



# RUNNERS GUIDE 2023



Thank you for your participation in the last Chasing the Unicorn Marathon and Alternative Half Marathon! I want to thank the Pennsylvania Department of Conservation and Natural Resources for allowing us to produce another great, safe event.

Here's to hoping you reach your goals and get that BQ! We will submit results to the BAA before the end of race day.

We'll be back to cooking food on site!

You're going to have the best little race, ever.

Our starting line will move you quickly so please be aware, keep moving and get your music and watch ready before you're actually in the chute.

Don't forget to thank your friends and family for the support they've lent to help us all get to race day. It's hard to watch you do all this training and not share in your race day.

Ten years ago we all witnessed an attempt to take away our peace of mind and safety while doing something we all love. Some of my close personal friends still bear psychological scars from what they witnessed that day. Before I returned home requests were coming in to help people find a way to BQ before 2014 registration opened. Chasing the Unicorn was created to help you reach your goal of some-day-soon running the greatest footrace on the planet.

We leave this coming weekend sad to see things change but confident we've done good things to foster the love of running, the raising of self esteem, setting and achieving of goals and a return to normalcy.

We'd appreciate it if you share your pics and experience #runBUCKs #AlternativeHalf #BQ #BostonMarathon #ChasingTheUnicorn #CrackedBellRun

You've prepared. You've done the work. You've gone nuts tapering. Enjoy your journey.

Do what you came here to do!

(Find me if you need a hug after the race.)



**RACE DATE & TIME:** The Chasing the Unicorn Marathon and THE Alternative Half Marathon will be held on Sunday, August 27, 2023 at 7:30AM. Both races start concurrently. Mass start though we will use “the Funnel” at the start so that you can be running as soon as you cross the starting line

**NON-mandatory packet pick up will take place Saturday, August 26, from 3-5PM at the former offices of Advanced Sport And Spine 1098 Washington Crossing Rd #5, Washington Crossing, PA 18977.** This location is 335 yards from the edge of the course.

**RACE DAY PACKET PICK-UP** begins at 6:30AM next to the Washington Crossing Historic Park main parking lots. See last map

**REGISTRATION:** Registration is solely online. You can still register up until race time but will need to use the RunSignUp app.

**DROPPING DOWN:** You can switch from the Chasing the Unicorn Marathon to the Alternative Half Marathon yourself by going to your RunSignUp profile and editing your information, The deadline to do this is midnight on Thursday, August 24, 2023 at midnight. Log in to RunSignUp. Click on the small round pic in the upper right corner. Go to your Profile. Scroll Down to My Events. Edit.

If you decide on race morning, or during the race you are no longer running the full half marathon, you are not eligible for half marathon awards.

**PARKING:** Our available space is limited. If you are picking up on race morning please park in the appropriate paved lot just after packet pick-up and walk back. Park tightly next to the next car. If you are picking up on Saturday may we suggest you park in the soccer field grass lots, which are closer to the start finish. Please follow the YELLOW ARROW on the last map to find AUX PARKING.

**BIBS AND START:** Bibs FOR THE TOP TEN MEN AND TEN WOMEN are by seeding time, by pace, both races collated. Our fastest runner, going off first will be THE TOP 50 BIBS AND WILL BE PREASSIGNED, all other bibs will be distributed by dynamic bib assignment

**Start/Finish Area:** If you plan to use a GPS to get to the park, GPS does not work. Most GPS programs will send you to the address on the New Jersey side of the river with the identical street address. Chasing the Unicorn and Alternative Half Marathon are run entirely in Pennsylvania. Please do not call the on-course emergency number minutes before the race to say you’re lost.

Instead enter the Washington Crossing Inn address of: 1295 General Washington Memorial Blvd, Washington Crossing, PA 18977 and then follow the map below

Please take the time to verify your driving instructions prior to race day (there is a Washington Crossing Park in New Jersey and you do not want to end up in the wrong place!)

OR USING GOOGLMAPS ENTER **STARTING LINE BUCKS COUNTY MARATHON**  
or **VALLEY OF CONCENTRATION PARKING LOT** which is the most accurate location





CUSTOM SUBLIMATED SHIRTS ORDER NOW

## BOSTON QUALIFYING 2024 BOSTON MARATHON INFORMATION

- The qualifying window for the 2024 Boston Marathon is open from September 1, 2022 through the conclusion of the registration period, 5:00PM ET on September 13, 2023.
- The qualifying times below are based upon each athlete's age on the date of the 2024 Boston Marathon (April 17, 2023).
- Qualifying times are based on official submitted net time (also known as chip time).
- **Due to field size limitations, achieving one's qualifying standard does not guarantee entry into the event, but simply the opportunity to submit for registration.**
  - In recent years, not all qualifiers who submit an entry have been accepted due to field size restrictions.
  - If the total amount of submissions surpasses the allotted field size for qualified athletes, then those who are the fastest among the pool of applicants in their age and gender group will be accepted.
- See the current qualifying standards below.

AGE GROUP	MEN	WOMEN
18-34	3hrs 00min 00sec	3hrs 30min 00sec
35-39	3hrs 05min 00sec	3hrs 35min 00sec
40-44	3hrs 10min 00sec	3hrs 40min 00sec
45-49	3hrs 20min 00sec	3hrs 50min 00sec
50-54	3hrs 25min 00sec	3hrs 55min 00sec
55-59	3hrs 35min 00sec	4hrs 05min 00sec
60-64	3hrs 50min 00sec	4hrs 20min 00sec
65-69	4hrs 05min 00sec	4hrs 35min 00sec
70-74	4hrs 20min 00sec	4hrs 50min 00sec
75-79	4hrs 35min 00sec	5hrs 05min 00sec
80 and over	4hrs 50min 00sec	5hrs 20min 00sec

- The qualifying window will remain open until the conclusion of registration for the Boston Marathon (once the maximum field size has been reached).
- Only a certified full marathon distance will be accepted for qualifying.
- Distances shorter than a full marathon will not be accepted.
- We do not accept indoor marathon times.
- We accept qualifying times from USATF, AIMS, or foreign equivalent certified courses.
- The Boston Marathon does not designate which races meet qualifying standards.
- You must directly contact the race you wish to qualify at to see if they have a current certification.
- All qualifying times are subject to review and verification.
- Minimum age requirement for the Boston Marathon is 18 years of age on race day.
- Though the B.A.A. will email registrants upon the completion of their form, runners are not officially entered into the race until their qualifying time is verified. This length of time may vary and can be as long as several days, depending on the qualifying marathon.

