

Touring Civil War Sites
of
East Paulding,
South Bartow
and
West Cobb Counties
by
Bicycle

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Introduction and Forward

I love riding my bike. I think about little else. I also love reading about history and read about little else. One of the reasons I moved to the area around Kennesaw Mountain was because of its rich Civil War history. In reading the memoirs of Generals Sherman, Johnston, Grant and other important works, I gained an insight into the actions leading up to the battles about Kennesaw Mountain during the Atlanta Campaign in Spring and Summer of 1864. As I began to explore the area and to visit view some of the sites that these now legendary figures had written about, I was pleasantly surprised to find that both the quantity and quality of sites of historical military significance far exceeded my expectations. Needless to say, I was delighted to find that I could access almost all of these sites by bike!

This work is not intended as an instruction manual on how to ride a bicycle or how to tour via bicycle. Cycling skill is assumed. This work is first and foremost a guide to civil war history sites in West Cobb, East Paulding and South Bartow Counties. All of the sites in this guide are accessible by car and some sites such as Pickets Mill are **more** accessible by car than by bicycle. The choice to embark on one of the routes contained in this guide is entirely yours and as with everything else in life, discretion is the better part of valor.

The routes in this guide are geared toward experienced road cyclists; persons who are able to ride long distances over hilly terrain in the hot sun with minimal fatigue. If the preceding sentence puts a smile on your face and makes you want to grab a bottle and head out right now, you are probably an experienced road cyclist. If the phrases “Long distances”, “Hilly terrain” and “Hot sun” combined with a physically demanding mode of transportation such as a bicycle do not put a smile on your face, please reconsider and tour by auto instead. I would hate for anything bad to happen.

Having said all that, even in the absence of historical sites, experienced cyclists will find the routes in this guide mentally interesting and physically challenging; surprisingly nice routes just to ride in fact. The history only adds to the ride and there is no better way to see the sites described in this guide than by bicycle.

So enjoy the routes, ride safe and remember to take the lane when you need it and give it back when you are done.

This work is dedicated to the memory of the 622,000 men on both sides “Who gave the last full measure of devotion” so that four million men, woman, and children could be free.

-Tim-

Background to the Battles around East Paulding, West Cobb and South Bartow Counties



In May of 1864, Union General William T. Sherman, Commander of the Military Division of the Mississippi was in Chattanooga with 100,000 federal troops preparing for an invasion of Georgia. With the ultimate goal being the capture of Atlanta, Sherman was quoted as saying, "I can make Georgia howl!"

Sherman's adversary, Confederate General Joseph E. Johnston, in command of The Army of Tennessee, was in defense of Georgia with 60,000 troops in and around Dalton and Resaca. Johnston was as good at observing politics as he was at commanding armies and knew that the only hope for the Confederacy lied in northern sentiments eventually turning against continued fighting.



Sherman's route of attack, dictated by his need to supply 100,000 men in the field, was generally south and east from Chattanooga toward Atlanta. Using the Western and Atlantic Railroad as the line of supply, Union forces followed generally the same route as modern day Interstate 75. Sherman's strategy was to follow the rail line and using it as his mode of supply, capture the city of Atlanta. Atlanta's rail links, foundries, mills and other infrastructure were vital to the Confederate war effort and its loss would deal a mighty blow to the South.

Johnston understood that the odds of defeating Sherman in open battle were against him. He also understood that "Copperhead" journalists and conservative Democrats in the north were willing to make "Peace at any cost" and the rest of the Union was growing increasingly tired of constant war. As the summer and fall of 1864 approached, President Abraham Lincoln was facing a tough reelection campaign against an opponent with openly friendly sentiments toward the South. General Johnston hoped that by stalling, blocking and dodging, he would gain precious time for northern sentiments to turn and hoped that it would ultimately lead to the defeat of Lincoln and the election of a "Peace Democrat".

As Union forces moved along the railroad toward Atlanta, Johnston made his troops hard to find. Abandoning his lines during the night, tearing up the railroad and burning bridges behind him, Johnston avoided battle as much as possible. Likewise Sherman, who was initially loath to engage the enemy on open ground, was fond of a strategy called "Outflanking" whereby an attacking force attempts to simply go around the opposing force.

Union forces moved out of Chattanooga on May 1. By the third week of May, General Johnston and the Confederate forces had fallen back through Kingston

and Cartersville and General Sherman's Union forces had attacked along the rail line with numerous attempts to outflank the Confederates on their left. Thus, we are set up for the battles in Paulding and Cobb counties which ultimately lead to the fight for Kennesaw Mountain and control of Marietta in mid-June.

East Paulding County: The Dallas-Acworth Line with Notes on Polk County

On May 19 and 20 of 1864, General Johnston's forces place themselves in defensive positions near Allatoona Pass. Allatoona Pass was a man-made cut in a large hill for the purpose of passage of the rail line from Chattanooga to Atlanta. Allatoona Pass is located south of what is now Red Top Mountain State Park, just off exit 283 on Interstate 75, near the town of Emerson in South Bartow County.

General Sherman had seen the area around Allatoona earlier in his career and knew full well that the pass would be costly to take by force. Union forces under his command are instead directed to extend southward from their positions in Kingston and Cartersville. Fond of outflanking maneuvers, this movement is another attempt pass around the Confederates on their left and in moving away from their base of supply viz. the rail line, Union forces are marching toward the small town of Dallas, located in Paulding County.

General Johnston anticipated Sherman's movements and placed his army between the Union forces and Atlanta. Moving from Allatoona Pass and points north, his forces also left the rail line and took up positions as far west as the town of Aragon, located just north of Rockmart along the Eurahlee Creek in Polk County.

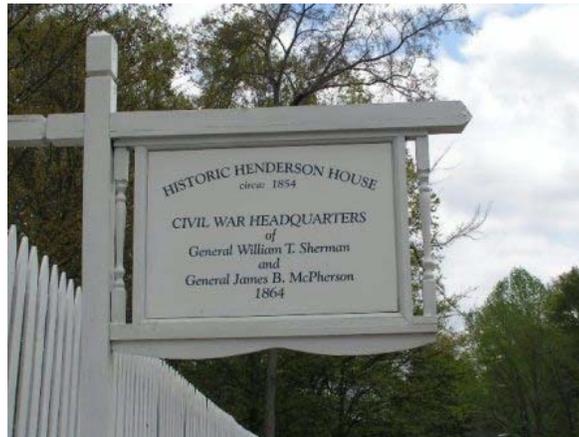
The westernmost portion of the Confederate line (the confederate left), in falling back before the Union advance, camped for one night in the area where modern day Highway 101 crosses the Eurahlee Creek in Aragon. A state historic marker, located a few dozen yards south of the Aragon post office on Highway 101 indicates the campsite. The westernmost portion of the Union line (the Union right), set up camp only 1.5 miles away on the same night. The Union camp was located along what is now Taylorsville Rd in the vicinity of the intersection with Sewell Rd. Another GA state historic marker indicates the union campsite at this intersection.

