

**NATIONAL REGISTER OF HISTORIC PLACES**

**1. Name of Property**

Historic name New Haven Battlefield Site  
Other names James Howell Farm (LU-12)

**2. Location**

street & number Lyons Station Road city or town New Haven  
state Kentucky Code KY county Larue Code zip code 40051

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide X locally.

David L. Morgan  
Signature of certifying official David L. Morgan, SHPO

1/17/2004  
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.

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this 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): \_\_\_\_\_

Edson H. Beall 8/4/04  
Signature of Keeper Date of Action

## NATIONAL REGISTER OF HISTORIC PLACES

### New Haven Battlefield Site

Larue County, Kentucky

#### 5. Classification

Ownership of Property	Category of Property
<input checked="" type="checkbox"/> private	<input type="checkbox"/> district
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> site
<input type="checkbox"/> public-State	<input type="checkbox"/> structure
<input type="checkbox"/> public-Federal	<input type="checkbox"/> object

#### Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	11 buildings
<u>1</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	1 objects
<u>2</u>	11 Total

Number of contributing resources previously listed in the National Register: NONE

Name of related multiple property listing N/A

#### 6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Agricultural/Subsistence</u>	Sub: <u>Agricultural Field</u>
<u>Domestic</u>	<u>Single Dwelling</u>
<u>Defense</u>	<u>Fortification</u>

Current Functions (Enter categories from instructions)

Cat: <u>Agricultural / Subsistence</u>	Sub: <u>Agricultural Field</u>
<u>Domestic</u>	<u>Single Dwelling</u>

#### 7. Description

Architectural Classification NA

Materials foundation - Stone pier  
roof Metal  
walls Log and wood frame  
other Brick chimneys and fireplaces

Narrative Description - on Continuation Sheets

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**8. Statement of Significance** Applicable National Register Criteria

- 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

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a 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

Military History

Period of Significance

1862-1864

Significant Dates

30 December 1862

Significant Person

N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance - on Continuation Sheets

**9. Major Bibliographical References** See 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: Nelson County Historic Preservation Office, Bardstown, KY

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**10. Geographical Data**

Acreege of Property 90 acres approximately

**UTM References**

	Zone	Easting	Northing	All points: New Haven Quad
1:	16	623 242	4169 540	
2:	16	623 700	4169 140	
3:	16	623 880	4168 660	
4:	16	623 400	4168 520	
5:	16	623 000	4168 850	
6:	16	623 000	4169 450	

Verbal Boundary Description on continuation sheet 10-1.

Boundary Justification on continuation sheet. 10-1

**11. Form Prepared By**

Name/title Charles R. Lemons

Organization: Rolling Fork Historic Preservation Association Inc. Date:

street & number PO Box 56, 153 North Main Street

telephone (502) 549-6310

city or town New Haven state KY zip code 40051

**Property Owners**

Fred Marion O'Bryan  
1245 Standish Way  
Lexington KY 40504-2045  
(859) 233-0471

Mayor Tessie Cecil  
New Haven City Hall  
320 Center Street  
New Haven KY 40051  
(502) 549-3177

Mr. Greg Mathews, Director  
Kentucky Railway Museum  
PO Box 240  
136 South Main Street  
New Haven KY 40051  
(502) 549-5470

Mr. Tommy Turner, Judge Executive  
Larue County Court House  
209 West High Street, Suite 4  
Hodgenville KY 42478  
270-358-4400

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Section 7 Page 1

**New Haven Battlefield Site**

Larue County, Kentucky

The New Haven Battlefield site (LU-12) is set in rural Larue County, Kentucky, just across the Rolling Fork River from the small Nelson County town of New Haven. The site consists in several components that overlap in space. The largest area, currently at approximately 190 acres, is the historic Howell Farm. Within that farm is the acreage proposed for listing, at approximately 90 acres, the site of the December 30, 1862 Battle of New Haven. A small amount of the acreage proposed for listing extends outside the limits of the Howell Farm and across the Rolling Fork River, into the town of New Haven, to include the soldiers' approach to the battle. Within the area proposed for listing, and a feature that stood at the center of the battle, was a Union Fort, Fort Allen, occupied by troops from October 1862 until it was abandoned in April of 1864.

