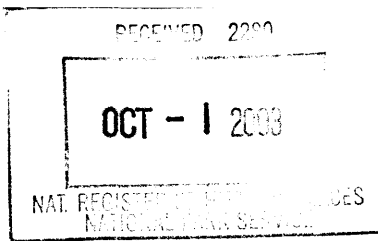


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.



1157

1. Name of Property

historic name Red River Blockhouse Number 1
other names/site number Fort Redmond; 40RB81

2. Location

street & number 5461 Highway 41 NA not for publication
city or town Adams NA vicinity
state Tennessee code TN county Robertson code 147 zip code 37010

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Herbert L. Hays 9/30/03
Signature of certifying official/Title Date
Deputy State Historic Preservation Officer, 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 for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 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

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in count)

- private
- public-local
- public-State
- public-Federal

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

Contributing

Noncontributing

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

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

Historic & Historic Archaeological Resources of the American Civil War in Tennessee

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

DEFENSE: fortification
TRANSPORTATION: rail related

Current Functions
(Enter categories from instructions)

AGRICULTURE: agricultural field

7. Description

Architectural Classification
(Enter categories from instructions)

NA

Materials
(Enter categories from instructions)

foundation EARTH, STONE, limestone

walls NA

roof NA

other NA

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

MILITARY
 TRANSPORTATION

Period of Significance

Circa 1862-1865

Significant Dates

NA

Significant Person

(complete if Criterion B is marked)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Red River Blockhouse Number 1
Name of Property

Robertson County, Tennessee
County and State

10. Geographical Data

Acreeage of Property Approximately 7.5 acres Adams 303 SE

UTM References

(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>492590</u>	<u>4049120</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Joseph E. Brent
organization Mudpuppy & Waterdog, Inc. date May 2003
street & number 129 Walnut Street telephone 859-879-8509
city or town Versailles state KY zip code 40383

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Dale Raymond Clymer
street & number 5461 Old Highway 41 N telephone 615/696-8161
city or town Adams state TN zip code 37010

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Red River Blockhouse Number 1
Robertson County, Tennessee

DESCRIPTION

Red River Blockhouse Number 1 was constructed on a knoll just west of the old alignment of US 41. The remaining earthworks are circular with an overall diameter of 102 feet. The blockhouse site consists of two concentric rings of earth with a ditch in between. Within the innermost circle is a depression, which is surrounded by a small earth berm. The site sits on top of a hill, a slight distance from the residence of the property owners. It is in essence in the owner's front yard. The earthwork is wooded and surrounded by grass and appears to be mowed regularly. If the blockhouse was constructed based on the plans created by Capt. W. E. Merrill the outer ring may well be part of an outer defensive work which may have included abattis. The inner ring is likely the earthen berm that enclosed the wood blockhouse. The smaller depression on the inside may have been the base for a second story tower.¹

Without conducting an archaeological investigation or having a more complete site collection or documentary evidence it is impossible to know exactly what the earth features may be. However, we know from various sources, such as the official records (OR), that a Union blockhouse was on this site and that it was manned from 1862 until 1865. It is also known that the Federal government repaired the railroad in the spring of 1865. While we may not know the exact configuration of the defensive structure that was on this site, it is known that one was here and that it was part of the overall defensive strategy designed to protect the Louisville & Nashville Railroad (L&N) and secondary railroads against Confederate raiders.

About 100 feet north of the earthworks is the old railroad cut for the Edgefield and Kentucky Railroad. The modern alignment of the railroad has been moved approximately 500 feet south. The nomination includes the railroad cut and five cut limestone bridge abutments that are located west of the blockhouse site and the railroad cut as the land descends to the Red River. The distance between the old railroad and the modern line decrease as the two lines approach the river. The two lines are only approximately 100 feet apart at the river.

According to the April 1865 inspection report there were 6 abutments and the trestle was 1,634 feet in length. A detailed survey of the line was not made, however, 5 cut limestone abutments were observed within the nominated area a sixth is located west of the Red River. These features are consistent with the type of structures used in mid-19th century railroad construction. The wood trestle that bridged the river rested upon the limestone structures. Wood and stone construction was in use in the late 19th or early 20th century when the wood superstructure was replaced with steel. The modern railroad line, located south of the old Edgefield and Kentucky, consists of a steel superstructure supported on taller limestone abutments.

