

Linking Up: Planning Your Traffic-Free Bicycle Trip Between Pittsburgh PA and Washington DC

By Mary Shaw and Roy Weil

On Safety, Judgment, and Personal Responsibility

We compiled this information to support individual trail users and the development of the trail systems. We have made a diligent effort to present accurate descriptions and to confirm trail conditions and services. However, we are human, trails change with time, and we occasionally receive incorrect information. Weather, wear, construction, vandalism, changes in land status, and other forces can alter conditions, erode trail surfaces, create obstacles, or even close trails. Businesses can close or change management, and quality may change as a result. Therefore we cannot be responsible for discrepancies between these descriptions and actual conditions. If you do encounter any discrepancies, please let us know. Trail activities have intrinsic risks, for which you must assume responsibility; we cannot be responsible for mishaps or problems you encounter on your trip. Everyone who sets out on a trip assumes personal responsibility for his or her own safety as well as the safety of others on the trip. Ultimately the quality of your experience depends on your own common sense and good judgment.

Introduction

So you're thinking about a bike ride between Pittsburgh PA and Washington DC, and you don't want to ride in traffic? That's great! The C&O Canal Towpath has long been a favorite route, especially nice for bicycle camping. Now that the connection to the rail-trails of the Great Allegheny Passage between Cumberland MD and Pittsburgh PA is within reach, the route is even better.

We begin with answers to the questions that people most often ask as they start to think about the trip, followed by suggestions about things to think about as you plan and ideas about itineraries. At the end, we list some of the services and amenities you may find helpful and give a table of distances between towns. With a few exceptions, we include all the services we know about that are within reasonable cycling distance of the trail. If you have a support car you can range farther afield, but other guides provide better coverage of those larger areas than we can possibly hope to.

Trail construction continues, so if you're looking ahead to a vacation in the next two or three years, you'll find more trail and smaller gaps.

For up-to-date information on services and facilities along the trail, check the Allegheny Trail Alliance web site at <http://www.ATATrail.org/>

The Great Allegheny Passage

The Great Allegheny Passage links Cumberland MD with Pittsburgh PA on rail-trails. Seven individual trails make up the Passage System: the Allegheny Highlands Trails in Maryland and Pennsylvania, the Youghiogheny River Trails South and North, the Steel Valley Trail, the Three Rivers Heritage Trail, and the Montour Trail.

Trails of the Great Allegheny Passage System	Trail Name Abbreviations
Allegheny Trail Alliance	ATA
Allegheny Highlands Trail in MD	AHTMD
Allegheny Highlands Trail in PA	AHTPA
Youghiogheny River Trail South	YRTS
Youghiogheny River Trail North	YRTN
Steel Valley Trail	SVT
Three Rivers Heritage Trail	TRHT
Montour Trail	MnTr

Other Trails	Abbreviations
C & O Canal Towpath	C&O
Anderson Bikeway	AndBW
Capital Crescent Trail	CapCr
Mount Vernon Trail	MtVer
Four Mile Run Trail	4MiRn
Washington & Old Dominion Trail	W&OD
Western Maryland Rail Trail	WMRT

Frequently Asked Questions

We have ridden the entire trip from DC to Pittsburgh on these trails seven times, and we've ridden most sections many times on shorter trips. In the process, we learned a lot about the route. People often ask us about planning similar trips. You may also be interested in our answers.

Is the trail finished?

Almost. There are (in 2005) three unfinished sections and one detour between Pittsburgh PA and Washington DC.

The trail connects Pittsburgh PA to Washington DC. It runs on the rail-trails of the Great Allegheny Passage from Pittsburgh to Cumberland MD, then down the C&O Canal Towpath to Washington. Eventually the Montour Trail and Steel Valley Trails will add connections to southern Pittsburgh and the Airport. Here are the trails, with lengths and locations of open sections and detours.

Trail	Distance		Trail Route			Unfinished Portion
	Open	Detour	From	Via	To	
Three Rivers Heritage Trail (TRHT)	4 mi	3 mi	Pittsburgh PA	Hazelwood PA	Glenwood Bridge PA	Hazelwood-
Steel Valley Trail (SVT)	1 mi	12 mi	Glenwood Bridge PA	Homestead PA	McKeesport PA	Glenwood B
Youghiogheny River Trail North (YRTN)	43 mi	none	McKeesport PA	West Newton PA	Connellsville PA	none
Youghiogheny River Trail South (YRTS)	28 mi	none	Connellsville PA	Ohiopyle PA	Confluence PA	none
Allegheny Highlands Trail in Pa (AHTPa)	31 mi	11 mi	Confluence PA	Rockwood PA	PA-MD state line	Meyersdale-
Allegheny Highlands Trail in Md (AHTMd)	5	16 mi	PA-MD state line	Frostburg MD	Cumberland MD	Frostburg to
C&O Canal Towpath (C&O)	182 mi	4 mi	Cumberland MD	Williamsport MD	Washington DC	Detour near Dam 4

The total distance is about 288 miles on trails and 49 trail miles that still require road detours which are noted under trip planning on the website.

Can I make this trip on my road bike? How about my hybrid?

Most people ride hybrid or mountain bikes on these trails. They both work fine, especially with conservative tires, for example semi-slick tires. A road or touring bike equipped with slightly knobby tires will also work well. However, a road bike with skinny slick racing tires isn't really suitable for this trip.

What's the trail like? Paved roads, or rough rocks, or what?

Something in between. The rail-trails on the Pittsburgh side of the mountains are mostly packed crushed limestone, with a few paved sections. The southern 15 miles of the C&O Canal Towpath, between Great Falls and Georgetown, are also crushed limestone. Most of the other 170 miles of the C&O Canal Towpath is closer to packed gravel – mostly double-track (two packed tracks with a hump between them, like a one-lane dirt road).

Can I do it?

Probably. If you can ride a bike for 30 miles on both days of a weekend, you'll do fine. We've seen families with children, youth organizations, and groups of adults of all ages. One night we shared a campsite with a 70-something gentleman who was riding from New Castle PA to Washington DC "one more time". If you aren't up to the full trip yet, plan some one-day trips this summer, a couple of weekend trips next year, and the whole trip the year after.

Where will I sleep? Where will I eat?

There's plenty of lodging, but you should plan carefully and make reservations. Hotels, B&Bs, motels, and hostels provide indoor lodging close to the trail every 30 miles or so (list on p. 33). Campgrounds are closer together, especially on the C&O Canal Towpath (list on p.32). Grocery stores and restaurants give you a choice of preparing your own food or eating someone else's cooking (locations on p. 31). See the sample itineraries.

Do I need reservations?

Yes, except at some primitive campsites along the trails that are designated for use by through-hikers and bikers. Reservations are especially important if you won't be able to drive your whole group 20 miles to an alternate motel.

How do I get to the trailhead to start the ride and then back home at the end of the trip?

Take the train. Have friends drive you. Have a support car big enough to carry everything. Run a shuttle. Hire an outfitter.

What time of year is best?

Any season except winter. Spring offers flowers but the weather can be chancy. Summer gives the longest days, but they can be hot. Fall has autumn colors and generally good weather, but days start getting shorter in late September.

What if it rains?

You get wet. So take a rain suit. If you plan the trip for warm weather, riding in the rain isn't horrible. It rarely rains all day for several days. If it rains for a few minutes or an hour, you can sit under shelter until it stops. We carry a small waterproof tarp to stand under. If you're camping, you can stop at the next campsite. If you have room reservations, you slog on to your motel, but you get to dry out. If it rains for days at a time, you'll probably find a motel, get dry, and consider whether to wait out the rain or cancel the rest of the trip.

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Is it dangerous?

Not particularly. You should know how to fix a flat tire and recognize poison ivy. You should be able to control any children in your party. If you're camping, you should know how to pitch your tent and operate your stove safely. This is not, however, an amusement park. Everything you see is real; there are no absolute guarantees of safety and no one else to blame for any problems.

You won't have to worry about automobile traffic except between the trail and your lodging. We recommend against biking the detours around trail gaps; if you ride them anyhow, you will encounter traffic – some of it heavy and fast.

As with any physical activity, you may be at risk of overuse injuries if your activity on the trip is significantly more strenuous than your normal routine. If you decide to skimp on advance training, plan an easy pace on the trip. If you are not already active, consult your doctor about getting started.

The Four Big Decisions: Starting to Think About the Trip

We designed this planning guide for people who want to bike the entire distance between Pittsburgh and Washington. Naturally, you don't have to ride it all at once – you can pick a shorter trip of any length you like. We offer some suggestions on shorter trips.

Begin by making the Four Big Decisions that set the overall character of the trip.

1. Luxury: What kind of overnight accommodations do we want?

At the low end of the luxury spectrum, this is one of the finest bicycle camping trips in the east, and you can camp almost every night. At the high end of the spectrum, you can spend almost every night in a classy hotel or B&B. In between, you can use modestly priced hostels, motels or B&Bs.

2. Support: How much support do we need?

You can make this trip completely self-contained, carrying your clothes and, if you're camping, your cooking and sleeping gear. Alternatively, you can make it lightly-supported, with a single vehicle to carry baggage from one night's lodging to the next. In these cases, you'll choose lodging within easy biking distance of the trail. Finally you can arrange, possibly through an outfitter, for a fully-supported trip with someone responsible for making all the arrangements, driving your whole group back and forth between the trail and your lodging, and perhaps even sending a guide with you on the trail.

3. Distance: How far should we ride each day?

As a practical matter, there are some stretches of 30 miles without indoor lodging near the trail, so that is the shortest practical day if you want to sleep under a roof and don't want the complication of a fully-supported trip. Average distances of 40 miles per day give a nice one-week trip. Some people find 60 miles per day a congenial distance. There's a lot to see, and you won't ride as fast on these trails as on pavement; don't plan to ride too far each day. The distance table will help you plan.

4. Direction: Should we ride eastbound or westbound?

Either way works fine. The trails on the west side of the mountains have smooth packed limestone surfaces and a steady gradient, downhill as you ride westbound. The towpath east of Cumberland is somewhat rougher, and it's level except for 9' rises (headed westbound) at the locks. Some folks (we're among them) prefer the terrain going westward from DC to Pittsburgh; other folks prefer to ride eastward. Another factor that

may influence your decision is the problem of getting people and equipment to and from your starting and ending trailheads.

5. Planning Checklist

Good trips usually have someone working behind the scenes to be sure all the important arrangements are taken care of. That means, for example, knowing where you'll stay at night (or at least where the campsites are), but it does not mean knowing exactly where you'll have lunch every day or exactly what time you'll get off the trail. Here's a checklist of the major things to plan in advance.

