

PHO 692 433

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	NOV 27 1978
DATE ENTERED	MAY 28 1978

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Cumberland Gap Historic District - Virginia/Kentucky/Tennessee

AND/OR COMMON
Cumberland Gap Historic District - Virginia/Kentucky/Tennessee

2 LOCATION

STREET & NUMBER
U.S. 25E and Virginia 58

CITY, TOWN
Gibson Station/Middlesboro/Harrogate

STATE
Virginia/Kentucky/Tennessee

CODE
51/21/47

VICINITY OF
Lee/Bell/Claiborne

CONGRESSIONAL DISTRICT
9th/5th/2nd

COUNTY
Lee/Bell/Claiborne

CODE
105/013/025

NOT FOR PUBLICATION

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input checked="" type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)
Department of the Interior, National Park Service, Southeast Region

STREET & NUMBER
1895 Phoenix Boulevard

CITY, TOWN
Atlanta

VICINITY OF
Georgia

STATE
Georgia

30349

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Clerk of Lee County/Bell County/Claiborne County

STREET & NUMBER

CITY, TOWN
Jonesville/Pineville/Tazewell

STATE
Virginia/Kentucky/Tennessee

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Davis and Neeley

DATE
1945

DEPOSITORY FOR
SURVEY RECORDS
Cumberland Gap National Historical Park

CITY, TOWN
Middlesboro

STATE
Kentucky

40965

FEDERAL STATE COUNTY LOCAL

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

CUMBERLAND GAP HISTORIC DISTRICT - VIRGINIA, KENTUCKY, TENNESSEE

This district comprises that portion of the Cumberland Gap vicinity which lies within the boundaries of Cumberland Gap National Historical Park. Cumberland Gap is a notch in a narrow section of Cumberland Mountain, part of the Allegheny chain, encompassing the southwestern tip of Virginia, the southeastern corner of Kentucky, and the north-eastern corner of Tennessee. The Gap is the result of a block fault running perpendicular to the axis of the mountain. The ridge of the mountain runs generally from northeast to southwest and the Gap is delineated by two peaks: to the northeast is the Pinnacle, and to the southwest is Tri-State Peak where Kentucky, Tennessee, and Virginia meet. A natural passage through the Gap runs northwest from 1350 feet elevation at the base of the mountain in Virginia, enters Kentucky at 1650 feet in the "saddle of the Gap", then curves southward as it descends the western slope to 1150 feet at the base of the mountain. The Pinnacle is 800 feet above the saddle at 2440 feet and Tri-State Peak is 1980 feet in elevation. Originally covered with Oak-Chestnut hardwood forest, the present flora is second and third growth mixed hardwood forest.

The portion of the district in Virginia extends to the east of the ridge of Cumberland Mountain forming a 3000 foot long triangle. The Kentucky portion extends northeast of the ridge on the western slope forming a rough rectangle about 4500 feet by 3000 feet. The Tennessee section forms a rough rectangle 500 feet by 1500 feet extending south-southeast of Tri-State Marker.

The district includes 20 historic structures:

1. Wilderness Road (G51-KV)

The Wilderness Road originally blazed by Daniel Boone led from Long Island of the Holston River (Kingsport, Tennessee) 208 miles to Boonesboro, Kentucky. In the vicinity of Cumberland Gap it led from the Tennessee-Virginia state line up the eastern slope of Cumberland Mountain to the saddle of the Gap then to the north-east curving to the east as it descended the mountain leaving the present park boundary near the confluence of Davis Branch and Little Yellow Creek. Prior to its designation as the Wilderness Road during the eighteenth century westward migration, this route was a buffalo trace used by Indians and occasional white traders and hunters. The path was gradually improved during the later half of the 18th century and widened for the use of wagons in 1796. It remained a wagon path in poor repair until an alternate route now obliterated by U.S. 25E brought the original route into disuse. During the Civil War, this route was part of the "Tazewell Road" and the "Kentucky State Road". The alternate route was macadamized in 1908 bringing traffic around the original route.

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DATE ENTERED	MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The exact route of the original trace cannot be stated with certainty. However, evidence of the Civil War road is present and it is probable that it was the route of the original Wilderness Road. It consists of a 2700-foot section running from the Iron Furnace, near the Tennessee state line, through two switchbacks to near the saddle of the Gap where 1250 feet of roadbed is obliterated by U.S. 25E. The old road then runs south of 25E for 3480 feet ending at the Pinnacle Road near the base of the mountain. The Virginia portion is maintained as a hiking trail; the Kentucky portion is in good condition but overgrown.

2. Fort Foote (G-52)

Built in 1861, Fort Foote is a Civil War defensive position for cannon placement. The Fort is one of eight such forts of primitive earthwork construction placed along both sides of the road to defend against enemy movement through the pass. Of these eight, two forts have been obliterated by the construction of U.S. 25E. This fort was constructed by the Confederate Army which, under the command of General Felix Zollicoffer, first occupied the Gap in 1861. Named Fort Hunter by the Confederates, it was later called Fort Foote by the Union Army, and was occupied under General George W. Morgan in 1862. The Gap area and Forts changed hands twice again, remaining in Union control at the end of the War.

Fort Foote is located on the northwest slope of the Tri-State Peak at an elevation of 1820 feet. Originally it was a rectangular platform, 46' X 34', faced on two sides by 5' high earthen berms, reinforced by sod-filled baskets, or "gabions". The position included an 8' X 6', 7' high log powder magazine and a 4' wide rifle pit leading from the Fort to Tri-State Peak. The present remains of Fort Foote consist of a flat area with a 30' long mound on its southern edge and badly eroded remains of the rifle pit.

3. Fort Nathaniel Lyon (G-53)

Fort Lyon is a Civil War cannon position. Built by the Confederate Army in 1861, it was used alternately by both armies until the end of the War, and was called Fort Pitts by the Confederate Builders. The Fort is located on the ridge of Cumberland Mountain near the Pinnacle, at an elevation of 2505 feet. It was originally composed of six zig-zagging log and earthen walls, with 5 triangular abutments or "embrasures", and an underground log magazine. The structure measured 240' X 60' with a depth of 2'9" to 6'6". The magazine was 9' X 7', 8' high, and 10' underground. The present remains are four zig-zagging, overgrown mounds.

4. Fort Robert L. McCook (G-54)

Called Fort Rains by the Confederates, this structure is a Civil War cannon position built by the Confederates in 1861 and used alternately by both armies until the end

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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RECEIVED NOV 27 1978

DATE ENTERED MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

of the War. It is located on the west slope of the Pinnacle at an elevation of 1860 feet. Originally the Fort was a semicircular platform measuring 49' X 45' with four 5' walls of earth, reinforced with gabions and a log retaining wall. Presently the site consists of the platform with portions of the berms existent but partially overgrown. This is a developed interpretive site with a cannon displayed and two wooden signs. Adjacent to the site are a paved path and parking lot.

5. Fort Farragut (G-55)

This Fort is a Civil War cannon position called Fort Churchwell by the Confederates who built it in 1861. It was held alternately by each army until the end of the War. It is located on the ridge of Cumberland Mountain south of the Tri-State Marker, at an elevation of 2040 feet. It was originally a linear structure with a long, gabion-reinforced wall, and a shorter wall angled at one end. It measured 35' X 70' with a wall height from 2'9" to 3'3". It is now a signed interpretive site with a curved mound 60' long. It is so badly deteriorated visitors cannot identify it as a earthwork fortification.

