

DAY Seventy-Nine Airville PA to Baltimore Maryland

Oct28 Sunday D95.88km M 47.4 A 14.1 T AT6h45 total 6487.8 km

Wind some from the north east Road meanders so not much of an influence, but didn't hold us up

Temp 67F 15C Sunny but wind is a little cool

Road Condition Really stiff up hill away from the river from the campsite. Great rolling quiet roads and then hiway when we turned toward Baltimore. Good route into town. Too short a daylight to make the State Park.

Food: Breakfast at the Owens We had Corn Pancakes....{Jiffy corn Muffin Mix} very good Fran said her mother used to make them from scratch of course but this was a quick method.... I will see if we have this mix at home Really yummy!

Lunch

Supper

Accommodation: International Hostel in Baltimore MD

Overall: The day seemed to go on and on, but not the light! Raced our way to the GPS point for the Baltimore hostel in downtown hoping that it still existed, before the dark. Glad it did and they had a room.... Not a private room exactly, 6 bunk beds, but we were the only ones in it so we could spread out our stuff and not worry about noisy snoring or coming and goings of others. Seems to be about 12 people at least in the hostel, but not with us. Ken doesn't really like the m but he sure seemed to enjoy the others here tonight! Talking in the kitchen.

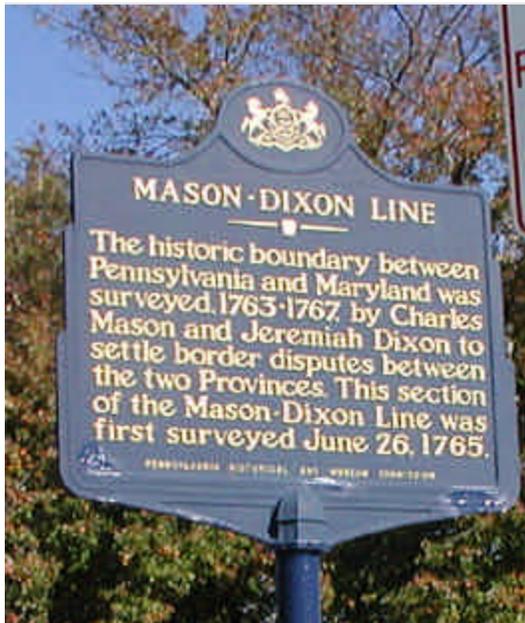


HILLS HILLS AND HILLS

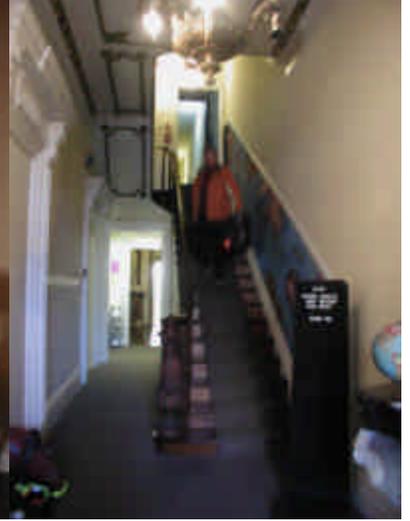


Baltimore MD Day 79 – Oct 28 Patapasco Valley SP CG 115.6k 96km Baltimore IHoste

0.0	Depart Otter Creek CG on SR-425 [Furnace Rd] (South)	7.3 km	
7.3	Bear LEFT (South) onto SR-74 [Delta Rd]	9.3 km	
16.6	Turn RIGHT (South) onto SR-74 [Delta Byp]	6.4 km	23.0 Entering Maryland
23.0	Bear RIGHT (South) onto SR-165 [Pylesville Rd]	8.5 km	
31.4	Bear LEFT (South) onto SR-24 [Rocks Rd]	4.5 km	
36.0	Bear RIGHT (West) onto Rocks Chrome Hill Rd	1.6 km	
37.5	At 1198 Chrome Hill Rd, Jarrettsville, MD 21084, turn RIGHT (West) onto Chrome Hill Rd		
40.1	Turn LEFT (East) onto Old Federal Hill Rd	0.9 km	
41.0	Bear RIGHT (North-West) onto W Jarrettsville Rd	3.2 km	
44.2	Continue (West) on SR-23 [Norrisville Rd]	0.5 km	
44.7	Bear LEFT (South) onto Schuster Rd	2.8 km	
47.6	Turn LEFT (South) onto SR-146 [Jarrettsville Pike]	0.2 km	
47.8	Turn RIGHT (West) onto Houcks Mill Rd	4.7 km	
52.5	Turn LEFT (South) onto SR-562 [Old York Rd]	0.7 km	
53.2	Continue (South) on Old York Rd	2.0 km	Take the alternate Chesapeake Bay route
55.2	LEFT on Manor Rd	6km	Sweetaire [NS]
59.2	Right on Dudley Valley Rd	2km	
60	Turn Lt on Loch Raven Rd Follow the Reservoir around to Towson		
65	Right on Providence Rd at T		
68	Right on Semenary Ave		
73	Left on Bellona Ave		
74	Left on Charles St SR 139		
81	BALTIMORE CITY Right on Lake 16km		
	Left on Roland Ave changes to University Pkwy, to St Paul St go to where Lombard and go to Hostel		
95	Cathedral and Mulbury St Excellent \$25 ea + \$3 if you are not a member		



