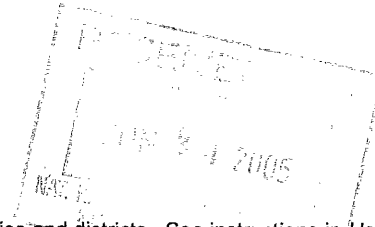


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hill Road at the Cumberland Plateau

other names/site number N/A

2. Location

street & number West of Fredonia Road, one mile NW of downtown Dunlap not for publication N/A

city or town Dunlap vicinity

state Tennessee code TN county Sequatchie code 153 zip code 37327

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Herbert L. Hays 6/23/05
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet

determined eligible for the National Register.

See continuation sheet

determined not eligible for the National Register

removed from the National Register.

other,

(explain:)

Edson Beall 8/7/02
Signature of the Keeper Date of Action

Hill Road at the Cumberland Plateau

Name of Property

Sequatchie, Tennessee

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

Category of Property

(Check only one box)

Number of Resources within Property

(Do not include previously listed resources in count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	1	structures
0	0	objects
1	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

NA

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION-Road Related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and Distinguishable entity who's components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

ETHNIC HERITAGE/Native American
SETTLEMENT

Period of Significance

November, 1838

Significant Dates

November, 1838

Significant Person

(complete if Criterion B is marked)
N/A

Cultural Affiliation

NA

Architect/Builder

N/A

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:
National Park Service, Long Distance Trails Office
Santa Fe, New Mexico

Hill Road at the Cumberland Plateau
Name of Property

Sequatchie, Tennessee
County and State

10. Geographical Data

Acreage of Property 8.2 acres

UTM References Savage Point 104 NW
(place additional UTM references on a continuation sheet.)

1 16 645355 3916785
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass
organization Thomason and Associates date April 5, 2005
street & number P.O. Box 121225 telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name See Continuation Sheet
street & number _____ telephone _____
city or town _____ state _____ zip code 40201

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

DESCRIPTION

The Hill Road at the Cumberland Plateau consists of the early 19th century roadbed of Hill Road as it ascends the eastern face of the Cumberland Plateau in Sequatchie County, Tennessee. This section of roadbed is approximately 4,800' (0.9 mile) in length and is partially located within the city limits of Dunlap, the Sequatchie County seat. The roadbed is ten to fifteen feet in width, has an earth surface, and steep embankments ranging up to twelve feet in height. The nominated section begins at an elevation of 900' above sea level and terminates at a modern paved road at an elevation of 1,380'. This roadbed was designed in a series of curves and switchbacks as it followed the steep contours of the eastern face of the Cumberland Plateau. The boundary for the property is approximately seventy-five feet in width (30 feet either side from the roadbed) to include the adjacent multiple tracks.

The Hill Road was created during the 1820s and originally connected McMinnville with the Sequatchie Valley. In the Sequatchie Valley the road connected with the Poe Road that crossed Walden's Ridge and continued on to the Tennessee River. From the extant sections still visible, this roadbed appears to have been a category 2 road of the period that would have been ten to fifteen feet in width to allow wagons to pass one another. The route of the Hill Road over the Cumberland Plateau has been identified in several locations.

Within the Sequatchie Valley the Hill Road has been incorporated into modern road systems and no section retaining integrity is known to exist. Going south to north, the Hill Road passed through what is now the county seat of Dunlap and then ascended the Cumberland Plateau on a series of curves and switchbacks up its eastern face. The road is no longer discernable at the base of the plateau due to extensive coal mining operations in the vicinity during the early 20th century. These coal mining operations were significant in local history and a six-acre tract containing the Dunlap Coke Ovens was listed on the National Register on July 5, 1985.

Just to the northeast of this National Register boundary is an intact section of the Hill Road and the beginning of the nominated property. The Hill Road in this section is approximately ten feet in width with embankments ranging up to three feet in height (Photo 1). As the roadbed ascends the plateau the terrain becomes steeper and the embankments deeper. After 1,500' the roadbed turns to the northeast and parallels a modern cleared dirt and gravel road known as Boulder Drive. After paralleling Boulder Drive for 800' the roadbed then turns to the northwest. As it ascends the plateau the roadbed becomes steeper and there are three distinct tracks of the road (Photo 2). Multiple tracks are common features of historic roadbeds, especially on ridge and mountain slopes. Often an original roadbed would become so eroded and washed out that a parallel roadbed or track would be created. For a distance of 1,000' there are three distinct tracks of the Hill Road until they merge back into one road. Within this section the deepest of these tracks has embankments ranging to twelve feet in height (Photo 3).