The landscape of the New Haven Battle has changed little since Union forces first occupied the site in October of 1862. It remains cultivated farmland crossed by a single railroad line. To the east, it is bounded by the Rolling Fork River – with the elevation of the property slowly rising as it travels west, culminating along a long ridgeline and knob. To the north, the property is delineated by Kentucky Highway 52, and to the south, by a small wood lined stream. The original roadbed for the Louisville & Nashville Railroad, now part of the Kentucky Railroad Museum, travels the length of the property from west to east, crossing the Rolling Fork River to the east. The original house that served the Howell farm and witnessed the Battle is extant, sitting just above the base of the knob, facing east overlooking the farm fields.

The farmstead was originally established in the 1830s, when the property was part of Hardin County. The original owners lived a single-story, single-room log house that was expanded upwards and outwards by its new owners in the late 1850s to an "I" house with a single story extension to the rear. The new addition was of a frame construction and decorated with a vernacular Greek Revival style. In this new construction, the original fireplace and chimney was expanded on the south side of the house and an additional chimney, with upstairs and downstairs fireplaces installed in the north wing. The clapboard fireplace mantels, and other materials appear to date to a time when they would have been supplied by the steam sawmill located in New Haven, about ½ mile away. A second frame house, apparently built in the 1850s, was constructed along the Springfield Road, just north of the Railroad grade, but that structure was demolished in the early 1980s.

During the mid-19<sup>th</sup> Century, the farm was crossed by several roads, one being the Elizabethtown – Springfield Road, which crossed the Rolling Fork River into New Haven at the site of the present railroad bridge. A country road coming from the south

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### **New Haven Battlefield Site**

Larue County, Kentucky

connected with this main road just north of the railroad track, while a second road running west to east crossed the first road just north of the farmhouse. This second road lead down to the river, where it "T" intersected a third road that followed the course of the river. All of these roads were delineated by rail fences. Except for part of the original Springfield-Elizabethtown road (now Highway 52), the roads fell out of public use by the turn of the 20<sup>th</sup> Century and became farm roads. By the 1980s, all but one of these farm roads had been abandoned and plowed under for farm use.

In 1855 construction of the Knoxville branch of the Louisville & Nashville Railroad reached New Haven, Kentucky, passing through the Howell Farm on an elevated grade. The original grade remains in use, now owned by the Kentucky Railroad Museum. The railroad crosses the river on a bridge built directly over the existing ford; the original footings of the bridge are still being utilized, as are the original footings of a smaller bridge just to the west.

The farm itself was divided into several fields, both by the railroad grade and the roads. These were additionally subdivided into smaller fields by split rail fences. At the time of the battle, two of the fields were in pasture, while two others had been harvested of their corn crop.<sup>1</sup>

In October of 1862, two regiments of Illinois Infantry – the 78<sup>th</sup> and 91<sup>st</sup> – arrived on the farm and camped next to the river, just north of the railroad bridge. Two weeks later, construction of a palisaded fortification was begun just south of the railroad bridge and ultimately two small fortifications and several smaller structures were completed within one of the farm fields<sup>2</sup>. These fortifications were continually occupied from the date of construction until April of 1864, when the site was finally abandoned. In September of 1864, a local band of guerrillas, lead by a Henry McGruder, burned the stockade and its associated buildings to the ground.

In 1880 a spur line for the L&N Railroad was built across the farm to connect to a local distillery located at Athertonville, Kentucky to the south. This spur line, and its associated grade, was removed and leveled in the mid-1970s and the spoil was used to fill in an old farm pond that was located nearby. At some point in the 1950s high tension electrical lines were installed across the property from north to south, a short distance west of the assumed site of the fortifications.

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<sup>1</sup> Journal of SGT McNeil, Company H, 78<sup>th</sup> Illinois Infantry. Map of the battlefield.

<sup>2</sup> Ibid

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### **New Haven Battlefield Site**

Larue County, Kentucky

Today this site remains isolated from most modern intrusions. A single gravel road, following the original roadbed, allows access to the farmhouse and its newer out-buildings. The other roads had been abandoned, for the most part, by the mid-1980s. The eastern fields are now cultivated as a single field, while the fields to the north and west of the house are divided by modern fence lines. With the exception of the addition of a porch on the front of the structure, the house remains basically unchanged from its 1862 look. The railroad bed remains basically unchanged, except that an additional three to four feet of gravel has been added, increasing its height. The original bridge was washed away by a flood soon after the action of December 30<sup>th</sup> 1862. It has been replaced at least twice since that time – once in 1888 and again in the early 20<sup>th</sup> century.

