CHAPTER 8 SHORT, BUT EVENTFUL

In terms of historical perspective, the span of 1969 to 1986 seems a slim slice of time; but from the purchase of the original 8,300 acres of plateau land from Crosby Harrison and Raymond Ryan, the activity taking place on this property has accelerated dramatically. Before we begin a review of these events, we should take another look at what was here before the coming of Fairfield. The accompanying map can help locate these landmarks.

The course of the often mentioned railroad spur from Dorton can be roughly traced to an old sawmill site. Parts of this right of way can be followed where construction has not interfered. Crossing the remains of the fieldstone-supported trestle near Stonehenge Drive across from Oak Knoll, the line proceeded northward to the mobile home area, where railroad spikes have been found in abundance. Nothing remains of the sawmill, commissary, or lodge. The water hole to the east near Stonehenge Drive—joggers beware—and the deserted coal mine about a mile east, west of Rotherham Drive, do remain as landmarks. The mineshaft is apparently closed; but the area around it has been "stripped," and lumps of coal can be found scattered on the ground. A few railroad ties have been located there, but tracing this sub-spur is difficult due to the fact that it crosses the golf course. (A few golf balls were found in an attempt to find traces of the railroad, so the trip was not wasted!) By parking on the steep curve on Rotherham in North Hampton north of Number 5 green, one can have a look at this mine but be sure to set the emergency brake. Traces of the railroad right-of-way can be seen just inside the Ridgewood area to the right of Trentwood Drive.

The Brookhart and New Forest Hill areas were covered in other chapters. The land to the east of New Forest Hill was part of a private hunting and fishing area of 50 acres. It was named Stew-Bar, the name derived from owners Stewart and Dunbar. Fairly well centered in the northeast quadrant of Glade property stands Peavine Mountain, elevation 2,117 feet. Although this is the high spot on the property, the view is somewhat limited by dense vegetation. A deserted oil casing is said to exist there according to the original surveyor, but locating it will have to become a future project. The long ridge forming the "peak" makes exploration a sizeable undertaking. Surveying bench marks, stating elevations at various spots, can be found here and there.

Drew Howard lived at the lower east end of what is now Lake Dartmoor. His house stood along Lick Creek and was reached via a short bridge. It is reported that he lived there some 60 years and did not leave until the early 70's. He has been described as a "little bitty guy" who worked for the lumber company. An unmarried daughter lived with him, and the two have been described as resembling characters from "The Beverly Hillbillies." Since this description came from a native, it can hopefully be used without fear of reprisal. Whether this information about our mutual "ancestor" is accurate or not, it could represent the transition from
mountaineer country to retirement refuge. Hopefully, more can be learned of the Howards in the future.

The Recreation Department conducts hikes to the Peavine Mountain area. This route, worked and laid out by Ron Turner, gives the visitor a sample of the beauty of rock terrain and vegetation typical of the area. The Peavine Mountain portion of this trail commences near the entrance to North Hampton.

Randall Cottrell, who quarries stone on his property and sells his products from his front yard along Peavine as "Sandy Flats Quarries," tells of Drew Howard's method of selling some of his homemade spirits to knowing customers, the bottle concealed at the bottom of egg baskets. This way, his entrepreneurship could be exercised in towns in the area. Drew also sold herbs and raised semi-wild hogs, who reportedly would answer only to his calls. Attempts to mine zinc on portions of Peavine Mountain near Drew's home were reported in addition to the previously mentioned attempt to obtain oil. While mentioning Mr. Cottrell, it is interesting to examine his supply of various cuts of multicolored sandstone with names like "River Slick," thick and thin "Blues," "Creek Stone," "Ruble Veneer," "Flagstone" and the common "Fieldstone," the latter very popular with "Yankees" and often moss covered. He and Mrs. Cottrell raised 11 children in their 47 years on the property, which was only the third house along "Peavine." They would often obtain groceries by asking the horse and cart escorted mailman to pick up a few things for them on his rounds or from the Peavine Post Office, which carried a few staple items. He recollects "0 and D" being the first market along Peavine, soon to be followed by many more; most of them opened by "Red," later to be sold to other owners. The Cottrells raised large numbers of hogs and cattle before the abolishment of open grazing in 1948. The quarry helped fill the economic gap after the change in livestock regulation. "National Geographic's" May, 1986, issue contains an article on Tennessee which opens and closes with quotes from our neighbor, Mr. Cottrell.