**Lodging: Due to the surge in post pandemic weddings we have been unable to secure any hotel partners**

There are also inexpensive hotels on the Route 1 corridor in nearby New Jersey but they are affordable hotels not the nicer hotels.

**Volunteers:**

We do still need help on the course. Volunteering could be their way to see the race

You can see the needed shifts [HERE](#) on the race registration page (there is a tab for Volunteers)

- WE NEED (2) VOLUNTEERS FOR route 532 parking lot (7:15AM-12:45PM) 600 YARDS FROM THE START FINISH Good spectator spot**
- (2) VOLUNTEERS FOR PACKET PICK-UP SATURDAY, (3) FOR SUNDAY**
- (5) RUNNING WATER ATTENDANTS AT OVERLOOK (2) ADDITIONAL COURSE MARSHALS**

**Head Phones:**

There are a few areas of the course where it will be critical for your safety, and the safety of those around you, to be able to hear instructions given by race marshals. We will have designated areas where you will be asked to temporarily remove your headphones- please remove your headphones at those times.

We specifically ask that you wait until you reach the towpath before using your headphones. We also ask that headphones be removed from the spillway to the turn around and back.

**Runner’s Etiquette:**

Sections of the towpath are narrow- please stay to the right and run in single file except for passing. Remember the course is double out-and-back. There will be two-way traffic on the course and the park will be open to the public throughout the race.

Sections of the course where we need to make sure you can hear our volunteers we ask that you remove your earbuds.

**Head Phones:** There are a few areas of the course where it will be critical for your safety, and the safety of those around you, to be able to hear instructions given by race marshals. **We will have designated areas where you will be asked to temporarily remove your headphones- please remove your headphones at those times.** We specifically ask that you wait until you reach the towpath before using your headphones. We also ask that headphones be removed from the spillway to the crossing at Aquetong Road and again nearing the turn around and back (there is a parking garage exit right near the north turn around).

Please hold your trash (gel pouches, tissues, discarded clothing) until appropriate trash receptacles at the hydration stations and Start/Finish line

**Baggage Check:** In 2023 we will not be offering baggage check, please leave your gear in your locked vehicle.

**Timing:** ChronoTrack B-Tags (bib tags) will be used for this race. ChronoTrack B-Tag instructions are simple. Wear it on the front of your body in a horizontal position. Just pin the four corners of your bib to the front of your body. You do not need to return your B-Tag after the race.

The back of your bib requests some information especially in case of medical emergencies. Here’s the questions. Bring a pen to fill in your information. The tear off portion also includes the MEDICAL EMERGENCY PHONE number in case you have an issue on the course



**Weather:** This event will be held in rain or shine- please be advised that wet weather may cause the towpath to be muddy and leave water in the spillway. In the event of electrical storm, you will be advised of alternative and evacuation plans.

**Course Information:** The Chasing the Unicorn Marathon will be a double out-and-back of the runBUCKS Alternative Half Marathon course. The course is out-and back along the historic Delaware Canal State Park towpath trail from Washington Crossing Historic Park north to the edge New Hope, Pennsylvania, near Odette's, returning to Washington Crossing Historic Park. The first and last .5 miles are on paved surface (the middle mile will also be on this paved surface).

**Course Certification:** This course is certified and sanctioned by USATF. The certified course ID number is USATF #PA13037WB. Course certification (and our USATF sanction) makes this race eligible for Boston Marathon qualification.

**Mile Marks:** There will be signs at each mile mark. In an effort to reduce clutter on the towpath, mile marks will reflect the first half of the course and the corresponding second lap mark (example: mile 1 will also be marked with mile 14.1). Please adjust your spilt projections accordingly.

**Race Start:** There will be a pinch point 40 feet before the starting line, this is to spread you out by the time you reach the starting line. The single file start is no longer in effect.



**Turn Around:** The course for Chasing the Unicorn is set up as two laps of an out and back run. Stay to the center to turn round.

**Turn around #1 and #3** will be just south of Odette's and north of Water Works apartments.

**Turnaround #2** will be at the Start/Finish Line at the end of Lap #1.

Runners will cross the finish line timing mat, run around the course marker and proceed to run the same exact course you just completed a second time.

**IF YOU ARE FINISHING THE ALTERNATIVE HALF MARATHON PLEASE STAY TO YOUR RIGHT FINISHING** \*right side of the right lane

**IF YOU ARE TURNING AROUND AT THE END OF THE FIRST 13.1 MILES PLEASE RUN TO THE RIGHT SIDE OF THE CENTER LINE CONES AND TURN AROUND COUNTERCLOCKWISE (TO YOUR LEFT) AND HEAD OUT ONE THE COURSE AGAIN**

SEE FIGURE#2 PREVIOUS PAGE

**SHOULD YOU DECIDE AT THE 13.1 MILE MARK THAT YOUR DAY IS DONE IT IS OK TO TAKE A FINISHER MEDAL BUT YOU WILL NOT BE ELIGIBLE FOR ALTERNATIVE HALF MARATHON AWARDS AND PLEASE LET A FINISH LINE VOLUNTEER KNOW YOU HAVE ABANDONED**

**Narrow Sections:** Built in 1832, the tow path is narrow in some sections, requiring single file travel. Please yield to faster runners in these areas. **Underpasses:** The towpath has several camelback bridge underpasses with low clearance. There are 7 bridge underpasses along the course, for a total of 28 under-passes. Taller people may feel the need to duck under a few of them- these underpasses have a clearing of 6'6".

**TIME LIMITS:** In keeping with the BQ spirit of Chasing the Unicorn we will attempt to close the course as quickly as possible. This race has always been advertised as an event for those within 10 minutes of their age group qualifying times. As we have no participants in the 75+ age groups, the cut-off time for Chasing the Unicorn will be 5 hours. Boston Marathon qualifying time for women 75-70 is 4hours 50minutes. Five hours is ten minutes beyond that age group BQ. We would like to close the course at 5 hour pace. (11:27 per mile pace)

The Alternative Half Marathon course close with a 14:52mpm pace or 3hr15 minutes after the last participant crosses the start line. **SLOWER HALF MARATHON RUNNERS PLEASE REMEMBER TO STAY TO YOUR RIGHT AND RUN IN SINGLE FILE SO THAT FAST CHASING THE UNICORN MARATHONERS MIGHT HAVE THE BEST CHANCES OF GETTING THEIR BQ QUALIFYING TIMES.**

THE TIME LIMIT FOR THE ALTERNATIVE HALF MARATHON is 3 hours 15minutes or 14:52 per mile pace.