The road along the reservoir was closed for roller bladders, walkers, cyclists, etc... then we saw why it was really closed was for a huge tree that had fellen on the road... they did let us go under it which saved us going back and around. Nice to see that the locals were out with family and friends using this opportunity on a nice sunny warm Sunday afternoon.



The Baltimore hostel was right downtown, but very secure. Was a private home originally in 1867.

DAY Eighty Can you believe it! And still Peddling!

Baltimore Maryland to Washington DC

Oct29 Monday D72.32km M 45.4 A 14.5 T5h A7h45 total 6560.1 km

Wind none 2 days in a row!

Temp Low was 37F ;up to 12C today Not warm enough to take off my fleece coat, but sweating on the uphill

Road Condition What a great route. We didn't take the Adventure cycle route, but used a Maryland bicycle map route Baltimore to DC. It went way more direct and saved us 45km! The route was on quiet roads back and forth over and under the 295 which sounds bad but because of the trees and hills we didn't see the busy road except when we were going over it or under it. The bike trail at the end of the day would have been more enjoyable if we had a map for it Met a young teacher from California who is also touring who let us peruse his map... Really a large trail network.

Food: Breakfast our usual but indoors at the hostel

Lunch La Campechanita Spanish Bakery

Supper simple... bean soup after a hot bath!

Accommodation: Howard Johnson on New York Ave DC

Overall: Well we had a good night at the hostel in Baltimore. Set off 0930 thru some areas I don't think I would want to walk only because my skin isn't tanned enough and the area is foreign to me. Everyone is dressed and going off to work on the bus or in nice cars. We are the ones looking out of place. The houses are in varying states of disrepair, but the yards have mowed lawns and fairly neat yards. We went along a rather muddy river that has flooded some time this fall as they are repairing bridges and roadways. There is "wet areas" in the trees that it is obvious are not usually under water.

The women and girls have the most interesting hairdos from mini braides to kinky pigtails. The boys and men have lots of braids and long hair too. I feel rather plain! We haven't seen a lot of homeless until today. A fellow was sleeping along the hiway in a recliner chair, another asking for money at the grocery....

0.0	Depart Baltimore HI Lt to Cathedral and Mulberry	0.2 km
0.2	Bear right (South) onto N Liberty St	0.3 km
0.6	Continue (South) on Hopkins Pl	0.2 km
0.8	Turn RIGHT (West) onto W Lombard St	0.5 km
1.3	Turn LEFT (South) onto SR-295 [S Greene St]	0.3 km
1.5	Bear RIGHT (South-West) onto Washington Blvd	2.8 km

