

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Germantown Redoubt
other names/site number Fort Germantown, Fort Germantown Park

2. Location

street & number Honey Tree Drive N/A not for publication
city, town Germantown N/A vicinity
state Tennessee code TN county Shelby code 157 zip code 38138

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u>
<input type="checkbox"/> public-State	<input checked="" type="checkbox"/> site		
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		
	<input type="checkbox"/> object	<u>1</u>	<u>0</u>
			Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Richard L. Hays Deputy State Historic Preservation Officer 4/16/91 Date
Tennessee Historical Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Janet E. Townsend 6-6-91
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DEFENSE: fortification

Current Functions (enter categories from instructions)

LANDSCAPE: park

7. Description

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

The Germantown Redoubt site, now known as Fort Germantown Park, is a Civil War period redoubt on a hilltop next to the Louisville and Nashville Railroad east of the older part of Germantown. The structure is an approximately square earthwork with bastions at the east and west corners, an exterior dry moat, and an entry centered in the southeastern wall. A wooded area fills the redoubt, which is surrounded by open lawns with a modern subdivision beyond.

An archaeological reference grid was established in 1985 to guide test excavations conducted in 1985 and 1986 (Figure 1). The site was found to have had relic hunter disturbance to the fill of the eastern portion of the northeastern wall and minor weathering but was otherwise in good condition. Archaeological excavations indicate that the earthwork was built up against a palisade with dirt dug from the exterior dry moat. The palisade was destroyed by fire before the fill had fully consolidated, permitting the fill to collapse inward. Collapsed earthwork fill sealed occupational deposits adjacent to the inner wall face and in the dry moat. Excavations were conducted in the looter disturbed and adjacent portions of the northeastern wall and in the entry area.

Reconstruction work has consisted of emplacement of a section of wall in the excavated portion of the northeastern wall and stabilization of the entry area. A surface walkway of crushed limestone, some post-mounted lights, two interpretive signs, and two reproduction mountain howitzers bolted to surface concrete pads have been installed. All excavations have been backfilled and compacted as necessary.

1985 Archaeological Investigations

Archaeological field work was carried out at the site during the period of June 10-24, 1985. This work was intended to determine the probable depth and nature of archaeological deposits in the redoubt interior and the exterior ditch and the construction method used in the wall, while doing minimal damage to those deposits. The site was mapped by Buchart Horn engineering personnel to a one-foot contour interval just before excavations began, using a scale of thirty feet to the inch. An excavation grid was established with a grid north thirty-three degrees east of

See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G N/A

Areas of Significance (enter categories from instructions)

ARCHEOLOGICAL: HISTORIC-
NON-ABORIGINAL

Period of Significance

1863-1864

Significant Dates

1863

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

U.S. Army

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Germantown Reboubt is being nominated under criterion D because the site is an well preserved example of the very fragile, small unit field and garrison post widely used during the Civil War. Larger forts such as Fort Pillow (NR 4/11/73) in Lauderdale County, Tennessee, and Fort Stevenson in northern Alabama, have been partially excavated, but little information from an archeological context regarding smaller fortifications is available. The scarcity of this type of resource cannot be overstated. A recently completed thematic survey of Civil War related sites in Middle Tennessee concluded, no other historic period archeological site category seems as threatened as Civil War period sites (Smith 1990:50). The information potential at the Germantown Redoubt can provide data on earthwork construction, local garrison armament and daily life, and Union Army supply effectiveness to a relatively minor outpost.

The excellent preservation of the Germantown site, especially along the earthworks, provides a rare opportunity to study virtually intact structural and daily living deposits at a garrison outpost relatively early in the war. Such research is necessary in order to obtain a balanced understanding of military occupation life well behind the front lines. The Germantown Redoubt, or Fort Germantown Park, is of particular significance in that the earthworks not only exist virtually intact in their entire plan, but many of the construction methods used here were likely reused and developed further by many of these same troops in the Vicksburg and Atlanta campaigns later in the war.

Historic Background

At the outset of the war, the Memphis and Charleston Railroad and its connections across northern Alabama to Chattanooga, Knoxville, Lynchburg, and Richmond represented the only effective rail connection in the Confederacy between the Mississippi River and the east coast (Turner 1953:31). This was thus a vital Confederate supply route across the nation

See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS): N/A
 preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings
 Survey # _____
 recorded by Historic American Engineering
 Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

10. Geographical Data

Acreage of property 4.955

UTM References

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 Zone Easting Northing
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B

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 Zone Easting Northing
 D

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Germantown, Tn 409 SE

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Gerald P. Smith; Steve Rogers, Historic Preservation Specialist
 organization N/A; Tennessee Historical Commission date January 1991
 street & number 1987 Indian Village Dr., 701 Broadway telephone 901-785-8685; 615-742-6727
 city or town Memphis; Nashville state TN zip code 38109
37243

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2 Germantown Redoubt

magnetic north in order to approximate the alignment of the main walls of the earthwork. A more detailed map at a scale of ten feet to the inch was made later in the project.

The redoubt was found to form a square approximately 110 feet on each side, with bastions on the northeast and southwest corners. Surviving relief of the walls ranges from one to two feet, with four to five feet of thickness at the base. The exterior ditch averages about a foot in depth and ranges from five to ten feet in width as presently observable on the surface. The bastions are partly closed across the gorge and an apparent entrance is on the east side, but there is no surface evidence of structures in or near the redoubt. Open woods cover the site with good visibility of contours both winter and early summer due to the lack of undergrowth.

Testing consisted of a single five foot wide trench, forty feet long, placed across the north curtain wall of the redoubt from about five feet inside the interior face outwash to ten feet beyond the outer margin of the exterior ditch. This was intended to sample each zone of the redoubt and provide sufficient width to provide some detail of the embankment construction and a fair sample of the contents of the multiple layers of fill anticipated in the exterior ditch. All measurements were taken in feet and tenths of a foot for ease of correlation with present and future engineering plans for park development. Excavation proceeded with hand tools in visible strata within the five foot square units. All artifacts were plotted in all three dimensions by tape triangulation and stadia rod/transit level. Reference stakes were set on line with a tolerance of +0.05 feet along the line and elevations shot to the nearest 0.01 foot using a Philadelphia-type rod.

Structural Evidence

Structural data from the redoubt includes a reveted post trench for setting a series of posts along the line of the wall, charcoal and soil stain evidence of posts and possible other wood elements, the earth fill of the embankment, and the exterior ditch. The trench approximates a foot in width; depth was not determined in order to preserve intact the evidence of the post stains observed. Four posts were indicated in the trench sector exposed (Figure 2). The soil stains indicated posts of 0.6 to 0.9 foot in diameter with spaces of 0.3 to 1.0 foot left between them. Remains of an apparent charred post associated with postmold #3 indicate a post at least 3.5 feet tall (Figure 2). Since the apparent charred post was found at an elevation of about a foot above the probable Civil War era surface inside

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 3 Germantown Redoubt

the redoubt, a height of at least 4.5 feet is indicated for this post and perhaps also the embankment of which it was a part. Fire stained soil in the area of the posts suggests that they were upright when burned, after which they and the embankment slumped inward.

The base of the embankment is characterized by a series of thin layers of soil outside the wall trench which occur in reverse order of the stratigraphic units presents inside the revetment trench. These layers are only about 0.1 foot thick each, with a maximum total thickness of 0.6 foot. The rest of the embankment fill is the slightly mottled yellow-brown loess characteristic of the local subsoil. Basal thickness of the embankment from the wall trench to the inner edge of the exterior ditch approximates seven feet.

Perhaps the greatest surprise of the entire operation was provided by the exterior ditch. General experience with both prehistoric and historic fortification ditches is that they tend to fill rather rapidly with occupation debris and soil forming a sealed, frequently deep and complex series of layers filled with the debris of daily activity within the walls. In this case we were confronted with apparent undisturbed subsoil immediately under the modern forest humus. The entire square including the base of the ditch was excavated 1.6 feet below the base of the ditch, but only solid undisturbed subsoil was encountered.

Stratigraphy inside the embankment from base upwards is yellow-brown loess subsoil with 0.6 feet of medium grey-brown humic clay on top of it. This humic clay is overlain by yellow-brown clay outwash from the embankment inward to about five feet inside the wall trench, with the whole overlain by 0.4 to 0.7 foot of dark grey-brown humus. Stratigraphy outside the ditch consists only of yellow-brown loess subsoil overlain by 0.1 foot of dark brown humus. Surface elevation outside the ditch is slightly more than a foot below that of the redoubt interior. The stratigraphies involved suggest that this elevation difference is a result of sheet erosion from the area outside the redoubt after its construction rather than a part of the redoubt construction activity.