6. Fort Edgar (G-56)

This Civil War Cannon position was built in 1861 and called Fort Green by the Confederate builders. It was used by both armies throughout the War. It is located on the north slope of the mountain near the Pinnacle, at an elevation of 2260 feet. It was originally a 200' X 300' oval hilltop, bordered by a 10' earthen wall. It included gabions at one corner and four rectangular mounds in the interior for cannon placement. At present, the site is heavily overgrown, but the perimeter berm is intact and traces of the interior mounds exist.

7. Fort McRae (G-57)

A Civil War cannon position, this fort was built in 1861. It was first named Fort Mallory, and was used by both armies throughout the War. It is located on the west slope of the Pinnacle at an elevation of 1960 feet. It was a generally rectangular 68' X 40' structure with a seven-sided earth and gabion wall 5' high, and a 10' X 10', 6' high magazine in the center. A rifle pit extended 750 feet from the Harlan Road. Present remains include a small corner of the berm and the rifle pit.

8. Morgan's Commissary (G-58)

This Civil War structure was used to house and disperse supplies. It was built in early summer 1862 by the Union Seventh Division under General Morgan, and was burned in September of that year during Morgan's evacuation of the Gap. It is located on the north slope of Tri-State Peak at an elevation of 1680 feet. The building was

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	NOV 27 1978
DATE ENTERED	MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 4

probably of log construction and was 180 feet in length. The present remains consist only of a flattened level area of the same length.

9. Union Powder Magazine (G-59)

This underground structure was used for the storage of gun powder during the Civil War. Built in 1861 or 1862 by either army, it was exploded during Morgan's evacuation in September 1862. It is located on the north slope of the Tri-State Peak at an elevation of 1760 feet. Details of its original design are unknown and the remains consist of a crater, 52' X 30', 30' deep.

10. Harlan Road (G-60)

The Civil War period wagon road ran from Cumberland Gap, north to Harlan, Kentucky. It was probably built during the Civil War, which is when historical evidence first appears, and was used until the Skyland Road (now called the Pinnacle Road) was constructed over a portion of it in 1929, prior to the area becoming a Park. The Harlan Road runs north from the Saddle of the Gap past Fort McCook. Originally, an unimproved dirt road, it's present remains within the historic district consist of a 10-foot wide overgrown trace running 1100 feet north from the Pinnacle Road near Fort McCook. After leaving the historic district the road disappears and only isolated sections can be identified.

11. Fort McCook - Fort Lyon Road (G-61)

This dirt road was built during the Civil War to service the Forts, and was probably used until the Skyland Road was built in 1929. It ran from Fort McCook up to Fort Lyon, along the ridge of the mountain, and down the east slope through Lewis Hollow. The only remains are a 2200 foot portion between the two forts. This trail is heavily overgrown and deeply eroded in several places.

12. Fort Farragut Road (G-62)

This was an unpaved wagon trail built and used during the Civil War to provide service to defensive positions on Cumberland Mountain south of Cumberland Gap. It led from near the saddle of the Gap south-southwest 1100 feet where it branched, One fork extending 850 feet to Fort Foote; the main road ran up Tri-State Peak through Kentucky and Virginia 2250 feet to the point where Kentucky, Tennessee, and Virginia join. From there it ran another 1800 feet into Tennessee along the ridge of the mountain to Fort Farragut.

It was probably used extensively as a trail until 1958 when the park roads were built.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	NOV 27 1977
DATE ENTERED	MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

The historic roadbed is now used as the Tri-State Trail except one 800' section that parallels the Tri-State Trail at a slightly lower elevation west of the Tri-State Marker. The portion used as a trail is clear of vegetation but not paved or graveled. That portion not used as a trail is overgrown with forest but is structurally intact. While during the Civil War the surrounding area was cleared of vegetation, the present trail is bounded on both sides by a new growth of Oak-hardwood forest. The trail averages 10' in width.

13. Iron Furnace (G-63)

This structure was used during the nineteenth century as a charcoal blast furnace for smelting iron. Probably built between 1813 and 1835 by Martin Beaty, it was operated intermittently until about 1881, by a number of people including John G. Newlee for whom the foundry was named at the end of the century. The foundry and buildings were used for ammunition storage for a part of the Civil War. This foundry is considered one of the last examples of a cold-blast charcoal furnace.

The furnace is located at the base of Cumberland Mountain, next to Gap Creek near Cumberland Gap, Tennessee, at an elevation of 1350 feet. In 1870, the foundry group consisted of the blast furnace itself, a 25' X 26', 35' high limestone chimney lined with firebrick; a casting shed, a 15' X 20' single story frame building connected to the south; a 2½ story, 30' X 45' storehouse to the north, with a 30' overshot water wheel to power the blast machinery; and a fleming mill detached from the complex nearby. Presently the site includes the 30' remains of the blast furnace, a grass covered slag pile, a large stone with drill-holes for splitting it, and a portion of a flume, cut to channel Gap Creek around the foundry.

14. Battery # 3 (G-64)

This structure is one of fifteen Civil War defensive positions identified by Captain Sydney Lyon in 1862. These defenses were constructed by both the Confederate and Union Armies who alternately occupied the Gap during the Civil War in an effort to block enemy movement through the mountain pass. Battery # 3 is one of seven numbered batteries constructed by the Union Seventh Division under the command of General George W. Morgan in 1862. It was designed for placement of either small cannon or riflemen, and is located at the base of Cumberland Mountain, near the Wilderness Road, at an elevation of 1350 feet. Originally the Battery consisted of an angled earthen wall with sod-covered parapet, two protruding "embrasures", a powder magazine, and a 200' rifle pit. The structure measured 70' X 56' and was 13½' deep. Presently there exists an elongated mound, split by a drainage and overgrown with pine trees. The rifle pit is no longer identifiable.

15. Battery # 5 (G-65)

Constructed by the Union Army in 1862, this site was used for placement of cannon or

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NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED NOV 27 1978
DATE ENTERED MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

rifle defenses. It is located in the Gap near Solider's (Cudjo's) Cave at an elevation of 1670 feet. Originally it was a linear trench lined with logs and outfitted with three embrasures. The site measured 36' X 70', and 8' deep, with 20' long embrasures. The remains consist of two small mounds and a pile of stones.

16. Battery # 6 (G-66)

This battery was constructed in 1862 by the Union Army for cannon or rifle defenses. It is located below the saddle of the Gap by the Wilderness Road Trail at an elevation of 1560 feet. It was originally a rectangular pit, 120' X 70', with six log embrasures. Now a portion of one of the berm sides remains.

17. Battery # 7 Road (G-67)

This Civil War service road ran south from the saddle of the Gap along the east side of Tri-State Peak, crossed the Tennessee-Virginia line, and ended at Battery # 7. After the Civil War, this road was apparently used as access to a house site that developed adjacent to Battery # 7 location. The road is currently overgrown with mixed hardwood forest but is structurally intact from Battery # 7 to within 100 yards of Highway 25E in the Saddle of the Gap. This section partly within the L & N Railroad right-of-way is heavily overgrown and has been disturbed by power-line and highway construction.