After merging into one roadbed the Hill Road turns to the northwest and begins a steep switchback that eventually curves back to the northeast. The roadbed in this section is also deeply sunken with ten to twelve foot embankments (Photo 4). This slope is extremely rocky and on either side of the roadbed are numerous rocks that were excavated during the construction of the road (Photos 5 and 6). The switchback is approximately 1,500' in length until it terminates at the modern paved Fredonia Road. Throughout the switchback the Hill Road is ten to fifteen feet in width and has embankments of five to eight feet in height (Photos 7 and 8).

Throughout its length, this section of the Hill Road extends through the heavily forested eastern slope of the Cumberland Plateau. There are no buildings within the viewshed of the roadbed and its 19th century sense of time and place remains intact. The roadbed crosses a section of a modern dirt and gravel road known as Boulder Drive and this small section is included as a non-contributing structure. With this exception there are no intrusions within the nominated property.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

STATEMENT OF SIGNIFICANCE - SUMMARY

The Hill Road at the Cumberland Plateau is an abandoned roadbed utilized by two detachments of Cherokee during the Trail of Tears in 1838. The roadbed is unusually intact and meets National Register criterion A for its significance during the forced emigration of the Cherokee. The roadbed is significant under criterion A for its direct connection and association with the routes taken by the Cherokee detachments. The roadbed provides a physical link and sense of time and place of the actual Cherokee experience. Roadbeds provide an understanding of the difficulties inherent in overland travel in the 1830s and the challenges faced by the Cherokee on a daily basis. It is also significant for the information it conveys about the type of road conditions and characteristics experienced by the Cherokee. It provides information on construction techniques, design elements, and use patterns of early 19th century roads and highways in the region. Roads of the early 19th century varied in widths, materials, and maintenance, and roadbeds used by the Cherokee have the potential to explain why certain routes were taken and the difficulties involved in their use. This nomination only addresses this section of the Hill Road within the context of the Cherokee Trail of Tears. Additional research may also identify the roadbed as eligible under additional state and local contexts for its role in 19th century transportation and settlement patterns.

This nomination only addresses the Hill Road within the context of the Cherokee Trail of Tears. Additional research may also identify the Hatchie Ferry as eligible under additional state and local contexts for its role in 19th century transportation and settlement patterns.

ADDITIONAL INFORMATION

The Hill Road was constructed from McMinnville to the Tennessee River during the 1820s. The early history of the road is unclear but it may have been built by Benjamin J. Hill (1793-1852) who owned a large plantation in Warren County. Hill was described as responsible for improving a turnpike road in Warren County in 1833 and he was later a commissioner for the McMinnville and Tennessee River Turnpike.¹ The road is shown on the 1835 David Burr Postal Route Map of Kentucky and Tennessee (Map 1) and other period maps also show this road as Hill Road or Hill's Road.² By the late 1830s the Hill Road was one of only a few roads passable by wagons over the Cumberland Plateau. To the northeast of Hill Road was the Higgenbotham Trace that was built by Aaron Higgenbotham in the early 1800s. This road was also a major wagon road across the Plateau and was used by detachments of the Cherokee during the emigration west.

The Hill Road was used by two detachments of Cherokee led by Richard Taylor and James Brown. In his 1999 study of the Trail of Tears, Duane H. King notes that these two detachments departed from a camp near Joseph Vann's Plantation eight miles northeast of Ross's Landing in Hamilton County.³ Vann's property was located near the town of Harrison on the Tennessee River that has been largely inundated by Chickamauga Lake. On October 26,

¹ *Acts of Tennessee, 1831-1850*, Serial No. 38, Chapter and Section 48.4 and Serial No. 43, Chapter and Section 249.4, (Nashville, Tennessee State Library and Archives).

