the struggle for human rights

Interpretive Themes

The interpretive themes listed below have been identified as guidelines for interpreting the Underground Railroad. Overlap occurs because it is almost impossible to present one theme without discussing aspects of others. These themes would be applicable regardless of which alternative concept Congress chose to implement. The principal difference among the concepts regarding the interpretive themes would be how and to what degree they would be addressed.

Theme 1: Slavery in the New World was a constantly evolving economic, social, political, and legal value system that Native Americans, Africans, and African Americans resisted through different means.

Subthemes:

- a. Slavery dated to antiquity, but the European controlled slave trade, beginning in the 15th century because of economic expansionism, was characterized by its volume, racial makeup, and westward passage across the Atlantic Ocean.

- b. Slavery was very diverse, depending on the historic period, legal system, geographic and urban vs. rural location, economic niche of slaveholder, type of labor to which enslaved dedicated, education and skills provided to enslaved, and individual relationships between slaveowners and enslaved.
- c. Enslaved people sought to change or protest their conditions through sabotage, accommodation, physical violence, running away, and other means; and to improve their condition by preserving family, culture, and religion.
- d. Even though enslaved people achieved some autonomy in their lives, under the slavery system they were considered to be and were treated as dependents and as property. The horrors of slavery included the separation of families.
- e. The Underground Railroad was a means of self-emancipation, along with manumission, before enslaved people were formally emancipated.
- f. Slavery affected the course of American history. Its legacy continues to have impacts on current perceptions of race in American society.
- g. Many aspects of African culture survived slavery. African culture influenced and was influenced by the American environment, and evolved into a distinctive African American culture.
- h. The greatest contradiction in 18th and 19th century American society was the existence of a system of human bondage that went against basic human rights espoused in the Declaration of Independence and the Constitution.

Theme 2: An escape from slavery on the Underground Railroad was an individual effort as well as a cooperative effort transcending racial and cultural boundaries.

Subthemes:

- a. Enslaved people succeeded in obtaining their freedom mostly by their own efforts, enduring many hardships in their escape. However, at times, the Underground Railroad involved cooperative efforts by many different individuals, including women and men of several races who risked their lives to help others to escape.
- b. The Underground Railroad is a story of people, communities, and organizations (churches, Native Americans, towns, freemen, abolitionists, and women's groups) working together to help enslaved people reach freedom and to eradicate the system of slavery. In many instances, runaways were absorbed into Spanish-speaking and indigenous cultures.
- c. Among the most active Underground Railroad workers were African Americans from the North and South who aided the enslaved to freedom.

Theme 3: The Underground Railroad was a protest against human bondage.

Subthemes:

- a. The Underground Railroad was only one of many avenues of protest for enslaved people who used a variety of methods to escape or rebel against slavery.
- b. The Underground Railroad was part of the quest for equality which continues to the present.
- c. Escape on the Underground Railroad was a way to confront a slavery system that was morally wrong.
- d. Crafts, language, folktales, sermons, spirituals, and drum music served as coded messages and methods of internal and spiritual escape.

Theme 4: The Underground Railroad was not one form of escape, but describes the variety of means enslaved people used to escape to myriad destinations.

Subthemes:

- a. The Underground Railroad was not underground, was not a railroad, and was not a single route or system of trails. It was the term used to describe both a random and concerted effort for people to free themselves from bondage.
- b. The Underground Railroad involved destinations in many different directions, stretching from north to south to west, as well as into Canada, Mexico, Europe, Africa, and the Caribbean.
- c. The underground operation and importance increased from the colonial era to the end of the Civil War.
- d. Enslaved people escaping on the Underground Railroad took great risks and showed great courage and ingenuity in the pursuit of freedom.
- e. Some people who escaped bondage on the Underground Railroad founded African American communities, sometimes outside the United States.
- f. The reality of life in the "Promised Land" was sometimes much different than the ideal. Freedom outside areas where slavery was legally permitted often did not mean equality, equal opportunity, and full citizenship.
- g. Actual escape routes were largely determined by landforms (rivers, swamps, caves, seas, etc.) and prevailing technology.

Theme 5: The Underground Railroad story has universal meaning and significance for people throughout the world.

Subthemes:

- a. The Underground Railroad embodies universal ideals found in the desires and efforts to escape oppression and to reaffirm the desire of the human spirit to be free.
- b. The Underground Railroad's relevancy can be seen in contemporary social/economic/political issues involving the quest for freedom.
- c. The Underground Railroad embodies the principles found in the Declaration of Independence, U.S. Constitution, and the Bill of Rights.
- d. The courage and conviction of enslaved people escaping on the Underground Railroad reflect those values of people worldwide who believe in the principles of freedom and self-determination.
- e. There is a universal and continuing significance in the Underground Railroad story for people who desire freedom, who confront oppression as morally wrong, and who cross cultural and racial lines to help others.

Relationship to Revised NPS Thematic Framework

The Underground Railroad's primary interpretive themes are represented within the revised thematic framework under the following themes: "Peopling Places," "Creating Social Institutions and Movements," "Expressing Cultural Values," "Shaping the Political Landscape," and "Developing the American Economy" ("History in the National Park System," NPS 1995).

ETHNOGRAPHIC RESOURCES

The clandestine nature of the Underground Railroad and the difficulty in documenting the *use of existing structures warrants attention paid to ethnographic resources*. Ethnographic resources are natural and cultural resources of enduring significance to contemporary members of groups with traditional associations with the Underground Railroad. These Underground Railroad related ethnographic resources play a role in defining the cultural identity of certain American ethnic and racial groups. Traditionally associated groups are those groups that have maintained associations with the Underground Railroad over two or more generations. They might include residents of Underground Railroad communities such as Lawnside, New Jersey, or Oberlin, Ohio, or certain Native American groups; members of surviving institutions that helped runaway slaves such as Mother Bethel African Methodist Episcopal Church or the Society of Friends (Quakers); and descendants of conductors, passengers, and documenters of the Underground Railroad such as the families of William Still, Lucretia Mott, and Frederick Douglass.

Ethnographic resources include, but are not limited to, resources that are eligible for the National Register of Historic Places, and include sites, structures, objects, landscapes, oral traditions (music, unwritten history), human communities, significant places without surviving archeological or built remains, and behavioral patterns. For example, although not directly linked to surviving objects or structures, ethnographic resources could include the navigational uses of the North Star (to guide runaways), songs sung by escaping slaves, reunions of those traditionally associated with the Underground Railroad (e.g., Still family reunion), and places associated with crossings to freedom (such as fords on the Ohio River or routes into Canada).

Certain actions should be undertaken as a part of any continuing interpretive programming and conservation of cultural resources associated with the Underground Railroad either by a public entity or the private sector. In addition to any national register identification, efforts should be made to seek out groups with special knowledge of the Underground Railroad in areas such as music, oral history, material culture, traditional crafts, landscapes, and genealogies. Cultural anthropology has established techniques for assessing the evidence provided by oral traditions, and for cross-checking and integrating such evidence with other types of evidence such as archival materials. Where traditional associations cannot be documented, ethnographical analysis of symbols and contextual significance can explore why so many communities and families have claimed ties to the Underground Railroad since the Civil War, just as there are so many claims for buildings as sites where "George Washington slept."

There will be important aspects of the Underground Railroad that cannot be interpreted through recourse to surviving buildings and archeological sites. These aspects should be identified as resources and interpretive strategies developed that can be used to fill out the stories of the Underground Railroad. This will provide the American public with as accurate, contextual, and enhanced set of stories as possible. Creative uses of drama, likely escape routes along rivers and railroad tracks, documents related to slavery and the Underground Railroad, and songs and craft traditions can be as effective in creating a sense of authenticity in the visitor as interpretation linked with an existing structure or archeological site.

ESTIMATED COSTS

More detailed planning and design would be required for each of the concepts to develop more refined cost estimates. For the purposes of comparing the concepts this study presents information on the quantities of space or material envisioned and applies standard NPS "class C" amounts for those quantities. Class C costs may appear to be high; however, these figures have been compiled from historic contract data and have been adjusted to compensate for undefined related costs that would typically be needed by the time the project is fully designed and ready for contract solicitation.

In comparing the costs of the concepts, it should be remembered that all of the actions could be phased over a number of years to reduce costs. In addition, the costs may be shared by members of a partnership involving the private sector, state and local governments, the National Park Service, and other agencies or institutions. The costs shown would not necessarily be a federal responsibility.

Also, these estimates were developed by comparing the general scopes of the concepts with scopes of similar facilities or projects for which the initial and final costs were developed and compared, and the projects are currently under construction or were constructed in recent years. In addition, factors have been added to these estimates to tailor the development of each concept to the area(s) most likely to be considered for the proposed development or construction, and to keep the estimate current for a three-year period. Considered in the estimated costs, as required, are funds for (1) planning, (2) design (building and exhibit), (3) construction, and (4) operation and maintenance.

CONCEPT A: ESTABLISH A COMMEMORATIVE, INTERPRETIVE, EDUCATIONAL, AND RESEARCH CENTER

At a newly established commemorative, interpretive, educational, and research center, visitors would come to understand the whole story of the Underground Railroad and its significance in their area or region and in United States history (see the Concept A illustration). Resources related to the Underground Railroad would be fully inventoried and documented.

VISITOR EXPERIENCE AND INTERPRETATION

Under concept A people would visit a newly established commemorative, interpretive, educational, and research center to learn about the Underground Railroad. Visitors would have access to interpretive materials and information about ethnographic resources. They would participate in a variety of commemorative activities at the center, including programs, exhibits, publications, audiovisual programs, educational materials, and cultural events.

The center's interpretive focus would be on providing a contextual overview of the Underground Railroad story incorporating most, if not all, of the interpretive themes. In one place people would learn of the railroad's links to other themes in American history, learn about other social, political, and economic issues of the era, and learn about the continuing struggle for freedom and human rights. A variety of interpretive media and activities would help visitors hear and learn about broad historical themes as well as details about specific events, people, and places associated with the Underground Railroad.

Educational activities would be a major emphasis of this concept. The center would host teacher training and workshops, group activities, and history and interpretive conferences. A variety of educational media and teaching techniques would be employed to spread the story and message of the Underground Railroad. Staff members would promote the incorporation of the Underground Railroad story into educational curriculum nationwide. The center would also serve as a base for railroad-related site visits and other field trips. Funding would be available to sponsor disadvantaged groups for visits to both the center and related sites.

The center would promote an archeological, ethnographic, and historical research program to inventory, document, and study Underground Railroad resources. Space would be provided in the center for primary and secondary research materials, artifacts, and archives. The center would provide materials for those doing academic research. Funding, through grants and other programs, would be available for research and publication needs. Low-cost temporary housing for researchers would be available near the center.

RESOURCE PRESERVATION

Under this concept, resource preservation would not be emphasized. However, visitors would have access to information on Underground Railroad sites that are open to the public. This may increase visitation, as well as public awareness and appreciation of some sites, resulting in added revenue for resource protection.

DEVELOPMENT

A commemorative, interpretive, educational, and research center would be developed either through new construction or adaptively using existing historic structures associated with the Underground Railroad. Also, an agreement could be developed to share existing facilities.

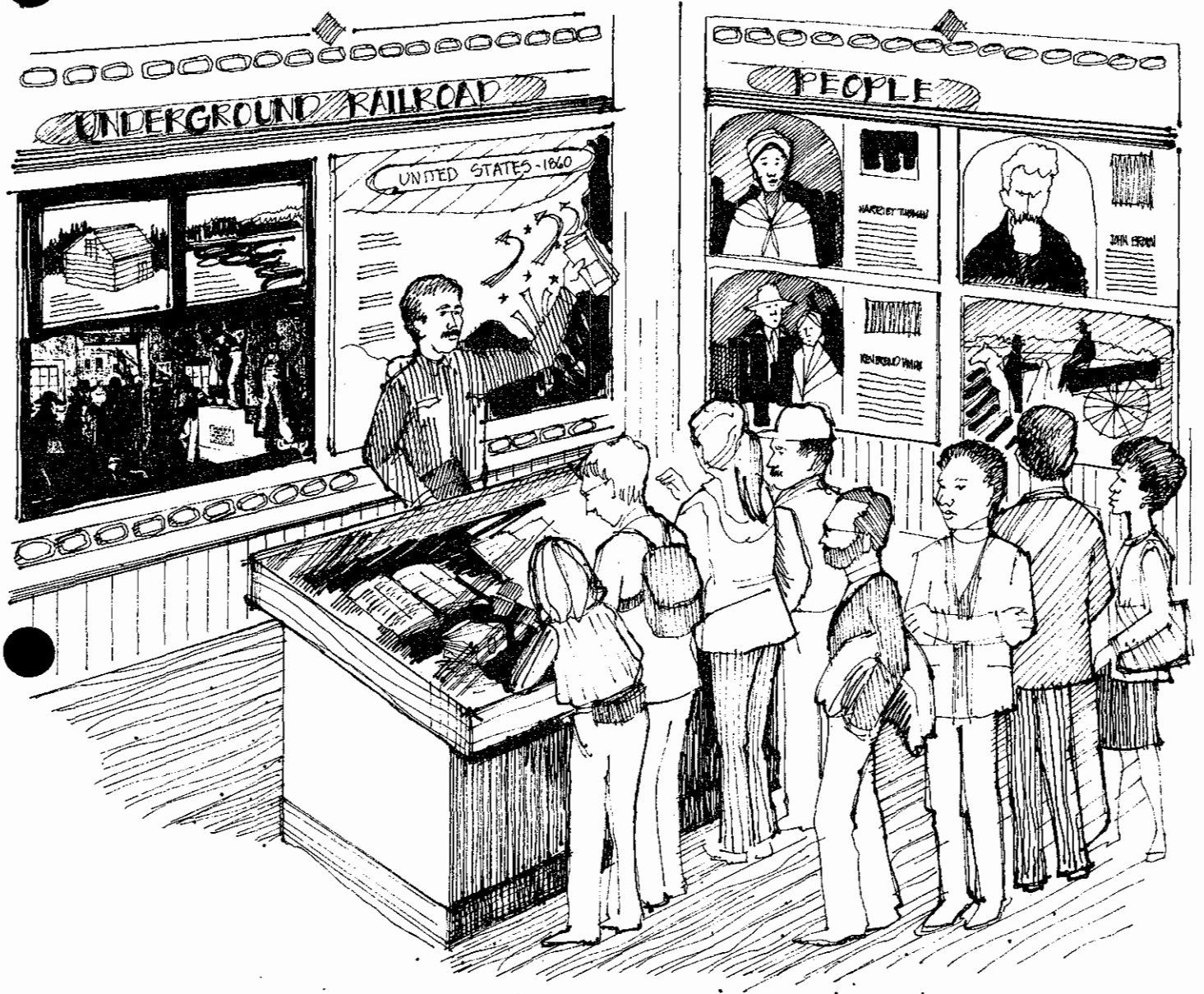
The center would need space for the following:

- artifact and archival material storage space (including curatorial space)
- offices and meeting/conference rooms
- theatrical/performance hall
- audiovisual facilities
- classrooms
- library
- exhibits

The center's location should be near transportation systems (e.g., airlines, trains, buses, automobiles). Adequate parking, visitor facilities, and access for people with disabilities would be needed. Also, proximity to major American historical research centers and convenience to sites associated with the Underground Railroad would be a requirement. This center would be comparable to a presidential library and serve as a centralized clearinghouse. This clearinghouse activity could consist of information on current exhibits around the country that relate to the Underground Railroad, collections (archival and material culture), audiovisual teaching aides, curricula and other teaching materials, ongoing research and publications events, and sites open to the public in the United States, Caribbean, Mexico, and other areas of the world. The center should complement existing collections not compete with ongoing collection efforts. Perhaps the collections portion of the center could be part of an existing center.

MANAGEMENT

The center could be managed in partnership between the National Park Service and an existing research entity.



CONCEPT A:
ESTABLISH A COMMEMORATIVE, INTERPRETIVE,
EDUCATIONAL, AND RESEARCH CENTER

Underground Railroad

United States Department of the Interior
National Park Service

ESTIMATED COSTS

Concept A provides for a new or existing centrally located building complex(es), or individually sited building(s) with parking, landscaping, etc. If an accessible 600-square-foot assembly area is provided for interpretation of the Underground Railroad in an existing structure that was already furnished with commemorative and research space, a great savings could be realized. This assembly area could be minimally furnished with audiovisual media and seating at a cost of \$100 per square foot, or a total of \$60,000. Maintenance and operating costs could approximate \$40,000 annually.

Conversely, a complex(es) or building(s) that must be acquired, rehabilitated or constructed, and furnished with the proposed commemorative, interpretive, and research facilities could range from \$215 to \$300 per square foot, plus additional costs for landscaping, parking, roads, and utilities. To house all functions and serve a 250-mile radius "catchment area" at peak visitation, a minimum area of 50,000 square feet of space would be needed. This building could cost from \$21.5 million for an existing structure to \$30.3 million for a new structure (see breakdown of costs below). If the structure was smaller, obviously the cost would be less. In addition, the operation and maintenance cost to managers of this building could range from \$1.5 million to \$2 million annually.

Structure	Unit Cost	Cost
Existing Building(s)	\$215/sf	\$10,750,000
General Landscape	20% of bldg.	2,150,000
Water/Sewer	\$40/lf (3,000 lf)	120,000
Electricity/Telephone	\$18/lf (4,000 lf)	<u>72,000</u>
Net Construction		\$13,092,000
Planning/Design		<u>8,378,880</u>
Total Construction		*\$21,470,880 or \$21.5 million
<hr/>		
New Building(s)	\$300/sf	\$15,500,000
General Landscape	20% of bldg.	2,500,000
Water/Sewer	\$40/lf (5,000 lf)	200,000
Electricity/Telephone	\$20/lf (7,000 lf)	140,000
Parking	\$2,000/car (200 cars)	400,000
Roads	\$825,000/mi (.25 mile)	<u>206,250</u>
Net Construction		\$18,446,250
Planning/Design		<u>11,805,559</u>
Total Construction		*\$30,251,849 or \$30.3 million
<hr/>		
*This includes funds for contingencies		

CONCEPT B: ENHANCE INTERPRETATION AND PRESERVATION OF MULTIPLE SITES

An appreciation of the Underground Railroad would be accomplished by improving existing interpretive programs and by implementing new programs that provide visitors with a complete, in-depth understanding of the Underground Railroad while focusing on local aspects of the story of the site (see the Concept B illustration).

VISITOR EXPERIENCE AND INTERPRETATION

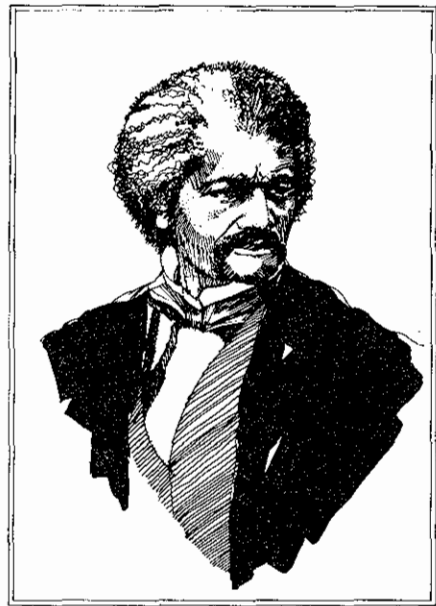
Under this concept, visitors to an individual site or a group of sites associated with the Underground Railroad would have access to a variety of interpretive programs. These programs would include interpretation of the regional, national, and international aspects of the Underground Railroad system, but would emphasize how a particular site or group of sites ties into those aspects. Interpretation would be tied to the site(s), yet be flexible enough to envision the site(s) as a part of the entire Underground Railroad story.

The story is represented across the United States, Mexico, Canada, and the Caribbean through a diversity of cultural and natural features. Some of these resources are protected through their inclusion in the national park system (e.g., parks, battlefields, historic sites, historical parks, and memorials). There are opportunities for people to learn about aspects of African American history, including slavery, the abolition movement, and the Underground Railroad at visits to several national park areas. There are also opportunities for people to learn about parks associated with traditional African American communities. The National Park Service would support existing interpretive programming as well as work to develop additional interpretive activities and programs based on the site's resources or significant themes.

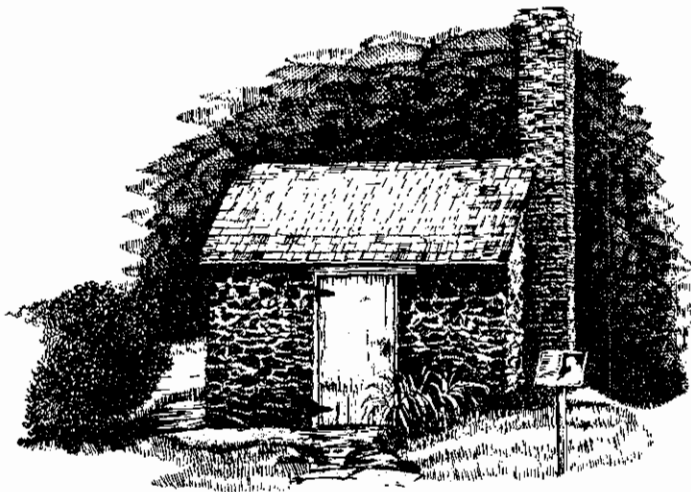
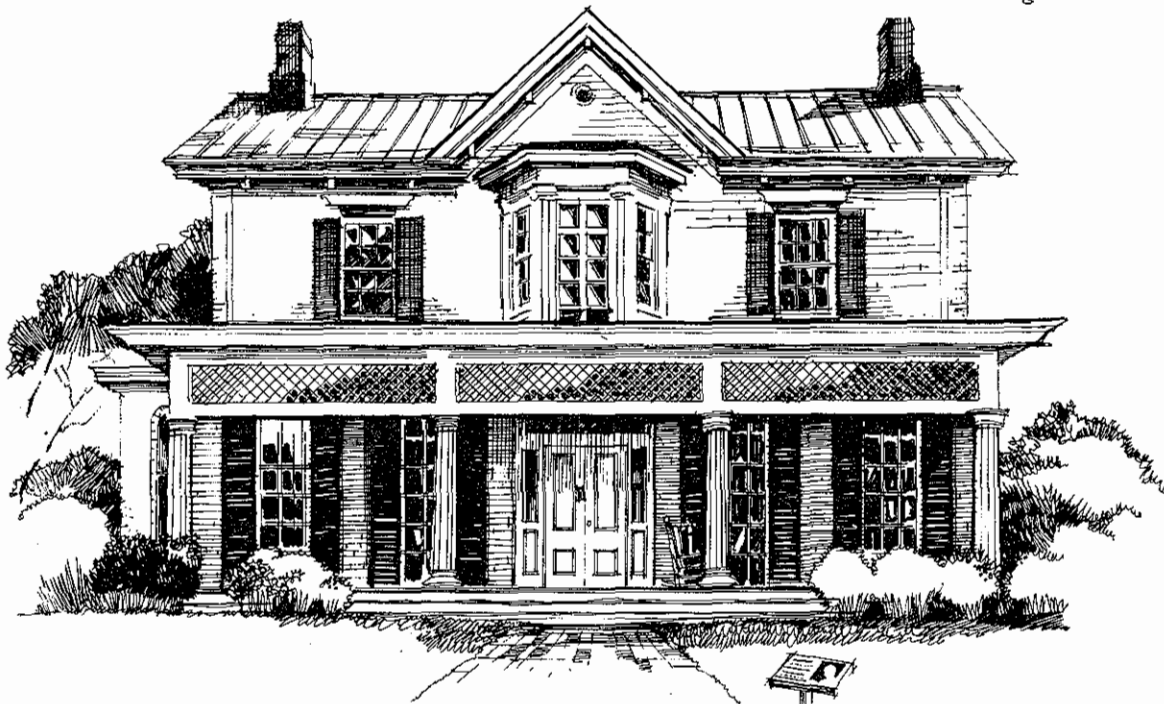
Additionally, one or more of these NPS areas could coordinate interpretive and educational programming regardless of which concept is chosen. Experienced together, Underground Railroad stories and associated resources would offer visitors a greater understanding of the historical era and context within which the railroad operated.

Listed below are 27 NPS areas that have a direct association with an aspect of the Underground Railroad story, slavery, and/or abolitionism (this list is not all inclusive):

- Arlington House (The Robert E. Lee Memorial), VA – slavery
- Big Thicket National Preserve, TX – refuge for runaways
- Booker T. Washington National Monument, VA – slavery
- Boston African American National Historic Site, MA – abolition, slavery, refuge for runaways
- Boston National Historical Park, MA – abolition
- Cane River Creole National Historical Park, LA – slavery
- Charles Pinckney National Historic Site, SC – slavery
- Congaree Swamp National Monument, SC – refuge for runaways
- Cumberland Island National Seashore, GA – slavery
- Everglades National Park, FL – refuge for runaways



Frederick Douglass



**CONCEPT B:
ENHANCE INTERPRETATION
AND PRESERVATION
OF MULTIPLE SITES**

Underground Railroad
United States Department of the Interior
National Park Service

Frederick Douglass National Historic Site, D.C. – abolition
 Fredericksburg and Spotsylvania County Battlefields Memorial
 National Military Park (Chatham) – slavery
 George Washington Birthplace National Monument, VA – slavery
 George Washington Carver National Monument, MO – slavery
 Hampton National Historic Site, MD – slavery
 Harpers Ferry National Historical Park, WV – slavery, abolition
 Hopewell Furnace National Historic Site, PA – slavery, Underground Railroad route
 Independence National Historical Park, PA – slavery, abolition, Underground
 Railroad route, refuge for runaways
 Jefferson National Expansion Memorial, MO – slavery (Dred Scott trials)
 Lowell National Historical Park, MA – slavery (textile link with cotton)
 Manassas National Battlefield Park, VA – slavery
 Natchez National Historical Park, MS – slavery
 Salem Maritime National Historic Site, MA – slavery
 Thomas Stone National Historic Site, MD – slavery
 Timucuan Ecological and Historic Preserve (Kingsley Plantation), FL – slavery
 Ulysses S. Grant National Historic Site, MO – slavery
 Virgin Islands National Park, VI – slavery

Listed in appendix D are 55 NPS areas with African American history associations. Even those these areas are not connected to the Underground Railroad, aspects of that story could be interpreted at these areas through additional media or activities. These 55 areas, in addition to the 27 NPS areas that are directly associated with the Underground Railroad, abolition, and slavery, could provide the impetus for interpreting the Underground Railroad and its context throughout the national park system.

Under concept B, managers of privately owned Underground Railroad associated sites would continue their present operations and develop their own interpretive and educational programs. However, opportunities would exist for site managers as well as people currently offering other types of Underground Railroad interpretation (not associated with a site) to coordinate efforts with nearby NPS areas. Cooperative programming would increase opportunities for visitors to visit sites as well as participate in activities and see performances, exhibits, and artifacts. Resources, staffing, and funding would be shared to the extent possible to weave together private and federal (National Park Service) efforts to commemorate and interpret the Underground Railroad.

RESOURCE PRESERVATION

The National Park Service would continue to manage its properties. Those sites that are designated as national historic landmarks would be eligible for technical assistance under this program and the provisions of the 1935 Historic Sites Act.

DEVELOPMENT

Development could be undertaken at existing NPS sites to provide additional interpretive needs and preserve resources associated with the Underground Railroad story. Structures

may be adapted for interpretive use and exhibit space. This development may range from using existing facilities to constructing new buildings. Those sites not NPS-owned would not be adapted and would continue to use existing space for their interpretation. The National Park Service, however, could offer technical assistance or provide guidance in obtaining federal aid through grant programs.

MANAGEMENT

The NPS role under this concept would be to enhance interpretation and preservation of Underground Railroad resources at NPS-owned sites as well as other public sites associated with the Underground Railroad story. However, congressional legislation would be desirable to provide clear direction for the National Park Service to undertake a program of funding interpretation and preservation at non-NPS Underground Railroad sites. The office that administers this program would develop criteria for grant applications and administer the grant program. Individual units in the national park system could assist in this program by providing applications of prospective sites and making a preliminary screening of the applicants prior to submitting them to the administering office.

NPS units would become hubs or centers for distributing information about Underground Railroad sites in their vicinity. Park units would establish partnerships with local preservation groups and community organizations that are involved in providing interpretive programs. NPS sites would offer some general context about the overall history of the Underground Railroad and direct visitors to local sources of information.

ESTIMATED COSTS

The estimate for this concept includes (1) a comprehensive interpretive plan for NPS sites at \$500,000, (2) design and installation of waysides, exhibits, video equipment, and computer terminals at \$25,000 per site or approximately \$675,000 for 27 sites, and (3) technical assistance for sites and organizations outside of the National Park Service. Based on experience with long-distance trails and heritage areas, the cost for this type of technical assistance is estimated to be in the range of \$250,000 to \$500,000 per year.

EXAMPLE OF SERVICEWIDE INTERPRETIVE INITIATIVE/MODEL FOR UNDERGROUND RAILROAD

In 1992 the National Park Service and the Department of the Interior participated in an international observance of the Columbus Quincentennial. The significant anniversary challenged the National Park Service to look beyond Christopher Columbus, the man, and focus on the resulting encounter between the Old and New Worlds. Thirty-nine units of the national park system were designated Columbus Quincentennial Parks because of their association with the broad theme — The Continuing Encounter. Congress provided \$500,000 in fiscal year 1991 and \$1 million in fiscal year 1992 for Columbus Quincentennial programs.