18. Battery # 7

Built by the Union 7th Division under General George Morgan in 1862 for cannon defenses, Battery # 7 was originally an angled earthen wall, sod-covered with log reinforced inner wall and three log reinforced gun embrasures. The front wall was originally 8' high, the back 9', with overall dimensions of 125' X 60'. Although the current dimensions remain the same the walls are eroded to an average height of 3'. The Battery form is well preserved, but overgrown with young Tulip and Paw-Paw Trees and a protective ground cover of myrtle. It is located just inside the park boundary in Tennessee 750' southeast of Tri-State Peak at approximately 1700' elevation and its southern tip is crossed by the power line right-of way.

19. Battery # 2

Battery # 2 remains today only as a cleared area used since the War for a house site. It is densely overgrown with Kudzu and can be identified only by a terrace on the hillside with a slight rise on its lip and short sections of rifle trenches in the woods on either side. The cleared area is about 60' X 35' and is all that

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INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED NOV 27 1978
DATE ENTERED MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 7

remains of a curved earthwork with 3 log reinforced embrasures, front sodding and log reinforcing at ends, a centrally located 10' X 20' X 7' magazine in the back wall and 300' rifle trenches on each side. The work was constructed by Morgan's Union forces in 1862. It is located just north of the Virginia-Tennessee line 1500' west of Tri-State Peak at 1360' elevation.

20. Battery # 4

Battery # 4, was an L-shaped earthwork with two log and barrel reinforced embrasures facing east, a plank barquette running eastwest, and powder magazine at the junction on the L. The eastwest leg, on the north end, was 30' long, the northsouth leg 95' long, and the work was approximately 30' wide and 12' deep. A 700' rifle pit connected Battery # 4 to other defenses to the west. The work was constructed by Morgan's Union forces in 1862. It remains only as a level area with a very slight lip on the north side and a 200' section of rifle pit. The site, 500' southeast of the Iron Furnace was used for a house, so remains partially clear but identifiable remains are practically destroyed.

Several Civilian structures used by military forces in what is now the town of Cumberland Gap are identified on historic maps. Like Battery # 1, the town has developed over these sites until all remains are gone and even the site of structures other than those described cannot be identified. The following structures and sites located within the district are non-conforming elements that intrude upon the historic properties.

A. Highway U.S. 25E

This paved, two and three lane highway bisects the nominated property and passes through Cumberland Gap. Although owned by the U.S. the highway is on a deed easement and maintained by Kentucky and Virginia.

B. Pinnacle Road and Overlook Complex

This narrow paved highway extends four miles from the Visitor Center to the top of Cumberland Mountain to provide visitor access to that area. Near the ridge is a paved parking lot and a stone overlook platform constructed on Pinnacle Road overlooking the historic Gap.

C. Information Shelter

Adjacent to the Pinnacle Road parking area is a small structure with three rooms used to dispense information during the summer and to provide restroom facilities year round. The structure is a modern development with no historic significance.

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INVENTORY -- NOMINATION FORM**

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APR 30 1980
RECEIVED
MAY 28 1980
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 8

D. Baumgardner House

A two story white frame building constructed in the 20th century, the house served as a private residence in the town of Cumberland Gap prior to its acquisition by the National Park Service. The structure does not have any relation to the parks major themes--18th century westward expansion, the American Civil War, or industrial development prior to 1900. There is no information available to link the structure to any significant historical events in the locality. The house, located near the Iron Furnace (Structure G-63) is presently used for park quarters.

Architecturally the house is typical of thousands of existing Appalachian Mountain homes of this century. There are several similar structures in the town of Cumberland Gap. As originally constructed it was a square two story wood frame building with exterior brick chimney. Interior changes prior to Park Service ownership have not been documented. A gable porch supported by four brick pillars extending the full length of the front was added prior to acquisition by the National Park Service. The weather board exterior and tin roof were completely replaced by the National Park Service in 1974.

E. Storage Building

Adjacent to the Baumgardner Residence (No. 3) is a 6' x 9' brick building with gabled tin roof. It is to be removed when the residence is removed. The structure has no significance to the historic periods represented by the park.

F. Railroad Right-of-Way

This 100' wide corridor above a railroad tunnel owned by Louisville and Nashville Railroad bisects the nominated property from near the park visitor center to Cumberland Gap, Tennessee. Within the corridor all tree growth is removed periodically and above ground telephone and telegraph lines on wooden poles are maintained.

G. Power Line Right-of-Way

These high voltage electric transmission lines on double wooden support poles maintained by Kentucky Utilities Company enter the nominated property near Middlesboro, Kentucky, pass several Civil War structures on Tri-State Trail, cross the ridge at Tri-State Marker and exit the park near Battery #7. The corridor is cleared of trees creating a visual impact in both sides of the mountain.

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INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
APR 30 1980
RECEIVED
DATE ENTERED MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER

7

PAGE

9

H. Cudjo's Cave

The cave and souvenir shop on the opposite side of U. S. 25E are held under a reserved right by Lincoln Memorial University. The University uses the water from large springs found in the cave and also conducts tours of the cave. There are no clearly established historical associations except that the cave was an attraction for troops stationed in the area during the Civil War. Tradition attributes use for military purposes, but no documentary evidence exists.

There are a total of 27 structures and sites within the historic district. Of these 20 contribute to the qualities that make the property eligible for nomination while the remainder do not.

The park museum items are also considered historic resources. Of the many items in the park museum collection, only a few catalogued items can be identified as original objects used, manufactured, or having significance within the area nominated. Most appropriate objects are metal remains found onsite by employees and park visitors. A few items are tools and foundry by-products associated with the Iron Furnace that operated intermittently in the nominated property from 1820 to 1880. Most objects are projectiles and metallic accouterment parts associated with military occupation of the Gap from 1861 to 1865. Also included in the collection are several American Indian relics, mainly stone projectile points, collected at various locations within the area.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Cumberland Gap has been for centuries a passageway for man, being the only easily accessible pass through the Allegheny Mountains. It has witnessed the movement of peoples from aboriginal Indians to modern travelers, and has played an important role in the westward expansion of the United States. Its importance as a natural pass was emphasized during the Civil War by its fortification by both sides.

Prior to 1750, the primary users of this pass were Indians. Probably following buffalo paths, these early hunters found the route through the mountains and established a trail between the Tennessee Valley and the rich hunting grounds of Kentucky. Due to competition for game, different tribes began to battle for the right to use this land, and the trail became part of the "Warriors path".

After the discovery of Cumberland Gap by Dr. Thomas Walker in 1750, increasing numbers of white men from the Virginia and the Carolina Colonies passed through Cumberland Gap in search of new land and good hunting, but two wars and the fear of Indian attacks prevented large numbers of permanent settlers from going west before 1790. In the interim, men like Daniel Boone made the area and themselves famous by their long, perilous trips through the Gap into the Kentucky Wilderness. In 1775, Boone blazed a trail from the Holston River in Tennessee through Cumberland Gap to the Kentucky River, giving the route the name of "Boone's Trace".

During the 1790's a mass of immigrants passed through Cumberland Gap into Kentucky at the rate of nearly 100 per day. These people were lured to the cheap lands to the west, and began pouring through the Gap as soon as western travel seemed safe. But the Gap's gained importance began to decline as more people used the easier route through the Ohio Valley. Westward travel through the Gap nearly ceased by 1800. During the decade of heavy use, the trail through the mountains was known as "The Wilderness Road".

