

SG 2920

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

1. Name of Property

historic name Battery Bates and Battery Coombs
other names/site number 15Ke116, 15Ke102
Related Multiple Property NA

2. Location

street & number Sleepy Hollow Road

NA	not for publication
NA	vicinity

city or town Covington
state Kentucky code KY county Kenton code 117 zip code _____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
___ national ___ statewide X local

Applicable National Register Criteria:
___ A ___ B ___ C X D

 2-28-18
Signature of certifying official/Title Craig Potts/SHPO Date

Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

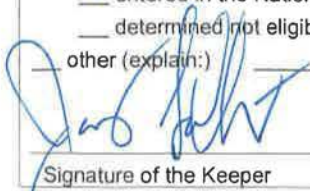
In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register ___ determined eligible for the National Register
 determined not eligible for the National Register ___ removed from the National Register
___ other (explain:)

 9-10-2018
Signature of the Keeper Date of Action

Battery Bates and Battery Coombs Historic District
Name of Property

Kenton County, Kentucky
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 the count.)

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
		buildings
		district
2	1	site
		structure
		object
		Total

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

Number of contributing resources previously listed in the National Register

NA

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

Defense-fortification-cannon batteries

Recreation and Culture-Outdoor Recreation-Park

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

foundation: _____
walls: _____
roof: _____
other: _____

Narrative Description

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Summary Paragraph

The 246.35 acre Battery Bates and Battery Coombs Historic District encompasses the western portion of Devou Park, a municipal park owned by the City of Covington, Kenton County, Kentucky. The District is situated west of Sleepy Hollow Road on uplands overlooking Dry Creek and the Ohio River valley. The historical context is associated with the U.S. Civil War (1861-1865). Two cannon battery fortification sites are extant along with associated road and military rifle trenches. The Civil War Military component retains historic integrity and is the most intact of the remaining fortification sites in northern Kentucky. This nomination interprets this resource based on its Civil War use as part of the Northern Kentucky defensive fortification system (1861-1865) under Criteria A and D.

The Battery Bates and Battery Coombs Historic District includes two contributing resources and one non-contributing resource. These are summarized in Table 1 and described individually by their feature number at the end of Section 7. Figure 1 illustrates the location of the District on the Covington USGS topographic map. Figure 2 illustrates the District boundary on an aerial photo. Figure 3 illustrates the distribution of Features (contributing and non-contribution resources). Photo pages are included at the end of the document.

Table 1. List of Contributing and non-contributing resources in Devou Park.

Feature #	NAME/DESCRIPTION	CATEGORY	EVAL
1	Rich Cemetery, family cemetery; begun before 1820	Site	NC
2	15KE116 Battery Coombs, CW fortification, 1861	Site	C
3	15KE102 Battery Bates, CW fortification, 1862	Site	C

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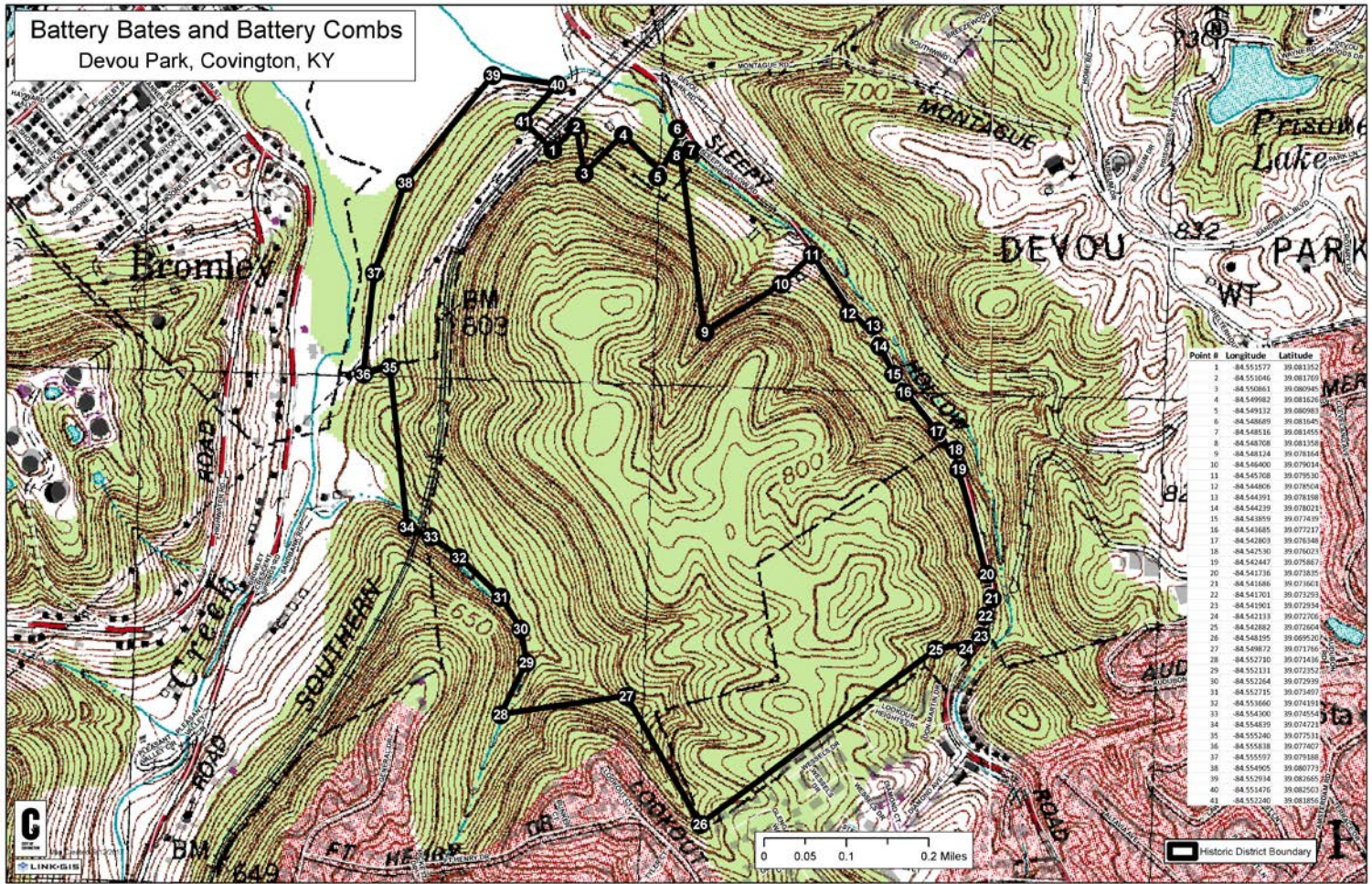


Figure 1. Covington USGS topographic map showing Battery Bates and Battery Coombs Boundary.

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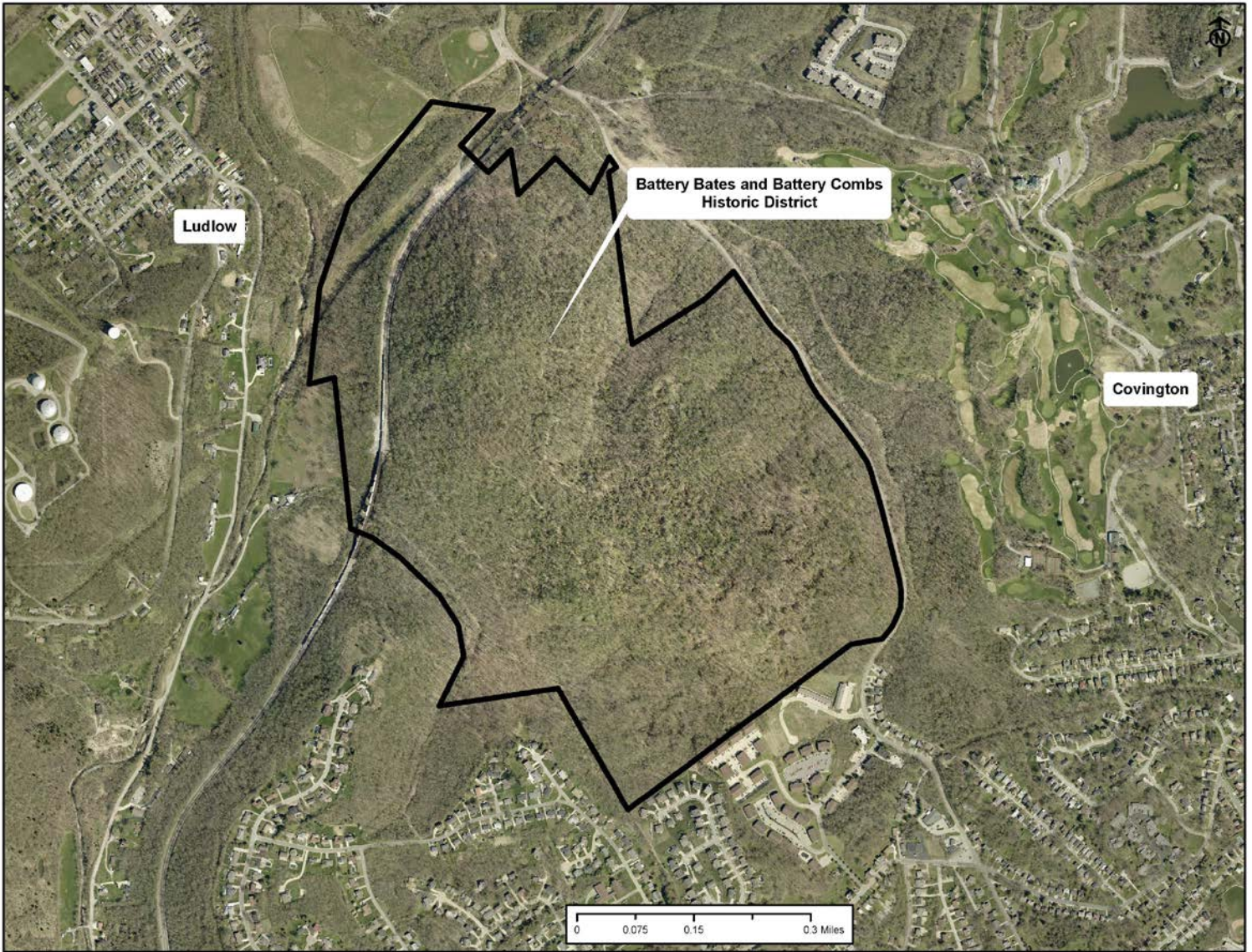


Figure 2. Aerial photo showing Battery Bates and Battery Coombs Historic District Boundary.

Battery Bates and Battery Coombs Historic District

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Figure 3. Drawing showing location of Features within the District.

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Ownership and Development of the District

Ownership and development of the Battery Bates and Battery Coombs Historic District is best understood within three phases.

- Phase I briefly summarizes pre-Civil War history.
- Phase II discusses the Civil War component and Period of Significance (1861-1865). The Civil War phase did not involve property acquisition but use of existing private property by the Union Army between 1861 and 1865. The Civil War component is only present in the west part of Devou Park, west of current day Sleepy Hollow Road.
- Phases III briefly summarizes the post-Civil War History of the District to the present day.

Name of the District: The District is named for the two extant Civil War period cannon battery sites; Battery Bates and Battery Coombs.

Phase I – Pre-Civil War

The Rich family had owned much of the land west of Sleepy Hollow Road since the 1790s (Kreinbrink and VonStrohe 2013, Figure 4). The Rich Cemetery (Feature 1) was likely started as a family cemetery prior to 1820 (Figure 4). The small family cemetery is located near the southern edge of the property. The Rich family owned the property where Battery Bates is located during the Civil War.

