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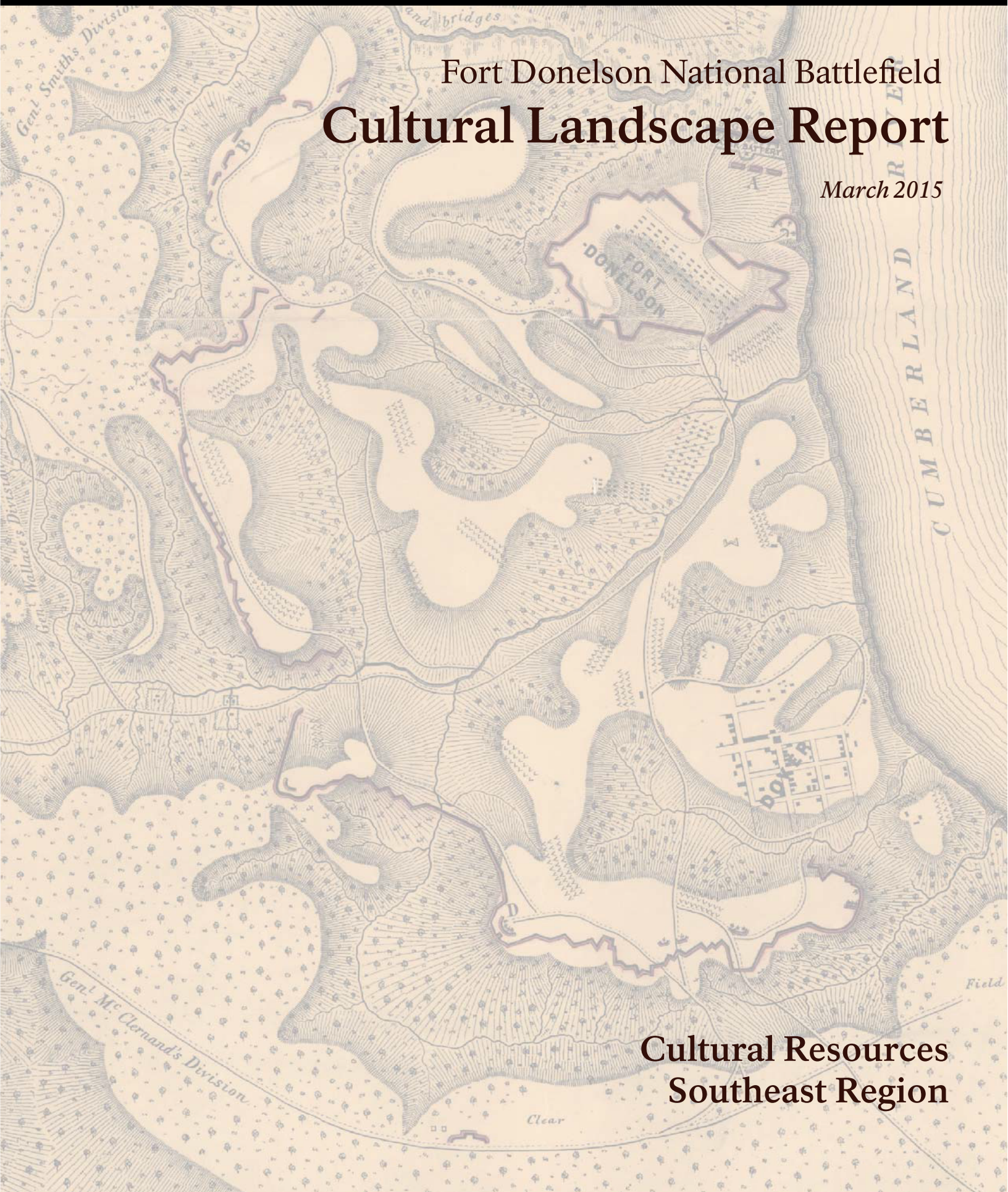
Fort Donelson National Battlefield



Fort Donelson National Battlefield
Cultural Landscape Report

March 2015

Cultural Resources
Southeast Region

Fort Donelson National Battlefield

Cultural Landscape Report

March 2015
Prepared by
The Jaeger Company

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About the cover: Plan of Fort Donelson and its outworks
[Feb. 1862] surveyed under the direction of Lieut. Col. J. B. McPherson, published by authority of the Hon. the Secretary of War, office of the Chief of Engineers, U.S. Army, 1875

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Fort Donelson National Battlefield

Cultural Landscape Report

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Foreword

We are pleased to make available this cultural landscape report, part of our ongoing effort to provide comprehensive documentation for the landscapes and historic structures of National Park Service units in the Southeast Region. A number of individuals and institutions contributed to the successful completion of this work. We would particularly like to thank the staff at Fort Donelson National Battlefield for their assistance throughout the process. We hope this study will be a useful tool for park management in continuing efforts to preserve the cultural landscape and to others interested in the significance of the park's many cultural resources.

Dan Scheidt, Chief
Cultural Resources, Partnerships, and Science Division
Southeast Regional Office
June 2016

Introduction

Management Summary

This Cultural Landscape Report (CLR) for Fort Donelson National Battlefield (FDNB) examines the site history and existing conditions of the Park including the Fort Donelson National Cemetery (FDNC), the Dover Hotel, and Fort Heiman. The purpose of the CLR is to provide the National Park Service (NPS) with an assessment of the character defining features of the park, which will become the foundation for future treatment recommendations in order to protect and preserve the site's historic resources.

The Site History chapter provides an overview of the development and evolution of FDNB. Site History includes information gathered from existing histories of the region and the Civil War, and administrative documents in the Fort Donelson archives. The Existing Conditions chapter includes a detailed description of both natural and cultural features within the project area. The inventory of existing conditions is based on extensive field inspections performed by team members in 2009, 2010, 2011, 2012, and 2014. The Analysis and Evaluation chapter uses the criteria developed by the National Register and the Secretary of the Interior to evaluate the significance and integrity of individual landscape components. The Treatment Recommendations chapter presents guidelines following preservation standards, which will inform future management decisions related to the Fort Donelson National Battlefield cultural landscape.

Historical Overview

The Battle of Fort Henry and Fort Heiman took place on February 6, 1862. Union troops under the command of Brigadier General Ulysses S. Grant marched over muddy roads towards two Confederate forts, Fort Henry on the east bank of the Tennessee River and Fort Heiman on the west bank. Muddy roads slowed the overland attack but gunboats, commanded by Flag Officer Andrew H. Foote, attacked Fort Henry on the morning of the 6th and forced its surrender after 70 minutes of direct bombardment. Confederate commanders had previously evacuated Fort Heiman, which the Union occupied later on the 6th. Grant prepared a combined Navy and Army expedition similar to the Fort Henry attack. A few days after their victory, Union troops began travelling over land and by ship towards Fort Donelson on the Cumberland River near the town of Dover. The Confederate cannoneers at Fort Donelson repulsed the fleet of Union gunboats that initiated the attack on the fort on February 14th. In a surprise breakout, the Confederates successfully broke through the right wing of the Union lines on the morning of the 15th in an attempt to open an escape route back to Nashville. For reasons debated to this day, the Confederate General Gideon Pillow ordered his men back into their defenses, nullifying the hard won Confederate victory. Soon thereafter, Floyd transferred his command to Simon Buckner, who surrendered the fort and troops to Grant on February 16th.

In July 1862, the United States Congress passed legislation authorizing the use of federal money to establish national cemeteries to bury fallen Union soldiers. In February 1867, Congress passed legislation formally establishing a system of national cemeteries, including the FDNC in Dover, TN. Initial development of the cemetery began in 1867, but interments did not occur until the first months of 1868. The War Department supervised the layout of the cemetery and the construction of various landscape elements including enclosures, structures, circulation system, and plantings.

The Dover Hotel was constructed on Petty Street in Dover, TN between 1851 and 1853. With the exception of the time during the Civil War, when it was used by the Confederate and Union armies, the structure operated as a public hotel until 1925, when its owners, the Hobing family, closed the building because of its dilapidated condition. The Fort Donelson House Historical Association purchased the building in 1928 and spent two years extensively "restoring" the building before

opening it to the public in 1930.[1] Upon acquiring the building in the 1970s, the NPS carried out their own "adaptive restoration" of the property, stabilizing the structure and returning the exterior to its 1862 appearance based on historic photographs.[2]

FDNB was established by the United States Congress in 1928 to serve as a public national military park. Like the FDNC, the park was managed by the War Department. The War Department was responsible for accumulating the initial landholding for the park, acquiring through purchase and condemnation approximately 93 acres by June 1931. The War Department constructed roads, stone piers at strategic entrances to the park, drainage features, and a fence marking the boundary of the park. The War Department also initiated an aggressive landscape program to address soil erosion in the park, especially on the earthwork fortifications of the fort and Confederate entrenchments.

In 1933, an act of Congress transferred all National Military Parks and most of the National Cemeteries from the War Department to the National Park Service. Fort Donelson National Military Park and National Cemetery were included in this transfer. The NPS continued the War Department's landscape improvements to control soil erosion and to make several improvements to the park's infrastructure. In the early 1960s, the NPS increased the size of the park when the U.S. Army Corps of Engineers transferred approximately 400 acres it had acquired during the Barkley Dam project on the Cumberland River. The NPS also received the Dover Hotel as a gift during this expansion of the park. As part of the Mission 66 program, the NPS constructed a visitor center near the historic entrance of the National Battlefield in 1961.

In October of 2006, the park acquired 175 acres of land around Fort Heiman on the Kentucky side of the Tennessee River. Between 2010 and 2012, the NPS acquired approximately 305 additional acres from the Civil War Trust, which contains much of the February 15, 1862 battlefield. The FDNB presently encompasses approximately 1,310 acres, which in addition to the historic and cultural resources, features natural resources including native woodlands and riparian environments.

An overview of the development of the park is outlined in the Site History chapter. The Site History defines periods of development to highlight significant eras of the site's evolution. These periods are as follows:

- Pre-Civil War (before 1861)
- Civil War and the Battle of Fort Donelson (1861-1865)
- National Cemetery Development (1866-1913)
- Commemorative Campaign (1914-1927)
- War Department Development (1928-1933)
- Early National Park Service Period (1934-1952)
- Expansion of Park and Mission 66 (1953-1962)
- Recent Park Developments (1963-present)

The Site History relies upon the scholarship of historian Edwin Bearss, who has written extensively about the Fort Donelson campaign and about the Dover Hotel. Gloria Peterson's *An Administrative History of Fort Donelson* provides a thorough overview of the origins of the park and the role different civic groups and government agencies played in its formation and development.

1 The "restoration" of the Dover Hotel by the Fort Donelson House Historical Association removed or replaced most all of the original historic fabric of the building. This work occurred before the Secretary of the Interior's Standards for Historic Preservation were established so the preservation term "restoration" does not apply to the efforts undertaken by this group. For the purposes of this document however, the 1920s alterations of the Dover Hotel will be referred to as restoration, acknowledging that the use of this term carries a different meaning today.

2 This CLR will refer to the work performed by the NPS to the Dover Hotel in the 1970s as rehabilitation. It must be acknowledged that this work should not be considered "rehabilitation" as defined by the Secretary of the Interior's Standards for Historic Preservation, as no portions of the original 1862 structure that convey it's historical or cultural values remain. Consult the 1972 Historic Structure Report for the Dover Hotel prepared by Edwin Bearss and Russell Jones for additional information. This report is the definitive source of information related to the history and evolution of the Dover Hotel.

Scope of Work and Methodology

This CLR addresses the significant historic and cultural resources within FDNB and changes that have occurred in the landscape over the history of the park. Civil War scholars have extensively studied the history of the site prior to becoming a National Park. The Government agencies that have been involved in the administration of the park left behind extensive and detailed records. Fort Donelson National Battlefield staff provided access to the park's archives which contains a wealth of information about the development of the park, including historic photographs, work reports, superintendent and staff reports, archeological reports, historic maps, and master plans.

Project team members made site visits in spring and fall 2009, summer 2010, spring 2011, fall of 2012, and summer 2014 to inspect the site and carry out research. Existing conditions were recorded on field maps prepared before the visit. Each team member used a digital camera to record images of existing conditions for future reference. Park staff and the Southeast Regional Office (SERO) of the NPS provided several resources that assisted the inventory of existing conditions. Park staff provided a historical vegetation study, which informed the site history and the existing conditions sections of this study. SERO also provided Geographic Information System (GIS) information, historic maps, and contemporary maps that aided in the preparation of illustrations for this report.

Description of Study Boundaries

FDNB is located in Stewart County, Tennessee, on the banks of Lake Barkley and in Calloway County, Kentucky, on the banks of Kentucky Lake. The main section of the park is adjacent to the town of Dover, Tennessee. The study area is approximately 1,310 acres, which includes Fort Donelson, the FDNC, the Dover Hotel and Fort Heiman. The majority of the study area is located north of Highway 79, which transects the park in an east-west direction. The northern section of the study area contains a Confederate earthwork fort, gun batteries, defensive earthworks, FDNC, interpretive trails, roads, natural forest and modern structures. The property south of Highway 79 includes a ribbon of park property containing the Confederate outer defenses, the Dover Hotel, a significant portion of the February 15th battlefield, an interpretive trail, and both park and local roads (Illustration 1.A). Fort Heiman accounts for 164 acres of the total park acreage. This property is located approximately 11 miles directly northwest of the Fort Donelson National Battlefield visitor center. Figure 1.1 shows the relationship of the two forts.

Summary of Findings

Though Fort Heiman is now part of FDNB, it is listed separately on the National Register of Historic Places (NRHP). The entire Park, including Fort Heiman, has been determined to be significant under NRHP Criterion A for its association with the events of the American Civil War. The National Cemetery and original portions of the Park, or the core of the Park, are also eligible for the NRHP under Criterion C for landscape architecture associated with the commemorative efforts of the War Department and the NPS. This document is in agreement with the NRHP for both the significance and the period of significance for the park, 1865 through 1942. The period of significance is related directly to the events of the Civil War and the commemorative campaigns that followed the war and established the Park. The Fort Donelson National Battlefield CLR divides the period of significance into two periods, the Civil War Period (1861-1865) and the Commemorative Period (1866-1942). These periods relate directly to the significant associations listed in the NRHP. All sections of the Park have significance from the Civil War Period, while only the National Cemetery and the core of the Park are related to the Commemorative Period. During the Commemorative Period, the National Cemetery was developed by the War Department, a citizen-led campaign resulted in the protection of the battlefield, the War Department developed the core of the Park, and the NPS finalized the development of the Park by the end of this period,

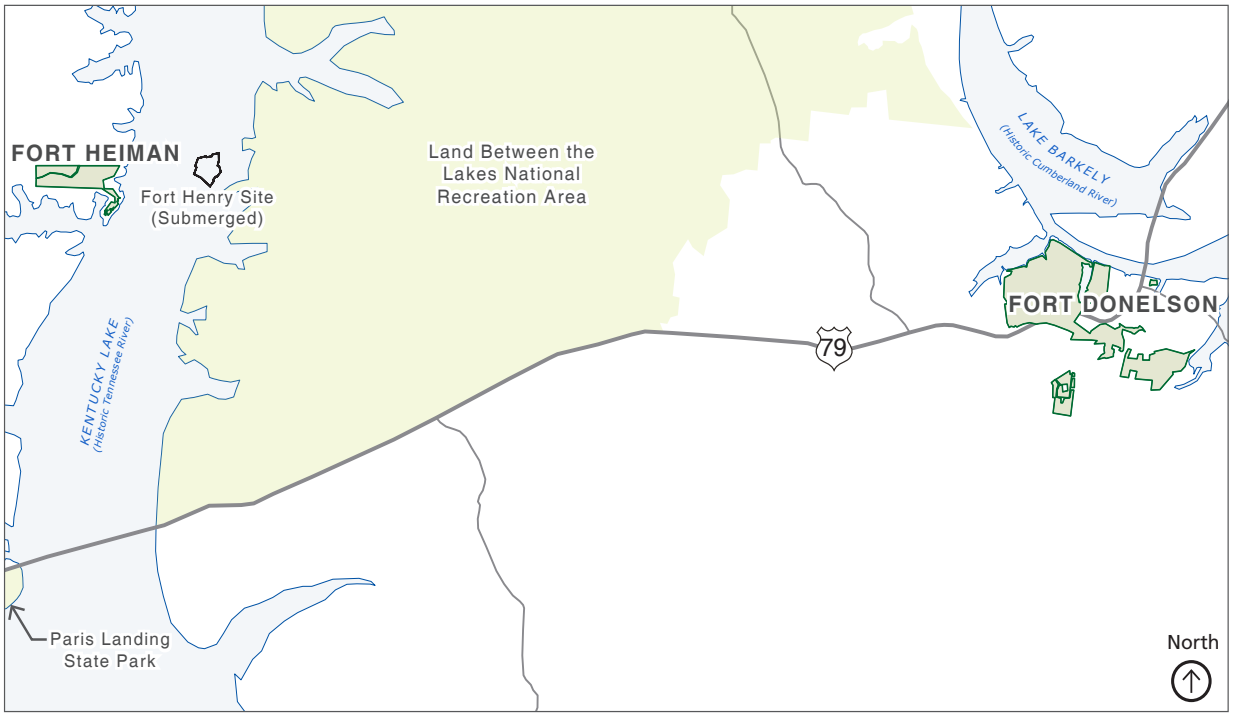


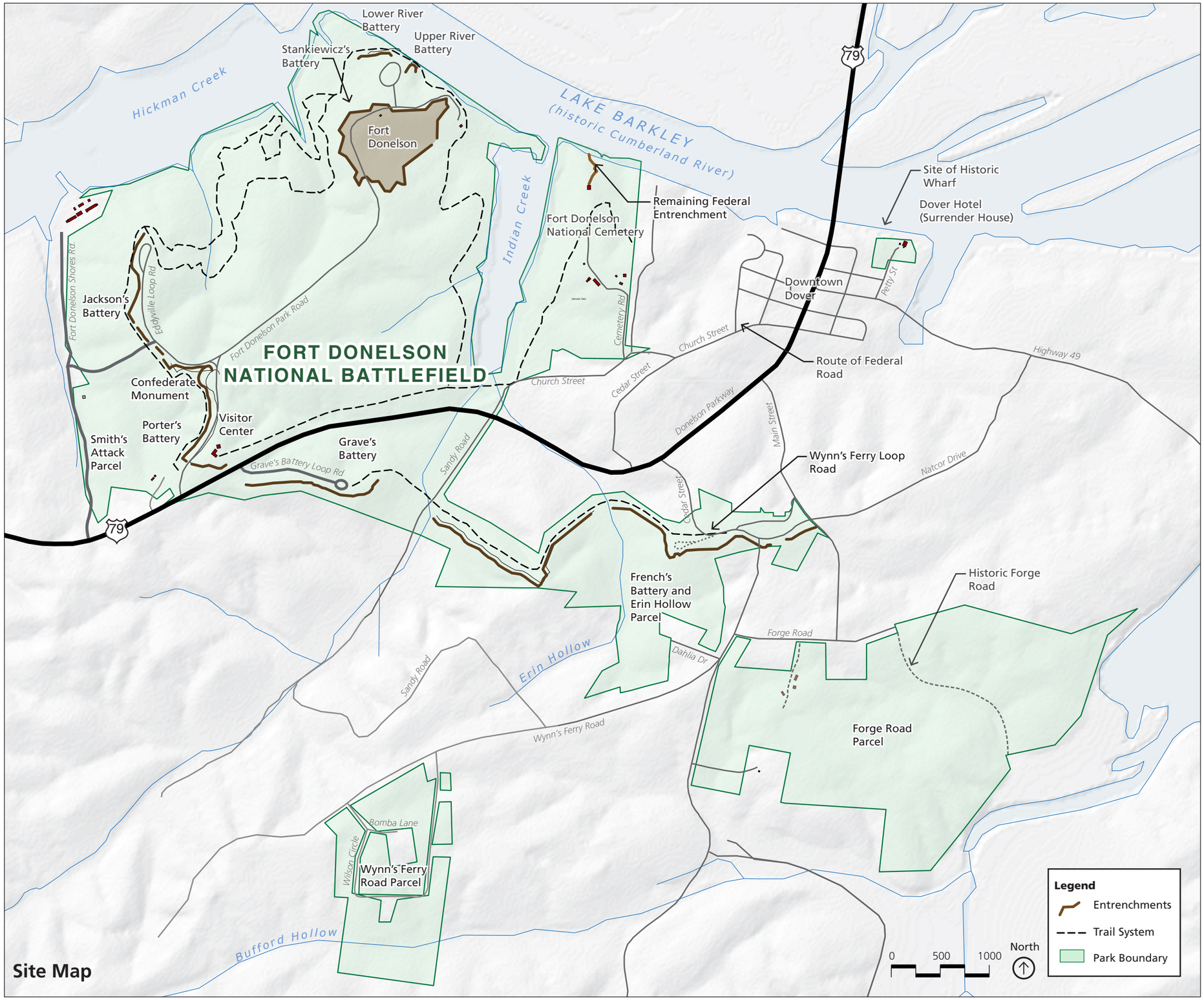
Figure 1.1: Location Map for Fort Heiman and Fort Donelson

which coincides the with the entry of the United States into World War II and a marked halt in Park development.

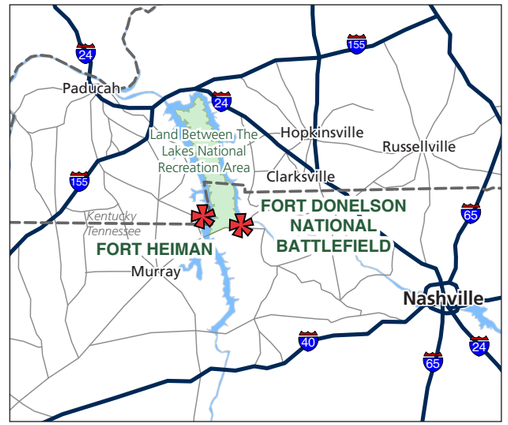
The CLR describes the Park generally as a whole from both a natural and cultural resources standpoint. Within the total Park acreage, the following component landscapes were defined: Fort Donelson, River Batteries, Picnic Area, Visitor Center and Park Entrance, Eddyville Loop Road, Grave's Battery Loop Road, Wynn's Ferry Loop Road, FDNC, Dover Hotel, and Fort Heiman. These landscapes are described individually and a condition rating of good, fair or poor was given for the resources found within each landscape. Generally, the historic resources of the Park are in good condition.

After describing and assessing the existing condition of the resources, the CLR determines the integrity of the landscapes. A high level of integrity was found for the following NRHP aspects: location, design, workmanship, and association. The aspects of setting, material, and feeling were determined to have retained moderate integrity. These elements have been slightly compromised, primarily though natural changes in the landscape, changes to land use in and adjacent to the Park, and the need for routine maintenance. As a whole the FDNB and FDNC accurately convey historic significance because of association with the events of the Civil War and as a post-Civil War commemorative landscape. The Dover Hotel was found to have little remaining in its landscape to reflect conditions from the historic period that would convey its historic significance to a visitor. Fort Heiman retains integrity and continues to covey its historic significance and association with the events of the Civil War to visitors.

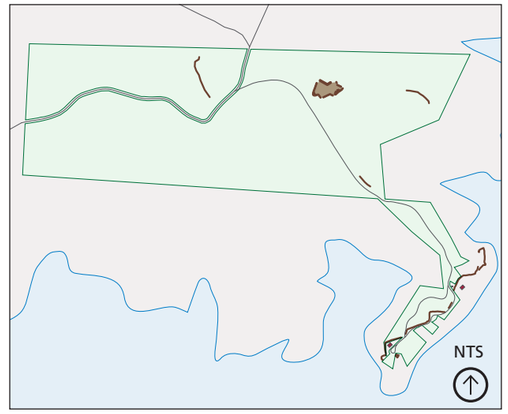
Treatment recommendations were created to guide future management decisions related to the Park's historic landscape resources. Overall, the recommended treatment for FDNB is rehabilitation. This treatment focuses on preservation of existing historic landscape features, while allowing for improvements that enhance the integrity of the historic landscape. Improvements to facilitate contemporary use are permissible so long as they do not diminish resource integrity. Examples of recommended treatments include: partnerships with adjacent land owners and managers for historic viewshed preservation, revegetation of historic landscapes according to the original historic planting plans, locating new facilities to minimize impact on historic resources, acquisition of adjacent property, and vegetation management. Specific projects have been defined for implementing treatment recommendations.



Site Map



Regional Map



Fort Heiman Map

Regional and Site Map

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 1.A

Further Research

Consider additional research to investigate the Civilian Conservation Corps camp that existed near the current Visitor Center site. Little is known about this land use. Information could be used to interpret this story for visitors. Uncovering information about Civil War era fence types and fence line location is another research topic with great potential for future interpretation at FDNB.

Site History

Pre-Civil War (before 1861)

The earliest known occupation of the area that became the scene of the battle of Fort Donelson dates to the Paleo-Indian era (14,000 to 8,000 BC), when migratory tribes hunted game along the creeks and rivers of the region. By the Mississippian period (800-1,600 A.D) these tribes, including Cherokee and Chickasaw tribes, had converted from hunting and gathering to various forms of agriculture. As a result, the tribes developed more stable settlements often consisting of circular dwellings organized around religious temples and/or mounds. Archeological evidence of campsites indicates that Indian tribes established villages for extended periods in the vicinity of the Fort Donelson National Battlefield (FDNB).[1]

Spanish explorer Hernando de Soto explored the lower Mississippi valley in 1540, becoming the first European to make contact with the Mississippi tribes. In the 17th and 18th centuries, French explorers established trading posts in the area, developing economic relationships with local tribes. Following the American Revolution (1775-1783), Americans began migrating from the coastal colonies in search of new land and natural resources to support agriculture and industry.

At the conclusion of the American Revolution, North Carolina's western border extended into the area now known as Tennessee. Present Stewart County, Tennessee—the location of Fort Donelson—was originally part of Tennessee County in North Carolina. North Carolina veterans of the American Revolution received land grants in what had been "Tennessee Country" for their military service.[2] When Tennessee became a state in 1796, Tennessee County, North Carolina was divided into Robertson County and Montgomery County.

Stewart County, Tennessee was created on November 1, 1803, when the state legislature carved the county from existing Montgomery County and named it after Duncan Stewart, an early pioneer of the area. A three-man commission, including George Petty, Caleb Williams, and James Taggart, was authorized to select a location for the county seat and to purchase up to 30 acres of land. The layout of the town included space for a public square and sites for a courthouse and a jail. The legislature designated the new town to be called Monroe. In 1805, the commission purchased 30 acres of land on the south banks of the Cumberland River from a local farmer, Robert Nelson. The commission subdivided the parcel into lots, which they sold at public auction. They used the revenue to construct the courthouse, a one-story log structure completed in June 1806, and a log jail. For some reason, the town was never named Monroe, but was called Dover (Figure 2.1).

Dover had a ferry landing west of town and a river landing/wharf on the east side of town, at the end of Petty Street. A new brick courthouse was constructed in the center of town in 1826. The original jail burned in 1820. Two subsequent jails also burned before the city constructed a fourth jail a few blocks east from the courthouse near the river landing on Petty Street. Traffic along the Cumberland River created a demand for hostelry services in Dover during the first half of the nineteenth century. The first hotel opened in town in 1806. In 1840, there were two hotels. In the early 1850s R. T. Daniel opened the third hotel in town, the two-story, frame building on lot 112 on Petty Street that would become known as the "Dover Hotel."

Lot 112 was originally part of Robert Nelson's property before the establishment of Dover. William Prior purchased the lot on March 13, 1816, becoming the first owner. The parcel was sold several times in the following decade. Two men, Cullen Bayliss and Cave Johnson, shared ownership of the property in 1824; and ownership of the parcel was divided in half until 1849 when George Petty purchased both half interests. George Petty sold the lot to E. P. Petty in 1851. Between

1 U.S. Department of the Interior, National Park Service, *Vicksburg Campaign Trail: Feasibility Study/ Final Environmental Impact Study* (Washington, DC: US Department of the Interior, 2005), 3-28.

2 S. Styles, C. Goetcheus, and L. Lawliss, *Cultural Landscape Inventory: Fort Donelson National Battlefield* (Washington, DC: National Park Service, 1998), 3.

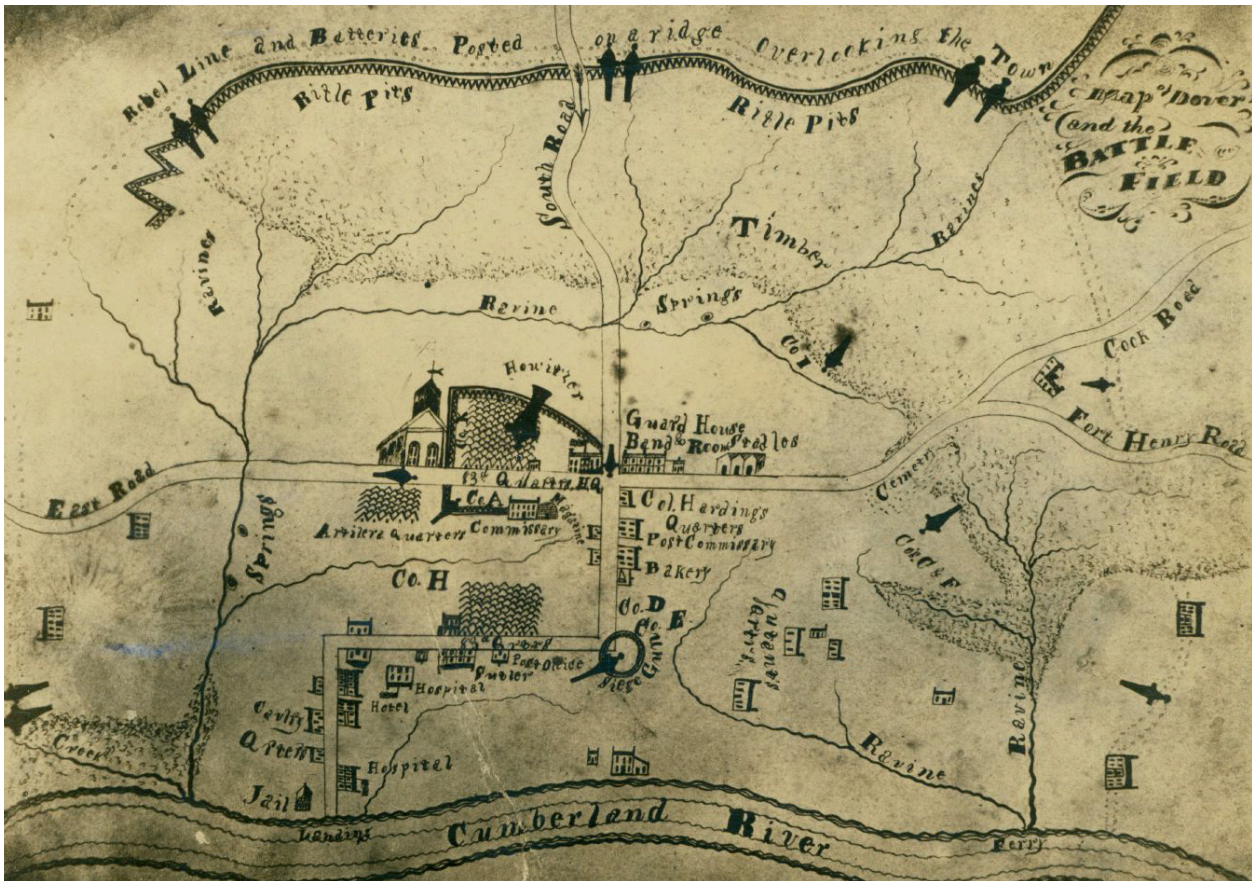


Figure 2.1: Historic Map of Dover, date unknown

1851 and 1853, E. P. Petty sold the lot to R. T. Daniels, who constructed a tavern on lot 112 that is mentioned in county deed records in 1853.[3] T. D. Mockabee purchased the property on January 1, 1860 (Figure 2.2).

In the early nineteenth century, the roads originating in Dover connected the town to surrounding farms and nearby communities. These roads were simple dirt paths which followed the rolling topography of the region. The earliest roads included the Eddyville Road, Wynn's Ferry Road, Charlotte Road, Forge Road, and Piney Road.

The Cumberland and Tennessee Rivers provided the transportation network required to support the development of the region's economy. Farmers established fields in the area around Dover during the first half of the nineteenth century. Cotton was the primary crop despite the fact that "the narrow steep-sloped ridges and deep hollows were not suited for it." The topography and soil conditions prevented the region from developing the large scale, plantation agriculture that developed in other parts of the southeastern United States.[4]

Other components of the local economy in the early nineteenth century included lumber production and ore processing. The first sawmill was in operation before 1800 and with discovery in the 1790s of Brown Hematite iron ore in the region, two forges, 14 blast furnaces, and a rolling mill were operating in Stewart County by the early nineteenth century. Several of the iron processing facilities were in the vicinity of Dover. Forge Road in Dover led to one of these historic forges. Ore processing dominated the local economy and shaped the region's landscape in the decades preceding the Civil War, but, due to the disruption to the industry during the War and the discovery of

3 It is possible that E. P. Petty built the building and sold the lot and hotel to Daniels. Historian Ed Bearss states that there is evidence that the structure may have originally been two buildings separated by a six foot dogtrot. The structure underwent such significant alterations during the 1928 restoration that the architectural history of the house is unclear. See Edwin C. Bearss and Russell Jones, *Historic Structure Report: Dover Hotel Fort Donelson National Historic Site, Stewart County, Tennessee* (Denver, Colorado: National Park Service, 1972), 12.

4 Styles et al., 3.

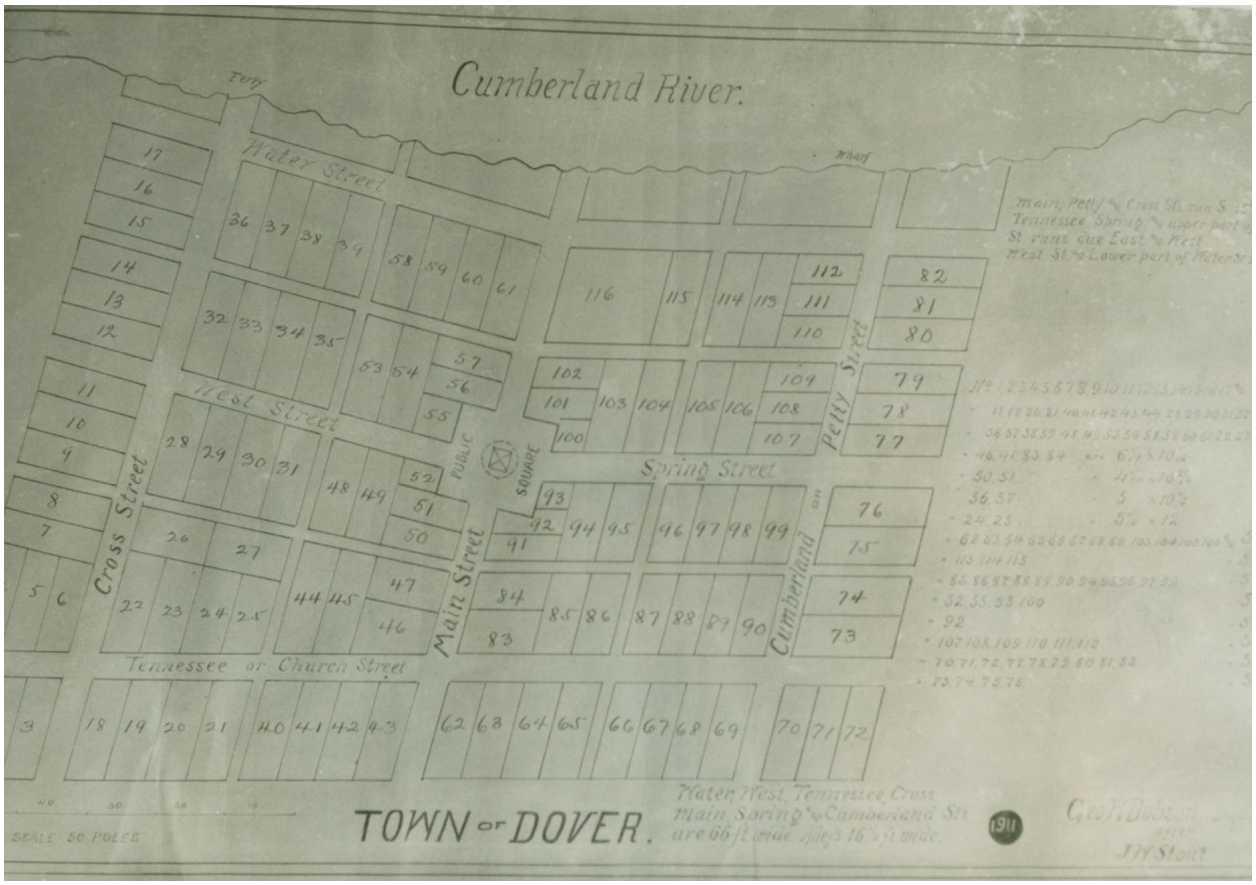


Figure 2.2: Plat of Town of Dover, c. 1911

superior grades of ore in other areas of the country, the ore industry never returned to its antebellum level.

The iron foundries physically impacted the local landscape because of the enormous amount of charcoal required to heat the ore and run blast furnaces. It is estimated that 500 acres of timber were consumed every eight to 10 months to keep a single furnace running. The extensive cutting of trees to produce charcoal deforested the areas around the ore manufacturing facilities.[5] Tennessee was a slave state and slaves comprised much of the labor force in the forges and mills in the area around Dover. However, the slave population in Stewart County never approached the levels present in the lower South, where the plantation economy thrived on cotton production. The institution of slavery and the political philosophy of States Rights created a series of legislative crises in the United States, culminating in a civil war between the pro-secession states of the South and the pro-union states in the North. The American Civil War was fought between the United States and the rebellious Confederate States between 1861 and 1865.

5 Ibid., 4.

Civil War and the Battle of Fort Donelson (1861-1865)

The American Civil War began in April 1861 when Confederate forces fired upon Fort Sumter, a military fortification in the Charleston harbor. Following President Abraham Lincoln's request for volunteer troops to put down the Southern insurrection, Tennessee succeeded from the United States in May 1861. General-in-Chief for the United States, Winfield Scott, devised a military strategy to envelop the South by setting up a blockade along the Atlantic seaboard and using gunboats to control the rivers leading into the Confederacy. The "Anaconda Plan," as it became known, recognized the strategic importance of northern Tennessee. The United States Army Department of Missouri, under the command of Major General Henry W. Halleck moved into

Kentucky to prepare for an attack against the Confederate Western Military Department, under the command of Albert Sidney Johnston.

After the state of Tennessee succeeded from the Union, state leaders recognized that the Tennessee and Cumberland Rivers offered the Union Army avenues into the state across its extensive northern border with Kentucky. Within days, Tennessee Governor Isham Harris sent Adna Anderson, a military engineer, to locate forts on both rivers. After receiving a suggestion from Anderson to locate Fort Henry in the vicinity of Standing Rock Creek on the east bank of the Tennessee River, Governor Harris, on June 9, 1861, approved another site recommended by engineer Bushrod Johnson on low-lying land subject to flooding.[6]

For the Cumberland River site, Anderson selected a high bluff position approximately a mile down river from the town of Dover. The position, named for Brigadier General Daniel S. Donelson, was designed primarily as a gunnery position to prevent the Union Navy from moving up river towards Clarksville and Nashville. Lt. Colonel Randall W. MacGavock CSA, sent three companies of Confederate troops to Dover in 1861 to construct an earthwork fort and gun batteries in a position to cover the river. The soldiers dug two gun batteries, called "water batteries," into the side of the Cumberland's high bluffs. The upper battery had positions for three cannon and the lower battery had placements for 11 gun positions. There were two powder magazines, one associated with each of the water batteries. Fort Donelson, a 15-acre earthen garrison, was several hundred yards inland from the river. The fort was enclosed by a 10-foot high parapet wall made of earth piled on top of logs.

Major Jeremy Gilmer played a significant role supervising the construction of Fort Donelson and Fort Henry, but progress was slowed by a lack of manpower and equipment. Historian Benjamin Franklin Cooling suggests that while slaves were often tasked with the hard labor in support of the Confederate Army, the limited number of slaves in the Dover area slowed construction. Eventually slaves were brought in from northern Alabama to assist in the construction. Additionally, the commanders battled sickness among the troops and work crews.[7]

The 10th Tennessee, under the command of Colonel Adolphus Heiman of Nashville, Tennessee, began construction on Fort Henry during the summer of 1861. Colonel Heiman, an architect and veteran of the Mexican War, criticized the location of Fort Henry in a report to his superiors, noting the military advantage offered by the surrounding hills. "These hills I consider the really dangerous points, and proper batteries placed on them will certainly command the fort."[8]

In September 1861, President of the Confederate States of America, Jefferson Davis, appointed General Albert Sidney Johnston to command the Confederate Department Number 2. As the second ranking officer in the Confederate Army, Johnston was in charge of the western theater of operations with the responsibility of defending the northern border of the Confederacy extending from the Appalachian Mountains to the Mississippi River. Johnston established his headquarters in Bowling Green, Kentucky, where, he believed, the Union Army would logically advance south along the Louisville and Nashville Railroad. In the winter of 1861-1862, General Johnston had approximately 50,000 troops under his command to defend the 400-mile border.

When Confederate troops arrived in the Dover area in 1861, one of the early commanders of the garrison, Lieutenant Colonel Randall W. MacGavock, established his quarters in the town of Dover, very likely in one of the three operating taverns--Adkins's, Hatcher's, or Dover Hotel.[9] When Confederate General Lloyd Tilghman, a West Point educated engineer, assumed command of the garrison his superiors instructed him to make his personal quarters in the newly constructed Fort Donelson outside of Dover. Tilghman supervised the completion of Fort Henry and Fort Donelson over the winter of 1861-1862. (In February 1862, when General Gideon Pillow arrived to command Fort Donelson, he,

6 Benjamin Franklin Cooling, *Forts Henry and Donelson: The Key to the Confederate Heartland* (Knoxville: University of Tennessee Press, 1987), 48.

7 Cooling, *Forts Henry and Donelson*, 56.

8 Ibid., 52.

9 Bearss, *Historic Structures Report*, 19.

reportedly, chose to establish his quarters in town, presumably at one of the hotels or in one of the most prominent homes in town.)

Tilghman also commanded Fort Henry during this period, and he also recognized the strategic importance of the steep bluff on west bank of the Tennessee River from which artillery fire could be directed into the fort. In December 1861 and January 1862, under orders from General Johnston, Tilghman began construction of a second fort on the high ground over-looking Fort Henry.[10] Johnston wrote a telegram to Tilghman instructing him to "occupy and intrench the heights opposite Fort Henry. Do not lose a moment. Work all night."[11]

J. P. Cannon, M.D., with the 27th Regiment, Alabama Infantry, described his arrival to the region in December 1861:

> "On the morning of December 26, we arrived at Fort Henry, a small fort on the east bank of the Tennessee: it looked formidable to us, who had never seen anything like it before. We were not allowed to land, but proceeded to the opposite side of the river in Calloway County, Kentucky. Here it was intended for us to build a fort, Heiman, which, with the assistance of Fort Henry, was to create an impassable barrier to all craft and sink the Lincoln gunboats to the bottom of the river. It required several days to complete our arrangements, such as laying off camps, stretching tents, building bunks, etc. Our rations consisted of a fair article of beef and cornmeal, which was supplemented by luxuries we got from home on the steamboats which made regular trips. Little work was done in the building of the fort and we spent the month of January in regular routine duties: we scarcely broke dirt and not a cannon was on our side of the river."[12]

In late January, 1862, Major Jeremy Francis Gilmer, who became the chief engineer for Major General Johnston, arrived to inspect Fort Henry and Fort Heiman and recorded that:

> "In addition to placing the main work in good defensive order I found that extensive lines of infantry cover had been thrown up by the troops forming the garrison, with a view to hold the commanding ground that would be dangerous to the fort if possessed by the enemy. These lines and the main work were on the right hand [east side] of the river and arranged with good defensive relations, making the place capable of offering strong resistance against a land attack coming from the eastward [i.e. the site of Fort Henry]. On the left bank of the River [the site of Fort Heiman] there was [sic] a number of hills within cannon range that commanded the river batteries on the right bank. The necessity of occupying these hills was apparent to me at the time I inspected Fort Henry early in November last, and on the 21st of that month Lieutenant Dixon, the local engineer, was ordered from Fort Donelson to Fort Henry to make the necessary surveys and construct the additional works. He was at the same time informed that a large force of slaves with troops to protect them, from Alabama, would report to him for the work, which was to be pushed to completion as early as possible.
>
> The surveys were made by the engineer and plans were decided upon without delay; but by some unforeseen cause the negroes were not sent until after the 1st January last. Much valuable time was thus lost, but under your urgent orders, when informed of the delay, General Tilghman and his engineers pressed these defenses forward so rapidly, night and day, that when I reached the fort (January 31 last) they were far advanced, requiring only a few days additional labor to put them in a state of defense. But no guns had been received that could be put in the works except a few field pieces; and, notwithstanding every effort had been made to procure them from Richmond, Memphis, and other points, it was apprehended they would not arrive in time to anticipate the attack of the enemy, which, from the full information obtained by General Tilghman, was threatened at an early day either at Fort Henry or Fort Donelson, or possible on both at the

10 Most accounts state that construction of Fort Heiman began in January, however J.D. Cannon's and Major Gilmer's accounts of Fort Heiman suggests that survey work and minor construction may have begun earlier. See below.

11 Cooling, *Forts Henry and Donelson*, 85.

12 James Raab, *Confederate General Lloyd Tilghman: A Biography,* (Jefferson, NC: McFarland, 2006), 71.

> same time. The lines of infantry cover, however, which had been thrown up were capable of making a strong resistance, even without the desired artillery, should the attack be made on that (the left) bank of the river… Impressed with the great deficiency in preparations for defending the passage of the river at Fort Henry, the commanding officer expressed to me his fears that it might cause disaster if the place were vigorously attacked by the enemy's gunboats. This he thought his greatest danger. [13]

Union General Ulysses S. Grant, headquartered in Cairo, Kentucky, desired taking control of the Tennessee and Cumberland Rivers as access points into the interior of the Confederacy. The Tennessee River provided a route into Alabama and through middle and eastern Tennessee. The Cumberland River led towards Nashville through the important iron production region of the Cumberland-Tennessee Valley. In late January 1862, Grant traveled to Major General Henry Halleck's headquarters in St. Louis, but Halleck rejected Grant's requests to attack Fort Henry. Upon his return to Cairo, Grant repeated his entreaties, which were seconded by Flag Officer Foote. On January 30, 1862, Halleck gave Grant permission to attack Fort Henry.

The expedition towards Fort Henry began on the evening of February 3, 1862 when Grant moved forces forward from bases in Smithland, Paducah, Cairo, Fort Holt, and other areas in Kentucky. By February 6, 1862, Grant had a force of 15,000, supported by Foote's gunboats, in position a few miles downriver from Fort Henry. Grant placed his troops in position on the east and west sides of the Tennessee River. The troops on the east side would march on Fort Henry; the troops on the west side would march against Fort Heiman.

As Grant's troops gathered downstream, Confederate General Tilghman found himself in command of Fort Henry, largely disabled from rising floodwaters, and Fort Heiman, which was still unfinished and without heavy guns, and Fort Donelson, twelve miles away in Dover. At this time, Tilghman had approximately 3,033 troops between Forts Heiman and Henry. There were approximately 1,956 troops available at Fort Donelson.[14] The 27th Alabama Regiment, two companies of Alabama Cavalry, the 15th Arkansas, and an unorganized section of light battery, amounting to 1,100 troops, occupied Fort Heiman. On February 5th, Tilghman evacuated most of the troops at Fort Heiman, leaving only three companies of cavalry to scout the area and to note the advance of the Union Army.

Colonel Heiman's report of the battle includes this account:

> I was satisfied that we could not hold the heights opposite the fort [the site of Fort Heiman], and that it would be prudent to move the forces from there to Fort Henry, but did not like to take the responsibility without the order of General Tilghman, as previous order from you [General Tilghman] stated positively that these heights must be held. However these troops were held in readiness to move at a moments warning… At daylight on the morning of the 5th General Tilghman directed the removal of the troops from Heiman to Fort Henry, with the exception of the Cavalry.[15]

After being ferried over to Fort Henry, some of the Alabama companies built earthen dams to protect the powder magazine inside the fort from the rising river. Tilghman moved most of the Confederate troops out of range of the approaching Union gunboats and then sent the majority of the troops overland to Fort Donelson, keeping approximately 65 to 90 men, under the command of Colonel Heiman, to operate the 12 heavy guns at Fort Henry. Tilghman's strategy was to slow the advance of the Union Army and provide additional time for more reinforcements to arrive at Fort Donelson.

Grant sent General Charles F. Smith's Division, with approximately 7,000 infantry and cavalry, up the west bank of the river to attack Fort Heiman. General John McClernand's Division was to move

13 The National Register of Historic Places Inventory—Nomination Form for Fort Heiman quotes *The War of the Rebellion: Official Records of the Union and Confederate Armies* (Washington DC: Government Printing Office, 1882) p 132; see also Raab, *Confederate General Lloyd Tilghman*, p. 70.

14 Cooling, *Forts Henry and Donelson,* 88.

15 The National Register of Historic Places Inventory—Nomination Form for Fort Heiman quotes *The War of the Rebellion: Official Records of the Union and Confederate Armies* (Washington DC: Government Printing Office, 1882), 150.

along the east bank against Fort Henry. Foote's gunboats, including the ironclads *Cincinnati, Essex, St. Louis* and *Carondelet* and the timberclads *Conestoga, Lexington*, and *Tyler* accompanied the troops. Rain on February 5th turned the local roads to mud, slowing McClernand's march towards Fort Henry. Flag Officer Foote, however, used the elevated water level to his advantage, reaching Fort Henry in advance of the ground forces. On February 6th, the fleet approached the fort and after a 70 minute barrage from close range forced General Tilghman's surrender around 1:50 pm.[16]

Union forces, under the command of Brigadier General Lew Wallace, occupied Fort Heiman on the same day. The 11th Indiana disembarked on the west bank of the Tennessee on at 9 am on February 6th and reached Fort Heiman at 3 pm that afternoon.

Thomas Wise Durham described the day's events:

> "Our gun boats were bombarding the forts at Henry. We marched on Fort Heiman and in doing so we had to wade across a bay where the icy water came up to our armpits. We put the bayonets on our guns, hung the cartridge boxes on the bayonets and held our guns above our heads to keep the powder dry. We got close to the fort before we were discovered by the enemy and we charged the fort. There was a regiment of Alabama troops in the fort and it was a new regiment which had seen no service. They had company cooks and tables that would accommodate the whole company and they had their grub all on the tables and ready to partake of it when we charged them. They "skiddaddled" with very little show of resistance. Even though they were swift on foot, we perhaps could have captured many of them had we not stopped to eat their dinner for them before it got cold."[17]

Within a few days of his victory over Fort Henry, General Grant marched towards Fort Donelson. Two Divisions under Smith and McClernand arrived in the countryside outside Fort Donelson on February 12th. One brigade remained behind to occupy and hold Fort Heiman and Fort Henry. Thomas Wise Durham, who was among the troops that stayed to guard Fort Heiman, described the scene within the fort:

> "I was on duty as officer of the guard. I had charge of the camp vacated by the new Alabama regiment and as that regiment had just arrived, fresh from home, they were well supplied with comforts. I found feather beds, trunks and almost everything one could image. I took an inventory of all they had. I opened all the trunks (with one key) and found hundreds of pictures of the girls the boys had left behind and hundreds of letters from the loving girls to the brave boys who had gone to fight Yanks. I gathered up more than a thousand of these letters and pictures for the purpose of furnishing amusement in camp. Each company of the regiment had just drawn a box of "cleavers" or knives, that were not yet opened. I opened them. These cleavers or knives were from a foot and a half to two feet long with a handle at one end and a sharp point at the other and had a very sharp edge; they looked much like the old fashioned corn knife…. I shipped an officer's trunk home that we captured at Fort Heiman, filled with a lot of trophies and have always regretted that I did not put one of these cleavers in it to keep as a relic of a rebel folly…. There was a bayou between us (camped at Fort Heiman) and the boat landing and the water in the bayou was too deep for our artillery to cross so we had to carry logs and build a bridge across the bayou for our artillery to cross on."[18]

Confederate troops were still strengthening Fort Donelson as the Union army arrived in the vicinity, but the position overlooking the river and the use of surrounding terrain offered the Confederate commanders a superior defensive position than at Fort Henry and Fort Heiman. To protect Fort Donelson from inland attack, troops dug a line of rifle pits in a three mile arc extending from Hickman Creek, north of the fort, to the banks of the Cumberland just south of the town of Dover. Confederate Captain Jack Davis described the entrenchments:

16 At the time of this battle, Fort Henry consisted of a main fort with five bastions reinforced with sandbags and a network of outer earthworks and rifle pits. Today the majority of the site is under Kentucky Lake.

17 Thomas Wise Durham, *Three Years with Wallace's Zouaves: the Civil War Memoirs of Thomas Wise Durham* (Macon, GA: Mercer University Press, 2003), 64.

18 Ibid., 67.

> They consisted of small saplings, with which the country abounds, thrown lengthwise along the outside margins of ditches, dug some 5 feet wide and 2 feet deep, the dirt having been thrown upon the saplings, and giving us protection of about 5 feet. These ditches extend about 3 miles in length, the whole or greater part of the work having been thrown up during the night of Wednesday [February 12], some slight additions and improvements having been completed on Thursday night [February 13].[19]

Grant also described the entrenchments and abatis:

> The trees outside of the rifle pits had been cut down for a considerable way out and had been felled to that their tops lay outwards from the entrenchments. The limbs had been trimmed and pointed, and thus formed an abatis in front of the greater part of the line.[20]

Upwards of 21,000 Confederate Soldiers were in and around Fort Donelson by February 12th, living in tents and in 400 log huts built on the eastern, interior slope of the fort. By February 12, 1862, Fort Donelson was likely a rough landscape with construction and rain reducing the ground to mud. Most of the trees had been cut to provide construction material or fuel for fires. At the time of the battle all the trees within 200 yards of the fort were felled to provide a clear field of fire for the defenders of the fort.

Grant's description of Fort Donelson follows:

> The fort stood on high ground, some of it as much as one hundred feet above the Cumberland. Strong protection to the heavy guns in the water batteries had been obtained by cutting away places for them in the bluff. To the west there was a line of rifle-pits some two miles back from the river at the farthest point. This line ran generally along the crest of high ground, but in one place crossed a ravine which opens into the river between the village and the fort. The ground inside and outside of this entrenched line was very broken and generally wooded.[21]

The first divisions of Grant's Army arrived on February 12th and immediately attacked the right and left flanks of the Confederate defenses. Grant called for additional reinforcements who arrived the following day. By the afternoon of February 13th, Grant had approximately 15,000 Union troops in position and 10,000 more reinforcements approaching from other locations. The Confederate Army did not attempt to counter the United States Army's advance, and Grant effectively encircled and entrapped the Confederate Army. The unseasonably warm weather dramatically changed overnight as a sleet and snow storm moved into the area, causing suffering amongst the unprepared troops.

The troops under Wallace at Heiman and Henry were dispatched to Fort Donelson on the 13th and reached the battlefield on the 14th. Troops with the First Battalion, under the command of Major William Kelsay, reported to Fort Heiman on the 14th. From Fort Heiman, 100 men from the battalion marched up the Tennessee River to destroy the Memphis and Ohio Railroad bridge to prevent Confederate reinforcements from reaching Fort Donelson.

The Confederate commander at Fort Donelson at this point was Brigadier General John B. Floyd, the former United States Secretary of War who possessed no prior military training. Second in command was Brigadier General Gideon Pillow, a veteran of the Mexican War. Third in command was Brigadier General Simon Bolivar Buckner, a graduate of West Point with much greater military experience than his immediate superiors. The Confederates continued to work on their defenses, solidifying the fortifications as the Union troops moved into position. Soldiers were reinforcing the water batteries when the Union ironclads steamed into view on the morning of the 14th. Grant and Foote expected to use the same strategy that was successful at Fort Henry and overwhelm Fort Donelson with a naval bombardment. Foote brought four ironclads around the bend of the river into view of Fort Donelson. The gunboats opened fire from long range, but the initial rounds failed

19 Styles et al., 7.

20 Gloria Peterson, *Administrative History: Fort Donelson National Military Park, Dover, Tennessee* (Washington, D.C.: National Park Service, 1968), 9.

21 Ibid., 9.

to damage the Confederate defenses. As Foote moved in closer, Confederate cannoneers withheld fire from their 32-pounders until the Union fleet reached 800 yards. Foote continued the advance until the boats were within 400 yards, but the slow moving gunboats were excellent targets from the elevated position of the Confederate water batteries. The ironclads took numerous hits; the St. Louis alone was hit 49 times. Eventually, a shot tore through the St. Louis mortally wounding the pilot and injuring Foote. After the one and one half hour battle, the crippled Union Navy retreated back down river out of range of the Confederate cannon.

The Confederate commander, John B. Floyd recognized that Grant's superior numbers and advantageous tactical position would likely lead towards a siege of the fort. Floyd, Pillow, and Buckner met and decided to clear a path of retreat to Nashville, where they could join forces with the main Confederate Army in the region under the command of General Albert Sidney Johnston.

On the night of February 14th, Buckner and Pillow moved their divisions to the left flank of the Confederate line. At daybreak, they launched 10,000 troops into the right flank of the Union Army under the command of Brigadier General John McClernand. Confederate Calvary, under Lieutenant Colonel Nathan Bedford Forrest, supported the charge by attacking from the rear and causing confusion within the Union line. General McClernand's line collapsed and fell away to the west until the retreat could be stopped by a Union division under the command of Brigadier General Lewis "Lew" Wallace which allowed the Union line to reform. At the end of the afternoon, the Confederates had successfully cleared the Forge Road, opening a route out of Dover towards Nashville.

The Confederate commanders Floyd and Pillow inexplicably ordered the Confederate troops back into the rifle pits, returning the battlefield to the Union and relinquishing the advantage gained during the day's fighting.

General Grant, who had been meeting with the wounded Foote on the morning of February 15th, arrived on the battlefield that afternoon. He noticed full backpacks on fallen Confederate soldiers and surmised the Confederate Army was preparing to break out. Again, Grant correctly ascertained his adversary's strategy and immediately ordered a counterattack against the Confederate right flank along Eddyville Road, which he expected would be weakened in order to have supported the morning assault from the other end of their battle line. Brigadier General C. F. Smith's division launched a bayonet assault up a steep ravine against the rifle pits which dislodged and scattered the Rebels, sending them back towards Fort Donelson. With Smith's division holding the tactical high ground on the Confederate right flank, the fort was vulnerable to artillery fire.

Pillow held a meeting at his quarters with his council of officers on the early morning of February 16.[22] Demoralized by the turn of events, Generals Pillow and Floyd determined to surrender the fort, but, unwilling to take responsibility, relinquished command of the troops to General Buckner. Pillow and Floyd escaped by boat to Nashville. Forrest was unwilling to surrender and before daybreak on the 16th he led 700 of his troopers over Lick Creek, passing without incident through the Union lines.

On the morning of February 16th, Union Brigadier General Lewis Wallace positioned his troops on the Confederate left, preparing to launch an attack on the Confederate troops in the vicinity of Wynn's Ferry Road. At dawn, two Confederate soldiers appeared on horseback carrying the white flag of truce attached to a pole. Major W. E. Rogers, carrying the flag, wanted to relay a message from General Buckner to General Grant. Wallace, upon questioning Rogers, ascertained the Confederates intention to surrender and decided to make direct contact with Buckner. Wallace instructed one of his staff officers, Lieutenant James R. Ross, to escort Major Rogers to Grant's headquarters. General Buckner's communication to General Grant, his old classmate and friend, inquired about potential conditions for surrender. Grant famously responded that: "No terms except an unconditional and immediate surrender can be accepted."

22 The location of Pillow's headquarters is likely the Rice House. It was once believed to be in the Dover Hotel, but recent scholarship sheds doubt on this claim; see Bearss, *Historic Structures Report.*

Wallace rode to the Dover Hotel to meet with Buckner. Wallace entered the hotel and was led into the dining room where Buckner and his staff sat around a table. Wallace had been friends with Buckner before the war and recounted that he was personally acquainted with all the Confederate officers in the room. Buckner offered Wallace breakfast of corn bread and coffee.[23]

Also on the morning of 16th, naval Commander Henry Walke, having heard rumors that the Confederates were prepared to surrender, ordered Commander Benjamin M. Dove to approach Fort Donelson with the ironclads *Louisville* and *St. Louis*. The gunboats temporarily docked at the shore below the water batteries and met briefly with a Confederate officer who presented his sword to surrender. Dove declined in order to "consult with General Grant."[24] The gunboats then proceeded up river to the upper steamboat landing in search of the Confederate headquarters at the Dover Hotel. Dove was escorted into the room as Wallace and Buckner were still at the dining room table. Buckner informed Dove that Grant was travelling to the hotel to personally accept the surrender. Dove left and Grant arrived within a few minutes to meet with Buckner.

Following the surrender, some of the Confederates troops stacked their arms at the upper landing next to the Dover Hotel. Buckner remained at the hotel until February 20th when he boarded a Union transport ship which took him and the Confederate soldiers to federal prisoner of war camps. The Union army temporarily occupied the Dover Hotel and used it as a hospital.

After the fall of Fort Donelson, the main bodies of the two armies moved south. A small number of Union troops remained at Dover and at Forts Henry and Heiman to control ship traffic on the two rivers and to protect against Confederate raids. Union forces, including men from the 5th Iowa Calvary and the First Battalion, 1st Minnesota Light Cavalry occupied Fort Heiman from February 6, 1862 to March 6, 1863. First Lieutenant William Smith reported that the cavalry "was engaged in scouting, carrying dispatches, etc., etc., in the vicinity of Forts Henry, Donelson and Heiman."[25] "Major William Kelsay, commander of the First Battalion, died of typhoid fever on February 28, 1862 and was buried with military honors at Fort Heiman, KY."[26] The Fifth Iowa, while garrisoned during the winter of 1862-1863, "was employed in building winter quarters at Fort Heiman and in scouting through the surrounding country." [27] A history of the Minnesota cavalry described the winter quarters at Fort Heiman as "crude buildings of various sizes and shapes… constructed from materials scavenged from the ruins of buildings in the surrounding countryside."[28]

According to Lt. Colonel Matthewson T. Patrick, commander of Fort Heiman, the Confederate earthworks, were "very slight—the fort never having been completed by the rebels." Evidence of an earthwork feature a short distance from the Confederate fort suggests that the Union Army possibly constructed a fort during their occupation of the site. Located near two roads that accessed the Tennessee River, Union troops used the site as a supply depot supporting the United States Army's campaign into Tennessee. The Union supply depot moved in 1863 to Johnsonville, Tennessee, approximately 30 miles south. When the Union army abandoned Fort Heiman to move to Fort Donelson, Major General William Rosecrans ordered Union troops at Fort Heiman, under the command of Lt. Colonel Mathewson T. Patrick, to

23 Kendall D. Gott, *Where the South Lost the War: An Analysis of Fort Henry-Fort Donelson* (Mechanicsburg, PA: Stackpole Books, 2003), 258.

24 Bearss, *Historic Structures Report*, 27.

25 Minnesota Historical Society, *Minnesota in the Civil and Indian Wars 1861-1865*, Vol. 2 (St. Paul, MN: Minnesota Historical Society Press, 2005), 153.

26 Other soldiers in the Fifth Iowa Cavalry who are recorded dying at Fort Heiman include: Frank Courtney, Company H, on May 1, 1862; John Duncan, Company D , on May 17th 1862; James Franklin, Company A, on December 5, 1862; Wiston Garrison, Company D, on May 17, 1862; Ernst Hukride, Company D, on October 22, 1862; Peter Olson of Company I died of disease on July 5, 1862; Edward Obrien, of Company K, died of disease on October 14, 1862; William Snyder of Company A died of disease on May 1, 1862; George Steaners, Company L, on October 23, 1862; Walter Tuttle of Company A died of disease on April 17, 1862; Franz Werth, of Company F, died of disease on June 6, 1862. See the Iowa Adjunct General's Office, *Roster and Record of Iowa Soldiers in the War of the Rebellion, Vol. IV,* (De Moines, IW: Emory H. English, State Printer, 1910).

27 Ibid., 851.

28 Kurt D. Bergeman, *The Minnesota Cavalry in the Civil War and Dakota War* (St. Paul, MN: Borealis Books, 2004), 49. Bergemann also notes that on December 5, 1862 the troops received a shipment of 250 Sharps carbines.

level the Confederate earthworks facing the river. As the Fifth Iowa relocated to the new Union Fort Donelson outside of Dover, "they could see the fires at the two forts on the Tennessee River as their old winter quarters burned."[29]

On February 3, 1863, approximately 2,500 Confederate cavalry under Brigadier General Joseph Wheeler attacked the Union garrison in Dover. Union commander Colonel Abner C. Harding commanded between 700-800 troops, including portions of the 83rd Illinois Infantry and 5th Iowa Cavalry and a battery of artillery, who had established defensive fortifications in the town. Confederate artillery destroyed much of the town but their attacks failed to dislodge Union troops from their gun pits and battery emplacements. The Fifth Iowa, Thirteenth Wisconsin, and Seventy-first Ohio traveled from Fort Heiman to Dover to provide timely reinforcement to the few Union troops garrisoned in the badly damaged town. At the end of the day on February 3rd, Wheeler's troops retired.[30]

The federal earthworks constructed in advance of the Battle of Dover were later improved and enlarged. By March 1863, Union troops were constructing a fortified position on a ridge just west of Dover, between the town and the abandoned Confederate Fort Donelson. Artillery was in place by the end of October.[31]From this location, Union artillery could cover the river, the town and the surrounding countryside, including the old fort. This earthwork became known as the Union Fort Donelson.

Colonel William P. Lyon of 13th Wisconsin Infantry commanded the garrison during the construction of the fort. Lyon refused to return former slaves who came to Dover seeking protection under the United States Army troops, and a small village grew up near the Union fort as former slaves built houses and a school house to serve their growing community. A telegram to Assistant Adjutant General Department of the Cumberland reported that 200 former slaves worked for the Union army at Fort Donelson and at the supply depot at Smithland. In an October 14 letter, Lyon reported that 120 African Americans had been working on the Fort Donelson fortification since June 1.[32]

The Union Calvary under Colonel W.W. Lowe, abandoned Fort Heiman in June of 1863, under orders. In October 1864, Confederate General Nathan Bedford Forrest occupied the deserted Fort Heiman with 3,500 men, seizing an opportunity to disrupt Union Army supply lines using the river below. On October 28, 1864, Forrest used the fort to fire upon and capture the Union steamboat Mazeppa. Over the next two days, Forrest's men, firing from Fort Heiman, harassed, disabled, and captured other passing vessels. On November 4, 1864, Forrest left Fort Heiman, launching a raid on the Johnsonville supply base, where he destroyed Union boats, barges, and artillery and captured 150 Union soldiers.

February 1865 Brigadier General Zebulon. B. Tower, Inspector-General of Fortifications, Military Division of Mississippi, visited and described Fort Donelson.

> I inspected this position February 26, 1865, in company with the commanding general. The fort is large and irregular, conforming to the ground. The gorge is flanked. Most of the line is broken into salient and re-entering angles. It has a good command, though in some parts the hill slopes are too steep to be swept by canister. The ditches were well excavated, so as to give steep scarps not readily scaled. Seven barbette guns constituted the armament at the date of my inspections. Twenty guns could readily be mounted in Fort Donelson, and the interior space is large enough for a regiment; besides it is connected with the river by two lines of rifle-pits inclosing the building belonging to the post. The fort had a good magazine well covered; directions were given the commanding officer to repair the slight damages which had occurred to the breast height wattling and to keep the work in good order with his command. The garrison of Fort Donelson controlled to some extent the country about and especially the narrow strip toward the Tennessee and had a favorable influence upon

29 Ibid., 54

30 CWSAC Battle Summaries were accessed at: http://www.nps.gov/history/hps/abpp/battles/tn012.htm.

31 Information accessed at: http://www.trailsrus.com/fortheiman/historical.html

32 Lenard Brown, *Construction History of Union Fort Donelson* (SERO, unpublished copy in Fort Donelson Archives), 2.

> the navigation of the Cumberland. The fort is unnecessarily large, simply to hold the position, but for a garrison large enough to extend its influence to patrol in all directions its magnitude is not inappropriate.[33]

The capture of Fort Henry, Fort Heiman, and Fort Donelson provided the Union troops with its first great victory. The Union also discovered a new military hero. General "Unconditional Surrender" Grant followed his victories at Fort Henry and Fort Donelson with victories at Shiloh, Vicksburg, and Chattanooga. Impressed with Grant's performance in the Western theater, President Lincoln appointed Grant as commander of the entire Union Army.[34] Confederate General Robert E. Lee surrendered to Ulysses S. Grant on April 9, 1865. In the next month, most remaining Confederate troops surrendered and Union forces captured Confederate President Jefferson Davis, effectively ending the Civil War.

National Cemetery Development (1866-1913)

After the Civil War, Stewart County residents returned to their farms. The earthworks and trenches that crisscrossed the landscape were mostly left undisturbed where they did not interfere with farming; but when farmers found their fields encumbered with fortifications, they cleared the abatis and leveled the earthworks to resume cultivating their land. Colonel W.E. Merril, Chief Engineer US Army's Department of the Cumberland, produced a topographic map of the area around Dover that records the natural conditions in 1865. The map shows large areas of timber, specifically oak and ash trees, and cleared areas. The Union fort and the abandoned Confederate fort both appear on the map (Illustration 2.A). New farms and new roads appeared in the area around Dover in the subsequent decades and much of the surrounding landscape was cleared for agriculture. Timber companies resumed their operations and cut remaining stands of mature trees.

In June 1865, 290 enlisted men and nine officers from five different units were stationed at Fort Donelson. The fort, however, was reportedly abandoned by October 1865, when Second Lieutenant Frederick Rosencrantz arrived with 21 enlisted men for the duty protecting of federal property. A September 1865 inventory of the fort included 18 structures, including a guardhouse, two stables, a bakery, barracks, three officers' quarters, several offices, and two warehouses. These structures were outside of the fort along a road that extended northeast between Eddyville Road and the site of the ferry landing, east of Dover. Inside the fort, a shelter covered the powder magazine. The inventory stated that the buildings could be sold and relocated into the town of Dover, which local citizens were attempting to rebuild. The collection of buildings that supported the community of former slaves that came to Dover to seek safety from the Union Army also appeared on maps from this period. The area south of the fort was designated as "Freestate" and there were "Cabins," "Negro Tenements," and "Colored School" shown on the road to the staff quarters area east of the fort. (Illustration 2.B)

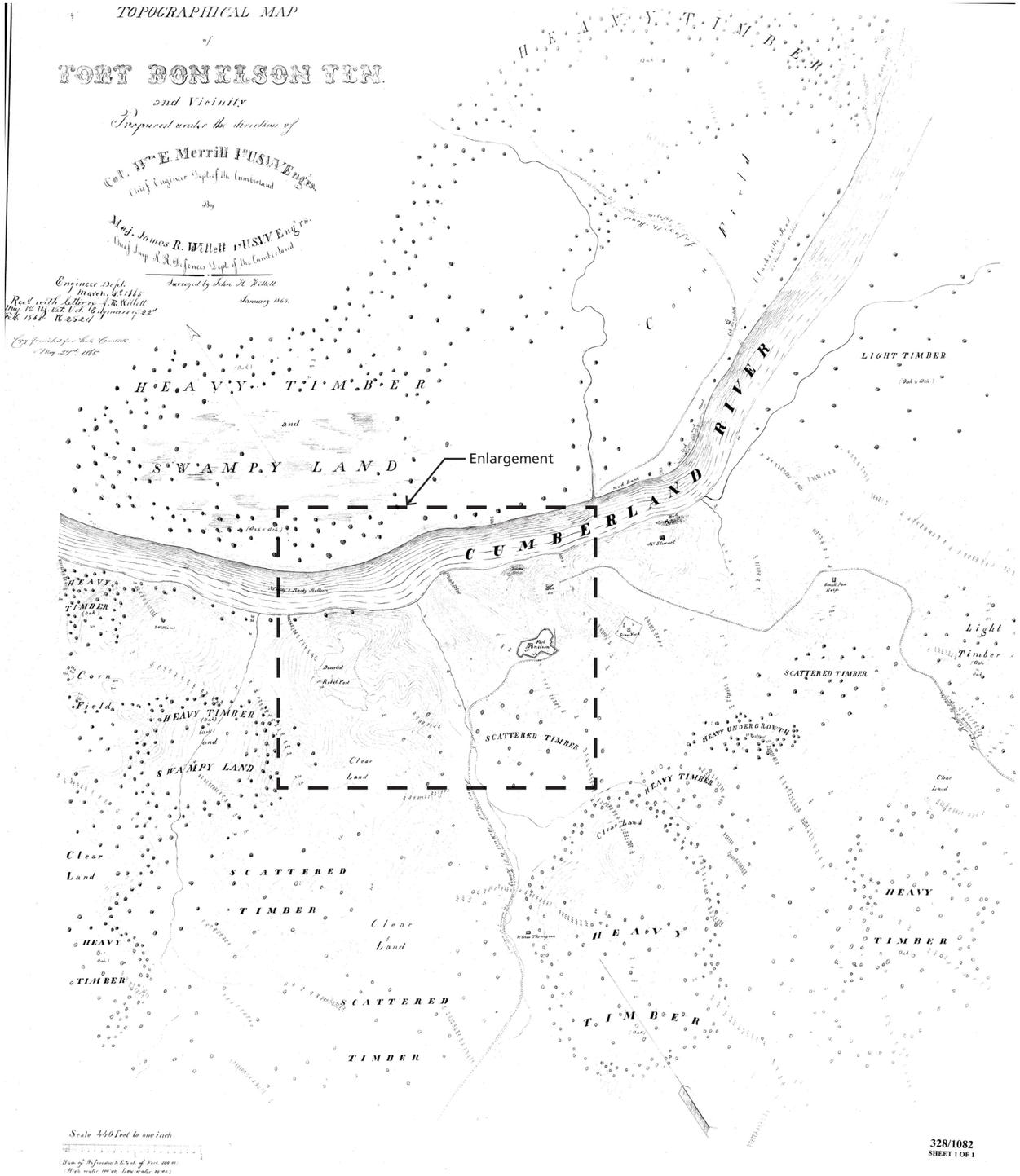
Soon after the Civil War ended in April 1865, Union veterans began returning to battlefields to search for unmarked graves of their fallen comrades. These veteran groups, especially those representing the Grand Army of the Republic (GAR), led the first efforts to preserve Civil War battlefields and to provide a respectful burial for fallen soldiers. Veterans returning to the battlefield around Dover "found that much of the long lines of the rifle-pits had been plowed under, and the battle areas planted with tobacco, fast becoming the chief money crop of the area."[35]

The United States government became increasingly involved as public efforts accelerated to provide a respectful burial for fallen Union troops. The development of a national cemetery system originated in the War Department's General Order No. 75, issued on September 11, 1861, that made commanding officers responsible for burying the remains of fallen soldiers. The order also required

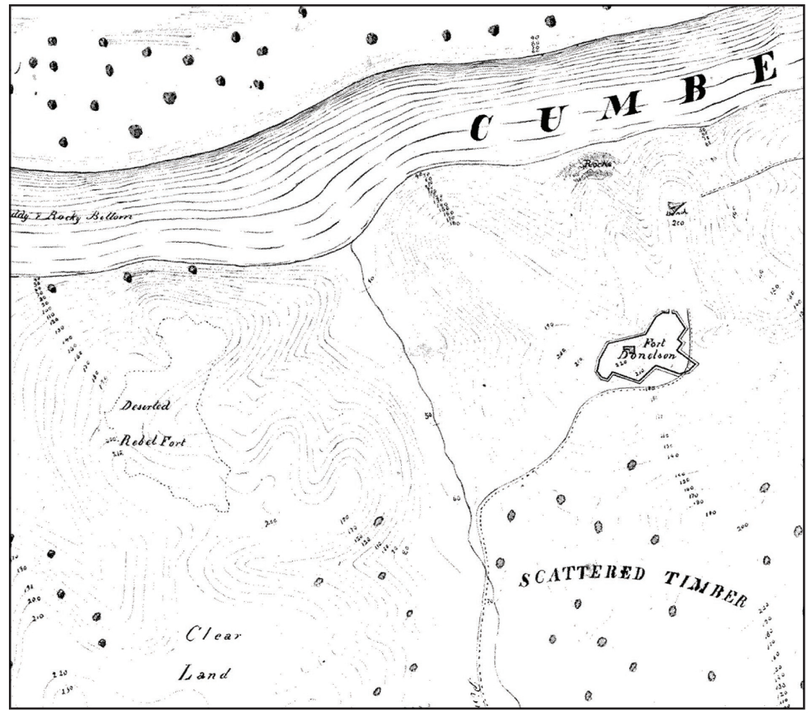
33 Brigadier General Z. B. Tower to Major General George H. Thomas, "Inspection Report of the Defenses of Johnsonville, Fort Donelson, Clarksville etc., Nashville, Tennessee, May 25, 1865." *Official Records Union and Confederate Armies, Vol. 49, Part 2*, quoted in Brown Union Fort Donelson, 2.

34 James McPherson, *Battle Cry of Freedom* (Oxford: Oxford University Press, 1988), 398-404.

35 Ibid., 12.



Topographical Map of Fort Donelson

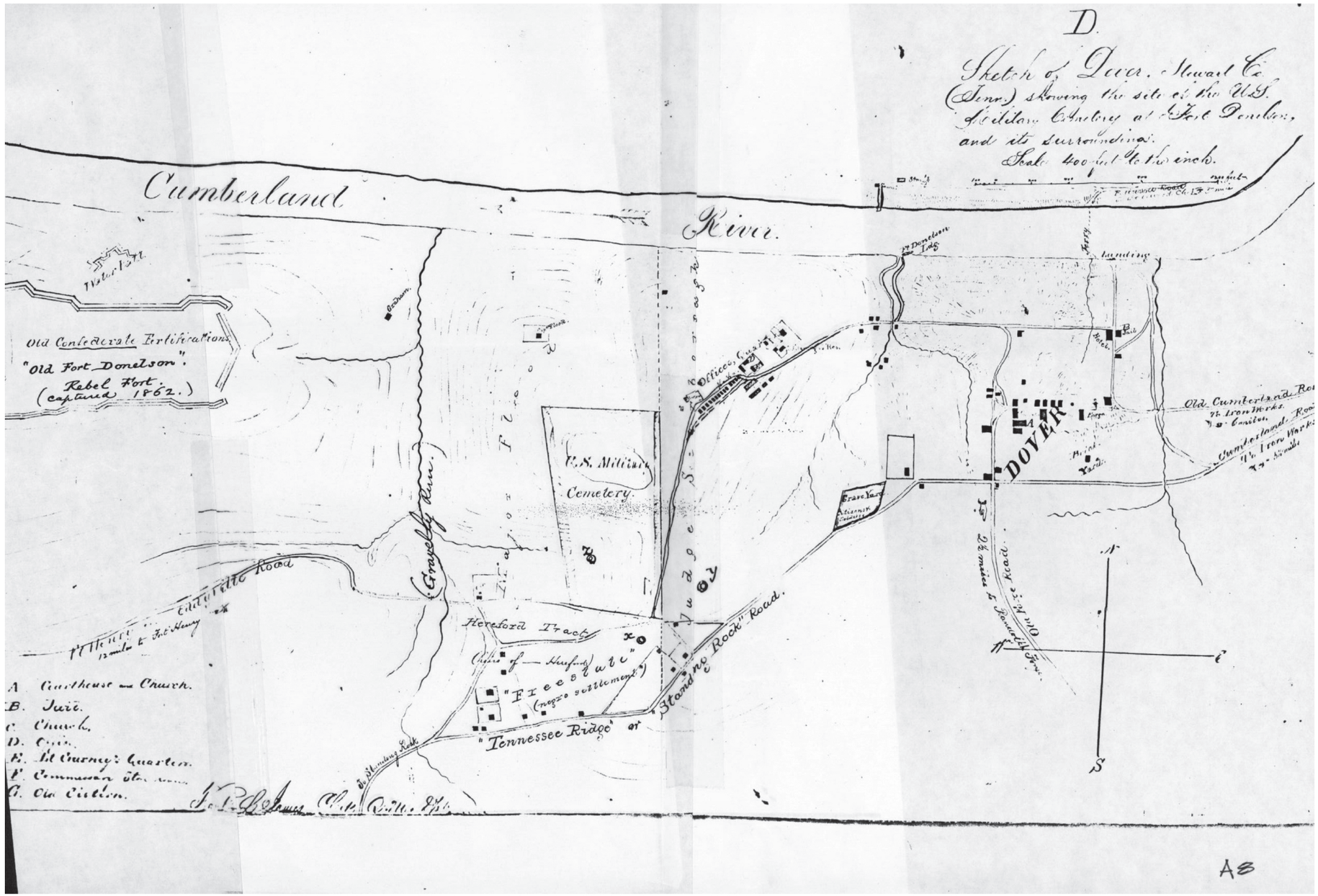


Enlargement

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.A



Sketch of Dover Showing Location of National Cemetery - Circa 1867

that the Quartermaster provide commanding officers with headboards and books in which to record the information about each burial. It was the first organized method of marking and documenting the location of fallen American soldiers. General Order No 75 did not, however, authorize acquisition of land but gave commanding officers the authority to use land near battlefields in which to inter casualties.

