

1379



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.

1. Name of Property

historic name Fort Sands

other names/site number 15 HD 111

2. Location

street & number In NE Hardin County on an old logging road off Optimist not for publication NA
Road above the CSX trestle over the Sulfur Fork.

city or town Lebanon Junction vicinity

state Kentucky code KY county Hardin code 093 zip code 40150

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 forth 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.)
David L. Morgan, Executive Director/
State Historic Preservation Officer
Signature of certifying official/Title 10-19-94 Date
Kentucky Heritage Council/State Historic Preservation Office
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 Robert A. Lee Date of Action 11/25/94

Fort Sands
Name of Property

Hardin County, Kentucky
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
		buildings
1		sites
6	1	structures
		objects
7	1	Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Defense; military facility, fortification
battle site, Transportation; railroad
bridge, railroad bed

Current Functions
(Enter categories from instructions)

forest, unoccupied land railroad

7. Description

Architectural Classification
(Enter categories from instructions)

No style

Materials
(Enter categories from instructions)

foundation cut limestone railroad abutments
walls earth

roof

other limestone lined well

Narrative Description

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

see attached

Fort Sands
Name of Property

Hardin County, Kentucky
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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

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- 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

Period of Significance

1862-1865

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

U. S. Army

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):

- 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:

Fort Sands
Name of Property

Hardin County, Kentucky
County and State

10. Geographical Data

Acreage of Property approximately 20

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	604935	4179650
Zone	Easting	Northing	
2	16	605300	4179300

3	16	605210	4179210
Zone	Easting	Northing	
4	16	604780	4179410

See continuation sheet

Verbal Boundary Description

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

see attached p. 7-6

Boundary Justification

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

see attached p. 7-6

11. Form Prepared By

name/title Joseph E. Brent -- Historic Sites Data Coordinator

organization Kentucky Heritage Council date 8/1/94

street & number 300 Washington Street telephone (502) 564-7005

city or town Frankfort state Kentucky zip code 40601

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 see attached

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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 listings. 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 20503.

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Fort Sands
Hardin County, KY

Fort Sands was named after Alexander C. Sands who was the U. S. Marshall for the Southern District of Ohio at Cincinnati. This fortification (15 HD 111) is an earthwork complex that was planned by Union Army Capt. Miles D. McAlester¹ to protect the Louisville & Nashville Railroad (L&N) trestle over the Sulphur Fork near Colesburg in Hardin County. This railroad was a vital supply link for the Union Armies of the Cumberland and Tennessee. Fort Sands consists of six contributing structures and one contributing site: large earthwork complex, two rifle trenches, stockade/blockhouse, a portion of the old railroad cut, the cut limestone trestle abutment and the encampment area; there is one noncontributing structure: the CSX Railroad track. The nominated area consists of approximately 20 acres (see figure 1).

The Stockade/blockhouse

Fort Sands was constructed in two phases. In phase one, in the late fall of 1862, a rectangular stockade/blockhouse was constructed southwest of the railroad tracks. Today what remains of this structure is a 77 meter rectangular shaped earthen wall, approximately six meters high and three meters wide. This structure is located on a rise approximately 46 meters northeast of a cut limestone trestle abutment, which it was designed to protect. This structure contributes to the nomination.

The Railroad features: the cut limestone abutment, the old railroad cut and the CSX

The L&N Railroad was completed to Nashville on October 27, 1860. Portions of the line in Hardin County were opened in 1857. By 1858 the Muldraugh's Hill tunnel and several long bridges remained to complete the line through Kentucky, this included the bridge that would span the Sulfur Fork at the Fort Sands site. The wood and stone trestle, designed by the L&N's construction engineer Albert Fink, was 500 foot span and 95 that rose feet above the Sulfur Fork.²

¹The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, in 128 Volumes, (Washington D.C. 1892), Series I Volume XXXIX, Part III - Correspondence, p. 775. (Hereinafter referred to as O.R.).

²Maury Klein, History of the Louisville & Nashville Railroad, (New York, 1972) pp. 13-16 and Paul Rieger, editor, Through One Man's Eyes: The Civil War Experiences of a Belmont County Volunteer - Letters of James G. Theaker, (Mount Vernon, Ohio, 1974), p. 39.

