10-306 (Rev. 10-74)

VLR-10/18/83 NRHP-5/28/80

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
DATE ENTERED

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

RECEIVED 4190 AUG 9 1976 KY. HERITAGE COMMISSION

1 NAME

HISTORIC
Cumberland Gap Historic District - Kentucky

AND/OR COMMON
Same

2 LOCATION

STREET & NUMBER

__NOT FOR PUBLICATION

CITY, TOWN
Middlesboro

__ VICINITY OF

CONGRESSIONAL DISTRICT
5th

STATE
Kentucky

CODE
21

COUNTY
Bell

CODE
013

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	X PUBLIC	__OCCUPIED	AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	X UNOCCUPIED	__COMMERCIAL	X PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	X EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	X GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 AGENCY

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

STREET & NUMBER
1895 Phoenix Blvd.

CITY, TOWN
Atlanta

__ VICINITY OF

STATE
Georgia 30349

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Office of the Clerk of Bell County

STREET & NUMBER

CITY, TOWN
Pineville

STATE
Kentucky 40977

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Davis and Neeley

DATE
1945

__FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Cumberland Gap National Historical Park

CITY, TOWN
Middlesboro

STATE
Kentucky

V DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
_GOOD	X RUINS	X ALTERED	_MOVED DATE_____
X FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

CUMBERLAND GAP HISTORIC DISTRICT - KENTUCKY

This district comprises that portion of the Cumberland Gap vicinity which lies in Kentucky and is 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 at the southern corner of Kentucky. The ridge of the mountain runs generally from northeast to southwest and the Gap is a result of a block fault running perpendicular to this axis. The Gap is delineated by two peaks: to the northeast is the Pinnacle, and to the southwest is the Tri-State Peak, where the states of Kentucky, Tennessee, and Virginia meet.

A natural passage through the Gap runs northwest from 1350 feet 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 an Oak-Chestnut hardwood forest, the present flora is a second or third growth Oak-Hickory forest covering the slopes.

The Kentucky District extends northeast of the ridge of mountain and covers the western slope, forming a rough rectangle about 4500 feet by 3000 feet. It is bisected by U.S. 25-E, a three-lane highway passing through the Gap owned by the United States, but the highway is on a deed easement and is excluded from the historic district. Also, excluded are park developments of the Pinnacle Road and Overlook Complex as well as a 100' right of way above a railroad tunnel owned by the Louisville and Nashville Railroad. The district includes 12 historic structures:

1. Wilderness Road (G-51 KY)

The Wilderness Road in Kentucky led from the saddle of Cumberland Gap to the northeast, 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 becoming part of the Wilderness Road in the late eighteenth century, 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 eighteenth century and widened for use by wagons in 1796. It remained a wagon path in poor repair during most of the nineteenth century including the Civil War period when it was called the "Kentucky State Road". In 1908 a macadam highway was constructed along the general route of the Wilderness Road and this road is presently U.S. 25-E.

The exact route of the original trace cannot be stated with certainty. However, evidence of the Civil War road is present. This road is obliterated by the modern highway for 1250 feet near the saddle of the Gap. The original road then runs south of the highway for 3480 feet ending at the Pinnacle Road near the base of the mountain. This section is in good condition though slightly overgrown. Although this road can only be identified with certainty as the Civil War "Kentucky State Road", it is probable that it was, in part, the Wilderness Road.

Significance: First Order
UTM Grid Coordinates: Point A 17/260480/4054330
Point B 17/260200/2054170
Point C 17/260160/4054240
Point D 17/259820/4054360
Acreage: 0.97 acre
Recommended treatment: Restoration of the wagon path.
Preliminary cost estimate for the above: 51,000,000
Photographs enclosed,

2. Fort Pcote (G-52)

Built in 1861, Fort Foote is Civil War defensive position for cannon placement. The Fort is one of eight such forts of primitive earthwork construction placed along both sides of fhe road to defend against enemy movement through the pass. Of these eight, two forks have been obliterated by the construction of U. S. 25-E. 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 Cap area and Forts chacged 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 terms, reinforced by sod-filled baskets, or "gabions". The position included an 8' x 6', 7' high log powder magazine and a 24' x 4' rifle pit. The present remains of Fort Foote consist of a flat area with a 30' long mound on its southern edge-

Significance: 2nd order
UTM Grid Coordinates: 17/260550/405490
Acreage: 0.13 acre
Recommended treatment: Preservation of site.
Preliminary cost estimate for the above: c
Photographs enclosed,

. Fort Nathaniel Lyon (G-53)

Fort Lyon is a Civil Mar 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.

Significance: 2nd order
UTM Grid Coordinates: 17/261530/4054250
Acreage: 0.33 acre
Recommended treatment: Preservation of site
Preliminary cost estimate for above: 0
Photographs enclosed.

