

# GEORGIA

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# BATTLEFIELDS

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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](mailto:info@georgiabattlefields.org)

## Jack Keller dies

We regret to report the 22 October death of Jack Keller, third from the right in a light blue jacket next to Ed Bearss in this 2015 photo. Jack, a Navy veteran, was a good friend to Ed and to GBA, as is his wife Joyce. They often drove Ed from his Round Table appearances in South Carolina to the evening receptions that open GBA tours. They brought along their son Steve and daughter-in-law Cheryl to several GBA tours.

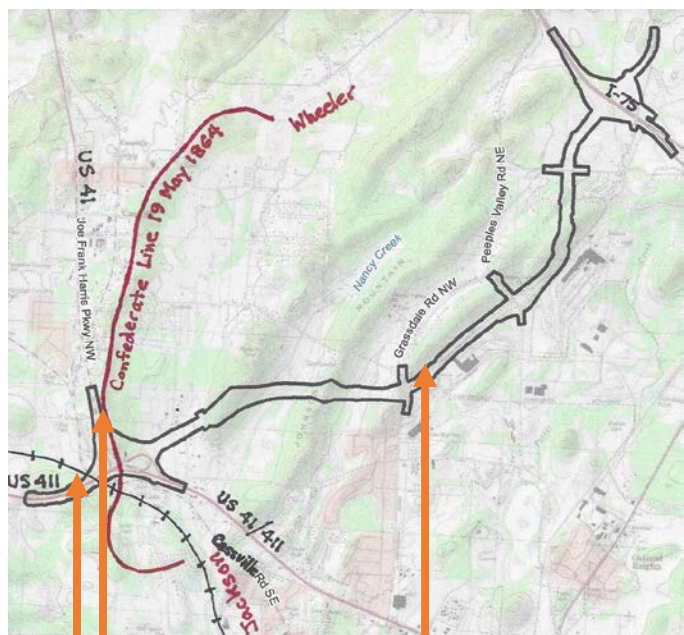


## Road project near Cassville

Georgia Battlefields Association is now a consulting party on another Georgia Department of Transportation road project, this time affecting the Cassville battlefield. The project is for a road connecting the junction of US 41 and US 411 (immediately south of Cassville) with I-75. Such a connecting road has been considered for several years, and previous archaeological surveys occurred in 2000, 2002, 2005, and 2018, so the latest survey revisited several known sites.

An account of the Cassville action is at <https://www.battlefields.org/learn/articles/cassville-line>. Some portions of the 19 May 1864 Confederate line around Cassville are still discernible, but the current US 41 and US 411 junction, built decades ago, removed evidence of earthworks within that junction's footprint. GBA first became aware of a proposed connector road in 2010, and at least three alternatives were identified before the current route was selected.

The 23 October 2020 archaeology report identified three previously surveyed sites that could fall partially within the new corridor's footprint (outlined in black) and recommended the sites be avoided during construction. The two near the US 41 junction with US 411 relate to the Affair at Cassville. Prior surveys didn't agree or were uncertain whether the westerly trench was Confederate or Federal or both, while the easterly trench was part of the main Confederate line on the evening of 19 May 1864. The trench in the middle of the corridor was likely built by the U.S. Army when it occupied Cartersville. These earthworks don't change our understanding of what happened in the area, but we agree the sites should be preserved.



Cassville-related trenches      Cartersville-related trench

## Markers back where they belong

Many people live in the area of the Inman Park MARTA station, and many others transit the area along busy DeKalb Avenue between Decatur and downtown Atlanta. How many of these people are aware that they are in the middle of the site of the 22 July 1864 Battle of Atlanta? How many know that the Cyclorama features the intense fighting that occurred on this ground? They might have an inkling if they notice the six Georgia Historical Markers near the station.

- The Railroad Cut
- The 15th Corps Sector
- The Troup Hurt House
- Site: The Pope House
- Manigault's Brigade
- The DeGress Battery

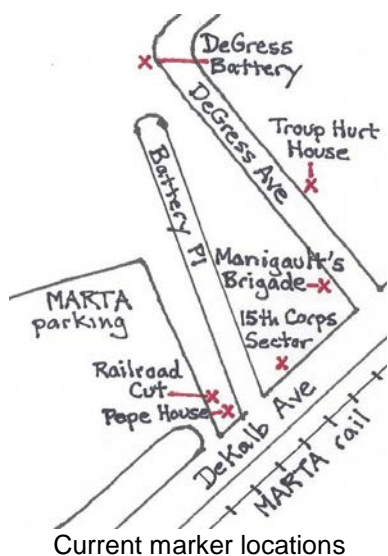
All six markers were emplaced in 1956 by the Georgia Historical Commission, which was dissolved by the state in 1973. Subsequently, the Georgia Department of Natural Resources was responsible for erecting new and maintaining existing markers until 1998, when Georgia Historical Society (GHS) began administering the program, erecting nearly 300 markers since then. GHS markers are distinguishable by silver lettering on a black background compared to

the gold on green of the older markers. In 2015, GHS assumed responsibility for coordinating the maintenance of markers erected before 1998. You can find marker locations and texts at <https://georgiahistory.com/education-outreach/historical-markers/marker-index/>.

When the marker program began in 1952, one of the objectives was to put markers where they would be noticed. This often meant placing them near roads. Unfortunately, this also meant the markers were susceptible to damage from vehicles leaving the road, especially in areas such as Atlanta, where population growth resulted in sprawl, traffic, and road widening. This was the case for DeKalb Avenue, where four of the six markers were close to the north side of the road. About five years ago, Atlanta Preservation Center's David Y. Mitchell rescued three markers (The Railroad Cut, The 15<sup>th</sup> Corps Sector, Manigault's Brigade) whose posts had been broken or were endangered by construction, and he relocated them with Site: The Pope House marker between Battery Place and the MARTA station parking lot entrance; but the posts were set too high, and The 15<sup>th</sup> Corps Sector marker fell over. Mitchell recovered the fallen marker.

Recently, Chad Carlson, Perry Bennett, and Chris Heptig set about to relocate two markers and reset the posts for two others. Georgia Historical Society marker program manager Elyse Butler shipped aluminum posts to Carlson, and he, Bennett, and Heptig did the work on 11 October.

Thanks to the cooperative efforts of David Mitchell, Elyse Butler, Chad Carlson, Perry Bennett, and Chris Heptig, the markers provide an idea of what happened on 22 July 1864 in an area that is now hard to envision as a battlefield.



Current marker locations



Cyclorama section looking northwest. In left & right foreground, U.S. 15<sup>th</sup> Corps troops counterattack Manigault's Brigade deployed around the Troup Hurt House. Captured guns from DeGress's battery are to the right of the house.



Manigault's Brigade marker edge-on in foreground. Troup Hurt House marker (circled in red) in distance.



Today: Railroad Cut (left) and Pope House (center) markers with posts set in deeper holes. 15<sup>th</sup> Corps Sector marker (circled in red) partially obscured by foliage on right along DeKalb Avenue.



March 2018: Four markers collocated, but 15<sup>th</sup> Corps Sector marker has toppled.

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