



HISTORY-BASED TRAVEL ON AMERICA'S MOST HISTORIC ROUTES



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Packed with extensive research ... information for just about every tenth of a mile throughout the day's journey ... these books turn history into a scenic drive! — Roadtrip America.

An entertaining read for serious and not-so-serious history buffs alike, and points to an incredible amount of American history right down a single road in our own backyards. — Northeast Journal

For those who want to relive the Revolution ... complete driving directions to dozens of Revolutionary War sites (some well-known, others obscure) as well as a wealth of historical information, photos, and maps. — Hudson Valley Magazine

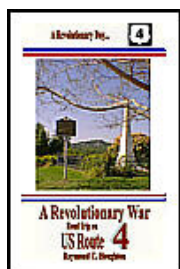
Fascinating ... keeps you interested as you proceed from marker to marker. A good educational work for anyone interested in American history! — US Vacation Book Review.

Fasten Your Seat Belts for NINE One-Day Driving Tours (and a Canal Cruise) that Trace the American Revolution along America's Most Scenic Highways



Each book is more than 150 pages in length and provides complete driving directions to dozens of sites as well as detailed information, markers, photos and maps. Each book also includes recommendations for places to eat and stay along the way.

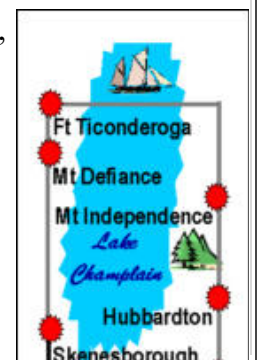
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A Revolutionary War Road Trip on US Route 4 (ISBN 1-931373-09-4, Castleton, VT to Albany, NY, 162 pages) traces the British Invasion of 1777 along today's US Route 4.

A Revolutionary War Road Trip on US Route 4 begins early in the morning in Castleton, Vermont, historically on July 7, 1777 when Major General Arthur St. Clair and about 2,500 American troops retreated from a British pursuit that began at Fort Ticonderoga the day before. The

American troops would move through Castleton and then travel east to Rutland, then turn



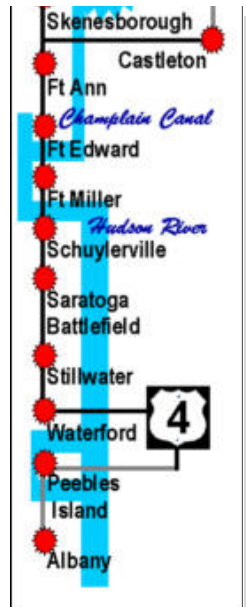
south to Manchester and finally head southwest to Fort Miller. Just south of Fort Miller, they would be reinforced and defeat the British at the Battles of Saratoga.

From Castleton you will cross Route 4 and head north on the old military road through the Hubbardton Battlefield and Mount Independence, then cross Lake Champlain by ferry to Fort Ticonderoga and Mount Defiance where on July 4, 1777, Burgoyne moved cannons up to the top of the mountain and sparked the American retreat.



You will continue south following the route taken by the British during the invasion of 1777 through Whitehall, Fort Ann, Fort Edward, Fort Miller and Schuylerville following the Hudson River to the Saratoga National Historical Park where the battles of Saratoga took place, the “turning point of the American Revolution.”

From the park, you will continue south following the Hudson River through Stillwater, Waterford and Peebles Island until you complete your journey in Albany, the target of the British invasion and home of General Philip Schuyler, the commander of the Northern Department of the Continental Army.

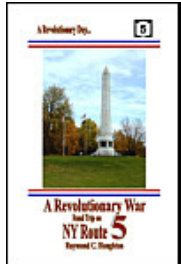


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A Revolutionary War Road Trip on NY Route 5 (ISBN

1-931373-21-3, Oswego to Schenectady, NY, 156 pages) parallels the 1777 British invasion from Lake Ontario.

The road trip begins early in the morning at Fort Ontario in Oswego, NY on Lake Ontario. This is where Lieutenant Colonel Barry St. Leger and his British forces would begin the invasion.

From Fort Ontario, the road trip heads south by Oneida Lake and through Bernhard on the way to Fort Stanwix in Rome, NY, where St. Leger’s invasion would end.