² "David Burr Postal Route Map of Kentucky and Tennessee, 1835," David Rumsey Map Collection, www.davidrumsey.com.

³ Duane H. King, "Report on the Cherokee Trail of Tears: Correcting and Updating the 1992 Map Supplement," unpublished manuscript, National Park Service, 1999.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

1838 approximately 850 Cherokee left Vann's Plantation led by conductor James Brown.⁴ This detachment was followed on November 1st by approximately 1,029 Cherokee led by conductor Richard Taylor. Both detachments are thought to have crossed the Tennessee River north of an island in the river near the town of Dallas. Dallas sat on the west bank of the Tennessee River and no longer exists. The group traveled through Dallas on Hixson Road and Dallas Hollow Road, and then continued along Ridge Trail Road to the community of Daisy. From this point they followed the route of the current Daisy Mountain Road up Walden's Ridge. The route continued on what is now Mowray Road to the community of Huckleberry and then followed Poe's Trace (now Poe Road). This road took the travelers across the ridge. It becomes Henson Gap Road at the Sequatchie County Line.⁵ In Sequatchie County, the route approximated the path of Henson Gap Road to Henson Gap and then down the ridge into Sequatchie Valley.

James Brown's detachment appears to have camped in the Sequatchie Valley and ascended the Cumberland Plateau sometime around November 1st or 2nd. From Sequatchie Valley, the detachment climbed the plateau on the Hill Road and continued westward towards McMinnville. Following the James Brown detachment by approximately five or six days was the Richard Taylor detachment. Accompanying the Richard Taylor detachment was the Rev. Daniel S. Butrick, a white Baptist Missionary, who kept a journal of his journey west to the Indian Territory. Butrick described descending into Sequatchie Valley on November 6th and noted that the valley was like the Vale of Sodom.⁶ Butrick was dismayed at the cursing and swearing used by the whites and the attempts to sell liquor to the Cherokee.

After camping at the foot of the Cumberland Plateau escarpment, the detachment began ascending the plateau on the Hill Road on November 7th. Butrick recorded in his journal that This mountain is long and steep and difficult to ascend, yet all succeeded in getting up safely, & camped in the woods on the top, having traveled about five miles.⁷ That night it rained and snowed and the next morning the detachment continued northwest on the Hill Road. On November 9th the detachment descended the Cumberland Plateau and camped on the Collin's River in Warren County. The detachment then marched west through McMinnville and Nashville on what became known as the Northern Route of the Trail of Tears. From Nashville the two detachments traveled west through Kentucky, Illinois, Missouri, and Arkansas before reaching the Indian Territory (now Oklahoma). The James Brown detachment arrived in the Indian Territory on March 5, 1839 while the Richard Taylor detachment arrived and disbanded on March 24th.

For the rest of the 19th century the Hill Road continued to be an east/west thoroughfare along the Cumberland Plateau and into the Sequatchie Valley. The community of Dunlap formed prior to the Civil War at the junction of the Hill Road and Sequatchie Valley Road, and became the county seat when Sequatchie County was created from a section of Hamilton County in 1857. Construction of the Nashville, Chattanooga, and St. Louis Railroad through the valley in 1888 enabled coal companies to profitably extract the mineral riches of the region. An 1892 survey map of the county continues to show the Hill Road as a major road through the county (Map 2). In 1902, the

⁴ Benjamin C. Nance., *The Trail of Tears in Tennessee: A Study of the Routes Used During the Cherokee Removal of 1838*, Nashville: Tennessee Department of Environment and Conservation, Division of Archaeology, 2001, 41

⁵ Ibid.

⁶ Cherokee Removal, Monograph One, The Journal of Rev. Daniel S. Butrick, May 19, 1838 – April 1, 1839, (Park Hill, Oklahoma: The Trail of Tears Association, Oklahoma Chapter, 1998), 43.

⁷ Ibid, 44.

