

UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

JUN 6 1978

DATE ENTERED

SEP 13 1978

**NATIONAL REGISTER OF HISTORIC PLACES  
 INVENTORY -- NOMINATION FORM**

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

HISTORIC

\*\*

AND/OR COMMON

Stevenson Historic District

**2 LOCATION**
 STREET & NUMBER In irregular pattern along approximately 1½ miles of the common right  
 of way of the L&N and Southern railroads

—NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Stevenson

VICINITY OF

5

STATE

CODE

COUNTY

CODE

Alabama

01

Jackson

071

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME

See continuation sheet

STREET &amp; NUMBER

CITY, TOWN

STATE

VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**
 COURTHOUSE,  
 REGISTRY OF DEEDS, ETC.

Office of the Judge of Probate

STREET &amp; NUMBER

Jackson County Courthouse

CITY, TOWN

STATE

Scottsboro

Alabama

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

National Register properties include: Ft. Harker, Stevenson Depot and Railroad Hotel.

DATE

1976

 FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR  
SURVEY RECORDS

National Register of Historic Places

CITY, TOWN

STATE

Washington

D.C.

# 7 DESCRIPTION

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

---

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Stevenson Historic District comprises some 34 buildings, a 19th century railroad water reservoir, the ruins of a large Queen Anne Victorian residence, the earthwork remains of three military redoubts from the Civil War period, the site of a large military hospital, and a 1½ mile stretch of track of two historic railroads which form a junction near the center of the district. Representing a span of time dating from the 1850's and closing with brick buildings constructed after a disastrous town fire in 1911, few of the district's buildings or structures have undergone major alterations. Stevenson is located at the junction of the L&N and the Southern railroads about 25 miles southwest of Chattanooga, Tennessee, on the north bank of the Tennessee River. The population of the town is under 2500 and the town retains much of its 19th century scale and railroad charm. Featuring an interesting balance combining military history, commercial, transportation, and residential landmarks, this district provides a concentration of 19th century Americana.

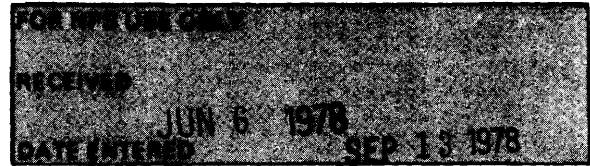
## STRUCTURES WHICH CONTRIBUTE

### ZONE A

1. Cowan-Rudder House (west end of Main Street): mid 19th century; Greek Revival, 1-story, clapboarded, Doric portico; military headquarters of the commander of Union Post Stevenson, 1863-1865.
2. Allison House (west end of Main Street): early 20th century; 1½ stories, frame.
3. Allison Auto Parts (Main Street at Garner): late 19th century; 2 story, brick commercial structure with decorative brickwork crowning the face of the principal facade, square cast iron columns along front, later small 1-story addition.
4. Bogarts Furniture Store (Main Street at Garner): early 20th century; 2 story, brick commercial structure, arched windows, recessed entrance, corbled and paneled parapet.
5. Simpson Building (Main Street): late 19th or early 20th century; large 2 story, brick commercial building.
6. Tennessee Valley Bank Building (Main Street): early 20th century; 1 story, cement colored stucco surface with small pediment supported by brackets crowning the single front entrance.
7. Lays 5-10-25 Store (Main Street): early 20th century; 1 story, brick.
8. City Hall (Main Street): c. 1875; Italianate, 2 story, brick; one of few survivors of the 1911 fire, was originally the town bank.

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9. Dixie Engineers (Main Street): early 20th century; 2 story, brick, segmental arched windows, stepped parapet, some alterations.
10. Allison-McMahan-Rudder Building (Main Street at West Street): 1911; 2 story, brick structure with light color, decorative brick set in triangular patterns against a red brick background, six matching windows crowned with Gothic pediments, ground floor alterations.
11. Allison Building (West Street): late 19th century; 2 story, brick, two runs of white decorative brick at waist and near the crown of facade forming individual Greek crosses.
12. Stevenson Drug Store (Main Street at West Street): early 20th century; 2-story brick commercial structure.
13. Lindsay's Mens Store (Main Street): early 20th century; 2-story, brick, decorative cornice.
14. Watson Building (Main Street): early 20th century; 1 story, brick, arched, corbled spandrels and piers.
15. Timberlake Building (Main Street): early 20th century; 2 story, brick, spandrels of the five second story windows grouped vertically under Roman arches suggest a simple expression of Louis Sullivan inspiration; may contain portion of a brick building which survived 1911 fire.
16. Bogart Building (Main Street): early 20th century; 1 story, brick, simple recessed entrance, parapet.
17. Hall Building (Main Street): early 20th century; 1 story, brick, stepped parapet.
18. Talley Building (Main Street): early 20th century; 2 story, brick, Italianate recessed arches crowning the seven 2nd story windows, interesting decorative brick patterns give expression to the crown of the street-facing facade.
19. Harrison Building (Main Street): early 20th century; 2 story, brick, corbled brick cornice.
20. North Jackson Community News (Main Street): early 20th century; 1 story, brick.