The funds were used primarily for grants to the 39 parks, as well as other Department of the Interior agencies, for interpretive and preservation projects. The grants utilized physical resources, intangible cultural associations, and interpretive programs to enhance public understanding of Hispanic, Native American, and other ethnic group contributions to American history and culture; many projects were developed in collaboration with neighboring communities. Some of the projects are still ongoing.

The following list provides a brief overview of the variety of projects that were offered to the public under the auspices of the Columbus Quincentennial:

Sitka National Historical Park, Sitka, Alaska
Exhibit — "Spanish Exploration of the Alaskan Coast"

Tumacacori National Historical Park, Tumacacori, Arizona
Educational Program — "Quincentennial Program for Fourth Graders"

National Capital Parks-Central, Washington, D.C.
Symposium — "Old World/New World: A Quincentennial Symposium"

Castillo de San Marcos National Monument, St. Augustine, Florida
Maritime Demonstration — "Arrival of the Columbus *Discovery Ships*"

Fort Frederica National Monument, St. Simons Island, Georgia
Commemoration — "250th Anniversary of Bloody Marsh Battle (1742)"

Antietam National Battlefield, Sharpsburg, Maryland
Brochure — "Hispanics in the Civil War"
Historical Research — "Native Americans in the Civil War"

Pecos National Historical Park, Pecos, New Mexico
Cultural Demonstration — "Hispanic and Native American Cultural Demonstrations"

San Juan National Historic Site, Old San Juan, Puerto Rico
Audiovisual Program — "Interpretive Film"
Educational Programs — "Discovery of Puerto Rico and Tainos Indian
Heritage Week Celebration"
Historical Reports — "San Juan's 18th Century Fortifications"
Parade — "Grand Regatta Columbus '92"

Big Bend National Park, Big Bend National Park, Texas
Craft Demonstration — "Restoration of the Adobe Alvino House
by Master Craftsmen"
Fiesta — "Annual International Good Neighbor Day Fiesta"

San Antonio Missions National Historic Park, San Antonio, Texas
Training Program — "Everyday Life in the Spanish Colonial Missions"

CONCEPT C: ESTABLISH NATIONAL PARK SYSTEM PROJECT AREA

Visitors would have an opportunity to encounter a concentration of Underground Railroad resources over a large geographic area (up to several hundred miles). These areas could include national historic landmarks and existing NPS units associated with the Underground Railroad story, documented escape routes used by enslaved Americans, structures and sites associated with personalities and aspects of the Underground Railroad story, various landscapes significant to the Underground Railroad story, and opportunities to illustrate the international connection to the Underground Railroad (see the concept C illustration).

VISITOR EXPERIENCE AND INTERPRETATION

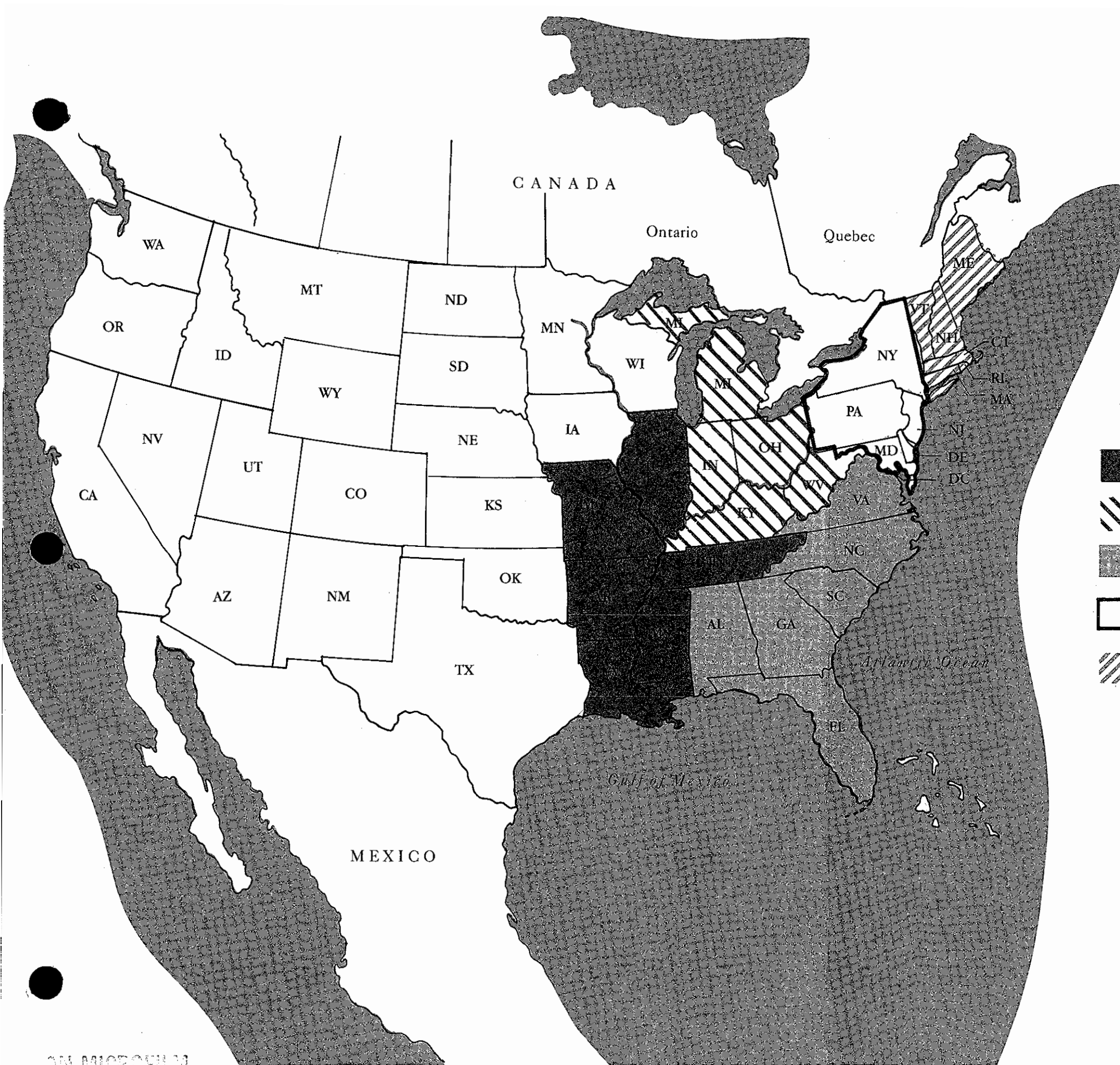
Under this concept people would be able to visit a defined geographic area that contains multiple Underground Railroad resources. These resources would include portions of documented escape routes (on both land and water), as well as landscape features, archeological remains, traditional African American and/or Native American communities, conductors' homes, barns, and other structures associated with the Underground Railroad.

Visitors to the project area would gain an understanding of how the journey to freedom on the Underground Railroad might have occurred for those who were enslaved. Visitors would be able to see the physical relationships among various routes and hiding places, as well as understand what kinds of physical challenges escaped runaways encountered. Landscape features such as swamps, rivers, forests, and caves would be interpreted and visited via routes similar or identical to ones taken by people seeking freedom.

Some aspects of visitor experiences and interpretation would remain the same regardless of which project area was visited. These include the opportunity to visit national historic landmark sites, as well as communities, landscape features, and other resources on known escape routes; and to see the physical connections with other countries such as Mexico, Canada, and various Caribbean nations.

Other aspects of visitor experiences and interpretation would vary from project area to project area because of geographic location and the diverse natural/cultural resources and landscapes. For instance, a Mississippi River project area would offer visitors the opportunity to drive along the Mississippi River to learn stories of stowaways on riverboats; whereas, a New England project area would offer visitors the opportunity to see seaports and numerous sites associated with the abolition movement. People who visit only one project area would learn of the overall Underground Railroad story, but visits to more than one project area would result in a greater understanding of the range and diversity of that story.

The variety of physical resources across the country, combined with interpretation, would offer visitors an opportunity to see and learn about the Underground Railroad "on the ground." Interpretation within each project area would be contextual, but would emphasize the regional aspects of the Underground Railroad story. Orientation needs would be considerable, given the size and scope of the resources and geographic area. Visitors would



CLUSTER AREAS

-  **MISSISSIPPI RIVER - MEXICO**
-  **OHIO RIVER - CANADA**
-  **SOUTH - CARIBBEAN**
-  **EAST - CANADA**
-  **NEW ENGLAND - CANADA**

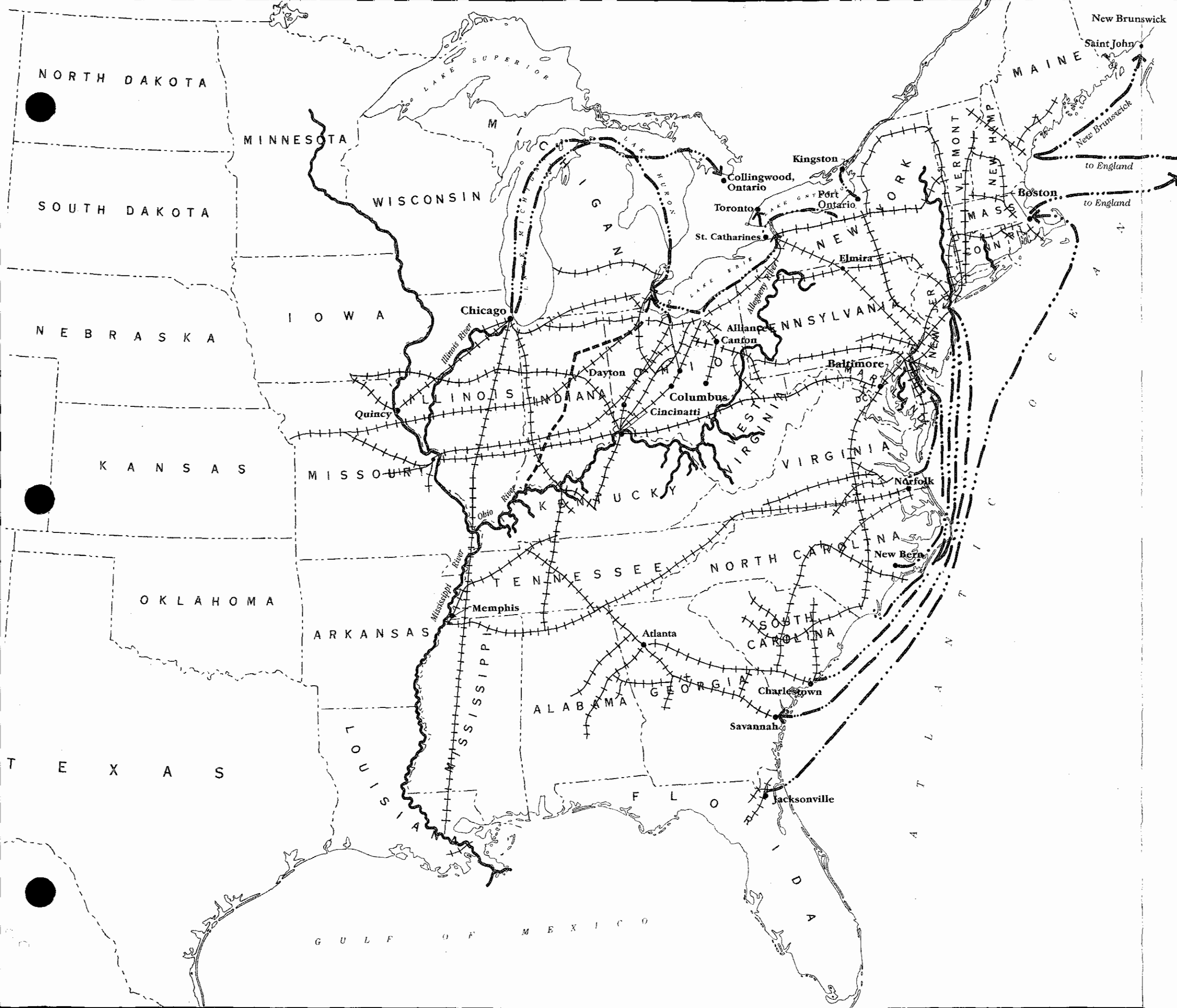






North Note: Drawing is not to scale.



**CONCEPT C:
ESTABLISH NATIONAL PARK
SYSTEM PROJECT AREA**

Underground Railroad
United States Department of the Interior
National Park Service
DSC • UNRA • 20,004A • AUG 95



-  WATER ROUTE
-  RIVER
-  CANAL
-  RAILWAY



North Note: Drawing is not to scale.

ON MICROFILM



PRE-CIVIL WAR TRANSPORTATION ROUTES

Underground Railroad
 United States Department of the Interior
 National Park Service
 DSC • UNRA • 20,005A • AUG 95

require orientation material prior to their visit, in addition to obtaining materials at any given site within the project area. Orientation would be provided at high potential sites or at NPS sites.

RESOURCE PRESERVATION

Within the project area the National Park Service would provide technical assistance and grants for the preservation of resources associated with the Underground Railroad story, actively seek partnerships for resource preservation, and serve as a clearinghouse for individuals and organizations seeking resource preservation information.

DEVELOPMENT

Concept C would be similar to existing national heritage projects where NPS ownership and facility development are limited. These national heritage projects usually consist of a specific geographic area authorized by Congress in which the National Park Service can offer a variety of planning, design, and technical assistance to local governmental and other entities to assist in the preservation and interpretation of significant resources. Ownership of these resources by the National Park Service is not envisioned with the few exceptions that have extreme merit and need. The driving force is to provide temporary assistance and then allow the local entities to take over the day-to-day maintenance, care, and interpretation of the resources. For example, a 10-year program may be designated by Congress after which time the National Park Service turns over operation to the local entities.

Under this concept, wayside interpretive markers and signs or displays in existing facilities could be used. Trails also could be developed to connect Underground Railroad sites and structures. Existing trails and roads may be used or new trail links may be developed.

Criteria were established to decide potential project areas. These criteria are as follows:

- (1) cultural landscapes – homes, meeting places, churches, seaports, etc.
- (2) natural landscapes – e.g., waterways, trails, roadways, railways, caves, etc.
- (3) sizable concentration of sites – used to determine if areas had a number of sites within a region
- (4) variety of sites – used to determine, in each cluster, if there was a good representation of different kinds of sites

Criteria were established to allow the study team to cluster areas that not only have a geographic closeness, but also make sense in terms of where slaves were escaping from and where they were escaping to. Also the combination of sites within each cluster collectively tells the Underground Railroad story within that region. Since Native American tribes played a significant role in helping enslaved Africans, Native American

groups within the cluster should be considered in any planning and interpretive efforts for the Underground Railroad.

Five potential project areas have been identified — New England-Canada, East-Canada, South-Caribbean, Ohio River-Canada, and Mississippi River-Mexico. Each potential project area is described below.

New England-Canada

This cluster includes Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. The number of sites that have been identified to date is 63 with documented routes passing through 83 towns in New England. The landscape features in this cluster consist of seaports, the Connecticut River, railroads, and the Canadian border. Also, there is an international connection with Montreal, Canada.

National historic landmarks within this cluster include the First Church of Christ, Harriet Beecher Stowe Home, Howe House, Whittier House, and William Lloyd Garrison Home. This cluster contains potential national historic landmarks important to the Underground Railroad story — Isaac Rice Home, Nathan Johnson Home, and Rokeby House. There are four NPS units in this cluster — Boston African American National Historic Site, Boston National Historical Park, Lowell National Historical Park, and Salem Maritime National Historic Site.

East-Canada

This cluster includes Delaware, District of Columbia, Maryland, New Jersey, New York, and Pennsylvania. The number of sites that have been identified to date is 100 with documented routes passing through 123 towns throughout this area. Landscape features in this cluster contain seaports, the Delaware River, Hudson River, St. Lawrence River, Lake Ontario, Lake Erie, the Canadian border, and Adirondack Mountains. There is an international connection with Niagara, St. Catharines, Ontario, and Toronto, Canada.

National historic landmarks within this cluster include the Harper House, Harriet Tubman Home for the Aged, Kennedy Farm, Mother Bethel African Methodist Episcopal Church, Niagara Falls, Plymouth Church of the Pilgrims, and Seward House. Also, this cluster contains potential national historic landmarks important to the Underground Railroad story — Foster Memorial African Methodist Episcopal Zion Church, Appoquinimink Friends Meeting House, Gerrit Smith Land Office, Goodridge House, Harriet Tubman Birthplace, Lemoyne House, Mount Zion/Female Union Band Cemeteries, New Castle Court House, Old Town Hall, Peter Mott House, President's Street Station, and St. James African Methodist Episcopal Church. There are five NPS units in this cluster — Frederick Douglass National Historic Site, Hampton National Historic Site, Hopewell Furnace National Historic Site, Thomas Stone National Historic Site, and Independence National Historical Park.

South-Caribbean

The coastal cluster includes Florida, Georgia, North Carolina, South Carolina, and Virginia. The number of sites that have been identified to date is 27 with documented routes passing through 14 towns. Landscape features of this cluster include seaports, Chesapeake Bay, Potomac River, Atlantic Ocean, Savannah River, Dismal Swamp, and Everglades. The international connection is with the American and British Virgin Islands, Haiti, and Puerto Rico.

National historic landmarks within this cluster include Dade Battlefield, Denmark Vesey House, Fort Gadsden, Fort Mose site, Franklin & Armfield Office, Jackson Ward Historic District, Okeechobee, Robert Smalls House, and Stono River Slave Rebellion. Also, this cluster includes potential national historic landmarks important to the Underground Railroad story — Annaberg Sugar Plantation and School, First African Baptist Church, and Nat Turner Slave Revolt Historic District. There are 11 NPS units in this cluster — Arlington House (The Robert E. Lee Memorial), Booker T. Washington National Monument, Charles Pinckney National Historic Site, Colonial National Historical Park, Congaree Swamp National Monument, Cumberland Island National Seashore, Everglades National Park, George Washington Birthplace National Monument, Manassas National Battlefield Park, Timucuan Ecological and Historic Preserve, and Virgin Islands National Park.

Ohio River-Canada

This cluster includes Indiana, Kentucky, Michigan, Ohio, and West Virginia. The number of sites that have been identified to date is 42 with documented routes passing through 64 towns. Landscape features within this cluster are Little Sandy River, Crooked River, Sinking River, Grass Fork River, Highland River, Cumberland River, 12-Pole River, Little Kanawha River, Kanawha River, and Allegheny Mountains. The international connection is with Windsor, Ontario, Dresden, Buxton, and Sandwich, Canada.

National historic landmarks within this cluster include the Benjamin Lundy House, Levi Coffin House, Giddings Law Office, and Langston House. Also, this cluster contains potential national historic landmarks important to the Underground Railroad story — Eleutherian College, Hubbard House, Parker House, Second Baptist Church, and Wheeling Hotel. There is one NPS unit in this cluster — Harpers Ferry National Historical Park.

Mississippi River-Mexico

This cluster includes Arkansas, Illinois, Louisiana, Mississippi, Missouri, and Tennessee. The number of sites that have been identified to date is 19 with documented routes passing through 30 towns. Landscape features include a cave in Hannibal, Missouri, and the Mississippi River. The international connection is Collingwood, Ontario. There are connections in Mexico that still need to be identified.

There is one national historic landmark within this cluster — Melrose (Yucca) Plantation. Also, this cluster contains potential national historic landmarks important to the

MANAGEMENT CONCEPTS

Underground Railroad story — Dr. Richard Eells House, Edwin Epps House, Old Graue Mill, Hunt-Phelan Home, Jacob Burkle Home (Slave Haven), and Lovejoy Homestead. There are four NPS units in this cluster — Cane River Creole National Historical Park, George Washington Carver National Monument, Jefferson National Expansion Memorial, and Natchez National Historical Park.

There is the potential for omitted areas and states not included in clusters to be added in the future as additional research is conducted and information on sites, resources, and landscape features is gathered and documented. The above listings are just one of several possible combinations to illustrate how this concept could be accomplished.

MANAGEMENT

The National Park Service would provide funding for the project area for 10 years. A commission could be established to assist the National Park Service in coordinating and prioritizing work. At the end of this 10-year period, the administrative duties would become the responsibility of another management entity. If during the course of NPS involvement nationally significant resources associated with the Underground Railroad are identified that are feasible for NPS ownership and no other suitable management entity is found, legislation could be introduced in Congress to bring these sites into the national park system.

ESTIMATED COSTS

The costs of this concept include the installation of wayside interpretive markers, signs, or displays in existing facilities, and the development of existing or new trails to connect Underground Railroad sites and structures. At least three signs, markers, or displays would be installed in the vicinity of or at each site. The cost per site could be \$5,000, including installation. In addition, construction of the connecting trails could cost from \$34,000 to \$55,000 per mile (dirt) or \$80,000 to \$135,000 per mile (asphalt). However, the final cost for the trails cannot be determined until these areas have been surveyed and analyzed and a more realistic approach to their development determined. A 20%-25% planning and design fee must be added to all of the above figures. The estimated annual operation and maintenance costs could run as high as \$10 million or as low as \$10,000 for a limited program. The cost in this concept could be shared by nonfederal and private entities, which would produce better coverage for less cost.

CONCEPT D: ESTABLISH A COMMEMORATIVE MONUMENT

The history, meaning, significance, and legacy of the Underground Railroad would be remembered through a single commemorative monument (see the Concept D illustration). This monument would honor the people who risked or lost their lives to escape the oppression of slavery and reach freedom on the Underground Railroad.

VISITOR EXPERIENCE AND INTERPRETATION

The primary visitor experience would be a visit to the commemorative monument. People would have opportunities for solitude and for reflection on aspects of the African American experience in America.

Interpretation would include a low-key personal services and publication program focused at the monument. Similar to national monuments such as the Lincoln Memorial, United States Marine Memorial, and Vietnam Veterans Memorial, there would be no visitor center. Onsite interpreters would encourage visitors to learn about slavery, how the Underground Railroad was organized and operated, the cooperative effort involved in an escape, the form of protest inherent in an escape on the Underground Railroad, and the universal meaning and significance of the Underground Railroad story. Visitors to the monument would be both inspired and challenged by the personal interpretive messages and by the monument itself. There would be an emphasis on personal interpretive contact with schoolchildren visiting the monument, including programs and publications.

RESOURCE PRESERVATION

Under this concept there would be no funding or programming for the preservation of resources associated with the Underground Railroad.

DEVELOPMENT

The monument design could be determined through a juried national design competition. This design competition would be supported through a joint effort of the following participants:

- Underground Railroad Advisory Committee
- National Park Service
 - Denver Service Center
 - System Support Office (containing site)
 - National Park System Advisory Board (if extant)
- Community (containing site)
- National Endowment for the Arts
- Others

This competition would produce a conceptual design for the monument itself, as well as for the monument's setting. The following requirements would be met:

The monument would become a landmark and a symbol of freedom.

The design of the monument and setting should be an integrated whole.

The monument would reflect the diversity of people involved with an Underground Railroad escape effort.

The monument would be a gathering place for people.

The monument would foster racial and cultural understanding.

The monument would contain contemplative space for reflection on individual sacrifice and the meaning of freedom.

An assembly area for tours and interpretive/educational programs would be provided.

Parking would be provided.

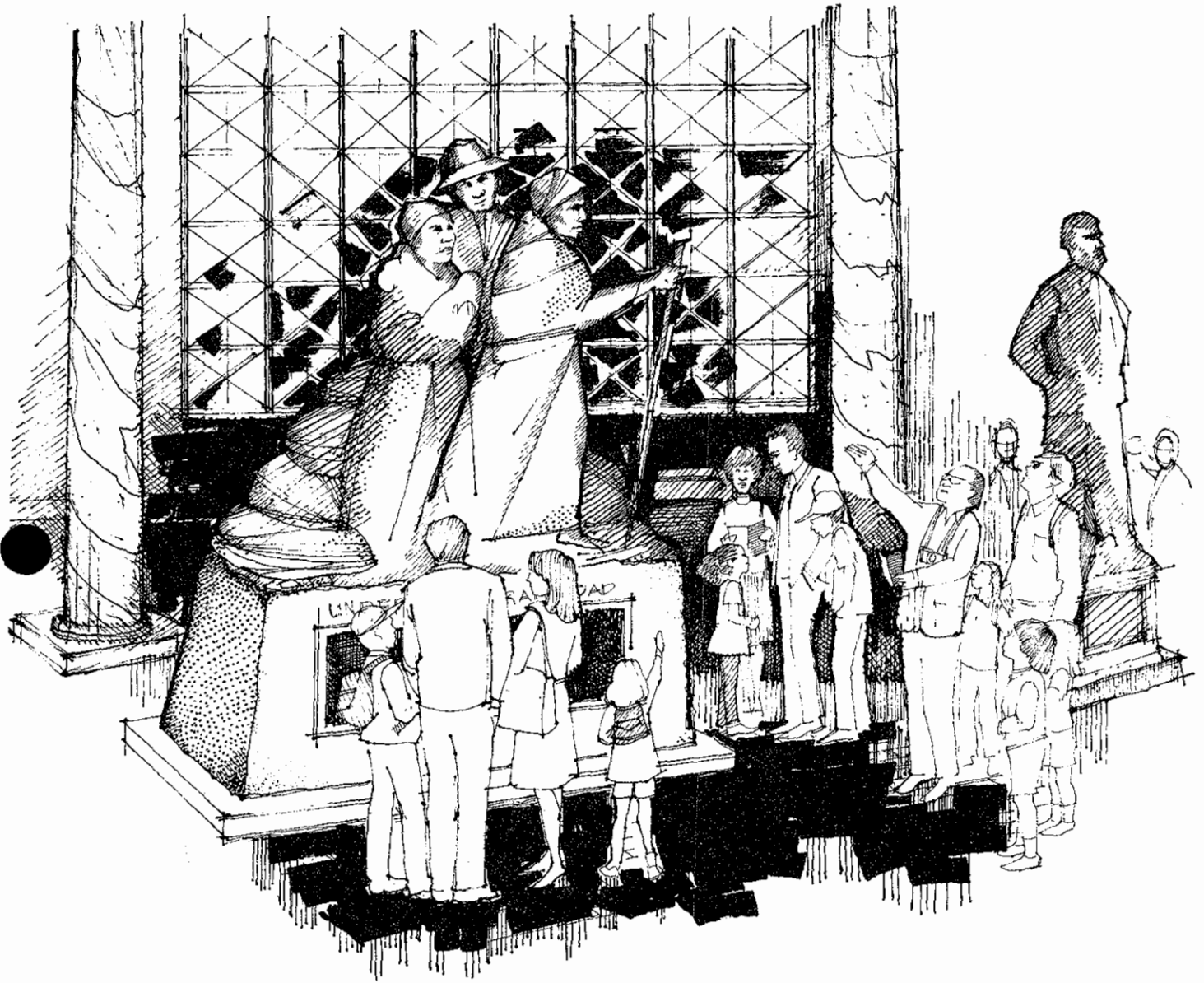
The design competition would be a single-stage national competition. It would be open to any citizen or permanent resident of the United States.

The location and placement of this monument would be determined by the following criteria:

- highly visible, prominent site
- near (although not necessarily in) significant population area(s)
- important historic resources associated with the Underground Railroad immediately accessible
- surrounding park-like setting

An example of a commemorative monument to the Underground Railroad that was planned, built, and funded by the private sector is in Battle Creek, Michigan. The Underground Railroad Sculpture was created by sculptor Ed Dwight and honors the thousands of enslaved people who escaped to the North in the mid-1800s. The sculpture also pays tribute to Underground Railroad conductors, as it features local abolitionists and conductors Erastus and Sarah Hussey, as well as Harriet Tubman. The monument is intended to be a reminder of the ongoing struggle to preserve human rights for all.

The silicon bronze sculpture is 28 feet long and 14 feet high. It is located south of the Linear Park and north of the Battle Creek River near the Kellogg House in Battle Creek, and is accessible for public viewing. The organizational effort behind the sculpture was the Underground Railroad Committee, composed of 15 civic and community leaders from Battle Creek, Climax, and Marshall, Michigan. Funding was provided by a grant from the estate of Glenn A. Cross, a Battle Creek businessman and civic leader.



**CONCEPT D:
ESTABLISH A COMMEMORATIVE MONUMENT**

Underground Railroad

United States Department of the Interior
National Park Service

MANAGEMENT

If the area selected falls within an NPS-managed area, the National Park Service would be responsible for the care and maintenance of the monument. If the area selected is not under NPS management, another management entity would be responsible for the care and maintenance of the monument.

ESTIMATED COSTS

The costs would vary widely to sponsor a national design competition and construct a monument to commemorate the Underground Railroad. Under this concept, costs would be influenced by several factors: (1) planning, (2) the design competition, (3) design, and (4) construction. Most of the competition costs could be absorbed by a fee charged to those who enter this event, whereas only minor costs would be borne by the sponsors. Construction costs are the most variable of all costs currently associated with the monument because the size, geometry, type, and materials to be used must await the outcome of the design competition. Because this monument could be a building, a statue or statuery, an obelisk, a sculpture, a plaque and wall, or other structure; it could be constructed of stone (granite, marble, etc.), metal (bronze, stainless steel, etc.), or other building materials; and it could be of human or colossal scale, it must be defined before it can be constructed. Should the monument be a building housing exhibits, it could cost from \$200 to \$300 per square foot, plus the cost of utilities, landscaping, and parking. However, monuments such as a statue, an obelisk, or other structure of high density and/or irregular shape and form could have substantially higher unit costs. Following are the current unit costs for two different monuments constructed of three different materials:

Monument	Material	Cost (\$ per cu. ft.)
Statue	Marble	\$5,000
	Granite	\$5,000
	Bronze	\$6,000
Obelisk	Marble	\$600
	Granite	\$600
	Bronze	\$650

Certainly the size of any monument would determine its final cost. For example, a 50-foot granite obelisk with an 8-foot-square base and a square tapering shaft from 6 to 3 to 0 feet would cost from \$225,000 to \$240,000. Other costs for the sitework to access this monument must also be added to these estimates, along with all planning, design, and construction administration fees. These fees are estimated to raise the total development cost of the monument to approximately \$3 million, with an operation and maintenance cost of approximately \$150,000 annually.