Local cyclists will recognize Taylorsville Rd as part of a cycling route used to enter the beautiful valley surrounding the town of Eurahlee. While approaching the Aragon Post Office on Highway 101 or the Sewell Rd intersection on Taylorsville Rd, slow down and make note of the historic markers and their locations. Stop for a moment at the marker on Taylorsville Rd and while you catch your breath and read the sign, imagine if you can, what the beautiful country scene before you may have looked like with fifteen thousand soldiers camped, replete with cannon, horses, ambulance and supply wagons, and all other manner of military equipment.

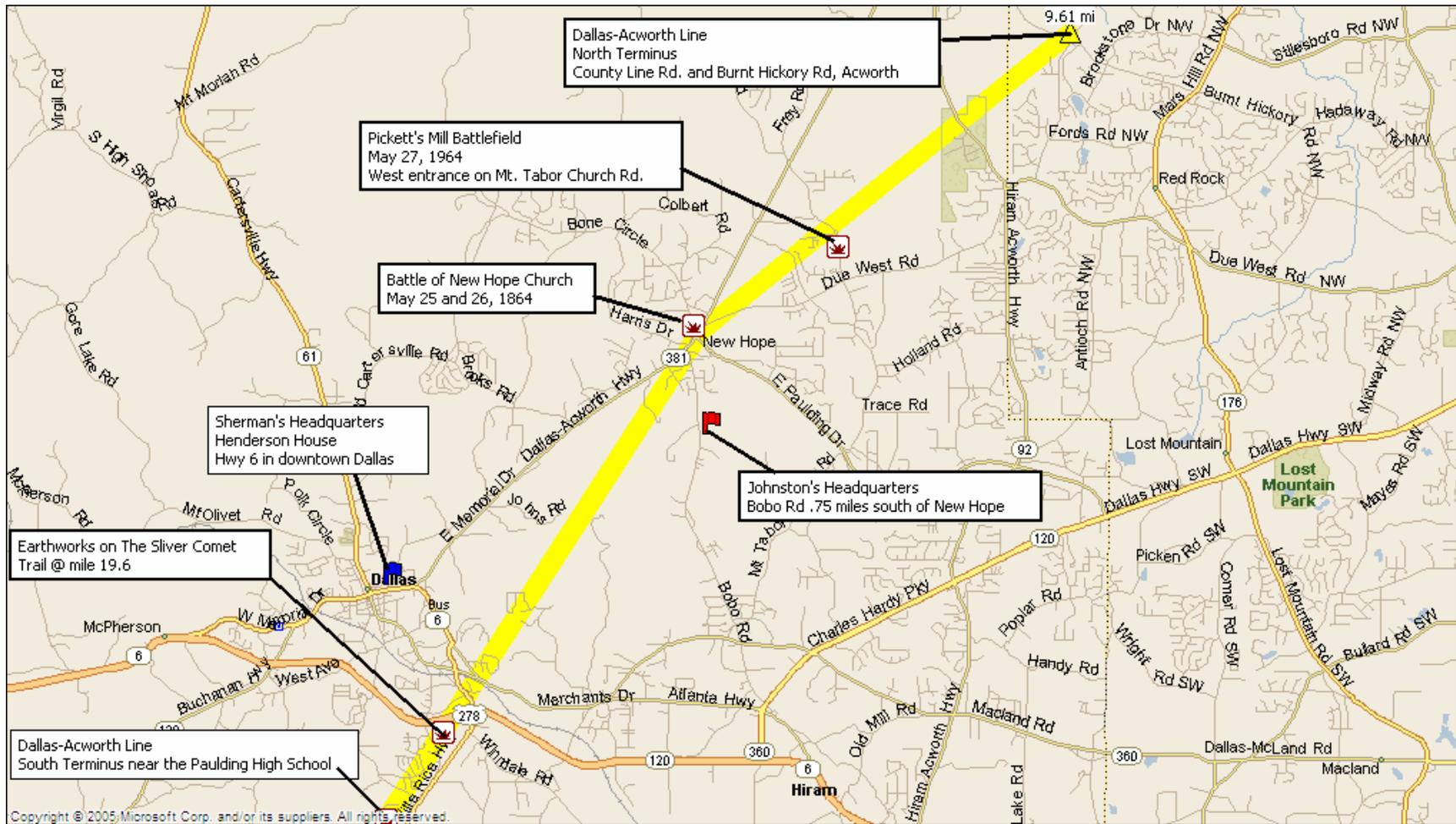
Confederate lines continued to fall back toward the southeast as Union lines advanced, eventually forming what is commonly known as the Dallas-Acworth Line. The right of the Union army took positions as far south as what is now Paulding County High School on Hwy 61, just south of Dallas while the northern terminus of the line was located ten miles away at what is now Burnt Hickory Rd at the intersection of County Line Rd, near the sprawling Brookstone subdivision in Acworth.

The ten mile long Dallas-Acworth line, roughly following what is now Highway 381 (Dallas Acworth Highway) as far west as Pumpkinvine Creek, was defended by Confederate forces during a ten day period from May 25 to June 4. This line was over densely wooded, rugged terrain which played a part in three major battles and continuous fighting took place at all points on the line during the entire ten days.

During the maintenance of the line in eastern Paulding county, Confederate Commander General Joseph E. Johnston set up headquarters at a house located .75 miles south of New Hope Church on what is now Bobo Rd. This house is long since gone but is marked by an historic marker adjacent to a small field next to the entrance to a "Country Club Community". Johnston's counterpart, Union General William T. Sherman occupied The Henderson House located at 200 East Memorial Drive (Hwy 6) in Dallas, now used as professional office space. Defensive earthworks used in the battles around Dallas are visible near mile marker 19.6 on the Silver Comet Trail just west of Paulding Chamber of Commerce.



Sherman and McPherson headquarters in downtown Dallas.



Approximation of the Dallas-Acworth Line, May 25, 1864

On May 25th at New Hope Church, along what is now the Dallas-Acworth Highway near the intersections with East Paulding Drive and Due West Rd, Sherman believed that he was beyond Johnston's left (or southernmost) flank and ordered an attack. Union forces had formed a tight column on the narrow roads and Confederate forces poured deadly fire into its front. A violent thunderstorm erupted and heavy rain stopped the fighting for the day but it resumed the next, with continued heavy casualties. Union forces withdrew on the 26th. The battle was a Confederate victory.



Aftermath of the Battle of New Hope Church, May 25 and 26, 1864

Cycling from Acworth and Kennesaw, one can reach New Hope Church via Due West Rd. From Paulding and Dallas, one can reach the site via Old Cartersville Rd. First drop your bike next to the New Hope Baptist Church and visit the small memorial park, raised by the veterans and commanders of the battle in the years after the war. Across Bobo Rd, behind the old white church, is an example of Confederate trenches. Look across Dallas Acworth Highway to the cemetery and imagine Confederate soldiers crouched behind the grave markers defending the area from the Federals advancing from the south and west, then stretch your legs and walk across the street.

Of note are the many grave markers of the "Unknown" Confederate soldiers and a few markers of veterans of the battle who died in later years and were buried with their brothers-in-arms. Like it or not, the Confederate flag still flies high above the cemetery. Standing next to the graves, one can begin to understand why.