Through the nineteenth century, Cumberland Gap was a locally important commercial passage, used by stockmen and merchants more than immigrants. Only during the Civil War did the Gap again come to national prominence. Judged an important strategic pass by both sides it was strongly fortified including 15 defensive works, service and storage buildings, and roads, and held alternately by the Union and Confederate Armies, but never was the scene of a major battle. Since the Civil War, Cumberland Gap has continued to serve as a passage, though part of the Wilderness Road which gave it its original importance has been obliterated. The road has been improved, graded and widened continually during this century, as Cumberland Gap has continued its function as a passageway for man.

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DATE ENTERED	MAY 28 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

U.S. Highway 25E and other modern conveniences have caused the Gap to lose some of its historical flavor; however it is still the scene of one of the great migrations to the west. Loss of the Gap and its remaining historic structures would mean the loss of an area that effectively tells of the great trans-Allegheny migration of 1775-1800.

Objects in the collection are important because of their association with the nominated property. Having a direct relationship to two historic periods represented by the park they are necessary to document park themes. They also present research opportunities to staff and people other than employees because they document the details and characteristics of past occurrences that will not be repeated.

Since no well defined boundaries existed in the historic period and the physical character of the landscape within the proposed district has changed, boundaries were based on historic maps and remaining significant evidence of past human activity associated with park themes - westward expansion, Civil War, and industrial development. An arbitrary boundary for the district was thus established to include all known sites of significant historic resources and a buffer zone around known sites while creating a boundary that can be identified both on maps and the landscape.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Kincaid, The Wilderness Road, LMU Press, Harrogate, TN, 1955
 Johnston, First Explorations of Kentucky, Filson Club, Louisville, 1897
 Scott, The War of Rebellion, A Compilation of the Official Records of the Union and Confederate Armies, GPO, Washington, 1887
 Lyon, "Drawings of Fortifications at Cumberland Gap", National Archives, Washington,

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 462
 UTM REFERENCES

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

A	1,7	26,20,5,0	4,05,39,6,0	B	1,7	26,07,5,0	4,05,27,7,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,7	25,95,2,0	4,05,41,5,0	D	1,7	26,08,2,0	4,05,13,3,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The boundary of nominated property is shown as the red on the accompanying 7.5 topographical map. Based on historic map and visible remains boundaries were established to include all known sites of significant historic resources and a buffer zone around known sites.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

Virginia	51	Lee	105
STATE	CODE	COUNTY	CODE
Kentucky	21	Bell	013
STATE	CODE	COUNTY	CODE
Tennessee	47	Claiborne	025

11 FORM PREPARED BY

NAME / TITLE

Keithel C. Morgan / Park Historian

ORGANIZATION

Cumberland Gap National Historical Park

STREET & NUMBER

P.O. Box 840

CITY OR TOWN

Middlesboro

DATE

(606) 248-2817

TELEPHONE

STATE

Kentucky 40965

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

Tucker Hill, Exec. Dir., Va. Historic Landmarks Comm. & State Historic Preservation Officer

See also Continuation sheet

Julius Hall 3-26-80
 STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Ak. Asst. Dir., Cultural Resources

DATE

12/5/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. Ray Juice

DATE

5/28/80

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Kristine D. Council

DATE

5/22/80

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	NOV 27 1978
DATE ENTERED	MAY 28 1980

CONTINUATION SHEET

ITEM NUMBER 12 PAGE 1

Certification of Nomination

State Historic Preservation Officer Recommendation

Yes

No

None

Edward W. Meeter

State Historic Preservation Officer

Certification of Nomination

State Historic Preservation Officer Recommendation

Yes

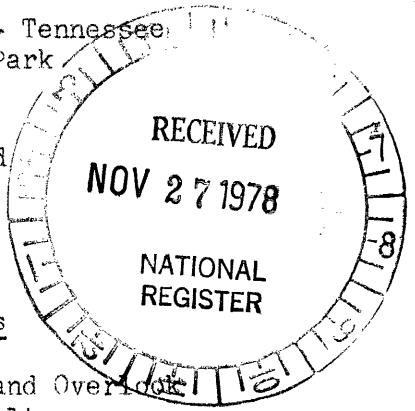
No

None

Herbert L. Hays

State Historic Preservation Officer Tenn.

Cumberland Gap Historic District--Kentucky-Virginia-Tennessee
 Cumberland Gap National Historical Park