CONCEPT E: ESTABLISH UNDERGROUND RAILROAD NATIONAL RECREATION TRAIL(S)

Visitors would have an opportunity to travel along trail systems that evoke the perilous experience encountered by those who sought freedom through escape on the Underground Railroad (see the Concept E illustration). A variety of natural resources (e.g., swamps, forests, and rivers) and cultural resources (e.g., Underground Railroad stations, homes of significant individuals, and archeological sites) along these trail systems would help to bring this story alive.

A trail or trails would be designated through the National Trails System Act of 1968, as amended. This act establishes a system of trails nationwide that fall into four categories: national scenic trails, national historic trails, national recreation trails, and side and connecting trails. National scenic and historic trails are authorized and designated by Congress. Trails in the system are administered by various federal agencies, including the National Park Service, in cooperation with private and other public organizations. Because the various Underground Railroad escape routes do not meet criteria for scenic and historic trails, the most feasible alternative would be the establishment of a national recreation trail.

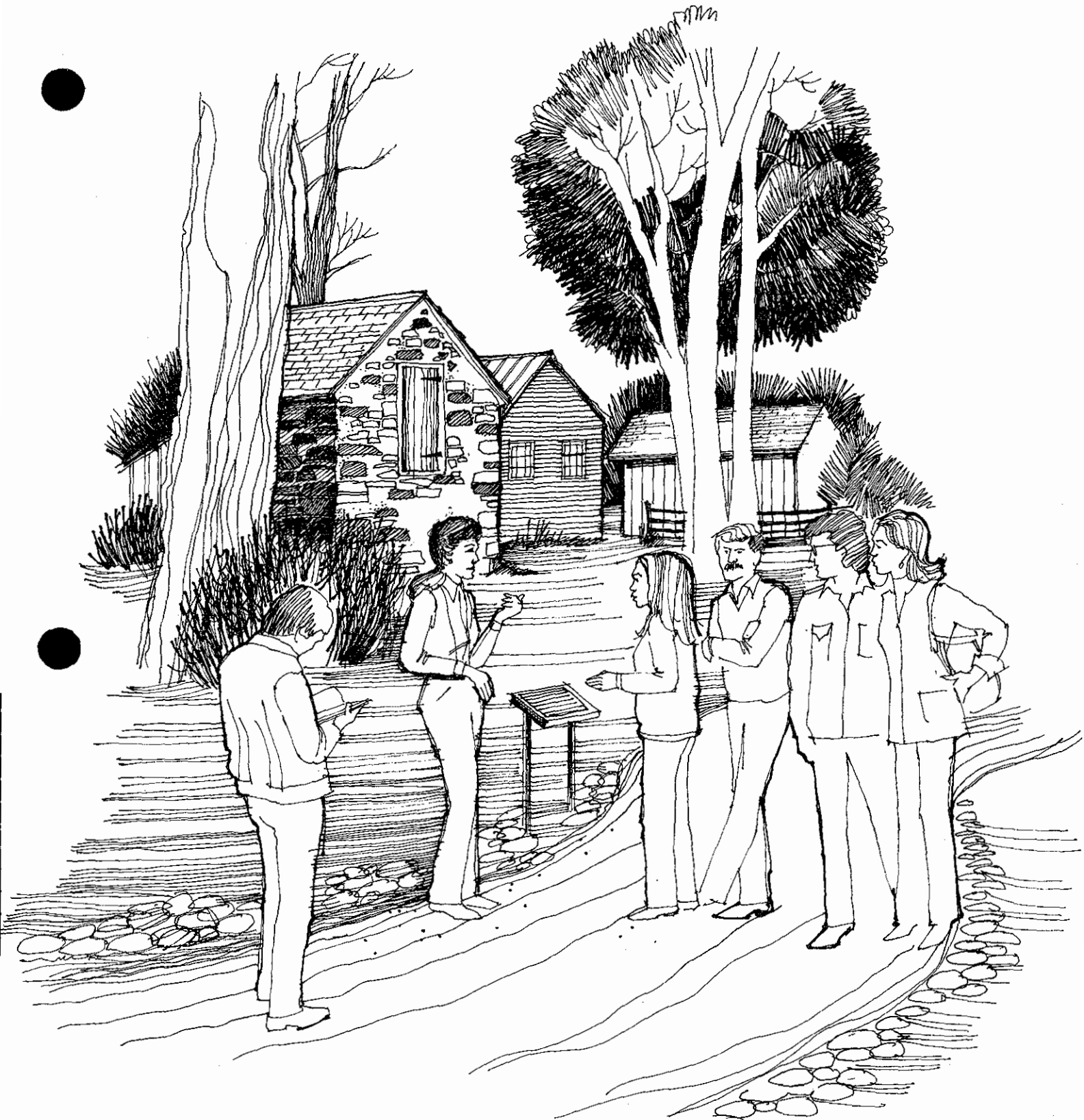
One option in implementing concept E would be to establish a government-chartered commission or foundation to work toward establishment of the trail(s); see details in the "Management" section.

VISITOR EXPERIENCE AND INTERPRETATION

Under this concept people would follow a marked trail or trails commemorating a representative Underground Railroad escape route. The primary visitor experience would include traveling over landscapes and visiting sites and other resources associated with the Underground Railroad story. The trail(s) would be formally established by the National Park Service as a national recreation trail and would provide a variety of opportunities for both education and recreation.

Interpretation would focus on an Underground Railroad escape with a trail guide developed to lead people from one site or cultural/natural resource to another. Individual resources would be interpreted in a variety of ways, including guided tours of homes and other structures, or media identifying and interpreting cultural and natural features along the trail(s). Orientation and "way-finding" is imperative so that visitors know of the resource and activity options and so that they do not lose their way.

An Underground Railroad National Recreation Trail(s) would offer a range of trail-related activities. The trail(s) could be in or accessible to urban areas, or within existing federal and state parks, forests, or other recreation areas. Wherever possible, significant natural and cultural features associated with the Underground Railroad in the area would be incorporated into the trail network. A trail(s) could be located on both land and water and could follow stream or river valleys, floodplains, abandoned rights-of-way, or levees and



**CONCEPT E:
ESTABLISH UNDERGROUND RAILROAD
NATIONAL RECREATION TRAIL(S)**

Underground Railroad
United States Department of the Interior
National Park Service

flood dikes. Additionally, the trail(s) would be designed for a diversity of users, and provisions would be made for use by the disabled.

Those trails that could be established in areas bordering Canada, Mexico, and the Caribbean Islands should be used to develop an interpretive link with those areas to provide a broader visitor experience. Ways could be developed for these trails to provide a land or water connection across the United States border. One area that is particularly appropriate for such development is the Buffalo-Niagara area, which is across from Canadian resources that represent the Underground Railroad.

RESOURCE PRESERVATION

There would be no additional protection of resources under this concept. However, the designation of national recreation trail would carry with it the recognition of being part of the national trails system.

DEVELOPMENT

No extensive trail construction would be planned. This concept would use existing trails and roads. Additional funds may be available for acquisition of small segments needed to complete trail links with resources. Currently, the District of Columbia has a Black History Recreation Trail, which contains sites associated with the Underground Railroad and could serve as one model for this effort.

MANAGEMENT

The secretary of the interior could enter into agreements with individual states using the authority given in the National Trails System Act as amended through Public Law 102-461, October 22, 1992. Funding to implement agreements could be provided by Congress, state and local sources, or the private sector. Implementation of this alternative does not require additional action by Congress nor does the National Park Service need to initiate it.

Management Option for Concept E: Establish a Commission or Foundation

Implementation of this management option would begin with Congress chartering an Underground Railroad commission or foundation. It would be independent of any one government agency, but could nonetheless seek federal financial and technical assistance.

The commission or foundation would administer the designated trail system. It would have the resources, different from those of the National Park Service, to enhance the visitor experience by increasing the amount and diversity of interpretive programs and activities commemorating the Underground Railroad. The railroad's contextual story would remain the same as under NPS management, but the commission/foundation would offer

approaches to providing interpretation beyond the designated trail(s) and its immediate resources.

The commission/foundation could enlist the support of communities, volunteer groups, special interests such as school districts, and others to join an umbrella organization in support of Underground Railroad interpretation and commemoration. Greater participation would support a wide variety of programming and activities, including preservation, interpretation, and celebration of Underground Railroad resources. Experiential activities, festivals, community activities, and others would offer local people, as well as national visitors, the opportunity to both visit the designated trail and to participate in activities year-round. Additionally, visitors would have access to "take-home" interpretive materials emphasizing context and meaning beyond the regional site-specific and route information.

The Underground Railroad commission/foundation would have the authority to officially recognize participating sites and segments, coordinate with participating state governments, solicit and distribute funds, develop a copyrighted logo and signs, etc. It may wish to develop state chapters to relate to the special efforts within each state.

The commission or foundation could serve as a clearinghouse to provide technical and grant information concerning the preservation of Underground Railroad resources. The commission or foundation could also develop a catalog of all Underground Railroad sites and trail segments starting with the sites named in this study and extending to new research to identify additional sites and segments. If certain segments qualify as a national historic trail, national recreation trail, or heritage corridor, application for such recognition and protection as appropriate could be made.

ESTIMATED COSTS

Although there would be no extensive construction of roads and trails in this concept, costs must be allotted for the acquisition and construction of small segments needed to complete trail links with the resources. Once the extent of the road and trail segments are identified and acquired, the development cost would range from \$34,000 to \$135,000 per mile.

Should the management option be chosen — i.e., the establishment of a commission or foundation to administer the designated recreation trail — there would be operating costs to the commission. Based on the focus and decisions of the commission, and the funding they receive from federal aid and private contributions, the cost may vary.

NPS experience with operating commissions suggests that the basic operating expenses would be in the range of \$300,000 to \$600,000 per year.

CONCEPT F: NO ACTION

The history, meaning, and significance of the Underground Railroad is being interpreted, commemorated, and preserved in varying degrees throughout the country. Protection and commemoration of Underground Railroad resources would continue to be left to initiatives by state and local governments and others.

VISITOR EXPERIENCE AND INTERPRETATION

Various levels of interpretation on the Underground Railroad can be found in the United States, Virgin Islands, and Canada (see appendix E). The quality of interpretation varies from site to site, and no one site tells the entire Underground Railroad story. Often the material is redundant and occasionally contradictory at these sites. There are no standards for accuracy in interpretive programs.

RESOURCE PRESERVATION

Many Underground Railroad resources have not been located or documented. Sites, structures, and intangible resources continue to be damaged or destroyed. Opportunities are lost to record and document some structures before they are demolished. A few sites, not necessarily representative of the entire Underground Railroad story, may continue to be protected.

DEVELOPMENT

Existing and potential new facilities to commemorate and interpret the Underground Railroad may be duplicative of some themes and overlook others.

MANAGEMENT

Sites associated with the Underground Railroad are currently being managed by federal, state, and local governments, as well as by the private sector.

ESTIMATED COSTS

Although there would be no direct costs for new programs, available federal, state, local, and private funds are being spent with little or no coordination.

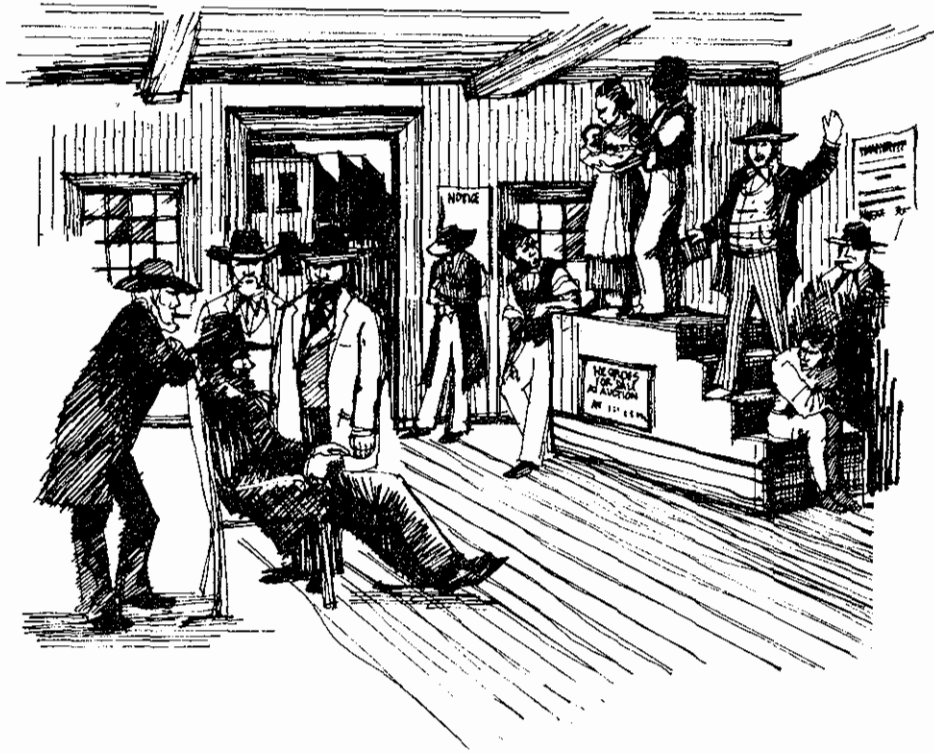
SUMMARY OF ENVIRONMENTAL IMPACTS

TOPIC	CONCEPT A	CONCEPT B	CONCEPT C	CONCEPT D	CONCEPT E	CONCEPT F
Concept Description	Establish a Commemorative, Interpretive, Educational, and Research Center	Enhance Interpretation and Preservation of Existing Sites	Establish National Park System Project Area	Establish a Commemorative Monument	Establish Underground Railroad National Recreation Trail(s)	No Action or Continuation of Existing Conditions
Impacts on Natural Resources	Impacts on vegetative and wildlife communities would be minor. Construction activities would displace and disturb soils. Minor, short-term impacts on water quality could occur. Postconstruction water quality changes would be minor. Minor, localized short-term decrease in air quality could occur during construction.	General impacts on soils, vegetation, wildlife, and water quality from construction activities would be similar to or less than under concept A.	Impacts on natural resources within park areas would be negligible. If new units were added to the national park system, protection of natural resources generally would be increased. General impacts on natural resources from construction activities would be similar to those under concept A. Construction of trails could affect natural resources with impacts similar to those under concept A.	General impacts on natural resources would be similar to those under concept A. However, acres disturbed could be less than under concept A.	Construction of interpretive waysides and signs would have minimal incremental effects on natural resources. Construction of trails could affect natural resources similar to those under concept A; however, attempts would be made to avoid new construction of trails.	There would be no additional impacts on natural resources on NPS lands from development or visitor use; natural resource protection would continue to vary on non-NPS sites.
Impacts on Historic Resources	Piecemeal and nonsystematic data collection should be eliminated. The number of sites that get documented would increase. The discovery of new sites would enrich the Underground Railroad story. There would be no additional resource protection once new sites were discovered. Existing sites would not receive any additional resource protection; thus, sites could fall into a state of disrepair and/or close to the public altogether. Attention would be directed to ethnographic resources — timely interventions might document traditions that would be lost as the elderly die.	Absence of strong research program could limit the discovery of new sites associated with the Underground Railroad. This concept has the basic advantage of providing a program for resource preservation, not only for NPS sites but also for non-NPS sites. Potentially, the greatest number of sites associated with the Underground Railroad could be recognized. Resource preservation of extant historic sites would result in a visual improvement that might attract more visitors. Attention to ethnographic resources might bring out some connections to the Underground Railroad not noticeable by only paying attention to existing sites and structures eligible for the national register.	Resource (including ethnographic resources) preservation would be limited to technical assistance and grants. This would result in less protection than under concepts A and B. The number of known historic resources would increase, but this increase would be less than that under concepts A and B. This concept would not promote public involvement as well as other concepts.	Protection of significant historic sites would continue to be fragmented and uncoordinated; responsibility for protection would lie with local citizens, organizations, and governments. Ethnographic resources would continue to receive little attention. Without a strong research program the discovery of new sites could be limited. Also, without additional protection, some historic sites significant to the Underground Railroad could be lost.	Impacts on resource preservation would be similar to those discussed under concept D. However, use of the commission management option could allow for additional protection of historic resources similar to that discussed under concept B, but this would be limited to the area designated by the national trail. Because of the experiential emphasis under this concept, little history would be taught or it would be difficult to tie together.	Protection of significant historic sites would continue to be fragmented and uncoordinated; responsibility for protection would lie with local citizens, organizations, and governments. There would be limited to no opportunity to increase the number of documented sites. There would continue to be little attention given to ethnographic resources. Without benefit of additional protection, some historic sites significant to the Underground Railroad story could fall into disrepair and eventually be demolished.
Impacts on Archeological Resources	Resources would benefit from an archeological research program. This program should increase the number of known archeological sites associated with the Underground Railroad. However, there would be no additional resource protection.	Greatest number of archeological sites could be recognized. Potential for resource protection to non-NPS areas as well as NPS areas; thus more sites protected than under concept A.	Resource protection would be less than that under concept B because resource protection would be limited to the project area only. The number of known sites would increase, but this increase would be less than under concepts A and B.	There would be no coordinated research, protection, stabilization, or management of archeological sites. Sites would continue to be subject to vandalism and inappropriate uses, and resources could be destroyed or irretrievably lost.	There would be no additional resource protection; impacts would be the same as those under concept D. However, use of a commission could allow for additional protection of resources similar to concept B, but limited to the area covered by the designated national trail.	There would be no coordinated research, protection, stabilization, or management of archeological sites. Sites would continue to be subject to vandalism and inappropriate uses, and resources could be destroyed or irretrievably lost.

SUMMARY OF ENVIRONMENTAL IMPACTS (CONT.)

TOPIC	CONCEPT A	CONCEPT B	CONCEPT C	CONCEPT D	CONCEPT E	CONCEPT F
Impacts on Socioeconomic Resources	Initial funding by the federal government or the private sector for research would feed dollars back into the local community. There would be some additional benefits from increased interpretation and education programs. Development of a research center would cost from about \$21.5 to \$30 million dollars and would generate moderate short-term economic benefits to the local community. In the long term the research center should stimulate local tourism.	Development of local interpretive opportunities, combined with efforts to protect existing sites, could result in economic benefits. However, these actions would not be expected to make a major contribution to the economy of any area. Institutions or persons involved with interpretive activities might benefit economically. Minor benefits to the local economy would be expected from additional interpretation.	There might be a modest increase in visitation with subsequent economic benefits to local economies. Establishment of a new park unit could remove land from local tax bases, but this would be offset by increased tourism dollars. Time-dependent funding provided by the National Park Service would result in minimal economic benefits for local communities. These minimal economic benefits when taken over the total number of sites could result in moderate economic benefits for the region as a whole.	Impacts would be similar to those under concept A, except that development costs would be about \$3 million with annual expenditures and maintenance costs of about \$150,000.	Impacts would be similar to those under concept C.	Except for local actions to provide visitor facilities and interpretive programs, there would be no potential for short-term increases in employment or additional increases in the retail trade from tourism. No additional cost to the federal government other than what would be expended in federally managed areas.
Impacts on Visitor Use and Experience	A research center would provide both a national focus for visitation and a scholarly emphasis. Providing more of a complete history at one location would make research easier and more conducive. This concept provides only one location for visitor experience; there are many other stories to tell at different locations. While fewer recreational opportunities would be available than with other concepts, visitors would gain an enhanced understanding and appreciation of the importance of the Underground Railroad.	This concept would offer visitors a broad-spectrum, comprehensive program of important educational and recreational opportunities. There would be a wider distribution of general information. Tying local interpretation to the national picture is an important result of this concept. This concept would ostensibly provide more accessibility to a larger percentage of the population than that discussed under concept A. Under this concept there would be no one place where a visitor could go to get complete information on the Underground Railroad.	Visitors could potentially have more comprehensive opportunities to experience and learn about the Underground Railroad. A more unified interpretive program would be presented at low cost to the public, but it would not be linked as closely to other nonfederal programs as in concepts A and B.	Although this concept provides the fewest opportunities for interpretation, it could speak more to the spirit and power of the Underground Railroad and allow visitors a deeper appreciation of the story. A monument would perhaps be too passive and limit interpretation and experience to a single location, but it would contribute toward creating public art works reflecting the African American experience and heritage.	Similar to concept C, national trail status would demonstrate recognition of national significance. Visitors could be confused because of the lack of interpretive theme coordination and an overall trail identity. Experiences could vary considerably in quality.	There would be no coordinated program to mark the routes and no visitor facilities or interpretive programs focused as a whole. Interpretive efforts would continue to be fragmented and carried out on a local basis. It would be difficult for visitors to appreciate and understand the size and significance of the Underground Railroad and how it affected the people who ran and used it.
Impacts on NPS Units	Existing NPS sites could experience some increases in visitation because visitors to the research center would have access to information on Underground Railroad sites. There would be no need to increase NPS staffing or budgets.	Those NPS units that have been identified as contributing to the Underground Railroad story would directly benefit through site development that would enable expansion of interpretation. This could result in an increase of NPS staffing and budgets. Because the Underground story might be of secondary importance at many existing NPS units, the expansion of interpretive capabilities for the story might reduce interpretation of stories with primary importance. Conversely, the Underground Railroad story might be relegated to an even lower importance in order to accommodate the existing program.	There would be little additional impact on existing NPS units except for some cooperation and coordination between units. The new NPS area would be difficult to fund and maintain due to the scattered sites. It would also be difficult to maintain cohesiveness among scattered sites because of multiple ownerships and, after 10 years, limited NPS presence.	If selected site is an existing NPS area, the National Park Service would be responsible for care and maintenance of monument. The existence of a monument within an existing NPS area could increase visitation and require additional parking and visitor facilities.	If the designated trail(s) involve other existing NPS units, those units could experience increased visitation requiring increases in infrastructure, staffing, and funding.	There would be no additional impacts on existing NPS units under this concept.

ENVIRONMENTAL ASSESSMENT



They were determined to have liberty even at the cost of life.
(William Still, 1872)

IMPACT TOPICS

The ideas presented in this report are conceptual; thus, potential consequences of the concepts can be addressed only in a general way. Should any of the action-oriented concepts be implemented, specific environmental consequences would be evaluated during any necessary management planning or subsequent development planning.

DERIVATION OF IMPACT TOPICS

Specific impact topics were developed to focus discussion and to allow comparison of the environmental impacts of each concept. These impact topics were identified based on federal laws, regulations, and orders; NPS *Management Policies*; NPS knowledge of limited or easily affected resources; and concerns expressed by the public or other agencies during scoping (see the "Consultation and Coordination" section for further discussion of scoping). A brief rationale for the selection of each impact topic is given below, as well as the rationale for deferring specific topics for future consideration and analysis.

Natural Resources

The Clean Air Act requires federal land managers to protect air quality, while NPS *Management Policies* address the need to analyze air quality during park planning.

The National Environmental Policy Act calls for an examination of the impacts on the components of affected ecosystems. NPS policy is to protect the natural abundance and diversity of all of a park's naturally occurring communities. Because of the nature of the concepts, it is impossible to identify animal and plant communities that could be affected. However, some discussion is possible on the general amount of potential disturbance to these communities, including water quality in the case of aquatic communities.

Historic Resources

The NPS organic act and *Management Policies*, the National Historic Preservation Act, and the National Environmental Policy Act require the protection of (or the examination of impacts on) historic resources. This includes tangible resources such as structures as well as intangible resources such as cultural landscapes (e.g., routes of the Underground Railroad) and ethnography.

Archeological Resources

The National Historic Preservation Act and NPS planning and cultural resource guidelines call for the consideration and protection of archeological resources in development proposals.

Prior to any ground-disturbing activities by the National Park Service, a professional archeologist would determine the need for archeological testing or inventory. Any such studies should be carried out in time so that measures to avoid sites can still be considered, and would meet the needs of the state historic preservation offices as well as the National Park Service. Any large-scale investigations would be undertaken in consultation with the involved state historic preservation office.

Socioeconomic Resources

Local communities that provide public services and receive tax revenue or benefits to their economies through retail trade could be affected by development locations.

Visitor Use and Experience

As identified by many public comments on the concepts, the overall visitor experience, potential visitor use, and interpretation vary across the concepts.

National Park Service Units

The use of existing NPS units varies across concepts; therefore, providing insight into NPS staffing and budget requirements across concepts is important.

IMPACT TOPICS DEFERRED FOR FUTURE ANALYSIS

Wetlands

Executive Order 11990 ("Protection of Wetlands") requires that all federal agencies must avoid, where possible, impacts on wetlands. However, it is impossible to identify potential impacts on wetlands because no concept specifies a development location. When specific development sites are selected, a wetland determination would be done and an analysis of potential impacts, if any, on wetlands would be completed to fulfill additional compliance needs. During the planning and design process any development proposal would consider measures to avoid wetlands. Any wetland impacts that cannot be avoided would be mitigated according to applicable state and federal laws and regulations and NPS guidelines.

Floodplains

Executive Order 11988 ("Floodplain Management") requires all federal agencies to avoid construction within the 100-year floodplain unless no other practicable alternative exists. However, it is impossible to identify potential impacts on floodplains because no concept specifies a development location. When specific development sites are selected, and if in close proximity to riverine system, a floodplain determination would be done and an

analysis of potential impacts, if any, on floodplains would be completed to fulfill additional compliance needs. During the planning and design process any development proposal would consider measures to avoid floodplains. Any floodplain impacts that cannot be avoided would be mitigated according to applicable state and federal laws and regulations and NPS guidelines.

Threatened and Endangered Species

The Endangered Species Act requires an examination of impacts on all federally threatened or endangered species. NPS policy also requires examination of the impacts on state-listed threatened or endangered species and federal candidate species. Additional species may be identified as being rare in an area or sensitive to human disturbance. It is impossible to identify potential impacts on threatened or endangered species because no concept specifies a development location. When specific development sites are selected, a site-specific survey would be done at each site to determine the presence of any threatened or endangered species or its critical habitat and to define the potential impacts to satisfy additional compliance needs, if any, on these species or their critical habitats. During the planning and design process any development proposal would consider measures to avoid protected species. Any impacts on threatened or endangered species or their habitats that cannot be avoided would be mitigated according to applicable state and federal laws and regulations and NPS guidelines. When federal lands are involved, a biological assessment could be required, in compliance with the Endangered Species Act.

IMPACTS OF CONCEPT A

IMPACTS ON NATURAL RESOURCES

Overall impacts on vegetative and wildlife communities would be minimal. Adaptively using an existing historic structure would potentially involve less new disturbance to these communities than new construction of a research center. New construction of a research center could involve a 5- to 10-acre site. Attempts should be made to locate a site that has been previously disturbed.

The construction of a building(s), roads, and parking areas would displace and disturb soils in and around construction sites. Any adverse impacts on prime and unique farmlands as a result of construction and use would probably be comparatively minor. The extent of soil impacts is not known at this time. Disturbed soils would be revegetated. Vegetation would be subject to disturbance at construction sites, including buildings, roads, and parking areas.

Animals in construction areas would be temporarily disturbed by equipment and personnel. Migration and use patterns would be expected to reestablish following development. Some mortality of resident individuals, such as rodents, could occur during construction, although this should not negatively affect populations or communities.

Under this concept there would probably be a minor, indirect effect on overall habitat capacity with any new loss of vegetation and food source plants. Forage would be lost due to clearing for building, road, and parking area construction; areas disturbed but unobstructed would eventually revegetate and be used by wildlife.

Some habitat for ground- and tree-dwelling small mammals and birds would be permanently lost, causing a decrease in size of local wildlife populations that would be proportional to the habitat lost. Following construction, reclaimed areas should eventually be reinhabited.

Long-term impacts would include habitat fragmentation and increasing development on and human use of habitats — especially in previously undeveloped areas.

The primary water quality concerns associated with new construction are erosion and increased sedimentation to nearby waterways. Minor, temporary decreases in water quality would be caused by runoff from bare soils into waterways. Such impacts would generally be short term. Silt deposited in streams/rivers would eventually be moved downstream by natural flushing action. No long-term impacts on water quality would be anticipated under this concept.

Paved parking areas and entrance/exit roads would increase the amount of impervious surface, thereby increasing the amount of storm runoff. Usually, the amount of impervious surface would be small in comparison to the size of the local drainage basin; thus, the increase in runoff would also be small.

The operation of heavy equipment would increase the potential for toxic organic compounds to enter local waterways. Accidental spills of diesel fuel, gasoline, hydraulic fluid, or other petroleum-based products could result in elevated but temporary concentrations of these substances. Postconstruction water quality changes would be minimal.

There would be a minor, localized, short-term decrease in air quality caused by dust, particulates, fumes, and noise produced by construction equipment. This impact would be minor because disturbed areas at the development site would be relatively small. Volatile hydrocarbons and other organic compounds in the asphalt would enter the air for a short time after completion of construction.

IMPACTS ON HISTORIC RESOURCES

Under this concept piecemeal and nonsystematic data collection would be virtually eliminated. Researchers, educators, and students would benefit from valuable new information to be included in an extensive, coherent database for long-term use. A research center would help identify previously unknown or undocumented resources, both tangible and intangible, related to the Underground Railroad and would expand the number of sites that get documented. Discovery of new sites would enrich the Underground Railroad story and provide an impetus for interpretive, educational, and scientific programs. However, there would be no additional resource protection once new sites were discovered.