Confederate Cemetery, New Hope

The day after the conclusion of The Battle of New Hope Church, May 27, both sides dug in. Sherman, again trying to outflank his enemy, ordered an attempt to “Turn” the confederate right flank by moving around them, attacking from the area of New Hope Church towards the north at a spot known as Pickett’s Mill. The Union forces became disoriented in the dense brush and stumbled into what they later called “The hell hole”. Here they were slaughtered by the Confederates under Patrick Cleburne. William Sherman neglected to mention Pickett’s Mill in his memoirs, a possible indication of the magnitude of the Union defeat.

Pickett’s Mill is now a Georgia State Historic Site, with two entrances, one on Highway 92, just south of the intersection with Dallas Acworth Highway and another on Mt. Tabor Rd off Due West Rd. The ride to the entrance on Mt. Tabor Church Rd is very pleasant and Pickett’s Mill was one of the stops on BRAG in 1998. One of the BRAG riders that year was an employee of Pickett’s Mill and after riding for the day, he donned a woolen period uniform and gave the other BRAG participants a tour of the site.

If you visit Pickett’s Mill, do not confuse its tone and tenor with that of Kennesaw Mountain as they are quite different. While there are picnic shelters and bathrooms, you can leave your trail running shoes at home. Running and similar activities are not permitted at Pickett’s Mill and it is widely considered one of the most pristine Civil War battle sites in all of the United States, remaining virtually unchanged since May of 1864.

Two defeats were enough for Sherman and he pulled back toward his supply line at the railroad. Sensing the Union movements toward the northeast and away from Dallas, Confederate forces under Lt. General William J. Hardee probed Union lines on May 28th in the area around Dallas. Fighting ensued in two places

near the town but heavily entrenched Federal forces repulsed the attack and inflicted heavy casualties on the Confederates.

While the exact location of the two battles around Dallas remain unclear to the author, fighting is likely to have taken place at the earthworks located at mile 19.5 on the Silver Comet Trail as well as the defensive “Works” on the property of the Paulding County High School. These features are likely Union defenses.

Concluding the fighting along the Dallas-Acworth line on June 4, Sherman and the Union forces retired northeast back toward the railroad at Acworth. Johnston’s Confederate Army of Tennessee withdrew eastward into Cobb County forming defensive lines defined by Lost Mountain, Pine Knob and Kennesaw Mountain.

Most of the casualties of these battles were later removed to the two military cemeteries in Marietta. After abandoning Atlanta on August 2nd, the Confederates would return to Dallas, using it as a base to launch an attack on Allatoona Pass (October 5).

As you ride Tour 1, you are roughly following the Dallas-Acworth Line as far north as Pickett’s Mill and traversing the very ground where thousands of soldiers fought and died. Initially east of the line, you are almost directly on the line during the return from New Hope Church to Dallas.

Tour 1 is approximately 30 miles in length. While there are no major climbs, the profile is gently rising from the start of the tour in Dallas to the height of land which is reached along Ivey Gulledge Rd near mile 20. Following the cue sheet, the rider heads first east on the Silver Comet Trail. If the first half mile does not warm you up, the climb to the top of the hill to view the earthworks at mile 19.6 will. The hill is identified at a small cut through the rock just west of the Paulding Chamber of Commerce at Academy Drive.

Tour 1 visits the following sites:

- Defensive trenches along the Silver Comet Trail.
- Confederate commander General Joseph E. Johnston’s headquarters, Bobo Rd.
- Pickett’s Mill Battlefield Historic Site and New Hope Church battle site, memorial and Confederate Cemetery and trenches.
- Paulding County Historical Museum.
- Union Commander General William T. Sherman’s headquarters, Hwy 6, Dallas.

West Cobb County: The Lost Mountain-Kennesaw Mountain Line and Pine Knob

Major fighting concluded in Paulding County with the abandonment of the Dallas-Acworth Line by Confederate forces on June 4, 1864. General Johnston retreated eastward into Cobb County, forming a new defensive line from Kennesaw mountain to Lost Mountain while General Sherman headed north and east toward the railroad in Acworth.

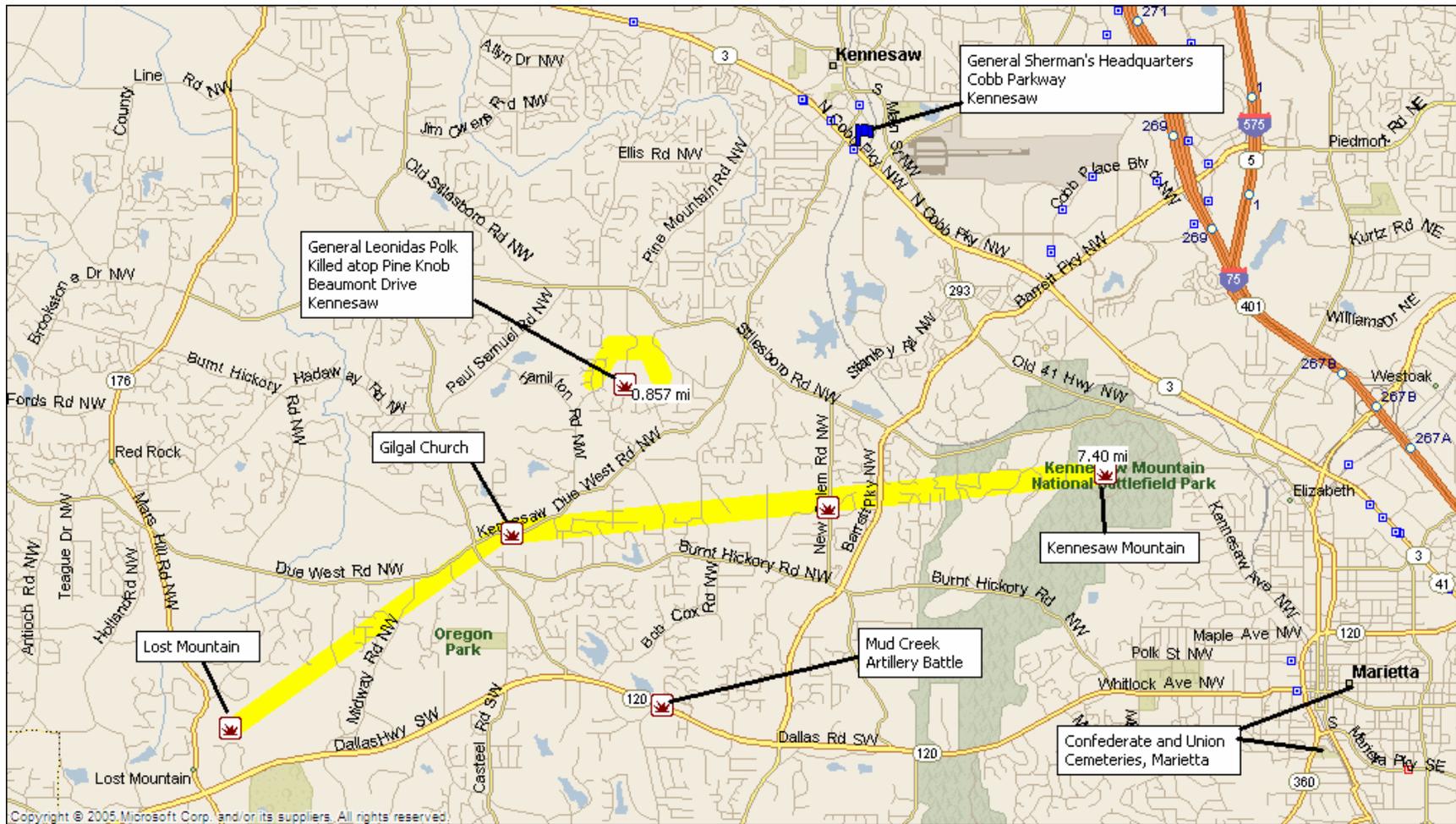
In retreating across Allatoona Creek, Confederate forces destroyed Mason's Bridge, located on what is now County Line Rd (Old Stilesboro Rd) just off Mars Hill Rd in Acworth. By June 6, the Mason's bridge had been seized and repaired by Union forces. The "Army of the Cumberland", fully one half of the Union forces operating in Georgia at the time, crossed Allatoona Creek that day over the bridge that stood at this location. As you zoom down the hill on Old Stilesboro Rd, rising out of the saddle to absorb the rough pavement over Mason's Bridge, imagine over fifty thousand troops crossing with you.