4.3	At 1911 Hollins Ferry Rd, bear LEFT (South-East) onto Hollins Ferry Rd	5.0 km
9.3	Turn LEFT (South) onto (N) Hammonds Ferry Rd	1.6 km
10.9	Turn RIGHT (West) onto W Nursery Rd	1.1 km
11.9	Turn RIGHT (North-West) onto River Rd	2.0 km
13.9	Turn RIGHT (West) onto Furnace Rd	1.0 km
14.9	Turn LEFT (South-West) onto Race Rd	3.1k m
18.0	Turn LEFT (South-East) onto Hanover Rd	0.2 km
18.2	Bear RIGHT (South) onto Race Rd	1.9km
20.2	Turn RIGHT (North-West) onto Park Circle Dr	0.3 km
20.6	Continue (South) on Coca-Cola Dr	0.8 km
21.4	Turn LEFT (South-East) onto SR-176 [Dorsey Rd]	0.4 km
21.8	Bear RIGHT (South) onto Race Rd	4.4 km
26.1	Turn RIGHT (West) onto SR-175 [Jessup Rd]	0.4 km
26.5	Turn LEFT (South) onto Brock Bridge Rd	3.3 km
29.7	Turn RIGHT (North) onto SR-732 [Guilford Rd]	0.7 km
30.4	Turn LEFT (South) onto Dorsey Run Rd	1.4 km
31.8	Turn LEFT (West) onto Brock Bridge Rd	8.4 km
40.3	Turn RIGHT (North-West) onto Carre Ct	0.2 km
40.5	Continue (South-West) on Montpelier Dr	0.6 km
41.1	Turn LEFT (South) onto Cedarbrook Ln	1.4 km
42.5	RIGHT (West) onto Muirkirk Rd	2.4 km
44.9	LEFT (South-West) onto Old Baltimore Pike	2.0 km
46.9	Continue (West) on Edmonston Rd	3.3 km
51.1	stay on SR-201 [Kenilworth Ave] (South-East)	4.9 km
56.0	At SR-201, Greenbelt, Turn Rt 193	1.5 km
57.4	Turn Left between 2 gasstations across from "Giant" grocery store Go down Quebec st to the bike path Paint branch and North east route Exit off the bike path at Alternate route 1 Turn left on 17 th street continue down to New York	50 m
70.1	Bear RIGHT (East) onto US-50 [New York Ave NE]	0.8 km
70.8	Arrive Howard Johnston Hotel 202 546-9200 600 New York Ave	

Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand, wine in the other, body thoroughly used up, totally worn out and screaming 'WOO HOO what a ride!'



DAY Eighty-ONE and 82 Washington DC

Oct30 &31 Tuesday- Wednesday Walking walking walking

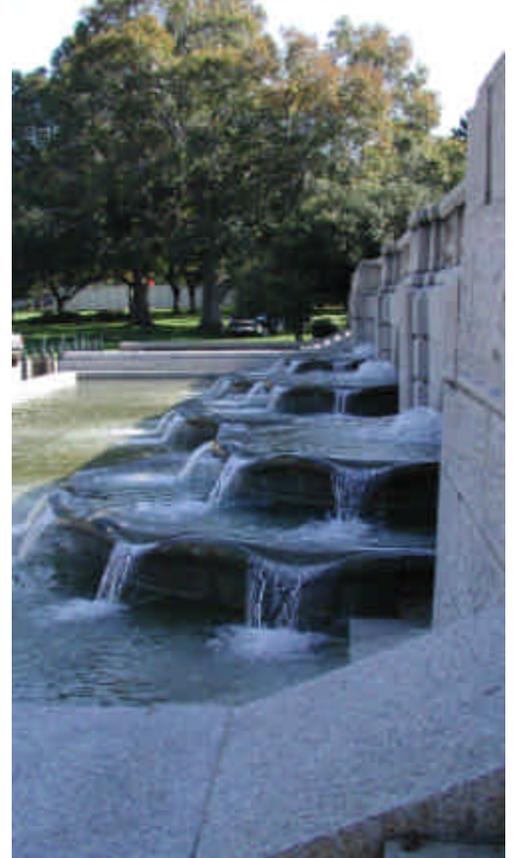
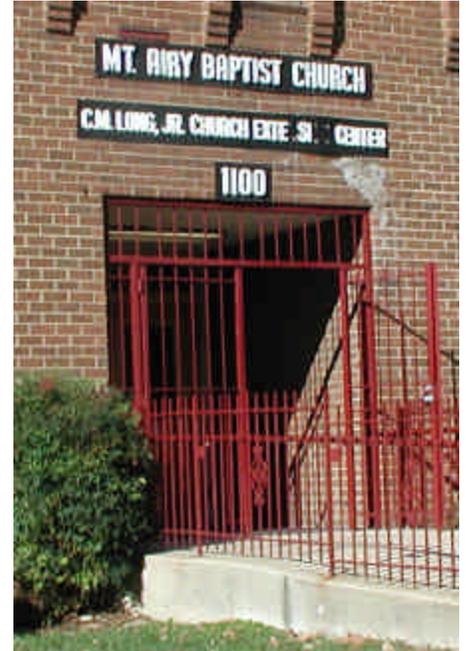
When life hands you lemons, ask for tequila and salt and call me over!!