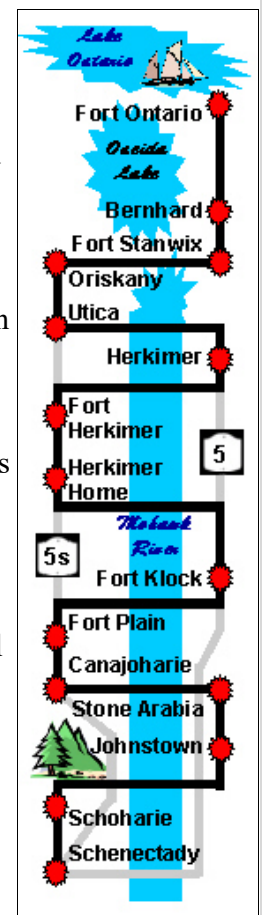
From Fort Stanwix, the road trip continues south to the Oriskany Battlefield. This site was where General Nicholas Herkimer and his Tryon County Militia were ambushed on their way to relieve Fort Stanwix.

From the Oriskany Battlefield, the road trip turns east through Utica, Herkimer (Fort Dayton) and Fort Herkimer to the Herkimer Home, paralleling the route taken by General Herkimer’s militia to and from Oriskany.

From the Herkimer Home, the road trip continues east through Fort Klock, Fort Plain and Canajoharie and then detours north through Stone Arabia to Johnstown where Sir William Johnson would sew the seeds of support for the British cause among the Six Indian Nations.



From Johnstown, the road trip takes another detour — this time from

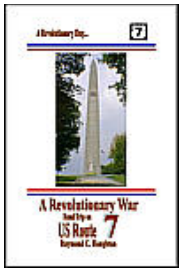




the Mohawk Valley to the Schoharie Valley, which like the Mohawk Valley suffered the affects of many raids by British, Tory and Indian forces.

From Schoharie, the road trip turns east to rejoin the Mohawk Turnpike in Schenectady. During Colonial times, Schenectady was the head of navigation on the Mohawk River as rapids and waterfalls lie to the east where the Mohawk empties into the Hudson River.

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A Revolutionary War Road Trip on US Route 7 (ISBN 1-931373-10-8, Pittsfield, MA to Burlington, VT, 152 pages) traces the development of the first overt military action of the American Revolution – the capture of Fort Ticonderoga.

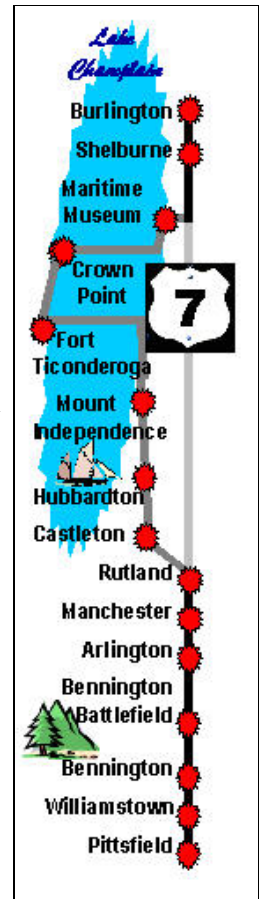
The road trip begins in Pittsfield (MA) where historically on May 1, 1775 Edward Mott and a squad of Connecticut volunteers met with John Brown to recruit volunteers and discuss an assault on Fort Ticonderoga.

From Pittsfield, you will go north along US Route 7 through Williamstown, Massachusetts to Bennington, Vermont where on May 3, 1775, a platoon of Massachusetts and Connecticut volunteers met with Ethan Allen and the Green Mountain Boys.

From Bennington, you will detour slightly to the west to visit the Bennington Battlefield in Hoosick Falls, New York then return back to Vermont and travel north along Historic Route 7A (old US Route 7) through Arlington to Manchester. From Manchester, you will continue north on US Route 7 to Rutland then detour west along Historic Route 4A to Castleton where on May 9, 1775, a battalion-sized force from Vermont, Massachusetts and Connecticut would make final plans for an assault on Fort Ticonderoga.



From Castleton you will head north on the old military road making visits to the Hubbardton Battlefield and Mount Independence, then cross Lake Champlain by ferry to Fort Ticonderoga, New York where early in the morning on May 10, 1775, British Captain Delaplace would surrender the fort to Ethan Allen after a surprise attack by American forces.



From Fort Ticonderoga, you will resume a northerly direction on the west side of Lake Champlain up to Crown Point. After crossing the bridge over Lake Champlain, you will travel up the east side of the lake to the Lake Champlain Maritime Museum, then work your way back to US Route 7 and finish your tour in Burlington, Vermont where in 1787, Ethan Allen and his wife, Fannie, would settle into their final home.