**MEDICAL INFORMATION:**

**If you have any medical information which may be important to your care in the event of an emergency, please write that information on the back of your race bib.**

**We encourage all runners to run with cell phones. Should you come upon an emergency, we ask that you call this phone number:**

**(215) 802-2622**

PLEASE save this number in your phone in advance of the event. A member of our emergency action team will answer the call. Please give the operator a description of the emergency including:

- The nearest mile mark
- The nature of the emergency
- The number of individuals involved and a description of their clothing

This will ensure adequate care is on the way. **\*Please note: this number is for emergency on the course purposes only.**

Basic first aid supplies such as gloves, razor blades, antiseptic, Band-Aids, and Vaseline will be available at all of the aid stations. Please do not hesitate to ask a volunteer for these supplies.

**DNF:**

If you decide that you would like to not complete the course, we ask that you make your way to the nearest aid station and let the Aid Station Leader know that you are done for the day. The Aid Station Leader will do their best to keep you comfortable and arrange a ride back to the start/ finish area.

Basic first aid supplies such as gloves, razor blades, antiseptic, Band-Aids, and Vaseline will be available at all of the aid stations. Please do not hesitate to ask a volunteer for these supplies. DNF: If you decide that you would like to not complete the course, we ask that you make your way to the nearest aid station and let the Aid Station Leader know that you are done for the day. The Aid Station Leader will do their best to keep you comfortable and arrange a ride back to the start/ finish area.

**HYDRATION STATIONS:** will still have the RunningWater fill stations so you can fill your hydration packs.  
We will also have volunteers with cups at those stations.

You may have never thought about this before but please empty your cup or bottles before aiming for the trash cans. The volunteers putting the trash in their cars on the way back to the start finish will appreciate your small actions.

Three stations will be on the course- each will be passed 4 times:

**#1 Overlook** (1.2 miles, 11.9 miles, 14.3 miles, 25 miles) **RunningWater** no toilet, no Gatorade

**#2 Stony Run** (2.6 miles, 10.5 miles, 16.7 miles, 23.6 miles) **RunningWater** and toilet

**#3 DCNR Shed** south of Thompson Neely (4 miles, 8.8 miles, 17.2 miles, 22.1 miles) **(2) RunningWater** and toilet

There will also a hydration station at each of the turn arounds:

**#4 North Turn Around** (6.55. 19.65 miles),

**HoneyStinger Gold, LuggableLoo Tent and RunningWater** located beyond turn around

Due to numerous issues we are no longer able to place a port-a-john at the north turn around. [Dr. Ira Meyers of Montgomery Podiatry Associates](#) new sponsorship is allowing us to place a 5x5" tent with a Luggable Loo (a branded 5 gallon bucket with molded toilet seat) in the tent. Please take your earphones out if you're using it because there's no lock so the people behind you are going to shout to find out if the tent is occupied, also see the NO HOVER RULE at the end of the guide.

**#5 Half Way and Finish** (13 -13.2) **HoneyStinger Gold, RunningWater, BOTTLE DROP, toilets** at Start Finish

There is a bottle drop table at the 13.00 mile mark (we've moved it to before the turn around), Leave your bottles by 7:15am. Please trash your empties. Come back and get your discards. There will be water, Gatorade and HoneyStinger Gold gel there.

**MARK YOUR BOTTLE WITH SOME IDENTIFICATION SO YOU KNOW IT IS YOURS**

**PLEASE PLACE YOUR BOTTLE BY 7:15AM AND CLEAN UP YOUR DISCARDED EXCHANGES AFTER YOU FINISH**

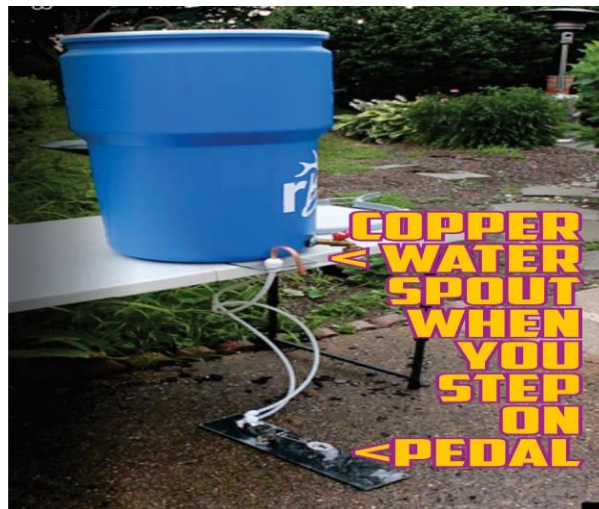


EACH TURN AROUND WILL INCLUDE A HONEYSTINGER GOLD GEL OPPORTUNITY.

The halfway bottle drop will have them on the table. The 6.55 mile mark will have a person handing them out.

YOU SHOULD DRINK AFTER INGESTING A GEL, SO WE PLACE THEM BEFORE THE STATIONS.

LOOK FOR THE GEL PERSON and the HONEYSTINGER



**Awards:** We will attempt to present the top three men and women overall in each race on site All others will receive personalized awards in the weeks following the race

**CHASING THE UNICORN** Overall awards to top three men and women and top three in these age groups \* by gender:

18-34, 35-39, 40-44, 45-49, 50-54-55-59, 60-64, 65-69, 70 & Older \*

(age groups are subject to change dependent on registration- however we are planning to follow the same age groups as the Boston Marathon)

**THE Alternative Half Marathon:** Overall awards to top three men and women and top three in these age groups \* by gender:

29 & Under, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-69, 70 & Older



(age groups are subject to change dependent on registration)

**RESULTS & PHOTOS:** Links to official race results and photos will be posted online at: [www.runBUCKS.com](http://www.runBUCKS.com) and on the [RunSignUp registration page](#) before we leave the race site on Sunday. Please check the results especially for the Chasing the Unicorn Marathon as these will be submitted immediately to the Boston Athletic Association for consideration. If you have any issues with results please email our head timer at [john@runBUCKS.com](mailto:john@runBUCKS.com)

**FINISH LINE:** Alternative Half Marathoners please finish to the right side of the finish line as Chasing the Unicorn Marathoners need to turn around and head back out for a second loop.

**Food:** We are back to live food and going to be rewarding about it. Burgers (veggie option limited), Dogs and Chips! Food is only for participants and volunteers. Please don't ask us to feed your whole family. You will be given a bottle of water at the finish. In an effort to reduce our trash output please take only one bottle and refill it from the RunningWater station at 13.05 miles.

**CrackedBell RACE SINGLETS:** You'll be getting your custom CrackedBell race singlet, string bag and Spike at packet pick-up of you registered by the shirt deadline. Late registrants should stop at the sound tent after the race and ask if shirts are available on site. All others will be mail out after a production re-run/

**Merchandise:**

We do have a limited amount of running style CHASING THE UNICORN caps available for sale for \$15.