Artifacts

The artifacts recovered consist almost entirely of Minie balls from the lower humic clay zone. This zone also produces a few nails and pieces of sheet iron scrap from inside the wall trench as well as a piece of iron

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 4 Germantown Redoubt

wire, a musket ball, and the molars from one side of a pig jaw from under the embankment. The bullets recovered and their proveniences are listed in Table 1.

Table 1. Bullets from Germantown Redoubt Excavations
and Their Proveniences

Specimen No.	Type	Provenience
1	.58 cal. Minie	N 255.7 E 402.0, AE 115.71
2	.69 cal. Minie	N 257.9 E 404.8, AE 115.58
3	.58 cal. Minie	N 257.9 E 404.8, AE 115.58
4	.58 cal. Minie	N 259.2 E 402.5, AE 115.47
5	.69 cal. Minie	N 261.9 E 401.9, AE 115.68
6	.69 cal. Minie	N 262.3 E 400.0, AE 114.44 (in Postmold)
7	.69 cal. Minie	N 266.3 E 402.6, AE 115.44

At least two and perhaps three types of weapons are thus indicated by the ammunition present. The .69 caliber Minie balls would have been used either in rifled U. S. Model 1842 muskets or in imported French or Belgian rifle-muskets. Large numbers of the originally smooth-bore Model 1842 muskets were modified during the 1850s by the addition of shallow rifling in order to use the Minie type bullet (Butler 1971:83). Such a weapon could also still fire a spherical ball as well, but use of such a bullet would have been unlikely by this stage of the war. The .58 caliber ammunition would have been issued for any of the several varieties of rifle-muskets in common use, including the U. S. Model 1855, U. S. Model 1861, U. S. Model 1863, and British Enfield (Butler 1971:85091). A piece of melted lead from square N 260 E 400, in the zone of the apparent burned and collapsed wooden retaining wall may be part of a bullet, but is far too small to represent more than a fragment or a piece of buckshot.

The lower grey-brown humic clay zone of square N 255 E 400 also yielded some pieces of thin sheet iron, two factory-made square nails (post - 1840 manufacture of approximately 16d size, a piece of iron wire, and a buckle frame measuring about 1.5 by 1.4 inches. The buckle is of iron and retains

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 5 Germantown Redoubt

a cylindrical roller, but lacks most of the tongue. These items were in the immediate N 259 E 257 vicinity along with the .58 caliber bullet specimen No. 4, but no clear pattern of association could be seen.

1986 Excavations

The 1986 excavations at the Germantown Redoubt were carried out in a sector of the north wall and in the gate area as a follow-up to the work conducted in 1985. Both areas were recommended for excavation prior to stabilization and interpretive reconstruction work (Smith 1985).

A fifteen foot sector of the north parapet wall was excavated revealing a post emplacement trench originally about two feet deep along the inner face of the earthwork. Excavation of the last five foot square excavation unit was precluded by the presence of a 3.5 foot diameter red oak stump.

The gate area work included a cut through the south half of the entry ramp and adjacent ditch, definition of each side of the entry, and a sector of the interior near the gate.

Part 1. North Wall Excavations

A five foot wide trench along the N 260 line was laid out between E 420 and E 440, with N 265 as its north side. This area encompassed most of the earthwork sector previously destroyed by relic hunters (Figure 1). Square N 260 E 435 was occupied by a large red oak tree whose stump ultimately prevented its excavation. Basic stratigraphy of the area consisted of a variable amount of remaining earthwork fill over 0.4 to 0.5 foot of gray clay to the interior of a (ca.) 1.0 to 1.8 foot wide revetment trench. The wall trench ran along N 262 in alignment with the segment excavated in the 1985 test trench along E 400 (Figure 3). The base of the trench extended to AE 113.7, about 2.2 feet below the top of the gray clay zone. A trench segment from E 420 to E 425 was excavated to the base of its fill. Remnants of three rotted posts, with their bases apparently cut flat, were found in position against the interior side of the trench. Post diameters were 0.5 to 0.6 foot. The remains of a 0.2 to 0.3 foot diameter pole was found lying on the bottom of the trench along the north side.

Included in the trench fill was a crushed thin sheet iron item coated with a thin layer of copper or brass; it was too badly deteriorated for identification. Also in the trench fill were a .69 caliber Minie ball,

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 6 Germantown Redoubt

unfired, and a (ca.) .55 to .58 caliber spherical ball (Figure 4). Another .69 caliber Minie ball came from the gray clay zone inside the fortification. Several pieces of melted lead, possibly from bullets, were scattered through the excavation area of about the top of the gray clay. A percussion cap was recovered from the top of the gray clay zone in the southwestern corner of square N 260 E 425.

A possible activity area centered on a one foot diameter fire-stained area on the gray humic clay zone surface was found in the south portion of square N 260 E 430. Items included in and adjacent to the fire stain were small fragments of apparent bottle glass, fetal bones from a small animal, species unknown, and a tinned can shaped like a modern sardine can. The can had been opened with a knife-like tool and had no identifying embossing or label.

Part 2. Gate Area Excavations

Excavation work in the gate area was intended to determine the structure and width of the entrance itself, structure of the passage across the outer fortification ditch, and the presence and nature of any screen across the entrance behind the main embankment line (Figure 5). The initial work here consisted of a five foot wide trench along the N 220 line, extending north to N 225, between E 440 and E 465. This trench was intended to intercept any interior screening structure and provide basic data on the stratigraphy and structure of the north side of the entrance passage through the fortification wall. Several trees and stumps made extension of this trench into the ditch area impractical. Numerous square nails, glass fragments, a piece of whiteware, an iron ring, and a piece of melted lead were among the items recovered from the single humic clay zone. As in the 1985 trench across the north wall, the stratigraphy inside the redoubt consisted of a humic clay zone about a foot deep, split into upper and lower sectors just inside the revetment post trench by the inward collapse of part of the embankment fill. Two revetment post trench segments were present, one intrusive into the other indicating modification or repair of the original entrance structure. A large, shallow trench-like feature with a square end and curved bottom was found just north of N 220 between the E 452 and E 456 lines, extending southward across the entrance zone about three feet inward from the revetment post trench.

Two rectangular, five-by-ten-foot units were then opened, bounded by the N 210, N 220, E 450, and E 460 lines with a profile balk left along the N 215 line. The shallow feature centered along the E 454 line was found to

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 7 Germantown Redoubt

extend nearly to N 210 and end there in a squared-off manner as on the north. The N 215 line profile indicated that the feature may have been formed as the imprint of a cylindrical object such as a log, about 3.5 feet in diameter and twelve feet long. Two substantial but unidentified iron objects were found in the bottom of the feature, along with a few nails, a piece of pearlware, a piece of earthenware, and an iron four-hole button from in and along the edge.

Excavation of the south side of the gate area included the south part of the outer ditch passage ramp and about six feet of the ditch. The area included here included extension of the previous work to cover the area between the N 210 and N 220 lines eastward to E 470, excavation of five foot square N 210 E 470, and extension of a two foot wide profile trench along the north side of the N 210 line eastward to E 480.

The wall complex included a revetment post trench inside the embankment, centered along E 460, with a narrow extension supporting the end of the embankment. A few nails and a .58 caliber Minie ball were found in the main wall post trench. The extension was less than a foot wide and reached almost to E 465, five feet from the inner face of the embankment as indicated by its revetment post trench. It also contained a .58 caliber Minie ball. Embankment fill was placed on top of a humic clay zone here as elsewhere on the site. This zone contained a few nails, a .69 caliber spherical musket or pistol ball, a .58 caliber Minie ball, and a small ovate iron harness or box fitting.

Once again the fortification ditch provided a surprise. Removal of humus from the broad, shallow trace of ditch adjacent to the entrance passage produced evidence of a deeper ditch cut into subsoil. The entrance passage itself was simply a section of undisturbed soil left in place when the fortification was constructed. Slight erosion appears to have occurred along the end of the ditch, but the end was definable just north of N 215, in approximate alignment with the end-of-embankment revetment post trench.