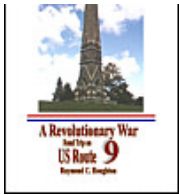
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A Revolutionary War Road Trip on US Route 9 (ISBN 1-931373-12-4, Kings Ferry to Saratoga Springs, NY, 166 pages) traces the many British





attempts to gain control of the Hudson River during the Revolutionary War.

The road trip begins at Kings Ferry, a major crossing point on the Hudson. Because the British controlled New York City, Kings Ferry was the southernmost crossing point for American personnel and supplies for most

of the war.

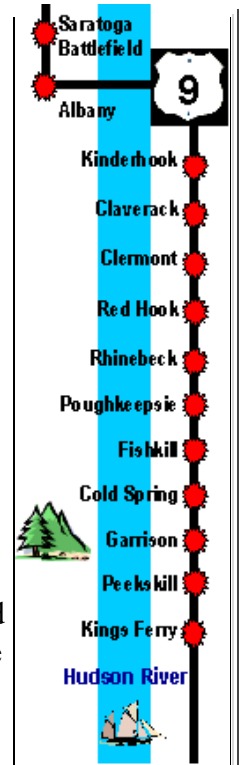
From Kings Ferry, the road trip heads north through Peekskill, Garrison and Cold Spring to Fishkill, which was the site of a large supply depot for the northern department of the Continental Army.

From Fishkill, the road trip continues north through Poughkeepsie, Rhinebeck and Red Hook to Clermont, which was the furthest north Clinton's 1777 invasion from New York City reached.



From Clermont, the road trip continues north through Claverack and Kinderhook and crosses the Hudson River to Albany, which was the target for the British invasions of 1777.

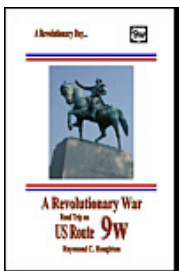
From Albany, the road trip continues north to the Saratoga Battlefield, where Burgoyne's invasion from the north would be stopped.



From Saratoga, the road trip continues north to Schuylerville, where Burgoyne surrendered, and then from Schuylerville, the road trip concludes in Saratoga Springs.

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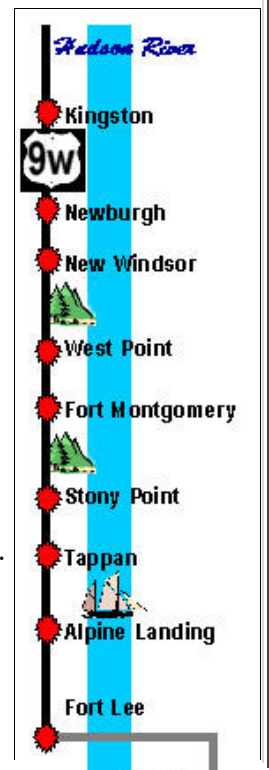


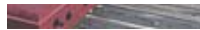
A Revolutionary War Road Trip on US Route 9W (ISBN 1-931373-11-6, New York City to Kingston, NY, 174 pages) traces British efforts to divide the American colonies along the Hudson River. The road trip begins early in the morning in New York City about thirteen miles south of the start of US Route 9W. New York City is where the battle for control of the Hudson began in 1775 and sets the stage for the sites that will be visited during the rest of the day.

From New York City, the road trip goes north along Route 9A to the George Washington Bridge and crosses the Hudson to Fort Lee, New Jersey. In November 1776, Washington was forced to watch from Fort Lee as about 3,000 of his men on the opposite side of the Hudson succumb to heavy fire from about 15,000 British troops.



From Fort Lee, the road trip continues north to Alpine Landing then to Tappan, George Washington's Headquarters on four separate occasions. From Tappan, the road trip continues north to Stony Point, the site of a daring midnight assault by Americans in 1779. After Stony Point, the road trip follows Route 9W to Fort Montgomery and then to West Point, home of the United States Military Academy. Many of the





fortifications and weapons used by the American forces to protect the Hudson River still remain today at West Point.

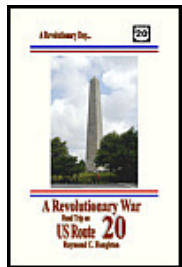


From West Point, the road trip continues north to New Windsor, the final encampment for the American forces, and then to Washington's final headquarters at Newburgh. He would spend almost 18 months at this headquarters — more time than he would spend at any other headquarters throughout the war.