The federal government officially organized a National Cemetery system under the War Department in July 17, 1862. The Omnibus Bill empowered the War Department "to purchase cemetery grounds… to be used as National Cemetery for soldiers who shall have died in the service of the country."[36] At the conclusion of the Civil War, a majority of the bodies of fallen Union soldiers were located in approximately 250,000 temporary graves scattered across and near battlefields.[37]On April 13, 1866, Congress authorized the Secretary of War to "take immediate measures to preserve from desecration the graves of soldiers." Congress followed, on February 22, 1867, with "An Act to Establish and Protect National Cemeteries," which directed the Secretary to develop a system of standards for the national cemeteries. These procedures governed all aspects of the cemeteries' design, construction, and management, including guidelines on enclosures, grave markers, staffing, lodging, annual inspections, and procedure for purchasing land for additional cemeteries. The Joint resolution read, in part:

> "Resolved… That the Secretary of War be, and he is hereby authorized and required to take immediate measures to preserve from desecration the graves of the soldiers of the United States who fell in battle or died of disease in the field and in hospital during the war of the rebellion; to secure suitable burial places in which they may be property interred; and to have the ground enclosed, so that the resting-places of the honored dead may be kept sacred forever."[38]

Even though the Union Army had been present in Dover from the fall of Fort Donelson in February 1862 until the end of the Civil War, there was little apparent effort to reinter corpses to a central location. Assistant Quartermaster, Brevet Major Edmund B. Whitman visited in March 1866 to investigate the situation of Union soldiers' remains. He prepared a report for the "Cumberland River National Cemetery at Fort Donelson, Tennessee," that identified the "final disposition of the remains of deceased Union Soldiers and Prisoners of War." Remains were distributed across the area, in local cemeteries at Dover and Hopkinsville, KY, in various locations near the battlefields, in local families' burial plots, and adjacent to houses used as field hospitals by the Union Army. Whitman noted that the largest collection of remains existed at Fort Donelson, with 285 corpses, followed by the Dover "village graveyard," with 133. In his report, Whitman recommended a 12 acre site east of Dover on which to build a national cemetery large enough to reinter approximately 5,000 Union soldier remains. A Quartermaster Board of Officers rejected his recommendation because of objections from a prominent local Dover citizen, Judge Scarboro, and expected problems associated with acquiring the property; however, this board approved the purchase of a tract of land west of town, which included the United States Fort Donelson, owned by a Union veteran, James Flood.

In May 1866, Benson J. Lossing visited the future cemetery site while preparing his *Pictorial History of the Civil War*. He described Fort Donelson as "a strong work (located between there [Confederate Fort Donelson] and Dover) on a commanding eminence, built by the National troops under the direction of Captain (James P.) Flood and others, but which was never made use of."[39] Mr. Flood and his son served as Lossing's guide during his visit.[40]

36 Edward Steere, Early Growth of the National Cemetery System, Quartermaster Review, March-April 1953, accessed online: http://www.qmfound.com/early_growth_of_the_national_cemetery_system.htm.

37 John Auwaerter and George Curry, *Cultural Landscape Report for Poplar Grove National Cemetery, Petersburg National Battlefield, Dinwiddie County, Virginia* (Boston MA: National Park Service, 2009), 34. Auwaerter and Curry state that 101,736 of total 359,520 Union dead were buried in permanent graves as of 1865.

38 Quoted in Auwaeter and Curry*, Poplar Grove*, 34.

39 Benson J. Lossing. *Pictorial History of The Civil War in the United States, Volume 2* (Hartford, CT: T. Belknap, 1868).

40 Lossing wrote that he "was introduced to Captain James P Flood…who performed gallant service at Dover, in repelling an attack by cavalry of Forest and Wheeler. He had settled there as a lawyer, and was familiar with every foot of the battle-ground." Lossing, *Pictorial History*, 227.

Within months of the passage of the February 22, 1867 legislation, the War Department paid $470 to Flood for a 15.34 rhomboidal tract that included the majority of the old Union fort.[41] The deed conveying the parcel to the United States government stated that four stones inscribed with "U.S" marked the corners of the property. The Flood family retained the land on the north and west sides of the cemetery parcel that descended sharply towards the Cumberland River, This parcel continued to be privately owned and farmed into the mid-twentieth century. Eddyville Road formed the south boundary of the cemetery parcel; another family, the Scarborough's, owned the property to the east of the cemetery parcel (Illustration 2.C).

After the purchase, Lieutenant Fred K. Rosencrantz became the officer in charge of developing the site. He was soon replaced by Second Lieutenant Smith Gurney. Brevet Colonel Charles W. Folsom, Quartermaster Division, inspected the site in August 17, 1867 and reported that "the fort (which was built by the United States Forces after the capture of the Rebel Fort Donelson in 1862) has been entirely leveled to the ground: the outline of it is shown faintly… nothing remains to mark its place but the stump of the flag-staff."[42] While Folsom found that the cemetery "occupies a commanding situation, with a very fine view," he issued a highly critical report on the combined efforts of Rosencrantz and Gurney.

> "The plan pursued seems to have been entirely wrong. Instead of burying the dead, the officer in charge appears to have considered the object to be to move earth and rock. The old fort never should have been leveled, nor the ravine filled up. If he had gone at his proper business instead of fighting nature, the dead might all have been interred long ago. Everything needed here was ready made in the way of a location and the burials of the dead could have commenced within the first month after the arrival of men and teams upon the ground."

Folsom described the cemetery preparations, including the terrace north of the parcel (mentioned in the above quotation) and two retaining walls. Folsom observed that the two sections of dry sacked wall, one of which was still under construction, were unnecessarily 'dressed and polished." These retaining walls on the north and southwest sides of the cemetery created a terrace for a grassed "avenue" around the perimeter of the cemetery.[43]

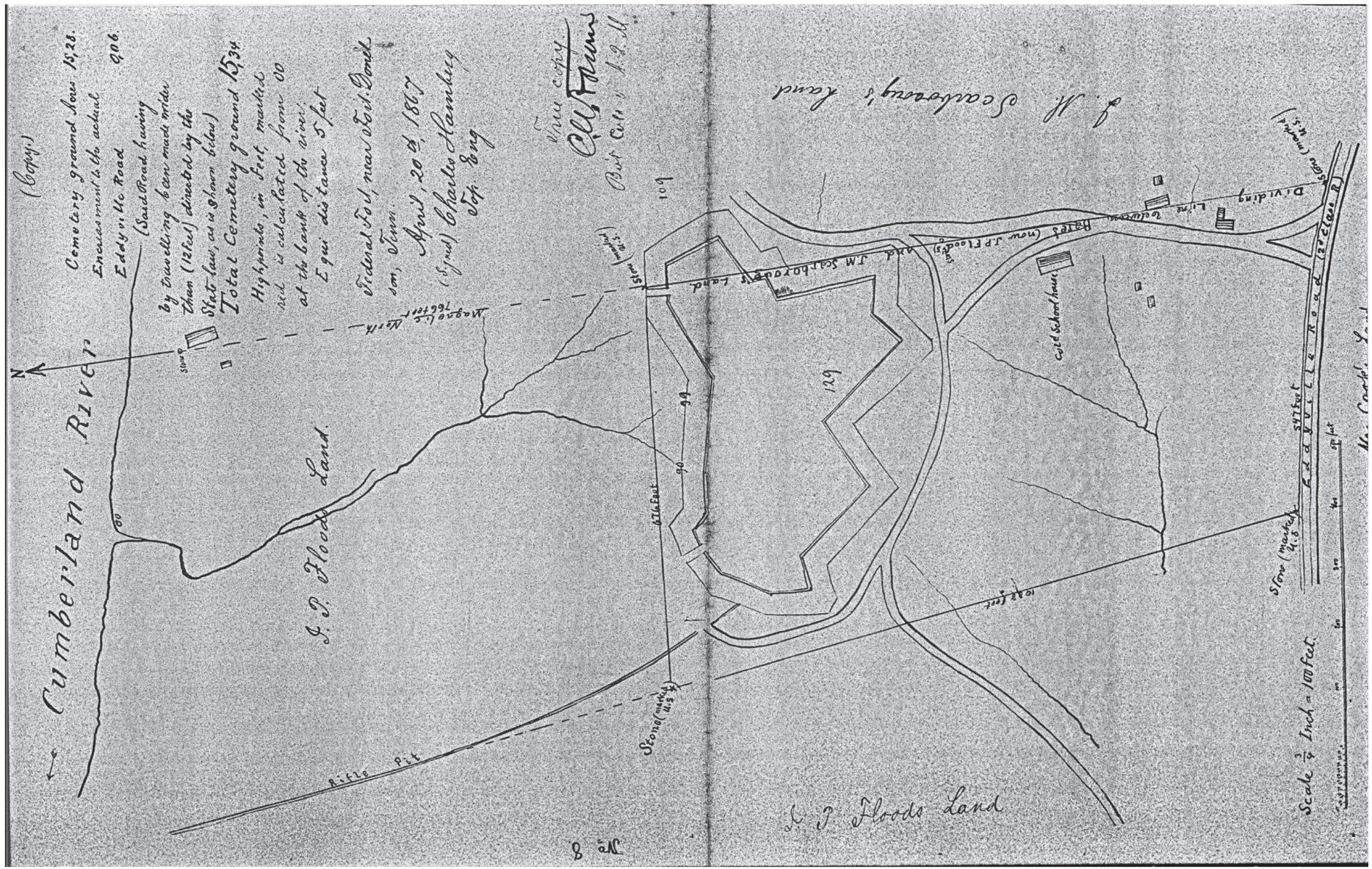
Folsom's report also included several design recommendations. His sketch of the cemetery showed a circular space in the center of the cemetery with a "proposed monument." Folsom mentioned "heavy cannon… now lying dismounted… at the Landing. These were shipped here from St. Louis Arsenal to decorate the grounds." Within a year the central monument featured cannon, perhaps including one he observed lying at water's edge (Figure 2.3). The remnant of the Union fort's flagstaff was a short distance away from the monument. The two existing stone retaining walls and a loop road became essential features in the cemetery layout. Folsom recommended continuing the walls. He wrote that "the permanent wall be constructed in continuation of that now built, following the outside line of the avenue." His proposal had secondary roads radiating out from the central monument connecting with the perimeter avenue, subdividing the cemetery into five sections. He recommended that the primary roads be gravel. The layout of the cemetery followed guidelines established by the Quartermaster General. These regulations called for cemetery enclosures of brick or stone, recommended the construction of a lodge for a superintendent, and provided guidelines for monuments, furniture, and other site improvements.

The southern half of the parcel was, in Folsom's words, too "rough and not fit" for burials. He proposed, and provided a sketch for, a "winding road… in which way, and in which way only, can the southern half of the ground be made to add to the beauty of the cemetery proper." This "drive and trees are necessary to develop and add to its beauty." This road would connect to a 10 foot "dirt road" that extended around the majority of the parcel on the inside the property line and use

41 Brevet Col. C. W. Folsom, A. Q.M, "Report of an Inspection made of Cemeterial Operations at Fort Donelson, Tenn." (copy in Fort Donelson Archives).

42 Ibid.

43 Ibid.



1967 Plat of National Cemetery

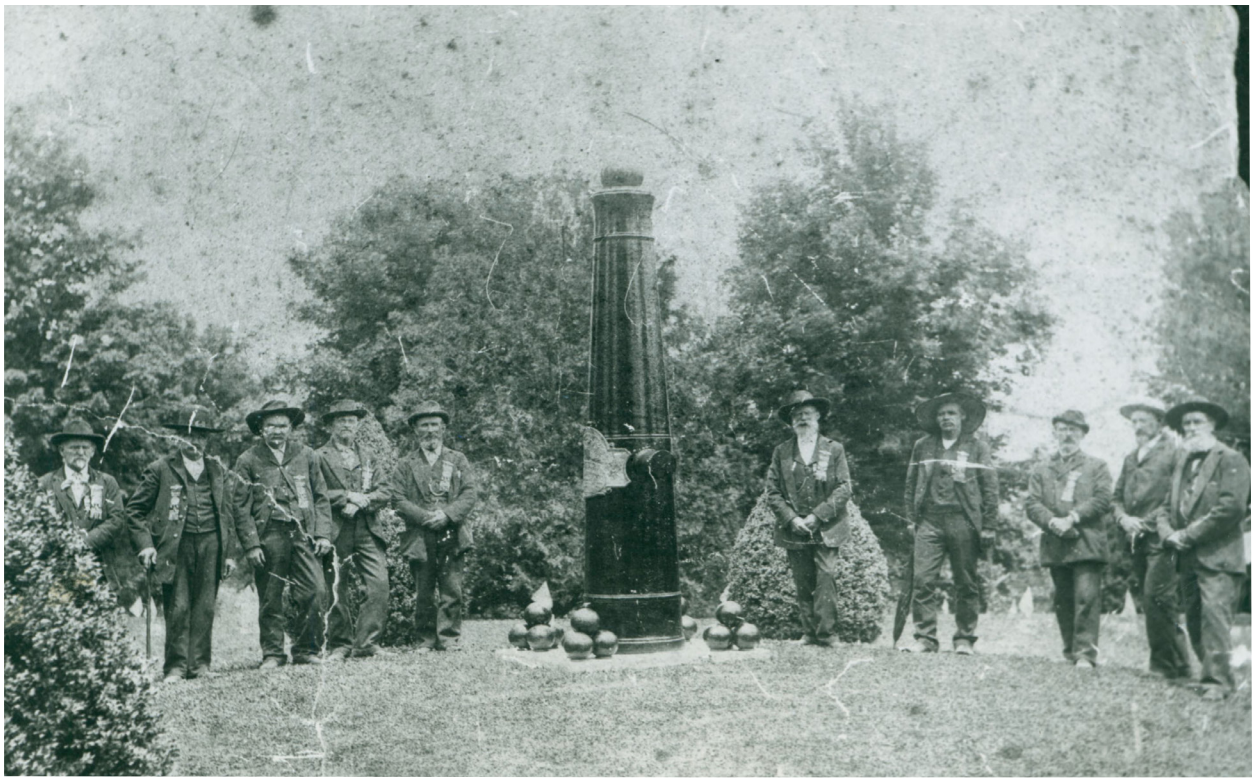


Figure 2.3: Central Monument, c. late 19th century

rustic bridges to span drainage features. A fence was required to control domestic animals. Folsom recommended a "wooden fence" around the entire boundary line. Over the years the cemetery perimeter was delineated with a variety of fences, including wooden picket fences, wire fences and live hedges. Folsom also proposed a gated entrance road along the east property line between the cemetery and Old Eddyville Road (Illustration 2.D).

Folsom also recommended restructuring the staff and concluded that the "chief attention" of the supervising officer should be the immediate internment of the dead. Within a few months, Brevet Major E. B. Whitman replaced Smith Gurney and supervised the interment of soldiers' remains into the cemetery until June, 1 1868 when he was replaced by Alfred B. Tuttle, a retired cavalryman from New York.

When the cemetery was again inspected on February 17, 1869, for the "Report of the Inspector of National Cemeteries," many of Folsom's design ideas had already been implemented. The cemetery was laid out around a centrally located monument. Brevet Major General Lorenzo Thomas described the "site of redoubt erected by the Union troops some time subsequent to the capture of Fort Donelson. This would have made an interesting feature… but, unfortunately, an inexperienced officer was in charge, who not only leveled it with the ground, but at great expense, cut off seven feet of the apex of the hill, thus entirely marring its beauty…." By February 1869, 670 bodies had been reinterred to the cemetery, with the graves marked with "lettered stakes." Thomas also described the stone walls as completed with a "very neat" gate which featured columns made from "two large and two small cannon." The interior road network was also complete, which he described as "a serpentine avenue thirty feet wide extends from the gate around the burial portion… with other avenues of lesser width, divides the ground into seven unequal and irregular divisions which are again subdivided by paths."[44] The roads and paths were "nearly all covered with broken stone."[45] Thomas recorded other features including a wooden flag-staff and

44 Peterson, *Administrative History*, 68.

45 Ibid., 69.

a cistern. Most of the property was "inclosed with a paling fence." He remarked that "trees and shrubbery are necessary."[46]

By 1870 the Quartermaster had established 73 cemeteries across the nation, which contained the remains of approximately 299,696 soldiers. The War Department dispatched civil engineers to inspect existing conditions and to make recommendations on site improvements. Common design recommendations included guidance on site drainage and planting design, site furniture, and site structures including rostrums and arbors. The War Department engineers also examined access to the cemeteries to determine if public roads required improvement. In July 1872, Lieutenant Colonel James Ekin, Chief of the Quartermaster Corps Department of the South and the officer supervising the work at FDNC, recommended that the cemetery be abandoned and that Union soldiers be removed to a more prominent and accessible location in Nashville. Brigadier General Montgomery C. Meigs, the Quartermaster General, denied the request, replying that they should "let the men rest in peace. The cemetery is a public historical monument of an important battle, a leading event in the history of the United States. It has been established by proper authority, and it should be completed and maintained."[47]

John Fitzgerald was the cemetery superintendent when, in a June 1871 report to Congress, the office of the Secretary of War commented upon the enclosures and structures at the Fort Donelson Cemetery. The cemetery proper was "inclosed by a stone wall inside of which 3,600 feet of Osage orange hedge have been planted." The War Department commonly used Osage orange as a live fence around cemeteries.[48] There was also mention of a frame superintendent's house that records indicate was a structure they moved from the collection of staff quarters east of the cemetery.[49]

Thomas' description of Fort Donelson cemetery is consistent with military burial practices that developed during the Civil War and continued in the early national cemeteries, which included the use of wooden grave markers with rounded tops. In 1873 Congress authorized the Secretary of War to expand the internment policy at the national cemeteries to allow all honorably discharged Union veterans to be buried in the cemeteries. Because of the long term costs associated with regularly replacing rotten wooden markers, the War Department of War in 1873 adopted the first standard design for stone grave markers for the national cemeteries. For known soldiers, the stone slab was four inches thick, 10 inches wide, and extended 12 inches above the ground. The exposed stone was polished and provided the number of the grave, the rank and name of the soldier, and the soldier's home state. This became known as the "Civil War" type of head stone. Unknown soldiers' graves were marked with a stone six inches square and 30 inches long. The top four inches were finished and exposed.[50] The War Department largely replaced most of the headstones between 1873 and 1877 in the national cemeteries.

In 1874, a War Department resolution instructed the national cemetery superintendents to make monthly activity reports. That year, Oscar Mack, Inspector of the National Cemeteries visited Fort Donelson Cemetery. The graves were "arranged in parallel rows" The graves were mounded but not sodded. There was little grass in the cemetery, according to Mack, but there were two circles of turf near the center of the cemetery—a "large circular plat surrounding the flag staff and the smaller one surrounding the gun monument." A later map of cemetery, drawn in 1892, showed the whimsical geometry of the cemetery. The

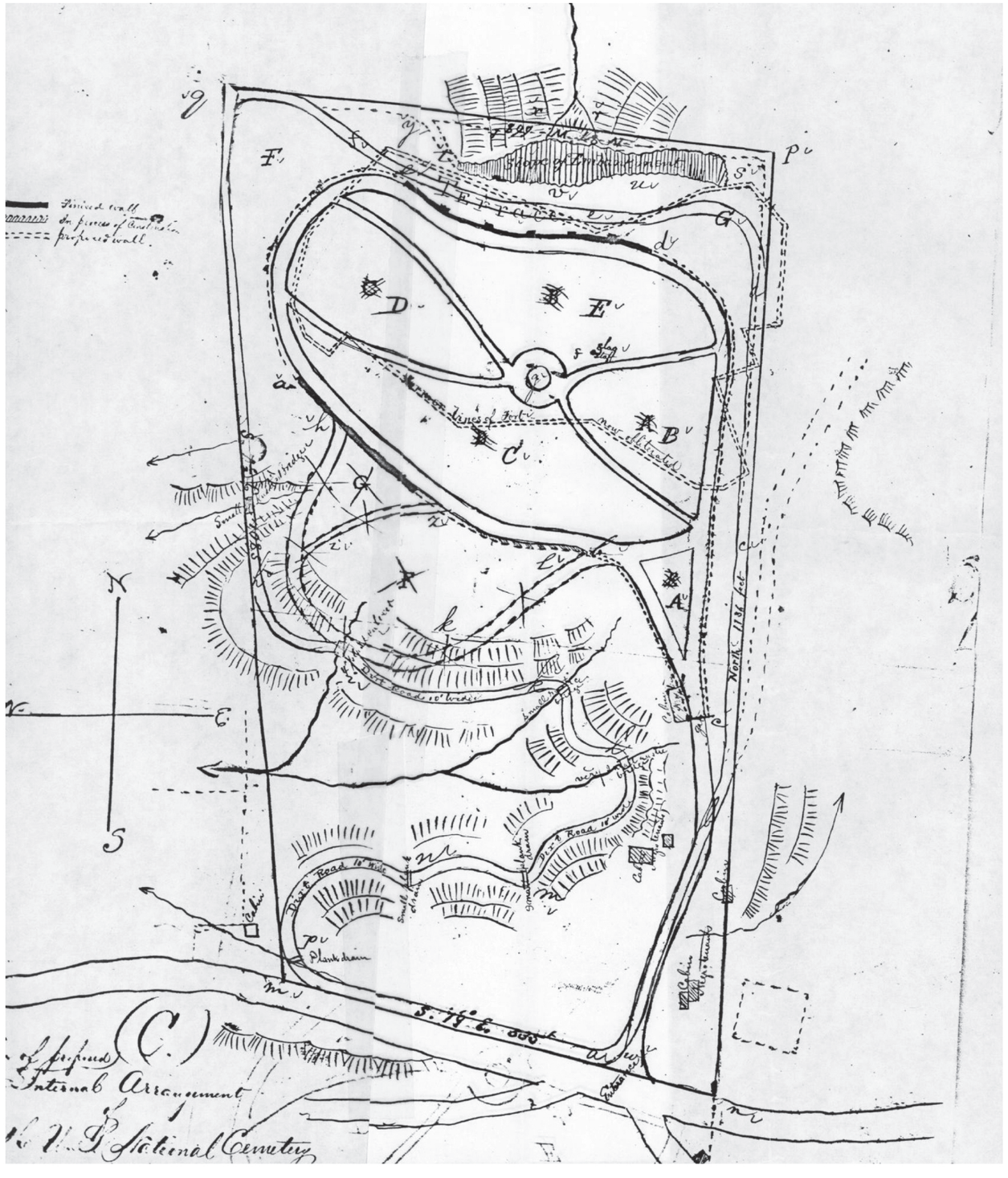
46 Brevet. Major General Lorenzo Thomas, "Report of the Inspector of National Cemeteries, 1869," (copy in Fort Donelson Archives).

47 Peterson, *Administrative History*, 14.

48 Osage orange is documented during this period at several national cemeteries, including the ones in Knoxville, Nashville, Murfreesborough, Memphis, Corinth, Marietta, Florence, and Beaufort. (See note below). Most descriptions of the Fort Donelson cemetery describe the Osage orange hedge around the perimeter of the parcel along the property line and not within the stone wall of the cemetery proper.

49 "Report of the Secretary of War, Volume 1" (Washington DC: Government Printing Office, 1871), 196.

50 "History of Government Furnished Headstones and Markers from the United States Department of Veterans Affairs" accessed online at: http://www.cem.va.gov/hist/hmhist.asp. After the Spanish American War veterans from that conflict received the same style headstone as the Civil War veterans. The War Department created a new headstone standard in 1903; there have been subsequent alterations to the standards since that time.



Proposed Internal Arrangement of National Cemetery - 1867

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.D

grave markers formed a heart-shaped design on the east side of the cemetery surrounding the flagstaff. Grave markers encircled the central gun monument with an outer semi-circle north of this inner circle. Parallel lines of markers extended from the west side of the central circular monument court. Inspector Mack also described the superintendent's lodge, placing it "near the main entrance, inside the wall. . .with kitchen detached." He recommended that "a new lodge of stone or brick is much needed."[51]

In an 1876 superintendent report, John Fitzgerald described the original lodge as "Frame Building, one story high, with 3 rooms, good condition, kitchen detached." Fitzgerald also confirmed that a total of five guns were in the cemetery, four at the gate and one in the central monument.[52] He clarifies the number internments, reporting that 669 bodies were in the cemetery with another grave containing a box with amputated limbs. The grave markers were apparently still wooden stakes, since the superintendent comments that "headstones are expected daily." The cemetery grounds had apparently improved under this administration, because Fitzgerald described the interior drives as "covering over well with grasses of different sorts." He listed and commented upon the condition of a number of trees and shrubs. He remarks upon having "transplanted and planted alders, catalpas, and willow trees in the places where these [evergreen and fruit] trees have died." Superintendent Fitzgerald initiated what became an almost annual maintenance regime to improve the turf. Fitzgerald spread rich top soil across the cemetery and sowed bluegrass and red clover seed. The Osage orange hedge was periodically pruned.

When W. Henry Taylor became superintendent of the cemetery in June 1876, he oversaw the completion of the grounds and the construction of the new superintendent lodge. The two story, brick, Second Empire lodge was under construction in August. The contractor declared that the lodge complete in December but the War Department did not inspect the building until the following June 1877. Taylor and his family moved into the lodge on July 19th. The building had two living rooms and an office on the main floor, three upstairs rooms, and three rooms in the cellar. Taylor sowed grass around the lodge and planted maple trees. Taylor also constructed brick sidewalks to the lodge, using material salvaged from the fireplace of the original lodge.[53]

By August 1877, new marble headstones were in place; and the superintendent acknowledged in his report that the alignment of the rows of graves "are in curved lines to conform with the drives. . ."[54] Superintendent Taylor removed the macadam top-dressing from the interior circulation and transitioned the roads to turf. Taylor continued to improve the general condition of the cemetery turf by spreading topsoil across cemetery and sowing grass seed.

Superintendent Taylor's report for January 1878 mentioned the old lodge had been relocated approximately 80 feet south of the new lodge and converted to a tool shed, wood shed, and privy.[55] An old frame stable was also moved but to the outside of the cemetery walls, likely on level ground west of the cemetery.[56]

The five acres of open ground adjacent to the entrance road and along Eddyville Road was "reworked and sowed in bluegrass and clover" in February 1878. The War Department planted a variety of evergreen and hardwood trees in the area over subsequent decades. Superintendent Taylor reported that a project to widen the entrance road from 10 feet to 24 feet began in April. Under the direction of Quartermaster engineer Captain Robbins, local laborers constructed a two foot tall retaining wall along the western edge of the new road alignment to bridge the ravines in that section of the property. The road project was near

51 Oscar A Mack, "Report of the Inspector of National Cemeteries, 1874," (copy in Fort Donelson Archives).

52 Superintendent Taylor inventoried the guns in 1877: "One thirty two pounder in center of grounds, two thirty-two and two twenty four pound guns as posts to gates."

53 Styles et al., 7. However, two subsequent maps of the cemetery, a 1892 map and a 1925 map, clearly label the walkway to the lodge as concrete. A 1889 superintendent report refers to walkway as brick. So it is possible that walkways to the lodge were reconstructed between 1889 and 1892.

54 In 1873, the War Department contracted DeWitt C. Sage, of Cromwell Connecticut to provide the marble blocks and Thomas P. Morgan to add inscriptions.

55 Superintendent Monthly Report, June 1878 (copy in Fort Donelson Archives).

56 In later years this area becomes the location of a garage.

completion in November when they added an entrance gate near Eddyville Road. In December, Taylor recorded planting maple and elm trees along the entrance avenue.[57]

In the late 1870s and into the 1880s superintendent reports assessed the condition of the cemetery and its growing number of landscape elements. Each superintendent recorded planting trees across the cemetery grounds. Each superintendent also lamented the affect of weather on their efforts, as summer droughts and winter freezes caused casualties in the landscape. In 1878, the Osage orange hedge planted around the perimeter of the property to protect the cemetery from neighbors' livestock was in good shape, but a wood fence, intended to supplement the live fence, was rotten and ineffective. The superintendents' efforts to improve the turf cover were apparently successful, because, in 1879, records mentioned acquiring a lawnmower.

In a report to Congress, the Secretary of War reported in 1878 that the War Department had acquired furniture for the national cemeteries. "A supply of park-settees of a neat but inexpensive pattern has recently been purchased at the low price of $1.70 each, delivered ready for shipment in this city."[58] The September 1878 Fort Donelson monthly report mentioned that "five park settees have been received and set up in various parts of the cemetery." Other site furnishings appeared in the cemetery during this period, "a number of vases of Roman antique style . . .recently purchased for purposes of ornamentation" and two octagonal "cistern arbors."[59] The cistern arbors were described as "nine feet high to be covered with cypress shingles, nicely latticed on the sides."[60] In 1879, these arbors were painted white with green trim.

Patrick Hart replaced Taylor in 1882. Taylor served six years; Hart served three years. Hart continued Taylor's landscape improvements, transplanting trees into the cemetery and planting flower beds, and performing annual maintenance of the landscape features. Hart's reports also continued the tradition of describing the general condition of the cemetery and the condition of individual elements. For example, in 1882, the stone wall was in good condition but the Osage orange hedge was in poor condition. Also in 1882, Superintendent Hart described the headstones as sunken and the interior roads as barely discernible. In September, two iron tablets inscribed with quotations from the February 1867 "Act to Establish and Protect National Cemeteries" arrived at the cemetery. By June 1883, the condition of the wall led the superintendent to observe that "the stone wall is in several places bulging and the coping, as having at first been badly put on, is becoming loose. The wall is, like all secesh [sic] work that I have seen passed by the Engineers I have met with, foul and fraudulent." By August, the "stone wall is giving way and may fall down at any moment on the north side of the cemetery."

In July 1886, Lieutenant Colonel Richard Napoleon Batchelder inspected Fort Donelson National Cemetery (FDNC), now under the command of Absalom Hyde.[61] In his opening remarks he described the limestone wall "is only about two feet above the surface of the ground inside, while it is about 5 ft. outside." In his evaluation of its condition, Batchelder commented that "it is altogether a bad wall badly built. I recommend this wall have a thorough overhauling." The Osage orange hedge appeared to Batchelder to be in good condition but "is not a sufficient protection against hogs, at least which Supt. says are very troublesome." Batchelder recommended replacing the hedge with barbed wire. The cemetery buildings were in good condition and included the lodge and the frame tool shed/wood shed/privy inside the cemetery wall and two buildings outside the wall—a chicken house ("built by Supt. Hart for his hogs") and a cow barn that "is part of the old

57 Superintendent Monthly Reports, July 1877 and December 1879 (copies in Fort Donelson Archives).

58 *Report of the Secretary of War, Volume I* (Washington DC: Government Printing Office, 1878), 390.

59 Superintendent's Monthly Reports, September 1878 mentioned the vases and Superintendent's Monthly Reports, 1878 mentioned the arbors.

60 Superintendent Monthly Report, November 1878 (copy in Fort Donelson Archives).

61 Within a few years, Batchelder attained the rank of Brigadier General and became Quartermaster General on June 26 1890 according to: http://www.arlingtoncemetery.net/rnbatche.htm. On his inspection trip, Batchelder was joined by Brigadier General Rufus Saxton.

lodge."[62] Batchelder also described the cemetery's flagstaff as "60 ft. high, 16" diam. Octagonal base, wood cleats set in C. I. [cast iron] cylinder. Staff guyed with 4 guys about 20 ft. long."

Many of Batchelder's concerns were addressed in the spring of 1887. In March and April laborers rebuilt 1050 feet of stone wall. The superintendent hauled "trees and cedars from the forest to the cemetery." The Osage orange hedge was trimmed in April and the headstones raised and reset. In May the settees were all repainted in preparation of the first recorded "Decoration Day" (now known as Memorial Day) in the cemetery.[63] In December, the superintendent recorded planting 78 trees. Also in December, W. H. Owen with the Quartermaster General's office issued a "preliminary survey for the proposed Government road from the Cumberland River at Dover, Tenn., to the Fort Donelson National Cemetery." A subsequent report to the House of Representatives stated that, "the only way to reach this cemetery is by boat to Dover, a little village of about 300 inhabitants, and from the river landing to the cemetery, a distance of 1 mile, there is no thoroughfare, except a rough country road, after passing a few hundred yards along one of the village streets." The report recommended improving the existing road by creating a "metaled roadway 30 feet wide and 12 inches deep… [with] one line of curb and a graveled sidewalk"[64] (Figure 2.4).

In January 1889, the cemetery hired a local blacksmith to make iron hinges in order to replace "old wooded gates located in southeast corner of the hedge fence." This would have been in the vicinity of the intersection of the entrance road with Eddyville Road. The list of activities included in the spring 1889 preparations for Memorial Day included mowing the cemetery and the open ground along the entrance road, painting the iron gate, gun monument, iron tablets, and posts, whitewashing the cistern arbors, "tool

Figure 2.4: View of Federal Road in Dover, c. early 20th century

house" and "wood shed." The brick walkways around the lodge were cleaned. In November staff planted apple, peach, pear, and cherry trees along with 12 grape vines around the lodge. In December 1889, workers planted trees inside and outside the cemetery wall. These trees were in good condition a few months later when David H. Rhodes, a supervisory landscape gardener with the Quartermaster's Department, inspected the cemetery in April 1890.[65] In fact, Rhodes "ordered quite a number of trees taken out where they are too thick." This work was performed in January 1891. (D. H. Rhodes returned Fort Donelson cemetery on October 6, 1893, when he "marked [another] 35 trees to be taken out of cemetery proper."

In November 1891, the superintendent described digging up sugar maple trees (called "hard maples" in the report) and "planting them along Eddyville Road just inside of hedge fence." The December 1891 superintendent report states that they were preparing holes to plant cedar trees around the inside of the cemetery wall. In 1892 the superintendent remarked that the "posts of the double wooden gates located in the northwest corner of the hedge fence are badly rotted and new ones required." In March of 1893 laborers repaired the gate by adding new post oaks "9 feet long and 12 inches square."

62 Earlier (January 1878) and later (January 1890) superintendent reports describe the tool house as the former superintendent's lodge.

63 The superintendent reports during this era refer to the day as "Decoration Day." The name was officially changed to Memorial Day in the 1967.

64 "Road to the National Cemetery at Dover Tennessee, Jan. 29, 1889" Report No. 3878 United States House of Representatives.

65 D. H. Rhodes: *Gardening Magazine* Volumes 13-14, page 275.

In February 1892, the War Department surveyed cemetery property, resulting in a map dated July 22, 1892, (Illustration 2.E). The map shows evergreen trees, likely the newly planted cedars, equally spaced along the majority of the interior of the cemetery wall. The maple trees planted in previous years form an allée on both sides of the gravel entrance road. The stone retaining walls for the roads and around the cemetery are clearly shown, as is the interior circulation system of the cemetery. A wire fence is shown surrounding the property. The superintendent reported in April 1893 they were "stretching barb wire along the thin places in the hedge fence to keep out the hogs, etc." Eventually the condition of the hedge had sufficiently declined, in part because shade from neighbors' trees, that the superintendent reported that "I think a good substantial fence ought to take the place of the hedge."[66] In October 1895, the War Department prohibited national cemetery staff from keeping domestic animals or fowl near the cemeteries. Still the battle "to keep out hogs and other stocks" continued for several years.[67]

Veterans and family members visited the cemetery and sites associated with the Civil War battles. The cemetery held annual Memorial Day services that attracted several hundred participants, who gathered to hear speeches commemorating the contribution of the fallen soldiers.[68] Different veteran groups also held annual celebrations and reunions at the battlefield and at the Confederate fort. The Confederate Army veterans held a meeting at the battlefield in 1892. A group of Confederate and Union veterans met in Dover in 1897 to participate in the dedication of the Dover Chapel. Quartermaster General Meigs offered a new vision for Fort Donelson that would be the earliest expression of preserving the battlefield and earthworks for posterity. The Quartermaster described a park at the site of the battle "which would preserve the original physical characteristics of the field not only to commemorate the struggles of the dead, but also to interpret the events which took place there, long after the participants and their immediate descendents had passed away."[69]

As national cemeteries experienced increase visitation, the War Department installed site amenities to support public functions. In the fall of 1893 and spring of 1894, the FDNC constructed a metal and brick rostrum from which Memorial Day speeches were delivered. The octagonal, wrought iron rostrum was approximately one hundred feet west of the superintendent's lodge, southwest of the central monument area. The Quartermaster's Office supplied specifications for local contractors to construct a brick and stone foundation that was completed in December 1893. The sides of the rostrum were also in place that month, but the prefabricated roof did not fit when lifted onto the walls of the "superstructure," leading the superintendent to comment that "I am satisfied this roofing is intended for a smaller rostrum." A new roof was ordered from the Cincinnati Corrugating Company in Pequa, Ohio. It was in place by the end of March[70] (Figure 2.5).

The superintendent reports in the 1890s described numerous landscape projects, making it appear that the cemetery was heavily planted during this period with a wide variety of trees and shrubs. In January 1894 staff removed 41 trees from the cemetery, including 19 pine trees. In April, the report claimed that most of the trees and shrubs "are doing well with the exception of the Roses, Spirea, Golden Arborvitae and Weeping Willows which were badly damaged by hard freezing weather." A box elder was removed from its location near the cistern on the east side of the Lodge. Seventeen trees along Eddyville road, four maple trees along the east side of the entrance road, 12 cedars inside the cemetery and five maples on the outside of the cemetery wall were described as needing "to be replaced in the spring." Superintendent Hyde, who retired in July 1894, also commented that staff had planted ivy vines along the inside of the cemetery wall.

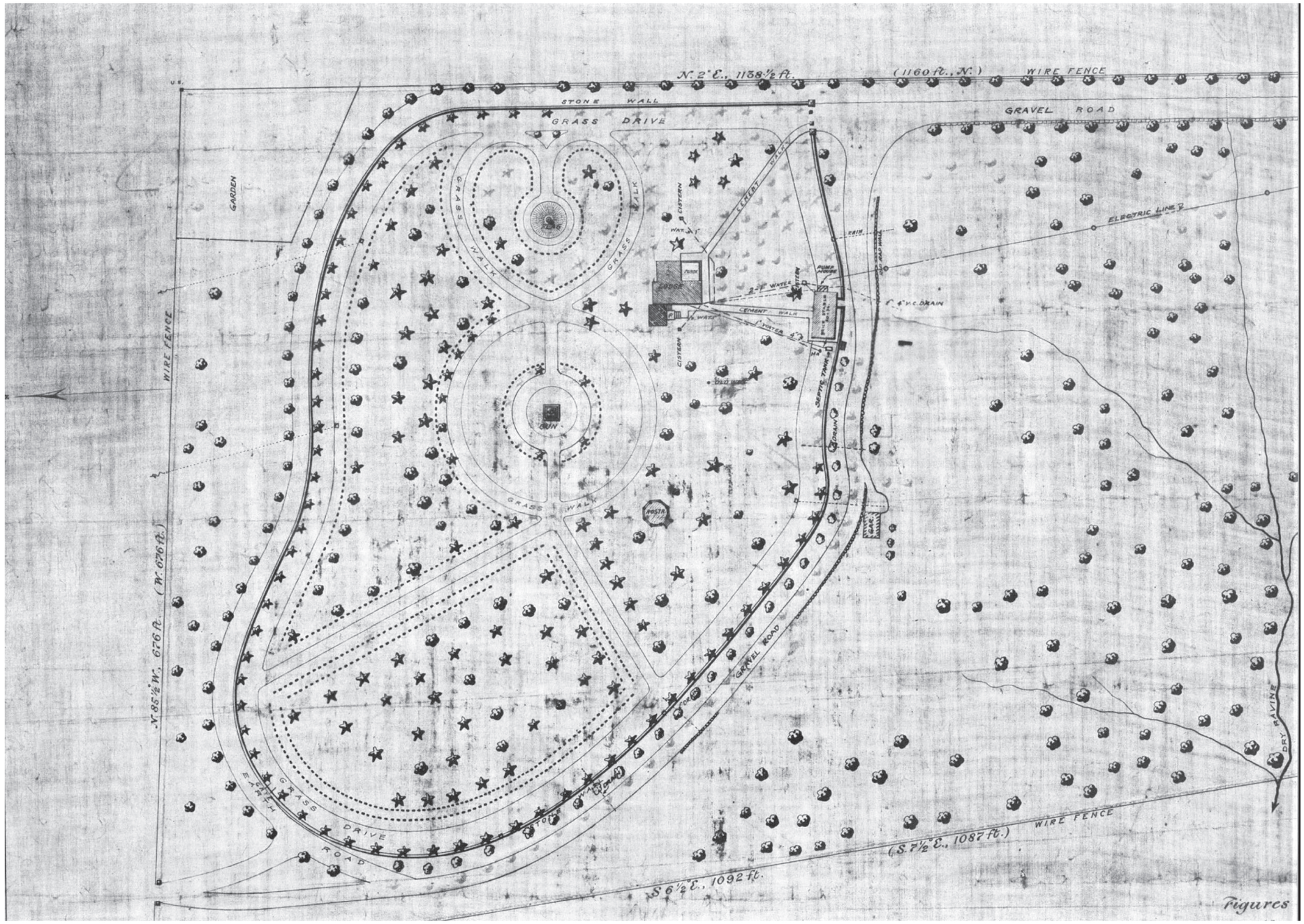
66 Superintendent Report, October 1895 (copy in Fort Donelson Archives).

67 In December 1908, the superintendent complains that the hedge and wire fence was not keeping a neighbor's goats out of the cemetery. In March 1909, the superintendent reports that goats and pigs "have been quite a pest."

68 The local John A Logan Post No. 59 of the Grand Army of the Republic typically sponsored the "Decoration Day program. According to that month's superintendent report, the May 1895 service attracted 500 people, in 1896 between 700- 800 people attended, and in 1903 an estimated 1,000 came.

69 Peterson, *Administrative History,* 14.

70 In 1899, the iron rostrum was painted red, white, and black.



1892 Map of National Cemetery

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.E

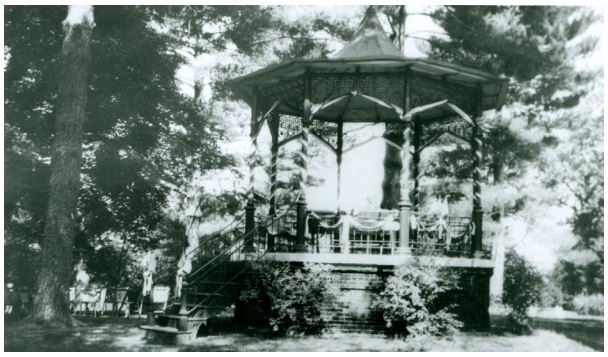


Figure 2.5: Cemetery Rostrum, c. mid-20th century

The superintendent's annual report from 1894 described the circulation system at the cemetery:

> The cemetery "is divided by handsome walks and drives into two or three large burial sections ornamented with trees, shrubs, etc. There are two driveways through the enclosing hedge and an entrance into the cemetery proper at the south east corner. The flagstaff is on a mound near the east side of the enclosure, and at the center of the grounds, within a large circle, is a gun monument. The walks and drives are arranged in the form of a large heart and a circle."

There were several landscape improvement projects in the summer and fall of 1895. In August, staff repaired the gravel entrance road to the cemetery. In October, they dug 151 tree holes for winter planting. The trees included 17 cedars in the cemetery and 34 maples outside the wall. The superintendent also recorded that he "planted 100 flowering and ornamental shrubs. . .in the cemetery proper. . .. I have also placed manure around the 66 cedars, 124 roses, 24 grape vines and all other fruit bearing trees as a protection against the winter frost." In December 1895, staff planted 10 more cedars along the inside of the cemetery wall and eight maples on the outside of the wall. Over the next several years, superintendent reports mentioned: Southern magnolia, hemlocks, Scotch pine, red bud, and Norway spruce.[71] An invoice from 1897-1898 includes a list of 50 roses to "replace dead ones and for planting in flower beds." Other invoices from the same period includes: carnations, cannas, chrysanthemums, dahlias, geraniums, heliotrope, hyacinths, tulips, and more roses.

In September 1899, the first burial of a veteran since February 1876 occurred, bringing the total number of internments at FDNC to 672.[72] In the summers of 1901 and 1902, the superintendent reports repeatedly described the lack of water in the cemetery. Two cisterns, in the west and east yards of the Lodge, were often dry during this period. In June 1901, the superintendent requested permission to dig a third cistern in the cemetery in the vicinity of the outbuildings south of the superintendent's lodge. The cistern was described as 25 feet deep, 10 feet wide at the bottom and six feet wide at the top. In December 1901, the superintendent reported a well was "being drilled at this cemetery is 125 feet deep and no water reached. Work is suspended."[73] The well was 80 feet west of the lodge and upon completion reached a final depth of 236 feet.[74]

In 1903 and 1904, the superintendent reports commented upon the condition of local roads and, in April 1904, the superintendent reported visitors complaining about the road from Dover and the sidewalks in the cemetery. Between October 1903 and the October 1905, cemetery staff resurfaced the entrance drive with gravel, constructed a new brick walkway to the entrance to the kitchen at the lodge, and replaced the posts on the entrance road gates at Eddyville Road.

The National Cemetery in Dover insured that the United States Government would be a continued presence in Stewart County. In January 1889, Stewart County gave the federal government a right of way easement to construct a road from a landing on the river, adjacent to the Dover Hotel where the surrender occurred, through the town to the front gate of the Cemetery. After years of negotiation, the road was finally under construction in the summer

71 The Superintendent Report, June 1897 mentions a Scotch pine growing near the flag staff; the Superintendent Report, July 1899 describes the condition of several trees planted the previous November, including the magnolia, spruce, and hemlock.

72 Superintendent Taylor buried two of his children in the graveyard in 1880.

73 The Superintendent Report, April 1902 provides the location of the well; the depth appears in the Superintendent Report, June 1902 report. The well becomes the location of the well house that today is the visitor restroom building.

74 This well is covered with a pump house in 1935, which is presently the location of restrooms.

of 1905, when the superintendent reported that he was working with the War Department to build "the national roadway from the cemetery to the Cumberland River." The "Federal Road" followed the route of an existing road, known locally as "Eddyville Road," through the town of Dover to the principal wharf and landing at the end of Petty Street. The half mile road featured a crushed limestone surface, with a limestone curb and seven foot gravel walkway on one side for pedestrians. The road, which was completed by 1906, was the lone improved road in the town of Dover.

In September 1907, lightening hit the wooden flagstaff. After its removal the flag was temporarily suspended from a rope stretching from the lodge to a large tree. Landscape supervisor D. H. Rhodes apparently inspected the cemetery in 1907 because in December staff removed several trees that he had marked and were planting maple and cedar trees as "directed by Rhodes." The cedars had apparently become so large that the shade was stunting the growth of the cemetery turf. Subsequently, in early 1908, they topped the cedar trees around the interior of the cemetery wall to 16 feet.

In March 1908, while they waited for a new flagstaff to arrive, workers removed the raised mound from the flagstaff circle and used the soil to fill sunken places along the stone retaining wall and "filling in along the [entrance] driveway between the inner and outer gates." A new 75 foot tall iron flagstaff arrived by May 1908 and was installed by a local contractor. In 1911 the War Department contracted Meers and Dayton from Chattanooga, to construct a new brick stable. According to the superintendent "the new building will be located …. approximately the same site as the old building, fronting north."[75]

Towards the end of the first decade of the twentieth century, M. A Rule, the new superintendent, reported a total of 675 internments in the cemetery.[76] In the four decades since initial development of the cemetery, only six additional burials had occurred. In the beginning of the twentieth century, the war department adopted a new design for headstones for veterans of all wars except the Civil War and the Spanish American War. A new "General" type headstone was 42 inches tall, 13 inches wide, and four inches thick. The headstone bears an inscription of the soldier's name, rank, regiment, division, date of death, and state. The Department also authorized the addition of a religious emblem, if requested, including the Latin Cross for Christians and the Star of David for Jewish soldiers.[77]

In the spring of 1913, the Chief of Engineers advised extending the Government's road to the vicinity of the Confederate fort where the Government maintained a lock on the Cumberland River. The proposal acknowledged the potential historical importance of the earthworks and entrenchments associated with the Confederate fort. In August 1913, the District Engineer in Nashville visited the Confederate fort and reported to the Chief of Engineers of the Army Corps on its condition. His "Report on National Monuments," observed that "the Earthworks at Fort Donelson (45 acres) are in good state of preservation" and proposed steps to develop the site for public visitation. Among the recommendations were to invest $5,000 for the purpose of purchasing land, installing stone markers, and constructing a fence around the property. He also repeated the suggestion of extending the "Federal Road" from the Cemetery to the fort.[78]

During the second half of the nineteenth century, the historic Dover Hotel on Petty Street exchanged hands several times. Upon being sold in 1868, the county deed book described the property as on "the west side of Petty Street near the Cumberland River on which the tavern and gardens and stables and cisterns are situated which is now occupied by P. F. Table as a Traveling Tavern fronting on Petty Street."[79] The Dover Record of March 11, 1870, ran an advertisement for the "Dover Hotel at Upper Steamboat Landing, Dover, Tenn. S. W."

75 There is a gap in superintendent reports between 1911 and 1926. Hugh Mockabee became acting superintendent in March 1929. The Superintendent Report, June 1929 is signed by Len. H. Hood. Walter T. Murray became superintendent on March 29 1931.

76 Superintendent Report, August 1908.

77 The military added more religious emblems in the following years; and as of 2010, there are 41 authorized religious symbols; see http://www.cem.va.gov/hm/hmemb.asp.

78 Peterson, *Administrative History,* p. 16.

79 Deed Book—Stewart County Tennessee, Vol. XXIII, 234 is quoted in Bearss, Historic Structures Report.

The earliest known description of the hotel appeared in *The Weekly Record* on April 27, 1870, when the hotel again went up for sale:

> "I offer my tavern property in the town of Dover Tenn. For sale, consisting of about one acre of land with the tavern building which is two story high and has 16 rooms, with a basement, necessary stables. Etc., and is situated at the upper steamboat landing; and is very desirable property. Price $1300; $800 down, balance will be taken in good trade at cash price. . . ."

The property sold a few more times before John Hobing purchased it from a group of investors in February 1882. One of the intervening owners, Amelia Yates, had changed the name to "Commercial Hotel," and Hobing reopened the building as the "Hobing Hotel." He and his wife, Elizabeth, reconfigured the interior of the building, tearing down walls to enlarge visitor's rooms. Local residents who remembered the hotel during the period recalled the kitchen being in the southwest corner of basement and the dining room adjoining the kitchen to the north. Another resident recalled that "there were no fences (iron or wire), walks (brick or concrete) or screens (doors or window) on or around the hotel." The outbuildings during this period included a stable, smoke house, hen house, toilet and cistern (Figure 2.6).[80]

Figure 2.6: Dover Hotel aka "Hobing Hotel," c. 1900

Commemorative Campaign (1914-1927)

Following in the wake of the successful creation of Civil War Battlefield Parks at Shiloh, Antietam, Chickamauga-Chattanooga, Gettysburg, and Vicksburg, a second wave of public interest in battlefield preservation occurred in the 1920s and 1930s. Patriotic groups like the Daughters of the Confederacy and civic and business groups like the United States Chambers of Commerce voiced support for local projects across the country to commemorate events of the Civil War.

Mrs. H. N. Leech, President of the Tennessee Chapter of the United Daughters of the Confederacy (TCUDC), visited Dover in 1914. She wrote an article for Chapter members, "Fort Donelson, Fifty Years After," to generate interest in erecting a monument for Confederate dead at the site. In November 1914, Mrs. Leech reported to the National Convention of the United Daughters of the Confederacy (UDC) that "work for a monument at Fort Donelson was well begun."[81] Mrs. Leech reported that despite all the attention given to Union soldiers (approximately 500 Union soldiers were interred in the Fort Donelson Cemetery between 1867 and 1914), there had been no attempt to commemorate or to bury the Confederate dead. The UDC supported the idea and agreed to pursue the purchase of land to create a monument.[82]

At the Annual Convention of the TCUDC, Mrs. Bennett Bell, chairman of the Fort Donelson Monument Committee, drew a stark comparison between the treatment of Union and Confederate soldiers:

> For 53 years the Southern soldiers who fell in that battle have rested in unmarked graves. It is sad to know that nothing has been done to commemorate this important battle or to show the last resting place of our heroic dead who sleep there. The National Cemetery at Fort

80 Bearss includes a chapter on "Old Timers' Reminiscences of the Dover Hotel" in Bearss, *Historic Structures Report,* 30-31.

81 Peterson, *Administrative History,* 17.

82 Ibid.

> Donelson is beautifully kept and tended. There are flowers everywhere, and the grass is green above the graves of Federal soldiers, but our soldiers sleep in the trenches overgrown with brambles and briers. The flag of our country floats over the National Cemetery to show the world it is hallowed ground, but there is not a shaft of marble or bronze to mark the graves of the Confederate soldiers….
>
> It has been in the minds and hearts of the Daughters of Tennessee for a long time to erect a monument at Fort Donelson, but nothing was done looking to this end, until the Trenton [Tennessee] Convention last May when it was decided that the work be undertaken. This decision was reached the last day of the convention and very few pledges were made…. Daughters of the Confederacy, the blood of these heroes of Fort Donelson cries out to us after 53 years for some memorial to show that their sacrifice was not in vain. Let us build this monument and let us hasten with the work[83]

At their annual convention, Leech recommended that the UDC work with government officials to create a national park at the old Confederate fort. Leech and Bell traveled to Dover, where they organized a new Fort Donelson Chapter of the UDC, whose mission was to promote the establishment of the park. Mrs. Lacy Reynolds, of Dover and a member of the Fort Donelson Chapter, gave Mrs. Leech a "gavel made from the historic white-oak tree left as the only arboreal survivor on the field after the battle of Fort Donelson."[84]

By the Fall of 1915, the Tennessee Chapter presented the National UDC with a resolution calling upon its members to "request the United States Government to buy the park and wonderfully preserved battlefield at Fort Donelson, while it can be secured for such a small price."[85] The National and Tennessee UDC efforts were effective. In October 1915, Mrs. J. Norment Powell reported that the United States Representative from the 6th District of Tennessee, Rep. Joseph W. Byrns, agreed to introduce a bill requesting the government to purchase "the part of the battlefield not already owned by the government."[86]

The TCUDC was simultaneously raising funds for a monument and pushing for politicians to create a battlefield park. The treasurer for the Fort Donelson Monument Fund reported that fundraising was slow. Progress towards legislation to create the park was similarly slow. At the 1916 convention, Mrs. Leech, as chair of the Fort Donelson Park Committee, reported that she had "proceeded to bombard the halls of Congress… Some of them [Senators and Representatives] were very nice about saying they hoped the government would buy the park and the few thousand acres of battlefield of Fort Donelson which… we shall ask it to buy... Because of the heavy new appropriations of the army and navy we thought it best to wait until next winter to introduce our bill."[87]

The UDC argued that the "several thousand acres [that] adjoin the property recently acquired by the government for the building of Lock M in the Cumberland River," was an appropriate beginning for a battlefield park.[88] The "famous water batteries," still plainly visible in the landscape, were close to the location of the federal lock. The UDC proposed marking the location of important events with boulders.[89]

Between 1888 and 1928, the U.S. Army Corps of Engineers installed a system of locks and dams on the Cumberland River to assist navigation. These improvements were primarily intended to facilitate local industries by providing adequate channel depth for year-round transport of goods and products. Natural fluctuations in the river's depth, prior to the USACE improvements, limited boat traffic for several months of the year. USACE constructed Lock D directly under the bluff upon which the U.S. Army had constructed Fort Donelson and a few hundred feet upstream from the water batteries. Contractor Foster-Creighton-Gould Co., of Nashville, received the contract for first phase of construction, which included the

83 Ibid., 18.

84 Ibid., 18.

85 Ibid., 20.

86 Ibid., 19.

87 Ibid., 21.

88 The lock was actually designated Lock D.

89 Peterson, *Administrative History*, 22.

cofferdam and lock, terracing the adjacent banks, retaining walls, and grading an access road to the lock and dam. The contractor also built a house for the lock inspector near the top of the bluff overlooking the lock.[90]

Construction on the dam and terrace walls began in 1914. The cofferdam was constructed using cribs filled with rock excavated during the terracing of the bluff adjacent to the dam and lock. Mason and Hanger Company received the contract constructing the abutment, grading the river banks above and below the abutment, paving the terrace behind the lock, pouring the concrete dam, and installing the steel lock gates. In June 1915, the lock gates were installed but were being adjusted for almost a year before they were working properly. The grading of the embankment behind the guide wall and paving of the lower guide wall was completed in 1916. The foundation of the concrete dam was completed in the fall of 1917, when Lock D was fully operational. In the winter of 1917-1918, a frame house, called the "lock-keeper" or "engineer's house" was constructed on the top of the bluff near the earthworks of the old Confederate fort. The house was near the west side of an eight and a half acre parcel that extended along the top of the bluff overlooking the lock and dam. This parcel was "grubbed and cleared of bushes and briars." The following year, 1918, USACE dug a concrete cistern at the lock keepers house and strung a wire fence around the property.[91]

Encouraged by the federal government's recent investment in the lock at Fort Donelson, Tennessee UDC members made several presentations at the 1918 UDC Annual Convention. Mrs. Bell, Leech, and Lewis, who served on the committee communicating with government officials, reported on their attempts to get the federal government to purchase additional land for the park, to improve public access to the park with better roads, and to commit to constructing commemorative markers in the park. Mrs. Leech reported that Tennessee Representatives had submitted appropriation requests to create a park at the Confederate fort. Also at the 1919 Annual Convention, the Fort Donelson Memorial Fund Report renewed calls for fundraising, asking each TDUDC member to donate one dollar to the cause.[92] The Fund report reiterated the urgency of the mission, stating that:

> "the places of interest on the battlefield are fast passing from the memory of men. The old Fort on the hill, the site of the water battery where Tennessee volunteers engaged a fleet of gunboats; the rifle pits where the battle began… these and other historical points are now in private hands and only a few old men who were in the battle can point them out. We feel that something should be done to rescue from oblivion the memory of our heroic ancestors who laid down their lives on the battlefield of Fort Donelson."[93]

At the 1921 Annual Convention, a motion was passed that a request "be sent to our Senators and Congressmen asking that a National Park be made of the Fort Donelson battleground."[94] While Representative Joseph Byrns continued to be the primary sponsor of legislation to a Fort Donelson Park, local residents continued to promote preservation of the resources related to the battle. Mrs. Bryce Runyon of Clarksville led the effort to preserve the Dover Hotel, where the surrender occurred. Runyon apparently solicited the assistance of Representative Byrns, documented by their correspondence about the project during the 1920s.[95]

Progress towards Fort Donelson was halted by the United States' entrance into the First World War. It would not be until April 15, 1926, before Byrns introduced his bill to establish a national park at Fort Donelson. Byrn's bill requested that $100,000 be assigned for the creation of a National Military Park at Fort Donelson. The bill was sent to the House Committee on Military Affairs, where it was amended, lowering the appropriation to $50,000.[96]

90 "Annual Report of the Chief of Engineers, 1917" is quoted in Subduing the Cumberland: A History of the "Old" Locks and Dams on the Cumberland River, accessed online on October 14, 2010 at: http://www.lrn.usace.army.mil/history/pdf/History%20of%20the%20Old%20Locks%20and%20Dams.pdf

91 Ibid.

92 Peterson, *Administrative History*, 23.

93 Ibid., 22.

94 Ibid., 24.

95 Ibid., 25.

96 Ibid., 27.

The House Committee, in approving the amended appropriation request, reported that:

"there are various national monuments in the form of trenches, breastworks, and gun pits which were dug and thrown up by both armies, many of which are being gradually effaced by time. We are advised that whatever amount of land which may be desired for enclosure within the proposed national military park can be acquired at a very reasonable price. Attention is called to the fact that adjoining this battlefield there is already located the beautiful and well-cared for Fort Donelson National Cemetery, comprising 15.34 acres. . .. Owing to the importance of this battle and the results which followed, your committee deems that it is clearly in line for favorable consideration for commemoration by the preservation and marking with appropriate tablets of the position of the various commands engaged in the battle and the acquisition of the land necessary there for."[97]

The House Committee bill passed a vote in the House of Representatives and was sent to the Senate, where it never made it out of the Senate Committee of Military Affairs.[98]

While interest in a park at Fort Donelson grew, the United States Congress passed legislation on June 11, 1926 instructing the War Department to develop a standard system for classifying historic battlefields. On June 26, 1926, the War Department initiated its study to determine the appropriate level of federal commemoration and preservation activity at battlefields across the country.[99] The Secretary of War independently appropriated $15,000 to study the Fort Donelson battlefield. On March 27, 1927, Representative Joseph Byrns was informed by the War Department that Fort Donelson was categorized as a Class IIb, which allowed for monuments but no appropriation of funds for land acquisition. Congress presented a bill to appropriate money for land acquisition at 50 Class IIb sites, but the bills never successfully made it out of committee. Subsequently, appropriation bills for individual battlefield parks became the responsibility of individual congressmen. For Fort Donelson, Representative Byrns would be instrumental in drafting and organizing support for appropriation bills to fund Fort Donelson Park.

Despite opposition from the War Department, who objected to the proposed expense related to acquiring land for the park, Bryce continued to submit appropriation bills for Fort Donelson. On December 5, 1927, Bryce reintroduced his appropriation request for $100,000. The bill was again amended, reducing the appropriation, and passed to the Senate. Tennessee Senator Kenneth McKellar sponsored the Senate version of the bill.[100] The Senate Committee on Military Affairs approved the bill on March 19, 1928 and reported it to the Senate. The Senate voted in favor of the bill the same day.

McKellar described the progress of the bill and opposition from within the Executive Branch in a letter to Mrs. Runyon:

"We had a most active fight before the Senate Committee. Indeed, we won by one vote after one of the most active and vigorous contests I ever had with a committee. The Chairman of the Committee was tremendously opposed to the Bill. The War Department hadn't given its approval and the result was that we were in a close place. Sen. [Lawrence] Tyson did fine work. . .. Congressman Byrns and I went up to see the Secretary of War last Thursday and we are confident that the President will sign the Bill upon the Secretary's recommendation."[101]

Bryce made a similar report to Runyon, describing the opposition of the Administration and his negotiations with the War Department. Bryce was optimistic that the Secretary of War would eventually support the bill. Secretary of War Dwight Davis endorsed the bill and President Coolidge signed it into Public Law 187 creating the Fort Donelson National Military Park on April 14, 1928.

By the mid 1920s, the Dover Hotel was in a state of disrepair. After the death of Mr. Hobing in the

97 Ibid.

98 Ibid., 27-28.

99 U.S. Department of the Interior, National Park Service, *The Origin and Evolution of the National Military Park Idea, 1900-1933*, prepared by Ronald F. Lee (1973).

100 Peterson, *Administrative History*, 28.

101 Ibid., 29.

1890s, his widow, Elizabeth L. Hobing, had kept the hotel open until 1925. The physical condition of the hotel had extensively deteriorated, leading Mrs. Hobing and her daughter "Lizzie" to close the business in 1925 and move into a two room cottage on the lot next door to the hotel. By the spring of 1927, local residents were aware that she intended to raze the building and to construct a new house for her and her daughter on the lot.[102]

Mrs. Bryce Runyon, of Clarksville, TN, visited Dover in the spring of 1927, when she learned of Mrs. Hobings' plan to tear down the Hotel. Mrs. Runyon photographed the house, documenting its condition (Figure 2.7). She convinced Mrs. Hobing to allow her time to organize a group of investors to purchase the house. Runyon secured the assistance of a local contractor A. F. Speight and his architect son Clarence W. Speight to inspect the house and develop an estimate of the cost to restore the building. Runyon met with United Daughters of the Confederacy and other patriotic organizations in the state, but none committed funds for the purchase of the house. Mrs. Runyon contacted state officials, including the state historian and member of the State Monument and Memorial Commission, Mr. John Trotwood Moore. Mr. Moore encouraged Mrs. Runyon to establish a preservation association and suggested the state would match any money raised for the purchase of the Dover Hotel. The State Monument and Memorial Commission had a fund of $50,000 to preserve historic sites and to erect historical monuments in the state.[103]

Runyon formed the Fort Donelson House Historical Association (FDHHA) on July 26th 1927 and served as its first president. With Mr. Speight's estimate of five to six thousand dollars to restore the building, Runyon began an official campaign to raise money. Mr. Moore assured her that the state would match any amount she raised for this worthy cause and suggested that she was safe to proceed.[104]

Early fund raising efforts were encouraging. As expected, residents from Dover and Clarksville contributed the majority of the money. In November 1927, Runyon wrote to the Secretary

Figure 2.7 Dover Hotel, c. 1927

of State Earnest N Haston about the matching grant. He requested the estimate for restoration and scheduled a meeting of the State Monument and Memorial Commission on February 25, 1928, to discuss the hotel project. The Commission voted to match up to $5,000. Mrs. Hobing began expressing impatience with the Fort Donelson House Historical Association, but Judge Newell A. Link, of Dover, represented the FDHHA negotiating with Mrs. Hobing and her daughter Lizzie. Link established a purchase price of $1,000 and offered Mrs. Hobing a salaried position as caretaker of the museum when it was opened to the public. Judge Link prepared the sale documents but the unexpected death of Lizzie Hobing delayed closing. In the end, the Association paid $1,000 for the Hotel on lot 112 and for the "old Bell cottage" on lot 111. The deed was legally transferred on March 10, 1928.[105]

War Department Development (1928-1933)

Public Law 187 gave the Secretary of War and the War Department the authority to create and maintain a national military park at Fort Donelson. The Superintendent of the National Cemetery became custodian of the entire park under the general command of the Quartermaster General.

102 Bearss, *Historic Structures Report*, 34.

103 Ibid., 34-35.

104 Ibid., 36.

105 The "Bell cottage" on lot 111 was the house Mrs. Hobing constructed for her daughter and herself prior to selling the property to the NPS.

The legislation also created a three-member commission to develop a plan for creating the park. The Fort Donelson Commission included a representative from the U.S. Army Corps of Engineers, a veteran of the Union Army, and a veteran of the Confederate Army. On July 19, 1928, the Fort Donelson Commission was formed with Major John F. Conklin, Assistant to the District Engineer at Nashville, representing the Corps of Engineers, E. P. Martin of Big Rock, Tennessee representing the Confederate veterans, and Charles O. Matthews of Nashville representing the Union veterans.

The responsibilities of the Commission, as defined in the legislation, included inspecting the battlefield, recommending land acquisition, studying historical records, and providing a recommendation about interpretation "with view towards marking such field for historical and professional military study." The Commission's report was due on December 1, 1928. The Commission elected E. P. Martin chairman at their first meeting on September 14, 1928 at the Dover courthouse. The Commission met again in October, when they spent two days inspecting the battlefield.

They submitted their report to the Secretary of War on November 28, 1928. The report provided an assessment of existing conditions, a list of recommended land acquisitions, recommendations on physical development of the site, and an initial interpretive plan for the Park. According to the Commission, the trenches of the fort and water batteries were in good condition and "can easily be restored to Civil War conditions." They suggested that cannon be installed at the water batteries "to duplicate insofar as possible the Confederate armament of these batteries at the time of the battle."[106] The Commission reported that Confederate entrenchments, the 2.5 mile line of earth work rifle pits, were in good condition except for the easternmost section of the line, closest to the town of Dover, which had been obliterated. According the National Register Nomination for Fort Donelson, the far left wing of the entrenchments had been "completely obliterated by a housing development, while the remainder of the left wing has been subjected to heavy erosion. The right wing is the best preserved segment of the line. The superior slope averages 1½ to 2 feet in thickness, while the pits average 6 to 7 feet wide at base. Height of the outside walls varies with location, but average about 5 feet."[107]

The Committee suggested that Government-owned land, which at that time consisted of the Corps of Engineers reservation at Lock D on the Cumberland River and the National Cemetery be consolidated to become the nucleus of the park. The Corps of Engineers constructed the dam and lock on the Cumberland River in 1916. The Committee, recognizing the limited funds available for land acquisition, recommended against purchasing the entire battlefield. They suggested focusing resources to acquire the earth work fort adjacent to the Corps of Engineers' property, the water batteries, and a strip of land approximately 2¾ miles long by 150 feet which contained the outer line of Confederate entrenchments. They also recommended purchasing eight individual 1/8 acre plots to install historical tablets to "mark the outstanding features" of the battlefield. They estimated the cost of purchasing the 28 acres around Fort Donelson and the water batteries to be $2,400. The 53.24 acres around the Confederate entrenchments would cost an estimated $4,575. The eight plots for tablets would cost an estimated $80. With additional funds hopefully available in the future, the park could acquire the land that was the scene of the battle on February 15, 1862.[108]

The Commission also reported that the State of Tennessee was planning to construct a new highway through Stewart County that would pass through Dover and travel near the proposed Military Park site. The Commission suggested the federal government coordinate with the state to build a park entrance road connecting the new highway and the old fort and water batteries. Additional roads providing access to the rifle pit entrenchments could be built in the future. (Tennessee State Highway 76 is today concurrent with U. S. Highway 79 in Stewart County.)

106 Peterson, *Administrative History,* 34.

107 National Park Service, *Fort Donelson National Military Park and National Cemetery, National Register of Historic Places Inventory—Nomination Form, 1976.* (Continuation Sheet Number 7, p. 2).

108 Peterson, *Administrative History,* 32.

The Commission did not recommend extensive landscape improvements within the park except for marking the boundary with a fence. The only landscape maintenance recommendations were to clear trees and underbrush from the earthworks. They estimated the annual operating costs for the park, which included staff salaries, material, and supplies, to be $8,600.

They presented an interpretation plan that included 10 tablets describing the battle events, two markers for the fort and water batteries, 42 tablets and four pointers to explain the Confederate entrenchments, and eight tablets and four pointers to explain the Confederate attack on February 15th. Future additions to the park would include individual state monuments across the park marking the location of different troop positions. According to the report, "the plans as submitted are believed to provide for a complete park containing in some degree all the essential elements of a national military park."[109]

The Quartermaster General Benjamin F. Cheatham, despite having reservations about the cost associated with land acquisition and operation of the park, endorsed the Commission's report on February 13, 1929. He instructed the Commissioners, who were to begin negotiations with local landowners, to push for the lowest possible price.

The proposed transfer of the Corps of Engineers property around the Lock and Dam proved to be complicated and remained unresolved until 1930. The War Department's concern about the land transfer was influenced by an unsuccessful Senate Bill 4173 that proposed transferring all military parks and monuments to the Department of the Interior. The War Department did not want to agree to an interdepartmental property transfer with the Quartermaster that would eventually result in the War Department losing control over the Lock and Dam. The Chief of Engineers for the Corps, who was asked to study the land swap, reported that "it is believed to be feasible… for the lock to be incorporated into Fort Donelson National Military Park."[110]

109 Ibid., 36.

110 Ibid., 38.

The Fort Donelson National Military Park enabling legislation allowed the War Department to "definitely mark all lines of battle and locations of troops within the boundaries of the park and erect substantial historical tablets at such points within the park and in the vicinity of the park and its approaches as are recommended by the Commission."[111] The Judge Advocate General strictly interpreted the language of the law as not permitting any funds to be spent for physical improvements of the site except for interpretive markers. Quartermaster General Benjamin Cheatham suggested the Law be amended to allow the War Department "to construct the necessary roads and walks, plant trees and shrubs, restore and care for the grounds, including the restoration and maintenance of those portions of the old Fort Donelson and of the Confederate water batteries that are located on the present Engineer Reservation."[112] The Judge Advocate General approved the new language allowing the War Department to begin making physical improvements to the park.

Despite the ongoing negotiations between different government agencies, work at Fort Donelson had begun almost immediately after the passage of the law creating the park. After the Quartermaster assigned the superintendent of the Cemetery with the care of the fort, Superintendent Len G. Hood used laborers to clear the fort area of the "densest vegetation" and "planted grass and some trees" (Figure 2.8). Superintendent Hood fell under the direct command of Captain H. J Conner superintendent for Stones River National Military Park. Captain Connor deemed Hood to be unqualified for the position and recommended that Hood be transferred to a "less important cemetery."[113] Captain Chandler assumed responsibility of directing work at the park until August 1930. He made restoration of the "Snake Trench Park" a priority and unsuccessfully negotiated with the State of Tennessee to construct a road along the entrenchments to the fort.[114]

111 Ibid., 37.

112 Ibid., 39.

113 Ibid., 38.

114 Ibid., 41.

Figure 2.8 "Typical Woodland" in Park prior to clearing, c. 1931

Figure 2.9 Same area as Figure 2.8 after clearing, c. 1931

By August 1930, Captain Conner reported that the War Department had contracts for 13 parcels totaling 42.69 acres. In November, Conner reported condemnation proceeding on an additional 22.6 acres and options on additional 16 parcels. By June 1931, the park had acquired a total of 92.76 acres. There is an early 1930 survey of the property the War Department was considering for acquisition. The proposed boundaries for the park on the map include the "Star Fortifications," the water batteries, and the entire line of the outer entrenchments, not all of which were actually acquired. The map also shows the existing road network (Illustration 2.F).

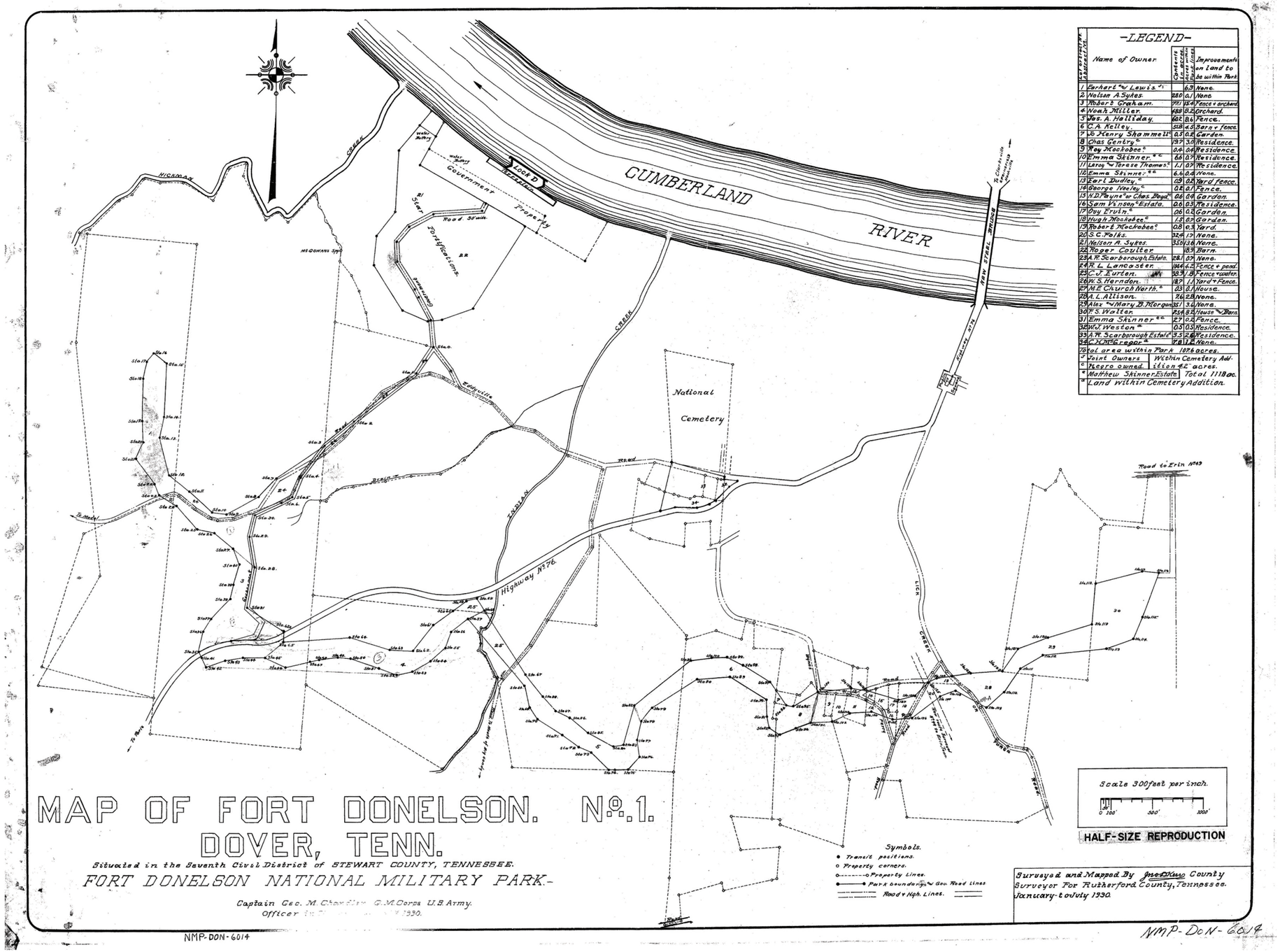
In the early 1930s, Morris C. Folks was the foreman at Fort Donelson Park. He oversaw 10 seasonal employees. During 1931 and 1932, the War Department also utilized Civil Works Administration laborers for construction projects and landscaping. In the fall of 1930, park employees began clearing vegetation off of the outer entrenchments (Figure 2.9). By December approximately 11,000 feet had been completed. Also in the fall of 1930, the War Department began a topographic survey of the property which was completed in May 1931. This survey was used to mark park boundaries and to record progress restoring the earthworks. A second project to delineate the park occurred in early 1933 when concrete markers and transit points marked with brass screws were set along the park boundary.[115]

The Quartermaster solicited bids for material to fence the boundaries of the park. The Keith-Simmons Company of Nashville delivered fence posts in January 1931. The entire park had been enclosed with a 32 inch steel wire fence on tubular steel posts by June 1932 (Figure 2.10). The War Department contracted the Nashville Machine Company to construct a 75 foot flagstaff. The brass bearing pole was erected in the fall of 1931 on a rise near the new entrance to the park. The pole was centered in a level square plaza with pyramids of five solid shot marking each corner (Figure 2.11).

In 1931, the Quartermaster Corps initiated a study of the existing road system and planned new roadways into the park and to provide access to the earthworks. The survey verified the alignment of "old U.S. road" (also known as Lock Road, Lock D Road and Fort Donelson Road) that passed through the abandoned Confederate fort as it traveled to the lock and dam operated by the Corps of Engineers. The federal government also proposed abandoning the old road to the Cemetery and constructing a new road that would connect the Cemetery, Fort Donelson Park, and the new State highway. Local citizens and state officials opposed this plan because the Federal Road was the primary thoroughfare in the town of Dover. The State of Tennessee agreed to construct the entrance road from the new Highway 76 to the fort. Stewart County assumed responsibility for grading and graveling one third of the surface. The federal government would furnish right of way, gravel the other two thirds, and assume maintenance of the new road. By September 1931, the road was mostly graded and graveled. Fort Donelson Road extended down the spine of a ridge connecting the new entrance to the park at the State highway to the old Confederate fort. The road was completely tarred by June 1932 (Figure 2.12).

Between 1931 and 1933, in addition to constructing Fort Donelson Road, the War Department completed a series of road projects within the park

115 Ibid., 54.



-LEGEND-

Name of Owner	Contains in acres	Improvements on Land to be within Park
1 Farhart [c] w/ Lewis [+]	6.3	None.
2 Nelson A. Sykes.	28.0	0.1 None.
3 Robert Graham.	79.1	15.4 Fence + orchard.
4 Noah Miller.	48.8	0.2 Orchard.
5 Jos. A. Nall Estate.	60.2	8.6 Fence.
6 C.A. Kelley.	51.8	6.5 Barn + fence.
7 [c] Henry Shammel [c]	0.5	0.2 Garden.
8 Chas Gentry [c]	19.7	3.0 Residence.
9 Ray Mockabee [c]	0.4	0.4 Residence.
10 Emma Skinner [c]	0.5	0.7 Residence.
11 Leroy [c] w/ Terese Thomas [c]	1.1	0.7 Residence.
12 Emma Skinner [c]	6.6	0.4 None.
13 Earl Dudley [c]	0.9	0.2 Yard fence.
14 George Wesley [c]	0.2	0.1 Fence.
15 W.D. Payne [c] w/ Chas Boyd [c]	0.6	0.4 Garden.
16 Sam Vinson [c] Estate.	0.6	0.3 Residence.
17 Guy Ervin [c]	.06	0.2 Garden.
18 Hugh Mockabee [c]	1.5	0.2 Garden.
19 Robert Mockabee [c]	0.8	0.3 Yard.
20 S.G. Parks.	32.4	1.9 None.
21 Nelson A. Sykes.	35.0	3.6 None.
22 Roger Coulter.		18.9 Barn.
23 A.R. Scarborough Estate.	28.1	0.7 None.
24 R.L. Lancaster.	16.6	6.6 Fence + pond.
25 C.J. Furlen.	52.9	1.8 Fence + water.
26 W.S. Herndon.	18.7	1.1 Yard + Fence.
27 M.E. Church North. [c]	0.3	0.1 House.
28 A.L. Allison.	7.6	2.8 None.
29 Alex [c] w/ Mary B. Morgan [c]	35.1	3.6 None.
30 F.S. Walton.	25.6	8.2 House & Barn.
31 Emma Skinner [c]	2.7	0.2 Fence.
32 W.J. Weston [c]	0.3	0.3 Residence.
33 A.R. Scarborough Estate	9.3	2.6 Residence.
34 C.J. McGregor [c]	12.8	1.2 None.

Total area within Park 1076 acres.

[+] Joint Owners
[c] Negro owned.
[*] Matthew Skinner Estate.

Within Cemetery Addition 42 acres.
Total 1118 ac.

* Land within Cemetery Addition.

MAP OF FORT DONELSON. No. 1.
DOVER, TENN.

Situated in the Seventh Civil District of STEWART COUNTY, TENNESSEE.

FORT DONELSON NATIONAL MILITARY PARK.-

Captain Geo. M. Chorpening, C.M. Corps U.S. Army. Officer in Charge. 1930.

