

A Survey of the Internal Roads of the Longdale Mining Community

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Anthropology 377

May 31, 1996

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The purpose of this project was to locate the internal roads of the Longdale Mining Community between Community One, Structure D, and Community Two, Structure E and determine if and how the two communities were connected by these internal roads. We also set out to determine whether these roads were sporadically placed between the two structures or whether the roads followed an organized pattern.

Furthermore we attempted to locate paths and trails and differentiate them from roads, creek beds, and animal trails and find out their roles in connecting structures and roads. Through extensive observation and many hours in the field we were able to develop a good understanding of how Community One and Community Two were linked by the web of internal roads and trails at the Longdale Mining Community. This understanding allowed us to accomplish our ultimate goal of mapping the roads and trails between the two communities and providing a visual aid which furthers our understanding of the association between the internal roads and structures.

In order to locate the roadbeds and trails between Community One and Community 2 we first conducted a general survey of the area to become familiar with the topography and distance between the communities. While conducting this survey we found many apparent roadbeds and trails, but did not determine their origins or their

connections to other roads or structures. With the aid of a compass and enlarged topography map of the area, we were ready to begin the mapping process. Starting with an obvious roadbed just west of Community One, Structure D, we headed southwest along this road towards Community Two. By taking periodic compass readings and making rough sketches on the topography map we were able to map this road over half-way to Community Two before it intersected the interstate. As we documented this road, we came across many intersecting roads and trails. After following several similar roadbeds with different origins and mapping them, we slowly began to see possible connections between the two communities. When no roads were apparent we located structures, such as the Australia Furnace and scoured the surrounding areas under the assumption that there must be some type of path or road in the vicinity which would make these structures accessible. We found several roads and possible roads through this technique. As a last resort, we simply followed the banks of Simpson Creek hoping to find roads that followed the creek or roads that possibly crossed the river such as the northernmost and southernmost roads on our maps. By way of trial and error and becoming experienced with the compass and the general topography of the area, we were able to locate and map numerous roads between the two communities.

Another step that was necessary in order to be able to create an accurate map was to be able to decipher between roads, paths, creek beds,

and animal trails. Roads customarily had two ruts found in between high shoulders. In many cases, the roads had been so well traveled that no vegetation was found in the ruts while there were often small trees and shrubs found growing in the middle of the road in between the ruts. Paths were often harder to find due to their similarity to creek beds and animal trails. Paths usually resembled a single rut of a road only a little wider, which made it easy to decipher it from a road. Determining whether a path was a creek bed or an animal trail, however, was not as easy. Creek beds usually contained various rocks along its course and always intersected Simpson Creek. Animal trails closely resembled paths used by the people of the Longdale Mining Community. Animal trails, however, seemingly had no set course and often lead to possible water holes while human paths lead from structure to structure, structure to road, or road to road. After spending more time in the field, the differences between roads, human paths, creek beds, and animal trails became more apparent.

The next phase of our project involved our attempt to decide whether or not the roads of Longdale ran haphazardly or if there was some sort of specific pattern of the roads. While working in the field and mapping the roads, we began feel confident that there was a certain pattern to these roads. Most of the roads we found between Community one and Community two ran in the direction of Interstate 64 which indicates that there were other structures to the east or southeast of the Interstate along the course of these roads. While most roads did head to

the Interstate, some of the roads, such as those near the bridge at the northernmost section of the topography map, tended to run parallel to Simpson Creek. Thus, after realizing these patterns, our next step was to try to find a link between the two communities.

Finding a link between the two communities was the main goal of our project and, we believe that in all likelihood, we succeeded. However, finding this connection was not easy. While there is a network of roads leaving from Community one in the direction of Community two, we were only able to locate one road leading from Community two in the direction of Community one. This road from Community two left in a northeast direction across Simpson Creek headed toward the Interstate.

Unfortunately, at about seventy-five yards from the Interstate, we were no longer able to clearly decipher the roadbed. We believe, however, that this road, if it were to continue on its projected course, would intersect one of the roads leading back to Community one and thus connecting the two sites as seen on our maps. Even though we were unable to follow the road until it intersected the road from Community One, we are fairly confident that it does indeed intersect the road from Community One.

While attempting to map the area between Community One and Community Two, we ran across many problems that effected the accuracy of our map. Between Simpson Creek and Route 850, we encountered some very thick undergrowth that was about two feet tall that covered large areas of this section of the map. This vegetation made it extremely

difficult to determine the exact locations of many roads and paths on this side of the creek. Perhaps a study of this section of the map and the whole general area between the two communities during the winter months when much of this vegetation is dead would produce more accurate results and reveal more roads. Another dilemma caused by nature came in the form of stream action. Stream action, which causes erosion and is very prominent in changing the topography of this area, altered and often destroyed roadbeds making it difficult to decipher roads from natural pathways (McDaniel 4). Our northernmost road, the one which used to have a bridge crossing Simpson Creek, had been altered by stream action on the eastern side of the creek. One of the ruts in the road had been eroded and actually had water running down it. Had it not been for the obvious continuation of this road from the other side of the creek, we could have easily marked it as a small creek bed instead of a road. Modern roads, such as the road used as an access to Community One, posed problems in that we were not able to determine whether they were in use in the late nineteenth century or whether they had solely been built as roads used after the Longdale Mining Community no longer existed. Despite these complications, we do believe that we were able to learn and map a great deal about the Longdale Mining Community between Community One and Community Two.