Existing sites associated with the Underground Railroad would not receive any additional resource protection. In the long term these sites could fall into a state of disrepair and/or close to the public altogether. This negative impact would be offset somewhat by the fact that these sites might experience increased visitation (through advertisement at the center), resulting in added revenue and interest for resource protection. Also, interpretive programs would inform visitors about the importance of helping to protect cultural sites and resources.

A research center would provide a main focal point to a somewhat scattered series of historical sites. This center might also spur interest for preservation of sites currently in disrepair or danger of being demolished.

Adaptive use of any historic structures could result in the loss of historic fabric that is too deteriorated to be rescued and that must be replaced to preserve the structure or to allow the structure to serve a public function. However, prior historic structure reports would document the history, the historical appearance of, and the changes of the buildings through time. Materials that were removed would be evaluated to determine their value for museum collections or for their comparative use in future preservation work. However, the overall impact would be continued preservation of the structures.

Attention would be directed to ethnographic resources, and efforts might be taken to identify, document, and observe oral traditions, ways of life, material culture, expressive culture, genealogies and historic linkages, and values associated with Underground Railroad communities (churches, lodges, Native American groups and towns) and social

relationships (relationships between conductors) tied to the Underground Railroad might be highlighted — e.g., interracial, intercultural, and international cooperation and relationships — which are of ongoing significance to contemporary racial and ethnic groups in the U.S. Timely interventions might document traditions that would be lost as the elderly die. This might produce more pride in heritage and cultural identity and more respect for oral traditions as research sources.

IMPACTS ON ARCHEOLOGICAL RESOURCES

Under this concept archeological resources would benefit from a research program established to inventory, document, and study Underground Railroad resources. As with historic resources, this program should increase the number of known archeological sites associated with the Underground Railroad. However, because no additional resource protection would be provided under this concept, some known archeological resources could be damaged or destroyed through inappropriate use and vandalism. Interpretive programs would inform visitors about the importance of helping to protect archeological sites and resources.

IMPACTS ON SOCIOECONOMIC RESOURCES

Initial funding by the government or the private sector for research would feed dollars back into the local community. Some additional economic benefits would be derived from public involvement in increased interpretation and education programs. Overall, coordination and interpretation would be in the context of ongoing programs; additional funding probably would be limited to NPS needs for interpretive material development, including synthesis of available research results on Underground Railroad and nontechnical report preparation.

Development of a new research center either through new construction or adaptive use of an existing historic structure would generate only minor short-term economic benefits to the local community. However, in the long term, the research center should become a destination point for the public. This increase in visitation over the long term would result in a moderate increase in tourism dollars for the local community.

The potential for increased visitation to existing Underground Railroad sites that are open to the public would add revenue to local economies.

There would probably be little to no adverse impacts on current land uses or ownership patterns. As such, the local property tax base would be minimally affected because few if any private lands would be withdrawn from local tax rolls.

On a regional basis the research center is not likely to have a major economic impact, as it is not expected to directly generate many additional permanent jobs or result in any sizable public or private investment.

IMPACTS ON VISITOR USE AND EXPERIENCE

The research center would provide both a national focus for visitation and scholarly emphasis. Actual sites and artifacts could be more compelling than commemorative markers; they significantly improve the quality of the visitor experience. Conversely, lacking a designated tour route to follow, visitors would have difficulty retracing major routes of the Underground Railroad.

This concept provides only one location for visitor experience; there are many stories to tell at different locations. Visitors could not get a feel for the distances that slaves had to travel; one site does not express or properly represent such a broad movement.

Visitors would have access to information on existing Underground Railroad sites that are open to the public. This might increase visitation, as well as public awareness and appreciation of some sites, both NPS and non-NPS areas.

On the other hand, providing more of a complete history at one location would make research easier and more conducive.

Technical assistance programs would enable local governments and private groups to develop unified, factual, compelling interpretive programs using existing institutions. While fewer recreational opportunities would be available for Underground Railroad route enthusiasts than other concepts would offer, visitors would gain an enhanced understanding and appreciation of the importance of the endeavor.

The educational program and curriculum discussed under this concept have the capability of spreading the story and message of the Underground Railroad to more people than any other concept.

IMPACTS ON NATIONAL PARK SERVICE UNITS

Existing NPS sites associated with the Underground Railroad could experience some increase in visitation because visitors to the research center would have access to information on Underground Railroad sites that are open to the public. There would be no need to increase NPS staffing or budgets.

IMPACTS OF CONCEPT B

IMPACTS ON NATURAL RESOURCES

Under this concept general impacts on soils, vegetation, wildlife, and water quality from development activities would be similar to those presented under concept A. However, overall impacts on vegetative and wildlife communities as far as acreage disturbed could potentially be less. Adaptive reuse of structures or new construction at individual NPS areas would probably disturb less than the acreage needed to construct the research center under concept A. But this disturbance, added across the number of NPS areas that could significantly contribute to the Underground Railroad story, could potentially total slightly more disturbance. As in concept A, attempts should be made to locate new construction on areas that have been previously disturbed.

Small increases in visitation might cause more wear and tear on natural resources; however, most NPS areas with connections to the Underground Railroad story have the capacity to accommodate some increased visitation without incurring major resource degradation. Damage to natural resources outside NPS-owned areas would continue.

IMPACTS ON HISTORIC RESOURCES

Under this concept the discovery of new sites associated with the Underground Railroad story could be limited without the benefit of a strong research program as outlined under concept A. However, this concept, more than any of the other concepts, has the basic advantage of providing a program for resource preservation not only for NPS sites but also for non-NPS sites that could contribute to the Underground Railroad story. This is important because many small sites have little or no technical/research assistance. Establishing a technical assistance program through the National Park Service would help ensure that state and local governments and private organizations and interests had the technical knowledge necessary to protect and preserve significant sites and resources (including ethnographic) not on NPS land. The resource protection program under this concept could provide an inducement for these small sites to preserve their resources, thereby enriching existing sites and enhancing the Underground Railroad story.

The use of negotiated agreements and shared management techniques to preserve and protect important historic sites would probably result in more cost-effective protection of sites. These protection techniques would conserve the use of public land funds and could stimulate additional private initiatives to protect resources. Negotiated agreements would also enhance rapport between federal agencies and private landowners.

Under this concept potentially the greatest number of sites associated with the Underground Railroad could be recognized. In contrast, the possibility exists that, after further documentation, no existing NPS unit would be suitable for interpreting the Underground Railroad, thereby reducing the number of sites associated with the Underground Railroad.

Adaptive use of any historic structures could result in the loss of historic fabric that is too deteriorated to be rescued and that must be replaced to preserve the structure or to allow the structures to serve a public function. However, prior historic structure reports would document the history, the historical appearance, and the changes of the buildings through time. Materials that were removed would be evaluated to determine their value for museum collections or for their comparative use in future preservation work. However, the overall impact would be continued preservation of the structures.

The cleanup/fixup and subsequent maintenance of extant historic sites would result in a visual improvement that might attract more visitors as well as allow the sites to function better. These actions should also lead to better preservation of structures. However, increased visitation could put increased pressure on the cultural resources, possibly resulting in wear and tear on historic structures or possible overuse of grounds. Higher levels of visitation could result in increased management of the visitor experience.

Attention to ethnographic resources might bring out some connections to the Underground Railroad not noticeable by only paying attention to existing sites and structures eligible for the national register.

IMPACTS ON ARCHEOLOGICAL RESOURCES

Under this concept the greatest number of archeological sites associated with the Underground Railroad could be recognized. Because of the potential for assistance in resource protection to non-NPS areas as well as NPS areas, more of these sites and their resources could be protected than those under concept A. Interpretive programs would inform visitors about the importance of helping to protect archeological sites and resources.

IMPACTS ON SOCIOECONOMIC RESOURCES

Development of local interpretive opportunities, combined with efforts to protect existing sites, could result in economic benefits. However, these actions would not be expected to make a major contribution to the economy of any area along the Underground Railroad. On a local level, institutions or persons involved in activities related to interpretation of the Underground Railroad might benefit economically.

As under concept A, minimal benefits to the local economy would be expected from new construction, if any, or adaptive use of structures at existing NPS units. In the long term these potential developments could assist in generating increases in visitation that would result in increases in local tourism dollars.

In general, concept B enhances funding and support by people across the country for those involved with the Underground Railroad story.

IMPACTS ON VISITOR USE AND EXPERIENCE

This concept would offer visitors a broad-spectrum, comprehensive program of important educational and recreational opportunities. There would be a wider distribution of general information and material with the addition of several sites, thus allowing more local stories to be told. Tying local interpretation to the national picture would be an important result of this concept. Existing roadways connecting major sites would enable visitors to experience much of the sort of terrain covered by those who escaped via the Underground Railroad. However, this concept would probably result in less major research than would concept A.

This concept would ostensibly provide more accessibility to a larger percentage of the population than that discussed under concept A. That is, experience and use would not be limited to one location. Each site could present its own unique interpretation. Conversely, interpretation of the Underground Railroad might not be the primary interpretive basis from site to site. Under this concept, there would be no one place where a visitor could go to get complete information on the Underground Railroad.

Quality experiences would be offered at NPS and non-NPS sites because of uniform and coordinated presentation; visitors interested in thematic interpretation would be especially served.

IMPACTS ON NATIONAL PARK SERVICE UNITS

Those NPS units that have been identified as contributing to the Underground Railroad story would directly benefit through site development that would enable an expansion of interpretation of the story. This could result in an increase in NPS staffing and budgets.

Because the Underground Railroad story might be of secondary importance at many existing NPS units, this expansion of interpretive capabilities for the story might reduce interpretation of stories with primary importance, given existing levels of funding and staffing. Conversely, the Underground Railroad story might be relegated to an even lower importance in order to accommodate the existing program with existing staffing and funding levels.

IMPACTS OF CONCEPT C

IMPACTS ON NATURAL RESOURCES

Impacts on natural resources within existing park areas would be negligible under concept C. Small increases in visitation might cause more wear and tear on natural resources. However, most NPS areas with connections to the Underground Railroad story have the capacity to accommodate some increased visitation without incurring major resource degradation. If new units were added to the national park system, protection of natural resources generally would be increased. Damage to natural resources outside park areas would continue.

General impacts due to construction activities would be similar to those discussed under concept A. Construction of interpretive waysides and signs would have a minimal incremental effect on natural resources. These small, simple facilities probably would be built within existing rights-of-way or disturbed areas.

Construction of trails could generally affect natural resources similar to those under concept A. However, adverse resource impacts would be minimal because of the relatively limited extent of land potentially altered and because trail alignments can be adjusted to avoid environmentally sensitive areas.

Soils would be compacted by visitor use along trails, which could result in some erosion and increased runoff. However, most of these trails should be within existing disturbed areas, so the impact would be minimized. Because the trail corridor is relatively narrow, any adverse impacts on prime and unique farmlands as a result of construction and use would be comparatively minor.

IMPACTS ON HISTORIC RESOURCES

Under this concept, resource preservation (including ethnographic resources) would be limited to technical assistance and grants for preservation of resources associated with the Underground Railroad story that are in the project area only. This would result in protection that would be less than under concepts A and B. However, interpretive programs would inform visitors about the importance of helping to protect cultural sites and resources. Because of the lack of a coordinated and centralized research program and the limitation to the project area, the number of known historic resources would increase, but this increase would be less than under concepts A and B.

Establishing a technical assistance program through the National Park Service would help ensure that state and local governments and private organizations and interests had the technical knowledge necessary to protect and preserve significant sites not on NPS land.

Actions under this concept might encourage further cooperative efforts between historic communities.

The cleanup/fixup and subsequent maintenance of extant historic sites would result in a visual improvement that might attract more visitors as well as allow the sites to function better. These actions should also lead to better preservation of structures. However, increased visitation could put increased pressure on the cultural resources, possibly resulting in wear and tear on historic structures or possible overuse of grounds. Higher levels of visitation could result in increased management of the visitor experience.

This concept would not promote public involvement as well as other concepts.

IMPACTS ON ARCHEOLOGICAL RESOURCES

Under this concept, with the National Park Service providing technical assistance and grants for preservation of resources associated with the Underground Railroad story, archeological resources would be protected. This protection would be less than under concepts A and B because this assistance is limited to the project area only. However, interpretive programs would inform visitors about the importance of helping to protect archeological sites and resources. Because of the lack of a coordinated and centralized research program and the limitation to the project area, the number of known archeological resources would increase but this increase would be less than under concepts A and B.

IMPACTS ON SOCIOECONOMIC RESOURCES

Under concept C there might be a modest increase in visitation with subsequent economic benefits to local communities. Establishment of new park system units could remove land for local tax bases, but this might be partly offset by income through increased tourism.

Funding for the new NPS area would be provided by the National Park Service during the first 10 years of operation. This funding would ultimately result in minimal economic benefits for local communities through employment, retail trade, and service industry increases. These minimal economic benefits, when taken incrementally over the number of sites potentially involved with the new NPS unit, could result in moderate economic benefits for the region as a whole.

This concept, like concept B, would provide more accessibility to a larger percentage of the population — i.e., experience and use would not be limited to one location. Each site could present its own unique interpretation. Conversely, interpretation of the Underground Railroad might not be the primary interpretive basis from site to site.

IMPACTS ON VISITOR USE AND EXPERIENCE

With a new NPS unit, visitors could potentially have more comprehensive opportunities to experience and learn about the Underground Railroad. This concept would also ensure a national focus for visitation. Varied sources with different sites would tell and show the story over a large geographical area.

A more unified interpretive program would be presented at low cost to the public, but it would not be linked as closely to other nonfederal programs as the programs proposed in concepts A and B.

Concept C ensures high standards and a national focus for visitation and strengthens the visitor's understanding of the Underground Railroad.

IMPACTS ON NATIONAL PARK SERVICE UNITS

There would be little additional impact on existing NPS units with links to the Underground Railroad story except for some cooperation and coordination between these units and the new Underground Railroad unit.

The new NPS unit would be difficult to fund. It also would be difficult to manage and monitor because of the scattered sites. Maintaining cohesiveness among scattered sites would be difficult because of the possibility of multiple ownership and, after 10 years, limited NPS presence. Some increases in NPS staffing and funding levels would be expected.

IMPACTS OF CONCEPT D

IMPACTS ON NATURAL RESOURCES

General impacts on natural resources under concept D would be similar to those under concept A. A non-NPS site location for the monument under this concept could potentially involve a site with less acreage (perhaps 3-5 acres) than that needed for the research center in concept A. A monument constructed on an existing NPS area could potentially involve less disturbance than a non-NPS site because support facilities, parking, and other infrastructures would be already present.

IMPACTS ON HISTORIC RESOURCES

Protection of significant historic sites would continue to be fragmented and uncoordinated, and in most areas, funding and public education would be inadequate. Responsibility for protection would lie with local citizens, organizations, and governments. The discovery of new sites associated with the Underground Railroad story could be limited without benefit of a strong research program. Ethnographic resources would continue to receive little attention.

Without the benefit of additional protection, some historic sites/structures significant to the Underground Railroad story could fall into disrepair and eventually be demolished.

IMPACTS ON ARCHEOLOGICAL RESOURCES

There would be no coordinated research, protection, stabilization, or management of archeological sites. Protection of significant archeological sites would continue to be the responsibility of local citizens, organizations, and governments. Sites would continue to be subject to vandalism and inappropriate uses, and resources could be destroyed or irretrievably lost because the individual landowner's interest in resource protection could be limited.

IMPACTS ON SOCIOECONOMIC RESOURCES

Impacts on socioeconomic resources under concept D would be similar to those under concept A. Development of a monument would generate short-term economic benefits to the local community. In the long term the monument should stimulate local tourism.

IMPACTS ON VISITOR USE AND EXPERIENCE

Of all concepts, the commemorative monument under concept D provides the fewest opportunities for interpretation, thereby limiting the visitor experience and ultimately visitor use.

The concept of a commemorative monument could speak more to the spirit and power of the Underground Railroad and allow visitors a deeper appreciation of the Underground Railroad story. In contrast, a commemorative monument might not be the best way to involve people and give them true empathy for the experiences of African Americans.

A monument would be too passive and would limit the interpretation (because of no links to other Underground Railroad sites) and experience to a single location. However, this monument would contribute toward the neglected goal of creating monumental public artworks reflecting the African American experience and heritage.

Under this concept the monument would not commemorate those nonenslaved individuals who risked life and property to help the slaves reach freedom.

IMPACTS ON NATIONAL PARK SERVICE UNITS

If the site selected for the monument falls within an NPS area, the National Park Service would be responsible for the care and maintenance of the monument, including a concomitant increase in staffing and funding levels. Existence of the monument within an NPS area could increase visitation for that area and require additional parking and visitor facilities.

IMPACTS OF CONCEPT E

IMPACTS ON NATURAL RESOURCES

Construction of interpretive waysides and signs would have minimal incremental effects on natural resources from the standpoint of acreage disturbed and population and community effects. These small, simple facilities probably would be built within existing rights-of-way or disturbed areas.

Construction of trails, if necessary, could generally affect natural resources similar to those discussed under concept A. However, adverse resource impacts would be minimal because of the relatively limited extent of land potentially altered and because trail alignments can be adjusted to avoid environmentally or culturally sensitive areas. Under this concept, attempts would be made to avoid new construction of trails and to follow existing roads and trails.

IMPACTS ON HISTORIC RESOURCES

Under this concept no additional protection of historic and ethnographic resources would occur. Thus, as in concept D, protection of significant historic sites would continue to be fragmented and uncoordinated, and in most areas, funding and public education would be inadequate. Responsibility for protection would lie with local citizens, organizations, and governments. However, use of the commission management option could allow for additional protection of historic resources similar to those discussed under concept B. This would be limited only to the area designated by the national trail. Similarly, technical assistance from the administrative agency would be available to those areas designated part of the national trail.

The lack of a coordinated and centralized research program and limitation to the national trail would result in only a minimal increase in the number of known historic resources.

Under this concept, because of the experiential emphasis, little history would be taught or it would be difficult to tie together. However, those following the trail(s) might be interested and read ahead, during or after, their visit or turn to museums, arts, etc. for interpretation of the Underground Railroad. Localities might be inspired to provide funding in conjunction with special events, guidebooks, etc.

IMPACTS ON ARCHEOLOGICAL RESOURCES

Under this concept archeological resources would not be afforded additional protection; thus, impacts would be similar to those under concept D. There would be no coordinated research, protection, stabilization, or management of archeological sites. Protection of significant sites would continue to be the responsibility of local citizens, organizations, and governments. However, use of the commission management option could allow for additional protection of archeological resources similar to those discussed under concept B. This would be limited only to the area designated by the national trail. Technical

assistance would be available from the administrative agency to those areas designated as part of the national trail.

IMPACTS ON SOCIOECONOMIC RESOURCES

Impacts on socioeconomic resources under concept E would be similar to concept C. There might be a modest increase in visitation with subsequent economic benefits to local economies.

IMPACTS ON VISITOR USE AND EXPERIENCE

Similar to NPS unit status under concept C, national trail status would demonstrate recognition of national significance. This recognition would go a long way toward increasing visitation and visitor use.

A wide variety of experiences would be available; however, a major commitment of time would be required to visit all of the sites and features. Visitors might be confused because of the lack of interpretive theme coordination and an overall trail identity. Experiences could vary considerably in quality.

IMPACTS ON NATIONAL PARK SERVICE UNITS

If the designated trail(s) involve other NPS units, those units could experience increased visitation. This might require increases in infrastructure, staffing, and funding.

IMPACTS OF CONCEPT F

IMPACTS ON NATURAL RESOURCES

Under concept F (the no-action concept) there would be no additional impacts on natural resources (e.g., soils, vegetation, wildlife, and threatened and endangered species) on NPS lands from development or visitor use; natural resource protection would continue to vary on non-NPS sites.

IMPACTS ON HISTORIC RESOURCES

Under the no-action concept, protection of significant historic sites would continue to be fragmented and uncoordinated, and in most areas, funding and public education would be inadequate. Responsibility for protection would lie with local citizens, organizations, and governments. There would be limited to no opportunity to expand on the number of documented sites. Ethnographic resources would continue to receive little attention.

Without the benefit of additional protection, some historic sites/structures significant to the Underground Railroad story could fall into disrepair and eventually be demolished.

The lack of coordination of historical research would contribute to redundant and/or fragmented research.

IMPACTS ON ARCHEOLOGICAL RESOURCES

There would be no coordinated research, protection, stabilization, or management of archeological sites. Protection of significant archeological sites would continue to be the responsibility of local citizens, organizations, and governments. Sites would continue to be subject to vandalism and inappropriate uses, and resources could be destroyed or irretrievably lost because the individual landowner's interest in resource protection could be limited.

IMPACTS ON SOCIOECONOMIC RESOURCES

Except for local actions to provide visitor facilities and interpretive programs, the no-action concept would offer no potential for short-term increases in employment to local communities from additional development opportunities, nor would there be an additional increase in retail trade from increased tourism.

IMPACTS ON VISITOR USE AND EXPERIENCE

A coordinated program would not be undertaken to mark the routes and stations of the Underground Railroad, and no visitor facilities or interpretive programs focused as a whole would be provided. Interpretive efforts would continue to be fragmented and carried out

on a local basis, focusing on local Underground Railroad resources. It would be difficult for visitors to appreciate and understand the size and significance of the Underground Railroad and how it affected the people who ran and used it. In addition, few developed recreational opportunities would be available for those knowledgeable of the Underground Railroad.

IMPACTS ON NATIONAL PARK SERVICE UNITS

No additional impacts, e.g., increased visitor use to existing NPS units with capabilities of interpreting the Underground Railroad story, would occur under the no-action concept.

COMPLIANCE

As proposed actions were carried out, all appropriate natural, cultural, or other legal compliance actions would be the responsibility of the National Park Service. If the actions were carried out by other organizations, then the Park Service would coordinate environmental compliance measures, in accordance with the National Environmental Policy Act (NEPA) and section 106 of the National Historic Preservation Act, as amended. When federal, state, or local agencies were involved, the Park Service would provide technical assistance.

This Special Resource Study / Management Concepts / Environmental Assessment meets broad NEPA compliance guidelines. As future planning for specific actions was undertaken, further compliance with NEPA and additional laws and regulations would be necessary (e.g., sections 106 and 110 of the National Historic Preservation Act, as amended; the provisions of executive orders relating to floodplains and wetlands; and federal laws relating to endangered species and to access for differently abled visitors).

If there was any federal involvement in projects that were proposed by state or local governments, then NEPA provisions must be addressed by the lead agency. If there was no federal involvement, state and local agencies might be required to comply with state environmental legislation or to consult with others.

Compliance would not be required for private actions that could occur on properties having no federal property interests, funding, licensing, or encouragement. A cooperative agreement or limited easement, or listing of a site on the National Register of Historic Places would not necessarily ensure the protection of resources from private or, at times, other state or local governmental actions.

In compliance with the provisions of section 504 of the Rehabilitation Act, as amended, and the Civil Rights Restoration Act, access to programs and activities for persons with mobility, hearing, visual, or learning impairments must be provided when federal funding or financial assistance is provided to such programs. Where other agencies or organizations agree to display or house federally owned exhibits or to distribute information materials without receiving federal financial assistance, information would need to be physically or programmatically accessible to persons with disabilities. Where the National Park Service provides financial assistance to an agency or organization for the purpose of developing interpretive media, those programs as well as all other programs conducted by the benefiting agency or organization must be physically or programmatically accessible. The National Park Service would use discretion, consistent with federal law and NPS accessibility policies, when negotiating agreements with entities who conduct programs or activities that fail to provide for the needs of persons with mobility, hearing, visual, or learning impairments.

CONSULTATION AND COORDINATION

DATA COLLECTION

The National Park Service began data collection for this project by contacting 34 state and territory historic preservation offices for material relating to the Underground Railroad story in those places. These contacts resulted in additional contacts with experts on the Underground Railroad. In addition, the general public was solicited for information regarding the Underground Railroad through two newsletters, a brochure, and press releases. This resulted in more than 100 letters from throughout the United States and Canada with information being sent to the study team. Talks were presented to national and regional organizations on the study, which resulted in additional materials being generated.

To help get the Underground Railroad study underway, the National Park Service conducted a workshop in Kansas City, Missouri, in October 1992, in conjunction with the annual meeting of the Association for the Study of Afro-American Life and History. The Underground Railroad Advisory Committee through five meetings and a work session provided further information, advice, direction, and review to the NPS study team. In addition, committee members generously gave of their own time to provide information and advice to both the study team and the national historic landmark theme study, which was part of the overall research effort. In addition, six NPS regions were involved in data collection and review of materials developed for this study.

COMMENTS ON CONCEPTS FOR THE UNDERGROUND RAILROAD STUDY

Introduction

Since January 1994, more than 45,000 newsletters have been distributed to the public. The distribution consisted of people on the study's mailing list, copies distributed at NPS regional offices, and requests from people wanting further information after reading magazine or newspaper articles on the Underground Railroad special resource study. Newsletters were sent throughout the United States, Canada, and the Caribbean. A deadline of February 28, 1994, was set for receiving comments. However, comments that came in after that date were still considered and summarized. By May 1994, 43 responses containing 275 comments were received. The respondents were requested to give what they believed to be the advantages and disadvantages of each concept presented in the newsletter. Some people responded on all concepts while others responded only on one concept. The information summarized below represents the general sentiments conveyed by the responses.

Concept A: Establish a Commemorative, Interpretive, and Research Center

Advantages: A total of 27 comments were made regarding the advantages of this concept. Ten people liked the idea of one center, a centralized focal point to accurately address all facets of the Underground Railroad story. Seven people praised the idea of a research

center to offer a lot of stability and resources for all projects relating to the Underground Railroad. Four people regarded the center as a great opportunity to emphasize interpretation of the Underground Railroad story. Five people generally affirmed the notion that the center would provide means by which to examine the events that shaped the Underground Railroad. One person felt that this would be the most effective route of commemoration given the limited funding designated to these types of projects.

Disadvantages: A total of 19 comments were made regarding the disadvantages of this concept. Seven people saw the biggest disadvantage as being the center would be at only one location. Similarly, three people were concerned about how site selection would take place and if any one location could provide accessibility to the majority of the American public. Four people expressed disappointment that this concept would not include preservation of the actual historic sites. Four people felt that this facility would be unfeasible from a financial perspective. One individual thought development should take place in the private sector since there are no existing models of this kind in the National Park Service.

Concept B: Enhance Interpretation and Preservation of Multiple Sites Associated with the Underground Railroad Story

Advantages: A total of 26 comments were made regarding the advantages of this concept. Eight people felt strongly that the preservation of sites acquainted with the Underground Railroad would greatly enrich regional history there by enhancing the visitor experience to the locales. Seven people surveyed seemed to link a positive equivocation between multiple sites and local recognition of sites. People seemed to feel that by strengthening existing scattered regional sites there is a greater potential to disseminate even more information to the masses about the Underground Railroad story. Six people expressed general support for the concept, saying it would be advantageous to existing sites and well run by the National Park Service. Two felt that this concept would be the least financially straining, and two more stated its benefit to tourist groups. One person found nothing advantageous about the concept.

Disadvantages: A total of 16 comments were made on the disadvantages of this concept. Four people had questions regarding the National Park Service as manager of these sites. Questions ranged from quality control issues to lack of consistency in preservation. Four people expressed general dissatisfaction with the concept's ability to provide enough recognition to all of the sites, or that valuable information would be omitted at some of the sites. Three commenters indicated apprehension about fund availability for the idea submitted in this concept. Two people objected to multiple sites on the basis that information might be incomplete or repetitive. One commenter expressed concern that many sites are currently occupied by private homes, which might decrease availability of public use.

Concept C: Establish National Park System Project Area

Advantages: A total of 21 comments were made on the advantages of this concept. Five people favored the regional approach of this concept. Variation from site to site and

cooperation between sites would allow for a thorough version of the Underground Railroad story to be represented. Four sources endorsed the role that the National Park Service, acting as manager, would play in the concept, especially in conjunction with providing funding and technical expertise. Five comments were made showing general approval for the concept or simply affirming it. Two people thought the concept would enhance tourism; similarly, two others felt that trails would greatly enhance the visitor experience. Two commented that preservation of sites should be the main emphasis of this concept. One person felt the concept seemed too vague in explanation to judge the feasibility of it.

Disadvantages: A total of 18 comments were made on the disadvantages of this concept. Eight people expressed concern that the project area was too large and geographically disassociated to be effective. These people felt that because sites would be so scattered it would be difficult to manage administratively, ignore local involvement, and add financial strain to the NPS budget. Three people made comments pertaining to NPS management of the sites, two worried about capability of a non-NPS entity to manage, and one could not see the concept fitting into the existing management structure. Two people believed this concept limited public involvement, while three others said this concept alone did not provide sufficient recognition of the Underground Railroad story. Two people seemed to generally disapprove of the idea.

Concept D: Establish a Commemorative Monument

Advantages: A total of 21 comments were made on the advantages of this concept. Those who generally supported this concept believe that it would be a long overdue monument to commemorate the Underground Railroad. Eight people felt the concept to be a highly visible and powerful way to commemorate and focus on this aspect of history. Two people felt that this would be a valuable tourist destination. Two people found this to be a less costly concept both initially and for long-term maintenance. Two others wanted to see this concept combined with concept A. Three people made general affirmations or reiterated the concept. Four people cited that they could see nothing advantageous inherent in this concept.