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Section number 8 Page 4

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

Douglas Coal and Coke Company began construction of coke ovens on the south side of Hill Road just northwest of Dunlap. Later owned by the Chattanooga Iron and Coke Company, 268 coke ovens were built to extract coke from the nearby coal mines. Several maps of this coal mining operation show the continued usage of Hill Road well into the early 20th century (Map 3).⁸ With the increased use of the automobile and statewide emphasis on highway construction, this original section of the Hill Road was bypassed when a new gravel road was built from Dunlap to Fredonia during the late 1920s. Known as the Fredonia Road, this new roadbed incorporated some of the original Hill Road right-of-way as it neared the top of the plateau. The Fredonia Road became the primary road leading from Dunlap to the northwest and numerous sections of the Hill Road were abandoned.

The Hill Road retains much of its integrity from the 19th century. The Hill Road has been accurately identified as one of the roadbeds used by the Cherokee through historical research, early 19th century maps, and on-site field investigations. The identification of this roadbed as the location of the Hill Road has remained consistent throughout the 19th and 20th century. The Hill Road retains physical characteristics typical of an early 19th century roadbed. The roadbed ranges from ten to fifteen feet in width with most of the roadbed around ten feet wide. This is typical of category 2 roadbeds of the 19th century that were generally ten to fifteen feet in width to allow wagons to pass one another. The road also has multiple tracks and embankments ranging to twelve feet in height. The Hill Road is of earth and no gravel or modern paving surfaces are visible. The roadbed is 4,800' in length that is sufficient to evoke a sense of travel or destination. The roadbed is deeply eroded in most sections due to heavy usage in the 19th century and typical erosion. The Hill Road retains its rural setting and extends through dense woodlands on private land. There are no intrusions within the viewshed of the roadbed except for a short segment of a modern gravel and dirt road.

The Hill Road at the Cumberland Plateau retains sufficient integrity and significance to meet National Register criteria for its association with the Cherokee Trail of Tears. The road was utilized by an estimated 1,900 Cherokee in the James Brown and Richard Taylor detachments in November of 1838 as they traveled west to the Indian Territory. This section of roadbed possesses a strong sense of time and place from the period of the Trail of Tears.

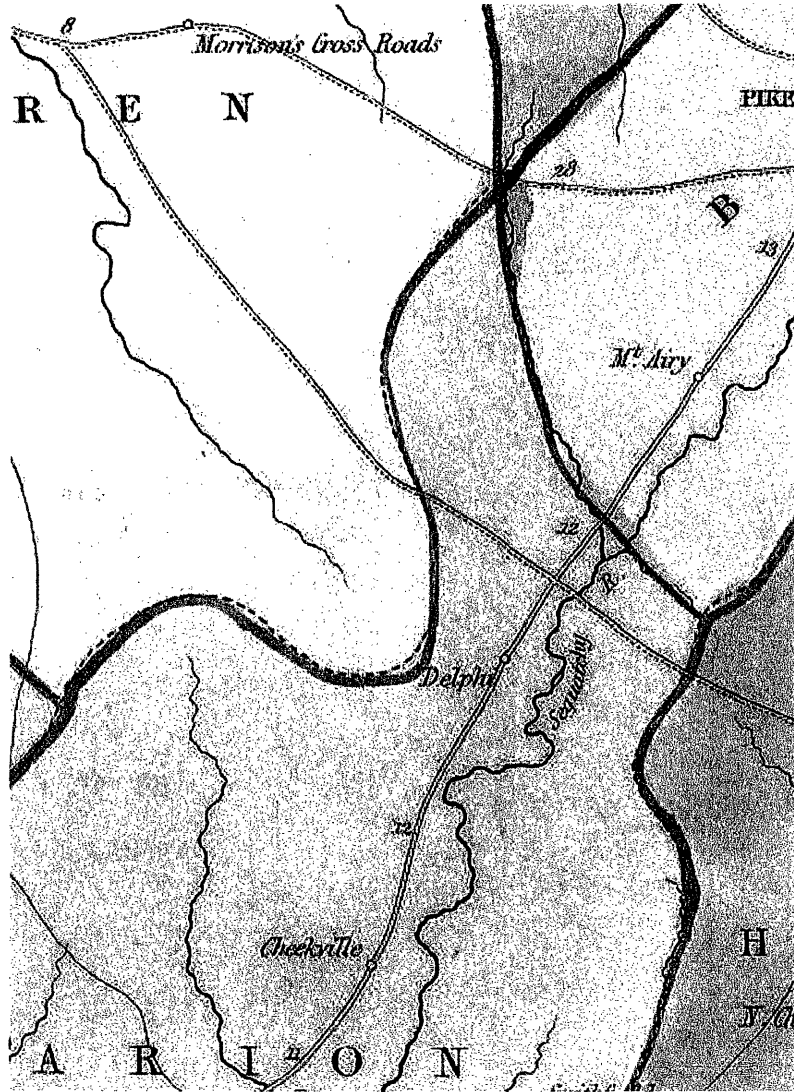
⁸ Chattanooga, Tennessee, United States Geological Survey Map, 1921.