Overall, we believe that our project was a success in that we were able to locate and map several roads and paths between Community One

and Community Two and possibly finding a connection between the two sites. From this we can conclude that although the communities were believed to be divided ethnically, the internal roads prevented these communities from being totally isolated and provided interaction among different communities (McDaniel II). We were successfully able to find patterns of the roads, determine roads from paths and natural trails, and most importantly find a connection between Community One and Community Two. Thus, through our research in the field, we believe our map can aid further research concerning the internal roads of the Longdale Mining Community.

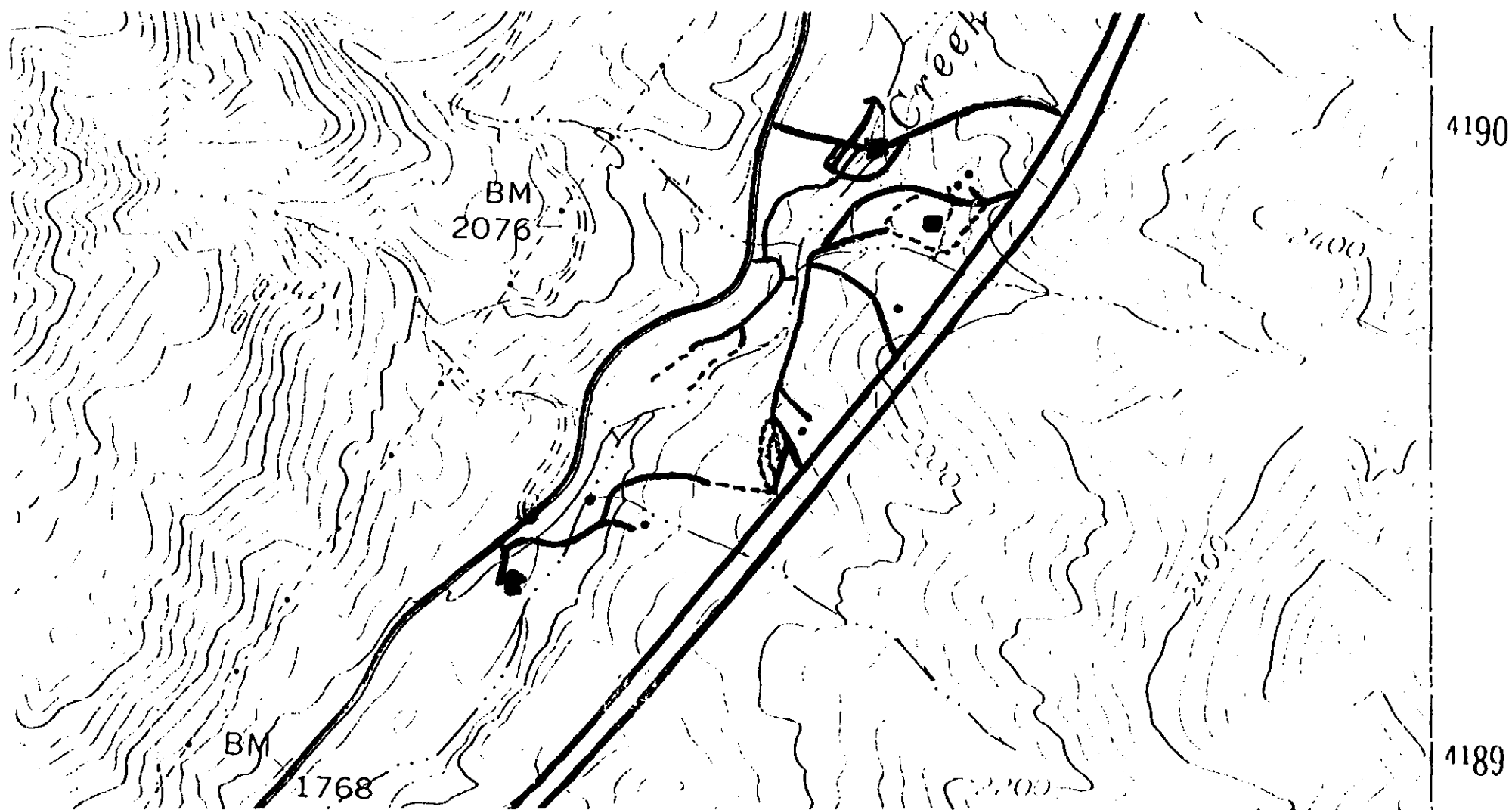
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LMC Roads — Modern Roads — Structures • Comm.1 Structure D ■
 Probable Roads --- Trails - - - Bridge ■ Comm.2 Structure E ▲