The nominated area is approximately 7.5 acres. Within the area are eight important features: the fort, the railroad cut, five cut limestone bridge abutments, and the old railroad grade. There are no noncontributing features within the nominated area.

Sketch map of site

¹ Samuel D. Smith and Benjamin D. Nance, *A Survey of Civil War Ear Military Sites in Tennessee*, Tennessee Department of Environment and Conservation, Division of Archaeology, Nashville, TN, 1997, pp. 150-151.

United States Department of the Interior
National Park Service

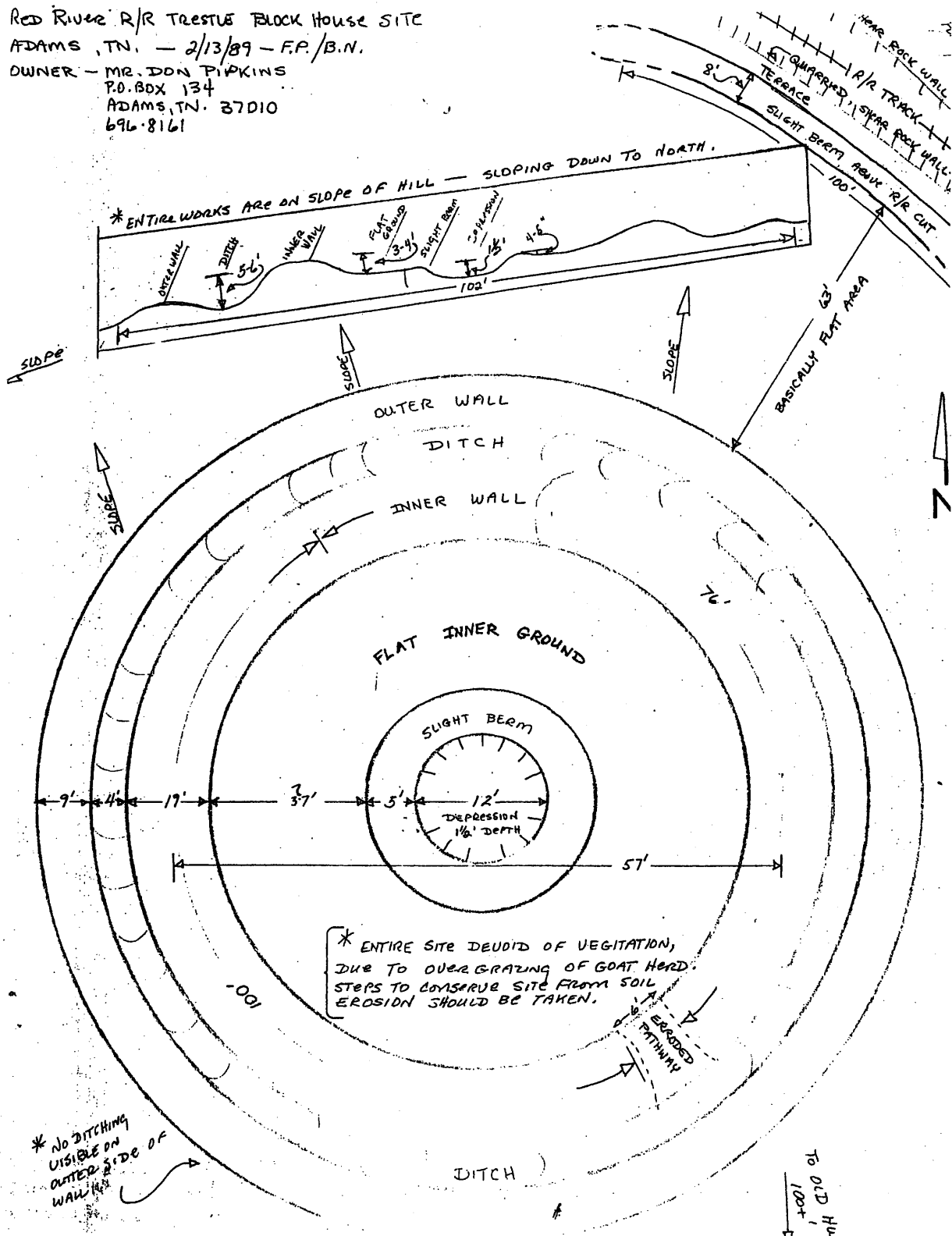
National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Red River Blockhouse Number 1
Robertson County, Tennessee