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22. Jones Building (Main Street at Church): early 20th century; 2 story, brick with modern aluminum facade covering.
23. Jones Building (Main Street): early 20th century; 1 story, brick.
24. Jones Building (Main Street): early 20th century; 2 story, brick with modern aluminum facade covering.
26. Masonic Hall (Main Street at Mountain): late 19th century; 2 story, granite building, alternating courses of rough cut and polished stone.
27. Ice House (Main Street at Mountain): early 20th century; 1 story, brick, granite window sills.
28. Stevenson Hotel (Main Street): c. 1872; 2 story, brick, gabled roof (NRHP May 13, 1976).
29. Stevenson Depot (Main Street): c. 1872; Italianate influences, 1 story, brick, tower room, gabled roof, (NRHP, May 13, 1976).

ZONE B

30. Lindsay House (306 Adelaide Street): c. 1910; 2 story, brick and frame, gambrel roof, dormers, portico, side porch.
31. Rudder (Mary Anne) House (Water Street): portion pre-1865, remainder late 19th century; 1½ stories, frame, intersecting bay, wing added across front.
32. Rudder (John) House (Water Street): c. 1890; Queen Anne influences, 2-story frame, 2nd story half octagonal bay between paired Gothic gables, stamped metal roof, decorator glass in several windows.
33. Old Tannery Site
34. Railroad Water Reservoir (Water Street): c. 1854; stone reservoir constructed by the Nashville and Chattanooga Railroad to supply water to a large water tank near the tracks by means of a gravity fed piped water supply, two springs high on the face of the mountain supply the water required to fill the reservoir.
35. Site of Blockhouse #7 (Alston property near Water Street): site of Civil War blockhouse; the earth embankment is clearly visible.
36. Ruins of Alston House

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ZONE C

37. Fort Harker and Military Campground (Near T.V.A. Crow Creek Reservoir): Fort Harker is listed on NRHP (May 2, 1977); campground is extension of the Harker area to include a known Civil War military camp site.
38. Fort Mitchell (near railroad at Kansas Avenue): site of Civil War redoubt, embankments of redoubt walls discernable today; house (38b) is located on site.
39. Site of Military Cemetery (Tennessee Avenue at Railroad): this site identified as military cemetery from the Tower Map; accidental recovery of two metal caskets containing military burials confirms location; house (39b) located on site.
- 39b. Thompson House (Tennessee Avenue at Railroad): late 19th century; 1½ stories, frame, gabled roof.
40. Fort Granger (Cotton Street and Railroad): square redoubt earthwork about 75 feet in diameter, parapet walls distinctly discernable and at one point nearly 12 feet high, fort was never finished, house on property (40b).
41. Rights of Way, L&N and Southern Railroads (1½ miles of track): stretching east and north through town past the railroad depot and hotel, this railroad corridor physically links Stevenson's commercial area with its railroad and Civil War heritage.

NON-CONTRIBUTING ELEMENTS

21. First National Bank (Main Street): small 1-story, brick contemporary structure.
25. Washateria (Main Street): contemporary; 1-story, glass and masonry.
- 38b. Goff Residence (Fort Mitchell Site): mid 20th century; 1½ stories, tar paper covering, deteriorating condition.
- 40b. Hall House (Cotton Street): 20th century; 1 story frame, not directly on earth-works.
42. House Trailer
43. House Trailer
44. House Trailer

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

Stevenson is a 19th century southern railroad town, its rail village charm surprisingly well preserved today. The mainline of the L&N forming a junction with the Southern railroad near the depot in the village, passes through the center of town and lends a geographical cohesion to the whole since the physical development of the village has been restricted to the corridor of the railroad due to the nearby slope of the Cumberland Mountains to the west, and the Crow Creek flood plain and the Tennessee River directly to the south and east. The town maintains a strong link with the past not only through its architecture, but through a unique 19th century railroad water reservoir, a mid-19th century railroad depot and hotel (both previously listed on the National Register individually), and the remains of three Civil War earth forts constructed by Union soldiers between 1862-1865. Stevenson retains the scale and much of the character of a 19th century American village despite a few superficial alterations to buildings and several intrusions.

The Cowan-Rudder House, c. 1855, served as the military headquarters for Col. Wladimir Krzyzanowski, the Union officer who commanded Post Stevenson between 1863-1865. A wartime photograph has been found showing Col. Krzyzanowski with his staff seated on the porch of the house, which appears in the photograph almost exactly as it is today.<sup>1</sup> The Cowan-Rudder House, the Italianate-styled city hall building (c. 1875) and the Rudder House (c. 1900) on Water Street, span nearly half a century in their dates of construction and convey effectively the gradual evolution in American tastes in architectural styling from Greek Revival to Queen Anne.

The town of Stevenson is a creation of the railroad boom in the decade preceding the Civil War. The town derives its name from Vernon King Stevenson, the first president of the Nashville and Chattanooga Railroad (now L&N). Because of the difficult mountainous terrain between Nashville and Chattanooga, engineering surveys determined that the most practical rail route would skirt the southern edge of the Cumberland Mountains and, taking advantage of the Tennessee River valley, run northward to Chattanooga where connections could be made with existing Georgia railroads to the Atlantic seaboard. The construction of a second railroad, the Memphis and Charleston Railroad (now Southern) which formed a junction with the N&C at the new boom town, set off a furious land speculation which continued (with

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies (128 vols) Washington, Government Printing Office, 1881-1901.