Reaching the railroad, Sherman briefly set up headquarters in the house of Captain James Lemon, a hero of the Confederacy, which still stands today on Willis St in downtown Acworth. Confederate Captain Lemon was not able to protest the use of his fine residence as he was being held a prisoner of war Delaware. If you happen to be in downtown Acworth during business hours, stop into the post office and take a look at the drawing depicting Federal forces marching into town and the occupation of the Lemon House.



Sherman's Headquarters,
Willis St., Acworth

With the Federals holding the vital railroad link, Johnston's moved his forces to form a defensive line stretching from Kennesaw Mountain in the east to Lost Mountain in the west. A piece of high ground known as Pine Knob, also called Pine Mountain in some accounts, was held as an advanced outpost and was used to relay signals between Kennesaw Mountain and Lost Mountain. Sherman took the opportunity and advanced several miles along the railroad to Big Shanty, now modern day Kennesaw, and set up headquarters in an abandoned house, long since gone, near what is now the Goodwill store on Cobb Parkway.



Approximation of the Lost Mountain-Kennesaw Mountain Line, June 4, 1864

Of note during the constant fighting along the line of battle now drawn in Cobb County is the story of the death of General Leonidas Polk.

On June 14, 1864, General Sherman rode on his horse from his headquarters in Big Shanty (Kennesaw), along "The Pine Mountain Road" to inspect the lines. Viewing a group of Confederate soldiers in plain view on Pine Knob looking down upon the Union troops with their "Glasses" (Binoculars), Sherman *rebuked* his troops, insisting that they always project the *morale* of an aggressive force and ordered his batteries of cannon to fire upon them. Sherman did not know that the group of soldiers included four Confederate generals.

The Confederate generals saw the Union soldiers preparing to fire and three were wise enough to take immediate cover. They shouted at General Leonidas Polk to get behind the earthworks but not wanting to show fear in front of his troops, he took his time..

Located near what is now Stilesboro Rd, at the intersection of Pine Mountain Rd in Kennesaw, is a quiet dead-end street called Beaumont Drive, which leads to the summit of Pine Knob. At the summit is an historic marker. From this marker you can take the well worn footpath fifty feet into the woods where you will find a large memorial to General Polk who was hit directly in the chest by one of the shells ordered fired by General Sherman. Not considered much of a general by most historians, Leonidas Polk was however, a Bishop in the Episcopal Church. He was much loved by his troops as is evidenced by the touching tribute inscribed on the monument



As you climb toward the summit of Pine Mountain to take in the view (especially in winter when the leaves are off the trees) and to visit the monument, make note of the entrance to the water tanks on the left side of the road. Confederate earthworks are clearly visible just past the entrance, between the fence and the road, offering all but the strongest climbers a welcome excuse to catch their breath just at the steepest section of the climb.

After the death of General Polk, Johnston abandoned the outpost to the line 1.5 miles to the south. In 1864, Acworth Due West Road was then called "The Sandtown Road". Where "The Sandtown Road" intersects with what is now Due West Rd. and Kennesaw Due West Rd. stood a small building known as Gilgal Church.

Gilgal Church was destroyed in the heavy fighting that took place in and around this spot on June 15. The church was later rebuilt and still stands as an unobtrusive little white building, quite easy to miss, two hundred yards from the intersection on the north side of Kennesaw Due West Rd. Confederate earthworks directly in front of the building were reconstructed in modern times

and one can stand right in the defenses where Confederate troops awaited the advancing enemy. Some of the neighboring houses have driveways that are paved right over the tops of the trenches, built by slaves while Confederate troops slept, and where Confederate soldiers fought and died.



Gilgal Church and rebuilt earthworks as they stand today.

Slightly further along Kennesaw Due West Rd, up the hill and just left onto Hamilton Rd, stands an historic marker indicating the location of some shallow trenches in the woods. Clearly visible from the road, these were dug under heavy fire using bayonets and canteens by the New York 60th Regiment as night fell on the 15th of June.

Johnston's Confederates were now completely engaged with Sherman's Federals and heavy fighting took place all along the line from Kennesaw Mountain to Lost Mountain including Gilgal Church, Hardee's Salient and at a place known as Mud Creek.

The next time you drive East along Dallas Highway (Hwy 120) on your way toward Barrett Parkway, note the low section of highway at West Sandtown Rd, just east of The Avenues at West Cobb. This is the spot where the "Dallas Road" crossed the Mud Creek. An artillery battle took place here complete with sharpshooters in the treetops and cannon on the hills on either side of the creek. The Union forces were better shots that day and the Confederate cannon were smashed.

Johnston eventually fell back to the natural fortifications of Kennesaw Mountain itself and along the "Brushy Mountain Line" extending from Kennesaw Mountain to the ridge visible above the various shopping centers along Barrett Parkway. General Johnston set up his headquarters for the duration of the Battles at Kennesaw Mountain at what is now the Marietta Educational Garden Center on Kennesaw Avenue in Marietta.

The battles about Kennesaw Mountain including Cheatham Hill and Kolb Farm are well documented and the reader is encouraged to visit the Kennesaw Mountain Visitors Center for detailed information.

Concluding the battles of Kennesaw Mountain in late June, Johnston's forces briefly retired to the area along Canton Highway and eventually fell back to Smyrna along the Paices Ferry Rd (1864 spelling) and along the Chattahoochee River in defense of Atlanta itself.

The Lost Mountain-Kennesaw Mountain line is covered by Tours 2, 3 and 4. All begin in downtown Marietta and are ridden as loops to the west, starting and ending on the same route; the only difference being how far the rider is willing and/or able to travel.

Tour 2, the shortest at just over 19 miles, is more suited to recreational and weekend cyclists, staying closer to Kennesaw Mountain and Marietta than the others. If you wish to linger about the visitor's center and museum at Kennesaw Mountain and want to take your time exploring Cheatham Hill, Tour 2 may be the best choice. Tour 3 heads further west than Tour 2 and visits many more interesting sites along the Kennesaw-Lost Mountain line including Beaumont Drive and an optional (though highly recommended) stop at the Southern Museum in Kennesaw.

