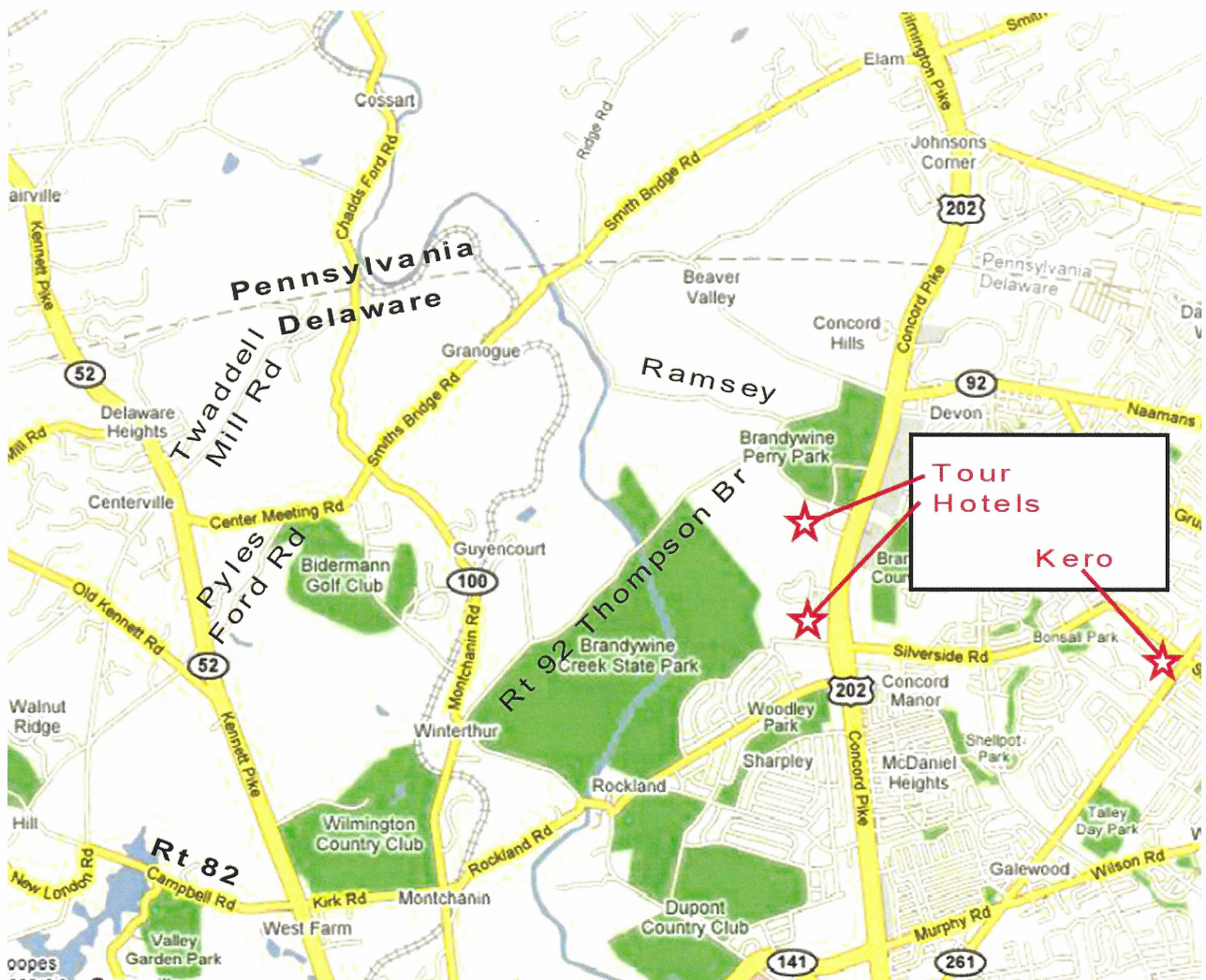


AUBURN HEIGHTS STEAM CAR TOUR

JUNE 17 - 22, 2007



Hosted By
Friends of Auburn Heights Preserve
Yorklyn, Delaware



A Map of "Chateau Country"

Each day's tour route uses the following roads every day to get to and from our hotels, no matter where we're heading:

Rocky Run Blvd. – the lane the three hotels are on

Woodlawn Rd. – runs from Rocky Run Blvd. down to Rt. 92

Thompson Bridge Rd. (Rt. 92) – some days we go north, others south

Some other roads used frequently this week:

Montchanin Rd. (Rt. 100) – runs north into PA, south past Winterthur & Hagley

Ramsey Rd. – runs from Thompson Bridge Rd. down to the Brandywine

Smith Bridge Rd. – crosses the Brandywine with a covered bridge

Center Meeting Rd. - leads from Centerville to Montchanin Rd. & Smith Bridge Rd.

Kennett Pike (Rt. 52) – a major route from Wilmington to Pennsylvania

Campbell Rd./New London Rd./Pyles Ford Rd./Creek Rd. (all Rt. 82)

Also note the location of our **kerosene** supplier at the intersection of **Silverside Rd. and Foulk Rd. (Rt. 261)**.

FAHP Trouble Truck Cell Phone: (267) 324-6299 (other numbers on p. 15)



FRIENDS OF
AUBURN HEIGHTS
PRESERVE, INC.

P.O. Box 61 — YORKLYN, DE 19736
(302) 239-2385 (800) 349-2134

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WELCOME TO THE AUBURN HEIGHTS STEAM CAR TOUR!

On behalf of the members of the *Friends of Auburn Heights Preserve*, and especially our dedicated volunteer corps, we'd like to welcome you to the Auburn Heights Steam Car Tour, June 17 - 22, 2007.

It's a real thrill for us to host this year's tour, which promises to be one of the largest gatherings of steam powered autos in history. As of the time of this writing (early June), approximately 60 steamers have registered to participate in the tour, not counting those in the Auburn Heights collection. This promises to be a very special week, indeed.

This week is a special opportunity for us to welcome you to Auburn Heights and show you firsthand the work this organization is doing to fulfill our mission:

The MISSION of the *Friends of Auburn Heights Preserve, Inc.* is

- to educate the public firsthand about an American way of life that flourished at the dawn of the automotive age and
- to preserve historic steam technology by teaching the practical skills of operating and maintaining steam cars.

For some of you, this is your first acquaintance with FAHP, whereas others know us well, and some are even members. We hope all of you will get to know us better during the course of the week. One of the best ways we can fulfill that part of our mission dedicated to preserving historic steam technology is by supporting those who love it most, the members of the steam car hobby. With this in mind, we hope you'll let us know if you think of ways we can be of practical service this week and in the years to come.

Those of you who have organized large steam car tours in the past know what a tremendous undertaking it is. We're extremely fortunate to have a group of talented volunteers who have shouldered much of the burden. All week long, look for them on the tour or helping out behind the scenes. You'll be able to recognize them by their bright red hats emblazoned with the legend "Marshall Steam Team Auburn Heights." If you have a question or need some help with something, ask one of them. If they don't know the answer, they can get in touch with someone who can help.

We hope you have a wonderful week of steaming and touring fellowship. Thank you for coming!

Tom Marshall & Bob Reilly
Tour Chairmen

E-MAIL: admin@AuburnHeights.org

WEB: www.AuburnHeights.org

Friends of Auburn Heights Preserve is a not-for-profit 501(c)(3) organization; gifts are tax-deductible to the extent allowed by law.

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Tour Week at a Glance – Scheduled Events

SUNDAY Warm Up Tour – W& W RR; Firing-Up Banquet

- 12:00 – 5:00 Registration – Marriott Courtyard
6:00 Reception – DuPont Country Club
7:00 Firing Up Banquet – DuPont Country Club

MONDAY Winterthur Estate & Auburn Heights Preserve

- 9:00 – 10:30 Coffee stop at Winterthur Estate (do not enter Estate before 8:00)
11:00 – 3:00 Visit Auburn Heights (no arrivals before 10:00, please)

TUESDAY Chesapeake City, MD; Longwood Gardens (evening trip)

- 5:30 Bus leaves Marriott Courtyard for Longwood Gardens
 Have dinner at Longwood (individual payment)
9:15 Fountain show at Longwood; buses return immediately after

WEDNESDAY “F.E. Group” – Grangoue, then Hagley

- 10:00 Earliest time to enter Granogue estate
11:30 – 12:45 Buffet Lunch at Granogue (1st sitting)
1:00 Latest suggested time to depart for Hagley (Hagley closes 4:30)
7:30 Annual Meeting of the Stanley Museum, Doubletree Hotel

WEDNESDAY “F.O. Group” – Hagley, then Granogue

- 9:30 Earliest time to enter Hagley Museum grounds
1:00 Suggested arrival time at Granogue (allow 20-30 mins. from Hagley)
1:15 – 2:30 Buffet Lunch at Granogue (2nd sitting)
3:30 Please depart Granogue no later than 3:30
7:30 Annual Meeting of the Stanley Museum, Doubletree Hotel

THURSDAY Pennsylvania Dutch Country

- 10:00 – 3:00 Rough and Tumble Engineers Museum open for our group
11:30 Early Lunch at Stoltzfus Farm (4 mil. from Museum)
1:00 Late Lunch at Stoltzfus Farm (4 mil. from Museum)

FRIDAY Brandywine Valley; Blow Down Banquet

- 6:00 Reception – Delaware National Country Club
7:00 Blow Down Banquet – Delaware National Country Club

Friends of Auburn Heights Preserve Steam Car Tour Volunteers

Hosting this tour has been a big effort, and we couldn't have done it without the hard work and support of the FAHP Volunteers. You'll see many of them helping out in the course of the week, and many more have helped out behind the scenes over the past year.

**Oliver "Bucky" Battin
George Barczewski
Barry Beck
Richard Bernard
Alan Berry
Joe Boxler
Julia Brokhoff
Steve Bryce
Butch Cannard *
Jane Cannard
Chuck Carrisch
Mel Chase
Emil Christofano *
Anne Cleary
Larry Cordeiro
Chuck Erikson
Geoff Fallows
J. Harry Feldman
Lindsay Greenplate
Marge Greenplate
Jim Groome
Walter Higgins
Betty Hoffmeister
Ed Hoffmeister
Rose Ann Hoover
John Hopkins *
Mark Hopkins *
Robert Hopkins
Will Hopkins
Steve Jensen
Aileen Krewatch
Bob Krewatch
Greg Landrey
Jerry Lucas
Carla Lucas
Lou Mandich
Ruth Marshall *
Tom Marshall *
Gene Maute**

**Gerhard Maute
Brent McDougall
Bob McGovern
Linda McGovern
John McNamara
Jim Mitchell
Joe Mitchell
Kathy Mitchell
Dan Muir
Dan Nichols
Holly Novak
Jerry Novak *
Peter Parlett
Jim Personti
Barb Reilly
Bob Reilly *
Jan Rivera
Earl Robinson
Chevonne Robison
Rob Robison *
Bill Rule
Chazz Salkin
Bill Schwoebel *
Cathy Schwoebel
Steve Schwoebel
Dale Simpkins
Elyse Simpkins
Ted Simpkins
Sarah Stanley
Art Sybell
Jean Toman
Ron Turochy
Art Wallace
Bob Wilhelm
Kelly Williams
Andy Zych**

*** Tour Committee Member**

2007 Eastern Steam Car Tour Participants

81	Tom Ackerman	Waretown, NJ	1922 Stanley Brougham
11	Brad Austin & Lyle Jorgensen	Seattle, WA	
12	Bill & Dawn Barnes	Lewistown, PA	1906 Stanley Racer
83	Bob & Jill Barrett	Angola, NY	1909 Stanley R
25	Herman & Cynthia Bayerdorffer	Port St. Lucie, FL	1909 Stanley Z
72	Alex Beamer	Salem, OR	
78	Richard Bernard	FAHP, Yorklyn, DE	1913 Stanley 78 (FAHP / Marshall Collection)
45	Allen & Janette Blazick	Fremont, CA	<u>1914</u> Stanley 710
64	Don & Nancy Bourdon	Woodstock, VT	1911 Stanley 85
94	Steve & Ann Bryce	FAHP, Yorklyn, DE	1908 Stanley EX (FAHP / Marshall Collection)
26	Brent & Martha Campbell	Northborough, MA	1911 Stanley 30 HP Special for Ray Stanley
90	Butch & Jane Cannard	FAHP, Yorklyn, DE	1915 Stanley 820 (FAHP / Marshall Collection)
39	Mark & Lisa Cantor	Patterson, NY	1909 Stanley R
96	Chuck Carisch	FAHP, Yorklyn, DE	
17	Wayne Coffman & Susie Smith	Tiffin, OH	1913 Stanley 64
16	The Coons & The Paleys	Sharon, CT	1912 Stanley 63
13	Bob & Edward Crane	Toms River, NJ	1917 Stanley 728
59	Basil Craske & Alastair Jordan	Norwich,	
54	Scott & Susan Cruse	Milford, OH	1921 Stanley 735E Roadster
55	Lynn & Judy Curry	Carroll, IA	1910 Stanley 72
24	Don Davidson & Sarah Stanley	Chatham, NJ	1913 Stanley 64
56	Sue Davis	Portland, ME	
32	Richard & Nathan Dickey	Plaistow, NH	1923 Stanley 740
51	Jack & Ann Doerr	Pacific, MO	1919 Stanley 735
9	Ralph & Connie Dykstra	Madison, CT	1916 Stanley 725
8	Don & Phyllis Eckel	Washington, NJ	1908 Stanley F
2	Sue Keith Elverston	Pea Ridge, AR	
74	Rolly Evans	South Easton, MA	
5	Pat & Merrily Farrell	Sedro Woolley, WA	1914 Stanley 606
68	Marvin & Linda Feldman	Clearwater, FL	1913 Stanley 64
23	Con Fletcher & Eva Morrison	Golden, CO	1911 Stanley 85
43	Dick Friedeman & John Vsetecka	Great Bend, KS	1922 Stanley 735A
79	Curt & Sheri Fulloom	Punta Gorda, FL	1910 Stanley 60

2007 Eastern Steam Car Tour Participants

27	Edward Goeck & Barbara Kulish	Bayville, NJ	1910 Stanley 70	
15	Gene Grengs	Eau Claire, WI	1910 Stanley 72	
77	Byron & Christine Hall	Estes Park, CO		
41	Ken Hand	Wichita, KS	1911 Stanley 72	
48	Ron & Sue Hardwig	Bloomington, IL	1922 Stanley 7 passenger touring	
38	Art Hart & Rosie Esposito	Ottsville, PA		
63	Alton & Joyce Higgins	Bangor, ME	1906 Stanley EX	
92	Walter Higgins	FAHP, Yorklyn, DE	1922 Stanley 740 (FAHP / Marshall Collection)	
19	Frank & Alma Hix	Estes Park, CO	1919 Stanley 735	
66	Don Hoke	Dallas, TX		
97	The Hopkins Family	FAHP, Yorklyn, DE	1916 Stanley 725 (FAHP / Marshall Collection)	
34	Charlie Johnson & Sandy Heefner	Wellsville, PA	1941 Mason	
21	Howard & Janice Johnson	Lemont, IL		
1	Jim & Sue Keith	McLean, VA	1911 Stanley 85	
65	Bo & Sam Kirkpatrick	Bennington, VT	1909 Stanley E2	
30	Phil & Pat Lewis	Lakewood, OH	1909 Stanley R	
14	John Linderman	Glastonbury, CT	1910 Stanley 70	
4	Ray & Barbara Lindsey	Bohemia, NY	1913 Stanley 65	
80	Tom & Faye Littrell	Galax, VA		
93	Jerry & Carla Lucas	FAHP, Yorklyn, DE	1908 Stanley H5 (FAHP / Marshall Collection)	
95	Louis & Barbara Mandich	FAHP, Yorklyn, DE	1902 Stanley Runabout (FAHP / Marshall Collection)	
71	Tom & Ruth Marshall	Yorklyn, DE	1910 Stanley 71 (FAHP / Marshall Collection)	
89	Gerhard & Gene Maute	FAHP, Yorklyn, DE	1905 Stanley CX (FAHP / Marshall Collection)	
46	Mike & Kathryn May	Northport, MI	1912 Stanley 88	
82	Bill McCleary & Marion Fuller	Ridgeville, ON	1907 Stanley K	
33	Bob Mead & Andi Mead Ruybal	Ridgefield, CT	1912 Stanley 73	
3	W. Jay Milligan & Eileen Barry	Hamburg, NY	1910 Stanley 70	
20	Dick & Mary Moore	LaVerne, CA		
58	Don & Aline Nelson	Harwinton, CT	1911 Stanley 70	
6	David Nergaard	Littleton, MA	1922 Stanley 735M	
85	Jerry & Holly Novak	FAHP, Yorklyn, DE		
37	Bob Nydam	Crete, IL	1911 Stanley 70	
73	Richard Olivier & Jerry Hackett	Cumberland, RI		

2007 Eastern Steam Car Tour Participants

57	Bob Ostwald	Flemington, NJ	1917 Stanley Roadster	
61	John & Lorna Packard	North Grafton, MA	1923 Stanley 740A	
75	Howard & Betsy Randall	Plympton, MA	1920 Stanley 735	
76	Bob & Barb Reilly	FAHP, Yorklyn, DE	1913 Stanley 76 (FAHP / Marshall Collection)	
29	Lorne & Ruth Anne Richards	Poughkeepsie, NY	1910 White Model OO	
70	Mike & Nancy Roach	Libertyville, IL	1914 Stanley 607	
47	Andrew & A.G. Robeson	Blacksburg, VA	1910 Stanley 63	
98	Bill Rule	FAHP, Yorklyn, DE	1901 Mobile Runabout (FAHP / Marshall Collection)	
87	Bill & Cathy Schwoebel	FAHP, Yorklyn, DE	1912 Stanley 87 (FAHP / Marshall Collection)	
50	Garrett & Sarah Shanklin	Groton, MA	1913 Stanley 77	
40	Norm Shanklin	Wilton, NH	1911 Stanley 85	
60	Joel & Denise Smith	North Grafton, MA	1910 Stanley 60	
28	Mark & Debbie Smith	Weld, ME	1924 Stanley 750B	
67	John & Elena Stamborg	Barnesville, MD	1921 Stanley 735	
69	Tom Sullivan & Daryl Kendall	Essington, PA	1909 Stanley Z	
84	Arthur & Joyce Sybell	FAHP, Yorklyn, DE	1918 Stanley 735 (FAHP / Marshall Collection)	
7	Wumf Tuxworth	Saffron Walden, Essex		
44	Keith & Ann Valesh	Oelwein, IA	1910 Stanley 10	
52	Adam & Jamie Walkup	Nokomis, FL	1921 Stanley 735B	
53	Ross & Susan Walkup	Nokomis, FL	1909 Stanley Z	
86	Art Wallace	FAHP, Yorklyn, DE	1908 Stanley K (FAHP / Marshall Collection)	
31	Sterling & Gladys Walsh	Hampstead, MD		
35	Channell Wasson	Palo Alto, CA		
42	Jim & Eleanor Weidenhammer	Poughkeepsie, NY	1908 White	
49	Richard & Judy Wells	Groton, MA	1910 White OO	
18	Bob Wilhelm	Wilmington, DE	1918 Stanley 735	
91	Kelly & Tom Williams	FAHP, Yorklyn, DE	1914 Stanley 607 (FAHP / Marshall Collection)	
10	Rob Williams	Boise, ID		
62	Walter Winship	South Berwick, ME		
36	Alan, Ray & Peggy Woolf	Smyrna, GA	1917 Stanley 730	

Steam Car Meets of the Past (As Remembered by Tom Marshall)

<u>Month Year</u>	<u>Location and Details, if any</u>	<u>Sponsor(s)</u>
July 1948	Mohawk Trail, Charlemont, MA 11 cars, <u>all</u> driven over the road	Stanley Ellis Frank Gardner Henry Wing (Sr. & Jr.)
July 1949	Yorklyn, DE. About 6 cars	The Marshalls
July 1951	Wellesley, MA and environs. About 10 cars.	Ed Pamphilon Frank Gardner Stanley Ellis
June 1955	Lakeville, CT. The old Interlaken Inn. Rain both days. 25 cars, including James Melton's.	Norbert Behrendt John P. Miller Frank Gardner Henry Shepard Tom Marshall
September 1956	Schwenksville, PA. 20 cars.	Norbert Behrendt Tom Marshall
August 1957	Kent State Univ., Kent, OH. Several cars driven from East Coast, and one driven from Chicago	Robert Lyon
June (?) 1958	Lake Forest, IL	Steam Auto Club of America
June 1958	Lakeville, CT. Interlaken Inn.	John Miller Frank Gardner Henry Shepard
August 1960	Yorklyn, DE. About 6 cars	Steam Auto Club of America The Marshalls
August 1962	Woodstock, VT. The old Woodstock Inn. 11 cars.	Frank Gardner Paul Bourdon
September 1963	Wilmington, DE. Holiday Inn.	Steam Auto Club of America The Marshalls
About 1965	Newark, DE (Tom Marshall)	The Marshalls
Sept. (?) 1966	Cape Cod, MA	Steam Auto Club of America Stanley Ellis
June (?) 1968	Woodstock, VT. The old Woodstock Inn. 25-30 cars.	Frank Gardner The Bourdons
September 1968	Yorklyn & Wilmington, DE (Holiday Inn)	Steam Auto Club of America Tom Marshall
September 1969	Newark & Rehoboth Beach, DE; Easton, MD	Steam Auto Club of America Tom Marshall Marvin Klair Weldin Stumpf

Steam Car Meets of the Past (As Remembered by Tom Marshall) - continued

<u>Month Year</u>	<u>Location and Details, if any</u>	<u>Sponsor(s)</u>
September 1970	Newark, DE; Strasburg, PA; Westminster, MD	Marvin Klair Weldin Stumpf Tom Marshall Sterling Walsh
June 1972	Woodstock, VT	Frank Gardner The Bourdons
September 1972	Whitehouse Station, NJ	George & Dick Schieffelin
September 1973	New Garden Airfield, PA	Tom Marshall Weldin Stumpf Marvin Klair
June 1974	Williamstown, MA	Bob Sprague
July 1975	St. Thomas, PA	Carl Amsley and family
September 1975	Chatham on Cape Cod, MA	Jim Hancock Stanley Ellis
June 1976	Woodstock, VT	Frank Gardner The Bourdons
September 1976	Lakeville, CT	The Hermans Morris Paley
June 1977	Strasburg, PA, the Red Caboose Lodge	Tom Marshall Weldin Stumpf
June 1978	St. Thomas, PA	The Amsley Family
June 1979	Lakeville, CT	Jim Weidenhammer Morris Paley
June 1980	Woodstock, VT	The Bourdons
June 1981	Sturbridge, MA	Brent Campbell Ole Vikre
August 1981	Fitzwilliam, NH - Kingfield, ME	Jim Hancock Frank Gardner Tom Marshall Sue Davis
June 1982	McCall, ID	Ron Thurber (?) Dick Hempel (?)
August 1982	Orillia, Ontario	Gordon Smith Clarence Coons
June-July 1983	Bernardsville, NJ	Art Hart
June 1984	St. Thomas, PA	The Amsley Family
August 1984	Concord, NH - Kingfield, ME	The Stanley Museum Jim Hancock
August 1985	Woodstock and Shelburne, VT	The Bourdons
June 1986	Linville, NC	Alex Joyce

Steam Car Meets of the Past (As Remembered by Tom Marshall) - continued

<u>Month Year</u>	<u>Location and Details, if any</u>	<u>Sponsor(s)</u>
June 1987	Lakeville, CT 45 cars	Jim Weidenhammer Morris Paley
June 1988	Hamburg, NY	Jay Milligan Bob Barrett
July 1988	Sun Valley, ID	Ron Thurber
July 1989	Augusta and Kingfield, ME	The Stanley Museum
August 1990	Orillia, Ontario	Gordon Smith John Smith
September 1990	Colorado Springs, CO	Frank Hix Robert Reilly Con Fletcher
June 1991	Charlottesville, VA	Jim Keith Alex Joyce
July 1991	Northern New England Tour	Don Bourdon Brent Campbell
June 1992	Woodstock (Queechee) VT Almost 60 cars	The Bourdons Harland Whitcomb
September 1992	Morro Bay, CA	Mike Simpson & Committee

As we were preparing the final copy of the Tour Book for the printer, Jim Merrick, the Stanley Museum's archivist, sent along these two classified ads which he had uncovered in his research. In the smaller of the two, which Jim found in the Philadelphia *Inquirer* of Dec. 22, 1907, T. Clarence Marshall offers a "STEAM CAR. 10 H.P. ALSO LOT OF steam car parts for sale." The larger ad, from the same paper's Aug. 1, 1909 edition, shows not only Clarence Marshall's ad offering a Model H5, a Locomobile steamer and two Wintons, but also Philadelphia Stanley agent D. Water Harper's ad under the heading "World's Record Stanley Autos." Note that Marshall's ad refers to the H5 using the common nickname, "Stanley Steamer", whereas Harper terms them "Stanley Autos." (Ads for White steamers appear elsewhere on the same page.)

Twining Company, 328 N. Broad St., Phila.
STEAM CAR. 10 H. P., ALSO LOT OF
 steam car parts for sale, one set Goodrich
 tires, 26x2 1/2, single tube, new, \$20. will ex-
 change any of these articles for tires, 32x4 or
 34x4 1/2. T. Clarence Marshall, Yorklyn, Del.

GENTLEMAN'S FINE FUR-LINED AUTO
 coat, gloves and hat, also lady's long fur
 coat, also lady's long fur coat, also lady's long fur coat.

MAXWELL RUNABOUT—Red black top, fully
 equipped. In finest condition. \$450.
MAXWELL—1000, 4 cylinder, demonstrating
 car; slightly used.

Maxwell-Briscoe Motor Company
 207-209 North Broad Street, Philadelphia

FOR SALE CHEAP. 1900 FIVE PASSENGER
 touring car, used as a demonstrator, perfect
 condition, wind shield, top, chains and fully
 equipped. Also a 1907 touring car, fully
 equipped, good condition; thoroughly over-
 hauled, for sale very cheap. Brazier Autom-
 obile Works, 34th and Market.

FOR SALE—STANLEY STEAMER, H 5, 20
 H. P., with top and glass front. Winton
 model N, with top, one Locomobile steamer,
 10 H. P., also one 2 cylinder Winton. For
 particulars T. Clarence Marshall, Yorklyn,
 Del.

FOR SALE. STODDARD-DAYTON ROAD-
 ster, only used short time, in perfect condi-

Auctioneers.

World's Record Stanley Autos.

The simplest car made in America to operate;
 no gears, electricity or dangerous cranking. So
 silent, swift and powerful that they are in-
 variably disbarred from all stock events in hill
 climbing and speed contests. Send for recent
 catalogue.

D. WALTER HARPER,
 SOLE FACTORY REPRESENTATIVE,
 BROAD AND CLEARFIELD STS.

WILL SACRIFICE

My \$3200, 1907, 45 horse, 7 passenger tour-
 ing car, fully equipped for \$600 cash; leaving
 town this week; will demonstrate. N-102, In-
 quirer office.

"44" METAL POLISH
 ASK YOUR DEALER.

NORTHERN GARAGE
 2315 NORTH 13TH STREET.

LIGHT TOURING CAR, SIDE ENTRANCE;
 new tires; five lamps; all in good shape; will
 demonstrate: \$200. G. A. Stewart, 18 Part-
 idge Ave., Ridgely, Pa.

Tour Logistics – Fuel, Water, Pilot Fuel, etc.