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Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee



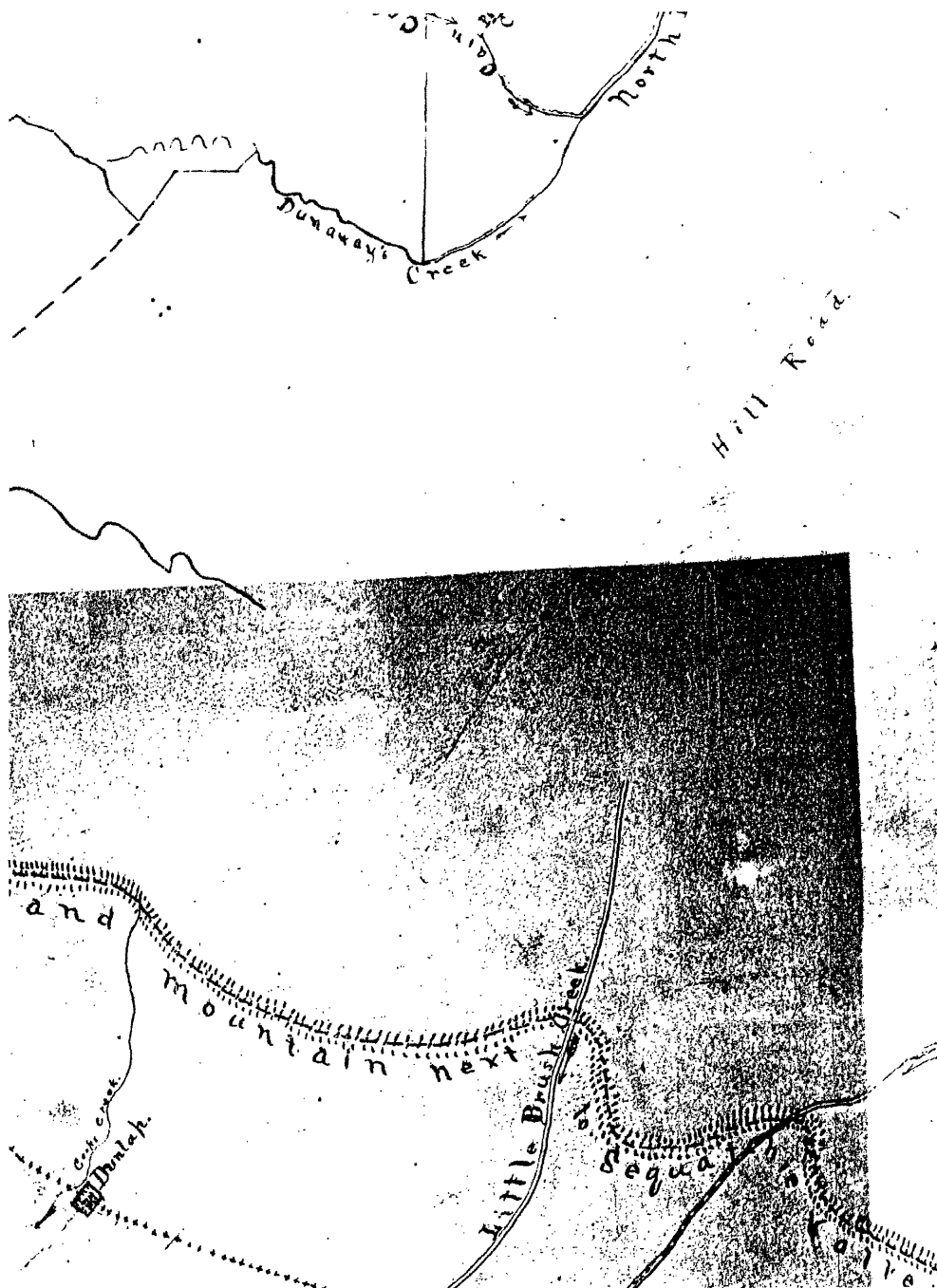
Map 1: The David Burr Map of Tennessee and Kentucky in 1835 shows Hill Road crossing the Sequatchie Valley above Delphi and continuing northwest into Warren County.