Experienced road cyclists and those who see themselves wearing the polka-dot jersey may want to ride Tour 4, for no reason other than the seven miles of hills it adds in order to get to the base of Lost Mountain. Any cyclist who successfully assaults the "Rebel works" atop Lost Mountain and takes the summit, has surely earned the right to wear polka-dots. The climb up takes guts. The ride down takes courage and good brakes. Please be careful on the descent!

Tour 2 visits the following sites:

- The Union and Confederate Cemeteries.
- The Marietta Educational Garden Center, site of General Joseph Johnston's headquarters during the battles at Kennesaw Mountain.
- Oakton, an antebellum estate and the remains of the Oakton Tannery.
- Kennesaw Mountain Visitors Center with an optional climb up Kennesaw Mountain (weekdays only).
- Kennesaw Mountain National Battlefield: Illinois Monument at Cheatham Hill.

Tour 3 visits all sites listed in Tour 2 above as well as the following:

- Kennesaw 9-11 memorial, "Big Shanty" and an optional stop at The Southern Museum of Civil War and Locomotive History.
- Pine Knob and the site where Confederate General Leonidas Polk was killed.
- Gilgal Church on "The Sandtown Road" and the trenches of The New York 60th regiment.
- Hardee's Salient.

Tour 4 visits all sites listed in Tours 1 and 2 above plus Lost Mountain.

South Bartow County: The Battle of Allatoona Pass

After abandoning Atlanta to the Union army (August 2, 1864), Confederate forces retreated south and west toward the Alabama border. Later in the fall, from positions again around Dallas, a sizeable force managed to surround the twin peaks of Allatoona Pass, located just south of what is now Red Top Mountain State Park in Emerson. When it became apparent that the garrison at the pass was to be attacked, Union General John M. Corse was called up from Rome with reinforcements to defend the pass, used as a staging ground for Union supplies.

At around 8:00 AM on October 5th, and estimated four to five thousand Confederates attacked the pass. The commander of the attacking force, Confederate Major-General S. G. French, sent a note to General Corse just prior to the attack which read;

Commanding Officer, United States Forces, Allatoona:

I have placed the forces under my command in such positions that you are surrounded, and to avoid a needless effusion of blood I call on you to surrender your forces at once and unconditionally.

Five minutes will be allowed you to decide. Should you accede to this, you will be treated in the most honorable manner as prisoners of war.

I have the honor to be, very respectfully yours,

S. G French

Major –General commanding forces Confederate States

To which General Corse replied;

Major-General S. G French, Confederate States etc.:

Your communication demanding surrender of my command I acknowledge receipt of, and respectfully reply that we are prepared for the “needless effusion of blood” whenever it is agreeable to you.

I am, very respectfully, your obedient servant,

John M. Corse

Brigadier-General commanding forces United States

Despite the polite tone, which was the custom of the day between “Civilized” combatants, the attack began immediately. In the ensuing battle, several hundred men fell on the slopes approaching the top of the pass and there was much bravery displayed on both sides. One wounded federal soldier ran ammunition back and forth under heavy fire having only a wooden plank laid over the gaping chasm to run between either peak.



Allatoona Pass and the rail road depot, some time in the early 1860's. The Clayton/Mooney House, with two story columns pictured on the far left, still stands today on Old Allatoona Road.

The battle was desperate and despite "...heavy fire from front, flank and rear", Union forces were able to effectively defend the location, due in large part to the fortifications on the peaks at either side of the pass. General Sherman later made the battle at Allatoona an example to all of his subordinate commanders. Citing the defensive value of fortifications, Sherman issued general orders instructing every soldier under his command to "...defend his works to the last minute and to the last man".

As soon as the Confederate forces withdrew, General Corse sent a characteristic dispatch to the rear which read in part,

"I am short a cheek-bone and an ear, but am able to whip all hell yet. My losses are very heavy... Tell me where Sherman is."

General Sherman viewed the site a few days after the battle and remarked in his memoirs on the many bodies awaiting burial which the Confederate forces "Had left upon the field of battle". There is a small memorial to the fallen soldiers on the right, just as you are about to enter the cut.

This site is only a short spin, just a few flat miles from downtown Acworth. Often overshadowed by nearby Kennesaw Mountain, Allatoona Pass is an excellent example of the many local Civil War sites that are highly accessible by Bicycle. The climb to the top is well worth the effort, even in cleats, and imagining the fallen soldiers on the hillsides around you is quite sobering.

Tour 5 is the shortest and flattest route in this guide. This route is well suited to recreational cyclists or those contemplating riding as a family. A Saturday morning spin out to Allatoona Pass followed by lunch at The Old Mill, Henry's Louisiana Grill or one of the many other restaurants in Acworth would make a memorable day trip.

Tour 6 is a strenuous route with several long climbs. The rider will warm up in Acworth, visiting the sites in town, head out past Allatoona and then ride south along the general route taken by the Union army when marching from Dallas and New Hope to Acworth. The views from Dabbs Bridge Rd are breathtaking. The return to Acworth is along portions of the Dallas-Acworth line and includes a crossing the Allatoona Creek over Mason's Bridge where fully one half of the Union forces crossed on the way to Acworth and Kennesaw.

Tour 5 visits the following sites:

- James Lemon House, Sherman's Headquarters, Acworth
- Allatoona Pass Battlefield and The Mooney House

Tour 6 visits all sites listed in Tour 5 above as well as the following:

- Pickett's Mill Battlefield Historic Site and New Hope Church battle site, memorial and Confederate Cemetery and trenches.
- Dallas-Acworth Line North Terminus
- Old Allatoona Church Site
- Mason's Bridge Site

The Marietta Military Cemeteries

Two military cemeteries are located within Marietta City limits, both within easy walking distance from downtown. The National Cemetery is only two blocks away from the square and the Confederate Cemetery is less than one half mile away.



National and Confederate Cemeteries, Marietta, Georgia

Over thirteen thousand soldiers are buried in these two cemeteries with the National Cemetery as the final resting place for over ten thousand men. There are over three thousand who are “Known only to God”, some of whom are spies that either side would not admit to identify. Although there are veterans of conflicts as late as the Vietnam War, most of the graves are those of battles of the Atlanta Campaign having taken place west of Marietta including Pickett’s Mill, New Hope Church and Kennesaw Mountain. While at the Confederate cemetery, note the orientation of the cannon, still pointed at the “Yankees” after all these years.

Remember that these are Federal Military Cemeteries. Please observe proper decorum (no riding, walk your bike, remove your helmet, etc.).

“But in a larger sense, we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead who struggled here have consecrated it far above our poor power to add or detract.”