The Battery Coombs property was owned by descendants of Israel L. Ludlow (1804-1846). Ludlow had purchased the hill top property from William Bullock circa 1830. As noted on Figure 4, later owners included Ludlows sons Albert S., William S. and daughter Louisa Ludlow Maxwell. Battery Coombs was on land owned during the Civil War by Louisa Ludlow Maxwell. None of the Ludlow or Maxwell families lived on the hill top.

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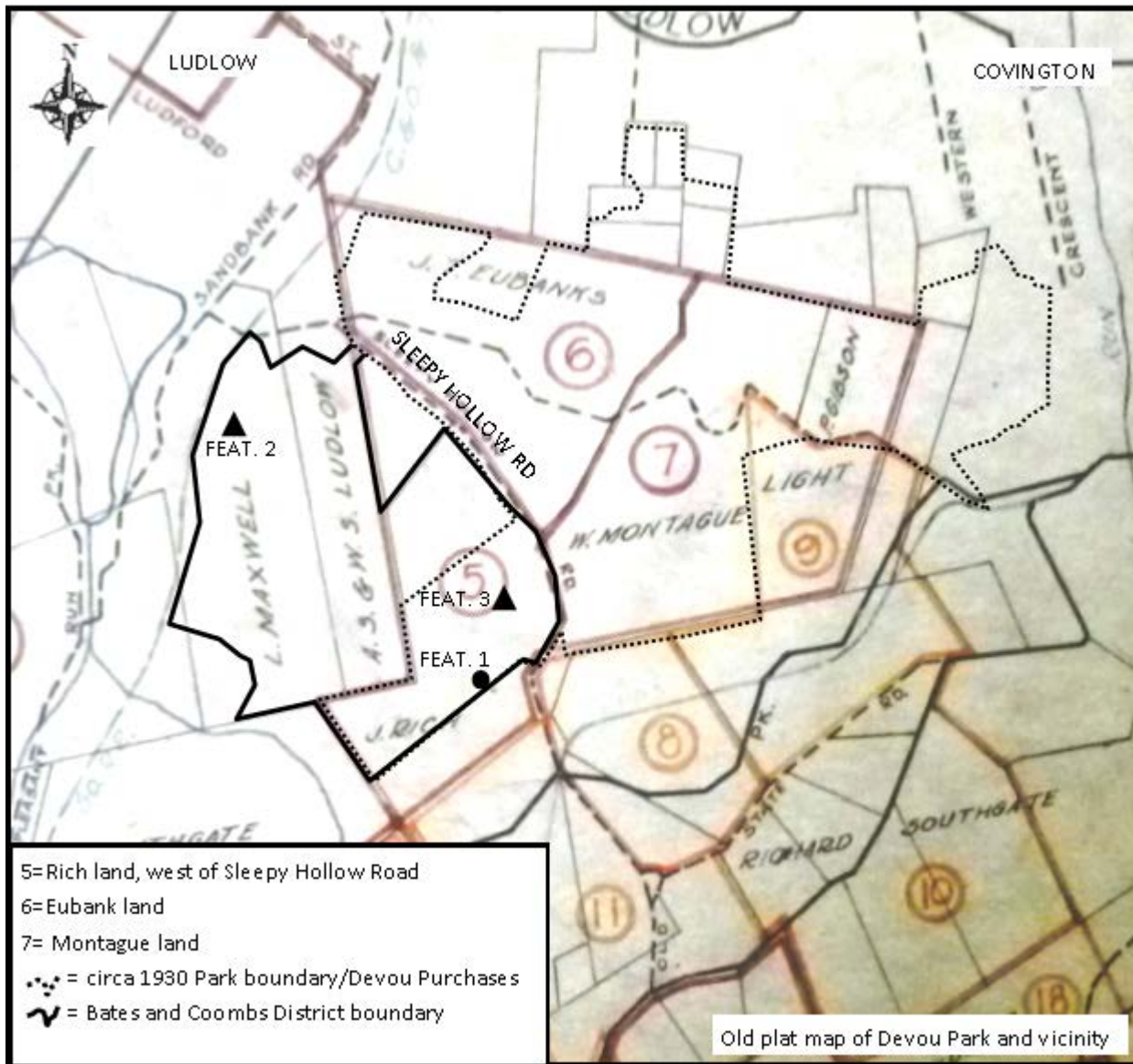


Figure 4 Plat map showing site locations and old property boundaries.

Phase II - Civil War

The Battery Bates and Battery Coombs Historic District is located in the west part of Devou Park, west of Sleepy Hollow Road. The Civil War features give rise to the Period of Significance: 1861-1865. Between September 1861 and June 1865 the Union Army took temporary control over private property to construct and maintain military fortifications designed to protect the approaches to Cincinnati, Ohio and the Ohio River. The Union Army built Battery Coombs and associated barracks and other facilities in the fall of 1861. Battery Bates was added after September 1862. Both were active until the end of the War in April 1865.

The District is historically significant under Criteria A and D. Under Criterion D, the features comprise the most intact segment of the northern Kentucky Union Army fortification system and are archaeologically significant. Military sites are studied through the archaeology of behavior on a large scale. These sites include military battle and engagement sites, and fortification lines such as the one in Northern Kentucky. They are

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temporary intrusions that are imposed onto an already existing cultural landscape. The Union Army turned the land west of Sleepy Hollow Road back to the landowners in May 1865.

Phase III – Devou Acquisition, 1867-1908

The Devou Acquisition phase, 1867-1908 documents when the Devou family purchased the land that becomes Devou Park. This period is not considered a Period of Significance. William and Sarah Devou lived in Cincinnati and owned a millinery supply business. Losing siblings and children to contagious illnesses influenced many wealthy Cincinnati families to purchase land on the surrounding hill tops and move out of downtown Cincinnati during the mid-nineteenth century. Louisa Devou bought her first piece of Kentucky land in February 1867 when she began to purchase land west of Covington, Kentucky.

Louisa's brother William soon began to purchase adjoining tracts of land. Louisa died in 1871 but had transferred her property to her brother William P. Devou. William P. Devou died in 1897. His wife Sarah and two sons William P. Jr and Charles bought one more piece of property in 1900. Among them, they purchased 41 tracts of land between 1867 and 1908 (not all contiguous), totaling approximately 505 acres (Figure 4).

Members of the Devou family purchased the land on which Battery Bates and the Rich Cemetery are situated in 1880. In 1910 William and Charles Devou donated approximately 505 acres to the City of Covington in 1910 with the request for the park to be named Devou Park in honor of their parents William and Sarah Devou. Their donation included the Battery Bates and Rich Cemetery locations.

The City of Covington acquired the parcel of land where Battery Coombs is located in 1967 and added it to Devou Park.

FEATURE DESCRIPTIONS

The Battery Bates and Battery Coombs Historic District includes two contributing resources and one non-contributing resource. The Rich Cemetery is the non-contributing resource. The family cemetery predates the Civil War period occupation of the District. Battery Coombs was built in 1861 and is the northernmost of the two cannon batteries. Battery Bates was constructed after September 1862 and sits on a high ridge in the southern half of the District. Figure 5 is a five foot contour lidar image on which some features of Battery Bates and Coombs are evident (courtesy NKU Anthropology Department).

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Figure 5. 5 ft contour lidar image showing sites and features.

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Rich Cemetery. The Rich Cemetery has been locally known as the Bates Cemetery, Riggs Cemetery, or “Unknown Family Graveyard” (Kreinbrink and VonStrohe 2013). It is a family graveyard found just within the Devou Park border, on the south side of Sleepy Hollow Road. The setting is heavily wooded, with dense honeysuckle and thorny briar thickets. *Vinca minor* (periwinkle ground cover), a domesticated plant, grows across the ridge. One grave marker at the Behringer Crawford Museum reportedly comes from this cemetery. Otherwise, no extant markers exist at the cemetery location as of 2016. The Rich Cemetery is a non-contributing resource.

Battery Coombs (15KE116). Battery Coombs is an archaeological site that includes several accompanying features located on a hill above Ludlow, in Devou Park, Covington, Kentucky. The Coombs complex includes the archaeological site associated with the fortification battery and accompanying features along the hill top. This may include sites of barracks, officers’ quarters, and other features. The engineer, Major James H. Simpson drew a simple plan showing the layout of the fortification site (Figure 6).

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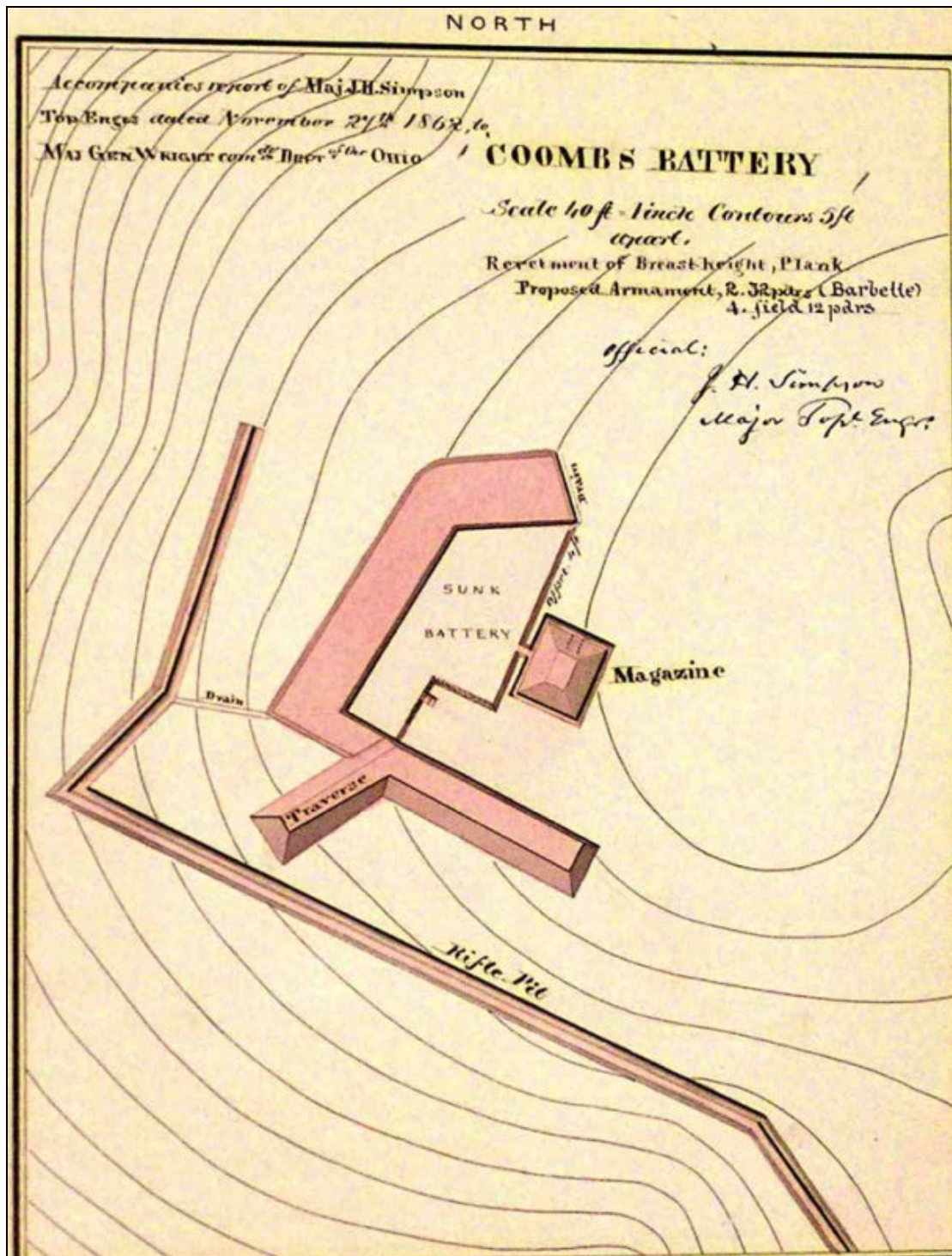


Figure 6. Simpson's November 1862 drawing of Battery Coombs.