**Feedback:**

Please share your experience with us! We do hope you provide your feedback on what you liked, and what we can improve on. Please e-mail: [pat@runbucks.com](mailto:pat@runbucks.com)!

**A Note from the Race Director:**

We've done a lot of planning.

We expect things to go smoothly.

We do know that sometimes "things" happen.

We do appreciate your understanding in the event "things" happen.

Be safe out there. Take care of each other. Enjoy this!



*Join us for a historical adventure*

Washington Crossing Historic Park offers more than 500 acres of American history, natural beauty and family fun. The park preserves the site where George Washington crossed the Delaware River and turned the tide of the Revolutionary War.

There is always something happening at Washington Crossing Historic Park. Please join us for one of our many special events. [LEARN MORE](#)





# CHASING THE UNICORN MARATHON

## Washington Crossing Historic Park Washington Crossing, PA

**USATF Certificate  
PA 13037WB**  
Effective 07/29/2013 to 12/31/2023

ELEVATIONS:	
START:	47 FT
FINISH:	47 FT
HIGHEST:	60 FT
LOWEST:	38 FT

**MILE 8:** ON THE TOWPATH, 478' NW MILE 5, AND MORE ACCURATELY 403' NW OF A TREE ON THE NE SIDE OF THE TOWPATH WITH A WHITE CROSS PAINTED ON A SCARRED SURFACE OF THE TREE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 22:** ON THE TOWPATH, 578' NW OF MILE 9.

**MILE 9:** ON THE TOWPATH, 578' NW OF MILE 4, AND 225' NW OF THE CENTER OF AN OVERHEAD BRIDGE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH

**MILE 23:** ON THE TOWPATH, 578' NW OF MILE 10.

**MILE 10:** ON THE TOWPATH, 578' NW OF MILE 3, AND 41' SE OF A SET OF WOOD STAIRS LEADING DOWN TO THE RIVER. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH

**MILE 24:** ON THE TOWPATH, 578' NW OF MILE 11

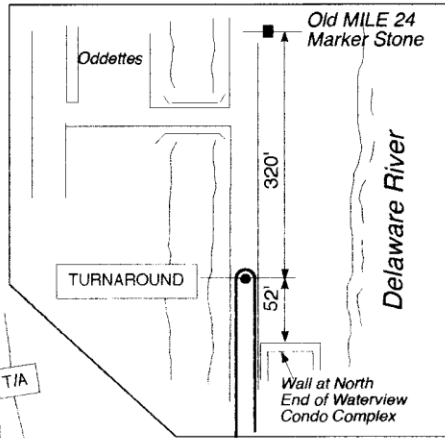
**MILE 11:** ON THE TOWPATH, 254' NW OF A WHITE 16" x 24" HERITAGE CONSERVANCY SIGN FIXED TO A TREE ABOUT 50' OFF THE NE EDGE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH.

**MILE 25:** ON THE TOWPATH, 578' NW OF MILE 12

**MILE 12:** ON THE TOWPATH, 270' SE OF THE CENTER OF AN OVERHEAD TRUSS BRIDGE OVER THE CANAL AND THE TOWPATH, AND APPROX. 578' NW OF MILE 1. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH.

**MILE 26:** ON THE ACCESS RD., 578' SE OF MILE 13, AND 1155' SE OF THE START/FINISH.

**MILE 13:** ON THE SW EDGE OF THE ACCESS ROAD, 578' SE OF THE START/FINISH LINE. MARKED BY '13' IN A CIRCLE, IN WHITE PAINT, ABOUT 12" OUT FROM THE SW EDGE OF THE ROAD.



**MILE 21:** ON THE TOWPATH, 578' NW OF MILE 8.

**MILE 7:** 498' SE OF AN OLD HISTORICAL 'MILE 20' MARKER ON THE NE SIDE OF THE TOWPATH. MARKED BY A LAG BOLT, WASHER AND ALUMINUM DISK AT THE SW EDGE OF THE TOWPATH.

**MILE 20:** ON THE TOWPATH, 578' NW OF MILE 7

**TURNAROUND:** SEE DETAIL UPPER RIGHT.

**MILE 6:** ON THE TOWPATH, APPROX. 2070' NW OF AN OLD HISTORIC GRANITE MILE MARKER WITH '23' ON IT, FLUSH WITH THE GROUND, ABOUT 30' OFF THE NE EDGE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 19:** ON THE TOWPATH, 578' SW OF MILE 6

**MILE 5:** ON THE TOWPATH, APPROX. 630' NW OF THE CENTER OF RT. 32 AND MORE ACCURATELY 175' SE OF A TREE ON THE NE SIDE OF THE TOWPATH WITH A WHITE CROSS PAINTED ON A SCARRED SURFACE OF THE TREE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 18:** ON THE TOWPATH, 578' SE OF MILE 5

**MILE 4:** ON THE TOWPATH, 352' SE OF THE C/L OF AN OVERHEAD BRIDGE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 17:** ON THE TOWPATH, 578' SE OF MILE 4.

**MILE 3:** ON THE TOWPATH, 1907' NW OF THE CENTER OF THE WOOD DECK OF THE STONY RUN AQUEDUCT. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 4" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 16:** ON THE TOWPATH, 578' SE OF MILE 3.

**MILE 2:** ON THE TOWPATH, 273' NW OF A LARGE 'HERITAGE CONSERVANCY' SIGN ABOUT 15' OFF THE NE EDGE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 4" OUT FROM THE NE EDGE OF THE TOWPATH.

**MILE 15:** ON THE TOWPATH, 578' SE OF MILE 2.

**MILE 1:** ON THE TOWPATH, APPROX. 308' SE OF THE BRIDGE, AND MORE ACCURATELY 42' SE OF A 36" DIAM. TREE ON THE NE SIDE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 14:** ON THE TOWPATH, 578' SE OF MILE 1.

### NOTES:

COURSE CONSISTS OF TWO LOOPS OF THE PA12045WB HALF-MARATHON COURSE (WITH A SLIGHT MODIFICATION TO INCORPORATE A 4-FT RADIUS TURNAROUND NEAR THE END OF THE FIRST LOOP AND TO BEGIN THE SECOND LOOP (TO KEEP THE RUNNERS TO THE SE SIDE OF THE TIMING MAT AS THEY TURN AROUND FOR THE SECOND LOOP THE CENTER POINT OF THE TURNAROUND HAS BEEN CALCULATED TO RESULT IN A FULL MARATHON DISTANCE.