Disadvantages: A total of 19 comments were made on the disadvantages of this concept. Nine people felt that this idea was insufficient because it would not fully commemorate all peoples involved in the Underground Railroad process. Three people commented that this concept was very weak in providing the public with a holistic interpretive experience. Five people felt that a single monument would not be appropriately located and could not convey the experience adequately. Two people surveyed found that there were no disadvantages to this concept.

Concept E: Establish Underground Railroad Commemorative Trails Through the National Trails System Act

Advantages: A total of 24 comments were made on the advantages of concept E. Nine people gave general approval to the concept, but others thought it could be enhanced by combining it with concepts A, B, and/or D. This combination of concepts could be used to provide a stronger interpretive facet. Two others commented specifically that guides would

be needed to accompany travelers on trails. Six people felt that the opportunity to directly participate by hiking the trail was an exemplary means of educating people about the Underground Railroad. Three people felt this concept was the most cost-effective. Two surveyed felt that tourism would be the most attractive facet of this concept. Two people commented that they could find nothing advantageous with this approach.

Disadvantages: A total of 17 comments were made on the disadvantages of this concept. Six people asserted that the central disadvantage of this concept is that hiking would be limited to a certain segment of our population. By denying access to those who cannot hike, the quantity of people who can be educated about the Underground Railroad story becomes greatly diminished. Similarly three others stated that this approach has a limited effectiveness and would only reach a limited audience. Three people showed general disapproval of the concept. One individual expressed security concerns; another person felt that there should be more resource protection offered with this approach, and one thought this option lacked a comprehensive interpretive facet. Another concern was voiced that exact trails were hard to document. One person was concerned about a possible lack of funding.

Concept F: Establish Underground Railroad Commemorative Trails Through a Commission or Foundation

Advantages: A total of 19 comments were made on the advantages of this concept. Seven people generally affirmed this concept citing such things as increased publicity and added consistency with an addition of the foundation. Five people asserted that this concept seemed more cost-effective than the others. Three people viewed the addition of site preservation in the plan as helping to reach a greater population than trails alone (concept E) would have. Two people surveyed thought it would widen geographical accessibility. One person thought it would provide a valuable tourist destination. One individual could not find any advantages to this concept.

Disadvantages: A total of 14 comments were made on the disadvantages of this concept. Six people seemed to generally disapprove of this idea stating inefficiencies in the concept such as insufficient recognition, lack of specific parameters, and processes. Five people felt that there would be a lack of support and structural management inherent in the establishment of the commission. One individual worried about a lack of funding and another worried that exact routes would be hard to document. One person felt without a central place (visitor center) there would be a lack of interpretive quality to the concept.

Concepts Other People Would Like Considered

A total of 13 comments were made regarding other concepts. Most of the comments suggested that the concepts be combined. These comments suggested that concept A be combined with either D, E, and F. One comment suggested that grants be given to community colleges in areas of historical Underground Railroad activities, and these colleges could establish research/resource centers. Another comment suggests that a commemorative stamp be developed. Also, people emphasized the need to tell all aspects of the story and to do this in a thorough and truthful manner.

**POSITION STATEMENT
BY THE
UNDERGROUND RAILROAD ADVISORY COMMITTEE**

The Underground Railroad Advisory Committee actively advised the NPS study team and national historic landmark theme study team throughout the development of this study.

On August 11, 1995, the Underground Railroad Advisory Committee made the following recommendations:

- That the U.S. Congress authorize a national Underground Railroad Commission and fund a national initiative to support projects focusing on activities associated with the Underground Railroad.
- That all the alternatives identified as concepts A-E in the *Special Resource Study* be pursued with equal vigor and simultaneously as appropriate.
- That public and private sector (corporate, university, organizational) partnerships be encouraged and pursued wherever possible and appropriate to achieve the varying goals of the Underground Railroad project.
- That an interpretive handbook on the Underground Railroad be researched, written, and published, and that the skills of non-NPS experts be used wherever possible to ensure historical accuracy and the broadest range of interpretation.
- That the mandate of the current Underground Railroad Advisory Committee be extended through the congressional funding and NPS implementation stages to ensure project continuity and to maintain project oversight.
- That, regardless of the existence of other congressional mandates or funding initiatives, the National Park Service continue and accelerate its efforts regarding the documentation and interpretation of the Underground Railroad in all parks, memorials, and trails within its jurisdiction.
- That the National Capital Field Area Office of the National Park Service be authorized to coordinate Underground Railroad activities throughout the National Park Service, and that Robert Stanton and Vincent deForest remain involved.

Advisory Committee members Glennette Turner, Rose Powhatan (Pamunkey), Vivian Abdur-Rahim, and Robin Winks have additional comments (how the concepts could be implemented, etc.). This information can be found in appendix H).

At an earlier meeting in August 1994, the Underground Railroad Advisory Committee outlined the below listed items.

The Underground Railroad Advisory Committee endorsed the range of alternatives developed by the NPS study team, with revisions that are incorporated in the "Management Concepts" chapter. The committee advises the secretary of the interior that this revised range of alternatives is appropriate for transmittal to Congress.

The committee is aware of the significant challenges due to funding and staffing constraints facing the National Park Service along with other federal agencies and programs. Nevertheless the committee feels that the Underground Railroad is an extraordinarily important story in the history of the world and the United States. This story, as well as other aspects of history important to African Americans and Native Americans, has been overlooked for too long. The committee acknowledges that many of the ideas presented in the study are not likely to be carried out with federal funding in the near future and that cooperative ventures involving the states, local governments, and the private sector are most likely to be implemented. Just as the Underground Railroad developed through the bravery and initiative of individuals, efforts to commemorate and interpret this story are most likely to be effective if they begin at the community level.

The advisory committee finds that an Underground Railroad Commemorative Research Center is an important component that should be a top priority for implementation. Also any future African American Mall Museum should include the Underground Railroad story and complement the Underground Railroad Commemorative Research Center.

In addition, the Underground Railroad Advisory Committee would like to offer suggestions and recommendations for short- and long-term actions.

Short-term National Park Service actions include the following:

- Reexamine all NPS parks to determine sites with African American history associations, especially the Underground Railroad, to interpret this history and provide research identification. Make site managers accountable for including African American interpretation in all parts and expand existing interpretation of African Americans. Review all extant interpretive materials at parks for the purpose of identifying and incorporating African American history into park interpretation.
- Identify those Underground Railroad sites that are at the greatest risk and provide preservation funding first for these sites. Take a more active role in the preservation of local sites (e.g., John Parker House in Ripley, Ohio). Involve state historic preservation offices in the identification, research, and designation of these endangered sites.
- Include local historians in the above process to better determine local resources and data.

- Expand NPS study to include all Native American groups and, in particular, research the Underground Railroad and its connection with the Seminoles in Florida.
- Make the Underground Railroad a priority with extant NPS programs such as the Historic American Buildings Survey and Historic American Engineering Record.
- Search for Underground Railroad resources with international significance.
- Continue national historic landmark theme study process beyond the current study.
- Proceed with and complete the Underground Railroad project even though the National Park Service is undergoing a reorganization.
- Use redefined and updated language in association with African American history. A glossary of such terms should be provided in the NPS study.
- Seek partnerships to pursue Underground Railroad programs under currently existing programs (e.g., Intermodal Surface Transportation Efficiency Act).
- Provide technical assistance to state and local governments as well as private/public organizations that are currently preserving and interpreting sites and structures related to the Underground Railroad story.
- Use state of the art technology for interpreting the Underground Railroad.
- Produce through the Harpers Ferry Center a logo for the Underground Railroad (not to be confused by a trail marker logo) for the Underground Railroad Study and Interpretive Handbook. It is recommended that this be done by an African American artist and the Underground Railroad Advisory Committee will be glad to supply this list. Three designs should be provided by the artist to the Underground Railroad Advisory Committee for approval.
- Use more African Americans to provide goods and services.
- Place the Underground Railroad in context with other movements (i.e., women's rights, etc.).
- Include in NPS study additional sources listed for people wanting to do research.

Long-term congressional actions should include the following:

- Fund a program to redefine/reevaluate sites with African American history associations. (Monticello and others)
- Fund a program to pursue all avenues of Underground Railroad research that have not been completed. (i.e., the South, extraterritorial, and Native Americans)
- Fund a program to be developed using archeologists, architects, oral historians, historians, ethnographers, and folklorist for conducting research on the Underground Railroad.
- Fund a program that recognizes that archeological resources have equal balance with extant structure. (This is due to fragile nature of African American structures.)
- Encourage the National Park Service to develop programs that emphasize extant structures associated with the Underground Railroad to include archeological sites.
- Recognize the importance of international links of the Underground Railroad. An effort should be made to find a site eligible for the World Heritage list in the area of the Caribbean, Brazil, Liberia, Ghana, and Great Britain.
- Fund a program that would redefine and update language — describing historical events involving African Americans by means of traveling exhibits on the Underground Railroad. This exhibit should be made available to institutions and groups.
- Encourage the National Park Service and other agencies to seek funding for Underground Railroad projects.
- Fund a program that would create an informational school curriculum on the Underground Railroad using state-of-the-art technology.
- Fund a program for a national coordinating committee for national and international interpretation/documentation of the Underground Railroad story — this committee should coordinate with extant organizational structures.



**APPENDIXES, BIBLIOGRAPHY,
GLOSSARY, AND STUDY TEAM**

APPENDIX A: LEGISLATION

TITLE VI—UNDERGROUND RAILROAD STUDY

Historic
preservation.
16 USC 1a-5
note.

SEC. 601. PURPOSE.

The purpose of this title is to study the Underground Railroad, its routes and operations in order to preserve and interpret this aspect of American history.

SEC. 602. (a) The Secretary of the Interior, acting through the Director of the National Park Service, shall conduct a study of alternatives for commemorating and interpreting the Underground Railroad, the approximate routes taken by slaves escaping to freedom before the conclusion of the Civil War. The study shall include—

- (1) the consideration of the establishment of a new unit of the national park system;
- (2) the consideration of the establishment of various appropriate designations for those routes and sites utilized by the Underground Railroad, and alternative means to link those sites, including in Canada and Mexico;
- (3) recommendations for cooperative arrangements with State and local governments, local historical organizations, and other entities; and
- (4) cost estimates for the alternatives.

(b) The study shall be—

- (1) conducted with public involvement and in consultation with the advisory committee established by section 4, State and local officials, scholarly and other interested organizations and individuals,
- (2) completed no later than two years after the date on which funds are made available for the study, and
- (3) submitted to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate.

Government
publications.

SEC. 603. Within three years after the date of enactment of this Act, the Secretary of the Interior, acting through the Director of the National Park Service, shall prepare and publish an interpretive handbook on the Underground Railroad in the larger context of American antebellum society, including the history of slavery and abolitionism.

SEC. 604. (a) The Secretary, upon funds being made available to carry out this title, shall establish the Underground Railroad Advisory Committee (hereafter in this subsection referred to as the "Advisory Committee"). The Advisory Committee shall be composed of nine members, appointed by the Secretary of the Interior, of whom—

- (1) three shall have expertise in African-American History;
- (2) two shall have expertise in historic preservation;
- (3) one shall have expertise in American History; and
- (4) three shall be from the general public.

The Advisory Committee shall designate one of its members as Chairperson.

(b) The Secretary, or the Secretary's designee, shall from time to time, but at least on three occasions, meet and consult with the Advisory Committee on matters relating to the study conducted under section 2.

(c) Members of the Advisory Committee shall serve without compensation as such, but the Secretary may pay expenses reasonably incurred in carrying out their responsibilities under this Act on vouchers signed by the Chairperson.

Appropriation
authorization.

SEC. 605. There are authorized to be appropriated such sums as may be necessary to carry out this title.

APPENDIX B: "TAKING THE TRAIN TO FREEDOM" BROCHURE

TAKING THE TRAIN TO FREEDOM



As early as the 16th century, western European nations constructed a uniform slavery system in the Western Hemisphere. This process was composed mainly of people of African origins. Through the notorious slave trade, Africans were dispersed and forced to labor on sugar, tobacco and rice plantations throughout the Americas and Caribbean. In the 1600s and 1700s, slave labor played a vital role in the history of the British North American colonies. Beginning with Massachusetts and Virginia colonies in 1641 and 1660 respectively, slavery was legalized and regarded as essential to the colonial economy. As white colonists began to petition for freedom and human rights from the British government, this same sentiment was echoed by enslaved blacks. Those who voiced strong opposition to slavery campaigned for the destruction of the system. Although some blacks received liberation through legal suits, those who remained in bondage took considerable risks to gain freedom by escaping from their masters. This method, known as the "Underground Railroad," became a major impetus leading to the eradication of the "peculiar institution" - Slavery.

The Underground Railroad originated during the colonial era as slaves sought ways to escape the inhumane treatment of bondage. Neither "underground" nor a "railroad," this secretive system was not initially organized, but arose when escaped slaves sought refuge in unclaimed territories and newly settled colonies. With the assistance of agents such as the Quakers, free blacks and Native Americans, bondsmen were able to gain their freedom. The efforts of the "underground" promoted the enactment of local fugitive slave laws which were a response to the growing concerns of slaveholders who had lost numerous servants. But as the nation continued to struggle over the morality of slavery, the invention of the cotton gin in 1793 accorded the South justification to perpetuate slavery since it was

viewed imperative to its economy.

The abolition movement of the early 1800s set its goal on exterminating slavery. To do so, abolitionists designed the "underground" into a well-organized system. Through the use of secret codes, "stations," "conductors," and "railways," runaway slaves usually travelled to their destinations by night either alone or in small groups. Guided by the North Star, their plans did not entail standard routes since it was necessary to prevent capture; thus waterways, back roads, swamps, forests, mountains, and fields were used to escape. While in flight, slaves hid in barns, caves, cellars, and even boxes or wagons and aboard ships. Food and shelter were provided at "stations" which were maintained by noted "conductors" such as William Still, Levi Coffin and Frederick Douglass. Moreover, Presbyterian, African Methodist Episcopal, African Methodist Episcopal Zion, and the United Methodist churches gave refuge to escapees. Once runaways achieved their freedom, a few like Harriet Tubman, known as a "Moses" to her people, returned to assist fellow slaves and loved ones to liberty. Single-handedly, Tubman made 19 trips to the South and led more than 300 slaves out of bondage.

By the 1850s, anti-slavery sentiment had reached its peak, and the "underground" program was challenged by slaveholders through a revised Fugitive Slave Act. This law, which called for the return of runaways, jeopardized the status of freedmen, especially those who resided in northern states. Escape routes thus were no longer limited to northern, mid-western regions and the federal territories of the United States. More than 100,000 American slaves sought freedom in these areas as well as in Canada, Mexico and the Caribbean. The Underground Railroad remained active until the end of the Civil War as black bondsmen continued to use the system to flee the horrors of slavery.



Study Process

On November 28, 1990, Congress authorized the National Park Service to conduct a study of the Underground Railroad, its routes and operations in order to preserve and interpret this aspect of United States history.

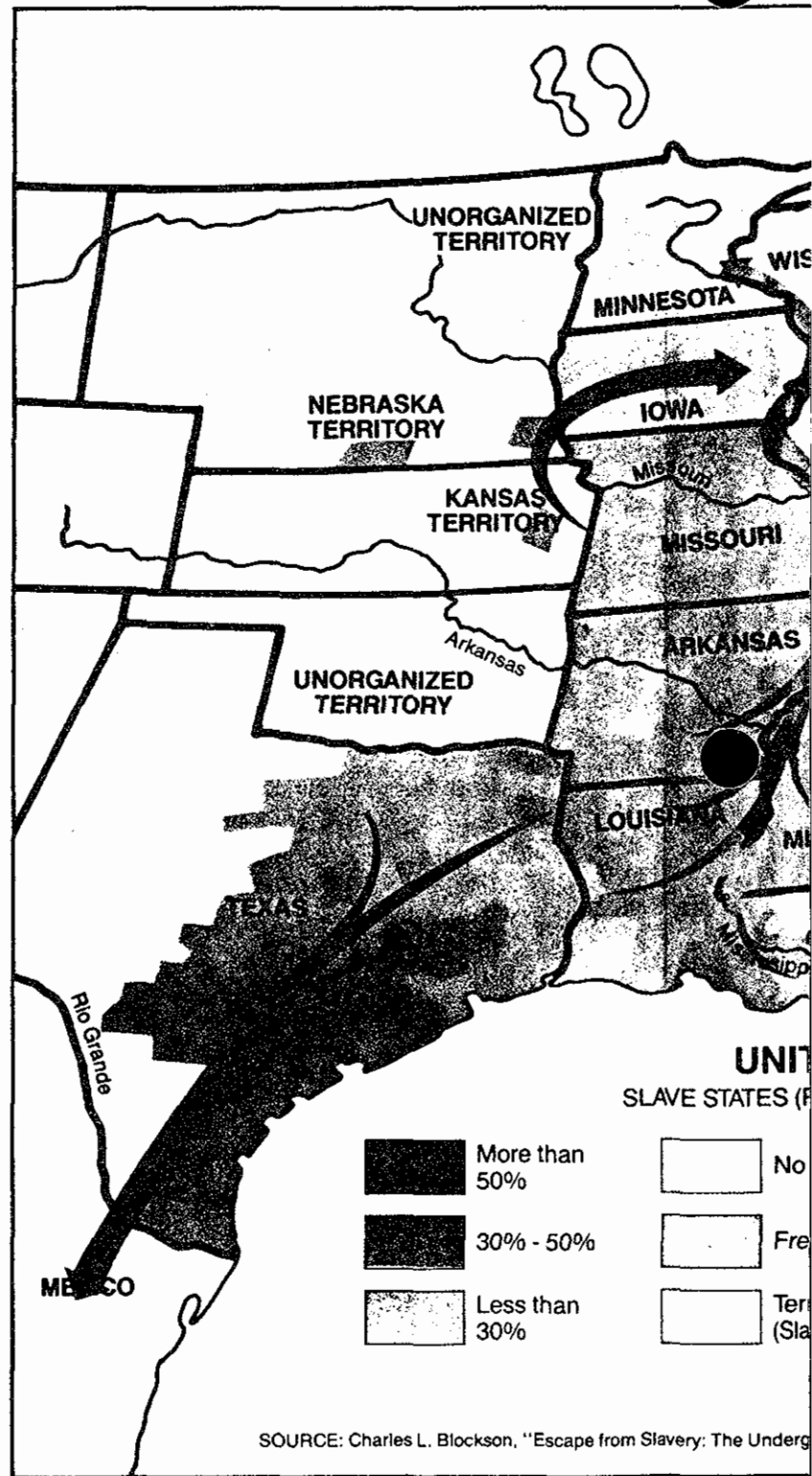
The Underground Railroad, which reached its zenith during the first half of the 19th century, was a response to the slavery system in North America. Emphasis, therefore, will be placed on the peak years, 1830-1865. The study will include a general overview of the Underground Railroad, with a brief discussion of slavery and abolitionism, escape routes used by slaves, and alternatives to commemorate and interpret the significance of the phenomenon.

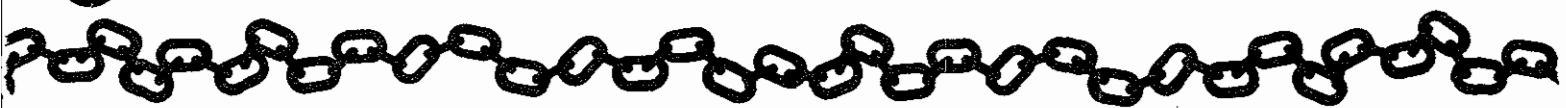
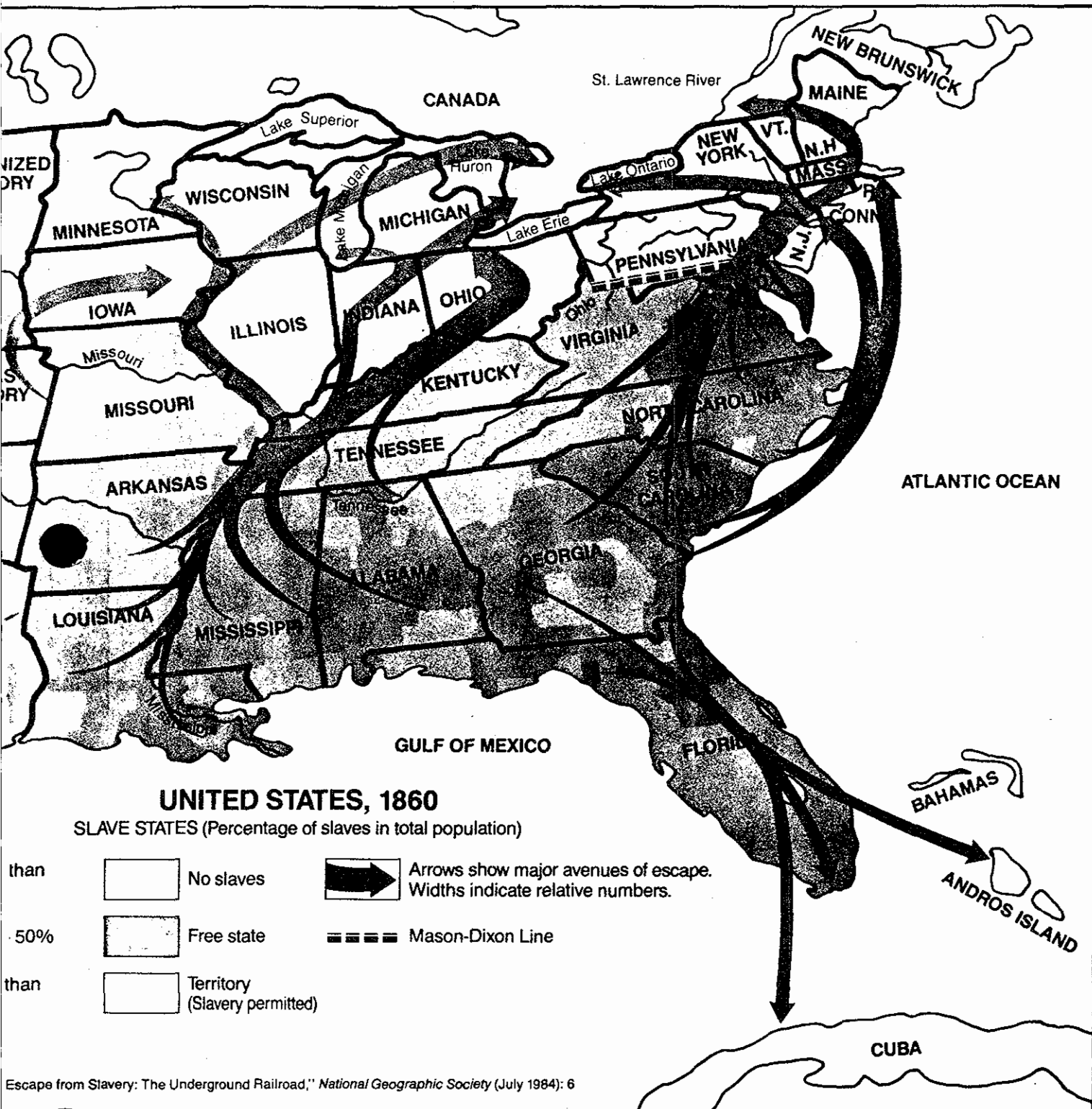
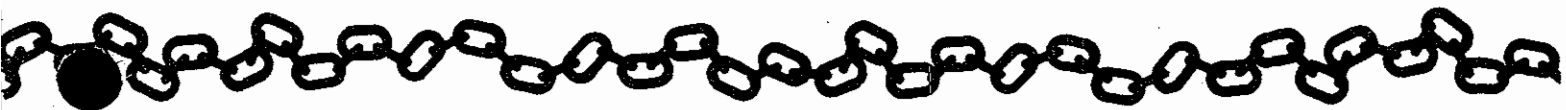
Presently, there are a few sites, such as the Frederick Douglass National Historic Site (District of Columbia), Levi Coffin (Indiana), Harriet Tubman (New York) homes, and Mother Bethel African Methodist Episcopal Church (Philadelphia), that have been recognized as National Historic Landmarks important for their association with the Underground Railroad. A comprehensive report on other sites is underway, along with this study, to determine the most appropriate ways to commemorate and interpret the Underground Railroad. Since this event was not concentrated in one area of the nation, the National Park Service will make every effort to involve state and local governments as well as organizations and private citizens in the study process. A final report containing recommendations, alternatives and cost estimates will be available to the public.

Additional Information

The National Park Service welcomes comments, suggestions, and information relating to the Underground Railroad. Please write or call:

Underground Railroad Study Project
National Park Service
Denver Service Center — Eastern Team
P.O. Box 25287
Denver, Colorado 80225
1-800-524-6878 (Barbara Tagger, project historian)







Underground Railroad Chronology

- 1607** Jamestown, Virginia, settled by English colonists.
- 1619** Twenty Africans are shipped to Jamestown, Virginia, on Dutch ships.
- 1641** Massachusetts colony legalizes slavery.
- 1642** Virginia colony enacts law to fine those who harbor or assist runaway slaves.
- 1660** Virginia colony legalizes slavery.
- 1741** North Carolina colony enacts law to prosecute any person caught assisting runaways.
- 1775** The Pennsylvania Abolition Society is established to protect fugitives and freed blacks unlawfully held in bondage.
- 1776** North American colonies declare independence from Great Britain.
- 1777-1804** Northern states abolish slavery through state constitutions.
- 1787** Northwest Ordinance prevents slavery to exist in the new federal territories. Free African Society of Philadelphia, an abolitionist group, is organized by Richard Allen and Absalom Jones.
- 1793** Fugitive Slave Act becomes a federal law. Allows slaveowners, their agents or attorneys to seize fugitive slaves in free states and territories.
- 1794** Mother Bethel African Methodist Episcopal Church is established in Philadelphia, PA.
- 1800** Nat Turner and John Brown are born. Gabriel Prosser stages an unsuccessful slave insurrection in Henrico County, VA.
- 1804** Underground Railroad is "incorporated" after slaveowner, Gen. Thomas Boudes of Columbia, PA, refuses to surrender escaped slave to authorities.
- 1816** Seminole Wars begin in Florida as a result of many slaves taking refuge with Seminole Indians.
- 1818** As a response to the Fugitive Slave Act (1793), abolitionists use the "underground" to assist slaves to escape into Ohio and Canada.
- 1820** Missouri Compromise admits Missouri and Maine as slave and free states, respectively. The measure establishes the 36° 30' parallel of latitude as a dividing line between free and slave areas of the territories.
- 1821** Kentucky representatives present resolution to Congress protesting Canada's reception of fugitive slaves.
- 1822** Former slave Denmark Vesey performs a slave uprising in Charleston, SC.
- 1829** Black abolitionist, David Walker issues David Walker's Appeal. Afterwards, several slave revolts occurred throughout the South.
- 1830** Levi Coffin leaves North Carolina, settles in Indiana and continues abolitionist activities.
- 1831** William Lloyd Garrison prints first issues of his anti-slavery newspaper, *The Liberator*. Black entrepreneur and abolitionist Robert Forten becomes chief financial supporter of the publication. Nat Turner stages insurrection in Southampton County, VA.
- 1832** Louisiana presents resolution requesting Federal Government to arrange with Mexico to permit runaway slaves from Louisiana to be reclaimed when found on foreign soil.
- 1834** National Antislavery Society organizes Underground Railroad as a response to pro-slavery argument.
- 1838** Underground Railroad is "formally organized." Black abolitionist, Robert Purvis, becomes chairman of the General Vigilance Committee and "president" of the Underground Railroad.
- 1842** Supreme Court rules in *Prigg v. Pennsylvania* that state officials are not required to assist in the return of fugitive slaves.
- 1845** Frederick Douglass prints *Narrative of the Life of Frederick Douglass*, an account of his slave experience and escape to freedom.
- 1847** Douglass edits anti-slavery newspaper, the *North Star*.
- 1849** Harriet Tubman makes her escape from Maryland.
- 1850** Compromise of 1850 attempts to settle slavery issue. As part of the Compromise, a new Fugitive Slave Act is added to enforce the 1793 law and allows slaveholders to retrieve slaves in northern states and free territories.
- 1852** Harriet Beecher Stowe's *Uncle Tom's Cabin* is published as a response to the pro-slavery argument.
- 1857** Supreme Court declares in *Scott v. Sandford* that blacks are not U.S. citizens, and slaveholders have the right to take slaves in free areas of the country.
- 1859** John Brown's failed raid on federal arsenal and armory in Harper's Ferry, Virginia which was aimed at starting a general slave insurrection.
- 1860** Republican candidate Abraham Lincoln is elected President of the United States.
- 1861** Civil War begins.
- 1863** President Lincoln issues the Emancipation Proclamation which declares "all persons held as slaves within any state... be in rebellion against the United States shall be free... forever free."
- 1865** Civil War ends. Thirteenth Amendment is amended to the U.S. Constitution abolishing slavery permanently.



As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under United States administration.

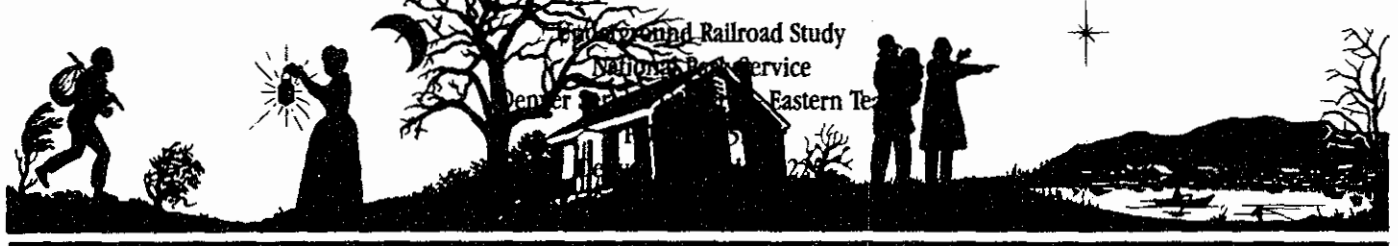


The National Park Service, Department of the Interior, is an equal opportunity agency and offers all persons the benefits of participating in each of its programs and competing in all areas of employment regardless of race, color, religion, sex, national origin, age, handicap or other nonmerit factors.