NMP-DON-6014

NMP-DON-6014

1930 Map of Fort Donelson Park

Figure 2.10 View towards Graves Battery showing fence posts and privet hedge in foreground, c. 1933

Figure 2.12: Fort Donelson Road prior to application of asphalt, c. 1933

Figure 2.11: War Department Entrance with flagstaff visible, c. 1933

Figure 2.13: War Department Graves Battery Loop Road, 1930s

to provide access to different historic resources. The War Department added a gravel loop road extending from Fort Donelson Road to the water batteries. They constructed the Eddyville Loop Road, which turned off historic Eddyville Road towards a line of earthworks that marked the right flank of the Confederate defense. They constructed Graves Battery Loop Road, which intersected Highway 76 across from the main entrance to the park and provided access to Graves Battery (Figure 2.13). They also constructed Wynn's Ferry/ Forge Road Loop Road, which accessed French's Battery from Wynn's Ferry and Forge Road. All these gravel loop roads featured circular parking termini. The new War Department Roads and the surrounding road network are clearly recorded on a circa 1933 Bureau of Public Roads progress map for Fort Donelson National Military Park and Cemetery (Illustration 2.G).

Also during the 1931-1933 period, the War Department completed several limestone piers to mark entrances into the park (Figure 2.14). In June 1932, Captain Connor reported that staff had finished work on two stone piers and a masonry wall with stone gutters at the main entrance into the park. The piers stood 12 feet tall and were

Figure 2.14: View of War Department main entrance piers, 1930s

topped with pyramids of Civil War era solid shot. (The National Park Service moved the limestone piers closer to the highway in the 1960s.) The curved masonry wall, also of Tennessee limestone, flanked the entrance road and terminated in 3 foot square piers also topped with a stack of cannon shot. An NPS map from 1934 clearly shows the location of the stone piers, retaining wall, and cannon installed by the War Department (Illustration 2.H). Stone piers were also constructed at the entrance into the Confederate fort, at Forge Road near French's Battery and at the loop road to Graves Battery (Figure 2.15).

Figure 2.15: View towards Graves Battery with original entrance piers visible, c. 1935

Figure 2.16: Workers repairing gravel road within Fort Donelson, c. 1933

Figure 2.17: View of interior of Fort Donelson, 1930s

Each pier features a bronze tablet manufactured by the John Harsch Bronze Foundry Company in Cleveland.[116]

In the spring of 1932, Walter T. Murray became the superintendent of Fort Donelson. His supervisor Captain Conner gave him a favorable review that summer when he reported that "the present Superintendent, Mr. Walter T. Murray has demonstrated his fitness by quickly bringing the cemetery up to a high standard of maintenance; and he is well qualified for continuance as Superintendent of the National Military Park."[117] In the same report, Conner wrote that Morris C. Folks "who has been employed since inception in bringing about county cooperation whereby considerable roadwork has been done out of the gasoline tax of the county." In addition to Murray and Folks, there were between six to nine seasonal laborers employed by the park between July 1932 and July 1933 (Figure 2.16).[118]

Morris Folks took photographs of the park in the fall of 1931 recording the conditions of the landscape during the period. A photograph of the interior of Fort Donelson shows the trees the War Department planted to combat erosion. The trees appear concentrated near to top of the ravine and along the Confederate earthwork (Figure 2.17). The slopes are completely cleared of vegetation and show evidence of erosion, likely the result of the area being used for farming and pasture in the decades preceding the creation of the park. According to Captain Connor, the trees growing in the "bowl" included "oak, tulip, hickory, gum, and red cedar, with an understory of flowering dogwood and redbud" (Figure 2.18).

In the first years, the War Department planted "approximately 5,000 trees, shrubs, and flowers" throughout the park in an effort to reforest the area.[119] Much of the landscaping work concentrated on stabilizing the historic earthworks (Figure 2.19). Captain Conner, in a report on construction at Fort Donelson, commented that "the preservation of the earthwork trenches against erosion has been and will be for some time one of the major problems." In addition to planting the earthworks, they constructed some stone dams across ravines and in the earthworks to slow the surface flow of water (Figure 2.20). Despite the earthworks being in "a remarkable state of preservation," Captain Conner found "it was necessary to throw the trenches back up again for long stretches."[120] A 1993 report on archeological excavations of the exterior earthworks concluded

116 Ibid., 49.

117 Ibid., 60.

118 Ibid., 61.

119 Ibid., 53.

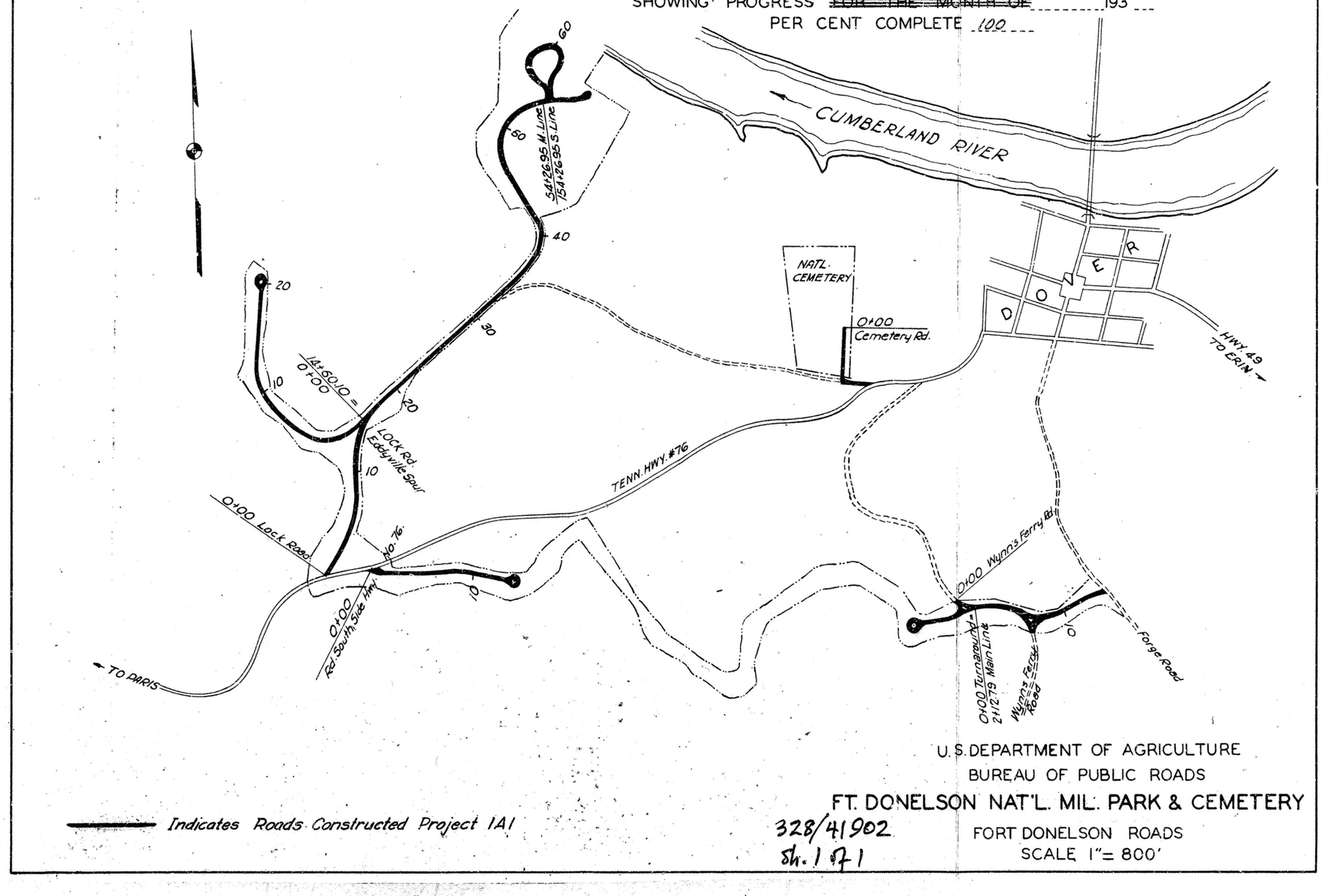
120 H.J. Conner, *Report on the Construction of Fort Donelson National Military Park*.War Department Memorandum, June 14, 1932, 3.

*FINAL PROJECT I-A-I

PROGRESS MAP

SHOWING *PROGRESS ~~FOR THE MONTH OF~~ _____ 193 ___

PER CENT COMPLETE 100 ___



U.S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

FT. DONELSON NAT'L. MIL. PARK & CEMETERY

FORT DONELSON ROADS

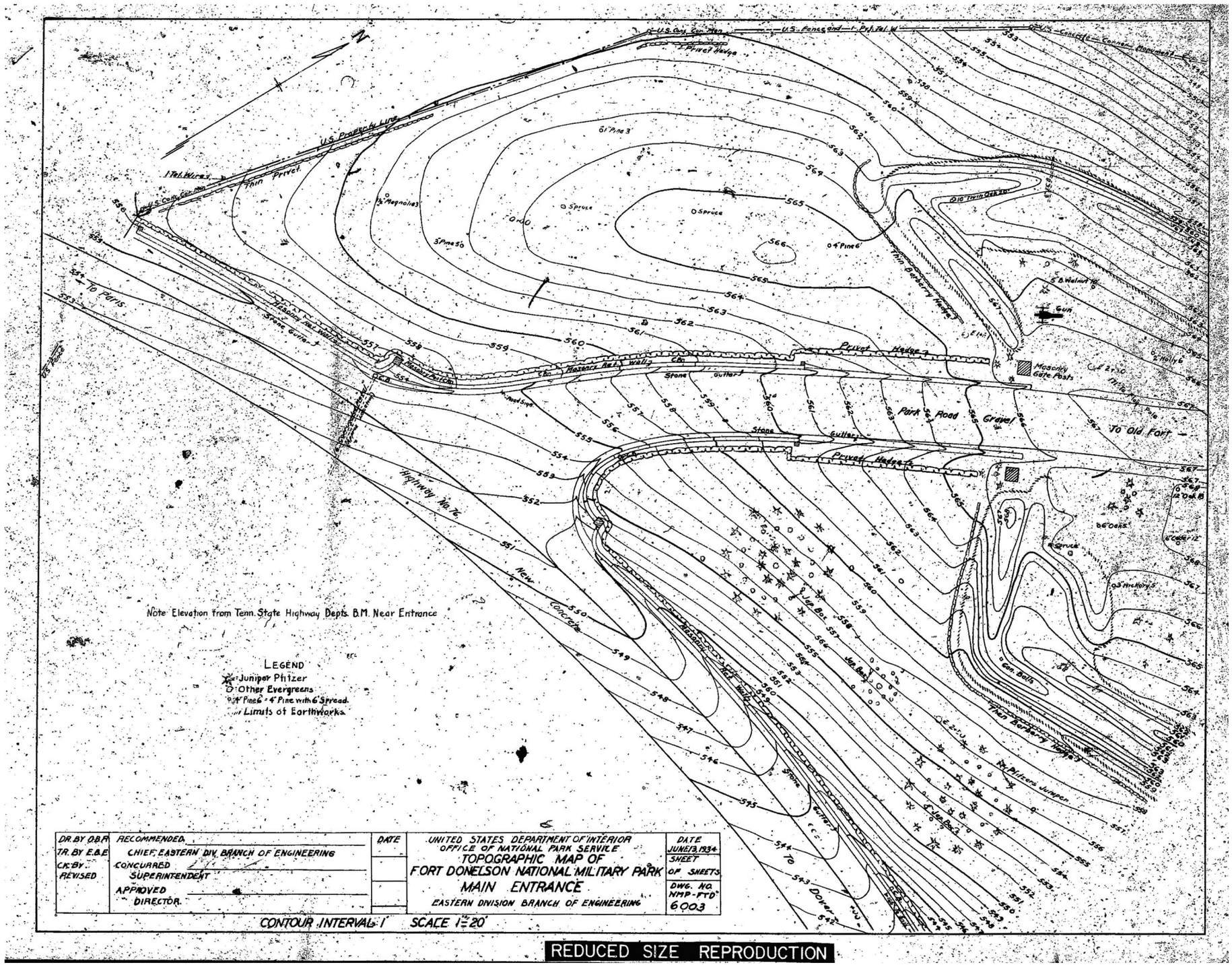
SCALE 1"= 800'

Indicates Roads Constructed Project IA1

328/41902

Sh. 1 of 1

Final Progress Map



1934 Park Entrance

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.H

Figure 2.18: Redbuds planted for erosion control in fort, 1930s

Figure 2.19: View of earthworks, c. 1932

"the section of earthworks from Sandy Road to Maney's Battery is an original section that has been added to through reconstruction. The remainder of the earthworks appear to be reconstructions built in the 1930s) by the War Department.[121] The Fort Donelson "Bowl" and the water batteries were plowed, raked and seeded with a variety of grass seed, including "red top, blue grass, white and bush clover."To improve drainage at the outer entrenchments, laborers at this time cut through the earthworks and installed drains. Reports indicate that laborers raked and reseeded approximately 25% of the outer entrenchments.

Park employees and Civilian Works Administration (CWA) laborers completed several landscape beautification projects in the 1931-1933 period. They planted clumps of boxwood around the flagstaff plaza. They planted various evergreen shrubs, including Japanese boxwood, privet, and Pfitzer juniper, in formal arrangements around the entrance columns and in the open space around the entrance to the park (Figure 2.21).

In 1931, Captain Conner provided text and locations for 39 interpretive markers to be placed around the park. The Army War College had prepared the data for the interpretive markers the previous year. The Park Commission approved Conner's recommendation in June 1931. The War Department awarded the contract for 40 cast iron markers to the Newman Manufacturing Company of Cincinnati, Ohio for $1,600. The following July 1932 Captain Conner reported

Figure 2.20: War Department stone check-dam, 1930s

Figure 2.21: View of formal planting at park entrance, c. 1935

to the Quartermaster General that the Newman Manufacturing Company was behind schedule and failed to produce a satisfactory mock-up of the tablets. Upon Conner's recommendation, the Quartermaster allowed the contract to expire on July 6, 1932. The contract for 40 tablets was then given to the Ross-Meehan Foundries of Chattanooga. The Quartermaster ordered an additional 10 tablets in September 1932. All 50 of the 4 by 3 foot tablets were delivered on schedule that fall 1932. Jefferson Foundries in Birmingham Alabama produced 50 cast iron stands for the tablets.

121 John Cornelison and Scott Legge. *Report on Archeological Investigations of Possible Graves, Exterior Earthworks, and Historic Roads at Fort Donelson National Battlefield, Dover Tennessee* (Tallahassee, FL: Southeast Archeological Center, National Park Service, 1993), 26.

Soon after the official transfer of administration of Fort Donelson to the War Department on April 7, 1932, the Fort Donelson Commission was formally dissolved. The dedication ceremony for the Fort Donelson National Military Park was held on July 14, 1932.

The Quartermaster General's Office proposed legislation on behalf of the War Department to authorize funds to purchase an additional 41 acres near Maney's and French's Batteries. General Douglas McArthur, Chief of Staff of the United States Army, wrote a letter in support of the appropriation request, but it was denied. No major land acquisitions would occur at Fort Donelson again until the 1960s.[122]

Superintendent Walter Murray was the commanding officer of the both the park and the FDNB during this period. While the development of the military park was the focus of the War Department's construction activity, they made important improvements at the cemetery. The public entrance to the cemetery was completely redesigned after the War Department approved in January 1930 the construction of a reconfigured parking area on the entrance road in front of the gate into the cemetery. The project was completed over the next few months. The entrance road led to a curb lined parking area with a central, grassed island that provided vehicles a way to turn around and depart. Later that year 17 pine trees were planted in the open space west of the entrance drive. Other improvements included drains cut through the stone wall on the west side of the cemetery in March 1930 to shed water collecting behind the wall.

A Fort Donelson National Military Park Progress Report, dated April 1, 1931, mentioned a contract being signed with a local contractor to build a kitchen addition to the lodge. The superintendent first reported the need for the kitchen the previous year. The size and location of the addition was influenced by the location of the cistern on the east side of the lodge.[123] The wood arbors over the cisterns are recorded removed in 1931.

During this period, the FDHAA undertook a major restoration of the Dover Hotel. Mr. Charles Speight developed a list of priority repairs to stabilize the Dover Hotel. His recommendations included replacing the roof and front porch, both of which were beyond repair. Ed Walter, a Dover resident, was the local representative of the Association's building committee. Walter supervised the contractors and made regular reports to Mrs. Runyon and FDHHA officers. In the first few years of their owning the house, the FDHHA poured all of their resources into the effort of opening it to the public. The initial restoration projects undertaken in 1928 included stabilizing the brick chimneys, installing new floor joists and a new floor in the basement, and replacing the rotten sill along the rear foundation. Workers dug a drainage ditch to carry water from the south side of the building.

In the following year, 1929, workers stripped the interior walls in search of evidence of the original configuration of rooms. Based on the marks, the contractor reconstructed the "original" condition of the hotel. Workers replaced the porch columns and decking on the lower porch. In July, the exterior clapboards were replaced and a bay window on the north elevation, the location of an original brick chimney, was repaired. The contractor also installed a new wood shingle roof. In 1930, work continued on the house, as the contractor replaced the window frames and sashes. Landscape work included improving the drainage around the house. Workers installed new gutters and a drainage ditch to carry water away from the house. A local contractor, B. Carney, graded the yard and installed an iron fence in front of the hotel along Petty Street. The Stewart County Times, on May 21, 1930, quoted Mr. Speight as saying: "We found the house to be in extremely bad repair and have had to practically rebuild it. . ." According to Ed Bearss, the FDHHA's restoration "completely eliminated many of the original features and details of the early building."

In the summer of 1930, the FDHHA pushed to finish the project so to coordinate the opening of the house museum with the September 1st opening of the new Sidney C. Lewis Bridge over the Cumberland River. In an effort to promote the building, reporters were given an advance tour of the building. One wrote that "down a [winding] stairway between whitewashed walls, on steps to the basement dining room where General Buckner,

122 Peterson, *Administrative History*, 44.

123 Frank Baker became Superintendent in July 1939.

at his breakfast of black coffee, received General Lew Wallace. This room is now the museum proper."[124]

Also during this period, the United Daughters of the Confederacy's efforts to erect a monument to the Confederate soldiers continued and were finally rewarded in 1933 (Figure 2.22). The Tennessee Division of the UDC secured a matching grant from the State of Tennessee Legislature to finance the construction of the monument. Mrs. Leech again turned to Representative Byrns to assist in the negotiations with the War Department about locating the monument. The selected site was in an area believed to be the location of a mass grave of 500 Confederate Soldiers. The Quartermaster General approved the UDC site on March 18, 1933, and requested that the Army War College assist the UDC with the text for the monument's inscription.[125]

The Muldoon Monument Company of Louisville, Kentucky, won the contract for the 32.5 foot tall obelisk set upon a concrete foundation. The silver gray Georgia marble shaft was 3 feet and 10 inches wide at the base and 2 feet and 2 inches wide at the top. A bronze statue of a Confederate soldier stands upon an inscribed pedestal in front of the monument. A single, concrete walkway with three flights of stairs provided access to the monument from the park road (Illustration 2.I). The monument was completed in May of 1933 and dedicated on June 3, 1933. The War Department installed four Civil War cannon at four Confederate batteries located in the outer defenses—French's, Porter's, Jackson's, and Maney's Batteries.

Early National Park Service Period (1934-1952)

In 1933, President Franklin Roosevelt signed executive order 6166 transferring historic parks and properties of the War Department and the Department of Agriculture to the National Park Service (NPS). The transfer of both FDNC and the Fort Donelson Military Park took place on August

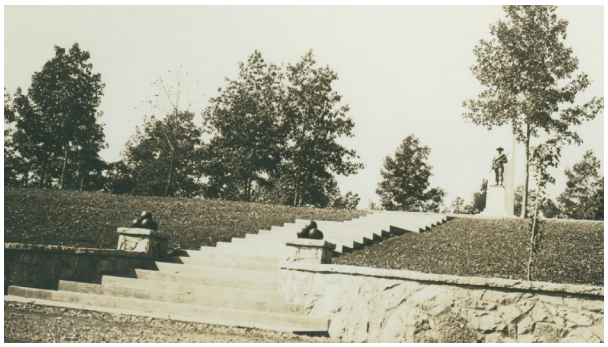


Figure 2.22: UDC Monument shortly after construction, c. 1933

10, 1933. The superintendent of the National Cemetery was the supervising administrator of both entities until August 31, 1950 when "Cemetery" was dropped from the official park name and the superintendent of the National Military Park became the chief administrative official of the entire park.[126]

While an NPS master plan would not be completed until 1940 (Illustration 2.J), the NPS immediately began to reshape the Military Park utilizing federal funds available through the National Recovery Act (NRA). The NPS utilized 400 CWA laborers to work on a number of landscaping projects. In November 1933, the Park received $11,250 of NRA funds for seven projects. One early project was to "reconstruct the batteries and all of the outer defenses. These reconstructions consisted of heaping additional earth on the existing mounds, clearing trees and other vegetation, and checking erosion."[127] The other projects included planting trees, laying sod in the park, improving roads, controlling erosion, adding gravel to roads, and cleaning up the gutters and shoulders of the roads.[128]

Erosion control projects included stabilizing the earthworks with turf and planting "several hundred Black Locust, Honeysuckle and Coral berry" vines in the gullies in the park. The slopes of the earthworks were sprigged with Bermuda sod collected from local farms. On places where

124 Clarksville Leaf Chronicle, August 30,1930; quoted in Bearss, *Historic Structures Report*, 54.

125 Peterson, *Administrative History,* 53.

126 As discussed below, the name of the park will change in 1985 to the Fort Donelson National Battlefield.

127 National Park Service, *Fort Donelson National Military Park and National Cemetery, National Register of Historic Places Inventory—Nomination Form*, 1976. Continuation Sheet Number 8, p. 32.

128 Styles, et. al., 12.

erosion was especially severe, the NPS planted honeysuckle vines and built rock dams in the gullies. In 1934, laborers brought in "approximately 615 cubic yards of black loam . . . from nearby woods" to top dress eroded places around the park (Figure 2.23).

A "Final Report of the Civil Work Program" at Fort Donelson described the landscaping performed under the supervision of Landscape Foreman Isiodore Gelber. According to the report "10,404 native trees, shrubs and vines have been planted, of which number, 4,934 were planted in the park and 5,470 outside the park…. Trees, shrubs and vines were donated by the citizens of Stewart County." They planted oak, tulip poplar, hickory, sweet gum, and red cedar trees in the vicinity of the fort. The final CWA project was completed in April 1934.[129] The effects of the NPS and War Department plantings are clearly visible in an aerial photograph taken of the Fort Donelson area in 1939, which shows the trees planted to stabilize the fort's earthworks (Figure 2.24).

Kenneth B. Simmons, Resident Landscape Architect for the NPS reported on improvements undertaken by Landscape Foreman Gelber in the summer of 1934. Topsoil, 13,000 honeysuckle vines, and Bermuda sod were used to stabilize the slopes around the Confederate fort. They removed an allée of maple trees that the War Department had planted along Fort Donelson Road and a collection of Lombardy poplars at the park entrance on Highway 76. They replanted 32 of the best maple trees in an informal arrangement around the northwest boundary of the park around the Lower Water Battery. According to the report, approximately 1,200 native trees and shrubs were planted including redbuds, dogwoods, holly, locust, coralberry, sassafras, and mountain laurel.

A Report from Robert Andrews, junior landscape architect, to Thomas Vint Chief Architect with the NPS, described the aesthetic of the landscape projects in the 1930s as "woodland planting," featuring informal groupings of both evergreen and deciduous trees and shrubs. He wrote that "typical woodland group plantings have been introduced to the right and left of the main entrance to the park. On the right side the major portion of the planting has been to the rear of

129 Ibid. 12.

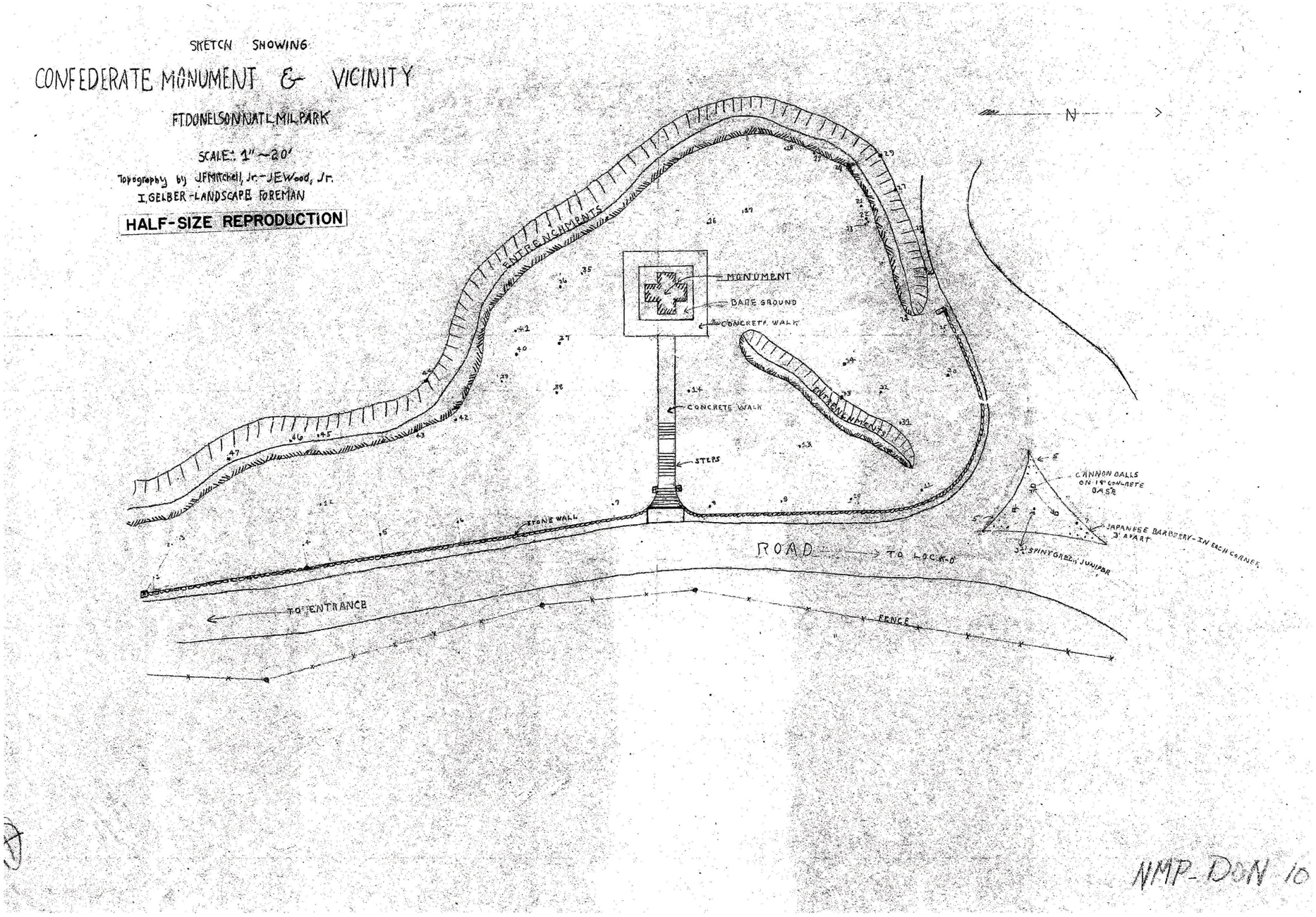
Figure 2.23: Honeysuckle planting for erosion control, c. 1935

Figure 2.24: Detail of 1936 Aerial

the breastwork. A few deciduous trees have been placed in front of the breastworks but in such a manner that they will not screen any views."[130] A map showing proposed changes to the landscape around the front entrance to the park provides evidence that the NPS landscape aesthetic was different than the War Departments. In the plan, which calls for "removing and regrouping exotic plant material," they removed the exotic evergreen shrubs planted along the retaining wall and in the open space east of the entrance drive (Figure 2.25). They also removed a barberry hedge that the War Department had planted at the base of earthworks in that area of the park (Illustration 2.K).

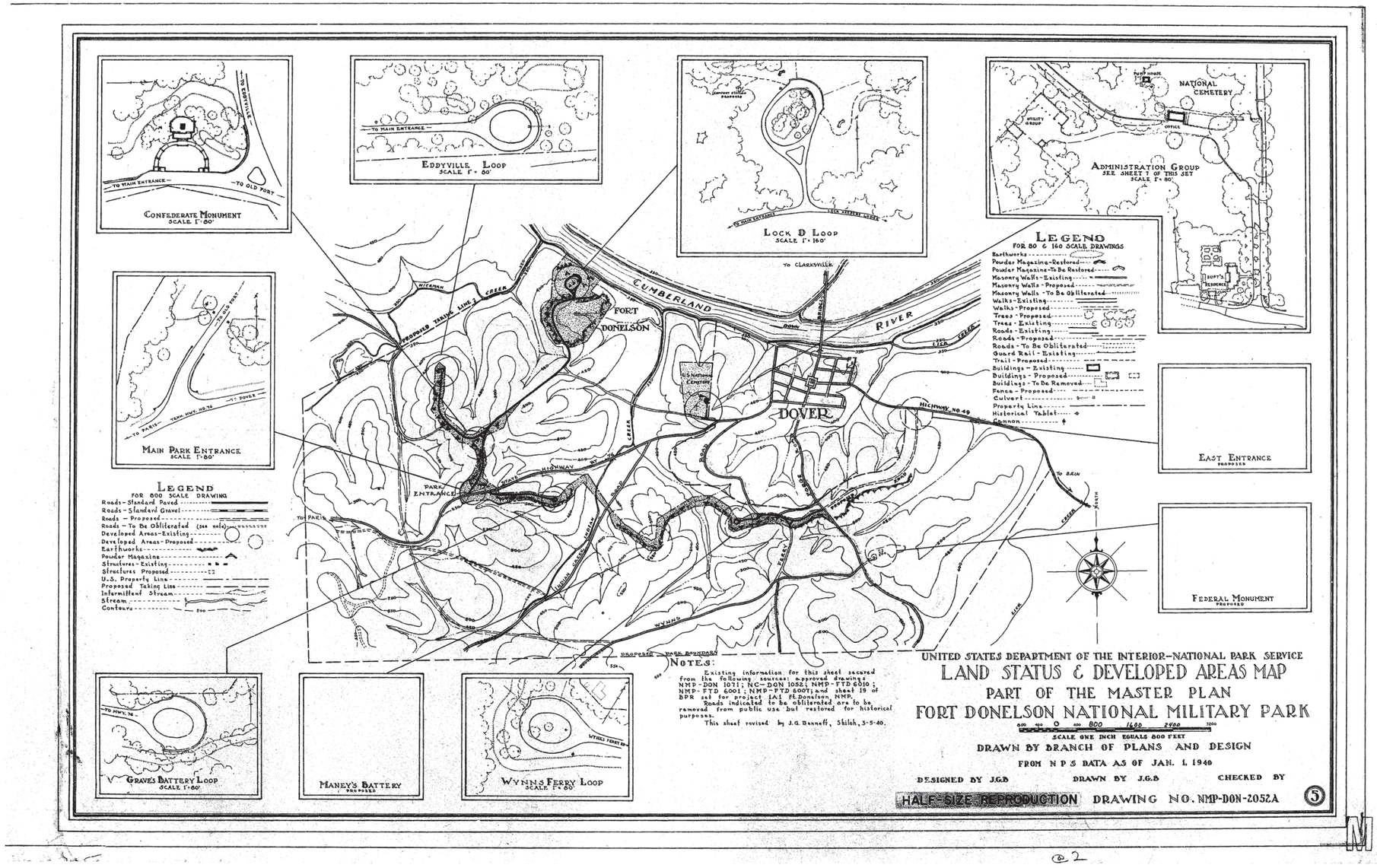
The NPS was increasingly concerned about the park's view shed and the encroachment of residential development. Superintendents recommended the NPS purchase neighboring

130 Robert Andrews to Thomas Vint, 6 December 1935, Fort Donelson Archives.



Original UDC Monument

Illustration 2.1

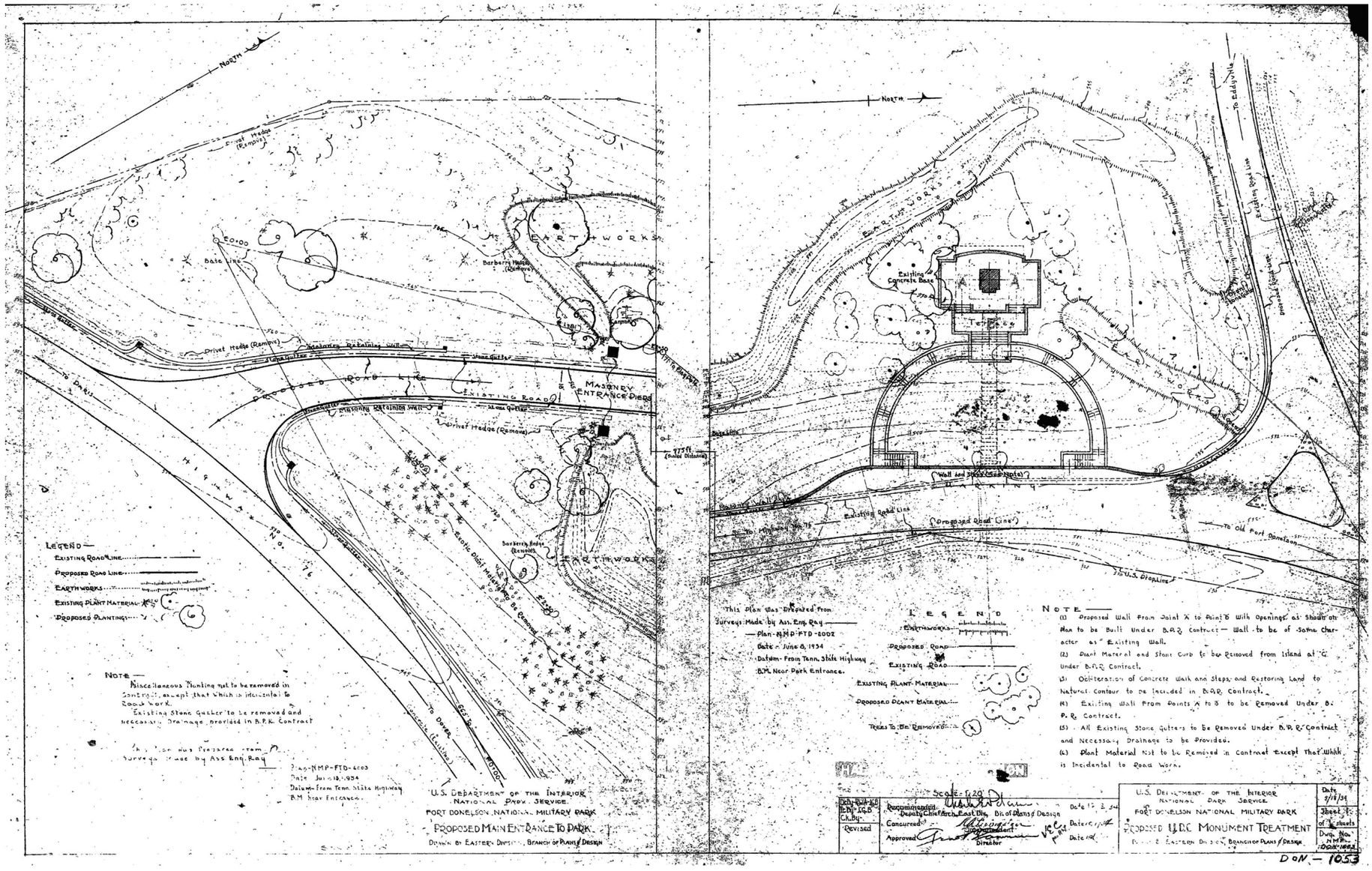


Land Status and Developed Areas

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.J



Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Proposed Entrance and UDC Monument

Illustration 2.K

Figure 2.25: Retaining wall with privet hedge, c. 1935

Figure 2.26: Commercial Development near park entrance, c. 1940

parcels to better control the park's edges and the NPS completed a survey of adjacent lands for potential acquisition in the 1940s. Several NPS funding requests to purchase property were unsuccessful (Figure 2.26). Meanwhile, maintenance crews cleared views towards historic resources where vegetation had become overgrown and planted screens to block views towards houses adjacent to the park's boundaries. The crews planted evergreen trees and shrubs along the park's property line in the vicinity of Wynn's Ferry Road. Plants used in the screening projects include eastern red cedar, Austrian pine, Scotch pine, and Deodora cedar (Figure 2.27).

Figure 2.27: Evergreen screen at Wynn's Ferry Road, c. 1935

In the mid-1930s, the NPS completed several construction projects to improve upon the park's infrastructure developed by the War Department. A 1934 map of proposed road projects shows that the NPS was interested in improving the circulation system begun by the War Department (Illustration 2.L). The map also includes several projects that were not completed. The NPS created a new design for the "Loop Roads" converting them from circular to elliptical (Illustration 2.M). However, this proposed modification to the Eddyville Road loop was never implemented. By 1936, the NPS had also completed several upgrades associated with the road system. They re-graded "ditches along four miles of road within the park" and installed new drainage features (Figure 2.28). They applied a layer of asphalt over the loop roads, which were gravel when they assumed maintenance of the park. They installed a stone guardrail at the loop road to the water battery (Figure 2.29 and Illustration 2.M). The NPS planted the areas around the parking loops with ornamental shrubs including spirea and barberry. In 1936, the NPS "considerably formalized the approach" to the UDC monument when they

Figure 2.28: Stone headwall and gutter, c. 1935

Figure 2.29: NPS stone guard wall at Water Battery loop road, c. 1940

created a new semi-circular walkway. They added cut stone steps and a tiered cement walkway that led from a new parking pull out set into a rock-faced retaining wall[131] (Figure 2.30 and Illustration 2.K).

The National Cemetery, at the time of its transfer to the NPS in 1933, retained much of the landscape character-defining features established before and recorded on the 1892 map of the cemetery (Illustration 2.E). In the first two decades of their management, the NPS made minor additions and alterations to the cemetery. The NPS completely reworked the War Department circular driveway at the entrance to the National cemetery. The gates along the entrance drive were removed and a new stone wall was constructed around the enlarged parking area. An NPS Branch of Plans and Design drawing, dated September 20, 1934, (Illustration 2.N) noted that the "proposed stone masonry wall at parking area to be similar in character to existing cemetery wall and 20 inches above grade of parking area.... Walks, stone curbs... existing stone wall that fall within the parking area to be removed."[132] In June 1935, workers from the Public Works Administration completed a brick pump house over the well west of the superintendent's lodge.[133] In March 1940, Superintendent Baker proposed removing the cannon used as gate posts at the Cemetery entrance and mounting them at Confederate land battery positions at the Battlefield Park (Figure 2.31). According to the March Superintendent Report, they cannon posts were "to be replaced with stone posts of the same material as cemetery walls." Planting plans and photographs during this period show a landscape with a dense canopy of trees, with numerous evergreen trees, including white pines and eastern red cedars. A ring of boxwood shrubs form a circle around the central gun monument and other ornamental shrubs and grasses decorate the grounds (Figure 2.5, Figure 2.32, and Illustration 2.N).

Figure 2.30: UDC Monument during NPS era, c. 1940

Figure 2.31: Cemetery gate with cannons, c. 1932

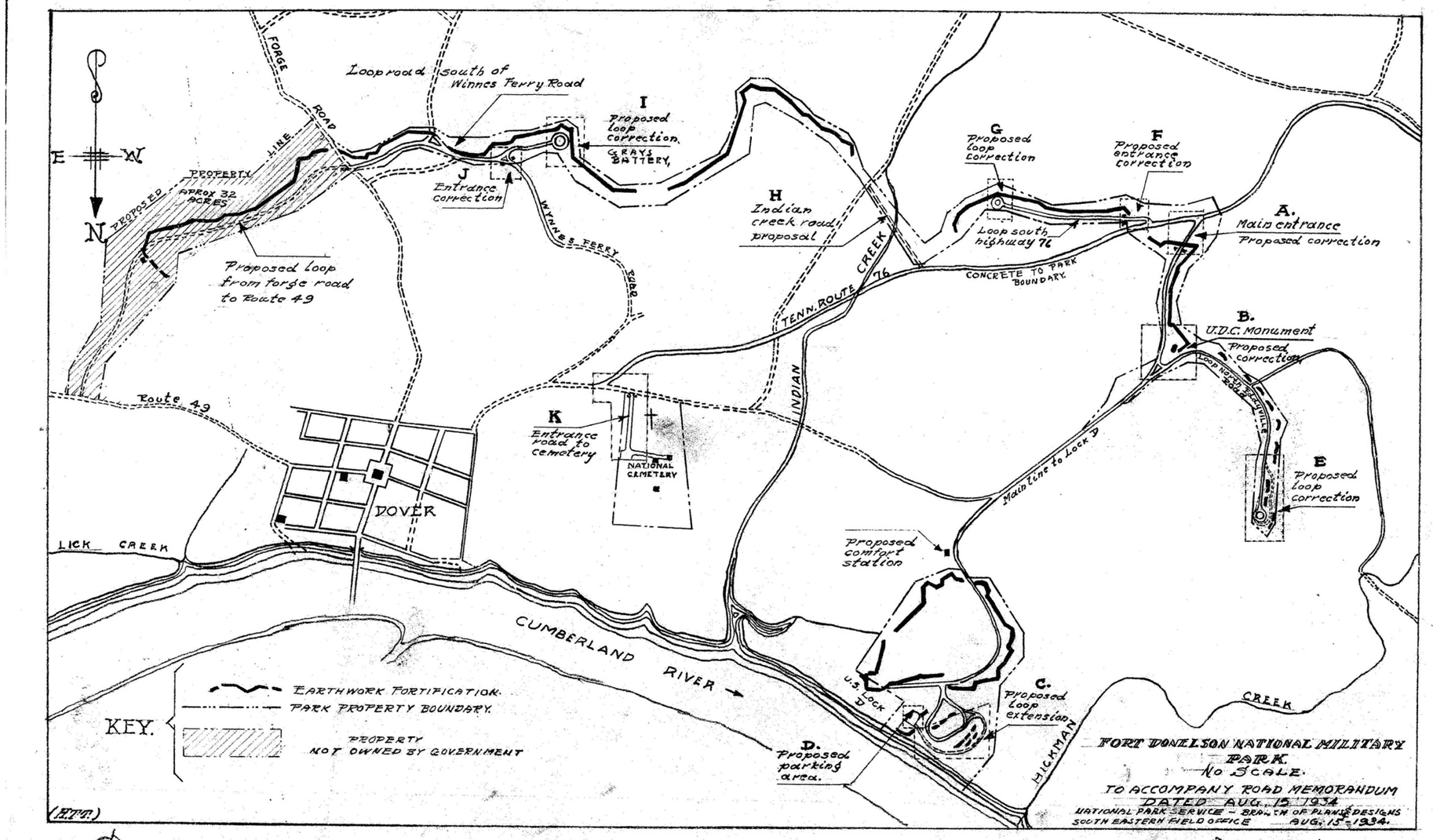
Figure 2.32: Early twentieth-century postcard of the Cemetery and Lodge

The NPS received ownership of the water batteries area from the Corps of Engineers on August 30, 1937. The Corps of Engineers retained ownership of an eight acre parcel of land and a collection of buildings associated with the maintenance of the Lock (Illustration 2.O). A 1934 NPS planting plan to screen the "Engineer's House" at Lock D shows the distribution of buildings on the lot during this period. In addition the gable fronted house, there are a garage, a chicken house and a well house. The west third of the lot is fenced and shown to be a "Chicken lot." The NPS planting plan supplemented an existing privet hedge with a variety of native plants including red maples, flowering dogwoods, black walnuts, eastern red

131 National Park Service, *National Register Nomination Form,* Continuation Sheet Number 8, p. 32.

132 This drawing, in the archives at Fort Donelson, also has several revision notes and landscape features that were not completed.

133 The pump house was converted to public restrooms in 1955. The well continued to be used as a source of water from the heat pump until March 1989 when it was finally abandoned.



NMP-FtD-1051

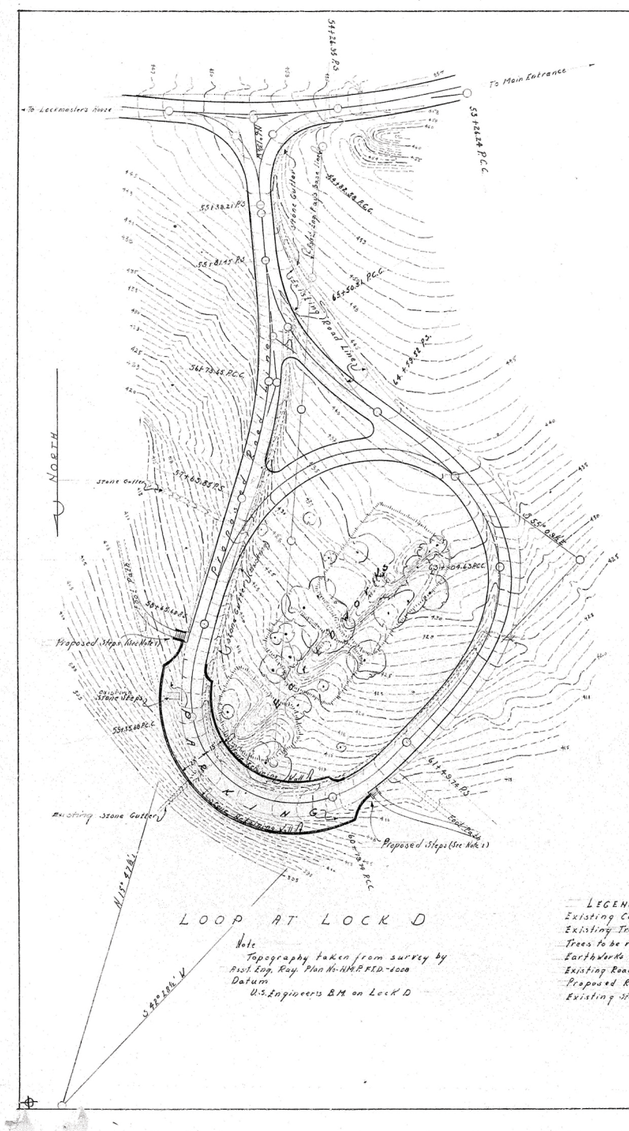
NMP-DON-1051

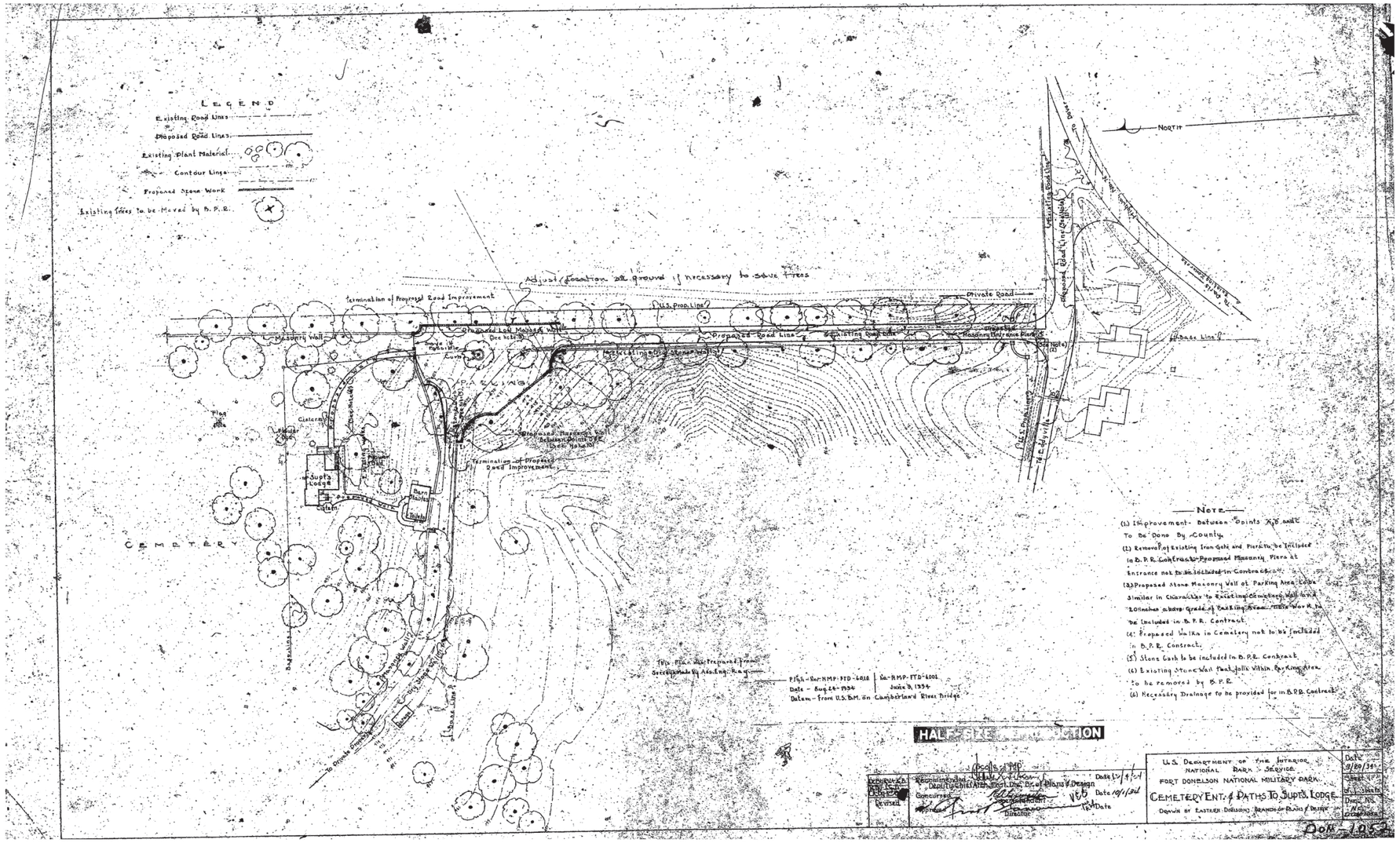
1934 NPS Proposed Road Projects

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.L


To Main Entrance
To Lockmasters House
North
Stone Gutter
Existing Road Line
Proposed Road Line
Proposed Steps (See Note 1)
Existing Stone Gutters
Proposed Steps (See Note 1)
Stone Gutter

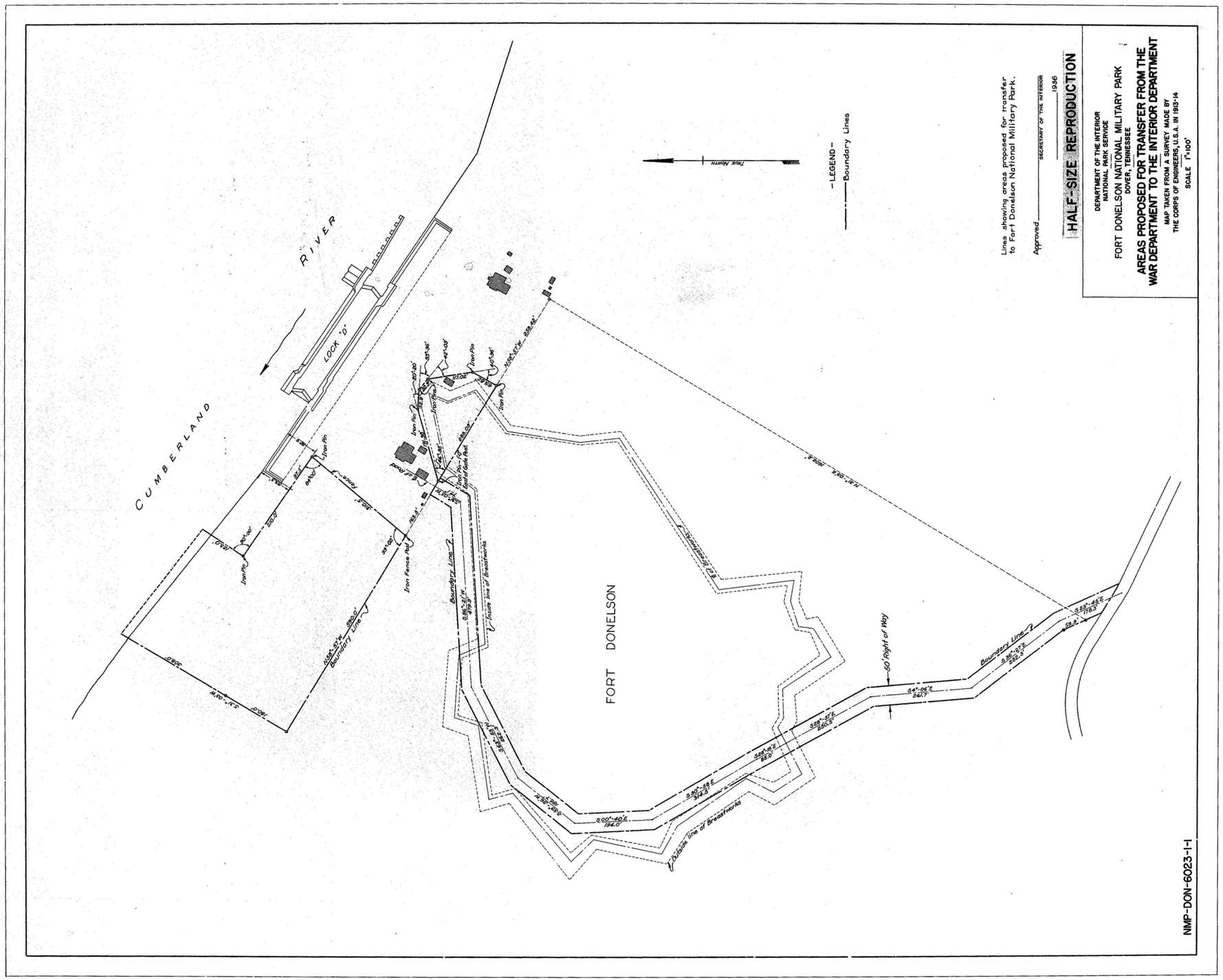


1934 NPS Cemetery Road Entrance Plan

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.N



1936 Proposed Property Transfer

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.O

cedars, black cherries, stag horn sumac, and rose acacia. This planting apparently thrived because it is plainly visible in the 1939 aerial of the property (Figure 2.24).

The road to the USACE property is also visible in the aerial. The War Department had improved the existing road to the lock that became the main road through the park, eventually called Fort Donelson Road. The road passed through the lock keeper's lot and continued to another house, where it switched directions and led down to the lock area on the banks of the river. This second house was constructed sometime between 1926 and 1936. Like the lock keepers house, it was a frame house, painted white, with a gable roof. It also had several outbuildings, including sheds and a garage.

With four Civilian Conservation Corps laborers, William Luckett, junior historian at the Shiloh National Military Park, conducted an archeological excavation on the Lower Battery Powder Magazine soon after the NPS assumed jurisdiction over the property.[134] The Powder Magazine was reconstructed in 1940 using information from the 1937 archeological dig.[135]

In the 1930s, visitation to Fort Donelson steadily increased. In response to the public demand, the NPS established a historical division at Fort Donelson to develop an interpretation plan. Mr. C. L. Johnson was the supervisor of the department, "assisted by three historians, two guides, and one stenographer." The group developed a guide system, road signs, publicity information, maps, and interpretive material for school groups and newspapers. A kiosk was installed outside the front grate, where visitors could find an interpretive brochure (Figure 2.33). In November 1938, Roy Edgar Appleman, Regional Supervisor of Historic Sites, visited Fort Donelson and submitted to the NPS a Pictorial Report of Fort Donelson National Military Park "for the purpose of showing certain features and conditions as of that time." His photographs show hardwood trees growing among

Figure 2.33: National Park Service interpretive kiosk, c. 1940

the earth works of the fort and the water batteries (Figure 2.34). When NPS historian Roy Appleman inspected the park in 1938, he criticized that "the park is essentially just what it was when the War Department turned the area over to the NPS in 1933." Appleman noted "the park is in the urgent need of replanning development, interpretive facilities and land acquisition." He was especially critical of the interpretive program: "The Service has published a two-fold folder, but little else." The NPS created maps that illustrated the historic resources and circulation system within the park and between the different areas of the park (Figure 2.35).

At the Dover Hotel, Mrs. Hobing continued as the caretaker until 1935. In the early years, the museum was opened daily from ten to five, except on Monday and Mrs. Hobing was given a monthly salary and allowed to keep a percentage of admission fees. Visitation to the Dover Hotel suffered during this period, and the FDHHA struggled with its finances as income, donations, and a biennial state appropriation failed to offset the expenses associated with maintaining the building.

In September 1935, encouraged by the development of the FDNB, Mrs. Runyon contacted Congressman Byrns to discuss transferring the Dover Hotel to the federal government; however nothing materialized from these early conversations. New caretakers, Mr. and Mrs. William P. Bruton were hired in the winter of 1935. The Brutons did not receive a salary but were allowed to retain all of the admission fees. The NPS historian, Ed Bearss wrote in his history of the hotel that construction activity increased whenever the FDHHA hired new caretakers, In the spring and summer of 1936, the city provided electrical

134 Cornelison and Legge. *Report on Archeological,* 8.

135 According to park staff, the site of the present Visitor Center was the site of a CCC camp. Four members of the CCC who helped William Luckett were African-American. Since CCC camps were segregated, it is possible that the Visitor Center CCC camp may have been the African-American camp.

Figure 2.34: Trees growing on water battery, c. 1938

service to the hotel and a contractor installed interior wiring. A wire fence was constructed along the south property line between the hotel and the cottage on the adjacent lot. Two dilapidated outbuildings in the rear yard were removed and replaced with a new, 16 foot by 32 foot shed. Mr. Bruton used surplus lumber to build a small chicken coop in the rear yard. The roof and gutters were repaired. Two windows were cut into the south elevation of the hotel.

Superintendent Walter Murray, who had served in the position since the NPS acquired the park, died in 1938. J. Gordon Bennett temporarily filled the position, until Frank Baker was appointed park superintendent in May 1939. At the close of the 1930s, Fort Donelson continued to see significant increases in visitation and support from local residents. Superintendent Baker met with local business representatives from the surrounding counties to discuss a program to enlarge the park. The NPS funded a series of studies of Fort Donelson which resulted in a plan to improve the park's physical infrastructure and interpretive services (See Illustration 2.K).

The New Deal had significantly increased the budget of the NPS and provided the resources for the planning efforts of individual parks. The NPS Branch of Plans and Design developed a master plan for the National Military Park. The NPS 1940 master plan proposed enlarging the boundaries of the park in order to protect the park against encroaching development. The superintendent commented that residential development on the edges of the park was adversely impacting its view shed. The highest priority in this 1940 proposed land acquisition program were the privately owned parcels around the National Cemetery. According to the master plan "It is important that this property be acquired because of its strategic position commanding the entrance to the cemetery..." The second area under consideration in this master plan was the area between Forge Road and Highway 49, which included the left flank of the Confederate earthworks that were not included in the original boundaries of the park. (See Illustration 2.G). The plan also proposed a monument to Union troops at the intersection of Wynn's Ferry Road and Forge Road.

The third priority for acquisition was the area of the 1862 battlefield lying south and west of the existing park. The master plan stated that "It is imperative that this property be eventually acquired and incorporated into the park. On this land were located all of the Union troop positions." And lastly, the master plan proposed acquisition of the Dover Hotel.

A 1936 aerial shows how residential development pushed against the boundary of the park, especially in the area around Wynn's Ferry Road, where over a dozen parcels extended along the north property line of the park (Figure 2.36). This aerial also shows that the parcel on the north and west side of the National Cemetery was mostly cleared and was being actively farmed. The property was still being accessed, as it had historically, along a road that traveled through and exited the northwest corner of the cemetery parcel. At least two houses can be seen almost directly opposite the Eddyville Road entrance into the cemetery (Figure 2.37).

Several road projects were proposed in the 1940 master plan, including a road passing through the Union troop positions and connecting Highway 76 to Wynn's Ferry Road. The plan also proposed a shelter and access road to Maney's Battery. A second entrance and access road into the park was proposed connecting Forge Road and State Road 49. Many of these proposed changes happened in subsequent decades. The flooding of the Cumberland River provided the impetus for the federal government to purchase additional land around the park. The NPS did not build the second entrance road, but Stewart County later

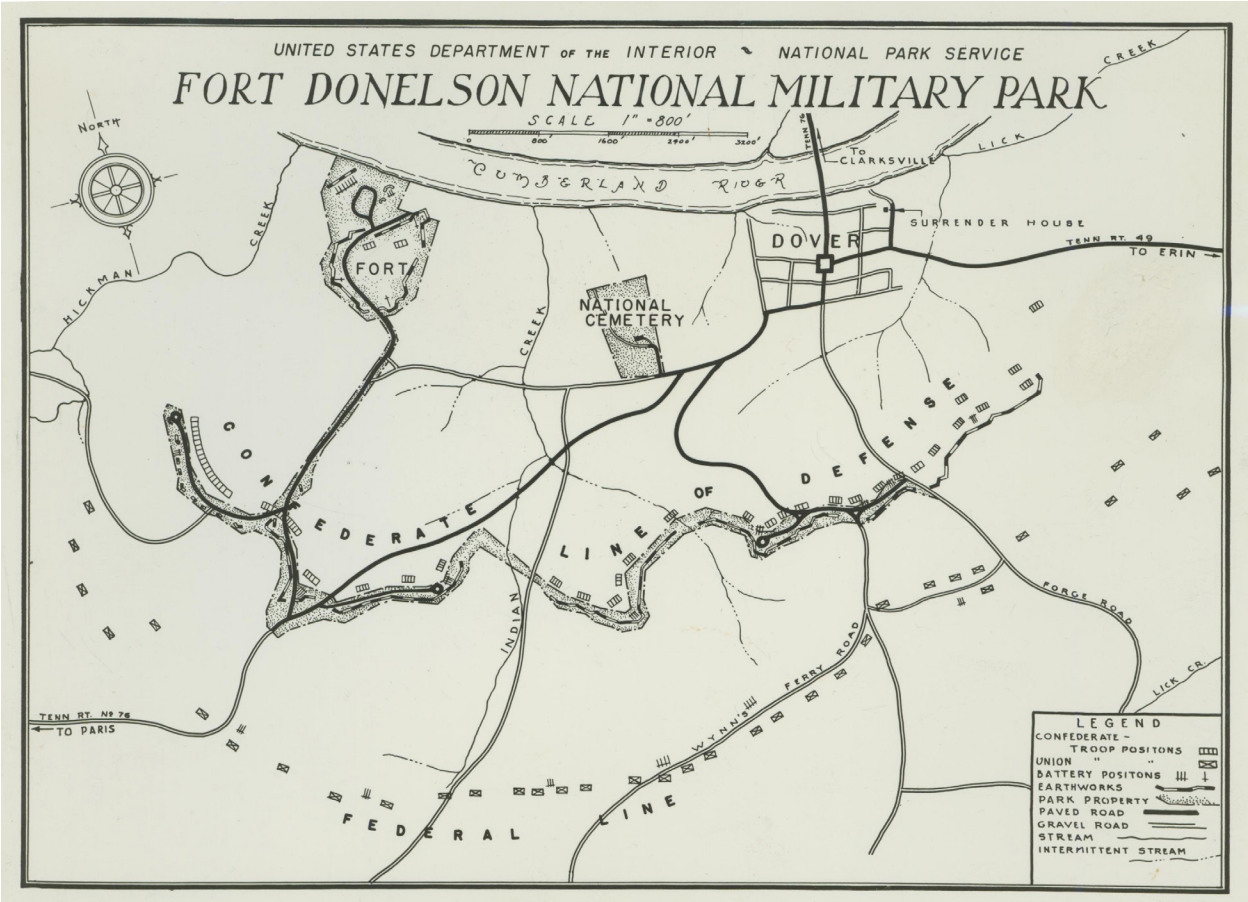


Figure 2.35: NPS map of park, c. 1940

constructed Natcor Drive that approximately follows its route. The other proposals, including the Union troop monument and road to Maney's Battery, were never accomplished (Illustration 2.P).

The National Park Service planning department created a number of master plans and planting plans for the National Cemetery beginning in the late 1930s. The eventual 1940 master plan proposed removing the superintendent's lodge and building new staff residences near the intersection of the entrance road and Eddyville Road. These improvements were not made. The NPS converted the 1911 brick carriage building, called "Utilities Building" on the 1940 master plan, to a new park office and visitor services building as called for on the plan.[136] The 1940 master plan included a planting plan that continued the basic design aesthetics illustrated in the 1892 map of the cemetery. The entrance road is lined with maple trees. Deciduous hardwood and evergreen trees are distributed across the cemetery (Illustration 2.Q).

In February 1941, NPS staff planted a large variety of trees in the Cemetery and along the entrance road. According to superintendent reports, trees included: "Two Beeches, Two Black Gums, One Crab Apple, Twelve Dogwoods, One Red Haw, Two Mock Hickories, Two Scaly Bark Hickories, Fifteen Sugar Maples, One Bur Oak, Two Chestnut Oaks, Two Pin Oaks, One Scarlet Oak, Two Southern Red Oaks, Seven White Oaks, making a total of fifty two trees. All of the trees planted were native to this area and were donated by citizens in the immediate vicinity of the park." In the next few years, as the staff implemented a 1940s planting plan, the superintendent recorded planting "One Ash, Two Crab, Three Dogwoods, One Beech, Two Black Gum, One Hemlock, One Haw, Two Holly, Two Sugar Maples, One Southern Red Oak, Two White Oaks, One Walnut, One Sycamore."

136 This building was converted to an office and visitor contact station in 1959. The restrooms were relocated to the pump house in 1955.

Figure 2.36: Detail of 1936 aerial showing Wynn's Ferry Road area

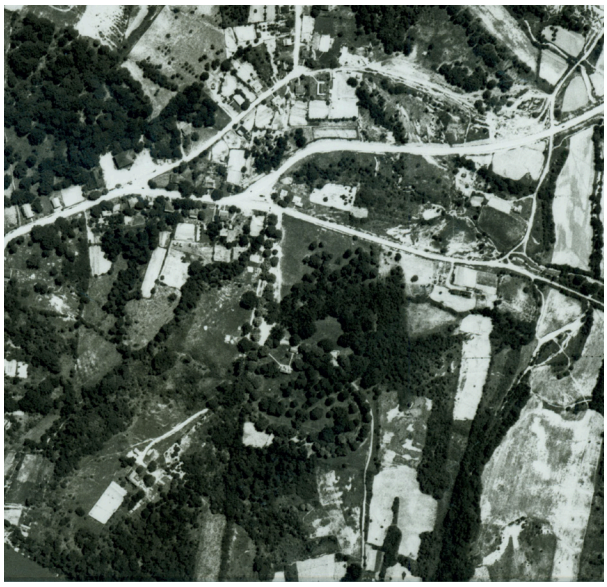


Figure 2.37: Detail of 1936 Aerial showing National Cemetery area

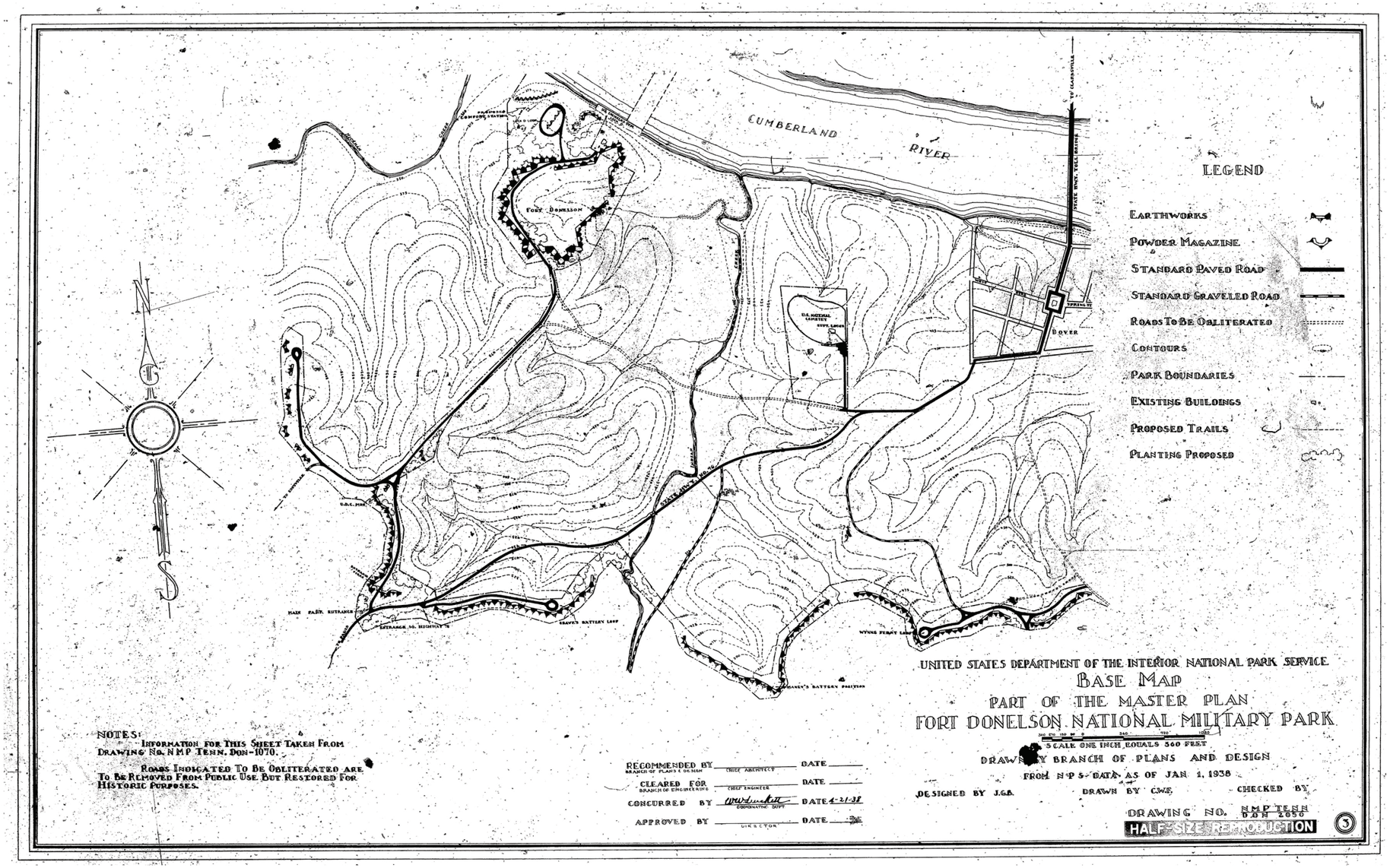
In March, staff dismantled and removed the Cemetery's rostrum.[137] Staff also dug up and ball-and-burlapped the shrubs growing around the rostrum, sending two arborvitaes and 10 junipers to Shiloh National Military Park. The stone from the foundation was used to build steps leading down from the cemetery wall. In April, the stone steps were completed and, according to the April 1941 superintendent report, the "iron steps salvaged from wrecking the old rostrum were also placed at the rear of the cemetery…about two hundred [feet] apart [from the stone steps]."

Also in 1941, the area in front of the Dover Hotel was reworked to improve drainage. The existing soil between the porch and fence was removed and the grade in front of the house was lowered to improve drainage. A new brick retaining wall was built around an existing tree in front of the house and at the fence and gate along Petty Street. The FDHHA then installed a new brick walkway in front of the house, which extended along the south side of the house into the back yard. The sidewalk was 42 inches wide. The change in grade required a four to nine inch concrete curb be installed on the outside edge of the walkway[138] (Figure 2.38).

In the 1940s the FDHHA unsuccessfully searched for ways to increase visitation to the house. They installed signs along the highways and in Dover to direct tourists; but annual receipts still failed to cover expenses. In January 1948 the superintendent of the Fort Donelson Cemetery reported that he visited the "museum in Dover, which is locally known as Grant's Headquarters or the Surrender House…. For the past two years, the museum has been closed, but by making advance

137 NPS oral histories provide conflicting information about what was sent to Shiloh; some indicate that the iron steps at the southeast corner of the Shiloh National Cemetery originated from the rostrum at Fort Donelson, while others suggest that the material went elsewhere. NPS provided information from internal notes on the Cemetery history indicating that materials from the rostrum were shipped out for scrap as part of the early World War II scrap drive process (oral Interview with E. J. Pratt, Park Superintendent from 1950-1961 and 1967 -1980 by John Stockert and Robert D. Wallace, July 11, 1989, VC Files.)

138 Bearss, *Historic Structures Report,* 71-72.

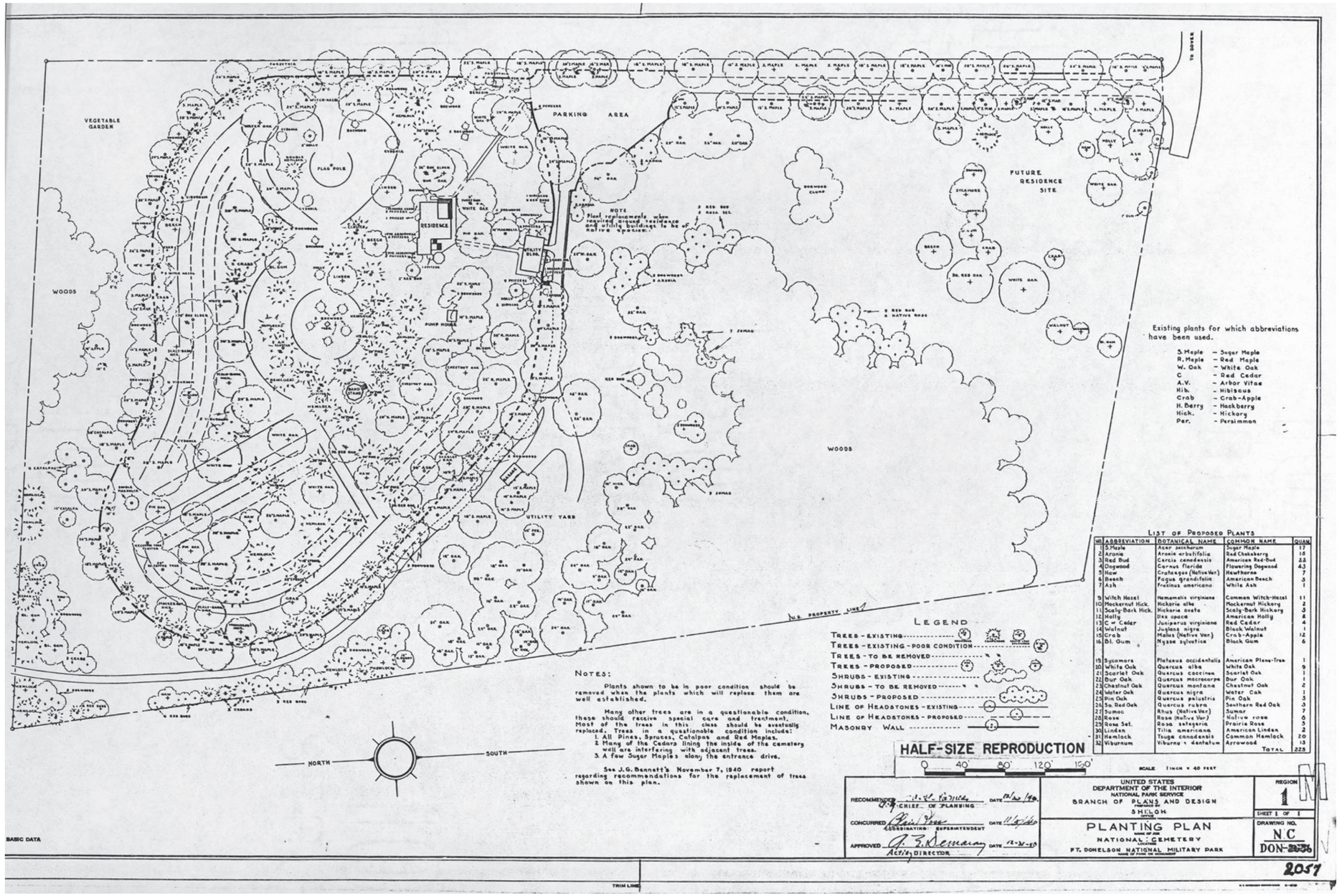


1938 NPS Base Map

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.P



1940 Proposed Planting Plan for National Cemetery

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.Q

arrangement, when large groups of visitors are expected to the park, they have been permitted to enter the museum."

Following the attack on Pearl Harbor in December 1941, Congress terminated spending that had funded public works and conservation programs. Visitation to the park and to the Dover Hotel plummeted during the war. Major capital improvement projects remained on hold at both locations. Fort Donelson, like most other national parks, had to wait until appropriations improved after the war as part of the Mission 66 program.

Expansion of Park and Mission 66 (1953-1962)

In 1953, the town of Dover agreed to install a two inch water line from the city supply to the cemetery. It was completed in July and, according to the superintendent's report for November, the cemetery converted to using city water that month.[139] In August 1955, T. E. Ruffin, an engineer with the NPS, arrived to survey an area below the wall on the west side of the cemetery, near the location of an earlier garage, where the 1940 master plan proposed constructing a service building and utility court. The contract for the building was awarded to local contractor Brigham Hardware in June 1958. Construction started in August (Figure 2.39).[140]

FDHHA expenditures for the maintenance of the Dover Hotel "skyrocketed" in 1953 and 1954. In January 1954, Brigham Hardware received the contract to connect the Hotel to the City of Dover public water system. The FDHHA received estimates from local builder G. T. Scurlock to make general repairs to the house and to add a bathroom. A tub was excluded from the final work, because, as Mrs. Runyon informed Mr. Scurlock that they were running close to the limit of their funds. FDHHA expenses in the next few years were held to a minimum, while Mrs. Runyon lobbied the State Legislature to increase its biennial appropriation of $1,530 to assist with the general

Figure 2.38: Brick Walkway at Dover Hotel, 1950s.

Figure 2.39: Maintenance Building, c. 1958

maintenance of the "Fort Donelson House." She was unsuccessful in receiving additional funds and Governor Frank Clement specifically vetoed a $500 special appropriation for the Hotel in 1957.[141]

Between 1957 and 1959, FDHHA expenditures on the house were kept to a minimum. Sylvia Sills, who was hired as caretaker in May 1952, worked and lived in the hotel until 1959, when she received word from Mrs. Runyon about turning the house over to the NPS (Figure 2.40).[142]

139 Superintendent Frank Baker retired in August 1950 and was replaced by E. J. Pratt.

140 Peterson, *Administrative History*, 95.

141 Bearss, *Historic Structures Report,* 114-115.

142 Ibid., 108.

Figure 2.40: Dover Hotel at time of NPS acquisition

In 1953, historian Charles E. Shedd of Shiloh National Military Park inspected Fort Donelson. The Shedd report criticized the interpretive program and expressed concern about the "intrusion of suburban building" around the park.[143] The report recommended that the NPS acquire additional lands to more adequately control its boundaries.[144] Local congressman Pat Sutton introduced a bill providing funds to acquire land adjacent to the park boundaries, especially the residential parcels that were rapidly being developed along Lock D Road, the main road through the park.[145] The superintendent's 1953 Fiscal Year report claimed that "when the bill has been passed, it is believed that the access problems existing along Lock Road will be eliminated." The Corps of Engineers Barkley Dam project on the Cumberland River provided the opportunity for the federal government to appropriate money for land acquisition around Fort Donelson. Congress authorized the Dam project in 1954 and construction on the Dam began in 1958. [146]

Not long after their completion, the locks and dams on the Cumberland River soon became obsolete due to deeper locks on the Ohio and wide-spread use of large diesel towboats and barges. This new technology coupled with the occasional flood of the river led the USACE to build multi-purpose dams on the Cumberland. They built five dams on the Cumberland River between 1952 and 1973. Lock D was detonated on November 2, 1965. The Barkley Dam, completed in 1966, inundated the remains of Lock D. The USACE property, including the structures, was transferred to the NPS in 1967.[147]

As the Army Corps of Engineers were purchasing land in the vicinity of Fort Donelson which would become flooded as a result of the Barkley Dam, the NPS presented the Office of the Solicitor a report requesting the authority to acquire additional lands. The report claimed that "under present circumstances it is difficult to preserve these fortifications against misuse and suburban development that threaten to encroach upon or destroy the historic scene."[148] The Senate Committee on Insular and Interior Affairs amended and forwarded a bill by Senators Albert Gore and Estes Kefauver to authorize Fort Donelson to purchase up to 500 acres.[149] The Senate passed the Bill on April 11, 1960, appropriating $226,000 for land acquisition. The House made minor amendments and President Dwight D. Eisenhower signed the Bill into Law on September 8, 1960.[150] Public Law 86-738 empowered the President "to designate for addition to Fort Donelson National Military Park such lands and interest in lands adjacent to the park as in his discretion is necessary to preserve and interpret this historic battleground, including the historic surrender house and the land upon which it is situated,... not to exceed 600 acres."[151]

The Law authorizing the NPS to acquire additional lands to be added to the park allowed the land transactions to be handled by Corps of Engineers as part of the Barkley Dam Project (Figure 2.41). The Act provided that newly acquired Corps property in the vicinity of the park above contour elevation 369 be transferred to the Department of the Interior. Subsequently 11 parcels, acquired at a cost of $124,000, were transferred to the NPS. As a result Fort Donelson Park grew from 93 acres to 500 acres once the property was transferred from

143 Peterson, *Administrative History*, 83.

144 Ibid.

145 Ibid., 83-84.

146 Ibid, 94.

147 Joseph Brent and Glyn DuVall, Subduing the Cumberland: A History of the 'Old' Locks and Dams on the Cumberland River (Nashville: Nashville District U.S. Army Corps of Engineers, 2001).