- **The Four Big Decisions:** Start by deciding how much luxury you want to pay for, how much support you want, what distance you'll ride each day, and which direction you'll travel.
- **How many people will go?** You may start by knowing who's going, then make a plan to accommodate that group. Or you may make the plan first and then fill the trip. As the number of people increases, more careful planning and organization is needed, and a group of more than 10-15 people can become unwieldy.
- **Itinerary:** Your Big Decisions on daily distance and direction to travel set the preliminary itinerary. After choosing distance and direction, your Big Decision on luxury determines which overnight stops can handle the number of people in your party. Unless the trip is fully-supported, your lodging must be within biking distance of the trail; this limits your choices. In any case, we think biking to the overnight stop preserves the continuity of the trail experience. Make a preliminary itinerary and revise until you like the distances and locations. Use the [sample itineraries](#) and the [mileage chart](#) to help. Remember to allow for the distance to lodging and meals. If you don't have enough days for the whole trip with your preferred daily distance and the available lodging, decide which part of the trip to ride and which part to save for another time.
- **Lodging:** If you're planning to stay at [hotels, motels, B&Bs, or hostels](#), make reservations in advance. For lodging in smaller towns, reserve far in advance. For example, Paw Paw has one hostel; it's nice but small. Camping is more relaxed: [C&O hiker-biker campsites](#) are shared, so you won't need reservations. Decide whether the trip leader will make all the reservations or distribute a hotel list for trippers to make their own.
- **Meals:** Most towns with lodging have restaurants for breakfast and dinner; the ATA web pages at <http://www.ATATrail.org/> have our most current information. Lunch is not a problem, as you'll probably pass a town with either groceries or prepared food every. The grocery stores are often just convenience stores, so you may want to carry an extra day's lunch. If you're camping, decide whether you'll cook as a group or individually; for group cooking decide who cooks when – and who cleans up.

- Support: Your Big Decision on support determines how many vehicles and drivers you need. If you'll be riding completely self-contained, skip this item. If not, decide how many support vehicles you'll need and who will drive them. If you're lightly-supported, you won't have to transport all the bikers, just carry the baggage from one night's lodging to the next. For this, one minivan is probably plenty for 6-8 people. If you chose full support, you need enough car, van, or trailer capacity to drive people and bikes from the trail to lodging several miles from the trail. Suggestions about these logistics. All your vehicles need drivers; be certain they're insured. If an outfitter is providing full support, you don't need to worry about this.
- Getting to and from the trail: Figure out how to get all your people, baggage, and bikes to the trailhead where you will begin your trip and how to get them home from the trailhead where you will end the trip. If you leave cars at the beginning, you'll need a way to get the cars and people reunited. Generally this means either getting someone to drive the cars to the end or getting someone to drive the people back to the beginning.
- Road detours around trail gaps: We recommend making an arrangement to drive or be driven around the remaining gaps in the trail. To do this, decide how you'll carry people, baggage, and bikes. You might arrange to leave extra cars near the gaps for this purpose, or you might hire a local outfitter or transportation service to drive you. Directions around the gaps and outfitters that might be able to help. If you plan to ride the detours on bikes in spite of this advice, you won't need this shuttle (but be careful riding on the roads).
- Bicycles: People usually prefer to ride their own bikes. If you need to rent bikes, try the bike shops listed as offering rentals. Children are required by law to wear helmets. All bike riders should wear helmets, and Montgomery County MD law requires this. Maryland also requires bikes to have bells.
- Much of the C&O Canal Towpath is too soft or too rough for a road bike with skinny tires, but you don't need all the tread of a true mountain bike tire. We recommend a hybrid or touring bike with slightly knobby hybrid tires or else a mountain bike with conservative tires, for example semi-slick tires such as the Ritchie SpeedMax. Ride the bike before the trip to be sure it's comfortable. Be sure the riders are comfortable on the bikes, especially the seats. Be sure all the bikes are in good mechanical condition.
- Sharing expenses: There's no single best way to handle expenses. Pick one in advance, make sure everyone understands it, and keep adequate records.
- Trail Surface and Terrain
When you ask "what's the trail like?" you probably have two things in mind: trail surface and hills. Trail surface will make a major difference in your choice of bike.

- **Trail Surface**
On the Great Allegheny Passage between Pittsburgh PA and Cumberland MD the trails are built on railroad grades. The finished sections are mostly smooth packed crushed limestone. A few sections are paved (asphalt). Most of the C&O Canal towpath between Cumberland MD and Great Falls MD is two-track, similar to a one-lane dirt road with two packed tracks spaced about 6-8' apart and a modest hump in the middle. Some sections are better, some are a bit rougher. The last 15 miles, from Great Falls MD to Washington DC, is packed crushed limestone, except for the Widewater detour. Most detours around gaps in the trail are paved, but they have big hills.

Rain can affect the trail conditions. The Great Allegheny Passage drains pretty well and isn't too bad in the rain. The towpath east from Cumberland MD to Great Falls MD gets sloppy when it rains. There will be puddles in the tracks and a few muddy sections, but it's still passable. We rode from Paw Paw WV to Hancock MD in an all-day rain on Memorial Day weekend a couple of years ago. We were soaked, but we didn't have trouble riding. In case of really heavy, torrential rain, certain sections of the towpath could flood, though.

- **Hills**
There are no significant hills on the finished trails. The Great Allegheny Passage sometimes has a noticeable grade, but nothing you'd call a real hill. This trail is now complete from Pittsburgh PA to Cumberland MD except for two gaps that require either vehicle support or riding on the road in traffic.
There are definitely hills on the detours around trail gaps.
The towpath is complete from Cumberland MD to Washington DC except for one long-established 4-mile detour just south of Williamsport MD. This detour has a **steep quarter-mile hill at each end** – you start by riding up, ride 3 miles or so in rolling farm country, and finish by riding down. The detour route is marked, but just adequately, with small signs. A traffic-free alternative is under development.
- **Getting to the Trail and Getting Home Again**
How will everyone get from home to the beginning of the trip, and how will everyone get home at the end of the trip? You have four choices for how to get to the beginning trailhead and back home from the destination trailhead: outfitter, car, train, or airplane.
 1. **Outfitter:** The simplest, but perhaps the most expensive, alternative is to hire an outfitter to take you from the destination trailhead back to the beginning trailhead. If you choose a fully-supported trip set up by an outfitter, you can probably arrange this as part of the trip. In other cases, you can still arrange just the shuttle with an outfitter or transportation service. This shuttle could take you from a nearby town,

airport, or train station to and from the trail, or it could take you from the end back to the beginning.

2. **Cars:** You can drive to and from the trip. If riders use their own cars to get to the beginning trailhead, what will happen to those cars? Sometimes you can find a friend to drive riders to and from the trailheads and take the cars back home. If not, you need to find a safe place to park until you retrieve the cars after the trip. How will riders get home from the destination trailhead? Sometimes friends will pick you up, too. If you parked cars at the beginning, you'll either need a ride back from the end to retrieve the cars or else someone to drive the cars to the end. Outfitters or transportation services may be able to transport you back or move your cars. Carpools can reduce the number of cars required. If you're planning a fully-supported trip using your own support vehicles, you will probably have enough capacity to take everyone to the start and home from the end.

Long-term parking: You may need to leave a car parked for a few days during your trip. If you stay at a motel or B&B with ample parking the night before you start the trip, the motel or B&B might let you leave your vehicle in their lot. In small towns, you can stop at the town hall or police station and ask; they often allow you to park in the town lot. Washington DC, Pittsburgh PA, and other major trailhead towns have commercial parking near the trailheads, but the costs may be high. The National Park Service allows you to leave vehicles at the Great Falls, Williamsport, Hancock, and Cumberland visitor centers; register with the NPS at the visitor center. You may also park for several days at any NPS parking lot north of Carderock (C&O 10.4) except Swains Lock; call the C&O dispatcher at 301-714-2235 so they know your plans. At McKeesport PA, the 6th St parking garage (fee) is regularly patrolled.

3. **Train:** Amtrak will let you take bikes as checked baggage on trains with baggage cars, but only to stations with baggage service. On this route, Pittsburgh PA and Washington DC are the only stations with baggage service. Check to be sure the train you plan to take has a baggage car. You'll need to use their box and slightly dismantle the bike. To get from the Amtrak station in Washington DC to MP 0 of the C&O Canal Towpath, from the front of the Amtrak station go southeast on Louisiana Ave half a mile to the National Mall, which runs west between Constitution and Independence Avenues. Follow internal roads and bike trails west past the Washington Monument and Lincoln Memorial to the bank of the Potomac River. Do not cross the Potomac, but turn right on the wide sidewalk/bike trail. When you get to Thompson's Boat Center, turn left into the driveway. When you get

to the river, turn left again between the boathouse and the river. Continue past the boathouse to Tidlock and MP 0.

To get from the Amtrak station in Pittsburgh Pa to the current beginning of the trail at the First Ave garage, turn left from the Amtrak station onto Liberty Ave. In one block, turn left on Grant St. Go half a mile on Grant St and turn left on 3rd St, go one block, and turn right on Ross St. Follow Ross St 2 blocks to its end and turn left on 1st St. Turn right into the entrance to the 1st St parking garage but do not enter the garage. The trail is on the far side of the garage. Turn left on the trail. There's only 2.5 miles of trail before you encounter a road detour, so you may prefer to arrange a ride (p. 27) to McKeesport PA. If you want to ride between train stations other than Pittsburgh PA and Washington DC, one possibility is to drive to your starting point near one train station and store your bikes and baggage with someone in town, drive to your destination near another train station and park your car, then take the train back to your starting point.

4. Airplane: The only realistic options for arrival by air are Pittsburgh PA and Washington DC. If you fly to Pittsburgh, you'll have to arrange a ride to leave the airport, because the only public exit puts you on a limited-access highway. The Montour Trail is planning a spur to provide access to the airport at some time in the future.

If you fly to Washington Reagan National airport, you can pick up the Mt Vernon Trail as it passes through the airport. Follow this trail north a little over 3 miles to Arlington Memorial Bridge. Cross the Potomac River on this bridge and turn left along the river on the other side. Follow the riverbank to Thompson Boat Center and turn left into the driveway. When you get to the river, turn left again between the boathouse and the river. Continue past the boathouse to Tidlock and MP 0.