FUEL

▪ KEROSENE

○ Near Tour Headquarters

Gwynn's Sunoco station at 1715 Foulk Rd. (Wilmington) has kerosene on hand in a pump with a long hose. Their hours: **7 am – 8 pm on Sunday** and **7 am – 9 pm all other days**. The station is about 2 ½ miles from our hotels (each way). Their phone number is (302) 478-3808.

Directions from Headquarters Hotels to Gwynn's Sunoco:

Total

Miles Directions & Mileage Intervals to Next Direction

- | | |
|------------|--|
| 0.0 | From Rocky Run Blvd. in front of the Marriott Courtyard |
| | 0.1 |
| 0.1 | Turn RIGHT at the traffic light onto Rt. 202 south (Concord Pike) |
| | 0.4 |
| 0.5 | Turn LEFT at the traffic light onto Silverside Rd. |
| | 2.1 |
| 2.6 | Corner of Foulk & Silverside Rds. – Sunoco is on right. |
| | When finished fueling, use other exit from station to turn RIGHT onto Foulk Rd. (heading away from Silverside) |
| | 1.1 |
| 3.7 | Turn RIGHT at the traffic light onto Shipley Rd. |
| | 1.1 |
| 4.8 | Turn LEFT at the traffic light onto Silverside Rd. |
| | 0.7 |
| 5.5 | Turn RIGHT at the traffic light onto Rt. 202 north (Concord Pike) |
| | 0.6 |
| 6.1 | Turn LEFT at the traffic light onto Rocky Run Blvd. |

○ On the Road

We have tried to note kerosene sources where we could find them on Tuesday, Thursday and Friday tour routes. (Sunday, Monday and Wednesday routes are short; we have not located kerosene on these routes.) Look for the "K" in the left margin of the tour directions. In some cases, kerosene is available only via a short (3 foot) hose; we have tried to note this in the tour directions.

▪ **DIESEL & GASOLINE**

○ **Near Tour Headquarters**

There are many filling stations in the immediate area up and down Concord Pike (Rt. 202). You may find it most convenient to visit the Shell station ½ mile south on Rt. 202, at Garden of Eden Rd. (just past the Quality Inn & Suites).

○ **On the Road**

We've tried to note several locations where Diesel fuel is available along the longer tour routes (Tuesday, Thursday and Friday). Look for the "D" in the left margin of the tour directions. Diesel is generally easy to find, so we have not tried to note every station that carries it. Obviously, we have not flagged gasoline sources.

WATER

▪ **At Tour Headquarters**

We will have garden hoses at each of the headquarters hotels.

▪ **On the Road**

We have noted several locations on the longer tour routes where water has been arranged for (typically at fire stations or gas stations). Look for the "W" in the left margin of the tour directions. Of course, there are many other sources of water in this area. *Realize, however, that we will be passing through some areas that are quite rural, so you may not find a house with a water hose for several miles.*

PILOT FUEL

We will have limited supplies of pilot fuel available on the trouble truck in case you run out unexpectedly. Wal-Mart stores usually carry Coleman Fuel. We recommend calling before you go. These are the closest stores (6 miles and 9 miles, respectively).

Wal-Mart, 1251 Centerville Road, Wilmington, DE 19808: (302) 683-9312

Wal-Mart, 516 School House Road, Kennett Square, PA 19348: (610) 444-2268

Here are some other places that may have pilot fuel (and other supplies you need):

True Value Hardware, Powder Mill Square, Wilmington, DE 19807

Wagner Hardware, 3848 Kennett Pike, Wilmington, DE 19807

Fairfax Hardware, 2201 Concord Pike, Talleyville, DE 19803

CYLINDER OIL

We will have limited supplies of cylinder oil available on the trouble truck in case you run out unexpectedly.

RESTAURANTS FOR “ON YOUR OWN” MEALS

TOP PLACES FOR DINNER, \$25 AND UP – Reservations required.

DILWORTHTOWN INN: Just west of Route 202, 7 miles north of headquarters, and 2 miles north of Route 1. Excellent but pricey. “Seasoned perfection”, one of the region’s outstanding restaurants. Call for reservations: (610) 399-1390.

KRAZY KATS: In the Inn at Montchanin Village on Route 100, 4 miles from tour headquarters. Very good but pricey. Can be inconsistent. Call for reservations: (302) 888-4200.

MENDENHALL INN: On Kennett Pike, Route 52, about 7 miles from headquarters, and one mile south of Route 1. Excellent food and refined but relaxed atmosphere, not quite as expensive as Dilworthtown and Krazy Kats. Wednesday is “Wine & Prime Rib Night”, \$17.95; Thursday is “Gourmet Night.” Reservations: (610) 388-1181.

THE GREEN ROOM AT HOTEL DU PONT: In downtown Wilmington at 11th & Market Streets, 6 miles from headquarters. Opened in 1913, this has always been one of the areas fine dining experiences. The hotel also offers The Grill and The Brandywine Room; call to check hours. For reservations, call (302) 594-3100.

DOUBLETREE INN: Directly across Route 202 from tour headquarters. Fine dining at a very convenient location. Call (302) 478-6000.

HARRY’S SAVOY GRILL: Naaman’s Rd. (Rt. 92), about 6 miles northeast of tour headquarters (go north on Rt. 202, then turn right on Naaman’s Rd.) A classic that’s fun! Reservations at (302) 475-3000.

THE GABLES: On U.S. Rt. 1, south of Chadd’s Ford; take Rt. 202 north to US Rt. 1, then turn left (south). The restaurant is on the right, about 1½ miles south of the Brandywine River Museum. A converted 1800s barn; fresh seafood is a specialty. Call (610) 388-7700.

MORE MODEST DINING, LUNCH OR DINNER (roughly in order by distance from tour headquarters hotels)

RED LOBSTER: Adjacent to tour headquarters.

LONE STAR STEAK HOUSE: Adjacent to tour headquarters.

OLIVE GARDEN: Adjacent to tour headquarters.

TGI FRIDAYS: Adjacent to tour headquarters.

APPLEBEE'S: About 1/3 mile north of tour headquarters on Rt. 202.

MACARONI GRILL: About 1/3 mile south of tour headquarters on Rt. 202.

DAMON'S: About 1/2 mile south of tour headquarters on Rt. 202, at the Quality Inn and Suites. Bar-b-que.

BERTUCCI'S: About a mile south of tour headquarters on Rt. 202 (in the shopping center on the right, just south of Mt. Lebanon Rd.) Brick oven pizza, grilled Tuscan entres and much more with a country Italian flavor.

BOSTON MARKET: About 3/4 mile south of tour headquarters on Rt. 202 at Mt. Lebanon Rd.

CHARCOAL PIT: 2600 Concord Pike, just over a mile south of tour headquarters on Rt. 202. A Delaware tradition – the 1950s are alive and well here! Charcoal broiled burgers, steak sandwiches and major league ice cream sundaes. Try the “Kitchen Sink” sundae, 24 scoops of ice cream and all the toppings.

BUCKLEY'S TAVERN: On Route 52 at Centerville, 5 miles from tour headquarters. A very popular spot with local residents. Colonial tavern atmosphere.

CROMWELL'S IN POWDER MILL SQUARE: On Route 52 at Greenville, 5 miles from tour headquarters. See their menu in the telephone book's menu pages.

If you need help...

Some of FAHP's volunteers will be standing by to assist with a truck and trailer. Rather than attempting to "sweep" the tour route behind the last (which doesn't work well with a group this large), they will remain at a central location until called.

FAHP Trouble Truck **(267) 324-6299** **cell phone**

Additional numbers...

FAHP Office **(800) 349-2134**

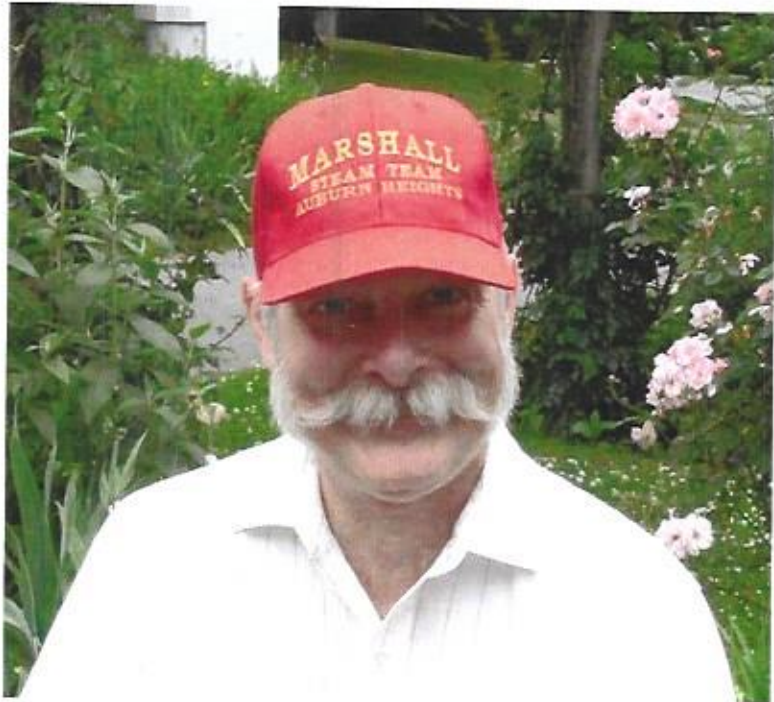
Bob Reilly **(720) 480-3987** **cell phone**

Tom Marshall **(302) 239-6379** **home phone**

HAVE A QUESTION OR NEED SOME HELP?

Look for the FAHP volunteers in the bright red hats lettered "Marshall Steam Team Auburn Heights".

We'll be glad to help!

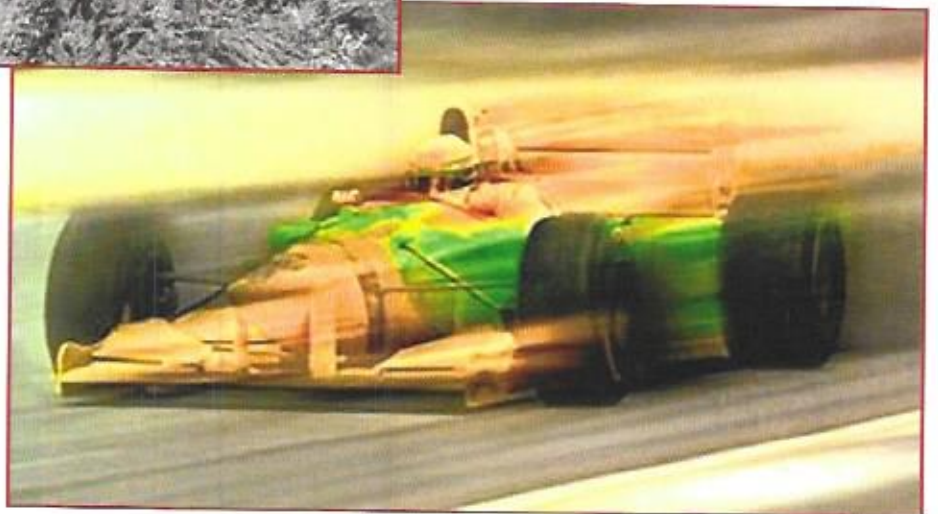


A WORD TO THE WISE
ABOUT THE BACK ROADS WE'LL BE TAKING



Here's the traffic our back roads were laid out to handle...

And here's the way they're used today!



Two Rules to Remember If You Need to Stop Along the Road:

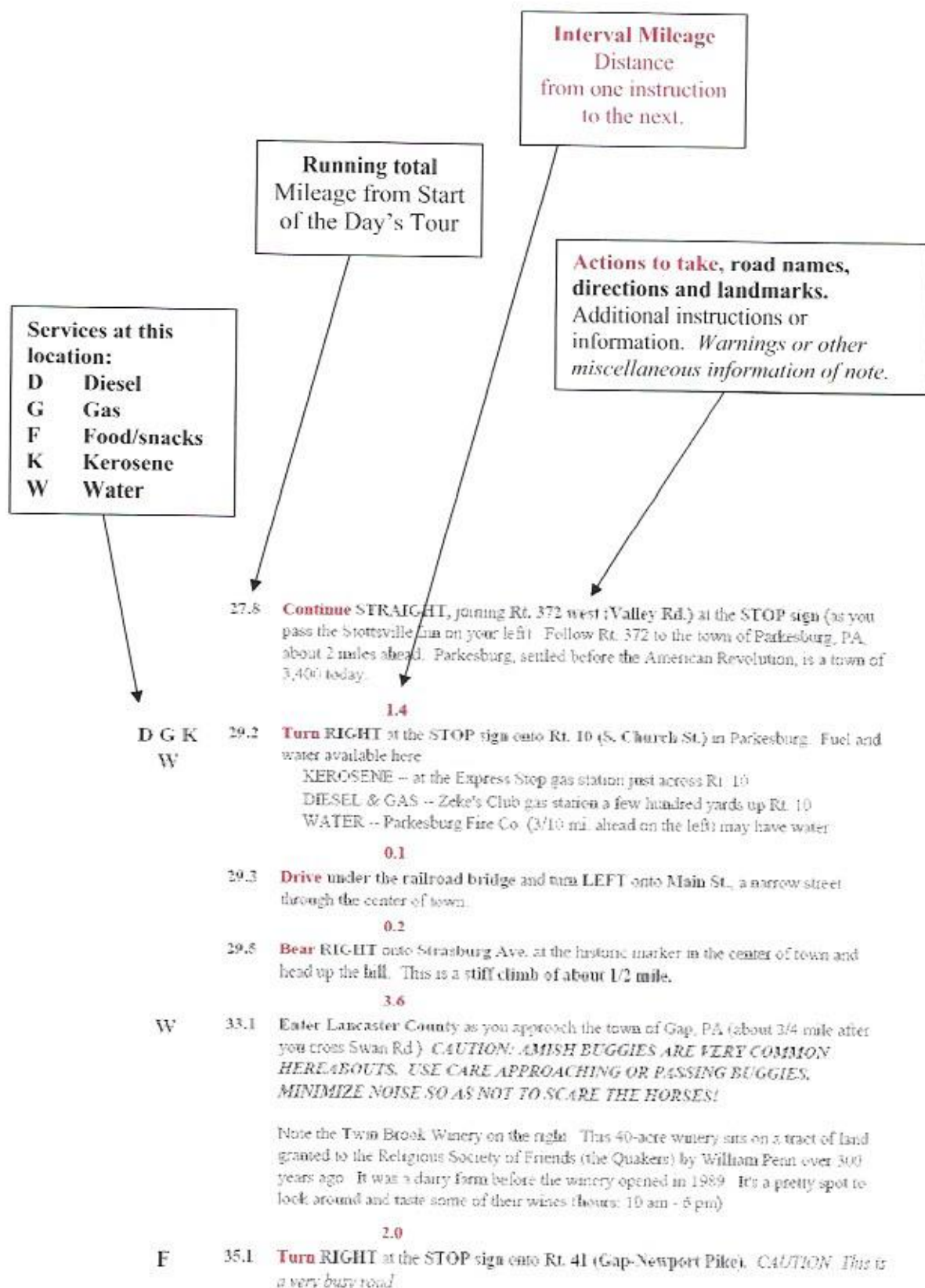
1. *Protect yourself* – there's a **RED TRIANGULAR WARNING SIGN** in your tour bag. **USE IT** to warn vehicles coming up behind you! We will be traveling on many very **NARROW ROADS**, with **BLIND CURVES**, **NO SHOULDERS**, and **NO PLACE TO PULL OFF** the road.

2. *When in doubt, refer to Rule # 1.*

FAHP Trouble Truck: (267) 324-6299

FAHP Office: (800) 349-2134

Format of Tour Directions



Sunday, June 17 – Warm Up Tour Wilmington & Western RR and Greenbank Mill

Today's tour takes us on an easy, 12 mile trip (each way) to see the Wilmington & Western RR, the steam tourist railroad that Tom Marshall helped create. They usually run their steam engines on a limited schedule, but they have promised to add them to today's trains especially for us.



The W&W is operated by Historic Red Clay Valley, Inc., a historical society founded by Tom Marshall and his father in the late 1950s. HRCV purchased a steam locomotive from the Canadian National Railway in 1959 with an eye toward re-establishing steam-powered passenger train service up the Red Clay Valley similar to the trains Clarence Marshall had ridden to school each day as a boy. (The original Wilmington & Western started running trains through the Red Clay Valley in 1872.)

After seven years of hard work restoring the engine and cars and negotiating a lease with the B&O Railroad (which still ran freight service on the line), the volunteers of the reincarnated W&W operated their first passenger train on Memorial Day weekend, 1966, making this one of the oldest "tourist railroads" in the country. Today, the W&W owns the line, having purchased it when the Chessie System sought to abandon it in 1982. The railroad still operates primarily with volunteers.

Trains depart Greenbank Station at 12:30 and 2:30 pm for a nine mile trip up to Mt. Cuba and back. The fare is \$8 (\$7 for seniors) and \$6 for kids.

Locomotive 98, shown above and at right, is the crown jewel of the W&W's motive power collection, which includes two other steam engines, a self-propelled car (known as a "doodlebug") and two diesel switching engines. The 98 was built by Alco (The American Locomotive Co.) in 1909 for the Mississippi Central, where she worked in passenger service until her retirement in 1944. She continued in service on a gravel-hauling shortline in Louisiana until the Marshalls bought her in 1960.



Number 98 is an "American Standard", or 4-4-0, design (four pilot wheels in the front, four large driving wheels and no wheels under the firebox in the rear). This was the most popular design for 19th-century American locomotives, but as freight trains grew heavier, the railroads restricted these engines

to passenger service. Most had been sent to the scrapper's torch by the 1930s. Only a handful of locomotives of this design are still in operation, and 98 is one of the finest. The railroad completely rebuilt number 98 over an eight year period, and she returned to service in 2004.



Unfortunately, there was no railroad to run on by the time 98 was ready to resume her passenger train duties. On September 15, 2003 (one day short of the fourth anniversary of Hurricane Floyd, which had destroyed two of the line's trestles), the remnants of Tropical Storm Henri stalled over southern Chester County, Pennsylvania, and produced record amounts of water in the Red Clay Creek. The rushing waters tore through the Red Clay Valley, and destroyed all six of the W&W's historic wooden bridges. Estimates put the cost of rebuilding at \$8 million.

Through the dedication of its staff, volunteers and supporters, the Wilmington & Western was able to recover. The ruined trackage has been repaired and new steel trestles anchored on bedrock have replaced the wooden ones that were washed away. The railroad will hold a grand celebration on June 30, when it operates the first passenger train to Hockessin, the western end of the line, since the 2003 storm.

At the far end of the W&W Greenbank complex, next to the water tower, the old Yorklyn Station serves as a small museum and visitor center. This is the only surviving original W&W station; it was built when the line opened in 1872.

Several stations, all using this design, were located along the line. This one was in Yorklyn and was moved in one piece to Greenbank in 1968 in order to save it from demolition. Look for photos of young Clarence Marshall and a crew of mill workers at this station c.1906 in the reception room of the Museum at Auburn Heights. Take a minute to look at this station, with its plain design and modest construction; it will stand in sharp contrast to the stations you will see later this week along the old Wilmington & Northern RR.

Just across the Red Clay Creek from the railroad's parking lot is the Greenbank Mill, built in the 1760s as a flour mill. A mill has stood on this site since 1677, and the present mill operated commercially until about 1970. Well-known American inventor Oliver Evans, builder of the early steam amphibious vehicle *Oruktor Amphibolos* (described in a recent *Stanley Museum Quarterly*) lived nearby and some of his early automated milling machinery was installed in this mill. In fact, Evans obtained United States Patent number 3 for the revolutionary milling machinery which he developed on the banks of the Red Clay Creek less than a mile from this location.

You can take a footpath over to the mill and the Revolutionary-era farm next door. The mill is not ordinarily open to visitors on Sundays, but some of their volunteers have offered to open it for members of our tour.



You will notice that today's tour directions mention the old "New Castle County Workhouse", located just above the Greenbank Station area until it was torn down some years ago and replaced by a park. This hulking old brick fortress was built in 1901 as a county prison, but it was not long before it housed inmates from Delaware's other two counties as well. The prison was surrounded by a tall fence topped with barbed wire. Armed guards in towers along the perimeter kept a watchful eye on the inmates.



New Castle County Workhouse, 1925

The Baltimore & Ohio Railroad purchased the Wilmington & Western in the 1880s and operated it as its "Landenberg Branch" until 1982. At one time, this 20-mile branch was the single most profitable branch line on the entire B&O system. The western half of the line was scrapped in 1942, at which time the impressive Broad Run Trestle, shown here circa 1940, was demolished. Today, the W&W operates the remaining 10.2 miles of the line.



Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

- 0.0 **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)
- 0.4
- 0.4 **Turn LEFT** onto **Thompson Bridge Rd. (Rt. 92)** as **Woodlawn Rd. ends.** Begin a 1-mile descent to Brandywine River.
- 1.0
- 1.4 **Cross the Brandywine** on Thompson's Bridge. Begin a long but gradual climb away from the river.
- 1.4
- 2.8 **Turn RIGHT** at the 4-way **STOP sign** onto **Rt. 100 north (Montchanin Rd.)** Rt. 92 ends here. *CAUTION: drivers of "modern iron" seem to forget the rules of the road at this intersection.*
- 0.3
- 3.1 **Turn LEFT** onto **Adams Dam Rd.** and proceed under the railroad through a narrow underpass.
- 1.1
- 4.2 **Bear LEFT** at the **STOP sign** onto **Center Meeting Rd.** *CAUTION: Traffic coming up Center Meeting Rd. from the right often moves fast and this intersection is not clearly visible as they come up the hill.*
- 0.4
- 4.6 **Turn LEFT** onto **Pyle's Ford Rd.** The road is just after you pass the golf course on your left. *This is easy to miss -- the road is NOT marked. If you do miss the turn, just continue up Center Meeting Rd. to Rt. 52 (Kennett Pike), turning left on Kennett Pike and driving about 3/4 mile to pick up Pyle's Ford Rd. where it crosses Kennett Pike.*
- 0.8
- 5.4 **Go STRAIGHT** across **Rt. 52 (Kennett Pike)** at the **STOP sign.** You will also **CROSS Old Kennett Rd.** at a second **STOP sign** about 2/10 mile beyond. Continue on Pyle's Ford Rd.
- 0.8
- 6.2 **Turn LEFT** at the **STOP sign** onto **Owl's Nest Rd.** (road sign is hidden in foliage on left as you make the turn).
- 0.6
- 6.8 **Continue STRAIGHT** at the **STOP sign,** joining **Rt. 82 north (New London Rd.)**

0.3

- 7.1 **Turn LEFT** onto **Hillside Mill Rd.** (the first left after you get onto New London Rd.) You will get a nice view of Hoopes Reservoir about 1/4 mile ahead.

0.8

- 7.9 **Continue STRAIGHT** across the bridge over **Red Clay Creek** and **cross the Wilmington & Western RR.** Hillside Mill Rd. changes name to Mt. Cuba Rd. at this point. You are very close to Mt. Cuba, Delaware's only mountain. Strangely enough, Mt. Cuba is nearly 200 feet lower than Delaware's highest elevation (which in itself is only about 450 feet).

0.4

- 8.3 **Turn LEFT** at the **STOP sign** onto **Barley Mill Rd.** as Mt. Cuba Rd. ends. Cross the W&W track about 1/4 mile beyond the turn and then cross the Red Clay Creek again just beyond that.

0.9

- 9.2 Note the large concrete dam on your left, part of Hoopes Reservoir. Begin a steady but gentle **climb** for the next **1/2 mile**.

0.7

- 9.9 **Turn RIGHT** at the 4-way **STOP sign** onto **Centerville Rd.**

0.5

- 10.4 **Continue STRAIGHT** at the traffic **light** across **Rt. 48 (Lancaster Pike)** and continue on Centerville Rd. Enter a more built-up suburban area as you proceed down Centerville Rd.

1.1

- 11.5 **Continue STRAIGHT** at the traffic **light**, crossing **Rt. 34 (Faulkland Rd.)**

0.5

- 12.0 **Turn RIGHT** at the traffic **light** onto **Greenbank Rd.** (just before you reach the highway overpass). This is a very built-up commercial area.

0.3

- 12.3 **Continue STRAIGHT** through the traffic **light**, remaining on Greenbank Rd.

The old brick building on the left (just after the light) is the Womens' Correctional Facility (aka prison). The large park area beyond the prison used to be the site of the New Castle County Workhouse, a rambling old brick prison, opened in 1901 and surrounded by barbed wire and gun towers, one of which still stands in the park.

0.2

- 12.5 **Turn LEFT** into the Wilmington & Western RR's **Greenbank Station** parking lot at the railroad crossing. The introduction to today's tour tells more about the W&W and the adjacent Greenbank Mill, with train times and fares.

When you are ready to leave Greenbank, head back out the same driveway by which you entered.

- 12.5 **Turn RIGHT** from the driveway onto **Greenbank Rd.** and immediately cross the railroad.

0.2

- 12.7 **Continue STRAIGHT** up Greenbank Rd. through the traffic light.

0.3

- 13.0 **Turn LEFT** at the traffic light onto **Centerville Rd.**

0.5

- 13.5 **Continue STRAIGHT** across **Rt. 34 (Faulkland Rd.)** at the traffic light; continue on Centerville Rd.

1.0

- 14.5 **Continue STRAIGHT** at the traffic light across **Rt. 48 (Lancaster Pike).** Continue on Centerville Rd.

0.5

- 15.0 **Go STRAIGHT** across **Barley Mill Rd.** at the **STOP sign.** Continue on Centerville Rd. as it winds through the woods. You'll see some nice views of the upper end of Hoopes Reservoir about 1 1/2 miles ahead.

1.7

- 16.7 **Turn RIGHT** at the **STOP sign** onto **Campbell Rd.** (Centerville Rd. ends). Immediately after turning, begin a **sharp but short climb** of about 1/4 mile.

0.8

- 17.5 **Go STRAIGHT** at the traffic light, crossing **Rt. 52 (Kennett Pike).** The name of the road changes from Campbell Rd. to Kirk Rd. at this point. The route ahead takes us around the Wilmington Country Club; you'll see the golf course on the left.

0.8

- 18.3 **Turn LEFT** at the traffic light onto **Rt. 100 north (Montchanin Rd.)**

0.9

- 19.2 **Go STRAIGHT** at the 4-way **STOP sign**, picking up **Rt. 92 east (Thompson Bridge Rd.)** as Rt. 100 diverges to the left. *CAUTION: This is a dangerous intersection.*

1.4

- 20.6 **Cross the Brandywine** on Thompson's Bridge. Begin a **3/4 mile gradual climb** away from the river.

0.8

- 21.4 **Turn RIGHT** onto **Woodlawn Rd.** This is the first road that goes off to the right after you cross the Brandywine.

0.4

- 21.8 **Turn RIGHT** onto **Rocky Run Blvd.** -- you're back!

SUNDAY Firing Up Banquet

DIRECTIONS BETWEEN HOTELS & DUPONT COUNTRY CLUB (FIRING UP BANQUET)

Miles Directions/Landmarks

0.0 **Start out on Rocky Run Blvd. in front of the Courtyard by Marriott, headed toward Rt. 202 (the hotel will be on your right).** *If you are starting from the Quality Inn and Suites, just drive out the front entrance of your hotel onto Rt. 202, turning right and picking up the route from the turn onto Mt. Lebanon Rd. at mile 0.7, below.*

0.1

0.1 **Turn RIGHT** at the traffic light onto **Rt. 202 south (Concord Pike).**

0.8

0.9 **Turn RIGHT** at the traffic light onto **Mt. Lebanon Rd.** (about 1000 feet past the Quality Inn and Suites; first right turn after the Quality Inn).