- Abraham Lincoln

Tour 1: East Paulding from Dallas to Pickett's Mill, 30.2 Miles

At Mile	Turn	Onto
0.0	Start	Silver Comet Trail, Dallas Trailhead
0.0	Right	Silver Comet Trail East
0.6	Site 1	Earthworks, atop hill to right of trail, east of first bridge @ mile 19.5
3.8	Left	Copper Mine Rd @ the waste treatment plant
4.8	Left	Watts Rd
5.3	Straight	Cross over Hwy 278. Name changes to Old Mill Rd.
5.8	Left	Pace Rd
6.6	Right	Atlanta Highway (Business Route 6)
6.9	Right	Turn right onto Charles Hardy Parkway and then move to the left turning lane to cross over center divider.
7.0	U-Turn	Charles Hardy Parkway
7.1	Right	Bobo Road
7.6	Straight	Cross over Macland Rd. Continue on Bobo Rd.
7.7	Right	Mt. Tabor Church Rd
9.7	Straight	Cross over East Paulding Dr. Continue on Mt. Tabor Church Rd.
11.9	Site 2	Enter Pickett's Mill Historic Site via west entrance road to right. Return via entrance road and continue right on Mt. Tabor Church Rd
12.7	Bear right then left	Turn right onto Dallas Acworth Highway and make an immediate left onto Frey Rd.
12.9	Left	Ivey Gulledge Rd.
15.1	Left	Ivey Gulledge Rd.
17.4	Right	Old Cartersville Highway/Bone Circle
18.7	Right	Dallas Acworth Highway
18.7+	Site 3	New Hope Church memorial to the left behind the brick church, cemetery to the right and confederate trenches behind the white church across Bobo Rd. Continue on Bobo Rd.
18.7++	Left	Bobo Rd.
19.7	Site 4	Headquarter Confederate General Joseph E. Johnston, May 25 to June 4, 1864. Return via Bobo Rd.
20.7	Right	Dallas Acworth Highway at New Hope Church
20.7+	Left	Bone Circle/Old Cartersville Highway
21.8	Left	Old Country Farm Rd.
23.7	Right	Brooks Rd
24.5	Right	Old Cartersville Highway
26.5	Left	Cartersville Highway (Hwy 61)
27.1	Right	Polk Ave (note historic markers)
27.2	Left	North Johnston St
27.3	Site 5	Paulding County Historical Museum. Open Tues, Thurs and Sat, Noon to 4:00 PM
27.5	Left	West Memorial Drive. Possible Store Stop.
27.5+	Straight	Cross over North Johnston Street into Dallas Historic District.
27.7	Site 7	Henderson House. General Sherman and McPherson headquarters.

		Continue right on Park Street.
28.0	Turn left then right	Turn left onto Hardee St and then immediately right onto 1 st Ave
28.1	Left	South Main Street
28.3	Left	Seaboard Drive
28.7	Straight	Cross over Highway 278
28.7	Left	Silver Comet Trail, Dallas Trailhead. Conclusion of Tour 1.

Tour 2: Marietta and Kennesaw Mountain, 19.3 Miles

At Mile	Turn	Onto
0.0	Start	Northwest corner Marietta Square, corner of West Park Square St and North Park Square St at the bandstand.
0.0	Right	Exit Marietta square east on North Park Square toward office buildings. Cross Church St and name changes to Lawrence St.
0.3	Site 1	Marietta National Cemetery. Continue on Lawrence St.
0.5	Right	Alexander St
0.6	Straight	Cross over Roswell St.
1.1	Right	Lakewood Drive
1.2	Right	Manget St.
1.3	Straight	Cross over S. Marietta Parkway. Continue on Manget St.
1.5.	Right	East Dixie Ave
1.7	Straight	Cross over Atlanta St. (use caution on railroad tracks)
1.8	Right	West Atlanta St.
2.0	Site 2	Marietta Confederate Cemetery. Continue on West Atlanta St.
2.1	U-Turn	Turn around at park and return via West Atlanta St.
2.6	Left	East Dixie Ave
2.6+	Straight	Cross over Atlanta St. Continue straight on East Dixie Ave
2.9	Left	Manget St.
3.0	Straight	Cross over S. Marietta Parkway. Continue on Manget St.
3.2	Left	Lakewood Drive
3.3	Left	Alexander Circle
4.3	Right	Cherokee St (one way – take the left lane)
4.6	Left	Kennesaw Avenue
4.7	Straight	Cross over Church St. (use caution on rail road tracks)
5.5	Site 3	Marietta Educational Garden Center. Confederate Joseph E. Johnston's headquarters during the battles at Kennesaw Mountain. Continue on Kennesaw Ave.
5.6	Site 4	Oakton Estate. Continue on Kennesaw Ave.
5.8	Site 5	Remains of Oakton Tannery. Continue on Kennesaw Ave.
6.9	Left	Old Highway 41
7.2	Left	Stilesboro Road
7.3	Site 6	Kennesaw Mountain Visitors Center and Museum. Continue on Stilesboro Road.
7.8	Left	Old Mountain Rd
9.3	Right	Burnt Hickory Rd.
10.5	Left	Mt. Calvary Rd.
11.9	Left	Dallas Hwy (use right shoulder)
12.1	Straight	Continue straight on Dallas Hwy (Dallas Rd) at John Ward Rd.
12.6	Right	Enter Kennesaw Mountain National Battlefield Park via Cheatham Hill Dr. access road.
13.4	Site 7	Illinois Monument at Cheatham Hill Battlefield. Return on Cheatham Hill Dr.

14.0	Right	Dallas Highway (Dallas Rd.)
14.0+	Right	Dallas Circle
14.4	Right	Baskin Dr.
14.6	Left	Trailwood Ln.
14.8	Right	Chestnut Hill Circle
14.9	Left	Lees Trace
15.6	Right	Manning Rd
16.3	Right	Whitlock Ave.
16.5	Right	Kirkpatrick Dr.
17.2	Left	Walnut Dr.
17.2+	Left	Chinquapin Dr.
17.4	Left	South Woodland Dr.
17.5	Left	North Woodland Dr.
17.9	Left	Whitlock Dr.
18.0	Right	Maxwell Ave.
18.4	Left	Wright St.
18.7	Right	Whitlock Ave.
18.8	Straight	Cross over Loop 120 Highway (use caution on rail road tracks)
19.0	Left	East Park Square
19.1	Left	North Park Square. Conclusion of Tour 2.