The ditch was approximately seven feet wide at N 210 and 5.5 feet at N 215, just short of its end. A profile trench extension eastward along N 210 to E 480 permitted clarification of the ditch fill as distinct from the mottled gray and tan natural zone below the loess. This zone was encountered at AE 112.5 to 112.8, very close to its AE 113.4 elevation in the 1985 trench along the E 400 line. It was characterized by coarse mottling with the color patches/chunks approximately 0.1 foot, in contrast to the fine approximate 0.02 foot mottling of the ditch fill.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 8 Germantown Redoubt

Excavation of the entire fill in five foot square N 210 E 470 recovered a heavy angle iron object with bolts through its, a few nails, and few glass fragments. Indicated depth of the ditch was about three feet below its highest definable elevation in subsoil, 3.5 feet below present grade, and 4.7 feet below the top of the gray clay zone sealed under the adjacent embankment. Lack of laminations in the ditch fill suggests that it was filled to near its present level in a single episode.

Summary and Interpretations

Excavation of the north curtain wall area east of the 1985 test trench revealed continuation of the reveted post trench along the inside face of the embankment. Damage from the relic hunters' activities was confined primarily to the earthwork fill and immediate area below it. The easternmost square intended for excavation in 1986 could not be excavated due to its almost complete occupation by a large tree. Depth of the reveted post trench appears to have approximated 2.2 feet below ground surface at the time of redoubt construction. Evidence of a small surface fire and associated activity area was recovered near the inside face of the wall.

Work conducted in the gate area provided information about construction details. The south side of the passage through the embankment seems to have been faced by posts set in a trench, but not the north side. This area appears to have been rebuilt after initial construction of the redoubt. Deep exterior ditch segments flanking the passage across the ditch undoubtedly were intended to strengthen the defensive capabilities of this inherently weak portion of the redoubt. The impression of an possible large log section, at least 3.5 feet in diameter, was found across the entrance about four feet inside the wall line.

Artifacts were scarce in the areas excavated, but at least the distribution and nature of some classes provide useful information. Of particular interest is the distribution of Minie balls; only .69 caliber specimens came from original construction contexts, such as the curtain wall post trench, while the reconstruction work around the gate contained .58 caliber specimens. This distribution implies that the original builders of the redoubt, presumably the 49th Illinois Infantry Regiment (Smith 1985:3), were armed with rifled U. S. Model 1842 muskets or perhaps imported French or Belgian rifle-muskets, while the later occupants, presumably the 52nd Illinois Infantry, would have been armed with a more recent vintage of rifle-musket using .58 caliber ammunition. The scattering of nails inside

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 9 Germantown Redoubt

the gate area may represent light framing for temporary shelter such as a tent or may simply represent debris from opening wooden ammunition and ration cases.

Only a few fragments of ceramic, glass, bone, and tinned items remained to suggest daily activities. These include fragments from a small probable medicine bottle, a rather small general purpose bottle, and both coarse earthenware and refined decorated whiteware. The whiteware is in small fragments, but appears to be from the handpainted floral decorated category in common use during the middle third of the 1800s. A soldered tinned sheet iron can shaped like a modern sardine can is the only identifiable tinware item. Several heavy iron items were recovered from the gate area and seem most likely to be wagon or caisson fittings.

Investigations at the redoubt to date thus reveal an earthworks with an inner face support of posts and unidentified horizontal elements and a shallow outer ditch from which the earthen wall fill was obtained. Detailed construction of the corner bastions remains unknown. Reworking of the gate area at some time after initial construction is indicated by trench superimposition on the north side and alignment of the south side revetment post trench with the new line rather than the old one.

The site is a small Civil War period earthwork redoubt built to protect the Memphis and Charleston Railroad, in an excellent state of preservation. Only larger massive earthworks normally are able to survive erosion and cultivation. There has been no cultivation, significant erosion, or earthmoving on the site since its abandonment. Test excavations indicate particularly important preservation of structural data as well as artifactual data relating to daily life at the site. This is one of a series of forts built by the Union Army in 1863 to protect its alternate supply line from Memphis to the Chattanooga area. Forts built at Collierville and Moscow are no longer extant; remnants of a fort at Grand Junction are reported to exist, as does part of Ft. Stevenson, Alabama.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 2 Germantown Redoubt

from rich producing areas to the front as well as a means of shifting troops back and forth in response to threats at various points. The capture of both Corinth and Memphis by Federal forces in May and June of 1862 effectively ended the strategic utility of the railroad for the Confederates. The Federal troops, now in control of the Memphis and Charleston Railroad, used the tracks as an important part of the transportation system for Grant's siege of Vicksburg in the spring of 1863.

The first measure of follow-up by the Federal army to its winter and spring victories was the occupation of western Tennessee during June and July of 1862. This move rapidly dispersed the army into a large number of small, scattered garrisons with severe supply and coordination problems in the face of escalating guerrilla warfare. Primary supply was by rail from a railhead at Columbus, Kentucky, into Jackson, Tennessee, and thence to Corinth and Grand Junction. Secondary supply movement was by wagon from Memphis eastward as far as Moscow and LaGrange; the Memphis and Charleston Railroad was considered too insecure for effective use in late 1862.

By mid-July 1862, the Federal forces were pulled back into stations at Memphis, Corinth, Bolivar, Jackson, and along the railroad to Columbus, Kentucky. The rest of the summer and fall were spent on the construction of the massive new Fort Pickering at the south edge of Memphis and countering the Confederate effort to retake Corinth. After this campaign failed in October 1862, almost half the Confederate troops were shifted east to Chattanooga and the rest fell back to Tupelo and Jackson to reorganize for the defense of the lower Mississippi Valley.

General Ulysses S. Grant received extensive reinforcements during November and December of 1862, and began movements towards Vicksburg down the Mississippi Central Railroad through Holly Springs and Grenada. In an effort to make strategic use of the Memphis-Charleston Railroad, Grant ordered on December 12, 1862, the repair of the tracks. His order specifically stated, at all bridges the men should build block-houses (Official Records of the War of the Rebellion, United States War Department 1880-1901: Vol. 17 Part 3 pages 492-493, hereafter cited O.R.). Regiments from the 16th and 17th Armies were deployed in January 1863 to secure the Memphis-Charleston railroad line and protect it from Confederate guerrillas. In an effort to keep the railroad line running and communications open between Memphis and Moscow, 39 miles to the east, Major General James B. McPherson ordered on January 13, 1863, "at all the points to be guarded defensive stockades must be constructed to render the command safe against a sudden cavalry dash" (O.R. Vol. 17 Part 3:559). Grant followed with Special Orders No. 15 on January 15, 1863, stating, "it is

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 3 Germantown Redoubt

regarded of primary importance the line east from Memphis to Cornith should be maintained and so long as practicable, the line from Grand Junction to Cornith via Jackson, Tennessee (O.R. Vol. 17 Part 3:565).

By the end of January 1863 regiments of infantry and cavalry from the 16th Army were moved from Cornith to Germantown (O.R. Vol. 24 Part 3:25). This move was followed by troops from the 17th Army, General Quinby's 7th Division, and General Bissell's Engineer Division, were sent to repair the Memphis-Charleston tracks. Work on the track repair was directed by Col. Joseph D. Webster through February. By March 6, 1863, the tracks repairs were complete, and General Stephen A. Hurlbut, commanding the 16th Army, ordered two regiments stationed at Bethel, Tennessee, to be reassigned to Germantown (O.R. Vol. 24 Part 3:81,88,93,94).

Stationed at Bethel, Tennessee, since June 6, 1862, guarding railroad bridges, were troops from the 49th Illinois Infantry, under the command of Col. Phineas Pease (Reece 1901: Vol. 3:521). This regiment, organized at Camp Butler, Illinois on December 31, 1861, by Col. William R. Morrison, was made up of men from Monroe, Randolph, Washington, St. Clair, Madison and Jefferson counties in Illinois (Illinois Civil War Centennial 1962). The 49th Illinois saw previous combat at Ft. Donelson, and Shiloh. On March 10, 1863, the 49th Illinois Infantry moved from Bethel, by rail, via Jackson and Grand Junction to Germantown (Reece 1901: Vol. 3:521).

By the end of April 1863, headquarters for the entire 4th Brigade of Hurlbut's 16th Army was stationed at Germantown under the command of Col. William W. Sanford (O.R. Vol. 24 Part 3:254). In addition to the 49th Illinois Infantry, the 48th Illinois Infantry, and 119th Illinois Infantry were also stationed at Germantown. By June 10, 1863, General Oglesby was able to report the following troop disposition to guard the Memphis-Charleston Railroad (O.R. Vol. 24 Part 3:398).