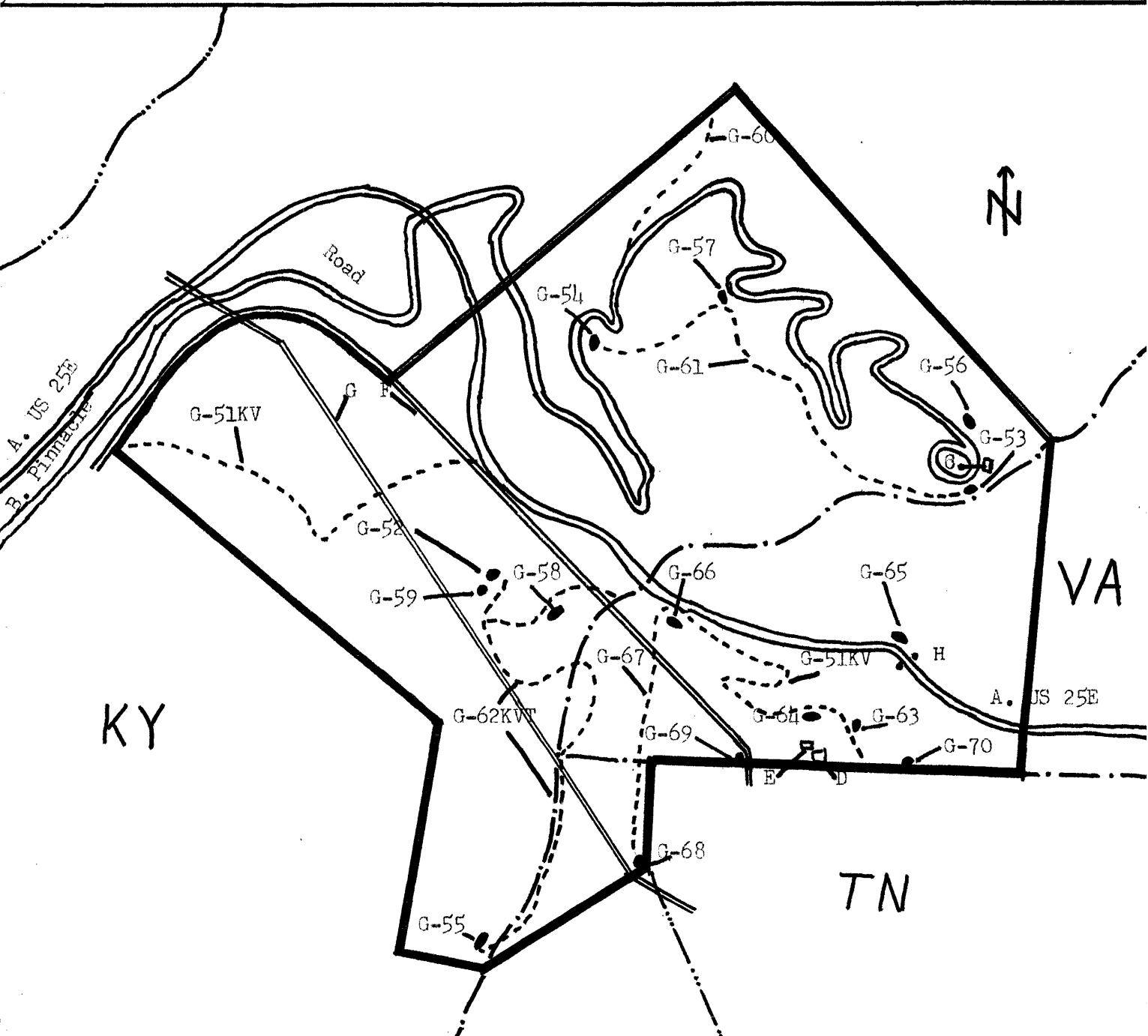
STRUCTURES

- G-51KV Wilderness Road ✓
- G-52 Fort Foote
- G-53 Fort Lyon
- G-54 Fort McCook ✓
- G-555 Fort Farragut
- G-56 Fort Edgar
- G-57 Fort McRae
- G-58 Morgans Commissary
- G-59 Union Powder Magazine
- G-60 Harlan Road
- G-61 Fort McCook-Fort Lyon Road
- G-62KVT Fort Farragut Road
- G-63 Iron Furnace ✓
- G-64 Battery #3
- G-65 Battery #5

- G-66 Battery #6
- G-67 Battery #7 Road
- G-68 Battery #7
- G-69 Battery #2
- G-70 Battery #4

Non-conforming Elements

- A. Highway US 25E
- B. Pinnacle Road and Overlook
- C. Information Shelter
- D. Baumgardner Residence
- E. Storage Building
- F. Railroad Right-of-Way
- G. Power Line Right-of-Way
- H. Cudjos Cave ✓



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

Cumberland Gap Historic District Bell County, KENTUCKY
80000366

ADDITIONAL DOCUMENTATION APPROVED

Pattys Christian 9-19-94

AMENDMENT TO NATIONAL REGISTER OF HISTORIC PLACES
AT
CUMBERLAND GAP NATIONAL HISTORICAL PARK
FOR
CUMBERLAND GAP HISTORIC DISTRICT-VIRGINIA/KENTUCKY/TENNESSEE

This amendment pertains to the Cumberland Gap Historic District which was entered in the National Register of Historic Places May 28, 1980. The amendment incorporates into the district portions of the Wilderness Road. These segments within the park boundaries are adjacent to present routes 25E and 58, and are on the same alignment as present Route 58.

1. NAME.

Cumberland Gap Historic District – Virginia/Kentucky/Tennessee (boundary increase)

2. LOCATION.

Address of area being added: Lee County, Virginia; Bell County, Kentucky; Claiborne County, Tennessee (all within park boundaries)

5. CONTRIBUTING RESOURCES: 20 NONCONTRIBUTING RESOURCES: 7

This amendment clarifies the inclusion of the Wilderness Road as a contributing resource, while still maintaining the same number, 20, as the original nomination. It also deletes the route of 25E as a noncontributing resource, thereby changing the number to seven. A complete list of the resources may be found on the original nomination form.

Contributing Resources 20

The Wilderness Road is an historically significant entity from the Potomac River to the Ohio River. Within Cumberland Gap National Historical Park, the entire length of the road merits inclusion in the historic district. The portion in the park is a contributing resource. Segments of the road within the park (see following/V-1, V-2, V-3, K-1, and K-2) have more integrity.

The highway corridor of 25E from the junction with route 58 to Indian Rock in the saddle of the Gap is a contributing resource. It is the location of the original road and the physical setting retains most of the character through which the historic road passed.

In the following section, a more detailed description is provided for the segments. Several are loops running up hollows away from the existing corridors of routes 25E and 58.

Noncontributing Resources 7

7. DESCRIPTION.

This amendment identifies specific segments of the Wilderness Road not included in the 1980 nomination form. It maintains the same number of contributing resources as the nomination (20), but expands on the first one: The Wilderness Road. The segments contain those portions of the road that retain the highest degree of integrity. Noncontributing resources are noted in the nomination form and reduced from eight to seven, with Route 25E now being included as a contributing resource.

One of the foremost historic roads in the United States is the Wilderness Road. It angled southward from the Potomac Valley along the Appalachian front, looped through Cumberland Gap, and then extended northwestward to the Ohio River. The loop portion extends through the intersection of three states: Virginia, Kentucky, and Tennessee. The junction is also the location of Cumberland Gap National Historical Park, where remnants of the historic road may be found.

Five remnants of the road extend intermittently along the east side of the Cumberland Mountains and cross through the famous gap. The setting, much as the historical character, is enclosed by a canopy of trees and undergrowth. In some locations the surface is cluttered with downed trees, saplings, and leaves. It occupies the actual location of the historic road as it extends along contour lines ascending and descending the mountain range and looping to the heads of hollows, thereby making easier grades for travelers and animals. Contours formed by ridges and streams remain intact and the physical setting remains, dominated by the famous gap in Cumberland Mountain.

A wagon road extended through the natural gap in the Cumberland Mountains from August 1780 on, with increased traffic through about 1810. Prior to the wagon road, the route had been used for centuries by Indians and migrating herds of eastern bison. These early uses established the fundamental route, and portions of it remain.

Through the years, Virginia and Kentucky made road improvements on the original alignment. As technology developed and pressures for improved roads mounted, the Bureau of Public Roads demonstrated new road building techniques at Cumberland Gap in 1907-08. Steam-powered tractors permitted a new road with an improved base and macadamized surface to be built on top of the same alignment as several of the remnants nominated in this amendment. Where it diverged, the route of the Wilderness Road fell into disuse.

Remnants of the Wilderness Road are noted below in order proceeding from Virginia southwesterly into Cumberland Gap. Historic maps name it the Virginia Road until it bifurcates into the Upper Virginia Road and the Lower Virginia Road, approximately 4,000 feet northeast of the Virginia-Tennessee state line on Route 58.

V-1. Virginia Road/Upper Virginia Road

The route segment of the Wilderness Road extends approximately 15,200 feet on the same alignment as present routes 58 and 25E. It seems evident that subsequent road construction

in the nineteenth and twentieth centuries has maintained the same alignment, though widening and raising of the roadbed has occurred. The segment begins at the park boundary near Station Creek and continues west-southwest into the saddle of the gap.

Approximately 3,600 feet southwest, along Route 58, is an extant portion of the road about 500 feet long that loops up a hollow on a contour adjacent to the south side of Route 58, which bisects it. This loop is about 5,000 feet northeast of the Virginia-Tennessee state line. It is an old roadbed some 15 to 20 feet wide dating to the 1920s, and overlays the Wilderness Road. It is overgrown with saplings and brush.

About 300 feet west, and some 4,500 feet from the Virginia-Tennessee state line on the north side of Route 58, begins a segment known historically as the Upper Virginia Road. At this point the road divides into upper and lower segments. The upper fork, about 4,000 feet long, follows the easier grade along contour lines and loops up two hollows. The existing roadbed, with a few Virginia triangular highway markers along it, dates from the 1920s and overlays the Wilderness Road. It is covered with brush and small pines, measures about 15 to 20 feet wide with good drainage, and extends to a point where present Route 25E bisects it.