Rifle trenches have been documented that surround the hill edge from the southwest, around the southern edge to the east side (Figure 7, C1). Some evidence of the ditch and bank works that made up the fortification are visible, although highly eroded including a portion of the outer 'rifle pit' noted on Figure 6 (Figure 7, C2). A segment of the military road system extends from the Coombs area to Battery Bates. A rifle trench parallels the road on its

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west side for at least one quarter mile. The abbreviations noted below (C1, C2 etc) correspond to those noted on Figure 7.

Contributing Features	Quantity
Battery Coombs	1
C1-Rifle Trench surrounding hill	1
C2-Outer 'rifle pit' from Figure 6	1
C3-Military Road segment	1
C4-Rifle Trench paralleling road	1
C5-possible barracks location	1
Coombs archaeological site	1

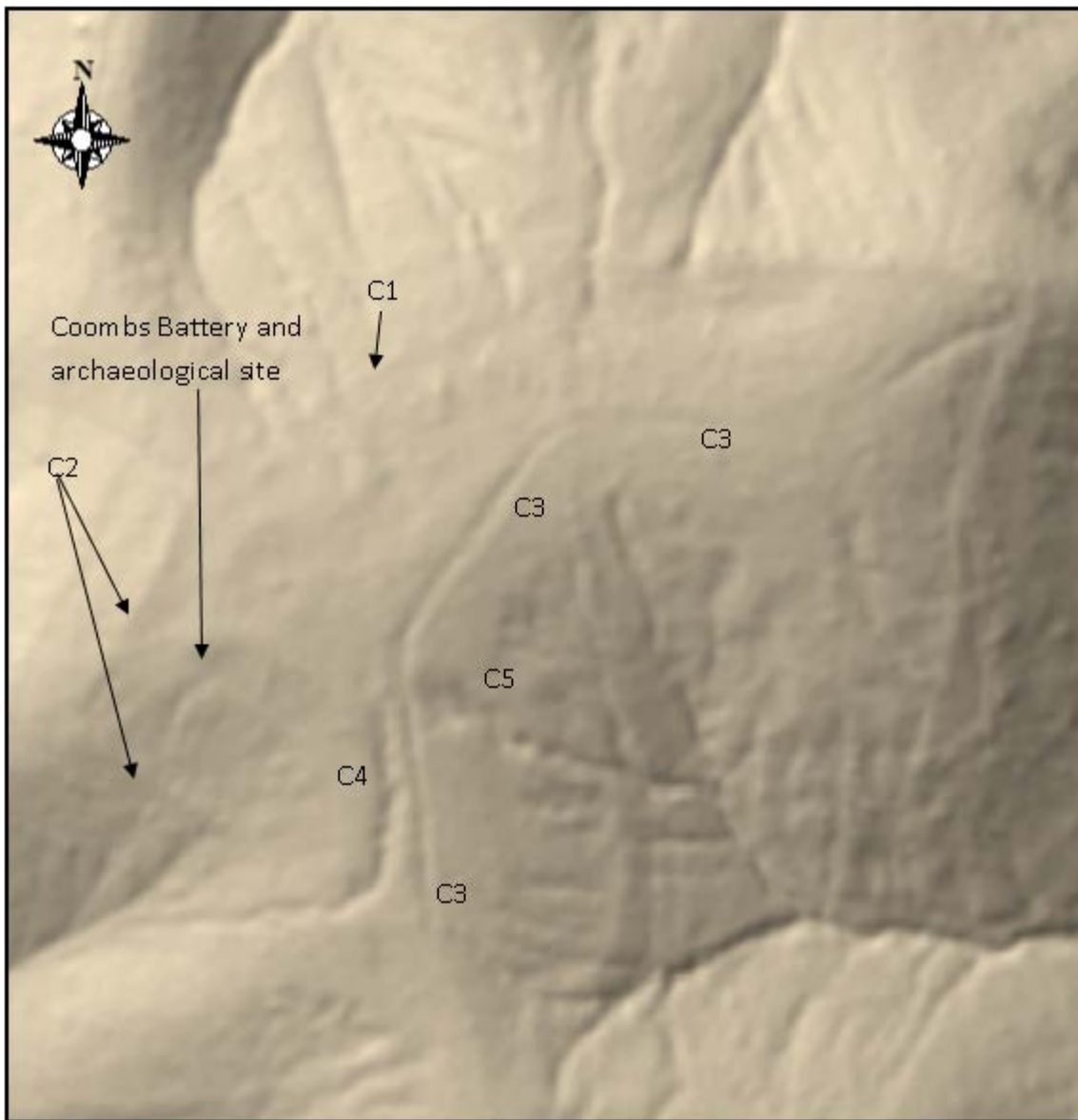


Figure 7. Enlarged section of lidar showing Coombs Battery vicinity and features.

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Coombs was an interesting fortification in form. Irregularly shaped, Coombs was situated off the top of the hill. During a winter visit, a ditch and bank formation was found in the approximate location of the battery. Erosion seems to have played a part in altering the landscape. In addition, honeysuckle and brambles have made getting around and viewing any distance across the hill top almost impossible. Battery Coombs is situated in an area of dense secondary woods, making visibility difficult and mapping extremely challenging. The site appears relatively untouched by artifact collectors. Although the above-ground remnants of the fortification are eroded, the archaeological site remains largely undisturbed. Battery Coombs is a contributing resource.

Battery Bates (15KE102). Battery Bates is defined as a complex of features directly associated with Civil War period fortification. Several areas of rifle trenches and remnants of associated military road are located in the woods surrounding Battery Bates (Figure 5). Bates was a fortification known as an entrenchment with a flanking arrangement (Mahan 1863: Plate I). The fortification itself is in the shape of a redan, or three sided earthwork, with an interior vertical plank revetment wall. Simpson's drawing of Battery Bates is included as Figure 8.

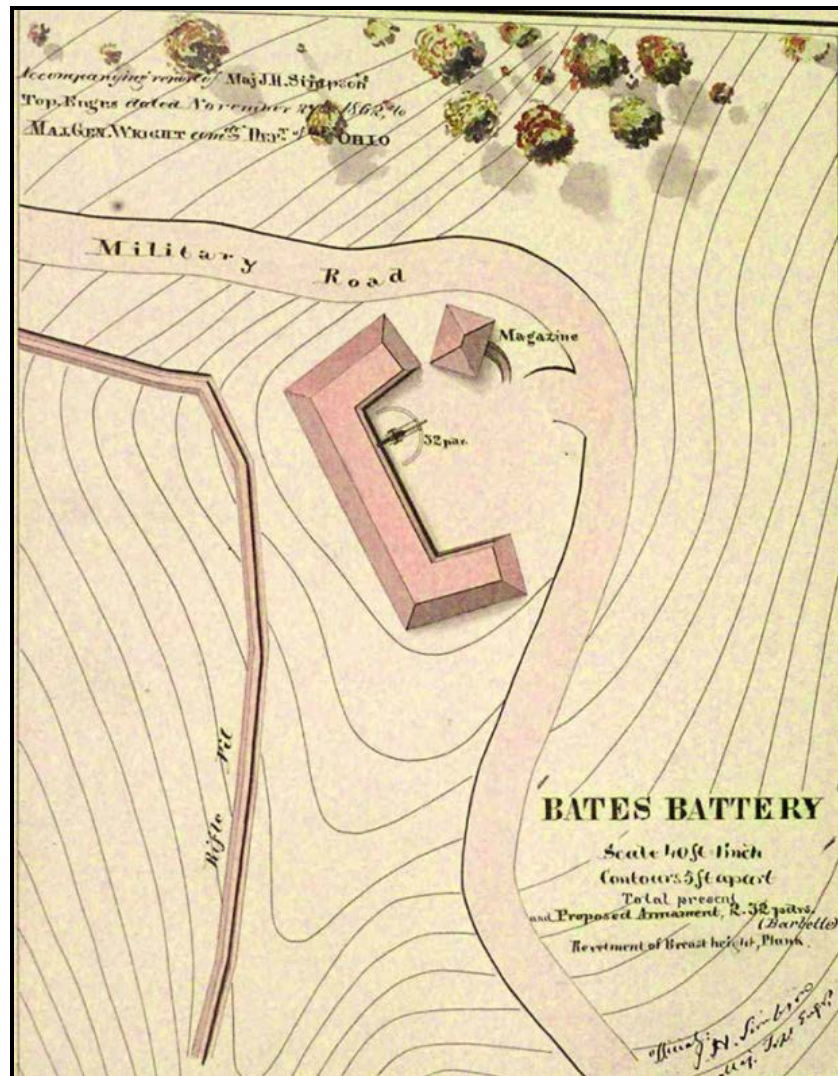


Figure 8. Simpson's November 1862 drawing of Battery Bates.

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The site also includes a collapsed powder magazine (wood and earth construction) (B1 on Figure 8 below). The rifle trenches and road connect the site of Battery Bates to that of Battery Coombs, located further north on the ridge line toward the Ohio River. Battery Bates is an earthen, above-ground structure with an accompanying archaeological site.

The archaeological site encompasses the top of the hill and extends to the base of the hill to include a forward set of rifle trenches at the base of the hill (Figure 9). Contributing features include rifle trenches in the following locations:

- The battery embankment wall and collapsed powder magazine located at the northeast end of the earthwork.
- U-shaped rifle trench that curves around the edges of the ridge and passes immediately forward of the battery.
- A forward position at the base of the hill includes two short deep trenches.
- A road segment runs through the more forward of the two trenches. Other road segments pass behind the battery and extend north and south.