Logistics: Getting People Where They Need to Be

You face three kinds of transportation problems: (1) getting people, bikes, and baggage from home to the beginning of the trip and back again at the end; (2) getting people, bikes, and baggage to and from each night's lodging; (3) getting people, bikes, and baggage around the gaps in the trails. How you solve these problems depends on your Big Decision about the level of support you want.

Getting to and from the trail

Whatever you decide about support, people must get to the start of the trip and back home afterward. The chief options are: (a) Get friends to take you to the start and pick you up at the end. (b) Drive to the start and retrieve your cars later, either by driving back or hiring a driver to retrieve your car. (c) Hire someone to drive you to and from the trailheads. (d) Put bikes in boxes and take the train or plane.

Getting to and from the trail by train is limited because you can get bikes on and off the train only in Pittsburgh and Washington. The Pittsburgh Amtrak station is a few blocks from the trailhead, and the Washington Amtrak station has good bike access to the trails. Similarly, commercial airlines serve only Pittsburgh and Washington. You can't yet ride a bike directly to or from Pittsburgh airport (the Montour Trail is working on this problem), so you'll have to use local ground transportation. Washington Reagan National airport has good bike access to the Mt Vernon Trail.

For trailheads other than Pittsburgh and Washington, you'll need some kind of ground transportation.

These trails prohibit motor vehicles. That's what makes this a great trip, but it also means you can't have a "sag wagon" following the trip to make repairs and pick up tired riders. There's road access every few miles, so you can arrange to meet a car from time to time. Getting to and from daily lodging and around trail gaps

Self-contained trips

On a self-contained trip, the bikers carry all their own gear and ride to the campsite or lodging. No vehicle accompanies the trip. That means that your only transportation problem during the trip is getting people and gear around the trail gaps.

Lightly-supported trips

On a lightly-supported trip, you need a vehicle to carry baggage from one night's lodging to the next. This vehicle can probably carry some (but not all) people and bikes to and from the trailheads. You need a driver for this vehicle. You may be fortunate enough to have a volunteer – perhaps a friend or family member who doesn't want to bike all day. People on the trip can drop out for half a day at a time to drive. Or you can hire someone to do the driving. For detours around trail gaps, you can make multiple trips, or pre-position one of your own cars nearby, or hire a local shuttle service, or let some bikers ride the roads (carefully!). If you're camping, note that the many hiker-biker campgrounds are intended for through-bikers, and they're deliberately located far away from car access.

Fully-supported trips

On a fully-supported trip, you need enough vehicles and drivers to carry all the people, baggage, and bikes back and forth between the trail and your lodging. This could be a large van and trailer or several cars. You'll also be able to drive everyone to and from the trailheads and on the detours around trail gaps. The advantage is that you can avoid riding on roads, and you get many more options for lodging and dining. The disadvantage is that you may spend a lot of time organizing, waiting for people, loading, and driving. This

extra complexity seems to us to detract from the trail experience, especially the sense of riding a continuous trail.

Preparation

Physical conditioning

You certainly don't have to be a serious athlete, but you will be riding moderate distances on several successive days. So it's a good idea to do some riding in advance. In particular, it's a good idea to ride two or three days in a row a few times. Some of your preparation rides should be as long as the daily distances you plan for the trip. However, we have ridden this trip with a few people who had almost no advance preparation, and who did fine.

Itinerary, reservations, and support

If you're planning an unsupported camping trip, planning is minimal – just load up the bikes, take a list of campgrounds, and start out. However, if you want to sleep indoors, you should make reservations at B&Bs or motels that suit your Big Decision about luxury and provide reasonable daily riding distances. You also need to think about logistics for the trip and plans for transporting people between home and the beginning and end of the trip; see page 11.

Bicycles and bicycle preparation

Our groups have used a variety of bikes, including suspended mountain bikes, hybrids, and old beater road bikes. Friends with hybrids have done fine on a fully loaded camping trip. Most folks with mountain bikes prefer conservative tires with a little tread in the center and lugs on the edges to handle mud.

If you do your own maintenance, check the bike over before leaving. If you don't do your own, take the bike to your friendly local bike shop for a safety check and tune-up – then ride it on a short trip to be sure everything's ok. Be sure you are comfortable on the bike, especially the seat. Check your helmet, too – you'll be wearing it for a week.

Baggage and camping equipment preparation

If you're carrying baggage on your bikes, be sure you can carry it all safely and under control. Get racks and decent panniers. If you have camping gear, you'll probably find that the bike handles better if you split the load between front and back panniers – or use a one-wheeled cargo trailer. We don't think the C&O Canal towpath is suitable for 2-wheeled trailers.

Be sure you know how to operate all your camping equipment. We've been entertained for untold hours by watching people take new tents and camp stoves out of their factory packages after dark and try to set them up in campsites far from home. Don't join the entertainers.

What to Take

Many bicycle guides offer suggestions about what to pack for a bike tour. Here's our version; if you like one of the others, that's fine too.

Clothes and personal items in overnight baggage

Clothes to ride in Toilet kit Warm shirt or windbreaker

Clothes for hotel or camp Wallet, ID, money Long-sleeved shirt, long pants

Extra shoes Notebook, pen for journal Hat with brim

Choose clothes based on the weather you expect – but take an additional warm layer. One night is likely to be 10-15 degrees colder than you expect.

Personal items for daily use (carry with you or wear)

Helmet Camera, film First aid kit

Gloves Guidebook Insect repellent

Water bottles/hydration pack Jacket or sweater Sunscreen

Rain gear Swim suit, wading shoes Sunglasses

Waterproof tarp (5'x7') Plastic bags Toilet paper

Snack or energy bar Pocket knife Cell phone (emergency use)

Carry at least a quart more water than you think you need.

Bike equipment

Bike Patch kit, tire levers Handlebar pack

Bike lock Spare tube Rack

Headlight, taillight Pump Rack pack or panniers

Bell or whistle Tools (know how to use 'em) Rain cover for panniers

Fenders Spokes (to fit your wheels) Bungee cords

We don't recommend carrying more than a few pounds in a backpack. Your load will be much more stable in panniers on a rack firmly attached to the bike. If you're camping or traveling without vehicle support for more than a few days, split the load between front and back panniers for better handling. Many people prefer a trailer; a one-wheeled trailer such as the BOB will work better on the C&O.

Even if you don't plan to ride after dark, you'll want the headlight or a flashlight in the Paw Paw tunnel (C&O MP 155).

Camping equipment

Tent Stove, matches Towel

Sleeping bag Cook kit, utensils Plastic ziplock bags

Sheet or sleeping bag liner Food (carry an extra meal) Biodegradable soap

Air mattress or sleeping pad Extra water

Oh, yes – did we mention extra water?

Sample Itineraries

Here are six sample itineraries for the full trip, illustrating both directions and various lodging options: B&Bs, motels, camping, and hostels (low-cost housing for trippers with bunkrooms and shared kitchen facilities and common area). One shows how to make the full trip in three long weekends. Lightly-supported 10-day B&B/motel trip from Leesburg VA to Washington DC to Pittsburgh PA

This is a slight update of the itinerary of Yokatomactrek '99, the June 1999 inaugural trip. We used a van to carry baggage each day; a volunteer drove the van for the whole trip. The van wasn't large enough to carry all the riders and bikes, so we selected lodging within easy biking distance of the trail. We left an extra car at Cumberland to help with the shuttle to Meyersdale. Several riders wanted to see the Washington and Old Dominion Trail in Virginia, so we started a day early to add the W&OD. You could certainly start in Washington DC instead.

Date	Segment	Lodging	Distance
Fri	Pittsburgh to Leesburg by car, W&OD Leesburg to Purcellville and return for those who arrived early	Days Inn, Leesburg VA	24 miles optional
Sat	Leesburg to Washington DC via W&OD, 4MiRn & AndBW; MtVer; and C&O	Georgetown Inn, Washington DC	44 miles
Sun	Washington DC to Leesburg via CapCr, C&O, and Whites Ferry. Be extremely careful in traffic going to Leesburg	Days Inn, Leesburg VA	43 miles
Mon	Leesburg to Shepherdstown via C&O. Be careful in traffic returning from Leesburg	Thomas Shepherd Inn, Shepherdstown WV	48 miles
Tue	Shepherdstown to Hancock via C&O and WMRT	Super 8, Hancock MD	57 miles
Wed	Hancock to Paw Paw via C&O	Red Rooster Hostel. Paw Paw WV	36 miles
Thu	Paw Paw to Cumberland via C&O	Inn at Walnut Bottom, Cumberland MD	32 miles
Fri	Cumberland to Confluence via Western Md Scenic RR and car shuttle to Meyersdale, Meyersdale to Confluence via AHTPa	River's Edge B&B	30 miles
Sat	Confluence to Smithton via YRTS and YRTN	Fairway Inn	49 miles
Sun	Smithton to McKeesport via YRTN, car shuttle to Hazelwood, TRHT to Pittsburgh	return home	27 miles

Fully-supported 8-day trip from Pittsburgh PA to Washington DC

Let someone else do the driving. Take the train to Pittsburgh PA and home from Washington DC. For example, the train from Philadelphia arrives early afternoon; adjust the first day's sightseeing for other trains. This itinerary covers 45 miles on most days and includes a side trip to Antietam Battlefield.

Date	Segment	Lodging	Distance
Sat	Amtrak to Pittsburgh, arriving early afternoon. Tour Pittsburgh, Eliza Furnace Trail to Oakland for overnight	Motel in Oakland	5-15 mi
Sun	Outfitter drives you to McKeesport. Ride to Connellsville	Newmyer House B&B	44 miles
Mon	Connellsville to Rockwood via YRTS and AHTPa	Rockwood Trail House B&B	47 miles
Tue	Rockwood to Meyersdale via AHTPa, outfitter drives you to Frostburg, scenic RR to Cumberland, C&O to Paw Paw	Red Rooster Hostel	41 miles
Wed	Paw Paw to Williamsport via C&O	Days Inn	59 miles
Thu	Williamsport to Sharpsburg, tour Antietam Battlefield	Inn at Antietam	27-37 mi
Fri	Sharpsburg to Leesburg via C&O	Norris House Inn	40 miles
Sat	Leesburg to Georgetown to DC Amtrak station via C&O		45 miles

Self-contained 9-day mostly-camping trip from DC to Pittsburgh

This is a variant of a trip that several of us made in the fall of 1997. We hired an outfitter to drive our car from Washington DC to Cumberland MD. We retrieved the car there and used it to shuttle around the trail gap to Meyersdale PA. We left the car there and retrieved it the day after we got to Pittsburgh.