Immediately across Route 25E a short section of the historic route loops behind a small hill for approximately 200 feet. The roadbed is about 15 to 20 feet wide and is interspersed with saplings and brush. From there it rejoins the present alignment of 25E. It then joins Route 25E and follows the highway alignment into the saddle (summit) of Cumberland Gap. The distance from the point where it joins 25E, to the saddle, is approximately 6,600 feet.

The Upper Virginia Road extends upward through the same physical setting dominated by slopes and summit of Cumberland Mountain, so familiar to migrating herds and peoples. As during prehistoric and historic periods, it continues past Cudjo Cave and the spring emanating from it, which forms Gap Creek. Some portions of the roadbed are covered with asphalt as are portions of Route 58, however the historic location remains the same. The feeling of place embodies the period of significance despite the evidence of road improvements, which did occur from the eighteenth century onward. Yet present because of the physical setting, is the same basic road design on the contour, familiar to herds of animals and humans passing through the gap.

V-2. Virginia Road/Lower Virginia Road

A remnant of the Wilderness Road extending approximately 500 feet in length, is located on the north side of Virginia Route 58, near the present junction with Route 25E. It parallels a small water course at the base of a substantial highway fill. A triangular Virginia highway post is located on the state line with Tennessee. About 100 feet of the road is in Tennessee. The roadbed is 12 to 15 feet wide and covered with downed trees, saplings, and brush. The extension of this route is interrupted by a large highway fill of present 25E; thereafter it continues as Colwin Street in the community of Cumberland Gap, Tennessee.

V-3. Virginia Road/Lower Virginia Road

Another portion of the Lower Virginia Road extends some 2,700 feet from near the Iron Furnace alongside Gap Creek to the saddle of Cumberland Gap. It is a 3- to 6-foot-wide hiking trail managed by Cumberland Gap National Historical Park.

K-1. Kentucky State Road

A short 200-foot remnant of the Wilderness Road is located in the saddle of the gap on the north side of Route 25E. The roadbed, covered with an entanglement of trees and brush, is approximately 10 to 12 feet wide. It closely parallels a portion of the Object Lesson Road built in 1907-1908.

K-2. Kentucky State Road

Southwesterly across present Route 25E from route segment K-1 is the longest portion of the Kentucky State Road. It extends approximately 2,500 feet from Indian Rock up a ridge, then wends along the lower slopes of Tri-State Peak in a westerly direction, toward the valley of Yellow Creek. The roadbed is approximately 10 to 12 feet wide and well defined. The lower reaches of the Wilderness Road dissipates just above the Seaboard System Railroad tracks.

8. SIGNIFICANCE.

Cumberland Gap National Historical Park contains historic Cumberland Gap—a natural gap or low point, on Cumberland Mountain—and a segment of the historic Wilderness Road which crosses Cumberland Mountain through the Gap. Herein lies the national significance of the national historical park. The Gap and the Wilderness Road passing through it was the first feasible two-way passageway through the Appalachian Mountain barrier.

It qualifies under criteria A in the categories of commerce, ethnic heritage, exploration/settlement, and transportation. In addition, the Wilderness Road meets criteria B because of its affiliation with notable figures who traveled the road such as Daniel Boone, Henry Clay, and Moses Austin.

The Wilderness Road served as the principal route from the lower Potomac River to the interior lands drained by the Ohio River. The route was heavily used by migrating herds of bison and by several tribes of Native Americans traveling between villages and hunting grounds. Heavy commercial and settler traffic followed it from 1780 until 1810. Commercial use, especially by drovers, came increasingly to the fore with the passage of the 19th century.

During the 17th century, the American bison—after a 1,100-year hiatus—resumed a migratory pattern into the southeast portions of North America. Besides grazing areas, these pathmakers sought the numerous salt licks that dotted present Kentucky and Virginia, and in so doing beat out a well-defined trace. During the next two centuries travelers could follow such traces on roads extending from near Roanoke, Virginia, to central Illinois.

The network of traces laid down by bison formed the basis of trails used by Native Americans, and in time, frontiersmen and settlers. Foremost among Indian routes in the eastern United States was the Warriors Path, which looped southward through the Gap connecting the Ohio Valley and that of the Shenandoah and Potomac. Branches of the road also continued southeast to the Cherokee and Creek settlements. In short, the path laid down by animals and native peoples was easily adapted by opportunists from the colonies on the Atlantic seaboard.

Dr. Thomas Walker traveled through the gap in the 18th century. His account in 1750 gives us the first Anglo eyewitness description of Cumberland Gap, the entrance of the present Cudjo Caverns, the spring emanating from it, and the Indian road Walker followed. During the French and Indian War (1754-1763) exploration and travel halted temporarily, but in 1763 a group of long hunters led by Elisha Walden (Wallen) crossed into Kentucky through Cumberland Gap. Success of the hunt brought others to Kentucky, including Daniel Boone, the individual most identified with the Gap, who traversed it in 1769.

Working for Judge Richard Henderson, Boone explored Kentucky for productive lands which would return profits to investors and marked the well-defined trail in 1775. Four years later the first of a still-continuing series of road improvements began; Virginia passed a law for building "a good waggon [sic] road through the great mountains." In 1780 the builders requested payment for the road over Cumberland Gap in a petition that stated that wagons had passed over it to the convenience of travelers. From then on, Virginia and Kentucky passed laws to improve the road over Cumberland Mountain. Commensurate with roadwork was the population boom in Kentucky: 73,000 in 1790 and 220,000 in 1800. Demand for improvements became a constant in order to facilitate settlers and commercial traffic. The route became the most direct and easiest from the lower Ohio Valley to Philadelphia until the opening of the Erie Canal and roads across the mid-Atlantic states during the third decade of the 19th century.

After the heyday of settler usage (about 1810), east-west traffic tended to be much more commercial in orientation, particularly livestock droving from Kentucky into the southeastern states. During the Civil War (1861-1865), the Gap became a strategic location for both Union and Confederate troops, and many defensive positions and an attendant road network left an imprint on the landscape. Early iron industry activity occurred in the nearby vicinity at the turn of both the nineteenth and twentieth centuries.

Cumberland Mountain and the attendant gap through which the Wilderness Road passed retain many of the topographical features known to its earliest users. With some exceptions (cited below), the Gap, the Pinnacle, Tri-State Peak, and vegetative cover convey much of the historic scene for which the park was set aside. Watercourses remain basically the same, the most important of which is Gap Creek. It still emanates from Cudjo Caverns as recorded by Dr. Thomas Walker in 1750. However, the first few yards of its course outside the cave are now covered by road fill of Route 25E.

Nearly all structures associated with 20th-century development have been removed in the course of developing the park, and the landscape closely reflects that of the focal period 1780-1810. Of principal importance, sections of the historic road still exist in the corridor. Several features remain from the Civil War, including historic roads and fortifications.

The road prism and the larger physical setting of the Wilderness Road remain evident on the slopes of and in the valleys adjacent to the Cumberland Mountains. A variety of vegetation, rock outcroppings, stream courses, and the domineering mountain landscape transcend modern intrusions of buildings, utility lines, and paved modern highways. Historic integrity of the road in this location is markedly more observable than in dozens of other locations along the several-hundred-mile historic road. It is in the historic location. The setting largely remains, and the feeling is that of the historic period which substantiates national significance.