Approximately 90 meters east of the limestone abutment is the old railroad cut. This cut was made

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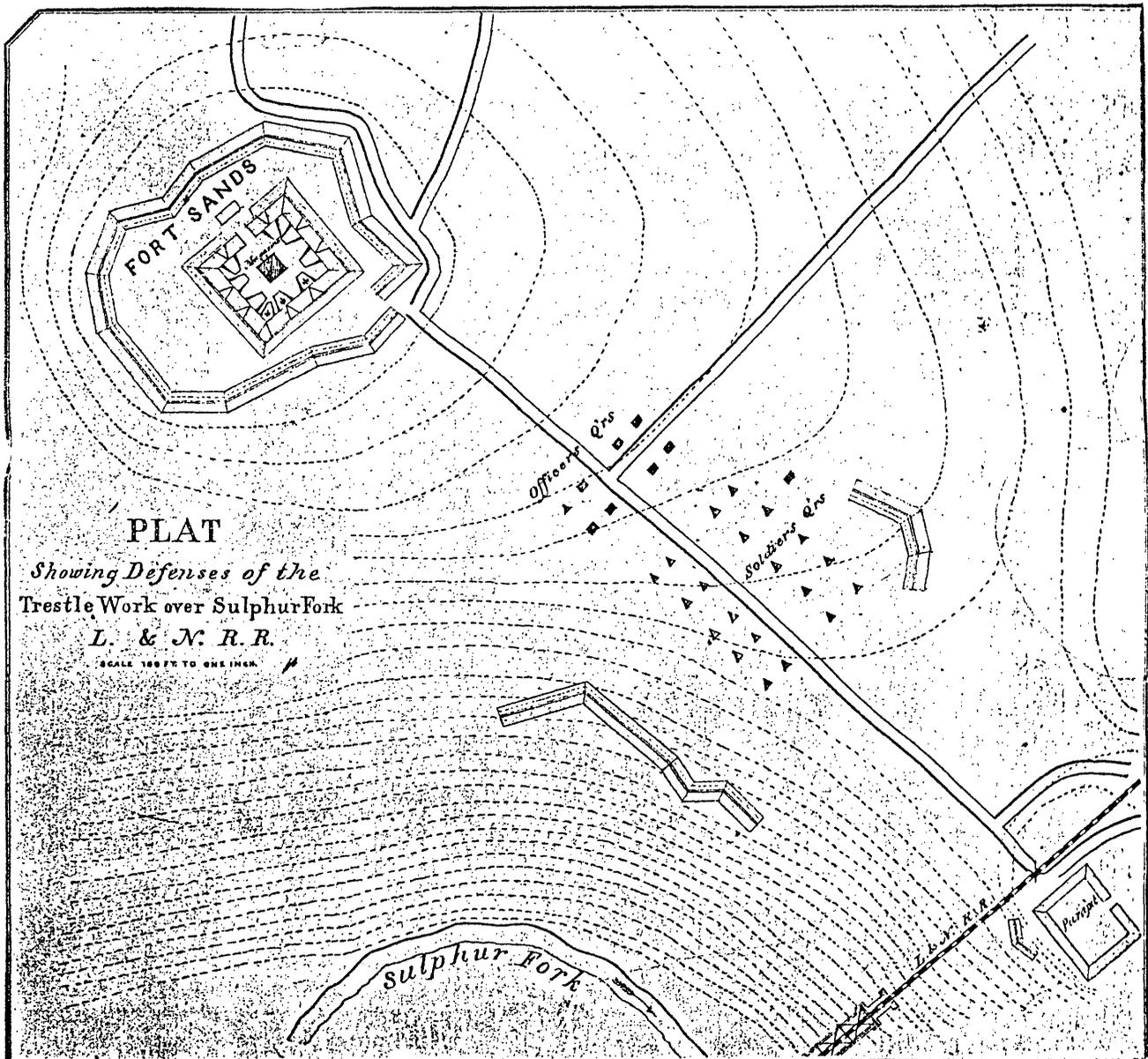
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into the side of a rise and is very narrow, approximately 30 meters across. When the current railroad was widened in the early part of this century, the tracks were shifted to the north. While the metal rails were salvaged, the old railroad cut has been left intact. The stone abutment also remains and both the abutment and the old railroad cut contribute to the feeling and setting of the site. Approximately 60 meters northwest of the aforementioned earthwork is the present day CSX Railroad track. Because this structure was completed after the period of significance, it does not contribute to the nomination.

The rifle trenches

Following John Hunt Morgan's Christmas Raid of 1862, work continued on the inadequate fortifications at the Sulfur Fork trestle. Beginning in the winter of 1863 and continuing through the summer, strong fortifications were constructed northwest of the stockade/blockhouse. As a part of this construction two rifle trenches were built. Approximately 75 meters northwest of the stockade/blockhouse is rifle trench # 1. This earthen structure is approximately 60 meters long and is a shallow ditch which was dug by Union soldiers. Dirt from the ditch was mounded up in front of it to protect the soldiers from enemy fire. Rifle trench #1 is located on a ridge overlooking the railroad track. North and east of rifle trench #1 is the area of the encampment. Adjacent to the southeast corner of the encampment area is rifle trench #2. This smaller ditch, approximately 30 meters long, is identical in construction to rifle trench #1. Both rifle trenches are contributing to the nominated area.