0.7

1.6 **Turn LEFT** at the **STOP** sign onto **Black Gates Rd.** This road runs through a residential subdivision. You will cross Sharpley Rd. about 1/2 mile after you turn onto Black Gates Rd.

1.0

2.6 **Turn LEFT** at the **STOP** sign onto **Rockland Rd.** The DuPont Country Club's tennis courts are on the left as you approach the intersection.

0.1

2.7 **Turn LEFT** into the main entrance of the **DuPont Country Club.** Parking lots are on both sides of the traffic circle in front of the club building.

RETURN TO HOTELS VIA SAME ROUTE

Turn RIGHT from the country club onto **Rockland Rd.**

0.1

2.8 **Turn RIGHT** onto **Black Gates Rd.**

1.0

3.8 **Turn RIGHT** at the **STOP** sign onto **Mt. Lebanon Rd.**

0.7

4.5 **Turn LEFT** at the light onto **Concord Pike (Rt. 202) north.** Concord Pike is a divided highway, and the north and south lanes are about 1/2 block apart at this point. *If you are staying at the Quality Inn and Suites, you will need to drive about 3/10 mile north on Concord Pike (just past Silverside Rd.), where there is a U-turn lane on the left with a direction sign for "Garden of Eden Rd."*

0.8

5.3 **Turn LEFT** at the traffic light onto **Rocky Run Blvd.** You will see the McIntosh (aka Inn at Wilmington) on your left just before you get to the light. TGI Friday's Restaurant will be ahead on your right after you make the turn (trailer parking is in the lot behind the restaurant).

Monday, June 18 Winterthur Country Estate and Auburn Heights Preserve

Today will be a relatively short-mileage tour, only 34 miles (which includes a fair amount of “happy wandering” over back roads just for the pleasure of steaming over them). We’ll visit two historic estates today, but our visits will be quite different, as are the sites themselves.

This will be a “leisurely departure” day: it will only take about an hour to get over to Auburn Heights, 13 miles from our hotels, even including the coffee stop we have planned along the way (available between 9:00 and 10:30).

Our planned event at Auburn Heights begins at 11 o’clock. *We realize many of you like to get up and get an early start on the day, but please do not arrive at Auburn Heights before 10 a.m.* Our volunteers will be busy getting ready to welcome everyone to Auburn Heights, and they will need the time in the morning to get things organized.

Winterthur



On the way over to Auburn Heights, our route takes us through the grounds of the *Winterthur Museum & Country Estate*. Winterthur was Henry Francis duPont’s home for his entire life. During most of his lifetime, Winterthur was a working farm estate, but today it is best known as the home of the world’s finest collection of American decorative arts from the period 1640 to 1860. Scholars from all over the world come to Winterthur to study its collections of American furniture, textiles and other furnishings. The estate is also widely known for its 60 acres of naturalistic gardens. (You’ll see outstanding formal gardens if you visit Longwood tomorrow evening.)

The museum is closed to the public on Mondays, a fact which works to our advantage. **Winterthur’s management has invited us to drive our cars on a winding route through the 1000-acre estate, covering many of the back roads that are generally not open to the public.** They’ve laid out a route for us that takes us right through the middle of Winterthur’s gardens, something that would never be possible when the public is on the site.

We’ll have a **coffee and snack stop** on the way out of Winterthur, and then head off to Auburn Heights, taking a leisurely seven mile route over some scenic back roads. *Please be alert: these roads, though scenic, are often narrow and have few places to pull off the roadway. Be sure cars coming along behind you can see you stopped.*

Auburn Heights

Auburn Heights is the home of Tom and Ruth Marshall. Tom has lived at Auburn Heights all his life, the third generation of his family to live there. In fact, the Marshall family has occupied Auburn Heights ever since Tom’s grandparents, Israel and Lizzie Marshall, built it in 1897.

Tom and Ruth will be moving off the property and donating it to the State of Delaware at the end of next year. The State’s Division of Parks



and Recreation has acquired 200 acres of adjacent undeveloped land for preservation, and the Marshall home will be the centerpiece of this park, "Auburn Heights Preserve." Although the State will own the real estate (the house, carriage house, museum building and surrounding acreage), the cars and trains which make up the heart of the Marshall collections will belong to the Friends of Auburn Heights Preserve, the non-profit group organized to care for and operate them.

During our visit today, you'll be able to experience Auburn Heights the way guests at one of FAHP's "Steamin' Sunday" public events do. We hope you'll enjoy...

- ▶ **Riding the trains of the Auburn Valley RR**, circling the estate behind 1/8-size, coal-burning steam locomotives built by Tom's father, Clarence Marshall.
- ▶ **Touring Auburn Heights**, the elegant but comfortable Victorian mansion (open until 12:30).
- ▶ **Riding in the 1916 Rauch & Lang electric car** and the **1915 Stanley Mountain Wagon** (the only 15-seat model known to exist).
- ▶ **Inspecting the Marshall Museum**, which houses the collection of antique cars (15 steam, the electric and two Packards) and an operating Lionel tinplate train layout.
- ▶ **Munching fresh popcorn** from our 1920s Cretors Popcorn Wagon – steam-powered, of course; and **eating homemade ice cream** from Woodside Farm.
- ▶ **Relaxing on the big front porch** or under one of the shade trees that dot the grounds.

Lunch will also be part of our day at Auburn Heights. We've arranged for box lunches, which you can take with you to eat anywhere on the grounds (but not in the Museum, please). You will find tickets for the box lunches in your tour packet.



We've invited the members of FAHP to come by from 1 to 3 o'clock to see the assembled steam cars and enjoy the afternoon at Auburn Heights. Please help us welcome them. This will be a great opportunity for them to learn more about steam cars and the people who drive them.

The route from Auburn Heights back to the hotels takes us over more of the local scenic back roads, a 20 mile route for a trip that you can cover in a modern car in about 8 miles if you know the way.

Henry Francis du Pont's American Country Estate

By Pauline K. Eversmann, Winterthur Museum and Country Estate

What are country estates and why did the du Ponts seek to create one? Since the 1500s in Western Europe, country estates represented seats of power. As self-sustaining agricultural enterprises, they provided their owners with an economic base as well as political, social and cultural authority.

The change from an agricultural to an industrial economy in the 1800s paralleled a change in the country estate tradition as well. Wealthy industrialists, particularly in England, began to build country houses as symbolic representations of power, using them as weekend retreats rather than sources of power or income. As Americans grew increasingly wealthy, they, too, enthusiastically adopted this country-house tradition.



Since 1839, members of the du Pont family resided at Winterthur. Over a period of years, the original three-story, 12-room Greek Revival manor house underwent alterations to meet the changing needs of its new owner.

In 1901, Henry Algernon du Pont, the then-owner of Winterthur, and his wife, Pauline, undertook a large expansion of the original 1839 Winterthur manor house, adding an imposing marble stair hall, a billiard room and a large library, all requisite entertaining spaces in a proper country estate.

Before the addition was finished, however, Pauline du Pont died in 1902 and the job of household manager fell to her only son, Henry Francis du Pont, who returned to Winterthur in 1903 after his graduation from Harvard College. The younger du Pont, who, up until that time had shown a serious lack of ability in the many fields at which his father excelled (academics, sports, business and history), proved to have a real aptitude for management.

Within a short period, he was overseeing not only the furnishing of the newly enlarged house, but also the planting of new garden areas. To both of these areas he brought a talent for detail, decision making and, most importantly for future endeavors, aesthetics. He personally oversaw the selection of just the right fabric for the drawing room curtains and the perfect color mix of bulbs to be planted in his "wild garden" of spring bulbs.

In 1914, in recognition of these considerable talents, Henry Francis was named manager of the Winterthur farm by his father. He immediately set about reorganizing the agricultural landscape, converting the many small tenant farms on the estate to specialty farms and developing a superior strain of Holstein-Friesian dairy cattle. At the same time, he continued to expand the garden areas around the house, oversaw a never-ending series of country-house weekends, and perhaps most significantly, began to collect American antiques.

In 1923, H.F. du Pont and his wife, Ruth, headed north to Shelburne, Vt., to visit the dairy operation of J. Watson Webb. While there, he was invited to visit the home of the Webbs' son and daughter-in-law, Seward and Electra Havermyer Webb. Years afterward, du Pont described this social call and its impact on him: "We were staying at the house of Mrs Webb in Shelburne, Vermont, and Mrs Webb said, 'Would you like to see Electra's house [Electra was her daughter-in-law]? She has fixed over an old farmhouse.' So I went to see this very attractive, old brick house and I was looking at the furniture. I hadn't thought a thing of American furniture at all. I went upstairs and saw this dresser - this pine dresser, and I thought it was charming, quite lovely. It just took my breath away. I had never seen pine furniture, or heard of it in fact..."

From Shelburne, the du Ponts continued eastward to Massachusetts and du Pont continued his narrative of the journey: "...and then we went to stay with my sister, Louise Crowninshield in Marblehead and then we went to see the house of Harry Sleeper in Gloucester, Massachusetts, which was very attractively arranged, so I said to my wife, 'Why don't we build an American house? Everybody has English houses and half the furniture I know they have it new. Since we're Americans, it's much more interesting to have American furniture.'"

The following Sunday, du Pont, a devout Episcopalian, skipped church and went antiquing in nearby Chester County, Penn. He purchased a 1730 chest of drawers, an object subsequently viewed as the "first" American antique in du Pont's collection. Although further research has shown that du Pont had occasionally purchased American furniture prior to 1923, this chest does represent the beginnings of his deliberate collection of Americana.

Bitten by the collecting bug, du Pont began to acquire American furniture and decorative objects made or used in America for his summer home, Chestertown, in Southampton, Long Island, N.Y. Largely self-educated in antiques, he relied on the advice of dealers as well as his own superb ability to recognize beauty.

An innate sense of proportion, form, color, and line came naturally to du Pont. In later life, he attributed his fine eye to having grown up with flowers and to having "absorbed an appreciation of proportion, color and material." The latter statement was a tribute to his beloved mother, who had taken young Harry and his sister into the Winterthur garden and taught them to love flowers.

Henry Algernon du Pont died on New Year's eve in 1926. The very next day, his son inscribed his own name in the Winterthur guest book, thus signaling his ownership of his beloved Winterthur. He immediately began to plan for a large expansion of his father's house, to better accommodate his growing collection of American antiques.

The addition, a two-room-deep wing added down the back of the existing house, more than tripled its size. Over the next four years, du Pont filled the addition with "period rooms" outfitted with historic architecture and furnished with American antiques. The result was nothing short of stunning.

The Walpole Society, an elite group of collectors of whom du Pont was one, held their annual meeting at Winterthur in 1932. The minutes from the meeting reflect their appreciation for du Pont's achievement: "No collection has ever been made comparable with the variety and beauty."

Building and furnishing a large addition was only one of du Pont's endeavors during the years between 1927 and 1932. At the same time as he was overseeing the addition to the house and adding to his collection, he was also working with landscape architect, Marion Coffin, to redevelop the Winterthur garden. Coffin, a friend of du Pont and his sister Louise, was a perfect complement to du Pont and his tastes.

She supplied the design ideas; he selected the plants. The two exchanged letters regularly as they plotted and planned the formal areas around the new addition. Once, leaving the design arena temporarily, Coffin advised du Pont to select a "White Willow (*salix alba*) by the pond instead of weeping? Why must a willow weep?"

Assembling a large collection of decorative arts, overseeing a large building project and actively supervising the design and planing of new garden areas were not du Pont's main focus during these years, however. That honor fell to the development of his prize-winning breed of Holstein-Friesian dairy cattle. Under du Pont's careful supervision, the Winterthur herd became one of the most famous in the nation.

Year after year it won numerous honors for producing Holstein-Friesians with a high butterfat content, that era's standard of excellence. In perfecting the herd, du Pont relied on the same attention to detail and continual experimentation that marked his collecting and gardening endeavors.

After studying the available research, du Pont began a systematic breeding program that involved the purchase of proven Holstein sires and the inbreeding of the best cows and bulls. This approach to breeding continually produced results that broke records in the registry of the Holstein-Friesian Association of America.

As busy as Winterthur was during the week, it truly came alive on weekends when a seemingly endless succession of guests poured onto the estate to enjoy Winterthur's fabled country house weekends. Both Henry Francis and Ruth loved to entertain and with its house and grounds, particularly the garden, Winterthur was the perfect venue.

A frequent weekend guest to Winterthur once described a typical country house weekend: "You'd arrive, probably around teatime, and there would be Ruth, behind the tea table, and you'd be having tea, and you'd probably play bridge before dinner, and certainly play bridge after dinner." She then went on to note that she frequently lost her way in the evening trying to find her way back to her bedroom.

Weekend activities included inside sports such as bowling, squash, billiards and bridge. Outside, tennis and croquet were played on courts in the garden and swimming was available in a pool at the foot of the formal garden. Harry du Pont loved golf and guests were invited to play on Winterthur's own golf course. To add to the ambience, he had speakers installed on the course through which opera was broadcast on Saturday afternoons.

Needless to say, du Pont did not accomplish all of these many achievements unaided. Rather, he was assisted by a large and devoted staff, many of whom were born and raised at Winterthur. In the years between the two World Wars, more than 250 people lived, worked and played at Winterthur. House servants, gardeners, farmers, dairymen and chauffeurs together formed the heart and soul of the Winterthur community.

For Winterthur employees, life on the estate involved much more than work. The grounds were totally accessible to families and they enjoyed sledding and ice skating on the ponds in the winter, fishing in the summer, and bike riding or hiking all year round. In addition, there were organized activities such as the Winterthur baseball team, dances in the community club house and, at Christmas, a lavish party hosted by the du Ponts for all employees, known informally as "Mr Harry's party."

Shortly after he began collecting American decorative arts in earnest, du Pont began to explore the idea of having his collection become a museum. At first he thought that his home on Long Island, Chestertown, would be the ideal location. He soon realized, however, that Winterthur was his true legacy. As early as 1938, he wrote to a colleague saying, "This [Winterthur] may be a museum some day."

At first he envisioned Winterthur becoming a museum after his death. At some point, however, he changed his mind and began



Henry Francis and Ruth Wales du Pont.

to plan to open his home as a museum during his lifetime. He later wrote, "One day I got to thinking, if I want a museum here I ought to see the job through myself. Besides, I suspected there would be some fun connected with it, and I wanted to be in on it."

On October 30, 1951, Winterthur officially opened at the Henry Francis du Pont Museum. The du Ponts moved into a new house built within view of their former home. From his bedroom window, du Pont could look up the hill to the dairy barns on Farm Hill, down the slope to naturalized plantings of daffodils along a nearby stream and over to his family home, now a museum. Thus, all three of his consuming interests were clearly in view.

Once the house became a museum, du Pont lessened his involvement in its day-to-day operations. He remained, however, until his death in 1969, the "head gardener" and continued to list his occupation as "farmer" on applications and formal documents.

An intensely private individual, du Pont refused all public speaking engagements and rarely gave interviews. He preferred to let his achievements speak for themselves. Thus, it is not surprising that he was able to sum up his feelings for his lifelong home in a very few words. "I was born at Winterthur," he told an interviewer, "and have always loved everything connected with it."

Years after his death, his daughters more fully expressed the same sentiment. "Henry Francis du loved Winterthur. It was his achievement, his birthplace, his home and the place where he died. His enthusiasm for the house, the museum, and the land speaks to us still."



Winterthur's 60 acres of naturalistic gardens are awash with color in the spring (*above*).



Winterthur boasted its own station on the Wilmington & Northern RR. The station remains today, just inside the rear entrance to the estate (*right*), but there are no passenger trains on the line any more.

Auburn Heights Preserve: Building the Future on the Presence of the Past

Auburn Heights Preserve is all about history. It's about appreciating the past, making that past come alive in the present, and preserving it for the future. Two themes run through the story told here at Auburn Heights:

- ▶ A way of life that existed in small-town America a century ago, as exemplified by the Marshall family's industrial success and their life in this Victorian country home.
- ▶ Steam power, especially as it relates to steam automobiles and railroad locomotives.

The Marshall Family and Yorklyn

The Marshall family's roots in this country run deep: John Marshall sailed from England to Pennsylvania in 1687, and within 75 years the family had migrated south to the Red Clay Valley to farm. They settled about a mile upstream from Yorklyn, calling the area Marshalls Bridge, PA, a name that is still in use today.

Thomas S. Marshall began making paper in a small mill at Marshall's Bridge in 1856, and by 1880 paper had become the sole focus of the family's efforts, as his sons, Israel and Elwood, joined his firm, which became known as "Thomas S. Marshall and Sons."

The Marshalls were part of the great industrial expansion which occurred in late-19th century America, and by the end of the 1880s their business had outgrown the small mill in Marshall's Bridge. In 1889 they purchased a former woolen mill and 100 acres of surrounding, in Yorklyn, DE, a bustling country village property just a mile downstream from their original mill at Marshall's Bridge. At the time, Yorklyn was dominated by the Garrett Snuff Mills, the remains of which still stand – more or less – in Yorklyn today.



RESIDENCE OF ISRAEL W. MARSHALL

Israel Marshall, his wife, Lizzie, and their three children (Anna, Warren, and five year old Clarence) took up residence in the comfortable stone farmhouse just across the road from the mill in 1890. The business must have prospered during the '90s, because, in 1897 Israel and Lizzie were able to spend \$11,500 to construct a much grander home, Auburn Heights, in the middle of a corn field only about a hundred yards from their mill, using plans copied from an identical house that stood in Wilmington, DE. (The story goes that Israel was so taken with the house, which he had noticed when in Wilmington on business, that he one day knocked on its front door and introduced himself to the

owners, who conducted him on a tour of their home. He contacted the house's New York City architect and obtained a copy of the plans in order to duplicate the Wilmington house in his Yorklyn cornfield.)

We see Auburn Heights (shown above in a photo taken by Clarence Marshall about 1903) as a microcosm of the great American success stories of the late 19th and early 20th centuries:

- ▶ The house is supported by a multi-generational family business handed down from father to sons, in this case, over the course of three generations.
- ▶ The house is built right next door to the business that supports it so that the owner of the house can closely supervise the affairs of his growing business.
- ▶ The house functions as a tangible symbol of success, even while its owners continue to live in close proximity to the common working men who are crucial to that success.
- ▶ The house embodies the latest technology available: it has running water, electricity and central steam heat when originally constructed.

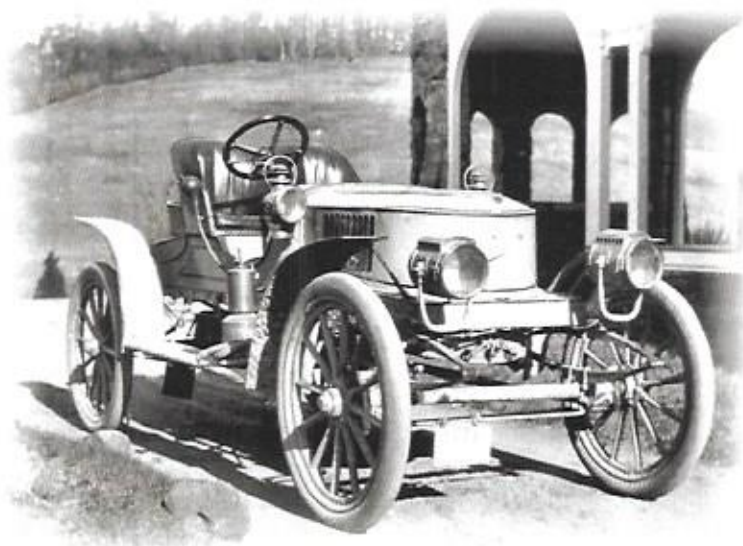
Steam at Auburn Heights: The Early Days

Young Clarence Marshall (1885-1969) had always been keen to stay abreast of the exciting new technology of the day. He took up photography in the 1890s, and he was much interested in the heavy, steam-powered equipment in the family's paper mill. By the turn of the new century, a new technology had captured the nation's attention: the automobile. And Clarence was no exception.

Clarence Marshall purchased his first car, a 1904 Orient Buckboard, when he was 19. It marked the beginning of what was to become the young man's life-long love affair with cars and steam cars in particular. It wasn't long before Clarence, always talented mechanically, converted the gas-engine-powered Orient Buckboard to run on steam. It was the first of what would be more than 100 steam cars that he would own during his lifetime.

The Stanley Brothers were making quite a splash with their snappy steam cars at about the same time, and it wasn't long before Clarence bought his first Stanley, a used Model H which he acquired in 1906. He must have enjoyed the sporty H, because in 1910 he moved up to a Model K (*below*), purchasing a used 1908 car that was reputed to have been the personal car of F.E. Stanley and which had won several competitions, including the Giant's Despair Hill Climb. Clarence took advantage of the Model K's speed and power: he drove his newly-acquired K five miles in four minutes and also successfully completed a timed run from Wilmington to Dover and back, a trip of about 100 miles.

Clearly, Clarence Marshall was taken with the Stanley cars he had owned, for in 1910 he acquired the Stanley agency (today we would term it a dealership) for Delaware. He operated the agency out of the carriage house at Auburn Heights for ten years, during which time he sold about 50 Stanleys. (One of the agency's



Clarence Marshall snapped this photo of his 1908 Stanley Model K parked next to the porte-cochere at Auburn Heights in 1910. Hyde Ballard used this photo as a guide when reassembling and restoring this car in the 1970s. This car is in the Marshall Museum today.

less positive accomplishment was burning down the carriage house in 1914. A mechanic working on a customer's steamer accidentally set some straw on fire, and the resulting fire gutted the building, leaving only its thick, granite walls standing. The Marshalls were able to use these walls when they rebuilt the carriage house, but they replaced the wooden beams and flooring with steel and concrete.)

By 1920, Marshall could see that the days of the steam car were numbered, and he gave up his Stanley agency to Francis I. duPont, a local experimenter who was interested in steam automobiles. In that same year, Marshall became an owner of Delaware's Packard dealership, a business he maintained for the next 20 years.

Steam Returns to Auburn Heights

Stanleys returned to Auburn Heights in 1940, when Clarence Marshall bought back a 1913 Stanley Model 76 he had originally sold to local farmer John Becker as a new car. He paid \$150 for it, and it became the first in a long line of Stanleys and other steam cars to pass through Auburn Heights during the remainder of his life. In fact, this car is still in the collection today and operates several times every year.

One Stanley led to another, and by 1947 the Marshalls (son Tom was home from service in the Second World War by this time) had run out of places to store the steamers they were acquiring, restoring and operating. The solution was to erect a large building to house the collection; the Museum rose in an old apple orchard behind Auburn Heights that year.

Over the following decades, Clarence Marshall gradually assumed the role of "grand old man of steam" as he organized and attended steam car meets, restored many steamers, and helped many other enthusiasts enter the hobby. His son, Tom, has followed in his footsteps, acquiring his first Stanley, a 1914 Model 607 owned by Howard Randall, Sr., in 1947 and driving tens of thousands of miles in Stanley cars in the sixty years since then. (Tom donated this car and three others to the Friends of Auburn Heights Preserve in 2006.)

Steaming into the Future at Auburn Heights

By the 1990s, Tom Marshall was looking to assure Auburn Heights' future. The two generations of Marshalls had put together what many considered to be the definitive collection of Stanley cars, but he had no heirs to pass them on to, and he was reluctant to see the collection broken up and sold off piecemeal. He also wanted to come up with a way to pass along the knowledge he had amassed in many decades of steam car ownership.

Tom's solution was to contact a small group of younger friends and friends of friends, men in the region who had interests in things mechanical and automotive, to attend a series of lectures and workshops on Stanley cars in the winter of 1997. As this initial cadre learned more about the cars, he began taking them out on the road in the steamers to give them practical experience. It wasn't long before others noticed what was going on, and Tom conducted a second series of lectures for new members. The "Marshall Steam Team" had been born.

Ten years later, that Steam Team has evolved into the Friends of Auburn Heights Preserve, a non-profit corporation organized to operate and maintain the Auburn Heights collections of automobiles and trains and to support the operation of Auburn Heights Preserve, the State Park which will be formed when the Marshalls donate the Auburn Heights property to the State of Delaware at the end of 2008.



(The State will own the house and grounds, plus approximately 200 acres of surrounding undeveloped land being held as a nature preserve. FAHP will own the cars, trains and other collection items and will lease the Museum and carriage house buildings from the State.)

Today, FAHP has nearly 200 member families in 22 states. Over 60 volunteers work on site, maintaining and operating the collection's steam cars, other vintage cars, miniature steam trains and various other museum objects. These volunteers hold work sessions at Auburn Heights every Tuesday and Thursday evening throughout the year; attendance at these sessions typically averages between 15 and 25 men and women each night. In 2006, this group contributed 6,300 volunteer hours to FAHP on more than 150 days.

Auburn Heights Preserve is intended to be a living museum. The cars and trains in the collection are meant to be operated, and the volunteers see that they are. In addition to working on the cars, the volunteers take them on steam car tours, to parades and local events and, always a favorite, on "ice cream runs" to Woodside Farm Creamery. FAHP also opens Auburn Heights to the public several times a year, opening the Marshall Museum, running the Auburn Valley Railroad's 1/8-size steam trains, and giving rides in the 1915 Stanley Mountain Wagon and 1916 Rauch & Lang electric car. Over 3,600 people attended events at Auburn Heights in 2006, and we estimate that over 30,000 saw one or more of Auburn Heights' cars at more than 30 off-site events where the cars appeared in the course of the year.

FAHP welcomes new members and supporters, whether their interests are in steam automobile technology, railroads, Victorian architecture, gardening and nature preservation, or local history in general. These members and supporters, and especially the dedicated FAHP volunteers, will assure that the Marshall home and collections serve their educational purposes for many years to come.

Services Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

- 0.0** **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)
- 0.4**
- 0.4** **Turn LEFT** onto **Thompson Bridge Rd.**; Woodlawn Rd. ends. Begin a **1-mile descent** to the Brandywine River.
- 1.0**
- 1.4** **Cross the Brandywine** on Thompson's Bridge. Begin a **long but gradual climb** away from the river.
- 1.4**
- 2.8** **Continue STRAIGHT** on **Route 100 south** at the 4-way **STOP** sign. *CAUTION: hazardous intersection.*
- 0.1**
- 2.9** **Turn RIGHT** into the **EMPLOYEE ENTRANCE** of the **WINTERTHUR** Museum & Country Estate. Note the ornate Victorian building ahead and to your left, just beyond the railroad tracks on the embankment. This is the Winterthur station of the Wilmington & Northern Railroad (later absorbed into the Reading RR).
- 0.2**

The map of Winterthur below may be helpful. Although it does not show the outlying roads, the map shows the area where our route is complicated.



- 3.1 **Drive through the narrow underpass** and past the station (on the left); this is Clenny Run Rd., which runs to the heart of the Winterthur estate.

0.3

- 3.4 **Turn LEFT** onto **Duck Pond Rd.** just after crossing a small bridge over a stream. Follow Duck Pond Rd. through the woods, noting the large dairy barn on top of the hill on the right about 1/4 mile ahead. This barn complex was the home of the world-famous Winterthur herd of Holstein-Friesian cows from the 1920s until Mr. duPont's death, in 1969.

0.5

- 3.9 **Go STRAIGHT** at the **STOP sign** next to the cottage. This building was used as housing for some of the estate's farm staff when Winterthur was still a working farm estate.

0.1

- 4.0 **Turn RIGHT** when the **road ends** at a "T" intersection. This is Old Gate House Rd.

0.2

- 4.2 **Take the LEFTMOST** of the three roads that diverge from this **STOP sign**. This is **Farm Hill Rd.**

0.2

- 4.4 **Bear LEFT** at the **STOP sign**.