Sketch map of site

Red River R/R Trestle Block House SITE
ADAMS, TN. - 2/13/89 - F.P./B.N.
OWNER - MR. DON PIRKINS
P.O. BOX 134
ADAMS, TN. 37010
615-8161



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Red River Blockhouse Number 1
Robertson County, Tennessee

STATEMENT OF SIGNIFICANCE

The Red River Blockhouse Number 1 (40RB81) is being nominated under the *Historic and Historic Archaeological Resources of the American Civil War in Tennessee* Multiple Property Submission (MPS). This site falls under the associated property type *Earthworks* and is eligible within that property type under Criterion A with local significance. The nominated property also meets the registration requirements set forth in the MPS. Red River Blockhouse Number 1 is important in the study of military history in Tennessee, as it is a physical representation of the Union defensive strategy to protect the railroad supply lines from the Ohio River to Nashville. The result of this strategy was construction of blockhouses, stockades and earthen fortifications at many of the bridges trestles and tunnels between Louisville and Nashville as well as on the ancillary railroads. This site is an excellent example of that strategy as not only a part of the blockhouse remains, but the railroad cut and trestle abutments are in place as well.

The origins of this railroad blockhouse are sketchy. A highway marker probably erected during the Civil War centennial gives the site the name Fort Redmond and states that the Confederacy constructed the blockhouse to defend communication between Fort Donelson (NMP, NR 10/15/66) in Stewart County and Nashville. Defending this site would have been important for the Confederates. The railroad from Fort Donelson ran through Clarksville and connected with the Edgefield and Kentucky Railroad near what is today Guthrie, Kentucky. The site of Fort Redmond is at the Red River about 13 miles north of Springfield, Tennessee near present-day Adams. The trestle at Red River was 90 feet high and over 1800 feet long. If this trestle were destroyed supplies would have had to go up the L&N Railroad to Bowling Green, Kentucky and then west to Clarksville, a much longer route.²

Other than the highway marker, no other documentary evidence has been found for a Confederate Fort Redmond or any other fort with that name. Documentary evidence states that the elements of the 49th Tennessee Infantry Regiment guarded bridges on the Edgefield and Kentucky Railroad in November 1861. Circumstantial evidence indicates that this could have been a Confederate blockhouse. It is round, most Union blockhouses or stockades were square or octagonal. The disarray of the Confederate Corps of Engineers attached to the Army of the West in 1861-62 is well known. Chief Engineer Jeremy Gilmer could not find or borrow the laborers necessary to construct fortifications at Nashville or Clarksville. It is unlikely, but not inconceivable, that he could have found enough bodies to construct a small blockhouse at Red River.³

Forts Henry (NR 10/10/75) and Donelson, both in Stewart County, were begun in May of 1861. If the Confederates constructed the blockhouse on the Red River it would have been built during the spring or

² Tennessee Historical Commission, *Tennessee Historical Markers*, Tennessee Historical Commission, Nashville, Tennessee, 1996, p. 195 and James R. Willett, *Report on Block Houses, On the N[ashville] and Clarksville Railroad From Edgefield Junction, Tenn. To Clarksville, Tenn. April 1, 1865* – Record Group 393, United States Army Continental Commands, 1821-1920, National Archives, Washington DC (hereafter cited as RG 393).

³ Thomas L. Connelly, *Army of the Heartland: The Army of Tennessee, 1861-1862*, Louisiana State University Press, Baton Rouge, Louisiana., 1967, pp. 71-74.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Red River Blockhouse Number 1
Robertson County, Tennessee

summer of 1861. The Confederates would have abandoned the blockhouse in February 1862 when Forts Henry and Donelson fell to the Union and the Confederacy abandoned Nashville, Clarksville and the rest of Middle Tennessee.⁴ The Union forces then used the site.

