

NATIONAL ORGANIZATION
SONS OF UNION VETERANS OF THE CIVIL WAR

CIVIL WAR MEMORIAL ASSESSMENT FORM

PLEASE:

- Type or print, using a ball-point pen, when filling out this form. Legibility is critical.
- Do not guess at the information. An answer of, "Unknown," is more helpful.
- Include a photograph of each viewable side and label it with name & direction of view.

- Thank You.

Type of Memorial

Monument *with* Sculpture Monument with Cannon
 Monument without Sculpture Historical Marker Plaque

Affiliation

G.A.R. (Post Name & No. _____) M.O.L.L.U.S.
 W.R.C. (Corps Name & No. _____) Other Allied Order
 SUVCW (Camp Name & No. _____) (Please describe below)
 DUVCW (Tent Name & No. _____)

Other: Missouri Department of Natural Resources, Division of State Parks Civil War Marker Program

Original Dedication Date 2008 Please consult any/all newspaper archives for a local paper's article that would have information on the *first* dedication ceremony and/or other facts on the memorial. Please submit a copy of your findings with full identification of the paper & date of publication. Thank you.

Location

The Memorial is *currently* located at:

Street/Road address or site location NE Corner of Old Hwy 50 & Game Dr (W92°42'09" N38°42'09")
 City/Village Otterville Township _____ County Cooper

The front of the Memorial faces: North South East West

Government Body, Agency, or Individual Owner (of private cemetery that Memorial is located in)...

Name Department of Conservation Dept./Div. Lamine River Wildlife Area
 Street Address PO Box 180
 City Jefferson City State MO Zip Code 65102
 Contact Person _____ Telephone (573) 751-4115

If the Memorial has been moved, please list former location(s)...

N/A

Physical Details

Material of Monument or base under a Sculpture or Cannon = Stone Concrete Metal Undetermined
 If known, name specific material (color of granite, marble, etc.) aluminum

Material of the Sculpture = ___ Stone ___ Concrete ___ Metal ___ Undetermined
 If known, name specific material (color of granite, marble, etc.) not applicable
 If the Sculpture is of metal, is it solid cast or "hollow?" _____

Material of Plaque or Historical Marker / Tablet = modern polymers

Material of Cannon = ___ Bronze ___ Iron - Consult known Ordnance Listing to confirm
 Markings on muzzle = not applicable
 Markings on Left Trunion _____ Right Trunion _____
 Is inert ammunition a part of the Memorial? ___ If so, describe _____

Approximate Dimensions (indicate unit of measure) - taken from tallest / widest points
 Monument or Base: Height 4 ft Width 36 in Depth 36 in or Diameter _____
 Sculpture: Height _____ Width _____ Depth _____ or Diameter _____

For Memorials with multiple Sculptures, please record this information on a separate sheet of paper for each statue and attach to this form. Please describe the "pose" of each statue and any weapons/implements involved (in case your photos become separated from this form). Thank you!

Markings/Inscriptions (on stone-work / metal-work of monument, base, sculpture)
 Maker or Fabricator mark / name? If so, give name & location found _____

The "Dedication Text" is formed: ___ cut into material ___ raised up from material face

Record the text (indicate any separation if on different sides...) Please use additional sheet if necessary.
 See attached page "Otterville Entrenchments"

Environmental Setting

(The general vicinity and immediate locale surrounding a memorial can play a major role in its overall condition.)

Type of Location

- | | | |
|---|--|--|
| <input type="checkbox"/> Cemetery | <input checked="" type="checkbox"/> Park | <input type="checkbox"/> Plaza/Courtyard |
| <input type="checkbox"/> "Town Square" | <input type="checkbox"/> Post Office | <input type="checkbox"/> School |
| <input type="checkbox"/> Municipal Building | <input type="checkbox"/> State Capitol | Other: <u>Conservation</u> |
| <input type="checkbox"/> Courthouse | <input type="checkbox"/> College Campus | <u>Access</u> |
| <input type="checkbox"/> Traffic Circle | <input type="checkbox"/> Library | _____ |

General Vicinity

Rural (low population, open land) Suburban (residential, near city)
 Town Urban / Metropolitan

Immediate Locale (check as many as may apply)

Industrial Commercial
 Street/Roadside within 20 feet Tree Covered (overhanging branches)
 Protected from the elements (canopy or enclosure, indoors)
 Protected from the public (fence or other barrier)
 Any other significant environmental factor _____

Condition Information

Structural Condition (check as many as may apply)

The following section applies to Monuments *with* Sculpture, and Monuments without _____ Sculpture - including the base for Monuments with *Cannon*. Instability in the sculpture and its base can be detected by a number of factors. Indicators may be obvious or subtle. Visually examine the sculpture and its base.