Atlas to Accompany the Official Records of the Union and Confederate Armies. Published under the direction of Redford Proctor, Stephen B. Elkins, and Daniel S. Lamont. Government Printing Office, Washington, 1891-1895.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 91.28

QUADRANGLE NAME Doran Cove and Stevenson 7.5 Minute QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	<u>1,6</u>	<u>6,0,7</u>	<u>1,6,0</u>	<u>3,8</u>	<u>5,9</u>	<u>8,0,0</u>	B	<u>1,6</u>	<u>6,0,6</u>	<u>3,6,0</u>	<u>3,8</u>	<u>5,8</u>	<u>9,0,0</u>	
	ZONE	EASTING	NORTHING		ZONE	EASTING		ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	<u>1,6</u>	<u>6,0,6</u>	<u>3,2,0</u>	<u>3,8</u>	<u>5,7</u>	<u>8,4,0</u>	D	<u>1,6</u>	<u>6,0,5</u>	<u>9,4,0</u>	<u>3,8</u>	<u>5,7</u>	<u>8,2,0</u>	
E	<u>1,6</u>	<u>6,0,5</u>	<u>5,0,0</u>	<u>3,8</u>	<u>5,8</u>	<u>3,0,0</u>	F	<u>1,6</u>	<u>6,0,6</u>	<u>0,8,0</u>	<u>3,8</u>	<u>5,9</u>	<u>8,2,0</u>	
G							H							

VERBAL BOUNDARY DESCRIPTION

See continuation sheet.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Philip L. Secrist (Ed.D), Historian and Restorationist

ORGANIZATION

Southern Tech (Div. of Ga. Tech)

STREET & NUMBER

Clay Street

CITY OR TOWN

Marietta

DATE

May 26, 1978

TELEPHONE

(404) 424-7202

STATE

Georgia

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Wesley B. Howard, Jr.

TITLE SHPO Alabama

DATE June 1, 1978

FOR NPS USE ONLY

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

Robert B. Rettig  
KEEPER OF THE NATIONAL REGISTER

DATE 9/13/78

ATTEST: William Leovich  
CHIEF OF REGISTRATION

DATE September 11, 1978

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time-out for the Civil War) well into the 1870's. One speculator, Walter Rosser, owned by 1868 more than 1,000 acres lying across the railroad on a north-south plane scarcely four blocks north of the depot, thus effectively "cornering the market" on land needed for town development in that direction. By the 1880's, a great portion of Rosser's estate was opened for development by a group calling themselves the Stevenson Land Development Company. The streets in town today carrying state names such as Tennessee, Kansas, Kentucky, etc., were planned at that time.

The U.S. Census report of 1860, indicates that Stevenson was still very much a railroad construction town in that year. Many of the village inhabitants listed by the enumerator were identified with the railroad as employees or construction laborers.<sup>2</sup> The first through service between Nashville and Chattanooga was opened on August 11, 1854, by the N & C Railroad. Construction of the line had cost over \$2½ million. It would be 1856, before the Memphis and Charleston Railroad would make its junction with the N & C at Stevenson. At that moment, with rail transportation linking the Mississippi and Ohio rivers with the Atlantic coast, Stevenson's economic future seemed assured.

While it was the railroad which gave birth to Stevenson and seemed to guarantee the success of its future, it was the impact of the Civil War and the military significance of those same railroads that most dramatically altered the course of the town's history. In a way, the very presence of the railroads intensified the trauma of Stevenson's wartime experience. As early as April, 1862, elements of General Ormsby M. Mitchell's Federal division advanced by rail and seized Stevenson, scattering a makeshift defense of Confederate home guards. Mitchell's occupation of Stevenson was part of a larger plan to capture Chattanooga and thereby control the "gateway" to the deep south. Tactical support for this mission included a bridge burning raid on the Atlantic and Western Railroad south of Chattanooga by the Andrews Raiders, resulting in the famed "Great Locomotive Chase" with its dramatic race between the steam locomotives, the "General" and the "Texas." Two of the raiders, Mark Wood and Alf Wilson, were captured in Stevenson the week following the ill-fated mission -- missing Mitchell's retreating Union Army and safety by a matter of hours.



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Later that year (1862) the Union army returned to Stevenson and began the construction of several forts and blockhouses to protect this key junction of the railroads from Memphis and Nashville. The largest of these fortifications, Harker, (National Register, 1976), was begun in the summer of 1862, by Col. Charles G. Harker. Harker impressed all the negroes within a radius of several miles of Stevenson but could find less than 50 available to do the work. As a result of this shortage of labor, the project of fortifying Stevenson proceeded so slowly as to prompt Gen. Don Carlos Buell, Harker's commander, to order 400 negro workers from Nashville to expedite the work. Several blockhouses were also constructed in Stevenson at that time to guard the immediate area near the depot and the railroad water reservoir. Work was begun as well on a second redoubt (fort) near the railroad about 500 yards northeast of the depot, later called Ft. Mitchell.

The work of fortifying Stevenson continued throughout the war and as late as the fall of 1864, General Gordon Granger was employed in completing the work on the Mitchell redoubt, improving a third redoubt which had been begun earlier by the Confederates at the present site of the city high school, as well as the construction of a new redoubt near the railroad more than three quarters of a mile north of the depot. This last fort, though never entirely completed, would eventually bear the name "Ft. Granger." In a report recorded in the War of the Rebellion Records, dated April 28, 1865, Gen. Z. B. Tower, the Inspector General of Fortifications for the Union forces headquartered in Nashville, gave the following description of the Stevenson defenses: Ft. Mitchell was a