The Fort Sands encampment

According to the 1863 map of the fort, the encampment occupied an area of approximately 75m x 40m. This "encampment" would have been the Fort Sands barracks. This is where the officers and enlisted men would have stayed while they were stationed at the fort. The 1863 map indicates that the area was a combination of huts and tents. There are two or three piles of limestone that appear to be the remains of chimneys, that would have been associated with the huts, which would have been officers quarters. It will be impossible to know the exact extent of this area without an archaeological investigation. However, the 1863 map is very accurate regarding the fortifications and there is no reason to doubt that this area was where the encampment was located. This area is

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located within the nominated area and does contribute to the nomination.

Fort Sands

Northwest of the encampment area and the rifle trenches is the largest and most complex of the earthworks in the nominated area. This structure consists of two parts: a 32 meters square earthen redoubt and the outer works, a 215 meter long earthwork that surround the redoubt. The redoubt's walls are approximately two to three meters high and six meters across. Within the walls of the redoubt is an earthen mound approximately 12 meters across and two meters high that was probably the powder magazine and a one meter in diameter limestone lined well. This redoubt is surrounded by a lower outer earthwork. These outerworks are some 215 meters in length and perhaps one meter high. This earthwork had three guns mounted within its wall, one 12-pounder light gun and two 6-pounder smoothbore cannons. There would have been approximately 600 men stationed at the Fort Sands complex to defend the railroad.³

³O.R. Vol. XXXIX, Part III, p. 777.

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Verbal Boundary Description

The nominated area is a trapezoid shaped area of approximately 20 acres, that is delineated by four UTM points. The boundary of the nominated area runs from UTM point "A" approximately 450 meters south southwest to UTM point "B." From UTM point "B" the line turns 90 degrees and runs west southwest approximately 100 meters to UTM point "C." From UTM point "C" the boundary line runs generally northwesterly some 470 meters to UTM point "D." From UTM point "D" the line runs north easterly approximately 280 meters to close the boundary (see Map 1).

Boundary Justification

The nominated 20 acres corresponds roughly to the area that would have been the original fortification complex, plus the 1,500 foot buffer that would have surrounded the Fort Sands compound. As a part of the construction process trees would have been felled for a distance of some 1,500 feet around the fort to give the defenders a good field of fire on any attackers. The shape and size of this area takes in not only the earthwork fortifications, but the troops and officers quarters as well as a portion of the old railroad line. All of these features contribute to the property's integrity of feeling, setting, association and location.

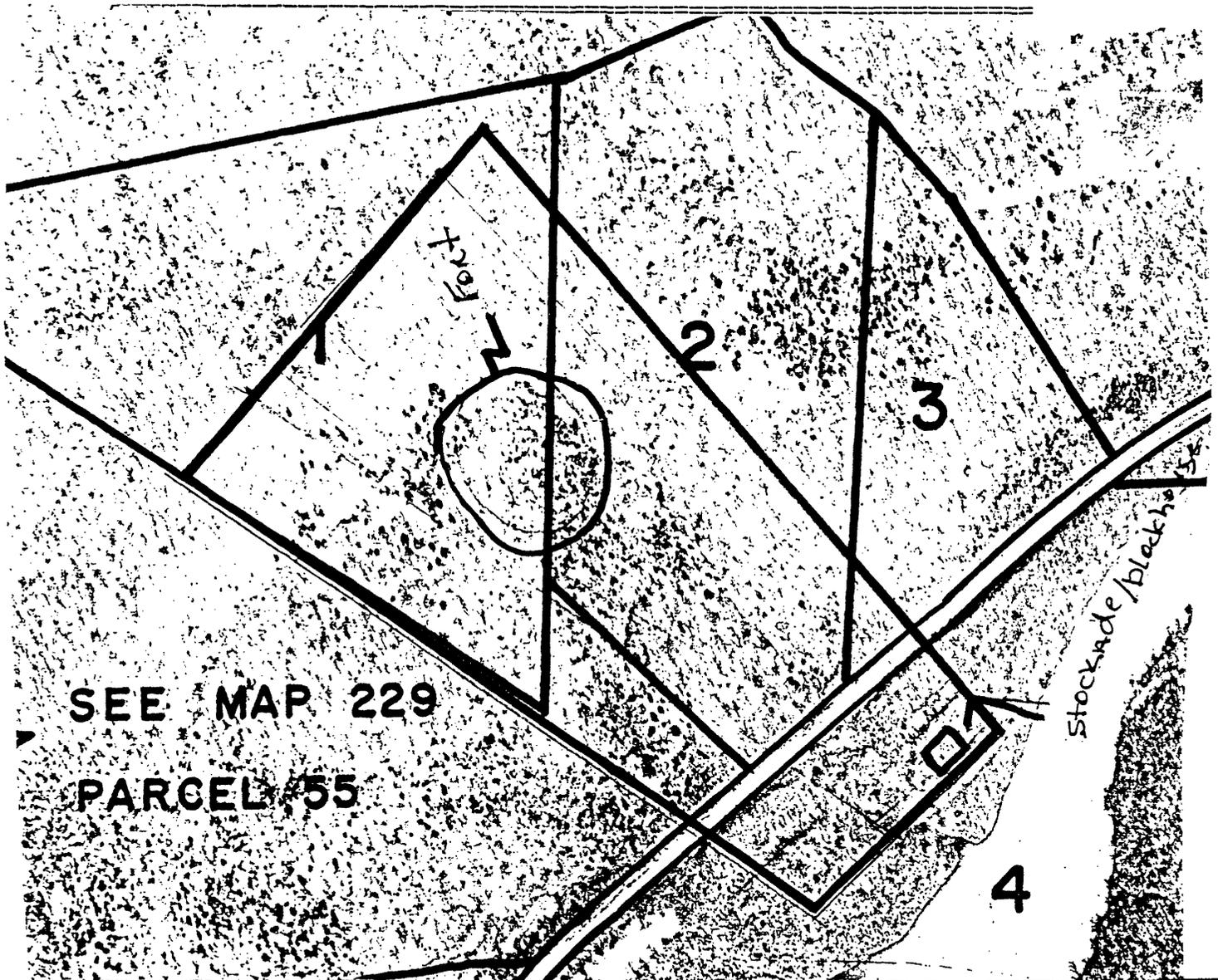
The boundary of the nominated area includes the six contributing structures: the blockhouse/stockade, the cut limestone abutment, the original railroad cut, rifle trench #1, rifle trench #2 and the two large earthworks and one contributing site: the encampment site, that historically made up the area known as Fort Sands and maintain a high degree of integrity of location, setting, feeling and location. The nominated area was a discrete area constructed by the U. S. Army between 1862-63 for a very specific purpose, defending a railroad trestle. The elements within the boundary highlight the site's discreet purpose (see Map 2). The nominated area includes all of the 1,500 foot buffer area except south of the stockade/blockhouse. This area is a lake that was created after the period of significance and detracts from the fort's integrity of setting and feeling.