Corinth: two brigades of infantry and one cavalry brigade
Pocahontas: one brigade, with regiments of infantry on foot and one mounted infantry regiment
Grand Junction: 2nd West Tennessee Cavalry regiment
LaGrange: two infantry regiments, 2nd and 4th cavalry brigades, one battery of artillery
Moscow: 27th Iowa Infantry Regiment, one section artillery
Lafayette (Rossville): two companies of 50th Indiana Infantry regiment
Collierville: six companies of 50th Indiana Infantry and one section of artillery

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 4 Germantown Redoubt

Germantown: 49th Illinois Infantry regiment and one section of artillery

Germantown/Collierville/Lafayette area cavalry forces: 1st cavalry brigade, composed of 3rd, 6th, and 9th Illinois Cavalry regiments.

Determining the actual number of troops stationed at Germantown is rather difficult; however a regimental muster roll for the 49th Illinois Infantry for July 1863, showed a total of 596 men, with Company I detached at White Station guarding the railroad. The muster roll depicts a regiment that included a surgeon, chaplain, hospital stewarts, cooks, wagon master, teamsters, carpenters, ambulance driver, musicians, bass drummer, saddler, and blacksmith (Moore Papers).

The 49th Illinois' five month stint at Germantown ended on August 21, 1863, when the regiment was sent to Helena, Arkansas, and were replaced by the 52nd Illinois Infantry. Organized at Geneva, Kane County, Illinois, on November 19, 1861, by Col. J.G. Wilson, the 52nd Illinois Infantry was made up of men from Kane, Whiteside, Winnebago, and Bureau counties, Illinois (Reece 1901:521; and Illinois Centennial Commission 1962). The 52nd saw action at the Battle of Shiloh, and participated in the siege at Cornith, Mississippi in May 1862. During the next year the 52nd Illinois moved throughout Alabama, Mississippi, and West Tennessee before returning to Cornith on May 2, 1863. The regiment remained in Cornith until August 18, 1863, when they were moved to Germantown with orders to guard the railroad, as random guerrilla activities continued to present a security problem for the railroad (Reece 1901:616).

Under the command of Lt. Col. John S. Wilcox, the 52nd Illinois' arrival at Germantown was quite eventful. About two mile from Germantown, the train that carried the 52nd was rocked by an explosion. The train stopped only to discover a large hole in one of the rail cars. An examination of the road bed located six unexploded six inch shells set to go off as the train rolled over the rails. The shells were careful removed, and the train proceeded on to Germantown. Upon their arrival, the 52nd found no barracks were available in Germantown, the men "shall have to take to tents and camp life again (Wilcox Papers, Letter August 20, 1863).

Shortly after his arrival in Germantown, Wilcox, in a letter to his sister, gave an important description of the Germantown fortifications, and described his feelings about his command by saying:

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 5 Germantown Redoubt

This is a very unsatisfactory command. I command the 52nd Ill., 6th Ill. Cavalry, & a battery of light artillery, but the cav. and art. report to their Brigade Commander and are under orders also and I do not know whether they are all in camp or not. We have two stockades and a little redoubt here in the way of fortifications, but they are so separated and the houses and yards intervening between them giving cover to an attacking party, and our force so small that we would fight under great disadvantage (Wilson Papers, Letter October 17, 1863).

The 6th Illinois Cavalry, mentioned by Wilcox, was camped about a half mile east of Germantown under the command of Col. Reuben Loomis (Wilcox Papers, Letter October 10, 1863). Additional cavalry units were assigned to Germantown which served as the headquarters for the 3rd Brigade Cavalry. The arrival of the 2nd Iowa Cavalry, under the command of Col. Edward Hatch, on August 25, 1863, caused a confusion over the chain of command at Germantown. This confusion between Hatch and Wilcox continued when on August 30, 1863, Hatch wrote to Gen. Hurlbut, "Col. Wilcox refuses to obey my orders. Will you send him instructions?" (O.R. Vol. 30 Part 3:161). It seemed Wilcox prevailed in his disagreement with Hatch but continued to be unhappy with the agreement.

Describing further the arrangement and disposition of his troops, Wilcox told how Companies A, C, E, G, H & I (the right wing) are encamped together, Companies K & H at the stockade, Companies D & F at the fortification, and Company B at White Station 5 miles distant. (Wilcox Papers, Letter August 22, 1863). Wilcox was also concerned about the supplies and arms for his troops. He noted that Gen. Hurlbut has now in Memphis new Springfield arms for his entire corps and that the corps are to be armed with them. The 52nd received their new Springfield Rifled Muskets in early October, and by mid-October were anxious to try their new guns on the rebels (Wilcox Papers, Letters September 16, October 3, 15, 1863).

Fear of rebel attacks prompted Wilcox to establish picket lines near Germantown. Describing his preparations for attack, Wilcox stated:

I have been out all morning establishing the picket lines & posts & laying out the earthworks to be erected....At each permanent post I am building a little fortification and covering a part of it so as to shelter and protect the pickets. I have had the Provost Marshall gather up all stray negroes and working them (Wilcox Papers Letters October 14, 1863).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 6 Germantown Redoubt

While no attack by Confederate forces was ever attempted at Germantown, Gen. Chalmers did attack Federal troops at nearby Collierville in mid-October. Troops from Germantown hurried onto trains and moved to reinforce the Collierville regiments, but the fighting was largely completed by the time the 52nd arrived. Chalmers' continued presence in the area was cause for concern, but Wilcox dismissed the probability of an attack at Germantown saying:

I am quite confident that the whole report as to Chalmers is false. He was too severely handled before to return again so soon & besides the time when it was important for him to strike has passed. Again there is absolutely no sense or reason in the idea that he will attack the (rail)road here at Germantown, as there is no bridge or anything of the kind near by destroying which he could break the (rail)road (Wilcox Papers, Letter October 21, 1863).

Wilcox prediction proved correct, and on October 29, 1863, the 52nd Illinois Infantry was reassigned to Iuka, Mississippi, leaving only Federal cavalry units stationed at Germantown. By the end of October 1863, Confederate scouting reports indicated that all Federal infantry were gone from the Memphis and Charleston Railroad and a series of cavalry raids were launched against it (O.R. Vol. 31 Part 1:247). By this time the local area forces consisted of the 7th Illinois Cavalry and two howitzers at Collierville; and the 6th Illinois Cavalry, part of the 2nd Iowa Cavalry, and more of the 1st Illinois Light Artillery at Germantown. The Confederate attack on Collierville caused the Federal troops to take refuge in the local stockade built the previous June and held off the attack until the Germantown troops arrived. Of particular note here was the use of Colt revolving rifles by the 2nd Iowa rather than the .52 caliber Sharps single-shot carbines of most other cavalry in the area at the time (O.R. Vol. 31 Part 1:244; Vol. 17 Part 2:282).

A second battle at Moscow in December 1863, was precipitated by Confederate pursuit of a Federal scouting party which was joined by the local garrison and the Germantown area cavalry brigade just in time to escape disaster.

Noteworthy points of this engagement were the use of an unfinished earthwork at the railroad bridge over Wolf River and the continued presence of a Negro infantry regiment, the 2nd West Tennessee, as the local garrison.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 7 Germantown Redoubt

During January and February of 1864 the local cavalry forces were shuffled again, coincident with reenlistment and leave for most members of the units which had been in the area. The old 2nd Brigade retained its core of the 6th, 7th, and 9th Illinois Cavalry, 2nd Iowa Cavalry, and Co. K of the 1st Illinois Light Artillery, with its headquarters still at Germantown. A new 1st Brigade was established at the edge of Memphis, composed of new units from Indiana, New Jersey, and Pennsylvania. There was little local activity of note, mostly a matter of chasing small guerrilla and Confederate army patrols and conscripting parties. All headquarters were moved to Memphis, along with at least a major portion of the troops as well by June of 1864. Some changes in weapons composition is revealed in Sturgis' (O.R. Vol. 39 Part 1:85-98) call for delivery of 25,000 rounds Sharps ammunition; 10,000 rounds Spencer and 4,000 rounds Colt revolving rifle ammunition for his cavalry upon return from the disaster of Brice's Crossroads in June 1864.

Reports and returns for the rest of the war show rapid turnover of units in the area, with raids to Tupelo in July 1864 and Oxford in August as the last major actions. Most headquarters were retained in Memphis, thus obscuring actual troop disposition, but the reports suggest that the base camps were kept on the eastern outskirts of town or in Fort Pickering with a mixture of short-term patrols and rail transport to local points of departure used to cover the area for the remainder of the war. Various units of cavalry on patrol duty passed through and camped for a few days near Germantown, but there is no note of any troops stationed there on a permanent basis after the spring of 1864.

Conclusion

The merging of historical and archaeological data for the redoubt at Germantown gives a glimpse of this important resource type significant in Tennessee's participation in the Civil War. Built in the early spring of 1863, the Germantown redoubt is the best preserved earthen fortification built along the Memphis-Charleston Railroad.