Contributing Features	Quantity
Battery Bates	1
B1-Collapsed powder magazine	1
B2-Rifle Trench in front of battery	1
B3-Military Road segments	1
B4-Rifle Trenches, forward position	1
Bates Archaeological site	1

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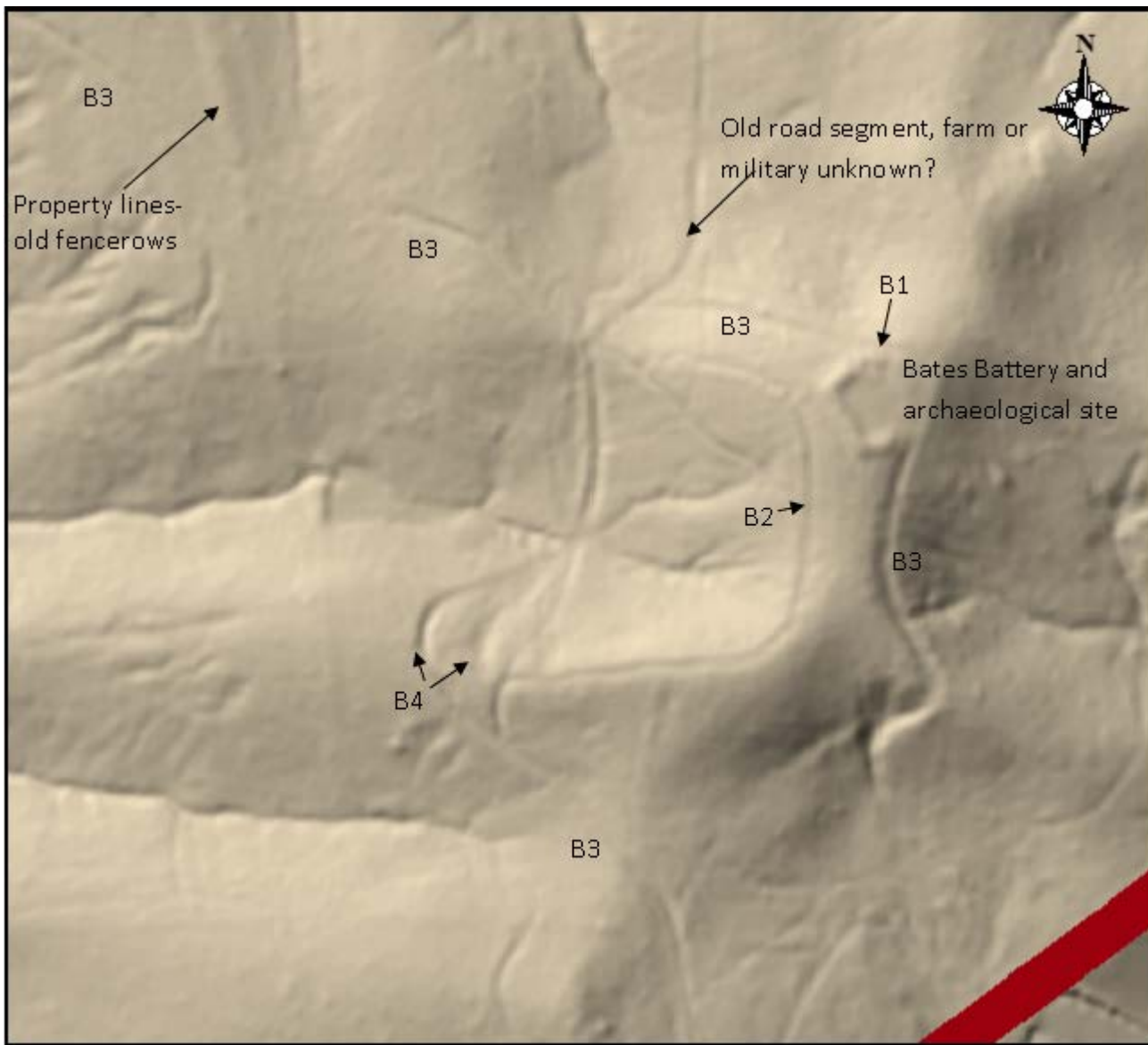


Figure 9. Enlarged lidar image showing Battery Bates and associated features.

Battery Bates and its accompanying features are in good condition. The Bates site is the best preserved of the northern Kentucky Civil War fortification sites. The Bates earthwork is clearly visible and still stands up to four feet tall in places (Figure 5 and 7, Photos 1 and 2). The rifle trenches are still visible as is the forward position trench and road section. Battery Bates is a contributing resource.

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Photo 1.



Photo 2.

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8. Statement of Significance

Applicable National Register Criteria

- 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 whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

Archaeology-Historic-non-aboriginal (Civil War sites)
Military (Civil War sites)

Period of Significance

1861-1865

Significant Dates

1862

Significant Person

(Complete only if Criterion B is marked above.)

NA

Criteria Considerations

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 old or achieving significance within the past 50 years.

Cultural Affiliation

Euro-American

Architect/Builder

Colonel Charles Whittlesey

Captain James H. Simpson

Period of Significance: Under Criterion Criterion A and D, Military and Archaeology themes, the Period of Significance is 1861-1865. The Union Army built the historically significant military fortifications to protect Cincinnati and Northern Kentucky during the Civil War and their archeological sites may provide archaeological insight into the Civil War.

Criteria Considerations: NA
Statement of Significance

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Summary Paragraph

The Civil War component of Devou Park meets National Register Criteria A and D. It is significant for its service to the Union during the American Civil War, from 1861-1865. That significance is evaluated within the historic context, "The American Civil War in Northern Kentucky, 1861-1865." The Union Army built the fortification system across Northern Kentucky to protect Cincinnati as a vital Ohio River port and manufacturing center. The presence of this fortification system prevented a Confederate attack on the region when the South was threatening in September 1862. The Civil War sites and structures that remain in Devou Park are the best preserved section of that fortification system in northern Kentucky. The Civil War components of Devou park meet Criterion D for the archaeological data they have contributed and have the potential to contribute to knowledge of Civil War period fortification sites and local history.

The Battery Bates and Coombs Historic District is the last remaining contiguous section of the Northern Kentucky Civil War Fortification System. The presence of the two batteries and associated archaeological sites, extensive rifle trenches, and a section of the military road, all speak to the significance of this district. The cultural features are all in fair to good condition. Although some erosion and vandalism has taken place at Battery Bates, it remains the most intact above-ground fortification in the entire fortification line. The setting for the district is parkland, with woods and trails along the military road. The integrity of the setting enhances the integrity of feeling, which provides an excellent background for interpretation of the entire defensive system.

Historic Context: American Civil War in Northern Kentucky, 1861-1865

Northern Kentucky is rarely brought up in a discussion of major Civil War engagements and sites. Names like Bull Run, Antietam, and Chickamauga are at the forefront of discussions and debates: great battles that had lasting effects on the Union and Confederate war efforts and on the outcome of the war. What most people do not realize is that Cincinnati was a key steamboat and railroad hub for commerce and industry in the Union States. Cincinnati was the 6th largest city in the United States at the beginning of the Civil War. Recognizing these facts, Union interest in protecting Cincinnati as a vital river port and transportation hub began early in the course of the Civil War.

Kentucky defended the Union through the first half of the 19th century with great fervor. Most Kentuckians believed strongly in the strength of the US Constitution and felt that the issue of slavery should be tackled as a united nation. For them, secession was not the answer. After the November 1860 federal election, compromise failed and the Civil War became inevitable. The Proclamation of Neutrality in May of 1861 enabled Kentucky to remain in the Union, but as a slave owning state.

Both the Union and Confederacy respected Kentucky's neutrality during the summer of 1861, even as both sides positioned troops along the Commonwealth's borders. Kentucky Governor Magoffin refused to raise troops for the Union. Many men left the state to join the side of their choice.

In June 1861, nine of 10 federal Congressional seats went to Unionists in a special election. In the August 5 state elections, Unionist Kentucky leaders campaigned vigorously and won the House by 76 to 24 and the Senate emerged with 27 Unionist votes and 11 non-Unionists. By September of 1861 the Kentucky government raised the United States flag in Frankfort declaring their support for the United States rather than the

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Confederacy. Both Union and Confederate armies soon set up recruiting stations inside Kentucky, including northern Kentucky.

The Ohio River flows between Cincinnati, Ohio on the north bank and Covington and Newport, Kentucky on the southern banks. The three cities are situated in a natural floodplain formed by the confluence of the Ohio River with the Licking River from the south and the Mill Creek from the north. A series of heavily dissected ridge tops surround this floodplain, broken on the south by the Licking River valley and numerous ravines and narrow stream valleys. During the 1860s, both northern Kentucky towns were largely confined to this floodplain, while the surrounding hills provided farmland, vineyards, and timber resources. Preventing Confederate access to the urban areas presented a unique challenge to the Union Engineers.

General George McClellan sent Lieutenant Orlando Poe, of the US Army Topographical Engineers, to Cincinnati in May and June of 1861 to begin mapping the area for defensive purposes (Whittlesey 1861; Kreinbrink 2009). By September of that year, Brigadier General Ormsby M. Mitchel assigned Colonel Charles Whittlesey to organize and begin construction on a system of defenses on the south side of Cincinnati, Ohio. Whittlesey arrived on September 23, 1861, finding Poe's map, but no defensive plan or description (Whittlesey 1861).

Whittlesey's task was to design a fortification system to protect the southern approaches to Cincinnati, Ohio. He carefully chose the locations of his first series of fortifications. The fortifications are spaced across the Northern Kentucky ridge tops from what is now Ludlow to Fort Thomas where they focused on vulnerable roads and valleys. The following transcription from Colonel Whittlesey's report to Brigadier General Mitchel describes in his own words how he organized and implemented his plan for a cohesive defensive system of fortifications:

...The line I have selected extends in rear of the cities of Newport and Covington from the Ohio River, at Pleasant River [Pleasant Creek], 2 miles below Cincinnati across a bend of the River to a point which is 7 1/2 miles above. It occupies the summits and ridges of the hills which rise from 360 to 420 ft above low water and is (8) eight miles in length including an area of (19) nineteen square miles...It occupies the mountain crests along which good roads can be easily made from battery to battery. Beyond these crests are deep and in most cases precipitous ravines, generally covered with growing timber. There are now finished on the Kentucky side (8) eight batteries occupying the most commanding points and one bastioned fort. Eight more earthworks of a similar kind are projected as subsidiary to the above...

...Ten thousand men in the present state of our works, properly supplied, would in my judgment baffle the attack of five times their number....When they shall have been strengthened in the manner I propose, I am confident that no opposing general would think of approaching them with less than 100,000 men and a siege train....

Cincinnati November 1st 1861
Chas. Whittlesey Col.
Chief Engineer

Whittlesey successfully built nine fortifications (eight cannon batteries and Fort Mitchel) on the Kentucky side of the Ohio River during the fall and winter of 1861. On the Cincinnati side, he used the natural setting of steep sided hills to place several gun platforms on Price Hill and Mount Adams. Whittlesey's original plan called for the

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construction of a total of 17 fortifications on the Kentucky side of the Ohio River. However, action on other fronts required the attention of the Engineers and only the first nine were completed. These included Battery Coombs (Feature 2) located in Devou Park and others scattered across northern Kentucky. A small allotment of artillery and regular soldiers was stationed at Camp King (also used as an enlistment camp) along the Licking River in Kenton County (just outside Covington). They kept the cannon in repair, drilled, and visited the fortifications daily. A separate attachment camped at Ft. Mitchel. Battery Coombs also apparently had barracks and officer quarters (at least by 1863). And so it remained until the summer of 1862.

In the summer of 1862, Confederate forces entered Kentucky with the goal of occupying the Commonwealth. After a small battle at Richmond, the Confederate forces occupied Lexington and Frankfort. The Kentucky government fled to Louisville where they were heavily protected by Union troops. Northern Kentucky and Cincinnati came under pressure of attack in late August 1862. General Horatio G. Wright, Commander of the Union Department of the Ohio, ordered General Lew Wallace to Cincinnati in late August 1862 to organize a defense against a potential attack from inside Kentucky (Ramage 2009:189). Within the space of a week, Wallace declared martial law in Cincinnati, Ohio, and Covington and Newport, Kentucky.

Wallace placed Major James H. Simpson, of the United States Engineers, in charge of preparing the defensive fortifications. Simpson requested the assistance of Colonel Charles Whittlesey. Whittlesey had recently retired, but returned to aid Simpson (Whittlesey 1884:62). Whittlesey was familiar with the proposed fortification as he had designed and organized the construction on the first forts in the line the year before, in 1861 (Whittlesey 1884:58f).