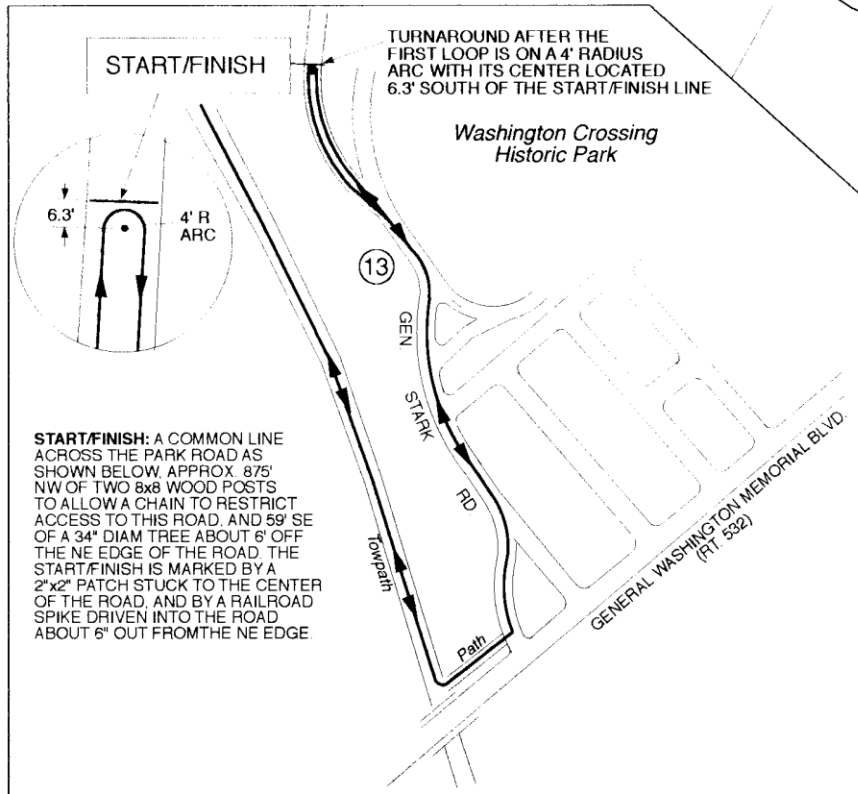
MILES 14 THROUGH 26 ARE NOT PHYSICALLY MARKED.

COURSE HAS BEEN MEASURED IN ACCORDANCE WITH USATF/IRATC REQUIREMENTS, USING THE SHORTEST POSSIBLE ROUTE (SPR) METHOD, TO WITHIN 12" OF ALL CURBS AND DEFINED PATH EDGES.

MILEPOINT LOCATIONS INDICATED ON THE MAP ARE APPROXIMATE, INDIVIDUAL TEXT DESCRIPTIONS GOVERN.

RUNNERS HAVE USE OF FULL WIDTH OF ALL ROADS AND PATHS MAKING UP THE COURSE WITH NO RESTRICTIONS.

ELEVATIONS INDICATED ARE RELATIVE, AND ARE AS OBSERVED FROM GOOGLE EARTH IMAGING.



**START/FINISH:** A COMMON LINE ACROSS THE PARK ROAD AS SHOWN BELOW. APPROX. 875' NW OF TWO 8x8 WOOD POSTS TO ALLOW A CHAIN TO RESTRICT ACCESS TO THIS ROAD, AND 59' SE OF A 34" DIAM TREE ABOUT 6' OFF THE NE EDGE OF THE ROAD. THE START/FINISH IS MARKED BY A 2"x2" PATCH STUCK TO THE CENTER OF THE ROAD, AND BY A RAILROAD SPIKE DRIVEN INTO THE ROAD ABOUT 6" OUT FROM THE NE EDGE.

MEASURED BY  
BILL BELLEVILLE  
ARDMORE, PA  
09/17/2012  
CS-1352

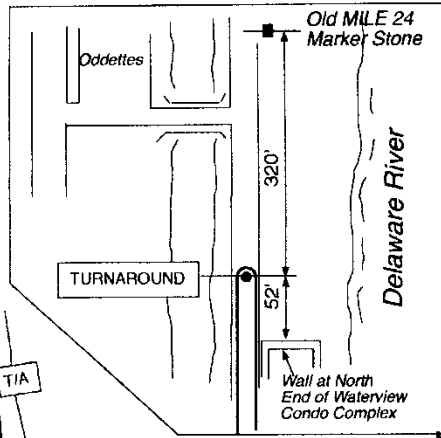


# ALTERNATIVE HALF MARATHON

## Washington Crossing Historic Park Washington Crossing, PA

**USATF Certification**  
**PA12045WB**  
Effective 09/20/2012 to 12/31/2022

**ELEVATIONS:**  
START: 54 FT.  
FINISH: 54 FT.  
HIGHEST: 80 FT.  
LOWEST: 38 FT.



**MILE 8:** ON THE TOWPATH, 478' NW OF MILE 5, AND MORE ACCURATELY 403' NW OF A TREE ON THE NE SIDE OF THE TOWPATH WITH A WHITE CROSS PAINTED ON A SCARRED SURFACE OF THE TREE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 9:** ON THE TOWPATH, 578' NW OF MILE 4, AND 225' NW OF THE CENTER OF AN OVERHEAD BRIDGE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH

**MILE 10:** ON THE TOWPATH, 578' NW OF MILE 3, AND 41' SE OF A SET OF WOOD STAIRS LEADING DOWN TO THE RIVER. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH

**MILE 11:** ON THE TOWPATH, 254' NW OF A WHITE 16" x 24" HERITAGE CONSERVANCY SIGN FIXED TO A TREE ABOUT 50' OFF THE NE EDGE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH

**MILE 12:** ON THE TOWPATH, 270' SE OF THE CENTER OF AN OVERHEAD TRUSS BRIDGE OVER THE CANAL AND THE TOWPATH, AND APPROX. 578' NW OF MILE 1. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE SW EDGE OF THE TOWPATH.

**MILE 13:** ON THE SW EDGE OF THE ACCESS ROAD, 578' SE OF THE START/FINISH LINE. MARKED BY '13' IN A CIRCLE, IN WHITE PAINT, ABOUT 12" OUT FROM THE SW EDGE OF THE ROAD.