Date	Segment	Lodging	Distance
Fri	Stage shuttle via Cumberland to DC, ride to Swains Lock on C&O	Swains Lock Hiker-Biker C&O 16.6	18 miles
Sat	Swains Lock to Brunswick via C&O	Brunswick Campground C&O 54.0	37 miles
Sun	Brunswick to Opequon Jct via C&O	Opequon Jct Hiker-Biker C&O 90.9	38 miles
Mon	Opequon Jct to Indigo Neck via C&O	Indigo Neck Hiker-Biker C&O 139.2	48 miles
Tue	Indigo Neck to Cumberland via C&O	Inn at Walnut Bottom	46 miles
Wed	Cumberland to PA/MD state line near Finzel by car after an excursion on the Western Md Scenic RR	Mason-Dixon Campground	Rest day
Thu	State line to Confluence via AHTPa, with car shuttle from state line to Meyersdale	Yough Dam Outflow Camping, YRTS 0	31 miles
Fri	Confluence to Adelaide via YRTS and YRTN	Rivers Edge Campground, YRTN 55.2	32 miles
Sat	Adelaide to McKeesport via YRTN, car shuttle to TRHT	Go home	40 miles

Self-contained 5-day or 10-day motel/hostel trip from Pittsburgh to DC

For a more leisurely trip, this 30-mile/day itinerary uses inexpensive lodging where it can and doesn't require any support – just pack your clothes on your bike and go. Between Meyersdale and Cumberland, hire an *outfitter* to drive you around the trail gaps. For a fast trip (60 miles/day), use every other stop on this itinerary. This is a natural extension of the popular 3-day, 60-mile/day itinerary for the C&O Canal. For economy, stay at hostels at Paw Paw, Sandy Hook, and Washington and the truck stop in Hancock. Distances here do not include getting back and forth to lodging.

Date	Segment	Lodging	30mpd	60mpd
Sat	McKeesport to Dawson via YRTN	Dawson PA	38 mi	61 mi
Sun	Dawson to Ohiopyle via YRTS and YRTN	Ohiopyle PA	23 mi	
Mon	Ohiopyle to Rockwood via YRTS and AHTPa	Rockwood PA	28 mi	66 mi
Tue	Rockwood to Cumberland via AHTPa and road detours	Cumberland MD	38 mi	
Wed	Cumberland to Paw Paw (hostel) via C&O	Paw Paw WV	28 mi	60 mi
Thu	Paw Paw to Hancock (truck stop) via C&O	Hancock MD	32 mi	
Fri	Hancock to Williamsport via C&O	Williamsport MD	25 mi	63 mi
Sat	Williamsport to Harpers Fy/Sandy Hook (hostel) via C&O	Sandy Hook MD	39 mi	
Sun	Sandy Hook to Leesburg via C&O	Leesburg VA	25 mi	61 mi
Mon	Leesburg to Washington DC (hostel) via C&O	Washington DC	36 mi	

Lightly-supported 8-day camping trip from DC to Pittsburgh

Some of the Yokatomactrek '99 riders stayed in campgrounds most of the time. This is a slightly improved variant. The support van transported the camping gear, so we used car-accessible camping wherever it's available (everywhere except Leesburg and Cumberland). This itinerary ends in McKeesport PA instead of shuttling to Pittsburgh PA.

Date	Segment	Lodging	Distance
Sun	Washington DC to Leesburg via CapCr, C&O, and Whites Ferry Be extremely careful in traffic to Leesburg	Days Inn, Leesburg VA (C&O 35.5 + 5 miles)	42 miles
Mon	Leesburg VA to Shepherdstown WV via C&O Be careful in traffic leaving Leesburg	Antietam Walk-in camp, C&O 69.4 + 5 miles)	39 miles
Tue	Shepherdstown WV to Hancock MD via C&O and WMRT	Ft Frederick SP camp, C&O 112.4	44 miles
Wed	Hancock MD to Paw Paw WV via C&O	Paw Paw Walk-in camp, C&O 156.2	45 miles
Thu	Paw Paw WV to Cumberland MD via C&O	Inn at Walnut Bottom	30 miles
Fri	Car shuttle Cumberland MD to Meyersdale PA, bike Meyersdale PA to Ohiopyle on AHTPa and YRTS	Ohiopyle Hostel, YRTS 10.5	40 miles
Sat	Ohiopyle PA to Cedar Creek Park PA via YRTS and YRTN	Cedar Creek Group Camp, YRTN 36.7	40 miles
Sun	Cedar Creek Park PA to McKeesport PA via YRTN	return home	22 miles

THE WHOLE TRAIL, IN EASY PIECES

Three long weekends with 30-mile days

If you can't arrange to take a week or so for the trip, you can still see the whole trail in a series of long weekends. Here's one way to do it, with most days in the 25-35 mile range. You can pick up the finished trail in Pittsburgh as a one-day trip.

Trip 1: Downhill on the Great Allegheny Passage: Meyersdale PA to McKeesport PA. Use two or more cars. Park one at McKeesport PA the night before you leave or on the first morning. Drive to Meyersdale PA and park the others at the trailhead. Spend the first night at Ohiopyle PA and the second at Smithton PA. This gives you daily mileages of 40, 37, and 25 miles, plus a few miles back and forth to your lodging. When you get to McKeesport, use the car you left there to take the drivers of the other cars back to Meyersdale.

Trip 2: Upper C&O Towpath: Cumberland MD to Williamsport MD. Use two or more cars. Meet at the trailhead in Cumberland MD. Drive all the cars to the NPS visitor center

in Williamsport, park all but one there, and return to Cumberland in the other. Stay in Paw Paw WV the first night and Hancock MD the second night, giving daily mileages of 28, 32, and 25 miles, plus a few miles back and forth to your lodging. When you get to Williamsport, either retrieve the car you left in Cumberland or cram all your gear into the car(s) you left at Williamsport and take everyone to Cumberland.

Trip 3: Lower C&O Towpath: Williamsport MD to Washington DC. Use two or more cars. It's hard to find good, cheap parking in Washington DC, so position one car somewhere in the Georgetown area. Meet at the NPS visitor center in Williamsport and leave the rest of the cars there. Spend the first night in Harpers Ferry WV and the second near Whites Ferry MD, perhaps in Leesburg VA, giving daily mileages of 39, 25, and 36 miles, plus a few miles back and forth to your lodging. When you get to Georgetown, use the car you left there to take the drivers of the other cars back to Williamsport.

Excursions

You may want to vary your trip by including a detour to an interesting site near the trail, or perhaps a short day and optional excursion, or a rest day with something to do. We can't provide a complete list, of course. These are among our favorites, and they're bike-accessible from the trail without additional transportation.

Washington DC (C&O 0): “The Mall” The major historical and monument area, between the Lincoln Memorial and the Capital, is bike-friendly. The Washington and Jefferson Memorials are also nearby, as is one of our favorites, the statue of Albert Einstein on the grounds of the National Academy of Science at 22nd and Constitution. Consider staying an extra day or two in Washington for biking as well as sightseeing. You can take a day trip to Mt Vernon down the Mt Vernon Trail on the Virginia side of the Potomac River or ride a loop up the Capital Crescent and back down Rock Creek (the park road is mostly closed to traffic on Sundays).

Point of Rocks MD (C&O 48.2): Visit the historic Point of Rocks RR station.

Harpers Ferry WV (C&O 60.7): Either lock your bike at the foot of the stairs or carry it up, then cross the pedestrian bridge. You come out in Harpers Ferry National Historical Park, where you can visit buildings and sites associated with the Civil War. Get more information at <http://www.nps.gov/hafe/>

Sharpsburg MD (C&O 69.3): Leave the Towpath at Antietam Village, then ride up the hill to Antietam Battlefield, site of one of the bloodiest battles of the Civil War. Camp here in the Towpath walk-in area or stay overnight in Sharpsburg. Get more information at <http://www.nps.gov/anti/>

Cumberland MD (C&O 184.5): Plan some time to visit the Canal Place restoration and the Western Maryland Scenic RR. Combine the scenic railroad with your trip by riding the train one way between Cumberland and Frostburg. You may take your bike on the train, but warn them in advance so they include the baggage car when they make up the train.

Ohiopyle PA (YRTS 10): Take your rest day here; visit the falls, hike the trails or go whitewater rafting. Two Frank Lloyd Wright houses are nearby, but you'll want transportation to get to them.

Pittsburgh PA (TRHT 0): Before leaving town, ride the trails along the riverfronts. Pick up a map at the bike shop at the end of the trail near the jail.

Shorter Trips

While the entire 300-mile trip is a wonderful experience, it's perfectly all right to ride a shorter portion. You might do this because you have only a weekend or a long weekend rather than a week, because you aren't sure about embarking on a long bike trip, or simply because that's all you want to do. You can plan your own trips using information the trail mileage on the ATA website and list of lodging (p. 33) or camping (p. 32). Current information on services near the trail is at <http://www.ATATrail.org/>. As examples to get you started, here are a few short trips that you may enjoy.

A sweet, scenic B&B overnight: Connellsville to Confluence and back

(2 days, B&B, 30 miles per day)

Park at the Connellsville trailhead (YRTS 28) and load lunch and your change of clothes on your bikes. Ride southward. Eat lunch at the Yough River overlook (YRTS 16.9). Have ice cream at Ohio pyle (YRTS 10). Continue to Confluence, taking the first bridge across the Youghiogheny River. Turn left after crossing the river and follow the road 4 blocks to River's Edge B&B. Have dinner at River's Edge and stay there overnight. Return the next day by retracing your steps.

Introduction to bicycle camping: Boston to Adelaide and return

(2 days, camping, 36 miles per day)

Park at the Boston trailhead (YRTN 19.1) and load your camping gear on your bikes. Ride southward. Pack a picnic lunch or eat in West Newton (YRTN 33.2). Camp at Rivers Edge Campground beside the trail in Adelaide (YRTN 55.1). Return to Boston the next day.

A long weekend on the Towpath: Cumberland to Hancock

(3 days, camping or B&B/motel, 20-30 miles per day)

Take enough people to justify two cars. Meet in Cumberland (C&O 184.5) and unload your bikes and gear. Drive both cars to Hancock, 40 miles on I68. Leave one car at the C&O visitor center at the east end of town and bring both drivers back in the other car. For indoor lodging, spend the first night at the Red Rooster Hostel in Paw Paw and the second night at the Super 8 in Hancock. The third day, ride down the Western MD Rail-Trail to Ernstville Rd, cross over to the towpath, and return to Hancock (and your car) on the towpath.