0.1

- 4.5 **Bear RIGHT -- but not the sharpest right --** at the next **STOP sign**. You should see the long, narrow staff parking lot on your left as you proceed. Continue **up a slight grade and curve around to the RIGHT above the coach house** (the long garage building on your right).

As you reach the **end of the coach house** (you'll see a garage door at the end of the building, on your right), continue ahead and **bear slightly RIGHT**, following the signs for "**Museum**" and "**Museum Store.**" This will take you past the front entrances of the museum (on the left) and the store (the 3-story stucco building on the right).

0.1

- 4.6 **Bear RIGHT** when passing between the museum and store, then **cross the brook** and immediately turn **LEFT** onto **Clenny Run Rd.** You should pass behind some buildings that house heating and air conditioning equipment just after you turn onto Clenny Run Rd.

0.2

- 4.8 **Bear LEFT** at the **STOP sign**, remaining on **Clenny Run Rd.**

0.1

- 4.9 **Turn sharp LEFT** onto **Museum Rd.** and **cross the brook again**. You should be heading towards a modern, multistory building. Winterthur's **library**, laboratories and administrative offices are located here.

0.1

- 5.0 **Bear RIGHT** around the end of the large building and climb a short grade, staying to the right.

0.1

- 5.1 **Turn RIGHT** at the "SLOW Children at Play" sign. Enter **Garden Lane** -- even though the signs there say "Do Not Enter." Follow **Garden Lane** as it curves gently around to the left, making a huge loop around the gardens.

0.6

- 5.7 **Continue across a path next to the old brick building.** Mr. duPont had this building brought to the estate to hide the air conditioning equipment for the house.

0.1

- 5.8 **Cross STRAIGHT** through the intersection (there is **NO stop sign** here), then bear **LEFT**, following the **EXIT** sign. Then **stay to the RIGHT on Garden Lane** and drop down into the large public **parking lot**.

0.2

- 6.0 **STOP for REFRESHMENTS at the PICNIC HOUSE** located next to the parking lot (it is on your left just after you enter the big lot). This coffee stop is hosted by your tour committee. The Picnic House also has restrooms available.

When you're ready to leave, continue STRAIGHT through the parking lot and follow the main road (Pavilion Drive) leading toward the museum's front entrance on Rt. 52 (Kennett Pike).

0.6

- 6.6 **Turn LEFT** at the traffic **light** just beyond the **Winterthur gate house**. This is **Rt. 52 (Kennett Pike) south**. This is a busy road, but it has a wide, paved shoulder just made for steam cars.

1.2

- 7.8 **Turn RIGHT** onto **Campbell Rd.** at the traffic **light**. This is **Rt. 82 north**, which will have several different names in the next few miles.

0.9

- 8.7 Follow the causeway across Hoopes Reservoir, a particularly idyllic spot. This 1.75-mile long man-made lake is the backup water supply for the city of Wilmington. Constructed in a natural basin at a cost of \$3 million between 1925 and 1932, Hoopes Reservoir is contained by a 400-foot long concrete dam which is 90 feet thick at the base.

0.3

- 9.0 **Turn LEFT** at the 4-way **STOP sign**, following **Rt. 82 north** onto **New London Rd.**
CAUTION: The next 4 miles of Rt. 82 are narrow and curving with no shoulders and few spots to pull off the road. Watch out for blind curves, and use extreme caution to alert other traffic if you need to stop.

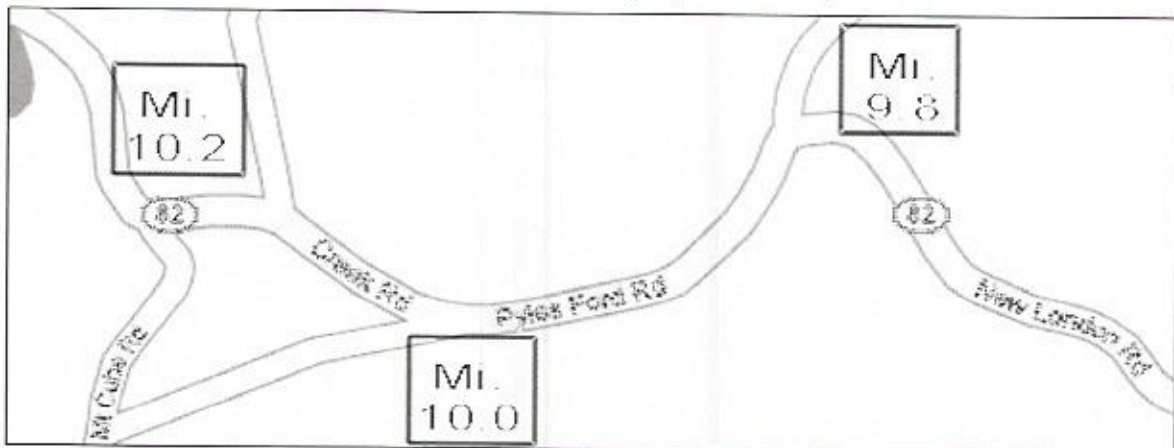
0.8

- 9.8 **Bear LEFT** where **Pyle's Ford Rd.** joins Rt. 82 from the right. (SEE MAP BELOW)

0.2

MONDAY

- 10.0 **Bear RIGHT** where Pyle's Ford Rd. diverges on the left. **Rt. 82 becomes Creek Rd.** at this point. **Follow Rt. 82 around to the right (blind curve).**



0.2

- 10.2 **Bear RIGHT** where **Mt. Cuba Rd.** comes in from the left. Remain on Rt. 82 north.

0.8

- 11.0 **Bear LEFT** when **Way Rd.** diverges up the hill to the right. Shortly after you pass Way Rd., cross the Red Clay Creek twice within 1/10 mile. Note the Wilmington & Western RR's iron truss railroad bridge over the creek.

0.4

- 11.4 **Bear LEFT** when **Ashland Clinton School Rd.** diverges to the right. Continue to follow Creek Rd. (Rt. 82 north). Cross the Wilmington and Western RR track twice in the next half mile.

0.8

- 12.2 **Bear LEFT**, remaining on Rt. 82 (Creek Rd.) where **Snuff Mill Rd.** diverges on the right.

0.5

- 12.7 Enter the **outskirts of Yorklyn**. The former Yorklyn Elementary School (on the right as Rt. 82 curves to the left) is now the **Center for Creative Arts**, a community art center. As you continue on past the school, note the row of small homes on the right. These were homes for the employees of the Garrett Snuff Mills, the ruins of which you will see on your left in the next quarter mile.

0.3

- 13.0 **Turn RIGHT** at the **STOP sign** just before you reach the steel truss bridge over the Red Clay Creek. Watch for the **brown "Auburn Heights" road sign** just before this turn.

The headquarters and main manufacturing facilities of NVF lie just across the bridge. NVF (formerly National Vulcanized Fibre Co.) is the successor company to the turn-of-the-century Marshall Brothers Paper Co.

0.2

MONDAY

- 13.2 **Arrive at Auburn Heights** -- look for the **large sign on the bank alongside the road** (on the left). FAHP volunteers will be on hand to direct you to parking, either around the house (on your left) or in the grass lot (on the right).

ENJOY YOUR VISIT AT AUBURN HEIGHTS. **Box lunches** are available for all tour participants (please present your Monday Box Lunch Ticket to our helpers).

When you are ready to leave Auburn Heights, turn RIGHT at the front gate and then immediately RIGHT onto Bengé Rd., which runs alongside the property. If you parked in the grass lot across the road from Auburn Heights, Bengé Rd. is directly opposite the parking lot exit.

As you drive up Bengé Rd., note the long, white building on your left with the faded "Marshall Bros." sign on it. This is the original Marshall Brothers paper mill, purchased when the Marshalls moved their paper-making business to Yorklyn in 1890.

The old mill is part of NVF, and they still make paper there occasionally today. The paper made here is the base ingredient of the company's vulcanized fiber. The small brick building across the road from the mill was the Marshall Bros. Paper Co. office, and the stone houses just beyond that housed mill employees. Israel Marshall housed his family in the largest of these (the last one on the right) prior to building Auburn Heights in 1897.

0.2

- 13.4 **Turn RIGHT** onto **Auburn Mill Rd.** just **after crossing the bridge** over Red Clay Creek. Begin a **1-mile climb**, a little steep in places.

0.8

- 14.2 **Turn LEFT** at the 4-way **STOP sign** onto **Meeting House Rd.**

0.1

- 14.3 **Continue STRAIGHT** across **Bengé Rd.** at the 4-way **STOP**. You're now on Meeting House Rd. The H. B. duPont Middle School is on the left after you go through the intersection.

0.6

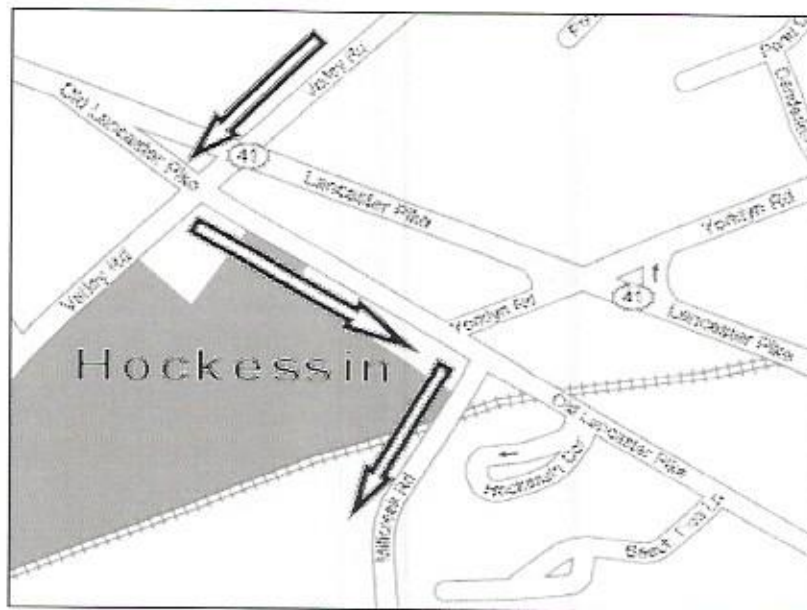
- 14.9 **Turn RIGHT** onto **Old Wilmington Rd.** (Meeting House Rd. ends here). The Hockessin Friends Meeting House, built in 1738 and still in use for weekly worship, is on the right as you make the turn.

0.2

- 15.1 **Turn LEFT** at the 3-way **STOP sign** at the bottom of a short hill. You are turning onto **Valley Rd.**

0.4

- 15.5 **Cross STRAIGHT** through the traffic **light** on **Rt. 41** in Hockessin, then turn **LEFT** about 150 feet beyond the light onto **Old Lancaster Pike (SEE MAP NEXT PAGE)**.



0.2

- 15.7** **Cross STRAIGHT** through the 3-way **STOP sign (Yorklyn Rd.)** The WaWa convenience store is on your left at this intersection.

Turn **RIGHT onto Mill Creek Rd.** about 150 feet beyond the Yorklyn Rd. intersection. You will cross the Wilmington & Western RR shortly after you turn. (If you cross the railroad but have NOT turned, you missed the turn.)

As you proceed down Mill Creek Rd., note the long white cinderblock on the right. These long, low, windowless buildings are used to grow the area's primary crop: mushrooms. You'll usually see large mounds of "mushroom soil" (about 50% dirt, 50% manure) adjacent to the mushroom houses, which explains why you sometimes smell them before you actually see them.

1.1

- 16.8** **Cross STRAIGHT** across **Brackenville Rd.** at the **RED FLASHING LIGHT**. *CAUTION: Cross-traffic on Brackenville Rd. does not stop at this intersection, and it's usually moving pretty fast.*

1.0

- 17.8** **Turn LEFT** at the **STOP sign**, remaining on Mill Creek Rd.

0.2

- 18.0** **Bear RIGHT**, remaining on Mill Creek Rd.

0.8

- 18.8** **Turn LEFT** at the **fork** (Mill Creek Rd. continues to the left). Begin a gentle climb.

1.0

- 19.8** **Turn LEFT** at the traffic **LIGHT** onto **McKenna's Church Rd.** (there's a large church on the corner). Parson McKenna started a church here in the early 1700s; his son fought on the Colonial side in the American Revolution.

0.8

- 20.6 **Cross STRAIGHT** across **Rt. 41 (Newport Gap Pike)** at the traffic **LIGHT**. The name of the road changes to Loveville Rd.

0.5

- 21.1 **Cross STRAIGHT** across **Rt. 48 (Lancaster Pike)** at the traffic **LIGHT**. Just after the intersection, you'll pass Cokesbury Village, a retirement community, on the right.

0.5

- 21.6 **Bear LEFT** onto **Old Wilmington Rd.** at the 3-way **STOP** where Loveville Rd. ends.

0.6

- 22.2 **Go STRAIGHT** at the 4-way **STOP sign** at the intersection with **Brackenville Rd.**

0.7

- 22.9 **Turn RIGHT** on **Sharpless Rd.** *This turn is EASY TO MISS, as there is no stop sign and the road itself is not visible until you are on top of it. LANDMARKS: look for a **house under construction on the right**, then turn just after you pass a **small green sign** that says "Country Center."*

If you reach the traffic light on Yorklyn Rd, you've gone about 2000 feet too far and need to turn back.

1.6

- 24.5 **Turn RIGHT** onto **Rt. 82 (Creek Rd.)** as Sharpless Rd. ends about 500 feet after you cross the Red Clay Creek and the Wilmington & Western RR track. You will pass Ashland Clinton School Rd. (on the left) about 1/4 mile after you turn onto Rt. 82.

The area you are passing through is known as Ashland, DE. The farm house (on the left, at the intersection where Ashland Clinton School Rd. diverges from Rt. 82) dates from 1737. Just ahead, you'll pass the iron truss railroad bridge and you'll cross the Red Clay Creek twice within about 1/10 mile.

0.7

- 25.2 **Bear LEFT** onto **Way Rd.** about 1/10 mile after you cross the Red Clay Creek, **climbing sharply** from Rt. 82 as you leave the Red Clay Valley. Continue to **climb for about 1 mile**. At the top of the hill, note the entrance to Coverdale Farm. This beautiful farm was donated by members of the duPont family to the Delaware Nature Society for land preservation and use as a nature education facility.

1.6

- 26.8 **Turn RIGHT** at the **STOP sign** onto **Old Kennett Rd.** as Way Rd. ends.

0.1

- 26.9 **Turn LEFT** at the 4-way **STOP sign** onto **Owl's Nest Rd.** About 1/4 mile after the turn, you will pass the Greenville Country Club on the left. This is the former Eugene duPont estate, where the duPonts entertained the Roosevelts in 1937 when Eugene's daughter married Franklin's son.

0.8

MONDAY

- 27.7 **Cross Rt. 52 (Kennett Pike)** at the **STOP sign**. *This is a busy road; cross with care. This is the village of Centerville, DE. There are several upscale shops along Kennett Pike. Perhaps the best known place in Centerville is Buckley's Tavern (a short block up to your left on Rt. 52), a very popular restaurant with a colonial tavern motif.*

As you cross Kennett Pike, the name of the road changes to Twaddell Mill Rd. and you **begin a long descending grade (over a mile)**. *CAUTION: this is a very narrow road with no shoulders.*

1.4

- 29.1 **Turn RIGHT** onto **Rt. 100 (Montchanin Rd.)** as Twaddell Mill Rd. ends. *Begin to climb; the grade is nearly 1 mile long.*

1.0

- 30.1 **Turn LEFT** onto **Center Meeting Rd.** at the 4-way **STOP sign**. Shortly after you turn, you'll pass a round, stone water tower next to the road. This is one of two such towers that supply water to Granogue, the estate which we will be visiting Wednesday. This water tower sits at the crest of a significant hill. **Descend for over a mile** to the Brandywine River.

0.9

- 31.0 **Cross the Wilmington & Northern RR line**. This little settlement is Granogue, and there was a station stop here in days gone by. As you approach the covered bridge ahead, you will be able to see the large home on the top of the hill on your right. The home is also known as Granogue.

0.4

- 31.4 **Cross Smith's Bridge over the Brandywine**. *Use CAUTION - there are YIELD signs at both ends of the bridge, leading often to confusion when cars approach both ends at simultaneously.* **Turn RIGHT** onto **Creek Rd. immediately after you leave the bridge**. (This is not the same Creek Rd. as we traversed near Yorklyn, nor is it the same Creek Rd. that our route will follow on Friday.)

0.8

- 32.2 Creek Rd. makes a **90-degree turn to the LEFT** and becomes Ramsey Rd. Begin a **1-mile climb** as you leave the Brandywine behind.

1.0

- 33.2 **Turn RIGHT** onto **Thompson Bridge Rd. (Rt. 92)** as Ramsey Rd. ends.

0.1

- 33.3 **Turn LEFT** onto **Woodlawn Rd.**

0.4

- 33.7 The intersection with **Rocky Run Blvd.** marks the end of today's route.

Tuesday, June 19

Chesapeake City on Maryland's Eastern Shore

Today our cars get a chance to run! Our route is just over 100 miles to Georgetown, MD and return, although you can shorten it to 70 miles by going only as far as Chesapeake City before turning back. Chesapeake City, with its population of fewer than 800 people, is primarily a tourist destination. You can enjoy strolling around its waterfront area, shopping and having lunch while in town. You will also want to visit the C&D Canal Museum (described further below), which is located within walking distance of the main waterfront area.

This evening's excursion to Longwood Gardens, near Kennett Square, PA, will be by modern conveyance (bus or your own car) because we will not be returning until after 10:00 pm. Our buses will leave from the Marriott Courtyard at 5:30 (or as soon as each bus is full, if earlier).

You will have time to purchase dinner at Longwood's restaurant or cafeteria and then stroll the outdoor gardens and visit the conservatories before the half-hour illuminated fountain show, which begins at 9:15 in front of the main conservatory. Our buses will return to the hotels immediately after the fountain show is over. (It should take about 15 minutes to drive to Longwood from the hotels.)

A Visit to the Eastern Shore

We'll be in three distinct travel environments today: the roads for the first and last parts of our trip will be the narrow, twisting, wooded back roads typical of northern New Castle County, DE; as we move south, these give way to more open, rural roads over rolling countryside; once we are south of Elkton, MD, we'll be on a wide-open, flat road just made for full steam ahead.



The term "Eastern Shore" refers to that part of Maryland which lies to the east of the Chesapeake Bay. Life has always moved at a slower pace there, as compared to the hectic pace of Baltimore, Philadelphia, Washington and their surrounding areas.

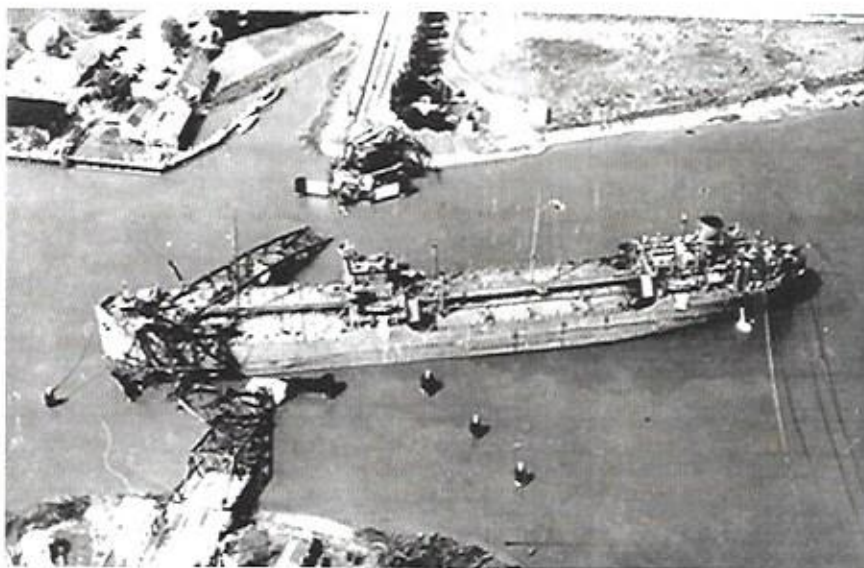
The nine counties which comprise the Eastern Shore make up more than a third of Maryland's land area, but they account for only 8% of the state's population.

Perhaps because of their geographic isolation, the residents of the Eastern Shore have always considered themselves a breed apart, when compared with their Maryland brethren across the bay. There have been several attempts to separate the Eastern Shore from the rest of Maryland to form a new state, but none has achieved any measure of success. Early on, secessionists proposed formation of a single state encompassing the entire

Delmarva peninsula, and secession has been debated in the Maryland General Assembly as recently as 1999.

Aside from tourism, the economy of the Eastern Shore is primarily agriculturally-based: truck farming, seafood harvesting and processing, large-scale poultry farming. The latter is best represented by the Frank Perdue Co., headquartered in Salisbury.

Probably the most notable feature we'll see on today's trip is the Chesapeake & Delaware Canal. This sea-level canal is an important shipping lane, and one of only two major sea-level canals in the United States. The Canal Museum depicts the history of the Chesapeake & Delaware Canal, one of only two commercially vital sea-level canals in the United States, and the last major commercial canal in this country that dates from the heyday of canal building in the 19th century.



The bridge over the canal is a major landmark in this area. It was completed in 1949 after the tanker "Franz Klasen" struck the previous bridge and completely destroyed it on July 28, 1942 (*left*). The former bridge, a vertical lift span, was replaced with the today's suspension arch bridge pictured on the previous page.

The canal, operated by the U.S. Army Corps of Engineers, is 14 miles long and connects the Delaware River with the Chesapeake Bay. Ocean-going ships can save over 300 miles on the trip between Philadelphia and Baltimore by using the canal, which has been designated a National Historic Civil Engineering and Mechanical Engineering landmark. Today the canal is 450 feet wide with a channel depth of 35 feet.

The Corps of Engineers maintains the C&D Canal Museum in Chesapeake City. One notable exhibit in the museum is the pair of 150 hp steam engines installed in the mid-1800s to raise the canal water level; they were operated until the 1920s. Today, the canal is sea-level all the way, and the pumps are no longer needed.

Your tour packet contains a guide to a walking tour of Chesapeake City. Park in the central part of town or along the waterfront. Everything in town is within a few minutes walk and you'll find a variety of shops and restaurants. The Chesapeake & Delaware Canal Museum is about 1500 feet from the water front so you can drive or walk.

If you want to enjoy opening up your steamer for an easy run through pleasant scenery, continue beyond Chesapeake City to Georgetown, MD, about 13 miles down Rt. 213. Georgetown and Fredericktown (they sit right across the Sassafras River from each other) are sleepy little villages whose main business is the marina on the river. There is only one tiny café open for lunch (on the Fredericktown side); it is reported to be good.

NOTE: Chesapeake City is a good final destination for those going to Longwood Gardens in the evening. You may want to return to Wilmington from Chesapeake City instead of making the additional 26 mile round trip between Chesapeake City and Georgetown. (Buses for Longwood leave the Marriott Courtyard at 5:30.) If you choose to head south to Georgetown, you will enjoy beautiful scenery as you travel through the Eastern Shore of Maryland, but there is little to see in Georgetown and very limited opportunity for lunch there.



Ashland Covered Bridge

Early on in our route we cross through the Ashland Covered Bridge (*above*) near Yorklyn. This bridge is one of only two covered bridges remaining in the state (the other is Smith's Bridge, which you will become familiar with later this week). A third covered bridge at Wooddale, a couple of miles down the Red Clay Creek from this spot, was washed away in the great flood of September 15, 2003. It is supposed to be rebuilt starting later this year.

During the 2003 flood, the Red Clay Creek flowed at over 660 times its normal volume and destroyed all six of the wooden trestles on the Wilmington & Western RR, in addition to washing away much of the line's trackage. The railroad is just now completing the \$8 million rebuilding of the line and anticipates running its first train to the end of the line at the end of this month.

Services Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

0.0 **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)

0.4

0.4 **Turn LEFT** onto **Thompson Bridge Rd.**; Woodlawn Rd. ends.

2.3

2.7 **Continue STRAIGHT** through the 4-way **STOP sign** onto **Route 100 south**. CAUTION: hazardous intersection.

0.9

3.6 **Turn RIGHT** at the traffic **light** onto **Kirk Rd.** The Inn at Montchanin Village is on left as you make the turn. Travel+Leisure Magazine named this inn "World's Best Hotel for Under \$250 per Night."

0.8

4.4 **Continue STRAIGHT** across **Rt. 52 (Kennett Pike)** at the traffic **light**. The road becomes **Rt. 82** and changes its name to **Campbell Rd.** as you cross Kennett Pike. About a mile ahead, you will cross Hoopes Reservoir on a causeway, a particularly beautiful spot.

1.2

5.6 **Turn LEFT** onto **New London Rd.** at the **STOP sign**, following **Rt. 82 north**. The old schoolhouse on the corner, the Walnut Green School, is now privately owned and is no longer a school. *REFER TO MILES 9 - 11 IN MONDAY'S TOUR DIRECTIONS IF YOU NEED ADDITIONAL DETAILS AND A MAP ABOUT HOW TO FOLLOW RT. 82 IN THE NEXT SEVERAL MILES.*

2.4

8.0 **Turn LEFT** onto **Barley Mill Rd.** just after you pass the railroad's iron truss bridge on your left, **LEAVING Rt. 82**. There should be a **sign** here to "**Ashland Nature Center**." If you come to Ashland Clinton School Rd. heading off to your right, you missed the turn and need to go back about 1/10 mile.

0.3

8.3 **Bear RIGHT** onto **Brackenville Rd.** just after you pass through the **covered bridge**. Begin a long but gentle **climb** for over one mile.

1.2

9.5 **Continue STRAIGHT** across **Old Wilmington Rd.** at the 4-way **STOP sign**.

0.5

TUESDAY

10.0 **Continue** STRAIGHT across Rt. 41 (Newport-Gap Pike) at the traffic light.

0.1

10.1 **Continue** STRAIGHT across Old Lancaster Pike at the 4-way STOP sign.

0.5

10.6 **Continue** STRAIGHT at the flashing yellow light.

1.1

11.7 **Cross** STRAIGHT across Rt. 7 (Limestone Road) at the traffic light. The Brackenville Rd. becomes Little Baltimore Rd. and curves slightly to the right.

0.8

12.5 **Continue** STRAIGHT across Valley Rd./North Star Rd. at the 4-way STOP sign.

0.8

13.3 **Continue** STRAIGHT at the STOP Sign (Deer Run/Doc Run Rd.). You will enter Pennsylvania in about 1/4 mile as you drop down the hill through the woods, at which time the road's name changes to Newark Rd.

0.3

13.6 **Turn** LEFT on Broad Run Rd.

1.4

15.0 **Bear** RIGHT on Good Hope Rd. after crossing White Clay Creek.

0.2

15.2 **Continue** STRAIGHT through STOP sign at Penn Green Rd.

2.1

17.3 **Turn** LEFT on Flint Hill Rd. This is an EASY TURN TO MISS; Flint Hill is not a large road. This turn is less than 1/4 mile after you pass Ridgewood Rd. (on your left). *If you miss the turn, you can continue on until Good Hope Rd. dead-ends at Rt. 896 (about 3/4 mile) and then come back down Rt. 896 to Flint Hill Rd., rejoining the tour route at mile 18.2.*

0.9

18.2 **Cross** STRAIGHT across Rt. 896 (New London Rd.) at the STOP sign, continuing on Flint Hill Rd. This point is less than two miles from the "wedge" where the states of Delaware, Maryland, and Pennsylvania come together.

1.5

19.7 **Turn** RIGHT onto Elbow Ln. when Flint Hill Rd. ends.

0.2

19.9 **Turn** LEFT on Rt. 316 south (Appleton Rd.)