148 Peterson, *Administrative History,* 89.

149 Ibid., 90.

150 Ibid., 90-91.

151 Ibid., 113.

the Corps. The Corps retained ownership of a parcel of property on the bluff overlooking Lock D adjacent to the Upper Water Battery (Figure 2.42).[152] In 1960, the NPS also acquired the historic Dover Hotel, often known as the "Surrender House." The land acquisition bill also officially changed the name of the park from Fort Donelson National Military Park to Fort Donelson National Battlefield.[153]

During this same period, the NPS initiated a program to improve existing park facilities in preparation of the fiftieth anniversary of the NPS in 1966. The Mission 66 Program's General Development Plan for Fort Donelson was written by Roy Appleman in February 1957. The report criticized the disjointed road system and inadequate interpretive program. The Museum Prospectus, completed in April 1957, recommended several improvements to the park to improve visitor services and interpretation. The Mission 66 plan proposed a series of physical improvements to the park, including the construction of a visitor center. The superintendent's lodge at the National Cemetery had served that function since the beginning of the park in 1928. The Park Master Plan was approved in March 1958; the location of the proposed visitor center was approved in October. The proposed site-- a knoll among the Confederate entrenchments approximately 500 feet inside the entrance to the park where the War Department had erected a flagstaff in 1931-- was the same location described in the "Mission 66 Prospectus."[154]

Frank Barrett of Paris, Tennessee was awarded the construction contract for the building and began work on August 19, 1960.[155] Bates Nursery of Nashville received the landscaping contract and was responsible for grading, seeding, and planting around the new visitor center. The NPS hired Morgan Construction Company of Clarksville Tennessee to construct the parking lot, access roads, and walkways around the visitor center.[156]

Figure 2.41: Aerial prior to Barkley Dam project, c. 1960

Figure 2.42: Aerial showing Lock D and Corps buildings, 1960s

The NPS construction drawings show that the south and east sides of the site had an existing stand of oak trees. The new tree plantings that line walkways and fill the planting islands in the new parking lot include a variety of native canopy and ornamental trees. The planting list includes oaks, redbuds, dogwoods, serviceberry, and hornbeam. The foundation plantings for the new building featured native winterberry, St. Johnswort, and blueberry, combined with Korean boxwood lining the front entrance walkway (Illustration 2.R). The visitor center had an observation tower on its roof from which to view different areas of the park. The dedication ceremony for the new visitor center was held on February 15, 1962, the 100th anniversary of the Confederate surrender of Fort Donelson (Figure 2.43).[157]

At the Cemetery, the NPS contracted the Tennessee State Highway Department to resurface the utility court and the "service road" along the south

152 Ibid., 94.

153 Ibid., 90.

154 Ibid., 86-88.

155 Ibid., 96.

156 Ibid., 98.

157 National Park Service, "Monthly Progress Report," March 1962.

Figure 2.43: Fort Donelson visitor center, c. 1962

and west sides of the cemetery. According to the October superintendent report the Highway Department "applied 261 tons of rock and 2400 gallons of asphalt treatment. . . and graded the court for better drainage." The Boy Scouts of America helped park staff construct a hiking trail between the park and the town of Dover during the summer and fall of 1962. The Fort Donelson Military Trail was once part of a longer "Fort Henry-Fort Donelson Trail," an 18 mile trail between the Cumberland and Tennessee Rivers. Today the trail is part of a system of ten interconnected trails that comprise the Fort Henry National Recreational trail.[158]

In 1960, the newly redesignated FDNB updated its inventory for a land acquisition program to address properties not involved in the USACE/ Lake Barkley project acquisition.[159] A total of 65 parcels are identified for purchase, with many holdovers from the earlier list developed as part of the 1940 master plan. A shift in priorities does illustrate changes in residential development patterns around Dover and in perceived threats to the park. Just as in 1940, park administrators gave top priority to the land adjacent to the national cemetery. The first property listed was the 20 acre parcel surrounding the north and east sides of the national cemetery. This land was historically owned by James Flood, from whom the original cemetery parcel was purchased. In 1960, the land was owned by Sam Scarborough. The four following parcels were the ones along Eddyville Road across from the entrance to the cemetery owned by Mrs. Nanny Scarborough.[160]

The next four parcels, totaling 109.7 acres, were along the east side of Fort Donelson Road between State Highway 79 and the stone piers that marked the entrance into the Confederate fort. The top priority amongst these was a 29.7 acre parcel, owned by Frank Stone, with a brick house along the park road. This road had experienced a significant amount of development since the 1940 master plan with several new houses appearing in a 1949 aerial photograph that do not appear on the 1936 aerial (Figure 2.44).

There were approximately 20 parcels contiguous to the park boundary between the highway and the fort. Two recently constructed residences appear just outside the fort earthworks on the east side of Fort Donelson Road. The Thomason family built a house on their 9 acre parcel that wrapped around the east side of the fort, mere feet from the outside edge of the fort's earthworks. The Cherry family built a house next door, on their 23 acre parcel that stretched to the intersection of Fort Donelson Road and Eddyville Road. The four large parcels that occupied the area west of Fort Donelson Road, between the road and the river, were being subdivided. The Lancaster family owned a 100 acre parcel that included most of the land between Eddyville Loop road and the fort. They subdivided their land to create a .3 acre parcel for a house on Fort Donelson Road. Thomas Bingham, who also owned a parcel on the west side of the road, constructed one residence for his family and then subdivided his land to create four additional parcels fronting Fort Donelson Road.

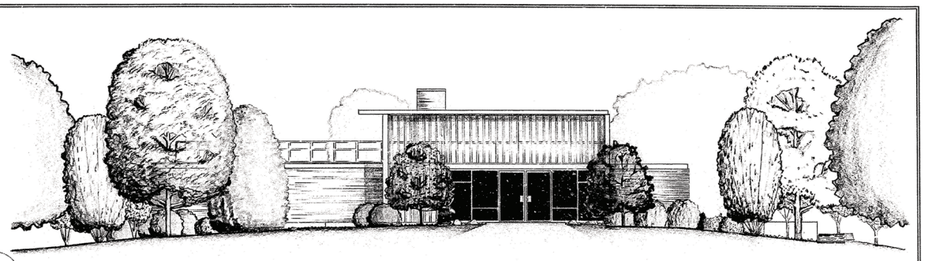
The NPS purchased the Bingham parcel in November 1962. The NPS kept the residence for staff housing until May 1984 when they dropped a park regulation that required a park ranger live in the park for security reasons.[161] Carlos Lewis purchased and moved the house from the park in December 1985. The Bingham House, like the house across the street, was typical of mid-twentieth small houses. The Bingham house, which

158 National Park Service, "Monthly Progress Report," November 1962.

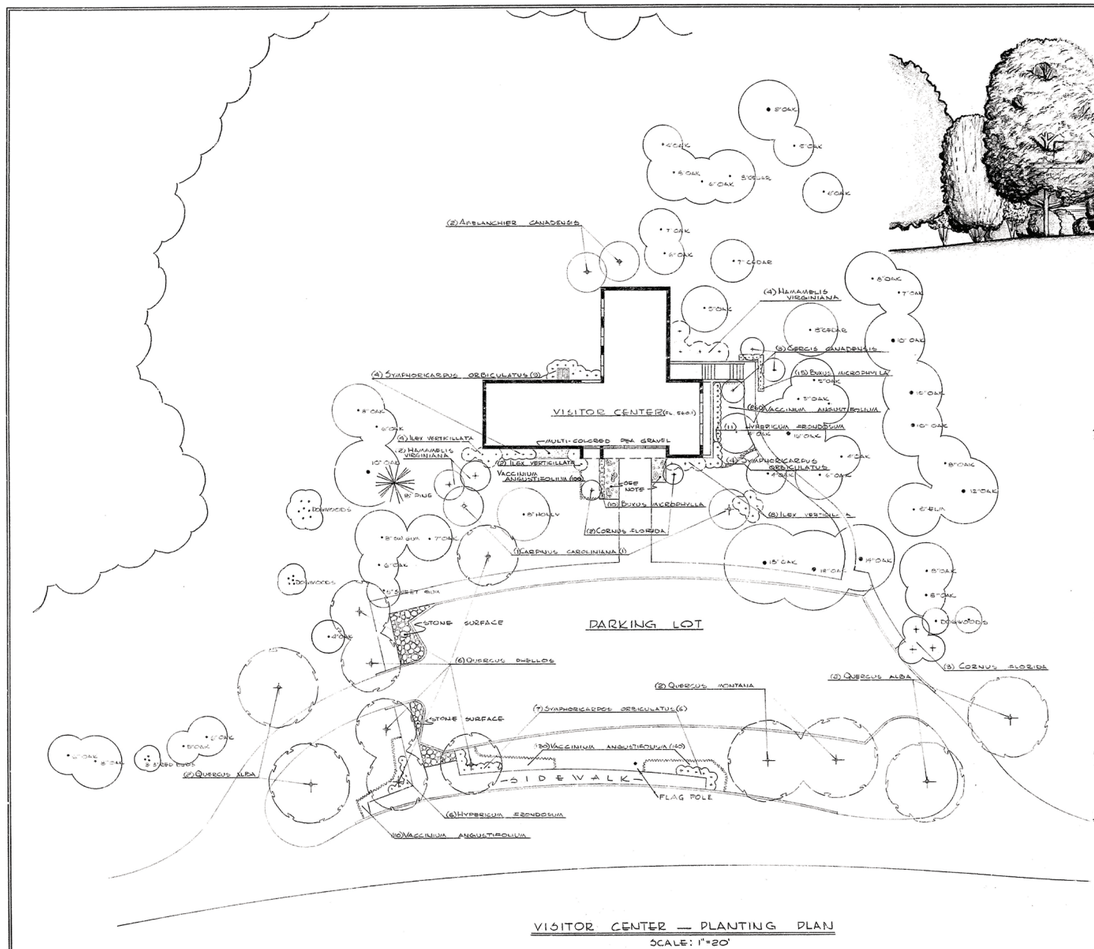
159 The act of September 8, 1960, authorizing the enlargement of the park officially redesignated the area from National Military Park to National Battlefield; however the Director of the NPS did not make the name change effective until August 9, 1985.

160 National Park Service, "Acquired Land, Deed, and Tract Numbers,"NPS Drawing 328-7009A.

161 There are numerous News Releases on file in the Fort Donelson Archives.



VISITOR CENTER — FRONT ELEVATION
SCALE: 1/8"=1'0"



VISITOR CENTER — PLANTING PLAN
SCALE: 1"=20'

PLANT LIST

SCIENTIFIC	COMMON	QUAN.	ROOT	SIZE
TREES:				
AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	-2-	B&B	6' to 8'
CARPINUS CAROLINIANA	AMERICAN HORNBEAM	-2-		10' to 12'
CERCIS CANADENSIS	EASTERN REDBUD	-3-		8' to 10'
CORNUS FLORIDA	FLOWERING DOGWOOD	-5-		8' to 10'
QUERCUS ALBA	WHITE OAK	-4-		2½" to 3" CAL.
QUERCUS MONTANA	CHESTNUT OAK	-2-		2½" to 3" CAL.
QUERCUS PHELLOS	WILLOW OAK	-6-		12' to 14'
SHRUBS:				
BUXUS MICROPHYLLA KOREANA	LITTLE LEAF BOXWOOD	-25-	B&B	18" to 24"
HAMAMELIS VIRGINIANA	COMMON WITCH-HAZEL	-6-		6' to 8'
HYPERICUM FRONDOSUM	GOLDEN ST. JOHNSWORT	-17-		2' to 3'
ILEX VERTICILLATA	WINTERBERRY BLACK ALDER OR	-14-		4' to 5'
SYMPHORICARPOS ORBICULATUS	INDIAN CURRENT CORALBERRY OR	-30-		3' to 4'
GROUND COVER:				
VACCINIUM ANGUSTIFOLIUM	LOWBUSH BLUEBERRY	730-	50 SQ.FT.	6 OZS

NOTES:

A FEW LARGE STONES SET IN BED WITH SMALLER RIVER STONES AND WASHED, COLORED PEA GRAVEL.

KEY:

EXISTING TREE
PROPOSED TREE
PROPOSED SHRUBS
PROPOSED GROUND COVER BED

ORIENTATION

BASIC DATA

SCALE: 1"=20' & 1/8"=1'0"

MARK	DESCRIPTION OF REVISION	DATE	INITIAL
			REVISED

RECOMMENDED — DATE
APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
DIVISION of DESIGN & CONSTRUCTION
PREPARED BY
EASTERN
OFFICE

PLANTING & MISCELLANEOUS CONSTRUCTION
TITLE OF DRAWING
VISITOR CENTER
LOCATION WITHIN PARK
FORT DONELSON NATIONAL MILITARY PARK
NAME OF PARK

PREPARED	
FLORES DESIGNED	
CROSS DRAWN	
HOWLAND CHECKED	
REGION	ONE
PCP NO.	NA-16
SHEET	3 OF 3
DRAWING NO.	NAT DON 3022-B
DATE	JULY 1961

1961 Planting Plan for Visitor Center

Site History

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.R

the NPS designated Fort Donelson Residence Number Seven, was a hip-roof bungalow built in 1951 with a gabled el projecting from the front elevation. There was also a detached, hip roof garage on the property. The minimal landscaping amounted to evergreen foundation shrubs, manicured lawn, and a few hardwood trees planted near the intersection of the gravel driveway and Fort Donelson Road. Fort Donelson Quarters Number Eight built across Fort Donelson Road in 1956 was a side gable ranch house with attached garage. In addition to foundation plantings, there were several shade trees planted in the front lawn.[162]

E. J. Pratt served as park superintendent during this transformative period. Pratt was appointed to the position in September 1950 and served at Fort Donelson until his transfer to Fort Sumter in March of 1961. He returned to Fort Donelson upon the death of his successor, R. G. Hopper, in 1967. Fort Donelson Battlefield and the National Cemetery were administratively listed on the National Register on October 15, 1966 with the passage of the National Historic Presevation Act.[163]

Recent Park Developments (1963-present)

With the creation of Lake Barkley and the demolition of Lock D, the Corps of Engineers and the NPS negotiated a transfer of the Corps Lock D property, where the Corps still maintained a collection of buildings historically associated with the Lock and staff housing. The NPS gave the Corps a 5.6 acre parcel on Hickman Creek in exchange for the Lock D property adjacent to the Upper Water Battery. The Corp vacated the property in the spring of 1967.[164]

The original enabling legislation for Fort Donelson National Military Park provided for state governments to erect monuments in the park marking the location of troop positions in

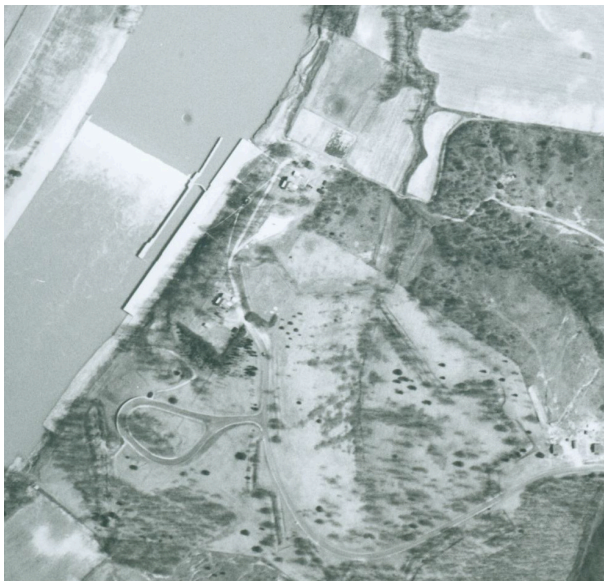


Figure 2.44: Detail of 1949 Aerial showing Fort Donelson

the battlefield. The UDC monument, however, was the only non-interpretive monument added to the park grounds until 1964, when the Texas Historical Society installed a monument near Wynn's Ferry Road. The monument marks the approximate location on the Confederate left flank, where the 7th Texas Infantry led the attack to break through the Union line on February 15, 1862.[165] The monument also commemorates the 8th Texas Calvary, who participated in the cavalry raid on Dover in 1863 The Stasswender Marble and Granite Works, in Austin, Texas, manufactured the monument. Another interpretive feature from this period included an audio listening station at the water batteries installed by the NPS in March 1964[166].

Photographs of the park in the 1960s show a radically different landscape than the one captured in 1930s photographs from the War Department era. By the 1960s, the open fields and pasture seen in the 1930s are filled with mature hardwood forests. Large specimen trees grow in the fort and among the earthworks across the park. An archeological report on the water batteries describes the Upper Battery as having "the appearance of a forest glen….large trees, 75 to 100

162 Photograph of house with notations in the Fort Donelson Archives

163 Peterson, *Administrative History,* 99.

164 Ibid., 94-95.

165 The exact location of the Texas regiment is not known.

166 A photograph dated August 1964, included in the Superintendent's Annual Report, shows the stone audio station.

years old, tower over the battery and shade it."[167] A recently acquired parcel in Indian Creek Valley, where the outer earthwork trail crossed Indian Creek, was bulldozed to create an open meadow.

E.J. Pratt served as until February 1980. Several archeological investigations occurred since the 1960s. In 1964 and 1965, park staff conducted "non-professional site investigations" using metal detectors around Hickman Creek, Indian Creek, the fort and the water batteries. [168]In the spring of 1968, Lee Hanson, with the Division of Archeology of the NPS, explored both the Upper and Lower Water Batteries. The excavations uncovered eight gun positions. Teams also explored the collapsed Lower Battery powder magazine, which was damaged during the 1862 battle with the Union gunboats. In the mid-1970s the NPS reconstructed the gun positions. During the reconstruction of the Batteries, the cannon installed in gun positions 2, 3, and 5 came from the National Cemetery, where they had been used to decorate the entrance gate into the Cemetery.[169]

The National Park Service proposed a major rehabilitation of the Dover Hotel in the 1970s. The Historic Structures Report, prepared in support of the rehabilitation, described the effort as an "adaptive restoration, based on historic photographs and illustrations."[170] The 1970s NPS rehabilitation was extensive and included major structural repairs. Concrete footers were installed under the entire foundation. Floor sills and joists were replaced or repaired as needed. The bay window that was added to the south façade in the late nineteenth century was removed. The brick chimney at the southwest corner of the building was reconstructed. The wood clapboard siding, mostly dating from the 1920s restoration, was repaired and replaced as needed. The porch columns were replaced with ones that matched a photograph showing the house prior to the 1920s restoration. Doors, windows, and trim were replaced to match historic examples from the Civil War period. The windows added to the south elevation were removed. The landscape around the site was graded to provide positive drainage away from the building.[171] The large maple trees that appear in nineteenth century photographs and were still growing in front of the house were removed. The iron fence installed in the 1920s was removed from the front yard. The existing brick walkway and concrete curb was removed and the front yard completely regraded. A new brick walkways was installed along the south half of the front façade and along the south side of the building.

The building was adapted for visitor services and to support the NPS administration of the site. Bathroom facilities were included on the main level. The upper level was converted to living quarters for Park staff. The plumbing and interior wiring was completely replaced. Central heating and air condition was added to the building. The rehabilitation was largely completed by February 1979, but several problems with the contractor and with the quality of the work prevented the NPS from accepting the house for several months.[172]

The NPS followed the rehabilitation of the building with a major landscape project to improve parking and circulation at the Dover Hotel. The NPS removed two residences, one across Petty Street from the hotel and one adjacent to the hotel on the corner of Petty Street and Pillow Street. This corner lot became the location of a 15 stall parking lot entered into from Petty Street. The site across the street became two bus parking spaces. The NPS constructed two "way side exhibit" areas with brick pavers and audio exhibits. New concrete walkways connect the parking areas to the exhibit areas. A brick sidewalk was constructed from the front of the building to the concrete walkways in the parking lot. The historic limestone curb from the government road was preserved and used to edge a planting bed along this new sidewalk.[173]

167 Lee Hanson Jr. *Archeological Excavation in the Water Batteries At Fort Donelson National Military Park* (National Park Service: Washington DC, 1968), 12.

168 Ibid., 8.

169 Interview with Park Historian James Jobe.

170 Bearss, *Historic Structures Report,* 4.

171 Center for Architectural Conservation, *Historic Structure Assessment Report* (1991).

172 National Park Service, Superintendent Report, January 1979 in Fort Donelson Archives. See also National Park Service, *Completion Report: Adaptive Restoration of the Dover Hotel*.

173 Center for Architectural Conservation, College of Architecture, Georgia Institute of Technology, *Historic Structures Report*, 1991.

In 1972, Tennessee State Department of Transportation began planning a project to realign State Highway 76, US Highway 79. The project was finally completed in the early 1980s. The old highway, whose original alignment dated from the historic road to the National Cemetery, was shifted south away from the Cemetery. The alignment affected the intersection at the park entrance (Figure 2.45). The east section of the limestone wall, dating from the War Department era, was left in place but buried during the final grading of the project area.

Also in the 1970s, the NPS constructed two log cabins inside Fort Donelson to represent the winter shelters seen in historic engravings and described in historic recollections of the battle. The replicas were not based on archeological evidence. The first cabin was constructed in five days, beginning on May 21, 1971, and opened to the public the first week of July. The trail system was enlarged in the early 1970s. An existing five mile trail was extended to include the "Environmental Study Area" within the park. The trail required eleven foot bridges and featured 80 metal signs to interpret the flora and fauna of the region. During this period, a restroom facility was built east the fort at the end of the road that originally accessed the Corps of Engineers property. The Corps of Engineers, who continue to maintain Barkley Lake, installed rip rap to stabilize the banks of the lake along the edge of the park in the mid-1980s.[174]

From the mid 1970s into the mid 1980s, the NPS actively purchased property adjacent to the park that had not been acquired in the 1960s. Between 1960 and 1978, the NPS purchased and added 384 acres to the park. In the 1970s and continuing in the early 1980s, the majority of these purchases were along Wynn's Ferry Road, in the vicinity of Cedar Street and Forge Road. The NPS purchased 11 tracts on the north side of Cedar Street between the highway and Main Street. They also purchased a restaurant, originally built as a gas station, at the main entrance into the park on Highway 79. Park administrations since the 1930s had complained about this building's visual impact on the entrance to the park.

174 National Park Service, Superintendent's "Log," April 1971 in Fort Donelson Archives.

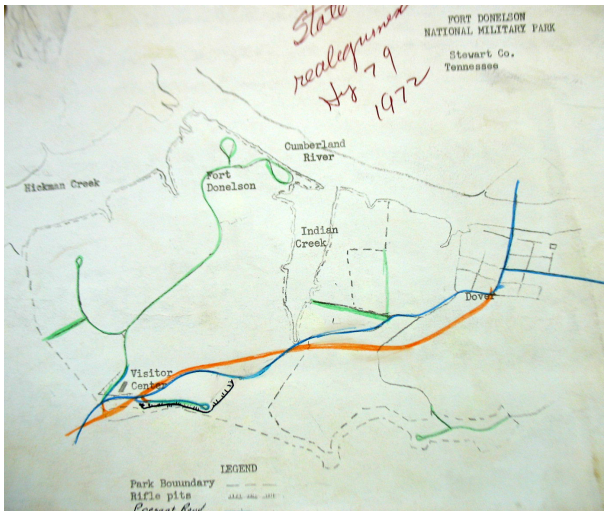


Figure 2.45: Highway realignment map, 1972

The NPS also expanded their property around the Dover Hotel acquiring two houses in 1974 from the Pulley family. These houses were demolished in the late 1970s after their dilapidated condition had created a "real safety hazard."[175] The NPS hired local contractors to remove houses from the property they purchased during this acquisition program. In October 1978, the NPS advertised it was accepting bids on removing seven surplus houses. The removal of houses continued in the early 1980s. The two houses along Fort Donelson Road, which the NPS used as rental properties for two decades, were sold and moved from the park during this period. In October 1985, the superintendent released a press statement that stated that the "last remaining residence along the park road between the visitor center and the Cumberland River will be sold to the highest bidder who will then be responsible for moving the structure off park property." The following April, 1986, the superintendent declared that "the last remaining residence on park owned property, the Milan house on Cedar Street, will be sold to the highest bidder" and removed from the premises. The press release explained that "the structures and lot were purchase by the NPS in 1985 as part of the General Management Plan that stated that buildings were to be purchased and the lots restored to a natural appearance." The NPS, however, continued to acquire additional buildings

175 E. J. Pratt's note on the Report of Survey, dated 10 June 1977, in Fort Donelson Archives.

in the next few years. Between 1986 and 1988 they bought and removed a house adjacent to the park where the park trail crossed Sandy Road.[176]

Carolyn Link served as acting superintendent between March and June 1980 when Charles Vial assumed the position. In December 1980, during the excavation of graves in section D on the west side of the cemetery, staff encountered a large stone object. In September 1982, archeologists from the Southeast Archeological Center conducted remote sensing investigation to map the limestone feature. The archeologist concluded that the "stone feature was constructed in the top portion of a natural ravine and appeared to have been constructed for the purpose of retarding erosion. It is most likely related to activities prior to the area's use as a military base during the Civil War." Cemetery staff speculated that, because of the location of the feature, the stone might be remnants of the historic Fort Donelson, but the archeologists determined that its approximate alignment with the fort "appears to be fortuitous."[177] In 1984 the Tennessee Asphalt Company graded and constructed a parking area at the rear gate of the National Cemetery, at the northwest corner of the historic cemetery parcel.[178]

Lake Barkley flooded in 1981 prompting the NPS staff to construct a temporary sand bag levee around the north and west sides of the Dover Hotel. It flooded again in 1983 and staff built a cinder block levee around the northwest corner. In September 1985, the NPS staff excavated stone wall that supported a terraced garden on the parcel across Petty Street from the Dover Hotel. The NPS staff used the dirt and stone to construct an earthen berm around the south side and north rear of Dover Hotel to protect against future floods. Topsoil was spread over the levee and then sodded.[179]

John Stockert became superintendent in February of 1985 and served until August 1989. In 1986, the NPS removed the road to French's Battery because of security concerns. In 1983, archeology was performed on gun position #7 in the Lower Water Battery to confirm the accuracy of its location.[180] The report recommends that future reconstruction of the gun positions not excavate to original soil levels. The archeological remains of the original fabric would be better preserved if the reconstructions were added to the existing ground service. Gun position #7 was reconstructed in 1993. That year the NPS also added a walkway and staircase to provide visitor access to the Lower Water Battery. In the next few years, the NPS reconstructed eight of the ten gun positions. The existing observation deck overlooking the battery was constructed in 2000.

Walter Mayer became the Superintendant in October 1989. A crew from the Southeast Archeological Center of the NPS performed wide ranging tests in the park in 1992 to examine Maney's Battery, to explore possible gravesites in the vicinity of Smith's attack, and to search for historic road traces. The depressions at the earthworks on the Confederate right flank, where Smith's division attacked on February 15, 1862, were determined to be modern and likely created by artifact hunters. Tests on the section of earthworks stretching from Maney's Battery to Sandy Road determined that the earthworks were historic with additional material dating from the 1930s work of the War Department and the NPS. The remaining section of earthworks, from Maney's Battery to Erin Hollow, likely dates from the 1930 reconstruction work of the War Department. The archeological team was unable to definitely locate the historic Eddyville Road, but found evidence of a historic road trace northeast of the Confederate Monument, approximately where it appears on historic maps.[181]

176 There are numerous press releases regarding the removal of structures and requests for bids in the Fort Donelson Archives.

177 John E Ehrenhard to Chief, Southeast Archeological Center, NPS Memorandum 5 October 1982, Fort Donelson Archives.

178 National Park Service, Superintendent's Annual Report, 1984.

179 Photographs of the project are in the Fort Donelson Archives.

180 Judy Hellmich, *Archeological Testing of Gun Position #7 Lower Water Battery, Fort Donelson National Military Park, Dover, Tennessee* (National Park Service: Washington DC, 1983).

181 Southeast Archeological Center, National Park Service, *Report on Archeological Investigations of Possible Graves, Exterior Earthworks, and Historic Roads at Fort Donelson National Battlefield, Dover, Tennessee* (National Park Service: Tallahassee, FL, 1993.)

Fort Heiman was listed on the National Register of Historic Places on December 12, 1976. The significance of the site is based on its association with the Battles of Fort Henry and Fort Donelson in 1862 and with the Battle of Johnsonville in 1864. The 1993 Civil War Sites Advisory Commission listed the Battles at Fort Henry and Fort Donelson as 2 of the 384 principal battles of the Civil War. These battles have military significance because they contributed to the "Federal Penetration Up the Cumberland and Tennessee Rivers (1862)." The Battle of Johnsonville was also listed as one of the 384 principal battles as it related to "Forrest's Raid into West Tennessee (1864)."[182]

The Jackson family, owners of the site, filed a subdivision plat with the county and began selling individual lots. In the early 2000s local Calloway County preservationists raised money from a variety of sources in order to purchase and protect Fort Heiman. A federal Transportation Enhancement grant provided $600,000. A Land and Water grant contributed $75,000. The Kentucky Heritage Land Conservation Fund provided several grants, totaling $367,000, to fund appraisal and acquisition.[183]

On September 23, 2003 the Calloway County Fiscal Court purchased 180 acres from the Jackson family and held it in trust while individual owners of the subdivision lots were contacted. The Calloway County Fiscal Court then bought 43 individual lots in the subdivision from 14 willing land owners.[184] By 2004, the Calloway County Fiscal Court owned approximately 95% of the Fort Heiman site, with two landowners retaining ownership of their lots. In 2004, federal legislation passed SB 524 that authorized the expansion of the FDNB, allowing the National Park System to accept ownership and management of the Fort Heiman site.[185] A ceremonial transfer of the deeds for the property occurred on October 30, 2006.

There have been three investigative studies of the Fort Heiman site. In 1994-95, the Forrest C. Pogue Public History Institute at Murray State University documented the general dimensions and conditions of the earthwork fortifications spread across the parcel. In June 2002, David Lowe of the National Park Service's Cultural Resources GIS Office completed a Global Information System (GIS) survey of the complex, mapping the Confederate and Union earthworks. Their report calls the eastern section of earthworks, containing elements of Confederate defenses, "Fort Heiman" and calls the second, Union earthwork north west of Fort Heiman, the "Outer Battery" or "Federal Fort."[186]

In November and December, 2010, the Southeast Archeological Center's Regionwide Archeological Survey Program performed an archeological investigation of Fort Heiman. The investigation included shovel testing and metal detecting. The survey resulted in a collection of Civil War-era artifacts. The project also documented three previously unrecorded earthworks and 18 hut pads.[187]

In the past decade, the NPS has completed several projects related to visitor services under the administration of Superintendent Richard Hanks. The NPS resurfaced the roads in the park around 2000 and installed modern guardrails in the vicinity of the new picnic area at the end of Fort Donelson Road. The NPS extensively refurbished the existing picnic area east of the fort around 2002. In 2011 and 2012, the NPS removed the upper portion of the picnic area west of the parking lot.

More recently under the administration of Superintendent Steven A. McCoy, the NPS installed new, granite park signs at the main entrance into the park off of Highway 79, at the entrance into the national cemetery, at the Dover Hotel, and at Fort Heiman. They added vehicular gates on Fort Donelson Road near the visitor center and on the entrance road to the cemetery. They installed a stack rail fence along their property lines near the cemetery. In 2008 and 2009,

182 National Park Service, National Register of Historic Places Inventory—Nomination Form, Entered December 12, 1976.

183 http://www.trailsrus.com/fortheiman/challenge.html

184 Ibid

185 http://www.trailsrus.com/fortheiman/grant_status.html

186 http://www.trailsrus.com/fortheiman/onsite_survey.html

187 Southeast Archeological Center, National Park Service, Archeological Investigations at Fort Heiman (National Park Service: Tallahassee, FL, 2011).

a new picnic pavilion and outdoor amphitheater were constructed adjacent to the visitor center. In 2009, the NPS completed construction on a new comfort station. Also in 2009, the NPS constructed a new bridge and boardwalk over Indian Creek.[188]

In 2003, a the NPS prepared a Boundary Adjustment Study and Environmental Assessment for FDNB. In addition to recommending the acquisition of Fort Heiman, this document recommended acquiring multiple properties in the vicinity of Dover, TN where the heaviest fighting took place during the February 15, 1862, battle.[189] In 2006, the NPS added Fort Heiman to the FDNB. Between 2010 and 2012, the Civil War Trust donated approximately 305 acres of property associated with the 1862 battle to the NPS for inclusion in the Park. All of these parcels are located outside the main fortifications of Fort Donelson and are referred to as the Forge Road Parcel, Wynn's Fery Road Parcel, French's Battery and Erin Hollow Parcel, and Smith's Attack Parcel. The NPS has been interested in procuring these parcels since developing the Park's first Master Plan in 1940. Because the 2004 federal legislation that authorized the expansion of Fort Donelson Nattional Battlefield's boundaries, the Park hopes to acquire additional lands related to the battle in the near future.

Since acquiring these new parcels, the NPS has made alterations to the landscape, such as clearing of small woody vegetation from an expanse of land along the northeastern part of the Forge Road Parcel. Other changes between 2010 and 2014 have occurred throughout other portions of the park. For example, in 2012, the NPS stabilized and rehabilitated the walkways to the Confederate Monument. This included replacing the traditional concrete steps that likely dated to the 1930s with new pebbled aggregate concrete. In addition, numerous modifications occurred at the entrance to Grave's Battery Loop Road, such as the following: installation of columns topped with stacked pyramids of cannon balls; installation of a steel gate to enable park staff the ability to close this section of the Park in the evening when the road closes; and installation of new location signs.

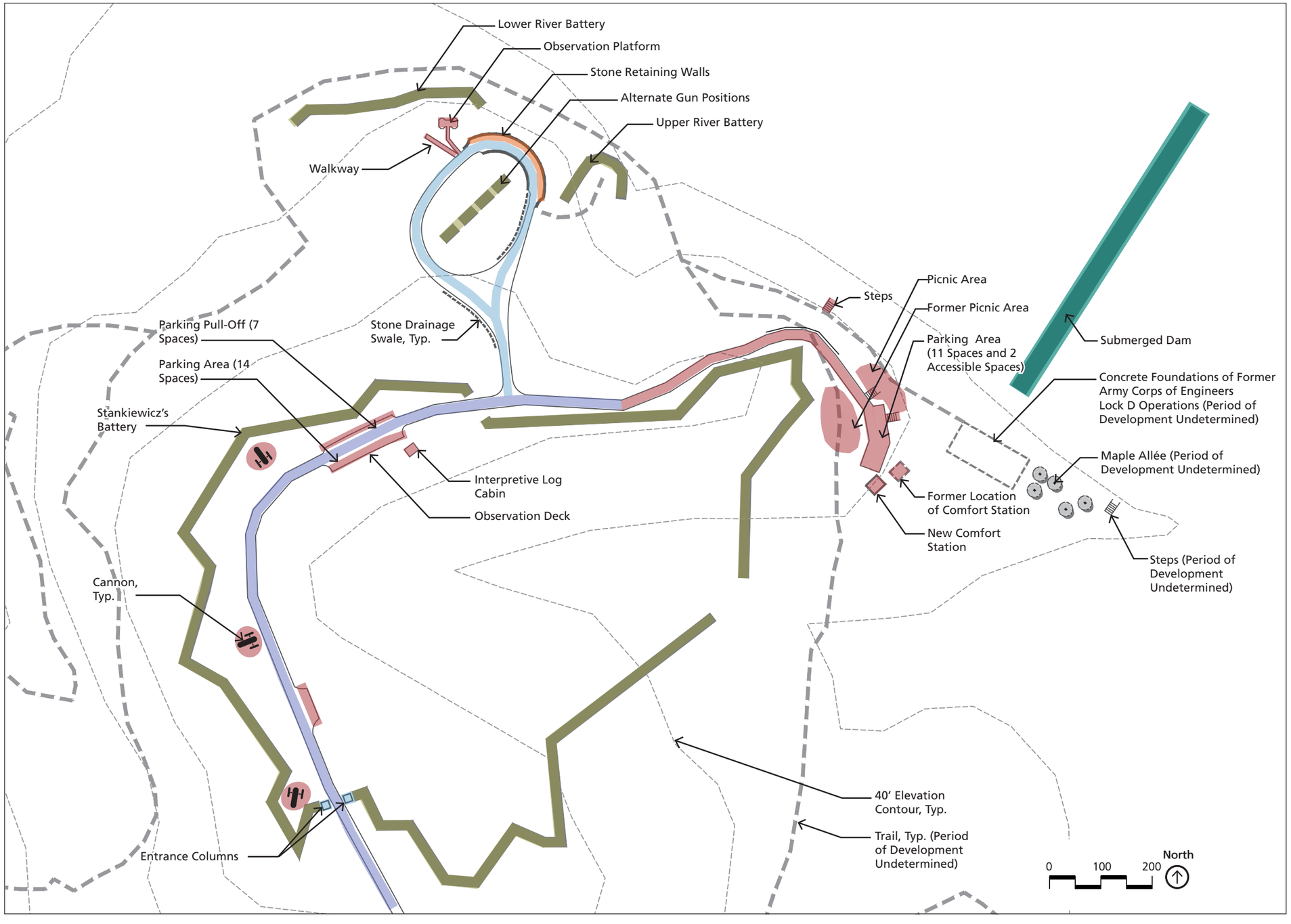
Further changes within this period occurred at FDNC, including: replanting of specimen trees, such as the ring of evergreen surrounding the bivouac of the Dead Tablets and the area along the walk to the Superintendent's Lodge; removal of the metal carport located on the northern side of the fuel storage building; removal of an elaborate Civil War era headstone marking the grave of a soldier named Christian Fox at and replacement of the feature with a different yet traditional marker. As for Dover Hotel, the NPS removed a fence that previously screened a fuel tank adjacent to a building at the rear of the hotel, in addition to a red bud tree. At the Visitor Center and Park entrance, NPS added a portable toilet north of the parking lot. Within the overall Picnic Area, the NPS removed one of the picnic spaces below the fort walls as well as a table beside the comfort station.

Several changes that occurred at Fort Heiman were: installation of a small restroom building off Fort Heiman Road in 2012; installation of a kiosk on Fort Heiman Road in 2014; removal of a concrete pad and two partially completed contemporary concrete buildings; and removal of large wooden sign displaying the message, "Welcome to Fort Heiman" near the terminus of the split rail fencing in the interior of the park. It is likely that changes will continue to occur throughout the landscape under the management of the NPS.

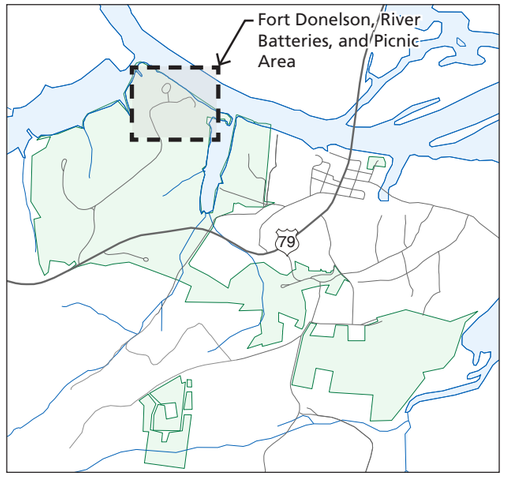
The physical evolution of the FDNB, from the Civil War to the present, is depicted in Illustrations 2.S-2.Z. Illustration 2.Z depicts the area road system and shows the approximate period of their development.

188 Information on recent projects gained from interviews with Park staff, including Superintendent Steven McCoy, Park Historian James Jobe, Resource Specialist Bill Barley, and Chief Ranger Mike Manning. More information available in Superintendent Annual Narrative Reports.

189 National Park Service, *Fort Donelson National Battlefield Boundary Adjustment Study and Environmental Assessment*, (US Department of the Interior: Washington DC, 2003) p. i-iv.



Fort Donelson, River Batteries, and Picnic Area



Location Map

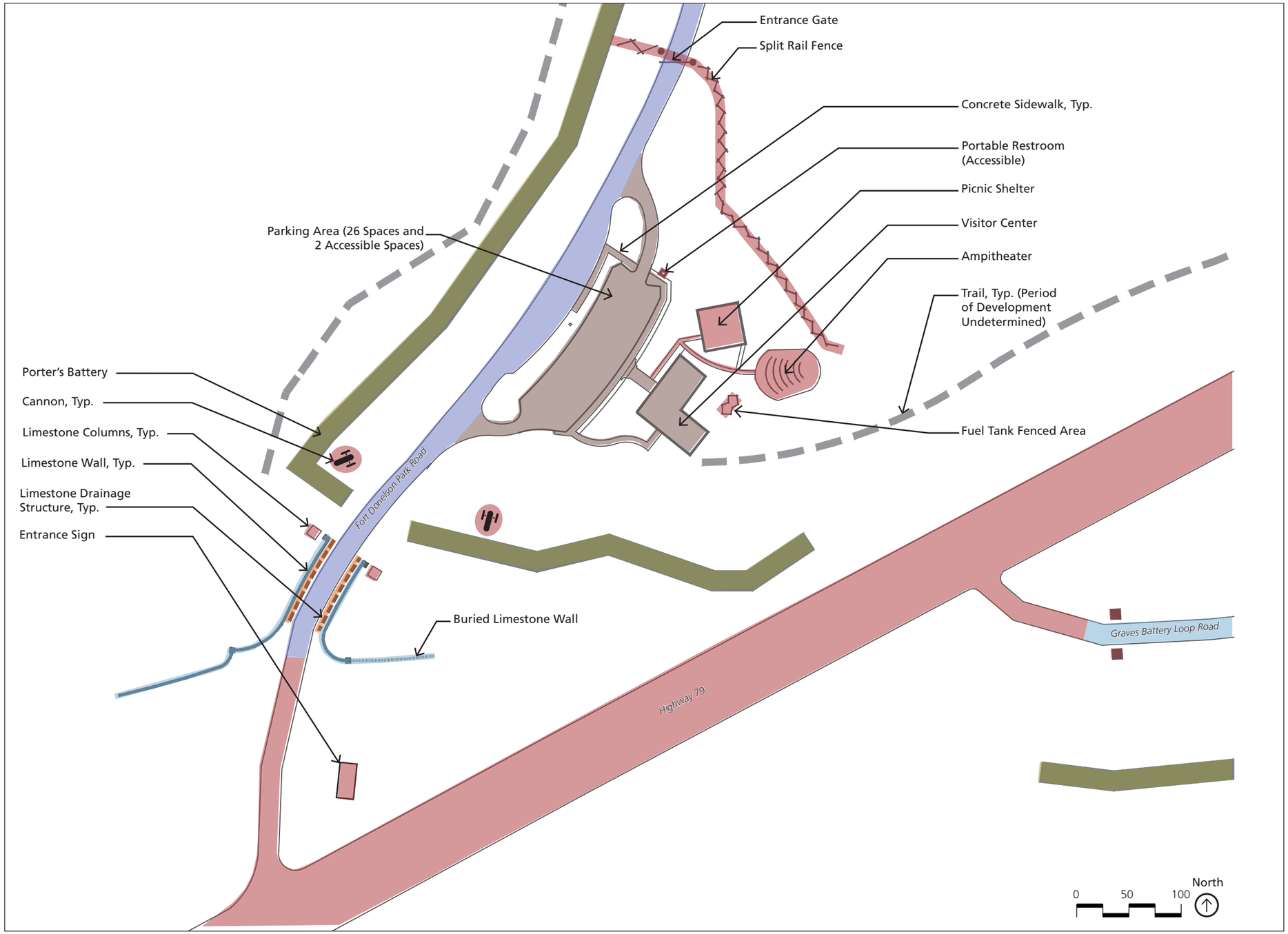
Legend

- Pre-Civil War (before 1861)
- Civil War (1861-1865)
- National Cemetery Development (1866-1913)
- Commemorative Campaign (1914-1927)
- War Department Development (1928-1933)
- Early National Park Service (1934-1952)
- Expansion of the Park and Mission 66 (1953-1962)
- Recent National Park Service (1963-present)

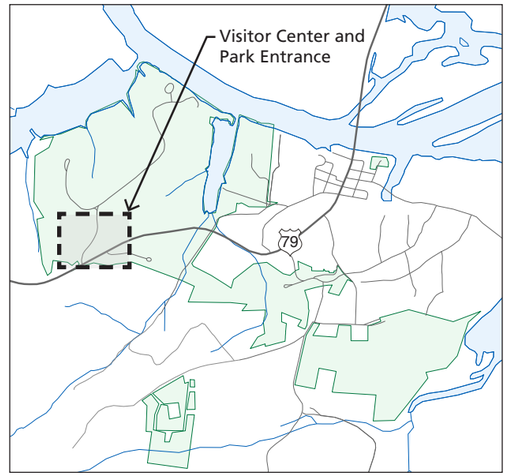
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.S



Visitor Center and Park Entrance



Location Map

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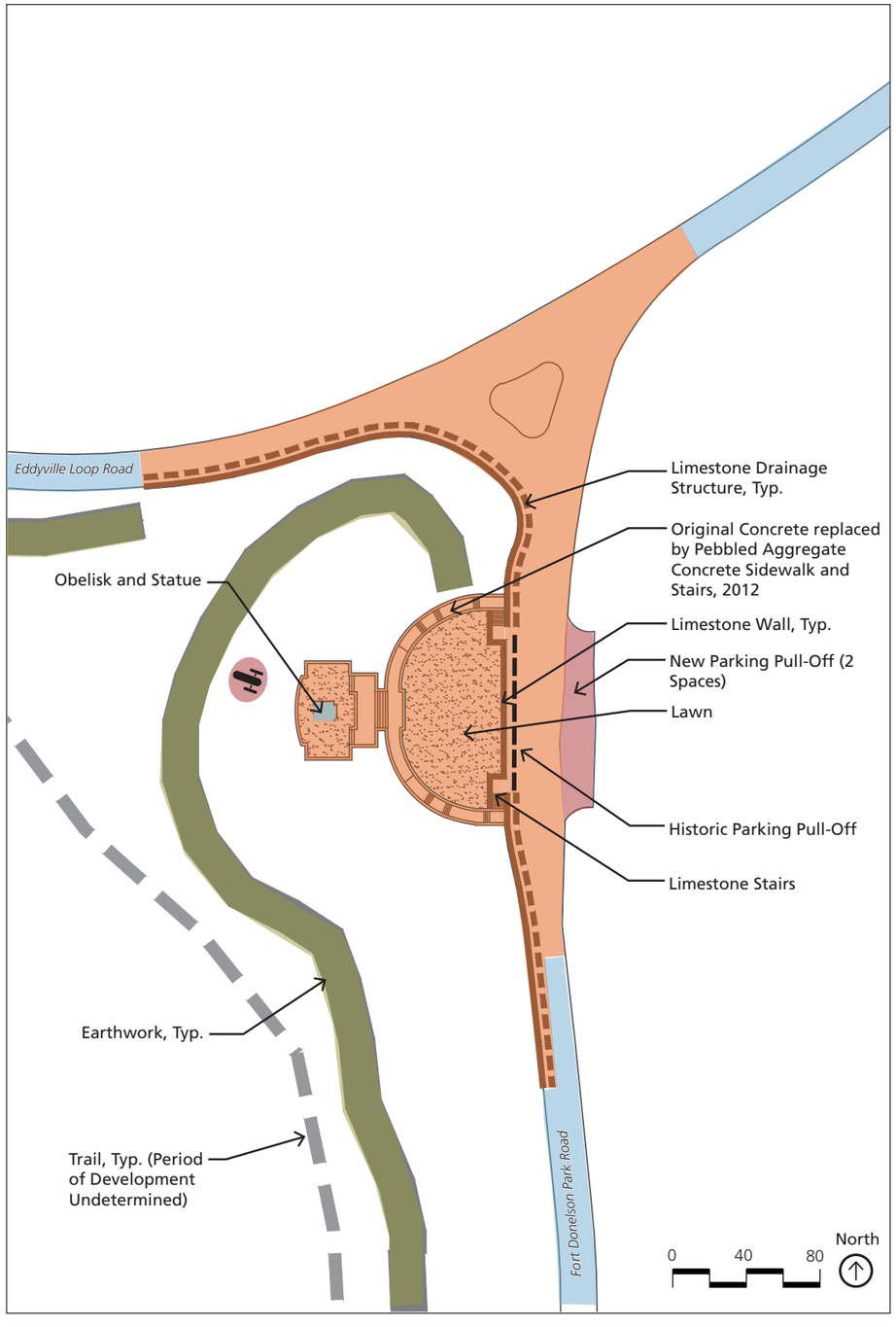
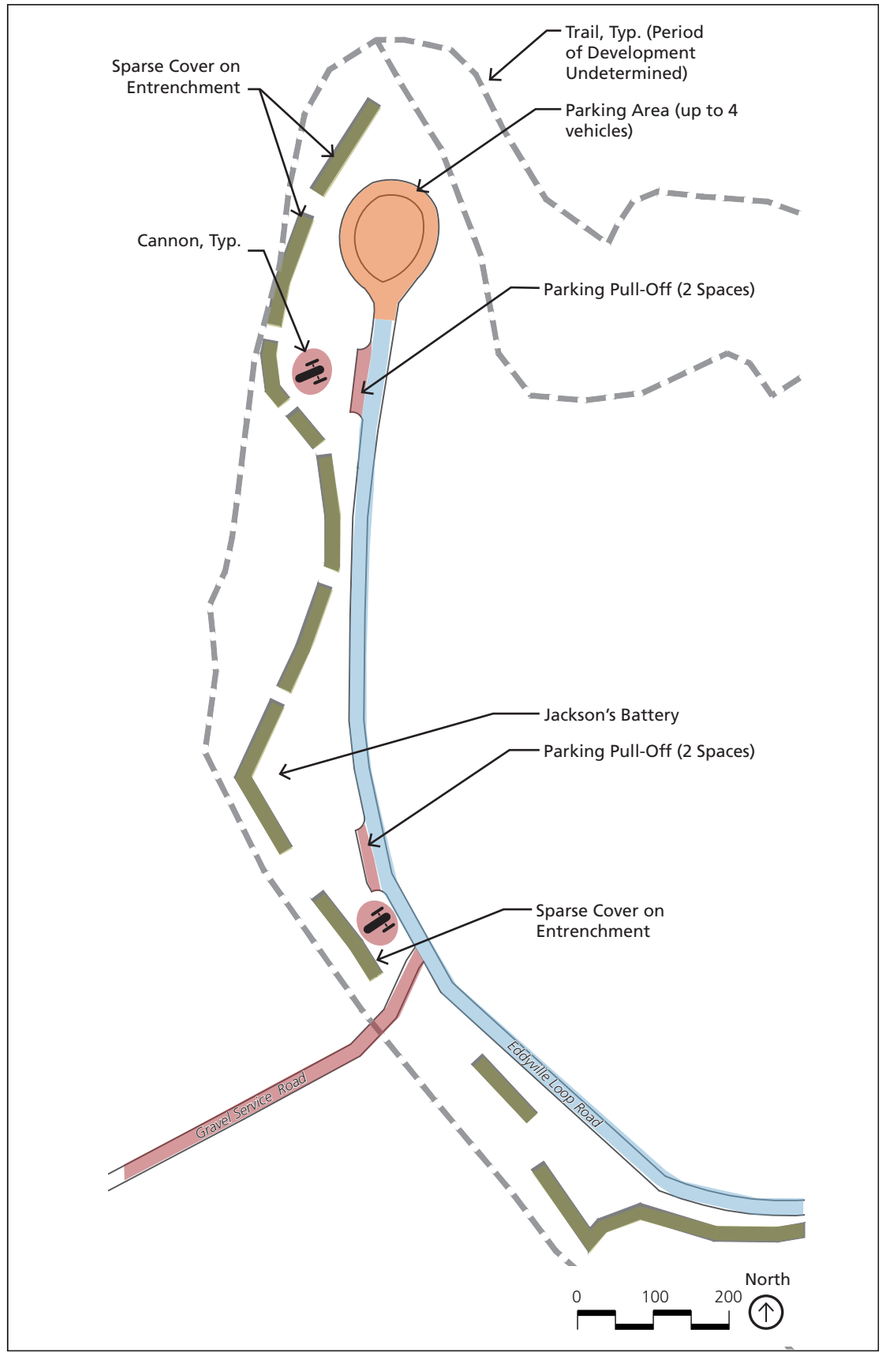
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

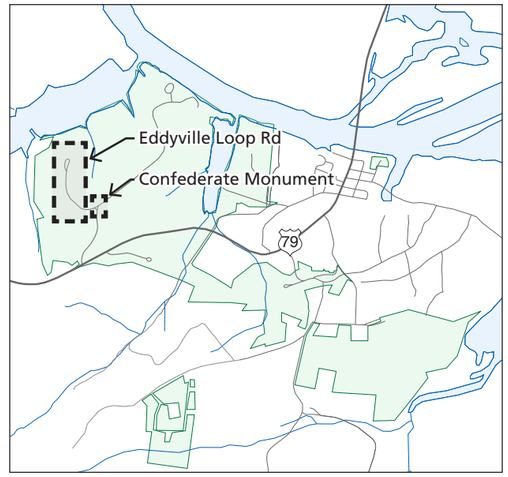
Illustration 2.T



Confederate Monument



Eddyville Loop Rd



Location Map

Legend

- Pre-Civil War (before 1861)
- Civil War (1861-1865)
- National Cemetery Development (1866-1913)
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- War Department Development (1928-1933)
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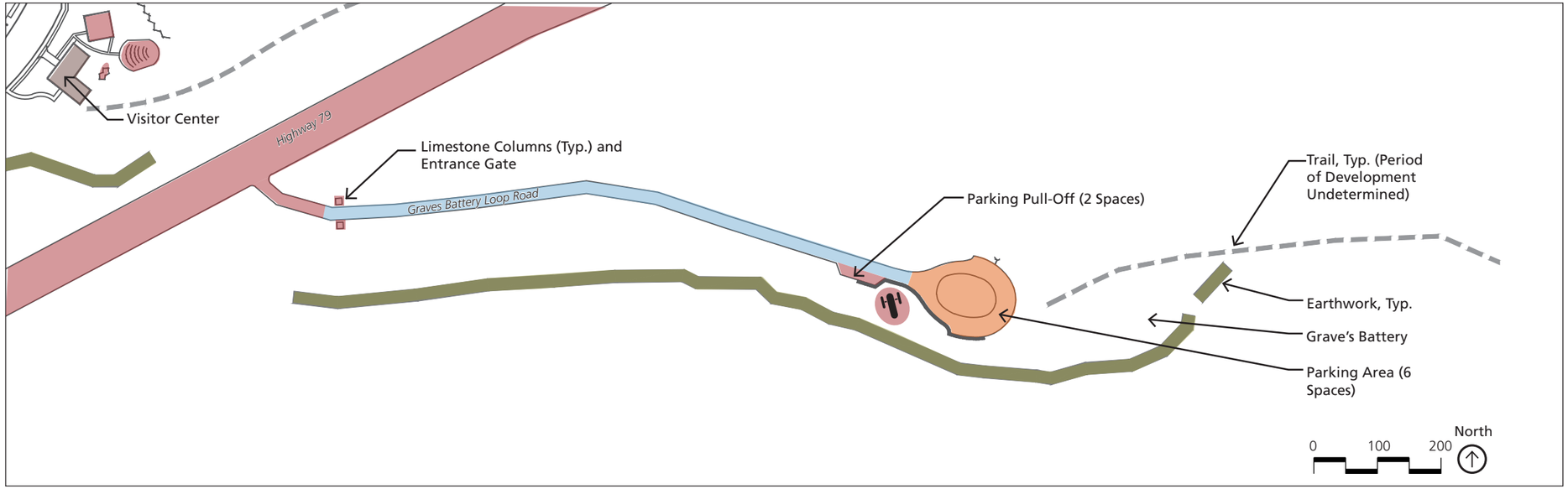
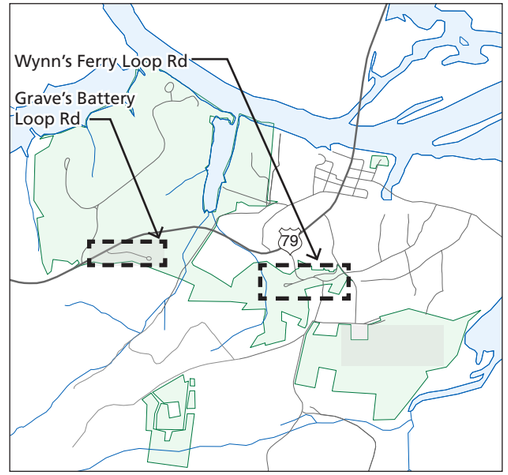
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

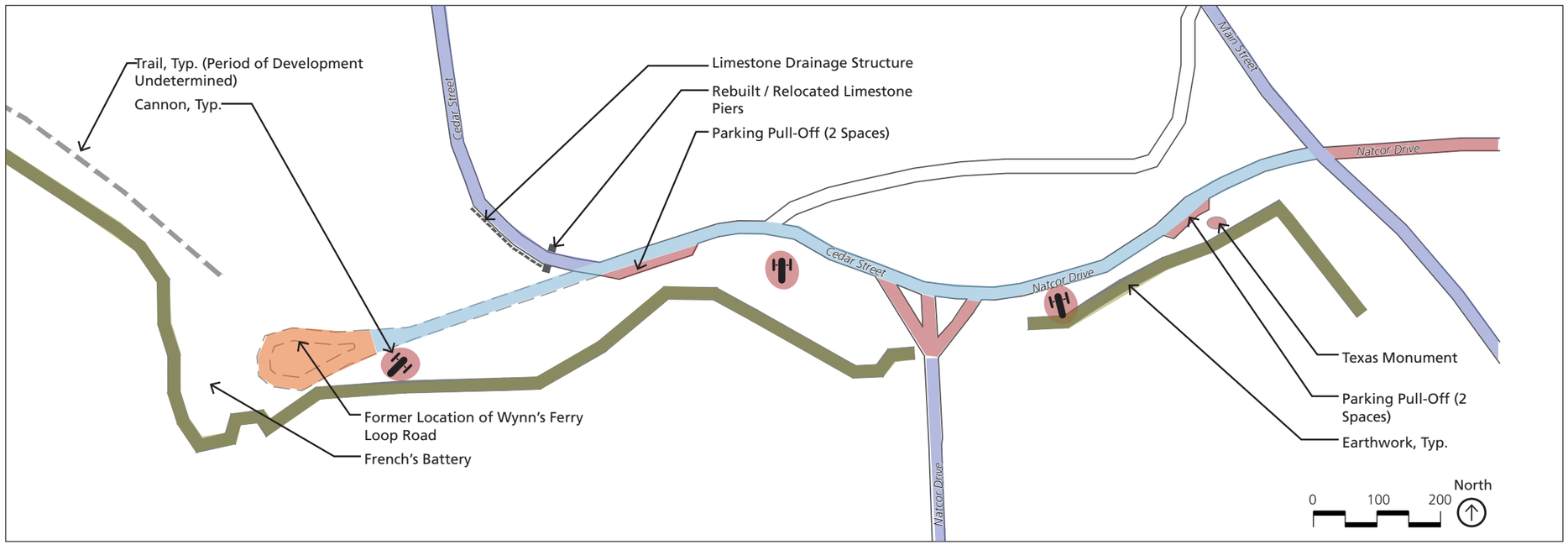
Illustration 2.U



Grave's Battery Loop Road



Location Map



Wynn's Ferry Loop Road

Legend

- Pre-Civil War (before 1861)
- Civil War (1861-1865)
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- Commemorative Campaign (1914-1927)
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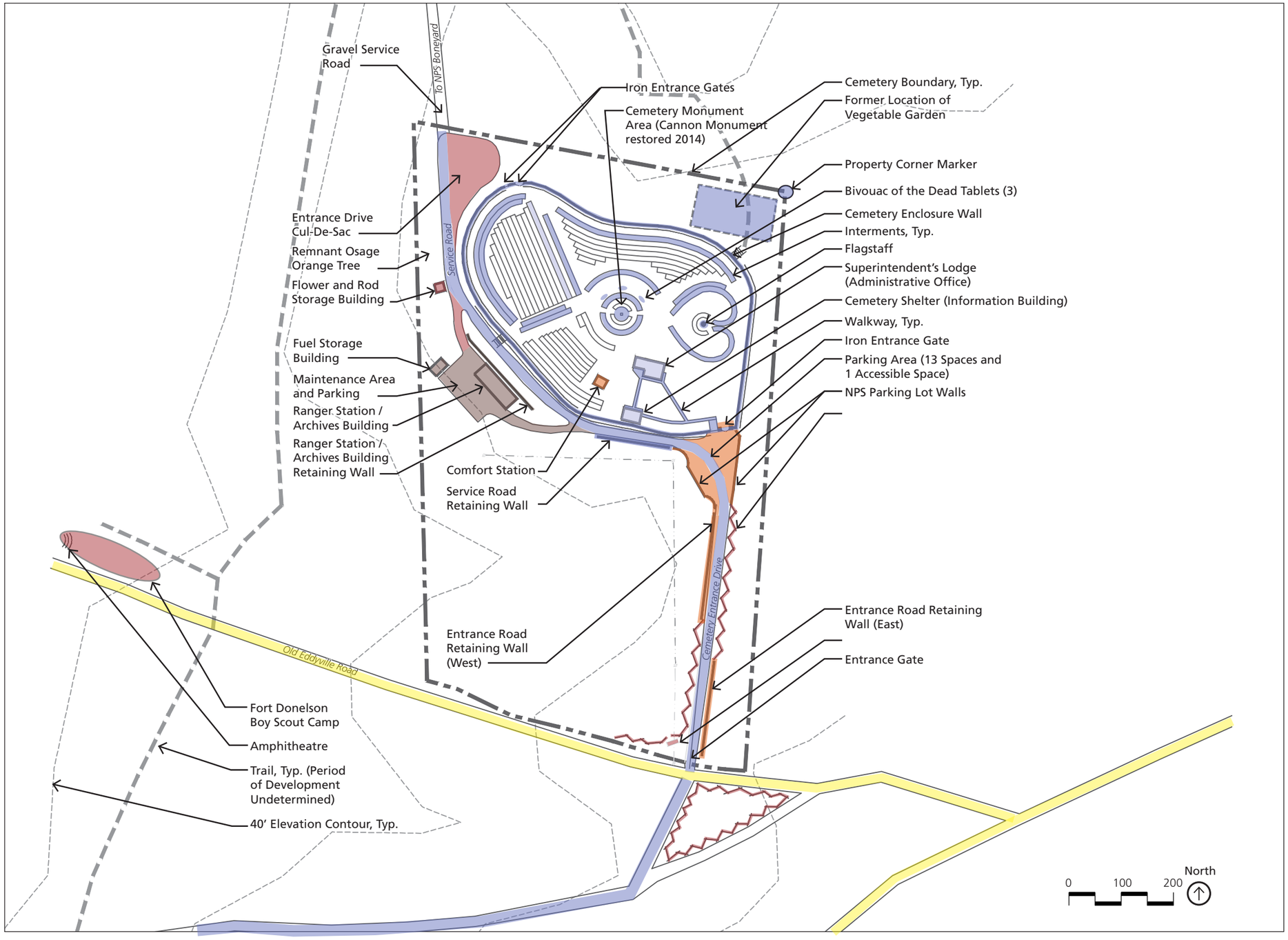
- Recent National Park Service (1963-present)

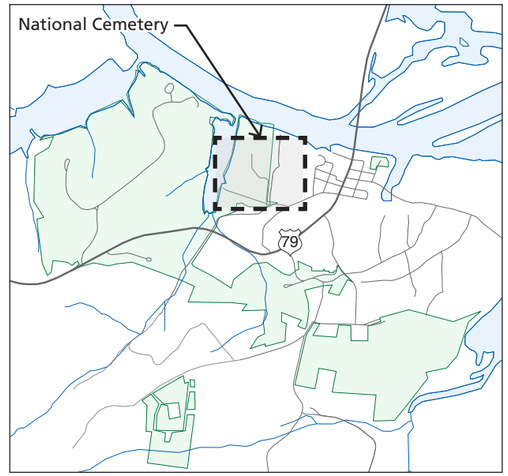
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.V



National Cemetery



Location Map

Legend

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- Civil War (1861-1865)
- National Cemetery Development (1866-1913)
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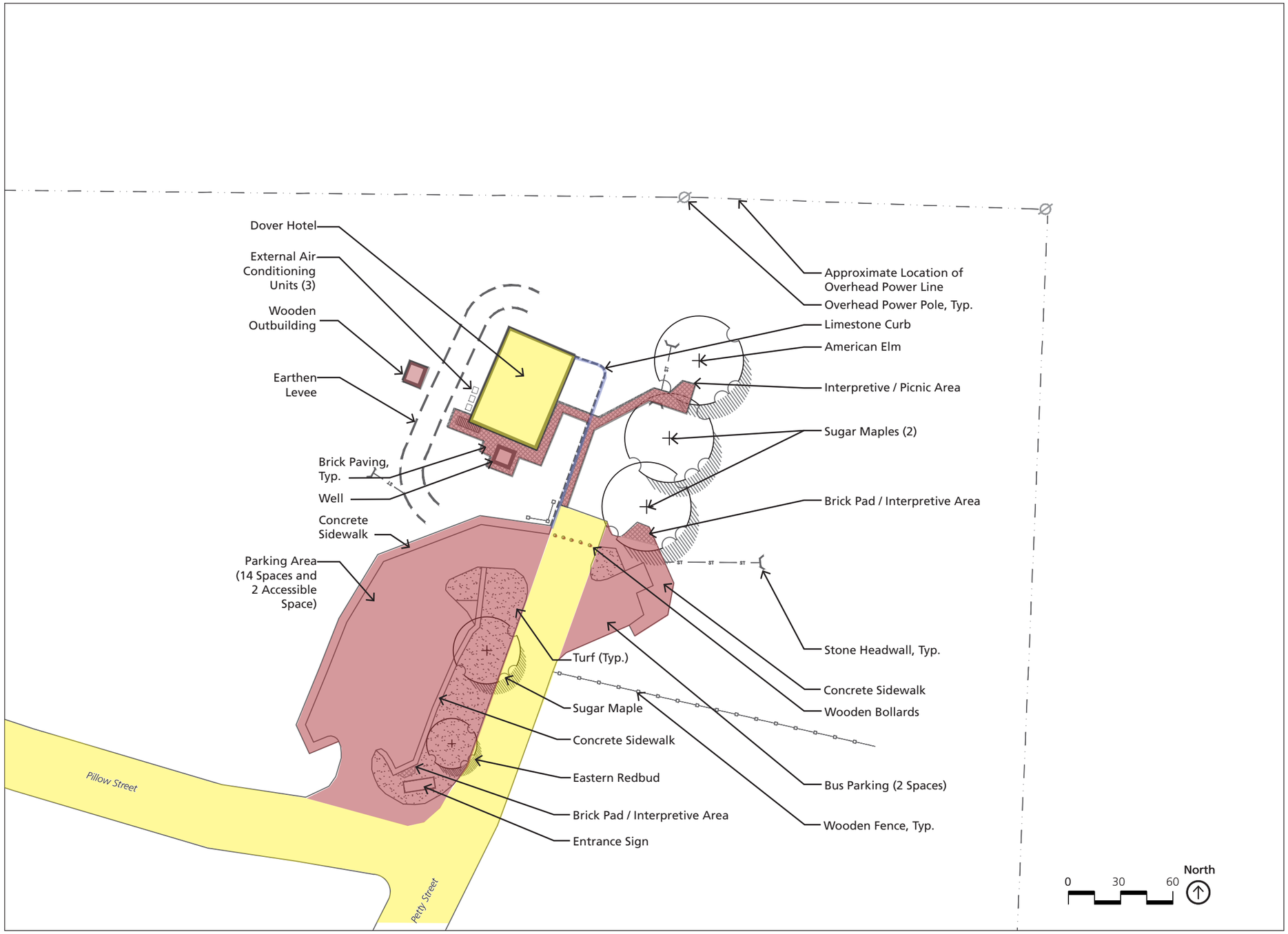
- Recent National Park Service (1963-present)

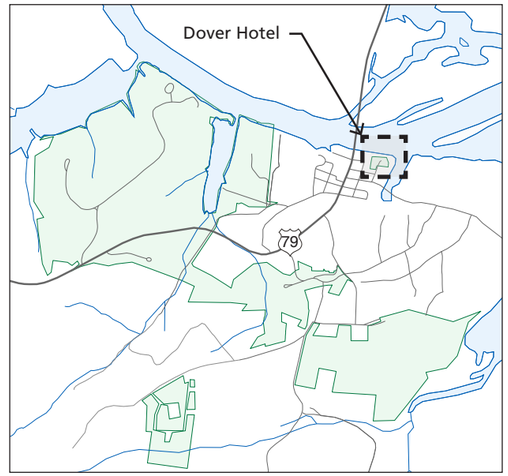
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.W



Dover Hotel



Location Map

Legend

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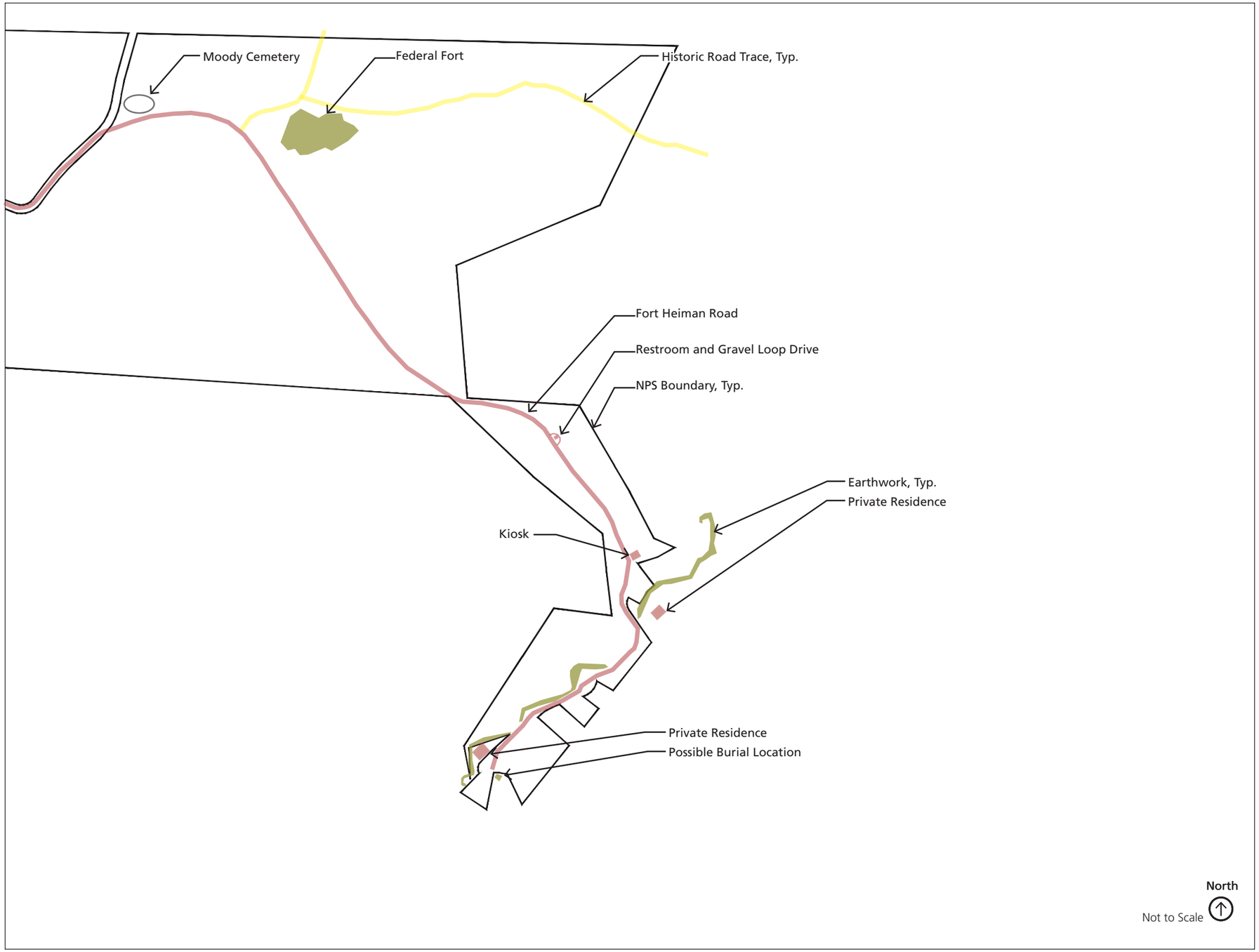
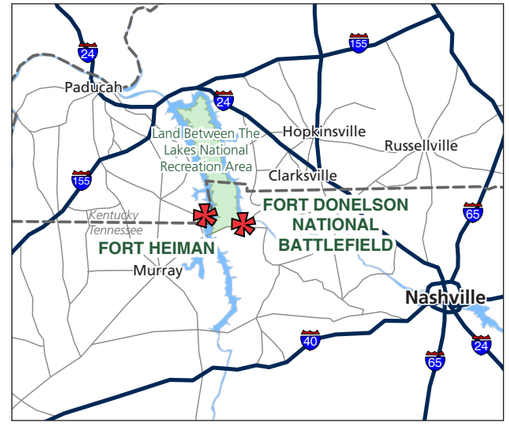
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.X



Fort Heiman



Location Map

Legend

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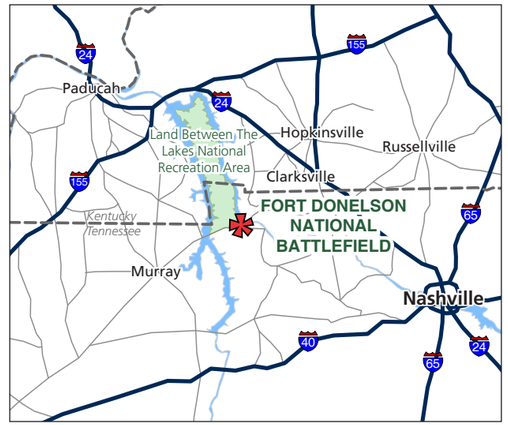
Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.Y

Lower River Battery
Upper River Battery
Stankiewicz's Battery
Hickman Creek
Fort Donelson
Indian Creek
Fort Donelson National Cemetery
Site of Historic Wharf
Dover Hotel (Surrender House)
Fort Donelson Shores Rd.
Pulpville Loop Rd.
Fort Donelson Park Road
Cemetery Rd.
Church Street
Route of Federal Road
Cedar Street
Donelson Parkway
Main Street
Highway 49
Natcor Drive
Smith's Attack Parcel
Grave's Battery Loop Rd.
Sandy Road
French's Battery and Erin Hollow Parcel
Historic Forge Road
Forge Road
Dahlia Dr.
Erin Hollow
Forge Road Parcel
Wynn's Ferry Road
Bomba Lane
Wilson Circle
Wynn's Ferry Road Parcel
Bufford Hollow

Road System Development



Regional Map

Legend

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- Civil War (1861-1865)
- National Cemetery Development (1866-1913)
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Site Evolution

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 2.Z

Existing Conditions

Introduction

The focus of this study is Fort Donelson National Battlefield (FDNB), the Fort Donelson National Cemetery (FDNC), Dover Hotel and Fort Heiman. FDNB is composed of approximately 560 acres of mostly wooded property along Lake Barkley in Dover, Tennessee and includes the core Civil War battlefield. The FDNC is comprised of 15 acres that abut the eastern boundary of the core battlefield. The FDNC primarily consists of maintained lawn with hardwood forest surrounding the northern and western boundaries. Dover Hotel is located on a small parcel of land along Lake Barkley just east of downtown Dover. The former hotel sits up slope from the lake surrounded by a parking lot and tree shaded lawn. Fort Heiman is located northwest of the core battlefield on a bluff above Kentucky Lake. The property is forested with hardwoods and is located along the southern boundary of Kentucky. In addition, the NPS recently acquired approximately 305 acres of land outside of the main fortifications of Fort Donelson through donation from the Civil War Trust. These parcels comprise portions of the battlefield where the majority of the fighting and casualties took place during the Civil War and consist of a mixture of forest and fallow agricultural fields. Cultural resources that predate the Civil War such as the Dover Hotel and historic roads exist within the study area. Some resources also persist from the Civil War including the Federal and Confederate entrenchments, gun batteries, Fort Donelson and Fort Heiman. Additional resources are the result of development by the U.S. War Department and the NPS such as the 1930s road system and a Visitor Center. This section of the CLR will inventory the existing conditions of the properties using a combination of contemporary photographs and narrative descriptions. The first half of the section will document the natural systems and features while the second section documents cultural features. For the sake of clarity, the cultural resources have been divided into the following landscape components: Fort Donelson, River Batteries, Picnic Area, Visitor Center and Park Entrance, Confederate Monument, Eddyville Loop Road, Grave's Battery Loop Road, Wynn's Ferry Loop Road, FDNC, Dover Hotel, Fort Heiman (Figure 3.1 and Illustration 1.A).[1] The CLR describes the recently acquired properties outside the main fortifications at Fort Donelson and the Moody Cemetery in a section titled, "Other Cultural Resources" at the end of the chapter. All of the Park's natural resources are described below in the Natural Systems and Features section. Cultural resources that are located outside of the component landscapes are described in the Cultural Resources section, which follows the Natural Systems and Features section.

Natural Systems and Features

Topography and Hydrology

The highest points of FDNB are located in the core battlefield area along a ridgeline which roughly runs north-south with east-west spurs. These highpoints are approximately 550 feet above sea level and are the sites of the Visitor Center, the gun batteries and many of the Park's loop roads. FDNC has a maximum elevation of 490', while the highpoint at Fort Heiman is 460' and 390' at the Dover Hotel. The Park's lowest points are located along the pool line of Lake Barkley and Kentucky Lake at 359' in elevation at full pool (Figure 3.2 and Figure 3.3). There is no evidence of significant erosion of the landform and little topographic change has occurred in the FDNB sites since the Civil War. The most significant topographic changes occurred adjacent to the properties in 1944 with the damming of the Tennessee River to form Kentucky Lake and in 1958 when the Cumberland River was impounded to create Lake Barkley. An approximate 20-foot rise in elevation occurred in the river channels when the lakes were created. This change was most dramatic near Fort Heiman where the river was located within a wide floodplain. The dammed waterway produced a water body that is nearly five times as wide as before impoundment. Damming the river also

1 The Ft. Heiman property is a distinct component landscape. Figure 1.1 shows the relationship between Ft. Heiman and the rest of FDNB.

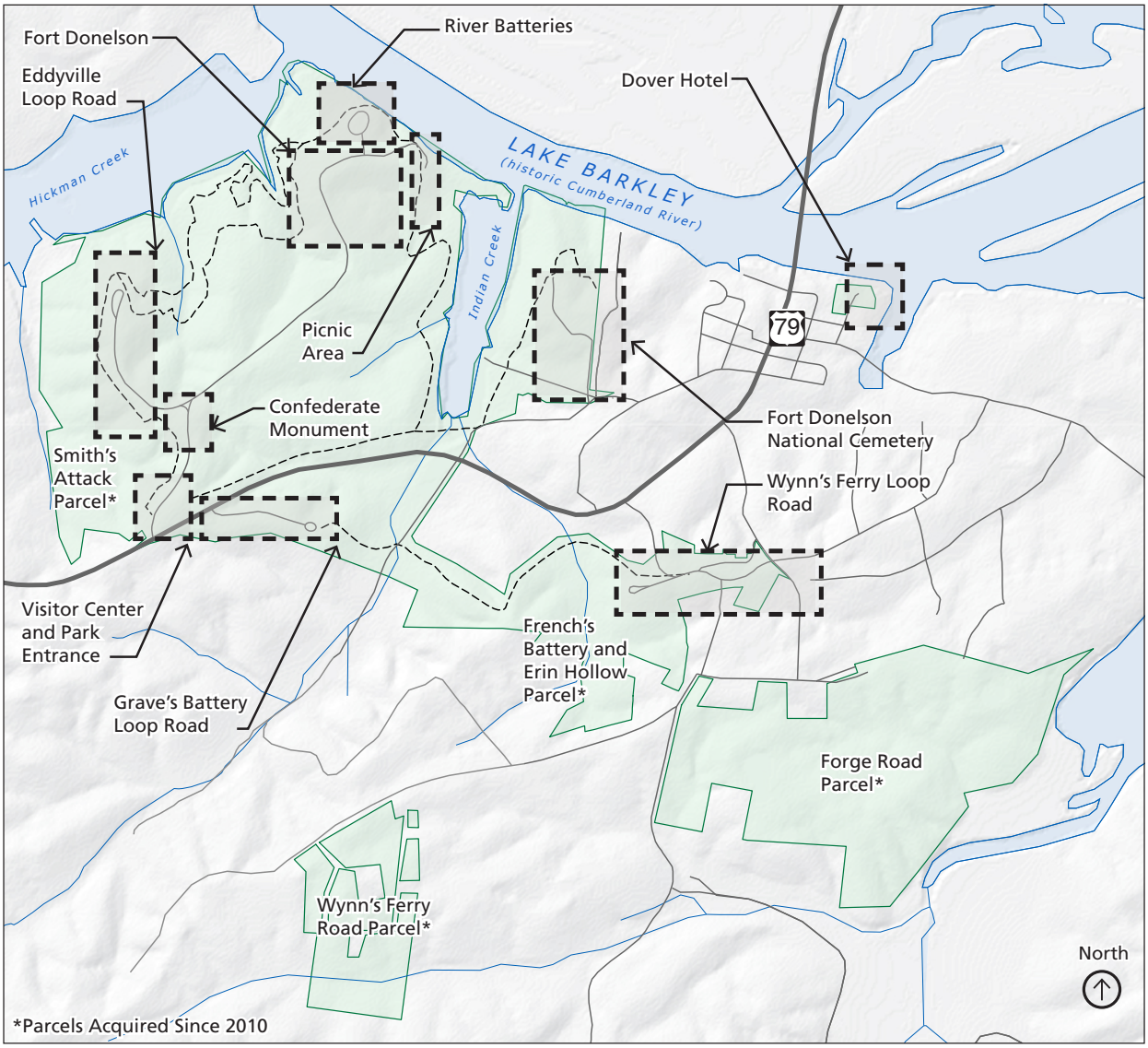


Figure 3.1: Component landscapes map (areas outside of boxes are not defined as component landscapes)

created permanently flooded backwaters along what had been wetland habitat within the channels of nearby creeks.