"small redoubt about 100 ft. square, with a magazine and a small blockhouse keep. It has a barbette platform at each angle, and shows some attempt at imperfect embrasures, or rather to cover the gunners with sandbag merlons. Ft. Harker, a half mile distant, is a similar redoubt, about 150 ft. square, with barbette platforms for seven guns, a magazine, and an interior bomb-proof keep. The blockhouses are mostly distributed to the east (?) of the railroad, near the foot of the abrupt hills overlooking the depot. Other forts were commenced by General Granger when he held the place... but they were after abandoned as unnecessary."<sup>3</sup>

In addition to these earthworks, Tower noted that there were also 7 blockhouses at Stevenson. Blockhouses constructed during the Civil War were usually rectangularly shaped log structures, often double-cased (a double thickness log wall, sometimes packed with a dirt filler in the space between the walls). For additional protection earth embankments were often packed hard against the outside wall to nearly half the height of the two-story structure. The walls of the second

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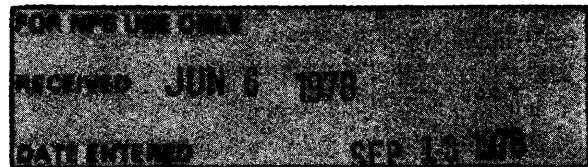
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level of the blockhouse usually capped the first in such a way as to facilitate the defense of the structure by widening the field of fire for weapons.<sup>4</sup> General Tower's report of 1865 credits the system of blockhouses along the railroad with effectively protecting the line against raiding parties of guerrillas, cavalry, and infantry.<sup>5</sup> The seven blockhouses in Stevenson as shown on the map accompanying Tower's report (see map in supporting document collection attached hereto) are arranged in such a way as to suggest that their primary task was to defend the depot, the locomotive water tower, and the railroad water reservoir.<sup>6</sup>

Wartime combat experiences in Stevenson included several nearby skirmishes with local guerrilla forces under the command of Col. A. A. Russell, a local physician who voluntarily became an expatriate after the war. Perhaps the engagement which most nearly reached battle proportions was that of the attack on the Union garrisons at forts Harker and Mitchell on August 31, 1862. The attack was led by Confederate general Samuel Jones with 1,000 soldiers. The greatly outnumbered federal forces were compelled to retreat, leaving behind several pieces of artillery and great quantities of supplies.<sup>7</sup> The most significant military event of the war in Stevenson was the choice of the town as the staging point for the campaign for Chattanooga which terminated in the great battle of the west, Chickamauga. Between the middle of August and the first week in Sept., 1863, General Wm. Rosecrans' Union Army of the Cumberland gathered supplies and thousands of soldiers at Stevenson in preparation for the crossing of the Tennessee River nearby, and the great battle in north Georgia. Rosecrans supervised these activities from his headquarters in Stevenson north of the depot. A drama-laden story of the daring and successful pre-dawn laying of a quarter mile long pontoon bridge across the Tennessee River under combat conditions, was followed a few days later by the grim realities of bloodshed at Chickamauga as trainload after trainload of wounded were carried to General Field Hospital #1 in Stevenson which had been established there near the railroad on an "elevated ground an in the vicinity of an excellent spring of water."<sup>8</sup> Young Nicholas Maner, a 20 year old lad from an Indiana farm who died Oct. 13, 1863, in the Stevenson hospital from wounds received at Chickamauga, lies buried today in an unmarked grave across the tracks in the military cemetery. Maner is but one of hundreds believed to have been buried in the military cemetery along the railroad near the present site of Tennessee Avenue.<sup>9</sup>

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Except for a large 3 story hotel (Alabama House), the depot, the Cowan House, and several small brick or frame structures, wartime Stevenson, Alabama, must have been a rather seedy-looking railroad village. Wm. H. Newlin, a soldier with the 73rd Ill. regiment who found an occasion to visit Stevenson on July 21, 1863, described the town as

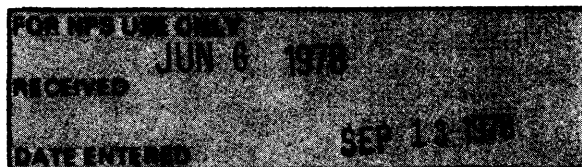
"a small one, and very shabby and unattractive in appearance and the inhabitants nearly all away from home. Six union families were the sum total of the residents remaining in town."<sup>10</sup>

Following the war, Stevenson recovered slowly. Wartime refugees gathered in the village in large numbers to be sheltered and temporarily fed by the Union army, and many of them remained as permanent residents. By 1870, the town was incorporated with the boundaries extending one half mile to each side of the city square which was described as being centered on the Nashville and Chattanooga Railroad freight depot.<sup>11</sup>

The economic fortunes of Stevenson waxed and waned with those of the railroads that passed through it, and during the last quarter of the 19th century, each road experienced several difficult periods - - - the Memphis and Charleston Railroad went into receivership for a short time in the 1890's. During the last quarter of the 19th century the construction of a new depot, a brick hotel, a masonic Hall, and several brick commercial structures facing on Main Street toward the depot all reflected the continuing orientation and focus of Stevenson on the commerce and business generated by the railroad. Although there were several modest efforts to encourage textile and lumbering enterprises in the village, it is significant that during the history of the town no lastingly successful industry or other form of major manufacturing enterprise has appeared to provide the much-needed broadening of the economic base. As if to emphasize the economic futility of the past, a great portion of the commercial district was destroyed by fire in 1911, and while rebuilding did take place following the fire, little has changed in the 20th century to alter the pattern of the economic frustrations of the first 60 years of Stevenson's history. Today, Stevenson is a quiet little town, close-knit in kinship and social patterns, and concerned for its economic future in the 20th century.