Tour 3: West Cobb from Marietta to Kennesaw, 35.2 Miles

At Mile	Turn	Onto
0.0	Start	Northwest corner Marietta Square, corner of West Park Square St and North Park Square St at the bandstand.
0.0	Right	Exit Marietta square east on North Park Square toward office buildings. Cross Church St and name changes to Lawrence St.
0.3	Site 1	Marietta National Cemetery. Continue on Lawrence St.
0.5	Right	Alexander St
0.6	Straight	Cross over Roswell St.
1.1	Right	Lakewood Drive
1.2	Right	Manget St.
1.3	Straight	Cross over S. Marietta Parkway. Continue on Manget St.
1.5.	Right	East Dixie Ave
1.7	Straight	Cross over Atlanta St. (use caution on railroad tracks)
1.8	Right	West Atlanta St.
2.0	Site 2	Marietta Confederate Cemetery. Continue on West Atlanta St.
2.1	U-Turn	Turn around at park and return via West Atlanta St.
2.6	Left	East Dixie Ave
2.6+	Straight	Cross over Atlanta St. Continue straight on East Dixie Ave
2.9	Left	Manget St.
3.0	Straight	Cross over S. Marietta Parkway. Continue on Manget St.
3.2	Left	Lakewood Drive
3.3	Left	Alexander Circle
4.3	Right	Cherokee St (one way – take the left lane)
4.6	Left	Kennesaw Avenue
4.7	Straight	Cross over Church St. (use caution on rail road tracks)
5.5	Site 3	Marietta Educational Garden Center. Confederate Joseph E. Johnston's headquarters during the battles at Kennesaw Mountain. Continue on Kennesaw Ave.
5.6	Site 4	Oakton Estate. Continue on Kennesaw Ave.
5.8	Site 5	Remains of Oakton Tannery. Continue on Kennesaw Ave.
6.9	Left	Old Highway 41
7.2	Left	Stilesboro Road
7.3	Site 6	Kennesaw Mountain Visitors Center and Museum. Continue on Stilesboro Road.
10.5	Right	Kennesaw Due West Rd.
12.4	Site 7	Confederate parade grounds and training. Cross Cobb Parkway.
12.4	Straight	Cross over Cobb Parkway (Hwy 41)
12.4+	Site 8	Site Union General William T. Sherman headquarters. Continue on Kenn Due West Rd.
12.6	Left	Summers St.
12.8	Site 8	9-11 Memorial. Continue Left onto S. Main St.
13.0	Right	Cherokee St. (use caution on rail road tracks)
13.1	Site 9	Southern Museum and Rail Road Depot. Return on Cherokee St.

13.2	Right	N. Main St.
14.1	Left	Rutledge Rd.
14.7	Straight	Cross over Cobb Parkway. Name changes to Mac Dobbs Rd.
16.9	Left	Stilesboro Rd.
17.1	Right	Beaumont Dr (climb)
17.7	Site 10	Confederate defensive earthworks just past entrance to water tanks on left of road.
17.9	Site 11	Site where Gnl. Leonidas Polk was killed. GA Historic Marker and memorial via footpath to right of road. Return on Beaumont Dr
18.6	Left	Stilesboro Rd.
19.1	Left	Paul Samuel Rd. at Fire House
19.9	Left	Hamilton Rd.
21.3	Site 12	New York 60th trenches to left of road. Continue on Hamilton Rd
21.4	Right	Kennesaw Due West Rd.
22.1	Site 13	Gilgal Church
22.3	Left	Due West Rd (AKA "The Sandtown Road")
22.5	Left	Burnt Hickory Rd.
25.3	Left	New Salem Rd.
25.8	Site 14	Hardee's Salient. Return New Salem Rd.
26.3	Left	Burnt Hickory
26.4	Straight	Cross over Barret Parkway
26.4+	Right	Mt. Calvary Rd.
27.9	Left	Dallas Hwy (use right shoulder)
28.1	Straight	Continue straight on Dallas Hwy (Dallas Rd) at John Ward Rd.
28.6	Right	Enter Kennesaw Mountain National Battlefield Park via Cheatham Hill Dr. access road.
29.4	Site 15	Illinois Monument at Cheatham Hill Battlefield. Return Cheatham Hill , earthworks, etc.
30.0	Right	Dallas Highway (Dallas Rd.)
30.0+	Right	Dallas Circle
30.4	Right	Baskin Dr.
30.6	Left	Trailwood Ln.
30.9	Right	Chestnut Hill Circle
31.0	Left	Lees Trace
31.6	Right	Manning Rd
32.3	Right	Whitlock Ave.
32.5	Right	Kirkpatrick Dr.
33.2	Left	Walnut Dr.
33.3	Left	Chinquapin Dr.
33.5	Left	South Woodland Dr.
33.6	Left	North Woodland Dr.
33.9	Left	Whitlock Dr.
34.0	Right	Maxwell Ave.
34.5	Left	Wright St.
34.7	Right	Whitlock Ave.

34.8	Straight	Cross over Loop 120 Highway (use caution on rail road tracks)
35.0	Left	East Park Square
35.2	Left	North Park Square. Conclusion of Tour 3.

Tour 4: West Cobb from Marietta to Lost Mountain, 42 Miles

At Mile	Turn	Onto
0.0	Start	Northwest corner Marietta Square, corner of West Park Square St and North Park Square St at the bandstand.
0.0	Right	Exit Marietta square east on North Park Square toward office buildings. Cross Church St and name changes to Lawrence St.
0.3	Site 1	Marietta National Cemetery. Continue on Lawrence St.
0.5	Right	Alexander St
0.6	Straight	Cross over Roswell St.
1.1	Right	Lakewood Drive
1.2	Right	Manget St.
1.3	Straight	Cross over S. Marietta Parkway. Continue on Manget St.
1.5.	Right	East Dixie Ave
1.7	Straight	Cross over Atlanta St. (use caution on railroad tracks)
1.8	Right	West Atlanta St.
2.0	Site 2	Marietta Confederate Cemetery. Continue on West Atlanta St.
2.1	U-Turn	Turn around at park and return via West Atlanta St.
2.6	Left	East Dixie Ave
2.6+	Straight	Cross over Atlanta St. Continue straight on East Dixie Ave
2.9	Left	Manget St.
3.0	Straight	Cross over S. Marietta Parkway. Continue on Manget St.
3.2	Left	Lakewood Drive
3.3	Left	Alexander Circle
4.3	Right	Cherokee St (one way – take the left lane)
4.6	Left	Kennesaw Avenue
4.7	Straight	Cross over Church St. (use caution on rail road tracks)
5.1	Site 3	Marietta Educational Garden Center. Confederate Joseph E. Johnston's headquarters during the battles at Kennesaw Mountain. Continue on Kennesaw Ave.
5.6	Site 4	Oakton Estate. Continue on Kennesaw Ave.
5.8	Site 5	Remains of Oakton Tannery. Continue on Kennesaw Ave.
6.9	Left	Old Highway 41
7.2	Left	Stilesboro Road
7.2+	Site 6	Kennesaw Mountain Visitors Center and Museum. Continue on Stilesboro Road.
9.1	Straight	Cross over Barret Parkway. Continue straight on Stilesboro Rd.
10.5	Right	Kennesaw Due West Rd.
12.4	Site 7	Confederate parade grounds and training. Cross Cobb Parkway.
12.4+	Straight	Cross over Cobb Parkway (Hwy 41)
12.4++	Site 8	Site Gnl. Sherman's headquarters. Continue on Kenn Due West Rd.
12.6	Left	Summers St.
12.9	Site 8	9-11 Memorial. Continue Left onto S. Main St.
13.1	Right	Cherokee St. (use caution on rail road tracks)
13.2	Site 9	Southern Museum and Rail Road Depot. Return on Cherokee St.