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SCALE 1" = 400'



PROPERTY IDENTIFICATION MAP

COUNTY: HARDIN CO. KY.

MAP: 242

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Fort Sands is eligible under National Register Criterion C within the context of the American Civil War, and has statewide significance, as an excellent example of a Union Civil War fortification designed to protect the railroad supply lines. Fort Sands, in fact, represents the evolution of U. S. Army railroad fortifications. It includes not only the stockade/blockhouse that was built along the L&N in the earliest phase of construction, but it also has an example of a much stronger earthwork fort that mounted artillery. This property retains a very high degree of integrity location, setting, association and feeling, it embodies the distinctive characteristics of a fortification designed by the U. S. Army Corps of Engineers as part of this defensive strategy.⁴

Currently, a private non-profit group in the Elizabethtown area is working with the major land owner to protect and interpret this fortification. This effort will include trails, signage and other restoration efforts designed to preserve and interpret the fort as a part of Kentucky's Civil War heritage.

State Archaeologist Dr. Berle Clay has visited the site and it is listed on the state archaeological survey. A team of archaeologists from the University of Kentucky will complete a detailed topographic map of the fortification later this summer. While this resource is being nominated under Criterion C, Fort Sands has the potential to yield important archaeological information regarding the living conditions of Civil War soldiers. There is a great deal of written material on this fort, yet an archaeological investigation would greatly enhance the written information. It is very probable that Fort Sands would qualify for listing under Criterion D.

Background

Prior to the Confederate invasion of Kentucky, that ended with the Battle of Perryville in October of 1862, the Union high command decided that it was imperative to protect their supply routes. Fear that the Confederate Army would come into the state destroy bridges and generally disrupt communications, not to mention threaten Louisville and Cincinnati spurred the army into action.

⁴Leland R. Johnson, The Falls City Engineers: A History of the Louisville District Corps of Engineers United States Army, (Louisville, 1974). pp. 109-111.

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As a result a fortifications around those cites were strengthened and defenses along the all important railroads, especially at venerable trestles, were bolstered or begun. The Union Armies of the Tennessee, Mississippi, Ohio and Cumberland were moving south threatening Vicksburg, Mississippi and Central Tennessee, in order to maintain the momentum those armies had to be supplied and while some supply by water was possible the western armies depended heavily on the railroads.