Very little of the modern world intrudes on the battlefield. The railroad bed screens the battlefield from Kentucky Highway 52 and a natural tree line along the river screens the town of New Haven, about 1000 yards to the east of the house. New Haven has grown little since the 1860s and still contains several structures that were contemporary to the battle. The field is further screened to the west and south by ridgelines and trees; little but farm fields and woods exist within ½ mile in either direction. The road into the farm is unimproved and follows an original roadbed. Highway 52 has little heavy traffic, and its distance from the farmhouse ensures that little or no road noise is evident. The electrical lines that cross the farm near the eastern edge of the property are barely visible from the farmhouse and do not greatly detract from the view of the battlefield.

Historic archeology has not been undertaken at this property, neither to corroborate the records on the geographical extent of the battle, nor to answer questions about the identity and nature of Fort Allen.

#### **Feature Inventory:**

**Contributing Building:** Howell Farmhouse (described above)

**Contributing Site:** Battle Site (described above)

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### **New Haven Battlefield Site Larue County, Kentucky**

#### **Non- Contributing buildings:**

1. **Shed:** 12 x 18' wood frame, vertical board siding, raised floor, single door. Metal roof. Post and pillar foundation (stone). 3' extension of roof over the front. Circa 1910
2. **Meat Shed:** 12' x 12' wood frame with vertical board covering and a dirt floor – wood foundation laid directly onto the ground. Peaked roof with metal roofing – 6' extension of roof over the front. Circa 1920
3. **Equipment storage shed:** 30' x 65' feet, three sided - vertical board covering with dirt floors. Shed type metal roof. Cattle loading ramp at north end (5' wide) Circa 1920
4. **Tool Shed,** 35' x 15' wood frame, single door, single side window, vertical board siding, metal-covered gabled roof, poured concrete foundation, dirt floor. circa 1920
5. **Two story barn** – 55' x 70', wood frame with poured concrete footings and peaked metal roof. Vertical board covering. 40' tall x 15' diameter silo attached by short wooden structure with peaked roof. Silo is made of stacked extruded concrete blocks banded by heavy round steel bands and topped with a rounded metal roof. circa 1936
6. **Corn Shed:** Wood frame, peaked roof, and attached north side shed. Sheathed in very open horizontal boarding while added shed is vertical boards. It has a pillar and post foundation (stone), was built ca. 1900, and has a gable roof covered in metal.
7. **Equipment Shed,** 18' x 100' wood frame with open front, metal shed roof and dirt floor. No apparent footing. Circa 1910
8. **Chicken Shed:** 10' x 15' wood frame, vertical board covering and a single door. raised wood floor. Shed type metal roof. Poured concrete footer. Circa 1920
9. **Barn:** approximately 40' x 80', two story, wood frame, built in the 1930s.
10. **Small wooden shed:** built about 1950, approximately 12' x 12'
11. **Barn:** approximately 30' x 60' single story wood frame, built in 1970s

#### **Non-contributing object**

Trailer: single width, built approximately 1970.



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**New Haven Battlefield Site**

Larue County, Kentucky

**STATEMENT OF SIGNIFICANCE**

The New Haven Battlefield (LU-12) meets National Register Criterion A and is eligible for inclusion as a significant Civil War battle site. It was the scene of a failed attack by Morgan's Raiders during the Christmas Raid of 1862. The attack at New Haven was only one of a series of attacks planned and set into motion by General Morgan to disrupt the Union supply system by destroying the bridges along the main line and branch lines of the L&N Railroad. It was the fear of such raids that had forced the Union forces to construct and man a series of fortifications along the main and spur lines of the north-south Louisville & Nashville Railroad, to protect the bridges along the line. Although not standardized by any means, most of these fortifications were relatively crude affairs, designed to be manned by a single infantry company without artillery support.

**HISTORIC CONTEXT:**

Kentucky, with its extensive railroad and road networks, was a vital cog in the machinery that sustained the Union drive into the western Confederacy. Along these routes flowed the supplies and troops that were necessary to win the war in the west. The Louisville & Nashville Railroad, as well as the Louisville & Nashville Turnpike, ran north and south from Louisville into Nashville, these travel routes became important targets for Confederate forces in early 1862, when General Bragg led his troops north in an attempt to wrest Kentucky from Federal control.