When the Union army took control of Middle Tennessee they had to ensure that a secure supply line could be maintained between Louisville and Nashville. This meant protecting the L&N Railroad. The main L&N line reached Tennessee just northeast of Mitchellville, passed through Richland (Portland), Fountainhead, South Tunnel, Gallatin, Pilot Knob, Saundersville, Hendersonville, Edgefield Junction, McPleasant and Edgefield before arriving in Nashville. There were two tunnels at South Tunnel, trestles at Pilot Knob, Saundersville, Hendersonville, and McPleasant and a bridge at Edgefield all of, which were vulnerable to Confederate cavalry.

The railroad line on which Red River Blockhouse Number 1 was located was the Edgefield and Kentucky Railroad (also called the Edgefield and Clarksville Railroad or Clarksville and Nashville, depending on the source). It ran from the Kentucky line through Springfield to Edgefield Junction. The line connected the Memphis and Ohio Railroad, which ran from Columbus to Bowling Green, Kentucky with Nashville. The trestle across the Red River was the most vulnerable part of the line.⁵

All of the trestles and tunnels along the railroads leading into Nashville were the weak points of those lines and had to be protected to ensure the stability of the Union supply line. Union engineers initially addressed the problem of protecting the trestles and tunnels with stockades designed to protect the garrisons from cavalry without artillery. These stockades quickly proved inadequate. Along the L&N in Kentucky Confederate Col. John Hunt Morgan burned trestles and destroyed stockades and rolling stock from Cave City to Bacon Creek.⁶

In the summer of 1862 two Confederate cavalry raids shut down the L&N Railroad cutting off supplies to the Union army at Nashville as the Confederate army under Gen. Braxton Bragg was invading Kentucky. On August 12, 1862 Gen. John Hunt Morgan's detachment attacked and captured Gallatin, Tennessee. From here his soldiers destroyed Big South Tunnel (South Tunnel Fortifications, DOE 11/24/00) and moved south and burned all of the bridges between Gallatin and Edgefield Junction. Six days later a second raid under colonels Tom Woodward and Adam R. Johnson captured Clarksville. Johnson and Woodward's command

⁴ Stanley F. Horn, *The Army of Tennessee*, reprint edition, University of Oklahoma Press, 1993., pp. 76-77 and 99-106.

⁵ Thomas B. Van Horne, *History of the Army of the Cumberland in two Volumes*, Volume II reprint edition, Broadfoot Publishing Company, Wilmington, NC, 1992, pp. 453-454; Robert C. Black, *The Railroads of the Confederacy*, University of North Carolina Press, Chapel Hill, NC, 1998, p. 71 and Willett, *Report on Block Houses, On the N[ashville] and Clarksville Railroad From Edgefield Junction, Tenn. To Clarksville, Tenn. April 1, 1865* – RG 393.

⁶ Van Horne, *Army of the Cumberland*, pp. 440-441 and James A. Ramage, *Rebel Raider: The Life of General John Hunt Morgan*, University Press of Kentucky, Lexington, KY, 1986, pp. 86-106.

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Section number 8 Page 5

Red River Blockhouse Number 1
Robertson County, Tennessee

destroyed track, captured supplies and effectively cut the alternate link between Bowling Green and Nashville by burning the bridge at the Red River on the Edgefield and Kentucky Railroad.⁷

There is a great deal of confusion in the records as to exactly what bridge was burned, there is a Red River railroad bridge just east of Clarksville, however burning this bridge would not shut down the L&N as it is over 20 miles from that point to the junction of the Edgefield and Kentucky Railroad. Other reports flatly state that it was this bridge that burned. Regardless, Union supplies were cut and Union Gen. Don Carlos Buell put his men on half rations. Buell was eventually relieved of command and faced a congressional hearing regarding his conduct of the Kentucky campaign.⁸