Sculpture	_____	Base
If hollow, is the internal support unstable/exposed? (look for signs of exterior rust)	_____	_____
Any evidence of structural instability? (look for cracked joints, missing mortar or caulking or plant growth)	_____	_____
Any broken or missing parts? (look for elements (i.e., sword, musket, hands, arms, etc. - missing due to vandalism, fluctuating weather conditions, etc.)	_____	_____
Any cracks, splits, breaks or holes? (also look for signs of uneven stress & weakness in the material)	_____	_____

Surface Appearance (check as many as may apply)

	Sculpture	Base
Black crusting	- -	_____
White crusting	- -	_____
Etched, pitted, or otherwise corroded (on metal)	- -	_____
Metallic staining (run-off from copper, iron, etc.)	- -	_____
Organic growth (moss, algae, lichen or vines)	- -	_____
Chalky or powdery stone	- -	_____
Granular eroding of stone	- -	_____
Spalling of stone (surface splitting off)	- -	_____
Droppings (bird, animal, insect remains)	- -	_____
Other (e.g., spray paint graffiti) - Please describe...	- -	_____

Good shape

Does water collect in recessed areas of the Memorial? Yes No Unable to tell

Surface Coating

Does there appear to be a coating? ___ Yes ___ No X Unable to determine
 If known, identify type of coating.

___ Gilded ___ Painted ___ Varnished ___ Waxed ___ Unable to determine
 Is the coating in good condition? ___ Yes ___ No ___ Unable to determine

Basic Surface Condition Assessment (check one)

In your opinion, what is the general appearance or condition of the Memorial?

X Well maintained ___ Would benefit from treatment ___ In urgent need of treatment ___ Unable to determine

Overall Description

Briefly describe the Memorial (affiliation / overall condition & any concern not already touched on).
 Pictures taken on this date turned out really bad.

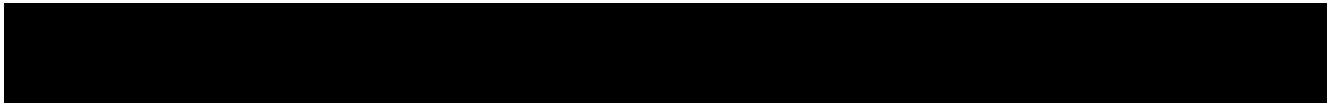
Supplemental Background Information

In addition to your on-site survey, any additional information you can provide on the described Memorial will be welcomed. Please label each account with its source (author, title, publisher, date, pages). Topics include any reference to the points listed on this questionnaire, plus any previous conservation treatments - or efforts to raise money for treatment. Thank you.

Inspector Identification

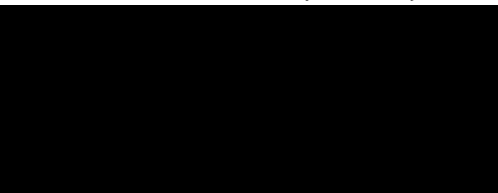
Date of On-site Survey 9/22/2008

Your Name Walter E Busch USGrant 68



Please send this completed form to:

Kevin P. Tucker, PDC, Chair



Thank you for your help, and attention to detail.

SONS OF UNION VETERANS OF THE CIVIL WAR
 National Civil War Memorials Committee



The Overville Experiment



THE CIVIL WAR BRIDGE BUILT AT THE FAMOUS GREAT SOUTHERN BRIDGE FROM OVERVILLE

The Civil War Bridge Built at the Famous Great Southern Bridge from Overville

History is recorded in many ways. One of the most interesting is through the study of the lives of the men and women who lived during the Civil War. This is the story of the men and women who lived during the Civil War. This is the story of the men and women who lived during the Civil War.

When the Government of the United States was organized, it was a young nation. It was a young nation. It was a young nation. It was a young nation. It was a young nation.

The Government of the United States was organized in 1787. It was a young nation. It was a young nation. It was a young nation. It was a young nation. It was a young nation.

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The bridge is a fine example of the work of the men and women who lived during the Civil War. It was a young nation. It was a young nation. It was a young nation. It was a young nation. It was a young nation.

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**A STATE DIVIDED:
THE CIVIL WAR IN MISSOURI**
MISSOURI DEPARTMENT OF NATURAL RESOURCES

The Civil War Entrenchment at the Lamine River Railroad Bridge Near Otterville

Directly to the south of where you are standing there exists a Civil War entrenchment that was constructed during the winter of 1861-1862. This entrenchment can be identified by the line of cedar and other trees that grow on and in the earthen embankment and trench of the fortification.

NOTE: This entrenchment is on two parcels of private property and should not be entered without the express permission of the appropriate landowners.