Topography and water bodies played a large role in siting of forts and their gun batteries. All were located at highpoints along the riverbanks and ridgelines. These locations provided vantage points to protect the rivers and forts from advancing war ships and troops. While the difference in elevation of the surrounding waterways has changed since the Civil War, the existing site effectively conveys the topography that was of importance during the battle. In contrast, the impounded creeks significantly change the appearance of the channels from that of the Civil War era.

Vegetation

There are 645 plant species known to occur on the property with 149 of these classified as non-native plant species.[2] Several of the non-native plants are known to be invasive exotic species which pose a threat to the native plant communities.[3] The invasive species that pose the greatest threat

2 The NPS Business Management Group. *Fort Donelson National Battlefield Business Plan: Fiscal Year 2007*, (Washington D.C.: U.S. Dept. of the Interior, 2007), 9.

3 Most invasive exotic species out-perform native plants due to a relative lack of naturally occurring pest and disease.

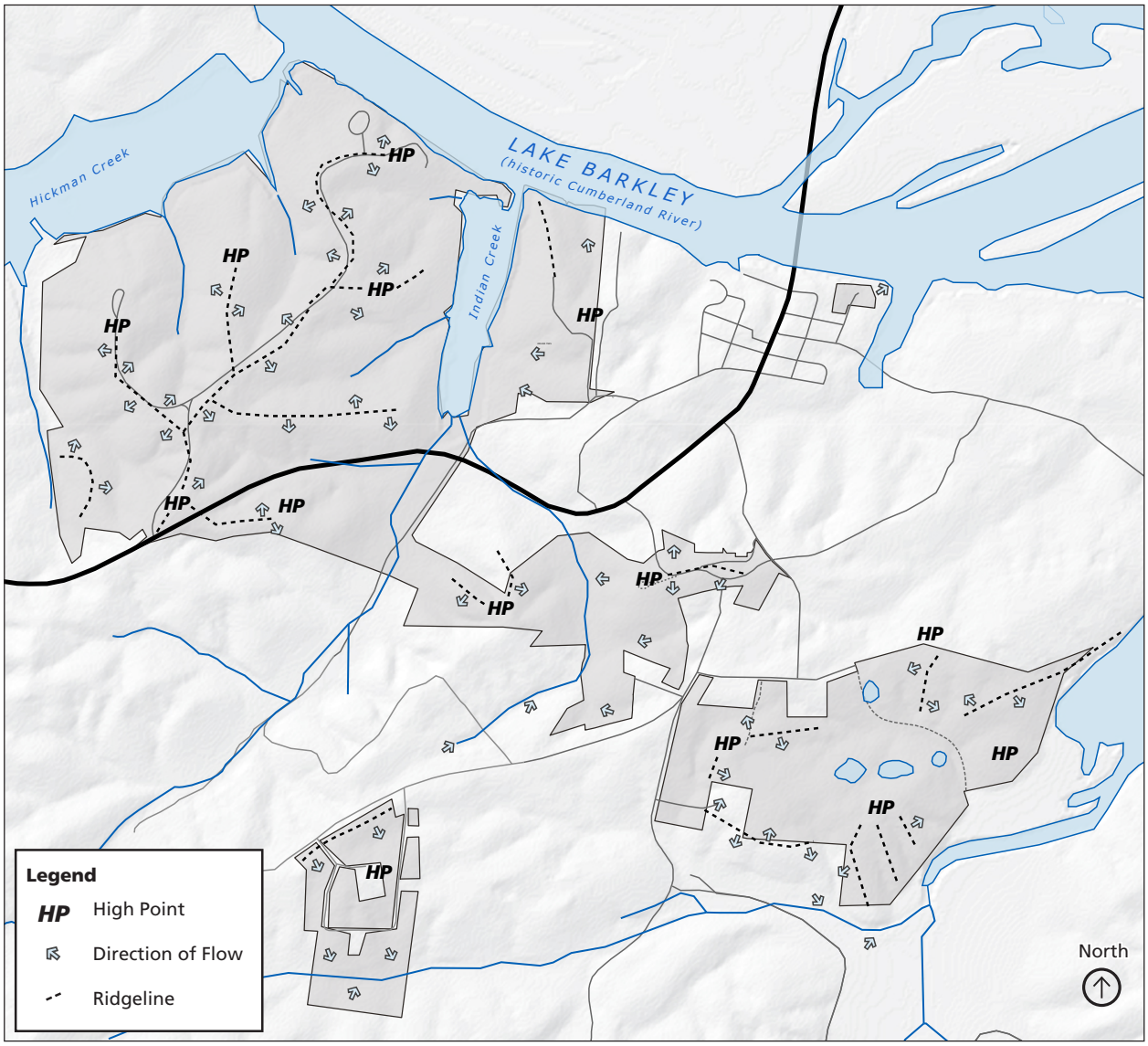


Figure 3.2: Hydrology and topography map for the core battlefield

to the native plant communities at FDNB are Chinese privet (*Ligustrum sinense*) and Japanese honeysuckle (*Lonicera japonica*).[4]

In 1987, Gerald McCrain and Audrey Grubb completed a survey of the vegetation of the Park.[5] The following information about the naturalized vegetation zones of the property was informed from their study and observations made during fieldwork in spring 2009 (Figure 3.4). An upland hardwood mixed forest covers the majority of the property. Within this community, the canopy is dominated by blackgum (*Nyssa sylvatica*), hickories (*Carya glabra and C. tomentosa*), white ash (*Fraxinus americana*), and oaks (*Quercus alba, Q. falcata, Q. rubra, Q. stellata,* and *Q. velutina*). Understory trees that are common in this forest type are dogwood (*Cornus florida*), sourwood (*Oxydendron arboreum*), redbud *Cercis canadensis*), sassafras (*Sassafras albidum*) and serviceberry (*Amelanchier arborea*). The groundcover is often sparse, but generally composed of Japanese honeysuckle, poison ivy (*Toxicodendron radicans*), Virginia creeper

4 Both species were introduced by the War Department, Civilian Conservation Corps, and the National Park Service to control erosion.

5 The vegetation study was focused on the core battlefield area of the Park, but accurately describes the conditions of Ft. Heiman as well. Fort Heiman is entirely canopied by upland mixed hardwood forest.

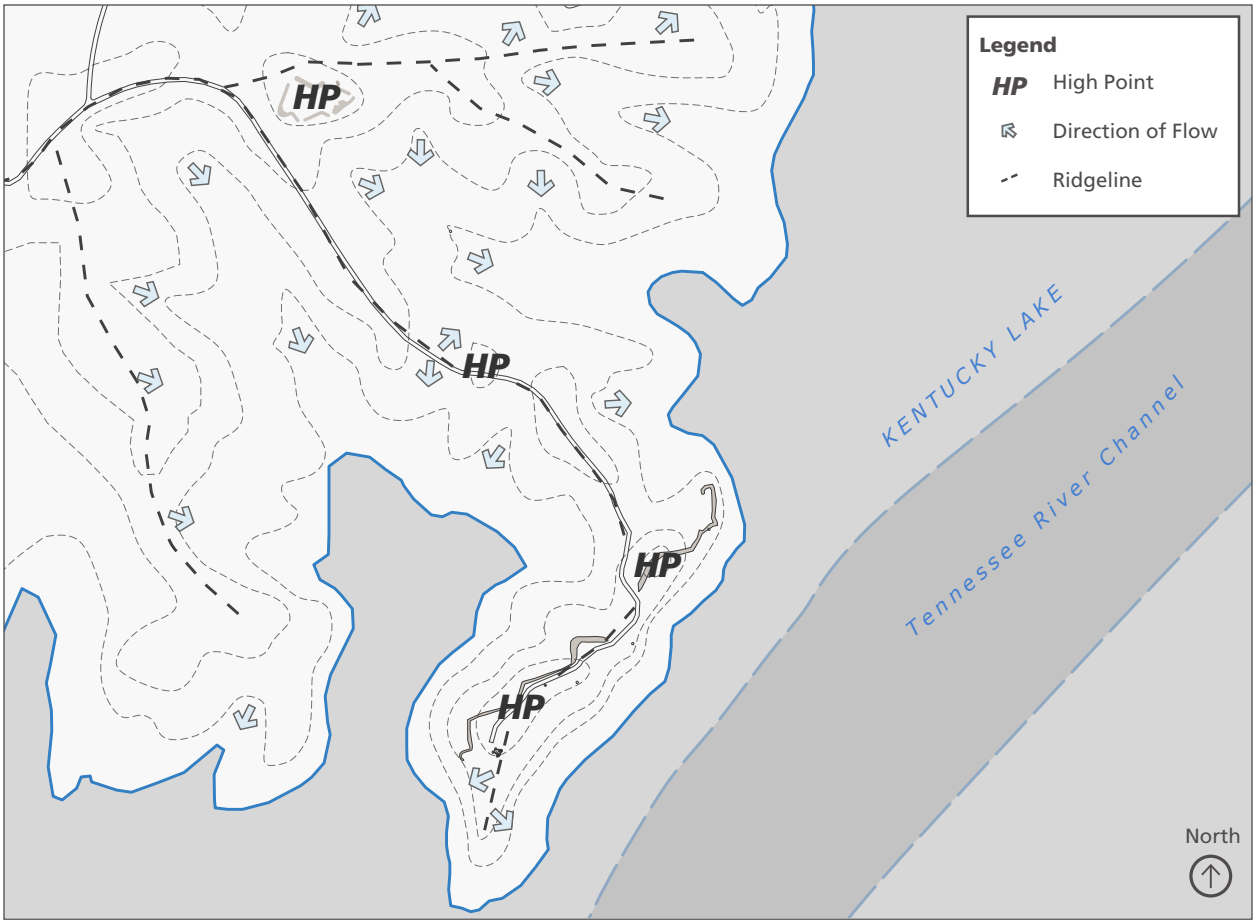


Figure 3.3: Hydrology and topography map for Fort Heiman

(*Parthenocissus quinquefolia*), mayapple *(Podophyllum peltatum*) and other spring herbaceous forbs.[6]

On steep slopes, ravine embankments and low depressional areas of the mixed hardwood forest, the canopy is composed of American beech (*Fagus grandiflora*), tulip poplar (*Liriodendron tulipifera*), sycamore (*Platanus occidentalis*), maples (*Acer rubrum*, and *A. saccharum*), hackberry (*Celtis laevigata*), basswood (*Tilia heterophylla*) and box elder (*Acer negundo*). The understory is made up of pawpaw (*Asimina triloba*), dogwood, ironwood (*Carpinus caroliniana*), wild hydrangea (*Hydrangea arborescens*) and spicebush (*Lindera benzoin*), and herbaceous forbs and vines.[7]

Within the forested areas of the Park, several groves are dominated by pine trees. The pine groves are composed of a mix of white pine (*Pinus strobus*), loblolly (*P. taeda*), and scrub pine (*P. virginiana*).[8] None of these three species naturally occur or readily reproduce in Stewart County forests according to local forester Bud Morton.[9] The pines were introduced to control erosion or as part of landscaping projects.[10] Today the remnant pockets of pine can be seen along the Donelson Trail west of Indian Creek and along Fort Donelson Park Road. Because members of this forest type have a low frequency of reproduction in Stewart County, the pine groves are transitional forests that will become less common as the landscape ages.

Few wetlands persist in the Park due to the permanently flooded conditions created by the creation of Lake Barkley and Kentucky Lake. A

6 Gerald R. McCrain and Audrey L. Grubb. *An Analysis of Past and Present Vegetational Patterns and Historic Parameters at Fort Donelson National Battlefield with Recommendations for Restoration and Future Management*, (Resource Management Co., Raleigh North Carolina, 1987), 28.

7 Ibid, 29.

8 Ibid, 29.

9 Ibid, 78.

10 Ibid, 29.

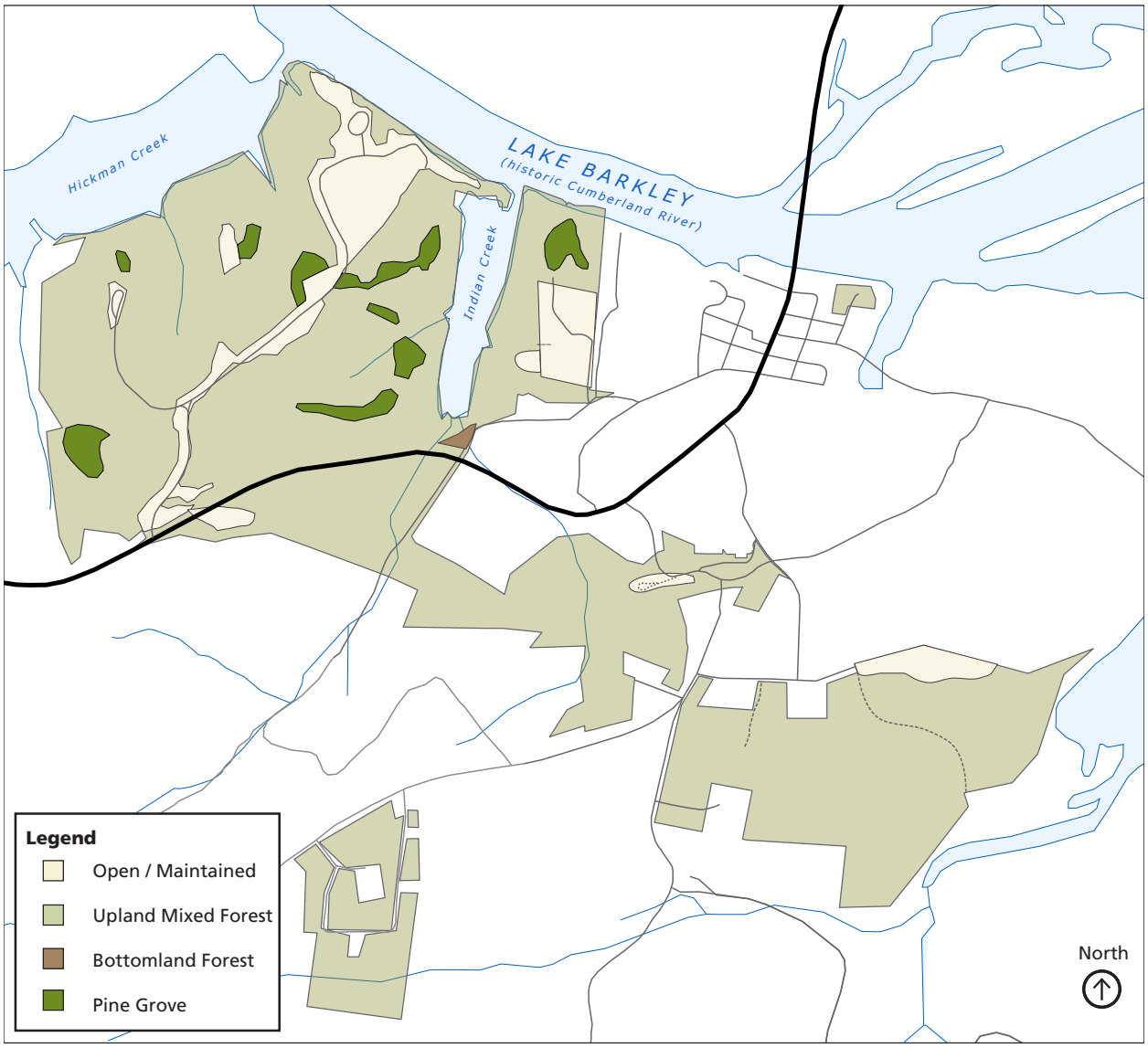


Figure 3.4: Vegetation map

small pocket of the bottomland forest communities persist near the headwaters of Indian Creek adjacent to Highway 79. In the remaining wetland forests the prevalent species are cottonwood (*Populus deltoides*), boxelder, black willow (*Salix nigra*), buttonbush (*Cephalanthus occidentalis*), red maple (*Acer rubrum*), and green ash (*Fraxinus pennsylvanica*).[11]

During the 1987 vegetation survey, several pockets of successional regeneration were described along Fort Donelson Park Road and the old Eddyville Road. These areas corresponded with previously disturbed areas and took the form of fields or thickets. By 2009, these areas had transitioned into young hardwood forests that are part of the upland forest areas.

The NPS manages the remaining portions of the site by various means to keep them clear of forest growth. The Cultural Features section discusses further these open and maintained areas of vegetation.

The NPS has not commissioned a formal study of the vegetation at the recently acquired properties outside the main fortifications at Fort Donelson, but like the remainder of the Park, upland mixed hardwood forest comprises the majority of these parcels. The forests here are not as healthy, diverse, or mature as the woodland within the main

11 Ibid, 30.

fortifications, as they lack the War Department planting efforts of the early twentieth century. For example, the Wynn's Ferry Parcel shows evidence of recent logging activity and invasive exotic plants like Chinese privet (*Ligustrum sinense*) choke portions of the understory at the Forge Road Parcel. Vegetation at Fort Heiman will be discussed later in this chapter.

Soils

Generally soils are deep, well drained, and described as silt loam (Illustration 3.A). The parent material of all soils on site is limestone. Bodine is the predominant soil series found at the Park. This series occurs on steep slopes and is described as excessively drained, eroded and gravelly. The ridgelines of the site are dominated by the Lax and Dickson series. These moderately well drained soils are typically eroded. Relatively flat lands are found just beyond the floodplain at the foot of slopes along waterways. These areas are typically composed of Humphreys series soils. The floodplains are composed of soils in the Lindside, Lobelville, and Wolftever series. These soils are very deep, moderately well drained and prone to seasonal flooding. Existing development in the Park occurs along the ridgelines. This development pattern is consistent with the areas that contain soils that are most conducive to building structures and roadways. Soils at Fort Heiman will be discussed later in this chapter.

Threatened and Endangered Species

A couple of endangered species and species of management concern have been documented on the Park property. Price's potato bean (*Apios priceana*) is currently listed as an endangered species and is found in the Park. The bald eagle (*Haliaeetus leucocephalus*) is currently listed as species of management concern. A nesting pair resides in a tree adjacent to the River Batteries parking area and attracts many visitors to the Park.

Cultural Features

Land Use

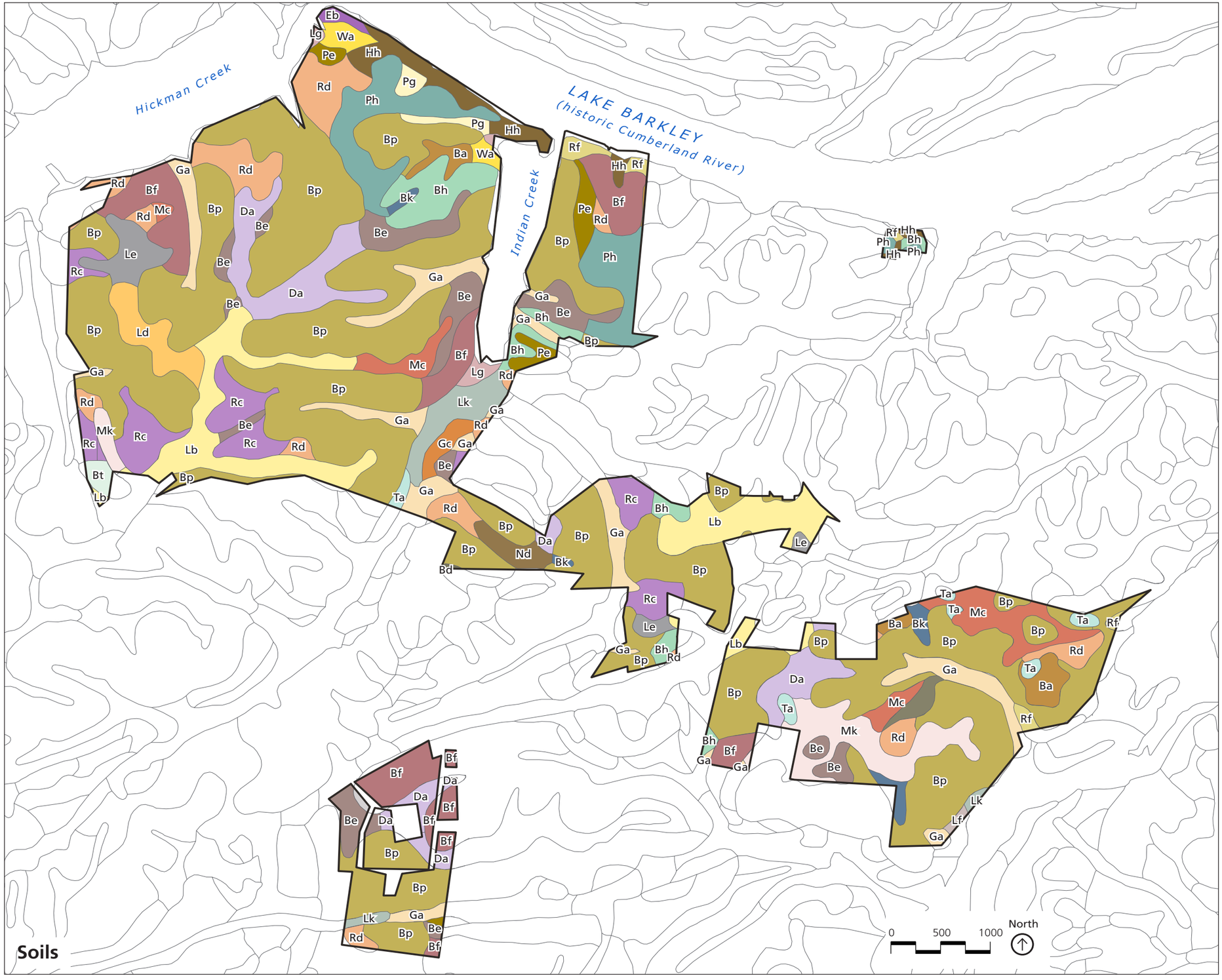
Between 1991 and 2007, the Park has hosted an average of 219,070 annual guests with peak visitation occurring during the summer months.[12] FDNB provides opportunities for education and reflection on the events of the American Civil War. Through preservation of the Park's historic resources and a multifaceted interpretive program, park visitors gain a greater understanding of the events that transpired at the site and various other battlefields during the war. Secondly, the Park provides recreational opportunities. Picnic facilities along Lake Barkley and over five and one-half miles of nature trail draw visitors by providing opportunities to take in the beauty of the Park and experience the naturalized portions of the property. During the spring of 2009, many local residents were observed walking and running on Fort Donelson Park Road for exercise. In addition, the park contains two cemeteries. A small family cemetery is located within the Fort Heiman component landscape and the FDNC is a component landscape in its own right, discussed in detail later in this chapter.

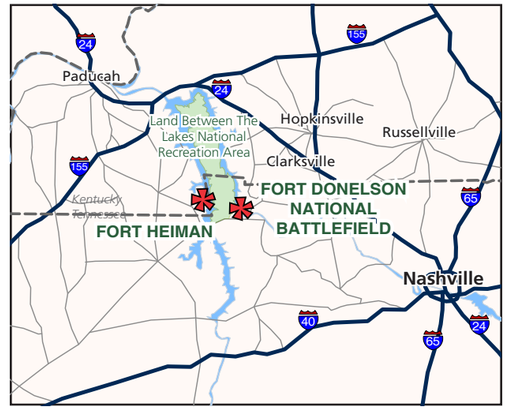
Vegetation

Many specimen trees are located within the Park, along the earthworks and on the roadsides of the core Battlefield Park. These trees are the result of thousands of trees that were planted by the War Department and the NPS in the 1930s and 1940s. During this era hardwood canopy trees, evergreens and flowering understory trees were planted in an effort to stabilize slopes and beautify the property. Some of the species that were planted by the War Department are oaks, tulip poplar, hickories, gums, cedar, dogwood, redbud, Lombardy poplar (*Populus nigra*), and maples. Later in the 1930s, the NPS planted dogwood, locust, redbud, holly, and sassafras. All of these species, except Lombardy poplar, are still represented in the landscape of the core battlefield area. These lists describe the species that make up the vast majority of the surveyed specimen trees. With exception of Lombardy poplar, these species are native species of the region.

The War Department and the NPS were also responsible for shrub and vine plantings in the Park. As with the trees, these plants were installed to beautify and stabilize, but also to screen adjacent property owners. Some of the species used were Japanese honeysuckle, Chinese privet, spirea (*Spirea spp.*), ornamental junipers (*Juniperus spp.*)

12 The NPS Business Management Group, 10.





Regional Map

Soils Key

Ba	Sengtown gravelly silt loam, eroded
Bd	Sengtown gravelly silt loam, eroded
Be	Sengtown gravelly silt loam, eroded
Bf	Sengtown gravelly silt loam, steep slopes
Bh	Bodine gravelly silt loam, eroded
Bk	Bodine gravelly silt loam, eroded
Bp	Bodine gravelly silt loam, eroded
Bt	Brandon silt loam
Da	Dickson silt loam, eroded
Eb	Egam silty clay loam, occasionally flooded
Ga	Humphreys gravelly silt loam
Gc	Trace silt loam
Hh	Nolin silt loam, occasionally flooded
Lb	Lax silt loam, eroded
Ld	Lax silt loam
Le	Lax silty clay loam, severely eroded
Lf	Newark silt loam, occasionally flooded
Lg	Lindside silt loam, occasionally flooded
Lk	Lobelville silt loam
Mc	Mountainview silt loam, eroded
Nd	Sugargrove gravelly silt loam
Pe	Paden silty clay loam, severely eroded
Pg	Armour silt loam, eroded
Ph	Armour silt loam, eroded
Rc	Sengtown-Gullied land complex
Rd	Dickson-Gullied Land Complex
Rf	Sengtown-Rock outcrop complex
Ta	Taft silt loam
Wa	Wolftever silt loam, occasionally flooded

Soils Map

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.A

and mountain laurel (*Kalmia latifolia*). Of these species the only observed species that are currently represented in the Park are privet and honeysuckle. The honeysuckle was used to stabilize earthworks and steep slopes. Privet was planted in hedges along property lines. Unfortunately, both of these species are now present as invasive exotic species in the Park.

The Fort Donelson maintenance staff makes use of a park mowing plan to determine the different maintenance regimes employed for maintaining open areas in the Park. One designation within the plan is referred to as "Class A mowing." This refers to areas that will be maintained as lawns with a near weekly mowing schedule. Currently, this maintenance prescription accounts for 48 acres of the project area. These lawns are predominantly composed of Bermuda grass in sunny locations with fescue blends in shaded areas. Lawns are located along Park roads, at the Park Entrance on Hwy 79, at the FDNC and surrounding the Visitor Center, Dover Hotel, Confederate Monument, the Batteries and the most accessible earthworks. "Class B Mowing" is applied to 35 acres of the Park. This mowing class applies to areas maintained as fields and along less accessible sections of earthwork. These areas are mown an average of three times during the growing season. "Class C Field Mowing" is used to define areas that are maintained as open via an annual mowing to suppress woody vegetation. The NPS maintains thirty acres of the site in this manner. Another means used to keep areas open is by designating them as Agricultural Use areas. These areas allow the Park to enter into a lease agreement with local farmers who will manage park lands for hay production. Fort Donelson has 12 acres along Fort Donelson Park Road that are designated as an Agricultural Use area. This field is not currently leased. Appendix A contains the Park mowing plan with maps showing the various mowing class locations. Mowing at Fort Heiman is not covered in this plan.[13] Currently at Fort Heiman, strips along the roadway and the newly installed fence rows are mown seasonally in a similar manner as "Class B Mowing." Newly installed turf grass on earthworks will likely be mown seasonally as well. A small former agricultural field exists at the newly acquired Forge Road Parcel. No one has farmed or mown this field in several years and as a result, it is undergoing natural successional processes today.

Additional information about designed and/or maintained landscapes within the component landscapes are described by area later in this chapter.

Circulation

Roads. The NPS currently maintains three miles of park roadway. The following roads make up the Park road systems (Illustration 1.A):

- Fort Donelson Park Road (1 mile)
- Fort Donelson Park Rd. extension (0.2 miles)
- River Batteries Loop (0.2 miles)
- Eddyville Loop Road (0.5 miles)
- Grave's Battery Loop Road (0.3 miles)
- Wynn's Ferry Loop Road area (0.2 miles)
- Gravel road between Eddyville Loop Rd. and Fort Donelson Shores Rd. (0.2 miles)
- National Cemetery Entrance Road (0.3 miles)

At Fort Heiman, the road system is currently owned and maintained by Calloway County, Kentucky. The road serves to provide access to residences that are located on properties within the Park boundary. The road is approximately one mile long and has recently been paved.

The City of Dover and Stewart County, Tennessee own and maintain the surface streets that provide access to the recently acquired properties outside the main fortifications and the Dover Hotel. Circulation within these landscapes is discussed later in this chapter.

Many of the roadways were developed or redeveloped along existing roads in the 1930s by the War Department. The first roads were installed with a gravel surface. In the late 1930s the NPS realigned and modified the roads into their

13 Likely because the mowing plan predates the acquisition of Fort Heiman.

current alignments. At this same time the road surface was paved with asphalt. All roads, except the service road between Eddyville Loop Road and Fort Donelson Shores Road, remain asphalt paved. The roads typically run along the ridgelines of the property. When the roads were developed, stone headwalls and drainage swales were built to handle stormwater (Figure 3.5 and Figure 3.6). These structures are still functioning as intended. The road surfaces and drainage structures are well maintained (Figure 3.7 and Figure 3.8).

Trails

The Fort Donelson National Battlefield Business Plan reports that the Park maintains over five and a half miles of wilderness trail.[14] The trail system travels throughout the Park connecting most segments of the Park (Illustration 1.A). These trails are composed of packed earth in forested situations or mown grass when extending through fields. The NPS staff maintains the trails at a width that could potentially accommodate park maintenance vehicles in case of fire.

Four footbridges are located at stream crossings along the trail system. The bridges are constructed of gray composite lumber decking and handrails with pressure treated timbers used as structural members (Figure 3.9). Benches are provided along the trails and are fabricated of galvanized metal bases and composite lumber seats. For directional purposes trail signs and markers are located at junctions with other trails and roadways. This system was primarily developed in the late 1900s after the Park expanded.

Utilities

Municipal sewer service is provided to the Visitor Center, the Dover Hotel and FDNC. The Visitor Center was originally serviced by a septic and drain field system located east of the Center when opened to the public in 1962. A septic and drain field system is in place for the comfort station. The drain field is located south of the building.

In the 1980s, municipal water was connected to the Visitor Center, Dover Hotel, FDNC and comfort station replacing the wells that had previously serviced them.

14 The NPS Business Management Group, 10.

The concrete foundation of a derelict cistern from a presumed former home site is located along the south side of Fort Donelson Park Road in a cleared area just past the intersection of Eddyville Loop Road (Figure 3.10). Several small trees adjacent to it to mark its location in the clearing.

Electricity is provided to the Visitor Center via an underground line that comes onto the property west of the Center at the junction with Highway 79. The Dover Hotel is also provided electricity through an underground line. The buildings located at FDNC receive power from an overhead line that runs parallel to the Entrance Drive on park property for 940 feet before transitioning into a series of buried lines that service each building individually. At the Dover Hotel and FDNC, unsightly overhead power lines located on adjacent property are visible from within the Park. In both locations, these utilities have a negative impact on views. A solar panel provides electricity for lights at the comfort station.

Propane fuel tanks are located behind the Visitor Center and the Dover Hotel. The FDNC also has a tank located behind the stonewall east of the Administrative Office.

A system of overhead power lines and easements traverses the Fort Heiman property. The main overhead line enters the property at the western edge of the site and briefly follows along the Klein Trail roadway before heading northeast to a junction pole that sends one of the lines northwest out of the park boundary and the other line east toward the intersection of Klein Trail and Fort Heiman Road. At this point, the line splits again with one line following Klein Trail out of the property and the other proceeding west along Fort Heiman Road where it eventually terminates at a privately held parcel of land adjacent to Kentucky Lake.

Forge Road Parcel, one of the recently acquired parcels outside the main fortifications, contains a cellular tower operated by Crown Castle. An unnamed gravel service road intersects with Leatherwood Road and provides access to the tower for maintenance.

Overhead power lines along the roads provide access to recently acquired parcels outside the main fortifications. These utilities occur within city

Figure 3.5: Typical stone headwall, 2009

Figure 3.6: Typical stone drainage swale, 2009

Figure 3.7: Gravel road at Eddyville Loop Road, 2009

Figure 3.8: Typical park road section and drainage structure, 2009

and/or county right-of-way and are not located on Park property. They are most noticeable at the Wynns Ferry and Forge Road parcels where they deliver electricity to private inholdings and adjacent properties. A sewer line and easement crosses the French's Battery and Erin Hollow Parcel. This line follows Dahlia Drive before turning north toward French's Battery.

Interpretation

Interpretation at the Park is accomplished in a variety of ways. Those methods that are most related to the landscape are described here.

War Department Tablets. The oldest form of interpretation still found in the landscape at this site takes the form of cast iron tablets that date to the War Department era. Thirty-one tablets were installed at various locations in the Park and throughout the local community. Most are located along park roads, at features of note and along trails. Several are located along historic roads like Wynn's Ferry Road and Forge Road. The tablets are color coded in red and white or blue and white to denote whether information is related to Union Army history or Confederate Army history. On-going maintenance occurs to keep the tablets painted and in good repair. Several were noted to be rusting and the two located at the Visitor Center had been repaired (Figure 3.11).

Contemporary Interpretive Signs. Contemporary interpretive signs are also common in the landscape at Fort Donelson. Newly designed and installed signs are located throughout the property at places of interest. The NPS staff refers to the new signs, which contain historic maps and photographs as

Figure 3.9: Typical trail footbridge, 2009

Figure 3.11: War Department tablets, 2009

Figure 3.10: Remnant cistern foundation, 2014

Figure 3.12: Newly installed wayside with Confederate iron siege gun, 2009

well as descriptions of the historic resources, as waysides. The waysides are supported on corten steel bases and fabricated in vandal resistant high-pressure laminate (Figure 3.12).

Another type of interpretive sign is oriented in vertical format and is much smaller than the wayside. These signs are referred to as Permaloy signs by the NPS staff, which refers to the company who manufactured them, Permaloy Systems of Salt Lake City, Utah. These signs are made of dark brown metal with light colored text. These signs contain no images. Interpretive signs are used to mark tour stops and provide historical information for the Park's self-guided tours (Figure 3.13). These signs are contemporary features and likely date to the early 1980s.

Regulatory and Road Signs. Other prominent signs types found at Fort Donelson are regulatory and road signs. These are typically made of brown metal with light colored lettering (Figure 3.14). These are used to mark sensitive areas, direct visitors around the site and to post regulations.

Topography

Outer Defenses. The entrenchments referred to as the outer defenses stretch between the various batteries of Fort Donelson to form a line of defense well outside of the Fort. These extend from the river corridor west of the site, south to Highway 79, then east to Sandy Road and further east to Main Street (Illustration 1.A). The Confederate outer works originally extended all the way to Highway 49. These trenches were lost as urban development extended along Nactor Drive from the intersection of Nactor and Main Street to Highway 49.Additional entrenchments are located at Fort Heiman. These resources will be discussed in the component landscapes section of this chapter along with portions of the Fort Donelson entrenchments that occur within component landscapes.

Figure 3.13: Permaloy interpretive sign, 2009

Figure 3.14: Typical regulatory sign, 2009

Confederate Entrenchments. The vast majority of the entrenchments in the Park were built by the Confederate Army just before the Battle of Fort Donelson. Approximately 15,000 linear feet of these earthworks currently exist and have been mapped with the Global Positioning System (GPS). Most of the entrenchments are mown seasonally. When entrenchments parallel the roadway, lawn areas between the earthwork and roadway are maintained on a weekly schedule during the growing season. Tree canopy overhead with leaf litter or herbaceous vegetative cover on the earthworks are the two most commonly accepted means for protecting earthworks from erosion. The following account of the entrenchments generally describes the form and condition of the outer defenses moving from the northwest to the southeast.

Eddyville Loop Road to Fort Donelson Park Road

- Works broken into short segments with gaps between throughout this section
- Northern end- sparse cover near loop, some warm season grass established
- Jackson's Battery- very good condition
- Section just north of gravel maintenance road- exposed, poor vegetative cover
- Rest of area has good canopy cover
- Some trees are located on the earthwork
- Section near Fort Donelson Road in good condition, except for animal burrow in area where tree was removed
- Good condition over all (Figure 3.15)

Figure 3.15: Eddyville Loop Road earthwork, 2009

Fort Donelson Park Road to Highway 79

- Overall- good condition, good vegetative cover, nice amount of canopy over earthworks, exceptions are noted below (Figure 3.16)
- Several trees on earthworks near Park Entrance and along southern side of Visitor Center (Figure 3.17)
- Section south of Visitor Center has good cover on earthwork under a heavy canopy (Figure 3.17)
- Porter's Battery is somewhat exposed but well vegetated
- Porter's Battery earthwork has lower walls than in other areas of this section
- Tire tread marks were observed along the base of the earthwork near Porter's Battery just south of the Visitor Center (Figure 3.18)

Figure 3.16: Entrenchment in good condition along Fort Donelson Park Rd., 2009

Figure 3.18: Tire tracks visible at base of earthwork, 2014

Figure 3.17: Tree growing out of earthwork near entrance, 2009

Figure 3.19: Entrenchments along Grave's Battery Loop Road with good canopy, 2009

Highway 79 to end of Grave's Battery Loop

- Section of entrenchments between Highway 79 and the Grave's battery loop in good condition (Figure 3.19)
- Exceptions- some trees growing out of earthworks near Hwy 79
- Vegetative coverage is good, includes some warm season grasses

End of Grave's Battery Loop to Sandy Road

- East of loop road- erosion ditch occurs along side of earthwork (Figure 3.20)
- Some structures installed to correct erosion- have created ditches running parallel entrenchment
- At one point, a metal corrugated culvert runs through the earthworks (Figure 3.21)
- Fair condition

Sandy Road to Maney's Battery

- Severe erosion along entrenchment starting up the hill from Sandy Road
- Rubble stone check dams are added at base of entrenchment to slow water
- Mid-way up slope to battery, a fallen tree that has been removed disturbed the earthwork
- Conditions improve half way up the hill to the battery- good canopy and vegetative cover (Figure 3.22)
- Bad views south from battery into backyard of residence (Figure 3.23)
- Lack of trail access to a War Department Tablet on the far side of the earthworks is causing unwanted foot traffic erosion across the earthworks (Figure 3.24)
- Poor condition overall

Figure 3.20: Erosion along entrenchment east of Grave's Battery Loop Rd., 2009

Figure 3.22: Entrenchment with good coverage and in good condition near Maney's Battery, 2009

Figure 3.21: Metal culvert running through earthwork east of Graves Battery, 2014

Figure 3.23: View from Maney's Battery into adjacent backyard, 2009

Maney's Battery to Erin Hollow Creek

- Top most section near Maney's Battery in good condition
- Rubble stone check dams along base of earthworks to slow water
- Diversion ditch begins near top of slope and runs parallel to entrenchment
- Mid-way down slope, culvert passes through entrenchment- drains to ditch
- Many trees growing in entrenchment
- Severe erosion is noted along bottom section
- Appears herbicide used on entrenchment vegetation
- No intrusions from adjacent properties along this section
- Fair condition overall

Erin Hollow Creek to French's Battery

- Erosion severe along much of this section (Figure 3.25)

Figure 3.24: Erosion on trench near War Department tablet, 2014.

- Many trees growing out of entrenchment (Figure 3.26)
- Rubble stone check dams along much of entrenchment
- Minor erosion at top of slope near French's Battery
- Incompatible views to north along much of this section
- Poor condition

French's Battery to Main Street

- Between French's Battery and Cedar Street- condition is good
- Few trees in entrenchments, good cover
- Section east of Cedar Street- condition is poor
- Drainage issue and sparse cover near parking pull-off
- Evergreen screen to church south of earthworks at the corner of Natcor Rd. and Cedar St. has matured and is no longer effective (Figure 3.27)
- Invasion of privet in low areas
- Height of earthwork is very low
- Many contemporary intrusions are visible (Figure 3.28)

Federal Entrenchments. Only one small section of Federal entrenchment remains. Just north of FDNC a short section of earthwork runs in a north/south direction along a ridge. This remaining section of Federal earthwork is in fair condition. Heavy cover is provided by a dense hardwood canopy and the earthwork is covered with woodland vegetation. This feature is only visible from the nearby trail.

Fort Donelson Boy Scout Camp

A camping area is located in a small clearing where Old Eddyville Road meets the shore of Indian Creek to the west of the FDNC. The park makes this area available to local boy scouts for annual camping trips. The camping area consists of five grills, four lantern poles, two accessible picnic tables, a trash and recycling receptacle and a small amphitheater that surrounds a raised stage and stone fire pit (Figure 3.29). Several large sugar maple (*Acer saccharum*) specimen trees occur within this campground. A nice view of Indian Creek can be seen from this location. The camp is maintained with weekly, Class A mowing. This area was identified as a portion of the freedmen's camp and has potential for prehistoric artifacts. Continued use of this area by camping groups has low impact to these resources.

Figure 3.25: Severe erosion along entrenchment near French's Battery, 2009

Figure 3.26: Trees growing in entrenchment near French's Battery, 2009

Figure 3.27: Overgrown hedge no longer provides intended screen, 2009

Figure 3.28: Contemporary intrusions near Cedar Street, 2009

Figure 3.29: Amphitheater and view of Indian Creek at Boy Scout Camp, 2014

Component Landscapes

Fort Donelson

Fort Donelson is comprised of 26.5 acres of land (Illustration 3.B). Fort Donelson Park Road passes through a portion of the Fort before reaching Lake Barkley. The northern and western Fort walls are located on the highest portions of the Fort site with the remainder of the Fort located on an east-facing slope. This sloping area creates what is often referred to as the "bowl" of the Fort.

Vegetation

The interior of the Fort is comprised of annually mown meadow surrounded by more frequently mown lawn. Mature hardwood specimen trees are widely spread in aggregated patterns throughout the bowl of the Fort. Some of the observed tree species include oak, tulip poplar and sycamore. One of the trees within the Fort walls is home to a nesting pair of bald eagles.

Several trees were observed growing in the earthwork walls of the Fort (Figure 3.30). Most all of the hardwoods growing within the Fort and on the earthworks are the product of 1930s and 40s planting projects carried out by the War Department and the NPS. These projects focused on planting hardwoods trees on and around the Fort walls and outer defenses. In more recent times many of these mature trees have been removed from the earthworks in an effort to reduce risk of damage to the structure from windthrow.[15]

15 The term, 'windthrow' refers to trees uprooted or broken by wind.

Buildings and Structures

The Fort Donelson earthworks are up to ten feet tall and covered with a variety of grasses and native forbs. Generally the earthworks are in good structural condition. The earthworks are mown seasonally to suppress the development of woody species. Due to the variety of microclimates found along the earthworks, some areas are covered with vegetation, while others are sparsely vegetated. Recently, the Fort Donelson staff has experimented with sod and hydro seeding applications along portions of the earthworks near the entrance to the Fort in an effort to reestablish vegetative cover (Figure 3.30). Early observations from the trial favor the use of sod to most effectively cover the walls in the least amount of time.

The entrance to the Fort is marked with two limestone masonry columns from the War Department Era (Figure 3.30). Each stone column is topped by a mound of 25 solid shot cannon balls and features a metal plaque inscribed "Fort" and "Donelson." The entrance columns are in good condition. The northwestern corner of the Fort is known as Stankiewicz's Battery (Figure 3.31). This projection in the Fort wall was strategically located to defend the Fort from troops that might advance from Hickman Creek along the slope northwest of the Fort wall. The battery currently features three cannon positioned to shoot out over the Fort wall with an associated interpretive sign.

An interpretive log cabin is located on the northern edge of the Fort. The cabin is provided to give visitors some sense of the log cabins that existed within the Fort during the Civil War. The cabin consists of a wooden log building covered by a canvas roof. A masonry chimney stands at the east end of the cabin and an open doorway on the opposite wall allows visitors to enter the cabin. An

Figure 3.30: Entrance to Fort Donelson featuring entrance column and revegetation project, 2009

Figure 3.31: Stankiewicz's Battery, 2009

accessible observation deck for the cabin is located north of the cabin along the parking area (Figure 3.32).

Circulation

Circulation within the Fort is provided by Fort Donelson Park Road. This two-lane road pierces the southwestern corner of the Fort and the top middle wall. Along the southern side of the roadway, 14 striped asphalt parking spaces are provided for access to an interpretive cabin. The opposite side of the road contains an unstriped, concrete curbed pull-off with room for approximately seven parallel parked vehicles. Additionally, a small pull-off is located on the eastern side of the road near the Fort entrance. This area provides room for up to two cars to park.

Small-scale Features

New wayside interpretive panels are present at the interpretive log cabin and at Stankiewicz's Battery. A War Department iron tablet is located on the east side of Fort Donelson Park Road just inside the entrance column. Additionally, regulatory signs urging visitors to "Keep off Earthworks" and refrain from feeding the nesting bald eagles are present along Fort Donelson Park Road at the rim of the bowl and near accessible earthworks. A

Figure 3.32: Interpretive cabin observation area, 2009

painted wooden bench is located just east of the interpretive log cabin and is frequently used for eagle viewing.

Stankiewicz's Battery features three cannon, an eight inch howitzer from 1846 (Figure 3.33) and two Confederate iron siege guns (Figure 3.12 and Figure 3.34). All three cannon were placed onto reproduction aluminum carriages in the early 2000s. The condition of each is good.

Views and Vistas

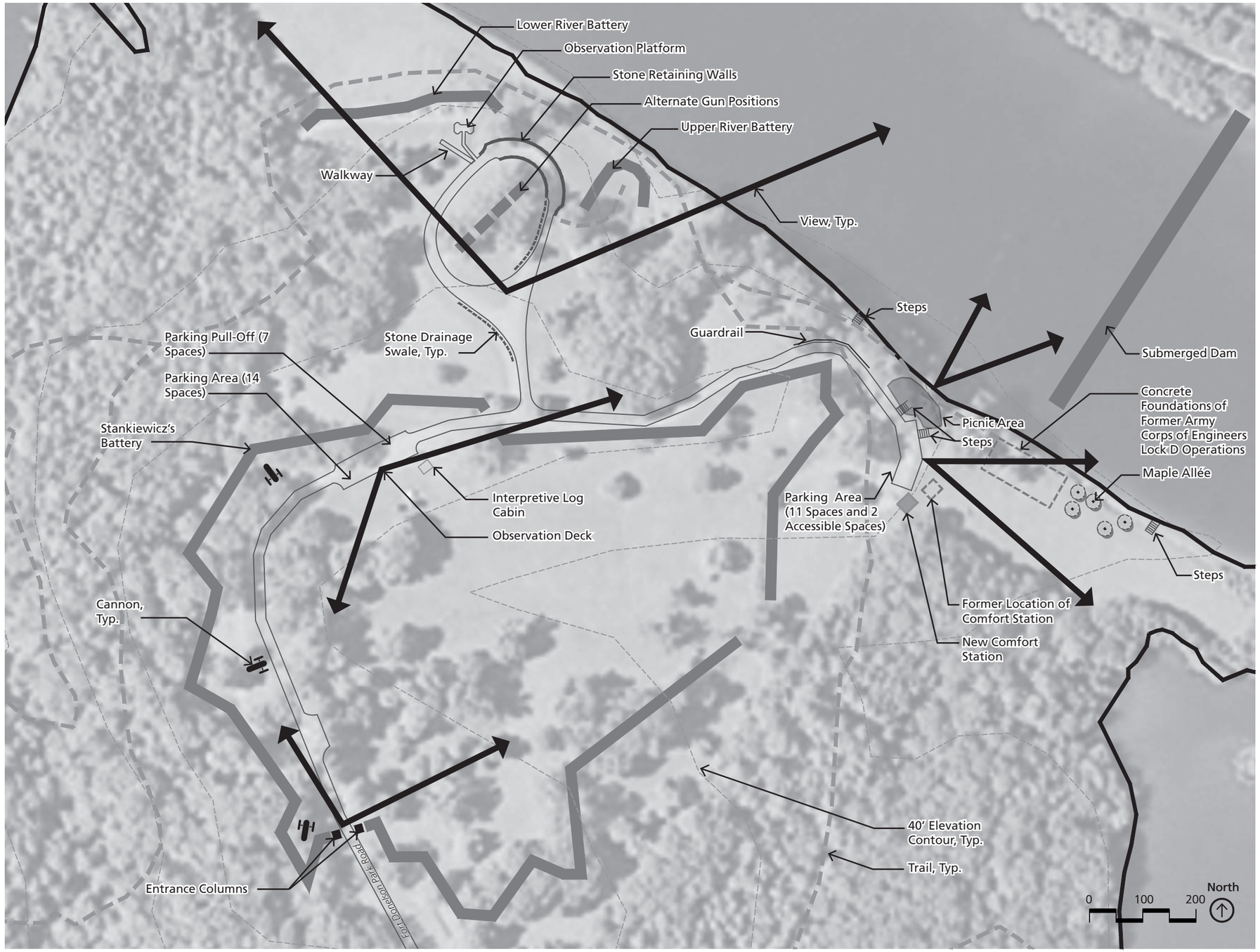
The primary views within the Fort are encountered along Fort Donelson Park Road.
From the entrance the visitor observes the sloping topography to the east and the outer wall on the opposite side of the Fort. At the log cabin interpretive stop, the view east features the newly constructed comfort station with a backdrop formed by Lake Barkley (Figure 3.35). This is also the primary location for visitors who wish to observe the resident bald eagles (Figure 3.36).

River Batteries

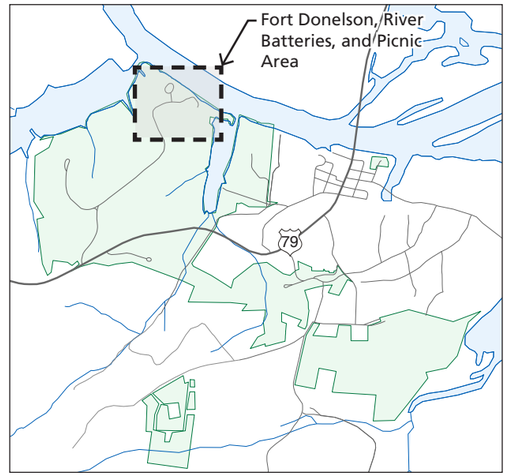
The River Batteries are located along the banks of Lake Barkley just north of the Fort. This component landscape includes the Upper River Battery, the Lower River Battery, alternate gun positions and a driving loop with parking. The area occupied by these features is approximately 9 acres in size and has an impressive view of the lake (Illustration 3.C).

Vegetation

The River Batteries are surrounded by a combination of maintained lawn, seasonally and annually maintained meadows, and specimen



Fort Donelson, River Batteries, and Picnic Area



Location Map

Existing Conditions

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.B

Figure 3.33 Eight inch siege howitzer, 2009

Figure 3.34: 12 pound Confederate iron siege gun, 2009

hardwoods. Maintained lawn is utilized to surround the parking area and the overlook platform in areas where visitors are encouraged to explore the views of the lower battery. Meadow areas provide for open views along the lake while requiring less annual maintenance than lawn. The meadow areas are found along the alternate gun positions in the center of the driving loop, below the retaining wall of the parking area and down slope of the batteries. Specimen hardwoods trees are located on each side the driving loop and on the slope east of the upper batteries.

Building and Structures

The Lower River Battery is located north of the driving loop. This feature was reconstructed over top of the original gun pits in the late 1980s. Guns are positioned to fire northwest down the river corridor in seven of the pits. Walls enclose the guns on three sides with the rear of the guns left open for operation (Figure 3.37). The walls of the reconstructed battery are made of concrete bag walls faced with wooden retaining walls. A long straight wooden retaining wall is located 10 feet behind the guns. A 1930s era reconstructed powder magazine is located on the western end

Figure 3.35: View of log cabin and newly constructed comfort station, 2011

of the rear retaining wall. Many of the interior ceiling panels have fallen and debris has collected within the chamber. The condition of the magazine is fair. Gravel covers the pits and the corridor which connects them to the reconstructed powder magazine. Portions of the walkway show signs of erosion.

In 2000, an overlook platform was constructed on top of the rear retaining wall over the powder magazine to provide views of the River Batteries and the river. The overlook is constructed of composite lumber decking and features three interpretive panels (Figure 3.38). A boardwalk connects the overlook to the parking area.

The Upper River Battery is located several hundred feet further upstream. As with the Lower River Battery, guns are positioned to fire down the river. Unlike the Lower River Battery, this battery has not been reconstructed, providing a counterpoint to the other battery. Three guns are located at this site along with a War Department tablet and a contemporary interpretive panel. Earthworks along the northern face of the battery are still present, but somewhat diminished in height (Figure 3.39). The condition of the battery is fair. An associated powder magazine is located south of the battery. The collapsed powder magazine was never rebuilt and currently appears as a large earthen mound. The powder magazine is in poor condition.

A series of alternate gun positions are found west of the River Batteries in the center of the driving loop (Figure 3.40). These four distinct earthworks run roughly north/south and are positioned to face the river corridor much like the River Batteries. An interpretive sign in this location states that these were the first structures built to defend the river. The condition of the earthworks is good.

Figure 3.36: Panoramic view east inside the Fort, 2009

Figure 3.37: Lower River Battery gun pit, 2009

Figure 3.38: Lower River Battery overlook platform, 2009

Figure 3.39: Upper River Battery, 2009

Figure 3.40: River Batteries Loop with alternate gun placements in center, 2009

Access to the site is provided by a driving loop which travels north to the batteries from Fort Donelson Park Road. This asphalt loop features a series of masonry walls at the northern terminus of the loop. One stone wall is located along the river side of the loop providing enclosure for the roadway and acts as a guardwall, while the other retains the slope between the loop road and the alternate gun positions. Both walls are constructed of limestone rubble with irregular courses of stone. A stone drainage swale runs along the length of the base of the retaining wall and is drained via a steel grate at the lowest point of the swale (Figure 3.41). The guardwall features regularly spaced open slots that create vertical opening to the river which allow run off to drain from the roadway. The guardwall is finished with peeked split stone coping (Figure 3.42). The NPS-built walls and swales are in good structural shape.

Circulation

An asphalt loop road provides access to the River Batteries. This loop includes eight striped parking spaces along the guardwall (Figure 3.40). Two sets of stone stairs lead visitors to the Upper and Lower River Batteries. Pedestrian access continues from the stairs on to the Lower River Battery via an

Figure 3.41: Retaining wall and stone drainage swale, 2009

Figure 3.43: Circulation to Lower River Battery, 2009

Figure 3.42: River Batteries guardwall, 2009

Figure 3.44: Circulation to Upper River Battery, 2009

exposed aggregate walkway, which leads visitors from the parking to a viewing area with a War Department tablet (Figure 3.43). From the other set of stairs a wood chip trail leads down the slope to the upper battery (Figure 3.44).

Small-scale Features

Interpretive panels are present throughout this area. A War Department tablet is posted at each battery along with contemporary waysides and slightly older small metal Permaloy signs (Figure 3.13 and Figure 3.39).

A total of ten cannon are in place at the River Batteries. The Lower Battery contains five 32 pound seacoast guns (manufactured between 1830 and 1846) and a 10 inch Confederate Columbiad (1863) on a steel carriage (Figure 3.45 and Figure 3.46). One period 32 pound gun and one 32 pound aluminum replica tube are located on the ground at the Lower Battery site. The Upper Battery contains three fiberglass reproduction cannon, a 32 pound Carronade on a 1980s metal carriage, a rifled gun on a cast concrete carriage and a 32 pound Carronade on a cast concrete carriage (Figure 3.47). All cannon are in good condition.

Views and Vistas

The view from the River Batteries is the most spectacular in the Park. Looking down the river corridor the visitor experiences an expansive view that remains free of contemporary intrusions. **However, the observation platform obstructs the view of the powder magazine, creating a contemporary intrusion on the view of the Lower Battery from the river.**

Picnic Area

A complex which includes a picnic area, a comfort station and parking is located at the end of the Fort Donelson Park Road Extension. After exiting through the Fort wall, the road curves to the east running along the top of the bank of the lake. The road continues in a southeastern direction sloping down to the lower elevation of the picnic area and comfort station. The picnic site is located down slope to the north along the banks of the lake. This area occupies land that was formerly owned by the Army Corps of Engineers (ACE) to operate a lock

Figure 3.45: Confederate Columbiad at Lower River Battery, 2009

Figure 3.46: Seacoast gun at Lower River Battery, 2009

Figure 3.47: Cannons at Upper River Battery, 2009

on the Cumberland River. The picnic area has been developed in a piecemeal fashion over the last 20 years (Illustration 3.B).

Vegetation

Vegetation in the picnic area is much like that of the FDNB and the River Batteries. The area is primarily comprised of maintained lawn with the edges transitioning into woodland and meadow. The bank of Lake Barkley is covered with mostly a mature hardwood canopy. Recently, the understory of younger hardwood trees and privet has been cleared to provide views of the water. A remnant maple allée is located east of the lower picnic area along the lake. These are likely remnants of the former ACE lock operation. Exotic plantings including Japanese yews and nandinas are found surrounding the steps to the upper picnic area. These plants are in poor condition.

Building and Structures

A newly constructed comfort station is located in the picnic area (Figure 3.48). A second comfort station, constructed of red brick with brown asphalt shingles, was located adjacent to the current comfort station when this project began in 2009. After construction of the new building was complete, the old building was demolished. The new comfort station, located at the southern terminus of the parking lot, is universally accessible. The building sits on a limestone veneered foundation and is sided with wooden clapboards. A cedar shake roof covers the structure and clear-story windows provide natural light into the building.

Remnant concrete piers and steps are located northeast of the lower picnic area. These structures remain from the former ACE lock operation which operated between 1913 and 1940. The steps are currently roped off and are in poor condition. While the lock and buildings at the site were demolished, the dam was left in place and covered by the rising water level of Lake Barkley. This structure is still partially apparent due to ripples created as water flows over the structure.

Circulation

The extension of Fort Donelson Park Road terminates at the Picnic Area to form a parking area. The parking lot is paved with asphalt and framed by concrete curbing. Painted striping creates 11 parking spaces and two accessible parking spaces. The new comfort station is connected to the parking area by a new concrete walkway. Additional pedestrian circulation in the picnic area is informal. Steps and picnic pads are created by wooden timbers filled with crushed limestone aggregate. The pads and stairs of the picnic area are built on a steep slope and are experiencing some erosion of the aggregate.

Small-scale Features

The picnic area is composed of six metal and wood slat picnic tables, five metal grills and a combination trash and recycling receptacle.

Visitor Center and Park Entrance

The current entrance into Fort Donelson was designed and constructed by the War Department. Stone walls, columns and drainage swales frame the Entrance Road into the Park. Inside the Entrance, the Mission 66 era Visitor Center welcomes guests to the site. This 4.5 acre area features an original battery, entrenchments and parking (Illustration 3.B).

Vegetation

Original plans for the Visitor Center landscape are dated 1961 (Illustration 2.R). Early photos indicate that the plans were fully implemented (Figure 2.43). These plans feature a native planting plan featuring hardwood canopy trees like white oak and willow oak (*Quercus phellos*), native shrub plantings like coralberry (*Symphoricarpos orbiculatus*) and lowbush blueberry (*Vaccinium angustifolium*). Several of the specified canopy trees are a part of the landscape today, but overall very little of the initial planting remains. Existing conditions feature a maintained Bermuda grass lawn dotted with specimen canopy hardwoods of oaks and elms with understory trees of dogwood and redbud. The front lawn features a burning bush (*Euonymus alatus*) hedge flanked with redbuds on each side of the entrance walk. While dogwoods and redbuds are specified in the original plan, the existing trees of this species are not in specified locations. The current landscape was primarily shaped by a landscape project in the early 1990s.

Building and Structures

Park Entrance. The Entrance Road into the Park is flanked by a series of limestone columns, low walls and drainage swales (Figure 3.49). This stone work was constructed by the War Department between 1931 and 1933. Each column is topped by a mound of 41 single shot cannon balls. Bronze plaques are inscribed with "U.S. Fort Donelson National Military Park" and are attached to the front face of the columns. These stone structures were

Figure 3.48: New comfort station, 2009

completed by the War Department. Compared to the stone work executed by the NPS at the River Batteries, this stone work has highly irregular coursing. These stone features have been well maintained and are in good condition. During the realignment of Highway 79 in the 1980s a portion of the original east wall along the eastern side of the Entrance was buried intact under the new fill.

Visitor Center. Across the United States, Mission '66 planning introduced a new key element to many national parks: the visitor center. This utilitarian building type responded to substantial increases in visitation resulting from post-World War II wealth and optimism. Richard Neutra was one of many notable architects who designed modern visitor centers for various national parks during this period. In 1958, Neutra and his partner Robert Alexander designed the "Cyclorama" visitor center at Gettysburg National Military Park in Pennsylvania.[16] This design likely influenced the one for the visitor center at Fort Donelson, constructed a few years later. For example, both visitor center facades have similarly repeating metal louvers along an open glass wall and each design incorporated an observation deck to view the surrounding battlefield.[17]

The visitor center at Fort Donelson is characterized by a modern design with split-levels. In addition to the metal louvers and glass, the facade contains beige bricks under a multi-level flat roof (Figure 3.50). The entrance is located on the main floor

16 Ethan Carr. *Mission 66: Modernism and the National Park Dilemma*. Amherst MA: University of Massachusetts Press, 2007.

17 U.S. Department of the Interior, National Park Service, *Abraham Lincoln Birthplace Visitor Center*, Accessed online April 1, 2013 at: http://www.nps.gov/abli/planyourvisit/vistor-center.htm

Figure 3.49: Limestone entrance wall, drainage swale and column, 2009

Figure 3.50: Visitor Center, 2011

at grade. The lobby, reception, auditorium, and offices comprise the main floor. The exhibit area is located one half-level down, while the restrooms and additional staff offices are another half-level down. Stairs from the main level provide access to a closed observation deck. Railings once surrounded the former observation deck and are absent today. In addition, a drywall partition and door have been installed at the base of the stairs to prevent access to the former observation deck.[18] On the south façade of the building, an 8'x8'painted heritage quilt plaque from the National Civil War Quilt Trail program was installed likely in 2010. A 4'x4' quilt plaque is located on the fence north of the Visitor Center entrance. Overall, the visitor center retains its original appearance since its date of construction in 1962.

In general, the Visitor Center is in good condition. Steel members exhibit surface rusting. Following the removal of the roof railings, the roof was sprayed with foam and a granular coating was applied. The coating is now failing, which has caused water leaks. Consequently, staff has removed primary documents and artifacts from exhibit cases to prevent ruin and loss.[19]

Picnic Pavilion. North of the Visitor Center a picnic shelter was completed in 2008 (Figure 3.51). The new shelter is built on a concrete slab with limestone piers. An open framework of wooden timbers covered with cedar shakes is supported by stone piers. The shelter contains six picnic benches fabricated of composite timbers.

18 U.S. Department of the Interior, National Park Service, Southeast Regional Office, *Space Utilization Study, Visitor Center, Fort Donelson National Battlefield*, 2011.

19 Ibid.

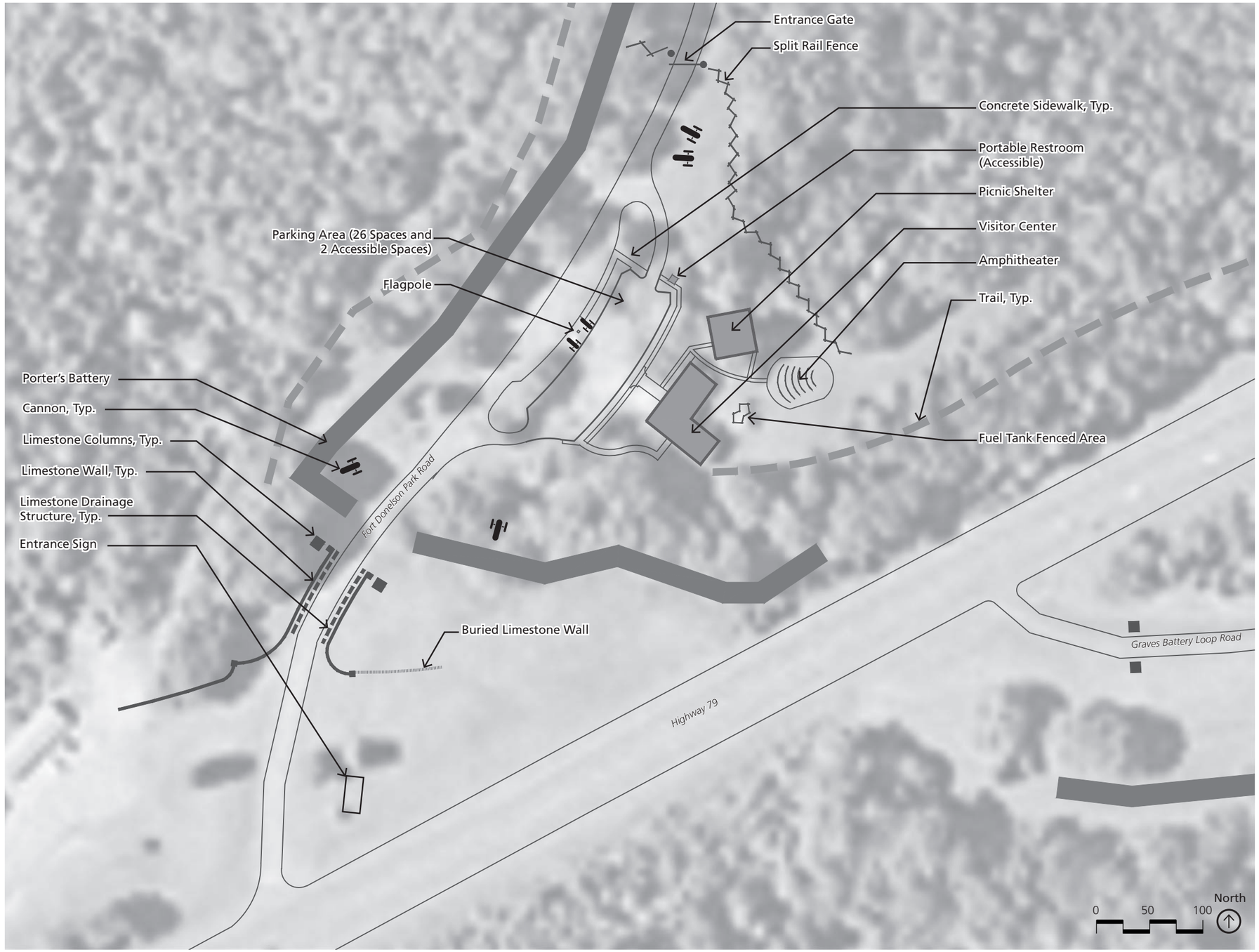
Portable Toilet. A green plastic ADA accessible portable toilet is located north of the parking lot. This structure will serve as an accessible restroom until further renovations are completed in the Visitor Center. It is in good condition.

Amphitheater. East of the picnic shelter, an amphitheater is installed onto the slope. The structure is composed of a series of fifteen wooden benches arranged in five rows and a railed deck. All of the structures are painted gray (Figure 3.52). In 2014, the park replaced the original composite lumber deck with treated wood due to material failure. The amphitheater is in good condition.

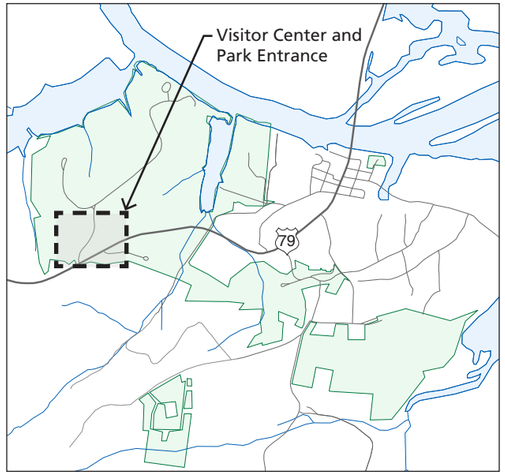
Earthworks. Confederate earthworks are located along the western side of Fort Donelson Park Road turning southeast just before reaching the Park Entrance. The earthworks then run southeast roughly paralleling Highway 79. Porter's Battery is located just north of the Park Entrance and features a gun. The gun is located as specified in 1934 plans for the Park Entrance. A second gun is located behind the entrenchment just east of the Entrance. Several hardwoods were noted growing in the earthwork section along the southern side of the Visitor Center. Otherwise the entrenchments in this area are in good condition; well shaded and vegetated.

Circulation

Parking at the Visitor Center is comprised of three parallel spaces along Fort Donelson Park Road, twenty-six striped spaces within the parking lot and two additional accessible parking spaces in the parking lot. All parking surfaces are paved with asphalt and concrete curb frames the lot. Entrance walkway runs southeast from the parking lot to the front door to the Center. Secondary walkways



Visitor Center and Park Entrance



Location Map

Existing Conditions

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.C

Figure 3.51: Picnic pavilion, 2009

Figure 3.52: Amphitheater, 2009

connect the entrance walkway to the amphitheater and picnic structure to the north and the side entrance of the Center to the south. The NPS added the walkway to the amphitheater and picnic structure after completing those structures in 2009. Aside from these additions, the pedestrian and vehicular circulation at the Visitor Center reflects the original Mission 66 design. Concrete walkway also runs along the eastern side of the parking lot and along a portion of the western side of the lot ending at the flagstaff.

Small-scale Features

Entrance Gate. A steel entrance gate was installed in 2009 on Fort Donelson Park Road, just north of the Visitor Center (Figure 3.53). This was installed to allow park staff to close this portion of the Park after the road closes in the evening. Split rail fencing accompanies the new gate to ensure vehicles do not leave the roadway and by pass the gate. Split rail fencing is also used east of the Visitor Center to screen fuel tanks from view. These are also newly installed.

Fences. A version of historic split rail fencing known as "worm" or "snake" fencing occurs in two places in the Visitor Center landscape. The worm fence used at the Visitor Center consists of five interlocking rails set on stone and stacked on top of one another. One section of fencing is located just east of the Visitor Center and encloses two large propane tanks and the shrubs that help screen them from view (Figure 3.54). Another section is located at the Entrance Gate between the Visitors Center and the Confederate Monument. The section of this fence on the east side of the road continues south and then east along the edge of the amphitheater area (Figure 3.55). It terminates just past the amphitheater.

Figure 3.53: Steel entrance gate, 2009

Figure 3.54: Propane tanks and snake fence behind Visitors Center, 2014

Figure 3.55: Snake fence adjacent near picnic pavilion and amphitheater, 2014

Flagstaff. A flagstaff is located along the western side of the Visitor Center parking lot. The staff appears in the original plans for the Visitor Center. The flagstaff appears identical to the one that appears in historic photographs of the site and is likely original (Figure 3.56).

Site Furnishings. Site furniture at the Visitor Center includes benches, picnic tables, waste receptacles, and a bike rack (Figure 3.57). The benches and picnic tables are constructed of galvanized steel bases with composite lumber seats. A brown metal waste receptacle is provided for both trash and recyclables. This same receptacle is also used at the upper and lower picnic areas adjacent to Lake Barkley and the Fort. The bike rack is constructed of metal and can hold up to six bikes. All site furnishings are new and in good repair.

Entrance Sign. A new Entrance Sign has recently been installed along the Entrance Road near Highway 79. The sign is composed of an asymmetrical limestone masonry base and column topped by a stack of 25 solid shot cannon balls. A sign made of metal framing and a routed polymer signboard is mounted to the sign (Figure 3.58).

Three six pound bronze field guns on metal carriages are located around the Visitor Center Two are located at the earthworks east of the Entrance Road the third cannon is located at the earthwork west of the Entrance Road (Figure 3.59). All three cannon are in good condition.

Views and Vistas

Formerly vistas were maintained to support interpretation from the Visitor Center observation deck. Vistas were established and maintained from the center to the Confederate Monument, the FDNB, the FDNC, and Grave's Battery. Currently there are no views or vistas from the Visitor Center and the observation deck is not open to the public.

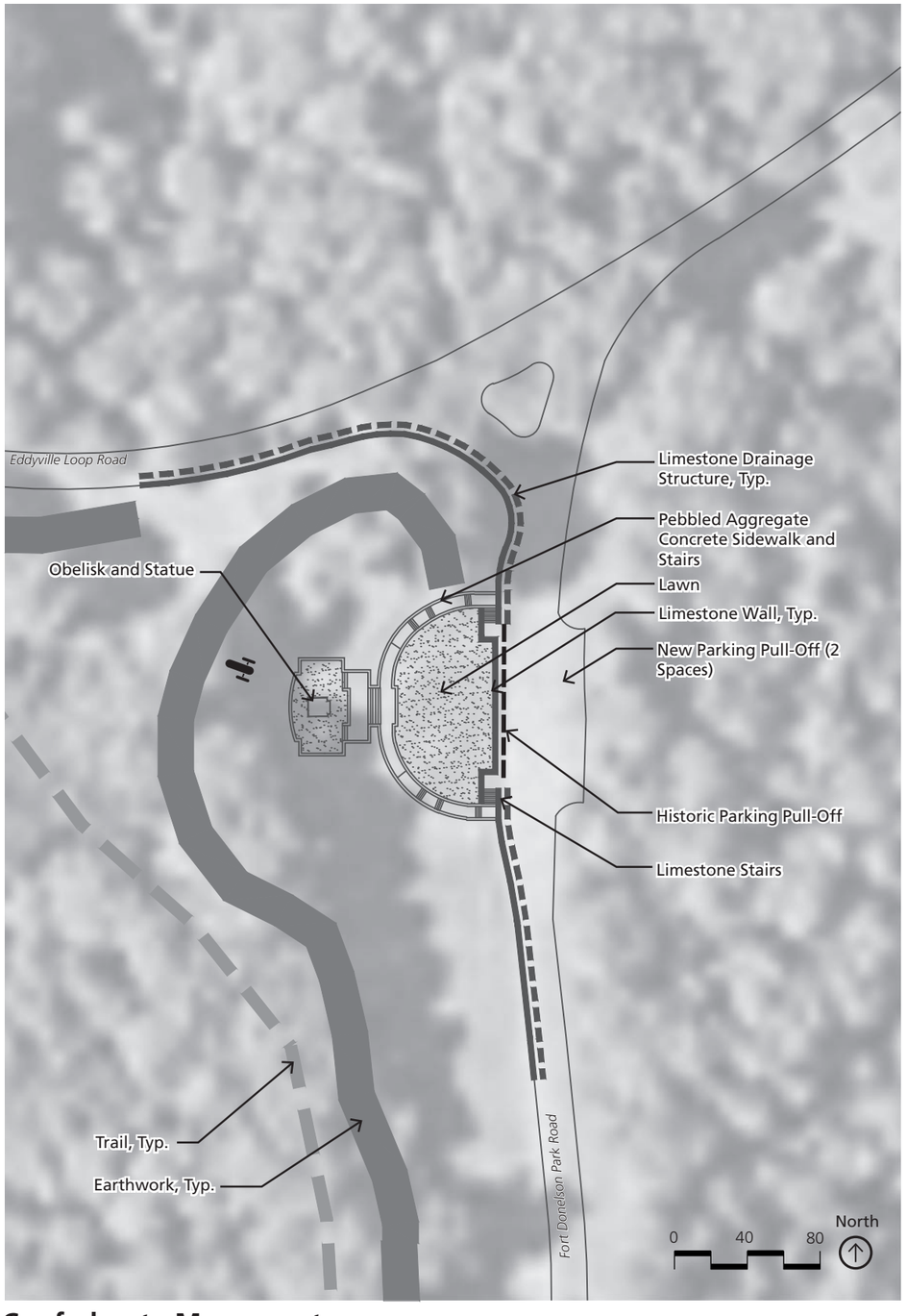
Confederate Monument

This three acre site is located on a knoll west of the junction of Fort Donelson Park Road and Eddyville Loop Road (Illustration 3.D).

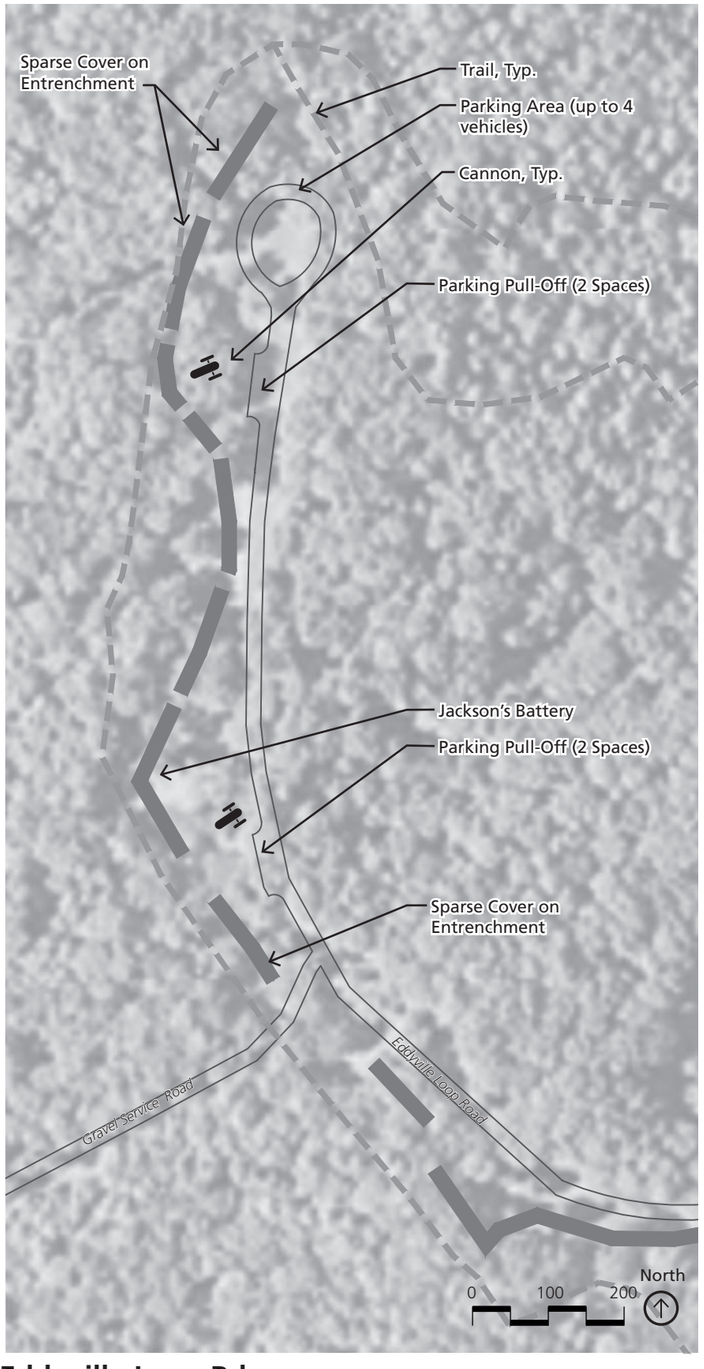
Figure 3.56: Flagstaff at Visitor Center, 2009

Figure 3.57: Visitor Center site furniture, 2009

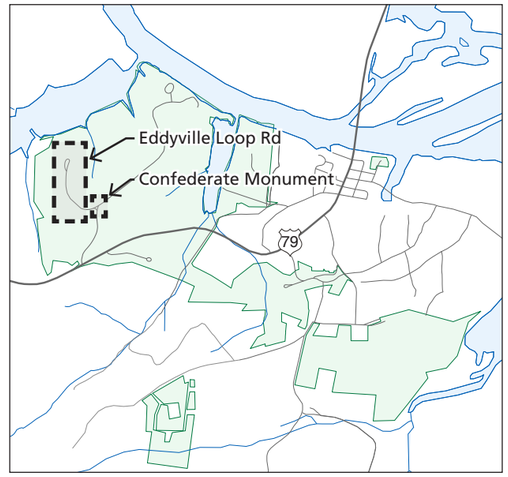
Figure 3.58: New park entrance sign, 2009



Confederate Monument



Eddyville Loop Rd



Location Map

Existing Conditions

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.D

Figure 3.59: One of three bronze field guns located at Visitors Center, 2009

Vegetation

The monument is surrounded by a maintained lawn of Bermuda grass. The surrounding entrenchments are covered with a variety of grasses and native forbs and are mown several times during the growing season. Mature hardwood canopy trees are located west of the earthworks (Figure 3.60). Historic photos and plans show that the lawn once contained specimen hardwoods as well, but specific species information is lacking.

Building and Structures

A limestone retaining wall and drainage swale run along the west side of Fort Donelson Park Road. These features were added to the site in 1936 by the NPS. Behind the retaining wall, a lawn slopes upward to the monument. Two sets of limestone stairs are inset into the center of the retaining wall providing access to a series of pebbled aggregate concrete walkways and stairs that guide visitors to the monument. The monument and stairs were rehabilitated and stabilized in 2012. All of these features are in good structural condition (Figure 3.61).

Circulation

Parking at the site is provided via a concrete curbed asphalt pull-off on the east side of Fort Donelson Park Road. This newly constructed area is not striped and can accommodate up to two vehicles. A second pull-off is incorporated into the retaining wall on the west side of the road and was the original parking area in 1936. Unfortunately this pull of is not wide enough to safely park a vehicle out of the travel lane.

Figure 3.60: Confederate Monument from the south, 2009

Figure 3.61: Confederate Monument retaining wall, 2009

Two pebbled aggregate concrete walkways lead visitors from the retaining wall on arching walkways that converge at a central set of stairs in front of the obelisk. Each walkway includes three sets of three stairs and one additional step to accommodate the grade change. The pebbled aggregate concrete installation was part of the 2012 stabilization and rehabilitation effort and has replaced the traditional concrete that appeared to date to the late 1930s installation (Figure 3.62). No accessible route to the monument is provided.