For a camping trip, set out and camp wherever you are when it's time to stop, probably at the Town Creek (C&O 162.1) or Purslane Run (C&O 157.4) hiker-biker. The second day, camp wherever you are when it's time to stop – probably Indigo Neck (C&O 139.2),

Cacapon Jct (C&O 133.6), or White Rock (C&O 126.4) hiker-biker. The third day, leave your camping gear in the car as you go by, continue on the Western Maryland Rail Trail, and return on the towpath to make a full day.

A very long weekend on the Yough

(4 days, B&B, 27 miles per day)

Park at West Newton PA on the morning of the first day. Ride to Connellsville and stay overnight at Newmyer House B&B. The second day, ride to Confluence and stay overnight at River's Edge B&B. The third day ride to Connellsville for the night. Ride back to your car the fourth day. Carry lunch and three days' clothes on your bikes.

A two- or three-day loop near the Nation's Capital: Leesburg to Washington and return (2 or 3 days, B&B/hotel, 40-45 miles per day)

Friday evening, drive to Leesburg VA (4-5 hours drive from Pittsburgh but less than an hour from DC) and check into your B&B (for example, Norris House) or motel (for example, Days Inn). Saturday morning pack a change of clothes on your bike, ride south a few blocks to the Washington & Old Dominion Trail and turn left (east). Follow the W&OD about 35 miles to its end in Shirlington, then pick your way 3-4 blocks around city streets to the bike/ped bridge over the highway. On the other side of the bridge follow city streets to pick up Four-Mile Run Trail to the Potomac River and turn left on Mt Vernon Trail. The Washington DC Regional Bike Map will be very helpful for finding these trail connections.

Take the Mt Vernon Trail to the Arlington Memorial Bridge and cross the Potomac River. If you're staying at a hotel in Georgetown (for example, The Latham or Georgetown Inn), follow the waterfront left (upstream) past Thompson Boat Center and turn left on the C&O Canal Towpath in Georgetown, near your hotel. If you're staying at the Washington Hostel, after crossing the Arlington Memorial Bridge go past the Lincoln Memorial and down The Mall to 12th St, then go up 12th St 7 blocks to K St, then right a block to the Hostel.

Sunday morning return to the C&O Canal Towpath (via K and M Sts if you stay at the Hostel) and head out the towpath. Go out the towpath to Whites Ferry (C&O 35.5) and take the ferry across the Potomac River. Climb the hill and turn left on US15 (busy traffic, alas). Follow US15, then Business US15 into Leesburg to retrieve your car. For a three-day trip, spend Sunday visiting the memorials in Washington or ride down the Mt Vernon Trail 20 miles to (where else?) Mt Vernon and back. Then return to Leesburg on Monday.

Directions for Road Detours around Trail Gaps

There are currently three significant gaps in the trail between Pittsburgh and Washington: Point State Park in Pittsburgh PA to McKeesport PA and Meyersdale PA to the PA/MD State Line and Frosburg MD to Cumberland MD. These future trail segments are not yet open to the public, so through-trips must detour on roads.

We recommend driving these, not biking them. Therefore these directions are written for car drivers. We road-checked them in July 1999.

Most people who ride these trails are trying to avoid traffic; you won't want to ride bikes on the detours, and we concur. However, some people will decide to bike the detours anyhow. Variations of the detours that encounter slightly less traffic are described at <http://shaw-weil.com/trips/cue.htm> . If you do ride the detours, be careful, and wear your helmet.

Westbound Detours

Cumberland's WMSRR station to Frostburg's WMSRR station (13.6 miles)

You may take bikes on the train at no extra charge (warn them that you're coming). We definitely recommend this alternative – the train ride is great, and the road ride isn't. Even so, it's useful to know the road alternative. Note that on part of the leg you go north on a road called MD36 south. This is not an error, but a quirk of road naming.

Dist	Directions
0.0	Western Maryland Scenic RR Station in Cumberland, terminus of C&O Canal towpath (elevation 620'). Leave the parking lot by turning left on S. Mechanic St (unmarked).
0.2	Turn right on Frederick St (forced turn) and go two blocks to Centre St.
0.3	Turn left on Centre St. Pass Bikes N Things at 165 Centre St (0.4 mi).
1.1	Rejoin Mechanic St, becoming the northbound lane (elevation 630').
1.2	Straight at light on Alt US40 west. Here traffic speeds up and the road has no shoulder.
1.5	Cross Wills Ck. Good shoulder starts here (elevation 630').
1.8	Enter "The Narrows". Shoulder diminishes to almost nothing as the road, creek, and two railroads all squeeze through a narrow gap at the end of Haystack Mountain.
2.3	At light, bear right on MD36 south (elevation 650'). Shoulder resumes.
7.4	Barrelville (elevation 960'). For this route, remain on MD36. The MD47/PA160 route over the mountain (to PA219 at Berlin) takes off here, climbing 1600' in 6 miles.
7.9	Paved shoulder ends and the climb becomes noticeable.
11.5	Go straight as MD638 goes left (elevation 1480').
12.6	Bear left on New Hope Rd (elevation 1600'). Sugar Row Rd goes right here.
13.4	Pass under trestle (elevation 1810'; trail will eventually cross here).
13.6	Enter Western Md Scenic Railroad Station (elevation 1940').

The trail from Frostburg to the MD/PA Line is now open.

MD/PA Line to Meyersdale (12.0 miles)

This is mostly downhill on paved roads, except for one short steep climb at Sand Patch. Best of all, there is almost no traffic on the roads. Some maps show Deal Rd (TR829) as SR2006, but we didn't see any markers on the road until mile 5.7.

Dist	Directions
0.0	MD/PA state line (elevation 2620'). For Mason-Dixon campground, turn left at 0.1 mi.
0.15	Turn right on SR2011 (Flaugherty Run Rd, elevation 2600') but not sharp right on Sampson Rock Rd.
2.7	Remain on SR2011, bearing left at the intersection where Shirley Hollow Rd goes right (elevation 2410). The embankment here fills the cut of the old railroad; the trail will eventually cross under here.
3.4	Make a sharp left toward Deal (elevation 2380'). The street sign for this road says "Deal Rd TR 829"; some maps show it as SR2006 but there's no marker.
3.9	Turn right to continue on Deal Rd (possibly SR2006) in Deal. Do not cross the RR grade on Old Deal Rd (elevation 2340').
4.1	Bear left to remain on Deal Rd (maybe SR2006) at the Oak Ridge Rd (TR 712) intersection.
5.7	Bear left at end of Deal Rd (TR829). It's now definitely called SR2006.
5.9	Go straight to remain on SR2006. Do not turn left on SR2009.
7.9	Sand Patch (elevation 2280'). Continue on SR2006, which curves right, bends left, crosses a bridge over the active rail line, and climbs 60' to a T intersection.
8.2	Turn left at the T, still on SR2006 (elevation 2340').
9.8	Pass under the high Keystone Viaduct. The trail will eventually cross overhead.
11.9	In Meyersdale SR2006 becomes Cherry St. Continue to stop sign. Turn right on Main St (SR2025) at T intersection (elevation 2040'), Immediately cross active RR tracks and climb two blocks to the restored Western Md station.
12.0	Turn left into parking lot just before restored Western Md station (elevation 2110').

McKeesport to Point State Park (11 miles with heavy traffic-5 miles of trail)

From the end of the trail, go through McKee Point Marina to Fifth Av. Take Fifth Av away from the river for 5 blocks to Walnut St, turning left as it becomes PA148. Follow PA148 for just over a mile and take the first ramp then the left lane to cross the Monongahela River and go north on PA837. Follow PA837 north for 7.5 miles and take the PA885 ramp to cross the Monongahela River on the Glenwood Bridge (.7 mi). After crossing the Glenwood Bridge, watch for trail signs. The Three Rivers Heritage Trail section of the Great Allegheny Passage picks up at Caruso's Asphalt Company under the Glenwood Bridge at the end of Baldwin Road. Ride on the trail to the UPMC Sports Center. From there, the Great Allegheny Passage route is not completed. The Hot Metal Trail Bridge and the connector to the Eliza Furnace Trail section of the Great Allegheny Passage are in the design phase. Therefore, to continue to Point State Park, cross Hot Metal Street and continue on the Three Rivers Heritage Trail to the Smithfield

Street Bridge. Cross the bridge and make a left onto the Boulevard of the Allies which ends at Point State Park.

Eastbound Detours

Point State Park to McKeesport (11 miles with heavy traffic, 5 miles of trail).

From Point State Park, take the Boulevard of the Allies to Smithfield Street. Turn right and continue across the Smithfield Street Bridge. At the end of the bridge, turn right into the Station Square complex. The Three Rivers Heritage Trail is between the river and the Station Square complex. Turn right onto the trail, heading south. Continue on the trail to Caruso’s Asphalt Company in Hayes where that section of the trail ends. Follow PA885 south miles across Glenwood Bridge. Follow signs through interchange to PA837 (0.5 mi). Go south on PA837 for 7.2 mi, then follow signs “to” PA148 across Monongahela River (0.5 mi). Follow PA148 south for a mile and go straight on Fifth Av when PA148 turns left on Walnut. Go 5 blocks to McKee Point Marina, turn left, and follow Water St to the trail.

Meyersdale to MD/PA Line (12.0 miles)

This is almost all a steady but not steep climb on paved roads, with a short downhill at Sand Patch. The good news is that there is virtually no traffic on the roads. Maps show SR2006 continuing past Deal, but we didn’t see any signs past mile 6.3

Dist	Directions
0.0	At the train station (elevation 2110’), turn right onto Main St.
0.1	Descend just past the active tracks to SR2006 (Cherry St) and turn left (elevation 2040’).
2.1	Pass under the high Keystone Viaduct. The trail will eventually cross overhead.
3.8	Turn right toward Sand Patch to remain on SR2006 (elevation 2340’); cross active RR
4.1	Sand Patch (elevation 2280’). Bear left to stay on SR2006 where Miller Rd goes right.
6.1	Go straight toward Wellersburg on SR2006.
6.3	Turn right at stop sign Deal Rd (TR829), This may still be SR2006, but there’s no sign.
8.1	Turn left in Deal (Deal Rd, TR829, possibly also SR2006). Do not turn right to cross the RR grade on Old Deal Rd (elevation 2340’).
8.6	Turn right on SR2011 (elevation 2380’).
9.2	Remain on SR2011, bearing right at the sign for Shirley Hollow Rd (elevation 2410). The embankment here fills the cut of the old railroad; the trail will eventually cross under here.
11.8	At the five-way intersection, turn left on SR2010 (elevation 2600’), but not sharp left on Sampson Rock Rd. Entrance to Mason-Dixon campground is 100 ft on right.
12.0	MD/PA state line (elevation 2620’).