By the beginning of September, Wallace called for volunteers from the local populace. With no delay, he ordered the "voluntary" organizing of work troops (Geaslen 1972; Ramage 2009:189). The local police force conscripted local men, especially African-American men, from the streets and their houses and delivered them into work camps (Gladstone 1993). None of the men received any pay at first. By the second week, Wallace was informed of the poor treatment of the local citizens. He transferred the command from the militia to Colonel William Dickson, a local judge. Dickson allowed the men to go home for a short time and return into work brigades that were organized into short term militia units (Gladstone 1993). The local free African American militia called themselves the Black Brigade. They were the first formally organized African American military unit in the Civil War.

In the space of a few short weeks, the work brigades dug miles of rifle trenches, created temporary cannon batteries, felled miles of trees, and created a road linking the entire network. These were laid out across a series of ridges just outside the then-city limits of Covington and Newport, encompassing Whittlesey's line from 1861. The defensive line spanned over ten miles from Ludlow in Kenton County, just west of Covington; to what is now called Fort Thomas in Campbell County, southeast of Newport (Kreinbrink 2009:192).

Confederate troops under the command of General Henry Heth reportedly advanced within a few miles of Fort Mitchel in Kenton County, Kentucky. Scouting reports told them of the impressive ring of forts and of the "Squirrel Shooters", or local sharpshooters, who were guarding them. Heth pulled up his troops and waited for instructions (Ramage 2009:188-189). Proceeding north along U.S. 25 (the Dixie Highway or Lexington Turnpike as it was then known), they stopped and waited near the intersection of current US 25 and Turkeyfoot Road. Additional scouting reports told Heth of the impressive string of fortifications and artillery, over 50,000

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inexperienced militia and home guard troops, and of the presence of at least 10,000 veteran soldiers. The standoff took place between September 10 and 12, 1862. On September 10, near Fort Mitchel, a skirmish between the 104th Ohio Infantry and the Confederates resulted in the death of four Union soldiers. The Confederate command soon realized they were vastly outnumbered.

While Heth waited for word on what to do in northern Kentucky, Confederate General Braxton Bragg was being attacked by Union forces in southern Kentucky. Heth was ordered south to help Bragg. Harassed by Union cavalry, Heth and his troops withdrew southward, ending up at the Battle of Perryville in early October 1862 (Kleber 1992). The Confederate Army retreated after that battle and did not return again in strength to Kentucky, except for periodic raids by General John Hunt Morgan and his troops.

After 1862, the Union Army continued to improve the fortification system. Battery Bates (Feature 3) was one of the cannon batteries constructed during or after the fall of 1862 (Figure 10).

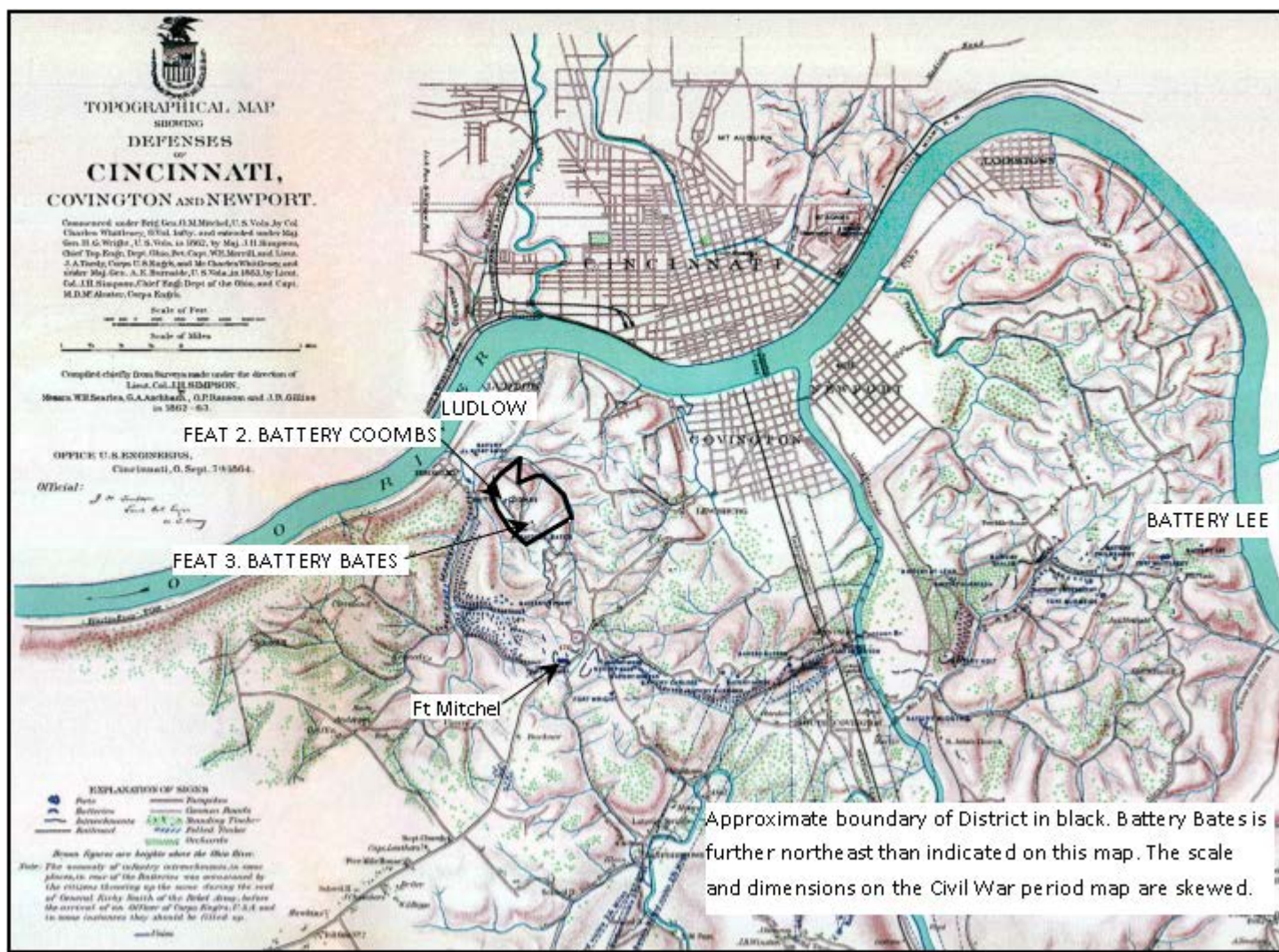


Figure 10. Official Civil War map of Northern Kentucky fortification system.

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Reports in the summer of 1863 by Captain M.D. McAlester and Major Simpson detail the status of the fortifications in July 1863 (Dyer 1959:607f). Several major forts such as Fort Wright were not constructed until 1863. However, all were upgraded or finished by the fall of 1863. Simpson followed up with a report in 1864 (Dyer 1959:769f) detailing the completion of all the fortifications. According to his report, they sodded each fortification and placed wood revetments along the interior.

The fortifications were periodically visited and improved by the Union Army throughout the remainder of the war years. By then a Colonel, Simpson remained in command of the fortifications until the end of the war in 1865. Simpson's final report on the forts was made in May 1865 (Simpson 1865). The full complement of guns was still on hand, apparently not needed elsewhere for the war effort over the winter of 1864-1865. Simpson sent the guns and any usable ammunition to Pittsburgh and turned the land back over to the landowners from which it had been taken. The only compensation offered to the landowners was the right to salvage any usable items left by the military.

After 1865, the line fell back into local legend and obscurity. Many of the forts and batteries lasted relatively intact into the 20th century until development began to move outward from Covington and Newport into the hills of northern Kentucky. Older citizens have reported that, as children in the first two decades of this century, they played on the larger earthworks such as Fort Wright and Fort Mitchel (e.g., Otte personal communication 1994). Residential development quickly claimed the fortifications situated on broad hilltops, while some smaller features situated along ridge edges have remained hidden in the woods and hilly terrain.

Description of the Fortification System

On the Kenton County side of the line, the small town of Ludlow provided a natural starting point for the west end of the fortification line (Figure 8). Ludlow was situated on a small floodplain surrounded by steep hills that extended to the Ohio River. Pleasant Valley stream entered the Ludlow floodplain from the southwest. The first part of the Kenton County line was situated on a series of north-south ridges that overlooked Pleasant Valley. These batteries faced southwest to south. They were connected by military roads and protected by several miles of rifle trenches. The battery line proceeded across Kenton County in the current vicinity of Kyles Lane, and then across the Licking River. The batteries on the Campbell County side followed a series of ridges with the easternmost battery (Lee) overlooking the Ohio River to the east (Figure 10). Table 2 summarizes each documented fortification site including current condition. Those in **bold** are in Devou Park.

Table 2. Summary of Northern Kentucky Fortification System.

FINAL NAME	PERSON NAMED AFTER	YEAR BEGUN	YEAR FINISHED	TYPE OF FORTIFICATION	CONDITION 2017
Battery J.L. Kirby Smith	Colonel J.L. Kirby Smith, 43 Oh Vol., died October 12, 1862 at Battle of Corinth, MS	1862	By mid-1863	redan, two sides, obtuse angle	Presumed destroyed
Battery Coombs (aka Ludlow Hill)	General Leslie Coombs, Ky native, War of 1812	1861	1861	combination, redan and long straight earthwork along southern side	Extant, Devou Park

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FINAL NAME	PERSON NAMED AFTER	YEAR BEGUN	YEAR FINISHED	TYPE OF FORTIFICATION	CONDITION 2017
Battery Bates	Brigadier General Joshua H. Bates, retired, organized Ohio Volunteers for Sept. 1862 crisis.	1862	By mid-1863	epaulement with three sides	Extant, Devou Park
Battery Perry (aka Haystack)	A.F. Perry of Cincinnati, agent who organized the local labor force.	1862	By mid-1863	epaulement with three sides	Destroyed
Fort Mitchel	General Ormsby M. Mitchel, died Oct 30, 1862 at Beaufort SC	1861	Early 1862	bastioned fort	Destroyed
Battery Kyle	After the owner of the property	1862	By mid-1863	redan, two sides, obtuse angle	Destroyed
Fort Wright	Major General Horatio G. Wright, U.S. Engineers, in command of the Dept. of the Ohio.	1863	By mid-1863	Redoubt, hexagonal in shape, 619 ft along interior crest.	Destroyed
Battery McRae	Captain Alexander McCrae, 3rd U.S. Cavalry, killed Feb 21, 1862, battle of Valverde NM	1862	By mid-1863	redan, two sides, one short side	Destroyed
Battery Hooper (aka Kyle's)	William Hooper, gave money for construction of the fortifications.	1861	1861, modifications 1863	epaulement, with three sides	Subsurface features only, owned City of Ft Wright
Battery Burbank	Colonel Sidney Burbank, 2nd US Infantry, Commandant of Cincinnati during September 1862.	1862	end of 1863	large redan with additional third side at right angle to long side	Destroyed
Battery Carlisle	George Carlisle, of Cincinnati, who gave money for construction of the fortifications.	1862	end of 1863	epaulement with three sides	Destroyed
Battery Hatch	George H. Hatch, Mayor of Cincinnati during Sept. 1862.	1862	end of 1863	redan, v shape, obtuse angle	Extant, private property
Battery Buford	Major General John Buford, Assistant Inspector General of the US, died during Civil War, no date given.	1863	end of 1863	epaulement of 3 sides, closed at the gorge with a stockade	Destroyed
Battery Burnet (aka Quarry)	Robert W. Burnet, President of the Cincinnati Branch of the US Sanitary Commission during Sept. 1862.	1861	1861	unknown	Destroyed
Battery Larz Anderson (aka Tunnel)	Larz Anderson of Cincinnati, gave money for construction of the fortifications.	1861	1861	lunette	Presumed destroyed
Battery Wiggins	Samuel Wiggins, of Cincinnati, gave money for construction of the fortifications.	1862	end of 1863	unknown, from family description probably redan	Destroyed
Battery Holt (aka 3 Mile or Stuart)	Colonel Joseph Holt, Judge Advocate General of the Army.	1861	1861, later modifications	Rounded earthwork to fit topographic setting, probably based on lunette	Extant, private property