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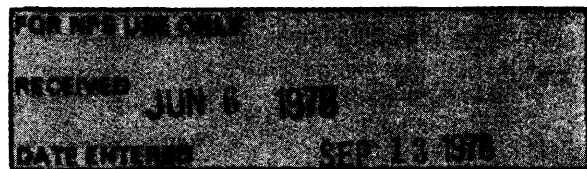
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BACKNOTES

1. Wartime Photo., c. 1864, showing Col. Krzyzanowski with staff on porch of the Cowan House, Stevenson, Ala. Copy in Appendix.
2. U.S. Census, 1860, Jackson County, Ala.
3. War of the Rebellion, Vol. 49, pt. 2, pp. 499-503. Hereinafter cited as Official Records.
4. Picture of blockhouse along the N & C Railroad. Miller, Francis T., (ed), Photographic History of the Civil War, vol. 4, (New York, 1912), p. 129.
5. Official Records, vol. 49, pt. 2, p. 503.
6. "Tower Map". Atlas to Accompany the Official Records of the Union and Confederate Armies, (Washington, 1891-1895), Plate CXII, Map 2.
7. Official Records, vol. 16, pt. 2, p. 952.
8. Ibid., vol. 30, pt. 3, p. 247.
9. Hospital Record, "Record of Death and Interment," Oct. 25, 1863, (Copy in Appendix).
10. Newlin, Wm., History of the 73rd. Ill. Regiment, (Chicago, 1890), p. 196.
11. Acts of the Alabama Legislature, 1869-1870 Session, pp. 429-434.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**



CONTINUATION SHEET

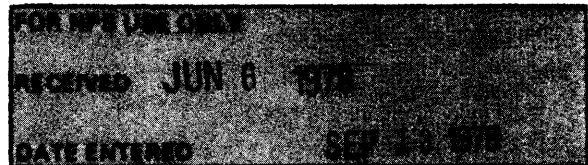
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Burt, Jessie C., Jr., History of the Nashville and Chattanooga Railroad, 1854-1872:  
The Era of Transition (Ph.D dissertation), Vanderbilt University Press,  
Nashville, 1950.

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VERBAL BOUNDARY DESCRIPTION

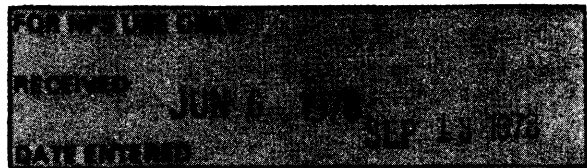
Railroad rights-of-way (Southern railroad and L&N railroad): Approximately 5350 feet of L&N right-of-way, and 1400 feet of Southern railroad right-of-way are included in the Stevenson Historic District. This is a total of a little more than a mile and a quarter of railroad right-of-way. The railroad track serves to link the extremities of the district geographically. Historically, the railroad rights-of-way supply a means of uniting the rail history, the 19th century architecture of the commercial district and the residential district, with the military sites of the Civil War period. The combined total distance of the railroad rights-of-way in the historic district, from points A to Z (see map), is 6750 feet.

ZONE A (Commercial district): Beginning at "A" on Southern Railroad right-of-way (see historic map) 725 feet southwest of the Stevenson Railroad Hotel, proceed 750 feet to point "B" (northwest of the Cowan House), thence 325 feet to "C", thence 250 feet southeast to "D", thence northeast 200 feet to Garner Street at intersection of unnamed alley, thence along center line of said alley approximately 700 feet to Church Street, thence 200 feet along an imaginary continuation of said line of alley to point "E". From point "E", move southeast 200 feet to point "F" which intersects with the northern boundary of the L&N Railroad mainline right-of-way approximately 150 feet north of the intersection of Mountain and Main streets. From "F", move southwest along the railroad right-of-way approximately 1775 feet to "A" and the point of beginning.

ZONE B (Residential, water reservoir, and military district): Beginning at the intersection of Water and Adelaide streets, proceed north along western edge of right of way of Water Street approximately 450 feet to intersection with the southwest corner of the Alston property, thence generally northwest 764 feet to an iron pin, and continue along the distances and directions indicated by a recent survey of this property (Alston) as shown on the historic district map attached to this nomination. From the southwest corner of the Alston property (reference above) on Water Street (B) south along eastern boundary of street right-of-way to intersection with College Street. From the intersection of College with Water Street, (C) proceed east along center line of College approximately 250 feet, thence south 300 feet along the property lines of the Rudder and Lindsay estates (numbers 30, 31, and 32 on the historic district map) to a point near the intersection of Adelaide Street with an unnamed alley, thence west along Adelaide Street approximately 400 feet to the intersection of Adelaide Street with Water Street and the point of beginning.

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NOTE: Included in Zone B are a combination of several points of interest including the military hospital site, a house said to have been used as a military hospital (#31), railroad water reservoir, the tannery site, the remains of a Civil War blockhouse, and the ruins of a large Victorian residence. It will be noted that the map indicates Zone B is the only area in the Stevenson Historic District which is not physically connected with the line of the railroad. Because of the non-descript nature of many of the houses between Adelaide Street and the railroad, and because of the significance of several structures and sites north of Adelaide Street and east of Water Street, and because it is believed that several of these (such as the military site and the railroad water reservoir) are strongly complimentary to important sites on the east side of the railroad, etc., it seemed important to urge the inclusion of Zone B in the Stevenson Historic District.