Trail from the MD/PA Line to Frostburg’s WMSRR is now open (Spring 2005).

Frostburg’s WMSRR station to Cumberland’s WMSRR station (13.4 miles)

Plans call for the trail along the WMSRR to be surfaced in the next few years. Meanwhile, you may take bikes on the train. Warn them if you have several bikes, and ask about special arrangements for starting in Frostburg. Note that on part of this leg you go south on a road called MD36 north. This is not an error, but a quirk of road naming.

Dist	Directions
0.0	Western Md Scenic Railroad Station (elevation 1940'). Cross the tracks and turn right to leave the station headed briskly downhill on New Hope Rd (no sign).
0.2	Pass under trestle (elevation 1810'; trail will eventually cross here).
1.0	Turn right on MD36 north (Mt Savage Rd, elevation 1600'). There's not much shoulder here.
5.7	The shoulder becomes generous and the road levels out.
11.1	At stoplight, go straight on Alt US40 east.
11.4	Enter "The Narrows". Shoulder diminishes to almost nothing as the road, creek, and two railroads all squeeze through a narrow gap at the end of Haystack Mountain.
12.1	Cross Wills Ck. Shoulder ends here (elevation 630').
12.4	Straight at light. This becomes Mechanic St; follow it through town (elevation 630').
13.5	Western Maryland Scenic RR Station in Cumberland, terminus of C&O Canal towpath (elevation 620'). Turn right into the parking lot.

Resources

On-Line Information

The Allegheny Trail Alliance web site, <http://www.ATATrail.org/> has trail maps, extensive index to amenities and services along the trail, cue sheets for road detours. It includes links to the web sites for individual trails along this route.

Books and Maps

Free Wheeling Easy in Western Pennsylvania by Mary Shaw and Roy Weil, 414 South Craig St PMB 307, Pittsburgh PA 15213, \$16.72 ppd. Guide to traffic-free trails in Western Pennsylvania. Detailed directions, information on services. Also available from amazon.com.

The Great Allegheny Passage Companion: A Guide to History & Heritage along the Trail from McKeesport to Meyersdale by Bill Metzger. Detailed annotations for the trail, plus essays on local and railroad history. Available summer 2002 from The Local History Company (866-362-0789) and amazon.com.

Towpath Guide to the C&O Canal by Thomas F. Hahn, available from C&O Canal visitor centers for \$15+tax+s/h. Detailed description of the features along C&O Canal Towpath. Available from C&O Towpath Visitor centers.

The C&O Canal Companion by Mike High, Johns Hopkins University Press, \$15.95+tax+s/h. More contemporary, but less detailed, than Hahn. Available from amazon.com.

Washington DC Regional Bike Map, by ADC (The Map People), 6440 General Green Way, Alexandria VA 22312. The 4th edition (1995) was \$8.95. Map of DC area showing bike trails and on-road bike routes. Invaluable for finding connections between trails.

Emergency Phone Numbers

The standard emergency number in all areas along these trails is 911. Cellular phone coverage is spotty along the trails. Nevertheless, if you have a cellular phone you might want to carry it in case of emergency. Your emergency might happen to take place in an area that does have service.

If you can find a willing friend who's not joining you on the trip, give everyone that person's telephone number as a message drop. If anyone who gets separated from the group and needs help can leave a message at this number. When the group notices that someone's missing, they can call this number and ask for messages. If you do this with a fancy answering machine, be sure everyone knows how to use it.

Outfitters and Shuttle Services—

Some people can arrange their own transportation to and from the trailheads or around trail gaps. Others may prefer to pay someone to drive their groups. When the cost is shared among the members of the group, it may be quite reasonable. Similarly, some people will prefer to make their own hotel reservations, and others may prefer to have

that done by someone more experienced. Some of these outfitters will arrange fully-outfitted trips as well as shuttles.

We are not personally familiar with most of these services. We present this information for your convenience; it is not a review or recommendation. Current info at www.atatrail.org

Bike Shops

In case of mechanical trouble, it's nice to know about the bike shops near the trail. We also indicate whether they rent bikes, but we don't have good information on whether they'll rent bikes for multi-day trips. We are not personally familiar with most of these shops. We present this information as a service; it is not a review or recommendation.

Trail, MP	Business	Address	City	Phone	Bike Rent
C&O 0	Thompson's Boat Cntr	Rock Ck Pkwy & Va Av NW	DC	202-333-4861	Yes
C&O 1	Big Wheel Bikes	1034 33rd St NW	DC	202-337-0254	Yes
C&O 1	Revolution Cycles	3411 M St NW	DC	202-965-3601	Yes
C&O 3	Fletcher's Boat Center	4940 Canal Rd	DC	202-244-0461	Yes
C&O 17	Swains Lock	Swains Lock Rd		301-299-9006	Yes
C&O 55	Brunswick Hardware	302 W Potomac St	Brunswick	301-834-9207	
C&O 55	C&O Canal Biking	24 W Potomac St	Brunswick	301-834-5180	Yes
C&O 60	River & Trail Outfitters	604 Valley Rd	Knoxville	301-695-5177	Yes
C&O 61	Blue Ridge Outfitters		Harpers Ferry	304-725-3444	Yes
C&O 61	Outfitter at Harpers Fy	High St	Harpers Ferry	888-535-2087	Yes
C&O 61	River Riders	Rt 5	Harpers Ferry	800-326-7238	Yes
C&O 73	CEC Sporting Goods	Shepherdstown Pike	Sharpsburg	301-432-8263	
C&O 73	EMC Sports	Rt 45 West	Shepherdstn	304-876-3787	
C&O 73	O'Hurley's Gen Store	205 E Washington St	Shepherdstn	304-876-6907	
C&O 80	Reels & Wheels	17328 Taylors Lndg Rd	Sharpsburg	301-432-7281	
C&O 124	C&O Bicycle	9 S Pennsylvania Av	Hancock	888-678-2453	Yes
C&O 185	Cycles & Things	165 N Centre St	Cumberland	301-722-5496	
AHTMd	Adventure Sports	113 E Main St	Frostburg	301-689-0345	
AHTPa 23	Rockwood Trail House	131 Rockdale Rd	Rockwood	814-926-2231	Yes
YRTS 0	C&N Video & Variety	500 Hugart St	Confluence	814-395-3724	Yes
YRTS 0	Riversport	213 Yough St	Confluence	800-216-6991	Yes
YRTS 10	Wilderness Voyageurs	Commercial St, PA381	Ohiopyle	724-329-8336	Yes
YRTS 10	Mtn Streams & Trails	PO Box 106	Ohiopyle	724-329-8810	Yes
YRTS 10	Lrl Highlands Rvr Tours	Sherman St	Ohiopyle	724-329-8531	Yes
YRTS 10	Big Dipper	Sherman St	Ohiopyle	724-329-8833	Yes
YRTS 10	Youghiogheny Outfitter		Ohiopyle	724-329-4549	Yes
YRTS 10	White Water Adv	Negley St	Ohiopyle	724-329-8850	Yes

YRTS 10	Ohiopyle Rec Rentals	PA381, Commercial St	Ohiopyle	724-329-4730	Yes
YRTS 10	Ohiopyle Trading Post	Negley St	Ohiopyle	724-329-1450	Yes
YRTS 28	Bikes Unlimited	503 W. Crawford Av	Connellsville	724-628-2453	Yes
YRTN 53	Youghiogheny Rentals	112 Railroad St	Dawson	724-529-2552	Yes
YRTN 37	Cedar Creek Station	Cedar Creek Park	Belle Vernon	724-930-7004	Yes
YRTN 33	Korber Cycles & Cones	106 W Main St	W Newton	724-872-2185	Yes
YRTN 33	Outdoors Plus	210 Mt Pleasant Rd	W Newton	724-872-8844	
YRTN 19	River City Junction	242 Sandy Dr	Greenock	412-754-0976	Yes
YRTN 19	R&R Bicycle	1026 E. Smithfield St	Boston	412-751-5341	
YRTN 19	Burke Lee's	5738 Smithfield St	Boston	412-754-1493	Yes
YRTN 19	Trail Treasures	1908 Donner St	Boston	412-751-0435	Yes
YRTN 19	Walter's Hardware	Boston Hollow Rd	Boston	412-751-5500	Yes
TRHT 1	Golden Triangle Bikes	1st Av Parking Garage	Pittsburgh	412-655-0835	Yes

Restaurants and Grocery Stores

You'll want to eat along the trip. In urban areas there's no shortage of food. For example, in Georgetown (C&O 1) you can hardly throw a tire pump without hitting a restaurant. In these areas you don't need our help to find food. There are also restaurants near most indoor lodging. On some stretches, though, food is hard to find, and even a convenience store is a source of groceries and a pizza shop counts as a restaurant. Here it's useful to know which towns are likely to have something that will keep you from starving.

Restaurants and groceries come and go, so we don't attempt to list them in detail here.

Details are on the ATA web site at <http://www.ATATrail.org>.

Trail, MP	Town	Restaurant	Grocery	Snacks
C&O 1	Georgetown	Yes	Yes	Yes
C&O 3	Fletcher's Boat House	Bethesda (4 mi)	Bethesda (4 mi)	Yes
C&O 15	Great Falls	No	No	Yes
C&O 35	Whites Ferry	Leesburg (5 mi)	Leesburg (5 mi)	Yes
C&O 48	Point of Rocks	No	Yes	Yes
C&O 55	Brunswick	Yes	No	No
C&O 60	Sandy Hook / Harpers Ferry	Yes	No	Yes
C&O 73	Sharpsburg / Shepherdstown	Yes	Yes	Yes
C&O 100	Williamsport	Yes	Yes	Yes
C&O 124	Hancock	Yes	Yes	Yes
C&O 141	Little Orleans	Yes	Yes	Yes
C&O 156	Paw Paw	No	Yes	Yes
C&O 185	Cumberland	Yes	Yes	Yes
AHTMd	Frostburg	Yes	Yes	Yes
AHTPa 10	Meyersdale	Yes	Yes	Yes
AHTPa 16	Garrett	No	Yes	Yes
AHTPa 16	Rockwood	Yes	Yes	Yes
YRTS 0	Confluence	Yes	Yes	Yes
YRTS 10	Ohiopyle	Yes	Yes	Yes
YRTN 58	Connellsville	Yes	Yes	Yes
YRTN 55	Adelaide	No	No	Yes
YRTN 53	Dawson	Yes	No	Yes
YRTN 46	Layton	No	No	Across river
YRTN 37	Cedar Creek Park	No	No	Yes
YRTN 33	West Newton	Yes	Yes	Yes
YRTN 29	Sutersville	Yes	No	Yes
YRTN 19	Boston	Yes	Yes	Yes
YRTN 15	McKeesport	Yes	Yes	yes
TRHT	Hazelwood	Yes	Yes	Yes
TRHT	Pittsburgh	Yes	Yes	Yes

Camping

This is a great camping trip because of the “hiker-biker” campsites along the C&O canal. These trailside sites offer primitive camping (pump, chemical toilet, picnic table) shared with other hikers and bikers. They are located about every 5 to 10 miles from Swains Lock (C&O 16.7) to Cumberland (C&O 184.5). Water is from wells; if the weekly test is suspect the NPS removes the pump handle; so carry plenty of water. The Yough River Trail North has a similar campsite at Dravo (YRTN 24.9). These campsites are not accessible by car. Do not plan to use them unless you’re carrying all your camping gear on your bikes.