The commander of the Union forces headquartered at Nashville was General Don Carlos Buell. He wanted to attack the Confederate Army south of his position. In order to ensure the success of his plans he needed a secure supply line. The onus of this task fell upon a single regiment of volunteer engineer troops. These men were assigned the task of building and repairing the railroads and bridges. The troops performed admirably under extreme circumstances. They built bridges in record time, unfortunately Confederate raiders could destroy them even faster. Buell needed a professional military engineer to help the volunteers. Captain James St. Clair Morton, a regular army officer of the Corps of Engineers was assigned to Buell's command as chief engineer. ⁵

Morton, who had vast experience in military construction, decided to defend the railroad bridges by constructing wood and earth stockades. There was plenty of timber to be used and therefore the defensive works could be quickly constructed. The plan was for these fortifications to house a small garrison, which would be protected from attack by the timber structure. Morton laid out the stockades, but due to a lack of engineer troops, he left the construction up to the infantry sent to man them. Before this defensive system could be completed Confederate troops invaded Kentucky.⁶

Fort Sands - the stockade/blockhouse

The stockade/blockhouse portion of the fortification complex at Fort Sandas appears to have been constructed first. It was probably laid out by Capt. Morton on his initial survey of the L&N Railroad

⁵Leland R. Johnson, "Civil War Railroad defenses in Tennessee," The Tennessee Valley Historical Review, Summer 1972, p. 21.

⁶Ibid., pp. 21-22.

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in the Summer of 1862. The layout of the surviving earthwork near the trestle site looks very much like an 1864 drawing of a blockhouse made by Captain William E. Merrill in 1864 (Merrill replaced Morton as chief engineer of the Army of the Cumberland). The Confederate troops that invaded Kentucky in the fall of 1862 got as close to Fort Sands as Munfordville and captured the railroad at that point. The fortification at the Sulfur Fork trestle escaped the main force of the Confederate invasion, but it did not survive 1862 (see Figure 2).

Following the failed Confederate invasion General Braxton Bragg continued his policy of using his cavalry to disrupt the Union communication and supply lines. General John Hunt Morgan was ordered by Bragg to attack the L&N Railroad in Kentucky in December 1862. By this time it was well known that the Federal Army was constructing stockades along the entire line of the L&N. The Union Army's use of infantry to build the fortifications slowed the progress of the defenses. However, a number in Kentucky were completed and quite formidable, General Morgan chose to attack the "weak link," the trestles on Muldraugh's Hill. Fort Sands guarded one of those trestles.⁷

On December 28, 1862 John Hunt Morgan's troops rode out of Elizabethtown, which they had captured the day before and rode toward the trestles on Muldraugh's Hill. As was Morgan's custom he first offered the defenders a chance to surrender. The Union troops declined. The Confederates then proceeded to fire artillery shells into the stockade, three hours later it surrendered. Morgan collected the Union prisoners and burned the trestle. It would be mid-March of 1863 before the rail line between Louisville and Nashville was restored.⁸

Fort Sands

About one month after Morgan's raid on the trestle over the Sulfur Fork, the 50th Ohio Infantry Regiment was detailed to improve the defensive works at that site. According to one account the 50th Ohio arrived on January 28, 1863 and began work on the fortification at that point. The rifle

⁷James A. Ramage, Rebel Raider: The Life of General John Hunt Morgan, (Lexington, Kentucky, 1986), pp.135-137.