ZONE C (Civil War military): Fort Harker and Military Campground Area: Beginning at TVA marker #308 some 800 feet south of Fort Harker site, proceed north 1608 feet to TVA marker #309, thence northwest 903 feet to TVA marker #160, thence north 280 feet to TVA marker #159 on south line of right-of-way of the Southern Railroad. Thence southwest along southern boundary of Southern Railroad right-of-way approximately 1200 feet to high water mark of the Crow Creek TVA reservoir on the railroad embankment, thence in a southeasterly direction following the high water line of the Crow Creek impoundment to a point due west of TVA marker #308, thence east approximately 200 feet to TVA marker #308 and point of beginning.

FORT MITCHELL: Located on the south side of the railroad right-of-way near Kansas Avenue. Beginning at a point on the railroad right-of-way, 250 feet south of Kansas Avenue, thence southeast 200 feet to an unnamed street or alley, thence 130 feet along center line of said street to a point approximately 30 feet south of the Goff residence driveway, thence 200 feet to railroad right-of-way, thence 130 feet northeast along railroad right-of-way to a point 250 feet south of Kansas Avenue, which is the point of beginning.

CIVIL WAR MILITARY CEMETERY: Located on the south side of the railroad right-of-way adjoining Tennessee Avenue. Beginning at intersection of Tennessee Avenue and the railroad ("A"), proceed 400 feet along southern boundary of railroad right-of-way to point marked "B" on the historic district map, thence southeast 250 feet to point "C", thence 375 feet southwest to point marked "D" and the center line of Tennessee Avenue, thence northwest along center line of said street 250 feet to "A" and point of beginning.

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CONTINUATION SHEET

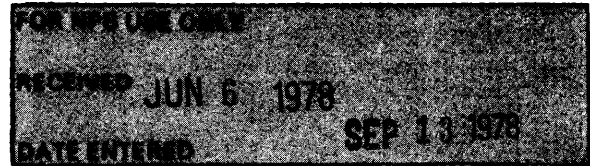
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FORT GRANGER: Located about 175 feet northeast of Cotton Street on the south side of the railroad right-of-way. Beginning at point marked "A" of historic district map (this point is directly across the railroad from the intersection of Summers Street with Main Street), proceed northeast along south side of railroad right-of-way 425 feet to point "B", thence southeast 350 feet to point "C", thence southwest to point "D" 425 feet, thence 350 feet to northwest to point "A" and point of beginning.



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Jack Foster Rudder Stevenson, Alabama	Mrs. Lucy Talley Stevenson, Alabama	Eugene Goff Stevenson, Alabama
Robert Allison Stevenson, Alabama	First National Bank Stevenson, Alabama	John W. Thompson Stevenson, Alabama
W. W. Bogart Stevenson, Alabama	Alston Jones Stevenson, Alabama	Mrs. Carolyn Hall Stevenson, Alabama
W. T. Simpson 8319 Midnight Pass Road Sarasota, Florida 33581	John E. Rudder Stevenson, Alabama	ZIP CODE FOR STEVENSON IS 35772.
City of Stevenson City Hall 206 West Main Street Stevenson, Alabama	Boliver Masonic Lodge c/o Clyde Foshee Stevenson, Alabama	
E. N. Meriweather c/o Southeastern Services, Inc. Stevenson, Alabama	Mary Anna Rudder Stevenson, Alabama	
Maude Bogart Stevenson, Alabama	Rosser Alston 3483 Piedmont Road, N.W. Atlanta, Georgia 30305	
Mrs. Guy Harris Stevenson, Alabama	Tennessee Valley Authority Mr. W. C. Murray Property Manager Southeast District TVA Muscle Shoals, Alabama 35660	
William Lindsey Stevenson, Alabama	Willie Steward Stevenson, Alabama	
Roy Watson c/o Watson Funeral Home Winchester, Tennessee	Louisville and Nashville Railroad 908 West Broadway Louisville, Kentucky 40203	
Mrs. Emma Timberlake Stevenson, Alabama	Southern Railroad P.O. Box 1808 Washington, D.C. 20013	
Hobert Hale Stevenson, Alabama		

BLOCKHOUSE

TRANSFERS OF TITLE

Francis M. Barrier and wife,  
Ellen C. Barrier, and  
John M. Barrier and wife  
Mahala Barrier

GRANTOR

TO

Walter Rosser.

GRANTEE

Kind of Conveyance Warranty Deed.

Date of Conveyance May 17, 1871.

Any Reservation to Grantor no.

Date of Acknowledgment January 22, 1873.

Name and authority of officer T. Boyd Foster,  
before whom acknowledged Notary Public.

Grantor married or single married.

Is there separate acknowledgment of Wife? no.

Name and authority of officer  
before whom separately acknowledged ---

Date of filing for record July 21, 1873.

Recorded in Deed Book No. 6 Page 769-770

Is it properly indexed? yes.

Dower or homestead conveyed properly no.

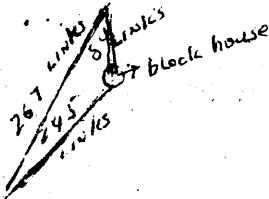
Are names or all signers in body of conveyance? yes.

Consideration \$ 50.00 Is it paid? yes.