Taking the Train to Freedom

A STUDY OF THE UNDERGROUND RAILROAD



Comment Card

The National Park Service welcomes comments, suggestions, and information relating to the Underground Railroad. If you would like to contribute or be notified about the study, please complete the form below and return to the above address.

NAME

ADDRESS

PHONE

ORGANIZATION

Please list any sites you know or believe to be associated with the Underground Railroad:

SITE

ADDRESS

CURRENT USE

HISTORIC USE

OWNER

CONDITION

Please list any museums or other organizations that currently interpret the Underground Railroad, slavery, and/or abolition:

MUSEUM

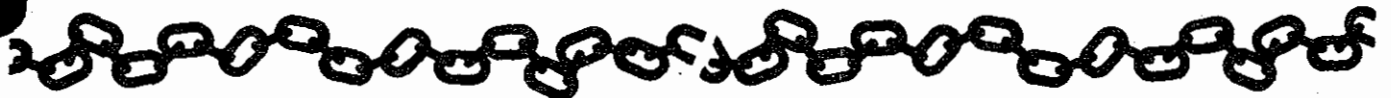
ADDRESS

PHONE

DIRECTOR/CONTACT PERSON

BRIEF DESCRIPTION OF CURRENT PROGRAM

(Please attach sheet for additional information)



APPENDIX C: LIST OF PARTICIPANTS AT WORKSHOP
KANSAS CITY, MISSOURI - OCTOBER 4-5, 1992

Wahidah Abdullah
Nealie Adkins
Christine Allen
Jonette L. Allen
Dr. James E. Alsbrook
Karen Arey-Burroughs
Thomas Battle
Paulette Bell-Inman
John W. Bond
Sharon A. Brown
Warren Brown
Dr. Broadus N. Butler
Lois D. Conley (Williams)
Kevin Cottrell
James Coleman
Vincent deForest
Elaine G. Estes
Dr. Eugene Eubanks
Susan Garland
Irma Borders Gayden
Jerome A. Greene

Ruth and Charles Hendon
Timothy L. Jenkins
Donald P. Jones, Jr.
Evelyn Mayfield
J. Weldon Norris
Christine Northern
Emanuel Northern
John C. Paige
Rose Powhatan (Pamunkey)
Betty J. Roberts
Marvin Robinson
Anita Bellamy Shelton
Raht Short
Connie Slaughter
Barbara Tagger
Floyd Thomas
Glennette Turner
James Vincent, Sr.
James Dent Walker
Dr. Fred Whitehead

APPENDIX D: NPS AREAS WITH AFRICAN AMERICAN HISTORY ASSOCIATIONS

Adams National Historic Site, MA
Andersonville National Historic Site, GA
Antietam National Battlefield, MD
Appomattox Court House National Historical Park, VA
Brices Cross Roads National Battlefield Site, MS
Brown vs. Board of Education National Historic Site, KS
Castillo de San Marcos National Monument, FL
Christiansted National Historic Site, VI
Colonial National Historical Park, VA
Dayton Aviation National Historical Park, OH
Dry Tortugas National Park, FL
Fire Island National Seashore, NY
Fort Bowie National Historic Site, AZ
Fort Clatsop National Memorial, OR
Fort Davis National Historic Site, TX
Fort Donelson National Battlefield, TN
Fort Frederica National Monument, GA
Fort Laramie National Historic Site, WY
Fort Larned National Historic Site, KS
Fort McHenry National Monument and Historic Shrine, MD
Fort Pulaski National Monument, GA
Fort Scott National Historic Site, KS
Fort Smith National Historic Site, AR
Fort Sumter National Monument (Battery Wagner), SC
Fort Union National Monument, NM
Gulf Islands National Seashore (Fort Massachusetts), MS
Homestead National Monument, NE
Jean Lafitte National Historical Park and Preserve, LA
Jimmy Carter National Historic Site, GA
Lincoln Memorial, D.C.
Longfellow National Historic Site, MA
Maggie L. Walker National Historic Site, VA
Mammoth Cave National Park, KY
Martin Luther King, Jr., National Historic Site, GA
Mary McLeod Bethune Council House, D.C.
Minute Man National Historical Park, MA
Morristown National Historical Park, NJ
Natchez Trace Scenic Trail, MS, AL, and TN
New River Gorge National River, WV
Perry's Victory and International Peace Memorial, OH
Petersburg National Battlefield, VA
Prince William Forest Park, VA
Richmond National Battlefield Park, VA
San Juan National Historic Site, P.R.
Santa Fe National Historic Trail, MO, KS, OK, CO, NM
Saratoga National Historical Park, NY
Sequoia National Park, CA
Shiloh National Military Park, TN
Stones River National Battlefield, TN
Trail of Tears National Historic Trail, NC, TN, GA, AL, OK, AR

Tupelo National Battlefield, MS
Tuskegee Institute National Historic Site, AL
Valley Forge National Historical Park, PA
Vicksburg National Military Park, MS
Women's Rights National Historical Park, NY

**APPENDIX E: REPRESENTATIVE SITES, PARKS, MUSEUMS,
ACTIVITIES, AND AGENCIES INTERPRETING THE
UNDERGROUND RAILROAD, SLAVERY, AND/OR ABOLITIONISM**

The following list was developed through newsletter responses, site visits, referrals, publications, and telephone calls. It is not to be considered complete, but an attempt to highlight the variety of Underground Railroad related activities currently available to the general public.

UNITED STATES

Delaware

Appoquinimink Friends Meeting House, Odessa
Delaware Council of Friends, c/o Wilmington Friends Meeting
4th & West Street, Wilmington 19801

Built in 1785 by David Wilson, this small brick meetinghouse is reported to have been a station on the Underground Railroad. Restored by the Wilmington Meeting, the meetinghouse holds worship services on the first Sunday of each month. Visitors are welcome. Historical marker was unveiled at the site on March 10, 1994.

Delaware History Museum
Historical Society of Delaware
505 Market Street, Wilmington 19801, (302) 655-7161

The museum's main focus is on Delaware history. The museum staff uses an "Underground Railroad thru Delaware" board game in its "African Americans in Delaware" education program. The program takes students through the experience of trying to escape on the Underground Railroad. The society also interprets the Underground Railroad through publications.

Delaware State Museums
P.O. Box 1401, 102 South State Street, Dover 19903, (302) 739-5316

Delaware State Museums is part of the Division of Historical and Cultural Affairs, a state agency mandated to interpret Delaware's historical and cultural past. Eight state-owned museums feature special exhibits and interpretive programming. African American history programs are offered at several sites, including the John Dickinson Plantation (see below). The program "Samuel Hawkins Flight to Freedom" offered at New Castle Court House in New Castle, focuses on the experiences encountered by the Hawkins family during their flight for freedom on the Underground Railroad through Delaware in 1845.

John Dickinson Plantation National Historic Landmark
Division of Historical and Cultural Affairs
P.O. Box 1401, 102 S. State Street, Dover 19903, (302) 739-5316

Interpretation focuses on John Dickinson and his working plantation in the late 1700s, including free African American tenants and enslaved African Americans. The site features a visitor center with exhibits and audiovisual program, outbuildings, and grounds.

Thomas Garrett Historical Marker
4th and Shipley Streets
Wilmington 19801

This marker for Thomas Garrett, stationmaster of the Underground Railroad (1789-1871) was unveiled in August 1993, and is at the Delaware Technical & Community College.

District of Columbia

Center of Ideal Education/Ideal Learning Center, The Ideal School of Washington
1501 Gallatin Street, N.W., Washington 20011, (202) 726-0313

The center features an annual two-day bus trip on Underground Railroad route across four states (D.C. to Philadelphia) and 100 years of African American history. A one-day bus trip on Underground Railroad routes (D.C., Pennsylvania, Maryland, etc.) is also available to visitors.

Frederick Douglass National Historic Site
1411 W. Street, S.E., Anacostia 20020, (202) 426-5960

This NPS site was established to commemorate African American history. The site was Douglass' home later in life, and features a visitor center with exhibits and a film, and tours of the home. Interpretive programming highlights Douglass' life and achievements, as well as his role in the 19th century abolitionist movement.

Florida

Timucuan Ecological and Historic Preserve
12713 Ft. Caroline Road, Jacksonville 32225, (904) 251-3537

This NPS area has significant African American history associations. The preserve features the Zephaniah Kingsley Plantation, a sea island plantation with a main house and tabby slave quarters. Interpretation focuses on Kingsley, the task system as practiced at the plantation, and the slave community.

Illinois

Richard Eells House
415 Jersey Street, Quincy

Built between 1835 and 1836, this is the home of Underground Railroad conductor Dr. Eells who was charged with aiding an enslaved man. His case went to the Supreme Court. The house is being restored. Visitors can view stages of restoration process.

Owen Lovejoy Home
E. Peru Street, Princeton

Site of a daring escape, the home of Underground Railroad station operator and later Congressman Owen Lovejoy, brother of martyred Elijah Lovejoy.

Old Graue Mill and Museum
Oakbrook

This Underground Railroad station is the only operating water-powered grist mill in the state. It now features a special Underground Railroad display.

Indiana

Levi Coffin State Historic Site
Levi Coffin House Association, Indiana State Museum System
P.O. Box 77, U.S. Route 77, Fountain City 47341, (317) 847-2432

"They must have an underground railroad running hereabouts and Levi Coffin must be the president of it," a frustrated Kentucky slavehunter muttered. By tradition, this is the origin of the phrase describing the effort of thousands of enslaved people to reach freedom. Although there were

many routes north, Coffin's operation in Indiana was known as the Underground Railroad's "grand central station." During the two years they lived here, Levi and Catharine Coffin, North Carolina Quakers, helped 2,000 escapees reach safety. Guided tours of the restored home are offered by the Levi Coffin House Association. The site offers a film and publications on the Coffins and other abolitionists.

Charles Pace, Actor

1801 Perrine Street, Lafayette 47904, (317) 742-3287

Charles Pace's plays span 150 years of African American history. His one-man drama, "Young Mr. Douglass," is based on the life of Frederick Douglass and depicts scenes from Douglass' life. Other plays include "Theatre in Black," a dramatic survey of African American poetry and prose; and "No Shackles on My Soul," which traces the development of African American culture through characters representing African American clergymen and church music of four historical periods.

Iowa

The Todd House

Tabor Historical Society

705 Park Street, Tabor 51653, (712) 629-2675

Built in 1853, the Todd House served as a station on the Underground Railroad. It is open as a museum.

Kentucky

Kentucky Military History Museum

U.S. 60 at Capitol Ave., Frankfort, (502) 564-3265

Hundreds of escaped slaves from Kentucky crossed the Ohio River to freedom. Many joined the federal army, enlisting at a rate of 100 a day after 1863. The Military History Museum has interpretive displays on the history and achievements of these African American units in the Civil War.

White Hall State Shrine

No street address, Richmond 40475, (606) 623-9178

White Hall was the home of antislavery advocate Cassius Marcellus Clay. He published an antislavery newspaper, "The True American," and founded Berea College in Berea, Kentucky, a university for both African American and White races. The estate house is open for tours, and is operated by the Kentucky Department of Parks.

Old Washington

Old Washington, Inc., P.O. Box 227, Washington 41096, (606) 759-7411

Costumed guides take visitors on guided walking tours through Old Washington's early 19th century buildings and homes. The Paxton-Evans House, ca. 1800, was the home of James Paxton, a lawyer and abolitionist. The Paxton Inn, ca. 1810, was a station on the Underground Railroad when owned by James Paxton. A fee is charged for the guided tours, and the site features special events and antique, craft, and specialty shops as well.

Mammoth Cave National Park

Mammoth Cave 42259, (502) 749-2508

This NPS site served as a primary place of refuge for runaways who escaped on the Underground Railroad. Interpretation also includes the history of African Americans who served as the initial guides of the cave and the type of labor performed by Black laborers.

Maryland

Harriet Tubman Birthplace

Historical Marker near Bucktown, 8 miles south of Cambridge on Maryland 397

Harriet Tubman Association, (301) 228-0401

Harriet Tubman was born in 1820 in the tobacco-growing area of Maryland's Eastern Shore. In 1849 she left her husband and went north, returning later for her parents, siblings, and others. The historical marker is at the site of the plantation where Tubman was born. The Harriet Tubman Association in Cambridge offers tours of sites associated with Tubman, including her birthplace, the Bazzell Methodist Episcopal Church, and Scenic Long Wharf.

Massachusetts

Andover Historical Society

97 Main Street, Andover 01810

The society produced a map entitled, "Anti-Slavery Movement in Andover", featuring seven sites. All of these sites are associated with the Underground Railroad and/or abolitionism. These include the home of Harriet Beecher Stowe, the West Parish Anti-Slavery Society meeting place, and graves of freed slaves.

Boston African American National Historic Site

46 Joy Street, Boston 02114, (617) 742-1854

This NPS site was established to commemorate African American history. The site contains 15 pre-Civil War African American history structures, linked by the 1.6-mile Black Heritage Trail. Interpretation focuses on African American history, including slavery, abolition, and the Underground Railroad. The African Meeting House is the oldest African American church building still standing in the U.S. Frederick Douglass, Harriet Tubman, and Sojourner Truth gathered there to fight against slavery. Other sites on the trail include the home of an Underground Railroad escapee and abolitionist, Lewis Hayden, and the home of abolitionist John Coburn.

Newton City Museum, The Jackson Homestead

527 Washington Street, Newton 02158, (617) 552-7238

Built in 1809, the Jackson Homestead was home to Edward Jackson, a 1643 settler of Newton. The home was a station on the Underground Railroad in the 1850s. Current interpretation and programs include the Abolition Room, where the Jackson family hid runaway slaves, as well as changing exhibits, a children's gallery, workshops, lectures, house and walking tours, and a photograph and document collection. Museum visits are from Sunday through Thursday.

Underground Railway Theater

Arlington (617) 643-6916

The theater offers a 50-minute play, told by two actresses/puppeteers using a giant patchwork quilt. The play is designed for grades 1-8, with themes of women's work and collaboration on the Underground Railroad, courage, cooperation between the races and stereotyping. The play features audience participation, dramatic scenes, and live music based on the spirituals of the slavery era. Preparatory and follow-up materials are available for teachers.

Michigan

Crosswhite Boulder

Historical Marker in Triangle Park

Corner of Michigan Ave and Mansion Street, Marshall

Adam Crosswhite and his family escaped slavery in Kentucky and settled in Marshall. In 1846, Kentucky slavehunters came into town and asked that the Crosswhites be given to them. Instead, town officials arrested the slavers for attempted kidnapping when they attempted to seize the family. The Crosswhites were taken to Canada for safety. The arrests brought national attention and the case led to southern demands for protection of property. In 1850 Congress passed the Fugitive Slave Law. The Crosswhite Boulder marks the site where the slavehunters were arrested.

Historical Society of Battle Creek

Cambial House Museum

196 Capital Ave NE, Battle Creek 49017, (616) 969-2613

The historical society offers a school packet of information about the Underground Railroad for use by teachers and students. It includes several items: a description of local Battle Creek history, a word list of terms associated with the Underground Railroad, an Underground Railroad game, text and music of Underground Railroad songs, and suggestions for incorporating Underground Railroad history into social sciences/government, science, art and music, math, and language educational activities.

Museum of African American History

301 Frederick Douglass, Detroit 48202 (313) 833-9800

The museum's exhibits are undergoing renovation, to be completed in 1995, and will focus on African American history, including Michigan's role in the Underground Railroad. Detroit was a primary escape route because of its geographical location on the Canadian border. Current interpretive programs emphasize the history of slavery, including the middle passage.

Dr. Nathan Thomas Underground Railway House

Schoolcraft Historical Society, P.O. Box 638, 613 E. Cass Street, Schoolcraft 49087

(616) 679-4304 or (616) 323-1434

The Schoolcraft Historical Society preserves and interprets Dr. Nathan Thomas's home, an Underground Railroad "station" from 1843 to 1863. Tours of the house are available through appointment with the historical society.

Second Baptist Church of Detroit

441-461 Monroe Avenue, Detroit 48226, (313) 961-0920

This was Detroit's first African American church. For 29 years the Second Baptist served as Detroit's leading Underground Railroad station in the mid-1800s. Tours of the basement room that served as the station are available by appointment.

Underground Railroad Sculpture

Battle Creek

This sculpture, dedicated in October 1993, was commissioned by the W. K. Kellogg Foundation to celebrate Battle Creek abolitionist Erastus Hussey and Harriet Tubman, as well as the unsung heroes of the Underground Railroad. The sculpture is located behind the Kellogg foundation's headquarters, near the site of Hussey's house and store.

Village of Vandalia Underground Railroad Site
18035 East State Street, P.O. Box 57, Vandalia 49095, (616) 476-2344

A proposed Underground Railroad Historical Park Project will provide cultural benefits for visitors to the village of Vandalia. The site will include capital improvements and tourism information. The village proposes to use north side of the Malo Banes Memorial Park, near the Christian Creek, which was used as an Underground Railroad escape route through Cabs County. Part of the cultural site will feature a memorial with sculpture and architecture.

Minnesota

Wilder Forest
14189 Ostlund Trail North, Marine on St. Croix 55047, (612) 433-5198
Register with Kamau Kambui

Wilder Forest is a camp and conference center owned and operated by the Amherst H. Wilder Foundation, a social service agency serving the St. Paul community. The staff offers an "Underground Railroad" experiential learning adventure that takes youth and adults through a simulation of an escape to the North. Participants visit a Native American village, a Quaker homestead, and meet with historical figures from the era. The program is part obstacle course, part theater, part natural science field trip, and part cooperative living experiment. Wilder Forest is used by educational, social welfare, cultural, and other nonprofit organizations and public agencies.

Mississippi

Natchez National Historical Park
P.O. Box 1086, Natchez 39121, (601) 442-7047

This is an NPS area with significant African American history associations. The park includes the William Johnson House, home to the antebellum free African American barber and diarist, as well as an in-town estate, Melrose. Melrose features the main house with outbuildings, slave cabins, and grounds. Interpretation focuses on the diversity of the African American experience in Natchez, including slavery.

Missouri

George Washington Carver National Monument
P.O. Box 38, Diamond 64840, (417) 325-4151

This is an NPS area established to commemorate African American history. The monument contains the farm where Carver was born and where he spent his childhood. Visitors learn of Carver's birth into slavery, and of his achievements as a nationally known educator, botanist, agronomist, chemist, and artist.

Jefferson National Expansion Memorial
11 N. 4th St., St. Louis 63102, (314) 425-4468

This is an NPS area with significant African American history associations. The memorial contains the 1834 Old Courthouse where the first two trials (1847, 1850) of the Dred Scott case was held, before case went to the U.S. Supreme Court. Interpretation focuses on Scott's life and his attempt to secure his freedom through the judiciary system.

Nebraska

The Great Plains Museum
2213 Lake Street, Omaha 68110, (402) 345-2212

The Great Plains Museum is the largest African American historical/cultural institution west of the Mississippi River. Located in the original Nebraska Telephone Building and listed on the National Register of Historic Places, the museum focuses on the history of African Americans in the Great Plains of America. The museum has artifacts, memorabilia, and rare collections on African American women, music, the military, and the Underground Railroad.

New York

Peterboro Area Museum
c/o Beth Spokowsky (Peterboro Area Museum), The Little Homestead
P.O. Box 42, Cazenovia, 13400, (315) 684-9022

The museum interprets the accomplishments of abolitionist Gerrit Smith and his family history, and features historical items from Peterboro's past. Tours are available by appointment or on Sundays during the summer.

Schoellkopf Geological Museum
New York State Office of Parks, Recreation & Historic Preservation, Western District - Niagara Frontier Region, Niagara Reservation State Park, Niagara Falls, Niagara Frontier State Parks
Prospect Park 14303, 716 278-1780

A program, "From Bondage to Freedom," is offered to western New York schools and organizations. The program features hands-on materials and slide show that traces early African culture, the European invasion of Africa, slavery in America, and escape via the Underground Railroad, including routes in Buffalo, Lewiston, and Canada.

The Underground Railroad Committee of the Niagara Frontier, Kevin Cottrell, Committee President - "Trek A Mile In My Shoes" program retraced the Harriet Tubman trail, a 21-day walk from Atlanta to Niagara-on-the-Lake, Ontario, visiting 12 sites in July 1993. The committee offered a one-day only exhibit with photographs and slide presentation of the 1993 trek in Niagara Falls on March 13, 1994.

Schuyler Mansion State Historic Site
New York State Bureau of Historic Sites, 32 Catherine Street, Albany 12202, (518) 434-0834

The mansion of Philip Schuyler — wealthy New Yorker, Revolutionary War general, and U.S. senator — is open for public tours. Documentation concerning Schuyler's ownership of African American slaves is available, although there are no physical remains of the estate's outbuildings or slave quarters.

Harriet Tubman Home for the Aged
180-82 South Street, Auburn, 10321, (315) 252-2081

In 1906 Harriet Tubman deeded her home to the African Methodist Episcopal Zion Connection for use as a home for aged and indigent African Americans. It is open for tours on Tuesday-Thursday, from 11:00 A.M. to 4:00 P.M. Tubman is buried in Auburn's Fort Hill Cemetery.

Reclaim the Memories: Black History Tours of Old New York
270 Edwards Place, Yonkers 10703, (914) 966-1246

Dr. Sherill D. Wilson offers a variety of tours throughout New York City, emphasizing African American history. Her tours include Greenwich Village, City Hall Area, Black Women's History, Young People's City Hall Area, New York Multicultural History, Wall Street area, and

Harlem highlights. The Wall Street area tour highlights the site of the 19th century Downing Oyster House, an African American owned restaurant and stop on the Underground Railroad.

"The Underground Railroad" Game
Chatham Hill Games, Chatham

Using a game board, cut-out playing pieces, and a spinner, players try to reach Canada by way of "agents" and "conductors," and by avoiding slave catchers. A cassette with music associated with the Underground Railroad is included, along with educators' notes for activities, key concepts, and glossary.

Ohio

Benjamin Hanby House
Ohio Historical Society State Memorial, The Westerville Historical Society
160 W. Main Street, Westerville 43081, (614) 846-1683

In 1856 Benjamin Hanby authored the song "Darling Nelly Gray," a protest against slavery and a campfire song of the Union Army during the Civil War. The song's lyrics told of the human cost of slavery: "O my poor Nelly Gray, they have taken you away./ And I'll never see my darling anymore./ I'm sitting by the river, and I'm weeping all the day./ For you've gone from the old Kentucky shore." The Hanby house and barn served as a station on the Underground Railroad. The house is open for tours, and educational programs and publications are available.

Rankin House
Ohio Historical Society State Memorial
1982 Velma Avenue, Ripley 43211, (513) 392-1627

Guided tours are available of the Reverend John Rankin house, one of the most important stations on the Underground Railroad. Rankin and his wife Jean are credited with aiding over 2,000 escaping slaves. Rankin often retold the story of a young woman escaping in winter by crossing the river on ice flows. Harriet Beecher Stowe later used this story in *Uncle Tom's Cabin*.

Harriet Beecher Stowe Home
Ohio Historical Society, 2950 Gilbert Avenue, Cincinnati 45206, (513) 632-5120

This house was the Cincinnati home of the author and humanitarian, Harriet Beecher Stowe. Her *Uncle Tom's Cabin*, inspired by escape accounts and a speech by Reverend Josiah Henson, brought the world's attention to the horrors of slavery. The home is a museum of the Beecher and Stowe families, and serves as an educational and cultural resource center for youth and adults. It is open free to the public on Tuesday-Thursday, from 10:00 A.M. to 4:00 P.M.

Underground Railroad Monument
Oberlin

This monument, funded through donations from the community, was dedicated on October 1, 1993. The Lorain County Visitors Bureau presented the monument to the city of Oberlin, and placed it in the Westwood Cemetery to commemorate the runaways who passed through Oberlin as well as those who stayed and are buried there. The monument is a part of the Lorain County Visitors Bureau's cemetery tour.

African American Heritage Tour
Lorain County Visitors Bureau
P.O. Box 567, Larain County 44052. (800) 334-1673; 216) 245-5282

Runaway slaves passed through Lorain County on a direct route to Lake Erie. Oberlin was the site of the 1858 Wellington-Oberlin slave rescue, where John Price, a runaway slave living in Oberlin, was captured by slave catchers. A crowd from Wellington and Oberlin, including students,

freed and runaway Blacks, townspeople, farmers, and wealthy citizens, gathered together and freed Price, and hid him until he could be taken to Canada. Thirty-seven rescuers were indicted for the roles in the rescue, and 20 spent time in jail. The incident caught international attention. Sites in Lorain County associated with the Underground Railroad and the history of slavery are diverse, and include several homes and stations, and a swamp. Other sites include the First Church in Oberlin, meeting site of the Oberlin Anti-Slavery Society, and the Oberline Westwood Cemetery, burial place of abolitionists and former enslaved people. The county also hosts several related festivals and events. The Oberlin Area Chamber of Commerce (216) 774-6262 prints a brochure "Oberlin and the Underground Railroad" with a description of Oberlin's association with the Underground Railroad, and suggestions for further reading.

Pennsylvania

Afro-American History and Cultural Museum
701 Arch Street, Philadelphia 19106 (215) 574-0380

The museum features exhibits, programs, and activities that interpret African and African American art. Featured are walking tours of Philadelphia that include interpretation of the Underground Railroad.

Dr. Julius LeMoyne House
Washington County Historical Society
49 E. Maiden Street, Washington 15301, (412) 225-6740

The Washington County Historical Society is located in the home of abolitionist Dr. F. Julius LeMoyne, a stop on the Underground Railroad. In 1989 the historical society implemented an outreach program on the Underground Railroad. The program includes youth and adult presentations on the Underground Railroad, abolition, and local abolitionists. The historical society's archive collection contains documents related to the antislavery movement.

Longwood Meeting House
Brandywine Valley Tourist Information Center, Chester County Tourist Bureau
Route 1, Kennett Square 19348, (215) 388-2900

The Longwood Progressive Meeting and its Quaker members played an active role in the abolition movement in Kennett Square and throughout the surrounding area. Underground Railroad routes were prevalent through the region. The meeting house has been restored for adaptive use as an information center, and features displays and exhibits of the building's history, as well as regional history. Guided tours of the site are available to groups by advance reservation, and visitors may walk through the Longwood Progressive Meeting Cemetery across the street.

History Alive! Richard Pauling
R.D. 8, Reading 19608, (215) 777-6761

Richard Pauling offers interpretive/education services, including living history programs focusing on industrial and social history. One of his programs, entitled "Created Equal" allows the audience to learn about slavery, the Underground Railroad, the Fugitive Slave Law, and other topics through the eyes of 19th century ironmaster Levi Bull Smith.

Tennessee

Hunt-Phelan Home
533 Beale Street, Memphis 38103, (901) 525-8225

Contact: Elaine L. Turner and Joan L. Nelson, Heritage Tours, Inc., 280 Hernado, Memphis 38126, (901) 527-3427.

Jacob Burkle Home (Slave Haven)
850 Second Street, Memphis 38103

Contact: Elaine L. Turner and Joan L. Nelson, Heritage Tours, Inc., 280 Hernado, Memphis 38126, (901) 527-3427.

Vermont

Rokeby House/Museum

R.D. 1, Route 7, P.O. Box 1540, Ferrisburg 05456, (802) 877-3406

This site was the farm and home of the Robinson family of settlers, farmers, reformers, activities, authors, and artists. Rowland Thomas Robinson became a leader in the abolitionist movement and established his house as a stop on the Underground Railroad. The site offers house tours and inhouse and outreach programs for schools and the general public.

Virginia

Booker T. Washington National Monument

P.O. Box 310, Hardy 24101, (703) 721-2094

This NPS area was established to commemorate African American history. The monument was the birthplace and early childhood home of the famous African American leader and educator. Visitors learn of Washington's childhood in slavery, of his freedom obtained at the end of the Civil War, and of his subsequent fame as the most influential Black man of his time.

Museum of the Confederacy

1201 East Clay Street, Richmond 23219, (804) 649-1861

Museum programming includes interpretive exhibits and publications focusing on African American history. Educational materials and programs for children are available, including living history programs and summer day camps. A teacher's resource packet, "Before Freedom Came: African American Life in the Antebellum South," produced in conjunction with the exhibition of the same name at the museum, along with other publications are offered through the museum's education office.

Wisconsin

Milton House Museum/Goodrich Log Cabin

P.O. Box 245, Milton 53563, (608) 868-7772

The Milton Historical Society offers guided tours of the Milton House, built in 1844, a hexagonal structure serving as a stop on the Underground Railroad. The house is connected to the 1837 Goodrich Log Cabin by a hand-dug tunnel that served as a hiding place for runaways. Milton was founded by Joseph Goodrich, a known and active abolitionist. The site offers other visitor amenities as well, including special events and exhibits.