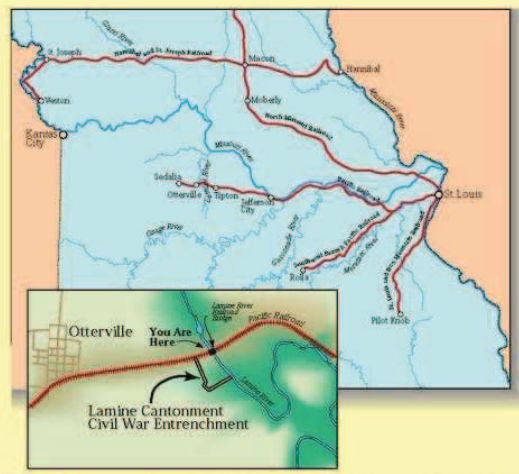
The fortification consists of two lines of trenches, each approximately one-quarter of a mile in length, that meet at right angles at the crossing point of present day Game Drive. An entrenchment of this size required a large number of men to even create, and could serve as an effective defense against enemy attack only if several hundred, if not thousand, soldiers were available to occupy it from end to end. Such a large troop detachment was stationed in this area for only a few months in the waning months of 1861 and the first couple of months of 1862. Once those soldiers were moved to other theaters of the war, the defense of the Lamine River railroad bridge devolved to small detachments of militia. Later in the war, on two occasions, the Lamine River bridge was destroyed by Confederate horsemen during the raids of Col. (later Brig. Gen.) Joe Shelby, in October 1863, and of Maj. Gen. Sterling Price a year later. On both occasions the long entrenchment stood empty of blue-clad defenders.

The action that caused the entrenchment protecting the Lamine River bridge to be built was the concentration of all Federal troops at Rolla and Sedalia in the fall of 1861 following a series of military defeats during the preceding months. After initial success early in 1861 that placed the Missouri government in Union control, Federal armies were defeated at the Battle of Carthage in July, the Battle of Wilson's Creek in August and the Battle of Lexington in September. The victor at Lexington, Gen. Sterling Price, was able to linger with his army on the banks of the Missouri River for a full ten days, gathering recruits and supplies, before the commander of the Department of Missouri, Maj. Gen. John C. Fremont, finally got a massive army of 35,000 men in motion to drive Price southward. Fremont's massive army made such slow progress that President Lincoln lost all patience and relieved Fremont of his command. The president concluded that there was no hope of closing with Price during that season and issued an order to Fremont's replacement to concentrate the Union forces in Missouri at the termini of the state's two main railroads at Rolla and Sedalia, respectively.

As a result of Lincoln's directive, by the first of December, 1861, some 15,000 federal troops were withdrawn to Sedalia and other strategic points along the western end of the Missouri Pacific Railroad. As the Lamine railroad bridge was a vulnerable yet strategically important point it received a substantial commitment of troops.

As the Federals withdrew to Sedalia, Price set his army in motion again. He followed the retreating Union army at a respectful distance until he finally halted at the Osage river, little more than fifty miles from Sedalia, where he set up a recruiting camp.

The Otterville Entrenchment



The federal commander at Sedalia, Brig. Gen. John Pope, was determined to harass Price and sent out large troop detachments to cut off and capture prospective recruits to the Southern army. At the same time the defenses to protect the railhead at Sedalia and other vital points were neglected. Between September 19 and October 26, 1861, Bissell's Engineer Regiment of the West was sent to Otterville to complete the as yet unfinished Lamine River bridge and to dig fortifications to defend it. By October 1, the bridge was complete, and the efforts of the engineer regiment now shifted to constructing a defensive breastwork. Initially, an entrenchment was dug to accommodate 500 defenders. The engineers then set to work digging a far larger earthenwork...one capable of containing three thousand men. It is this effort that we see today.

On December 9, 1861, 3,000 men were ordered to occupy the west bank of the Lamine River below the entrenchment. This was the beginning what became known as the "Lamine Cantonment." The location was good for defensive purposes and could be supplied by easy fords and wagon bridges. At this time the entrenchment was not finished. The Sixth Iowa Infantry arrived at the Lamine Cantonment on the 9th and spent the remainder of the month working on the fortifications. It was not until after the first of the new year that the entrenchment that presently survives was finally finished.

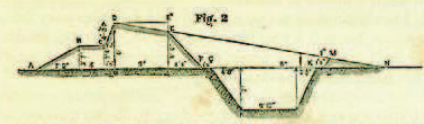


Fig. 2. This Fig. shows the ordinary form of the Profile of an Entrenchment, in soils of which the Natural Slope is one perpendicular to one base.