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 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 existant 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.

Significance: 2nd order
UTM Grid Coordinates: 17/260760/4054560
Acreage: 0.05 acre
Recommended treatment: Preservation of site
Preliminary cost estimate for the above: 0
Photographs enclosed.

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 elongate mound 60' long.

Significance: 2nd order
UTM Grid Coordinates: 17/260510/4053300
Acreage: 0.06 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for above: 0
Photographs enclosed.

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.

Significance: 2nd order
UTM Grid Coordinates: 17/261350/4054460
Acreage: 1.38 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for above: 0
Photographs enclosed.

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 five feet high, and a 10' X 10', 6' high magazine in the center. Present remains include a 9' X 11' stone square representing the magazine and traces of the berm.

Significance: 2nd order
UTM Grid Coordinates: 17/260900/4054680
Acreage: 0.62 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for the above: 0
Photographs enclosed.

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

Significance: 2nd order
UTM Grid Coordinates: 17/260640/405396
Acreage: 0.12 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for above: 0
Photographs enclosed.

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.

Significance: 2nd order
UTM Grid Coordinates: 17/260540/4054000
Acreage: 0.04 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for above: 0
Photographs enclosed

10. Harlan Road (G-60)

This 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'' ~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.

Significance: 3rd order
UTM Grid Coordinates: Point A 17/260820/4054700
Point B 17/261050/4055050
Acreage: 0.25 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for above: 0
Photographs enclosed.

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.

Significance: 3rd order
UTM Grid Coordinates: Point A 17/260870/4054550
Point B 17/261060/4054620
Point C 17/261370/4054260

Acreage: 0.45 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for the above: 0
Photographs enclosed.

12. Fort Farragut Road (G-62 KVT)

Another Civil War service road, this ran from near the Saddle of the Gap to Fort Foote, Tri-State Peak, and Fort Farragut. Built during the Civil War this road was probably used until the Park trails were constructed in 1958, and portions have been incorporated into the Park trail. The remaining trace runs south-southwest from near the Saddle of the Gap for 1100 feet. Here it branches, one fork following the park trail 850 feet to Fort Foote, the other following the Tri-State Peak trail 1250 feet before entering Virginia.

Significance: 3rd order
UTM Grid Coordinates: Point A 17/260760/4054070
Point B 17/260500/4053980
Point C 17/260550/4054090
Point D 17/260560/4053860
Point E 17/260730/4053930

Acreage: 0.59 acre
Recommended Treatment: Preservation of site
Preliminary cost estimate for the above: 0
Photographs enclosed.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	ARCHITECTURE	__EDUCATION	X MILITARY	__SOCIAL/HUMANITARIAN
X 1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	%COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
__1900-	— COMMUNICATIONS	X INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Cumberland Gap has been for centuries a passageway for man, baing 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.

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 vest 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 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 Cap has continued its function as a passageway for man.

U.S. Highway 25-E and other modern conveniences has caused the Gap to lose some of its historical flavor, but it is still the scene of one or 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.

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, 1862

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 320 acres

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	17	260790	4056330	B	17	261690	4054340
C	17	260410	4053190	D	17	259510	4054170

VERBAL BOUNDARY DESCRIPTION

The boundary follows the Virginia and Tennessee lines northeasterly from a point 1700 feet southwest of the Tri-State Marker to a point 3800 feet northeast of the Marker, then runs 3000 feet northwest, 3000 feet southwest, follows the L & N property line for about 2500 feet in a counter-clockwise curve, runs 3000 feet southeast, 1400 south-~~west~~ east, and 500 feet east southeast to the Tennessee line. Excluded from the district are the right of way of US 25E and the 100 foot R.O.W. above the L&N RR tunnel.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: Charles Anibal, Park Historian — DATE: 2/2/76

ORGANIZATION: Cumberland Gap National Historical Park

STREET & NUMBER: P. O. Box 840 — TELEPHONE: (606) 248-2817

CITY OR TOWN: Middlesboro — STATE: Kentucky 40965

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE____

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 [illegible]

TITLE — DATE 8/26/76

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

CUMBERLAND GAP HISTORIC DISTRICT - KENTUCKY
CUMBERLAND GAP NATIONAL HISTORICAL PARK
UTM GRID REFERENCES:
A. 17/260790/4055330
B. 17/261690/4054340
C. 17/260410/4053190
D. 17/259510/4054170

UNITED STATES
SSEE VALLEY AUTHORITY
AND SURVEYS BRANCH

STATE OF KENTUCKY
KENTUCKY GEOLOGICAL SURVEY
UNIVERSITY OF KENTUCKY