Archaeological investigations at the fort to date reveal an earthworks with an inner face support of posts and unidentified horizontal elements and a shallow outer ditch from which the earthen wall fill was obtained. Detailed construction of the corner bastions remains unknown. Reworking of the gate area at some time after initial construction is indicated by trench superimposition on the north side and alignment of the south side wall post trench with the new line rather than the old one. The collapse

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 8 Germantown Redoubt

of the embankment while the posts burned suggests that the active life span of the redoubt was rather short since settled fill would not have collapsed so readily.

The removal of most infantry units from railroad guard duty during the fall of 1863 (OR Vol. 31, part 1:247-249) may well have been followed quickly by attempted destruction of the redoubt. Even after its burning, the redoubt would have provided significant shelter to troops inside if attacked, but there is no further record of a long-term infantry garrison at Germantown and no archaeological evidence of repairs to the redoubt after it was burned.

The Germantown Redoubt is an important archeological site that has provided some insight and has the potential to provide additional information on the construction and use of a small earthworks fortification.

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 2 Germantown Redoubt

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**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 3 Germantown Redoubt

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 2 Germantown Redoubt

VERBAL BOUNDARY DESCRIPTION:

This historic fort is within the following tract of land:

Being a part of the Rison and Moore Tracts, a part of that property conveyed to Germantown Village Corporation by Warranty Deed recorded in Book 5934, page 39, in the Register's Office of Shelby County, Tennessee, and being Lot 152, in the proposed Second Addition to Germantown East Subdivision, more particularly described as follows:

Starting at the intersection of the west line of Germantown East Subdivision and the center line of Poplar Pike; thence South 4 degrees 19 minutes 37 seconds East along the west line of Germantown East Subdivision a distance of 2,324.44 feet to a point in the north right-of-way line of Southern Railroad; thence South 31 degrees 25 minutes 08 seconds East along the north right-of-way line of Southern Railroad a distance of 550.03 feet to a point of curvature; thence continuing along the north right-of-way line of Southern Railroad, an arc to the left having a radius of 1,722.34 feet, a distance of 45.69 feet to the point of beginning; thence continuing along the north right-of-way line, an arc to the left having a radius of 1,722.34 feet, a distance of 657.55 feet to a point; thence North 54 degrees 36 minutes 21 seconds East a distance of 215.97 feet to a point of curvature; thence northwardly along an arc to the left having a radius of 50 feet, a distance of 36.14 feet to a point; thence North 1 degree 49 minutes 53 seconds West a distance of 165.73 feet to a point; thence South 88 degrees 10 minutes 07 seconds West a distance of 150.00 feet to a point thence North 1 degree 49 minutes 53 seconds West a distance of 100.00 feet to a point; thence North 31 degrees 52 minutes 00 seconds West a distance of 276.18 feet to a point; thence South 87 degrees 26 minutes 50 seconds West a distance of 40.00 feet to a point; thence South 58 degrees 34 minutes 52 seconds West a distance of 347.20 feet to the point of beginning, containing an area of 4.955 acres in the City of Germantown, Shelby County, Tennessee.

BOUNDARY JUSTIFICATION:

The boundaries for the Germantown Redoubt includes all of the original fortification and is included in the park boundaries.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photos Page 1 Germantown Redoubt

Germantown Redoubt
Honey Tree Drive
Germantown, Shelby County, TN
Photo by: Gerald Smith
Date: Summer 1989
Neg: Tennessee Historical Commission
Nashville, TN

View of redoubt, facing north towards entrance
#1 of 12

View of east wall, facing south from entrance
#2 of 12

View along east side of redoubt, facing north from entrance, including
northeast bastion and reconstructed wall section
#3 of 12

View of redoubt interior through entrance, facing west
#4 of 12

View of redoubt interior through entrance, facing southwest
#5 of 12

Interior view of southwest bastion through gorge
#6 of 12

Redoubt reconstruction sign
#7 of 12

Interior of reconstruction portion of north wall
#8 of 12

View along north wall from northeast bastion, including exterior of
reconstructed wall section in ditch
#9 of 12

View along south wall of redoubt from southeast corner toward southwest
bastion
#10 of 12

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

**National Register of Historic Places
Continuation Sheet**

Section number Photos Page 2 Germantown Redoubt

View north along east wall of redoubt
#11 of 12

View south along west wall of redoubt toward southwest bastion
#12 of 12

DIVISION WHICH WILL NOT MEET THE
OPEN PORCHES, GARAGES, AND
AND TWO STORY AND ONE AND
FLOOR AREA OF 1300 SQUARE FEET,

BUILDING DEPARTMENT HAVING
FEET, NO FENCE SHALL BE CON-
OF THE HOUSE, A VARIATION OF
ANT.

THE STREET LINE THAN THE REAR HOUSE
3M THE HOUSE TO THE SIDE LINE

ED ONTO ANY LOT UNLESS IT SHALL
THE SUBDIVISION WITH ONE
CE OF A TEMPORARY CHARACTER

OUTBUILDING ERECTED IN THIS
TEMPORARILY OR PERMANENTLY
AS A RESIDENCE.

ION AND MAINTENANCE ALONG
AS SHOWN HEREON.

AND PLOT PLAN THEREOF HAS BEEN
OR A COMMITTEE APPOINTED BY
OF THE LOTS IN THE SUBDIVISION,
PEEL OR SUCH COMMITTEE FAILS TO
DAYS AFTER SUBMISSION OF PLANS
APPROVAL WILL NOT BE REQUIRED.