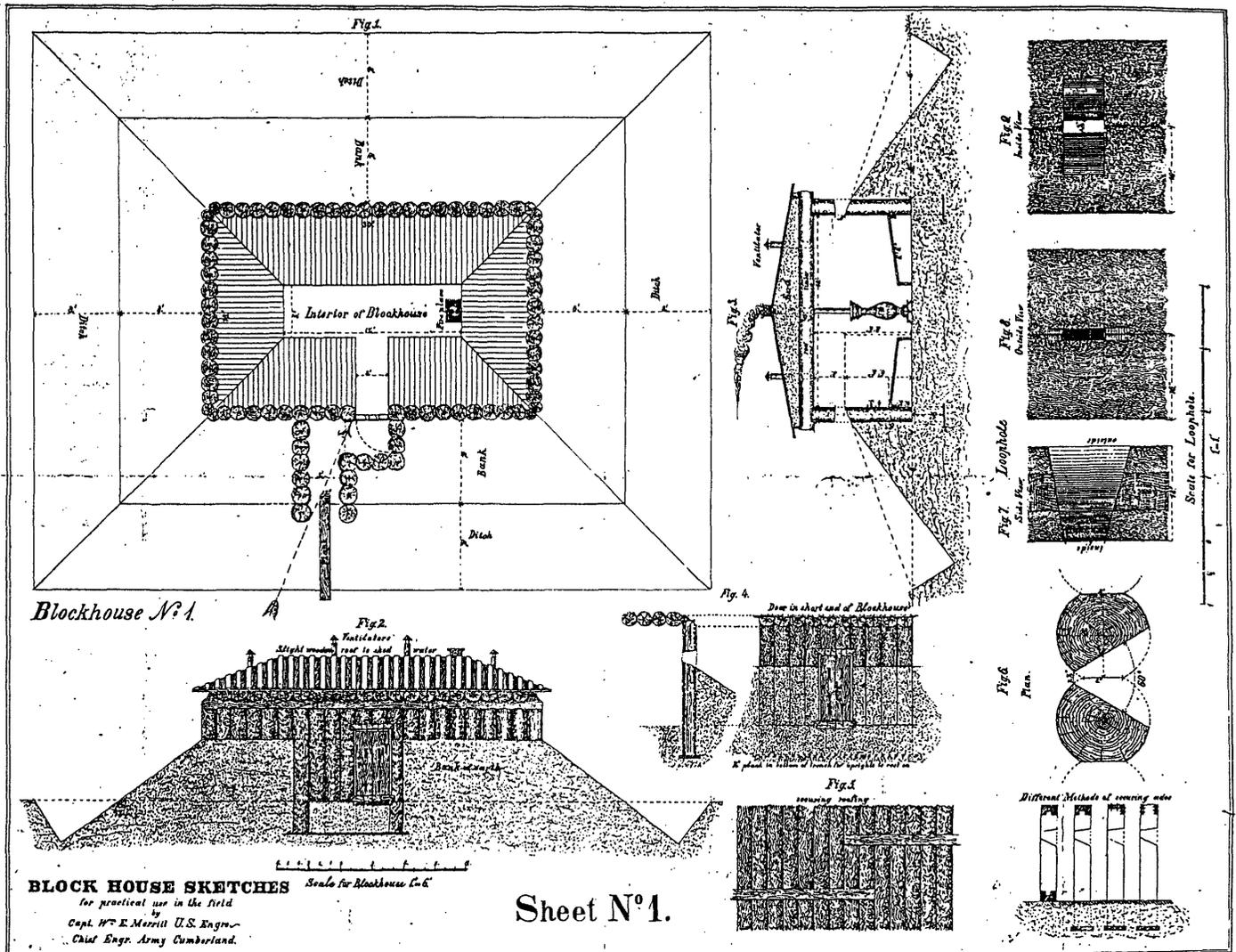
⁸Dee Alexander Brown, The Bold Cavaliers: Morgan's 2nd Kentucky Cavalry Raiders, (Philadelphia, 1959), pp. 151-152.

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trenches were probably built first, in order to afford the soldiers camped there some protection from attack while they worked on the overall defenses. One first hand account notes that by February the camp had been fortified strongly.⁹

Fort Sands was completed in August of 1863. The fortification deterred any further attacks on the trestle. In fact the trestle and the fort survived the remainder of the Civil War. It is not clear if the stockade/blockhouse was repaired. The accounts do not mention it one way or the other. But given the preservation of the earthwork that would have been the base of the stockade/blockhouse it appears that it was indeed repaired and a part of the the Fort Sands complex. ¹⁰

Historic Context: The Defense of the L&N Railroad in Kentucky During the Civil War

The L&N Railroad was an integral part of the Union war effort during the Civil War. Nashville fell to the Union forces in late February of 1862, from that point on it became a major supply depot for Federal operations in the south. Consequently, it was important to protect the supply lines that brought war material to the Tennessee capital. The L&N Railroad was the life line of the Union Army at Nashville. The L&N was important enough that U. S. Army deployed over 10,000 men just to protect it. In Kentucky the Union Army built eleven forts and deployed over 3,500 men just to protect the L&N. It is important to remember that men deployed as garrison troops cannot participate in any other service. Ten thousand men was a large investment of personnel, but apparently one the U. S. Army felt was justified.¹¹

Fort Sands is one of fourteen forts constructed in Kentucky specifically to defend the L&N. Of those

⁹Rieger, Through One Man's Eyes, pp. 33 & 37, and Erastus Winters, In the 50th Ohio, Serving Uncle Sam:Memoirs of One Who Wore the Blue, (Cincinnati, 1895), p. 31.

¹⁰Rieger, Through One Man's Eyes, pp. 33 & 48.

¹¹Ramage, Rebel Raider, p. 136.

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fourteen, only four were built outside of Bowling Green and Munfordville. These four forts were more or less islands designed to defend a single railroad trestle. Five of the forts including two of the "islands," are no longer extant. None of the remaining forts have the same "floor plan." Only Fort Boyle, also in Hardin County, is an isolated fortification designed to defend a trestle without support.