Small-scale Features

The primary feature of this area is the monument. White marble and bronze are combined to create a lasting monument to the Confederate soldiers at the battle. The monument was erected in 1933 and is composed of a 25 foot tall inscribed marble obelisk with a life size bronze statue of a Confederate soldier (Figure 3.63). The statue is in good condition.

A six pound bronze field gun on a metal carriage is located west of the monument. The cannon is in good condition (Figure 3.64).

Figure 3.62: Pebbled aggregate concrete walk at the Confederate Monument, 2014

Figure 3.63: Confederate Monument, 2009

Eddyville Loop Road

The Eddyville Loop Road originates just north of the Confederate Monument and follows a ridgeline for half of a mile until it terminates into a loop. The topography is relatively flat until the loop which is on a slight slope. This loop is very much the same as when it was constructed in the late 1930s (Illustration 3.D).

Figure 3.64: Bronze field gun west of Confederate Monument, 2009

Vegetation

The greatest change to the Eddyville Loop Road area has occurred to the vegetation. Since construction, the hardwood forest surrounding the road has matured. Specimen hickory, oaks, persimmon and cedars now line the road. The road shoulders are maintained as lawn while the earthworks are seasonally mown. There are three places noted on Illustration 3.D where vegetation is sparse on the entrenchments. Otherwise, the vegetation is in good condition.

Buildings and Structures

As previously noted in this chapter, the entrenchments along this roadway are in good condition.

Circulation

Eddyville Loop Road accounts for the primary vehicular circulation in this area. The one half mile of asphalt roadway is in good condition. Approximately one quarter of a mile from the junction of Eddyville Loop Road and Fort Donelson Park Road, a two-tenths of a mile gravel service road connects to Fort Donelson Shores Road (Figure 3.6). This is primarily used by park staff and is in good repair.

Approximately four unstriped parking spaces are provided in the northern end of the loop. Additionally, there is a pull-off just south of the loop on the west side at an interpretive stop providing approximately two unstriped spaces. Another pull-off provides approximately two unstriped spaces just north of the gravel service road at an interpretive stop. The pull-offs are newly installed and feature concrete curbs and asphalt paving.

Figure 3.65: Bronze James rifle at Buckner's Battery, 2009

The Donelson Trail parallels the roadway and earthworks in this area.

Small-scale Features

Two cannon are on display at Buckner's Battery along Eddyville Loop Road. A field gun and a 3.8 inch bronze James rifle gun on a metal carriage are located at the interpretive stops along with War Department tablets and wayside exhibits (Figure 3.65). All features are in good condition.

Views and Vistas

A 1934 NPS plan for the area mentions "particularly attractive views" to the north and west of the loop. These views no longer exist due to tree cover.

Grave's Battery Loop Road

Grave's Battery Loop Road is located south of the Visitor Center, on the opposite side of Highway 79. The road runs along a ridgeline gently gaining elevation then flattening out just before the loop (Illustration 3.E and Figure 3.66).

Vegetation

Much like Eddyville Loop Road, the vegetation reflects the most dramatic change that has occurred at this site since construction. The northern side of the road is composed of thick evergreen and hardwood vegetation creating an effective screen between the loop road and Highway 79. Along the southern side of the road, mature specimen hardwoods are scattered on both sides of the entrenchments. Most of these

Figure 3.66: Grave's Battery Loop Road with bronze field gun, 2009

are white oaks. Other trees species of note are dogwood, redbud, sassafras, and tulip poplar. Lawn is maintained along the roadway and the entrenchments are seasonally mown. The area south of the entrenchments is composed of hardwood forest.

East of Grave's Battery Loop Road, along the Donelson Trail near its intersection with Sandy Road, a row of cedars divides the open field south of Highway 79 from the open field to the south of the trail.

Buildings and Structures

Limestone columns topped with stacked pyramids of cannon balls are located at the entrance to Grave's Battery Loop Road. In 2012, the park installed these columns that closely resemble the War Department piers at the Park Entrance (Figure 3.67).

As previously noted in this chapter, the entrenchments along this roadway are in good condition.

Circulation

Grave's Battery Loop Road accounts for the primary vehicular circulation in this area. The .25 miles of asphalt roadway was resurfaced in 2005 and is in good condition. Approximately six unstriped parking spaces are provided in the eastern end of the loop. Additionally, a pull-off provides approximately two unstriped spaces just west of the loop. This newly installed interpretive stop was constructed in 2005 of asphalt paving and concrete curb.

An ADA accessible sidewalk constructed of brick pavers extends from the pull-off area to the interpretive stop along the southern side of the road. The Donelson Trail parallels the roadway and earthworks in this area. At the intersection of Donelson Trail and Sandy Road, a semi-circular gravel pull-off provides parking convenient to the trail approximately halfway between Grave's and Maney's Batteries.

Small-scale Features

Entrance Gate. A steel entrance gate was installed in 2012 at the entrance of Grave's Battery Loop Road, adjacent to the entrance piers (Figure 3.67). This was installed to allow park staff to close this portion of the Park after the road closes in the evening.

Signs. The park installed a new location sign (typical) in 2012 adjacent to the entrance gate on Grave's Battery Loop Road. A smaller sign noting Park hours of operation is located to the south side of the entrance gate (Figure 3.67).

Benches. Two informal benches constructed of half logs on half log supports are located between Sandy Road and Maney's Battery along the pedestrian trail (Figure 3.68).

One six pound bronze field gun on a metal carriage is located at the interpretive stop along with a wayside exhibit and a War Department tablet (Figure 3.59). All features are in good condition.

Views and Vistas

Early NPS plans indicate an intended view to the southeast of the loop. This view is now obscured by forest.

Wynn's Ferry Loop Road

This area is roughly 32 acres in size and is located at the convergence of Cedar Street, Natcor Drive and Main Street on the eastern end of the Park boundary. Wynn's Ferry Loop Road was demolished in 1986 and converted into lawn to deter illicit behavior (Illustration 3.E).

Figure 3.67: Limestone entrance columns and gate at Grave's Battery Loop Road, 2014

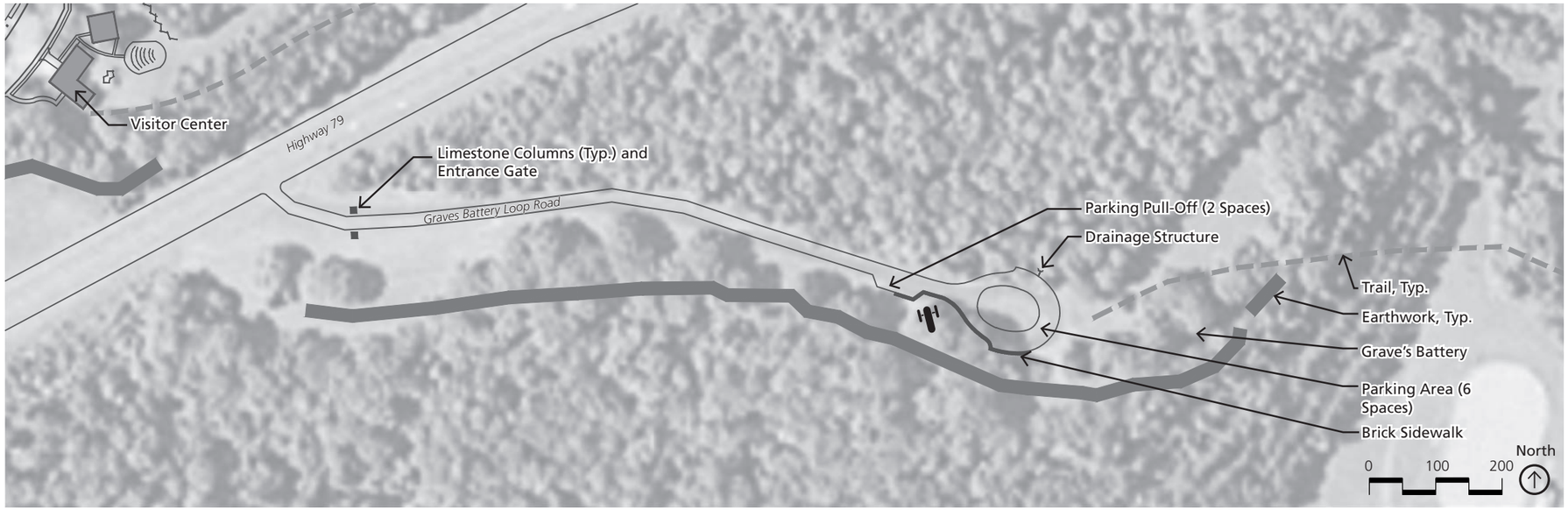
Figure 3.68: Half log bench on Donelson Trail, 2014

Vegetation

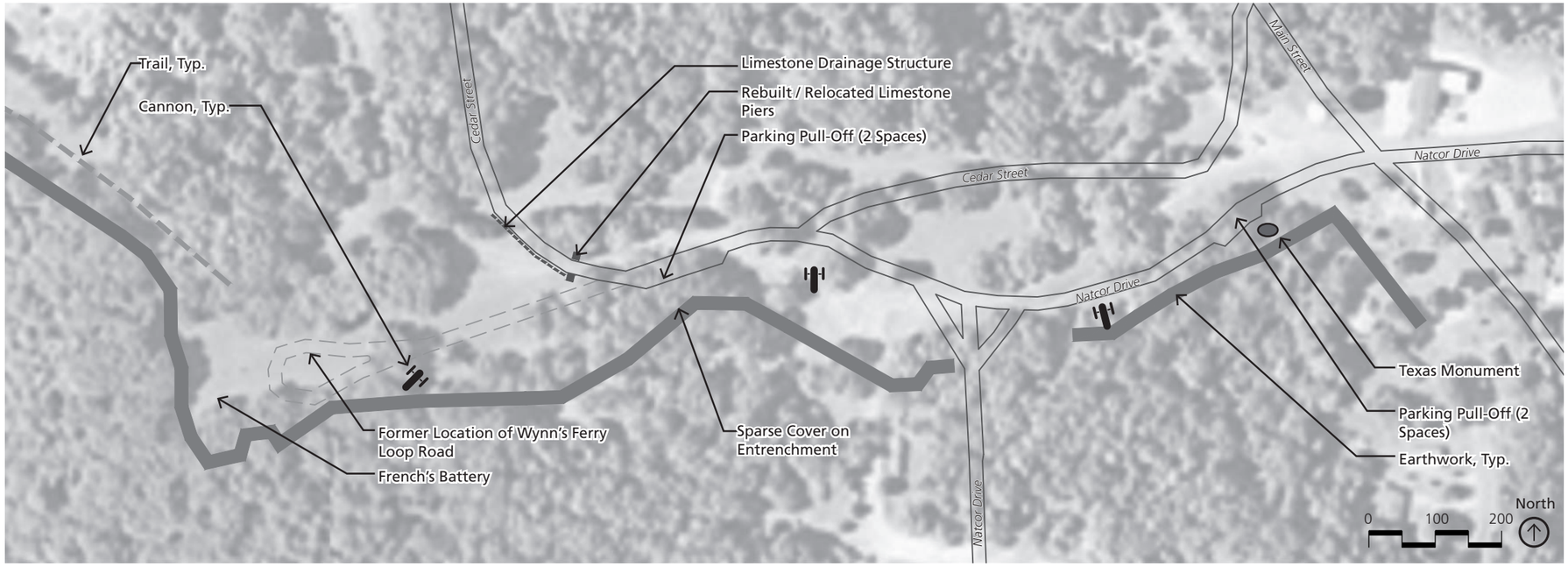
Wynn's Ferry Loop road area is primarily mown lawn and mown roadside. After the removal of the loop road, this area was converted into a large lawn (Figure 3.69). The earthworks running along the southern edge of the Park boundary are mown seasonally and are covered with a mix of forbs and grasses. The periphery of the area is surrounded by mixed hardwood forest and dense understory. Some of the species noted in this area are oaks, cherry (*Prunus spp.*), redbud and eastern red cedar. This area was heavily screened in early planting plans and now contains many privet thickets. An evergreen screen located along the southern boundary near Natcor Drive is composed of eastern red cedars. The cedars have matured and no longer fulfill their intended role (Figure 3.27).

Building and Structures

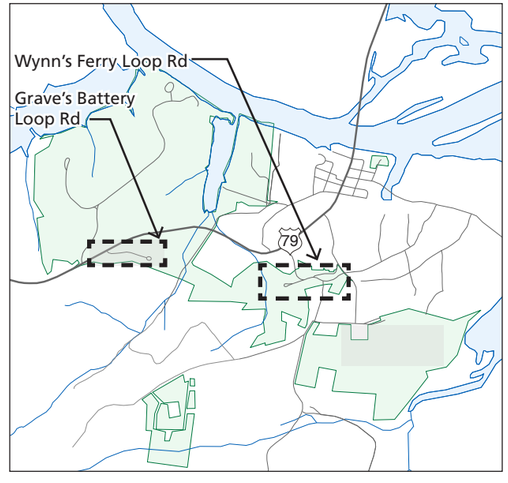
Limestone columns are located at the northern Park boundary on Cedar Street. These columns were rebuilt and relocated further from the



Grave's Battery Loop Road



Wynn's Ferry Loop Road



Location Map

Existing Conditions

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.E

Figure 3.69: Former location of Wynn's Ferry Loop Road, 2009

travel lanes in 1995 after one of the columns was damaged by a log truck (Figure 3.70). Each pier is topped with 25 solid shot cannon balls. These columns closely resemble the War Department piers at the Park Entrance. Each pier contains an engraved bronze plaque which says "U.S. Fort Donelson National Military Park." The piers are in good condition.

As previously noted in this chapter, the majority of entrenchments along this roadway are in good condition. One small exposed section occurs on the entrenchment near the pull-off on Cedar Street (Figure 3.71)

Circulation

Vehicular circulation occurs along Cedar Street, Natcor Drive and Main Street in this area. Two parking spaces are provided in the way of a pull-off at the former entrance to Wynn's Ferry Loop Road and two more are located in a second pull-off further east on the south side of Natcor Drive. Each pull-off is constructed of asphalt paving and concrete curb and both are in good condition.

The Donelson Trail parallels the roadway and earthworks in this area.

Small-scale Features

French's Battery currently contains a six pound bronze James gun on an undated metal carriage (Figure 3.72). The 1934 plans show that this was an intended location for a gun. Multiple War Department tablets and older wayside exhibits surround the gun. Additional tablets and waysides are located at the pull-off along Natcor Drive.

Figure 3.70: Rebuilt and relocated limestone pier, 2009

Figure 3.71: Sparse cover on entrenchment on Cedar Street, 2014

The Texas Monument is located on the south side of the road near the junction of Natcor Drive and Main Street. The monument is constructed of engraved pink granite and is in good condition (Figure 3.73). West of the monument near the intersection of Cedar Street and Natcor Drive, a bronze six pound field gun on a metal carriage is displayed (Figure 3.74). The cannon is in good condition.

Views and Vistas

Original plans for this area indicated an intended view to the north. The view is now obscured by hardwoods.

Figure 3.72: James gun at French's Battery, 2009

Fort Donelson National Cemetery

The FDNC is located on the high point of the land that was once home to the Federal Fort west of downtown Dover. The topography of the site has not changed considerably since the cemetery was constructed immediately after the Civil War. Many of the original circulation routes are intact from the earliest site development with upgrades to the circulation by the NPS in the 1930s. Three buildings, stonewalls and a flagstaff constructed during the earliest development periods remain along with more recent buildings and structures (Illustration 3.F). Many original small-scale features, like grave markers, iron gates and benches survive along with modern additions like trash receptacles and picnic tables. Vegetation at the site includes cedar and maple allées, specimen hardwoods, flowering trees and wooded borders. Views at the FDNC are internal as intended based on early planting plans.

Vegetation

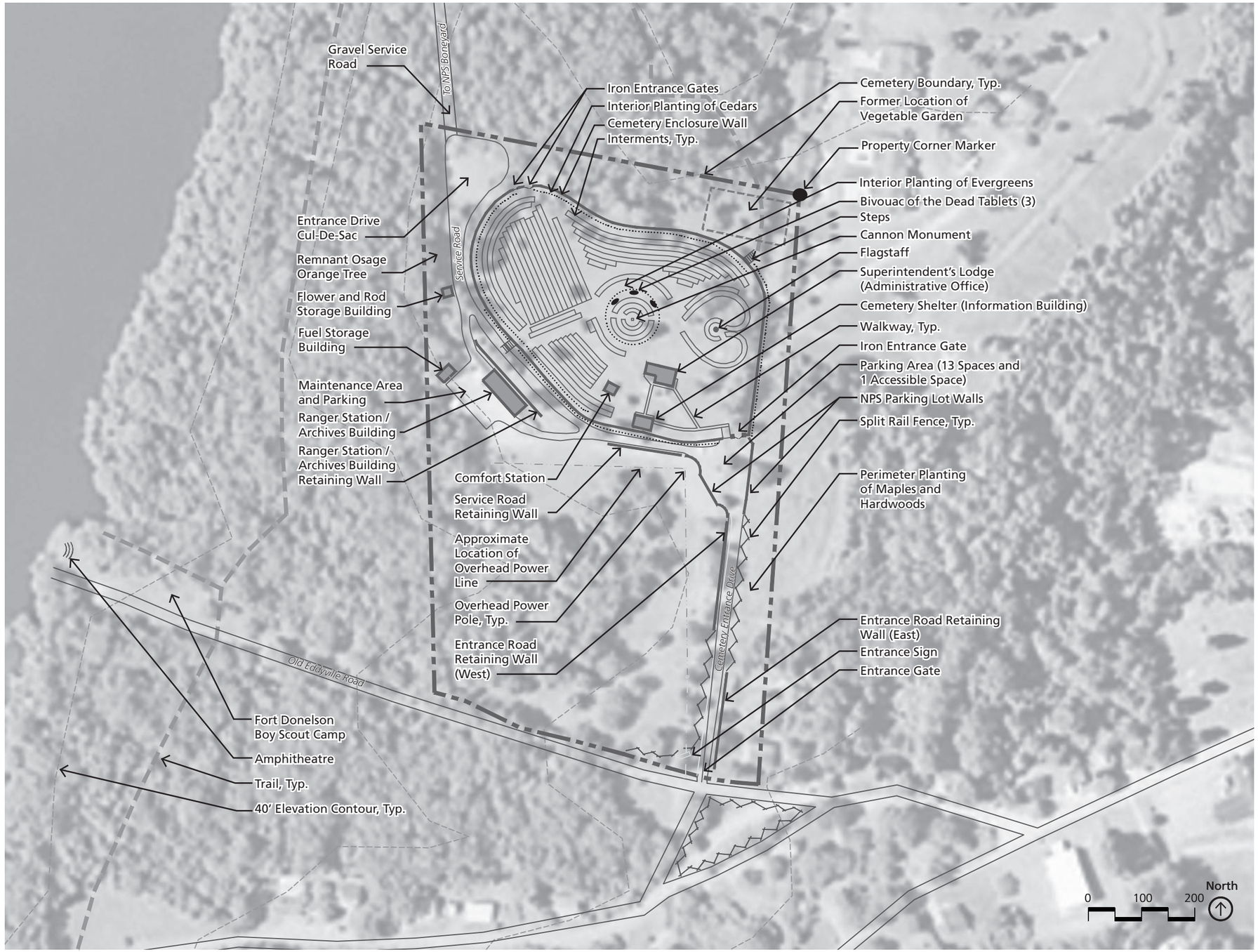
Many of the existing trees within the lawn areas of FDNC date to the 1940 NPS planting plan or are replacements located according to this plan (Illustration 2.P). What remains creates substantially less canopy and enclosure than what was illustrated in the 1940 NPS planting plan and evident in the early photos of the FDNC. This plan provides the best documentation of plant species and their locations at the time it was drawn, as well as, showing proposed plants to be installed. The landscape today contains none of the shrub material from this period, but does feature trees of the proper species and in the specified locations. The park staff has recently replanted many of the

Figure 3.73: Texas Monument, 2009

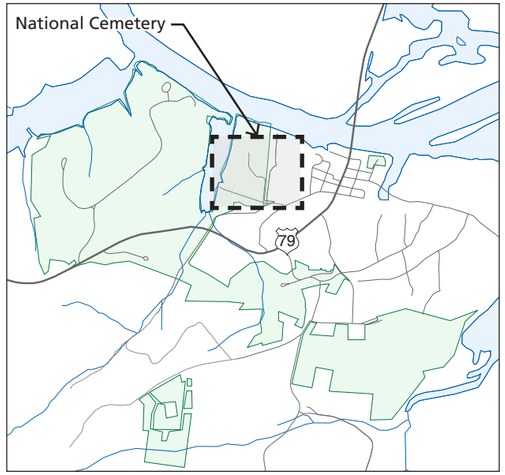
Figure 3.74: Field gun west of Texas Monument, 2009

specimens from this plan, including the ring of evergreen trees surrounding the Bivouac of the Dead Tablets (Figure 3.75)

A mature allée of sugar maples lines the Entrance Drive into FDNC. The trees are in good condition and some appear to date to the middle twentieth century. Similarly, the remnants of a row of sugar maples can be seen along the outside of the stone retaining wall that encloses the Cemetery. The park staff has installed new trees to replace missing specimens in this location. This row of maples varies from good to fair condition. Within the walls



National Cemetery



Location Map

Existing Conditions

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.F

of the Cemetery, remnants of a row of eastern red cedars are visible along the top of the retaining wall. Many of the remaining cedars are located on the western side of the Cemetery and range from good to fair condition. The park staff has installed many replacement cedars along the retaining wall. Plans from the War Department and the NPS indicate that plantings of these species in the described locations are consistent with the earliest planting efforts undertaken at FDNC. A map of the FDNC from 1892, combined with superintendent's reports from that era, confirm the presence of the sugar maple allée lining the Entrance Drive, a row of sugar maples surrounding the outer wall, and a row of red cedars lining the inner wall.

Beyond the maple allée, in the lawn located along the west side of the Entrance Drive, are mature specimen trees. These trees are consistent in species and location with 1940s and 1980s NPS planting plans. Most are located as single specimens, but several are grouped. Species noted include, dogwood, white oak, red oak, American holly, and green ash. These trees are in good condition. Other specimen trees are located within the Cemetery. Species of note include southern magnolia, tulip poplar, black gum, hemlock, American holly, sugar maple, and spruce. All plantings are indicated on the previously mentioned NPS planting plans with the majority of the trees located on the 1940s plan. Unlike the maple allée and rows of junipers and maples, the specimen trees are informally planted in an asymmetric or naturalized fashion.

The 1940s planting plan indicates a vegetable garden located on the northeastern side of the Cemetery wall. This is no longer maintained as a vegetable garden, but the terrace that was used for the garden is visible. Recent shrub and perennial plantings have been implemented around the base of the Superintendent's Lodge, the Cemetery Shelter and the Comfort Station. The materials planted are not consistent in species or location to the documented landscape conditions from the 1940s plans. The condition of the new plantings is good. Recent tree plantings have been implemented along the walk to the Superintendent's Lodge and appear to be in accord with the original plantings. Burning bush (*Euonymus alatus*) hedges are located on the rear sides of the Lodge and Ranger Station/Archives Buildings. These appear to date to the 1980s and

Figure 3.75: Red cedars near Bivouac of the Dead tablets, 2014

are in good condition. A remnant Osage orange tree (*Maclura pomifera*) from the original hedge that followed the property line is located along the Service Road west of the cul-de-sac. The condition of the tree is fair.

Buildings and Structures

Superintendent's Lodge. The Second Empire brick Superintendent's Lodge was built by the War Department in 1876 as a replacement for the original wooden lodge. The building consists of a limestone foundation, brick first story and a mansard roof covered with slate shingles (Figure 3.76). The original building was L-shaped in plan and comprised of three cellar rooms, two living rooms, an office, three upstairs rooms and a front porch.[20] The lodge was expanded in 1932 to include a small one-story kitchen. The dormers built into the mansard roof contain three over three sash windows and the windows visible on the first story are six over six sash. Exterior architectural details include brick quoins on the building corners and decorative metal attic vents. Currently the Superintendents' Lodge is used as an administrative office. The building is in good condition.

Cemetery Shelter. The Shelter dates to 1911 and is a modest brick building with a painted metal gable roof and curved brick lintel details that define both the windows and doors of the structure (Figure 3.77). The windows appear to be original and the majority of them are double hung, six over six sash windows. In addition, there are two six pane hopper windows located on the south elevation. Three of the four building façades contain doorways. On the west elevation there

20 Styles et al., 6.

Figure 3.76: Superintendent's Lodge, 2009

Figure 3.78: Comfort Station, 2010

Figure 3.77: Cemetery Shelter, 2009

Figure 3.79: Flower and Rod Storage Building, 2010

is a replacement door which lacks the three light transom window visible in historic photographs and present on both of the doorways located on the eastern façade. The western elevation also contains a doorway at the attic level, which is visible in historic photographs. The northern side of the building is dominated by two large garage doors, which appear to be original and suggest the building's historic use as a carriage house. Roof drainage is collected by two aluminum gutters, which feed two metal downspouts on either side of the west elevation of the building. Currently the building is used to provide visitor information. The building is in good condition.

Comfort Station. Originally constructed in 1935 as a well house, this modest brick structure with a painted metal gable roof now functions as a restroom facility for cemetery visitors (Figure 3.78). Small vents are incorporated into the brickwork beneath both eaves and original three panel casement windows remain on the north and south facades of the building. A wooden privacy fence has been added to both building entrances. The building is in good condition and is similar in style and appearance to the Cemetery Shelter.

Flower and Rod Storage Building. A small utility building was built in 1992 to store the plastic flowers and other items left by visitors at gravesites. The building is situated along the west side of the Cemetery Entrance Drive. This basic wooden structure sits atop stacked concrete blocks and features exposed roof joists and brackets (Figure 3.79). The building is roofed with corrugated plastic panels and a small handmade sign with the words, 'Flower and Rod Storage', is affixed to the front elevation. It is in good condition.

Ranger Station/Archives Building. (Former Maintenance Building) This Mission 66 era building has been altered significantly from its original use as a maintenance building and garage and now functions as a ranger station and archives building for the Park (Figure 3.80). The original overhead garage bay doors have been removed from the front façade and filled in with siding and replacement windows and doors. The building is a modern, tan, brick rectangle that is situated down slope from the historic Cemetery. The location and the mature hedge planted between the building and the Cemetery Entrance Drive help to partially obscure it from views from within the Cemetery.

Figure 3.80: Ranger Station/Archives Building (Former Maintenance Building), 2010

Cemetery Enclosure Wall. This wall was begun in 1867, was completed in 1869 and has received subsequent renovations in the twentieth century. It surrounds the core area of the Cemetery and is constructed of limestone blocks that are mortared together in seemingly random base courses with a relatively consistent sized capstone. The coursing and character of the wall varies over the length of the structure. The wall also varies in its height above grade over its route around the Cemetery. In some locations, over five feet of the wall is visible (Figure 3.81). In other locations the wall is nearly flush with the surrounding grade. This variable condition occurs on both sides of the wall. The mortar on some wall sections has been re-pointed recently and overall the wall is in good condition.

NPS Parking Lot Walls. These walls were built by the NPS in 1934. They encompass the majority of the Parking Area located at the terminus of the Cemetery Entrance Drive. They utilize the same materials as the Cemetery Enclosure Wall, but have much more in common with the other NPS-era walls located at the River Batteries and elsewhere within the Park. The walls are constructed of limestone rubble with irregular courses of stone and feature regularly spaced open slots that allow runoff to drain from the Parking Area (Figure 3.82). The capstone is peaked slightly at the middle, which further distinguishes these walls from the Cemetery Enclosure Wall. These walls are in good condition.

Entrance Road Retaining Wall. Constructed at the same time as the Parking Lot Walls, two limestone rubble retaining walls create the base for the Entrance Drive (Figure 3.83). These walls range from one to eight feet in height. The eastern wall begins at the beginning of the Entrance Drive and

Figure 3.81: Cemetery Enclosure Wall, 2009

Figure 3.82: NPS Parking Lot Wall, 2010

Figure 3.83: Entrance Road Retaining Wall, 2010

extends north along the first third of the Drive. The western wall begins at the midpoint of the Drive and connects to the Parking Lot Wall at the north end. Both walls utilize limestone blocks and exhibit the same character of workmanship as the Parking Lot Walls. Both structures have been repointed multiple times and are in good condition.

Service Road Retaining Wall. This low wall is located between the Parking Area and the entrance to the former maintenance area on the south side of the Service Drive. Historic maps help to date this wall to 1878 and show that this wall was once

longer than it is today. A significant portion the wall was either demolished or buried to construct the entrance to the maintenance area. The visible segment is built from dry stacked fieldstone and is in poor condition.

Ranger Station/Archives Building Retaining Wall. Located on the northeastern side of the Ranger Station/Archives Building, a limestone retaining wall supports the Service Road. The wall is located several feet from the back wall of the building. The wall is constructed with material similar to that of the Service Road Retaining wall and corresponds to the location of a stonewall that appears on early FDNC maps. The rubble stonewall was reconstructed with material from the older wall and mortar joints during the construction of the Maintenance Building, now known as the Ranger Station/Archives Building (Figure 3.84). The structure is in good condition.

Fuel Storage Building. This utilitarian building is positioned at the edge of the staff parking area south of the Ranger Station/Archives Building. It is built of concrete block and contains no windows. The roof is made from corrugated tin and extends beyond the building to the south creating a covered parking area for the NPS golf cart. The exact date of construction of this structure is unknown, though NPS probably built the building Post-Mission 66. The structure is in good condition (Figure 3.85). In 2010, the NPS relocated a metal carport formerly located on the northern side of the Fuel Storage Building to the Boneyard area.

Circulation

Primary vehicular circulation for the FDNC is handled by a two-lane asphalt road known as the Cemetery Entrance Drive (Figure 3.86). This drive intersects with Church Street at the southeastern Cemetery boundary and runs parallel to the eastern property line for approximately 600 linear feet before terminating in a small parking area. The parking area consists of striped spaces for 13 cars in various configurations. In addition, a single accessible space is found adjacent to the front Cemetery Gate. From the Parking Area, a narrow Service Road winds to the west around the Cemetery enclosure wall, before it eventually terminates in a small cul-de-sac area near the rear Cemetery Gate. The NPS bone yard is accessible to authorized personnel via a narrow gravel

Figure 3.84: Ranger Station/Archives Building Retaining Wall, 2010

Figure 3.85: Fuel Storage Building and Carport (Carport relocated 2012), 2010

Figure 3.86: Cemetery Entrance Drive, 2010

continuation of the Service Road that extends beyond the cul-de-sac (Figure 3.87). In addition, a single lane asphalt drive provides access from the Service Road to the Ranger Station/Archives Building, maintenance and parking area. The NPS staff accesses the Cemetery using motorized vehicles for maintenance purposes or for the occasional new interment via lawn lanes. These

Figure 3.87: Gravel Service Road, 2010

historic circulation routes within the Cemetery walls are utilized when these activities occur and evidence of this use is visible in the landscape (Figure 3.88).

Pedestrian circulation at the Cemetery is serviced by a series of basket weave mortared brick walkways, which connect the three buildings that are located within the Cemetery wall (Figure 3.89). Visitors also utilize the historic turf lanes within the Cemetery to walk among the graves.[21] Additionally, the Fort Donelson trail system connects to the Cemetery in the northeast corner of the property.

Small-scale Features

Flagstaff. This painted iron flagstaff replaced the original wooden staff, which was struck by lightning in 1907. The flagstaff itself consists of four graduated sections and features a decorative iron ball finial at its apex (Figure 3.90). The flagstaff is mounted to a concrete base and there are four metal guy wires that provide tensional support to the structure. The flag is currently lit at night in accordance with accepted military custom and tradition. The light source is attached to an overhead utility pole that can be found on adjacent property. The flagstaff is in good condition.

Fences. Along the Cemetery Entrance Drive two fence types occur (Figure 3.91). The fences were constructed in 2009 and both types are versions of historic split rail fencing known as "worm" or "snake" fencing. This type of fencing is very

21 These are the same lanes that were originally macadam paved and were later converted to turf.

Figure 3.88: Lawn lane within the Cemetery Enclosure Wall, 2010

Figure 3.89: Brick walkway, 2010

Figure 3.90: Flagstaff, 2010

Figure 3.91: Cemetery Entrance Drive Fences, 2010

flexible for use in rolling rocky terrain since it requires no posts to be dug and can be constructed and moved quickly. The worm fence used at the Cemetery consists of five interlocking rails set on stone and stacked on top of one another. The more intricate rail and rider worm fence variant that has also been used along the Entrance Drive is constructed in a similar fashion, but contains vertical locks (cross braces) and an additional top rail or rider, which makes this fence have considerably more visual impact than the more basic version. The increased height from the upright locks makes this fence an excellent barrier to large animals. Both of these fence types can be challenging from a maintenance perspective. The recently installed fences at the Cemetery are in good condition though ongoing maintenance will be required to reset the rails onto the stone bases. Many rails were observed in direct contact with the soil.

Benches. There are two original wrought iron settees located on the Cemetery grounds and both of them are in good condition. The wooden slats on these two benches have been replaced with modern recycled plastic lumber, but the original iron frames remain (Figure 3.92). Two more of these settees can be found in the maintenance compound along the shore of Hickman Creek (Figure 3.93). The frames of these settees are in fair condition and could be returned to their intended original location; the Cemetery.

Multiple modern decorative benches can also be found within the Cemetery walls. These benches are catalog items with metal frames and composite lumber slats (Figure 3.94). In some cases these

Figure 3.92: Wrought Iron Settees at Cemetery, 2010

Figure 3.93: Wrought Iron Settees at Hickman Creek, 2010

Figure 3.94: Contemporary Bench, 2010

benches are mounted on concrete slabs. Their condition is good.

Bivouac of the Dead Tablets. Three cast iron tablets partially surround the outer ring of gravestones arranged in a circle directly west of the Cemetery flagstaff. These tablets are mounted on square wooden posts and contain a portion of the poem, The Bivouac of the Dead, by poet Theodore O'Hara. The panels are painted white with black lettering and are in good condition (Figure 3.95).

Figure 3.95: Bivouac of the Dead Tablet, 2010

Figure 3.96: Cannon Monument, 2014

Cannon Monument. In 2013, the park restored the Cannon Monument dating from the 1860s-1870s in its original location in the center of the Cemetery (Figure 3.96). The 32-pound seacoast gun is displayed in an upright position on a small concrete pad. Stacked cannonballs decorate the corners of the pad. The monument is in good condition.

Signs. A new limestone Entrance Sign has recently been installed at the Cemetery Entrance Road. The sign is identical to the new entrance signs at the Park Entrance, the Dover Hotel and Fort Heiman. Several wayside interpretive panels are also located at the site. These are representative of the Park's newly installed interpretive signs. Two War Department tablets are located adjacent to the Cemetery Shelter along with black and gold Permaloy signs. Brown, reflective metal regulation signs are mounted to the front elevation of the Superintendent's Lodge. These various sign types were described previously in this chapter (Figure 3.97).

Grave Markers. Generally, three major types of marble grave markers exist at the FDNC (Figure 3.98). The different marker types reflect different

Figure 3.97: Examples of Signage, 2010

Figure 3.98: Grave Markers, 2010

eras of interment and whether or not the name of the deceased is known. The first type is a simple square marker that is used to signify the unknown dead from the Civil War era. These markers contain an inscribed number and no additional text. The second type denotes the known dead from the Civil War. This type of marker is considered a "headstone" and is a vertical masonry marker placed at the "head" of the interred with roughly about 1/3 of slab beneath the ground plane. These headstones display a number as well, but the name and home state of the soldier is also carved into the stone. The design of these first two marker

types dates to 1873. The third type is slightly larger and contains additional information including: religious affiliation, branch of service, date of birth and date of death. The design of this marker type dates to 1902. In addition to the three major types, the Cemetery also contains a modern variant of the third marker type that features carved black lettering. This deviation has replaced the earlier version that contained uncolored letters. By and large, the grave markers are in good condition, however many show signs of damage to the marble from the use of string mowers and other grass trimming equipment throughout the years.

Gates. The original wrought iron vehicular-width entrance gate to the Cemetery is present in its original location within the southeast section of the Cemetery Wall. The cannon that the gate originally mounted to are no longer present in the landscape and have been replaced by large, decorative stone piers (Figure 3.99). The piers are similar in style and construction to other historic entrance piers found elsewhere on the battlefield site. The piers are constructed of limestone and the tops are adorned with cannon balls stacked in a pyramid and set in mortar. An ornamental painted metal plaque is mounted on each pier with the words U.S. National Cemetery inscribed in raised letters. An original iron pedestrian gate is installed at the cellar entrance of the Cemetery Shelter (Figure 3.100). This pedestrian gate was likely once part of the original cannon-pier gate, which featured two pedestrian gates flanking the center vehicular width gate. The second pedestrian gate was not found at the Cemetery.

The rear entrance to the Cemetery contains a vehicular-width wrought iron gate and a separate gate for pedestrian use. Both of these gates are in good condition and are mounted to concrete pillars (Figure 3.101).

A modern security gate complete with key code system was installed at the Cemetery Entrance Drive in 2010 (Figure 3.102). The form of the gate is similar to the original iron gates while the material is much lighter weight and modern. In 2011, NPS staff installed two limestone piers with decorative cannon ball caps on either side of this security gate (Figure 3.103). During the final site visit in April of 2011, it was apparent that one of the piers was in the process of being reset (Figure 3.104). Other than the obvious need to complete the work

Figure 3.99: Entrance Gate, 2010

Figure 3.100: Iron Pedestrian Gate, 2010

Figure 3.101: Rear Entrance Gates, 2010

Figure 3.102: Contemporary Security Gate, 2010

Figure 3.104: Limestone Entrance Pier in the process of being reset, 2011

Figure 3.103: Limestone Entrance Piers, 2011

Figure 3.105: Limestone Headwall, 2010

associated with resetting one of the piers, these two modern elements are in good condition.

Stone Headwalls. Two headwalls and a culvert are located at the midpoint of Entrance Drive. This system dates to the Entrance Road improvement project of 1930. The limestone headwalls are consistent with those located throughout the Park. The features are in good condition (Figure 3.105).

Litter Deposit / Recycling. A contemporary standard bear-proof combination trash and recycling receptacle is located near the northern Cemetery Gate and Entrance Drive cul-de-sac (Figure 3.106).

Picnic Table. A single picnic table is located east of the Superintendent's Lodge. The table, a contemporary element, is a catalog item from the Pilot Rock Company and is constructed of recycled plastic lumber with aluminum frame supports (Figure 3.107).

Limestone Curb. Limestone curb borders a portion of the Parking Area southeast of the Cemetery Shelter. This curb dates to the Entrance Road

Figure 3.106: Combination Trash and Recycling Receptacle, 2010

Figure 3.107: Picnic table, 2010

improvement project in 1930. The curbing is in good condition overall; however a section has been damaged recently (Figure 3.108).

Stone Stairs. Four sets of stone stairs were built in 1941 using the limestone that was recovered from demolition of the Cemetery's rostrum. One set is located along the Cemetery wall west of the Cemetery Shelter. A second set is found east of the maintenance building. The third and fourth sets are located on the northeastern portion of the wall. One set is located on each side of the wall to cross over the wall, which is not retaining soil in this location.

Property Corner Markers. At least one of the original 1867 property markers exists at the FDNC. This marker appears to be made of concrete and has. "U.S." inscribed on the top of the marker (Figure 3.109). This marker was found in its original location in the northwestern corner of the cemetery boundary. The marker is in good condition.

Views and Vistas

No significant views or vistas currently exist at the FDNC. Historic planting plans indicate that the FDNC was not intended to feature views into or outside of its walls. A ring of eastern red cedars along the Cemetery Wall and many specimen hardwoods within the FDNC were planned to create enclosure for cemetery visitors. Much of the original vegetation has been lost and consequentially an unintended view into a neighboring development is now possible. Specifically, the eastern Cemetery boundary has little screen from the neighboring residential development. Loss of vegetation along this boundary has contributed to the problem, although the development is not highly visible during the summer.

Figure 3.108: Limestone Curb, 2010

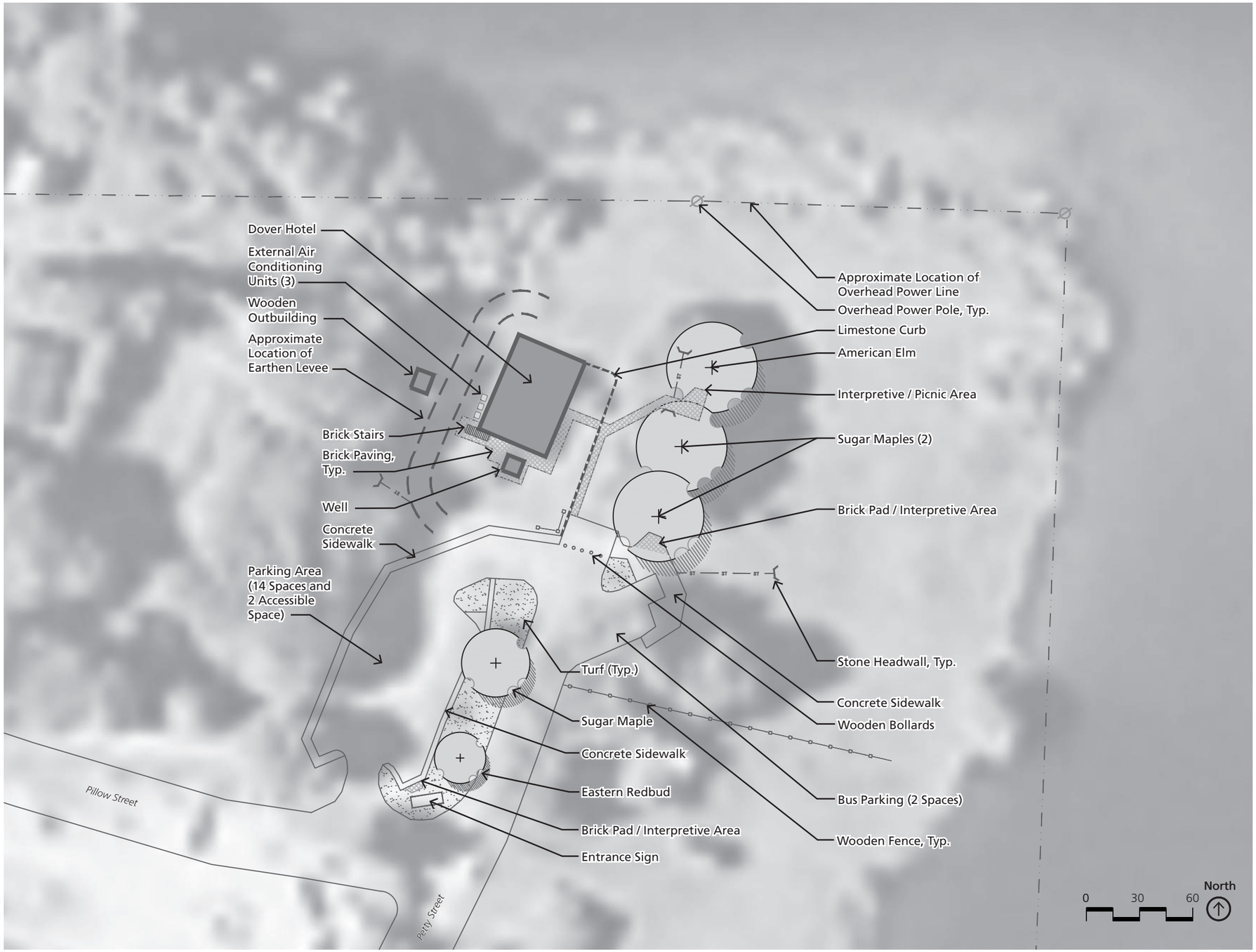
Figure 3.109: Property Corner marker, 2011

Dover Hotel

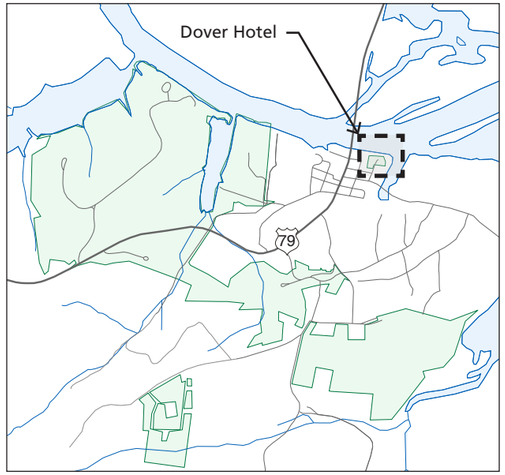
Overlooking the Cumberland River, now Lake Barkley, the reconstructed Dover Hotel occupies its historic location on a sloping hill at the northwestern corner of downtown Dover, Tennessee (Figure 3.110). The Dover Hotel property is comprised of approximately one and one-half acres spread out over three parcels that are owned and managed by the NPS. The property consists of the reconstructed Dover Hotel and associated walkways, a small outbuilding located behind the hotel on the west side, a parking lot that provides spaces for cars and buses, three interpretive areas and a small picnic area (Illustration 3.G).

Vegetation

The site consists of a few specimen trees planted within a large expanse of mown lawn (Figure 3.111). The vegetation adjacent to the Lake Barkley is typical of the area, with expanses of button bush (*Cephalanthus occidentalis*) and other wetland edge species present. One side of



Dover Hotel



Location Map

Existing Conditions

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.G

Figure 3.110: Dover Hotel site, 2014

Figure 3.112: Flowering plants along hotel walkway, 2010

Figure 3.111: Dover Hotel, 2010

Figure 3.113: Specimen tree plantings in lawn, 2010

the brick walkway that leads from the parking area to the main façade of the hotel is lined with perennial and flowering plants (Figure 3.112). Plantings located within these beds include the following species: purple coneflower (*Echinacea purpurea*), shasta daisy (*Leucanthemum superbum*), four o'clocks (*Mirabilis jalapa*), black-eyed susans (*Rudbeckia hirta*), lamb's ear (*Stachys byzantina*) and chrysanthemums (*Chrysanthemum spp.*). In addition, there are two large metal-ringed, wooden slat barrel planters located either side of the front porch of the hotel. Trees currently present on the site include sugar maple, American elm (*Ulmus americana*), southern magnolia (*Magnolia gradiflora*) and red maple. Based on photos of the site from 1898 and 1927, the two existing sugar maples and the single American elm located near the hotel's front façade appear to be planted in locations similar to those observed in the period photos. While these trees are located in historical locations, these trees are not those seen in the photos. The American elm is of particular interest as it is in excellent condition for its age and shows no signs of Dutch Elm Disease, which commonly afflicts this species (Figure 3.113).

Buildings and Structures

Dover Hotel. The Dover Hotel and its associated outbuilding are the only two buildings present at the Dover Hotel site. Originally constructed in circa 1853, restored in the late 1920s, and rehabilitated by the NPS in 1979, this two story wooden frame and clapboard building is also known as the Surrender House because it was here that Union General U.S. Grant met Confederate Brigadier General Simon B. Buckner after the Confederate surrender. The Dover Hotel is a relatively simple structure consisting of two main stories and a large multi-room basement (Figure 3.111). The building is rectangular in plan and features a side-gabled roof. The roof is covered with wooden shake shingles and there are four end chimneys total with two located on the north and the south elevations of the structure. In addition, a smaller brick chimney serves the building's central core. The hotel has a prominent, two story porch, which spans the entire length of the east elevation. The upper porch features a low wooden railing. A narrow staircase connects the upper and lower porches and is not currently open to the public. Runoff from the building's roof is handled by copper gutters and downspouts located on the east and west elevations. The windows are generally six over six sash and there are multiple entry doors located on the east and west elevations.

The wooden siding was recently painted light tan, which complements the masonry construction of the building's numerous chimneys and foundation.

Dover Hotel Levee. This earthen structure was built in the late 1970s to protect the Dover Hotel from flooding. It surrounds the Dover Hotel on the north, south and western sides (Figure 3.114). The height of the levee varies depending on location and it is roughly 10-15 feet wide in most places. All surfaces of the levee have been landscaped with grass and the condition of the structure is good. During the flooding events of summer 2010, the levee protected Dover Hotel from flooding.

Figure 3.114: Levee at Dover Hotel, 2010

Circulation

Vehicles enter the site via Petty Street. On site, a one-way parking loop containing angled spaces provides parking for approximately 15 cars on each side of the driving lane. A single accessible parking space is located in the area closest to the hotel entrance (Figure 3.115). Accessible ramps are provided at this location. In addition, there is a separate parking slip providing two extended parking spaces for buses.

Figure 3.115: Parking area at Dover Hotel, 2010

Pedestrian circulation is serviced by a series of concrete walkways and mortared herringbone brick walkways which surround both parking areas and connect to the Hotel and interpretive and picnic areas (Figure 3.116).

Figure 3.116: Brick walkway at Dover Hotel, 2010

Small-scale Features

Outbuilding. A small wooden outbuilding with a shed roof is located behind the hotel on the western side. It sits atop an earthen levee (Figure 3.117).

Fences. There are two fence types present at the Dover Hotel, which are very similar. A short, two rail log fence is located near the southeastern corner of the Dover Hotel (Figure 3.118). A variation of this fence type featuring three rails defines the NPS property line near the bus parking area. The exact date of construction of these fences is unknown, however they were likely installed sometime in the 2000s.

Figure 3.117: Wooden Outbuilding, 2010

Lantern Pole. During the reconstruction of the Dover Hotel a modern lantern and pole were added to the hotel grounds in approximately the same location as an original lantern and pole. Over the years, the lantern has been vandalized and stolen several times. The only remaining item is a

portion of the lantern pole roughly three feet tall near the northeast corner of the building (Figure 3.119). The pole is made from black locust.

Limestone Curb. Historic stone curb lines one side of the Petty Street road trace in front of the Dover Hotel. This section of curb is a remnant of the Federal Road and was reset during the hotel reconstruction project. It is in good condition and occupies the same location it did historically (Figure 3.119). Remnants of the original stone curb can still be seen further south of the hotel on Petty Street. These sections of curb are located outside of the Dover Hotel Component landscape.

Signs. A new limestone Entrance Sign was added to the property in southeast corner of the parking lot. This sign is identical to the new Entrance Sign located at the Park Entrance and Visitor Center. Several wayside interpretive panels are located at the site. These are representative of the Park's newly installed interpretive signs. Both sign types are previously described in this chapter.

Picnic Table. A single picnic table occupies a portion of lawn adjacent to the interpretive display located beneath the American elm tree. The picnic table is identical to the one found at the FDNC and was likely ordered at the same time and from the same company (Figure 3.120).

Bollards. Five wooden bollards are located at the present terminus of Petty Street. The bollards restrict vehicular access to Lake Barkley and the hotel along the historic route of Petty Street. The bollards were replaced recently and are in good condition (Figure 3.110). One of the bollards is removable, allowing service vehicles access to the entire property if needed.

Drainage Structures. There are two limestone headwalls located at the Dover Hotel site. Both contain 24 inch corrugated metal pipes and are in fair to poor condition (Figure 3.121). These two headwalls which occur on either side of the walkway leading from the hotel to the picnic and interpretive display are in the worst shape, with considerable signs of erosion taking place at both locations. A single concrete and metal drop inlet serves the bus parking area and daylights at a third stone headwall. A second drop inlet is located at the north end of the parking lot. The outfall

Figure 3.118: Wooden Fence, 2010

Figure 3.119: Lantern post and limestone curb, 2010

Figure 3.120: Picnic table, 2010

Figure 3.121: Stone headwall, 2010

location of this inlet is west of the levee just north of the bend approximately 30 feet south of the wooden outbuilding. This inlet was reset in 2012 (Figure 3.122).

Litter Deposit / Recycling. A brown, bear-proof, combination trash and recycling receptacle is located near the bus parking (Figure 3.123). This is the standard receptacle that is used throughout the park.

Well. A reconstructed well is located on the south side of the house in the center of a small brick patio. A well appears in the same location in a circa 1927 photograph (Figure 2.7). The well was recently reconstructed of treated lumber and is painted to match the house. The feature sits on top of a brick paved patio with no connection to a well shaft. The current well is in good condition (Figure 3.124).

Views and Vistas

Because of its prominent location on an elevated slope that extends into Lake Barkley, there are excellent views of the scenic waterway from the hotel. The interpretive display locations have been well chosen to take advantage of these views. The overhead power lines, which run through the adjacent property in close proximity to the shore of the lake, are a visual intrusion and impact the historic viewshed (Figure 3.125).

Fort Heiman

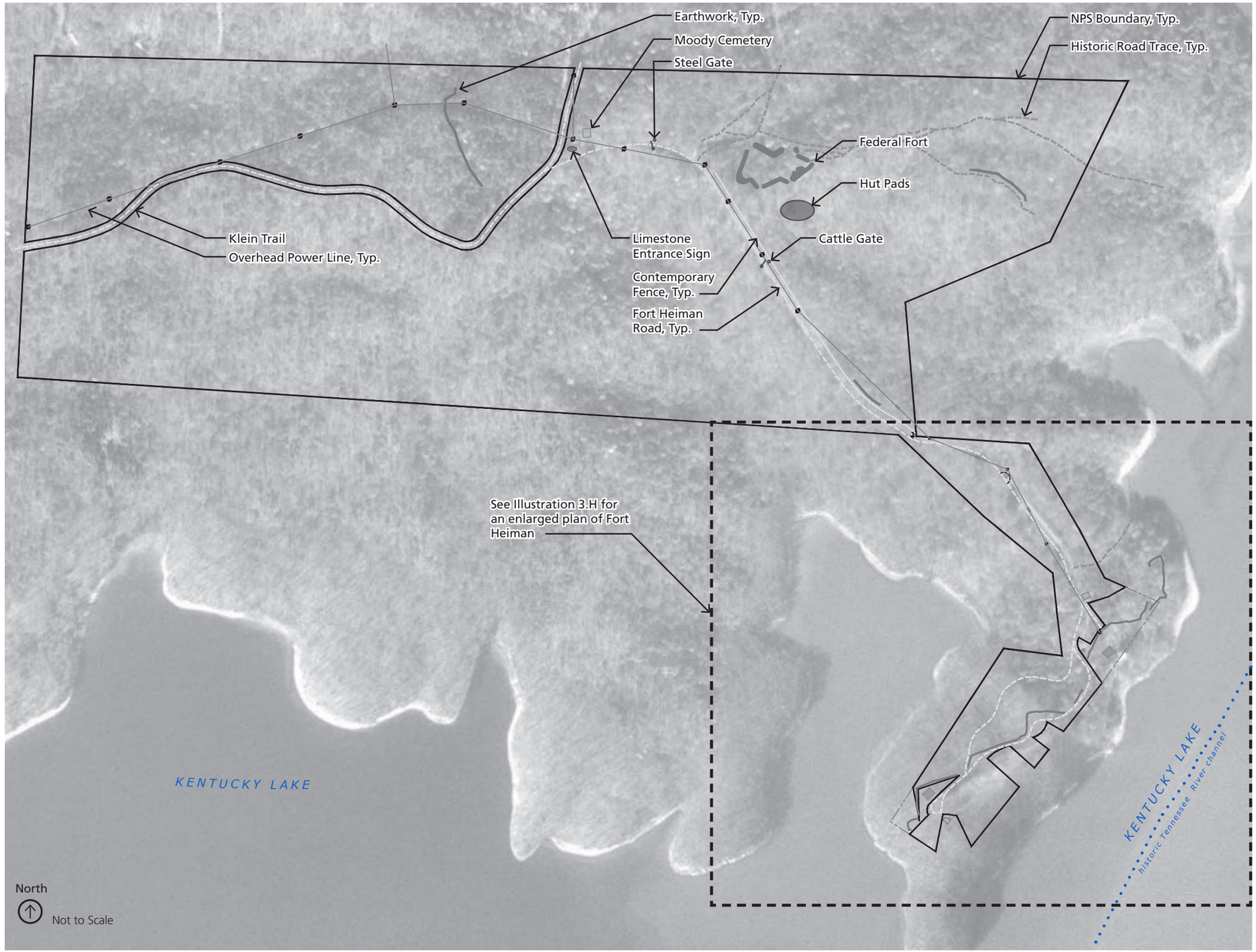
This 164 acre site is located on a bluff on the west bank of the Kentucky Lake (formerly Tennessee River) in the southeastern corner of Calloway

Figure 3.122: Concrete drop inlet, 2014

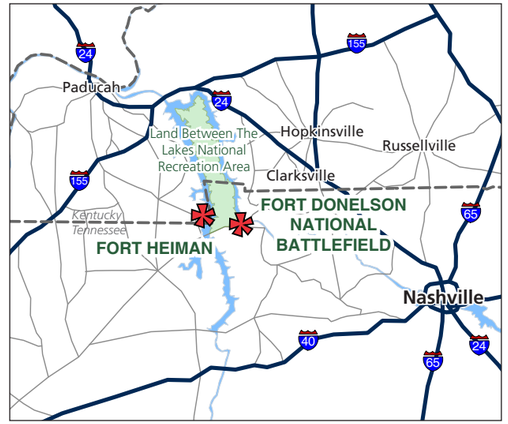
Figure 3.123: Combination trash and recycling receptacle, 2010

Figure 3.124: Reconstructed well, 2010

County, Kentucky (Figure 1.1). Fort Heiman consists of two distinct areas of Civil War era earthworks, three newly discovered sections of Civil War era earthworks, a small family cemetery, multiple historic road traces and a road system that Calloway County currently maintains (Illustration 3.H and 3.I). In addition, two vacation homes are located adjacent to the NPS property boundary on privately-owned parcels. The northernmost



Fort Heiman - Overall



Location Map

Existing Conditions

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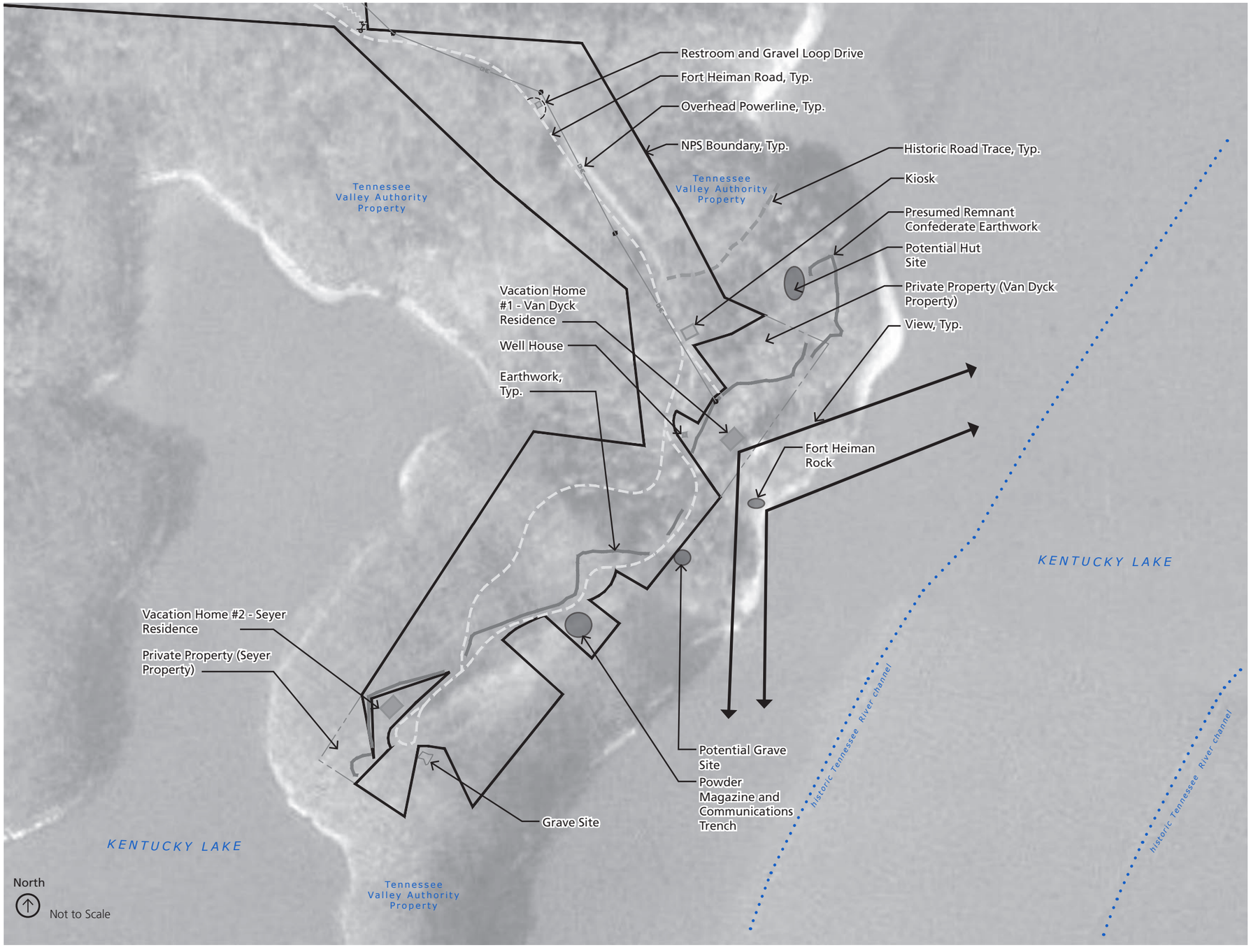
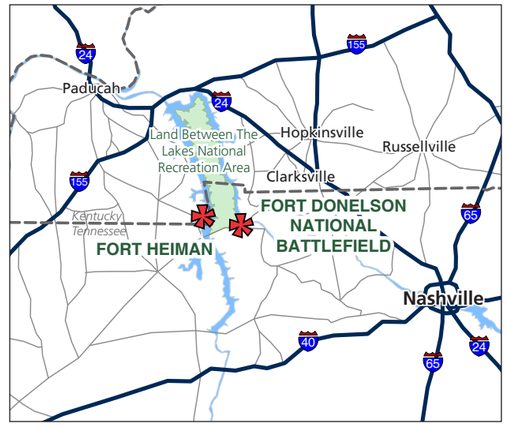
Illustration 3.H



Fort Heiman - Enlargement



Location Map

Existing Conditions

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Illustration 3.I

of these properties is currently owned by John Van Dyck and contains a significant section of earthworks within its boundary, leaving a portion of the resource outside NPS ownership, protection and management. The property located immediately to the north of the Van Dyck parcel contains what is likely the oldest section of earthworks. The Tennessee Valley Authority (TVA) presently owns and manages this property. There are also several remnants of contemporary outbuildings and foundations scattered throughout the current NPS site boundary.

Vegetation

With the exception of two previously disturbed open areas, the entirety of the Fort Heiman site consists of Upland Mixed Hardwood Forest (Figure 3.126). This forest type is described in detail at the beginning of this chapter. No significant cultural vegetation currently exists at the site, however contemporary ornamental plantings do occur at both vacation properties. Species identified in these areas include; iris (*Iris spp.*), leyland cypress (*Cupressocyparis x leylandii*), daylily (*Hemerocallis spp.*), Japanese maple (*Acer palmatum*), holly (*Ilex spp.*), nandina (*Nandina domestica*), rose of Sharon (*Hibiscus syriacus*), and juniper (*Juniperus spp.*).

Soils

Soils at Fort Heiman are generally described as silt loam (Figure 3.127). Parent materials vary, but include limestone, siltstone, shale, loess, marine sediments, and alluvial sediments . Ridgetops and uplands are dominated by Saffell, Hawthorne, Bonnell, and Brandon series soils, all of which are prone to erosion. The lowlands and floodplains are mostly Enville-Bibb complex and Collins-Iuka complex.

Buildings and Structures

Earthworks. The major earthworks on the site are concentrated in two areas within the park: along a ridge to the southeast and in the northeastern corner. The northernmost portions of the earthworks, located on the southeastern side of the property, are believed to date to the Confederate Army's development of the site in 1862 as an extension of Fort Henry. Another section of earthworks is located to the northwest of the Confederate earthworks and dates from the Union Army's subsequent occupation after the battle of Fort Henry in February 1862. The Union Army used the site as a defensive garrison and supply

Figure 3.125: Overhead power lines at Dover Hotel, 2010

depot between 1862 and 1863. The Fort Heiman site was of military significance for both armies during the Civil War because its topography and its proximity to the navigable channel of the Tennessee River offered a strategic vantage point for artillery.

The earthworks known as "**Fort Heiman**" or "Fort Heiman Proper" consist of 648 yards of visible earthworks ranging from 2 to 6 feet in height and extending across the top of a ridge overlooking Kentucky Lake. According to David Lowe's report findings in *Fort Donelson National Battlefield Boundary Adjustment Study and Environmental Assessment,* the only extant section of Confederate earthworks is possibly at the north end of the earthworks that face the river. This section also, according to Lowe, exhibits evidence of the Union Army's attempt to destroy the Confederate Fort when they abandoned the site in 1863 because the section appears to be the bottom of an interior ditch with the associated parapet removed. This section of earthworks is located on TVA property and is not accessible to park visitors. *The Fort Donelson National Battlefield Boundary Adjustment Study and Environmental Assessment* states that the remaining earthworks located in this portion of the property "were likely improved or built by the Federal occupation force in 1862-1863. Without archeological assessment or unless a historic map is found, there is no way to determine the original extent of the Confederate Fort or subsequent Federal defenses."[22]

22 National Park Service, *Fort Donelson National Battlefield Boundary Adjustment Study and Environmental Assessment*, (US Department of the Interior: Washington DC, 2003) p. 3-22.

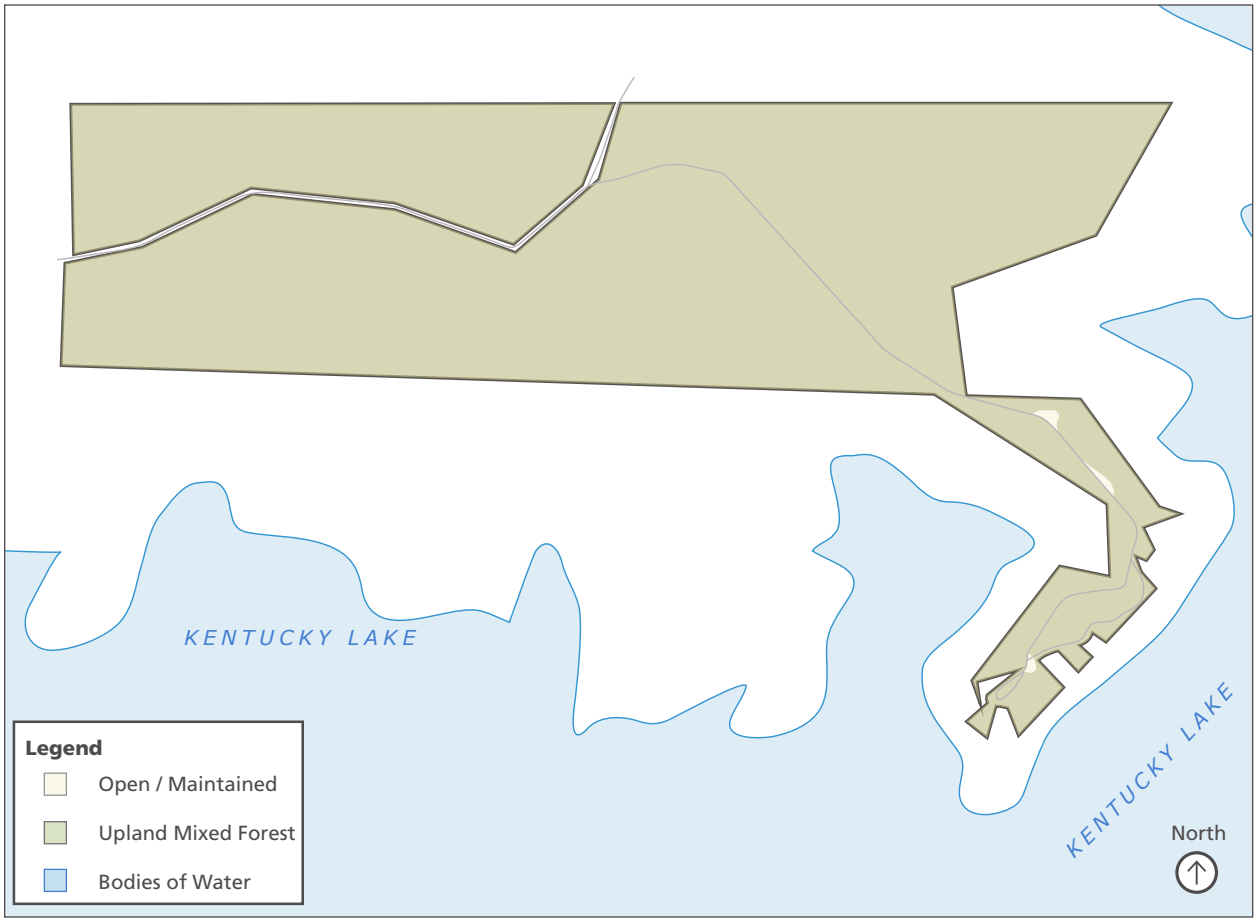


Figure 3.126: Vegetation at Fort Heiman

The remaining earthworks at Fort Heiman Proper extend south from the Confederate remnant, and face inland where artillery could direct fire up the ravine northwest of the ridge, providing cover for the Federal Fort. The Union Army likely constructed these earthworks or improved existing earthworks during their occupation of the site between 1862 and 1863. The Lowe study mapped nine rectangular pits at the south end of the site, which are thought to be graves from which the bodies were removed. The National Park Service assessment speculates that these pits potentially held 15 bodies. Another potential burial site exists north of these pits, approximately midway along the earthworks. Between these burial sites, a larger rectangular hole exists that is thought to be evidence of a powder magazine. In this same location, another smaller hole thought to be a communication trench leads down the bluff towards the river. The 2002 assessment concluded that 354 yards (55%) of the earthworks were in good or fair condition. The remaining earthworks were in poor condition. In May 2010 work to remove trees from the earthworks and establish turf grass cover was completed by Fort Donelson National Battlefield staff under the direction of Preservation Arborists from the Olmsted Center for Landscape Preservation. Much of the earthworks are now clear of mature woody vegetation, however the establishment of sod has not proven to be successful. In April of 2011, a severe storm felled a significant number of trees in this location, some of which landed on the recently cleared earthworks (Figure 3.128). As a result, these earthworks are in fair to poor condition.

As a component of this CLR, an archeological study of Fort Heiman Proper was conducted. Fieldwork involving shovel testing, metal detecting and conducting interviews with local relic hunters and historians occurred. New South and Associates completed the report, titled, *Archeological Characterization of the Fort Heiman Landform* in April of 2011. Observations from this work have yielded the following findings:

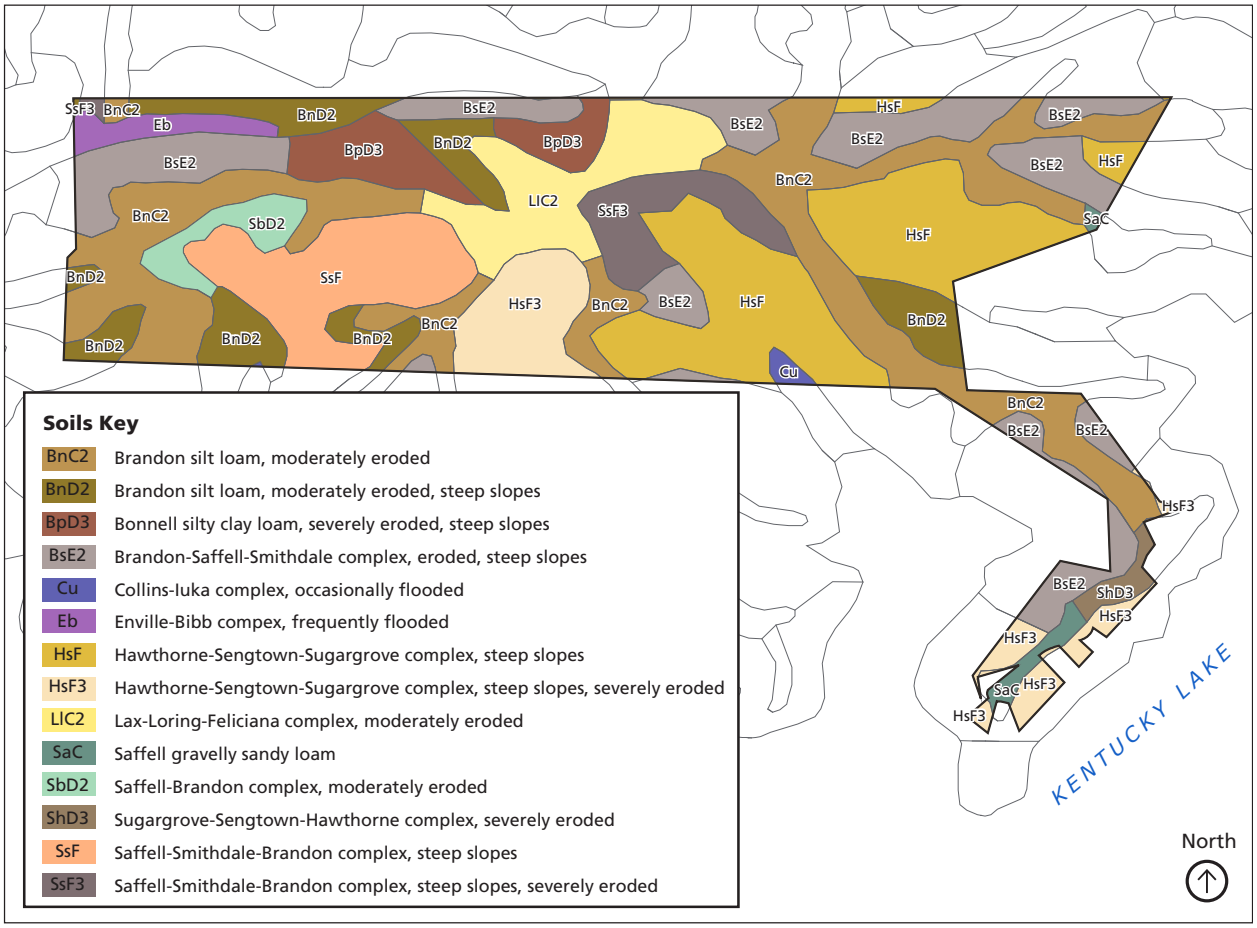


Figure 3.127: Soils at Fort Heiman

- Shovel testing revealed a Mississippian component (pottery and stone tool debris) throughout the 30-acre study area.
- Metal detecting has recovered many Civil War-era artifacts, including munitions fragments, architectural metal and kitchen metal.
- Although the flattest portions of the landform have been intensively relic-hunted by amateurs, great potential for additional archeological research remains throughout the site.
- Recovered artifacts and micro-topography suggest that portions of the Fort are in a good state of preservation and that sub-surface features are likely intact
- Possible winter hut locations were identified and mapped. These locations are present on the northern end of the ridge, near the remnant Confederate earthwork located on the TVA property.
- A local relic hunter provided a detailed diary from a collector who had visited the site frequently over a one-year period. This document is included in the report.
- National Park Service personnel reported that nine graves had been disinterred at the site and reinterred at the National Cemetery at Shiloh. The report indicates that the soil conditions in the suspected grave locations are consistent with disinterment.
- The location of the powder magazine identified in Lowe's report was confirmed.
- Additional rifle pit and potential rifle pit locations were discovered and documented.

The Federal earthworks, or "Federal Fort" is located about 900 yards northwest of Fort Heiman proper, near the junction of two historic roads that lead from top of the ridge down to what was the Tennessee River and is now Kentucky Lake. The Fort includes an irregular redoubt designed to contain three or four guns (Figure 3.129).

The inner perimeter of the parapet measures 280 yards and the outer perimeter measures 335 yards. The Fort encloses approximately .7 acres, which, according to the *Fort Donelson National Battlefield Boundary Adjustment Study and Environmental Assessment*, is comparable to other Federal Forts found in the vicinity of Petersburg, Virginia. This complex also includes evidence of hut pads and several rectangular dugouts. The Boundary Adjustment Study concludes that "together, these Civil War-era resources represent an extensive intact fortification, encampment, and road complex that are likely to yield significant archeological resource information." [23] The Federal Fort is in good condition and considered the "premiere resource" at the Fort Heiman property according to Lowe.

In 2011, Timothy A. Parsons with the Southeast Archeological Center conducted shovel and metal detector surveys at the Fort Heiman property and published a report titled, Archeological Investigations at Fort Heiman. Three sections of previously undocumented earthworks were discovered over the course of this study. The first is approximately 180 feet long and runs parallel to a section of Fort Heiman Road at the narrowest portion of the Fort Heiman property. According to the report, the earthwork has suffered from erosion and is in poor condition. A recent field investigation of this earthwork by The Jaeger Company confirmed the report's findings. The second earthwork is located roughly 750 feet east of the Federal Fort along a historic road trace that leads to Kentucky Lake. This feature consists of a double row of earthworks and has been affected by erosion. The condition of this earthwork varies from fair to poor (Figure 3.130). The third earthwork is located in relatively flat area on the northwestern side of Klein Trail. This earthwork is much taller than the other two and has not been as impacted by erosion. It is in fair condition overall, with some sections that are in better shape than others. According to Parsons, "...the position of the Federal Fort in relation to the earthworks and their distance from the Confederate Fort Heiman Proper suggests that the newly documented features are a component of the Union occupation".

23 Boundary Adjustment Study, p. 1-9.

Figure 3.128: Storm damaged earthworks at Fort Heiman, 2011

Figure 3.129: A portion of the Federal Fort, 2011

Figure 3.130: Newly discovered earthworks along historic road trace, 2011

Restroom. In 2012, the park installed a small restroom building constructed of limestone block with a shingle roof off of Fort Heiman Road (Figure 3.131). The building encloses a pit toilet and has windows on the front and back sides to allow for natural light. It is ventilated by a tall metal exhaust pipe on the south side of the building. The structure rests on a pad comprised of brick pavers to allow for accessibility.

Figure 3.131: Restroom on Fort Heiman Road, 2014

Figure 3.132: Kiosk on Fort Heiman Road, 2014

Kiosk. In 2014, the park installed a kiosk on Fort Heiman Road just south of the restroom building. The kiosk is constructed of three large stone-faced pillars opposite a stone wall supporting a shingle roof (Figure 3.132). The structure rests on a concrete pad surrounded by brick pavers. A brick paved walk connects it to the adjacent gravel parking area to the west. Another brick paved walk extends east of the structure and terminates at the edge of the gravel lot. Four wooden benches provide seating under the roof of the structure. The park plans to install interpretive and wayfinding signage at this location.

Typically, private property and buildings would not be included in Existing Conditions descriptions, but the following inholdings were deemed important to understanding the entire fort site.

Vacation Home #1- Van Dyck Residence. This log cabin is privately owned, and located on private property immediately adjacent to the northeastern boundary of the Park on the peninsula that defines Fort Heiman proper (Figure 3.133). The building is well taken care of and in good condition. This contemporary two-story cabin is rectangular in plan and features single gabled tin roof with a sizeable dormer on the front elevation of the house. Two large porches are found along the front and rear elevations and a stacked stone retaining wall defines a small gravel parking area in front of the home. According to an article written for the Nashville Banner in 1957, Rainey Wells built a similar cabin in this location in the 1930s (Figure 3.134).[24] The current building was likely built to replace the original cabin sometime in the recent past. The property surrounding the

Figure 3.133: Vacation Home #1- Van Dyck Residence, 2011

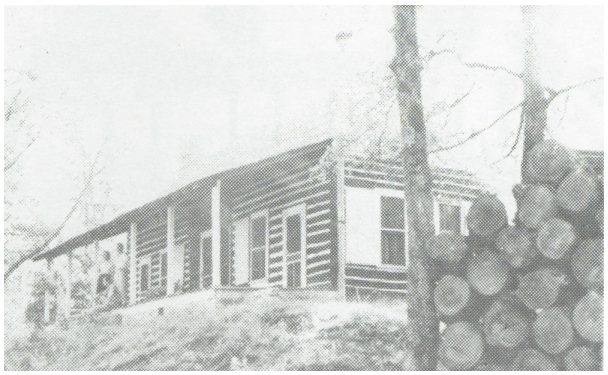


Figure 3.134: Previous cabin located at Fort Heiman on what is now the Van Dyck Property, 2011

cabin is relatively flat and contains some excellent examples of intact earthworks (Figure 3.135). Some sections of these earthworks do contain large trees growing within them, but for the most part, they are well shaded, well covered and in good condition. In addition, the rear porch of the cabin offers an impressive view of Kentucky Lake. A more expansive view of the lake can be seen from a stone outcropping known as "Fort Heiman Rock" located approximately 50 feet from the rear of the cabin on TVA property. A small well house is also located on this property (Figure 3.136). It appears to be in good condition.

24 Charles Moss, Forgotten Fort Heiman *'Land of Late Victory'* (The Nashville Banner: Nashville TN, 1957).

Figure 3.135: Earthworks on Van Dyck Property, 2011

Figure 3.136: Well House located on Van Dyck Property, 2011

Vacation Home #2- Seyer Residence. This unfinished privately owned home is located at the southern end of the peninsula that makes up Fort Heiman Proper (Figure 3.137). This building is three stories tall including a basement; however, from the road the building appears to be two stories tall because the basement level was built into a steep hillside. The house is sided with board and batten and the tin roof is gabled, with two prominent dormers on the front elevation. A large wooden deck wraps around the majority of the first story. The house is located on an irregularly shaped, privately owned, ½ -acre parcel of land known as the Seyer Property. The rear of the house is less than 20 feet from a section of earthworks located on the NPS property. According to the property survey for Fort Heiman, the southern most earthworks appears to be located outside of the NPS boundary on the Seyer Property. A severe storm in 2011 damaged the house and resulted in the loss of several surrounding canopy trees. It is not anticipated at this time that the property owner will request the installation of overhead electric lines due to this loss.

