

VLR-10/18/83 NRHP- AS PART OF UPSTAIRS FILE  
VA/TENN/KY LISTING 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 **DOE FOR VA**  
DATE ENTERED **PORTION ONLY**

3/22/77

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

## 1 NAME

HISTORIC  
**Cumberland Gap Historic District - Virginia**  
AND/OR COMMON  
**Same**

(JUST VA SECTION)

## 2 LOCATION

STREET & NUMBER  
**4 miles east on U.S. 25-E**  
CITY, TOWN  
**Gibson Station**  
STATE  
**Virginia**

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

VICINITY OF

**9th**

COUNTY  
**Lee** CODE  
**105**

## 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"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> 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 Lee County**

STREET & NUMBER

CITY, TOWN

**Jonesville**

STATE

**Virginia 24263**

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

**Davis and Neeley**

DATE

**1945**

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

**Cumberland Gap National Historical Park**

CITY, TOWN

**Middlesboro**

STATE

**Kentucky 40965**

## 7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### CUMBERLAND GAP HISTORIC DISTRICT - VIRGINIA

This area comprises that portion of the Cumberland Gap vicinity which lies in Virginia 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 southwestern tip of Virginia. The Gap is a 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 the states of Virginia, Kentucky, and Tennessee meet. A natural passage through the Gap runs generally from the southeast to the northwest, starting up the mountain in Virginia at 1350 feet, entering Kentucky at the "saddle of the Gap", elevation 1650, and descending to 1150 feet at the western base of the mountain. The Pinnacle is 800 feet above the saddle of the Gap at 2440 feet and the Tri-State Point is 1980 feet in elevation. The mountain is covered by a third growth mixed hardwood forest.

The Virginia section extends to the east of the ridge of the mountain forming a 3000 foot long triangle bordered by Tennessee to the south and by Kentucky to the northwest. The district is bisected by U.S. 25-E, a two-lane highway passing through the Gap, owned by the United States but the highway is on a deed easement and not to be included in the historic district.

The district includes 7 historic structures. Excluded from the nomination is the land above the railroad tunnel which includes a 100' right of way that is the property of the Louisville & Nashville Railroad. Also, Cudjo's Cave on U.S. 25-E near the Gap is not a part of the nomination as this is under the control of Lincoln Memorial University. Near the Iron Furnace is a home (presently quarters for Park personnel) scheduled to be removed. This house and all appurtenances on approximately a 100' X 150' lot is excluded from the nomination. The home has no historical significance and is an intrusion.

#### 1. Wilderness Road (G-51 KV)

The Wilderness Road in the Virginia District leads from the Tennessee line up the east slope of the mountain to the saddle of the Gap. 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 eighteenth century and widened for use by wagons in 1796. An alternate route now obliterated by U.S. 25-E brought the original route into disuse and disrepair. During the Civil War, this route was part of the "Tazewell Road", an unimproved dirt road. The alternate route was macadamized in 1908 bringing all traffic around the original route, which has been a little-used trail and the National Park Service has designated it as an interpretive trail (in 1958).

# 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.

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 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.

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 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.

## 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 110 acres

UTM REFERENCES

A	17	260720	4054390	B	17	260680	4054330
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	17	260630	4053660	D	17	260680	4053710
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The southern boundary runs east 3150 feet from the Tri-State point, along the Tennessee line, north 900 feet, west 700 feet, then north-northeast 1400 feet to the Kentucky line. Here it follows the state line generally southwest to the Tri-State Marker.

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

ORGANIZATION

Cumberland Gap National Historical Park

STREET & NUMBER

P. O. Box 840

CITY OR TOWN

Middlesboro

DATE

2/2/76

TELEPHONE

(606) 248-2817

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

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 2

The present remains of the Civil War Tazewell Road consist of a 2700-foot section running from the Iron Furnace, near the Tennessee line, through two switch-backs to a point near the Saddle of The Gap, where the road has been obliterated by road fill from U.S. 25E. The road is now maintained as a park trail. Although this road can be identified with certainty as the Civil War Tazewell Road only, it is probably that it followed the general route of the Wilderness Road as it climbed the same hillside.

Significance: 1st Order

UTM Grid Coordinates: Point A: 17/261300/4053670  
Point B: 17/261050/4053820  
Point C: 17/261190/4053860  
Point D: 17/260880/4054020

Acreage: 0.62 Acre

Recommended treatment: Restoration of wagon path

Preliminary cost estimate for the above: \$100,000

Photographs enclosed

2. Iron Furnace

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.