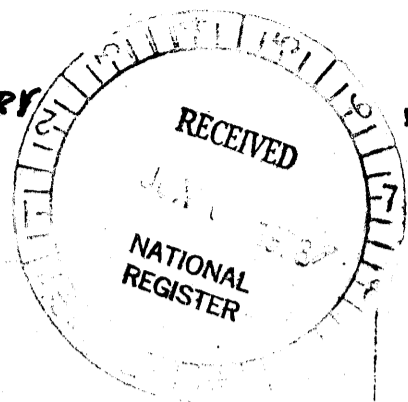
Witness:

DESCRIPTION OF PROPERTY CONVEYED

All of a certain lot or parcel of land lying and being situate in the County and State aforesaid and being in the corporate limits of the town of Stevenson. Beginning at a stake, by a gate post and forty five feet from a White Oak stump on the bank of the Spring branch, a little below the Reservoir, Thence N. 69°E. 245 links to a stake on the side of a bank of dirt thrown up around a block house, Thence N. 16½°E. 84 links to a stake a little North of a Plank fence, thence S. 50°W. 267 links to the beginning, containing (11/100) eleven one hundredths of an acre.



MILITARY CEMETERY



NO. 2.

RECORD OF DEATH AND INTERMENT.

Name and number of person interred. *Nicholas B. Maurice*

Number and locality of the grave . . . *92*

Hospital number of the deceased . . . *Gen Field No 1*

Regiment, rank, and company, . . . *82 Ind Inf Pri Camp 9*

Residence before enlistment . . .

Conjugal condition, (and if married, )  
the residence of the widow) . . . }

Cause of death . . . } *Gun shot wound through right thigh*

Age of the deceased . . .

Nativity . . .

Remarks and references . . . }

Date of death and burial . . . *Oct-13 1863*

[A duplicate of this Record has been forwarded to the Sexton, and another remains at this Hospital]

*Adjutant-General*  
*Washington D.C.*

It becomes my duty to inform you that the person above described died at this Hospital as herein stated; and  
~~but it is desired his remains should be interred with the usual military honors.~~

Respectfully,

*Wm. Keenan*  
Surgeon U. S. Army  
*in Charge*

*Field*  
HOSPITAL.

This copy of Record is to be transmitted to the Adjutant-General at Washington immediately after the place of burial and the number of  
have been ascertained and registered. The above notification is to remain attached.

Inventory of the effects of Nicholas B. Bunker late  
a Member of Captain John G. Bunker Company 1 of  
the 92nd Regiment of Indiana Infantry Volunteers, who was enrolled as  
a Private at Bloomington in the State of Indiana on  
the 20 day of August 1863, and mustered into the service of the United  
States as a Private on the 30 day of August 1863, at Madison  
in Company 1, 92nd Regiment of Indiana Volunteers, to serve 3  
years or during the war; he was born in Lawson County in the State  
of Indiana; he was 20 years of age, 5 feet 7 1/2 inches  
high, fair complexion, gray eyes, dark hair, and by occupation, when enrolled,  
a Farmer; he died in Lawson County at  
Stevenson, Alabama on the 13 day of September 1863, by  
reason of gun shot wound in right leg

INVENTORY.							
ARTICLES.	No.	ARTICLES.	No.	ARTICLES.	No.		
Hats .....		Pairs trousers .....		Knapsacks .....			
Caps .....		Pairs flannel drawers .....		<i>He has some 200  to the amount of 50 00</i>			
Forage caps .....		Pairs cotton drawers .....					
Great coats .....		Flannel shirts .....					
Uniform coats .....		Cotton shirts .....					
Uniform jackets .....		Pairs boots .....					
Flannel sack coats .....		Pairs shoes .....					
Blouses .....		Pairs socks .....					
Stable frocks .....		Blankets .....			MONEY.	Specie .....	\$
Fatigue overalls .....		Haversacks .....				Notes .....	\$

I CERTIFY, ON HONOR, that the above inventory comprises all the effects of  
Nicholas B. Bunker, deceased, and that the effects are in the hands  
of Samuel J. McBeth at Lawson County Hospital  
Stevenson, Ala to be disposed of by a Council of Administration.

(DUPLICATES.)

STATION: Chattanooga Tenn.

DATE: Oct 24<sup>th</sup> 1863

Charles H. Bunker  
Comd'g Co.  
Commanding the Company.

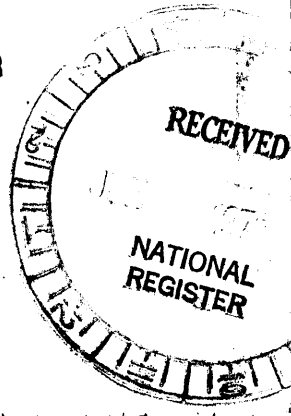
TANYARD REFERENCE

859

This Indenture made and entered into this 1<sup>st</sup> day of October in the year of our Lord one thousand eight hundred and fifty-nine between Armstead Jones and his wife Catharine Jones of the first part and James M. Ressel and Walter Rosser of the second part all of the County of Jackson and State of Alabama. Witnesseth that for and in Consideration of the sum of Twelve dollars to them the parties of the first. in hand paid by the parties of the second part the receipt whereof is hereby acknowledged, they the parties of the first part, have this day bargained, sold, aliened, conveyed, released and Conveyed, and doth by their presence bargain, sell, alien, convey, release and Convey unto the parties of the second part, all of a certain tract or parcel of land lying being and situate in the County and State aforesaid, known and described as Jones Tan Yard and containing One Acre, to have and to hold unto them the parties of the second part. and they the parties of the first part. do hereby bind themselves, their heirs, executors, Administrators and assigns, to warrant and forever defend the title to the above described land and hereby granted premises, with all the appertinances thereunto belonging or in any way appertaining, unto the parties of the second part. their heirs and assigns from and against the lawful title Claim or demand of all manner of person or persons whatever. In testimony whereof the parties of the first part have hereunto set their hands and sundries their seals this 1<sup>st</sup> day of October A.D. 1859.