Dropping down past the coal mine to the Peavine Road area, the old Antioch Road entered the property from the east and followed the general course of Peavine being joined from the south by a stage road near the old engineering complex but south of the present Peavine. Antioch Road has been described as passing in front of the sales office where the old miniature golf course and teen center were located, and then forking both northward toward Kentucky past the Peavine Post Office and also continuing toward Crossville, joining the Burke Road into Crossville on what is now First Street, or Old Rockwood Road. The Antioch Road was in use during the Civil War according to existing sources.

Also joining the Antioch Road from the south, another trail originates at Kemmer's Stand across the interstate from the rest area near Daddy's Creek, winding through Chestnut Hill and crossing the tip of what is now Lake St. George at a small 4 foot waterfall located near Kingsdown between Meadowview and London Court, and then probably following near Snead Drive to junction with
Antioch near Dartmoor Drive. Of interest to Lake St. George residents on that "neck" of the former Brown's Creek Lake is the fact that this portion of the Lake was called "pole bridge" because the creek bottoms were crossed on a bridge made of long poles bound together. The other branch of St. George was called "Bagwell" after an early resident. It should be noted here that both Lake Catherine and Lake St. George were part of the Harrison-Ryan development which existed prior to Fairfield's purchase. Lake Catherine was then Lake Ryan.

East of St. George, Chestnut Oak Ridge runs up and over the clubhouse and water tank area peaking at the cablevision area or Turkey Knob. This spot is listed at 2,10e feet and was the highest point on the Glade until slightly outdone by Peavine Mountain.

As for other early residents, the Center family has been discussed; and their family residence, hopefully being maintained, is the only homestead remaining. This ample property extended northward to what is now Lake Glastowbury and contains the family cemetery, last used in 1977 as a burial ground for Bessie Center, daughter-in-law of the original settler, Tom. Some of the property north of the home was deeded the family from a Mr. Barnes. This 800 acres originally cost $200 and included the overlook area. Much of the land surrounding the front nine holes at Dorchester had been burned off for use as farm or grazing land, accounting for the small trees along Westchester Drive. According to Jane Center Capps, a large pine tree near the overlook served as a picnic area until it also burned. This landmark was near the log home now occupied by Betty Bryan. A quarter mile or so north of the overlook is a possibly fabled location of a mini gold rush, where many folks from miles around came to dig for little but rock and more rocks. Frank Center's home, south of the overlook, was located in Chapter 3. Other landmarks, including an oil well casing and spring called rattlesnake, said to be near the entrance to the warehouse area, can hopefully be located and documented in future years. Those interested can usually identify old wagon trails by noting that they are usually at least a couple of feet below adjoining surfaces and wide enough to accommodate a stage coach. A good example of an old horse and stage road can be observed some 75 feet south of Peavine as it crossed Snead Drive south of the old engineering complex. Portions of old roads have large trees growing in the right of way indicating use many years ago. An example of this is seen to the right of Dorchester *5 Green.

Beauty spots are fortunately too numerous to mention. One that is not conspicuous from any road or golf course is the view of water cascading down into the gorge as it leaves Lake Glastowbury and rolls toward Daddy's Creek.

A few additional landmarks and artifacts were located atop Peavine Mountain in late 1986. A tower approximately 40 feet in height formed by sections of one-inch pipe had been erected at some time in the past and "supporte" by a metal fence post and guy wires. It has long since collapsed and...
lies near the ground in an inverted "U" shape. Near the tower is an area where a brick structure apparently stood, formed from yellow bricks labeled "Steel King." On the ground in the same area one can find heavy wrought iron pieces and heavy cables. Troughs large enough for dragging large trees criss-cross the area. These are obviously what remains after logging operations ceased in 1920 or so.

Those interested in visiting the Glade "peak" can obtain a "little John" trail map from the Civic Center and proceed up to where the sign says "view" near trail mark "C." Leave the trail there and continue on the roadway; turn left on an obscure logging trail and follow it across a creek called "Lick" and proceed on a gradual climb northward to the top. This old road is quite obscure during the months of heavy vegetation. If bearings are not lost, the trip can be made in less than two hours.