Significance: 3rd Order

UTM Grid Coordinates: 17/261290/4053760

Acreage: 0.54 Acre

Recommended treatment: Preservation

Preliminary cost estimate for the above: 0

Photographs enclosed

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 3

3. Battery # 3 (G-64)

This structure is one of fifteen Civil War defensive positions identified by Captain Sydney Lyon in 1862. Three of these structures have been obliterated, six are in the state of Kentucky, and three are outside the Park boundary in the state of Tennessee. 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 parapets, two protruding "embrasures", and a powder magazine. 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.

Significance: 2nd order

UTM Grid Coordinates: 17/261190/4053760

Acreage: 0.08 acre

Recommended treatment: Preservation of site.

Preliminary cost estimate for the above: 0

Photographs enclosed.

4. Battery # 5 (G-65)

Constructed by the Union Army in 1862, this site was used for placement of cannon or rifle defenses. It is located in the Gap near Soldier'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.

Significance: 2nd order

UTM Grid Coordinates: 17/261400/4053980

Acreage: 0.06 acre

Recommended treatment: Preservation of site.

Preliminary cost estimate for the above: 0

Photographs enclosed.

5. 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

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 4

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.

Significance: 2nd order  
UTM Grid Coordinates: 17/260920/4053980  
Acreage: 0.19 acre  
Recommended treatment: Preservation of site  
Preliminary cost estimate for the above: 0  
Photographs enclosed.

6. Fort Farragut Road (G-62 KVT)

This wagon road was built during the Civil War to provide service to the defensive positions. It led from near the saddle of the Gap, up Tri-State Peak, to Forts Foote and Farragut in Kentucky. It was probably used as a trail until 1958 when the Park roads were built. A portion of this road has been incorporated into the Park's Tri-State Trail. The Virginia section runs about 1,000 feet along the east side of Tri-State Peak. It follows the Park trail for about 200 feet as it climbs the mountain, then runs below the trail until both roads meet at the Tri-State Marker. The remains are overgrown but structurally intact.

Significance: 3rd order  
UTM Grid Coordinates: Point A: 17/260760/4053960  
Point B: 17/260700/4053760  
Acreage: 0.23 acre  
Recommended treatment: Preservation of site  
Preliminary cost estimate for the above: 0  
Photographs enclosed.

7. 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 into Tennessee, where it bifurcated and led to Batteries # 2 and # 7. After the Civil War, this road probably went into disuse. The Virginia section is 1200 feet long and is in good condition, though overgrown.

Significance: 3rd order  
UTM Grid Coordinates: Point A: 17/260840/4054000  
Point B: 17/270840/4053690  
Acreage: 0.28 acre  
Recommended treatment: Preservation of site  
Preliminary cost estimate for the above: 0  
Photographs enclosed.

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PROPERTY PHOTOGRAPH FORM

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

**1** NAME

HISTORIC

Wilderness Road (G-51 KV)

AND/OR COMMON

Same

**2** LOCATION

CITY, TOWN

—VICINITY OF  
Gibson Station

COUNTY  
Lee

STATE  
Virginia

**3** PHOTO REFERENCE

PHOTO CREDIT

National Park Service

DATE OF PHOTO

November 1975

NEGATIVE FILED AT

Cumberland Gap National Historical Park

**4** IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

View of trail, facing west near Iron Furnace

PHOTO NO.

2266

NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

**1** NAME

HISTORIC

Newley Iron Works

AND/OR COMMON

Iron Furnace (G-63)

**2** LOCATION

CITY, TOWN

—VICINITY OF  
Gibson Station,

COUNTY  
Lee

STATE  
Virginia

**3** PHOTO REFERENCE

PHOTO CREDIT

National Park Service

DATE OF PHOTO

December 1956

NEGATIVE FILED AT

Cumberland Gap National Historical Park

**4** IDENTIFICATION **FACING EAST ACROSS GAP CREEK**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO.

1241

CUMBERLAND GAP HISTORIC DISTRICTS  
 CUMBERLAND GAP NATIONAL HISTORICAL PARK

- G-51KV Wilderness Road
- G-52 Fort Foote
- G-53 Fort Lyon
- G-54 Fort McCook
- G-55 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