We have had 2 great days at the Smithsonian. We started out walking down from our hotel towards the Smithsonian and asked a pretty young woman for directions... her reply " You do know your in the HOOD... theirs nuthin to see down here!"... it was 10am and nothing seemed out of place... I did say I felt I had a little lighter skin, but it seemed okay to me... she laughed and gave us directions.

There were a lot of bars on windows and doors even on the churches.

It was a wonderful sunny warm 2 days with the locals out on bikes, jogging , having picnics on the "Mall", walking with children....

We started off and walked all around the Capital building. All the flower gardens are empty and the grass is not in good shape... could be due to the drought they had this summer.





Finally a cow boy!!



Botanical Gardens were wonderful



First world war memorial



Orchids



these grade one girls were really cute



Melody on the right really was a cutie!

The American Indian Museum is really neat.. there was a 12 minute presentation {IMAX} not using "First Nations" term.... All native Americans from Alaska to south America. I really liked the dresses and the bead work, but the history was really interesting also.

These baby papposes were so intricate designs and bead work would have taken the whole pregnancy to complete... couldn't decide if the one on skis is ment to be on the mothers back... ouch... they did wear them with the baby facing away from them.

I really liked this "Butterfly" bench in the garden.



It's a womanhood rite. When a Sioux girl finishes her first fully beaded yoke, she becomes a woman. I worked on mine on and off for about seven years.

—Juanita Growing Thunder Fogarty
(Assiniboine/Sioux), 2005

The Kiowa Battle Dress

Worn exclusively by female relatives of the elite warriors of the Ton-Kon-Ga (the Kiowa Black Leggings Society), which is an old military society, the Battle Dress uses the color black to announce and celebrate a great victory over an important enemy. By wearing the dress, I recognize and honor the sacrifices of our warriors. There was a large payment in blood for our freedom. In our culture, it is not proper for a man to brag on his war deeds. It is the woman's responsibility to dress and dance to honor him.

—Vanessa Jennings (Kiowa), 2006



ALWAYS BECOMING is a beautiful set of sculptures outside the Museum of the American Indian

We headed next to the Air and Space Museum...

CUT YOUR HAIR FOR THE WAR EFFORT

By 1917, rubber was even more scarce in Germany than aircraft-quality lumber. By 1918, wood was substituted for rubber even in aircraft tires. The situation became so desperate that posters encouraged German women to donate their hair, which could be used to replace rubber drive belts in industrial machinery needed to produce aircraft.



Can you imagine going "coast to coast" in this?



cool bike with wooden rims

THE WRIGHT CYCLE CO.

The Wright brothers' best known pre-aviation occupation was bicycle repair and manufacturing. Their bicycle business provided them with an adequate and enjoyable living, an expanding reputation in the local business community, and an outlet for their mechanical interests.

Knowledge and experience with bicycles also proved valuable to the Wrights' development of a successful airplane.



The Bicycle Craze

The bicycle craze in America began in 1885 with the introduction from England of the safety bicycle. The safety was a bike which of equal size was easier to ride than the traditional high-wheel bicycle. It made the freedom of cycling accessible to a much wider market.

By the height of the bicycle boom in the 1890s, more than 500 companies were producing over a million bicycles per year.

Courtesy of The Ohio State University Library



A Success

The brothers produced their first airplane in the spring of 1903. Within a year they had built a second, single cylinder engine, wing and tail surfaces, a "tailor" for the machine, instruments, and a propeller. Although it was a failure, it was a triumph.

Courtesy of The Ohio State University

A New Challenge

The Wrights' growing local reputation as skilled cyclists and mechanics led to more requests from friends to fix their bicycles. In 1892 they capitalized on the situation and opened a small repair and repair shop. With their newspapers, defunct and old-timey handling tools of the day-to-day work of the printing shop, the brothers were in search of a new challenge. Bicycles fulfilled it.



Katharine Wright (second from right) sits for a ride with her friends.

Courtesy of Wright State University Special Collections and Archives

I am probably the only person that didn't know that the Wright brothers had a bicycle shop before they built airplanes! But they did. This was one of the best parts of the Smithsonian as far as I was concerned.