From Newburgh, the road trip continues north on Route 9W and concludes in Kingston. In 1777, the British would torch the city, but many Revolutionary War era, stone homes still stand today in the Kingston Stockade.

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Add to Cart **Book: "A Revolutionary War Road Trip on US Route 9W", ISBN 1-931373-11-6, \$12.99.**
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A Revolutionary War Road Trip on US Route 20 (ISBN 1-931373-19-1, Pittsfield to Boston, MA, 180 pages) parallels colonial routes taken during the war by George Washington, Henry Knox, Paul Revere and the soldiers of Shays' Rebellion.

The road trip begins at Pittsfield, Massachusetts where in the late fall of 1775, Henry Knox passed through the village on his way to organize a transportation unit in New York to carry the cannons captured at Fort Ticonderoga to Boston.

From Pittsfield, the road trip heads south through Lenox and Stockbridge and then west to the New York State border to pick up the Knox Trail to Great Barrington. Along the trail is the site of the last battle of Shays' Rebellion.

From Great Barrington, the road trip crosses over the scenic Berkshire Mountains through Monterey, Otis and Blandford to Westfield where Knox celebrated the near completion of his transportation mission, an ordeal that many called impossible.

From Westfield, the road trip heads east through West Springfield to Springfield, which was the home of a colonial armory that made Springfield a Revolutionary War crossroad.

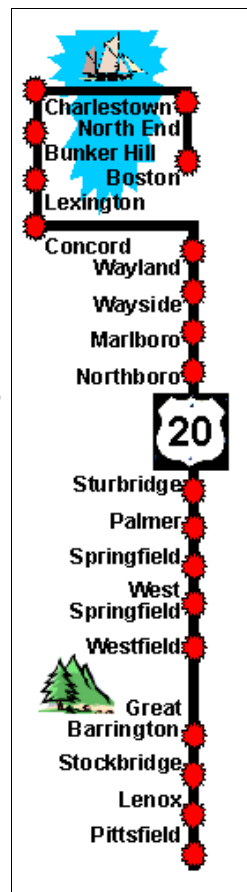


From Springfield, the road trip continues east through Wilbraham, Palmer, Brimfield, Sturbridge, Charlton, Oxford, Auburn, Worcester, Shrewsbury, Northborough, Marlborough to Sudbury and the Wayside Inn where the gathering of patriots and guests have been immortalized by Longfellow's Tales of a Wayside Inn.

From Sudbury, the road trip takes a turn to the north through Wayland and by Walden Pond to Concord, which was a target of a British penetration on April 19, 1775.

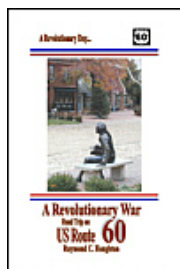
From Concord, the road trip heads east along the "Battle Road" from Concord through Lexington and Arlington to Bunker Hill, where Americans would try to stop British expansion around Boston.

From Bunker Hill, the road trip concludes with a walk along the Freedom Trail through Charleston and the North End to downtown Boston passing by many of Boston's historic colonial sites including, Old North



Church, the Paul Revere House, Faneuil Hall, the Old State House, the Old South Meeting House, Granary Burying Ground and Boston Common.

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A Revolutionary War Road Trip on US Route 60 (ISBN 1-931373-20-5, Charlottesville to Yorktown, VA, 110 pages) tracks the end of the British Southern Campaign across Virginia. The campaign began with three invasions of Virginia by sea and ended with a fourth invasion from the south by land.

The road trip begins at the University of Virginia and downtown Charlottesville, where an early warning allowed the Governor of Virginia, Thomas Jefferson, and most of the Virginia Assembly to escape British capture.

From Charlottesville, the road trip heads south to the James River with stops at Monticello, the home of Thomas Jefferson and Ash Lawn-Highland, the home of President and Revolutionary War Officer, James Monroe.