Circulation

Vehicles enter the site via Klein Trail, a section of which winds through the western portion of the site. Klein Trail is a two-lane asphalt road maintained by Calloway County, Kentucky. Calloway County recently repaved this road and it is in good condition. The intersection of Klein Trail and Fort Heiman Road marks the formal entrance to the Park. After the intersection, visitors continue along Fort Heiman Road for approximately ¾ of a mile before the road splits into a short ¼-mile loop that winds through the earthworks known as Fort Heiman Proper. A small turnaround area is located at the midway point of the loop, providing access to the Vacation Home #2. Fort Heiman Road is a single lane, gravel paved road in fair condition with some rutting and erosion on steep slopes. In addition to the maintained road system, there are several historic road traces throughout the site, most of which provide access from the interior of the site to Kentucky Lake. The road traces are in fair condition.

Formal pedestrian circulation is not currently provided at Fort Heiman. Visitors to the site must use the existing vehicular routes or historic road traces to move throughout the site.

Small-scale Features

Fences. An expanse of split rail fence lines a portion of one side of Fort Heiman Road (Figure 3.138). Another section surrounds the park Entrance Sign located at the intersection of Klein Trail and Fort Heiman Road. Constructed in 2009 this fence is a version of historic split rail fencing known as “worm” or “snake” fencing. The fence is identical to other recently installed fences in the Park that are described previously in this chapter. The fence is generally in good condition.

Signs. In 2009, two new limestone Entrance Signs were added to the property. One is located at the intersection of Klein Trail and Fort Heiman Road and the other is located offsite at the intersection of Cypress Trail and Highway 121 (Figure 3.139). Both signs are identical to the recently installed Entrance Signs located at the Park Entrance, Visitor Center, Dover Hotel and FDNC. A brown, reflective metal sign is located at the intersection of Klein Trail and Valentine Road. This sign serves to direct visitors to Fort Heiman and is in good condition, however, due to a large number of other signs at this junction it is difficult to see clearly (Figure 3.140).

Figure 3.137: Vacation Home #2- Seyer Residence, 2011

Figure 3.138: Contemporary "Snake" fencing along Fort Heiman Road, 2011

Figure 3.139: Limestone Entrance Signs at Fort Heiman, 2011

Gates. A series of two metal gates occurs along Fort Heiman Road. The first gate encountered consists of a squared off, hollow steel bar and crossbar with reflective tape applied to increase visibility at night (Figure 3.141). The second gate consists of a tubular metal cattle gate mounted on 4 x4 wooden posts (Figure 3.142). Both gates appear to be in good condition.

Views and Vistas

Unfortunately, the most impressive views from Fort Heiman are not located on the NPS-owned property. The view from Fort Heiman Rock is perhaps the most spectacular, with miles of the opposing bank of Kentucky Lake visible in a striking panorama (Figure 3.143). From this vantage point, it is possible that the location of Fort Henry could be seen submerged in the lake below. The view from the rear porch of the Van Dyck residence is similar to, and nearly as expansive as, the one from Fort Heiman Rock. There is an opportunity to create similarly expansive views of Kentucky Lake from a few points within the current NPS property boundary, but it would require permission from TVA for tree removal on their land as well as vista clearing in sensitive areas of the NPS property.

Figure 3.140: Reflective metal directional sign, 2011

Other Cultural Resources

Moody Cemetery

This small family cemetery is located on a high point of the land near the intersection of Klein Trail and Fort Heiman Road in a wooded area

Figure 3.141: Steel Gate, 2011

Figure 3.142: Cattle Gate, 2011

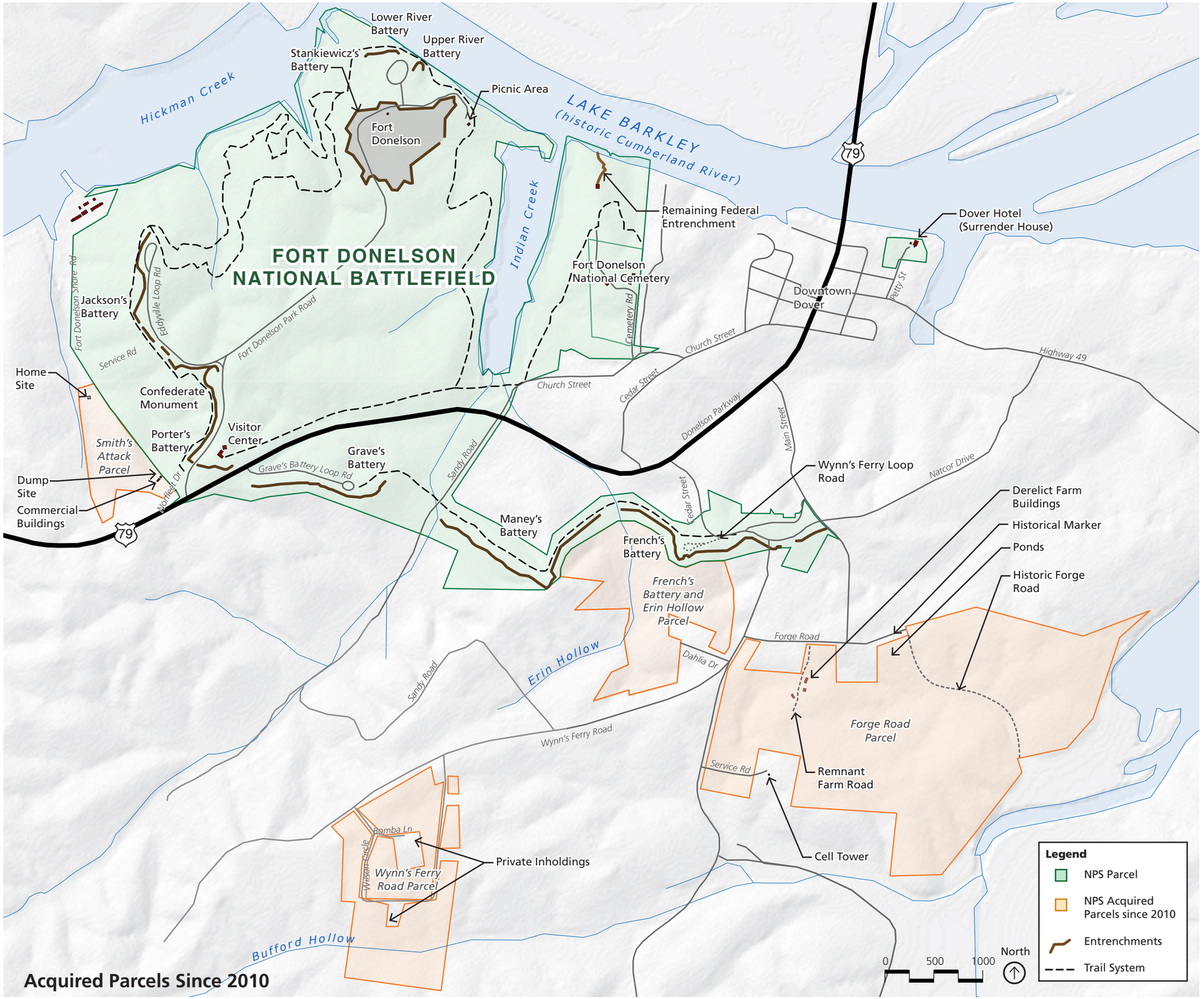
adjacent to an overhead power easement within the Fort Heiman Component Landscape. The cemetery is roughly 1500 square feet in area and a rusted metal post and wire fence defines its boundary (Figure 3.144). A small metal gate provides access to the cemetery. The cemetery features a large stone monument situated between the graves of Sarah Moody and L.P. Moody. An inscription with the year of death for each family member is located on either side of the monument with the latest date of interment being 1929 (Figure 3.145). In addition to the monument, two simple engraved headstones bearing the initials for each individual mark each gravesite (Figure 3.146). No other marked gravesites could be located within the cemetery, but it is possible that additional family members were laid to rest in this location.

Recently Acquired Properties outside the Main Fortifications

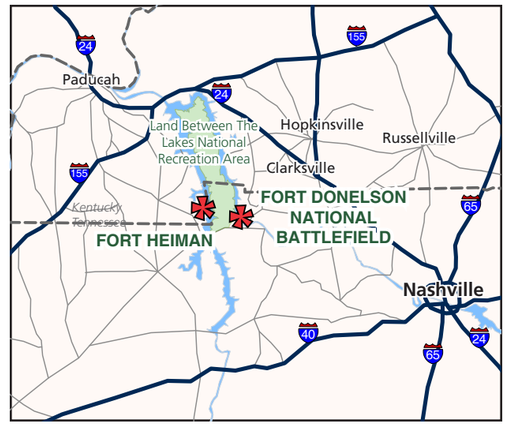
Between 2010 and 2012, the Civil War Trust donated approximately 305 acres to the NPS for inclusion in the FDNB. These properties are located south and east of the outer defenses of Fort Donelson (Illustration 3.J). The majority of fighting on February 15, 1862 between Union and Confederate forces occurred on these lands. The NPS has planned to obtain this land for over 70 years. These recent additions to the Park allow the NPS staff to better interpret the battle of Fort Donelson. This CLR organizes the recent acquisitions by area and association and describes each individually in the following section.

Forge Road Parcel. Associated with the Confederate breakout attempt on the morning of February 15, 1862, this area consists of two large parcels bisected by the remains of historic Forge Road. Today the property encompasses nearly 173 acres located to the south and east of present day Forge Road. A locked steel gate is located at the terminus of present day Forge Road to limit vehicular access to this area. The Forge Road Parcel is not contiguous with the previous boundary of the Park. Privately owned property surrounds most of the Forge Road Parcel; however, the property's eastern edge abuts federally owned land managed by the Army Corps of Engineers. An expanse of land along the property's northeastern boundary has been recently cleared of small woody vegetation, leaving some small successional trees. The remainder of the property is covered by young hardwood forest. Other features include a series of ponds likely built after the Civil War and a high ridge where much of the fighting took place. Cultural resources at the Forge Road Parcel include a War Department Tablet, the remains of a group of twentieth century farm buildings, and historic Forge Road.

The War Department located an interpretive tablet that the NPS maintains in the right-of-way adjacent to present day Forge Road. This tablet contains information related to the battle and is in good condition. The interior of the site contains a cluster of derelict early twentieth-century farm buildings. Two of these buildings originally functioned as tobacco drying barns, once a common sight in the rural areas surrounding Dover (Figure 3.147). According to the NPS Staff, a previous owner converted the barns for use in a hog farming operation located here in the mid-to-late twentieth century. Evidence of that use is obvious in one of the barns, as pens subdivide its interior (Figure 3.148). These barns do not appear on any Civil War era maps of the battlefield.



Acquired Parcels Since 2010



Regional Map

Acquired Parcels Map

Fort Donelson National Battlefield
Cultural Landscape Report

Illustration 3.J

Figure 3.143: Panoramic view of Kentucky Lake from Fort Heiman Rock, 2011

Figure 3.144: Moody Cemetery metal gate and fence, 2011

Figure 3.145: Monument in Moody Cemetery, 2011

The primary cultural resource at the Forge Road Parcel is historic Forge Road. General Pillow's division led a breakout attempt supported by Buckner's Division and Forrest's Calvary, pushing back the Union right flank and opening Forge Road as an escape route to Nashville. The general area surrounding historic Forge Road was the scene of over 70 percent of the Union casualties

Figure 3.146: Headstone in Moody Cemetery, 2011

and where the heaviest fighting of the entire battle took place. Accordingly, it is possible that human remains exist in this area and elsewhere on the battlefield. Presently, historic Forge Road is an earthen road trace that winds through the Forge Road Parcel. It is likely to be in better condition today than during the Civil War, due to lack of use (Figure 3.149).

In addition to the historic Forge Road trace, a series of informal remnant farm roads provide limited access to the interior of the property. These roads do not appear on historic maps and appear to be unrelated to the Civil War era. Invasive vegetation including Chinese privet (*Ligustrum sinense*) overgrows these roads. A maintained service drive permits access to a cellular tower located in the southwest portion of the property. This single lane road is gravel surfaced and accessed via Leatherwood Road, which forms the western boundary of the Forge Road Parcel.

Wynn's Ferry Road Parcel. This newly acquired property protects some of the area where Brigadier General Lewis "Lew" Wallace's Division deployed to stop the Confederate attack and the area from where Union General U.S. Grant launched the counterattack that ultimately led to the surrender of Fort Donelson. The area consists of 60.48 acres

Figure 3.147: Tobacco Barn at Forge Road Parcel, 2013

Figure 3.149: Historic Forge Road, 2013

Figure 3.148: Tobacco Barn Interior at Forge Road Parcel, 2013

Figure 3.150: Single Family Home at Wynn's Ferry Road Parcel, 2013

bordering Wynn's Ferry Road. The parcel is not contiguous to the rest of the Park and residential development surrounds it on all sides. Two private inholdings are located here. Wilson Circle, a gravel loop road maintained by Stewart County, provides vehicular circulation to these properties in addition to the interior of the NPS owned property. Bomba Lane, another gravel road, branches from Wilson Circle near Wynn's Ferry Road and provides access to the northernmost inholding. This road is privately owned. Both inholdings feature non-historic, single-family homes (Figure 3.150).

The NPS property at the Wynn's Ferry Road Parcel consists of a forested ridge sloping down to Bufford Hollow, a natural drainage present during the Civil War. The forest consists primarily of young hardwood species. Evidence of recent logging is apparent.

The NPS maintains a War Department interpretive tablet along Wynn's Ferry Road near the Wynn's Ferry Road Parcel. This tablet is in good condition with no signs of rust or damage. No other historic cultural features were identified; however, this area has high archeological potential and preserves a significant portion of the battlefield associated with Union troop movements and the battle for Fort Donelson.

French's Battery and Erin Hollow Parcel. The NPS recently acquired this parcel from the Civil War Trust. The parcel is contiguous to other NPS property at Fort Donelson and borders French's Battery. The Confederate withdrawal of forces crossed this parcel after successfully securing Forge Road and then inexplicably returning to their works. Fighting between Confederate and Union forces also occurred here.

Today the property consists of a forested valley surrounding Erin Hollow, a natural drainage present during the Civil War. In addition to the valley, the parcel contains the steep slopes that surround it, including the inclines leading up to French's Battery. The property comprises approximately 53 acres located immediately south of the previous Park boundary. The areas south of French's Battery and Erin Hollow Parcel contain residential development along Wynn's Ferry

Road and Dahlia Drive. To the southwest are two large, privately-owned lots that remain mostly undeveloped (Figure 3.151). A sewer easement begins at the high ground near Dahlia Drive and descends into the valley surrounding Erin Hollow. This easement travels through NPS property and appears to be regularly maintained (Figure 3.152). Aside from a cleared area surrounding a former home site, the French's Battery and Erin Hollow Parcel is undeveloped. No known cultural features dating to the Civil War or Commemorative Periods exist today, though archeology may reveal additional resources related to the battle.

Smith's Attack Parcel. Added to the western boundary of FDNB through donation by the Civil War Trust, this area was located between Union and Confederate lines during the battle. It was here that the right flank of General Charles F. Smith's Division crossed during their attack on the Confederate outer defenses of Fort Donelson.

Smith's Attack Parcel consists of 16.8 acres southwest of the Park entrance and Visitor Center. This parcel is contiguous with the previous boundary of FDNB. Eddyville Road defines the northern boundary and Norfleet Drive borders the parcel to the south. Lake Shore Road comprises the western boundary and the previous Park boundary is located immediately to the east of Smith's Attack Parcel. Most of the parcel is undeveloped, except for a portion fronting Norfleet Drive, where three commercial buildings are located (Figure 3.153). Norfleet Drive follows the original alignment of Highway 76 in this location, before ending just shy of the War Department Era stone piers and low wall that defined the entrance to the Park until Highway 76 was realigned in the early 1980s. All three buildings are in poor condition. The largest of the three most recently served as a Civil War relic shop, while the previous uses of the other two buildings are unknown.

A twentieth-century home site made up of a concrete pad, concrete driveway, and parking area exists at the intersection of Lake Shore and Eddyville Roads. The NPS is now allowing this property to return to forest. The concrete driveway and parking area remain in the landscape, but the house no longer exists (Figure 3.154).

Figure 3.151: Large Privately-owned Lot Adjacent to French's Battery and Erin Hollow Parcel, 2013

Figure 3.152: Sewer Easement at French's Battery and Erin Hollow Parcel, 2013

Figure 3.153: Commercial Buildings along Norfleet Drive, 2013

The remainder of the property consists of forested slopes and draws. The forest shows signs of prior disturbance and agricultural use, which is not surprising since aerial photographs from the 1930s show that previous owners farmed this area extensively after the Civil War. Former owners have used the areas immediately north of the vacant commercial buildings as a dump site for many years. While walking through the property,

Figure 3.154: Former Homesite at Smith's Attack Parcel, 2013

Figure 3.155: Dumpsite at Smith's Attack Parcel, 2013

the project team observed construction debris, car tires, damaged appliances, and an entire vehicle partially buried in the forest (Figure 3.155). An earthen road trace traverses the property, generally traveling from north to south. Civil War era maps do not show a road in this location and there is nothing to indicate that this road dates to that period. This feature probably dates to the twentieth century and likely served as a farm road.

No known earthworks or other observable cultural features dating to the Civil War or Commemorative Periods exist on this parcel today; however, like all of the recently acquired properties outside the main fortifications, this parcel has a relatively high potential for archeological research.

The table found on the following pages lists existing landscape features, their date of origin and general condition.

Landscape Features Condition Table

Resource	Date Constructed	General Condition
Fort Donelson Park Road	Between 1913-1920	Good
Fort Donelson Park Rd extension	1970's	Good
River Batteries Loop	1931-1933	Good
Eddyville Loop Road	1931-1933	Good
Grave's Battery Loop Road	1931-1933	Good
Wynn's Ferry Loop Road	1931-1933	Removed
Gravel road between Eddyville Loop Rd. and Lake Shore Rd	????	Good
Trails- with four footbridges	2000-2009	Good
War Department Tablets	1932	Good
Interpretive Signs- Waysides	2009	Good
Interpretive Signs- Permaloy	1980s	Good
Confederate Entrenchments	1862	Good to Poor
Federal Entrenchments	1863	Fair
Fort Donelson		
V.- hardwoods	1930s and 40s	Good
B. & S.- Earthworks	1862	Good
B. & S.- Entrance Columns	1931-1932	Good
B. & S.- Interpretive Cabin	1970's	Good
C.- Parking Areas	1970	Good
S.F.- Bench	2002	Good
S.F.- 8" Howitzer	1848/2000 carriage	Good
S.F.- 12 lb. siege gun	Unknown	Good
S.F.- 12 lb. siege gun	Unknown	Good
V. & V.	1862	Good
River Batteries		
V.- Hardwoods	1930s and 40s	Good
B. & S.- Lower River Battery (LRB)	1993-2000	Good
B. & S.- Reconstructed Powder Magazine	1937	Fair
B. & S.- Overlook Platform	2000	Good
B. & S.- Upper River Battery (URB)	1980's	Fair
B.& S.- Collapsed Powder Magazine	1862	Poor
B.& S.- Alternate Gun Positions	1862	Good
B.& S.- Masonry Walls and Drainage Swale	1936	Good
C.- Parking Area	1936	Good
C.- Stone Stairs to LRB	1993	Good
C.- Aggregate Sidewalk to LRB	1993	Good
C.- Stone Stairs to URB	????	Good
V. & V.	1862	Good
S.F.- LRB- 10" Columbiad	1863	Good
S.F.- LRB- (4) 32lb. Seacoast Guns	1830-1846	Good
S.F.- URB- (2) 32lb. Carronade (fiberglass repro.)	1980's	Good
S.F.- URB- 6.5 Rifled Gun (fiberglass repro.)	1980's	Good
Picnic Area		
V.- Mature Hardwoods	1930s and 40s	Good
V.- Maple Allée	1920-1960	Good
V.- Exotic Shrubs	1990s and 2000s	Poor
B. & S.- New Comfort Station	2009	Good
B. & S.- Remnant ACE elements	Early 1900s	Fair

Key: Vegetation = V., Buildings and Structures = B. & S., Circulation = C., Small-scale Features = S.F., Views & Vistas = V.&V.

C.- Parking Area	1970's	Good
C.- Sidewalk to New Comfort Station	2009	Good
C.- Picnic Pads and Stairs	2002-2003	Fair
S.F.- Picnic Benches, Grills and Waste Receptacles	2002-2003	Good
Visitor Center and Park Entrance		
V.- Mature Hardwoods	1930s and 40s & 1961	Good
V.- Ornamental Trees and Shrubs	Early 1990s	Good
B. & S.- Park Entrance Columns and Walls	1960/1931-1933	Good
B. & S.- Visitor Center	1960-1962	Good
B. & S.- Picnic Pavilion	2008	Good
B. & S.- Amphitheater	2007	Good
B. & S.- Confederate Earthworks	1862	Good
C.- Parking lot	1960-1962	Good
C.- Visitor Center Sidewalks	1962	Good
S.F.- Entrance Gate	2009	Good
S.F.- Flagstaff	1962	Good
S.F.- Benches, Bike Rack, Picnic Table, Waste Receptacle	2000s	Good
S.F.- Entrance Sign	2009	Good
S.F.- (3) 6 lb. field gun	1847	Good
V. & V.	1961-1980s	Poor
Confederate Monument		
V.- Mature Hardwoods	1930s and 40s	Good
B. & S.- Stone Retaining Wall and Stairs	1936	Good
B. & S.- Pebbled Aggregate Concrete Stairs	2012	Good
C.- Parking area	1936 (west) 1970s (east)	Good
S.F.- Monument	1933	Good
S.F.- 6 lb. field gun	1843	Good
Eddyville Loop Road		
V.- Mature Hardwoods	1930s and 40s	Good
B. & S.- Earthworks	1862	Good
C.- Road	1931-1933	Good
C.- Gravel Service Road	????	Good
C.- Parking Area and Pull-offs	1936, pre-1970	Good
S.F.- Field gun	Unknown	Good
S.F.- 3.8" rifle gun	1861	Good
V.& V.	1936	Poor
Grave's Battery Loop Road		
V.- Mature Hardwoods	1930s and 40s	Good
B. & S.- Earthworks	1862	Good
B. & S.- Park Entrance Columns	2012	Good
C.- Road	1931-1933	Good
C.- Parking Area and Pull-off	1936, 2005	Good
S.F.- Entrance Gate	2012	Good
S. F.- 6 lb. bronze field gun	1843	Good
V.& V.	1936	Poor

Key: Vegetation = V., Buildings and Structures = B. & S., Circulation = C., Small-scale Features = S.F., Views & Vistas = V.&V.

Wynn's Ferry Loop Road		
V.- Mature Screen	1930s	Poor
B. & S.- Earthworks	1862	Good
B. & S.- Stone Columns	1995 (relocated)	Good
C.- Road	1931-1933	Removed
C.- Pull-offs	1986, 1990s (TX Mon.)	Good
S. F.- 6 lb. bronze James gun	1864	Good
S.F.- Texas Monument	1864	Good
V.& V.	1936	Poor
Fort Donelson National Cemetery		
V.- Sugar Maple allée and row	1873 to present	Good to fair (replanted)
V.- Mature Hardwoods	varies	Good to poor
V.- Mature Evergreens	1889 to present	Good to fair (replanted)
V.- Shrub plantings at Lodge, Shelter and Comfort Station	2008	Good
V.- Burning bush hedges	1990s	Good
V.- Osage orange tree	1870s	Fair
B. & S.- Superintendent's Lodge	1876, addition 1932	Good
B. & S.- Carriage House/Cemetery Shelter	1911	Good
B. & S.- Comfort Station	1935	Good
B. & S.- Rod and Flower Storage Building	1992	Good
B. & S.- Ranger Station and Archives Building (Former Maintenance Building)	1959	Good
B. & S.- Cemetery Enclosure Wall	1867 (earliest section) 1869 (wall complete)	Good (repaired)
B. & S.- NPS Parking Lot Walls	1934	Good
B. & S.- Entrance Drive Retaining Walls	1935	Good
B. & S.- Service Road Retaining Wall	1878	Poor
B. & S.- Archives Building Retaining Wall	1958	Good
B. & S.- Fuel Storage Building	Post 1958	Good
B. & S.- Car Port	Post 1958	Good
C.- Entrance Drive	Pre-1866	Good (widened 1878)
C.- Entrance Parking Area	1930	Good
C.- Service Road	Sections Pre-1866	Good
C.- Pedestrian Circulation in Cemetery	Pre-1869	Good
C.- Pedestrian Circulation around Lodge	1877	Good (replaced)
S.F.- Flagstaff	1869/1908	Good
S.F.- Fences	2009	Good
S.F.- Historic Settees	1878	Good
S.F.- Modern Benches	1990s	Good
S.F.- Bivouac of the Dead Tablets	1890s	Good
S.F.- Cannon Monument	2013	Good
S.F.- Act to Establish National Cemeteries Tablet	1882	Good
S.F.- Lincoln's Gettysburg Address Tablet	c. 1909	Good
S.F.- Grave Markers	1876-present	Good
S.F.- Wrought Iron Entrance Gate	1869/1940	Good
S.F.- Rear Wrought Iron Entrance and Pedestrian Gates	unknown	Good
S.F.- Entrance Drive Security Gate	2010	Good
S.F.- Stone Headwall	1930	Good

Key: Vegetation = V., Buildings and Structures = B. & S., Circulation = C., Small-scale Features = S.F., Views & Vistas = V.&V.

S.F.- Litter Deposit / Recycling	2000s	Good
S.F.- Picnic Table	2000s	Good
S.F.- Limestone Curb	1930	Good
S.F.- Stone Stairs	1941	Good
Dover Hotel		
V.- Mature Hardwoods	c. 1920	Good
B. & S.- Dover Hotel	1851-1853	Good (rehabilitated)
B. & S.- Dover Hotel Levee	1985	Good
B. & S.- Outbuilding	c. 1980	Fair
C.- Petty Street	Pre 1965	Good
C.- Dover Hotel Parking Lot	1981	Good
C.- Pedestrian Circulation	c. 1979	Good
S.F.- Fences	2000s	Good
S.F.- Lantern Pole	c. 1979	Fair
S.F.- Limestone Curb	1889-1892	Good
S.F.- Entrance Sign	2009	Good
S.F.- Picnic Table	2000s	Good
S.F.- Bollards	2009	Good
S.F.- Drainage Structures	1981	Fair
S.F.- Litter Deposit / Recycling	2000s	Good
S.F.- Well	c.1979	Good (reconstructed)
Fort Heiman		
B. & S.- Fort Heiman	c. 1862-1864	Fair
B. & S.- Federal Fort	c. 1862-1864	Fair
B. & S.- Outlying Earthworks	c. 1862-1864	Fair to Poor
B. & S.- Restroom	2012	Good
B. & S.- Kiosk	2014	Good
C.- Klein Trail	????	Good
C.- Fort Heiman Road	????	Fair
C.- Historic Road Traces	c. 1862-1864	Fair
S.F.- Fences	2009	Good
S.F.- Entrance Signs	2009	Good
S.F.- Gate 1	2000s	Good
S.F.- Gate 2	2000s	Good
Recently Acquired Properties outside the Main Fortifications		
B. & S.- Remnant Farm Buildings	1920s-1930s	Fair to Poor
B. & S.- Home site at Smith's Attack Parcel	????	Poor
B. & S.- Commercial Buildings at Smith's Attack Parcel	1950s	Fair to Poor
B. & S.- Cellular Tower at Forge Road Parcel	2000s	Good
C.- Historic Forge Road	Pre-1862	Good
C.- Remnant Farm Roads	????	Fair
C.- Cellular Tower Service Drive	2000s	Good
C.- Bomba Lane and Wilson Circle	1980s-1990s	Fair

Key: Vegetation = V., Buildings and Structures = B. & S., Circulation = C., Small-scale Features = S.F., Views & Vistas = V.&V.

Analysis and Evaluation

This section provides an analysis of the integrity and physical character of the landscape associated with the Fort Donelson National Battlefield (FDNB). The analysis utilizes the methodology and criteria developed by the National Register of Historic Places. This analysis discusses the status of the cultural landscape of the National Battlefield, including a review of the physical and historic integrity of the landscape features that contribute to the historic significance of the site. The evaluation of integrity compares the history of the site with the existing conditions of the study area, discussed in previous sections, to identify which features continue to convey their historic significance. The evaluation of a cultural landscape benefits from considering a landscape as a continuum through history. A cultural landscape is the accumulation of features, often over long periods, which individually or in combination contribute to the historic significance of the property.

National Register Status

The National Register of Historic Places was authorized by the National Historic Preservation Act of 1966 and is the official list of the Nation's historic places worthy of preservation. The NPS's National Register of Historic Places coordinates and supports public and private efforts to identify, evaluate, and protect America's historic and prehistoric resources. To achieve National Register status, a property must meet the National Register Criteria for Evaluation. This evaluation examines a property's age, integrity, and significance. To be considered historic, a property generally needs to be at least 50 years old. To possess integrity, a property needs to still look the way it did in the past. The property must also be associated with historical events, activities, or developments that were important in the past. The National Register evaluates a property's significance based on the following criteria:

A) Association with events that have made a significant contribution to the broad patterns of our history; or

B) Association with the lives of persons significant in our past; or

C) Embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) Yielding or potential to yield information in history or prehistory.

The Fort Donelson National Military Park and Fort Donelson National Cemetery (FDNC) were administratively listed on the National Register of Historic Places on October 15, 1966, with the passage of the National Historic Preservation Act. Ten years later, in October of 1976, a nomination form was prepared for the Fort Donelson National Military Park and the FDNC. The nomination of both properties to the National Register of Historic Places was accepted on March 4, 1977. A National Register nomination form, providing additional documentation for FDNB (as the Park was officially renamed on August 9, 1985), was submitted on January 31, 1996. Fort Heiman was administratively listed on the National Register of Historic Places on December 12, 1976.

Statement of Significance

The 1976 National Register nomination form for "Fort Donelson National Military Park and National Cemetery" establishes the period 1800 to 1899 as the period of significance in the area of Military History.[1] The statement of significance identifies historic significance for the Confederate

1 Nomination forms for the National Register were different during this period. Instead of defining period of significance tailored to a specific event, association, national movement, etc. one simply checked off a century (e.g. 1800-1899) as a period of significance.

Fort, for the FDNC, and for the Dover Hotel. Fort Donelson's significance is based on its association with the events of the Civil War and the career of Ulysses S. Grant. FDNC is significant as "a final resting place for Union soldiers killed during the Civil War." The Dover Hotel is recognized for its use during the Civil War as the location of the surrender of Fort Donelson and for its association with Generals Simon B. Buckner and John B. Floyd. The 1976 nomination describes the physical appearance of the FDNC, River Batteries, Fort Donelson, Rifle Pits, Powder Magazine, Cemetery Lodge, Cemetery Shelter, Confederate Monument, Texas Monument, and Dover Hotel. Nine of these structures, excluding the Texas Monument, are listed as contributing historic resources.

Fort Heiman was entered into the National Register of Historic Places on December 12, 1976. The nomination form lists the period of significance as 1800 to 1899, with a specific date of 1862, the date of the initial construction of the Confederate earthworks. The statement of significance emphasizes the role of Fort Heiman in the Confederate army's attempt to defend the Tennessee River, its role in the Battle of Fort Henry, and Forrest's use of the abandoned earthworks in 1864.

The 1996 nomination for FDNB and FDNC, updating the 1976 form, increased the number of contributing resources to 30 - including 2 sites, 21 structures, and seven objects. The Statement of Significance on this nomination form states that the site qualifies under National Register Criteria A, B, and C in the areas of landscape architecture, art, and social history. The Period of Significance for this nomination is 1866 to 1942 which coincides with the historic commemorative use of the site. The new contributing features listed in this nomination include features constructed since the Civil War as the site was developed into a cemetery and battlefield park. These listed features include Cemetery Wall, Bivouac of the Dead Tablets, Flagstaff, Landscape features at the Cemetery, Park roads and Associated Stonework, Federal Earthworks, War Department Tablets, French's Battery, and Maney's Battery.

A draft Level I Cultural Landscape Inventory dated March 1998 classifies the FDNB as a designed landscape and historic site eligible for the National Register of Historic Places as a site or district. According to the CLI, "the landscape contains earthworks, circulation patterns, topography, water features, vegetation, structures, views, and a spatial organization that remains from its period of significance."

FDNB is a cultural landscape that contains contributing features developed over a long period of historic significance—1861-1942. The Civil War era layers (1861-1865) are primarily those associated with the Confederate earthworks at Fort Donelson and Fort Heiman, Confederate earthwork outer entrenchments at Fort Donelson and Fort Heiman, and Union earthworks associated with a circa 1863 Fort Donelson. Civil War elements also include the Dover Hotel, where the surrender of Fort Donelson occurred, and the FDNC, where Union Army soldiers who died during the battle of Fort Donelson are buried. In addition, the recently acquired properties outside the main fortifications of Fort Donelson comprise a significant portion of the battlefield where the majority of the fighting and casualties took place during the Battle of Fort Donelson. The Civil War era features are significant because of their association with the events and people associated with the Civil War and because their construction methods reflect military technology of the period. The remaining contributing resources date from the period 1865 to 1942 and are associated with features designed to commemorate the events of the Civil War. The features from the Commemorative Period reflect distinctive construction methods and land use patterns unique to the period and to efforts of the War Department and the NPS. Therefore, the National Battlefield derives its primary significance under National Register Criterion A for its association with the Civil War. It also derives secondary significance under Criterion A for its role in the national campaign to commemorate the events of the Civil War and to preserve the sites associated with the War. The National Battlefield is also significant under Criterion C in the area of landscape architecture for the infrastructure the War Department and the NPS introduced in their effort to create a park to commemorate and interpret the Battle of Fort Donelson.

The 1998 CLI classified the FDNC as a component landscape within the FDNB because it "is a definable physical component of a landscape that contributes to the significance of a National

Register of Historic Places property, or in some cases, is individually eligible for the National Register." The CLI declares that the Cemetery is significant "because it represents nineteenth century cemetery design, contains memorial statuary of the early twentieth century, and retains the spatial organization and circulation patterns from the initial design." The FDNC is a historically significant cultural landscape that appears to individually meet National Register criteria. The Cemetery's primary period of significance relates to the National Cemetery movement in America that began during the Civil War and continued until the War Department transferred the Cemetery to the NPS in 1933. The majority of the character-defining landscape elements at the Cemetery, including the spatial layout of the Cemetery, the stone enclosure, circulation patterns, and plant material, are distinctive of this period and reflect a national movement to honor the fallen soldiers of the Civil War. The FDNC derives its primary significance under National Register Criterion A for its association with the Civil War and its association to the National Cemetery System. The Cemetery is also significant, under Criterion C, for its design and physical development reflect the National Cemetery System, a historically significant movement to honor veterans of the United States and embodies characteristics of nineteenth century cemetery design.

The Dover Hotel is another component landscape within FDNB. The Dover Hotel is significant as the headquarters of Confederate Brigadier General Simon B. Buckner during the battle of Fort Donelson in February 1862. Additionally, the Dover Hotel was the location where Union General Ulysses S. Grant met Buckner and accepted the Confederate surrender of the Fort. The building, which dates from the 1850s, was temporarily used as a Union Army hospital but returned to being a public hotel at the conclusion of the war. The FDHAA purchased the house in 1928, when they undertook a major restoration of the house and converted it to a public museum. Their attempt to restore the house to its Civil War appearance is representative of regional preservation organizations' commemoration of the events and places of the Civil War. The NPS acquired the property in 1960. The Dover Hotel underwent a major rehabilitation in the 1970s and the NPS made extensive alterations to the landscape, including the addition of a parking lot, removal of historic plant material, and construction of new outbuildings. These alterations to both the building and the landscape have been extensive.

Fort Heiman is located on the west side of Kentucky Lake (formerly the Tennessee River) in Calloway County, Kentucky, approximately 12 miles from the Visitor Center at FDNB. The Fort Heiman complex contains Civil War era earthworks, archeological features, and historic roads. One earthwork section dates from early 1862, when Confederate troops constructed a defensive position to support Fort Henry, which was across the river. The Union army occupied the site after winning the Battle of Fort Henry in February 1862. The Union army destroyed much of the Confederate Fort, added a line of earthworks on the ridge in the vicinity of the Confederate Fort, and constructed another fortified position, which they used to protect and to support the shipment of supplies on the river until 1863. Nathan Bedford Forrest briefly used the site to launch a raid against the main Union supply depot in Johnsonville in October 1864. The property had been privately owned since the Civil War until a group of local preservationists, working with local, state, and federal agencies, purchased the property, which was being subdivided by its owner, in 2003. In 2003, the NPS performed a boundary adjustment study and environmental assessment of the site, which concluded, "these Civil War-era resources represent an extensive intact fortification, encampment, and road complex that are likely to yield significant archeological resource information." The property was transferred to the NPS in October 2006. The landscape at Fort Heiman derives its historic significance under Criterion A for its association with the events of the Civil War.

Recently acquired properties located outside the main fortifications are found in the vicinity of Fort Donelson and Dover, TN. Collectively these properties comprise portions of the battlefield where most all of the fighting and casualties occurred. These properties contain a portion of historic Forge Road, the escape route to Nashville sought by General Pillow during his breakout attempt on February 15, 1862, the area that General Charles F. Smith's Division crossed during his attack on Fort Donelson on the same day, the location where Brigadier General Lewis "Lew" Wallace's Division deployed to stop

the Confederate attack, and the location from which General Ulysses S. Grant launched the counterattack that ultimately led to Union Victory in the Battle of Fort Donelson. The Civil War Trust purchased these properties from private individuals and donated them to the NPS for inclusion in the FDNB between 2010 and 2012. A 2003 Boundary Adjustment Study, conducted by the NPS, recommended the acquisition of these parcels, "To enable the NPS to interpret key elements of the Union story at the fort, and thus provide visitors with a more comprehensive understanding of the significant elements of the historic events that occurred at the battlefield."[2] The landscape of the recently acquired properties is historically significant under Criterion A for its association with the events of the Civil War. Because the general area surrounding historic Forge Road was the scene of over 70 percent of the Union casualties, it is possible that human remains exist beneath the ground. The area therefore has potential to yield further information about Civil War history.

Landscape Overview

The National Register of Historic Places specifies seven defining qualities of integrity. These include location, design, setting, materials, workmanship, feeling, and association. To be listed on the National Register, a property's historic identity will be evident because of the survival of physical characteristics from the period of significance. This section evaluates the physical integrity of landscape features by comparing the historic condition of features dating to the periods of significance with the current condition of these features. Each feature is classified as either contributing or noncontributingto the overall historic significance of the Fort Donelson National Battlefield landscape. The period of significance for the landscape, established in the 1976 nomination and the 1996 amendment, is 1800 to 1942. Within this rather broad period of significance, there are generally two periods from which contributing features date—the Civil War period (1861-1865) and the Commemorative Period (1866-1942). This CLR uses these two periods in the following evaluation of historic integrity

Landscape elements identified for analysis include natural systems and features, cultural features, and component landscapes. Natural systems and features include topography and hydrology, and natural vegetation. Cultural features include land use, vegetation, circulation (roads and trails), utilities, interpretation (War Department tablets, contemporary interpretive signs, regulatory and road signs), and outer defenses (Confederate entrenchments and Federal entrenchments). Component landscapes include Fort Donelson, River Batteries, Picnic Area, Visitor Center and Park Entrance, Confederate Monument, Eddyville Loop Road, Grave's Battery Loop Road, Wynn's Ferry Loop Road, FDNC, Dover Hotel, and Fort Heiman. The analysis considers the following categories within the component landscapes: vegetation, buildings and structures, circulation, small-scale features, and views and vistas.

Natural Systems and Features

Topography and Hydrology

The topography of FDNB is largely unchanged since the Civil War. The War Department and the NPS have historically combated erosion on the earthworks across the core of the National Battlefield Park, including the outer entrenchments. There is no evidence that this erosion undermines its ability to contribute to the historic significance of the cultural landscape. There has been grading associated with construction of roads and structures; and the Cumberland River was flooded to create Lake Barkley in 1966. The appearance of the hills and valleys within the Park's core are capable of conveying the appearance of the topography during the Civil War. Today, because of subsequent efforts to replant the area and because of natural plant succession, dense stands of woodlands reduce visibility and obscures views of the topography that played an important role in the events of the battle.

2 National Park Service, Fort Donelson National Battlefield Boundary Adjustment Study and Environmental Assessment, (US Department of the Interior: Washington DC, 2003) p. 1-23.

A very similar situation exists at Fort Heiman. The topography of the site is crucial to understanding its significance as a military position. The flooding of the Tennessee River has altered the landscape, but the site still conveys its height relative to the surrounding area, especially the Tennessee River, now Kentucky Lake. However, modern alterations to the topography around the Dover Hotel have significantly changed the appearance of this component landscape since the historic period.

Topography was also an important natural feature to the early history of the FDNC. The War Department selected the site largely because of an existing Union garrison, which was constructed at this location due to the topography. Also, the topography influenced the early development of the Cemetery. Early supervisory officers leveled the top of the hill and filled natural ravines to create a platform for the Cemetery. This terrace required retaining walls that influenced the final configuration of the Cemetery.

The topography of the recently acquired parcels outside the main fortifications has changed little since the Civil War, except for minor alterations associated with the agricultural activities of the previous owners. The steep hills and the narrow valleys of the landscape played an important role in the Battle of Fort Donelson affecting troop movements, camp locations, skirmish lines, attacks, and counterattacks.

The damming of the Cumberland River and Tennessee River in 1960 significantly affected the hydrology of the entire FDNB, including its various components. The water level is higher than it was during the period of significance, altering the appearance of the surrounding landscape. The visual effect of the flooding is greater at Fort Heiman because Kentucky Lake is dramatically wider than the Tennessee River. The adverse of the impact is generally greater depending upon the resource's proximity to the flooded area. The impact on the Dover Hotel, for instance, is greater than the impact on the FDNC. Away from the flooded areas, the hydrology of the area is virtually unchanged. Overall, the topography and hydrology of FDNB retain their historic significance and are contributing features of the cultural landscape.

Natural Vegetation

Open, cultivated fields with pockets of woods characterized the area around Dover at the eve of the Civil War. The Confederate Army cleared much of the timber around the core of the Park in preparation for the February 1862 battle against the Union Army. As a result, the landscape at the time of the battle was predominately open with minimal vegetation. In the decades immediately following the Civil War, the landscape was comprised of cultivated fields and successional forest.

Today, a mixed hardwood forest composed of second and third growth oak-hickory-pine forest largely covers the landscape. Typical regional successional vegetation covers other areas, associated with the location of former home sites. All historic plant material is considered contributing to the cultural landscape of FDNB.

Cultural Features

Topography

The Confederate Army constructed the outer defenses in the days leading up to the battle of Fort Donelson on February 14, 1862. The Union Army constructed additional earthwork defenses following the attack on Dover in 1863. The War Department and the NPS repaired the Confederate entrenchments during the 1930s, within Commemorative. All of the Confederate and Federal earthworks that survive from the Civil War and from the Commemorative Period of significance contribute to the significance of the cultural landscape.

Land Use

The use of the land that is currently contained within the boundaries of FDNB has impacted the character of the landscape by influencing the organization, form, and shape of the property over time. Prior to the Civil War, the land was sparsely settled and supported agriculture and timber.

Between the Civil War and the creation of the National Military Park in 1928, the documented land uses of the area include governmental (US Army Corps of Engineers), agricultural, and residential. A dramatic change in the use of the land occurred in 1928 when the War Department

established the Fort Donelson National Military Park to preserve the Confederate earthworks and to interpret the events of the Civil War. The land use within the original 92.76 acres of the Park, initially under the administration of the War Department and later under the NPS, has been recreation and tourism-related. The size and shape of the Park during this period reflect the War Department's emphasis on preserving military-related resources, including the Confederate Fort and outer entrenchments. The original boundaries of the Park correspond to the parcel boundaries the War Department purchased from local landowners between 1930 and 1931. The War Department laid out roads in the early 1930s to provide public access to the historical resources. These roads established the basic land use patterns that exist today.

The Park boundaries and total acreage expanded dramatically in the 1960s to encompass approximately 500 acres, when the US Army Corps of Engineers (USACE) transferred property to the NPS. The configuration of the Park reflects the boundaries of the parcels purchased from local landowners and previously established Park boundaries. Dover Hotel was added to the Park boundary at this time. The land use of the Park is predominately recreational and tourism- related. There have been limited agricultural activities within the Park as the NPS has occasionally leased land to local farmers. The land adjacent to the Park was, and is currently, predominately low-density, residential use.

In April 1867, the United States Government purchased a 15.37 parcel of land from James Flood, a private citizen of Dover, upon which to build the FDNC. This parcel contained most of the Union Army's earthwork fort, Fort Donelson. A collection of Army buildings stood on the adjacent parcel. It seems unlikely, due to the topography and earthworks, that owners farmed the property in the short time between the Civil War and the creation of the Cemetery.

The Dover Hotel was located near one of two public wharfs in Dover. The parcels adjacent to the Dover Hotel were historically residential, except for the parcel immediately across the street, which was the location of the city jail for many years. The area surrounding the Hotel continued to be residential into the twentieth century. The NPS purchased and removed modern residences from the lots immediately adjacent to the Dover Hotel, but there are modern houses remaining in its view shed. While these nonhistoric residential houses do not contribute to the historic significance of the site, they are not considered detrimental since they are in keeping with historic land use patterns of the area.

In October 2004, the NPS was authorized to accept the parcel of land containing the physical and archeological remnants of Fort Heiman, in Calloway County, Kentucky. After the Civil War this area near the border between Kentucky and Tennessee was sparsely settled. In the twentieth century, residential development increased after the creation of Kentucky Lake. The privately-owned parcel containing Fort Heiman was platted as a subdivision and residential lots were sold. Two modern houses were constructed on these lots immediately adjacent to historic resources. These modern intrusions at Fort Heiman are detrimental to its historic character.

Between 2010 and 2012, the NPS negotiated with the Civil War Trust to receive approximately 305 acres of the core battlefield by donation. These recently acquired properties located outside the main fortifications contain the area where combat between the Union and Confederate forces occurred during the Civil War. These properties preserve the remains of historic Forge Road and have a high potential for archeological survey and research. Private individuals owned the properties prior to their purchase by the Civil War Trust in the 2000s. These previous owners used the properties for agricultural, commercial, and residential purposes. Evidence of these previous uses of the land remains in the form of three commercial buildings at Smith's Attack Parcel, a cluster of twentieth farm buildings at Forge Road Parcel, and cleared home sites at both French's Battery and Erin Hollow Parcel and Smith's Attack Parcel. A modern cellular tower at Forge Road Parcel diminishes the historic character of the battlefield significantly. Two contemporary homes exist on private inholdings within the Wynn's Ferry Road Parcel detracting from the battlefield's historic character in that location. In addition, adjacent single-family and multi-family dwellings along Forge Road diminish the historic character of the Forge Road Parcel.

All of the land use patterns related to the Confederate Army's construction of defensive earthworks in preparation of its battle with the Union Army at Fort Heiman and at Fort Donelson contribute to the National Battlefield's historic significance. The land use patterns established by the War Department and continued by the NPS during the Commemorative Period of significance are generally intact and contribute to the National Battlefield's historic significance.

More recently, the NPS has made minor adjustments to the land use of the Park. In 1962, the NPS opened a new Visitor Center near the original entrance to the Park, shifting visitor services and orientation to this location from the FDNC. The NPS has constructed new tourism-related facilities, a visitor center, bathrooms, a pavilion, an amphitheater, walking trails, and interpretive signs. These contemporary uses are non-contributing to the historic landscape but are not considered detrimental to the site's historic significance.

Vegetation

The Confederate Army eliminated much of the native vegetation within the Park. They used felled trees as abatis at Fort Donelson and its outer earthworks. In addition, they used trees to construct approximately 400 log cabins built for soldiers. From 1867 to 1933, the War Department planted a large number of trees in and around the FDNC. Beginning in the late 1920s, the War Department's replanting efforts also included the newly created Battlefield Park. Agriculture was a major component of the local economy after the Civil War. Historic aerials show that much of the area surrounding the federally owned land was under cultivation in the 1930s and 1940s. As the boundary of the park increased, these fields transitioned into successional forests. Today, the natural vegetation is a combination of natural forest growth and remnants of War Department planting. Because of nearly 80 years of landscaping efforts at FDNB, the planted vegetation has acquired a distinctive character and secondary level of significance associated with the Commemorative Period in the first half of the twentieth century. Unlike the other areas of the Park, the War Department did not own or manage Fort Heiman or the recently acquired properties located outside the main fortifications. As a result, these properties do not contain the commemorative layer of vegetation found throughout the rest of the Park. All historic plant material is considered contributing to the cultural landscape of FDNB.

Circulation

Roads. The present vehicular circulation system at the FDNC was largely developed during the period of significance. Portions of the Entrance Drive and Service Road that extends to the west side of the Cemetery predate the Cemetery and appear on the original survey of the property that accompanied the deed recording the purchase. The Entrance Drive was widened during the period of significance and a driveway to a utility court was installed in the late 1950s, otherwise the roads associated with the FDNC, while resurfaced, are essentially unchanged since 1872. The NPS Parking Area at the Entrance was installed in the 1930s. It is a historic and a character-defining feature. The Parking Area/turn around on the northwest side of the Cemetery is modern and does not contribute to the historic character of the landscape.

Loop roads, scenic overlooks, and parking areas, developed mostly during the period of significance, provide vehicular circulation at the core of the National Battlefield. Seven roads comprise the road system in FDNB. Contemporary circulation patterns follow many of the routes established in the nineteenth and early twentieth century, during the period of significance. Portions of Sandy Road, and possibly portions of Main Street, existed at the time of the Civil War. Portions of Fort Donelson Road, Lake Shore Road, Church Street, Cedar Street and Main Street were in place by the beginning of the Park in 1928. The War Department installed the Loop Roads, including Eddyville Loop Road, Graves' Battery Loop Road, River Battery Loop Road, and Wynn's Ferry Loop Road. The NPS reconfigured the turning loops, added stone guardrails, added stone drainage features, and added parking "pull outs" in the 1930s during the period of significance. The stone guardrails and the drainage features are addressed in the small-scale features section. These historic roads have been resurfaced but remain in their historic alignment and location. All of the existing historic roads are contributing features to the significance of the cultural landscape.

A gravel service road connecting Eddyville Loop Road and Lake Shore Road does not contribute to the significance of the site. Modern upgrades to the

road system include parking lots, new guardrails, and additional parking "pull outs." These modern features do not contribute to the significance of the site. The NPS eliminated Wynn's Ferry Loop Road to French's Battery in 1986. Prior to its removal, this road was a contributing feature to the significance of the site.

A system of modern paved roads provides vehicular access to the Fort Heiman property. This system is composed of Klein Road and Fort Heiman Road. Both are contemporary roads that do not contribute to the historic landscape. Several historic road traces remain at Fort Heiman. These are contributing features. The parking lot at the Dover Hotel is a noncontributing feature. The existing remnant of Petty Street is a significant historic feature, but in its present, truncated configuration it does not contribute to the landscape. There is enough information about the historic alignment that this feature could be restored.

A combination of contemporary paved and gravel roads provide access to the recently acquired properties located outside the main fortifications. These are non-contributing resources except for Wynn's Ferry Road and present day Forge Road, the routes of which predates the Civil War. The remains of a section of historic Forge Road exist at the Forge Road Parcel. This road existed prior to the Civil War. Because of the role it played during the Confederate breakout attempt in the Battle of Fort Donelson, it is a contributing resource.

Trails and Paths. Pedestrian circulation in the core battlefield area consists of unpaved walking trails and concrete walkways. There are over five and a half miles walking trails across the woodland areas of the Park. The trail between Graves' Battery and French's Battery provides pedestrian access to historic resources that are not accessible by vehicle. Concrete walkways typically connect parking areas to the entrances of buildings. The NPS constructed the existing walkway to the Confederate Memorial in 1936. This historic walkway contributes to the historic significance of the site. There is an unpaved trail that follows the trace of the historic Eddyville Road between Fort Donelson Road and Indian Creek. This trail contributes to the significance of the site. The remaining pedestrian facilities are non historic and do not contribute to the historic landscape; but these walkways do not detract from the historic landscape.

Utilities

None of the existing utilities in the Park remains from the period of significance.

Interpretation

Many of the interpretive signs in the Park have been replaced over time. Notable exceptions are the thirty-one cast iron tablets installed by the War Department. These signs contribute to the historic significance of the site. The cast iron "Bivouac of the Dead" panels and the cast iron tablet with Lincoln's "Gettysburg Address," located in the FDNC, are contributing features.

Contemporary Interpretation does not contribute to the significance of the cultural landscape.

Regulatory and road signs are not historic and do not contribute to the significance of the cultural landscape.

Component Landscapes

Fort Donelson

The Confederate States Army began construction of Fort Donelson, an earthwork stockade on the banks of the Cumberland River, in May 1861. A twelve-foot-wide and six-foot-deep ditch surrounds the exterior walls of the Fort. The walls are roughly sixteen feet wide at the base, four feet wide at the top, and sixteen feet tall. The interior of the Fort was at the time of the Civil War a large sloping hollow where the Confederate Army quartered soldiers in approximately 400 log huts and tents.

Vegetation

Much of the vegetation growing near the Confederate Fort Donelson is associated with the period of development associated with the War Department and the NPS's commemorative use of the property between 1928 and 1942. In the first half of the twentieth century, the War Department and the NPS planted a variety native trees and shrubs across the core of the Battlefield Park property. Many of the large specimen trees, currently growing at the FDNB, date from this

period. The War Department also introduced exotic trees and shrubs, but the NPS removed many of these when they acquired the property in the 1930s. Scattered remnants of privet and cedar plantings remain from the War Department and the NPS's attempts to develop screens between the Park and adjacent properties. The historic specimen trees and remnants of screen plantings along the historic boundaries of the Park are contributing features.

Buildings and Structures

Buildings and Structures near the Confederate Fort Donelson include the earthwork walls, two masonry columns, cannon, and an observation deck. All of the historic earthwork structures contribute to the significance of the site. The War Department constructed the limestone columns between 1931 and 1932. They are contributing features to the landscape. The NPS installed a siege howitzer and two siege guns to interpret Stankiewicz's Battery inside the walls of the Fort in the 1990s. These cannon are effective interpretive features and are located in the historic location of the battery. However, because they are not the guns used during the period of significance, they do not contribute to the historic significance of the landscape.

Circulation

Circulation within the Park consists of historic Fort Donelson Road and contemporary parking features. As discussed above, Fort Donelson Road is a contributing element of the landscape. The modern parking facilities are not historic and do not contribute to the significance of the site.

Small-scale Features

Small-scale Features include the existing log cabin and observation deck at the Fort parking area. The NPS constructed the log cabin in the 1970s as part of its living history program. The NPS installed an observation deck in the 1980s that was replaced in the early 2000s. These contemporary features do not contribute to the significance or significance of the site.

Views and Vistas

Views and Vistas across the bowl area in the interior of the Fort are significant features of the cultural landscape. While the setting of the view would have been very different during the war, the topography and spatial character of the view in the immediate vicinity of the Fort is virtually unchanged since the Civil War. Views into and across the Fort contribute to the historic significance of the landscape.

Views out from the Fort have changed as the surrounding fields have transitioned into successional forest. The open, historic character of the landscape surrounding the Fort is now dramatically different due to dense tree and vegetative cover. Views away from the Fort also include a newly constructed, noncontributing comfort station and a non-historic picnic area. In their present state, the views away from the Fort are noncontributing to the historic significance of the site.

River Batteries

During the winter of 1861-1862, the Confederate Army constructed the River Batteries, which includes Upper River Battery, Lower River Battery, an "alternate gun location," and two powder magazines. Between 1931 and 1933, the War Department constructed a driving loop to provide vehicular access to the Batteries. In 1937, the NPS reconstructed the Lower Battery Powder Magazine. Prior to 1942, the NPS reconfigured the driving loop and added the existing stone retaining wall. The NPS reconstructed the Upper Battery in the 1980s and the Lower Battery in the 1990s.

Vegetation

Vegetation includes maintained lawn areas and scattered mature specimen trees. The specimen trees growing near River Batteries date from the periods of significance associated with the War Department and the early NPS administration of the Park, generally 1928 to 1942. The historic specimen trees are contributing features.

Buildings and Structures

Buildings and Structures include earthwork structures, reconstructed battery features, stone retaining wall of the driving loop, and an overlook platform. All of the earthworks that survive from the Civil War contribute to the historic significance of the site; however the reconstructed elements added in the 1980s and 1990s are not historic and

do not contribute to the significance of the site. The reconstructed Powder Magazine and River Battery Loop Road stonework contribute to the historic significance of the landscape as representative of the War Department and the NPS's development of the site. The contemporary overlook platform is not historic and does not contribute to the cultural landscape.

Circulation

Circulation features include the historic River Battery driving loop that does contribute to the significance of the site. Non-historic circulation features include the pedestrian walkways to interpretive panels and a trail to the Upper River Battery. The non-historic features do not contribute to the significance of the site.

Small-scale Features

Small-scale Features include historic and non-historic interpretive panels. The cast-iron War Department Tablets are historic, contributing features to the landscape. The contemporary and non-historic interpretive signs and panels do not contribute to the historic significance of the site.

Views and Vistas

Views and Vistas from the River Battery area remain virtually unchanged from the time of the Civil War. Due to the Barkley Dam, the Cumberland River appears broader and the water level is higher than they would have historically; but there are very few modern intrusions along the banks spoiling the historic feel of the view. The view from the River Batteries is a contributing feature of the cultural landscape. The viewing platform, while it provides views of the river and the River Batteries, obstructs the view of the powder magazine from the river. This view from the river does not contribute to the historic significance of the site.

Picnic Area

The picnic area includes land that remained in the possession of the Corps of Engineers until 1967. The Corps of Engineers maintained a lock and dam facility on the Cumberland River beginning in 1916. The NPS installed a picnic area in the vicinity of the existing picnic area in the 1970s. The picnic area was refurbished with new furnishings in 2002-2003. The original comfort station at the picnic area was opened in 1992 and demolished in 2010; a new comfort station was opened in 2009.

Vegetation

Vegetation includes maintained lawn areas and scattered mature specimen trees. The specimen trees growing in the vicinity of picnic area date from the War Department and the early NPS administration of the Park, generally 1928 to 1942. The historic specimen trees are contributing features. A historic maple allée is likely associated with the Corps of Engineers operation and appear to have lined a road that accessed the lock facility on the banks of the river. While they are historic, these trees do not contribute to the historic significance of the site because they are not associated with the commemorative use of the property. There are scattered plantings around the comfort station and picnic area that do not appear to be linked to a designed planting dating to the period of significance; these scattered plants do not contribute to the historic significance of the site.

Buildings and Structures

Buildings and Structures include a contemporary comfort station; this building does not contribute to the significance of the site. There is physical evidence dating from the Corps of Engineers use of the property for managing the Lock on the Cumberland River, including concrete foundations and two staircases leading down to Lake Barkley. While some of these structures may be historic, they do not relate to the commemorative use of the property and does not contribute to the historic significance of the site.

Circulation

Circulation includes the terminus of Fort Donelson Park Road, parking spaces, and pedestrian walkways. This section of Fort Donelson Park Road was added to the existing road in the 1970s after the period of significance. This section does not contribute to the historic significance of the site. The parking facilities and pedestrian walkways that serve the comfort station and the picnic area are contemporary, noncontributing features.

Small-scale Features
Small-scale Features, including picnic tables, grills, and waste receptacles, do not contribute to the historic significance of the site.

Views and Vistas
Because of the lack of historic resources in the area, views and vistas of the picnic area itself do not contribute to the historic significance of the site. Views from the picnic area towards Lake Barkley are significant because the view is very similar as it would have been at the time of the Civil War. Due to the Barkley Dam, the Cumberland River appears broader and the water level is higher than they would have historically; but there are very few modern intrusions along the banks spoiling the historic feel of the view. The view from the picnic area to Lake Barkley is a contributing feature of the cultural landscape.

Visitor Center and Park Entrance

The location of the Park Entrance predates the Park. The Corps of Engineer developed the Lock D road prior to 1920 to access the dam and lock facility constructed in 1916. The War Department later used this road as the access road to Fort Donelson when they established the Park in 1928. The existing stone wall and stone entrance piers were added to the Entrance of the Park by 1932. The NPS built the existing Visitor Center between 1960 and 1962 as part of the Mission 66 program. During the construction of the Visitor Center, the original entrance piers were moved to their present location.

Vegetation
The existing vegetation is predominately not historic. There are no surviving plantings at the Park Entrance dating from the period of significance. The NPS removed the War Department plantings at the Entrance in the 1930s. There are also no remnants of the NPS planting at the Entrance. There is a planting plan for the 1960s Visitor Center that, according to contemporary photographs, was largely executed; however little of this planting plan survives today. There are scattered oaks around the building and parking lot that date from the 1960s plan. Two dogwoods in the rear yard of the Visitor Center date from this planting. The rest of the existing vegetation dates from the 1990s.

Buildings and Structures
Buildings and Structures include the Visitor Center, an amphitheater, and a pavilion shelter. The Visitor Center was opened to the public in 1962. The amphitheater was built in 2007. The pavilion was constructed in 2008. The pavilion shelter and amphitheater are not historic and do not contribute to the historic significance of the site. The Visitor Center was constructed as part of the historically significant Mission 66 program, when the NPS constructed approximately 100 new visitor centers across the nation between 1956 and 1966. The National Register of Historic Places has recognized the Mission 66 visitor centers as significant historic structures and as important representatives of a new building type. The Fort Donelson Visitor Center presently exceeds 50 years in age and therefore may be considered for inclusion in the National Register. The National Register of Historic Places already has recognized other Mission 66 visitor centers as significant historic structures. The exterior of the Fort Donelson National Battlefield Visitor Center has been altered slightly and is capable of conveying its original design and construction. The Fort Donelson National Battlefield Visitor Center contributes to the historic significance of the cultural landscape as an important representative of a new building type designed to improve and standardize visitor experiences in the federal park system.

Circulation
Circulation includes both pedestrian and vehicular circulation systems. The oldest pedestrian walkways were constructed in the 1960s; the most recent walkways were constructed in 2009. Because circulation is an important element of the Mission 66 architectural program, existing evidence of the original circulation system are historically significant and contributing features.

Small-scale Features
Small-scale Features include site furnishings associated with visitor services and interpretation, a flagstaff, and three bronze field guns. The site furnishings include modern trash receptacles, bicycle rack, and benches. The flagstaff, because

it is part of the Mission 66 architectural program, is historically significant and contributes to the cultural landscape. There are both modern and historic interpretive panels. The War Department panels are contributing features. The modern interpretive signage is noncontributing-contributing. The three field guns, while historic, were not on site during the Civil War. War Department maps show a field gun near the Entrance Gates (Illustration 2.H and Illustration 2.K). Field pieces in the same location as during the Commemorative Period contribute to the cultural landscape.

Views and Vistas

Modern, nonhistoric visual intrusions largely dominate views and vistas from the Visitor Center and Park Entrance. Originally, the Visitor Center was designed with an observation deck from which park visitors could see views to different areas of the Park. The growth of trees has obscured these views. For this reason, the views and vistas from the Visitor Center, in their present condition, are noncontributing.

Confederate Monument

The Tennessee Chapter of the United Daughters of the Confederacy and the State of Tennessee supplied the money to construct the Confederate Monument. Dedicated in 1933, the monument has not been altered since its construction. The NPS redesigned the landscape around the monument in 1936, adding a new walkway and vehicular parking spaces. The NPS poured a new concrete pad around the base of the monument in 1991.

Vegetation

The vegetation surrounding the monument includes maintained lawn with scattered mature hardwood trees. The trees likely date from the War Department and the NPS replanting of the area with native species. The historic specimen trees reflect the early commemorative efforts at the Park and contribute to the significance of the landscape.

Buildings and Structures

Buildings and Structures include the monument and the retaining wall. The Confederate Monument is historically significant. The stone retaining wall, drainage features, and the remaining concrete steps date from the NPS redesign of the monument in 1936; and because they exhibit workmanship and design indicative of the efforts during the period of significance to develop the site, these are contributing historic features of the site.

Circulation

Pedestrian circulation features consists of a concrete, pebbled aggregate concrete, and stone walkway. The NPS installed the stone walkway and some remaining concrete stairs in 1936. These walkways and associated features contribute to the historic significance of the site. Although the newer pebbled aggregate walkway and stairs retain the form of the original concrete installation, the change in material has adversely affected the historic significance of this feature. The vehicular circulation features consist of a parking pull off on Fort Donelson Park Road. The NPS added this parking pull off in 1936. As evidence of the NPS's early attempts to accommodate vehicular traffic and improve accessibility at the site, the parking pull off contributes to the significance of the site. The contemporary pull off is a noncontributing resource.

Views and Vistas

Views and Vistas from the Confederate Monument contribute to the significance of the period of significance associated with the commemorative development of the site. The views of Fort Donelson Road and Eddyville Loop road are essentially the same as when the monument was installed. Surrounding successional forest and undergrowth reduces visibility from the Monument, but does not prevent a visitor from understanding the topography of the area. A visitor's view of the monument is virtually the same as it was historically. The setting, with lawn, trees, retaining walls, and steps retains a high level of integrity and contributes to the historic significance of the site.

Eddyville Loop Road

War Department constructed Eddyville Loop Road between 1931 and 1932. A portion of Eddyville Loop Road (approximately the section from the UDC monument to the gravel service road) follows the route of a nineteenth century road. The NPS made slight modifications to the configuration of the loop between 1934 and 1936.

Vegetation
Vegetation includes historic specimen trees in the area dating from the period of significance associated with the War Department and NPS's replanting of the site. These historic trees contribute to the historic significance of the site.

Buildings and Structures
Buildings and Structures include the earthworks dating from the Confederates Army's preparations for the Battle of Fort Donelson. All earthworks dating from the Civil War contribute to the historic significance of the site.

Circulation
Pedestrian circulation features include a non-paved hiking trail. This trail is not historic and does not contribute to the significance of the site; but it does not detract from the historic significance of the site. Vehicular circulation includes Eddyville Loop Road, which follows a section of historic Eddyville Road, which dates to the period between the Civil War and the creation of the Park in 1928. The remaining sections of the road date to the period of significance associated with the early development period under the War Department and the NPS. All historic roads associated to this period of significance contribute to the historic significance of the site. A modern gravel service road connects Eddyville Loop Road to Lake Shore Road. This is not historic and does not contribute to the significance of the site.

Small-scale Features
Small-scale Features include interpretive and regulatory and road signs. The historic War Department tablets contribute to the significance of the site because they reflect the commemorative efforts within the period of significance. Contemporary interpretive signs and regulatory and road signs are not historic and do not contribute to the significance of the site. There are two bronze field guns in the approximate location of Buckner's Battery. These were added after the period of significance and are effective interpretive devices; however, the guns do not contribute to the historic significance of the site.

Views and Vistas
Views and Vistas from the Eddyville Loop area include the views along the road corridor and views away from the road corridor. The view along the road is essentially the same since the road was constructed in the 1930s. The view along the roadway is similar to the period of significance and is contributing. The intended view from the vista, however, has changed significantly because of the growth of the surrounding forest. This view is lost and is noncontributing.

Graves Battery Loop Road

The War Department constructed Graves Battery Loop Road between 1931 and 1932 to provide vehicular access to the Confederate defensive earthworks. The NPS made slight modifications to the configuration of the loop and resurfaced the road between 1934 and 1936. The intersection of Graves Battery Loop Road and Highway 79 was altered during the realignment of the Highway in the 1980s. The War Department installed stone piers at the entrance to the road, which were removed and not replaced during the Highway realignment project, but were replaced in 2012.

Vegetation
Vegetation includes historic specimen trees in the area and surrounding successional forest. The specimen trees date from the War Department and the NPS plantings during the Commemorative Period and contribute to the significance of the site. Because the successional forest obscures historic views and vistas, the surrounding woods detract from the historic significance of the site. There are exotic evergreen plants that relate to the War Department and the NPS attempts to screen adjacent properties. These plants no longer serve their historic function and are considered noncontributing to the significance of the site.

Buildings and Structures
Buildings and Structures include the earthworks dating from the Confederates Army's preparations for the Battle of Fort Donelson. All earthworks dating from the Civil War contribute to the historic significance of the site. Earthworks that were restored during the commemorative period of significance from 1928 to 1942 also contribute to the historic significance of the site. The limestone entrance columns are reconstructions; therefore, they do not contribute to the historic significance of the site.

Circulation
Pedestrian circulation features include an unpaved hiking trail that connects Graves Battery to French's Battery. This trail is not historic and does not contribute to the significance of the site; but it does not detract from the historic significance of the site. Vehicular circulation includes historic Graves Battery Loop Road which dates to the period of significance associated with the early development period under the War Department and the NPS. All historic roads associated to this period of significance contribute to the historic significance of the site.

Small-scale Features
Small-scale Features include interpretive and regulatory and road signs. The historic War Department tablets contribute to the significance of the site. Contemporary interpretive signs and regulatory and road signs are not historic and do not contribute to the significance of the site. There is a bronze field gun in the approximate location of Graves' Battery. The field gun reflects the efforts of the War Department to interpret the site and contribute to the Commemorative Period not to the Civil War cultural landscape.

Views and Vistas
Views and Vistas from Graves Battery have changed significantly since the period of significance as surrounding forest has grown. The existing forest prevents a visitor from understanding the condition of the Battlefield in 1862; therefore, the views and vistas from Graves Battery do not contribute to the historic significance of the site. An intended vista at the terminus of the loop has been allowed to grow up. Loss of this feature does not contribute to the significance of the component landscape.

Wynn's Ferry Loop Road

The War Department constructed Wynn's Ferry Loop Road between 1931 and 1932. The Wynn's Ferry Loop Road connected with historic Forge Road and Highway 79 to provide vehicular access to French's Battery. The NPS made slight modifications to the configuration of the loop and resurfaced the road between 1934 and 1936. The NPS removed the loop road to French's Battery in 1986.

Vegetation
Vegetation includes historic specimen trees in the area dating from the period of significance associated with the War Department and the NPS's replanting of the site. These historic trees contribute to the historic significance of the site. New forest surrounds the area, which compromises the historic conditions and character of this site. Although the forest screens views of nonconforming elements in the vicinity, it also blocks views from the site towards the historic Civil War location of the Union Army.

Buildings and Structures
Buildings and Structures include the earthworks dating from the Confederates Army's preparations for the Battle of Fort Donelson. All earthworks dating from the Civil War contribute to the historic significance and the historic significance of the site. Earthworks that were restored during the commemorative period of significance from 1928 to 1942 also contribute to the historic significance of the site. The War Department constructed two stone piers at the south entrance into Wynn's Ferry Loop Road in the early 1930s. A logging truck damaged the piers and they were relocated in 1995.

Circulation
Pedestrian circulation features include a non-paved hiking trail that connects Graves Battery to French's Battery. This trail is not historic and does not contribute to the significance of the site; but it does not detract from the historic significance of the site. There is a brick sidewalk installed in 2009, which does not contribute to the historic significance of the site. Vehicular circulation includes Graves Battery Loop Road, which dates to the period of significance associated with the early development period under the War Department and the NPS. All historic roads associated to this period of significance contribute to the historic significance of the site. The removal of the loop road to French's Battery in 1986 diminishes the significance of the historic vehicular circulation.

Small-scale Features
Small-scale Features include interpretive and regulatory and road signs. The historic War Department tablets contribute to the significance

of the site. Contemporary interpretive signs and regulatory and road signs are not historic and do not contribute to the significance of the site. The NPS maps show field guns in the approximate location of the current placement of field guns. These guns contribute to the cultural landscape associated with the Commemorative Period.

Views and Vistas

Views and Vistas from Graves Battery have changed significantly since the period of significance as surrounding forest has grown. The existing forest prevents a visitor from understanding the condition of the Battlefield in 1862; therefore, the views and vistas from Graves Battery do not contribute to the historic significance of the site. The intended vista from the terminus of the loop has been abandoned. Loss of this feature does not contribute to the significance of this landscape.

Fort Donelson National Cemetery

In order to build a national cemetery in this area of Tennessee the United States War Department purchased 15.37 acres from James P. Flood in 1867. This parcel was the site of a Union Army constructed earthwork, Fort Donelson. By August 17, 1867, the first two commanding officers overseeing the initial construction efforts leveled the Union Army's earthwork, filled a ravine on the north side of the property, and constructed two sections of stacked stone retaining walls. These walls were eventually connected, their alignment generally following an existing road that connected Mr. Flood's house with Eddyville Road (Illustration 2.C). This wall eventually became the 1,748-foot limestone block enclosure that exists today. In the late 1860s and 1870s, officers from the Quartermaster General division guided the internal layout of the Cemetery, which included an upright cannon monument on a mound, a flagstaff set upon a mound, and a circulation system of gravel paths dividing sections of interments. In the 1870s, the paths were converted to turf. Superintendents planted trees within the Cemetery; they planted a row of cedars on the inside of the enclosure wall, a row of sugar maple trees on the outside of the wall, and an allée of sugar maples along the Entrance Drive. The War Department constructed a Second Empire Superintendent's Lodge in 1876. In the 1880s and 1890s, the War Department continued to develop the site by increasing the number of trees, shrubs and flowerbeds. The War Department also introduced site furnishings and constructed a number of smaller structures including arbors and a metal rostrum.

The Cemetery landscape was essentially developed prior to 1900 and its aesthetics are in keeping with contemporary landscape principles of the day that favored park-like settings for cemeteries. The War Department removed the flagstaff mound in 1908 while they replaced the original flagstaff after lightning struck it the previous year. The War Department replaced a 19th century frame stable building with a brick building in 1911 and added a kitchen onto the lodge in 1932. The War Department removed trees when they became diseased, died, or shaded out other plant material. Otherwise, the 19th century landscape remained largely intact into the 1930s when the Cemetery was transferred to the NPS. In the 1930s and 1940s, the NPS removed the cannon monument and mound, removed the original gate and relocated the cannon to the River Batteries, and reconfigured the Entrance Parking Area with a new stone wall. In 2013, the NPS restored the cannon monument in its original location, but did not reconstruct the original mound. In the late 1930s, the NPS developed a master plan that proposed new buildings, a new planting plan, and recommended new uses for existing buildings. One element from this master plan that was realized was a utility area constructed on the west side of the Cemetery in 1959. The NPS converted the historic buildings to new uses, mostly to improve visitor services. The NPS has replanted many trees but replanting efforts have not maintained the historic density of trees. Today the character of the Cemetery landscape is open lawn with an edge planting of maple, cedar, and dogwood trees.

Vegetation

The vegetation at the FDNC has decreased significantly since the period of significance. The War Department introduced a large amount of vegetation during its effort to beautify the Cemetery from 1867 to approximately 1933. The NPS created planting plans for the Cemetery in the 1940s that responded to the mature landscape developed in the nineteenth century. The character

of the Cemetery plantings was consistent in 1940 with the character shown on the 1892 map, where evergreen and deciduous trees create a sense of enclosure and provide shade within the grounds. The NPS created another planting plan in the 1980s but this plan appears to have never been fully implemented. Subsequently, the density and diversity of plant material has significantly decreased since the 1930s.

There are remnants of the historic vegetation, which is a character-defining feature of the landscape, including survivors of the maple allée along the Entrance Drive, maple and cedar survivors from the plantings that lined the enclosure wall, and a few historic specimen trees in the Cemetery and open space along Old Eddyville Road. These individual specimens are contributing features of the historic landscape. The overall character of the vegetation at the Cemetery, created by a dense mix of deciduous and evergreen specimen trees spread across the space, is largely absent. The allée of maples along the Entrance Drive is missing several trees, but there are enough historic trees and because of recent replanting efforts, this landscape feature is still legible and continues to contribute to the historic character of the landscape. Other character-defining features lost from the historic landscape are the numerous ornamental shrubs, including the ring of boxwood around the central monument, and the vines that grew on the arbors, rostrum, and stone enclosure wall. The existing foundation shrubs are not historic and do not contribute to the historic landscape.

Historic photographs and historic descriptions of the Cemetery portray a densely planted landscape within the Cemetery enclosure wall. Today, mature hardwoods in the Cemetery space appear to correspond with plants identified on maps of the Cemetery from the 1930s and 1940s; however, the character-defining quality of enclosure and a dense canopy of hardwoods and evergreens are missing from the present landscape. The individual historic trees are contributing landscape features, but the overall significance of the Cemetery vegetation has been diminished.

Building and Structures

This includes the cluster of historic buildings within the Cemetery proper, including the Superintendent's Lodge (1876), the Carriage House/Cemetery Shelter (1911), the Comfort Station (1935) and the service building that is presently used for archive and office space (1959). Buildings also include recently constructed buildings, including the Rod and Flower Storage Building (1992) and maintenance support sheds at the maintenance complex. , Structures include the Cemetery Enclosure Wall (c. 1867), the NPS Parking Lot Wall (1935), the retaining walls along the Entrance Drive (1878), the retaining walls along the Service Road (1935), and the retaining wall behind the Ranger Station/Archives Building (c. 1958). Buildings that were present during the historic period but are presently missing from the Cemetery include: the original Superintendent's Lodge (1866-1876), the rostrum (1893-1894), cistern arbors (pre-1878), cannon monument mound (pre-1874), and flagstaff mound (pre-1874).

The Superintendent's Lodge is a Second Empire brick building with Mansard roof that was historically the private home of the Cemetery superintendent. A brick kitchen was added to the lodge in 1932. The building's exterior has been renovated as recently as the 1980s. The changes to the building have not substantially altered the exterior of the lodge. Likewise, the Carriage House/Cemetery Shelter was built in 1911 to replace a frame building at this location. It was converted to the Cemetery Visitor Center in the 1950s. The NPS renovated the building in 1982 and again in 2010. The exterior of the building is largely unchanged since the historic period. The brick Comfort Station was built as a pump house in 1935 by Works Progress Administration (WPA) laborers over an existing well. It was converted to restrooms in 1957. These three buildings contribute to the historic significance of the Cemetery landscape.

All of the walls at the Cemetery have been repaired since their original construction, but they all are still in their original alignment and utilize their original material. During the original construction of the service building complex in 1958-1959, an existing retaining wall was dismantled and some of the material likely reused in the existing wall. This existing wall is taller and does not reflect the workmanship of the original wall. With the exception of the retaining wall built in 1958 during the construction of the service building complex, the stone walls are contributing, character-defining features of the Cemetery landscape.

Circulation

Pedestrian Circulation includes the grass walking lanes within the Cemetery and the brick walkways connecting the Parking Area to the Superintendent's Lodge and the Cemetery Shelter. The grass lanes were originally gravel vehicular drives but converted to turf by 1876. These grass lanes still provide service vehicular access to the interior of the Cemetery, but use of these features is predominately pedestrian. They are contributing, character-defining features that reflect the original design and layout of the Cemetery. The brick walkways were realigned when they were rebuilt after the period of significance. The shifts in alignment and modern materials reduce the significance of these making them noncontributing features today.

Vehicular Circulation includes both the contributing features now part of the interior circulation described above and existing vehicular circulation outside of the enclosure wall. Portions of the Service Road, outside the Cemetery Wall, predate the development of the Cemetery and connected Eddyville Road to a privately owned parcel north of the Cemetery. The NPS widened and resurfaced this road to accommodate contemporary use. Similarly, the Entrance Drive is largely unchanged since the period of significance. It was widened as early as 1878 and has been resurfaced several times. The design and alignment of the roads are contributing features. The existing asphalt surfaces are similar to the macadam surface installed during the period of significance. The NPS installed the Parking Area at the front Entrance to the Cemetery in the mid-1930s. This project, while significantly altering the previous historically significant entrance, has become historic in its own right. This Parking Ares accurately reflects the NPS's attempts to accommodate vehicular traffic and to improve visitor service. Therefore, the parking lot is a contributing feature of the cultural landscape.

Small-scale Features

Small-scale Features found within the Cemetery include modern and historic signs. The historic signs, including the "Bivouac of the Dead Tablets" "Act to Establish National Cemeteries Tablet," and the "Lincoln's Gettysburg Address Tablet" contribute to the significance of the site. Modern regulatory, traffic, and interpretive signage are noncontributing. The 1908 flagstaff, headstones, and historic settees are contributing features that reflect the historic development and use of the site. The stone drainage gutters (pre 1892), limestone curb at the Parking Area (pre-1934), and the stone steps (1893, relocated 1941) are also contributing features. The cannon monument, restored in 2013, contributes to the historic significance of the landscape. The non-historic site elements, including modern benches, picnic tables, and stacked rail fences are not historic and do not contribute to the historic significance of the landscape.

Views and Vistas

Sugar maple trees frame the historically significant view along the Entrance Drive to the Cemetery. Plantings along the perimeter historically controlled views out from the Cemetery. The sense of enclosure is not as complete today as it was during the period of significance, although recent replanting efforts will reestablish enclosure as vegetation matures. The gun monument mound and the pre 1908 flagstaff mound were important focal points within the Cemetery that have been eliminated or compromised by the NPS landscaping of the early 1940s. These focal points were character-defining features of the historic landscape; and their reconstruction would benefit the ability of the site to convey its original design. However, they were removed during the Commemorative Period. Overall, because of the loss of trees, the views and vistas at the Cemetery have moderate significance.

Dover Hotel

The Dover Hotel was constructed between 1851 and 1853. The building is also sometimes known as the "Surrender House," because it was where Confederate Brigadier General Simon B. Buckner surrendered to Union officers following the battle for Fort Donelson in February 1862. This event is what gives the building historic significance and the period of significance for the building is the Civil War, 1861-1865. The condition and appearance of the landscape during the Civil War is unknown. After the Civil War, the building was used as a hotel until 1925 when the owner, Mrs. Elizabeth Hobing, closed the Hotel because of its dilapidated physical

condition. A preservation group, the Fort Donelson House Historical Association, purchased the house in 1928. In the following three decades, the Fort Donelson House Historical Association (FDHHA) made extensive repairs to the house and landscape. The NPS acquired the property by donation in 1960. In the late 1970s, the NPS undertook their own extensive "adaptive restoration" of the building and landscape. During this project, the NPS constructed a new parking lot, new pedestrian circulation system, installed new interpretive signs and new plant material.