**MILE 6:** ON THE TOWPATH, APPROX. 2070' NW OF AN OLD HISTORIC GRANITE MILE MARKER WITH '23' ON IT, FLUSH WITH THE GROUND, ABOUT 30' OFF THE NE EDGE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH

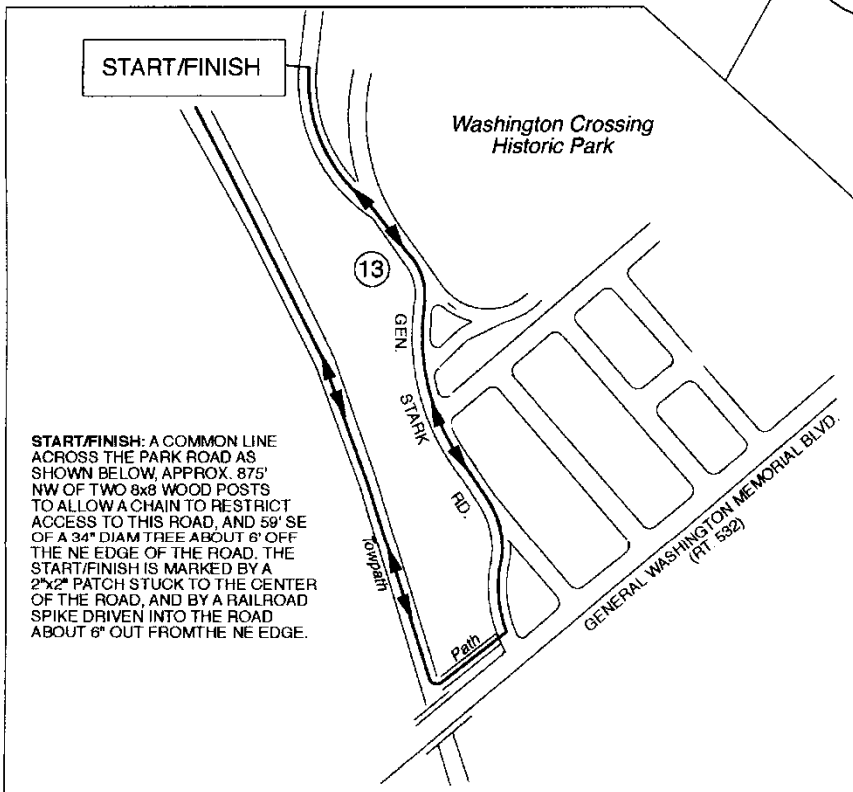
**MILE 5:** ON THE TOWPATH, APPROX. 630' NW OF THE CENTER OF RT. 32 AND MORE ACCURATELY 175' SE OF A TREE ON THE NE SIDE OF THE TOWPATH WITH A WHITE CROSS PAINTED ON A SCARRED SURFACE OF THE TREE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 6" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 4:** ON THE TOWPATH, 352' SE OF THE C/L OF AN OVERHEAD BRIDGE. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH

**MILE 3:** ON THE TOWPATH, 1907' NW OF THE CENTER OF THE WOOD DECK OF THE STONY RUN AQUEDUCT. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH.

**MILE 2:** ON THE TOWPATH, 273' NW OF A LARGE 'HERITAGE CONSERVANCY' SIGN ABOUT 15' OFF THE NE EDGE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK, 4" OUT FROM THE NE EDGE OF THE TOWPATH.

**MILE 1:** ON THE TOWPATH, APPROX. 308' SE OF THE BRIDGE, AND MORE ACCURATELY 42' SE OF A 36" DIAM. TREE ON THE NE SIDE OF THE TOWPATH. MARKED BY AN 8" DOCK SPIKE, ALUM. CAN BOTTOM, AND A BLACK PLASTIC DISK 4" OUT FROM THE NE EDGE OF THE TOWPATH.



**START/FINISH:** A COMMON LINE ACROSS THE PARK ROAD AS SHOWN BELOW, APPROX. 875' NW OF TWO 8x8 WOOD POSTS TO ALLOW A CHAIN TO RESTRICT ACCESS TO THIS ROAD, AND 59' SE OF A 34" DIAM TREE ABOUT 6' OFF THE NE EDGE OF THE ROAD. THE START/FINISH IS MARKED BY A 2"x2" PATCH STUCK TO THE CENTER OF THE ROAD, AND BY A RAILROAD SPIKE DRIVEN INTO THE ROAD ABOUT 6" OUT FROM THE NE EDGE.

**NOTES:**

COURSE HAS BEEN MEASURED IN ACCORDANCE WITH USATF/RRTC REQUIREMENTS, USING THE SHORTEST POSSIBLE ROUTE (SPR) METHOD, TO WITHIN 12" OF ALL CURBS AND DEFINED PATH EDGES.

MILEPOINT LOCATIONS INDICATED ON THE MAP ARE APPROXIMATE; INDIVIDUAL TEXT DESCRIPTIONS GOVERN.

RUNNERS HAVE USE OF FULL WIDTH OF ALL ROADS AND PATHS MAKING UP THE COURSE WITH NO RESTRICTIONS.

ELEVATIONS INDICATED ARE RELATIVE, AND ARE AS OBSERVED FROM GOOGLE EARTH IMAGING.

## The Village (Lower Park)

The Taylorsville area of Washington Crossing Historic Park, located at the intersection of Routes 32 and 532, is the heart of the park and the site of many modern-day programs, including the reenactment of George Washington's river crossing.

The following buildings of note are located in the village:

### MCCONKEY FERRY INN



The Baker family built the first ferry on this site, one of many Delaware River ferry sites in Bucks County. The Bakers sold the ferry business to Samuel McConkey, who was the owner in 1776.

The first ferry building was built in 1752, but only the basement kitchen remains. The current inn was built in several stages; the west side, the one farthest from the river, was built around 1790 and includes the original basement. The building represents a typical country inn or tavern of the Revolutionary era and suggests the variety of amenities that would have been available to the traveler at that time.

During the Continental army's stay in Bucks County in December 1776, the inn and the nearby ferry launch site were closely guarded by the troops. At McConkey's Ferry on December 25, 1776, Washington wrote to Colonel Cadwalader, "I am determined as the night is favorable to cross the River . . ."

### MAHLON K. TAYLOR HOUSE



Born in 1791, Mahlon K. Taylor became the wealthiest and most influential member of the Taylor family. He was a fixture of Taylorsville's commercial success until his death in 1870.

The stately home illustrates Taylor's successful career as a merchant and entrepreneur. The house is a fine example of the degree to which the fashions and refinement of upper-class Philadelphians were beginning to influence rural Pennsylvania. Built in 1816-17, the house epitomized Taylor's success.

### TAYLORSVILLE HOUSES



These 19<sup>th</sup> century buildings were built by different members of the Taylor family as their own residences or to rent to trades and craftsmen. Many 19<sup>th</sup>-century country villages and towns also had general stores that sold a wide array of merchandise. A small community typically had only one general store, which also housed the post office, displayed notices and circulated information. Mahlon Taylor opened the Taylorsville store around, 1828 shortly before the Delaware Canal was constructed, and served as postmaster there for almost 40 years.