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FINAL NAME	PERSON NAMED AFTER	YEAR BEGUN	YEAR FINISHED	TYPE OF FORTIFICATION	CONDITION 2017
Battery Harrison	Lieut. Montgomery Pike Harrison, 5th US Infantry, killed by N. Americans at the Colorado River, Texas, 1849.	1862	By mid-1863	modified redan	Destroyed
Battery McLean	Major Nathaniel H. McLean, Assistant Adjutant General US.	1862	By mid-1863	modified lunette	Destroyed
Battery Shaler	Dr. N.B. Shaler, property owner.	1861	1861	epaulement with three sides, and advance outwork (redan)	Extant, in private cemetery
Fort Burnside	Major General Ambrose E. Burnside, previous commander of the Dept. of the Ohio.	1862	By mid-1863	Redoubt, hexagonal in shape, 684 ft diameter along interior crest.	Destroyed
Battery Groesbeck	William S. Groesbeck of Cincinnati, who gave money for construction of the fortifications.	1863	By mid-1863	outworks of Fort Burnside	Destroyed
Battery Phil Kearny (Beechwoods)	Major General Philip Kearny, killed at the battle of Chantilly, VA, Sept. 1, 1862.	1861	1861	modified redan	Destroyed
Fort Whittlesey	Colonel Charles Whittlesey, engineer from 1861 construction	1862	By mid-1863	double redoubt, square, with connecting stockade	Fragments exist as landforms in yards
Battery Lee	R.W. Lee of Covington: "who has ever by his hospitality shown himself the Union soldier's friend.	1863	end of 1863	small breastwork, probably redan similar to Hatch	Destroyed

Archaeological Investigation of Battery Bates and Battery Coombs

Under Criterion D, the Civil War-related resources, which contribute to our understanding of the Civil War, include the two archaeological sites: Battery Coombs (Feature 2) and Battery Bates (Feature 3) and their associated features. The two fortification sites include earthwork and powder magazine remnants, rifle trench remnants and the old road that connects them. Both sites together constitute the most intact portion of the overall fortification system started in 1861 and completed in 1863. Interestingly, these two sites span the construction period of the fortification system. Battery Coombs was built in 1861 during the first wave of construction supervised by Colonel Charles Whittlesey. Major James Simpson built Battery Bates sometime after September 1862 but before the summer of 1863. The two sites provide an excellent comparison between the initial construction methods and differing methods employed during the 1862-1863 work.

Historical archaeology has been utilized effectively to record and analyze Civil War era fortifications. Two of the research questions that have guided the investigation of the northern Kentucky fortification line include:

How were the earth batteries constructed and did they match the methods reported on the official drawings?

Why were they built in their specific locations and not further south, away from the outskirts of Covington and Newport?

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Excavations have taken place at Battery Bates in 1981, 1982, and 1995 (Kreinbrink 1996). As part of the 1995 Junior Curator Program at the Behringer-Crawford Museum, the students spent five days excavating at Battery Bates and at nearby rifle trenches and military roads. The students excavated several test trenches within the military road to determine construction techniques. The military roads around Battery Bates have remained largely tree and vegetation free even after 130 years. Speculation about their construction included several options; stone, macadam, or hard packed clay. Excavation revealed extremely hard packed clay.

The students also put two small trenches into the side of one rifle trench. The trench was situated along the military road, downhill from Battery Bates. They found no evidence of any construction techniques such as wood bracing. The trenches were simply dug and left as long ditches with no internal supports.

Several small test units were placed behind Battery Bates on the level ridge top. Few artifacts were encountered. One feature was located. It included lead fragments, cinders, and wood charcoal. The feature may have been related to lead bullet (Minie ball?) manufacture. The soldiers may have been molding bullets while encamped at the site. No ceramic or glass artifacts dating to the Civil War period were recovered during this excavation.

Two small postmolds were also located. These could have been from tent poles, or other small structures. No evidence was found to relate them directly to the Civil War. The postmolds could have been modern in origin. During a site visit in June for example, an artifact collector had built a tent out of saplings at the site.

Excavations into the Battery itself in 1982 had found evidence of horizontally placed logs along the interior base of the earthwork. The logs could have been placed there as a facing on the interior of the fortification. Square cut nails were also found in that unit. The 1995 excavations included one narrow trench cut into the interior of the earthwork. Evidence of horizontally placed wood was encountered beneath 5-6 inches of overburden, near the base of the earthwork. The results of the two trenches seems to indicate that the interior of Battery Bates was faced with horizontal logs. The engineering drawing completed after 1862 included log facings.

In summary, the 1995 test excavations at Battery Bates and in the vicinity produced some evidence regarding construction techniques and activities at the fortification during the Civil War period. The absence of larger objects dating to the 1860s should not be surprising, given the amount of metal detector collecting that has taken place at the site over the years. Battery Bates' construction appeared to reflect the design illustrated in the engineering plan produced in 1864.

Documentation of Battery Holt, another 1861 battery site, found evidence of stone work beneath an edge of the earthwork (Kreinbrink 1996). Excavations at another northern Kentucky site, Battery Hooper 15KE120, has found stone foundations for the powder magazine and a stone retaining wall between the magazine and the gun emplacement (Kreinbrink 2012; 2006). Hooper was also built in 1861 and provides more evidence that Whittlesey constructed the 1861 cannon battery locations to be more permanent, using standard construction techniques and dimensions (Mahan 1863). This can be compared to Battery Bates (built after September 1862) that has produced no evidence for stone foundations even in the powder magazine.

Battery Coombs remains unexcavated, although above-ground features are low-profile, the site is probably the least disturbed of all the remaining fortification sites in northern Kentucky. Battery Bates has had several

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archaeological investigations conducted at the site. Although few artefactual remains were found, information was obtained on construction methods of the battery earthwork and powder magazine. Battery Bates has the most intact above-ground earthwork of the remaining fortifications (in a natural, unreconstructed state). Battery Shaler in Campbell County was reconstructed just after World War 1, while a nearby memorial gazebo was being constructed.

Evaluation of the Historic Significance within the Context American Civil War in Northern Kentucky, 1861-1865

The Civil War period District is located in the western part of Devou Park, west of Sleepy Hollow Road. These features provide an important reminder of the part this location played in the protection of northern Kentucky and Cincinnati. Designed to protect Cincinnati, Ohio from Confederate advances during the Civil War, Union Forces began construction on a defensive fortification line in 1861 and continued working on it throughout the war. Consisting of a series of cannon batteries and larger fortifications, connected by rifle trenches and military roads, the fortification system served its purpose during a threat from the Confederacy in September 1862. Manned by a large number of volunteer regiments, the defensive line stopped a Confederate advance into northern Kentucky long enough for other Union forces to threaten them from the south. The Confederates pulled back into central Kentucky after several weeks, ending up at the Battle of Perryville in early October 1862.

The many fortifications built by the Union Army for defense of Cincinnati were periodically visited and upgraded throughout the remainder of the war years. After 1865, the line fell back into local legend and obscurity. As suburban development expanded out from Covington and Newport late in the 19th and early-20th centuries, that work destroyed or obscured many instances of that defensive line. The two battery Features retain a high level of all aspects of integrity. Battery Bates and Battery Coombs, and their attendant features located in Devou Park, are the most visible reminder of that fortification line and the most intact section of it.

Evaluation of the Archaeological Significance within the Context American Civil War in Northern Kentucky, 1861-1865

The two Civil War fortifications in Devou Park form the most intact segment of the northern Kentucky fortification system. Battery Coombs was built in late 1861 during the first round of fortification building by the Union Army. Battery Bates was built later, after September 1862. Excavations at Battery Bates found evidence for the wood revetment wall along the interior of the earthwork and excavated to the base of the powder magazine but found no stone foundations. Excavations at another northern Kentucky site, Battery Hooper 15KE120 has found stone foundations for the powder magazine and a stone retaining wall between the magazine and the gun emplacement (Kreinbrink: 2006, 2012). Documentation of Battery Holt, another 1861 battery site, found evidence of stone work beneath an edge of the earthwork. Holt and Hooper were two of the 1861 batteries, built around the same time as Battery Coombs. Comparison in construction methodology is apparent between the 1861 and later fortification sites. The 1861 batteries were built to last the length of the war, with substantive stone foundations and other infrastructure. The fortifications built after 1862 lacked the stone foundations found in the earlier sites. Battery Coombs as an unexcavated site, provides future opportunities for investigation (Kreinbrink:1996).

The two fortification sites in Devou Park provide an excellent comparison between the initial construction methods and differing methods employed during the 1862-1863 work. Battery Coombs remains unexcavated,

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although above-ground features are low-profile, the site is probably the least disturbed of all the remaining fortification sites in northern Kentucky.

9. Major Bibliographical References

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Previous documentation on file (NPS):

- 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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University

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____ recorded by Historic American Buildings Survey # _____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 246.35 acres

UTM References

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description

The historic district consists of 246.346 acres comprised of two parcels (Parcel 1 and Parcel 2) whose full legal descriptions are below, and also includes the Norfolk Southern railroad right-of-way.

**LEGAL DESCRIPTION: DEVOU PARK WEST OF SLEEPY HOLLOW ROAD
PARCEL I – 24.850 ACRES**

Situated in the City of Ludlow, Kenton County, Kentucky, southwest of Sleepy Hollow Road, along the westerly right-of-way of the Norfolk and Southern Railroad, being Parcel No. 2 of the property conveyed to the City of Covington, Kentucky by deed recorded in Deed Book 546, Page 182 (all references made herein to recorded documents are to those of the Kenton County Clerk’s office in Covington) and being more particularly described as follows:

Beginning at an iron pin with cap set in the westerly right-of-way, being the easterly most corner of a parcel of land conveyed to Richard J. Feldmann by deed recorded in Deed Book 1172, Page 139;

Thence with the easterly line of the Feldmann parcel, North 06°28’22” West, a distance of 1092.03 feet to an iron pin with cap set at the northeasterly corner of said parcel;

Thence with the northerly line of the Feldmann parcel, South 73°22’38” West, a distance of 180.50 feet to an iron pin with cap set at the southeasterly corner of a parcel of land conveyed to Ludlow Development, LLC by deed recorded in Official Record C-5813, Page 1;

Thence with the easterly line of the Ludlow Development parcel for the following four (4) courses:

1. North 5°42’38” East, a distance of 665.80 feet to an iron pin with cap set;
2. North 18°26’38” East, a distance of 598.60 feet to an iron pin with cap set;
3. North 38°49’38” East, a distance of 891.80 feet to an iron pin with cap set;
4. South 44°30’38” West, a distance of 530.51 feet to an iron pin with cap set at the northwesterly corner of a parcel of land conveyed to the Union Light, Heat and Power Company by deeds recorded in Deed Book 256, Page 360 and Deed Book 257, Page 43;

Thence with the westerly line of the Union Light, Heat and Power parcel, South 44°30’38” West, a distance of 530.51 feet to an iron pin with cap set at the southwesterly corner of said parcel;

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Thence with the southerly line of said parcel, South 45°29'22" East, a distance of 130.98 feet to an iron pin with cap set in the westerly right-of-way line of the Norfolk Southern Railroad; Thence with said westerly right-of-way line for the following nine (9) courses:

1. Along an arc deflecting 1°54'38" to the left, having a radius of 2745.03 feet, an arc length of 91.54 feet and a chord bearing South 42°01'23" West for a chord distance of 91.53 feet to an iron pin with cap set;
 2. Along an arc deflecting 36°54'51" to the left, having a radius of 1398.00 feet, an arc length of 900.70 feet and a chord bearing South 22°36'38" West for a chord distance of 885.20 feet to an iron pin with cap set;
 3. Along an arc deflecting 3°26'34" to the left, having a radius of 2746.65 feet, an arc length of 165.04 feet and a chord bearing South 2°25'55" West for a chord distance of 165.02 feet to an iron pin with cap set;
 4. South 0°42'38" West, a distance of 229.74 feet to an iron pin with cap set;
 5. South 7°00'22" East, a distance of 59.81 feet to an iron pin with cap set;
 6. South 82°59'38" West, a distance of 38.38 feet to an iron pin with cap set;
 7. South 0°42'38" West, a distance of 65.44 feet to an iron pin with cap set;
 8. Along an arc deflecting 0°59'24" to the right, having a radius of 5649.69 feet, an arc length of 97.62 feet and a chord bearing South 1°12'20" West for a chord distance of 97.62 feet to an iron pin with cap set;
 9. Along an arc deflecting 19°34'56" to the right, having a radius of 2784.79 feet, an arc length of 951.77 feet and a chord bearing South 11°29'30" West for a chord distance of 947.14 feet to the point of beginning;
- Containing 24.850 acres, more or less, and being subject to all rights-of-way, easements, restrictions, covenants and/or conditions of record.