Particular remnants of the road may be identified to one side or another of routes 58 and 25E. Long in disuse, these sections provide a glimpse of the historic road in a topographic niche much as it existed during the historic period. Other portions of the historic road lie beneath the present highway.

In places the impact of development may be identified – the roadbed of US 25E, utility lines, the modern community of Cumberland Gap, Tennessee, and the Seaboard System Railroad. Road construction, mainly during this century, has also had an impact, most noticeably in the saddle of the Gap where quarrying and leveling occurred. Elsewhere are intrusions of road cuts and fills (present and former), culverts, rock faces, and embankments.

What had begun as a bison trace and Indian trail in due course became a pathway for explorers and land speculators, then a major route for settlers, travelers, and drovers. During the Civil War both sides recognized the strategic importance of the gap, and it became a major focus during several campaigns. As in centuries past, the route continues to be an important transportation corridor.

9. MAJOR BIBLIOGRAPHICAL REFERENCES.

Additional references to be included are:

Bryant, William Cullen, Editor. Picturesque America or The Land We Live In. Vol. 1. New York: D. Appleton and Company, 1872.

Clark, Thomas D. A History of Kentucky. Lexington, Kentucky: The John Bradford Press, 1960.

Hammon, Neal O. "Early Roads Into Kentucky," Register of the Kentucky Historical Society. Vol. 68, No. 2, 1970.

Jakle, John A. Images of the Ohio Valley, A Historical Geography of Travel, 1740 to 1860. New York: Oxford University Press, 1988.

Lane, James Allen. "Through Cumberland Gap on Horseback," Harpers New Monthly Magazine. 72:50-66, 1886.

Myer, William E. "Indian Trails of the Southeast," 42nd Annual Report of the Bureau of Ethnology. Washington, D.C.: U.S. Government Printing Office, 1928.

National Park Service, U.S. Department Of The Interior. Krakow, Jere L. Location of the Wilderness Road at Cumberland Gap National Historical Park. Denver: Denver Service Center, 1987.

Pusey, William A. The Wilderness Road to Kentucky, Its Location and Features. New York: George H. Doran Company, 1921.

Raitz, Karl B. And Richard Ulack With Thomas R. Leinbach. Appalachia: A Regional Geography. Boulder: Westview Press, 1984.

Verhoeff, Mary. The Kentucky Mountains Transportation and Commerce 1750-1911: A Study in the Economic History of a Coal Field. Filson Club Publication No. 26. Louisville: John P. Morton Company, 1911.

Wilson, Charles W. and Louis De Vorsey. "Preliminary Research Report: Wilderness Road - Cumberland Gap Historical Geography Research Project," 1975.

10. GEOGRAPHICAL DATA.

Acreeage of Nominated Property: 253

UTM References

Zone 17

AA 262050	4053400
BB 262400	4053480
CC 263395	4053955
DD 263625	4053900
EE 264115	4053850
FF 264470	4053380
GG 265100	4053315
HH 265100	4053610
II 264650	4053615
JJ 264210	4054120
KK 263650	4054180
LL 263390	4054200
MM 262700	4053780
NN 262140	4053715

The boundaries of the amended district extend 500 feet on either side of the centerline of route 25E easterly to the junction of route 58, thence along route 58, and 500 feet on either side of the centerline, east- northeast until intersecting with Station Creek.

11. FORM PREPARED BY.

Amendment prepared by Jere L. Krakow, Historian, National Park Service, Denver Service Center, Box 25287, Denver, Colorado 80225. Telephone Number: (303) 969-2909.

Wilderness Road
Photographic Index
National Register Amendment

Cumberland Gap Historic District Virginia/Kentucky/Tennessee
Cumberland Gap National Historical Park

Photographer: Jere L. Krakow

Date: March 1993

Negatives: Denver Service Center, National Park Service, 12795 W. Alameda Parkway,
P.O. Box 25287, Denver, Colorado 80225-0287

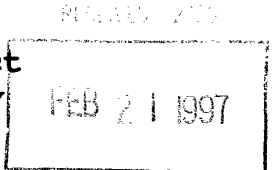
No.	Subject	Direction Camera Pointing
1	Kentucky Road, Bell County KY	ENE
2	Kentucky Road, Bell County KY	WSW
3	Kentucky Road, Bell County KY	E
4	Kentucky Road, Bell County KY	N
5	Kentucky Road, Bell County KY	NE
6	Kentucky Road, Bell County KY	W
7	Kentucky Road, Bell County KY	SE
8	Kentucky Road, Bell County KY	W
9	Upper Virginia Road, Lee County VA	ESE
10	Upper Virginia Road, Lee County VA	NW
11	Upper Virginia Road, Lee County VA	W
12	Lower Virginia Road, Claiborne County TN	NE
13	Lower Virginia Road, Claiborne County TN	NE
14	Virginia Road, Lee County VA	NNE
15	Virginia Road, Lee County VA	E

NPS Form 10-900-a (8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property



NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

National Register Amendment Page 1

Cumberland Gap Historic District
East of Middlesboro, Bell County, Kentucky

The Cumberland Gap Historic District was listed in the National Register of Historic Places on May 28, 1980. Documentation for the district included twenty contributing and eight non-contributing properties. An amendment accepted April 19, 1994, clarified the description of one of the contributing properties, the Wilderness Road, and decreased the number of non-contributing properties to seven.

The current amendment identifies two additional contributing structures that were included but not individually listed in the earlier nominations: the Daniel Boone Trail Marker and the Indian Rock Marker. The Daughters of the American Revolution (D.A.R.) placed these structures in Cumberland Gap in 1915 to commemorate the historic role of the Wilderness Road in the westward expansion of the United States. This amendment outlines a historic context regarding the commemorative efforts of the D.A.R. along Daniel Boone's trail between North Carolina and Kentucky. The amendment also removes six currently listed Civil War earthworks from the National Register. All of the earthworks have been destroyed by construction of roads and buildings, leaving no above- or below-ground remains. *This amendment includes only information needed to identify and evaluate these resources.*

State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 forth 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.)

Ronald M. Greenberg

2/21/97

Signature of certifying official

Date

National Park Service

State or Federal agency and bureau

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment Page 2

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

Signature of commenting or other official

Date

State or Federal agency and bureau

National Park Service Certification

I hereby certify that this 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): _____

Signature of Keeper

Date of Action

Number of Resources within the Historic District

<i>Contributing</i>	<i>Noncontributing</i>	
_____	_____	<i>buildings</i>
_____	_____	<i>sites</i>
<u> 2 </u>	_____	<i>structures</i>
_____	_____	<i>objects</i>
<u> 2 </u>	<u> 0 </u>	<i>Total</i>

Number of contributing resources previously listed in the National Register 20

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment Page 3

Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION AND CULTURE/monument/
marker

Current Functions

(Enter categories from instructions)

RECREATION AND CULTURE/monument/
marker

Description of Contributing Properties

Indian Rock D.A.R. Marker (structure; IDLCS 91403)

Approximately six- to seven-foot-high stone monolith has a rectangular bronze plaque on east side with raised lettering that reads: "Indian Rock/ Daniel Boone's Trail/ From/ North Carolina to Kentucky/ 1775/ Marked By/ St. Asaphs Chapter of/ Kentucky Daughters of the American Revolution/ 1915." Marker is on the south side of U.S. Highway 25E, less than twenty-five feet from the roadway.