THE BUSINESS GROWS

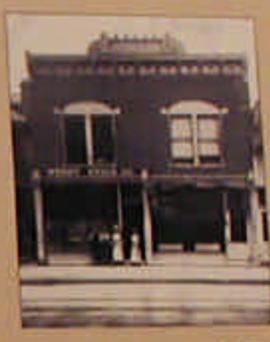
The Wright Cycle Co. did business in five or six different locations on the west side of Dayton between 1892 and 1897. The brothers quickly expanded their enterprise from rental and repair to a sales shop carrying more than a dozen brands.



The Wright brothers' bicycle shop, which opened in 1885, was recently restored and is now a Dayton museum.
*Courtesy of Wright State University Special Collections and Archives
 Division of the Historical Park Series*



The Wrights Become Cycle Makers
 By the mid-1890s Dayton had more than two dozen bicycle shops. With competition growing stiff, Wilbur and Orville decided to manufacture their own line in 1895 and introduced their first model the following year. Here, Orville (right) works with Ed Jones on bicycle frames in 1897.
*Courtesy of Wright State University Special Collections and Archives
 Division of the Historical Park Series*



1127 West Third Street
 The brothers moved the Wright Cycle Co. to the location in 1897 to 1127 West Third Street. Here they built all their experimental bicycles, including the first powered airplane in 1903. Harvey Ford purchased the shop, along with the Wrights' tools, and moved them in 1937 to the Goodfield Village complex in Dearborn, Michigan, where they are open to the public.
*Courtesy of University of Cincinnati Library
 Courtesy of The Henry Ford, Dearborn, MI*



Wright Cycle Production and Sales
 While major bicycle manufacturers employed new mass production techniques adopted from the firearms and sewing machine industries, the Wrights remained small scale and produced hand-crafted originals. Their advertising emphasized high quality frame construction and mechanisms, and a polished, durable enamel finish.
 During their peak production years of 1898 to 1900, Wilbur and Orville built about 200 bicycles and earned \$2,000 to 3,000 per year.
*Courtesy of Wright State University Special Collections and Archives
 Division of the Historical Park Series*



The Van Cleve
 The Wrights' original line model was the Van Cleve, named after their mother's pioneering ancestor, who was among Dayton's first workers. It was priced at \$65.
Courtesy of The Henry Ford, Dearborn, MI

FROM BIKE TO FLIGHT

A number of conceptual links exist between bicycles and airplanes, so it is not pure coincidence that mechanical flight was invented by experimenters knowledgeable about bicycles. Many things contributed to the Wrights' success with flight, but their familiarity with bicycles clearly was a factor.

Connections to the Airplane

In designing their airplane, the Wrights drew upon a number of bicycle concepts:

- The central importance of balance and control.
- The need for strong but lightweight structures.
- The chain-and-sprocket transmission system for propulsion.
- Concerns regarding wind resistance and aerodynamic shape of the operator.

“Wheeling is just like flying!”

James Howard Means, editor of the influential journal, *The Aeronautical Annual*, published an article in 1896 called “Wheeling and Flying,” in which he suggested a link between bicycles and flight:

It is not uncommon for the cyclist...to remark, Wheeling is just like flying!... To learn to wheel one must learn to balance; to learn to fly one must learn to balance.

Ken stopped to buy some Rum... store barricaded inside and out.. all windows and doors and when inside the cashier was like a banker behind bars.. Fellows asking us for a \$... not for change... “Got a Dollar”... homeless under trees, and just sitting on milk cases.

Bobby Ors skates are in the Castle as one of the USA treasures along with BARBIE



Ken with the Wright Flyer which was flown at Kitty Hawk, North Carolina



this is even an older bike which had no chain... just a real push bike!



Bird houses in the gardens



huge bird bath



This is the inside of the Smithsonian Castle



Can you see the West wing of the White House? [farthest right] We couldn't get tickets as you have to get them from your "Congressman" months in advance!