13.3	Right	N. Main St.
14.1	Left	Rutledge Rd.
14.7	Straight	Cross over Cobb Parkway. Name changes to Mac Dobbs Rd.
16.9	Left	Stilesboro Rd.
17.1	Right	Beaumont Dr (climb)
17.7	Site 10	Confederate defensive earthworks just past entrance to water tanks on left of road.
17.9	Site 11	Site where General Leonidas Polk was killed. Note historic marker. Memorial via footpath to right of road at marker. Return downhill on Beaumont Dr
18.6	Left	Stilesboro Rd.
19.1	Left	Paul Samuels Rd.
20.6	Straight	Cross over Acworth Due West Rd. (AKA "The Sandtown Road") Name changes to Hadaway Rd.
21.9	Left	Burnt Hickory Rd.
22.6	Straight	Name changes to Old Mountain Rd. Note historic markers at Davis House.
23.4	Left	Due West Rd.
23.4+	Right	Old Mountain Rd.
24.6	Site 12	Optional climb to the top of Lost Mountain. Return via Old Mountain Rd.
25.8	Left	Due West Rd.
25.8+	Right	Old Mountain Rd.
26.7	Right	Burnt Hickory Rd
28.1	Right	Acworth Due West Rd. (AKA "The Sandtown Rd.")
28.3	Left	Kennesaw Due West Rd.
28.6	Site 13	Gilgal Church to left of road. Continue on Kennesaw Due West Rd.
29.3	Left	Hamilton Rd
29.4	Site 14	New York 60th trenches to left of road. Return Hamilton Rd
29.5	Left	Kennesaw Due West Rd.
29.9	Right	Frank Kirk Rd.
30.8	Left	Burnt Hickory Rd.
32.1	Left	New Salem Rd.
32.6	Site 15	Hardee's Salient. Return New Salem Rd.
33.1	Left	Burnt Hickory Rd.
33.2	Straight	Cross Over Barret Parkway
33.2+	Right	Mount Calvary Rd.
34.7	Left	Dallas Highway (use right shoulder)
34.9	Straight	Continue straight on Dallas Hwy (Dallas Rd) at John Ward Rd.
35.4	Right	Enter Kennesaw Mountain National Battlefield Park via Cheatham Hill Dr. access road.
36.2	Site 16	Illinois Monument at Cheatham Hill Battlefield, earthworks, etc. Return via Cheatham Hill Dr. access road.
36.8	Right	Dallas Highway (Dallas Rd.)
36.8+	Right	Dallas Circle

37.2	Right	Baskin Dr.
37.4	Left	Trailwood Ln.
37.6	Right	Chestnut Hill Circle
37.7	Left	Lees Trace
38.4	Right	Manning Rd
39.1	Right	Whitlock Ave.
39.3	Right	Kirkpatrick Dr.
40.0	Left	Walnut Dr.
40.0+	Left	Chinquapin Dr.
40.2	Left	South Woodland Dr.
40.3	Left	North Woodland Dr.
40.7	Left	Whitlock Dr.
40.8	Right	Maxwell Ave.
41.2	Left	Wright St.
41.5	Right	Whitlock Ave.
41.6	Straight	Cross over Loop 120 Highway (use caution on rail road tracks)
42.8	Left	East Park Square
42.0	Left	North Park Square. Conclusion of Tour 4

Tour 5: Acworth and Allatoona Pass, 11.6 Miles

At Mile	Turn	Onto
0.0	Start	Start at the large "ACWORTH" sign in downtown Acworth.
0.0	Straight	Proceed across Main St onto Willis St.
0.1	Site 1	Lemon House at the corner of Willis St. Extension, Union General William T. Sherman headquarters. Return Willis St.
0.2	Left	North Main St.
0.9	Straight	Cross under Highway 92
3.4	Right	Sandtown Road
4.7	Bear left	Allatoona Pass Road
5.4	Left	Old Allatoona Road at railroad tracks
5.6	Site 2	Allatoona Battlefield and the Mooney House. Return on Old Allatoona Road
6.1	Right	Allatoona Pass Road at railroad tracks
8.2	Left	N. Main Street
10.9	Left	Federal Street. (use caution on railroad tracks)
10.9+	Right	Northside Drive
11.3	Site 3	The Old Mill (circa 1870)
11.3+	Right	Smith St. (use caution on railroad tracks)
11.3++	Right	South Main Street
11.6	End	Conclusion of Tour 5

Tour 6: Acworth and Allatoona to New Hope Church, 43.1 Miles

At Mile	Turn	Onto
0.0	Start	Start at the large "ACWORTH" sign in downtown Acworth.
0.0	Straight	Proceed across Main St onto Willis St.
0.1	Site 1	Lemon House at the corner of Willis St. Extension, Union General William T. Sherman headquarters. Return Willis St.
0.2	Left	North Main St.
0.9	Straight	Cross under Highway 92
3.4	Right	Sandtown Rd.
4.5	Bear left	Allatoona Pass Rd.
5.2	Left	Old Allatoona Rd. at railroad tracks
5.4	Site 2	Allatoona Battlefield and the Mooney House. Continue on Old Allatoona Rd.
7.2	Straight	Cross under Interstate 75
7.8	Straight	Cross under Highway 41
7.9	Bear left	Old Alabama Rd. (store stop .4 miles to right on Atlanta Rd (Hwy 293))
8.3	Left	7 th St/Puckett Rd.
9.9	Straight	Cross over one lane bridge
10.4	Left	Bates Rd (climb and then use caution descending)
12.1	Right	Dabbs Bridge Rd. (path of Union march from Dallas to Acworth)
15.0	Left	Harmony Grove Church Rd.
18.8	Right	Cedarcrest Rd.
19.6	Right	Seven Hills Blvd. Possible store stop
22.6	Bear Left	Bear left. Continue on Ivey Gullledge Rd.
24.8	Right	Frey Rd.
24.9	Turn right then left	Right onto Dallas Acworth Highway and then make an immediate left onto Mt. Tabor Church Rd.
25.8	Site 2	Enter Pickett's Mill Historic Site to left. Return via entrance road and continue on Mt. Tabor Church Rd.
26.2	Right	Due West Rd.
27.6	Left	Dallas Acworth Highway. Possible store stop.
27.8	Site 3	Battle of New Hope Church site, memorial at New Hope Church and cemetery. Continue left onto Bobo Rd.
28.5	Site 4	Confederate commander General Joseph E. Johnston's headquarters, May 25 to June 4, 1864. Return on Bobo Rd.
29.2	Right	Dallas Acworth Highway @ New Hope Church
29.4	Right	Acworth Due West Rd.
32.7	Left	Hiram Acworth Highway (Highway 92)
32.8	Right	Due West Rd.
33.1	Left	County Line Rd. (note historic markers)
34.5	Site 6	Near the northern end of the Dallas-Acworth Line, May 25 to June 4, 1864. Continue downhill on County Line Rd.
35.8	Site 7	Old Allatoona Church Site. Note Historic Marker. Continue on County Line Rd.

36.8	Site 8	Mason's Bridge. Note Historic Marker. Continue on County Line Rd.
37.3	Straight	Cross over Mars Hill Rd.
38.1	Bear Left	Name changes to Stilesboro Ln.
38.6	Left	Mars Hill Church Rd.
39.3	Right	McLure Rd.
40.1	Left	Nance Rd. Possible store stop.
40.2	Straight	Cross over Highway 41. Continue Straight on Nance Rd.
41.5	Left	Old Highway 41
43.1	End	Conclusion of Tour 6.