Daniel Boone's Trail D.A.R. Marker (structure; IDLCS 91404)

Approximately 12' square x 7.5' high truncated pyramid located on the south side of U.S. Highway 25E. The stone and concrete pyramid has three rectangular bronze plaques with raised lettering. Plaque on east side reads: "Daniel Boone's/ Trail/ from North Carolina to Kentucky/ 1769/ Marked by Tennessee/ Daughters American Revolution." Tablet on north reads: "Daniel Boone Trail/ From North Carolina Through/ Virginia to Kentucky/ Marked by the Virginia Daughters of the American Revolution." Plaque on south reads: "Daniel Boone's Trail/ from/ North Carolina to Kentucky/ 1775/ Erected by the/ Kentucky Daughters/ of the/ American Revolution/ 1915." The North Carolina plaque on the west side was destroyed by vandals; pieces of the tablet are in storage at Cumberland Gap National Historical Park. The monument was moved from its original location near the highway between 1920 and 1931, when the road was widened and paved.

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment *Page 4*

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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

The National Society of the Daughters of the American Revolution (D.A.R.) began commemorating the nation's historic trails and roads during the early twentieth century. The focus of the national program was the creation of a transcontinental federal highway following the routes of several historic trails, including the old National Road, Santa Fe Trail, and Oregon Trail. Although the highway was never built because of the outbreak of World War I, the idea of commemorating the nation's historic trails and roads gained popularity within the organization, and many local chapters marked historic trails in their states between 1910 and 1920.¹

Mrs. Lindsey Patterson of the North Carolina D.A.R. initiated local efforts to commemorate Daniel Boone's trail through the state. After beginning the project in North Carolina, Patterson approached representatives from Tennessee, Virginia, and Kentucky at the national meeting of the D.A.R. in April 1912 to secure their support for a multistate project to mark the trail from North Carolina to Kentucky. This meeting led to the formation of the Interstate Boone's Trail Committee, which included representatives from all four states.²

¹Daughters of the American Revolution, *Eighteenth Report of the National Society of the Daughters of the American Revolution, October 11, 1914, to October 11, 1915*, 64th Cong., 1st sess., 1916, S. Doc. 392, 104.

²Daughters of the American Revolution, *Seventeenth Report of the National Society of the Daughters of the American Revolution, October 11, 1913, to October 11, 1914*, 63rd Cong., 3rd sess., 1915, S. Doc. 988, 110.

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment Page 5

The committee planned to erect stone monuments along Boone's trail from the Yadkin River in North Carolina to Boonesboro, Kentucky. Markers were placed along the trail between 1912 and 1915. The North Carolina D.A.R. placed thirteen monuments between the Yadkin River and the Tennessee border, a distance of around 150 miles. The D.A.R. in Tennessee placed nine markers along the eighty-six-mile trail from Trade, Tennessee, to Big Moccasin Gap, Virginia. Eight markers were planned in Virginia for the trail between Big Moccasin Gap and Cumberland Gap. Finally, the Kentucky D.A.R. placed a number of markers between Cumberland Gap and Boonesboro, Kentucky.³

The Interstate Boone's Trail Committee agreed to model the markers after those already built in North Carolina in order to maintain consistency along the path. Thus, standard size bronze tablets were attached to natural or concrete bases along the trail. The wording on the tablets remained essentially the same, although the lettering and design varied from state to state.⁴ The Indian Rock Marker in Cumberland Gap is a representative example of a Kentucky trail marker.

In addition to the erection of markers along the trail in each state, the Interstate Boone's Trail Committee determined also to build a monument at Cumberland Gap to commemorate their cooperative effort. The Boone's Trail Marker, a truncated stone pyramid with bronze plaques on each side representing the four states involved in the project, was dedicated on June 30, 1915. D.A.R. representatives from North Carolina, Tennessee, Virginia, and Kentucky attended the ceremonies.⁵

The Boone's Trail and Indian Rock Markers are locally significant under National Register Criteria A. They represent the efforts of the D.A.R. during the early twentieth century to commemorate historic trails and roads important to the westward development of the United States.

The National Register ordinarily excludes properties primarily commemorative in nature from listing. Although both the Boone's Trail and the Indian Rock Markers are commemorative structures, they remain eligible for the register because of their age and their importance within the larger historic trails movement in the D.A.R. during the early twentieth century. The D.A.R. effort was one manifestation of an increased interest in commemorating the American past during this period. Other manifestations included the creation of battlefield parks, historic house museums, and historical societies.

³Ibid.

⁴Ibid.

⁵Daughters of the American Revolution, *Eighteenth Report*, 107-8.

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment Page 6

The Boone's Trail and Indian Rock Markers retain integrity of design, setting, materials, workmanship, feeling, and association. The Indian Rock Marker additionally has integrity of location. The Boone's Trail Marker was moved to its present location between 1920 and 1931, when the Wilderness Road was paved and widened for vehicular traffic; as a result, it has lost integrity of location. Despite this loss, however, the Boone's Trail Marker retains sufficient integrity for listing on the National Register. It was moved only a short distance and is still located along the route that Boone took through Cumberland Gap.

The original documentation for the Cumberland Gap Historic District included twenty contributing properties, eighteen of which dated to the Civil War. During the struggle for control of Cumberland Gap, both Confederate and Union forces built earthworks to protect this strategic area. Six of these structures, Fort McRae and Batteries 2, 3, 4, 5, and 6, have been demolished since their initial inclusion in the National Register. Construction of roads and buildings has obliterated both the structural and archeological remains of these properties. As a result, these structures need to be removed from the National Register.

Contributing Resources

Upper Virginia Road (IDLCS 91572)
Lower Virginia Road north of Virginia Route 58 (IDLCS 91573)
Lower Virginia Road at Gap Creek (IDLCS 91574)
Kentucky State Road north of Route 25E (IDLCS 91575)
Kentucky State Road southwest of Route 25E (IDLCS 91576)
Fort Foote (IDLCS 09185)
Fort Nathaniel Lyon (IDLCS 09186)
Fort Robert L. McCook (IDLCS 09187)
Fort Farragut (IDLCS 09188)
Fort Edgar (IDLCS 09189)
Morgan's Commissary Site
Union Powder Magazine Site
Harlan Road (IDLCS 09197)
Fort McCook-Fort Lyon Road (IDLCS 09198)
Fort Farragut Trail Road (09199)
Iron Furnace Ruin (IDLCS 09184)
Battery #7 Road (IDLCS 09194)
Battery #7 (IDLCS 14009)

United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment *Page 7*

Noncontributing Resources

Pinnacle Road and Overlook complex
Information shelter at Pinnacle Road parking area
Baumgardner House
Storage building at Baumgardner House
Railroad Right-of-Way
Power line right-of-way
Cudjo's Cave

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United States Department of the Interior
National Park Service

Cumberland Gap
Historic District
name of property

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Bell, Kentucky
county and State

National Register Amendment Page 8

Photographs

Cumberland Gap National Historical Park
Bell County, Kentucky

Photos: Jennifer D. Brown and Jill K. Hanson
Location of Negatives: NPS, SESO
September 1995

1. Indian Rock D.A.R. Marker, view from east
2. Daniel Boone's Trail D.A.R. Marker, view from east
3. Daniel Boone's Trail D.A.R. Marker, view from southwest

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