THE White House



New modes of travel



The George Washington Monument



Views from the George Washington Monument. 500 ft up

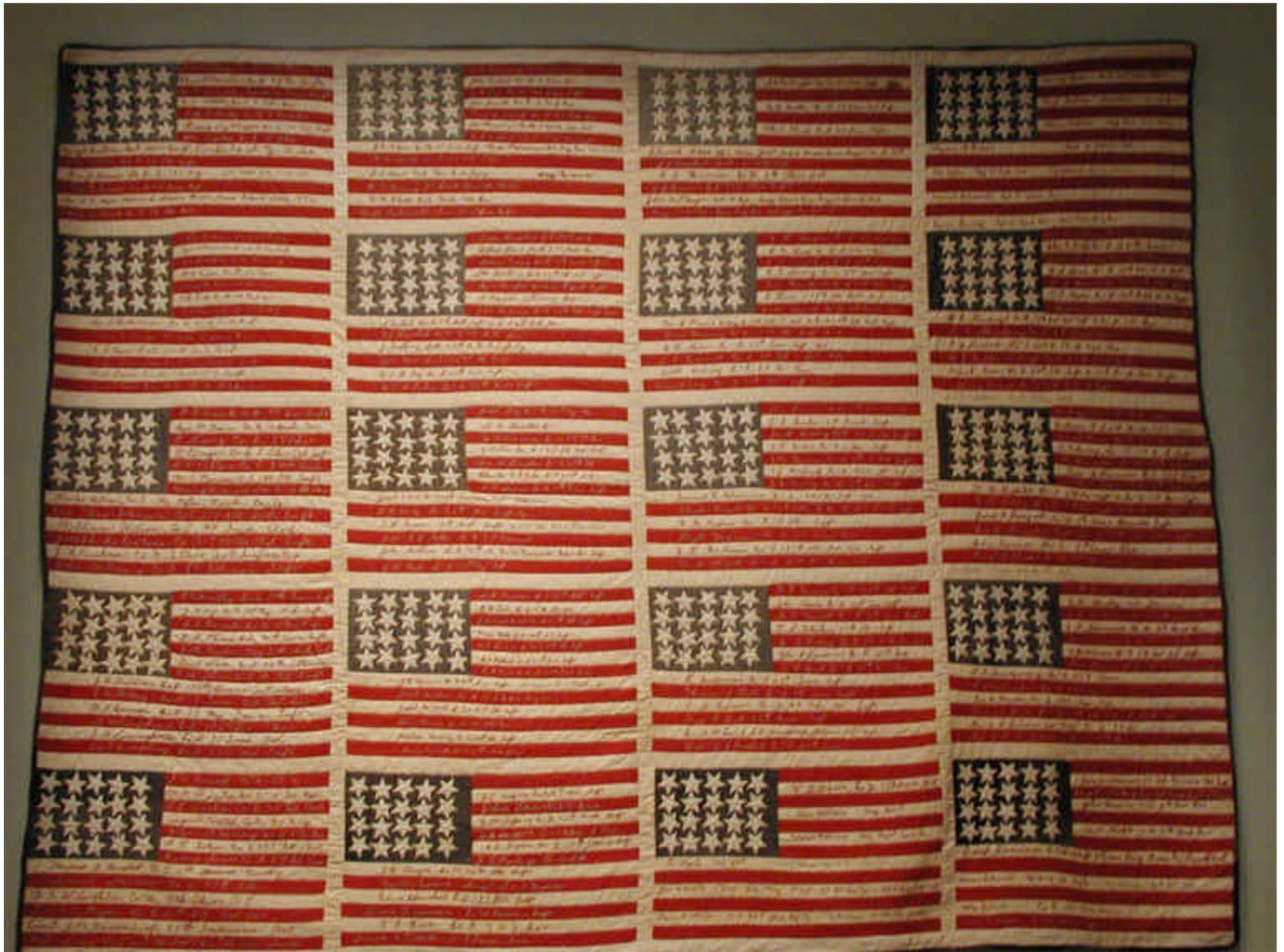


The Park Rangers programs.... they have free cycle tours of DC [weekends only] and several other very interesting tours we would have enjoyed but not on the days we were here... we did get to go up in the Washington Monument, spent hours and hours walking and looking and learning. So much to see so little time!

Washington is very dirty city. Lots of Police although tonight is Halloween. One can only go up to the White House on 2 sides now. Seems like there is a "fire drill" or scare or something every time we are out on a Washington downtown street. Ate too much over the past 2 days, but thoughly enjoyed the stay.



Lots of Police out and about



Quilt show... all the stripes have war dead from the Korean war... not only 20 stars on the flag





Now that's a ROCK!

Hope Diamond
45.52 carats
India
.....
You are looking at one of the world's most famous gems—renowned for its flawless clarity, rare deep blue color, and eventful history. It is surrounded by 16 white diamonds and suspended from a platinum chain bearing 46 more diamonds.
Gift of Harry Winston, 1958



Topaz The Natural history Museum was very interesting with beautiful stuff.