Bowling Green was the last defensible point north of Nashville, that is why the Confederate troops fortified it in 1861-62 and that is why the Union Army kept it fortified for the duration of the war. There were initially six forts constructed in Bowling Green. Only three of these survive and only Fort Webb which is in a city park appears to have much integrity. The fortifications in Bowling Green were part of a large defensive complex designed to protect both the town of Bowling Green and the L&N. Some of these forts unlike the remaining L&N forts were begun by the Confederate Army and then finished or remodeled by Federal troops to fit their needs. These forts mounted over 26 pieces of artillery.¹²

In Munfordville the situation was essentially the same as in Bowling Green. After the invasion of Kentucky by the Confederates in the fall of 1862, during which Southern troops captured and disabled the L&N bridge over the Green River. The U. S. Army overhauled the defenses at Munfordville. The defenses were bolstered by constructing four additional fortifications with 16 additional artillery pieces (see figure 3). Of these two survive, Forts Willich and Terrill. The forts retain some integrity, though there is a modern house constructed between them.¹³

Of the forts in Munfordville one Fort Willich, is a hexagon, that mounted six guns. This fort was connected to Fort Terrill, a triangular shaped fortification, by a rifle trench. Terrill had four guns. These two forts were part of a major defensive network in Munfordville that had forts and batteries on both sides of the Green River. Those defensive structures were connected by a maze of rifle trenches, that literally turned the small town into an armed camp.

¹²O.R., Series I Volume XXXIX, Part III - Correspondence, p. 777.

¹³John A. Tanlly, jr.(?) to M. D. McAlester, December 24, 1862, RG 393 - Engineer -Letters and reports Received, Department of the Ohio.

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The differences between the situations at Munfordville and Bowling Green when compared to Forts DeWolff, Sands, Boyle and McAlester should be clear. The above forts were all more or less islands constructed to defend a specific part of the L&N. Fort McAlester at Elizabethtown, Fort DeWolff at Shepherdsville, Fort Boyle and Fort Sands on Muldraugh's Hill all defended trestles along the L&N line and did not have the luxury of support from other forts constructed nearby as was the case with those in Bowling Green and Munfordville. These singular forts were designed to deter raiders from taking the risks that would be involved in reducing them in order to destroy the trestles that they guarded. Once they were completed and operational, for the most part they did their job.¹⁴

Three of the forts McAlester, Boyle and Sands have something else in common, they were all constructed by elements of the 50th Ohio Infantry Regiment. Of the three only Boyle and Sands survive. Fort McAlester was probably about the same size as Fort Sands, it, like Fort Sands carried a three gun armament. Fort Boyle was much larger it had twice as many cannon. Boyle was an irregularly shaped fortification that was not enclosed. In addition to the gun emplacements within the main body of the fort it had a detached battery to the south between the rifle trenches and the main fort. Fort Boyle also does not have a stockade/blockhouse (see figure 4).

Fort Sands unlike Fort Boyle was a smaller and more compact defensive work. The main earthwork has two parts. The inner bastion of the fort is a square enclosure that mounted three guns. Within this structure was also a square magazine that housed the fort's ammunition and there was also a limestone lined well within this portion of the fort. Surrounding the square is an irregularly shaped wall. South of this structure was the fort's encampment which was defended by two rifle trenches.

Both the stockade/blockhouse and the earthwork complex at Fort Sands are located on high ground overlooking the railroad, this is very typical in military defense. Only the earthwork complex north of the railroad mounted artillery, the stockade/blockhouse would have only housed a small contingent of infantry. The layout of the fortification would have forced enemy troops who wished to destroy the trestle to face both artillery and infantry. If the enemy did get to the trestle they would find themselves in a cross fire between the earthwork complex and the stockade/blockhouse. Using the terrain and concentrating one's firepower is an elementary part of military engineering.