West Virginia

Harpers Ferry National Historical Park

P.O. Box 65, Harpers Ferry 25425, (304) 535-6163

This is an NPS area with significant African American history associations. The park has rich African American history resources of both local and national significance: a substantial slave and free African American population lived in antebellum Harpers Ferry; John Brown attempted

to start a slave rebellion here; thousands of African Americans worked in and passed through the town during the Civil War; and Storer college, a primarily African American college was established there in 1867. The park is currently integrating African American history into its entire interpretive program. A research database is being used for educational outreach programs, special events, temporary exhibits, tours, and other permanent exhibits. Park staff also offer training for other sites on both a regional and national level.

VIRGIN ISLANDS

Virgin Islands National Park/Annaberg
P.O. Box 7789, Charlotte Amalia, St. Thomas, VI 00801

This unit on St. John Island consists an interpretation of the ruins of a sugar plantation and depicts slavery in the Caribbean. The area is open daily for visitation.

Whim Plantation Museum
P.O. Box 2855 Frederiksted, St. Croix 00841, (809) 772-0598

The St. Croix Landmarks Society offers guided tours of this restored sugar plantation. The site features estate buildings, a restored windmill and animal mill, and a sugar and gum factory ruins with steam engines and industrial artifacts. There are exhibits and a working furniture restoration shop, as well as a museum store.

CANADA

Ontario

North American Black Historical Museum & Cultural Center
277 King Street, Amherstburg N9V 2C7, (519) 736-5433

Museum contains historical artifacts and materials, with permanent exhibits telling of slavery and the Underground Railroad. Education programs offer African-Canadian history, slavery in Canada, and lessons on the Underground Railroad.

John Brown Meeting House/First Baptist Church
135 King Street East, Chatham N7M 3N1, (510) 354-6125 or 1-800-561-6125 (Continental U.S.A.)

The First Baptist Church is one of the sites where John Brown and followers planned the raid on Harpers Ferry, Virginia. The church is open by request only for group tours.

Chatham Cultural Centre/Chatham-Kent Museum
75 William Street North, Chatham N7M 4L4, (519) 354-8338

The Chatham Cultural Centre contains the Thames Art Gallery, the Kiwanis Theatre, and the Chatham Kent Museum, all under one roof — all operated by the City of Chatham's Culture and Recreation Department. The museum exhibits the history of Chatham, including the Underground Railroad.

Raleigh Township Centennial Museum/Elgin Settlement
P.O. Box 53, North Buxton N0P 1Y0, (519) 352-4799

Founded in 1849, many Elgin Community settlers were fugitives of American slavery who escaped prior to the Civil War. The museum includes a research library, cultural center, and art exhibits. The museum's prime concern is the preservation of material and artifacts of Raleigh, with emphasis on the history and accomplishments of the original settlers in the Elgin Settlement.

Uncle Tom's Cabin Historic Site, (*The Dawn Settlement*)

R.R. #5, Dresden NOP 1M0, (519) 683-2978 from May to September; (519) 862-2291 Year-round administration.

Josiah Henson's experiences formed the basis of the book *Uncle Tom's Cabin*. Henson started the Dawn Settlement for refugee slaves. The site contains original buildings and artifacts, and interprets the life of Josiah Henson through his home, gravesite, and church.

John Freeman Walls Historic Site and Underground Railroad Museum, Puce
c/o Proverbs Heritage Organization
1307 Pelissier Street, Windsor, N8X 1M4. (519) 258-6253

The site is sponsored by Proverbs Heritage Organization, a registered nonprofit charity. Tours are provided, wherein Underground Railroad conductors take passengers back in time, and journey from Africa, slaves states, and freedom in Canada. Tours of log cabin built in 1846 by slave John Freeman Walls and his wife Jane King Walls. The Freedom Train Museum contains exhibits about the Underground Railroad. The site also features education packages for teachers, including teachers manual, video-tapes, etc.

Underground Railroad Heritage Tours Inc.

Barbara Theobalds, 33 Beaty Ave., Toronto M6K 3B3 (416) 391-5284

This company offers several tours of Underground Railroad related sites and communities in Ontario. These include the Harriet Tubman Tour in Windsor and Amherstburg; the Mary Ann Shadd Tour in Buxton, Dresden, and Chatham; the Josiah Henson Tour in Dresden; the Frederick Douglass Tour in Amherstburg and Windsor and the Detroit River; and the African American Heritage Tour.

The Ontario Black History Society/The Ontario Heritage Centre

10 Adelaide Street East, Suite 202, Toronto M5C 1J3. (416) 867-9420

The Ontario Black History Society is dedicated to the study of Black history in Canada. It recognizes, preserves, and promotes the contribution of African Americans through education, research, and cooperation. The society has mounted major traveling exhibitions, produced educational videos, and assisted in the unveiling of an historical plaque commemorating Josiah Henson and the Dawn Settlement in Dresden, Ontario. Ongoing programs and activities include public education, oral history, publications, research writing, and youth programs.

**APPENDIX F: PRELIMINARY COMPILATION OF SITES AND STRUCTURES (380)
ASSOCIATED WITH THE UNDERGROUND RAILROAD STORY
WITHIN THE UNITED STATES AND ITS TERRITORIES**

The information below was developed using a variety of sources. It includes research collected by the NPS study team using secondary resources, information gathered during the national historic landmark theme study, information supplied by state historic preservation offices, and sites and structures suggested by the public for the study. This compilation should be looked on as a *representative sample* of sites associated with the Underground Railroad story. It is a starting point for further research and refinement. Much additional primary research is necessary to develop a comprehensive listing of sites associated with the Underground Railroad. If any of the concepts proposed in this study were selected for implementation, additional research would be required to identify all sites and structures associated with the Underground Railroad. This information provides the reader with a broad sampling of resources that represent the Underground Railroad and the concentration of these sites. More detailed descriptions of multistate and intrastate operations can be found in such sources as the work of Underground Railroad Advisory Committee Chairman Charles L. Blockson and committee members Glennette Turner and Robin Winks, respectively.

NOTE: Key abbreviations for the table are provided on p. 183.

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
CT	First Church of Christ (BAL, NHL)	75 Main St., Farmington	1841	Associated with <i>Amistad</i> captives
	Francis Gillette House (NR)	511 Bloomfield Ave., Hartford		Gillette was a U.S. Senator whose house was URR station
	Hempstead House (NR)	New London	1678 and ca. 1710	Associated with URR activity
	Elijah Lewis House	738 Farmington Ave., Farmington		Documented URR station; Lewis was active agent for URR
	Amon Tinker House	Old Lyme		Associated with URR activity
	Washband Tavern	Oxford		Home was used to harbor slaves located on western CT URR route
	Austin F. Williams House	127 Main St., Farmington	1841	Housed the <i>Amistad</i> Africans in 1841; cellar in the house was used as refuge for runaway slaves
	Uriel Tuttle House	Torrington	1802	Station on URR; Tuttle was president of the state's Anti-slavery Society

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
CT (cont.)	Prudence Crandall School (NR, NHL)	Corner of routes 14 and 169, Canterbury	Opened in 1831; closed in 1834	URR station closed due to community disapproval
	Birthplace of David Ruggles	Norwich	1810	Active in New York City's antislavery circles and the URR
	The Ovals	Seely Rd., Wilton		Documented URR station
	Samuel Deming House	66 Main St., Farmington	1840s	Colleague of Austin Williams; also a documented URR station
	Smith-Cowles House	27 Main St., Farmington		House not intact. Cowles one of the stationmasters of Farmington
	Enfield Shakers Historic District (NR)	State Prison Enfield		One of the most convincingly URR sites in Connecticut (now communitarian village)
	Porter Memorial	67 Main St., Farmington	Built in 1901-02	Stands on historic meeting house green, which was associated with the <i>Amistad</i> incidence
	Union Hall (currently Art Guild)	Hart St., Farmington	Moved from original location in 1904	Upstairs rented to abolitionists and anti-abolitionists meetings. Originally built at present site of Porter Memorial
	Rev. Noah Porter House	116 Main St., Farmington	Built in 1808; minister of the Congregational Church in 1841	One of the three Mende children lived with the Porter family while in Farmington
	Thomas Cowles House	148 Main St., Farmington		Home of abolitionist Thomas Cowles, who was secretary of anti-slavery society in Farmington
Gen. Solomon Cowles House	154 Main St., Farmington	Built in 1784; in 1791 he was a member of the Conn. Society of the Promotion of Freedom	Home of abolitionist Solomon Cowles, a Farmington merchant and revolutionary soldier	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
CT (cont.)	Riverside Cemetery, Canal, and Meadows	Garden St., Farmington	Opened in 1828	Abolitionists Austin Williams and Samuel Deming are buried here, and beyond the "Indian Obelisk" are the canal and open meadows where Africans raised crops
	Canal House, Pitkin Basin	128 Garden St., Farmington		From here Africans traveled to other towns to give exhibitions and to raise money for their return to Africa
	Samuel Deming Store	2 Mill Lane, Farmington		On the second floor the Mende were initially housed, then attended classes for five hours a day, six days a week
DE	Thomas Garrett House	4th and Shipley Sts., Wilmington		Major URR station; Garrett assisted Tubman in aiding runaways to escape
	Woodburn Governor's Mansion (NR)	Dover	Mansion built ca. 1790	Probable site of URR house that contained tunnel that was probably used in slaves escape
	Choptank River	Maryland	Tubman escaped in 1849	Tubman followed this river from Maryland into Delaware
	Lockerman House	Delaware State College, Dover	Built in 1742	Site associated with URR activity
	Cooper House	15 N. Main St., Camden	Built in 1782	Runaway slaves were hidden in a room above the kitchen
	Longwood near Willow Grove	Just a few miles from the Cooper House in Camden	1833	Slaves hid in barn which is still standing (house is no longer standing)
	Wildcat Manor	On the Saint Jones River near Lebanon	Ca. 1720s	Slaves were allowed refuge and transportation was provided by boat to Pennsylvania
	Appoquinimink Friends Meeting House	Main Street, Odessa	Built in 1785	Served as a place of shelter to runaway slaves

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
DE (cont.)	John Hunn House	Middletown		Probable URR station; Hunn was most prominent figure in URR movement south of Wilmington
	Star Hill AME Church	Star Hill	Built in 1863	Possible stop on URR route
	Old Town Hall (NR)	512 Market St., Wilmington	1798	Used for abolition society meetings; now called Museum of Historical Society of Delaware
	Peter Lowber House	Frederica	Built in 1750	Linked to URR in the smuggling of runaway slaves
	Peter Spencer Plaza	800 North French St., Wilmington		Memorial and burial site of Rev. Peter Spencer (escaped from slavery in Maryland; founder of first African American church in Wilmington); church was haven for runaway slaves
	Wilmington Friends Meeting House/Cemetery (NR)	4th and West Sts.		Thomas Garrett, stationmaster of the URR, attended meeting house and is buried in the cemetery
	Camden Friends Meeting House	Camden	Built in 1805	Adjacent to meeting house is burial site of John Hunn, chief engineer of the southern end in Delaware. Hunn was tried and convicted for aiding Samuel Hawkins family escape in trial of 1848
	Daniel Corbit's Clearfield Farm	Smyrna	Built in 1755	URR station
	Slave Dwelling	Seaford		Only extant slave dwelling in the state. It is situated on estate of Gov. William H. Ross (governor from 1851-55)

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
DE (cont.)	Link of Triangle Trade Route	Smyrna		Sugar, molasses, and slave trade route
	The Brick Store Landing - Brick Store	Northern bank of Duck Creek		Oral tradition holds that prior to Civil War landing was depot for kidnapped free negroes being sold South. Blacks had been brought in by boat and retained at store.
DC	Bruce (Blanche K.) House (NHL)	909 M St., NW	1865	Escaped runaway became first Black U.S. Senator; this was his post-Civil War residence
	Cary (Mary Ann Shadd) House (NHL)	1421 W St., NW	1881-85	Post-Civil War residence of abolitionist activist
	Frederick Douglass NHS (NPS)	141 W. St., SE	Purchased in 1877	Post-Civil War residence of the escaped slave/abolitionist
	Charlotte Forten Grimke House (NHL)	1608 R St., NW	Ca. 1880	Post-Civil War residence of Black abolitionist and journalist
	Mount Zion/Female Union Band Cemeteries (NR)	2600 Q St. NW	Leased in 1879	Hiding place for runaway slaves in a burial vault
	Metropolitan AME Church	1518 M St., NW	Formed in 1822	Served as URR station
	District of Columbia Wharf	7th St., SW	April 13, 1848	Pearl Affair was largest single escape attempt in D.C.
	Site of Anthony Bowen Home	85 E. St., SW between 9th and 10th Streets		(Present site of L'Enfant Plaza) one of the several stations in D.C. area
	Ebenezer United Methodist Church	4th and D Sts., SE	1827	Possible URR station
	Dr. Ionia R. Whipper Home	511 Florida Ave., NW		Grandfather was a conductor on the URR; she was one of the first Black female physicians

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
DC (cont.)	Site of Sojourner Truth House	2007 Vermont Ave.		Possible URR station
FL	Castillo de San Marcos NM (NR, NPS)	1 Castillo Drive, St. Augustine	1776-1860	Refugees from Georgia were here in pre-U.S. period
	Dade Battlefield (NHL)	Bushnell vicinity	1835	Second Seminole War battlefield in which runaway slaves fought U.S. troops
	Fort Gadsden (Negro Fort) (BAL)	Six miles southwest of Sumatra	1814-16	Runaway slaves and Seminoles fought against U.S. troops
	Kingsley Plantation (Timucuan Ecological and Historic Preserve) (NR)	Fort George Island	1817	Slave quarters in NPS area
	Okeechobee Battlefield (NHL)	4 miles southeast of Okeechobee	1837	Second Seminole War battlefield in which runaway slaves fought U.S. troops
	Fort Mose Site (NHL)	2 miles north of St. Augustine	Established in 1738; rebuilt in 1752	Africans brought here after Columbus' voyage to the New World
GA	Fort Pulaski NM (NR, NPS)	U.S. 80 via Savannah (Cockspur Island)	1863-65	African Americans sought refuge here during Civil War
	Adolphus G. Parker House	188 Chicopee Street, Chicopee	Built ca. 1827	Reputed URR station
	First African Baptist Church	Savannah		Possible hiding place for runaway slaves
IL	Israel Blodgett Shop	Downers Grove	Homestead built in 1836	Owned by blacksmith who ran URR station
	John Fairbank House	Route 59M, Wayne Township, W. Chicago		White abolitionist home
	Lovejoy Homestead (NR)	E. Peru St., Princeton	Ca. 1840	White abolitionist home
	Old Graue Mill Museum (NR)	Oakbrook, DuPage Co.	1852	Miller sheltered slaves here
	Ashland Congregational Church	Chicago		Site of URR station

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
IL (cont.)	Quinn Chapel AME Church (NR)	2401 S. Wabash Ave., Chicago	1853	Church noted for its role in the URR
	Illinois Institute/ Wheaton College	DuPage Co.	Founded 1853	URR site
	The Filer House	Crescent Blvd., Church Hill Woods		URR site
	Hinsdale/Castle Inn	DuPage Co.		URR site
	Gary's Mill/ West Chicago	30 W. 722 Smith Rd. (W. of Rte. 9), Chicago		URR site and depot
	Rev. Milton Smith Home	Bloomington Rd. N. Ave., Glendale Heights		URR site
	Gardner Home and Tavern	Beverly Ave., Chicago	Built in 1836	Refuge for slaves; site marked by historical marker
	Dr. Richard Eells House	415 Jersey St., Quincy	Built 1835-36	URR site; Eells was an abolitionist, who was arrested in 1842 for helping a slave escape
	The Laird Place (NR) - in Griggsville Historic District	Griggsville (on the north side between Griggsville and Eagle City bridge)		House was and is a possible URR site
	Michael Huffaker House	Five miles east of Jacksonville	Built in 1840	Farmhouse used to harbor runaway slaves
	No name, but present owner of residence is Simon Wagonbach	421 E. South St., Tremont		House is possible URR site
	Woodlawn Farm	Route 4, Jackson- ville	Built in 1824	Leon Gierke (present owner of house) says there is handwritten proof that the house was used as a haven for runaway slaves
	Terwillinger House	McHenry County	1850s	URR station
	McMillan Mill	McHenry County	1850s	URR station
Windhill Farm	McHenry County	1850s	URR station	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
IL (cont.)	House of Seven Gables	McHenry County	1840s	URR station
	Nelson House	East of Quincy	1840s	URR station
	Thomas Brown House	Brighton	1850s	URR association
	Peter Van Arsdale House	Brighton		URR association
	Old Rock House	2705 College Ave., Alton		URR station
	Enos Apartments	325 Third St., Alton		URR station
	George Washington Perrings House site	Jerseyville		URR association
	Sheldon Peck House	Lombard	Built in 1839	Home of abolitionist and renowned artist
	Charles Hibbard House (also called Cupola House)	Marengo, McHenry County	Built in 1846	URR site
	Site of Tremont House Hotel	Chicago		URR site
	Site of John and Mary Jones House	Chicago		URR site where the Jones entertained abolitionists and later suffragettes
	Site of C.V. Dyer House	Chicago		URR site
	Grave of Benjamin Lundy	McNabb		Grave of editor of the <i>Genius of Universal Emancipation</i> (died 1839)
	John Hassock House	Ottawa		URR site
	Illinois College	Jacksonville		URR site
	Rocky Fork	Grafton		URR site
Home of Samuel Hitchcock	Galesburg		URR site — Galesburg was called the "chief city of abolitionists" in Illinois	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
IL (cont.)	Free Frank McWhorter Grave and Homesite (NR)	New Philadelphia		House served as URR station
IN	Levi Coffin House (NR, NHL)	115 North Main St., Fountain City	1827-63	Coffin worked toward freeing slaves and his house acted as a depot from 1827 until the Civil War
	Eleutherian College	Jefferson Co.		Associated with URR
	Bethel AME Church (NR)	414 West Vermont St., Indianapolis		Associated with URR
	Mt. Pleasant AME Church	Vigo Co.	1828-29	Organized by escaped slaves
	Isaiah Reed Jr. Home	NW of Salem	Built in 1838	Station on URR
	Thomas Ellwood Lindley House (NR)	North of Chambersburg	Built in 1818	URR station
	Eliza Harris House	Pennville on state highway 1		Oral tradition has it that Harriet Beecher Stowe based much of her <i>Uncle Tom's Cabin</i> on a slave that stayed here overnight on her way to Canada.
Bishop Paul Quinn House (Old Richmond Historic District)	217-219 S. Third St., Richmond		Associated with URR activity	
IA	Rev. George B. Hitchcock House (NR)	Lewis Cass Co.	Built in 1854	House was known as a stop on the URR
	James C. Jordan Homestead (NR)	2251 Fuller Rd., West Des Moines, Polk Co.	1850-65	Runaway slaves were hidden in the house because it was a stop on the URR
	Henderson Lewilling House (NR)	West Main St., Salem	Built in early 1840s	House was a stop on the URR where Blacks could hide in a secret compartment
	John Todd House (NR)	Park St., Tabor, Fremont Co.	Built in 1853	Residence of White abolitionist

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
IA (cont.)	Dr. Jesse Bowen Home	Iowa Ave. between Governor and Summit Sts., Iowa City		John Brown hid here to avoid capture from a band of men who wanted him for helping slaves escape
	C.B. Campbell Home	Corner of Sixth Ave. and 2nd St., Iowa City		Campbell hid runaway enslaved African Americans in his home
	The Old Slave House	One mile west of Lewis	Built in 1854	Served as a hiding place for the slaves on the way to Canada
	Joseph Hoag House	5 miles S.E. of Salem, Henry Co.		Secret hiding place in cupboard under stairs
KS	John Brown Memorial Park	Osawatomie	Dedicated in 1910 by Theo. Roosevelt	State park at area used by John Brown
	Quindaro Ruins	Near 27th St. and Sewell Ave. near Kansas City	1857-62	Enslaved African Americans would cross the Missouri River to find Haven in Quindaro
	Joel Grover's Barn	2819 Barn Terrace, 23rd St., Kansas City	Built in 1858	Served as URR station (currently fire station #4)
	Quantrill Trail Historical Marker	Near Louisiana and 31 Sts., Lawrence		Crossing point for runaway enslaved African Americans
	Capt. John E. Stewart's Log Fort	S. Haskell St. and Wakarusa Bridge, Lawrence		General traffic manager of Lawrence; Gave protection to runaway slaves
	Robert Miller House and Barn (NR)	E. 19th St., Lawrence	House and barn built in 1857-58	Smokehouse served as shelter for runaway slaves
	Community of Wabaunsee	Rural Wamego-Wabaunsee area		Possible URR sites
KY	Lincoln Hall, Berea College (BAL, NHL)	Berea, Madison Co.	1855-65	First college to educate Blacks and Whites together
LA	Edwin Epps House (NR)	Highway 71, Bunkie	Built in 1852	Solomon Northup enslaved here for 12 years; wrote narrative on slave life

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
LA (cont.)	Melrose (Yucca) Plantation (NHL)	Melrose		Plantation run by Creoles
	Port Hudson	Port Hudson		Site associated with African American soldiers
ME	Episcopal Parish House	83 Dresden Ave., Gardiner		Served as URR station
	Lamb House	220 Maine Ave., Gardiner, near the Kennebec River		Escapes took refuge
	Harriet Beecher Stowe House (NHL)	63 Federal St., Brunswick	1851	Major part of <i>Uncle Tom's Cabin</i> was written here
	Gardiner House			Home served as URR station
	Abel Chadwick House	Route 3, China		Chadwick was known as an agent for the URR
	Augustine Jones House	Exact site unknown		Jones wrote a diary of URR activity in area
	Nason House	12 Summer St., Augusta	Built in 1804	Nason hid slaves here so they could reach other points
	Reul Williams House			No longer standing
	Farwell Mansion	Riverside Dr., Vassalboro	Built in 1842	Slaves were kept in tunnel that led to the cellar
	Christmas-Brewer Home	Robbinston, Wash. Co.		House was a hideout for slaves fleeing to Canada
MD	Kennedy Farm (John Brown's Headquarters) (NHL)	Sample Manor	1859	Brown used before raid on Harpers Ferry
	Orchard Street Church (NR)	Baltimore		Associated with URR activity
	President Street Station (NR)	Baltimore	1830s-1865	Site important in Douglass' escape to freedom. Henry "Box" Brown stopped here. Ellen Craft stopped here. Also nearby ferry docks used by escapees

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
MD (cont.)	Harriet Tubman Birthplace (Hist. marker near Bucktown)	8 miles south of Cambridge on MD 397		Tubman was conductor on the URR and assisted many runaways
MA	Boston African American NHS (NHL)	46 Joy St. and vicinity, Boston	1806-present	This site associated with Frederick Douglass and antislavery movement
	African Meeting House (NHL)	8 Smith Court, Boston	Built in 1806	American Anti-slavery Society founded here
	Jonathan Ball Residence	Lexington Rd., Concord		Slaves were brought here to be harbored overnight (currently the home of Concord Art Association)
	Elijah Burt House (NR)	201 Chestnut St., East Longmeadow		URR station was the only known station in east Longmeadow for runaway slaves
	John Coburn House	2 Phillips Street, Boston	Built between 1843-44	Coburn was an abolitionist and member of Boston Vigilance Committee
	Cowles House	15 Votley Street, W. Hatfield		Documented in the records of Hatfield Historical Commission as a regular URR station
	Paul Cuffe House (NHL)	Westport	Ca. 1797	Associated with URR activity
	John Drake Home	21 Franklin St., Leominster		Documented in newspaper accounts and Historical Commission works as URR site
	Farwell Mansion	2222 Massachusetts Ave., Boston		Station on the URR
	William Lloyd Garrison House (NHL)	125 Highland St., Roxbury	1864-79	Residence of the renowned White abolitionist
	Lewis and Harriet Hayden House	66 Phillips St., Boston	Built in 1833	African American "station-keepers" of prominence

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
MA (cont.)	Howe (Samuel Gridley and Julia Ward) House (NHL)	Cambridge	1863-66	Residence of celebrated Boston abolitionist couple
	Jackson Homestead (NR)	527 Washington St., Newton	1850s	URR station; Ellen Jackson, daughter of William Jackson wrote of URR accounts at homestead
	Benjamin J. Jenkins House	362 Salem St., Andover		Identified as a station on the route to Canada
	Nathan Johnson Home	21 Seventh St., New Bedford		URR station for escapees arriving by boat/ship
	Liberty Farm (Foster House) (NHL)	116 Mower St., Worcester	1847-81	Home of Abigail and Stephen Kelly, who were active in anti-slavery movement, and a URR station
	John J. Smith House	86 Pinckney St., Boston	Lived here from 1878 to 1893	His barbershop was a center of abolition activity and a rendezvous place for runaway slaves
	Emory Stearns Schoolhouse	51 Franklin St., Leominster		Documented as URR station in newspaper accounts and Historical Commission works
	Asa Waters Mansion (nominated to NR)	Elm St., Millbury	1826-29	URR station
	Aunt Delia's Mansion	Elm St., Millbury		URR station
	George Washington Raddin House	768 Boston St., Lynn		Documented as URR site in a newspaper by the Lynn item in 1911
	Ross Farm	Pine St., Florence		Shelter for runaway slaves
	Critchlow Factory	Meadow St., Florence		Shelter for runaway slaves
Seth Hunt Houses	Northampton located on Connecticut River		Prominently identified with the movement of runaways along the URR	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
MA (cont.)	John Greenleaf Whittier House (NHL)	86 Friend St., Amesbury	1836-92	Home of White abolitionist poet
	Deacon Abijah Bryant	307 Main St., Stoneham		Harbored runaway slaves
	William Nell Residence (NHL)	Boston		White abolitionist home
	Orchard House (Alcott) House	Lexington		White abolitionist home
MI	Philbrick Tavern	Farmington		Associated with URR activity
	Sojourner Truth Grave Site Marker and Kimball House	Gravesite - Battle Creek, Oakhill Cemetery House - 196 Capitol, NE		Sojourner Truth was a URR agent, and abolitionist house displays artifacts related to her life
	Crosswhite Marker	Triangle Park, Michigan Ave. and Madison St., Marshall, Calhoun Co.	1847	Adam Crosswhite and family fled from Ky. to Mich. but were forced to flee to Canada in 1847
	Jonathan Walker Memorial	Evergreen Cemetery NW entrance, Muskegon	1862-78 lived in Muskegon	Only man branded by federal court as a "slave stealer"
	George Debaptiste Homesite	South side of 800 block E. Larned St., Detroit		Debaptiste and William Lambert secured passage of 30,000 slaves to Canada
	Douglass and Brown Meeting Marker	185 E. Congress St., Detroit	March 12, 1859	John Brown, Frederick Douglass, William Lambert, and George Debaptiste met at William Webb's house to discuss African American emancipation
	Finney House Barn Marker	SW corner of Joseph Campau and Clinton Sts., Detroit	Early 1830s and 1860s	Served as URR station during 1830s and 1860s
	Old House	Main Street, Marshall		Possible URR site
	Loren Andrus Octagon House	57500 Van Dyke, (just north of 26 mile road) Washington	Built in 1860	Provided refuge to slaves on their way to Sarina, Ontario

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
MI (cont.)	Joe Louis Farmhouse	Near intersection of Ryan and Hamblin Rds., Utica	1835	Possible URR site
	Laura Haviland Statue	Adrian City Hall, Adrian		Active abolitionist in Adrian; organized first antislavery society in Mich.; cofounder of the Raisin Institute
	Second Baptist Church	441-461 Monroe Ave., Detroit		URR station
MS	William Johnson House (NPS)	Natchez	1837-present	Freed Black who owned slaves
MO	Old Courthouse, JNEM (NR, NPS)	11 North 4th St., St. Louis	1850s	Site of early trials in Dred Scott case
	Cave	Near Hannibal		Associated with URR activities
NH	Carelton House	32 Carelton St., Littleton		Edmund Carelton was a stationmaster on the URR
	Chamberlain Farm	West Rd., Canterbury		John Chamberlain was a documented URR operator
	Leonard Chase House	15 High St., Milford		URR station
	Deacon Moses Cheney Home	Upper Union St., Peterborough	1835-45	Western half of home was used as station; Frederick Douglass was once a houseguest
	Moses Sawyer House	Route 77, Weare		Was a link in the URR network
	White Farm	144 Clinton St., Concord		Was a veritable station on the URR
	Furber-Harris House	Corner of Back Bay and Fox Hills Rds., Canaan		Furber and his father-in-law, John Harris, were known URR operators
NJ	Ashurst Mansion (NR pending)	Ashurst Lane & Garden St., Mount Holly		Runaway slaves used house as a URR station en route to the north (currently a law office)
	Jesse Chew House (NR)	Mantua Blvd., Sewell	Active in anti-slavery cause as early as 1836	Associated with URR activities

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
NJ (cont.)	Goodwin Sisters Residence	47 West Market St., Salem	Active in anti-slavery cause as early as 1836	URR station; only site in NJ documented as a URR site
	Meyers Building	1 W. Main St., Marlton		Associated with URR activities
	Peter Mott House	Gloucester Ave., Lawnside		Home of renowned escapee
NY	Orson Ames House	5800 W. Main St., Mexico	McReynolds stayed here on the night of October 1851	House was used as refuge for McReynolds, who was to be returned to his master in Missouri (now Ames Greek Revival home)
	Broderick Park	W. Ferry St. at Niagara River, Buffalo		The area where many runaway slaves crossed from Buffalo, New York, into Canada
	John Brown Farm (NR)	John Brown Road, North Elba Lake, Placid, Essex Co.	Lived here from 1843 to 1851	Brown's place of residence while he stayed in New York State
	Foster Memorial AMEZ Church (NR)	90 Wildey St., Tarrytown, Westchester Co.		Associated with URR activities
	Catherine Harris House	Jamestown	1831	House was used as a URR station; founder of the AMEZ church in Jamestown
	Michigan Avenue Baptist Church	511 Michigan Ave., Buffalo	Organized in 1836; completed in 1849	Pre-Civil War African American Church involved in URR (now called El-Bethel Revival Assembly)
	Old Fort House	29 Lower Broadway, Fort Edward		Early residence of Solomon Northup; see Epps House, Louisiana
	Oneida Institute	Whitesboro	Founded in 1827	Antislavery society founded at this college
	Plymouth Church of the Pilgrims (NHL)	75 Hicks St., Brooklyn	1850s	Abolitionist church; mock slave auctions were conducted here
	St. James AME Church (NR)	116-118 Cleveland Ave., Ithaca, Tompkins Co.	1850s	Rare surviving pre-Civil War African American Church involved in URR