There are also car-accessible sites. The C&O canal offers primitive drive-in and walk-in sites (some without water). The drive-in sites have parking pads on the sites. The walk-in sites are close to parking areas. In addition to the C&O sites, there are public campgrounds at Ft Frederick (C&O 112) and Confluence (Yough Dam Outflow, YRTS 0). Commercial campgrounds are located near the trail at Brunswick, Williamsport, Finzel (on the Frostburg detour), and Adelaide. Get directions to the campground when you make reservations. Be sure to ask for directions for biking from the trail, not for driving directions from the highway.

These campgrounds are within easy biking distance of the trail. Some are seasonal, others may be temporarily closed, so check on availability while you’re planning. Campsites marked “primitive, no cars” have no automobile access; these are for self-contained touring only. Numerous other campgrounds offer facilities for people who’re driving, but our emphasis here is on self-supported camping. We are not personally familiar with most of the campgrounds. We present this information as a service; it is not a review or recommendation.

Trail, MP	Name	Dist From Tr	Type	Phone
C&O 16.6	Swains Lock Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 26.0	Horsepen Branch Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 30.5	Chisel Branch Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 34.4	Turtle Run Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 38.2	Marble Quarry Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 42.4	Indian Flats Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 47.6	Calico Rocks Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 50.3	Bald Eagle Island Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 54.0	Brunswick Family Campground	Beside trail	Public developed	301-834-8050
C&O 58.x	Appalachian trail camping area	0.1 mi W	Primitive, no cars	
C&O 59.6	Harpers Ferry Hostel (uphill)	0.3 mi SE	Tents at hostel	301-834-7652
C&O 62.9	Huckleberry Hill Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 69.4	Antietam Walk-in Camp	Beside trail	NPS primitive	301-739-4200
C&O 75.3	Killiansburg Cave Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 79.7	Horseshoe Bend Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 82.5	Big Woods Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 88.1	McMahon’s Mill Campground	On detour	Commercial	301-223-8778
C&O 90.9	Opequon Junction Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200

C&O 95.2	Cumberland Valley Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 100	Yogi Bear Jellystone Ground	3 mi SE	Commercial	800-421-7116
C&O 102	Snug Harbor KOA	2.5 mi NE	Commercial	301-223-7571
C&O 101.3	Jordan Junction Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 110.0	North Mountain Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 110.4	McCoy's Ferry Drive-in Camp	0.1 mi	NPS primitive	301-739-4200
C&O 112.4	Ft Frederick State Park	0.25 mi W	Public developed	301-842-2155
C&O 114.5	Indian Springs Campground	1 mi NE	Commercial	301-842-3336
C&O 116.0	Licking Creek Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 120.4	Little Pool Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 124.x	Happy Hills Campground	1 mi N	Commercial	301-678-7760
C&O 126.4	White Rock Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 129.9	Leopards Mill Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 133.6	Cacapon Junction Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 139.2	Indigo Neck Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 140.8	Little Orleans Campground	1.5 mi W	Commercial	301-478-2325
C&O 140.9	15 Mile Ck Drive-in & group tent	0.1 mi	NPS primitive	301-739-4200
C&O 144.5	Devils Alley Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 149.4	Stickpile Hill Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 150.1	Bonds Landing		Public developed	301-478-3124
C&O 154.1	Sorrel Ridge Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 156.2	Paw Paw Walk-in Camp	0.1 mi S	Primitive, no cars	301-739-4200
C&O 156.9	Purslane Run Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 162.1	Town Creek Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 164.8	Potomac Forks Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 169.2	Pigmans Ferry Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 173.4	Spring Gap Drive-in Camp	0.1 mi	NPS primitive	301-739-4200
C&O 175.4	Iron Mountain Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
C&O 180.0	Evitts Creek Hiker-Biker	Beside trail	Primitive, no cars	301-739-4200
Gap Finzel	Mason-Dixon Campground	on detour	Commercial	814-634-5982
YRTS 0	Yough Dam Outflow Camping	1/4 mi	Hiker-biker area	814-395-3944
YRTS 11	Ohiopyle State Park (up big hill)		Public developed	724-329-8591
YRTS 43	Roundbottom Campground	Beside trail	Primitive, no cars	724-872-5586
YRTN 55	Rivers Edge Family Campground	Beside trail	Commercial	724-628-4880
YRTN 25	Dravo's Landing Camping	0.1 mi	Primitive, no cars	724-872-5586

Organized Boy Scout and Girl Scout groups (only) may get permits to camp in town parks at Williamsport MD (C&O 100, call 301-223-7711) and Hancock MD (C&O 124, call 301-678-5622). Organized groups sponsored by nonprofit organizations may get permits to camp at the Marsden Tract (C&O 11.5, call 301-739-4200) and at Cedar Creek Park (YRTN 37.2, call 724-830-3950). Group camping at Dravo's Landing (YRTN 25) and Roundbottom (YRTN 43) requires permit (free, call 724-872-5586).

Indoor Lodging

These are the B&Bs, hotels, motels and hostels that we know of near the trails. You're probably riding this trail to avoid riding in traffic, so we identify lodging as close to the trail as possible. Unfortunately, there's a 50-mile stretch northwest of Washington DC where the closest lodging is 5 miles off the trail, much of that distance in traffic. Be careful, or camp instead.

We are not personally familiar with most of the establishments. We present this information as a service; it is not a review or recommendation. When you make your reservations, ask for detailed directions for biking from the trail (not for driving directions from the highway). For a current list of lodging and other trailside services, check the ATA web site at <http://www.ATATrail.org/>.

Reminder: hotel and pay phones may have large long-distance surcharges. Remember to dial your long-distance service when you place calls from points along the trails.

Washington DC, Georgetown Area

We include only Georgetown area hotels within a few blocks of the C&O Towpath, plus the vastly less expensive DC Hostel.

C&O 0	1-2 mi NE	Washington Int'l Hostel	1009 11th St NW	202-737-2333
C&O 1	3 blocks N	Wash. Monarch Hotel	2301 M St NW	877-222-2266
C&O 1	Backs on trail	The Latham	3000 M St NW	800-368-5922
C&O 1	Backs on trail	Melrose Hotel	2430 Pennsylvania NW	800-537-8483
C&O 1	2 blocks N	Monticello Hotel	1075 Tom Jefferson NW	202-337-0900
C&O 1	2 blocks N	Washington Suites	2500 Pennsylvania NW	202-333-8060
C&O 1	3 blocks E	Four Seasons Hotel	2800 Pennsylvania NW	800-332-3442
C&O 1	4 blocks N	Georgetown Inn	1310 Wisconsin Av	800-368-5922
C&O 1	4 blocks E	St James	950 24th St NW	800-852-8512
C&O 1	5 blocks E	River Inn	924 25th St NW	800-424-2741
C&O 1	8 blocks E	St Gregory	2033 M St NW	800-829-5034
C&O 2	3 blocks E	Key Bridge Marriott	1401 Lee Hwy (Arlington)	703-524-6400

Bethesda MD

At Fletcher's Boathouse, cross over to the paved Capital Crescent Trail and follow the trail for 4 miles into Bethesda.

C&O 3	4 mi on trail	Residence Inn	7335 Wisconsin Av	800-331-3131
C&O 3	4 mi on trail	Bethesda Court Hotel	7740 Wisconsin Av	800-874-0050
C&O 3	4 mi on trail	Ramada Hotel	8400 Wisconsin Av	800-465-4329
C&O 3	4 mi on trail	Hyatt Regency	One Bethesda Metro Ctr	800-233-1234
C&O 3	4 mi on trail	American Inn	8130 Wisconsin Av	800-323-7081
C&O 3	4 mi on trail	Holiday Inn	8120 Wisconsin Av	800-HOLIDAY

Leesburg VA

At Whites Ferry (C&O 35.5), take the ferry across the Potomac. On the VA side climb to US15. Turn left on US15 (heavy traffic, be careful), then stay on Bus US15. Continue to VA7 in Leesburg; most lodging is within a mile. W&OD parallels VA7 two blocks to the south.

C&O 35	5 mi S	Colonial Inn	19 S King St	703-777-5000
C&O 35	5 mi S	Laurel Brigade Inn	20 W Market St	703-777-1010
C&O 35	5 mi S	Norris House	108 Loudoun St SW	703-777-1806
C&O 35	6 mi S	Days Inn	721 E Market St	703-777-6622
C&O 35	6 mi S	Comfort Inn Suites	80 Prosperity Av	703-669-1650
C&O 35	6 mi S	Best Western Leesburg	726 E Market	703-478-1309

Dickerson MD

Dickerson is the MD town nearest miles 35-45 of the towpath. Rocker Inn is in Poolesville, Pleasant Springs between Barnesville and Boyds.

C&O 31	5 mi N	Rocker Inn	17924 Elgin Rd	301-972-8543
C&O 42	8 mi E	Pleasant Spring Farm B&B	16112 Barnesville Road	301-972-3452

Brunswick MD / Sandy Hook MD / Harpers Ferry WV

Brunswick is across the canal nearly under the VA17 high bridge.

C&O 55	5 blocks E	Lockkeepers Inn	11 S Maryland Av	301-834-9151
C&O 55	2 mi E	Green Country Inn	620 Souder Rd	301-834-9151

Sandy Hook is across the canal on a path nearly under the US340 high bridge. Cross the tracks carefully. Trains are reported to be fast and quiet.