1.7

D K 21.6 **Continue** STRAIGHT across Rt. 273 at the STOP sign. High's store on this corner has fuel, including kerosene (short hose).

1.3

- 22.9 **Continue STRAIGHT** across **Jackson Hall School Rd.** at the **STOP sign**, remaining on Rt. 316 (Appleton Rd.)

0.9

- 23.8 **Continue STRAIGHT** across **Brewster Bridge Rd.** at the **STOP sign**. Note Milburn Orchards on the right.

0.9

- D** 24.7 **Continue STRAIGHT** at the intersection with **Rt. 277 (Elk Mills Rd./Fletcherwood Rd.)**, remaining on Rt. 316 (Appleton Rd.) There's a BP gas station on the right.

2.8

- 27.5 **Turn RIGHT** onto **Rt. 279 (Elkton Rd/Newark Ave.)** when Rt. 316 ends. Look for the Outdoor Living Garden Center on your left just before making the turn. You are approaching the town of Elkton, MD. Entering a congested area.

0.6

- 28.1 **Turn LEFT** onto **Rt 213 south (N. Bridge St.)**

0.5

- 28.6 **Continue STRAIGHT** across **Rt. 545 (Elkton Blvd.)** at the traffic **light**. In the upcoming half mile you will cross a bridge over a railroad track, then pass through the intersection with High St. Keep going on Rt. 213 (S. Bridge St.)

0.5

- 29.1 **Continue STRAIGHT** at the traffic **light (Main St.)**, staying on Rt. 213 (S. Bridge St.)

0.5

- D F** 29.6 **Continue STRAIGHT** across **Rt. 40 (Pulaski Hwy.)** staying on Rt. 213 south (now called Augustine Herman Hwy.) Rt. 40 is a major divided highway with lots of gas stations, fast food, etc.

0.7

- D K** 30.3 **Continue STRAIGHT** at **Whitehall Rd.** The Elkton Shell on the left has kerosene (short hose) and diesel.

0.6

- 30.9 **Cross Frenchtown Rd.** You have many places to get sandwiches and meals along this road.

1.3

- F K** 32.2 **Continue STRAIGHT** across **Locust Pt./Williams Rd.** Just before you reach this intersection, Brantwood Gas & Deli (on the right) offers kerosene, and they also sell submarine sandwiches.

2.8

TUESDAY

- 35.0 **Cross** the **high bridge** over the **C&D Canal**. "C&D" stands for "Chesapeake & Delaware" and denotes that this canal provides a through route between the Delaware River and the Chesapeake Bay. Ships travelling between Philadelphia and Baltimore can save about 400 miles by using this canal instead of sailing down and around the Delmarva Peninsula.

0.7

- F W** 35.7 **Turn RIGHT** immediately after you get off the bridge, following signs to Chesapeake City. At the **end of the ramp**, go **RIGHT**, drive **under** the bridge, and then turn **LEFT** at the **STOP sign** just after the bridge. Follow the sign for **Rt. 286** into Chesapeake City (only about 1/4 mile ahead). *This is the major water stop on today's route; there will be several locations in Chesapeake City where you can get water. There are also several small restaurants here.*

IF YOU ARE HEADING BACK TO WILMINGTON FROM HERE, follow the signs for **Rt. 213 NORTH**. Resume the tour directions as Mile 61.7 and drive back over the canal bridge.

IF YOU ARE CONTINUING ON TO GEORGETOWN, leave Chesapeake City and return towards Rt. 213. Drive under the elevated portion of Rt. 213, then turn **LEFT** onto the entrance ramp to **Rt 213 south**. *NOTE: the short distance you will travel in and around Chesapeake City is not counted in the tour miles.*

THE TOUR DIRECTIONS BELOW CONTINUE TO GEORGETOWN. **IF NOT GOING TO GEORGETOWN, SKIP TO MILE 61.7**

- 35.7 **Continue** south on **Rt. 213 (Augustine Herman Hwy.)** from the Chesapeake City on/off ramps.

1.3

- 37.0 The fire House on right may have water.

1.8

- 38.8 **Continue** **STRAIGHT**, crossing **Rt. 310**.

2.5

- 41.3 **Cross** the **Bohemia River**, The views here are very nice.

3.7

- D** 45.0 Pass through the town on **Cecilton, MD**. Keeping heading **south on Rt. 213**.

3.7

- 48.7 **If you want to visit Fredericktown, turn RIGHT** just before crossing the **drawbridge (George St.)**. *If you want to go on to the village of Georgetown instead, go STRAIGHT across the drawbridge. The two villages sit across the Sassafrass River from one another.*

THIS IS THE END OF THE OUTBOUND TOUR ROUTE.

RETURN TRIP FROM GEORGETOWN BACK TO HOTELS

Turn LEFT onto **Rt. 213 NORTH** We'll retrace our route back up Rt. 213.

7.2

55.9 **Cross** the **Bohemia River** again, continue north toward Chesapeake City.

2.9

D F K 58.8 The Valero gas station has both kerosene and diesel. They also have a deli.

0.6

F 59.4 The Real McCoy Ice Cream shop - for those who need a snack to get home on.

2.3

F W 61.7 **Continue STRAIGHT** north on **Rt. 213** past the Chesapeake City exit ramp. Continue toward the **high bridge over the C&D Canal**. *If you want to go back into Chesapeake City for water, shopping, food, etc., take the exit ramp at this point. The tour directions assume you do NOT go into Chesapeake City.*

1.0

62.7 **Pass** the exit ramp that leads to North Chesapeake City (Rt. 213 is a divided highway at this point).

2.4

F K 65.1 **Pass** Brantwood Gas & Deli on the left. Kerosene sold here.

1.9

D K 67.0 **Continue STRAIGHT** across **Whitehall Rd.**, remaining on Rt. 273 north. The Shell station on right has gas, diesel and kerosene (short hose).

0.6

D F 67.6 **Cross STRAIGHT** across **Rt. 40** at the traffic **light** -- busy intersection. Continue to retrace the outbound route up Rt. 213 towards Elkton.

0.5

68.1 **Continue STRAIGHT** across **Main St.** (traffic **light**) as you enter the congested area of Elkton. Continue up Rt. 213, passing High St. and Railroad Ave. before crossing the railroad on a bridge. After the railroad, **continue north on Rt. 213, crossing Elkton Blvd. (Rt. 545)** within the next half mile.

0.9

D 69.0 **Cross STRAIGHT** across **Rt. 279**, continuing on Rt. 213 north. You'll drive over I-95 about 2 miles ahead.

3.3

72.3 **TRAFFIC CIRCLE** - go 1/2 way around and stay on **Rt. 213 north (Fair Hill Rd.)**

2.9

TUESDAY

- 75.2 **Cross STRAIGHT** across **Rt. 273 (Telegraph Rd.)** at Fair Hill. Continue north on Rt. 213 (Lewisville Rd.) Just over **a mile ahead**, Rt. 213 curves to the right where **Brick Hill Rd. diverges; stay on Rt. 213 north**. Fair Hill is best known for its horse racing events (you may notice the track off to the right), and also for the Scottish games held here each year.

1.6

- 76.8 **MD Rt. 213 becomes PA Rt. 841** as you cross the state line. About 1/4 mile ahead, **pass through the village of Lewisville** and remain on Rt. 841, which becomes **Chesterville Rd.** (Do not turn onto Lewisville-Strickersville Rd. when it diverges to the right in Lewisville; go straight on Rt. 841.)

1.6

- 78.4 **Bear RIGHT** at the **STOP sign** to stay on **Rt. 841 north**.

2.3

- 80.7 **Continue STRAIGHT** across **Rt. 896 (New London Rd.)**

2.1

- 82.8 **Turn LEFT** onto **Wickerton Rd.** in the middle of the village of Chesterville, PA. Note that **Rt. 841 turns also**; continue north on Rt. 841.

0.8

- 83.6 **Continue STRAIGHT** onto **School House Rd.**, leaving **Rt. 841**, which diverges to the left. (If looking for a landmark: *Pennock Rd. goes off to the left about 800 feet before you reach this intersection.*)

0.7

- 84.3 **Turn RIGHT** at the **STOP sign** onto **E. Avondale Rd.**

0.1

- 84.4 **Bear RIGHT** onto **Garden Station Rd.**

1.6

- 86.0 **Continue STRAIGHT** at the **STOP sign**. *CAUTION; this STOP sign is at the bottom of a short but steep hill.*

0.3

- 86.3 **Turn RIGHT** onto **Ellicott Rd.** (Garden Station Rd. ends) and **immediately bear LEFT** onto **Starr Rd.** (You will only be on Ellicott Rd. about 1/10 mile.)

1.7

- 88.0 **Turn LEFT** at the 4-way **STOP** intersection with **Newark Rd.**

0.3

- 88.3 **Cross STRAIGHT** across **Rt. 41 (Gap-Newport Pike)** at the traffic **light**. (There's a CVS Pharmacy on this corner.) About **1/2 mile ahead**, **continue STRAIGHT** on Newark Rd. through the intersection with **New Garden** and **Buck Toe Rds.** *Look for the Quaker meeting house on the left where these roads meet.*

1.0

TUESDAY

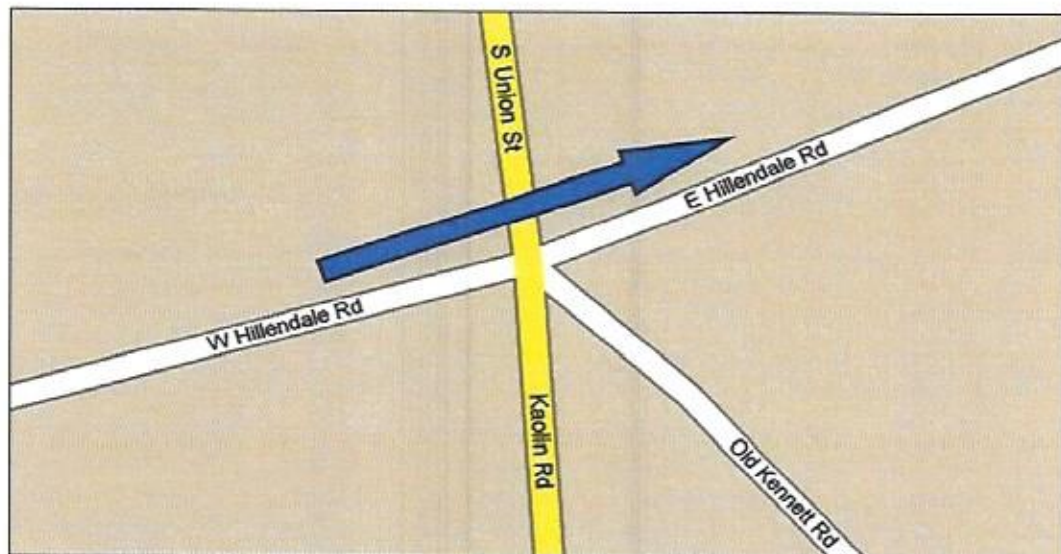
- 89.3 **Turn SHARP RIGHT** onto **Hillendale Rd.** (just before Newark Rd. curves sharply to the left). You will pass several small roads and lanes and cross Chandler Mill Rd. in the next 2 3/4 miles after turning onto Hillendale. Remain on Hillendale Rd.

1.6

- 90.9 **Continue STRAIGHT** where Scarlett Rd. diverges to the left. *Head toward the sign "Weight Limit 12 Tons."*

1.1

- 92.0 **Cross STRAIGHT** across **Kaolin Rd.** at the traffic **light**. *As you go through this intersection, two roads will diverge ahead of you. Take Hillendale Rd., the one that is just slightly to the LEFT as you go through the intersection (SEE MAP BELOW).*



0.6

- 92.6 **Cross Rt. 82 (Creek Rd.)** at the **STOP** sign, continuing **STRAIGHT** on Hillendale Rd. You will cross McFarlan Rd. and Bayard Rd. in the next 2 miles.

2.2

- 94.8 **Bear RIGHT** onto **Burrows Run Rd.** at the "7-way **STOP**" in Rosedale -- *this is just after you pass through a one-lane railroad underpass.*

1.5

- 96.3 **Turn RIGHT** onto **Rt. 52 (Kennett Pike)**, where Burrows Run Rd. ends. You will enter Delaware about 1 1/2 miles ahead on Kennett Pike. Just over a mile after entering Delaware, you'll pass through the village of Centerville. *Begin looking for the next turn when you pass through Centerville.*

2.6

TUESDAY

- 98.9 Turn LEFT** onto **Center Meeting Rd.** *This is easy to miss.* You pass a small park and flower shop ("WILD THYME Flowers") on the left about 1/4 mile before this turn; there's a stone gatepost on Rt. 52 just opposite the turn. Center Meeting Rd. is about 1,000 feet south of where Owl's Nest/Twaddell Mill Rd. crosses Kennett Pike. *If you reach the traffic light at the entrance to Winterthur Museum, you've missed the turn by about a mile.*

Just after you turn onto Center Meeting Rd., look for the herd of Belted Galloway cows in the pasture on the left. You'll know them if you see them -- they're called "Oreo cookie cows" for an obvious reason.

0.9

- 99.8 Bear RIGHT** onto **Adams Dam Rd.** where the road forks at the Quaker meeting house.

1.3

- 101.1 Turn RIGHT** onto **Rt. 100 (Montchanin Rd.)** when Adams Dam Rd. ends.

0.2

- 101.3 Turn LEFT** at the 4-way **STOP** onto **Rt. 92 (Thompson's Bridge Rd.)** *CAUTION: this is an especially dangerous intersection. A significant number of drivers on Rt. 92 seem to feel that they should not have to stop at this intersection.*

2.3

- 103.6 Turn RIGHT** onto **Woodlawn Rd.** after dropping down to the Brandywine, crossing and climbing back up.

0.4

- 104.0 Arrive back at Rocky Run Blvd.** The hotels are to the right.

FOR THOSE GOING TO LONGWOOD GARDENS THIS EVENING:

Our buses will board in front of the Marriott Courtyard Hotel and will depart at 5:30; we will distribute Gardens tickets on board the buses. (You are welcome to drive yourself if you prefer; stop by the bus loading area to pick up your tickets.)

You will have time to stroll the gardens, visit the conservatories and have dinner at Longwood's cafeteria or full-service restaurant before the fountain show at 9:15. The restaurant closes at 7:30; dinner is "on your own" (not included in the tour). The buses will leave as soon as possible after the conclusion of the fountain show.

Wednesday, June 20
The duPonts of Delaware: A visit to Hagley Museum and Granogue

Although today's tour route is very short one, it should prove to be a memorable day. The 15 mile tour route takes us through the heart of "Chateau Country", the area where many of the duPont family's homes are located. The two major activities today are visits to the *Hagley Museum*, where the DuPont Company was founded, and *Granogue*, the magnificent 525-acre estate that is the home of a great-great-grandson of the founder of the DuPont Company.



We will visit Granogue, the home of Mr. and Mrs. Irénée duPont, Jr., and have lunch on the patio.

We'll be enjoying rare privileges at both of today's destinations. At Hagley, we've been invited to drive our steam cars through the museum grounds, a beautiful 1 ½ mile ramble along the Brandywine on a road normally not open to public traffic, before we tour the museum. And Granogue is still a private home, and thus is not open to the public. Our hosts, Mr. and Mrs. Irénée duPont, Jr., will not only be showing us their beautiful home, they have suggested we arrange to have lunch on their patio as well. On the following pages, Tom Marshall has provided a brief overview of this wonderful home and its owners, Mr. and Mrs. duPont.

Because our tour includes so many people, we are splitting into two groups for today's activities. You should have received tickets in your tour packet that identify which group you are in: "F.E." or "F.O." The groups are named in honor of the identical twin brothers who invented the Stanley cars, F.E. and F.O Stanley. And like the brothers, the two groups are identical except for the order in which they will visit Hagley and Granogue.

The "F.E." group will visit Granogue in the morning and Hagley in the afternoon; the "F.O." group will start at Hagley and then go to Granogue. Both groups will enjoy a catered buffet lunch at Granogue, which will be served in two sittings:

11:30 am – 12:45 pm First Sitting, for members of the "F.E." group

1:15 pm – 2:30 pm Second Sitting, for members of the "F.O." group

If you wish to tour with the other group, please arrange to trade places with someone in that group. It's very important that we keep the two groups balanced so that we have enough seating for everyone at lunch. Both groups will be together for a short time at Granogue.

Here's the schedule for today's activities:

F. E. Group (Granogue in the morning, Hagley after lunch)

- 10:00 – 1:00 Arrive at Granogue any time *after 10 am*. Please do not come to the estate earlier, as its entrances will not be open before 10:00. Meet Mr. and Mrs. duPont, who will show you the first floor of the main house and, in all likelihood, demonstrate its impressive automated pipe organ. You may also enjoy looking around the grounds and visiting the garage, where Mr. duPont keeps his vintage cars. (The garage is located about ½ mile down the driveway from the house; we pass it coming and going.)
- 11:30 – 12:45 Enjoy lunch under the tent on the patio. *Please try to finish lunch by 1:00 so the caterers have an opportunity to tidy up before the second sitting at 1:15.*
- 1:00 Depart Granogue for Hagley any time you wish. We suggest leaving by 1:00 so you have time to tour Hagley before it closes at 4:30.
- 3:30 The last tour of the duPont family residence at Hagley leaves the main museum building at 3:30. The museum closes at 4:30.

F.O. Group (Hagley in the morning, Granogue in the afternoon)

- 9:30 – 12:30 Arrive at Hagley any time *after 9:30 am., when the museum opens*. Please do not come to Hagley earlier, as its grounds do not open until 9:30. Drive your steam car down through the museum grounds along the Brandywine, then park at the main museum building to tour Hagley. Plan to leave Hagley to drive over to Granogue no later than 12:30. It generally takes 2 – 3 hours to see all that Hagley has to offer.
- 1:00 Arrive at Granogue at about 1:00, so you have time to park and look around a little bit before lunch.
- 1:15 – 2:30 Enjoy lunch under the tent on the patio. *The time of this sitting may be slightly earlier or later, depending as it does on the previous sitting.*
- After lunch, meet Mr. and Mrs. duPont, who will show you the first floor of the main house and, in all likelihood, demonstrate its impressive automated pipe organ. You may also enjoy looking around the grounds and visiting the garage, where Mr. duPont keeps his vintage cars. (The garage is located about ½ mile down the driveway from the house; we pass it coming and going.)
- 3:30 Please depart Granogue no later than 3:30 this afternoon.

Smith's Bridge

Today's route takes us through Smith's Bridge; at 150-200 feet, it's the longer of Delaware's two remaining covered bridges. The original covered bridge at this site was built in 1839, and it served here until arsonists destroyed it on Halloween, 1961. The state highway department rebuilt the deck of the bridge using the original foundations but without the superstructure.

Smith's Bridge remained an undistinguished crossing of the Brandywine until 2002, when it was rebuilt as a covered bridge. It was dedicated in January, 2003. The pictures below are "before and before and after" photos of the bridge – the first pair shows the original bridge as it looked in 1936; the next shows the bridge during the years between 1961 and 2002; the last shows it as it looks today.

Two views of Smith's Bridge, 1936



Smith's Bridge before (*left*) and after (*above*) the 2002 rebuilding project. The new bridge was constructed over a five month period in late 2002 at a cost of \$1.2 million.

Our Visit to Granogue

By Tom Marshall

This promises to be a very special day. We have been invited by Mr. and Mrs. Irénée duPont, Jr. to visit their beautiful home overlooking the Brandywine Valley. This is the last of the grand estates built by members of the duPont family in Delaware's "Chateau Country" still owned and occupied by a direct descendant of Eleuthère Irénée duPont, founder of the DuPont Company in 1802.



The main house at Granogue sits at the top of a hill with commanding views of the Brandywine River and Chateau Country below. Look for the house on top of the hill on your left as you come out of Smith's Bridge (the covered bridge on our outbound tour routes Thursday and Friday).

Irénée duPont, great-grandson of E. I. duPont and father of our host, was president of the DuPont Company from 1919 until 1926, following his elder brother Pierre, who built Longwood Gardens. On 500 acres of rolling countryside, Irénée built his home in 1923, raising eight daughters and one son on the property. The eight girls are deceased; our host tells us he is one of the oldest duPonts alive.

In the nineteenth century, Granogue was a small station on the Wilmington & Northern Railroad, once owned by a distant cousin, Henry A. duPont, father of Henry Francis duPont who established the Winterthur Museum on his former estate. The railroad passed Granogue in a triple horseshoe, and it was at the center and high above one of these horseshoe curves that Mr. duPont built his mansion and named it after the tiny station down the hill. An aerial view with a steam train on the curve was a centerfold for a National Geographic issue in 1983.



The dedication of the newly-rebuilt Smith's Bridge in January, 2003 included a procession of antique cars. This photo from the Delaware Dept. of Transportation is of interest for two reasons: the car at the far left is the Auburn Heights 1916 Rauch & Lang electric; and you are likely to see the 1918 Cadillac in the foreground and meet the "limo driver" at Granogue.

Irénée, Jr., our host, born in 1920, met his wife Barbara in 1938 while attending Dartmouth College. They raised four daughters and one son, the latter now deceased. Always interested in mechanical things, including automobiles, he will tell you that he bought a new car every 20 years, whether he needed it or not, and he kept all of them. The first was a '36 Oldsmobile, a gift from his father when he turned 16. While at Dartmouth, he bought a 1918 Cadillac 7-passenger touring for \$40, which is still his favorite. Later he transferred to M.I.T. where he was graduated in January, 1943. He arrived at his 50th college reunion at

Dartmouth on a motorcycle. Coming up through the ranks in the DuPont Company, he served on its Board of Directors from 1959 until 1990 prior to his retirement.

The Granogue mansion is built of Germantown granite containing platelets of mica that sparkle in the sunlight. The floors are of reinforced concrete finished in teak wood. Gardens and greenhouses reflected Mrs. duPont's interest in horticulture. There was a riding stable, a tennis court and a swimming pond, and a twelve-car garage. The main house has a dining room, breakfast room, conservatory, parlor, library, music room, eleven bedrooms, and a museum for displaying the original owner's mineral collection. A service wing included kitchen, pantry, store room, and accommodations for six live-in servants.

The senior Irénée ordered an Aeolian Organ, which was installed when the house was built. His good friend Maxfield Parrish painted a large mural on canvas as a backdrop for the organ pipes. The material did not hold up well, and the artist came several times to patch it up.

Finally, he decided to do a completely new one on gesso board, and that painting still hangs behind the organ.

From 1880 to 1932, the Aeolian Company was one of the most celebrated names in the music trade. They sold more high-quality automatic musical instruments than any other firm, and their pipe organs were some of the most expensive in the world. By 1900, Aeolian was the largest builder of player organs and a year later brought out the first successful player piano, called the Pianola, which sold for \$250. The company's first pipe organ was built in 1893, which could be played by hand or by 58-note player rolls, later improved to 116-note rolls. Shortly after 1900, rolls with 7,390 titles were offered in the Aeolian catalog. By 1915, fully-automatic Duo-Art 176-note rolls recreated the genius of the world's finest organists. Further improvements could make an Aeolian organ sound like a brass quartet, a dance band, or a complete Wagnerian orchestra. It was indeed "the final touch of beauty for the well-planned home."

Irénée, Jr., has had extensive work done on the organ in recent years. Complete re-leathering, refurbishing the organ blower, and a new air filtration and regulating system have been applied. Today the Aeolian is playable from the console and from a computer record/playback system. Of 761 Aeolian organs built, fewer than 250 survive and almost none are in their original location and in excellent condition like this one.

It is a privilege to be invited to have our luncheon on the grounds. You will find our hosts as cordial and friendly as they are famous.

WEDNESDAY

"F.E. GROUP" (GRANOUE FIRST)

Services Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

0.0 **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)

0.4

0.4 **Turn RIGHT** onto **Thompson Bridge Rd. (Rt. 92)** as Woodlawn Rd. ends.

0.2

0.6 **Turn LEFT** onto **Ramsey Rd.** This turn is easy to miss; the road sign is obscured by foliage. *Watch for the turn at the white fence on your left just as Thompson Bridge Rd. makes a somewhat sharp bend. If you get to the intersection where Thompson Bridge Rd. dead ends into Beaver Valley Rd., you've missed the turn and should come back.*

Proceed down Ramsey Rd. and **drop down 1-mile long hill**, a little steep in places. Name changes to Creek Rd. At the bottom of this hill, the **road curves sharply right** and you will be driving along the Brandywine River.

1.7

2.3 **Road ends; turn LEFT** onto **Smith Bridge Rd.** and cross a **covered bridge**. *CAUTION: "Yield" signs at both ends of this one-lane bridge lead to many "near misses" here! Upon leaving the bridge, look for Granogue (today's destination) atop the hill on the left.*

This is the longest covered bridge in Delaware, only 300 feet from the Pennsylvania State Line. The original bridge was built in 1839, but arsonists burned it on Halloween night, 1961. While the deck of the bridge was rebuilt immediately using the original stone foundations, the superstructure was not replaced for over 40 years. The newly-designed and rebuilt covered bridge as it is today was dedicated in January, 2003.

0.5

2.8 **Turn LEFT immediately after you cross the railroad track** (Wilmington & Northern RR). Although hard to see with the heavy foliage, a magnificent horseshoe curve on the railroad is just to your left.

If you arrive before 10:00, you will have to wait here until that time, as we do not want to wear out our welcome to this grand estate. This is Irenee duPont's lower driveway; you'll see a sign "Private Drive No Trespassing." Climb the hill on a paved but sometimes rough drive.

0.5

WEDNESDAY

"F.E. GROUP" (GRANOUE FIRST)

- 3.3 **Turn LEFT** at the intersection onto the **main driveway**. The attractive, moderate-size building at this intersection is the **garage** where Mr. duPont keeps his collection of old cars. He is fond of telling people that he still owns every car he has ever bought, all the way back to the 1918 Cadillac he purchased while a student at MIT.

0.4

- 3.7 **Parking for our cars** will be in the field to the **LEFT** of the drive as we approach the Granogue mansion.

Enjoy your visit with Mr. and Mrs. duPont, who will show you through the first floor their beautiful home. *(Please respect their privacy; do NOT wander upstairs.)* Be sure you hear the pipe organ; Mr. duPont loves to demonstrate it for visitors, and he often invites them downstairs into the organ chamber to see the workings while its playing. (Getting into the organ chamber is a tight squeeze, so we don't know whether Mr. duPont will be taking people down there with a group as large as ours.)

Lunch will be served under the tent on the patio starting at 11:30 and concluding at 12:45. Please try to finish your lunch by 1:00 so the catering staff has time to set up the dining area for the "F.O. Tour" group, who will be having lunch immediately after us.

When you are ready to leave Granogue, drive back down the main driveway the way you entered (toward the garage).

0.4

- 4.1 **Continue STRAIGHT** at the intersection where the **garage** is. You will leave the estate on the main driveway (ahead), as opposed to the "back way" you came in on this morning.

0.6

- 4.7 **Turn LEFT** onto **Rt. 100 south (Montchanin Rd.)** at the end of the driveway.

0.4

- 5.1 Pass under the Wilmington & Northern RR on a sharp reverse curve. The railroad maintained a station here, named Guyencourt. Notice the French and Swiss influence in the place names here in the Brandywine Valley: Granogue, Cossarts, Guyencourt, Winterthur, Montchanin. These names hark back to the duPont family's roots in those nations.

0.9

- 6.0 **Turn RIGHT** at the 4-way **STOP sign**. You will still be on **Rt. 100 (Montchanin Rd.)**, as it turns here also. *CAUTION: drivers of "modern iron" seem to forget the rules of the road at this intersection.*

Shortly after you leave this intersection, you will pass the back entrance to Winterthur Museum & Country Estate, where we toured on Monday morning.