Teste  
 J. M. Barrier  
 Armstead Jones  
 Catharine Jones  
 The State of Alabama, Personally appears before me J. Boyd Foster  
 Jackson County } an acting Justice of the peace within and for the State and  
 County aforesaid, Armstead Jones and his wife Catharine Jones. whose names  
 are signed to the foregoing deed of Conveyance, and who are known to me, and acknowledged  
 before me, on this day, that being informed of the contents of the Conveyance, executed the  
 same voluntarily on the day the same bears date. Given under my hand this 1<sup>st</sup>  
 day of October 1859  
 J. Boyd Foster  
 Justice of the Peace

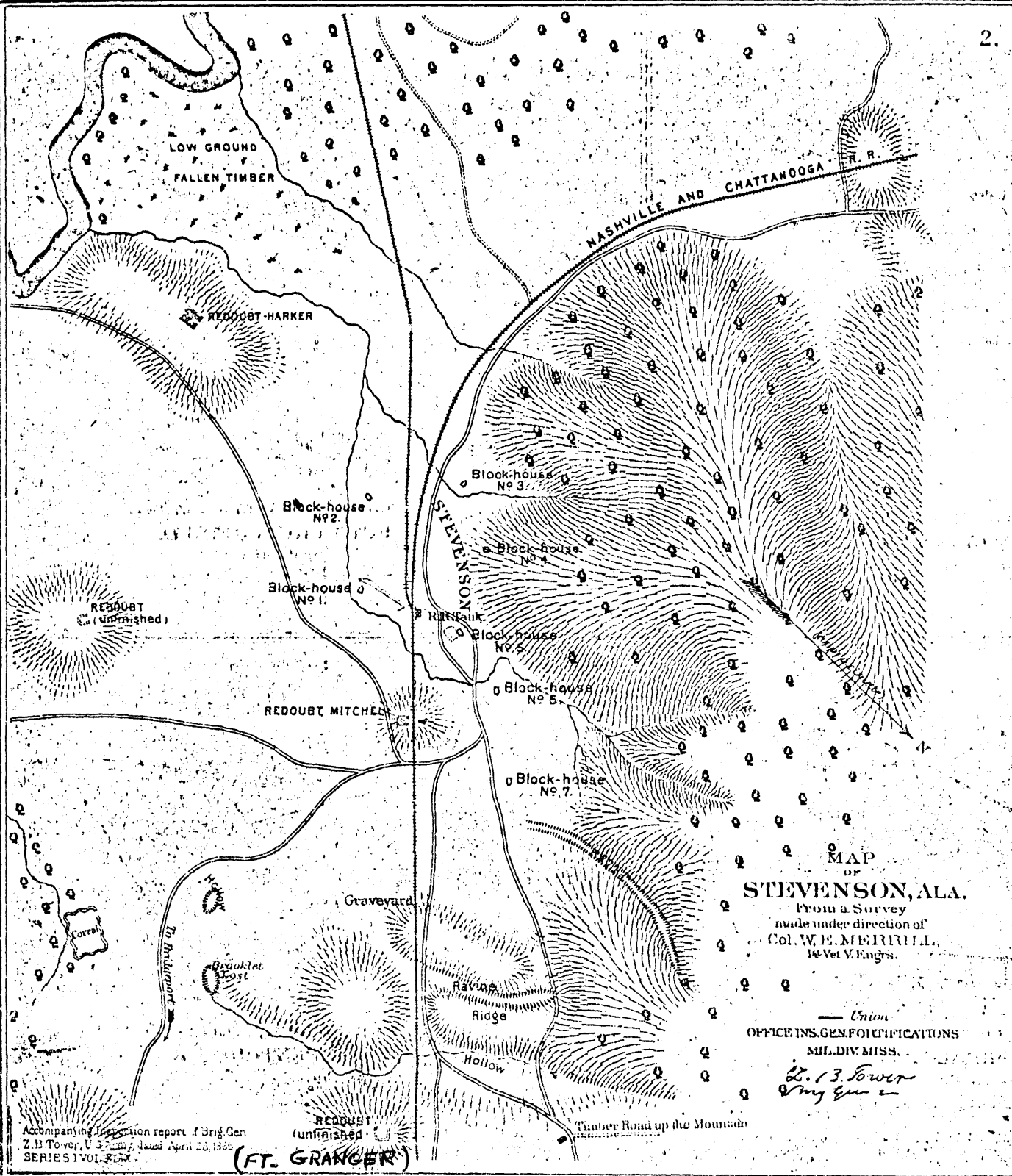
SEP 13 1978



THE TOWER MAP

SERIES 1 VOL. XLIX

2.



MAP OF STEVENSON, ALA.

From a Survey made under direction of Col. W. E. MERRILL, 1st Vet. V. Engrs.

— Union OFFICE INS. GEN. FORIFICATIONS MIL. DIV. MISS.

*D. B. Tower*  
*My Eye*

Accompanying Inspection report of Brig. Gen. Z. B. Tower, U. S. Army, dated April 23, 1865. SERIES 1 VOL. XLIX.

(FT. GRANGER)