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Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee



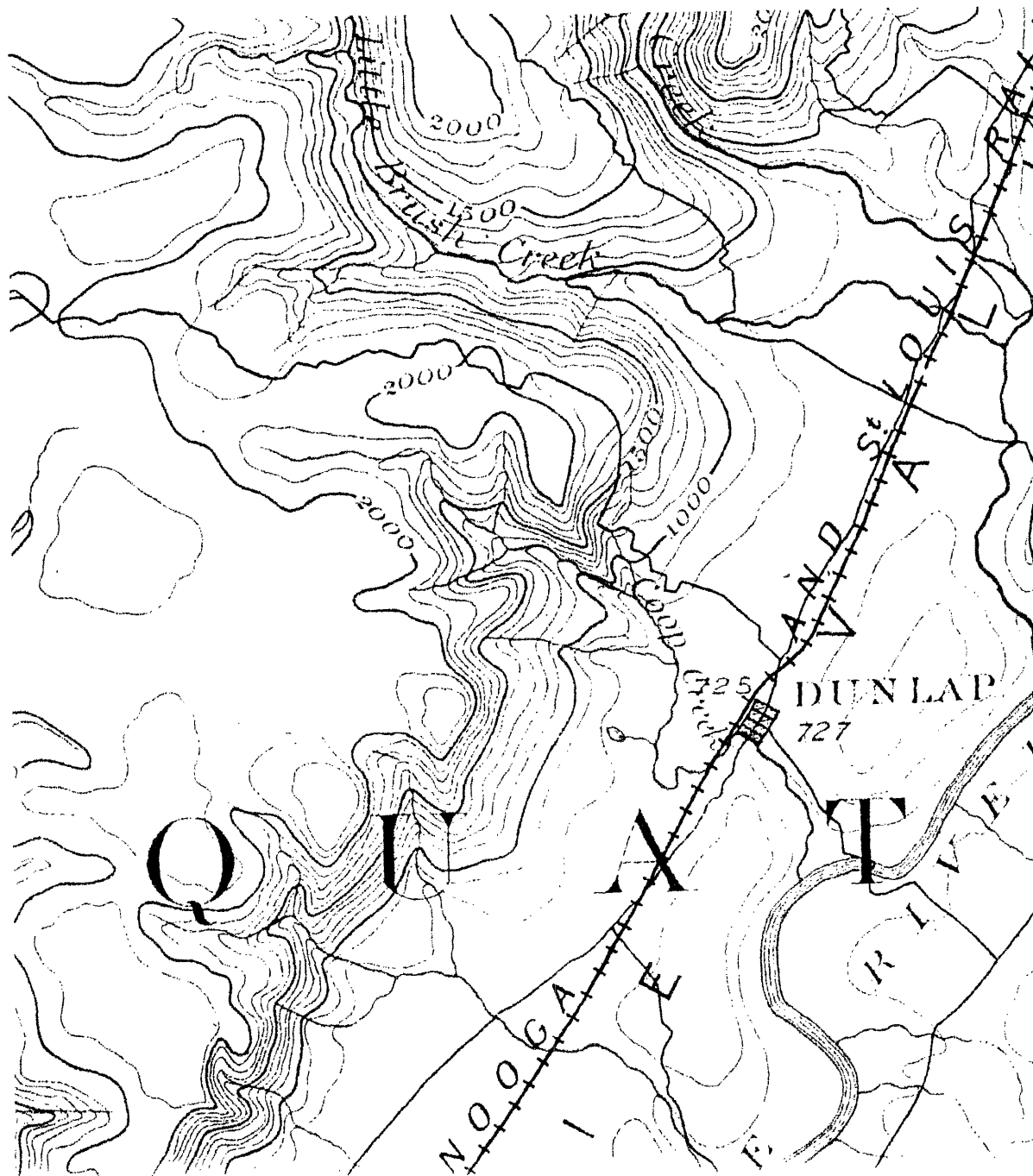
Map 2: An 1892 survey map of the county continues to show "Hill Road" northwest of Dunlap.