C&O 59.5	.5 mi uphill	Harpers Ferry Hostel	19123 Sandy Hook Rd	301-834- 7652
C&O 59.5		Hillside Motel	19105 Keep Tryst Rd	301-834- 8144

Harpers Ferry: Climb stairs beside the trail, cross Potomac River on pedestrian bridge. Think twice before planning to carry loaded bikes up these stairs; it will probably take two people or two trips.

C&O 60.5		Between the Rivers B&B	500 E Ridge St	304-535- 2768
C&O 60.5		Fillmore St B&B	630 Fillmore St	304-535- 2619
C&O 60.5		Harpers Ferry Guesthouse	800 Washington St	304-535- 6955
C&O 60.5		Briscoe House B&B	828 Washington St	304-535- 2416
C&O 60.5		Jackson Rose B&B	1141 Washington St	304-535- 1528
C&O 60.5		Angler's Inn	867 Washington St	304-535- 1239
C&O 60.5		Last Resort	280 Clay St	304-535- 2812
C&O 60.5		Comfort Inn	Shenandoah St & US340	304-535- 6391

Shepherdstown WV / Sharpsburg MD

Shepherdstown: At Lock 38 cross the canal and take the road uphill to MD34. Turn left on MD34 (becomes WV480, then Duke St) to cross Potomac River on the high bridge. B&Bs are within a mile.

C&O 73	1/2 mi SW	Bavarian Inn	Rt 480	304-876- 2551
C&O 73	1 mi SW	Mecklenburg Inn	128 E German St	304-876- 2126

C&O 73	1 mi SW	The Little Inn	201 W German St	304-876- 2208
C&O 73	1 mi SW	Thomas Shepherd Inn	300 W German St	304-876- 3715
C&O 73	1 mi SW	Days Inn	2001 Maddex Sq Dr	304-876- 3160
C&O 73	1 mi SW	Clarion Hotel & Suites	17 Lowe Dr	304-876- 7000

Sharpsburg: At Snyder's Landing take Snyder's Landing Rd to Sharpsburg. Alternate: At Lock 38 (C&O 73) take MD34 away from the Potomac River for 3.5 miles in traffic.

C&O 77	2 mi E	Inn At Antietam	220 W Main St	301-432- 6601
C&O 77	2 mi E	Jacob Rohrbach Inn	138 Main St	301-432- 5079
C&O 77	2 mi E	Victoria's Hearth B&B	130 Main St	301-432- 6115
C&O 77	2.5 mi E	Piper House	Antietam Battlefield	301-797- 1862

Williamsport MD

C&O 94	On detour	Wolfs End B&B	14940 Falling Water Rd	301-223- 6888
C&O 100	1 mi N	Red Roof Inn	310 E Potomac St	301-582- 3500
C&O 100	4 mi E	Lewrene Farm	9738 Downsville Pike	301-582- 1735

Hancock MD

C&O 123	2 blocks N	Hancock Truck Stop	434 E Main St	301-678- 7111
C&O 124	3/4 mi NW	Super 8	118 Limestone Rd	301-678- 6101
C&O 124	1 mi W	Hancock Motel	2 Blue Hill	301-678- 6108
C&O 124	2 mi W	Cohill Manor B&B	5102 Western Pike	301-678- 7573

Little Orleans MD

Town Hill is seven miles up a hill, but they'll come get you; call from Bill's in Little Orleans. The Little Orleans Hostel expects to open summer 2002.

C&O 141	.75 mi	Little Orleans Hostel	12814 Appel Rd	301-478- 2102
C&O 141	Pickup	Town Hill Hotel	National Pike NE	301-478- 2794

Paw Paw WV

Take short hill down to a parking lot. Exit to MD51 (becomes WV9), turn left, cross bridge.

C&O 156	1/2 mi S	Red Rooster Hostel	WV 9	304-947- 7591
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C&O 156	3/4 mi S	Heritage Trail B&B	107 Winchester St	304-947- 7055
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Cumberland MD

Cumberland and LaVale have many motels, but only two are near the trail. The Best Western will pick you up at the W Md RR station; ask them in advance.

C&O 185	5 blocks E	Holiday Inn	100 S George St	301-724- 8800
C&O 185	8 blocks W	Inn At Walnut Bottom	120 Greene St	301-777- 0003
C&O 185	Pickup	Braddock Best Western	1268 National Hwy	800-296- 6006

Frostburg MD

The trail doesn't reach Frostburg yet, but it's on the Cumberland-Meyersdale detour.

AHTM d	4 blocks	Fallinger's Hotel Gunter	11 W Main St	301-689- 6511
AHTM d	1/3 mi E	Frostburg Inn	147 E Main St	301-689- 3831
AHTM d	1 mi W	Charlie's Motel	220 W Main St	301-689- 6557
AHTM d	2 mi SE	Comfort Inn	11100 MD 36	301-689- 2050
AHTM d	2 mi SE	Hampton Inn	11200 MD 36	301-689- 1998
AHTM d	On detour	Castle Bed & Breakfast	15925 Mt Savage Rd	301-264- 4645

Meyersdale PA

A new B&B is being planned near the information center in the restored railroad station.

AHTPa 10	0.4 mi	Donge's Drive-In & Motel	Monument Sq	814-634- 5710
AHTPa 10	0.4 mi	Yoder's Motel	106 Myers Ave	814-634- 8791
AHTPa 10	0.3 mi	Hotel Central	322 Main St	814-634- 5413
AHTPa 10	0.3	Meyersdale Hostel		

Rockwood PA

Laurel Echo Farm, Country Dreams, Trenthouse, and Log Haven are several miles from the trail, with hills and traffic. They will pick you up by the trailhead by prior arrangement.

AHTPa 23	At trailhead	Rockwood Trail House	131 Rockdale Rd	814-926- 2231
AHTPa 23	4 blocks	Harris Iron Post Inn	420 Broadway	814-926- 2501
AHTPa 23	6 blocks	In Town Inn B&B	906 E Main St	814-926- 4131
AHTPa 23	5 mi N	Laurel Echo Farm	174 Cross Rd	814-926- 2760

AHTPa 23	5 mi N	Country Dreams B&B	882 Chippewa Rd	814-926- 4774
AHTPa 23	7 mi N	Trenthouse B&B	2008 Copper Kettle Hwy	814-352- 7713
AHTPa 23	7 mi N	Log Haven B&B	1322 Trent Rd	814-352- 8971

Markleton PA

Up the hill; call and they'll pick you up

AHTPa 40	Pickup	Four Seasons Guest Ranch	450 Porter Rd	814-926- 3572
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Harnedsville PA

AHTPa 29	4 blocks	Hannahouse	1790 Listonburg Rd	814-395- 9466
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Confluence PA

River's Edge and Parker House are in the triangle of land between the Youghiogheny and Casselman Rivers.

YRTS 0	5 blocks	River's Edge Cafe & B&B	203 Yough St	814-395- 5059
YRTS 0	6 blocks	Parker House	213 Yough St	814-395- 9616

Ohiopyle PA

Quiet House B&B is 8 miles away; they will pick you up.

YRTS 10	2 blocks	Yough Plaza Hotel	6 Negley St	800-992- 7238
YRTS 10	Beside trail	Ohiopyle Guest House		724-329- 8531
YRTS 10	Beside trail	Falls Market and Inn	69 Main St	724-329- 4973
YRTS 10	8 mi, hilly	Quiet House B&B	667 Elliatsville Rd	724-329- 4606

Connellsville PA

These also serve Yough River Trail North, which ends (YRTN 58) at Connellsville. Inn in the Woods will pick you up.

YRTS 28	.75 mi N	Newmyer House B&B	507 S. Pittsburgh St	724-626- 0141
YRTS 28	1 mi S, traffic	Melody Motor Lodge	Rt 119 S	724-628- 9600
YRTS 28	Pickup	Inn in the Woods	Scottdale	724-887- 4762

Dawson PA

From the parking lot, climb the ramp and cross the bridge. Inn in the Woods will pick you up. Linden Hall has another big climb.

YRTN 53	Pickup	Inn in the Woods	Scottdale	724-887- 4762
YRTN 53	3 mi, 500' up	Linden Hall Corp	Up Stone Bridge Trail	724-529- 7543

Smithton PA

At the Smithton parking lot (YRTN 39.3), take the ramp out of the parking lot, turn right onto PA981, and climb a mile or two to the motels. Fairway Inn will pick you up if you call.

YRTN 39	1.5-2 mi W	Fairway Inn	PA981 nr PA51 & I70	724-929-6677
YRTN 39	1.5-2 mi W	Cheeper Sleeper (Budget)	at PA51 near I70	724-929-4501
YRTN 39	1.5-2 mi W	Holiday Inn	Finley Rd (PA51 nr I70)	724-929-4600
YRTN 39	1.5-2 mi W	Knotty Pine Motel	at PA51 near I70	724-929-8430
YRTN 39	1.5-2 mi W	Relax Inn	833 Finley Rd	724-929-6770

West Newton PA

YRTN 33	5 blocks W	Scarsdale Cottage Inn	208 Allison St	724-872-2121

Buena Vista PA

YRTN 27	1 mile W (up)	John Butler House B&B	800 Rock Run Rd	412-751-6670
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Pittsburgh PA

Pittsburgh has many hotels. The closest to MP 0 at The Point is the Hilton. ADD Ramada The closest to the downtown end of Eliza Furnace Trail is the Omni William Penn. The Westin is near the Amtrak station. The Holiday Inn Select, Wyndham Garden, and Hampton Inn are in Oakland, near the east end of the Eliza Furnace Trail. Appletree B&B is also near the east end of the Eliza Furnace Trail. Victoria House is near the North Shore Trail. Morning Glory Inn is on the South Side. Appletree and Victoria House will shuttle bikers to McKeesport by prior arrangement.

TRHT	Near MP 0	Hilton Hotel	600 Commonwealth	412-391-4600
TRHT	6 blocks N	Omni William Penn	530 William Penn Place	412-281-7100
TRHT	8 blocks N	Westin Convention Center	1000 Penn Av	412-281-3700
TRHT	6 blocks N	Holiday Inn Sel – Univ Ctr	100 Lytton Av	412-682-6200
TRHT	6 blocks N	Wyndham Garden Hotel	3454 Forbes Av	412-683-2040
TRHT	8 blocks N	Hampton Inn	315 Hamlet St	412-681-1000
TRHT	2 mi NE	Appletree B&B	703 S Negley Av	412-661-

				0631
TRHT	1 mi N	Victoria House B&B	939 Western Av	412-231- 4948
TRHT	0.5 mi S	Morning Glory Inn	2119 Sara St	412-431- 1707