The small town of New Haven, Kentucky rested at the intersection of the eastern route of the L&N Turnpike and the Lebanon branch of the L&N Railroad—both of which were used to ferry Union supplies and troops to training camps and supply depots in central Kentucky. Thousands of troops, both Union and Confederate, ultimately traveled through New Haven during the war. Because of its strategic location, this important crossroads could not be left unprotected. As early as October of 1861, Federal troops were stationed in the town and two Union regiments were raised or trained there. When Bragg's Army of Mississippi arrived in September of 1862, a Confederate cavalry regiment was left to occupy the important intersection.

After the Confederate retreat from Perryville in early October of 1862, Union troops were once again stationed along the strategic roads and railroads of central Kentucky – including New Haven. In late October 1862, a regiment of Illinois infantry was assigned to protect the Lebanon branch of the L&N Railroad. Selecting New Haven as its headquarters, the regiment was given the assignment to construct

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**New Haven Battlefield Site**

Larue County, Kentucky

fortifications at each of the bridges along the rail branch to protect them from both guerrilla attacks and from attacks by the cavalry of General John Hunt Morgan. The Lebanon branch was guarded by a series of seven fortifications built by the 78<sup>th</sup> Illinois Infantry Regiment in October and November of 1862. These fortifications were typical of the protective works built in Kentucky and were generally sited to cover the approaches to important bridges along the rail lines.

Fort Allen, where the Battle of New Haven was waged, was named for Captain John K. Allen, commander of Company H, 78<sup>th</sup> Illinois Infantry, the unit responsible for the construction of the fortifications at New Haven. Like most of the fortifications built along the L&N branch line, it was small and designed to be manned by a single company of infantry—without the support of artillery—to protect the bridge across the Rolling Fork River at New Haven. Construction began on October 27, 1862 and was basically completed by November 5, 1862. Fort Allen protected not only the railroad line, but also the eastern branch of the L&N Turnpike, which ran south from Louisville and Bardstown to the Tennessee State capitol in Nashville.

**LEADING UP TO THE BATTLE OF NEW HAVEN**

Moving north out of Tennessee in early December 1862, Morgan's Division struck first along the main line of the Louisville and Nashville Railroad at the Bacon Creek bridge, shelling the small garrison into surrendering. The force of nearly 4000 men continued north along the line, attacking and overwhelming the Union forces at Elizabethtown Kentucky and destroying the high bridges along Mauldraugh Hill. Moving up the Bardstown road, the Confederate column stopped for the night at the ford across the Rolling Fork River two miles south of Boston.

In the early morning of December 29<sup>th</sup>, Morgan ordered three separate columns to destroy the three major bridges along the Lebanon branch of the L&N<sup>3</sup>. In keeping with a tried and true formula, based on previous experience with these Union fortifications, each of the three columns was accompanied by a single horse drawn artillery piece. The plan of operation was quite simple and worked very well in most cases and was one that

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<sup>3</sup> "The following morning (December 29) I sent Colonel [R. S.] Cluke's regiment, with one piece of artillery, to attack and burn the bridge over Rolling Fork; Colonel [D. W.] Chenault's regiment [Eleventh Kentucky Cavalry], and one piece of artillery in advance, to burn the stockade and trestle at Boston, and three companies of Breckinridge's regiment and one mountain howitzer, to attack New Haven. Having completed these dispositions, I set my command in motion. Just as the rear regiments were crossing Rolling Fork, a large force of the enemy--consisting of cavalry, infantry, and several pieces of artillery, which had followed us from Elizabethtown--came up and began to shell the ford at which the troops were crossing." General John H. Morgan

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### **New Haven Battlefield Site**

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saved both men and ammunition. The columns were not normally expected to have to attack the fortifications; the mere threat of bombardment by artillery tended to overawe the garrison. Since most of these protective fortifications had been designed to be occupied by a single Union infantry company, the appearance of several hundred Confederate cavalymen supported by artillery was usually enough to convince Union forces to give up.