TO IMPROVE ADDITIONAL AND
BY THEM IN THIS SUBDIVISION
WITHOUT THE APPROVAL OF THE
NE MAY NOT BE UNIFORM,

OR ANTENNAE MORE THAN 10
THAT THE SUBDIVIDER RESERVES
BE BINDING ONLY IF EVIDENCED

GERMANTOWN EAST SUBDIVISION
SECOND ADDITION

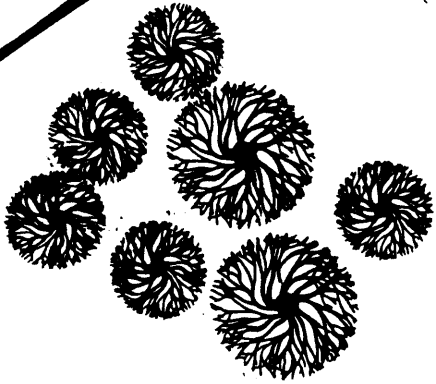
PLAT BOOK 75 PAGE 12

6-15-79

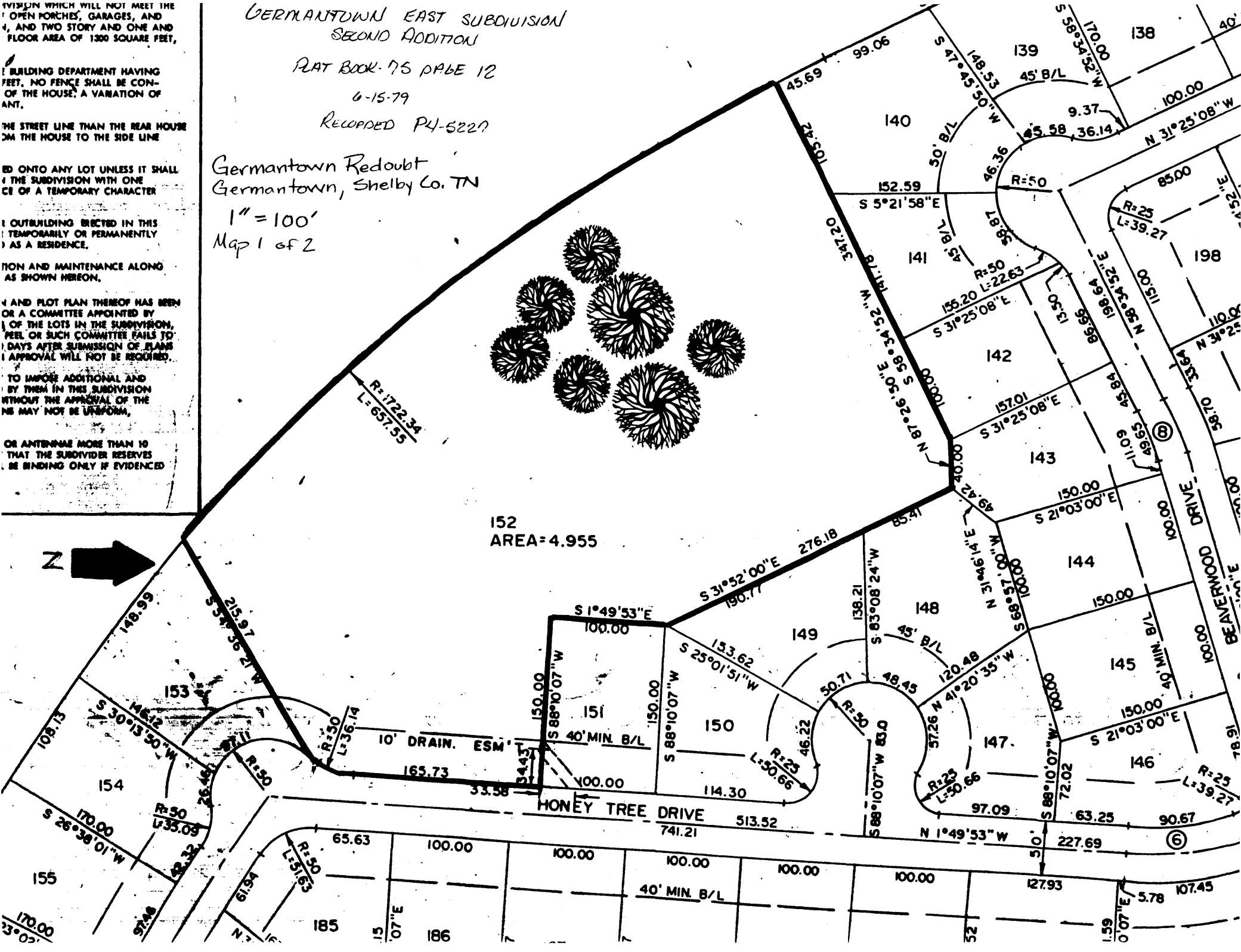
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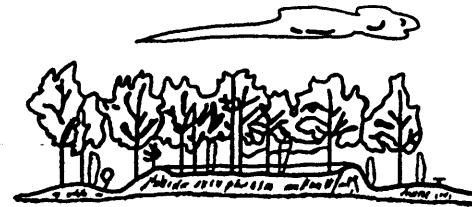
Germantown Redoubt
Germantown, Shelby Co. TN

1" = 100'
Map 1 of 2

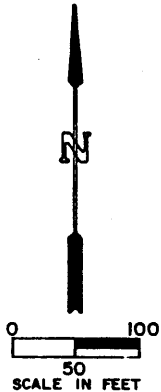


152
AREA = 4.955

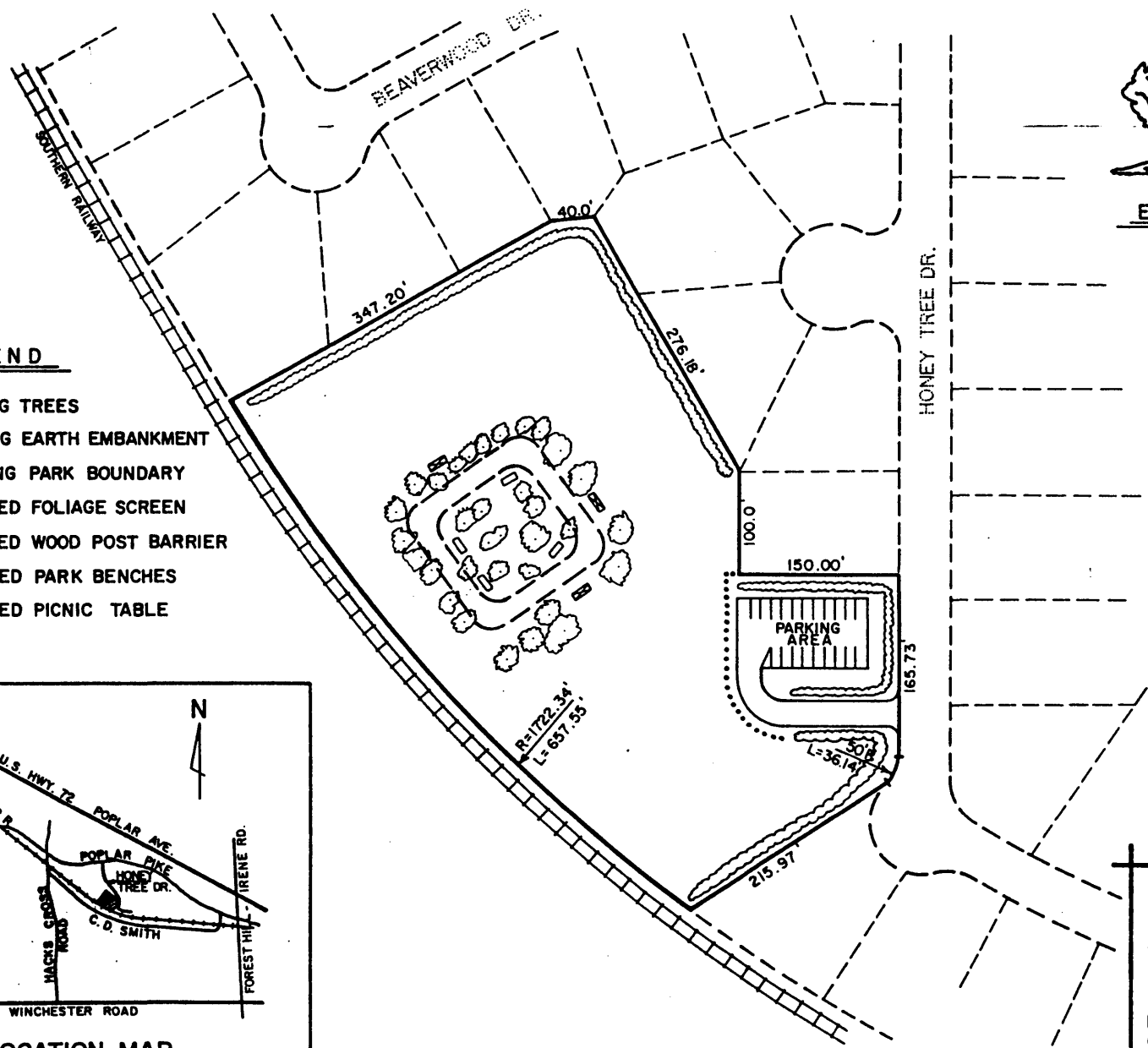




EARTHWORKS - CROSS SECTION
N.T.S.

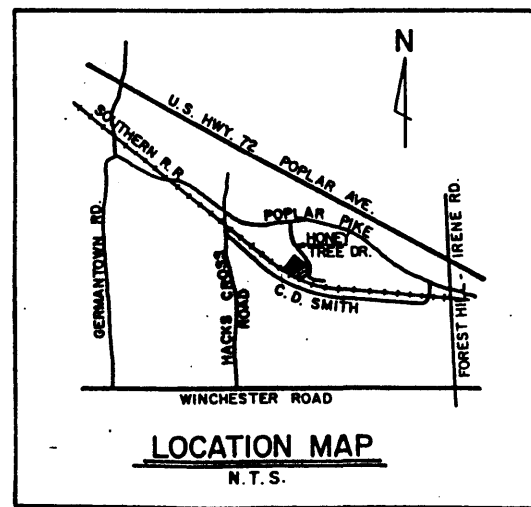


NOTE:
ALL EXISTING LOCATION INFORMATION
OBTAINED FROM RECORDED PLAT
(GERMANTOWN EAST SUBDIVISION-
SECOND ADDITION) SURVEYED &
DRAWN BY DAVID M. MILEM CONSULTING
ENGINEER.



LEGEND

- EXISTING TREES
- EXISTING EARTH EMBANKMENT
- EXISTING PARK BOUNDARY
- PROPOSED FOLIAGE SCREEN
- PROPOSED WOOD POST BARRIER
- PROPOSED PARK BENCHES
- PROPOSED PICNIC TABLE



LOCATION MAP
N.T.S.