The Confederate Invasion of Kentucky and the near disaster caused by the Confederate raids on the railroads forced the Union high command to take steps to strengthen the supply network. After 1862, stockades were upgraded to blockhouses or earthen fortifications mounting artillery. The blockhouses were designed to withstand an attack by light artillery. They were also designed to provide permanent shelter for the troops who severed as the garrison.⁹

In fact, following the Union reorganization in Tennessee in 1863, the Union commander at Clarksville, suggested that it would be a great advantage for the Union army if the L&N between Bowling Green and Nashville were cut to ensure that the Edgefield and Kentucky Railroad was in good working order. This would allow for the delivery of supplies ". . . with but little more labor or delay." Col. Sanders D. Bruce advocating of the usefulness of this railroad is in stark contrast to the Buell's pronouncement that the road was useless.¹⁰

Bruce's letter must have gotten the support of the command in Nashville for the blockhouse was manned throughout the remainder of the war. All of the blockhouses on this route were reported to have been single walled blockhouses. That is the wood structure of the blockhouse would have been constructed of heavy timber 24 inches thick. While this would not withstand artillery it was well suited to attack by small arms and even some light artillery.¹¹

The first documented mention of the blockhouse is in the summer of 1863. This report mentions that a battery of Illinois light artillery was on duty in the summer of 1863 along the Edgefield and Kentucky Railroad. By the summer of 1864 there were some 111 men stationed at the Red River Blockhouse Number 1. This garrison saw very little action. Though they were on high alert in the fall of 1864 when Confederate

⁷ Ramage, *Morgan*, pp. 107-113; *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, US Government Printing Office, Washington, DC, 1880-1901, Series I Vol. 16/1 (Hereafter cited as OR), p. 879; OR Series I Vol. 16/2, p. 403; Benjamin Franklin Cooling, *Fort Donelson's Legacy: War and Society in Kentucky and Tennessee, 1862-1863*, University of Tennessee Press, Knoxville, TN, 1997, pp. 96-98.

⁸ See Buell Court of Inquiry, OR, Vol. 16/1 pp. 64-724.

⁹ Van Horne, *Army of the Cumberland*, pp. 444-454.

¹⁰ S. D. Bruce to James A. Garfield, June 27, 1863 and RG 393. OR Series I Vol. 16/1 p. 251.

¹¹ Van Horne, *Army of the Cumberland*, pp. 443-444.

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Red River Blockhouse Number 1
Robertson County, Tennessee

Gen. Hylan B. Lyon raided Kentucky and Tennessee burning bridges and courthouses, including bridges near Clarksville. The troops that garrisoned the blockhouse were initially made up of midwestern artillery and then infantry units, however by 1865 this had changed.¹²

Following Lyon's raid the 15th United States Colored Infantry replaced the white troops. Members of this regiment remained at the blockhouse until the end of the war. The troops on the Edgefield and Kentucky and Red River Blockhouse Number 1 were under the command of the garrison at Springfield. In a report dated April 1, 1865 the garrison at Red River Blockhouse Number 1 consisted of 39 men on duty. The detachment consisted of one officer, six noncommissioned officers and 32 enlisted men. One month after this inspection report was filed, the war was officially over.¹³

The Office of the Chief Engineer of U.S. Military Railroads completed the final government assessment of the Edgefield and Kentucky Railroad on April 24, 1866. The war had long been over at this point, the blockhouses on the railroads were no longer needed and had been abandoned. The lumber was sold as government surplus and the government repaired any damage done to the railroads before returning them to their civilian owners. Spring floods had damaged the bridge at the Red River, which the government repaired. The government replaced numerous crossties and track and spent over \$166,000 between August of 1864 and September 1865 in maintenance of this railroad.¹⁴

Red River Blockhouse Number 1 was a part of a network of defensive measures constructed by the Union army to defend their supply line in Kentucky and Tennessee. This defensive strategy evolved as the war progressed. The individual defensive points also evolved over the course of the war as the engineers tried different methods for protecting the vulnerable railroad links, that is tunnels, trestles and bridges. These defensive measures were modified from stockades to blockhouses to earthen forts mounting artillery at extremely important locations. The Army Corps of Engineers actually experimented with blockhouses by firing artillery at them to determine how thick the wood wall must be to withstand and attack.¹⁵