- a a a a the profile of the Parapet.
- a n n the profile of the Glacis.
- a n n the Banquette Slope.
- n n n the Tread of the Banquette.
- c c the Interior Slope.
- n n the Superior Slope.
- n n the Exterior Slope.
- f f the Scarp.
- o o the Scarps.
- i i the Bottom of the Ditch.
- 1 1 the Counterscarp.
- A the Foot of the Banquette Slope.
- B the Crest of the Banquette.
- C the Foot of the Interior Slope.
- D the Interior Crest.
- E the Exterior Crest.
- F the Foot of the Exterior Slope.
- G the Crest of the Scarp.
- H the Foot of the Scarp.
- I the Foot of the Counterscarp.
- K the Crest of the Counterscarp.
- L the Crest of the Glacis.
- M the Feet of the Glacis.



PRICE



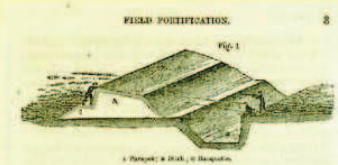
SHELBY

Whether by intention or not, the massive effort of manpower required to excavate the Lamine entrenchment proved to be little more than a military exercise. Pope's harassment of Price during the month of December had proven spectacularly successful. His troops had managed to gather in some 2,500 prisoners, including an entire detachment that had been surprised at Millford on the Blackwater River. In the face of such pressure from the federals, Price, at the end of December, withdrew his army to Springfield.

With the coming of the spring campaigning season of 1862, the large concentration of troops at Sedalia began to move out. Some would join the campaign to drive the Confederates out of southwestern Missouri and northwestern Arkansas; others headed to the southeastern end of the state to begin the long campaign to free the Mississippi River from Confederate control.

Although Missouri became a backwater of the war, Confederate raiding parties returned to Missouri on a yearly basis. Two such raids, those of Shelby and Price, would bring Confederates into the neighborhood of the Lamine River railroad bridge.

On September 22, 1863, Colonel Joseph Shelby rode out of Arkadelphia, Arkansas on a 1,500-mile raid into the heartland of Missouri. His raiders swiftly moved north capturing or destroying fortified garrisons and supplies. By October 10, Shelby had reached Tipton. The famed Confederate cavalryman was still a step ahead of Union pursuers and approaching the neighborhood of the Lamine River bridge. At the bridge was a company of 28 men commanded by a Captain Berry who were barricaded in a blockhouse close by the bridge. Against this small force Lt. James Wood led 100 horsemen in a spirited charge that quickly captured the garrison. Before moving on, Lt. Wood burned the bridge and set fire to the blockhouse, all the tents, wagons and commissaries. Wood's men rode off with the horses and a lot of clothing confiscated from the captured federals.



The following year culminated in the great raid of Sterling Price. In late September Price crossed the border from Arkansas into Missouri at the head of a 12,000 man army moving up the eastern side of the state to the Missouri River before wheeling westward. After moving around the state capital of Jefferson City to avoid well fortified federals, he

continued his westward march. As Price's army moved up the Missouri River valley, it systematically destroyed track and bridges along the Pacific Railroad route. By the time the Rebels neared the vicinity of the Lamine River bridge they had already destroyed ten bridges including the long spans across the Osage and Gasconade Rivers.

Traveling in the vanguard of Price's army was the guerrilla band of the notorious chieftain, George Todd. On October 9th, Todd and a band of 108 men swept through the Otterville area. They paused to fire a couple of houses, a water tank and depot and kill three citizens. At the railroad bridge, they set fire to some of its timbers. Although the damage they caused amounted to little more than a few charred timbers there would be no time for even minimal bridge repairs. The main body of Price's raiders were passing through the region close on the heels of Todd. Less than a week later the bridge was struck again.

Unfortunately for the Lamine River bridge, it once again lay in the path of Gen. Joseph Shelby's men. For the second time Lt. James Wood set it on fire and destroyed the bridge. The attacks of Todd and Wood apparently encountered no Union resistance. The entrenchment that could have easily held a thousand defenders again stood empty.

After the departure of Price the bridge was quickly rebuilt and another blockhouse was also erected. It proved unnecessary, however, for no more Confederate raiders would threaten the Lamine River bridge nor would bands of partisan guerrillas sweep down upon it. There did remain the threat from ex-guerrillas, such as Jesse James, who had turned to a life of crime after the Civil War. On July 7, 1876, a night watchman guarding the Lamine River bridge was overpowered by James' outlaw band. The bandits then halted an oncoming train at Rocky Cut, close by the bridge, and made off with over fifteen thousand dollars. This well known incident was the last chapter in the saga of the Lamine River bridge during the era of the Civil War and its aftermath.