#### **THE BATTLE OF NEW HAVEN:**

The Fort Allen site consisted in a field surrounded on three sides by rail fences, with the Rolling Fork river less than 60 yards away to the east and the railroad embankment about 30 yards to the north. The site gave an excellent view of the approaches to the bridge and the ford from the east, west, and south. Although today much of the river is tree lined, with a large section of woods across the river, in 1862 much of this land was kept in crops, with no trees blocking the view into town to the east, nor to the country roads to the south or west. Any approach from the north could be observed by guards stationed on the bridge itself. The roadbed had been built up to a height of approximately twelve feet, keeping the track level across the open farmland and even with the New Haven side of the river. The bridge was built against cut stone abutments and with stone footings in the river itself, but was built of wood with open frame supports.<sup>4</sup>

On the morning of December 30, 1862 a light rain was falling and the temperature was cool. The cornfield to the west had long been harvested and the other two fields within view of the fort were in pasture. For the last few days very little news had been received at the fort, but gunfire had been heard coming from the direction of Elizabethtown, some 18 miles to the west. The evening before, Confederate cavalry had been observed crossing the railroad tracks about 1200 yards to the west in a column of twos. The estimate was approximately 250 cavalry – but nothing was seen of them until the next morning.

At approximately 7:00 am, a flag of truce was observed coming up the Bardstown-Green River Turnpike from the south. Turning up the tracks at the crossing, the group halted at the bridge and formally demanded the surrender of the fort. After a short discussion, Colonel Benneson, commander of the 78<sup>th</sup> Illinois, respectfully declined. The meeting drew a crowd of spectators from New Haven, who lined the east side of the river overlooking Fort Allen. As the Confederates rode out of sight to the

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<sup>4</sup> Based on a drawing by SGT McNeil, SGT McNeil Journal, 1862-1864, Illinois Historical Society Archives

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south, the Union soldiers began to prepare for combat, clearing the center of the stockade and manning the entrenchments. The crowd remained for a time, disgusting several members of the garrison, who berated them as Confederate sympathizers. The garrison raised their flag on the pole set near the fort and awaited the Confederates' next move.

At 9:00 a.m. the Confederate Cavalry, later identified as three companies of the 9<sup>th</sup> Kentucky Cavalry (CSA), and a single 12-lb. mountain howitzer, appeared along the road leading into the saddle of the ridge, almost due west of the fort. The distance was nearly 1200 yards. When, a few minutes later, the gun opened fire, the first round fell short of the stockade and bounced into the air over the river into Nelson County. The howitzer continued to fire, both shot and shell, to little affect, for another 40 minutes. Realizing that their fire was not hitting the target, the gun was moved eastward, across the Howell farmstead road and closing to within 800 yards of the Union positions. The cavalry, still mounted on their horses had, up to this point been quite content to watch the howitzer do its work. However, with the movement of the gun, the column moved down the road and deployed, still mounted, along the Howell farmstead road.

When the gun opened fire from this new position, the Union commander gave the order to return fire. Armed with .69 caliber rifled muskets, the fire from the Union defenders drove the gunners from their piece. The cavalry now sprung into action, dismounting and returning fire with their carbines from behind the split rail fences lining the road. Those holding horses took their horses and picketed them behind the Howell house for protection. After another 40 minutes of exchanging fire, the howitzer was recovered by its crew and the cavalry remounted.

As the Confederates began to withdraw back up the road, a number of the troopers instead headed north along the Howell farmstead road, crossing the railroad track and turning east. They were hoping to use the height of the roadbed as a screen for a second attack from the ford, but the alert 1<sup>st</sup> Sergeant of the 78<sup>th</sup> Illinois had planted himself on the bridge abutment – firing several shots to convince the Confederates that it was a lost cause. It worked, and the entire column withdrew to their initial positions.

The Union infantry continued to fire at the retreating cavalry, many of the bullets striking high into the trees lining the ridge and dropping their branches onto the cavalymen. This caused them to withdraw completely from sight and the Union soldiers waited nervously for several hours, prepared for an attack that never came. The

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battle had lasted 90 minutes. Reports received from civilians in the area confirmed that the Confederates had indeed departed – striking out to the north and circling around New Haven headed for Springfield, where they joined up with Morgan’s main force.

#### **GAUGING THE EFFECT OF THE BATTLE**

Contrary to standing orders, the Union soldiers were then allowed to roam the field, where they found that their fire had badly damaged the rail fences along the roads and pierced the Howell house through and through. One report stated that an Irish shanty, one mile up the railroad, had been struck by their bullets. The Union forces had suffered no casualties, although their colonel reported that the Confederates had suffered at least two dead and several wounded. Confederate battle reports have not been located. What accounts could be located do not mention casualties. However one soldier has been identified as wounded during the battle – Private James Wilmouth of Company F, 9<sup>th</sup> Kentucky Cavalry.<sup>5</sup>

The town of New Haven suffered the most damage, with shell fragments damaging the New Haven House, and a solid shot penetrating the ground floor of the Mansion House. These were the only two hotels and bars in the town.