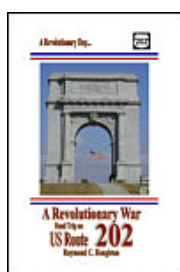
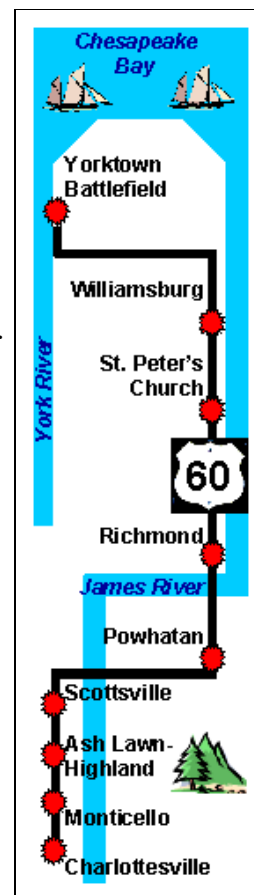


After crossing the James River at Scottsville, the road trip joins US Route 60 and turns east through Powhatan to Richmond, the capital of Virginia from 1780 to present. Before Richmond became the capital, it hosted the Second Virginia Convention in March 1775. During the convention, Patrick Henry delivered his famous "Liberty or Death" speech, which echoed throughout the thirteen colonies and became the clarion call to revolution.

From Richmond, the road trip continues east through New Kent to Williamsburg, the second capital of Virginia and center of Revolutionary War activities for most of the war. Today, Colonial Williamsburg is one of the oldest and largest living history museum.

From Williamsburg, the road trip continues east along the Colonial Parkway to the Yorktown battlefield. In October 1781, the last major battle of the Revolutionary War would be fought here.

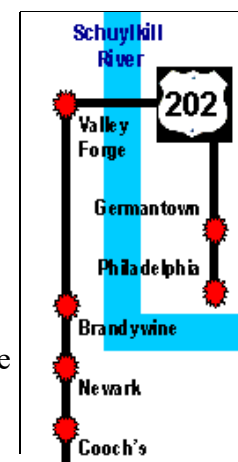
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A Revolutionary War Road Trip on US Route 202 (ISBN 1-931373-13-2, Elkton, MD to Philadelphia, PA, 154 pages) parallels the 1777 British invasion from Chesapeake Bay.

The road trip begins early in the morning at Elk Neck, Maryland at the overlook of General Howe's landing. From Elk Neck, the road trip heads north through Northeast and Elkton to Cooch's Bridge, where American forces set up an ambush and briefly engaged the invading British forces.

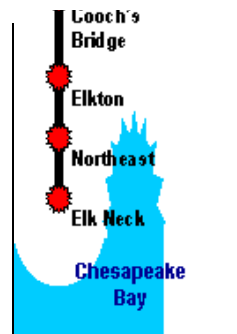
From Cooch's Bridge, the road trip continues north through Newark to Brandywine, where American forces set up a major defensive position, but would retreat after being out-



flanked by the British.

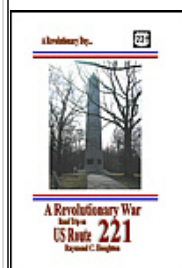
From Brandywine, the road trip continues north to Valley Forge, where the defeated American forces would be greeted by a punishing winter, but would emerge in the spring as a well-trained, hardened army, ready for battle.

From Valley Forge, the road trip continues east to White Marsh, then south through Germantown to Philadelphia, the target of the British invasion from Chesapeake Bay.



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A Revolutionary War Road Trip on US Route 221 (ISBN 1-931373-18-3, Chesnee, SC to Augusta, GA, 160 pages) tracks the loss of the southern Backcountry by Great Britain and her Loyalists to American Patriots.

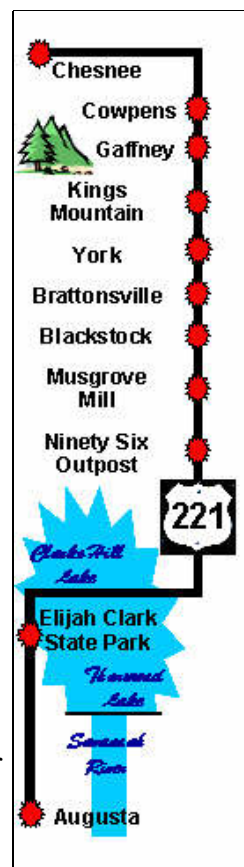
The road trip begins early in the morning on Route 221 in Chesnee, SC, a site on the Overmountain Victory National Historic Trail. From Chesnee, the road trip heads east to the Cowpens National Battlefield where American troops under Brigadier General Daniel Morgan won a major victory over a British force commanded by Lieutenant Colonel Banastre Tarleton.

From Cowpens, the road trip heads south through Gaffney to the Kings Mountain National Military Park where there was another major American Victory by the Overmountain Men over Loyalist forces under Patrick Ferguson.

