

GEORGIA

BATTLEFIELDS

Published by Georgia Battlefields Association, Inc., a non-profit organization dedicated to preservation of Georgia's Civil War history and sites. Contact newsletter editor by e-mail: info@georgiabattlefields.org

GBA tour with Ed Bearss set for 2-5 March 2006

Georgia Battlefields Association has again secured a slot on Ed Bearss' schedule for 2006. The annual tour will begin Thursday evening, 2 March, and end at noon Sunday, 5 March.

The first tour that Ed led for GBA was based in Savannah in 2002, and the 2003 tour explored Central Georgia from a base in Macon. GBA then decided to cover the Atlanta Campaign in detail: In 2004, from a base in Dalton, we covered the opening weeks of the campaign, through the Battle of Resaca and the action at Rome Crossroads (Calhoun). In 2005, operating from Cartersville, we continued through the actions of May 1864, including Rome, Armuchee Creek, Adairsville, Cassville, and the Hell Hole battles. In the first four weeks (7 May to 4 June) of the Atlanta Campaign, Federal forces progressed about 75 miles: They needed more than another month (4 June to 7 July) just to get through Cobb County.

For our 2006 tour, we'll focus on those Cobb County sites. Stops will include Pine Mountain, Gilgal Church, Lost Mountain, the Mud Creek Line, the Brushy Mountain Line, Kolb's Farm, the Kennesaw Mountain Line, Cheatham's Hill, Pigeon Hill, the Smyrna Line, and the River Line. We'll also spend time at the excellent visitor's center at Kennesaw Mountain National Battlefield Park. The evening events will include dinner and museum access.

As before, we will limit the number of participants to the capacity of one bus (~55 people). Your reservations are confirmed once we have received a check for \$350 per person, payable to GBA, and mailed to Frank Chew, 7 Camden Rd NE, Atlanta GA 30309. The price has risen from last year because fuel costs have increased. **Note: Each registrant must be a GBA member.** See www.georgiabattlefields.org for a membership application.

The hotel will be the Holiday Inn Express at 2485 Busbee Parkway, Kennesaw GA 30144. The hotel is just east of I-75 at the Barrett Parkway exit. Call 770 427 5210 and ask for the Georgia Battlefields Association rate (\$75 plus tax, or about \$85 actual cost).

Come join us for another great tour led by Ed Bearss.

Palmetto earthworks for sale

A series of rifle pits, dug by Confederate forces while they camped in and around Palmetto in late September 1864, is on a 14-acre property that is for sale. The asking price is \$995,000.

After evacuating Atlanta on 2 September 1864, General Hood first gathered his Confederate army at Lovejoy's Station (see next article) on the Macon & Western Railroad. Hood then decided that the army would be better supplied—and better positioned for a campaign against Sherman's supply line—if it was situated on the Atlanta & West Point Railroad at Palmetto. The Confederates marched to Palmetto on 19 September and camped there for ten days, during which time they were visited by Confederate President Davis. Hood led the army northward across the Chattahoochee on 29 September, attacking the railroad that supplied the Federals through mid October. Sherman led the bulk of his forces after Hood through northwest Georgia and into Alabama while seeking Grant's permission to march to the sea. After sending some of his forces to Tennessee to thwart any Confederate offensive, Sherman broke off the pursuit. In a war that included many surprising and novel events, few are as remarkable as the opposing armies turning their backs to each other and marching off on offensive campaigns. Sherman reached Savannah in mid-December about the same time Hood suffered a devastating defeat at Nashville.

The property containing the earthworks is east of Palmetto. The line of rifle pits is almost perpendicular to the railroad and road that connected Palmetto and Atlanta, much as the current railroad and Route 29 do. Although no battle occurred on the site, the earthworks are one of the few remaining indications that the Army of Tennessee camped there.

Update on Lovejoy's Station

Last month's newsletter reported on the Henry County Commission exploring condemnation proceedings on a 200 acre site at Lovejoy's Station. The County appraised the site at \$4 million, while the developer that now owns the site wanted \$10 million. In early October, the County Commission agreed to delay condemnation while the developer attempted to find preservation organizations (GBA among them) that might be willing to pay the higher price to save the site.

The property that straddles McDonough Road near Babb's Mill Road is east of the location of the principal cavalry action of 20 August 1864, but it was the site of skirmishing between the Confederate and Federal forces from 3 to 7 September 1864, after Hood evacuated his army from Atlanta and before Sherman decided to pull his troops back into the city.

Correction: Last month's article on Lovejoy's Station referred to GBA 2003 inquiries about a property. That 48 acre Clayton County parcel was central to the 20 August battle but is separate from the 200 acre Henry County property that is currently in the news.

Chipping away at the River Line

We've published several articles about development of River Line sites over the past few years. We're sad to report yet another rezoning application that affects the remnants of the River Line. The latest potential development (Cobb County rezoning application Z-151) will occur along Community Drive, off Buckner Road. Along the west side of the parcel runs a long trench. A southward continuation of the trench would take it across a creek valley and would connect to a Federal artillery battery site that was partially destroyed by the construction of a shopping center that fronts on Veterans Memorial Highway (November 2003 newsletter). The creek valley also serves as the property line to another development, where a trench and another battery site are threatened by rezoning application Z-171 (Henderson Road area, October newsletter).

To update the situation regarding the Shoupades and artillery redan along Fort Drive (rezoning applications Z-107 and Z-109, July and August newsletters): Walton Communities closed on the 25 acres encompassing the western segment of Fort Drive, and grading equipment will likely be rolling by the time you receive this newsletter. Walton agreed to save two Shoupades and an artillery redan and to protect them during construction, but the view, especially from the westernmost Shoupade, will be largely of townhouses. Easlan Capital, which is replacing an apartment complex with 154 townhouses south of Fort Drive, agreed to cooperate with Walton to protect the portion of the westernmost Shoupade and the artillery redan that are on the Easlan side of the property line. Easlan also adjusted its building plan to provide for more open space to the rear of the westernmost Shoupade and the redan.

Most recently, Easlan bought the properties on either side of the eastern segment of Fort Drive, including the easternmost Shoupade that abuts the fence along I-285. Again, Easlan has indicated it will save the Shoupade, but the view from the Shoupade is likely to be severely altered for the worse. In sum, all three Shoupades and the artillery redan along Fort Drive will be saved from destruction, but the view from each will severely limit anyone's ability to envision why the Shoupades were built there or what purpose they served.

Since land in this area is fetching over \$400,000 per acre, GBA and other preservation organizations have little chance of raising the money to preserve the sites through outright purchase. Rather, we're negotiating with the developers and appearing at county commission hearings in an attempt to save as much of the earthworks and their viewshed as possible.

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November 2005

**Address correction requested
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