#### **FURTHER HISTORIC EVALUATION AT THIS SITE**

The National Register eligibility of this battle site has only been considered according to its role in the Civil War. Consultation with the SPHO has led to another possible basis for eligibility, for the property’s value in the history of Larue County farming. The SHPO’s belief, that the farm retains a remarkable late-19<sup>th</sup>- and early-20<sup>th</sup>-century farm landscape, must await consideration within an agricultural context, a study that has not yet been formally completed. It is the intent of this nomination author to complete that study, as time permits. Once that study of local agricultural patterns, and evaluation of the farm within them, is complete, it is expected that the listed acreage will expand. That change will be accomplished with an amended nomination form.

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<sup>5</sup> JAMES WILMOTH, was born in Larue County, Ky., July 8, 1843. In August, 1861, he enlisted from Hardin County, in Company F. Fourth Kentucky Cavalry (actually 4<sup>th</sup> Kentucky Mounted Rifles – redesignated the 9<sup>th</sup> Kentucky Cavalry), and did active service till January 27, 1865. Was honorably discharged and pensioned for wounds and lung disease. **Received wounds at New Haven, Ky., and Chickamauga, Ga.** He carried on farming in Edmonson County, Ky., till November, 1870

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**New Haven Battlefield Site**

Larue County, Kentucky

Official Records of the War of the Rebellion (OR) Supplement, Volume 13,  
Government Printing Office

Official Records of the War of the Rebellion (OR) Section 1, Volume 20, Part 1,  
Government Printing Office

Official Records of the War of the Rebellion, (OR) Chapter XXXII, Government  
Printing Office

SGT McNeil Journal, 1862-1864, Illinois Historical Society Archives, Springfield IL

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### **New Haven Battlefield Site**

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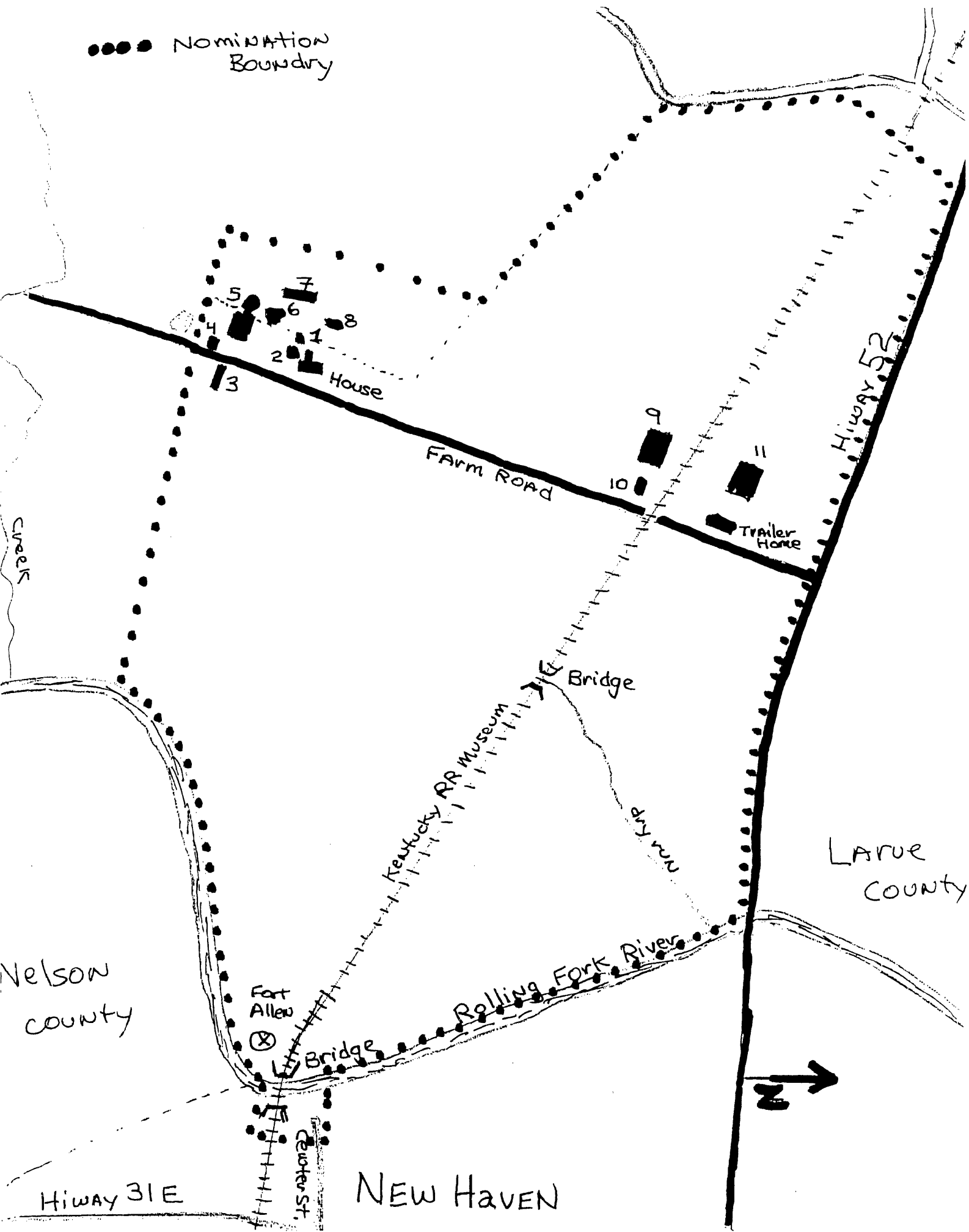
### **VERBAL BOUNDARY DESCRIPTION**