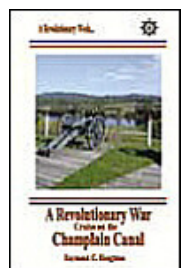
From Kings Mountain the road trip continues south through York, Historic Brattonsville, the Blackstock Battlefield and Musgrove Mill to the Ninety Six National Historic Site, which was an important British outpost that was abandoned after America's longest siege of the Revolutionary War.



From Ninety Six, the road trip crosses the Savannah River into Georgia for a visit to the Elijah Clark State Park. The road trip concludes in Augusta, which was the Revolutionary War capital of Georgia that changed hands several times during the war.



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A Revolutionary War Cruise on the Champlain Canal (ISBN 1-931373-14-0, Bethlehem, NY to Vergennes, VT, 160 pages) traces the many British attempts to gain control of the valleys of the Hudson River and Lake Champlain during the Revolutionary War. The book provides complete navigation to dozens of sites as well as recommendations for places to dock along the way.

The seven-day cruise begins on the Hudson River opposite the town of



Bethlehem, NY, just south of Albany. From Bethlehem, you will sail past many areas where 18th century patriots once lived. When you arrive in Albany, you will dock at the Corning Preserve and take a short walking tour of Albany's Revolutionary War sites. From Albany, you will continue sailing north through the Federal Lock in Troy and Locks 1 and 2 on the Champlain Canal to Mechanicville where you will dock for the evening.

On Day 2, you will continue sailing north through Locks 3 and 4 and anchor offshore near the Saratoga Battlefield where you will take a short walking tour of the Great Redoubt. From the battlefield, you will continue sailing north through Locks 5 and 6 to Fort Edward where you will dock for the evening and visit the old fort's historical sites. Burgoyne headquartered at Fort Edward during his invasion.

On Day 3, you will continue sailing north through Locks 7, 8, 9 and 11 (Lock 10 was never constructed) to Whitehall where you will dock for a visit to the Skenesborough Museum. From the museum, you will continue sailing north through Lock 12 to a marina near Mount Independence where you will dock for the evening and make arrangements to visit Mount Independence. The fort at Mount Independence was evacuated and destroyed by the Americans when Burgoyne hauled cannons to the top of Mount Defiance, opposite the fort.

On Day 4, you will continue sailing north on Lake Champlain and anchor near Fort Crown Point where you will take a walking tour of the old ruins. Fort Crown Point and nearby Fort Ticonderoga were captured from the British in 1775. Americans under the command of Henry Knox moved cannons and munitions from the forts to force the British from Boston in 1776. From Fort Crown Point, you will continue sailing north to the Lake Champlain Maritime Museum. After a visit to the museum, you will sail across Lake Champlain and dock at Westport for the evening.

On Day 5, you will reverse direction and sail south and anchor near Fort Ticonderoga for a visit to the restored fort. Because of its commanding presence over the southern part of Lake Champlain, the fort was called "a Key to a Continent." After touring the fort, you will continue sailing south and dock at a marina in Whitehall for the evening and visit historical sites at the "Birthplace of the US Navy."



On Day 6, you will continue sailing south through Locks 12 and 11 and dock at Fort Ann where you will visit the historic town. Fort Ann was the source of significant resistance to Burgoyne's invasion in 1777. After a walk around town, you will continue sailing south through Locks 9, 8, 7, 6 and 5 and dock at a marina in Schuylerville for the evening. While in Schuylerville, you will take a walking tour of the town where Burgoyne officially surrendered his army to the Americans.



On Day 7, you will continue sailing south through Lock 4 and dock for a visit to Stillwater. Stillwater was a former headquarters to the Northern Department of the Continental Army. After a walk around town, you will continue sailing south through Locks 3, 2 and 1 to Waterford. After docking in Waterford, you will conclude your Revolutionary War Cruise on the Champlain Canal with a visit to this historic gateway to the Champlain and Erie Canals.

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ABOUT THE AUTHOR: Raymond C. Houghton was a retired college professor, former Federal Government staff member, Vietnam Veteran and one-time, General Electric employee. He held honors from the Department of Commerce, is listed in Who's Who in America, holds a doctorate from Duke University and was the historian for the Town of Bethlehem, NY. His goal was to get people out on our historic highways to relive and appreciate an important time in American history. Dr. Houghton passed away in 2007, and the world lost a truly remarkable person. His family now sells his books. We appreciate the support for his books and sharing in his love of Revolutionary History.

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