Red River Blockhouse Number 1 is an excellent example of the Union army's strategy. The Edgefield and Kentucky Railroad was not a main line on the Union supply route. It was an auxiliary route and as such the defensive measures constructed were not of the first order. For example, the blockhouse constructed at Red River Number 1 was of single wall construction. Union engineers determined that a double wall of 41 inches of wood was needed to withstand artillery. However, the Union command believed the route important enough to keep it manned throughout the war in case it was needed. The earthwork portion of the blockhouse that remains is an important part of Tennessee's Civil War heritage as none of the blockhouses or forts that were constructed to defend the main L&N Railroad from the Kentucky line to Nashville are extant. This

¹² Frederick Dyer, *A Compendium of the Rebellion in three volumes*, Dyer Publishing Company, Des Moines, IA, 1908, Part III, p. 1042; *OR Series I Vol. 45/1 804-805* and *Special Orders Issued August 1864-May 1865*, RG 393, Part IV entry 1213.

¹³ *OR Series I Vol. 49/2 p. 538*; *Series I Vol. 45/1 p. 1202* and Willett, *Report on Block Houses, April 1, 1865* – RG 393.

¹⁴ *OR Series III Vol. V pp. 955-956*.

¹⁵ Van Horne, *Army of the Cumberland*, pp. 443-444.

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Continuation Sheet

Section number 8 Page 7

Red River Blockhouse Number 1
Robertson County, Tennessee

small blockhouse in Robinson County is a significant tangible reminder of a once formidable defense network.¹⁶

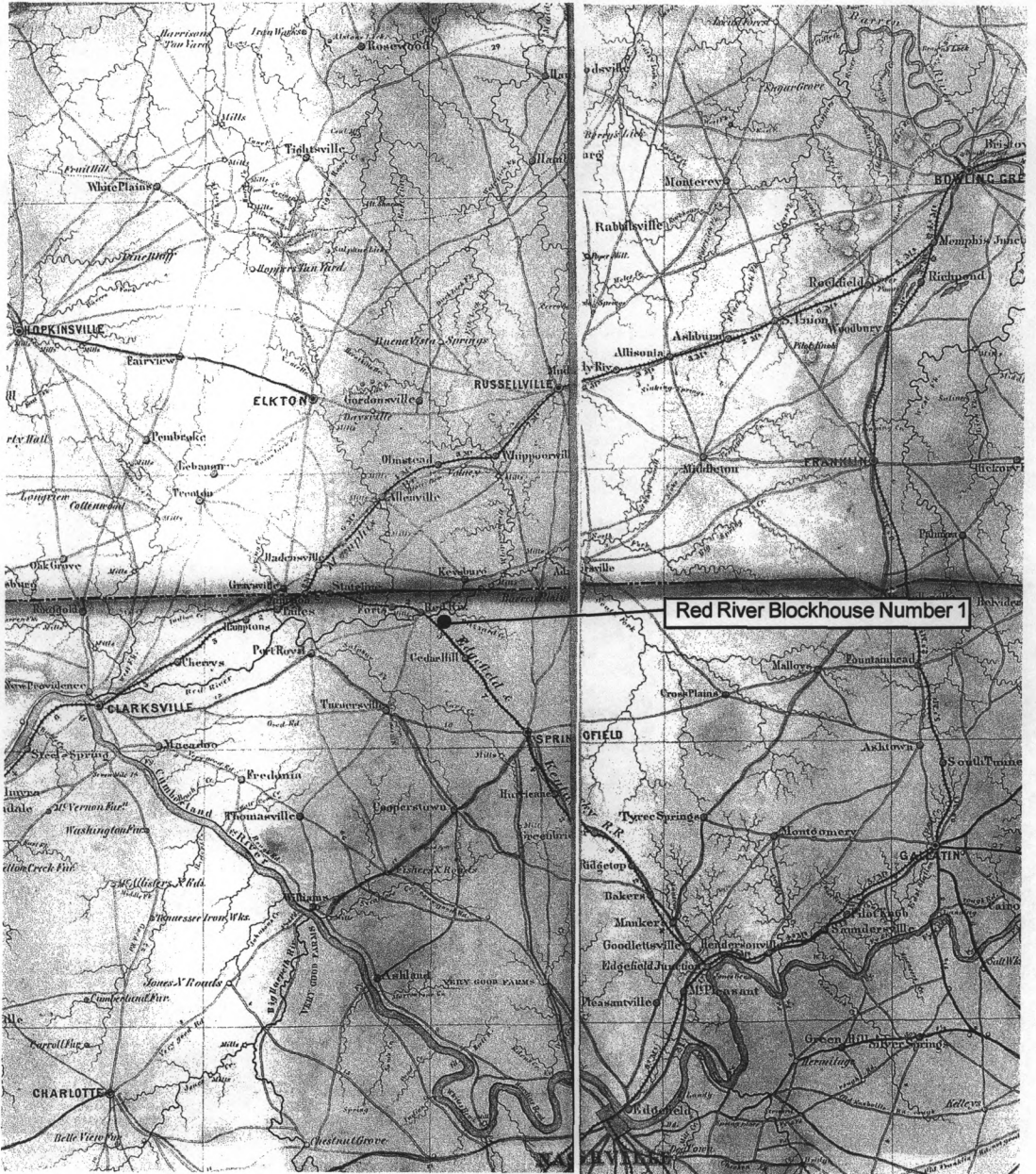
Presently, there are efforts to preserve and protect this site and others in the region. The Battery Knob Earthworks were nominated as a result of a 9 county survey in Tennessee and Kentucky that was funded through an American Battlefield Protection Program grant. The nomination is the first step in the hoped for preservation of the site.