The proposed property includes much of the existing O'Bryan farmstead, including the original farmhouse and that portion of the Kentucky Railroad museum roadbed that passes through the site. The site is irregular in shape with the following metes and bounds: Starting at a point at the low water mark on the western bank of Rolling Fork River, 1977 feet up-stream from the foot of the rail road bridge. The line then follows the bank down to the right of way of the Kentucky railroad museum, crosses the river following the right-of way for 225 feet then due north 225 feet, thence due west to the western bank of the Rolling Fork River at the low water mark. Then proceeding downstream along the riverbed to the right-of-way of Kentucky Highway 52, which forms the northern boundary. Follow the southern right-of-way of Kentucky Highway 52 2359 feet to the end of the O'Bryan farm property line. The western boundary is delineated, for the most part, by the western property line of the O'Bryan farm to a point just south of the farm pond, with the final line heading of N83 East approximately 1100 feet to the starting point on the Rolling Fork River.

### **JUSTIFICATION**

The property roughly conforms to the map drawn by SGT McNeil of H Company, 78<sup>th</sup> Illinois soon after the skirmish on 30 December 1862. The proposed boundaries are nearly entirely contained within the existing property lines of the existing O'Bryan Farm, except for the extension into Nelson County, as the original map boundaries are not exact. The proposed boundaries include the original L&N Railroad bed, the site of Fort Allen and its outbuildings and trenches, the area covered by the original country roads shown on the McNeil map as well as the initial Confederate positions and their routes of attack. It also includes the original Howell farmhouse, which was damaged during the attack, and the site of the now missing Johnson house.

●●●● NOMINATION  
Boundary



Creek

House

Farm Road

Highway 52

Trailer Home

Bridge

Kentucky RR Museum

dry run

Larue County

Nelson County

Rolling Fork River

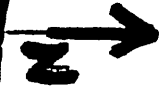
Fort Allen

Bridge

Hiway 31E

Church St.

NEW HAVEN





(8-86)

United States Department of the Interior  
National Park Service**NATIONAL REGISTER OF HISTORIC PLACES**

Section Photos Page 1

**New Haven Battlefield Site**

Larue County, Kentucky

**Same information for all photographs:**

Photographer: William Macintire

Location of Negatives: Kentucky Heritage Council, 300 Washington Street, Frankfort, KY

Date of Photograph: Spring 2004

**Photograph Specific information:**

Photo #	Subject and direction
1	View from field to west toward building complex
2	View of front of Howell house approaching from the east - also farmstead
3	View of front of Howell house (eastern exposure)
4	Storage shed to west of house (#1 on map and in narrative)
5	View of the corn shed (item #6 on map) looking west from near the meat shed (#2)
6	view of the other equipment shed (item #7)
7	Tool shed (item #4 on my map) looking southeast from in front of the barn (item #5)
8	Pond, to south, taken from near the barn shown in shot 20
9	Barn and silo (item #5 on my map and in narrative) to south of house (looking NW)
10	Howell House looking NNW from farm road. Items # 2 and #1 visible to left of house