**LEGAL DESCRIPTION: DEVOU PARK WEST OF SLEEPY HOLLOW ROAD
PARCEL II – 221.496 ACRES**

Situated in the City of Covington, Kenton County, Kentucky, southwest of Sleepy Hollow Road, along the easterly right-of-way of the Norfolk and Southern Railroad, being the property conveyed to the Board of Park Commissioners for the City of Covington by deed recorded in Deed Book 140, Page 151 (all references made herein to recorded documents are to those of the Kenton County Clerk's office in Covington), to the City of Covington, Kentucky by deeds recorded in Deed Book 546, Page 176, Parcel No. 2 of Deed Book 546, Page 182, Deed Book 546, Page 182, Deed Book 560, Page 583 and Deed Book 791. Page 189 and being more particularly described as follows:

Beginning at an iron pin with cap set in the easterly line of Fort Henry Subdivision, Section 2-A as recorded on Plat 834, being the northwesterly corner of Glengarry Subdivision, Section 3 as recorded on Plat 2021A;

Thence with the easterly line of Fort Henry Subdivision, Section 2-A, North 30°34'00" West, a distance of 868.88 feet to an iron pin with cap set at a corner to a parcel conveyed to Carlene Kreutzjans by deed recorded in Deed Book 986, Page 254;

Thence with the lines of the Kreutzjans parcel for the following seven (7) courses:

1. South 81°18'38" West, a distance of 911.58 feet to an iron pin with cap set;
2. North 25°58'38" East, a distance of 365.18 feet to an iron pin with cap set;
3. North 8°31'22" West, a distance of 218.00 feet to an iron pin with cap set;
4. North 31°43'22" West, a distance of 234.79 feet to an iron pin with cap set;
5. North 46°49'22" West, a distance of 185.03 feet to an iron pin with cap set;
6. North 45°31'22" West, a distance of 195.80 feet to an iron pin with cap set;
7. North 53°17'22" West, a distance of 209.97 feet to an iron pin with cap set in the easterly right-of-way line of the Norfolk Southern Railroad;

Thence with said easterly right-of-way line for the following fourteen (14) courses:

1. Along an arc deflecting 16°38'30" to the left, having a radius of 2944.79 feet, an arc length of 855.32 feet and a chord bearing North 11°17'23" East for a chord distance of 852.32 feet to an iron pin with cap set;
2. North 82°59'38" East, a distance of 13.53 feet to an iron pin with cap set;
3. North 7°00'22" East, a distance of 303.07 feet to an iron pin with cap set;
4. North 0°42'38" East, a distance of 222.99 feet to an iron pin with cap set;

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5. Along an arc deflecting $3^{\circ}26'34''$ to the right, having a radius of 2646.65 feet, an arc length of 159.03 feet and a chord bearing North $2^{\circ}25'55''$ East for a chord distance of 159.01 feet to an iron pin with cap set;
 6. Along an arc deflecting $30^{\circ}28'45''$ to the right, having a radius of 1298.00 feet, an arc length of 690.49 feet and a chord bearing North $19^{\circ}23'35''$ East for a chord distance of 682.37 feet to an iron pin with cap set;
 7. South $55^{\circ}22'00''$ East, a distance of 20.00 feet to an iron pin with cap set;
 8. Along an arc deflecting $6^{\circ}26'07''$ to the right, having a radius of 1278.00 feet, an arc length of 143.54 feet and a chord bearing North $37^{\circ}51'01''$ East for a chord distance of 143.46 feet to an iron pin with cap set;
 9. Along an arc deflecting $3^{\circ}26'34''$ to the right, having a radius of 2625.03 feet, an arc length of 157.74 feet and a chord bearing North $42^{\circ}47'21''$ East for a chord distance of 157.71 feet to an iron pin with cap set;
 10. North $44^{\circ}30'38''$ East, a distance of 186.60 feet to an iron pin with cap set;
 11. North $45^{\circ}29'22''$ West, a distance of 20.00 feet to an iron pin with cap set;
 12. North $44^{\circ}30'38''$ East, a distance of 80.00 feet to an iron pin with cap set;
 13. South $45^{\circ}29'22''$ East, a distance of 30.00 feet to an iron pin with cap set;
 14. North $44^{\circ}30'38''$ East, a distance of 90.00 feet to an iron pin with cap set at the southwesterly corner of a parcel conveyed to the City of Ludlow by deed recorded in Deed Book 1203, Page 191;
- Thence with the lines of the City of Ludlow parcel for the following four (4) courses:
1. South $9^{\circ}44'22''$ East, a distance of 308.05 feet to an iron pin with cap set;
 2. North $44^{\circ}30'38''$ East, a distance of 354.99 feet to an iron pin with cap set;
 3. South $45^{\circ}29'22''$ East, a distance of 340.00 feet to an iron pin with cap set;
 4. North $26^{\circ}30'38''$ East, a distance of 458.87 feet, passing an iron pin with cap set in the westerly right-of-way line for Sleepy Hollow Road at 427.14 feet, a total distance of 458.87 feet to a point in the centerline of Sleepy Hollow Road;
- Thence with the centerline of Sleepy Hollow Road, along an arc deflecting $18^{\circ}44'51''$ to the left, having a radius of 571.76 feet, an arc length of 187.08 feet and a chord bearing South $33^{\circ}52'38''$ East for a chord distance of 186.25 feet to the northeasterly corner of a parcel conveyed to Wessels Properties, Inc., by deed recorded in Deed Book 1013, Page 218;
- Thence with the northerly line of said Wessels tract, South $45^{\circ}00'13''$ West, passing an iron pin with cap set in the westerly right-of-way line for Sleepy Hollow Road at 25.01 feet, a total distance of 195.70 feet to an iron pin with cap set at the northwesterly corner of said parcel; Thence with the westerly line of said parcel and a parcel conveyed to Wessels Properties, Inc. by deed recorded in Deed Book 991, Page 294, South $9^{\circ}44'22''$ East, a distance of 1183.37 feet to an iron pin with cap set at the southwesterly corner of said Wessels Properties parcel described in Deed Book 991, Page 294;
- Thence with the southerly line of said Wessels parcel, North $53^{\circ}15'38''$ East, passing an iron pin with cap set in the westerly right-of-way line for Sleepy Hollow Road at 924.08 feet, a total distance of 949.11 feet to the centerline of Sleepy Hollow Road;
- Thence with the centerline of Sleepy Hollow Road for the following eleven (11) courses:
1. South $33^{\circ}49'06''$ East, a distance of 279.79 feet to a point;
 2. Along an arc deflecting $14^{\circ}45'21''$ to the left, having a radius of 693.40 feet, an arc length of 178.58 feet and a chord bearing South $41^{\circ}11'46''$ East for a chord distance of 178.08 feet to a point;
 3. Along an arc deflecting $27^{\circ}35'01''$ to the right, having a radius of 638.97 feet, an arc length of 307.62 feet and a chord bearing South $34^{\circ}46'56''$ East for a chord distance of 304.66 feet to a point;
 4. Along an arc deflecting $18^{\circ}33'20''$ to the left, having a radius of 654.81 feet, an arc length of 212.07 feet and a chord bearing South $30^{\circ}16'06''$ East for a chord distance of 211.14 feet to a point;
 5. South $39^{\circ}32'45''$ East, a distance of 354.23 feet to a point;
 6. Along an arc deflecting $23^{\circ}29'53''$ to the right, having a radius of 745.57 feet, an arc length of 305.77 feet and a chord bearing South $27^{\circ}47'49''$ East for a chord distance of 303.64 feet to a point;
 7. South $16^{\circ}02'52''$ East, a distance of 335.52 feet to a point;
 8. South $15^{\circ}15'30''$ East, a distance of 294.08 feet to a point;
 9. Along an arc deflecting $13^{\circ}01'03''$ to the right, having a radius of 855.22 feet, an arc length of 194.31 feet and a chord bearing South $8^{\circ}44'58''$ East for a chord distance of 193.89 feet to a point;

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10. Along an arc deflecting 36°55'47" to the right, having a radius of 359.43 feet, an arc length of 231.67 feet and a chord bearing South 16°13'27" West for a chord distance of 227.68 feet to a point;

11. Along an arc deflecting 0°13'41" to the right, having a radius of 4483.00 feet, an arc length of 17.83 feet and a chord bearing South 34°48'10" West for a chord distance of 17.83 feet to a point;

Thence leaving said centerline, South 71°07'54" West, passing an iron pin with cap set in the westerly right-of-way line for Sleepy Hollow Road, being the northeasterly corner of a parcel conveyed to James W. Berling and Janet A. Berling by deed recorded in Deed Book 591, Page 179 at 42.54 feet, a total distance of 298.25 feet to an iron pin with cap set at the northwesterly corner of said Berling parcel and the northeasterly corner of a parcel conveyed to The Devou Lofts Homeowners Association by deed recorded in Official Record C-5045, Page 231; Thence with the northerly line of said Devou Lofts parcel, in part, and in part with the northerly line of parcels conveyed to Lookout Heights, LLC by deed recorded in Official Record C-5045, Page 238, Devou Village Apartments, LLC by deed recorded in Official Record C-3591, Page 2 and the aforementioned Glengarry Subdivision, Section 3, South 53°00'00" West, a distance of 1884.28 feet to the point of beginning; Containing 221.496 acres, more or less, and being subject to all rights-of-way, easements, restrictions, covenants and/or conditions of record.

Boundary Justification

The Battery Bates and Battery Coombs Historic District encompasses the 246.346 acre western part of Devou Park. Features associated with the Civil War component are found throughout the acreage.

11. Form Prepared By

name/title Doug VonStrohe and Jeannine Kreinbrink

organization K&V Cultural Resources Management, LLC

date September 2017

street & number 11283 Big Bone Road

telephone 859 384-0354

city or town Union

state Kentucky zip code 41091

e-mail kreinbrinkjmo@gmail.com

Photographs:

Devou Park Photo Log

Name of Property:	Devou Park
City or Vicinity:	Covington
County:	Kenton County
State:	Kentucky
Name of Photographer:	Jeannine Kreinbrink (photos 1, 2 in text)

Date of Photographs: 2016-2017
Location of Original Digital Files: Behringer Crawford Museum

Photo #1: Battery Bates earthwork, camera facing south.
Photo #2: Battery Bates earthwork and powder magazine, camera facing southwest.