0.3

WEDNESDAY

"F.E. GROUP" (GRANOGUE FIRST)

- 6.3 **Cross the RAILROAD track** at what was known as "Summit", the highest point on the Wilmington & Northern line between Wilmington and Coatesville, PA.

0.6

- 6.9 **Continue STRAIGHT** at the traffic **LIGHT (Kirk Rd.)**, remaining on Rt. 100 south.

The Inn at Montchanin Village is on your left (on both sides of the small road you are crossing). Their restaurant, Krazy Kats, is one of the best-known of the areas "fine dining" establishments. Reservations are a must. The inn consists of several cottages which were built originally to house workers from the nearby duPont mills and estates. At that time, Montchanin was considered "the other side of the tracks", a far cry from its current-day identity as one of the most elite zip codes in the United States.

The ornate Montchanin Station is just ahead on the left. In June, 1937, the special presidential train waited on the siding here while the first family attended the nearby wedding and reception of Franklin D. Roosevelt, Jr. and Ethel duPont. (You may recall we passed the bride's home, where the reception was held, on Monday afternoon's tour route; today the Greenville Country Club occupies the property.)

0.2

- 7.1 **Cross** the Wilmington & Northern **track** again.

0.5

- 7.6 **Turn SHARP LEFT** at the traffic **LIGHT** onto **Buck Rd.** After you turn, you'll note a tall fence on the right about 1/4 mile ahead. Behind this fence was the home of E. Paul duPont, manufacturer of the elegant duPont automobiles and president of the Indian Motorcycle Co. The big duPont house is close to the fence; it has been out of the family for over ten years.

(Francis I. duPont, brother of E. Paul, acquired the Delaware Stanley agency in 1920 when Clarence Marshall decided to get out of the steam car business. Francis was an experimenter with things mechanical, and we speculate that he had little interest in selling Stanley cars, but instead acquired the agency as a means to obtain Stanley cars and parts at wholesale prices for use in his experimental automotive projects.)

0.4

- 8.0 **Continue STRAIGHT** at the **STOP sign**, passing through the **gate** onto the grounds of the Hagley Museum and Library.

0.1

- 8.1 **Continue STRAIGHT**, winding to the left towards the **Library and Soda House**. You will get a nice view of Eleutherian Mills, the duPont family's first home in this area.

0.1

WEDNESDAY

"F.E. GROUP" (GRANOGUE FIRST)

- 8.2 **Pass the Library on your right.** Follow the sign for "Soda House" and "Deliveries" and **continue down the hill** toward the old powder mill yards. (The "Soda House" has nothing to do with ice cream. It was used to store soda ash, one of the primary ingredients in black powder, the explosive upon which the DuPont Co. was built. Today it is a meeting and conference facility.)

The drive we will be taking through the powder works is generally accessible only by the special jitneys that the museum operates to transport visitors around the property.

We've been given a special invitation to make this beautiful drive along the Brandywine in our steam cars by Dan Muir, Hagley's Deputy Director of Museum Administration and a member of the Friends of Auburn Heights Preserve. ***Please drive slowly (not over 10 mph) and watch for pedestrians and the museum buses.***

IF YOU ARE NOT IN A STEAM CAR, *please do NOT drive through the museum grounds. Proceed to the main public entrance off Rt. 141 instead. (The receptionist in the Library building can give you directions.)*

1.5

- 9.7 **Turn RIGHT** at the **main Museum building** (a three story stone building) and park in the **parking lot** beyond the Museum Store, which is the small stone building next to the main Museum. Our cars will remain here while we tour the Museum.

The museum is spread out over the entire property we just drove through and includes a variety of exhibits and demonstrations related to 19th-century industry, with special emphasis on the manufacture of gunpowder, since that was the heart of the DuPont Company's business during its first century. Powdermen and machinists demonstrate a water turbine, a steam engine, a powder tester, and a working machine shop. In addition, you can tour the elegant Eleutherian Mills, home of the first generation of the duPont family to settle in this country.

When you are ready to leave Hagley, drive out of the parking lot, in front of the main Museum building and around to the right. You should be facing the main gate roughly 200 feet ahead.

0.1

- 9.8 **Turn RIGHT** after you pass through the **main gate** and climb the hill. This is a **stiff but short climb**.

0.4

- 10.2 **Bear RIGHT** when the entrance road ends at **Rt. 141**. *Proceed with CAUTION, as this is a heavily-travelled road. Stay in the right lane (actually the shoulder) as you get onto Rt. 141.*

0.1

- 10.3 **Turn RIGHT** at the traffic light onto **Rt. 100 north (Montchanin Rd.)**

WEDNESDAY
"F.E. GROUP" (GRANOGUE FIRST)

0.5

10.8 Continue STRAIGHT at the traffic **LIGHT** where **Buck Rd.** crosses Rt. 100. Remain on Rt. 100 north.

0.7

11.5 Continue STRAIGHT on Rt. 100 at the traffic **LIGHT** where **Kirk Rd.** crosses.

0.9

12.4 Continue STRAIGHT onto **Rt. 92 (Thompson Bridge Rd.)** at the 4-way **STOP**. (Rt. 100 turns left here, but we go straight ahead.)

1.4

13.8 Cross the Brandywine on Thompson's Bridge. Begin a **1-mile long climb** away from the river.

0.9

14.7 Turn RIGHT onto **Woodlawn Rd.**

0.4

15.1 Turn RIGHT onto **Rocky Run Blvd.** You're back!

WEDNESDAY

"F.O." GROUP (HAGLEY FIRST)

Services Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

0.0 **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)

0.4

0.4 **Turn LEFT** onto **Thompson Bridge Rd. (Rt. 92)** as **Woodlawn Rd. ends.** Begin a **1-mile** descent to the Brandywine River.

1.0

1.4 **Cross the Brandywine** on Thompson's Bridge. Begin a **long but gradual climb** away from the river.

1.4

2.8 **Continue STRAIGHT** at the 4-way **STOP sign** onto **Rt. 100 south (Montchanin Rd.)** Rt. 92 ends here. *CAUTION: drivers of "modern iron" seem to forget the rules of the road at this intersection.*

Shortly after you leave this intersection, you will pass the back entrance to Winterthur Museum & Country Estate, where we toured on Monday morning.

0.3

3.1 **Cross the railroad** track at what was known as "Summit", the highest point on the Wilmington & Northern line between Wilmington and Coatesville, PA.

0.6

3.7 **Continue STRAIGHT** at the traffic **LIGHT (Kirk Rd.)**, remaining on Rt. 100 south.

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0.2

3.9 **Cross** the Wilmington & Northern **track** again.

WEDNESDAY

"F.O." GROUP (HAGLEY FIRST)

0.5

- 4.4 Turn SHARP LEFT** at the traffic **LIGHT** onto **Buck Rd.** After you turn, you'll note a tall fence on the right about 1/4 mile ahead. Behind this fence was the home of E. Paul duPont, manufacturer of the elegant duPont automobiles and president of the Indian Motorcycle Co. The big duPont house is close to the fence; it has been out of the family for over ten years.

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0.4

- 4.8 Continue STRAIGHT** at the **STOP sign**, passing through the **gate** onto the grounds of the **Hagley Museum and Library**. *PLEASE NOTE that the Hagley Museum grounds do not open until 9:30 A.M.*

0.1

- 4.9 Continue STRAIGHT**, winding to the left towards the **Library and Soda House**. You will get a nice view of Eleutherian Mills, the duPont family's first home in this area.

0.1

- 5.0 Pass the Library on your right.** Follow the sign for "**Soda House**" and "**Deliveries**" and **continue down the hill** toward the old powder mill yards. (The "Soda House" has nothing to do with ice cream. It was used to store soda ash, one of the primary ingredients in black powder, the explosive upon which the DuPont Co. was built. Today it is a meeting and conference facility.)

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1.3

WEDNESDAY

"F.O." GROUP (HAGLEY FIRST)

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0.1

- 6.4 **Turn RIGHT** after you pass through the **main gate** and climb the hill. This is a **stiff but short climb**.

0.4

- 6.8 **Bear RIGHT** when the entrance road ends at **Rt. 141**. *Proceed with CAUTION, as this is a heavily-travelled road. Stay in the right lane (actually the shoulder) as you get onto Rt. 141.*

0.1

- 6.9 **Turn RIGHT** at the traffic light onto **Rt. 100 north (Montchanin Rd.)**

0.5

- 7.4 **Go STRAIGHT** at the traffic **LIGHT** where **Buck Rd.** crosses Rt. 100. Remain on Rt. 100 north.

0.7

- 8.1 **Continue STRAIGHT** on Rt. 100 at the traffic **LIGHT** where **Kirk Rd.** crosses.

0.9

- 9.0 **Turn LEFT** at the 4-way **STOP sign**, remaining on **Rt. 100 (Montchanin Rd.)**, which also goes to the left here.

0.9

- 9.9 Pass under the Wilmington & Northern RR on a sharp reverse curve. The railroad maintained a station here, named Guyencourt. Notice the French and Swiss influence in the place names here in the Brandywine Valley: Granogue, Cossarts, Guyencourt, Winterthur, Montchanin. These names hark back to the duPont family's roots in those nations.

0.4

WEDNESDAY

"F.O." GROUP (HAGLEY FIRST)

- 10.3 **Turn RIGHT** into the Granogue estate at the stone gatepost with "2900" on it. This is Irence duPont's driveway. There is a sign "**Private Drive No Trespassing.**" Another landmark: just after you turn and start up the long lane, you will see a white barn on the left.

0.6

- 10.9 **Continue STRAIGHT** at the intersection onto the back driveway. The attractive, moderate-size building at this intersection is the **garage** where Mr. duPont keeps his collection of old cars. He is fond of telling people that he still owns every car he has ever bought, all the way back to the 1918 Cadillac he purchased while a student at MIT.

0.4

- 11.3 **Parking for our cars** will be in the field to the **LEFT** of the drive as we approach the Granogue mansion.

Enjoy your visit with Mr. and Mrs. duPont, who will show you through the first floor their beautiful home. *(Please respect their privacy; do NOT wander upstairs.)* Be sure you hear the pipe organ; Mr. duPont loves to demonstrate it for visitors, and he often invites them downstairs into the organ chamber to see the workings while it's playing. (Getting into the organ chamber is a tight squeeze, so we don't know whether Mr. duPont will be taking people down there with a group as large as ours.)

Lunch will be served under the tent on the patio starting at 1:15 and concluding at 2:30. (The starting time may be slightly earlier or later, depending on how long it takes to ready the dining area after the first sitting.)

When you are ready to leave Granogue, drive back down the main driveway the way you entered (toward the garage).

0.4

- 11.7 **Turn RIGHT** at the intersection where the **garage** is. You will leave the estate on the **back driveway (to the right)**, as opposed to the "main drive" you came in on this morning. This road is a bit rough in places as you descend towards Granogue village.

0.5

- 12.2 **Turn RIGHT** onto **Smith Bridge Rd.** at the end of the drive and proceed across the railroad. A beautiful "horseshoe curve" is off to the right on the railroad, but unfortunately it is hidden by heavy foliage. Continue down toward the river ahead.

0.5

- 12.7 **Cross the Brandywine on Smith Bridge (covered bridge) and immediately turn RIGHT** at the end of the bridge onto **Creek Rd.** *CAUTION: "Yield" signs at both ends of this one-lane bridge lead to many "near misses" here!*

WEDNESDAY

"F.O." GROUP (HAGLEY FIRST)

This is the longest covered bridge in Delaware, only 300 feet from the Pennsylvania State Line. The original bridge was built in 1839, but arsonists burned it on Halloween night, 1961. While the deck of the bridge was rebuilt immediately using the original stone foundations, the superstructure was not replaced for over 40 years. The newly-designed and rebuilt covered bridge as it is today was dedicated in January, 2003.

0.7

- 13.4 Follow** Creek Rd. as it **curves sharply to the LEFT**, away from the river, and begins a **1-mile climb**. It changes its name to Ramsey Rd. at this point.

1.0

- 14.4 Turn RIGHT** onto **Thompson Bridge Rd. (Rt. 92)** as Ramsey Rd. ends.

0.1

- 14.5 Turn LEFT** onto **Woodlawn Rd.**

0.4

- 14.9 Turn RIGHT** onto **Rocky Run Blvd.** You are back!

Thursday, June 21 Pennsylvania Dutch Country & Rough and Tumble Engineers Museum

Today gives us another opportunity to put some miles on the steamers, as we travel up into Lancaster County, PA. Our 100 mile trip will take us through lots of pretty farm country, and there's an excellent chance you'll encounter some of the area's Amish residents along the road, driving their horses and buggies.

A highlight of the day's outing will be our visit to the museum of the *Rough and Tumble Engineers Historical Association* in Kinzers, PA, in the heart of the Pennsylvania Dutch region. This group collects, displays and operates antique equipment such as would have been found on the farms and small industries of the late-19th century. They have a large collection of steam traction engines, and we anticipate being able to see at least one of them in action today. (Tom Ackerman, who is on the tour with his Stanley, owns one of these engines, which he keeps at Kinzers. Tom expects to get his engine steamed up for our visit. We also talked to one of their volunteers last week; he hoped to come out today to fire up something as well.)



Volunteers begin to fire up an impressive array of steam traction engines in this photo from last August's *Annual Threshermen's Reunion*.

Lunch today will be another highlight of today's activities. We've made arrangements to visit the Stoltzfus Farm Restaurant, a family-style restaurant that features authentic Pennsylvania Dutch cooking. They are holding seats for us at 11:30 and 1:00 o'clock; pay as you enter (\$16 per person, includes tax and tip). There is no set time for our visit to the museum, but we are expected roughly at mid-day. Some of you may wish to eat lunch before stopping at the museum, others afterwards. We've also noted some other lunch spots on the way to Kinzers, in case you don't want to go to the Stoltzfus Farm.



As we drive through rural Lancaster County, keep an eye out for buggy traffic. You may notice some stretches of road that have two dark paths, one running down the middle of each traffic lane. This is where the highway department has had to resurface that part of the roadway that's been worn away by the horse traffic.

The Amish live by a strict code that requires them to remain separate from the outside world. They dress plainly, in clothes that come right out of the 19th century. For the most part, they do not use mechanized farm equipment (tractors, trucks, etc.), working their fields with draft horses. They do use some mechanized items (such as the lawn mowers and leaf blowers we saw them operating last weekend when we were up there). The types of machines and technology they will (or won't) use depends on a set of complex religious rules and on the particular branch of the sect the family belongs to.

Our tour route takes us through the small town of Georgetown as we make our way back from Kinzers. Georgetown is only a mile from the little town of Nickel Mines, PA. Until recently, Nickel Mines was notable chiefly for the nickel mining which occurred here during the second half of the 19th century. Between 1862 and 1893, Nickel Mines produced over 4.5 million pounds of nickel, in some years accounting for 25% of the world's nickel production. The mines' owner was instrumental in convincing the United States Mint to issue a five-cent coin using his metal: the "nickel" coin was born.

Unfortunately, Nickel Mines gained worldwide notoriety when a 32-year-old resident of Georgetown shot and killed five young girls at a local Amish one-room school on October 2, 2006. In a stunning display of charity and forgiveness in accordance with their religious teachings, the victims' families immediately forgave the killer and began a fund to help his family.

There's another food-related highlight on today's tour: a stop at Woodside Farm, in Hockessin, DE. If you were at Auburn Heights on Monday, you had an opportunity to taste some of their



farm-fresh ice cream. Their ice cream routinely wins "Best of Delaware" honors, and Woodside's ice cream has earned some national awards as well. It comes right from the farm, where they have a small but busy ice cream stand where they sell their 30 flavors. The Jersey cows are often pastured right next to the stand; they're the secret of the ice cream's great taste.

A traction engine gets its portrait shot at Kinzers.

Woodside Farm has been in the Mitchell family since 1796. (Tom Marshall is related to the Mitchells: his grandmother, Lizzie, was a Mitchell; she married Israel Marshall in the farm house that stands just beyond the ice cream stand.) The farm is a bucolic setting in a sea of suburban sprawl. Many people in the crowds visiting the stand on a summer evening say they come as much for the atmosphere as for the ice cream. We hope you'll enjoy both the ice cream and the farm setting.

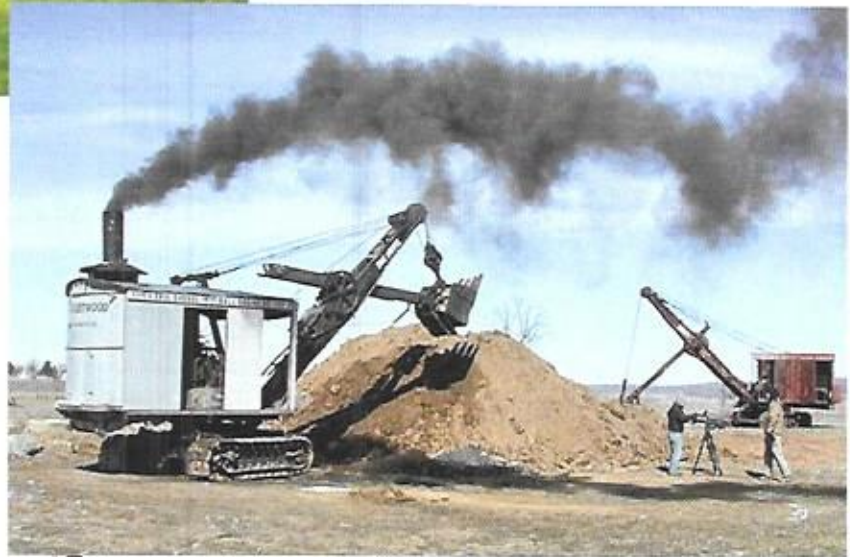
Jim Mitchell is the proprietor of the ice cream business and, along with his parents Joe and Kathy, keeps the farm going. In fact, the reason they got into the ice cream business nearly ten years ago was to make it economically feasible to keep the herd on the farm in the face of pressure to develop the land. So far, it's been a great success, but lots of hard work. As the FAHP volunteers leave the farm in the Stanleys on one of the "ice cream runs" we make each summer, we sometimes see Jim still out in the field on his tractor in the last fading rays of daylight.



Scenes from Lancaster County:

LEFT A buggy comes through Eshelman's Covered Bridge. We'll be passing through this bridge right after lunch.

BELOW A steam shovel works at Kinzers earlier this year.



As we head up to Kinzers, our route takes us past the Gap Town Clock (*left*) and the Octagon School (*below*). The Quakers built several of these unusually-shaped schools in this region, but most are gone today. We pass this one about 25 miles into our route.



Services Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

0.0 **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)

0.4

0.4 **Woodlawn Rd. ends. Turn RIGHT** onto **Thompson Bridge Rd.**

0.2

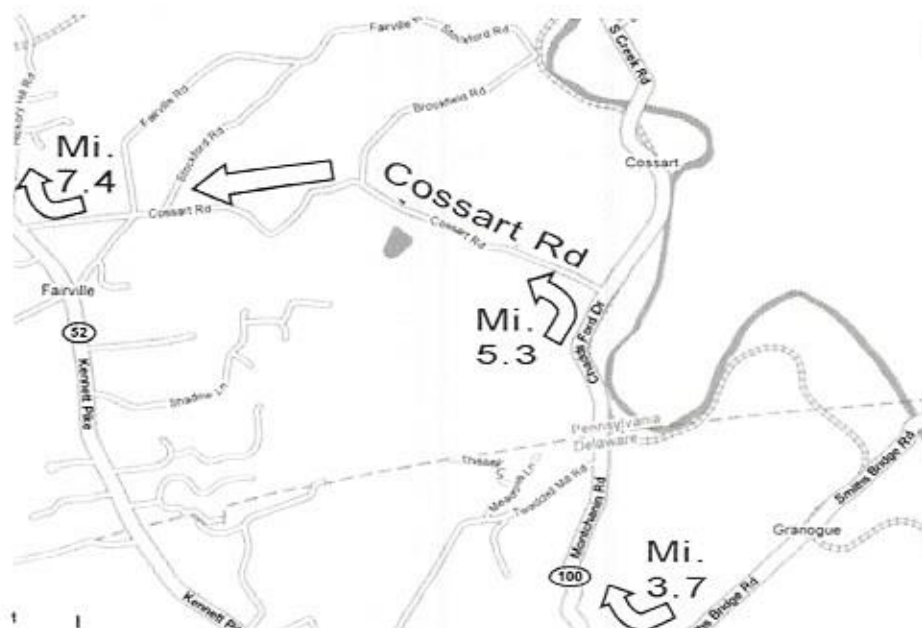
0.6 **Turn LEFT** onto **Ramsey Rd.** This turn is easy to miss; the road sign is obscured by foliage. *Watch for the turn at the white fence on your left just as Thompson Bridge Rd. makes a somewhat sharp bend. If you get to the intersection where Thompson Bridge Rd. dead ends into Beaver Valley Rd., you've missed the turn and should come back.* Proceed down Ramsey Rd. and **drop down 1-mile long hill**, a little steep in places. Name changes to Creek Rd. At the bottom of this hill, the **road curves sharply right** and you will be driving along the Brandywine River.

1.7

2.3 **Road ends; turn LEFT** onto **Smith Bridge Rd.** and cross a **covered bridge**. *CAUTION: "Yield" signs at both ends of this one-lane bridge lead to many "near misses" here!*

1.4

3.7 **Turn RIGHT** onto **Montchanin Rd. (Rt. 100)** at the 4-way **STOP sign**. Follow Rt. 100 as it **drops (a bit steep in places) for about a mile**. Pass Twaddell Mill Rd. in about 3/4 mile, remaining on Rt. 100. *SEE MAP BELOW*



1.6

- 5.3 **Turn LEFT** onto **Cossart Rd.** and **climb for about a mile**. **CAUTION: Cossart is a BUMPY, VERY NARROW ROAD WITH NO SHOULDERS.** *This turn is EASY TO MISS, as there is no road sign visible. The turn is just before you reach a small bridge on Rt. 100. Beyond the bridge is a stone gate leading into a large horse pasture with barn. If you find yourself crossing the Brandywine on a 100+ foot long bridge, you missed Cossart Rd.*

1.6

- 6.9 **Continue STRAIGHT** at the **STOP sign**, staying on Cossart Rd. where another lane comes in from the right.

0.1

- 7.0 **Continue STRAIGHT** on Cossart Rd. at another **STOP sign**.

0.4

- 7.4 **Turn RIGHT** onto **Rt. 52 north (Kennett Pike)** at the **STOP sign**.

1.0

- 8.4 **Turn LEFT** onto **Hillendale Rd.** *This turn is about 1/2 mile after you cross the railroad and pass the Mendenhall Inn.*

0.8

- 9.2 **Turn RIGHT** onto **Greenwood Rd.** *Another easy-to-miss turn. Look for a small, brown 4x4 wood post with the road name painted on it vertically.*

1.2

- 10.4 **Turn RIGHT** onto **US Rt. 1 north** at the **STOP sign**. *Stay all the way to the right and EXIT IMMEDIATELY (100-200 feet) on the ramp to the RIGHT, which takes you up and over Rt. 1. Follow signs to Longwood Gardens.*

0.3

- 10.7 **Bear LEFT** onto **Longwood Rd.** at the Y just before you get to the **Longwood Gardens entrance gate**.

0.6

- 11.3 **Turn RIGHT** onto **Conservatory Rd.** at the **STOP sign**. You are driving around the perimeter of Longwood Gardens, which is on your right.

0.6

- 11.9 **Continue STRAIGHT** at the traffic **LIGHT** crossing **Street Rd.** in the village of Red Lion. The road **curves sharply to the left** and changes name to E. Doe Run Rd. immediately after you cross Street Rd.

2.5

- 14.4 **Bear RIGHT** at the **traffic circle** onto **Rt. 82 north**. The road name changes to W. Doe Run.

0.5

W

- 14.9 Pass **Unionville Fire House** (on your left) as you enter Unionville. Water will be available here. *Please be careful not to block the emergency vehicles' access.*

0.3

- 15.2 **Continue STRAIGHT** through the **STOP sign** in the center of Unionville. Remain on **Rt. 82 north** as **Rt. 842 diverges** to the left about 1/4 mile ahead.

2.6

- 17.8 **Pass Newark Rd.** (on the left) at the **STOP sign**. Continue to **follow Rt. 82 north** (Doe Run Rd.) You will be passing by the King Ranch, an outpost of the famous 825,000-acre Texas ranch of the same name.

2.1

- 19.9 **Continue STRAIGHT** on **Rt. 82** at the **STOP sign** where **Rt. 841 comes in** from the left.

0.5

- 20.4 **Turn RIGHT** onto **DuPont Rd.**

0.2

- 20.6 **Turn LEFT** onto **Covered Bridge Rd.** (this is the first left on DuPont Rd.).

0.4

- 21.0 **Turn RIGHT** onto **Frog Hollow Rd./Hepzibah Rd.** (may be unmarked) -- it's the first road leading off Covered Bridge Rd. **Drive through the bridge** and continue on Frog Hollow Rd./Hepzibah Rd.

1.8

- 22.8 **Turn LEFT** onto **Strasburg Rd.** at the **STOP sign**. Frog Hollow Rd. ends.

1.3

- 24.1 **Turn LEFT** onto **Buck Run Rd.** and follow it into the hamlet of Ercildoun, PA.

0.6

- F** 24.7 **Turn RIGHT** onto **Rt. 82 north (Doe Run Rd.)** at the **STOP sign** in the heart of downtown Ercildoun - *you'll be turning left off Rt. 82 immediately (see below)*. This town is named after Thomas Ercildoun, aka "Thomas the Rhymer", a 13th-century Scottish laird and minstrel. Sandwiches and snacks are available at the Triple Fresh Market nearby.

0.1

- 24.8 **Bear LEFT** onto **Wilmington Rd.** at the **STOP sign**. **Rt. 82 diverges to the right**. Look for the Octagon School on your right, about 1/2 mile up Wilmington Rd. The Quakers built several octagonal schools in this area, few of which remain today; this appears to be one of the Quaker schools, based on the sign next to the building.

0.7

- 25.5 **Turn RIGHT** onto **Park Ave.** at the **STOP sign**.

0.2

- 25.7 **Turn LEFT** back onto **Strasburg Rd.** at the **STOP sign**.

2.1

- 27.8 **Continue STRAIGHT**, joining **Rt. 372 west (Valley Rd.)** at the **STOP sign** (as you pass the Stottsville Inn on your left). Follow Rt. 372 to the town of Parkesburg, PA, about 2 miles ahead. Parkesburg, settled before the American Revolution, is a town of 3,400 today.

1.4

D G K
W

- 29.2 **Turn RIGHT** at the **STOP sign** onto **Rt. 10 (S. Church St.)** in Parkesburg. Fuel and water available here:
KEROSENE -- at the Express Stop gas station just across Rt. 10.
DIESEL & GAS -- Zeke's Club gas station a few hundred yards up Rt. 10.
WATER -- Parkesburg Fire Co. (3/10 mi. ahead on the left) may have water.

0.1

- 29.3 **Drive under the railroad bridge** and turn **LEFT** onto **Main St.**, a narrow street through the center of town.

0.2

- 29.5 **Bear RIGHT** onto **Strasburg Ave.** at the historic marker in the center of town and head up the hill. This is a **stiff climb of about 1/2 mile**.