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
NY (cont.)	Aspinwall Mansion	13650 Jefferson, Henderson	Built in 1762	House used as a station for hiding slaves
	William Seward House (NHL)	33 South St., Auburn	1824-72	Assisted Tubman's settlement in Auburn also personally aided runaways
	Gerrit Smith Land Office	Main St., Peterboro, Madison Co.		Illustrates White abolitionists effort to settle runaway slaves on land in upper New York State
	Harriet Tubman Home for the Aged (BAL, NHL)	180-182 South St., Auburn	1908	Site associated with Harriet Tubman
	Jermain Loguen Grave Site	Oakwood Cemetery Section 6, Syracuse		Loguen was superintendent of URR in Syracuse
	Austin Steward Memorial	120 E. Main St., Genesee Plaza, Holiday Inn, Rochester		Assisted runaway slaves in Rochester and Canada
	St. John's AME Church (marked site)	917 Garden Ave., Niagara Falls		Church assisted runaway slaves
	Lockport YWCA	32 Cottage St., Lockport		(Former Moss House) hid "passengers" in house
	Thomas & Martha Root House	3106 Upper Mountain Rd., Pekin (Upper Sanborn)		Root family sheltered runaways
	Tryon's Folly			Slaves were hidden in the cellar here
	William B. Hanford Home	Franklin		Possible URR station; Frederick Douglass stopped here
	The Hoskins-Hubble House	42 Cayuga St., Seneca Falls		Associated with URR activity
Kingsland Homestead (NR)	37th Ave., Flushing	Built ca. 1785, moved to present site in 1968	Possible URR site	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
NY (cont.)	The Bowne House (NR)	Bowne St., Flushing	Original section built in 1661	John Bowne was a member of the Society of Friends; house is a possible URR site
	The Friends Meeting House	137-16 Northern Blvd., Flushing	Built in 1694	Possible URR site
	Macedonia AME Church	Union St., Flushing	Built in 1837	Possible URR site
	First Presbyterian Church of Whitesboro	Main St., Oneida Co., Whitesboro		Associated with antislavery movement; many leaders spoke there
	Plymouth Meeting House (NHL)	Brooklyn		Church was associated with Henry Ward Beecher, an abolitionist
NC	Guilford College Historic District (NR)	Greensboro	URR organized near here in 1819	Vestal Coffin, Cousin of Levi Coffin, organized URR near here
	Jamestown Historic District (NR)	Near Greensboro	Old Jamestown, settled 1757 by Quakers	URR station was located in Jamestown
OH	Ezra Garret House	75 yards west of State Route 250, north edge of Savannah		Garret is credited to transporting 400-500 slaves before Civil War
	Joshua R. Giddings Law Office (NHL)	112 N. Chestnut St., Jefferson	1850s	Prominent White abolitionist
	Benjamin Hanby House (NR)	160 W. Main St., Westerville		Station run by White family; Hanby wrote "Darling Nelly Gray," which has URR topic
	Col. William Hubbard House (NR)	Corner of Lake Ave. and Walnut Blvd., Ashtabula		Prominent URR station
	John Mercer Langston House (NHL)	207 E. College St., Lorain Co., Oberlin	1856-67	First elected African American officeholder in U.S.
	Benjamin Lundy House (NHL)	Union and Third Sts., St. Clairsville, Belmont Co.	Early 1820s	White abolitionist home

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
OH (cont.)	John Rankin House (NR, NHL)	1982 Velma Ave., Liberty Hill, Ripley		House of minister who sheltered more than 100 fleeing slaves; H.B. Stowe learned story that inspired the "Eliza" of the novel
	John Parker House (NR)	300 Front St., Ripley	1850s	Parker was a former slave who became an inventor and owner of a foundry house; was first stop on URR from Kentucky
	Red Oak Presbyterian Church (NR)	Few miles up from Red Oak Creek, Ripley	Erected in 1817	Church members were involved in the URR
	Rev. Sam Wilson Home	204 E. Market St., Xenia		URR station
	Wilson Bruce Evans House	Oberlin, Lorain County		URR station
	The Ferguson House	1040 Clifton Rd., Xenia		URR station
	Hilltop Road House	1351 Hilltop Rd., Xenia		URR station
	Nosker Residence	550 U.S. South, Xenia		URR station
	Leach House	713 E. Main St., Xenia		URR station
	Rodin House	987 U.S. 35 East, Xenia		URR station
	David Monroe House	246 E. Market, Xenia		URR station
	Col. Charles Young House (NR)	Columbus Pike between Clifton and Stevenson Rds., Greene Co., Wilberforce		URR station. Mrs. Gray's grandparents were abolitionists Rev. and Mrs. John Rankin. Rankin moved in with the Grays after his wife died, and he later died in the house.
	Davis House	559 E. Market St., Xenia		URR station
	Howell Place	Wilberforce Switch Road, U.S. 42		URR station

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
OH (cont.)	Ashtabula Harbor (U.S. Coast Guard); Lighthouse on NR	Cleveland		Terminus of 4 to 5 lines of the URR home
	The Maxwell House	Brush Row Rd., Wilberforce		URR station
	Butterworth Foster Home	Fosters Mill		URR stop and hiding place for slaves
	Captain John Stone House	612 Blennerhassett Ave., Belpre	1799	URR site where slaves hid in the cornfield near the house
	John Campbell's Home	Ironton	Built in 1849	Campbell housed runaway slaves in his home, sometimes 14 to 15 at a time
	Macedonia Church (NR)	Burlington	Built in 1840s	Church was built by free Black congregation which aided people escaping on the Underground Railroad
	Scott House (NR)	338 W. Main St., Route 50, W. Hillsboro		URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio
	Ritten-House	East of Hillsboro on Route 50		URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio
	Jacob Chapman House	2-1/2 miles east of Boston and south of U.S. 50, Highland Co.		URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio
Gotherman House	1 mile S.W. of Mowrystown, south of Sardinia Road		URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
OH (cont.)	Pommerest House	Greenfield		URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio (now called Century House)
	Hyer House	Highland Co.	Built in 1858	URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio (now known as Avalon)
	Edward Easton House	North of Sinking Spring, Lincolnville		URR site in Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, Kentucky, to Oberlin, Ohio
	Lyle House	Highland Co.		Slaves were hidden in the attic and in the shed portion of the house
	Van Pelt House	Valleyview Farm, Carey Town Rd.		Some slaves were hidden in chimney at times, and in fodder shocks, and in the haymow
	Smith-Overman House	Karnes-Overman Rd.		Runaways stayed with negro farmhands in a log house back of the Overman Home
	Smalley House	SE of Highland on Underground Rd.		A brick milkhouse at the SE corner of the home was used to house the people
	Edward Easton House	North of Sinking Spring, Lincolnville		URR in site Highland Co. that was a part of the 400 miles of URR escape routes from Greensburg, KY, to Oberlin, OH
	Bishop Josiah Jones House	Columbus Pike, Wilberforce		Reports of URR activity
PA	Avery AME Zion Church	Nash and Avery Sts., Pittsburgh		Demolished structure associated with URR activities

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
PA (cont.)	Bethel AME Church (NR)	119 N. 10th St., Reading		Associated with URR activities
	Thomas J. Bigham House (Chatham Hall)	655 Pennridge Rd., Chatham Village		Associated with URR activities
	Mahlon & Mary Brosius House	Kennett Square		URR station
	Campbell AME Church	1657 Kinsley St., Philadelphia		Associated with URR activities
	Camptown Historic District (NR)	Cheltenham Township		Associated with URR activities
	LaMott Historic District (NR)	Cheltenham Ave., Graham Lane, Penrole Ave., and Dennis St.		Camp William Penn operated from June 26, 1863, to May 2, 1865; here African American troops were trained. White Horse Tavern site has 200+ feet of extant tunnels associated with URR
	Dickinson's Tavern (NR)	Second and French Sts., Erie		Associated with URR activities
	Matthew Dobbin House (NR)	89 Steinwehr Ave. (between Baltimore Street and Taneytown Rd.), Gettysburg	Built in 1776	URR station
	Freedom Road Cemetery	U.S. Route 62 southwest of Sandy Lake, Mercer County		Site associated with URR activities
	Daniel Gibbons Home	1 mile N. of Bird-in-Hand along Mill Creek	Built in 1815	URR station
	William C. Goodridge House	123 E. Philadelphia St., York		Associated with URR activities
	The Grove	Somerset Co.		Associated with URR activities
	Hamorton Historic District (NR)	Routes 1 & 52, Kennett Township		Associated with URR activities
Francis Ellen Watkins Harper House (NHL)	1006 Bainbridge St., Philadelphia	1870-1911	Post Civil War home of Black abolitionist	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
PA (cont.)	Richard Henderson House	371 Arch St., Meadville		Demolished house associated with URR
	William Himrod House	Foot of French St., Meadville		Associated with URR activities
	Hopewell Village NHS (NR, NPS)	2 Mark Bird Lane, Elverson	Built in 1770	Relation of workers here to the Mt. Fisby AME Church
	Hosannah Meeting House	Just N. of Lincoln University Campus, Hinsonville		Associated with URR activities
	Edwin Johnson Home	1408 Reedsdale St., Pittsburgh		Demolished house associated with URR activities
	Josiah Kellogg House	East of French on Second St., Pittsburgh		Associated with URR activities
	Latta Stone House	Roscoe		Associated with URR activities
	Dr. Francis J. LeMoyne House (NR)	49 E. Maiden St., Little Washington		Stop on the URR
	Longwood Progressive Friends Meeting House (NR)	Rte. 1, Kennett Square	1855	Famous abolitionists spoke here such as Garrison, Thomas Garrett, Sojourner Truth, and Lucretia Mott
	Maclay House	S. Main St., Milroy		Associated with URR activities
	Manor House (Thomas Rutter Mansion)	Pine Forge	1720 (oldest part)	Building of Seventh Day Adventist boarding school belonged to Thomas Rutter who sheltered runaway slaves
	Mendenhall House	S. of Hammerton		URR station
	Miller-Douglass House	201 S. Warner St., Milroy		Associated with URR activities
	Mother Bethel AME Church (NHL)	419 So. 6th St., Philadelphia	1889	Predecessor of this structure was church founded by former slave in 1793

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
PA (cont.)	Mount Gilead AME Church	Buckingham Township		Associated with URR activities
	Mount Zion AME Church	1316 Willow St., Norristown		Associated with URR activities
	Murdock House	Murdock and Darlington Sts., Pittsburgh		Demolished house associated with URR activities
	Oakdale (NR)	Hillendale Rd., Chaddsford		Site associated with URR activities
	Oliver Hazard Perry Memorial House	SE corner of Second and French Sts., Erie		Associated with African Americans
	Moses & Mary Pennock House	Kennett Square		URR station and participants in the Longwood Meeting House
	Pointview Hotel	3720 Brownsville Rd., Brentwood		Site associated with URR activities
	William Still House	244 S. 12th St., Philadelphia		Site associated with URR activities
	Stable	University Ave., Lewisburg		Site used as hiding place on URR
	Taylor House	W. Main St., Monongahela		Associated with URR activities
	William Whipper House	919 Lombard St., Philadelphia		Aided many slaves that came through Columbia, PA
	White Horse Farm (NR)	54 S. Whitehorse Rd., Schuylkill Township		Associated with URR activities
	Joseph White House	West side of Jefferson St., New Castle	1840	Associated with URR activities
	Unnamed URR station	4841 Ellsworth Ave., Pittsburgh		Associated with URR activities
	John Johnson House	6306 Germantown Ave., Philadelphia	Built in 1768	Served as a URR station and abolitionist meeting place
Jacob C. White Home	100 Old York Rd., Philadelphia		Used his home to aid hundreds of runaways	
Benjamin Harry Residence	Corshohcken		Minor URR station	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
PA (cont.)	Richard Moore Home	Quakertown		URR stop
	Isaac Michener Home	Near Pittsville on the Limekiln Pike		Served as URR station
	Seth Lukens Home	Old Fort Foot Rd. near Landsdale		Served as URR station
	Bowan Home	Located on Montgomery Ave., Lower Merion Township		Served as URR station
	Elijah Pennypacker Home	Near Phoenixville		Important URR station
	James Walker Residence	S. Union St., Kennett Square		Freed Black who operated a URR station
	Lewis Sister's Farm	Kimberton		Sisters operated famous station which still exists
	Hannah Cox Home	Kennett Square		Principal URR station
	Hosanna AME Church	Village of Hinsonville		Served as antislavery meeting house and a station on the URR and still stands
	Charles Hambelton Home	2 miles east of Lincoln Univ. from U.S. Highway 1, Chester Co.		Served as URR station, and sheltered some of the most famous abolitionists in the country
	Thomas Rutter Manor House	Pine Forge	Built in 1720	Tunnel in cellar used to hide slaves
	Perkins Home	Tioga Co.	Built in 1827	Haven for slaves passing into New York State
	"The House of Many Stairs"	Pennsdale, Lycoming Co.	1808	House served as important station on URR
	Perry Memorial House	On SE corner of Second and French Sts., Erie		Important stop on the URR
Capt. Daniel Porter Dobbins House	3rd and State Sts., Erie		URR station (now Erie Coach Company offices)	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
PA (cont.)	Henderson House	371 Arch St., Meadville		An active URR station
	The Grove	Bedford	Erected in 1797	URR station
	Joseph White Home	West side of Jefferson St., New Castle	1846	Principal URR station in this area
	Bowman's Castle	Second Ave. and Front St., Brownsville	Original house built in 1786	Home was haven for runaway slaves
	Sellars Public Library	76 S. State Rd. between W. Chester Pike and Hazel Ave., W. Chester	Built in 1823	Served as URR station from around the late 1830s to the Civil War
	Honeycomb Union AME Church	Lima	Built in 1852	Church members helped conceal runaway slaves
	Downingtown Public Library (Zebulon Thomas House)	330 E. Lancaster Ave., Downingtown	Built in 1800	House was used as hiding place for slaves; tunnel underneath the house was connected to another house across the street
	Vickers' Tavern	Lionville near Exton, on Gordon Drive off Rte. 100	In 1823 Vickers bought the land where he built his house	Vickers hid slaves in the kiln and in piles of fresh-cut cordwood
	Wright's Ferry Mansion (NR)	28 S. 2nd St., Columbia	Built ca. 1738	William Wright became a stationmaster in Lancaster Co. by 1804
	Thomas Whitson House	4 miles south of Strasburg		URR station
	Lindley Coates House	1 mile southwest of Sadsburg Meeting House		URR station
	Caleb C. Hood House			URR station
	Thomas Pownall House	North of Riot	Still standing	URR station
	Henry Bushong House			URR station
Joseph Smith House			URR station	

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
PA (cont.)	John Russell House			URR station
	Day Wood House			URR station
	Hon. Jeremiah Brown House			URR station
	Wm. Brown House		Foundation still standing	URR station
	Timothy Haines Farm			URR station
	Col. Patterson Bell			URR station
RI	Elizabeth Buffum-Chace House	Corner of Hunt and Broad Sts., Central Falls		Very active station run by White woman
	Charles Perry Home	4 Margin St., Westerly		Residence and stone huts used as URR station
	Pidge Farm	Pidge Ave., Pawtucket		Barn as hiding place for URR
	Isaac Rice Homestead	54 William St., Newport		Black abolitionist URR station
	Bethel AME Church	Meeting St., Providence	Founded 1795 as African Freedman's Society, led by H. Tubman	URR activity - may or may not still exist
SC	Penn Center Historic District (NHL)	Beaufort Co., Frogmore	Penn Normal Industrial & Agric. School - founded in 1862 by northerners for Blacks	Associated with URR activity
	Robert Smalls House (BAL, NHL)	511 Prince St., Beaufort	1863-1915	Lived here both as slave and free man; was only Black captain in Union and later in Congress
	Stono River Slave Rebellion Site (BAL, NHL)	Rantowles vicinity	1739	Site of slave rebellion; 100 slaves escaped before stopped by militia
	Denmark Vesey House (BAL, NHL)	56 Bull St., Charleston	1822	Freed African Americans planned slave rebellion here

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
TN	Isaac Franklin Plantation Fairvue (NHL)	4 miles south of Gallatin, Sumner Co.	1832	Plantation of largest slave trader in the South
	Jacob Burkle Home (Slave Haven)	850 Second St., Memphis		URR station
	Hunt-Phelan Home	533 Beale St., Memphis		URR station
VT	Rev. Joshua Young Home	98 S. Willard St., Burlington	Built ca. 1832-34	Harbored runaways in his barn and other locations in the area but not in his house
	Bezaleel Bridge Home	Sheddsville Cemetery Rd., West Windsor	1848-63	Runaways stayed here then moved onto S. Woodstock or Hartland Four Corners
	John Wheeler Home	Corner of Main and S. Prospect Sts., Burlington		Assisted runaways in travels to Canada
	Mark Rice House	278 Main St., Burlington	1812	Basement rooms that held supplies during the War of 1812 were used to hide runaway slaves
	Erastus and Hervey O. Higley House	Castleton	Erected in 1811	URR station
	Elijah Alexander House	Charlotte, "stands near the junction of three roads"	Built in 1848	URR station
	Brownington Village Historic District	Hinman Rd., Brownington	Chartered on Oct. 2, 1780; buildings date from first half of the 19th century	Associated with URR activities
	Rowland E. Robinson, Sr. House ("Rokeyby")	1-1/4 miles north of Ferrisburg Village on U.S. Route 7, Ferrisburg		He was a leader of the abolition movement
	Ellis House	Fairhaven	1830s	Ellis Brothers were conductors on URR
VA	Franklin and Armfield Office (NHL)	1315 Duke St., Alexandria City	1826-36	Offices of one of the South's largest slave-trading firms

STATE	NAME/DESIGN.	LOCATION	DATES	SIGNIFICANCE
VA (cont.)	Howland Chapel School	Junction of VA, 201 and VA 462, Heathsville		Associated with URR story
	Jackson Ward Historic District (NHL)	Richmond City		Associated with URR story
	Nat Turner Historic District	Vicinity of Courtland	1831	Area of 1831 rebellion
	Rodney V. Marsh House	No. 11 Pearl St., Brandon	Built in 1853	URR station
	Mt. Vernon (NHL)	7 miles south of Alexandria	ca. 1743-99	Associated with slavery
	Monticello (NHL)	2 miles south of Charlottesville	1770-89	Associated with slavery
WV	North Wheeling Historic District (NR)	North Wheeling		Associated with URR story
	Harpers Ferry NHP (NPS, NR, NHL)	Harpers Ferry	1859	Site of John Brown's raid
WI	Congregational Church	Green Bay		Associated with URR activities
	Milton House - Joseph Goodrich (NR)	5 miles from I-90 on the corner of highways 26 and 59, Rock Co.	Built in 1844 (by Joseph Goodrich)	Midwestern "station"; there is also a tunnel from the house to a log cabin beside the house; tunnel used as a hiding place for escaped slaves
	Tallman House (NR)	Janesville	Erected between 1855 and 1857	Built specifically to accommodate runaway slaves
Virgin Islands	Annaberg Sugar Plantation and School (NR)	St. John		Escapes took place on plantation

Abbreviations for the above table:

AME	- African Methodist Episcopal	NHS	- National Historic Site
AMEZ	- African Methodist Episcopal Zion	NM	- National Monument
Ave.	- Avenue	NPS	- National Park System
BAL	- Black American Landmark	NR	- National Register
BME	- British Methodist Episcopal	Rd.	- Road
Co.	- County	St.	- Street
NHL	- National Historic Landmark	Sts.	- Streets
NHP	- National Historical Park	URR	- Underground Railroad

**APPENDIX G: EXAMPLE OF SITES IN MEXICO AND CANADA
ASSOCIATED WITH UNDERGROUND RAILROAD**

In addition to sites within the United States and its territories, the legislation stipulates that the study explore means to link above sites with those in Mexico and Canada. The following examples are not meant to be a comprehensive listing of all sites associated with the Underground Railroad to be found in these countries. Rather, they are illustrative of the sites associated with the Underground Railroad, and additional work would be necessary to develop a comprehensive listing.

SITES IN MEXICO

CITY/COMMUNITY	SIGNIFICANCE
Cuajincuilapa	Areas where African Americans settled after leaving the United States or its territories.
Santa Domingo Armenta	Same
El Ciruelo	Same
Corralero	Same
Santiago Pinotepa Nacional	Same
Valerio Trujano	Same
Boca del Rio	Same
Veracruz	Same
Mexico City	Same

SITES IN CANADA

NAME	LOCATION	SIGNIFICANCE
North American Black Historical Museum	277 King Street, Amherstburg	Museum with material on Underground Railroad
John Brown Meeting House/First Baptist Church	135 King Street East, Chatham	Meeting location where John Brown and his followers planned the raid on Harpers Ferry, West Virginia
Chatham Cultural Centre/Chatham-Kent Museum	75 William St. North, Chatham	Museum with material on Underground Railroad
Raleigh Township Centennial Museum/Elgin Settlement	North Buxton	Settlement founded by fugitive enslaved Africans
Josiah Henson's House (Uncle Tom's Cabin Historic Site)	Dresden	Home of Josiah Henson who started Dawn Settlement for refugee enslaved Africans
John Freeman Walls Historic Site and Underground Railroad Museum	1307 Pelisser Street, Windsor	Terminal for Underground Railroad
Slave Crossing Site	Fort Erie	Stretch of Niagara River where thousands of African Americans crossed over to Canada
"Little Africa"	Fort Erie	Fort Erie's close proximity to the American border where enslaved Africans crossed over to Canada
The Nathaniel Dett British Methodist Episcopal Church	5674 Peer Street, Niagara Falls	Associated with enslaved Africans that sought refuge in Canada
The Old Courthouse	26 Queen Street, Niagara-on-the-Lake	Associated with extradition trial of Solomon Moseby
The Zion Baptist Church	25 Raymond Street, St. Catharines	Associated with enslaved Africans that sought refuge in Canada
Salem Chapel of the British Methodist Episcopal Church	Geneva St., St. Catharines, Ontario	Built by slaves who used the Underground Railroad; Harriet Tubman lived behind church between 1851 and 1858

**APPENDIX H: ADDITIONAL COMMENTS BY MEMBER OF THE
UNDERGROUND RAILROAD ADVISORY COMMITTEE**

COMMENTS BY GLENNETTE TURNER

The Interweaving of Concepts A, B, C, D, and E

At the August 1994 meeting at Chanel Inn in Washington, D.C., the Underground Railroad Advisory Committee took the position that all concepts (other than no action, obviously) should be pursued.

Here are some ideas on how this might be done. All would lend themselves to:

- partnerships with existing and future private and public facilities with Underground Railroad histories and/or programs
- interlinking (i.e., complementing) the interpretive activities and facilities
- allow room for growth (i.e., plug in additional sites and/or stories to be interpreted)
- ongoing or federal funding for a given time period and/or creative cooperative arrangements (possible models - The Holocaust Museum and King Center)
- bipartisan support of Members of Congress from many states

Center(s) described in concept A can combine the other concepts as follows. The center(s) would:

- communicate what a multifaceted story the story of the Underground Railroad is — involving African American men, women, and children who were escaping bondage, and other men, women, and children of all races, religions, and economic status
- be easily accessible to the public
- be located near a concentration of resources (significant landscapes and structures, NPS facilities, libraries, universities, etc.)
- provide the housing for all indoor interpretive activities, a clearinghouse that would be accessible to people onsite and across the country (via modern technology, newsletter, etc.), and a range of research facilities for the general public (child through adult) and for persons doing specific archeological, ethnographic, and historical research; participatory activities as role playing and making things; activities utilizing interactive technology (as putting oneself in a virtual reality escape simulation); films; lectures; workshops, teacher training; reinactors portraying stories found in slave narratives and in the accounts of abolitionists; sales of books, puzzles, maps, and videos.

The center(s) would have a monument that conveys the essence of the Underground Railroad at the entrance or in a prominent place inside per concept D.

The center(s) would be the starting point of Underground Railroad route(s). For example, if the center is at Bucktown, Maryland, visitors to the center could vicariously retrace a route Harriet Tubman took. In doing so they would follow her footsteps and gain new appreciation of challenges/dangers (e.g., patrollers, mountains, rivers, wild animals, hunger, inclement weather) and how she solved them.

- "Retracers"/hikers would pass multiple sites (concept B) — some of which are NPS sites, others in partnership with the National Park Service in the United States and Canada, if followed to its terminus.
- Concept C — "Retracers"/hikers would have opportunity to encounter concentration of resources over large geographic area.

- Trails (concept E) would be established in each region of United States where the Underground Railroad operated, linking up with existing trails and corridors as the Appalachian Trail with its planned extension to Canada trails leading to Mexico, I&M National Historic Corridor land and even other means of transportation as the Cape May/Lewes ferry.

COMMENTS BY ROSE POWHATAN (PAMUNKEY)

We must never forget the sacrifices made by Native Americans due to their enslavement in their homeland. Millions of their dead call out to us today to tell the truth about the enslavement and genocide that has resulted in Indian people whom are lost in the Black and White communities of America today. In nearby Virginia and Maryland, tribal lands were lost because of Native Americans assisting runaways. Whole tribes were marched off into slavery for helping Africans to get to freedom. Their story must be told in this document.

COMMENTS BY VIVIAN ABDUR-RAHIM

The U.S. Congress should endorse an Underground Railroad commemorative stamp.

The year of the Underground Railroad should be endorsed by resolutions from Congress, the president, state governors, municipalities, churches, schools, and national organizations.

A letter of support for the Underground Railroad project has been received from the United Nations. The Underground Railroad Advisory Committee and national organizations are encouraged to support the alternatives and implementing legislation.

COMMENTS BY DR. ROBIN WINKS

I have read the draft Special Resource Study, and find it very well done. I would recommend that the Advisory Committee consider most seriously a combination of concepts B and C with some elements from concept C. I realize there will be a temptation to try to achieve all of the concepts, but I think this would be a mistake. The National Park Service is not in the business of maintaining monuments unless they are on grounds in Washington, D.C., and I do not think that is where this particular commemoration should occur, ruling out concept D. I also feel that both concept A and concept D, which are so embrative of the African American experience, might lead many members of Congress to believe that by creating an Underground Railroad unit of the national park system, they have, in effect celebrated the whole of the African American experience. This would be quite inappropriate, for the Underground Railroad is only one aspect of that experience and there should, in future, be other potential units. To expand the story of the Underground Railroad backward and forward to incorporate matters relating to Civil Rights or to the establishment of slavery in the United States would thus rule out the possibility of future units that would interpret precisely those aspects of African American history. I strongly recommend that the unit now under discussion focus quite closely on the Underground Railroad itself.

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GLOSSARY

abolitionism. The promotion of ending slavery.

abolitionist. A person who opposes human bondage and calls for its elimination.

African. The first generation of enslaved peoples of African heritage.

African American. Those of African heritage born in North America (United States).

Black. Term used interchangeably to describe Africans and African Americans.

bondsmen/women. A man or woman who is held in servitude as human property by another.

chattel. A person held involuntarily as human property by another.

conductor. Underground Railroad coded term for a person who assisted enslaved runaways to freedom.

enslave. To force one unwillingly into bondage.

Fugitive Slave Law (1793/1850). Federal laws permitting federal and state officials and private citizens to assist in the return of enslaved runaways. The 1850 law allowed the recapture of ALL enslaved runaways, including those who were freed.

indenture servitude. A term of service requiring a person to work four to seven years in exchange for passage to North America. This form of free labor occurred primarily during the early colonial period.

insurrections. To rebel against an established civil authority or government. During the colonial and antebellum periods, the enslaved used this method of resistance to gain freedom.

involuntary servitude. To hold a person in bondage against their will. *See* **enslave.**

manumission. To liberate from bondage.

maroon. Derived from the spanish term, *cimarron*, that applied to enslaved runaways of the West Indies who took refuge in mountainous areas. The word soon applied to runaways who took shelter in isolated areas such as swamps, bayous, mountains, and forests.

railways. Underground Railroad coded term for backroads, fields, waterways, mountains and swamps.

runaways. Those enslaved who journeyed and sought personal freedom in Canada, Mexico, the Caribbean, maroon, and Native American societies.

stations. Underground Railroad coded term for a safe place of rest. Usually, escapees took refuge in a concealed area of a private home. Here, they received food and money to continue their journey to freedom.

Thirteenth Amendment. Added to the U.S. Constitution on December 6, 1865. Prohibits legal slavery to exist in the United States.

Transatlantic Slave Trade. Enslavement and transporting of Africans into the European colonies of the Americas and Caribbean from the 1500s to the early 1800s.

Underground Railroad. An informal, secretive system of escape devised to assist enslaved Blacks to freedom. It consisted of a loosely constructed network of routes that originated in the South and ended in the North or Canada. Escape routes also extended into western territories, Mexico, Western Europe, and the Caribbean.

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As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Frederick Douglass