Property Owner:

name City of Covington

Battery Bates and Battery Coombs Historic District

Kenton County, Kentucky

Name of Property

County and State

street & number 20 W. Pike Street

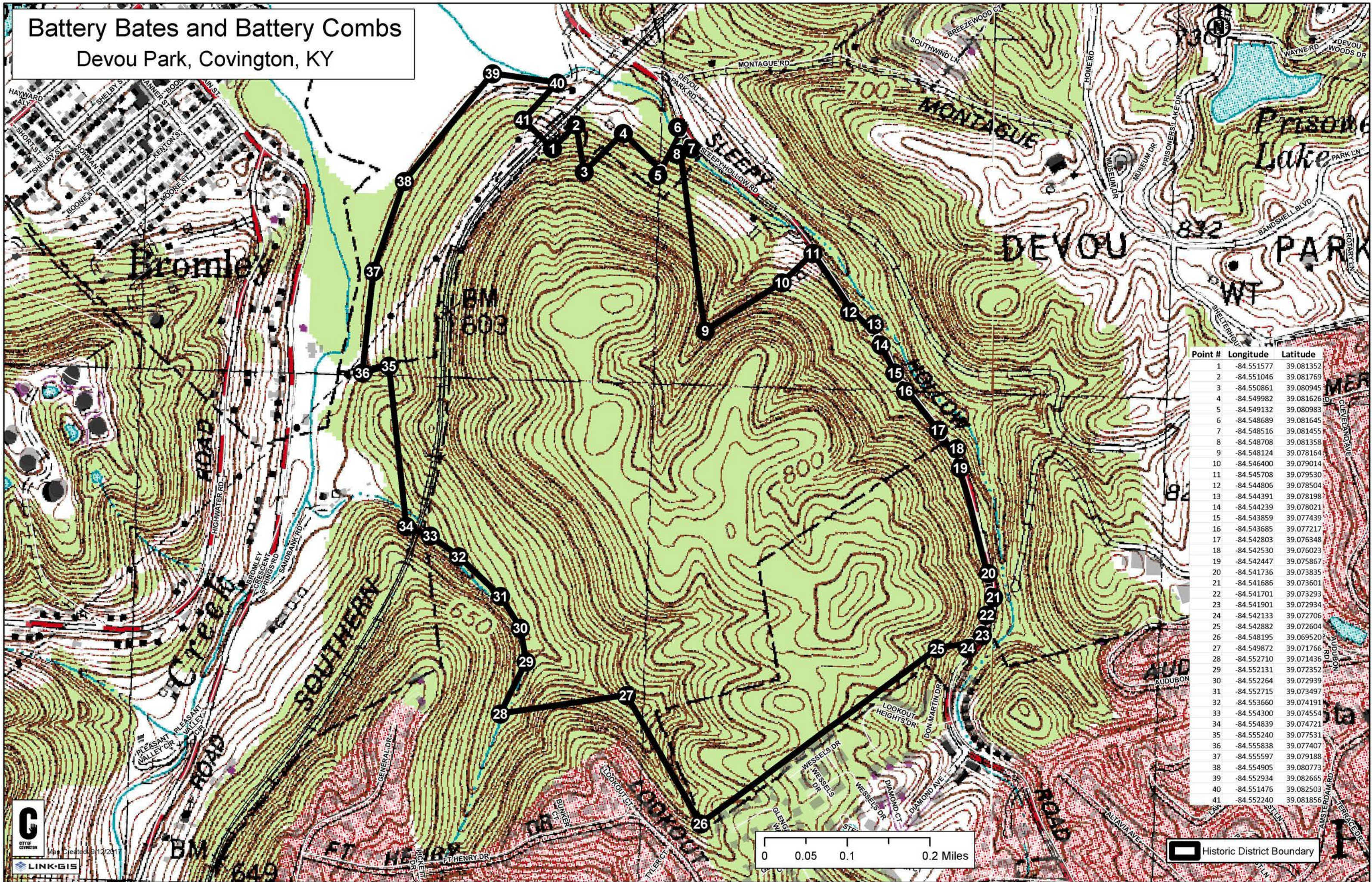
telephone 859 292-2171

city or town Covington

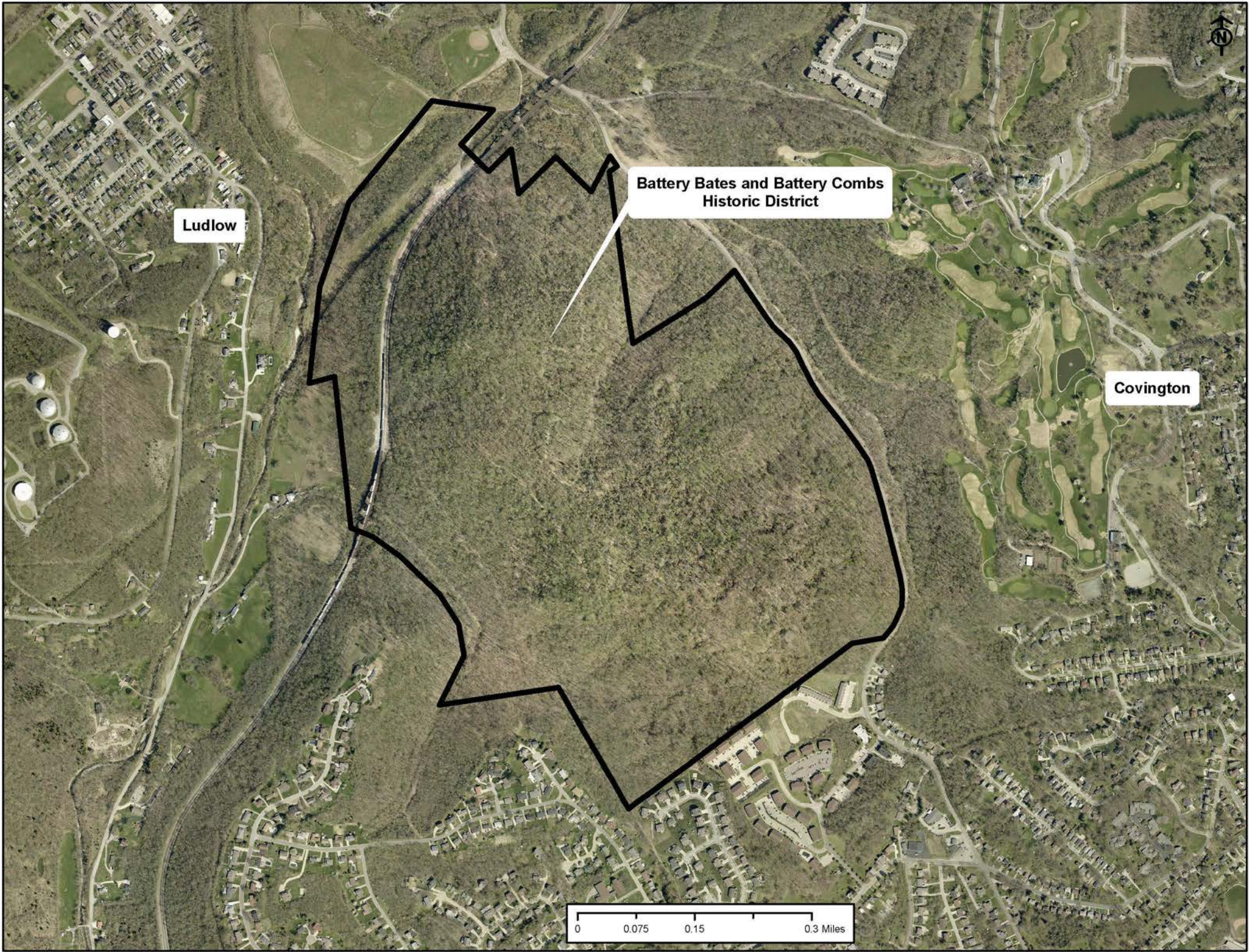
state KY zip code _____

Battery Bates and Battery Combs

Devou Park, Covington, KY



Point #	Longitude	Latitude
1	-84.551577	39.081352
2	-84.551046	39.081769
3	-84.550861	39.080945
4	-84.549982	39.081626
5	-84.549132	39.080983
6	-84.548689	39.081645
7	-84.548516	39.081455
8	-84.548708	39.081358
9	-84.548124	39.078164
10	-84.546400	39.079014
11	-84.545708	39.079530
12	-84.544806	39.078504
13	-84.544391	39.078198
14	-84.544239	39.078021
15	-84.543859	39.077439
16	-84.543685	39.077217
17	-84.542803	39.076348
18	-84.542530	39.076023
19	-84.542447	39.075867
20	-84.541736	39.073835
21	-84.541686	39.073601
22	-84.541701	39.073293
23	-84.541901	39.072934
24	-84.542133	39.072706
25	-84.542882	39.072604
26	-84.548195	39.069520
27	-84.549872	39.071766
28	-84.552710	39.071436
29	-84.552131	39.072352
30	-84.552264	39.072939
31	-84.552715	39.073497
32	-84.553660	39.074191
33	-84.554300	39.074554
34	-84.554839	39.074721
35	-84.555240	39.077531
36	-84.555838	39.077407
37	-84.555597	39.079188
38	-84.554905	39.080773
39	-84.552934	39.082665
40	-84.551476	39.082503
41	-84.552240	39.081856



Ludlow

Battery Bates and Battery Combs
Historic District

Covington

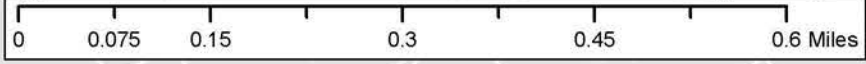
0 0.075 0.15 0.3 Miles

Battery Bates and Battery Combs

Devou Park, Covington, KY

Legend

- ▲ Non-Contributing
- Contributing
- ▭ Historic District Boundary







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 7/25/2018 Date of Pending List: 8/27/2018 Date of 16th Day: 9/11/2018 Date of 45th Day: 9/10/2018 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 9/10/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



MATTHEW G. BEVIN
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

DON PARKINSON
SECRETARY

Regina Stivers
Deputy Secretary

THE STATE HISTORIC PRESERVATION OFFICE

300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

CRAIG A. POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

February 28, 2018

J. Paul Loether, Keeper
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240



Dear Mr. Loether:

Revised versions of nominations for 2 Kentucky properties are enclosed under this cover letter. Both have had name changes from their original submissions.

The first was originally submitted under the name **Pope, Senator John and Eliza House**, with reference number 05000785. The undated return sheet was completed by Roger Reed. The property has been revised according to Mr. Reed's comments, and resubmitted under the name **Pope Villa** (Fayette County, Kentucky). The property was approved by the Kentucky Historic Preservation Review Board most recently at their December 19, 2017 meeting.

The second property was originally submitted under the name **Devou Park** (Kenton County, Kentucky), under reference number 100001423. The return comments suggested that a large part of Devou Park was not eligible. The nomination form has been revised to satisfy these comments, and resubmitted under the name **Battery Bates and Battery Coombs**, (Kenton County, Kentucky).

We thank you for your assistance in listing these properties.

Sincerely,

Craig A. Potts
Executive Director and
State Historic Preservation Officer