3.6

W

- 33.1 **Enter Lancaster County** as you approach the town of Gap, PA (about 3/4 mile after you cross Swan Rd.) **CAUTION: AMISH BUGGIES ARE VERY COMMON HEREABOUTS. USE CARE APPROACHING OR PASSING BUGGIES. MINIMIZE NOISE SO AS NOT TO SCARE THE HORSES!**

Note the Twin Brook Winery on the right. This 40-acre winery sits on a tract of land granted to the Religious Society of Friends (the Quakers) by William Penn over 300 years ago. It was a dairy farm before the winery opened in 1989. It's a pretty spot to look around and taste some of their wines (hours: 10 am - 6 pm).

2.0

F

- 35.1 **Turn RIGHT** at the **STOP sign** onto **Rt. 41 (Gap-Newport Pike)**. **CAUTION: This is a very busy road.**

0.2

LUNCH: Our recommended lunch stop at the **Stoltzfus Farm Restaurant** is **7 miles ahead**, about 4 miles north of the Rough and Tumble Museum. They have seatings at **11:30 and 1:00**, so you can visit Rough and Tumble before lunch or after, as you wish. This is a chance to sample real Pennsylvania Dutch cooking, served family-style. Here you'll find foods like farm-made sausage, chicken, ham loaf, chow chow, apple butter, fresh vegetables, shoo-fly and apple crumb pies, and more. The cost is \$16 (includes tax and tip; pay at the door) and you're guaranteed not to come away hungry. *Route directions below (mile 35.3) assume you are going to Stoltzfus Farm.*

An alternative for lunch is to eat in Gap, where you can find the Gap Diner, Friendly's, McDonalds and a Wawa convenience store. *If you want to eat in Gap*, remain on Rt. 41 (do not turn as directed in the next instruction) and go about 1/2 mile. These places are all located where Rt. 41 ends at Rt. 30. After you eat, continue to Rough and Tumble by turning **LEFT** off Rt. 41 onto Rt. 30 westbound. Rough and Tumble will be about 2 miles ahead on Rt. 30 on your right. **CAUTION:** *Rt. 30 is even busier than Rt. 41.*

- 35.3 **Turn LEFT** at the traffic **LIGHT** onto **Rt. 741 west** opposite the Gap Town Clock. **Then cross the bridge** over the railroad tracks and **immediately turn RIGHT**. This was the main line of the Pennsylvania RR from New York to Chicago, and Amtrak still runs passenger trains over this route. *(For lunch in Gap, ignore this instruction (don't turn here); continue up Rt. 41 to the restaurants.)*

1.8

- 37.1 **Turn RIGHT** onto **Hoover Rd.**, the first road on the right after you get on Rt. 741. *There is no stop sign at this intersection.*

1.0

- W 38.1 **Cross Rt. 30** (very busy highway) and continue **STRAIGHT** on **Hensel Rd.** *The Rough and Tumble Museum is just ahead on the right.*

When you are ready to leave the museum, **turn RIGHT** out of the parking lot onto **Hensel Rd.** and continue north. (Whether or not you eat at Stoltzfus Farm Restaurant, head north on Hensel Rd.)

1.0

- 39.1 **Cross Amish Rd.** at the **STOP** sign, continuing **STRAIGHT** on **Hensel Rd.**

0.5

- 39.6 **Turn LEFT** onto **Newport Rd. (Rt. 772)** at the **STOP** sign. Hensel Rd. ends.

2.5

- 42.1 **Turn LEFT** at the **SIGN** for the **STOLTZFUS FARM RESTAURANT** (Springhouse Lane), then turn **RIGHT** onto **Holly St. 1/10 mile beyond**. The restaurant is straight ahead.

If you find yourself in the center of Intercourse, PA, you've missed the restaurant by about one block. Intercourse is a very congested tourist area. You may want to avoid going into the center of town.

IF YOU ARE NOT GOING TO STOLTZFUS FARM RESTAURANT, you can follow this route upon leaving the Rough and Tumble Museum:

- Turn **RIGHT** from Museum onto **Hensel Rd. north** and proceed **3/4 mile**.
- Turn **LEFT** onto **Amish Rd.** at the **STOP sign**.
- Bear **RIGHT** onto **Harristown Rd.** only **1/10 mile** after previous turn
- Continue on **Harristown Rd.** about **1 1/2 miles**, to the point where it **curves right and becomes Frogtown Rd.**
- Continue **1.1 miles** up **Frogtown Rd.**, then turn **LEFT** on **W. Pequa Ln.**

Rejoin main tour route and follow directions from **mile 45.3**, below.

NOTE: The directions below (from mile 42.1 to 45.1) assume you have been to the Stoltzfus Farm Restaurant.

- 42.1** After lunch, leave the restaurant lot and **turn RIGHT** at the **STOP sign** onto **Rt. 772 (Newport Rd.) southbound**.

1.1

- 43.2** **Turn RIGHT** onto **Osceola Mill Rd.** You will pass the Newport Blacksmith Shop about 1/4 mile after making this turn.

0.6

- 43.8** **Turn RIGHT** onto **East Pequea Lane**.

1.3

- 45.1** **Turn RIGHT** at the **STOP sign** onto **Queen Rd.** East Pequea Ln. ends.

0.2

Everyone follows directions below, regardless of whether they went to Stoltzfus Farm Restaurant or not.

- 45.3** **Turn LEFT** onto **West Pequea Lane**.

0.4

- 45.7** **Turn LEFT** at the **STOP sign** onto **Belmont Rd.** heading south. About 1/2 mile after this turn, drive through **Eshleman's Mill Covered Bridge**. The bridge, originally built in 1845 at a cost of \$933, is sometimes called Paradise Bridge because it is near the village of Paradise, PA.

1.1

- 46.8** **Cross STRAIGHT** across **Rt. 30** at the traffic **LIGHT**, continuing on Belmont Rd. *IF PULLING A TRAILER: watch for LOW BRIDGE (10' 9" clearance).*

1.5

THURSDAY

- 48.3 **Cross STRAIGHT** across Rt. 741 at the **STOP sign**. Keep an eye out for the old log cabin on the left about a mile ahead. (About 1 1/3 miles after you cross Rt. 741, stay on Belmont Rd. where Corner Ketch Rd. diverges to the left.)

1.7

- 50.0 **Turn LEFT** onto **Rt. 896 south (Georgetown Rd.)** at the **STOP sign**. Beautiful views of the Lancaster Valley are just ahead.

2.0

F W

- 52.0 **Turn RIGHT** onto **Furnace Rd.**, where **Rt. 896 makes a 90-degree left turn** in the middle of Georgetown, PA. Just before you reach this corner, notice Fisher's Store on your right. This old fashion country store and the nearby antiques store might be worth a visit.

You can top off your water at the Bart Township Fire Hall just after you make the right turn. To get to the water, drive past the station and make a left turn at the far corner of the station, proceeding around behind the building. Exit the station at the opposite end of the building and turn left to continue on the tour route.

1.8

- 53.8 **Turn LEFT** onto **Hollow Rd.** *immediately after the large white barn -- the road looks like a little lane that runs right alongside the barn.* (This is the first road that diverges to left after Furnace Rd. crosses Mt. Pleasant Rd. Just opposite the turn is a tiny sign on the right with "400" on it.)

0.8

- 54.6 **Cross Rt. 372 (Valley Rd.)** at the **STOP sign**; continue on Hollow Rd.

1.0

- 55.6 **Turn LEFT** at the **STOP sign** onto **Dry Wells Rd.**

0.4

- 56.0 **Turn RIGHT** onto **Mt. Pleasant Rd.** at the **STOP sign**.

0.9

- 56.9 **Turn LEFT** immediately after driving through **Jackson's Sawmill Covered Bridge**; remain on Mt. Pleasant Rd.

0.5

- 57.4 **Bear RIGHT**, remain on **Mt. Pleasant Rd.** as **Wilson Rd.** diverges to the left.

0.4

- 57.8 **Turn LEFT** at the **STOP sign** onto **Noble Rd.**

1.5

- 59.3 **Turn RIGHT** onto **Bell Rd.** *(If you reach Rt. 896 (Georgetown Rd.) and you're still on Noble Rd., you missed the turn for Bell Rd. by about 1/4 mile.)*

0.7

- 60.0** **Continue STRAIGHT** across **Bartville Rd.** After crossing Bartville Rd., you may notice a horse racing track on the right. This is a private training facility not open to the public.

3.0

- 63.0** **Continue STRAIGHT** across **Sproul Rd.** *In the next 2 miles, you will cross Street Rd. and then Rosedale Rd. and Mt. Eden Rd. will come in from your right.*

2.2

- 65.2** **Cross a bridge under construction.** You will enter Chester County and the road becomes Scroggy Rd. just ahead.

0.9

- 66.1** **Turn LEFT** onto **Jackson School Rd.** *Watch carefully -- this turn is EASY TO MISS.* Note the Amish dry goods store on the left not long after you turn.

1.2

- 67.3** **Continue STRAIGHT** on **Jackson School Rd.**, crossing **Union School Rd.**

0.7

- 68.0** **Bear LEFT** at the **STOP sign** onto **Street Rd.**

0.6

D F G
W

- 68.6** **Turn LEFT** at the **STOP sign** onto **Limestone Rd. (Rt. 10).** *If you need water or fuel, turn RIGHT instead and you will find it at the CITGO gas station 1/4 mile down Limestone Rd. They will have two hoses available (one in front, one behind the store). They have diesel fuel and gas but no kerosene.*

1.9

- 70.5** **Cross STRAIGHT** across **Rt. 896** at **flashing red LIGHT.** Remain on Rt. 10.

0.5

- 71.0** **Bear RIGHT** onto **Rt. 926 (Street Rd.)**

0.9

- 71.9** **Turn RIGHT** onto **Ewing Rd.** *CAUTION: this turn is half way down a somewhat steep hill and you cannot see it until you are right on top of it. Slow down before heading down this grade!*

3.2

- 75.1** **Cross Rt. 796** at the **STOP sign**, continuing **STRAIGHT** on **Ewing Rd.** A **mile farther** just after crossing a **one-lane bridge**, continue **STRAIGHT** across **Phillips Mill Rd.**, remaining on **Ewing Rd.** and crossing another one-lane bridge about 1/4 mile beyond.

1.9

- 77.0** **Turn RIGHT** onto **Guernsey Rd.** at the **STOP sign ("T" intersection).**

0.7

- 77.7** **Continue STRAIGHT** at the **STOP sign**, continuing on **Guernsey Rd.**

THURSDAY

0.7

- 78.4 **Turn LEFT** at the **STOP sign** onto **W. Evergreen St.** in West Grove, PA, a town of about 2700 people.

0.5

- 78.9 **Turn RIGHT** at the traffic **LIGHT** onto **Prospect Ave. (Rt. 841 south)**.

In the next 2 1/2 miles, cross State Rd. (about 3/4 mile ahead) and E. Avondale Rd. (just over 1/2 mile farther) -- both crossings have STOP signs. Remain on Rt. 841, which changes its name to Wickerton Rd. before you cross E. Avondale Rd.

2.7

- 81.6 **Turn RIGHT** at the **STOP sign** staying on **Wickerton Rd.** (the route is still Rt. 841 after the turn) toward Chesterville, PA.

0.8

- 82.4 **Turn LEFT** at the **STOP sign** onto **Chesterville Rd., leaving Rt. 841** at this point. *CAUTION: THIS IS A BLIND CORNER; TRAFFIC COMING FROM THE RIGHT DOES NOT STOP.*

0.7

- 83.1 **Cross** the **bridge** and bear **RIGHT**, remaining on Chesterville Rd. (not marked).

1.0

- 84.1 **Cross North Bank Rd.** at the **STOP sign**. Continue **STRAIGHT** on Chesterville Rd.

0.7

- 84.8 **Bear RIGHT** onto **Penn Green Rd.** at the **STOP sign**, then continue **STRAIGHT** through the **STOP sign 1/10 mile beyond**.

This is Landenberg, PA, the terminus of the Wilmington & Western RR (see Sunday's tour route) when the railroad was built in 1872. The west end of the line was torn up in the 1940s, and today's Wilmington & Western extends only as far as Hockessin, DE, about two miles beyond Yorklyn. Notice the store and the Landenburg Hotel. If you are running late, don't plan to stay over at the Landenburg Hotel; today it's a private residence, not a hotel.

0.7

- 85.5 **Turn LEFT** onto **Good Hope Rd.** at the **STOP sign**.

0.3

- 85.8 **Turn LEFT** at the **STOP sign** onto **Broad Run Rd.** (Do NOT follow London Tract Rd. to the right.)

1.4

- 87.2 **Turn RIGHT** onto **Newark Rd./Little Baltimore Rd.** at the **STOP sign**. In just under 1/2 mile, continue **STRAIGHT** through another **STOP sign**.

1.2

THURSDAY

- F W** **88.4** **Turn RIGHT** at the **STOP** sign onto **North Star Rd.** and **immediately enter the gate to Woodside Farm on your LEFT.** These people make the region's best ice cream, 30 flavors including our special *STEAM CYLINDER OIL ICE CREAM.* Water will be available for us from a hose next to the "Woodside Farm Creamery" sign on the grass just to the right of the front gate. Just drive off the driveway onto the grass and up to the sign to fill up.

Upon leaving the farm, turn **RIGHT from the gate** onto North Star Rd. and go **STRAIGHT through the STOP** a few hundred feet ahead, crossing Little Baltimore Rd. Note that **North Star Rd. changes its name to Valley Rd.** as you go through this intersection.

0.5

- 88.9** **Continue STRAIGHT** at the **LIGHT** where **Limestone Rd. (Rt. 7)** crosses Valley Rd.

1.3

- F** **90.2** **Turn RIGHT** at the traffic **LIGHT** onto **Rt. 41 south (Lancaster Pike)** in Hockessin. If you are hungry, there are several restaurants within a half mile of here on both sides of Rt. 41.

0.1

- 90.3** **Turn LEFT** at the traffic **LIGHT** onto **Yorklyn Rd.** (There is a Wawa convenience store on this corner, in case you're still hungry.)

1.8

- 92.1** **Cross** a narrow **STEEL BRIDGE** over Red Clay Creek and continue **STRAIGHT** onto **Rt. 82 (Creek Rd.)** -- note that you are only 1/4 mile from Auburn Heights at this point, which is the heart of "downtown Yorklyn."

Follow Rt. 82 around to the right, noting the remains of the Garrett Snuff Mills on your right and the Center for Creative Arts in the old Yorklyn School on your left. You will be driving along Red Clay Creek.

0.5

- 92.6** **Bear RIGHT** where **Snuff Mill Rd. diverges up the hill** to the left. Continue to follow **Rt. 82 along Red Clay Creek.**

0.6

- 93.2** **Turn LEFT** onto **Ashland Clinton School Rd.** shortly after crossing the Wilmington & Western RR twice.

1.5

- 94.7** **Turn LEFT** onto **Old Kennett Rd.** when Ashland Clinton School Rd. ends.

0.2

- 94.9** **Turn RIGHT** onto **Snuff Mill Rd.** about 1/4 mile from where you turned onto Old Kennett Rd. (It's the first right you come to.)

1.5

THURSDAY

- 96.4 **Turn RIGHT** onto **Rt. 52 (Kennett Pike)** when Snuff Mill Rd. ends. Pass through the village of Centerville. Buckley's Tavern (on your right about a block after you turn onto Rt. 52) is a good place for dinner or lunch.

0.5

- 96.9 **Turn LEFT** onto **Center Meeting Rd.** *This is easy to miss.* You pass a small park and flower shop ("WILD THYME Flowers") on the left about 1/4 mile before this turn; there's a stone gatepost on Rt. 52 just opposite the turn. Center Meeting Rd. is about 1,000 feet south of where Owl's Nest/Twaddell Mill Rd. crosses Kennett Pike. *If you reach the traffic light at the entrance to Winterthur Museum, you've missed the turn by about a mile.*

Just after you turn onto Center Meeting Rd., look for the herd of Belted Galloway cows in the pasture on the left. You'll know them if you see them -- they're called "Oreo cookie cows" for an obvious reason.

0.9

- 97.8 **Bear LEFT** as you pass the old Quaker Meeting House, remaining on Center Meeting Rd. (Adams Dam Rd. diverges to the right).

0.2

- 98.0 **Continue STRAIGHT** across **Montchanin Rd. (Rt. 100)** at the **STOP sign**. Center Meeting Rd. changes its name to **Smith Bridge Rd.** After you reach the peak of the hill next to the round stone water tower (one of two that supplies Irene duPont's home, where we had lunch yesterday), the **road drops down the hill about 1 mile**, a little steep in places.

1.4

- 99.4 **Cross the Wilmington & Northern RR** in the little village of Granogue at the bottom of the hill (it's still an active rail line and you may encounter a train).

0.5

- 99.9 **Cross** the Brandywine on **Smith Bridge (covered bridge)** and **immediately turn RIGHT** at the end of the bridge onto **Creek Rd.** *CAUTION: "Yield" signs at both ends of this one-lane bridge lead to many "near misses" here!*

1.4

- 101.3 **Follow Creek Rd.** as it **curves sharply to the LEFT**, away from the river, and begins a **1-mile climb**. It changes its name to Ramsey Rd. at this point.

0.9

- 102.2 **Turn RIGHT** onto **Thompson Bridge Rd. (Rt. 92)** as Ramsey Rd. ends.

0.2

- 102.4 **Turn LEFT** onto **Woodlawn Rd.**

0.4

- 102.8 **Turn RIGHT** onto **Rocky Run Blvd.** You are back!

Friday, June 22

Culture and Countryside in the Brandywine Valley

Today our tour route is actually two tours in one: choose the type of activity and length of tour that suits you best. We've called these two options the *DESTINATION TOUR* and the *SCENIC TOUR*. When you reach Mile 7.7 of the tour route, you can choose which option you want.

If you select the *SCENIC TOUR*, the tour route takes you out through Chester Country's fox hunting country (where there are still groups that ride to the hounds) and your total mileage for the day will be 56, although there is a shortcut at Mile 24.5 of the tour route that allows you to shave 15 miles off this total..

If you choose the *DESTINATION TOUR*, you will have time to visit some of the local attractions in this area. When you are finished, either proceed with the *SCENIC TOUR* route from this point or retrace your outbound route back to the hotels, as you prefer.

If you choose the *DESTINATION TOUR*, here are some of the more notable places to visit, along with directions on how to get there from Mile 7.7 of the tour:

- **Brandywine Battlefield** - Turn right onto US Route 1 North and drive 2½ miles to Brandywine Battlefield, site of an important Revolutionary War battle. The battlefield park is on your left as you head north. *Tour members receive \$1.50 discount on admission.*
- **Brandywine River Museum** - The entrance is off Station Way Rd. (see the direction at Mile 7.5 in today's Mile-by-Mile). This museum showcases the work of three generations of the Wyeth family: N. C., Andrew and Jamie. In addition, the museum also displays work of other significant artists with an emphasis on the "Brandywine School." There is a dining room in the museum, but access is limited to those visiting the museum.
- **Chaddsford Winery & the Chadds Ford Antique Mall** - Turn left onto Rte. 1 South and drive about 2 miles. These spots are on your left (you will have to go beyond and make a U-turn to get to them).
- **Longwood Gardens** - Turn left onto Rte. 1 South and drive about 4 miles. In case you did not get a chance to visit Longwood on Tuesday evening, you might want to spend some time visiting this former duPont family estate, whose 1,050 acres and 20 indoor gardens are considered by many to be the world's preeminent formal gardens. (Our tour route today takes us right past Longwood at mile 42.7, although you are likely to find there isn't time to visit by the time you get there via the tour route.)

Check the brochures in your tour bag for more information about these places.

The Brandywine Valley

The "Brandywine Valley" refers to the region surrounding the Brandywine Creek as it flows through southeastern Pennsylvania and northern Delaware on its way to the Delaware River. First settled by the Swedes, and then Quakers, the area is home to working farms, beautiful expanses of open rolling land, grist mills, covered bridges, Quaker Meeting Houses, an historic battlefield, and many beautiful and amazing museums.

In the Pennsylvania portion of the valley, you can visit the Brandywine Battlefield Park where the British and Americans fought a major battle in 1777 (described in the article “The Battle of the Brandywine,” included elsewhere in this section of the tour book). The park’s visitor center tells the story of the battle, and you can tour Washington’s Headquarters and Lafayette’s quarters.



If you’re interested in expansive formal gardens, greenhouses and horticulture, Longwood Gardens (*left*) beckons. Pierre S. duPont purchased the property in 1906 to preserve a particularly fine stand of trees threatened by lumbering and used it as his country home for the rest of his life. Just as Winterthur’s Henry Francis duPont had a passion for American furniture, Pierre S. duPont had a passion for horticulture and fountains.

Named in 1999 by *National Geographic Traveler* as one

of America’s “50 Places of a Lifetime,” Longwood is synonymous with horticulture. More than 11,000 types of plants grow on the 1,050-acre property, including four acres under glass in the Conservatory. The late Pierre S. du Pont, Longwood’s founder, considered a garden the perfect backdrop for theater; this legacy continues with an extensive performing arts program, fountain shows, and special events.

Our tour route takes us right past the Brandywine River Museum, where works by the Wyeth family (N.C., Andrew, Jamie, Peter Hurd and others) can be seen, along with the work of other noted artists of the Brandywine School such as Howard Pyle and Frank Schoonover. (Tom Marshall’s short appreciation of “the Wyeths of Chadds Ford” gives you a thumbnail sketch of this illustrious family; it’s included immediately after this introduction.)

Andrew Wyeth, quite possibly America’s most famous living artist, lives not far from the museum, and he and his son, Jamie, are often spotted having breakfast at Hank’s Café, which we pass just after we cross US Route 1. (The story is told hereabouts of the tourist who inquired of the waitress whether Andrew Wyeth was in the café at the time. When she replied that he almost never came in, he was most disappointed – all the while sitting next to Wyeth at the next table.)

Of course, the Delaware section of the Brandywine Valley has outstanding museums as well. We drove through the Winterthur estate (*right*) on Monday morning, but today is a great opportunity to visit the museum itself,



generally regarded as the world's definitive collection of American furniture and decorative arts between 1640 and 1860.

A visit to Winterthur, where Henry Francis duPont's home displays 175 rooms of priceless furniture and furnishings, is a must for those who have an interest in American antiques. Visitors also enjoy strolling through the sixty acres of gardens or taking the narrated tours via the garden trams. (Winterthur is the opposite direction from today's tour, but if you select the *DESTINATION TOUR* option described above, you can easily visit Chadds Ford and then still have time to steam back to Winterthur for a visit.)

Just a few miles south of Winterthur lies the Hagley Museum and Library, which we visited on Wednesday. If, for some reason, you were unable to get to Hagley that day, you owe it to yourself to see their displays of American industrial history presented in the setting of the DuPont Company's first black powder mills.

Hagley is where the company started operations, and this beautiful and serene spot on the banks of the Brandywine is home both to the elegant *Eleutherian Mills*, the first home of the duPont family, and to the powder works where the family fortune was made the hard way.

If you choose the *SCENIC TOUR*, you'll be driving through hunt country. The Brandywine Valley has been home to several hunt clubs over the years, and a few still ride to the hounds. Much of the area we steam through today has yet to suffer the blight of unchecked

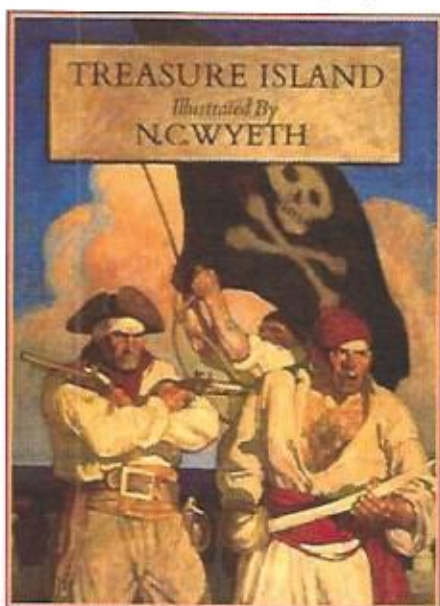


development. There are no particular sights to see or places to visit on this tour, just miles and miles of verdant green pastures and rolling farmland with small villages scattered throughout.

Please note that lunch options are quite limited today because the area through which the *SCENIC TOUR* runs is not heavily developed. The Mile-by-Mile mentions a few places, most notably Hank's Cafe (Mile 7), Simon Pearce (Mile 11), the Northbrook Country Market (at Mile 21) and The Whip Tavern (at Mile 30).

THE WYETHS OF CHADDS FORD

Passing through the tiny tourist village of Chadds Ford, where Route 100 crosses U.S. Route 1, on Friday's tour, you are passing the homes and studios of three generations of Wyeths, famed artists of the 20th century. While not officially a "Wyeth museum", the Brandywine River Museum, housed in an old mill along the Brandywine, always has some of the Wyeth family's paintings on display.



Newell Convers Wyeth (1882-1945) was, along with several others including Stanley Arthurs and Frank Schoonover, a student of Howard Pyle (1853-1911), who established the Brandywine School of artists. N. C. Wyeth and Maxfield Parrish, who did the painting above Irene duPont's Aeolian Organ, were prominent illustrators of children's books in the 1920's and '30's. It is said that Wyeth, as a young artist, was asked to submit a painting of the Village Blacksmith for use on the cover of the Saturday Evening Post. Wyeth was proud of his painting, but the Post rejected it. Inquiring why, he was told it was incorrect in one detail: he had shown the blacksmith with his sleeves rolled up in the usual way. He was informed that a blacksmith always rolled his sleeves IN, not OUT, as sparks could set his shirt on fire.

At the end of World War II, N. C. Wyeth was struck and killed by a train on a grade crossing near his home at Chadds Ford. The Wyeths had two sons and four daughters, and all except son Nathaniel, who invented disposable soft drink bottles for the DuPont Company, were artists. Another son, Andrew, is world-renowned as a naturalist painter of people and landscapes. Almost all his scenes are from the area around Chadds Ford or from his home on the coast of Maine. Andrew Wyeth will be 90 this July. His home is in the meadow off Route 100 about a mile north of the village. His son, Jamie, a young artist in the 1960's, was commissioned to do an official portrait of Lyndon B. Johnson for the White House.



"Christine's World" (left) is perhaps Andrew Wyeth's most recognized painting. Jamie Wyeth's "Portrait of Pig" is one of the most popular pieces on display at the Brandywine River Museum in Chadds Ford.

Chadds Ford, which we pass through on Friday's tour, was the site of the American Revolution's largest single-day battle, The Battle of the Brandywine. The excellent article below, taken from the ushistory.org website, tells what happened on that September day in 1777 and why it was important in the course of the war.

The Battle of the Brandywine

September 9, 1777

Washington Prepares Defenses

Philadelphia, the capital of the newly formed nation, was the goal of British General Howe during the campaign of 1777. The British approached Philadelphia from the Chesapeake, landing at Head of Elk, Maryland (present day Elkton).

As the British began their march toward the city, Washington and the people of Philadelphia were confident that the British could be stopped. Washington chose the high ground in the area of Chadds Ford to defend against the British advance. Chadds Ford allowed safe passage across the Brandywine River on the road from Baltimore to Philadelphia.

On the morning of September 9th Washington placed his troops along the Brandywine River to guard the main fords. By placing detachments of troops at Pyle's Ford — the southernmost possible crossing of the river — and Wistar's Ford — the northernmost crossing of the river before it forked — Washington hoped to force a fight at Chadds Ford, an advantageous position.