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Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee



Map 3: The Chattanooga USGS map of 1921 shows the Hill Road as it ascends the Cumberland Plateau.

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Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

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_____ *Indian Removal*. Norman OK: University of Oklahoma press, 1956.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 9

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

GEOGRAPHIC INFORMATION

Verbal Boundary Description

The boundary for the Hill Road at the Cumberland Plateau is shown on the accompanying Sequatchie County tax map 040 which is drawn at a scale of 1" = 800'. The boundary is also shown on the accompanying sketch map. The roadbed undulates as it ascends the east face of the Cumberland Plateau and the boundary includes the original right-of-way and an additional thirty feet on either side to encompass multiple tracks and other road features. The resulting 75' width of the roadbed and its 4,800 foot length results in a nominated property of 8.2 acres. The roadbed is bounded by imaginary lines on the south, west, and east and by the modern paved right-of-way of the Fredonia Road on the north. This is the only scale map available for this rural area of Tennessee.

Verbal Boundary Justification

The boundary for the Hill Road at the Cumberland Plateau is drawn to include 4,800' of continuous roadbed that remains on the eastern slope of the plateau west of Dunlap. There are no intact sections of this road to the south and the boundary ends on the north where it intersects and becomes absorbed into the existing right-of-way of the modern Fredonia Road. Past the Fredonia Road and continuing up the plateau there are several small sections of the original Hill Road roadbed. However, these sections are disconnected and do not meet registration requirements. Once on top of the plateau, historic sections of the Hill Road are visible as it continues through Sequatchie, Grundy, and Warren counties. Further research and analysis may identify additional sections of the Hill Road as National Register eligible in these areas.

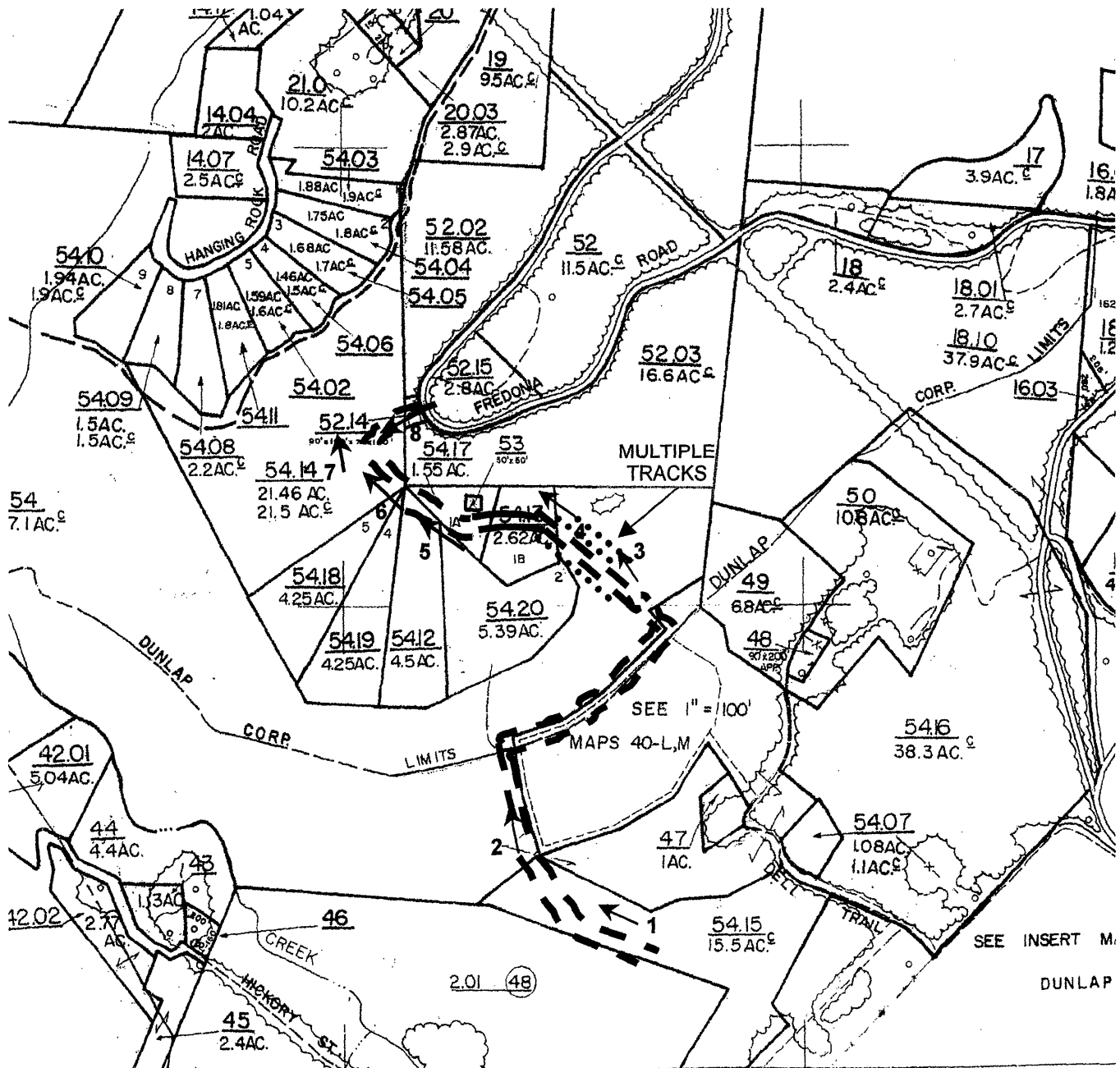
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National Register of Historic Places Continuation Sheet