¹⁶ Van Horne, *Army of the Cumberland*, pp. 454 and Smith and Nance, *A Survey of Civil War Era Military Sites in Tennessee*, pp. 144-148.

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Red River Blockhouse Number 1
Robertson County, Tennessee



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National Register of Historic Places Continuation Sheet

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Red River Blockhouse Number 1
Robertson County, Tennessee

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Section number 9 Page 10

Red River Blockhouse Number 1
Robertson County, Tennessee

War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, US Government Printing Office, Washington, DC, 1880-1901.

Willett, James R. *Report on Block Houses, On the N[ashville] and Clarksville Railroad From Edgefield Junction, Tenn. To Clarksville, Tenn, April 1, 1865* – Record Group 393, United States Army Continental Commands, 1821-1920, National Archives, Washington DC.

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National Register of Historic Places

Continuation Sheet

Section number 10 Page 11

Red River Blockhouse Number 1
Robertson County, Tennessee

VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

Verbal Boundary Description

The nominated area is approximately 7.5 acres. The property is located within the corporate limits of Adams, Tennessee. The boundary begins at a point approximately 150 feet north of the intersection of the CSX Railroad right-of-way and Old State Highway 41. From that point it extends 2200 feet northwest to the Red River, parallel to the railroad right-of-way. The boundary follows the river northeast approximately 50 feet, the width of the old railroad bed. The boundary then turns southeast and parallels the old railroad right-of-way for approximately 800 feet before turning east-southeast 600 feet. The line then proceeds northeast approximately 100 feet, turns southeast for approximately 400 feet, then south-southwest for approximately 300 feet to old US 41. From here it follows Old State Highway 41 to the point at the beginning of the description.

Boundary Justification

The boundary was drawn to include the physical remains of the blockhouse, that is, the earthworks and the abandoned railroad features. The features included in the nomination clearly show the reason for the location of the blockhouse on this site and how the defensive position was designed for the protection of the transportation network.