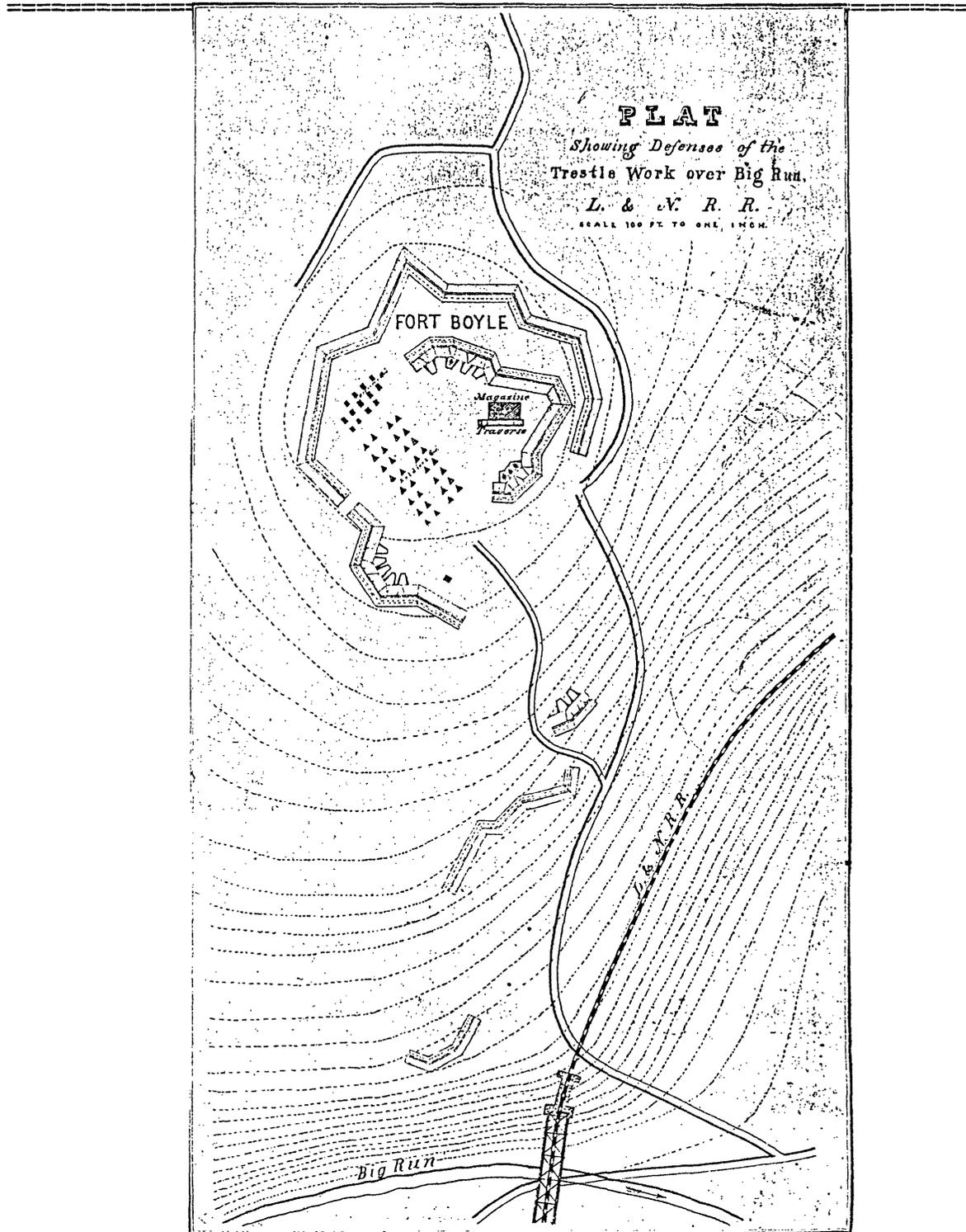
¹⁴O.R., Series I Volume XXXIX, Part III - Correspondence, p. 777.

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Fort Sands
Hardin County, KY

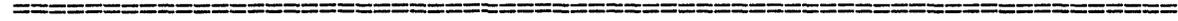


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
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Fort Sands
Hardin County, KY



All of these features can readily be seen today. Fort Sands is one two forts designed to protect railroad trestles without support that survive in Kentucky. This fort is in an excellent state of preservation and is an important physical reminder of the importance of railroads during the Civil War.

United States Department of the Interior
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Fort Sands
Hardin County, KY

=====
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Klein, Murray, History of the Louisville and Nashville Railroad, (New York, 1972).

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John A. Tanlly; jr. (?) to M. D. McAlester, December 24, 1862; RG 393 - Engineer, Department of the Ohio, Letters and Reports Received.

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Fort Sands
Hardin County, KY

Photographs

1. Main (inner) wall of fort -- looking north
2. Powder magazine/bomb proof -- looking north
3. Rifle Trench number 1-- looking south
4. Outer wall of the fort -- looking south

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Fort Sands
Hardin County, KY

Property Owners

Diane Bays
1302 N. Dixie Hwy
Elizabethtown, KY 42701

CSX Transportation
500 Water Street
Jacksonville, FL. 32202

parcel # 242-00-00-001

Roy K. Gatlin
1680 Optimist Road
Lebanon Junction, KY 40150

parcel # 242-00-00-002

George, TG and Martha Butticci
1555 Woodridge Ferry Road
Lebanon Junction, KY 40150

parcel # 242-00-00-003

William Murphy
1970 Wooden Lane
Elizabethtown, KY 42701

parcel # 242-00-00-004

Charles H. Ice
395 Optimist Road
Lebanon Junction, KY 40150

parcel # 229-00-00-055

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94001379 Date Listed: 11/25/94

Fort Sands
Property Name

Hardin KY
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Antoinette Nee*
Signature of the Keeper

11/25/94
Date of Action

=====
Amended Items in Nomination:

Classification: The Category of Property is amended to read: "district."

Statement of Significance: The Areas of Significance block is amended to read: "Engineering."

This information was confirmed with Marty Perry of the Kentucky State Historic Preservation Office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)