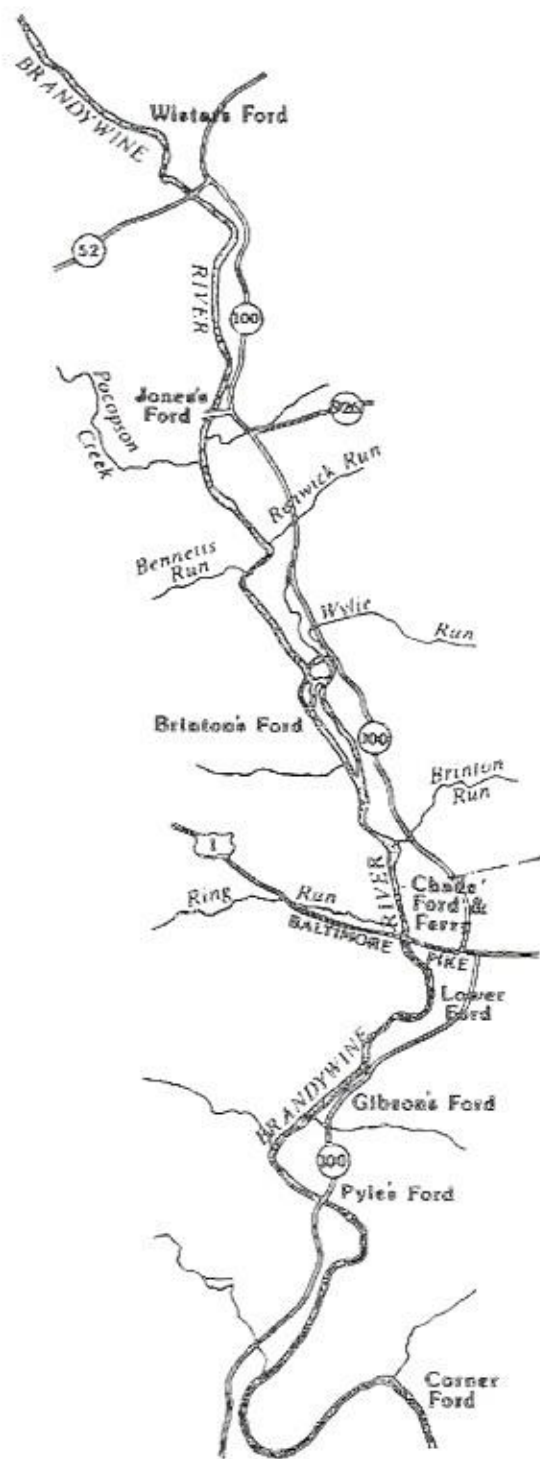
Washington believed that he had all of the fords along the Brandywine guarded by his troops and that the closest unguarded ford was twelve miles up-river. Washington was confident that the area was secure.

The British grouped at nearby Kennett Square and formulated a plan. A portion of the British army was to march from Kennett Square as if they intended to meet Washington on the banks of the river at Chadds Ford. Meanwhile, the majority of the army under Howe's direction would march north of Wistar's Ford, cross the river at a ford unknown to Washington, and march south into the flank of the American forces. Superior tactics and better knowledge of the area allowed the British to outwit Washington and his army.

September 11, 1777

The Day of the Battle

The day of the battle began with a heavy fog which blanketed the area, providing cover for the approaching British troops. When the fog cleared, the sun blazed and the heat was sweltering. The



Battle of the Brandywine

first reports of British troop movements indicated to Washington that Howe had divided his forces. Subsequent reports both confirmed and denied this report.

In the confusion Washington persisted in the mistaken belief that the British were sending their entire force against his line at Chadds Ford. Meanwhile, Howe and the majority of his force continued their approach. By mid-afternoon the British had crossed the river at the unguarded ford to the north of Washington's force and they had gained a strategic position near Birmingham Friends Meeting House.

When the British appeared on the American right flank, Washington realized that he had been outmaneuvered. He ordered his army to take the high ground around Birmingham Friends Meeting House as a last defense. Unfortunately, in the confusion caused by the surprise, the Americans were unable to successfully defend their position. The Americans fought valiantly, but they had been outwitted on the rolling hills along the Brandywine.



Nightfall finally brought an end to the battle. The defeated Americans retreated to Chester. The bulk of the army arrived by midnight with the remainder trickling in until dawn.

General Howe's exhausted men camped on the battlefield and the surrounding countryside including the farmyards of Benjamin Ring and Gideon Gilpin. British Captain John Andre wrote in his journal, "Night and the fatigue the soldiers had undergone prevented any pursuit."

September 26, 1777

The Result: The British Take Philadelphia

Although the American army was forced to retreat after the Battle of Brandywine, the defeat did not demoralize the men. They believed the defeat was not the result of poor fighting ability but rather because of unfamiliarity with the landscape and poor reconnaissance information.

During the next several days, General Howe and his Army moved closer to Philadelphia with little opposition from Washington. The two armies maneuvered in hopes of finding the other at a disadvantage, but no decisive military actions were taken during the next two weeks. Congress abandoned Philadelphia and moved first to Lancaster and then to York to escape before the British takeover. Important military supplies were moved out of the Philadelphia area to Reading, Pennsylvania, where they could be defended. Washington responded cautiously after the battle. The impending loss of Philadelphia hurt the patriot cause, and Washington's force had dropped from a high of nearly 15,000 prior to the battle to only 6,000.

Washington wrote to Alexander Hamilton on the 22nd, "The distressed situation of the army, for want of blankets and many necessary articles of clothing, is truly deplorable, and inevitably must bring destruction to it, unless a speedy remedy is applied." Local leaders did what they could to supply the army with food and clothing. Reinforcements sent by Congress began to arrive, and Washington felt the army was sufficiently ready to mount an attack. However, it was too late to save Philadelphia, for on September 26th a column of British soldiers marched into the patriot capital unopposed.

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Services Miles Directions/Landmarks

Start on Rocky Run Blvd. at Woodlawn Rd. - Kohl's should be ahead of you on the right. The restaurants' back parking lot (our main trailer location) should be on your immediate right.

0.0 **Turn LEFT** onto **Woodlawn Rd.** (heading away from Rt. 202)

0.4

0.4 **Woodlawn Rd. ends. Turn RIGHT** onto **Thompson Bridge Rd.**

0.2

0.6 **Turn LEFT** onto **Ramsey Rd.** This turn is easy to miss; the road sign is obscured by foliage. *Watch for the turn at the white fence on your left just as Thompson Bridge Rd. makes a somewhat sharp bend. If you get to the intersection where Thompson Bridge Rd. dead ends into Beaver Valley Rd., you've missed the turn and should come back.*

Proceed down Ramsey Rd. and **drop down 1-mile long hill**, a little steep in places. Name changes to Creek Rd. At the bottom of this hill, the **road curves sharply right** and you will be driving along the Brandywine River.

1.7

2.3 **Road ends; turn LEFT** onto **Smith Bridge Rd.** and cross a **covered bridge**. **CAUTION:** *"Yield" signs at both ends of this one-lane bridge lead to many "near misses" here! Begin a 1-mile climb, somewhat steep in places, as you ascend from the river.*

1.4

3.7 **Turn RIGHT** onto **Montchanin Rd. (Rt. 100)** at the 4-way **STOP sign**. Follow Rt. 100 as it **drops (a bit steep in places) for about a mile**. *Pass Twaddell Mill Rd. in about 3/4 mile, remaining on Rt. 100.*

2.4

6.1 **Bear LEFT** immediately after you cross the **Brandywine**.

1.1

7.2 **Bear LEFT** where a small lane diverges to the right.

0.3

7.5 **Turn LEFT** onto **Station Way Rd.** (**Brandywine River Museum** is straight ahead.)

0.2

7.7 **Continue** on **Station Way Rd.** as it makes a **sharp RIGHT** turn. Proceed to the traffic light at the intersection with Rt. US 1. If you are taking the Scenic Tour (see today's introduction), **continue STRAIGHT** across Rt. 1 and stay on **Rt. 100 (Creek Rd.)**.

W G

Possible water stop: Sunoco gas station.

- F** Options for lunch: WAWA convenience store (before you cross Rt. 1; there's a picnic area about 4 miles ahead). Hank's Café (just after you cross Rt. 1, popular with locals, including members of the Wyeth family). If you visit the Brandywine River Museum, you can eat in their visitor dining room.

0.2

This is where you can choose the **DESTINATION TOUR** or the **SCENIC TOUR** (see the introduction to today's tour route). The **SCENIC TOUR** continues for another 48 miles beyond this point (you can shorten it to 33 if you choose the shortcut).

Directions below are for those taking the **SCENIC TOUR**.

- 7.9 The house on right was built by John Chads, for whom the village of Chadds Ford is named, about 1725. (We don't know where the second "d" came from.) Chads' widow is said to have watched the movements of Continental and Hessian troops from the attic window of this house during the Battle of the Brandywine (September 11, 1777). The widow Chads hid "her silver spoons dailey in her pocket" as the American Revolution was fought around her.

2.4

- 10.3 **Turn LEFT** onto **Rt. 926 (W. Street Rd.)** at the **STOP** sign and **cross** the **bridge** over the Brandywine.

0.4

- K W** 10.7 **Turn RIGHT** at the **LIGHT** onto **Pocopson Rd.** After the turn, the second building just ahead on the right ("Brandywine Hardware & Farm Center") has water and kerosene (6-ft hose). We will also pass the very handsome Wilmington & Norther RR station in Pocopson.

0.9

- F** 11.6 **Turn RIGHT** at the **STOP** sign onto **Rt. 52 (Lenape Rd.)**. Simon Pearce, ahead on your right, has an elegant restaurant and gift shop featuring their hand blown glass. Continue ahead, crossing the Brandywine again.

0.2

- 11.8 **Turn LEFT** onto **Rt. 52 & Rt. 100 (rejoin Creek Rd. again after you cross the river)**.

0.3

- 12.1 **Bear LEFT** onto **Creek Rd South** opposite the small electric substation on your right. Leave the main road (Rt. 52 - Lenape Rd.); it continues on to the right. If you find yourself heading up a hill, you just missed the turn.

1.1

- 13.2 **Turn LEFT** onto **Rt. 842 (Bridge Rd.)**, leaving Rt. 52 (Creek Rd.). Cross the creek just after you turn. This turn is not obviously marked; look for a sign just past the entrance to the housing development on the right.

0.9

FRIDAY

- 14.1 **Bear RIGHT** onto **N. Wawaset Rd.** just before Bridge Rd. crosses the creek again. If you cross the bridge, you've just missed Wawaset Rd.

1.7

- 15.8 **Continue STRAIGHT** through the **STOP sign** on **N. Wawaset**, which changes name to Northbrook ahead.

0.3

- 16.1 **Turn SHARP LEFT** onto **Rt. 162 West (Strasburg Rd.)** at the **STOP sign** - *this is almost a U-turn.*

1.0

- 17.1 **Turn LEFT** onto **Telegraph Rd. (Rt. 162 West)**. You'll see a golf course on your right about 3/10 mile after you turn onto Telegraph Rd.

0.8

- 17.9 **Turn LEFT** onto **Groundhog College Rd.** *CAUTION: very narrow road - go slow! (No, we don't know how it got that name. A good opportunity to exercise your creativity and come up with a story.)*

1.1

- 19.0 **Turn LEFT** onto **Warpath Rd.** (Groundhog College Rd. ends). *Use CAUTION crossing one-lane bridge 1/2 mile after you turn. (Perhaps we should be grateful that the groundhogs are going to College and not on the Warpath.)*

0.6

- 19.6 **Turn RIGHT** onto **Broad Run Rd.** at **STOP sign** (Warpath Rd. ends).

0.2

- 19.8 **Turn RIGHT** onto **Northbrook Rd.** at **STOP sign** (Broad Run Rd. ends).

0.7

- 20.5 **Cross** a one lane "up and over" **bridge**, then **bear RIGHT** after crossing the bridge, **following the double yellow line** (opposite Northbrook Farm). The bridge is about 2/10 mile after you pass "Castle Rock Farm" (on the right). *Use CAUTION: very poor visibility at this bridge.*

0.2

- 20.7 **Bear LEFT**, remaining on **Northbrook Rd.** **Cross the railroad** at Northbrook Canoe Co. and continue up the hill. *The railroad crossing is rough!*

0.7

- 21.4 **Turn RIGHT** at the **STOP sign** onto **Rt. 842 West (Wawaset Rd.)**

F W

Just after you turn onto Rt. 842 West, you will see **Northbrook Country Market** on your **right**. This is a good stop for lunch, apple cider donuts, hand dipped ice cream, etc. This fieldstone barn built in the mid 1850's was the center of a fruit orchard from 1912 to 2001, after which it was renovated and turned into a country market. The fieldstone house to the right of the barn operated as an inn during the mid-1800s. (If you stop at the market, turn right when leaving their drive and continue west on Rt. 842.)

3.1

- W 24.5** Wawaset Rd. ends at T-junction with Rt. 82 (W. Doe Run Rd.) in Unionville. *If you need water, turn LEFT to visit the fire station; they will have a hose available. They have requested that we take care not to block their emergency vehicle doors or driveway.*

At this point you can select how you want to return to the hotels -- via the Shortcut or the Full Route.

SHORTCUT: You can **cut about 15 miles** from the remaining tour by turning **LEFT (South) onto Rt. 82** at this point. *Refer to "Shortcut Route Directions" at the end of today's mile-by-mile directions.* Your total mileage for the day using the shortcut will be about 41.

FULL ROUTE: If you want to **take the full route**, turn **RIGHT (North) onto Rt. 82** here. Your total mileage for the day via the full route will be about 56.

Continue with directions below to take the FULL ROUTE (day's total: 56 miles).

From the T-junction (above), **turn RIGHT** onto **Rt. 82 North (Doe Run Rd.)**. Just 1/2 block beyond this intersection, **continue STRAIGHT** on **Rt. 82** as **Rt. 162** diverges to the right. Then **continue on Rt. 82** when **Rt. 841** diverges about 1/4 mile ahead. *We are entering Hunt Country, watch for horses & hounds.*

2.6

- 27.1** **Continue STRAIGHT** at the **STOP sign** where **Newark Rd.** crosses Rt. 82 north.

2.2

- 29.3** **Turn LEFT** onto **Chatham Rd. (Rt. 841 south)** at the 3-way **STOP sign**. This is called "blow-horn-corner"; a sign on the building will tell you why. Shortly after you turn, Chapel Rd. goes off to the right, but we **continue STRAIGHT** on Rt. 841 (Chatham Rd.)

0.9

- 30.2** **Bear RIGHT** on **Rt. 841 (N. Chatham Rd.)** where Thouron Rd. diverges. This is just after you make a reverse curve (right, then left) and cross a bridge,

0.3

- 30.5** **Bear LEFT** where **Springdell Rd. diverges** to the right. *The small English-pub-style tavern on the corner -- "The Whip" -- serves lunch until 4:00. Parking and seating is limited, and the pub is likely to be quite busy until about 1:30.* Continue past the tavern and **follow Rt. 841**, which curves sharply left in about 1/10 mile (Hilton Rd. diverges; do not take it). Follow Rt. 841 for another 2.3 miles, during which you will pass Wertz Rd. (it diverges to the right) and cross Greenlawn Rd.

2.4

FRIDAY

- 32.9 **Continue STRAIGHT** on Rt. 841 where it crosses Rt. 842 (Hood Rd./Clonmell Upland Rd.). Drop down for the next 3/4 mile.

0.8

- 33.7 **Turn LEFT** (east) onto Rt. 926 (Street Rd.); *the downhill grade lasts for 1 1/2 miles.* You will cross Lamborntown Rd. along the way.

3.0

- 36.7 **Turn RIGHT** onto Newark Rd. at the T-intersection, then **immediately turn LEFT** onto Rt. 926 (Street Rd.), which continues east. About a mile after this turn, you'll pass the New Bolton Center (on the right). This facility treated last year's Kentucky Derby winner, Barbaro, after the disastrous accident at the Preakness which led to the end of his racing career and, ultimately, his life. The open countryside gradually becomes more populated as you approach Willowdale ahead.

3.0

- F G W** 39.7 **Turn RIGHT** onto Rt. 82 south (Unionville Rd.) at the traffic **LIGHT** in Willowdale. The Landhope convenience store on the opposite corner may be a possible water stop.

IF YOU ARE FOLLOWING THE SHORTCUT HOME... REJOIN TOUR ROUTE & FOLLOW INSTRUCTIONS FROM HERE: You are already on Rt. 82 (Unionville Rd.) Go straight through the light, continuing on Rt. 82 south.

0.6

- 40.3 **Turn LEFT** onto E. Locust Lane. The turn is just after you pass Corman Dr. (on the right); the Kennett Square Golf & Country Club is on the corner where you turn.

0.7

- 41.0 **Cross Walnut Rd.** and continue **STRAIGHT**. Locust Lane becomes Longwood Rd.

0.7

- 41.7 **Cross School House Rd.** and continue **STRAIGHT** on Longwood Rd.

0.6

- 42.3 **Continue STRAIGHT** at the **triangle intersection** where **Conservatory Rd.** diverges to the left. Remain on **Longwood Rd.** The Longwood picnic area is about 1/10 mile ahead on the right. *The entrance to Longwood Gardens is just beyond Greenwood Rd. (ahead) on the left.*

0.4

- W** 42.7 **Turn RIGHT** onto **Greenwood Rd.** just after passing the cemetery on your right. The Longwood Fire Co. is immediately after this turn (possible water stop).

0.2

- 42.9 **Continue STRAIGHT** across E. Baltimore Pike (Rt. 1) at the traffic **LIGHT**, remaining on Greenwood Rd. and making a **RIGHT** at the **STOP sign (T-intersection)** about 500 feet beyond. (You will still be on Greenwood after making the right turn.)

1.2

- 44.1 **Turn RIGHT** onto **Hillendale Rd.** (Greenwood Rd. ends; there is a Grange Hall on the left corner).

0.5

- 44.6 **Continue STRAIGHT** at the "7 Way" **STOP** sign and continue through the **one lane underpass** just ahead. This is the only 7-way stop you are likely to see this week (or ever, perhaps); if you pause here, you can actually count all 7 stop signs at this intersection.

0.8

- 45.4 **Turn LEFT** onto **Bayard Rd.** *This turn is located just on the far side of the DO NOT ENTER sign.*

0.7

- 46.1 **Turn LEFT** onto **Old Kennett Rd.** (T-intersection where Bayard Rd. ends; next to the McMansions). *As you proceed up Old Kennett Rd., you will pass Burnt Mill Rd., Center Mill Rd., Snuff Mill Rd. (on the right and then on the left) -- they sure do like their "Mill" roads in these parts! Then you'll pass Ashland Clinton School Rd. (on the right, just after the second Snuff Mill Rd.) and Way Rd. (also on the right).*

2.9

- 49.0 **Turn LEFT** at the 4-way **STOP** sign onto **Owls Nest Rd.**

0.8

- F** 49.8 **Cross Rt. 52 (Kennett Pike)** at the **STOP sign**. *This is a busy road; cross with care. This is the village of Centerville, DE. There are several upscale shops along Kennett Pike. Perhaps the best known place in Centerville is Buckley's Tavern (a short block up to your left on Rt. 52), a very popular restaurant with a colonial tavern motif.*

After you cross, the road becomes Twaddell Mill Rd. and you **begin a long descending grade (over a mile)**. *CAUTION: this is a very narrow road with no shoulders.*

1.4

- 51.2 **Turn RIGHT** onto **Rt. 100 (Montchanin Rd.)** as Twadell Mill Rd. ends. *Begin to climb; the grade is nearly 1 mile long.*

1.0

- 52.2 **Turn LEFT** onto **Center Meeting Rd.** at the 4-way **STOP sign**. Shortly after you turn, you'll pass a round, stone water tower next to the road. This is one of two such towers that supply water to Granogue, the estate which we visited Wednesday. This water tower sits at the crest of a significant hill. **Descend for over a mile** to the Brandywine.

0.9

- 53.1 **Cross** the **Wilmington & Northern RR line**. This little settlement is Granogue, and there was a station stop here in days gone by. As you approach the covered bridge ahead, you will be able to see the large home on the top of the hill on your right.

0.4

FRIDAY

- 53.5 **Cross Smith's Bridge over the Brandywine.** Use *CAUTION* - there are *YIELD* signs at both ends of the bridge, leading often to confusion when cars approach both ends at simultaneously. Turn **RIGHT** onto **Creek Rd.** immediately after you leave the bridge.

0.8

- 54.3 **Creek Rd.** makes a 90-degree **turn to the LEFT** and becomes Ramsey Rd. Begin a **1-mile climb** as you leave the Brandywine behind.

1.0

- 55.3 **Turn RIGHT** onto **Thompson Bridge Rd. (Rt. 92)** as Ramsey Rd. ends.

0.1

- 55.4 **Turn LEFT** onto **Woodlawn Rd.**

0.4

- 55.8 The intersection with **Rocky Run Blvd.** marks the end of today's route.

SHORTCUT ROUTE DIRECTIONS (Approx. 41 miles total for the day)

If you elected the **SHORTCUT** at mile 24.5, follow the directions below.

- W** 24.5 **Turn LEFT** (south) onto **Rt. 82 (Doe Run Rd.)** at the T-junction where Rt. 842 (Wawasett Rd.) ends. You will pass the fire station on your right shortly after turning.

0.6

- 25.1 **Turn RIGHT** at the **traffic circle** and follow **Rt. 82 (Unionville Rd.)** south.

1.2

- F G W** 26.3 **Continue** straight on **Rt. 82 (Unionville Rd.)** south at the traffic light where Rt. 82 meets Rt. 926 (Street Rd.) in Willowdale. The Landhope convenience store on your left has gasoline and water.

At this point, follow instructions from **Mile 39.7**: proceed down **Rt. 82 (Unionville Rd.)**, following further instructions from that point.

FRIDAY Blow Down Banquet

Miles Directions/Landmarks

The mile-by-mile directions take you to tonight's dinner location via Rt. 202 (Concord Pike). This is not the shortest route, but it is the simplest. If you want to save a couple of miles, do this instead:

- A. Take Woodlawn Rd. from our hotels to Rt. 92 (Thompson Bridge Rd.).
- B. Turn **LEFT** and take Rt. 92 to Rt. 100 (Montchanin Rd.) at the 4-way STOP.
- C. Continue **STRAIGHT** onto Rt. 100 and follow it past Buck Rd. (where we turned to go to Hagley on Wednesday) but do not turn on Buck Rd.
- D. Continue another 1/2 mile on Rt. 100 to the traffic light (Rt. 141).
- E. Turn **RIGHT** onto Rt. 141 and follow the directions below starting at mile 6.3.

0.0 **Start out** on **Rocky Run Blvd.** in front of the Courtyard by Marriott, **headed toward Rt. 202** (the hotel will be on your right). *If you are starting from the Quality Inn and Suites, just drive out the front entrance of your hotel onto Rt. 202 and turn right.*

0.1

0.1 **Turn RIGHT** at the traffic **LIGHT** onto **Rt. 202 south (Concord Pike).**

2.2

2.3 **Turn RIGHT** at the traffic **LIGHT** onto **Rt. 141 (Powder Mill Rd.)** The Astra Zeneca corporate campus is on the corner.

1.9

4.2 **Bear RIGHT** at the traffic **LIGHT** onto Barley Mill Rd. at the entrance to DuPont Experimental Station, continuing on Rt. 141 across a very high bridge over the Brandywine.

2.1

6.3 **Turn RIGHT** at **Rt. 48 (Lancaster Pike).**

1.9

8.2 **Turn LEFT** at the **LIGHT** onto **Hercules Rd.** just after you cross the Wilmington & Western RR track.

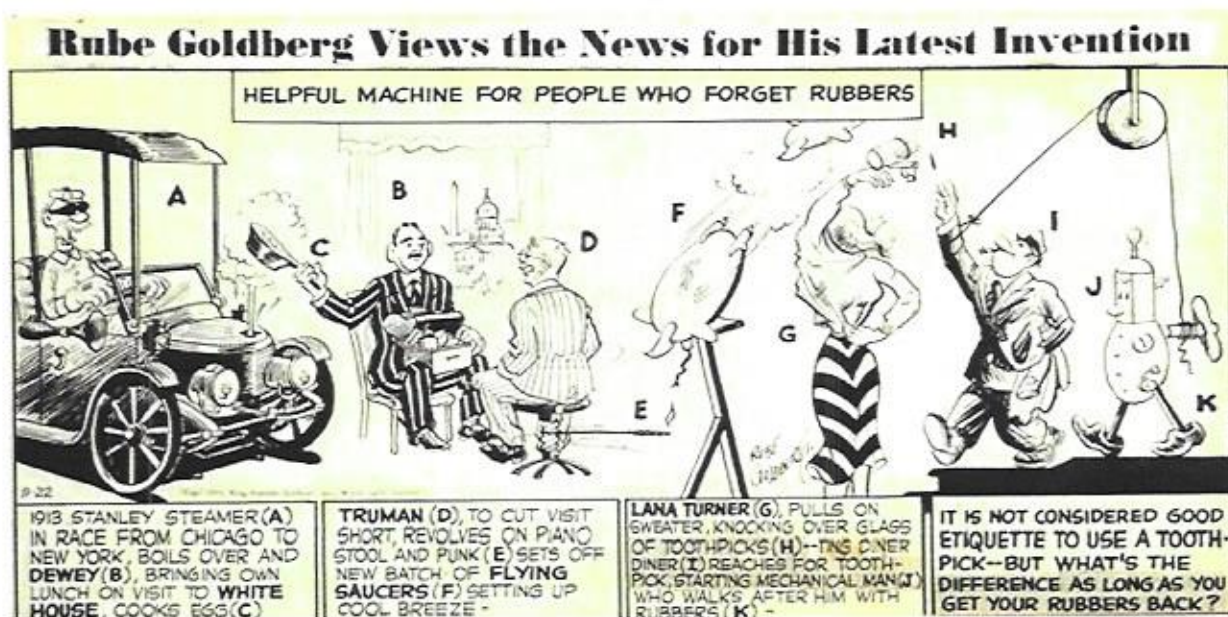
0.3

8.5 **Turn LEFT** into the **Delaware National Country Club drive** (also Hercules, Inc. site). Just after you turn in, **turn LEFT again** and follow this drive around to the right. The building on your left overlooking the golf course (about 2/10 mile ahead) is the site of our banquet.

RETURN TO HOTELS VIA THE SAME ROUTE

FRIDAY Blow Down Banquet

- 0.0 Turn RIGHT** onto **Hercules Rd.** after winding your way out of the Country Club grounds. (From the club house, the drive curves around to the left, then to the right before ending at Hercules Rd.)
- 0.3**
- 0.3 Turn RIGHT** at the traffic **LIGHT** onto **Rt. 48 (Lancaster Pike)** and proceed down the hill to cross the railroad.
- 1.9**
- 2.2 Turn LEFT** at the traffic **LIGHT** onto **Rt. 141 (Centre Rd.)**
- 2.1**
- 4.3 Turn LEFT** at the **LIGHT** just at the end of the high bridge across the Brandywine. (Both lanes turn left here, at the entrance to the DuPont Experimental Station.)
- 1.9**
- 6.2 Turn LEFT** at the traffic **LIGHT** onto **Rt. 202 north (Concord Pike).**
- 2.2**
- 8.4 Turn LEFT** at the traffic **LIGHT** onto **Rocky Run Blvd.** The hotels are on the left. *If you are returning to the Quality Inn instead, look for the U-turn lane on the left just after you pass Silverside Rd. (about 1 3/4 miles after you turn onto Rt. 202).*



"Small World" Department: FAHP volunteer Kelly Williams came across this September 22, 1951 cartoon by the renowned Rube Goldberg. It features, of all things, a 1913 Stanley Steamer. Today, this same car is owned by FAHP member Bob Reilly. The 1913 Model 65 "competed" against a 1908 Stoddard Dayton in a race from Chicago to New York in September, 1951. The Stanley won in a neck-and-neck finish going up Broadway -- obviously staged, but a victory nonetheless.