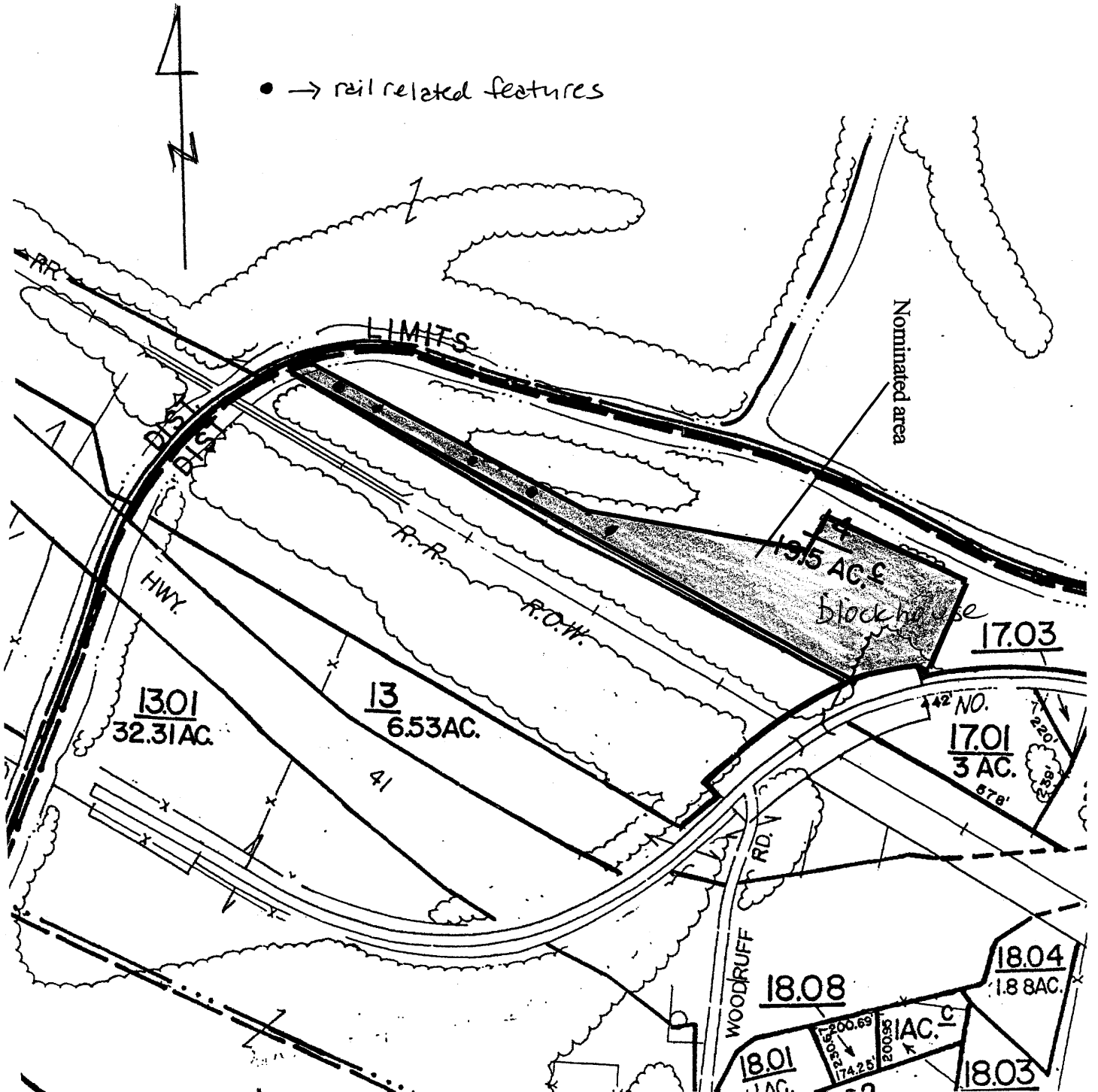
The tax map for the nominated property is 1" = 400', which is the only scale map available for rural areas of Tennessee.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 12

Red River Blockhouse Number 1
Robertson County, Tennessee



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number photos Page 13

Red River Blockhouse Number 1
Robertson County, Tennessee

PHOTOGRAPHS

Photos by: Joe Brent
Date: February 2003
Negs: Tennessee Historical Commission

Railroad cut looking east

1 of 5

Earthworks from railroad cut looking south

2 of 5

Earthworks looking southwest

3 of 5

Railroad abutments looking east

4 of 5

Railroad abutments looking west

5 of 5