GERMANTOWN, TENNESSEE
GERMANTOWN CIVIL WAY
EARTHWORKS SITE

DRAWN BY: J.P. DATE: 12-7-8
CHECKED BY: B.E. SCALE: 1" = 10'
CONTAINING - 4.95 ACRES

REDUCERS - NOT TO SCALE
Map 2 of 2

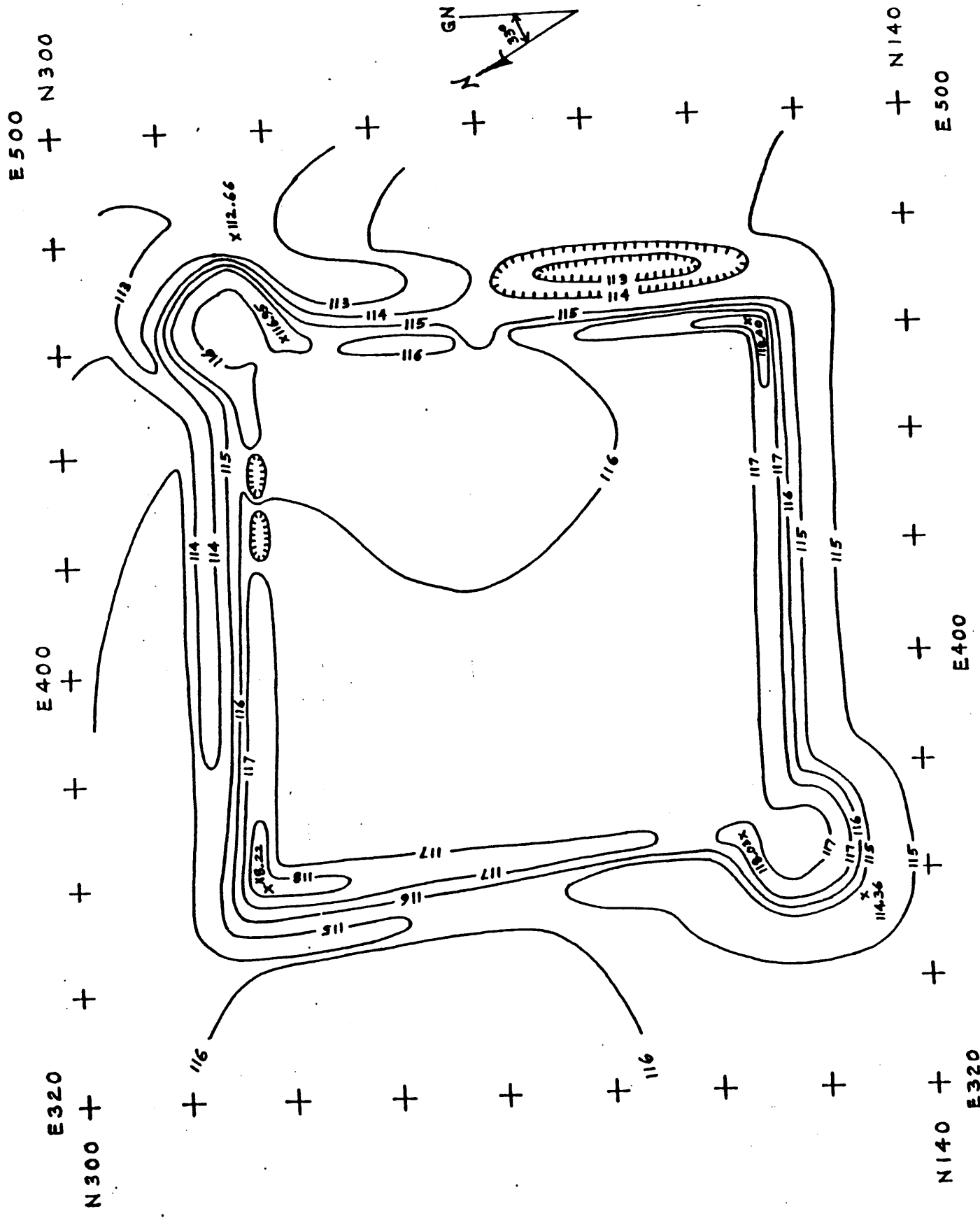


Figure 1. Site contour map.