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

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Tax map ↑ 1 = 800'



Sequatchie County tax map 40 showing the nominated property and photo key for the Hill Road.

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National Register of Historic Places Continuation Sheet

Section number photos Page 11

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

PHOTOGRAPHS

Photo by: Thomason and Associates

Date: March, 2002

Location of Negatives: Tennessee Historical Commission, Nashville, TN

Photo No. 1: Hill Road as it ascends the Cumberland Plateau, view to the northwest.

Photo No. 2: Multiple track section of the Hill Road, view to the northeast.

Photo No. 3: Hill Road just north of the Dunlap city limits, view to the northwest.

Photo No. 4: Hill Road as it ascends the Cumberland Plateau, view to the northwest.

Photo No. 5: Hill Road to the south of the switchback, view to the northwest.

Photo No. 6: Hill Road as it climbs towards the switchback, view to the northwest.

Photo No. 7: Hill Road and the curve of the switchback, view to the northwest.

Photo No. 8: Hill Road switchback as it curves to intersect the Fredonia Road, view to the southwest.

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National Register of Historic Places

Continuation Sheet

Section number owners Page 12

Hill Road at the Cumberland Plateau
Sequatchie County, Tennessee

OWNERS

Sequatchie County Tax Map 40

Parcel 52.14: Johnny Lewis, P.O. Box 478, Dunlap, TN 37327

Parcel 54: Carson and Sandra Joyce Camp, 114 Walnut Street, Dunlap, TN 37327

Parcel 54.12: Michele Dawson Bourre, P.O. Box 144, Fairhope, AL 36533

Parcel 54.13: Debbie Hanson, 20705 Langford Road, Fairhope, AL 36533

Parcel 54.14: Thomas J. Michel, P.O. Box 144, Fairhope, AL 36533

Parcel, 54.15: Sequatchie County Historical Association, 114 Walnut Street, Dunlap, TN 37327

Parcel 54.17: Debbie Hanson, 20705 Langford Road, Fairhope, AL 36533

Parcel 54.18: Michael Dawson, 2395 Woodside Way, Chamblee, GA 30341-5033

Parcel 54.19: Mark Dawson, 2395 Woodside Way, Atlanta, GA 30341