Vegetation

Vegetation includes two mature sugar maples and an American elm that appear to be at least fifty years old. They also appear in locations consistent with the historic character of street tree plantings seen in historic photographs. There is no information about the character of vegetation during the Civil War. A photograph of the building from 1900 (Figure 2.6) shows a line of trees along the front property line. These trees appear to be maple trees and they appear to be large enough possibly to have been on site during the Civil War. The existing maple trees thus appear to be appropriate species in appropriate locations; however, because of the lack of information they cannot be considered contributing features to the historic significance of the site.

Buildings and Structures

Buildings and Structures includes the Hotel building, a levee, a reconstructed well, and an outbuilding that was constructed to house utilities. The only historic structure on site is the Dover Hotel, which is a historically significant building based on its association with events of the Civil War. According to the Historic Structures Report on the Hotel, the Fort Donelson House Historical Association's alterations to the building were so extensive that it is difficult to know the exact appearance and configuration of the building during the Civil War. The NPS had little original fabric to preserve during its rehabilitation in the1970s. The majority of the exterior siding, stairs and steps, porch details, windows and doors, and architectural details do not date from the period of the significance. Therefore, the extensive alterations of the building by the FDHHA and the NPS has so significantly undermined the historic significance of the structure that the Dover Hotel does not contribute to the integrity of the historic landscape. The other structures are modern and do not contribute to the historic significance of the site.

Circulation

Pedestrian circulation is accommodated exclusively by modern walkways that do not contribute to the historic significance of the site. Vehicular circulation includes a parking lot that is not historic and a section of Petty Street, which is historic. The NPS shortened Petty Street, which historically extended further north towards a historically significant public landing on the river. The loss of the landing context and elimination of Petty Street significantly impacts the historic significance of the site. Petty Street is a significant historic feature that in its present configuration does not contribute to the existing landscape.

Small-scale Features

Small-scale Features include mostly modern site furnishings, fences, and signage that support interpretation and visitor services. There is a remnant of the original limestone curb installed in the late 1880s during the construction of the "Federal Road" between the river landing and the FDNC. This feature contributes to the historic significance of the site.

Views and Vistas

Views and Vistas at the Dover Hotel have changed significantly since the period of significance. The creation of Lake Barkley and the construction of modern residential housing along Petty Street have significantly changed the character of the surrounding landscape. Modern utility lines also undermine the historic character of the views from the building. Therefore, the views and vistas at the Dover Hotel do not contribute to the historic significance of the site.

Fort Heiman

In an attempt to strengthen Fort Henry, the Confederate States Army used slave labor to construct Fort Heiman on the western banks of the Tennessee River in January 1962. On February 6th, before the fort was complete, the Union Army arrived via gunboat and took control of both Fort Heiman and Fort Donelson.

Vegetation
Vegetation currently growing in the vicinity of the Fort Heiman is naturalized in character. While no descriptions of the landscape during the period of significance have been found, existing vegetation is not believed to be date to the Civil War era. Post construction of the fort and earthworks, it is unlikely that much standing timber remained. Unlike Fort Donelson, there were no commemorative campaigns to plant trees at Fort Heiman. Vegetation at Fort Heiman is not considered a contributing feature.

Buildings and Structures
Buildings and structures in the vicinity of the Fort Heiman include the various Federal and Confederate earthworks that form Fort Heiman Proper, The Federal Fort and the outlying earthworks, a restroom building, and a kiosk. Two vacation homes are located nearby on adjacent private properties. The restroom and kiosk are modern structures and are noncontributing. All earthworks date to the period of significance for the property and are considered contributing resources.

Circulation
Circulation at Fort Heiman consists of several historic road traces and two contemporary gravel and asphalt paved roads. As discussed above, Klein Trail and Fort Heiman Road are noncontributing resources of the landscape, while the historic road traces contribute to the significance of the site. There are no formalized pedestrian circulation routes.

Small-scale Features
Small-scale features include the existing fences, signs, and gates. All features are contemporary additions to the landscape to direct and enhance visitor's experiences. These contemporary features do not contribute to the significance of the site.

Views and Vistas
Views and Vistas do not exist on the current NPS-owned portions of the Fort Heiman property. Accordingly, there are no contributing views or vistas. The adjacent private property owned by the Van Dyck family features Fort Heiman Rock which has an impressive panoramic view of Kentucky Lake and the now submerged Fort Henry. Similar views would have been found along this same ridgeline, but have been lost to naturalized vegetation.

Other Cultural Resources

Moody Cemetery
Moody Cemetery consists of one head stone and two footstones surrounded by a wire fence. The cemetery does not appear to contain additional graves. The cemetery was not established until after the period of significance with the earliest interment dating to 1918 and is therefore a noncontributing resource.

Recently Acquired Properties outside the Main Fortifications
These properties total approximately 305 acres and are located south and west of the outer defenses of Fort Donelson. They comprise a considerable portion of the battlefield where nearly all of the fighting and casualties occurred during the 1862 Battle of Fort Donelson. While these properties do not contain earthworks or Commemorative Period cultural resources, these relatively undeveloped lands comprise the physical site of the battle and have a high potential for archeological survey and research.

Forge Road Parcel. The Confederate breakout attempt on the morning of February 15, 1862 occurred on this property. The goal of the General Pillow's breakout was to push back the right flank of the Union Army in order to open an escape route to Nashville via Forge Road. A section of historic Forge Road remains on the property and is a contributing resource. Present day Forge Road provides access to the parcel and its course follows an unnamed historic road that existed during the Civil War. While not on NPS property, this route is considered contributing. The remains of several non-contributing twentieth century farm roads traverse the interior of the property. A gravel service drive provides access to a cellular tower located on the parcel. Both the cellular tower and the road that services it are non-contributing and detract for the historic character of the site. The Forge Road Parcel contains a cluster of derelict farm buildings that likely date to the early twentieth century. These buildings do not appear on any Civil War era maps of the area and therefore do not contribute to the significance of the site. The same is true of a series of constructed agricultural ponds found on the property, all of which are non-contributing. Small-scale features consist of a single War Department tablet located in the right of way of present day Forge Road. This tablet is a contributing resource, but is not located on NPS property. According to Historian Edwin Bearss, this parcel consisted of a mixture of scattered

timber and open fields during the battle. Today the site consists almost entirely of forest, except for the remains of an agricultural field in the northwestern portion of the property undergoing the middle stages of succession. Vegetation is a non-contributing resource at the Forge Road Parcel, because what remains does not reflect the historic condition. Views and vistas associated with the Battle of Fort Donelson no longer exist at the Forge Road Parcel due to the encroaching vegetation.

A 1940 Master Plan for the Park developed by the NPS recommended the acquisition of the Forge Road Parcel and proposed the development of a loop road and small parking area similar to Grave's Battery Loop Road nearby. The NPS planners proposed the construction of the loop at the terminus of present day Forge Road (Illustration 2.J). This area was to be the site of a Federal Monument that the master plan proposed building to honor the location, "where the Union Army withstood the Confederate onslaught on February 15, 1862."[3] The NPS choose this site, "because it is on a high ridge overlooking the battlefield."[4] The NPS never built the loop road or the monument and did not develop detailed plans for either element.

Wynn's Ferry Road Parcel. General Ulysses S. Grant launched the Union counterattack that ultimately led to the surrender of Fort Donelson from this location. This area is also associated with Brigadier General Lewis "Lew" Wallace's Division, which deployed from here during the battle. Vegetation and topography consist of a forested ridge sloping down to Bear Hollow. Historian Edwin Bearss's maps of the area show scattered timber in this location in 1862. Today the woodland canopy is full and dense. As a result, the vegetation is non-contributing. Bear Hollow is a contributing resource, since it is appears on Civil War era maps and is not likely to have changed course considerably since 1862. No known buildings or structures exist on the NPS property at the site, though two contemporary homes exist on privately held parcels within the site's current boundary. These buildings are non-contributing. Access to the site is via Wynn's Ferry Road, the route of which predates the Civil War. This road is not on NPS property or managed by the NPS; nevertheless, it is a contributing resource dating to the period of significance. Two contemporary gravel roads that provide circulation within the property, Wilson Circle and Bomba Lane, are not owned or managed by the NPS and are non-contributing resources. The NPS maintains a War Department interpretive tablet in the right of way along Wynn's Ferry Road. This tablet is a contributing resource. The intrusion of overhead utilities along the internal gravel roads, the increased vegetation from the Civil War period, and the views of the contemporary homes from within the property all negatively impact historic views at Wynn's Ferry Road Parcel. As a result, the views and vistas at Wynn's Ferry Road Parcel are non-contributing.

French's Battery and Erin Hollow Parcel. After successfully securing Forge Road, the Confederate forces withdrew to their outer defenses, passing over this site in their retreat. Vegetation consists almost entirely of woodland, save for a few lowland sections along Erin's Hollow keep open through mowing performed by an adjacent property owner. During the battle, this site was mostly open according to Bearss's maps, except for the steep slopes leading up to French's Battery covered in defensive abatis. The existing vegetation patterns have little in common with those present during the Civil War and as a result, vegetation is non-contributing at this site. Erin Hollow is a natural drainage that was present during the Civil War. Its course has not changed appreciably since the war, so Erin Hollow is a contributing resource. No buildings and structures exist on NPS-owned property at the French's Battery and Erin Hollow Parcel; however, a privately owned home exists at the edge of the southwestern property boundary. This home negatively affects views within the site and detracts from the historic scene. No formal circulation exists within the French's Battery and Erin Hollow Parcel. Dahlia Drive ends at the NPS property, providing access to the site. This drive does not appear on Civil War maps and is non-contributing. No small-scale features currently exist at the site. Historic views of the parcel from French's and Maney's Battery are lost to naturalized vegetation. Likewise, the views from within the parcel looking up at the Batteries no longer remain due to encroaching vegetation. Views and vistas at the French's Battery and Erin Hollow Parcel have diminished significance.

Smith's Attack Parcel. This area was located between the Union and Confederate lines during the battle. The right flank of General Charles F.

3 Typed on a map *in verso*. United States Department of the Interior, National Park Service. "Land Status & Developed Areas Map, Part of the Master Plan, Fort Donelson National Military Park." Drawing No. NMP-DON-2052A. Located in the Park Archives in Dover, TN.

4 Ibid.

Smith's Division crossed here during their attack on the Confederate outer defenses that surrounded Fort Donelson. During the Civil War, defensive abatis covered the site. According to 1930s and 1940s aerial photos, this entire area was cleared and farmed. Today, vegetation consists entirely of woodland. Consequently, vegetation is non-contributing resource at Smith's Attack Parcel. Three twentieth century commercial buildings exist along Norfleet Drive, adjacent to the War Department entrance to the Park. None of these buildings contributes to the historic significance of the site. Norfleet Drive follows the original alignment of Highway 76 in this location and is a contributing resource to the Commemorative Period, as the War Department built their stone entrance feature to the Park along this route. This road is not owned or managed by the NPS and is outside the boundaries Smith's Attack Parcel. Smith's Attack Parcel also contains an earthen road remnant, the remains of a home site, and multiple dumping sites for construction and other debris. All of these items date to the twentieth century and are non-contributing. Civil War views and vistas are non-existent, due to the increased vegetation. A view of the War Department entrance to the Park is visible from the commercial buildings located on Norfleet Drive. This historic view is considerably altered from the historic period because Highway 76 no longer passes by the War Department park entrance. Accordingly, this view, while a contributing resource, does not retain significance.

Evaluation of Landscape Integrity

The National Register of Historic Places identified seven qualities that define integrity of historic, cultural resources. These include location, design, setting, materials, workmanship, feeling, and association. This analysis of the integrity of the landscape is based on the comparison of the historical character of features and its present ability to convey its significance. Cultural landscapes such as Fort Donelson are layered landscapes that should be evaluated as reflecting a continuum of historical experience. This approach acknowledges the changes that occur over time in a natural system and the subsequent contributions to a cultural landscape that become historically significant in their own right.

Location

Local integrity refers to the place where a cultural landscape was constructed or where a historic event occurred. FDNB contains a historic resource that sprawls across the landscape. The original boundary of the military Park has expanded over time, but the location of the Confederate Fort, River Batteries, and the Confederate defensive entrenchments remain unchanged. The FDNC occupies the original 15.4-acre parcel purchased in 1867. The Cemetery features, including structures, buildings, and circulation systems are in their historic location. The Dover Hotel is in its historic location as is Fort Heiman. The recently acquired properties outside the main fortifications are also in their historic locations. The locations of much of the contributing historic structures and small-scale feature added to the site during the War Department and early NPS periods remain in their original location. Therefore, the site retains a high measure of integrity of location.

Design

Design refers to the combination of cultural features that create the form, plan, and structure of the site. Fort Donelson cultural landscape maintains a high level of integrity of design for both the Civil War period structures and for the cultural landscape associated with the War Department and the NPS. Civil War era descriptions of the earthworks provide a measure with which to judge the design integrity of the existing structures. The War Department and the NPS's extensive documentation of the landscape provide a valuable storehouse of information about the evolution of the landscape.

The existing Confederate and Federal Armies' earthworks retain their original form, structure, scale, proportions, and placement. The earthworks were enhanced by the War Department in the 1930s, within the Commemorative Period. The additions to the earthworks have been documented by archeology.

The structures and small-scale features constructed during the War Department and the NPS periods also retain their original design schemes and features including materials, proportion, scale, placement, and ornamentation. Each structure has remained relatively intact, which is evidenced by the original construction documents and period

photographs. The design of the Park roads and associated hardscape features has been largely retained while they have been routinely maintained over time.

The FDNC retains its original burial plan as developed between 1866 and 1874. There have been additional burials, but the original geometric design is clearly legible. The original circulation system is intact. Historic buildings and structures and historic site features convey the original design of the Cemetery. The loss of shade trees and historic site features, including the rostrum and cistern arbors, has diminished the integrity of the original design, but these changes did occur during the period of significance. Overall, the Cemetery retains integrity of design.

The Dover Hotel has experienced significant alterations, but the massing of the building and its spatial relationship to Petty Street can convey its historic character. The loss of landscape features and the lack of information about the historic landscape result in a diminished level of integrity for this component of the overall landscape.

Fort Heiman retains many original earthworks which retain their form, structure, scale, proportion and placement. These features help to convey the historic function of the landscape during the period of significance. Overall, Fort Heiman retains integrity of design.

The only designed feature from either period of significance at the recently acquired properties outside the main fortifications is historic Forge Road. The route through the property appears intact, and retains integrity of design.

As a whole, the FDNB retains integrity of design.

Setting

Setting is the physical environment within and surrounding a property. Setting includes both natural systems and cultural land use patterns. Fort Donelson's natural systems include forest, topography, and waterways. Contemporary accounts of the setting of Fort Donelson describe a sparse landscape. Prior to the battle, the Confederate Army removed much of the vegetation in the vicinity of the Park for defensive purposes. Today, because of several decades of conscious landscape efforts and because of natural succession, the area around the Fort and across the Park are heavily wooded except for the areas being actively maintained as open areas. While the forest blocks historic views and vistas, they also buffer views from the Park towards modern intrusions, including roads and residential development. The War Department and the NPS planting campaigns during the period of significance indicate that views towards these areas were not intended.

The topography within the Park is virtually unchanged since the Civil War. The waterways within the boundaries of the Park were impacted by the Barkley Dam project. The Barkley Dam significantly raised the water level of the Cumberland River, Indian Creek, and Hickman Creek. However, the original location and direction of flow of these waterways are still discernable. Similarly, the water level of the Tennessee River was changed when it was dammed to become Lake Kentucky dramatically changing the setting of Fort Henry and Heiman.

At the time of the battle, the area around Fort Donelson and Dover was sparsely settled, with only a few family farms in the immediate environs of the present day Park. Today, the area around the Park is predominately filled with residential and commercial development. There are several residential and commercial structures, which visually intrude into the setting of the Park. These intrusions are most notable in the outer defenses. Between the Civil War and the creation of the Park, residential development occurred within the boundaries of the present Park. In addition, the Corps of Engineers created a road and collection of buildings associated with the management of a lock and dam on the Cumberland River. The majority of these modern intrusions have been removed from within the present boundaries of the Park. Much of the existing recent alterations to the setting within the Park were largely added by the War Department and the NPS in the 1930s and 1940s. These changes to the setting have largely attained their own historic significance. The remaining modern intrusions affecting the historic setting of the Park are related to visitor services and the recreational use of the property.

The general character of the Cemetery landscape is intact and is defined by the visual relationship between lawn, enclosure wall, trees and buildings.

Adjacent parcels are either wooded or screened by trees. The surrounding setting was more open than the present conditions.

The Dover Hotel setting has been impacted by construction of modern houses in the viewshed. However, the use of the street for residential housing is in keeping with its historic use.

Unlike Fort Donelson, there was no Commemorative Period vegetation that contributes to the period of significance of Fort Heiman. Naturalized vegetation now obscures the visual link between the Fort Heiman and Fort Henry. Additionally, Fort Henry is now submerged beneath Kentucky Lake. Without these visual connections, it is very challenging to understand the role of Fort Heiman during the period of significance. The intrusions of modern houses and roads within the property further diminish the integrity of Fort Heiman's setting. Accordingly, the Fort Heiman property has lost most of its integrity of setting.

Like Fort Heiman, the recently acquired properties outside the main fortifications lack the Commemorative Period layer of vegetation found at Fort Donelson. Naturalized forest vegetation now covers the majority of these parcels, obscuring the topography of the ridges and hollows that would have influenced troop movements and fighting positions during the battle. As with Fort Heiman, modern buildings and roads within these properties diminish the historic integrity of the setting. In addition, the properties immediately surrounding the recently acquired properties outside the main fortifications are mostly developed, consisting primarily of low-density residential homes built in the twentieth century. Despite these modern intrusions, the recently acquired parcels retain a moderate degree of integrity of setting since they remain relatively undeveloped from the Civil War period and the landforms that constituted the historic battlefield remain intact.

In total, these changes to the historic setting have resulted in a moderate level of integrity of setting for FDNB.

Materials

Material includes the elements that were used to construct the features present in the cultural landscape. Construction materials, including stone, earth, and other landscape elements, as well as their placement in the landscape, contribute to a site's ability to convey its historic significance.

The War Department and the NPS added soil and vegetation to the Civil War era earth works to control natural erosion; but generally the configuration and scale of the earthworks at the Fort and along the outer defenses remain as they were historically. The River Batteries were restored based on extensive archeological excavation. The resulting restorations preserve the original material of the structures while reconstructing missing features for interpretive purposes. These restorations, while not historic, do not detract from the historical integrity of the site because the original fabric is preserved underground for future archeological investigation. The Dover Hotel, however, has undergone at least two major restorations that have replaced a majority of the exterior materials on the building and essentially all of the landscape related materials on the site.

The FDNC retains a remarkable amount of building materials from the historic period. Stone walls, marble headstones, brick buildings, iron gates are a few examples of existing materials. These Cemetery features have been repaired over time, but the materials are largely the same used during the historic period. Historic character-defining materials associated with lost features, for example the rostrum, the gun monument, or missing historic settees, result in some loss of integrity. In total, because of the high number of existing buildings, structures, and small-scale features associated with the period of significance, there is a high level of integrity of materials.

Vegetation is naturally dynamic and will evolve over time. Much of the vegetation added to the Park and the Cemetery by the War Department and the NPS during the period of significance has either died or has been subsequently removed. Many of the specimen trees in the Park and Cemetery do date from the Commemorative Period. There are at least three trees at the Dover Hotel that are historic but noncontributing.

At Fort Donelson, the Civil War era earthworks have been slightly altered over time, so the material associated with this period retains a moderate level of integrity. The quality and condition of hardscape material associated with the War Department and the NPS exhibits a high level of integrity. The loss of historic vegetation and planting patterns has diminished the integrity of landscape materials on the site. Therefore, FDNB retains a moderate level of integrity of materials. The Dover Hotel does not retain integrity of materials.

Remaining materials from the period of significance at Fort Heiman are related to the site's earthworks. These were the only lasting material elements of the site. The remaining earthworks effectively convey the historic use of the site and lead to a high level of integrity of materials.

Historic Forge Road contains the only known materials remaining from the period of significance at the recently acquired properties outside the main fortifications. Securing this earthen road as an escape route to Nashville was the object of Confederate breakout attempt. Today the road retains a low degree of integrity of materials, since its use continued well into the twentieth century, and the materials that remain in the landscape today likely date to the later period.

Workmanship

Workmanship refers to the evidence of the crafts or construction methods used during specific period. The existing earthworks reflect accepted military fortification construction methods during the Civil War. The buildings and structures added to the core Battlefield Park and the FDNC during the period of significance by the War Department and by the NPS reflect construction methods unique to these institutions and the time they were constructed. The stone piers, iron gates, iron interpretive tablets and marble headstones are examples of small-scale features that exhibit character-defining workmanship that contribute to the historic significance of the site. The visible workmanship at the Dover Hotel does not date from the period of significance, but is largely evidence of the workmanship associated with the late 1970s restoration. The recently acquired properties outside the main fortifications do not contain any known constructed resources from either period of significance; therefore, they contain no integrity of workmanship. Other than the Dover Hotel and the recently acquired properties outside the main fortifications, which do not have integrity of workmanship, FDNB maintains a high degree of integrity of workmanship.

Feeling

Feeling evaluates a cultural landscapes ability to express the aesthetic or historic character of a particular time. Present land use patterns surrounding the Park have changed significantly since the Civil War, but woods growing in and around the Park effectively buffer the negative impact of residential and commercial intrusions. The earthworks are perhaps the most significant cultural feature affecting feeling. The existing earthworks provide a modern visitor with a good understanding of the military events of the battles in 1862. Therefore, the Fort Donelson and Fort Heiman landscapes have moderate integrity of feeling to the Civil War period.

The feeling of the Fort Donelson site associated with the commemorative use of the property retains a higher integrity of feeling. The approach to Fort Donelson and the outer defenses are virtually unchanged since developed in the 1930s. Many of the open spaces developed by the War Department and the NPS remain. Commemorative Period activities did not affect Fort Heiman. The FDNC has lost several features, which contributed to the aesthetic character of the historic period. The historic circulation patterns, which entered at a main gate, were focused on the cannon monument mound and pre-1907 flagstaff mound. The restoration of the cannon monument in 2013 contributes to the feeling, even thought the original mound was not reconstructed. Historic plantings of evergreen and deciduous trees controlled views out from the Cemetery, and its dense canopy created a shady, contemplative atmosphere. The historic rostrum evidenced the Cemetery's use for public events and the cistern arbors provided shelter for visitors. The loss of the cannon monument mound, the pre-1907 flagstaff mound, historic mature planting patterns, rostrum, and cistern arbors substantially diminishes the integrity of feeling at the Cemetery.

The Dover Hotel has lost much of its historic physical features. The historic landscape of the Dover Hotel functioned to support its use as a public hotel, largely servicing visitors who arrived by water at the adjacent public wharf. The relationship between the Dover Hotel and the wharf, with its associated activities, is largely lost in the present landscape. Petty Street was an important, much used, link between the wharf and the town of Dover. Petty Street, in its present configuration, does not convey its significance in the history of Dover nor does it not convey why a hotel, such as the Dover Hotel, would have been located along its route. Modern additions to the landscape have also diminished the ability of the landscape to convey its historic appearance.

The remains of historic Forge Road convey the appearance of an earthen road during the Civil War Period. There are no other constructed elements remaining for the civil war period on the recently purchased properties outside the main fortifications to convey feeling. The fact that all of the properties are forested more densely than they would have been during the Civil War Period changes the feeling of the site considerably and reduces integrity, however, as is true at Fort Donelson, this wooded character helps to mitigate the modern intrusions of the adjacent residential and commercial properties.

Overall, the Fort Donelson National Battlefield landscape has a moderate integrity of feeling.

Association

Association refers to the link between historic events or persons and the cultural landscape. Because of the good condition of the earthworks, the Fort Donelson and Fort Heiman landscapes maintain a strong level of association with the men who constructed the Forts and outer defenses. The connection of forts to the individual military leaders of both armies exists primarily due to the interpretive efforts of the War Department and the NPS. The remaining historic landscape features at Fort Donelson primarily date to the Commemorative Period; and the integrity of association with this period is high.

The FDNC provides a direct link with the remains of soldiers who died during the Civil War and the subsequent National Cemetery movement's attempt to commemorate their contribution to the nation. The Cemetery has evolved from a memorial to Civil War Union soldiers to a memorial to all veterans of United States armed forces. The headstones and the NPS interpretive efforts preserve this general memorial theme.

Interpretation efforts of the NPS are the exclusive means of associating the Dover Hotel with the events of the Civil War, specifically the surrender of Fort Donelson. The present landscape reflects more the management practices of the NPS. The recreation of missing landscape features would improve interpretation.

The recently acquired properties outside the main fortifications are unique because, aside from the remains of historic Forge Road and two iron interpretive tablets placed on adjacent properties by the War Department, they do not contain any known cultural resources from the periods of significance. The remains of historic Forge Road are strongly associated with the Confederate breakout attempt led by General Pillow, who was trying to open an escape route to Nashville for the Confederate forces at Fort Donelson via historic Forge Road. These properties also contain the location from which General Ulysses S. Grant rallied his troops and launched the successful counterattack that ultimately led to the Confederate surrender of Fort Donelson, which proved to be and important turning point in the Civil War. General Charles F. Smith's successful attack on the Confederate outer works also took place here and contributed to the eventual Union victory in the battle. Unlike other locations surrounding Dover, TN, that saw combat during the war, these parcels remain relatively undeveloped and free of modern intrusions, and in spite of natural changes in vegetation patterns from the Civil War period, they remain much as they did during the battle. These parcels preserve the physical land representative of the 1862 battlefield and allow the NPS to pursue its mission of interpreting the Battle of Fort Donelson, a critical event in the history of the United States.

Despite changes to the FDNC, the loss of associative characteristics at the Dover Hotel, changes in vegetation patterns and modern intrusions on recently acquired parcels, the FDNB maintains a high level of integrity of association. Part V of *National Register Bulletin #40* explains,

"The location, setting, feeling, and association are usually the most important aspects of integrity for battlefields." While the character has inevitably changed due to vegetation and modern intrusions on the recently acquired parcels, it is important to emphasize that overall these areas have experienced relatively minor development and have high potential to yield archeological information.

Integrity of the Whole

FDNB retains significant levels of integrity for each of the seven aspects defined by the National Register. FDNB has high integrity of location, design, workmanship, and association. The aspects of setting, material, and feeling have moderate integrity. These elements have been slightly compromised, primarily though natural changes in the landscape, changes to land use in and adjacent to the Park, and the need for routine maintenance. Future improvements to the site should strive to preserve individual historic features and to protect the historic integrity of the entire site. As a whole, the FDNB and FDNC accurately convey historic significance because of association with the events of the Civil War and as a post-Civil War commemorative landscape. The Dover Hotel has little remaining in its landscape to reflect conditions from the historic period that would convey its historic significance to a visitor. Fort Heiman retains integrity of location, design, workmanship, materials, feeling, and association and conveys its historic significance to visitors.

Treatment Recommendations

Introduction

The study area for this CLR encompasses approximately 1,310 acres of the Fort Donelson National Battlefield (FDNB), near Dover, Tennessee, and in Calloway County, Kentucky. The main section of the Park includes land surrounding the Confederate earthwork Fort Donelson, land adjacent to the Confederate defensive earthworks extending out from the fort, Park property around Dover Hotel, and Fort Donelson National Cemetery (FDNC). The study area also includes approximately 164 acres associated with Fort Heiman, located in Calloway County, Kentucky, as well as several recently acquired properties outside the main fortifications of Fort Donelson that total approximately 305 acres.

FDNB was originally established in 1928 to preserve and interpret the site of the Civil War battle that occurred between February 12, 1862 and February 16, 1862. The Park includes the FDNC, established in 1867 as the final resting place for Union soldiers killed during the battle.

The 1928 Act establishing the Park and subsequent enabling legislation articulated the following management policies for historic resources:

- "to carefully study the available records and historic data with respect to the location and movement of all troops which engaged in the battle of Fort Donelson, and the important events connected therein; for the Park established the following management framework";
- "with a view of preserving and marking such field for historical and professional military study";
- "to construct the necessary roads and walks, plant trees and shrubs";
- "restore and care for the grounds, including the restoration and maintenance of those portions of the old Fort Donelson, and of the Confederate water batteries."

NPS and Park staff recently began to write a Foundation Document that will direct park planning and management into the future. This Foundation Document will articulate the main issues and values related to planning and managing their historic resources. The following treatment recommendations can help inform that process by providing a strategy for managing the Park's cultural landscape that includes long-term preservation and interpretation of historic resources. The recommendations synthesize the work of the CLR project team and address the issues outlined for the CLR project team during meetings with current Park administration.

Treatment Philosophy

As is common with complex, dynamic systems like cultural landscapes, the character of the landscape changes over time, as vegetation matures and declines, with the addition of new buildings, when structures and features deteriorate, and because land use patterns adjacent to the Park evolve. The goal of the treatment recommendations of this report is to preserve and protect existing features that contribute to the historic character of the Fort Donelson cultural landscape. The treatment recommendations also describe methods by which Park managers can reestablish features that would provide Park visitors the opportunity to understand the events of the Civil War battle of 1862 and to appreciate the subsequent efforts of federal agencies to commemorate the battle and its participants. The cultural landscape should be managed to reinforce efforts to interpret the battle by providing visitors with vignettes that recall the appearance during the Civil War. Many of the 1862 landscape patterns have been lost or altered; these changes diminish the ability of modern visitors to understand the character of the site at the time of the battle. Some of the changes to the landscape occurred under the management of the War Department and the National Park Service. Some of these changes, implemented to commemorate

events of the Civil War, create an additional layer on the present landscape that has its own historic significance. This commemorative landscape reflects the tremendous efforts of previous managers of the property to create a setting in which the visitor can contemplate the events of the Civil War and the enormous sacrifices made by the participants.

The Secretary of the Interior recognizes four primary treatment alternatives for historic landscapes: preservation, rehabilitation, restoration, and reconstruction. These are explained in "The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes. National Park Service's Preservation Brief 36: "Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes," succinctly defines these treatment alternatives as follows:

A) Preservation is the act of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of materials and features rather than extensive replacement and new construction. New additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code required work to make properties functional is appropriate within a preservation project.

B) Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical or cultural values.

C) Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

D) Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific time an in its historic location.

Primary Treatment

The recommended overall treatment approach for the cultural landscape at FDNB is Rehabilitation. Rehabilitation protects existing historic landscape features while allowing for improvements that convey the landscape's historic significance. Like Preservation, Rehabilitation involves identifying, retaining, and preserving character-defining features. Additionally, when the landscape's historic character is diminished because an important landscape feature is missing, Rehabilitation provides strategies to accurately and faithfully return the missing feature to the landscape. Rehabilitation provides for the continued use of the property through alterations and additions that do not irreparably damage the character-defining features. Additions are sometimes necessary to facilitate a new use of a historic landscape, but the Rehabilitation guidelines emphasize that new additions should only be done when there is no viable alternative and should be designed to be clearly differentiated from historic features.

Treatment Period/Date

The Fort Donelson, with its variety of historic resources and history of Federal management, has a long period of significance that includes the events of the Civil War (1861-1865) and includes the commemoration efforts of first the War Department (1867-1932) and later the National Park Service (1933-1941).

Historic landscape features within the Park date from an extensive period, from before the Civil War into the twentieth century. These features include roads and natural features that existed prior to 1862. They include earthworks the Confederate army constructed in preparation for the Civil War and include earthworks the Union army constructed prior to the end of the war. The cultural landscape also contains numerous features that the War Department added to commemorate the events of the Civil War, including vegetation, views and vistas, circulation systems, buildings and structures, and small-scale features. The National Park Service, after assuming management of the property in 1933, made slight alterations to the landscape, but generally perpetuated the design aesthetic established by the War Department. The historic landscape, therefore, includes these landscape features added to the Park by the National Park Service prior to World War II.

Treatment Recommendations

Park-wide Treatment Recommendations

- Rehabilitate selected areas associated with the Battle of Fort Donelson, including the interior of the Confederate fort, the River Batteries, and selected sections of the outer entrenchments, to allow visitors to visualize the events of the battle and the role the landscape had on its outcome.
- Because the period of significance includes the Commemorative Period (1867 – 1941), the Park should increase landscape interpretation to explain that period.
- Establish and implement consistent site furnishing standards for waste receptacles, benches, bike racks, etc… to provide a unified appearance throughout the Park.
- Establish guidelines for future Park property additions:
    - New legislation sets the Park acreage ceiling at 2,000 acres – the Park currently has 1,310 acres.
    - Possible acquisitions near the Dover Hotel would provide the opportunity to restore the historic setting and the historic character of Petty Street.
    - Acquisition of private property within the boundaries of Fort Heiman will improve site security. The removal of modern structures will improve the historic integrity of the property.
    - The NPS should consider acquiring: two private inholdings at the Wynn's Ferry Road Parcel, the remaining private property between the Forge Road Parcel and present day Forge Road, a triangular shaped parcel at the terminus of present day Forge Road, additional residential property along Dahlia Drive, a single-family residential property partially surrounded by the French's Battery and Erin Hollow Parcel, and the remaining residential properties along Norfleet Drive near the Park entrance.
    - Removing the noncontributing buildings and structures at these sites will improve historic integrity, site security and interpretation, and in some cases, these acquisitions will increase connectivity between existing NPS-owned parcels.
    - Priority should be given to the acquisition of parcels contiguous with existing NPS-owned property.
- Section 106 compliance is necessary prior to the removal of any feature nearing 50 years of age.
- Develop guidelines for agricultural leases to promote use of open fields in a manner that maintains the open, pastoral character of those areas.
- Update the Park's Fire Management Plan to keep selected forest understory open and to manage selected open fields.
- Develop management recommendations for riparian edges, including the banks of streams and the shores of Lake Barkley and Kentucky Lake.
- Establish guidelines for considering requests to erect monuments in the Park:
    - Criteria to include: intent of monument (i.e. does

the monument mark troop position or is it a more general commemoration of a State's participation in the battle), information needed to verified troop position, visual impact of monument location and design, physical impact of construction on historic resources.
    - Consider case studies from other National Park sites.
- Establish guidelines for the future placement of War Department markers. Contemporary markers should be clearly distinguishable from historic markers.
- Establish guidelines for future interpretation, including panels and other interpretative features. Any additions should be kept minimal, as to avoid visually cluttering the landscape with non-historic features.
- Bury all overhead utilities within the Park.
- Prohibit any other recreational camping within the Park, other than the low-impact Boy Scout camping area.
- Establish guidelines for the use of the trail system – prohibit the use of all terrain vehicles and bicycles.
- Develop additional non-vehicular circulation options within the Park, focusing on non-vehicular connections between primary points of interest.
- Establish standards for fencing in the Park. Fence and field patterns create spatial patterns that are important to the accurate depiction of the historic landscape. Additional research is required to understand accurately the location and style of fencing during the Civil War period of significance.

Vegetation

The existing vegetation across the Park reflects a combination of natural growth and planned planting. Many of the older specimen trees are approximately the same size (greater than 24" diameter breast height [DBH]) and approximately the same age (older than 50 years). These trees, because the War Department and National Park Service planted them during the period of significance, are historic resources. However, rather than individual trees being historically significant, the overall character of the landscape, as planted during the War Department and early National Park Service management of the Park, gives the vegetation of the existing landscape its historic significance. The overall density and composition of tree plantings are character-defining features of the Park.

- Develop a vegetation plan that preserves the historic character of the landscape by replacing existing trees that contribute to the historic significance as they decline or die.
- NPS should only remove historic specimen trees when they pose a safety threat to visitors, are in advanced decline, or present a risk to other historic resources. Stabilize or prune historic vegetation within the Park to protect against structural failure caused by wind, ice, snow, or age.
- Continue to maintain open areas within the Park while transitioning to alternative plant communities that require less maintenance (e.g. convert mown fields into meadows).
- NPS should selectively thin woodlands at strategic locations to make the topography of the Park more legible for visitors.
- Allow native succession, augmented with strategic planting, to establish a vegetative buffer along edge of Park boundary to screen incompatible views towards modern residential and commercial development. The buffer should include layered communities of regionally native evergreen and deciduous trees and shrubs.
- Reestablish site lines to desirable views, where vistas include scenes that support interpretation of the battle events.
- Monitor and control invasive, non-native plant species. These include species that the War Department purposefully introduced during the period of significance, but presently have an accumulative negative effect on native plant communities. The National Park Service's NPS-77 Natural Resources Management Guidelines describes agency policy on exotic species definition and management. Executive Order 13112 establishes Federal Government policy that prohibits activities that promote the introduction or spread of invasive species.

- Establish guidelines for managing the woodland areas to reduce maintenance requirements and improve woodland health.
- Consider the use of controlled burns to maintain open understory conditions and to manage fields for native warm season grasses and forbs.

Earthwork Management

Stabilize and preserve all remnants of Civil War-era earthworks. The earthworks are among the most significant historic resources in the Park and it is important they remain legible and that visitors have access to them in such a way that does not damage the resources. The earthwork management policies should be sustainable and consider the larger ecological impact of the management practices.

- Develop an earthwork management program that recognizes the different environmental settings and interpretive objectives found across the Park. For example, the earthworks largely occur in two settings: open condition or forest cover. Additionally, the earthworks adjacent to the Confederate fort, the River Batteries, and the driving tour will likely have a different maintenance regime than the outer entrenchments because of their higher visibility and accessibility to the visitor. The earthwork management program should identify the management area, establish the management objectives, describe the management strategies, and provide a maintenance plan.
- Stabilize historic vegetation growing on historic earthworks or on potential archeological resources to reduce the short-term risk of wind throw. If preservation of the earthworks or historic vegetation appear to conflict, priority should be given to the protection of the earthwork.
- Develop a long-term tree removal and replacement program that eliminates trees growing on historic earthworks or on potential archeological resources. However, because forest cover provides the most sustainable form of earthwork protection, trees growing off the earthworks, but whose canopy overhangs the earthworks, should be protected. Natural succession and additional plantings should be promoted to provide a protective canopy over the earthworks.
- Establish or maintain a vegetative cover over all the earthworks that do not have full forest cover. The most effective vegetative cover to protect from erosion is a mixture of grass species. The grass mixture should include species known to perform well in the Park and are not invasive.
- Grass on the earthworks should be allowed to grow tall (over one foot) which will discourage visitors from walking on the earthworks. Similarly, establishment of a no-mow strip of tall grass at the base of the earthworks will also discourage activities that may damage the resources.
- Develop a monitoring schedule that regularly records the condition of the earthworks and identifies developing condition issue needing immediate attention.
- Develop and implement an integrated pest management plan.
- Animal burrows and wind throw damage require immediate repair to avoid additional damage to the resource.
- Address erosion on and adjacent to earthworks in a timely manner to prevent additional damage to the resource. Temporary stabilization procedures are justified to arrest erosion; but these temporary erosion-control devices must be removed as soon as a long-term solution can be enacted. Temporary erosion control devices may include: silt fences, rip rap, or gabions.
- Consider a project to identify any remnant Confederate earthworks along Natcor Drive with property owners' permission.

Views and Vistas

The appearance of the landscape within and adjacent to the Park has changed dramatically since the time of the Civil War. The 1862 landscape was a military landscape carved from a rural setting. Today, the landscape reflects the management of a planned landscape installed during the

Commemorative Period and approximately fifty years of natural growth of the forests along the perimeter of the original Park boundaries.

- Reestablish important viewsheds through selective clearing of trees at the following locations:
    - Jackson's Battery (along Eddyville Loop Rd at the hillside in the location of Smith's attack)
    - The terminus of Eddyville Loop Road (planned view from the War Department era)
    - Grave's Battery (planned view from the War Department era)
    - French's Battery (planned view from War Department era)
- Develop strategic sight lines between points along the outer entrenchments (e.g. clear a view corridor between Graves' Battery and Maney's Battery).
- Formalize partnerships and agreements to maintain viewsheds, especially near the River Batteries and Dover Hotel:
    - Work with state and federal agencies to protect viewsheds from the Park. Federal agencies include: the United States Army Corps of Engineers (USACE), which maintains land adjacent to Fort Donelson and the Forge Road Parcel; the United States Forest Service, which maintains the Barkley Wildlife Management Area across Lake Barkley from Fort Donelson. Work with private landowners adjacent to Fort Heiman and relevant federal and state agencies including the Tennessee Valley Authority (TVA) and the Tennessee Wildlife Resources Agency.
- Screen intrusive views from within the Park. Of special concern are views to adjacent residential and commercial property, which are incompatible with the Park's mission.
- Maintain views of Lake Barkley, formerly the Cumberland River. The river is a significant interpretive resource essential for understanding the events of the war, which give the site historic significance.
- Develop scenic easements on adjacent tracts as way to protect viewsheds.
- Develop screens to minimize the visible impact of non-contributing features within the Park, for example the new comfort station at the Confederate fort.

Vehicular Circulation and Parking

Automobile circulation is a critical management issue at Fort Donelson because of conflict between visitor and local traffic and because a major regional highway (United States Highway 79/Tennessee State Route 76/Local Highway 49) bisects the Park.

- Explore opportunities to reduce through traffic in the Park near French's Battery by redirecting local traffic around this section on Forge Road and Main Street.
- Reroute Park driving loop traffic along Natcor Drive between Main Street and Spring Street (Highway 49) to provide interpretation of missing Confederate earthworks.
- Maintain the historic Eddyville Road trace. This road could become a pedestrian or service link between Fort Donelson and the FDNC, but would require a substantial bridge over Indian Creek.
- Consider reestablishing Wynn's Ferry Loop as it was designed and constructed within the period of significance.

Pedestrian Circulation

Recreational activities, including running, walking and hiking, are among the most popular current uses of Park facilities. These uses should be supported in a way that does not negatively impact the historic resources or historic setting of the Park.

- Continue to develop multi-use trails that are not visually intrusive to the historic setting found in the Park.
- Develop plans for constructing trails to connect existing Park property with future land acquisitions and with downtown Dover.
- Construct a pedestrian multi-use trail connection under or over Highway 79 to connect the core of the Park with the outer defenses.

Buildings and Structures

Historic buildings and structures in the Park date from the Pre-Civil War Period (before 1861) and the Commemorative Period of significance (1866-1941).

- Protect and maintain contributing historic buildings and structures that survive to preserve their historic integrity.
- Pursue interpretation of missing buildings if documentation exists to allow for accurate representation. For example, the free black community in the vicinity of the National Cemetery could be interpreted using period maps showing its location.
- Section 106 compliance is necessary for all modifications to historic buildings and structures.
- Construction of new buildings and/or structures within the Park is subject to Section 106 compliance (including additions to historic and non-historic buildings)

Small-scale Features

There are no surviving small-scale features from the time of the Civil War. All surviving small-scale features date from the Commemorative Period.

- Retain and maintain small-scale features from the Commemorative Period of significance to protect their historic integrity (e.g. stone drainage structures.)
- When contemporary use of the Park necessitates the addition of new site furnishings, the NPS should continue to use contemporary site furnishings that are clearly non-historic. Standardize new site furnishings to provide a unified appearance for the Park.
- Keep site furnishings to a minimum to meet Park visitor service standards, but avoid visually cluttering the landscape with non-historic features.
- Preserve the War Department era boundary fence. Its role in demarcating the original boundaries of the Park during the Commemorative Period has interpretive value.
- Avoid replicating historic fence types in locations not known to have contained fences during the period of significance. Use historic fence types only in locations where the fence type has been documented during the period of significance. Remove historic fence types located in areas that did not contain fences during the period of significance. If new fencing is needed to address contemporary use issues, simple, contemporary, unobtrusive fencing is appropriate. As with contemporary site furnishings, limited use of contemporary fencing is desirable.
- Clearly identify the recently reconstructed columns at Grave's Battery in interpretive materials and park documents as a contemporary creation and not as a historic feature of the landscape.
- To protect the earthworks near the War Department tablet between Grave's Battery and Sandy Road, NPS should install a clearly contemporary interpretive panel telling the history of the War Department Tablets. In addition, the new panel should display the information from the tablet behind the earthworks for visitors to read, making it unnecessary to walk across the earthworks.

Component Landscapes

Fort Donelson, River Batteries, and Picnic Area

General Treatment Recommendations

The treatment objective is to protect historic resources from the period of significance, both from the Civil War era and the Commemorative Period. This can be accomplished primarily through the preservation of existing earthworks, continued maintenance and interpretation of features from the Commemorative Period, and additional interpretation of missing features. Historic vegetation, circulation features, and small-scale features from these periods of significance should also be retained and maintained to preserve their historic integrity.

- Maintain the foundations of former USACE buildings and add interpretive signage to explain the history of USACE involvement in the site and the history of Lock D.
- Remove picnic area from current location (long-term). If a picnic area is needed in the long term, consider locating it with a new comfort station. The NPS should perform the necessary studies and solicit public input to determine the most appropriate location for these new facilities.
- Maintain the open fields along Fort Donelson Road, outside of the Confederate fort area, for overflow parking during special events.
- Screen the new comfort station from views within the fort (short term). Relocate comfort station out of historic viewshed (long term). The NPS should perform the necessary studies and solicit public input to determine the most appropriate location for this new facility.

Vegetation

- Maintain the existing trees in the Confederate fort area, removing only diseased, dead, or hazardous trees.
- Replant to maintain the approximate density of trees developed during the Commemorative Period.
- Prune trees in the fort area to maintain views across the interior of the fort.
- Remove trees growing directly on the earthworks.
- Protect trees growing within 25 feet of the earthworks to provide a protective canopy over the earthworks.
- Transition the open area into native warm season grasses that will reduce maintenance.
- Mechanically remove invasive shrubs that cannot be controlled by fire or other methods.
- Replant missing maples from the USACE maple allée.

Views and Vistas

- Maintain views across the interior of the fort.
- Maintain views between the fort area and the River Batteries.
- Maintain views to Lake Barkley from the River Batteries and from the Confederate fort.
- Consider relocating the observation deck from the River Batteries area to maintain the integrity of the historic view of the Batteries from the river.

Vehicular Circulation and Parking

The historic roads that predate the Park were originally unimproved. The roads installed by the War Department were originally gravel or macadam; the National Park Service paved these roads during the period of significance. Today roads are primarily paved with asphalt. While the material and width of the road surfaces may have slightly changed, the roads generally remain in the historic alignment.

- Maintain Eddyville Road, where it passes through the Park, as an unpaved, gravel road.
- Asphalt in photos from the period of significance appears lighter than today. When repaving Park roads, consider alternative paving surfaces to recreate more accurately the light color and aggregate character of the historic paving.
- Terminate Fort Donelson Road east of the road to the River Batteries.
- Do not use modern curb and gutter unless required by code or if repairing or restoring existing historic curb and gutter. Allow surface water to drain into vegetative areas and infiltrate into soil.

Pedestrian Circulation

- Minimize the impact of new trail segments on historic resources. New trails located adjacent to historic earthworks should be located and constructed in such a way to prevent damage to earthworks and to discourage pedestrian access directly onto the earthworks.

Buildings and Structures

- Consider an archaeological survey to determine the dimensions and distribution of cabins within the fort. Based on findings, construct representative

interpretations of the cabins to convey the historic massing of the buildings. The features should be clearly non-historic, but the quantity and distribution of them should be recreated in such a way to convey effectively the population of the Confederate fort at the time of the battle. Remove the existing interpretive log cabin.
- Section 106 compliance is necessary for the addition of any new feature or archaeological survey.
- Preserve the Upper and Lower River Batteries in their current state. Preserve the three original gun positions in the Lower Water in their current configuration as a counterpoint to the adjacent reconstructed gun positions.

Small-scale Features
- Keep site furnishings to a minimum. Meet NPS visitor service standards but avoid visually cluttering the landscape with non-historic features.
- Preserve and maintain War Department interpretive tablets.
- Standardize future interpretive signage across the site and provide additional interpretation of the Commemorative Period.

Visitor Center and Park Entrance

General Treatment Recommendations
The treatment goal for the Visitor Center is to rehabilitate the landscape using the original layout and planting plans developed for its construction. The Southeast Regional Office of the NPS has evaluated the Visitor Center and determined that it is eligible for listing in the National Register of Historic Places based on its Mission 66 history.

Vegetation
- Rehabilitate the Visitor Center landscape using original 1961 planting plan (see Illustration 2.R).

Views and Vistas
- Consider re-establishing the sightline between the Visitor Center and the Confederate Monument (Figure 5.1).
- After acquiring all of the remaining private properties along Norfleet Drive, consider removing the cellular tower that exists in this location. The tower negatively impacts views in the vicinity of the Park entrance (Figure 3.141).

Vehicular Circulation and Parking
- Retain the configuration of the original Mission 66 parking lot, preserving the curb and overall parking lot dimensions. Restriping to accommodate contemporary use is an appropriate rehabilitation measure (e.g. to accommodate motorcycle parking).
- Overflow parking should minimize use of impermeable surfaces. Phase out current overflow parking north of the Visitor Center along Fort Donelson Road. Future overflow parking is best accommodated along the road southwest of the current Park Entrance and Visitor Center adjacent to the newly acquired property known as Smith's Attack Parcel.
- Consider interpreting the eastern section of the original Highway 79 alignment that has been obliterated. Unearthing the stone wall would help to interpret the original entrance configuration.

Pedestrian Circulation
- Retain original walkway alignments wherever possible.
- Additional sidewalks should utilize similar materials and be of a similar width as the original.

Buildings and Structures
- Pursue listing the Visitor Center on the National Register of Historic Places. The nomination should include the parking lot, plantings and all other associated Mission 66 features of the design.
- The 2011 *Space Utilization Study for the Visitor Center* concluded that a new visitor center is needed adjacent to the Park

Figure 5.1: Two photographs indicating the sightline between the Visitor Center and the Confederate Monument (visible in the background), ca. 1962

Entrance on the recently acquired Smith's Attack Parcel. If this recommendation is followed, consider constructing building(s) that respond in the same manner as the previous and existing buildings to the road frontage. Place parking behind the new building(s).

- Rehabilitate the existing Visitor Center interior to meet current visitor and/or staff needs.
    - Address current accessibility issues within the building.
    - Reconfigure the building interior to provide administrative offices and/or additional visitor services.
- If a new visitor center is not constructed and additional space is desired in the existing Visitor Center, an architecturally sensitive addition to the rear of the existing Visitor Center is appropriate.
    - Restore the original front façade of the Visitor Center during any future expansion of the facility.

Small-scale Features

- Preserve and maintain the historic, contributing flagstaff in its current location.
- Consider adding wayside panels to address the role of Porter's Battery in the Battle of Fort Donelson and the CCC camp that was located at this site.

Confederate Monument

General Treatment Recommendations

Pursue additional archeological investigations to locate the mass grave of Confederate soldiers reputed to be buried at this location.

Vegetation

- Prepare a planting plan to maintain the density of plantings characteristic of the Early National Park Service Period using historic plans (Illustration 2.K) and photographs (Figure 2.30).

Views and Vistas

- Re-establish visual connection between the Monument and Visitor Center (Figure 5.1).

Vehicular Circulation and Parking

- Maintain the present parking configuration. If additional parking is needed, develop a stabilized shoulder for overflow parking along Fort Donelson Road.

Pedestrian Circulation

- Maintain the existing historic walkways. If substantive repairs are required, consider replacing the recently installed pebbled aggregate concrete with a material more similar in appearance to the original material.

Buildings and Structures

- Maintain the Monument and provide for regular inspections from a trained conservator to assess the Monument's condition.

Small-scale Features

- Preserve and maintain the War Department interpretive signage.

Fort Donelson National Cemetery

General Treatment Recommendations

The main objective for the following treatment recommendations for the FDNC is to rehabilitate the landscape by preserving existing character-defining features and restoring, when documentation exists, missing character-defining features. It is recommended that the NPS follow the 1940 planting plan (Illustration 2.Q), because the plan documents the location, size, and species of most trees and shrubs within the original boundaries of the FDNC. The NPS planting plan responds to a mature landscape dating from the period of significance and provides a plant list that reflects accumulated experience about plant material that performs well in the Cemetery environment and climate.

Vegetation

- Replace existing historic specimens that are removed, in the same location, with the same species or an appropriate substitution.
- A mixture of evergreen and deciduous hardwood trees should be planted according to the 1940s plan to accentuate specific interior spaces, most notably the central gun monument and the heart-shaped space around the flagpole.
- Restore the maple allée along the Cemetery's Entrance Drive. Retain healthy existing maple trees and plant additional maple trees in the spaces between the existing maples. Replant to achieve 35 feet on center spacing, which will provide the sense of enclosure and rhythm created by the historic planting. Reestablishment of the allée will require removing non-maple species along the entrance. This should be accomplished in phases, in conjunction with replanting, so gaps between existing trees are minimized. Mulch an approximately 15-foot diameter area around the trunks of each tree. Maintain the remaining area along the entrance road as mown turf.
- To restore the historic sense of enclosure and to reduce modern visual intrusions, develop a planting screen along the east property line between the Cemetery and the adjacent residential complex. This screen should utilize a combination of native evergreen trees, including Eastern red cedar, Eastern white pine, and Virginia pine. These trees should be planted as close as possible to the property line, off center from the maple trees growing along the outer edge of the enclosure wall. Restore the outer perimeter enclosure.
- Plant the open spaces within the Cemetery, where there are presently no graves, with large growing deciduous shade trees. Do not plant trees closer than 25 feet to grave locations to avoid future root encroachment.
- Prune all lower limbs on trees to 80 inches above the ground to provide safe passage. However, it is appropriate to allow the evergreens to retain lower branches, especially if they provide screening.
- Maintain the condition of the Cemetery lawn. Use grass species well adapted to the local climate and use. Turf should be kept neatly cut. Carefully trim turf around headstones, signs, buildings and structures to prevent damage to these features.
- Maintain the existing avenues of grass that exist between the row of cedars along the enclosure wall and the rows of interments. Keep this area clear of future plantings or interments.

Views and Vistas

- Bury the overhead utility line that runs parallel to the Cemetery Entrance Drive and the utility line to the Ranger Station/ Archives Building.
- Develop a screen to obscure views to non-contributing site features, including

the Ranger Station/Archives Building, and off site intrusions, including the adjacent residential complex.

Vehicular Circulation and Parking

- Preserve the existing configuration of the parking area at the entrance into the Cemetery.
- If additional parking areas are needed, develop overflow parking near the Ranger Station/Archives Building or at the current location of the cul-de-sac northwest of the Cemetery.

Pedestrian Circulation

- Maintain the original alignment of the pedestrian circulation as it appears on the 1940s map of the Cemetery.
- Walkways within the Cemetery should remain turf.
- Additional walkways between Cemetery buildings should be brick, constructed in a manner similar to the existing brick walks.

Buildings and Structures

- Investigate the location of missing historic structures and consider interpreting these structures. For example, missing buildings of the Cemetery and of the Freeman's settlement can be interpreted using historic maps. Show the foundations of these structures on the ground plane without disrupting the historic character of the site.
- Rehabilitate the Superintendent's Lodge to provide additional interpretation of the development and administrative history of the Cemetery. Relocate current administrative offices to new facilities within the expanded existing Visitor Center.

Small-scale Features

- Investigate archeological evidence of the historic boundary fence. Recreate, based on additional research, a historically accurate fence around the original 15.4-acre tract of the FDNC.
- Remove the tablets presently mounted on the exterior wall of the Cemetery Shelter and remount on posts at a location near the entrance to the Cemetery.
- Reconstruct the historic rostrum if archeology verifies the location and it does not conflict with interments that are more recent.
- Remove two modern benches in Cemetery and replace with two original settees currently located at the Park's off property maintenance facility.
- Restore the original War Department era settees.

Dover Hotel

General Treatment Recommendations

The treatment goal for the Dover Hotel is rehabilitation. There is little historic fabric remaining from the period of significance. The remaining landscape features dating from the Commemorative Period should be preserved. Future additions or modifications to the site should recreate well-documented historic features, address compromised historic views from the site, or facilitate contemporary interpretation. A significant improvement to the site would be to increase the visitors' awareness of the historic landing at this location and the role it played in the Battle of Fort Donelson, the City's history and the Dover Hotel's history.

Vegetation

- Preserve the large existing maple and elm trees on the site if possible.
- Replant the allée of maple trees that appear in historic photographs.
- Plant screens to obscure views of non-contributing off-site land uses.

Views and Vistas

- Relocate or bury utility lines.
- Maintain views towards the river to reinforce the visitor's awareness of a historic landing at this location.

Vehicular Circulation and Parking

- Preserve the original alignment and stone curb from the "Government Road" constructed in 1887.
- Extend the Petty Street alignment to its historic location at the river landing.

- Redesign parking area to be less intrusive to the historic context/setting (long term).

Pedestrian Circulation

- Create an accessible entrance to the first floor of the hotel (currently thresholds and steps on to the porch do not allow for unaided access).

- If the NPS interprets the surrender of Confederate forces in the basement dining room of the Dover Hotel, consider construction of an accessible route to the basement entrance. The route would access the current walkway in front of the house, continue past the well on the south side of the house, follow the levee on the west side of the house, and utilize a ramp to reach the door of the basement.

Buildings and Structures

- If possible, make use of the contemporary outbuilding in the rear lawn of the hotel to house modern HVAC equipment.

Small-Scale Features

- Remove (3) air conditioning units from the base of the foundation on west elevation (rear) of the Dover Hotel. The air-conditioning units outside could be relocated to the non-historic outbuilding behind the Dover Hotel.

Fort Heiman

General Treatment Recommendations

The most important treatment issues at Fort Heiman relate to securing the site and protecting the earthworks. Many of the best preserved earthworks are located on private property or TVA property. These private properties require use of Fort Heiman Road for access, which necessitates open roadway access or cooperative controlled access between the NPS and private property owners. Further complicating matters, Calloway County, Kentucky, owns the right of way and maintains the section of Klein Trail that passes through the NPS property, as well as, a portion of Fort Heiman Road in the northern section of the site. These factors make site access and earthwork protection challenging. The following recommendations address the previously mentioned challenges and identify opportunities for enhanced visitor experience and greater preservation of the site.

Utilities

- Work with the utility provider to reroute existing overhead utility lines around the Park (some recently discovered earthworks appear to be located within utility corridors).
- Minimize the need for utilities in the Park. Bury all required utility lines within the Park.

Vegetation

- Implement a similar maintenance regimen as the rest of the Park to stabilize the earthworks with grass cover, remove trees growing on the earthworks, and promote a continuous canopy of tree cover adjacent to the earthworks for protection. Focus particular effort on vegetation management at the Federal fort, on newly identified earthworks and future property acquisitions that contain earthworks.

Views and Vistas

- Work with the appropriate state and federal agencies to establish view corridors from strategic locations at Fort Heiman towards Fort Henry.
- Acquire additional land or enter into vegetation management agreements with TVA to allow selective vista clearing along the southern ridge of the property.

Vehicular Circulation and Parking

- Prioritize site securtity planning with regards to vehicular access and circulation.
- Explore adding a bus turnaround and several parking spaces on the east side of Fort Heiman Road in the flat, clear area near the “pinch point” in the center of the property:.
    - Archaeological investigation performed by Southeast Archeological Center (SEAC) in early 2011 supports this recommendation.

    - This should be the southern extent of visitor vehicular access on the property due to steep grades and limited ability to improve the roadway in the southern section of the property related to adjacent historic features.
    - Use pedestrian trails and shuttles to provide access to the southern section of the site.
- Explore potential for a pull-off with several parking spaces west of the Federal fort on the north side of Fort Heiman Road. This area is flat and does not appear to have archaeological constraints based on the recent SEAC investigation. This facility could provide access to the Federal fort and Moody Cemetery.

Pedestrian Circulation

- Develop a trail system that connects the Confederate and Union earthworks on the southern portion of the site. Trails should follow the earthworks, but not cross them or provide access onto the earthworks.
    - The section of Fort Heiman Road proposed to be closed to visitor vehicular access (southern section of site) could be used for pedestrian circulation and NPS service access.
- Improve sections of the historic road trace to provide trail access from Fort Heiman Road to the Federal fort.

Buildings and Structures

- Acquire both adjacent vacation properties located in the southern section of the property. Demolish the southernmost vacation home and consider renovating the northern home as a visitor contact station. Construct a secured, storage building for NPS equipment near the visitor contact station.

Small-scale Features

- Install interpretive panels on the site.
- Construct a boundary fence to prevent access to the site by relic hunters and ATVs.
- Install regulatory signage to discourage trespassing, relic hunting, or other activities detrimental to the historic resources.

Recently Acquired Properties outside the Main Fortifications

General Treatment Recommendations

The majority of these properties are not contiguous with previous Park boundaries or each other. Combined they create a fragmented patchwork of NPS-owned properties in and around suburban Dover, TN, with limited potential for facilitating a meaningful visitor experience. As a result, the NPS should preserve these properties in an undeveloped state, secure each site from relic hunters and vandals, manage the existing vegetation to create a healthy forest ecosystem, and protect these lands of outstanding historical association. Any future research or development of the general area surrounding historic Forge Road should consider the possibility that buried human remains may exist due to the high number of Union casualties associated with the Confederate breakout attempt. Strategic public access should be provided to enhance visitor experience where appropriate to aid in the interpretation of the battle.

The long-term goal of NPS ownership of additional properties to create a contiguous park encompassing most of the locations of 1862 Battle of Fort Donelson and to manage the property in a state representative of the historic battle condition is challenging. NPS will need to acquire additional land to reach this objective. To return the recently acquired properties outside the main fortifications to their 1862 appearance, NPS will need to perform extensive clearing of each parcel. The type of clearing necessary to accomplish an approximation of the vegetation patterns present during the 1862 battle would not only be ecologically damaging to these sensitive sites, but also has the potential to open up non-compatible views of the contemporary residential properties surrounding each property, intruding on the historic scene and diminishing historic integrity and visitor experience.

Further complicating matters is the fact that the NPS does not currently own or manage the roadways that provide access to each parcel. In the case of the Wynn's Ferry Road Parcel, the NPS does not control the internal gravel roads within the property. Two inholdings at the Wynn's Ferry Road Parcel require the use of these gravel drives for access, which necessitates open roadway access or cooperative controlled access between the NPS and private property owners. These factors make site access, security, protection, and interpretation of these battlefield properties difficult.

The recommendations that follow address these previously-mentioned issues and identify opportunities for improving visitor experience and greater preservation of the site. In addition, any general recommendations apply to any future acquisitions to the Park.

Utilities

- Minimize the need for utilities in the Park. Bury all existing and required utility lines within these properties where feasible.
- Explore the potential for re-routing the existing sewer line at the French's Battery and Erin Hollow Parcel around NPS property.

Vegetation

- Conduct a vegetation study of the recently acquired properties outside the main fortifications and develop a vegetation management plan for these parcels with the goal of establishing a healthy forest ecosystem (short term). Identify and remove invasive exotic species.
- Explore the feasibility of managing vegetation at these sites in a way more reflective of the historic condition of the battlefield (long term). Civil War era maps including the McPherson map and the maps created by Historian Edwin Bearss in the late 1950s provide information on the condition of the vegetation during the battle and should be consulted if this effort is undertaken. The amount of clearing needed to recreate the historic setting has both financial and environmental costs, but NPS could eventually pursue this goal if they acquire additional, contiguous parcels.
- Protect Erin Hollow and Bufford Hollow. While the historic condition of the banks of these natural drainages was almost certainly non-vegetated slopes, retain the existing growth along these waterways to protect water resources from non-point source pollution and to provide bank stabilization and aquatic and wildlife habitat. Maintain a fifty-foot wide vegetated buffer from the centerline to each side of these two creeks. Retain native riparian species, in particular woody plants such as trees and shrubs, as these aid in retaining the overall alignment of the stream. Remove invasive plant species, as they will eventually force out the native species that are of benefit.

Views and Vistas

- Explore opportunities for visual connections between the recently acquired properties and other sections of the battlefield and the Confederate batteries through selective clearing.

Vehicular Circulation and Parking

Short Term Recommendations.

- Prioritize site security planning with regards to vehicular access and circulation.
- Develop a roadside pull-off along the south side of present day Forge Road for interpretation of the 1862 battlefield. This pull off should be similar in size and appearance to existing pull-offs within the Park and provide enough space for one or two cars to park briefly (Figure 5.2).
    - The location should be visible from public roads to minimize the risk of loitering, vandalism, and other security concerns. It should also be in close proximity to historic Forge Road and the existing War Department Tablet to allow for interpretations of these historic features. The NPS could consider a similar loop along Wynn's Ferry Road near another existing War Department tablet if there is an immediate need for additional interpretation of the battlefield in that location.

Long Term Recommendations.

- NPS should perform feasibility and impact studies, as well as solicit public input, regarding the increase of visitation and interpretation at the Forge Road parcel. NPS should consider the development of a turn-around large enough to accommodate buses and large vehicles as long as these studies demonstrate that there is no adverse impact to resources. Consider eventually establishing the loop road and small parking area as proposed in the 1940 NPS Master Plan for the Park at the terminus of present day Forge Road. This will require the acquisition of a triangular shaped parcel that is currently in private ownership. This site allows interpretation of the major events of the battle in the locations where they took place. Because of its location on a relatively high ridge, this site has the potential to provide views of the battlefield to the southwest and possibly the Confederate outer works to the northwest. Alternately, consider locating the loop beyond the gate south of the historic road trace.
    - The 1940 Master Plan proposed construction of a Federal Monument near this planned loop to mark the spot where Union troops fell (Illustration 2.J). Construction of a monument of this type may not be a priority today, but this site would be an ideal location to erect additional state monuments should requests to accommodate these types of monuments within the Park be made of the NPS in the future.
- Consider the eventual development of a loop road and parking area at the terminus of Dahlia Drive. The NPS should consider constructing this element only if all privately held parcels on Dahlia Drive are acquired, and if the NPS takes over management of Dahlia Drive. A flat former home site exists on a high point in this location, providing a previously disturbed site that is unlikely to contain archeological resources and thus well suited for development. With selective clearing, the ridge top locations of both Maney's Battery and French's Battery, would be visible from this point, along with the valley below containing Erin's Hollow. This is the ideal place to provide interpretation of the Union troop positions and it offers a place to interpret the role that the unique landscape of the surrounding area played in the development of the Fort Donelson and its outer works.
    - The isolated location of this proposed loop may not be ideal from a site security standpoint and could prove challenging to secure and maintain. A gate would likely be required at the intersection of Dahlia Drive and Wynn's Ferry Road to secure the site when the Park is closed.
- If NPS acquires both private inholdings at the Wynn's Ferry Road Parcel, explore the potential for a pull-off with a few parking spaces at the midpoint of Wilson Circle on the south side of the road. This area is relatively flat and currently features a single-family home. This new parking facility would provide an opportunity for interpretation of General Ulysses S. Grant's "moment of destiny", when he decided to launch the counterattack that led to the surrender of Fort Donelson by the Confederates.

Figure 5.2: Parking pull-off at Grave's Battery, 2010

Pedestrian Circulation

- Consider development of a trail system within the Forge Road Parcel (long term). Improve sections of historic Forge Road

to provide trail access within the site. Consider use of remnant farm roads in the development of the trail system.

Buildings and Structures

- Pursue acquisition of both of the inholdings at the Wynn's Ferry Parcel. Sell or demolish both homes after purchase of the properties, unless the NPS identifies another use for them.
- Demolish the derelict farm structures located on the Forge Road Parcel.
- Consider removal of the cellular tower and its associated service drive from the Forge Road Parcel.
- Demolish all existing buildings along Norfleet Drive owned by the NPS. Remove all waste and debris from the former dumping area located northwest of these buildings.

Small-scale Features

- Install interpretive panels at recently acquired properties outside the main fortifications, where needed. These panels should be tailored to the specific events of the battle associated with each of the recently acquired parcels.
- Preserve the two existing War Department tablets at both the Forge Road and Wynn's Ferry Road Parcels.

Archeology

- The recently acquired properties outside the main fortifications of Fort Donelson all have a high potential to yield archeological information. Recommend systemic survey compliant with NPS policy (ASMIS).

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Appendix A

MOWING PLAN FOR FORT DONELSON NATIONAL BATTLEFIELD

FACILITY MANAGER

PARK SUPERINTENDENT

1

Class A Mowing (Marked Green on the Mowing Plan Map)

Mowing

Mow and maintain developed areas, established fields, parking areas and sites as manicured lawn-type surfaces, in order to enhance the beauty of the Park and to provide a pleasant experience for Park visitors. At each mowing these areas shall be mowed to a height of 3 inches. Subsequent mowing shall be accomplished as needed to preserve the finished three-inch appearance, but in no case shall the height of the vegetation ever exceed 5 ½ inches. The attached (Class A Mowing workload) demonstrates the minimum frequency of mowing required in a growing season based on past performance. Additional mowing may be required.

Trimming and edging vegetation around trees, Park furniture, walkways, curbs, signs, sign posts, walls, markers, cannons/carriages and other physical features and facilities shall be accomplished at each mowing as a part of the mowing process in order to present a neat, clean and pleasing appearance.

All litter, limbs and other debris shall be picked up in affected areas prior mowing. This shall be accomplished by a quick drive/walk through of established Class A mowing areas.

Employees should wear proper personal protective equipment and appropriate measures (including traffic control) shall be taken to ensure the visiting public is not at risk of injury. Mowers should be turned away from traffic and visitors at all times.

2

Class A Mowing for the Donelson Shores District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Green Areas Marked on the Mowing Plan Map	65942 Maintained Landscape	4 Acres	Weekly/ As Needed

Class A Mowing for the Main Park District (Maintained Landscape) 66344			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Green Areas Marked on the Mowing Plan Map	66344 Maintained Landscape	19 Acres	Weekly/ As Needed

Class A Mowing for the Across Town District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Green Areas Marked on the Mowing Plan Map	66339 Maintained Landscape	17 Acres	Weekly/As Needed

3

Class A Mowing for the Cemetery District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Green Areas Marked on the Mowing Plan Map	66341 Maintained Landscape	4 Acres	Weekly/As Needed

Class A Mowing for the National Cemetery			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Green Areas Marked on the Mowing Plan Map	65710 National Cemetery	4 Acres	Weekly/As Needed

4

Class B Mowing (Marked Orange on the Mowing Plan Map)

Mowing

Mow fields and designated vegetation within the current mow limits beginning at field edge and extending outward to the wood line, fence or other natural border within the area, varying depending on location. The area shall be maintained as a managed landscape to enhance the beauty of the Park and to provide a pleasant driving experience for Park visitors. Within this managed landscape there are masonry walls, guardrails, fencing, signs, drainage ditches, curbing, culverts, headwalls, specimen trees, turn islands, rock outcrops, boulders and other landscape features.

At each mowing these areas shall be mowed to a height of 4 inches. These designated areas will be mowed whenever the height exceeds 12 inches; usually this is three or four times a year, more during rainy seasons.

Trimming and edging around masonry walls, guardrails, fencing, signs, headwalls, specimen trees, boulders, curbing and other landscape features shall be accomplished at each mowing as a part of the mowing process in order to present a neat, clean and pleasing appearance (unless otherwise stated). Trimming and edging shall be accomplished without damaging landscape features.

All litter, limbs and other debris shall be picked up in affected areas prior to mowing.

Employees should wear proper personal protective equipment and appropriate measures (including traffic control) shall be taken to ensure the visiting public is not at risk of injury.

5

Class B Mowing for the Donelson Shores District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Orange Areas Marked on the Mowing Plan Map	65942 Maintained Landscape	2 Acres	Two/Three Times Annually

Class B Mowing for the Main Park District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Orange Areas Marked on the Mowing Plan Map	66344 Maintained Landscape	11 Acres	Two/Three Times Annually

Class B Mowing for the Across Town District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Orange Areas Marked on the Mowing Plan Map	66339 Maintained Landscape	19 Acres	Two/Three Times Annually

6

Class B Mowing for the Cemetery District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Orange Areas Marked on the Mowing Plan Map	66341 Maintained Landscape	2.7 Acres	Two/Three Times Annually

7

Selected Field Mowing (Marked Blue on the Mowing Plan Map)

Mowing

Mow fields and designated vegetation within the current mow limits beginning at field edge and extending outward to the wood line, fence or other natural border within the area, varying depending on location. The areas shall be mowed once a year and maintained as a protected re-introduction natural landscape to enhance the beauty of the Park and to provide a diversity experience for Park visitors. Even though this area is only mowed once a year, no woody vegetation will be allowed to grow and encroach on any mowing area. Within this managed landscape there might be masonry walls, guardrails, fencing, signs, drainage ditches, curbing, culverts, headwalls, specimen trees, turn islands, rock outcrops, boulders and other landscape features.

Trimming and edging around masonry walls, guardrails, fencing, signs, headwalls, specimen trees, boulders, curbing and other landscape features shall be accomplished at each mowing as a part of the mowing process in order to present a neat, clean and pleasing appearance (unless otherwise stated). Trimming and edging shall be accomplished without damaging landscape features.

All litter, limbs and other debris shall be picked up in affected areas prior to mowing.

Employees should wear proper personal protective equipment and appropriate measures (including traffic control) shall be taken to ensure the visiting public is not at risk of injury.

8

Selected Field Mowing for the Main Park District			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Blue Area Marked on the Mowing Plan Map	66344 Maintained Landscape	30 Acres	Once Annually

9

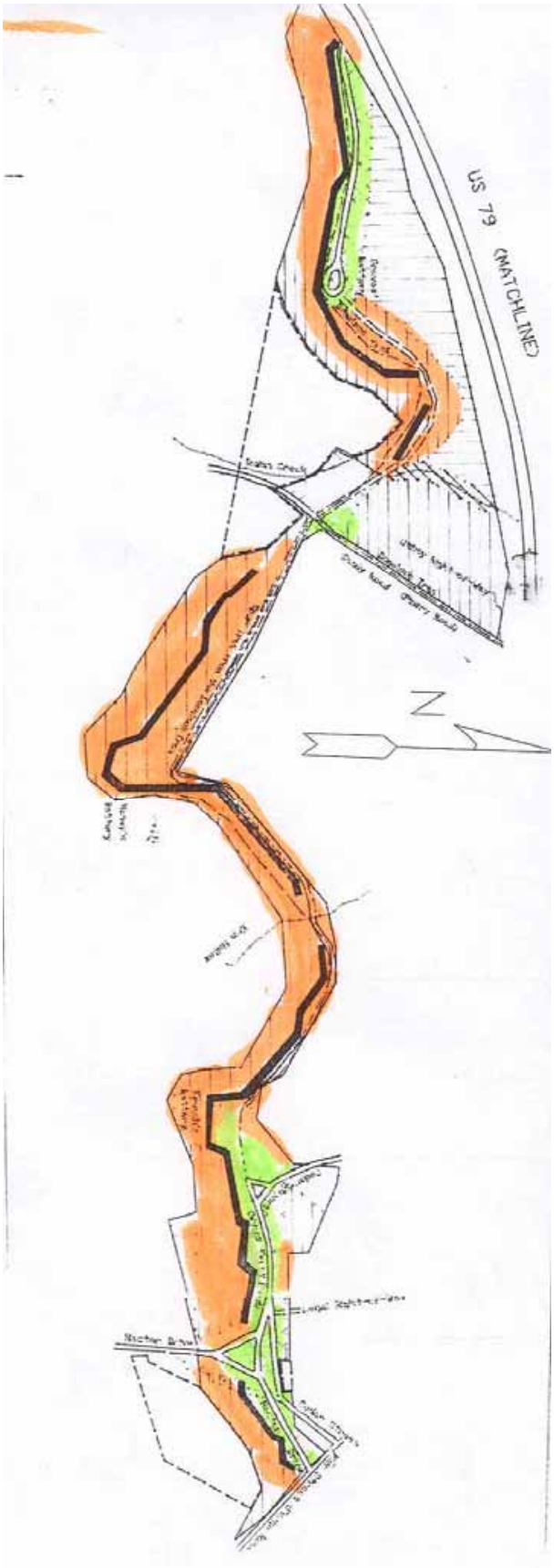
Selected Fields And Future Fields To Be Leased For Mowing

About 8/10 acres, field along Sandy Road, is presently being leased for hay and cut twice a year. After mowing, hay is not to be left in the field for long periods of time but removed in one week. No equipment is to be stored in the fields from one cutting until the next. The lessee can fertilize the field if desired but works through the Resource Manager for approval. No other chemicals or herbicides can be used.

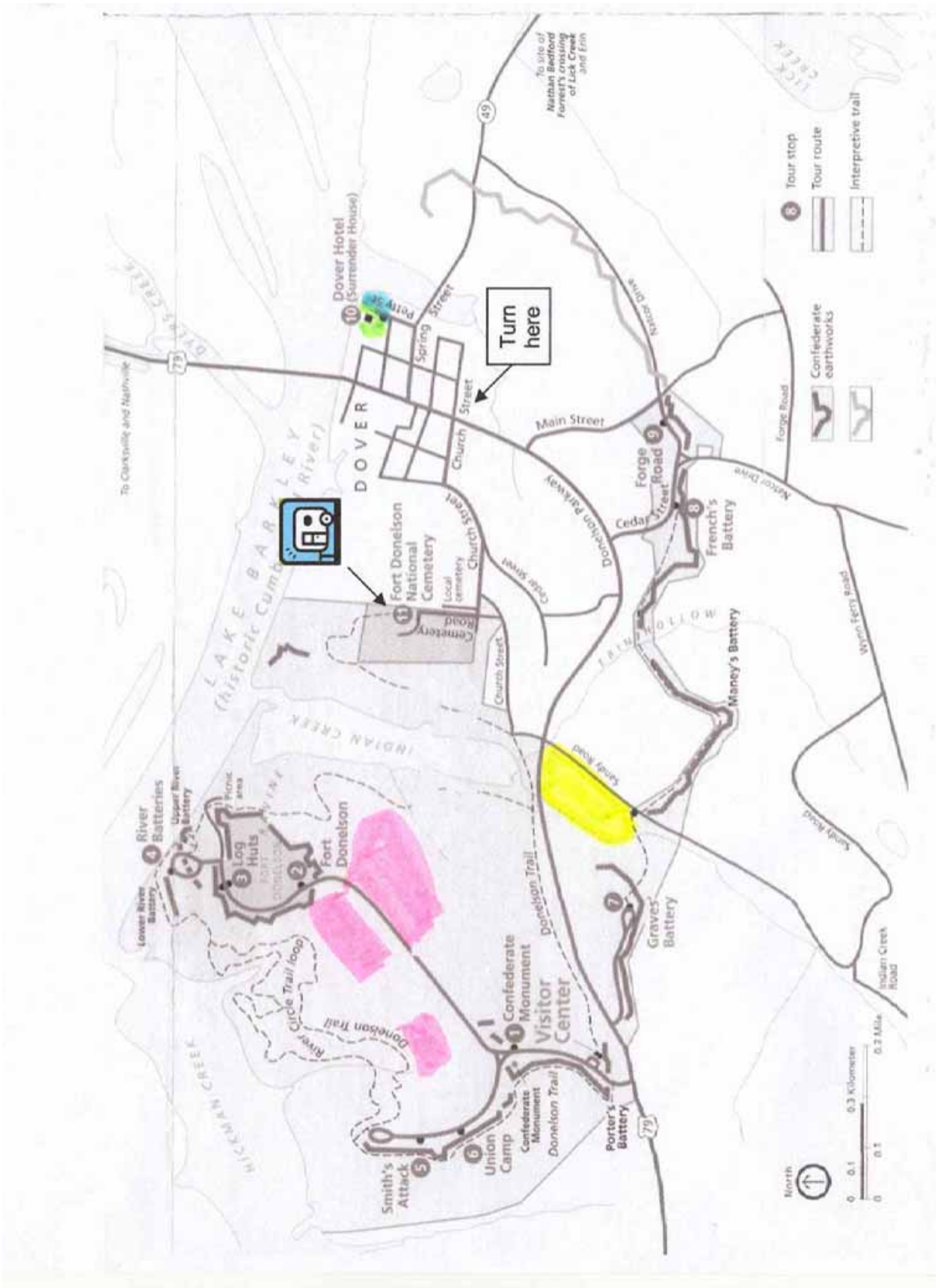
The park is currently trying to work out an agreement with the lessee to cut other fields, located in the main park (marked pink on the mowing map) and if this occurs, then the mowing plan will be revised.

Selected Field That Is Leased			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Yellow Areas Marked On the Mowing Plan Map	66339 Maintained Landscape (Sandy Road Field)	8/10 Acres	Two Times Annually

Selected Fields (Potential to be Leased)			
Asset Name	**Asset Number**	**Number of Units**	**Frequency**
Yellow Areas Marked On the Mowing Plan Map	66344 Maintained Landscape	12 Acres	Two Times Annually


US 79 (MATCHLINE)
N

Green - Weekly/As Needed
Orange - Three Times Annually
Blue - One Time Annually
National
Cemetery
(Indian Creek)
Lake Barkley
(Cumberland River)
FORT DONELSON
US 79
(MATCHLINE)
Lake Barkley
(Hickman Creek)
N


Turn here
DOVER
Dover Hotel
(Surrender House)
Fort Donelson National Cemetery
Fort Donelson
Log Huts
River Batteries
Confederate Monument
Visitor Center
Union Camp
Smith's Attack
Porter's Battery
Graves Battery
Maney's Battery
French's Battery
Forge Road
Donelson Trail
Circle Trail loop
River Donelson Trail
Confederate earthworks
Interpretive trail
Tour route
Tour stop
Main Street
Spring Street
Church Street
Cedar Street
Indian Creek Road
Wynn Ferry Road
Sandy Road
North

National Park Service
U.S. Department of the Interior

Fort Donelson National Battlefield
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