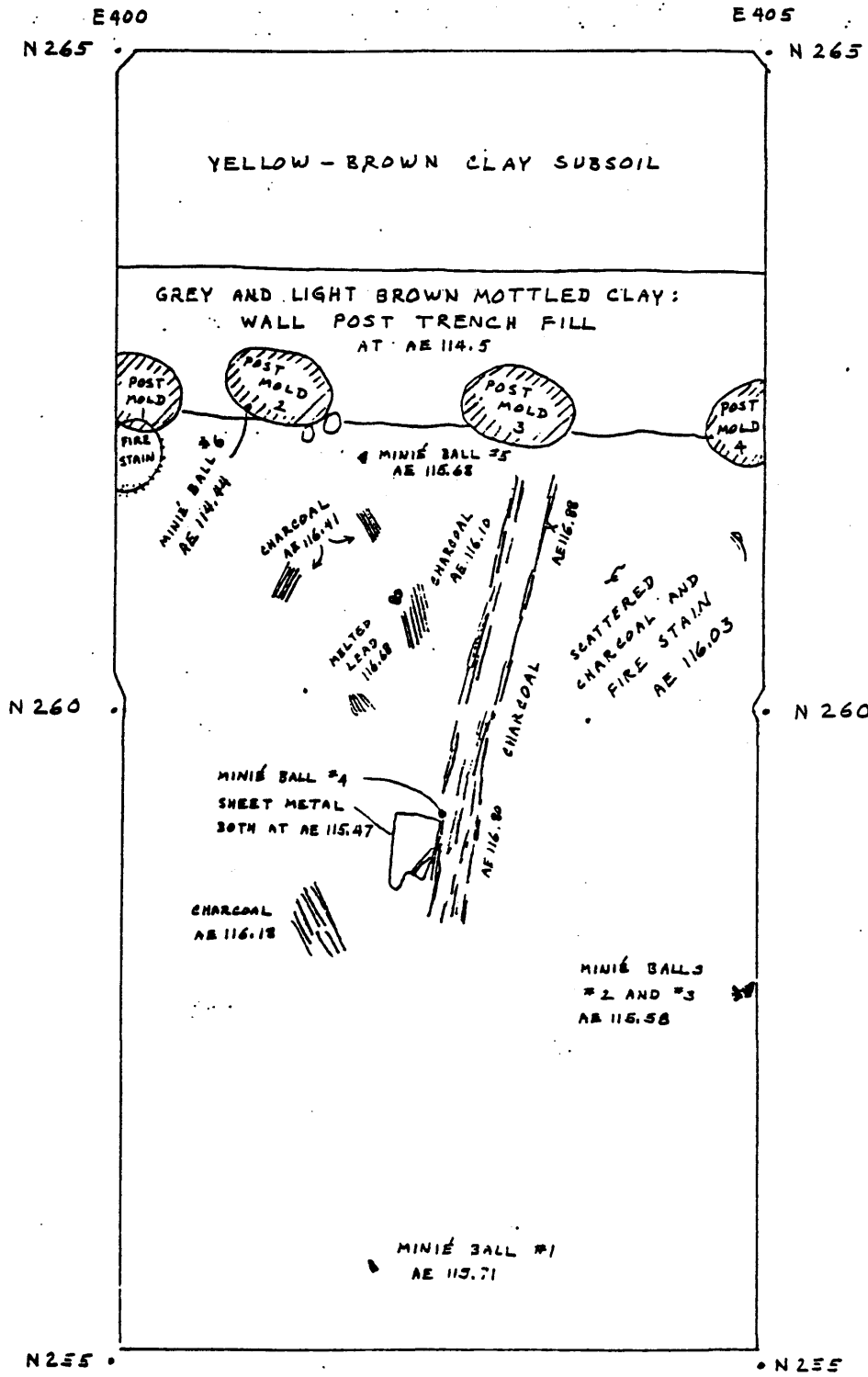


FIGURE 2.
 PLAN VIEW OF E400 LINE TRENCH

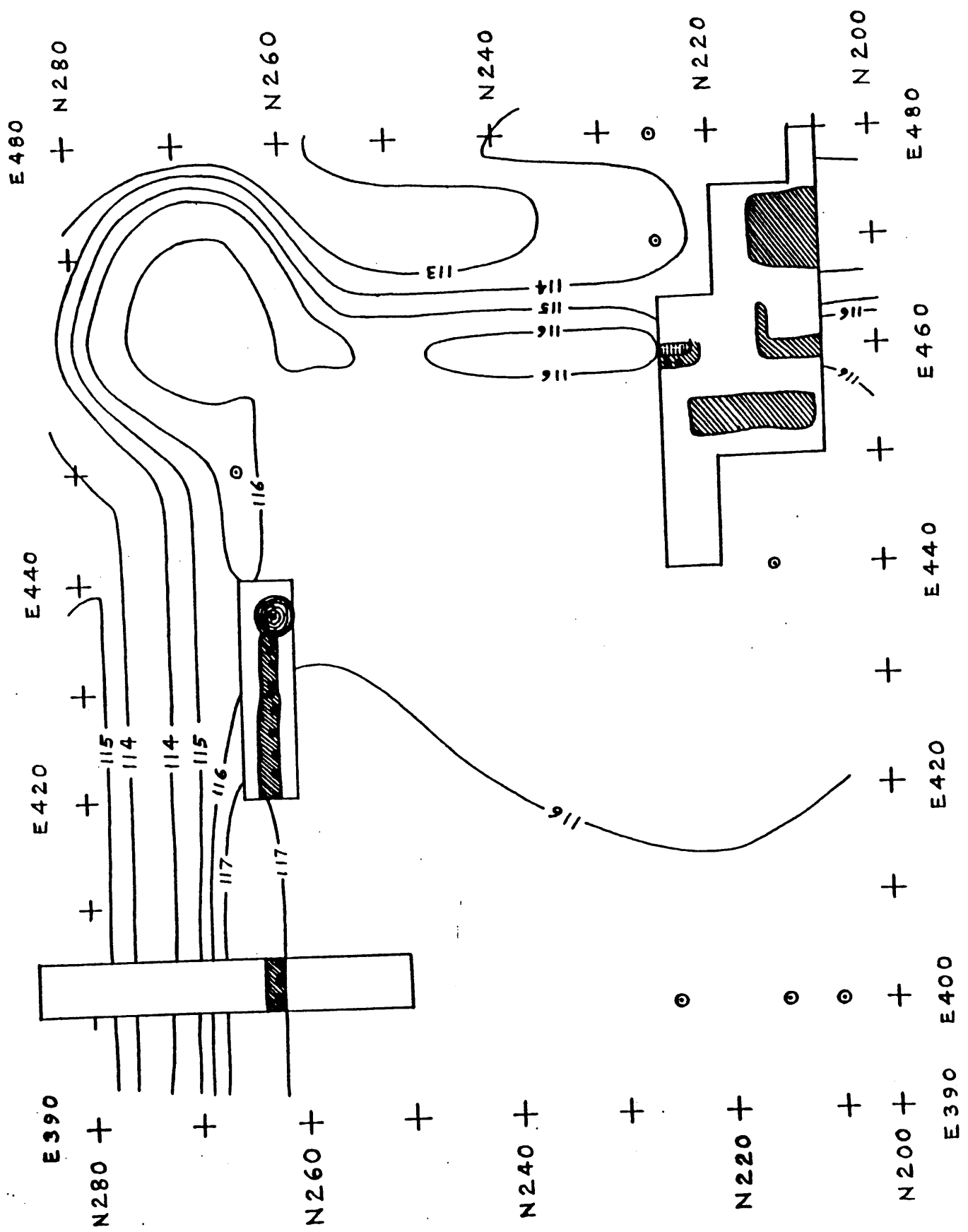
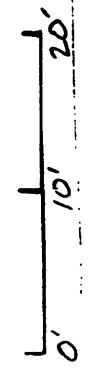


Figure 3. Northeast quadrant of site, showing excavations.



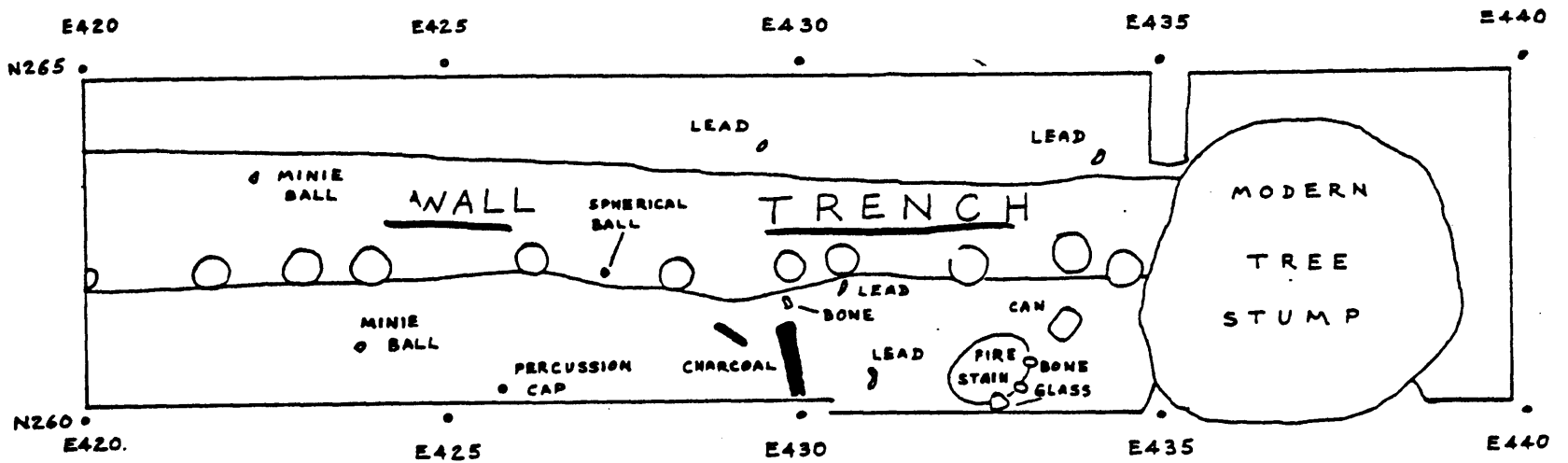


Figure 4. Plan view of North wall excavation, showing wall trench and artifact distribut
 Scale 2"=5'

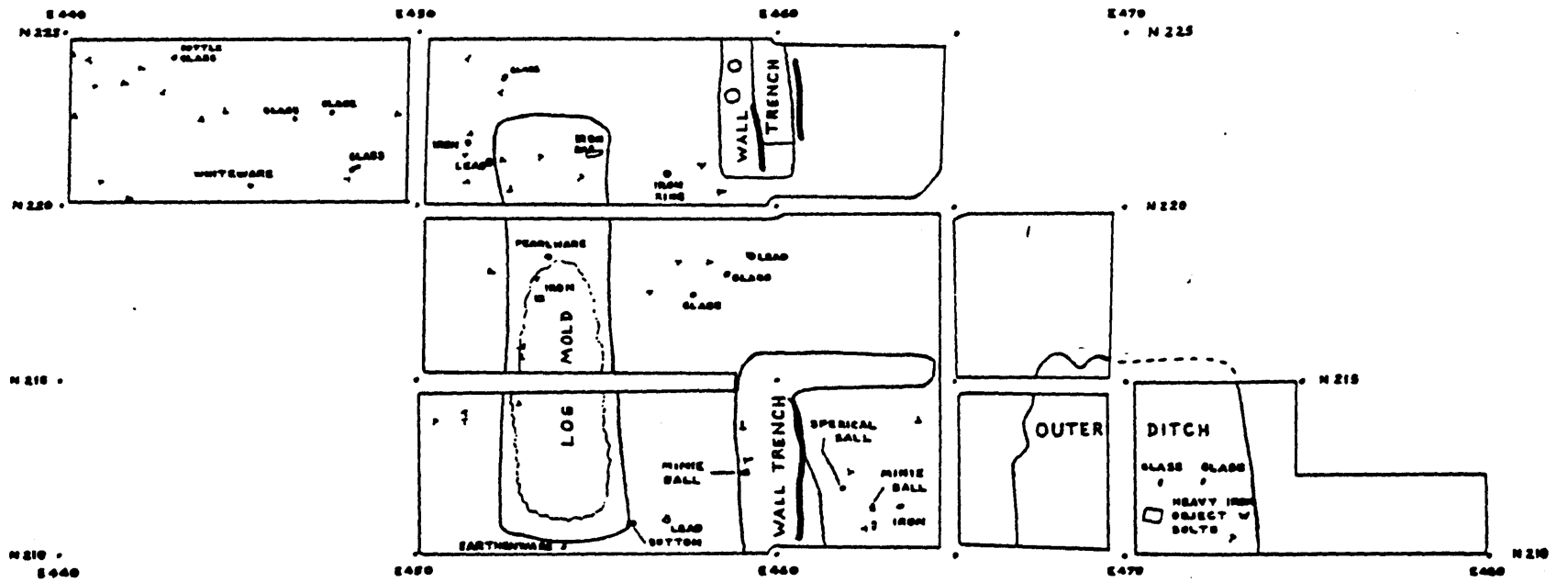


Figure 5. Gate Area excavations, showing features and artifact distribution.
 Scale 2" = 10'