### HIBBS HOUSE



Built in 1828, this building was one of several tenant houses the Taylor family constructed to attract artisans to Taylorsville. It served as the home and workshop of a shoemaker, then a cooper, a wheelwright, and finally a carpenter, Abdon Hibbs. A typical two-room over two-room stone structure, it housed a worker, his family, and his apprentice, as well as his shop.

## FRYE HOUSE AND BLACKSMITH SHOP



Bernard Taylor built the Frye House in 1828 as a tenant property. It housed Taylorsville's blacksmith and his family, as well as an apprentice. The blacksmith was an indispensable contributor to American life. With strength and skill, he fashioned iron tools and implements that were essential to work and to family life in the preindustrial era.



Taylorsville's original blacksmith shop was constructed around 1830. The current shop was built in 1990. Living-history demonstrations are conducted here during special events throughout the year.

## DURHAM BOAT BARN



This 20<sup>th</sup>-century building was built in 1977 to house the replica Durham boats used in the annual re-enactment of Washington Crossing the Delaware. In the 18th century, Durham boats were used to carry iron ore and other bulk trade goods down the Delaware River to Philadelphia to process, or export overseas, and to bring loads of manufactured products to people living upstream from the city. Washington specifically ordered that these shallow-draft, yet stable boats be secured for the Crossing. After the Revolution, Durham boats continued to carry cargo up and down the Delaware for more than half a century. The replicas in this Boat Barn are approximately 40 feet long. Two were built in 1965 and 1976 in Point Pleasant, NJ, by the Johnson Brothers Boat Works. Boatbuilder Paul Rollins of York, Maine, constructed the other reproductions in 1996 and 1997.

## Thompson-Neely House & Farmstead near the street crossing at Miles 4.9, 7.8 18 and 21



The Thompson-Neely House served as a temporary regimental army hospital during Washington's winter campaign of 1776/1777. Ill and injured soldiers were brought to this home of the Thompson and Neely families for medical treatment and recovery. A young officer from Virginia named James Monroe, who was seriously injured during the First Battle of Trenton, convalesced here. In 1817, he became the fifth president of the United States. Wounded with Monroe was William Washington, a distant cousin of the commander-in-chief. He too recovered at this location. Captain James Moore of the New York Artillery died here of camp fever on Christmas day and is buried on the property (in what is now the Soldiers' Graves area), along with other men who died either in the encampment or battle.

On the National Register of Historic Places, The Thompson-Neely House is a fine example of vernacular 18<sup>th</sup>-century architecture. Its expansion from a low, one-room dwelling to a two-story, multi-roomed farmhouse reflects the growth of colonial Pennsylvania's agricultural economy and the prosperity enjoyed by those who milled grain into flour for export. Early Scots-Irish settler John Pidcock, who farmed and traded with the Native Americans, settled on this site before 1701. The next owner of the property, Quaker miller John Simpson, constructed the original central section of this house about 1740, as well as a gristmill along Pidcock Creek. At the time of his death in 1747, Simpson was a prosperous farmer with an interest in a sawmill besides his other holdings. His widow, Hannah, married Scots-Irish miller Robert Thompson in 1748, whose farming and milling businesses on the property made him one of the wealthiest men in Solebury Township by 1761.

In 1757, owner Robert Thompson built a two-story addition on the west end (away from the river) of the house. Nine years later, when his daughter Elizabeth married Irish immigrant William Neely, he added a second story above the old first section. The households of both families were under the same roof when 7,400 Continental army troops encamped in the area during December 1776. Robert Thompson enlarged the house once again by constructing the two-story east wing in 1788 to accommodate the Neely's growing family. Taller ceilings gave this newest portion a higher roofline than the existing structure.

When he died in 1804, Robert Thompson left his large estate to his grandson, Robert Thompson Neely, including the main farmhouse with outbuildings, two mills, a cooper's shop, and a distillery. Although Robert Thompson Neely continued to expand his family business and real estate holdings, he died in debt in 1848. Succeeding generations of the Neely family continued to own the farmhouse. When the Commonwealth of Pennsylvania acquired it in 1926, the building had been little changed since the early 19<sup>th</sup> -century.

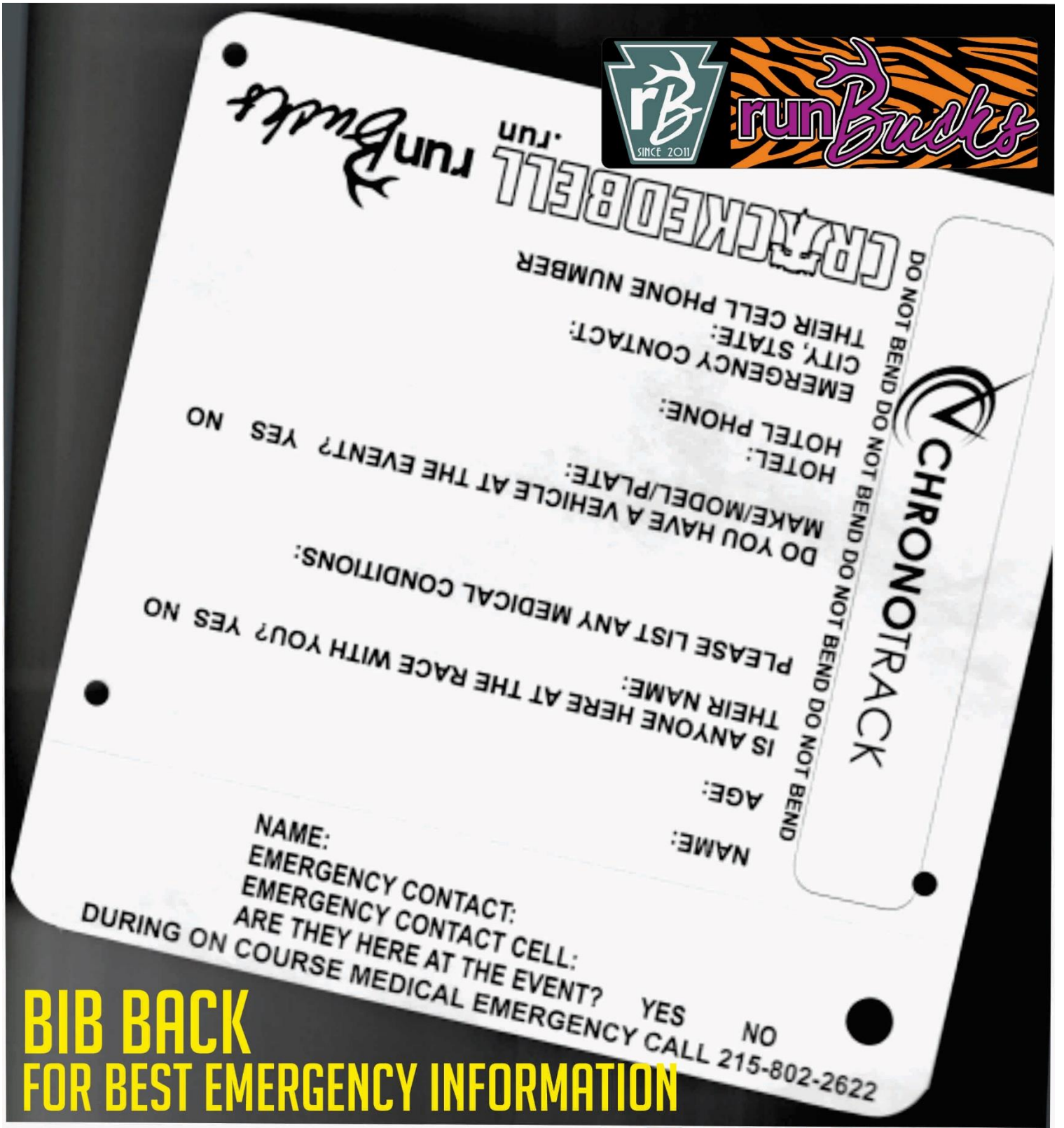
Once the centerpiece of a working farm and milling complex, the Thompson-Neely House is surrounded by the numerous outbuildings needed for farm life in the 18<sup>th</sup>-century, such as the restored smokehouse, chicken coop and privy seen here today. Washington Crossing Historic Park's own flock of sheep may be visited at the restored barn.

## **WANT TO SEE MORE OF THE COURSES? CHECK OUT THIS VIDEO ON YOUTUBE: CHASING THE UNICORN MARATHON**

## **Delaware Canal Half Marathon GoPro**

## **PAT'S WORLD FAMOUS PARKING RANT VIDEO**





# BIB BACK FOR BEST EMERGENCY INFORMATION

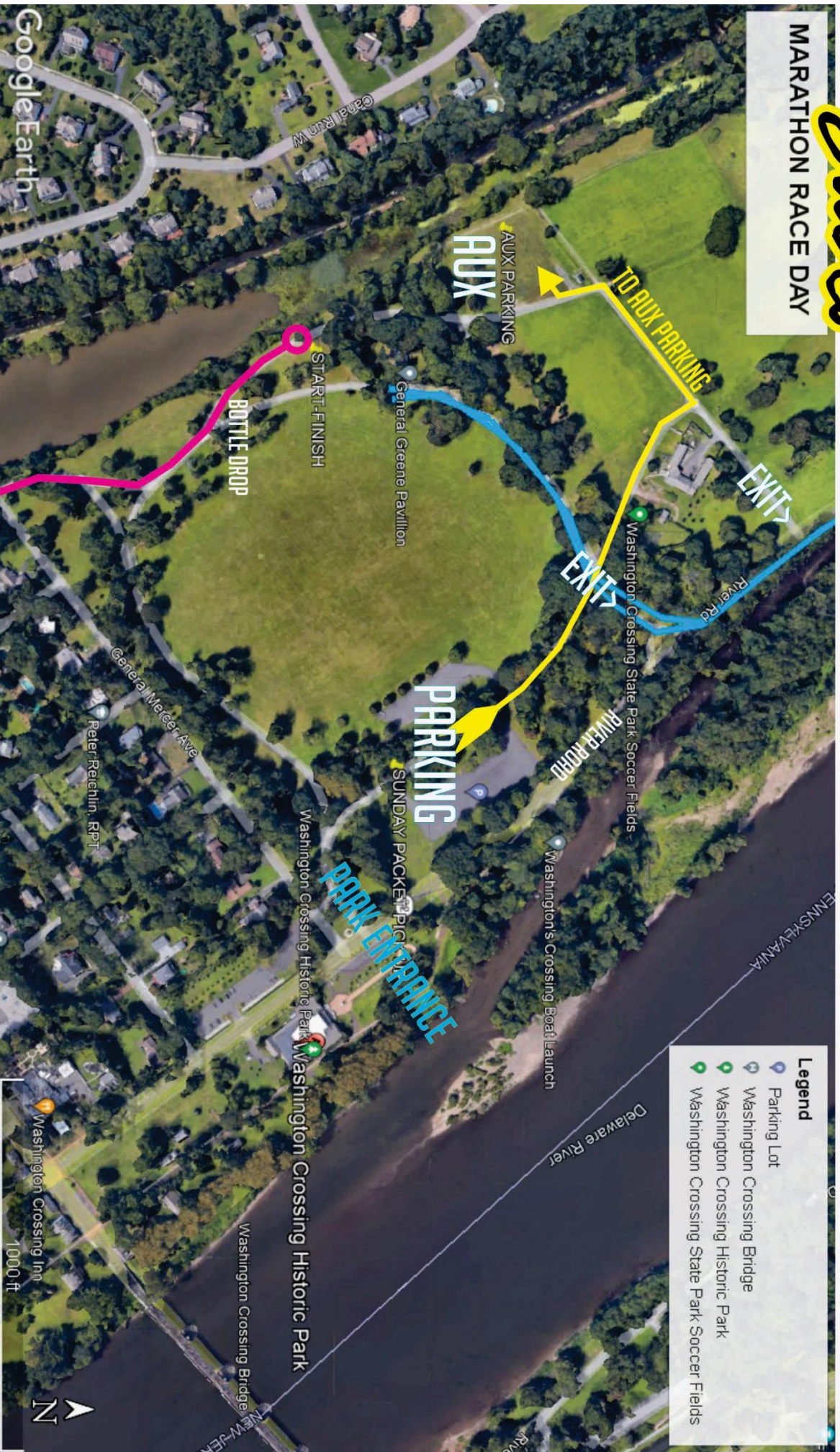
## SPECTATORS

The best location to spectate are the water stations at Thompson Neely House but you are crossing the course the turn arounds and

if you walk through the soccer fields to the bridge on the canal used on runbucks.com home page (1, 12.1 14.1, 25.1 mile marks)

# run Bucks

MARATHON RACE DAY



Google Earth

SEARCH: VALLEY OF CONCENTRATION PARKING LOT, WASHINGTON CROSSING, PA

Google Maps