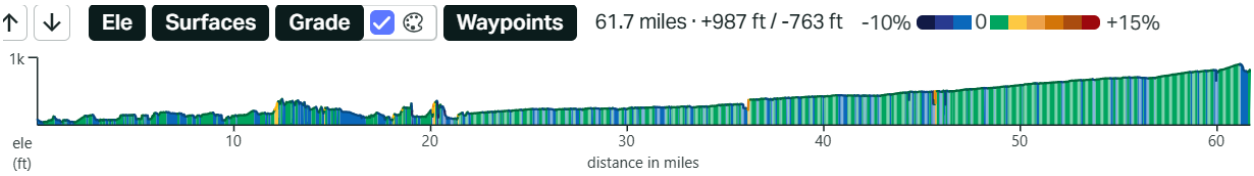
Ride Description

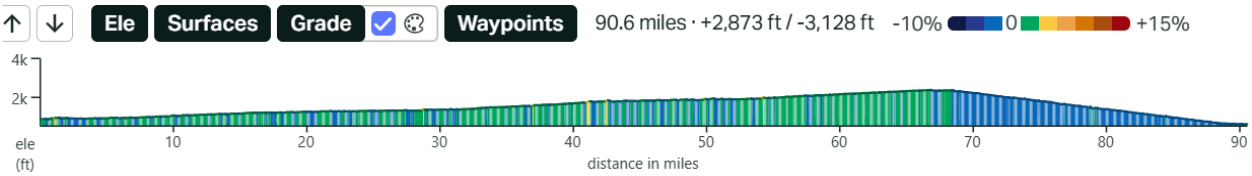
PART 1 – The KSR provides transportation, luggage transfers, fully stocked rest stops, hotels, and SAG support. For KSR riders, the tour includes 6 nights of hotels. For riders that selected the GAP and C&O option only, the tour includes 4 nights of hotels (see Part 2 for info. on second half of C&O tour).

Saturday - Pittsburgh PA - the KSR will provide transportation including luggage and bikes from Philadelphia. For riders selecting the GAP/C&O trail option, transportation will be provided from Hancock MD to Pittsburgh. For riders starting in Pittsburgh, other transportation arrangements can be made for your return trip.

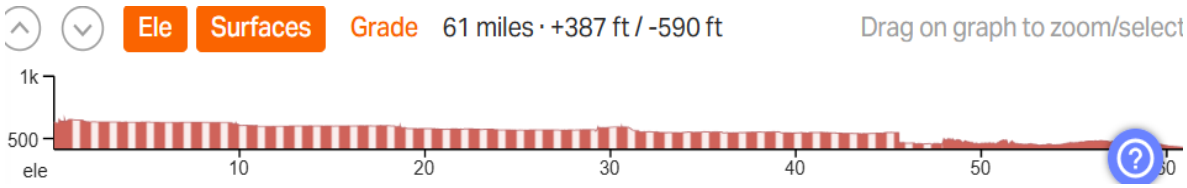
Sunday – D1 Pittsburgh to Connellsville PA (62 miles - 987 ft gain). The route uses the Great Allegheny Passage (GAP). The GAP is a multi-use trail that primarily follows railroad corridors from Pittsburgh, Pennsylvania to Cumberland, Maryland. Leaving Pittsburgh, the route follows the Three Rivers Heritage Trail along the south and west side of the Monongahela River. At McKeesport, the GAP crosses the Monongahela River on a pedestrian/cyclist bridge and follows paths through a paved industrial area and downtown. Then it begins heading upstream along the Youghiogheny River. South of McKeesport, you'll cross the Youghiogheny River. After our first rest stop in Boston, the trail transitions to a smooth crushed limestone surface. Grades along the trail are less than 2 percent. Rest stops at 22, 36 (lunch), and 45 miles.



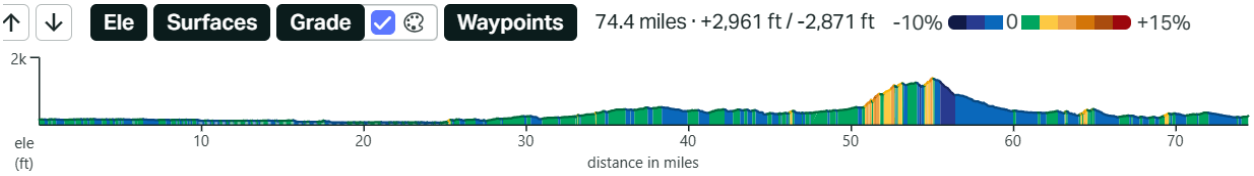
Monday – D2 Connellsville to Cumberland MD (91 miles - 2873 ft gain). Today we begin the long gradual climb to the Eastern Continental Divide at 3,292 feet. **After crossing the Eastern Continental Divide, we begin a 24 mile downhill run!** Our first stop is in the Ohiopyle State Park which is a popular white-water rafting and outdoor recreation destination. The Salisbury Viaduct, 1,908 feet in length, and the Keystone Viaduct, 909 feet in length, are up to 100 feet high and use the original railroad structures. There are also four tunnels, ranging from 849 feet to 3,294 feet in length. The Big Savage Tunnel is the longest and has lights. The historic Mason Dixon Line represents the state line between Pennsylvania and Maryland. This line became widely known as the symbolic divide between the Northern and Southern states during the Civil War. After Frostburg, the GAP parallels the Western Maryland Scenic Railroad (WMSR), and the 914 ft. Brush Tunnel is shared by the WMSR and the GAP — cyclists are cautioned to not be in the tunnel when a train is in it or when approaching the tunnel. The GAP seamlessly meets the C&O Canal Trail at the Canal Place Heritage Area. Rest stops at 17, 28, 46 (lunch), 58, and 75 miles.



Tuesday – D3 Cumberland to Hancock MD (61 miles - 387 ft gain). The C&O Canal Trail follows the towpath of the C&O Canal through the Chesapeake and Ohio Canal National Historical Park. The trail surface is not as maintained as the GAP, but the national park service is working to improve the trail. Tires wider than 32c are recommended. All hikers and bikers must yield the right of way to horses and mules. Water sources can be scarce along the C&O, especially on the 60 miles between Cumberland and Hancock. The 3,118-foot Paw Paw Tunnel was built to avoid six miles of horseshoe-shaped bends on the Potomac River. **Cyclists need to use lights to navigate the tunnel.** Beginning 0.7 miles east of Little Orleans, the Western Maryland Rail Trail provides a paved trail for 16 miles to Hancock. Rest stops at 18, 29, and 44 (lunch) miles. **For GAP/C&O trail riders, riders will pick-up their car and drive to Berkley Springs WV (6 miles).**

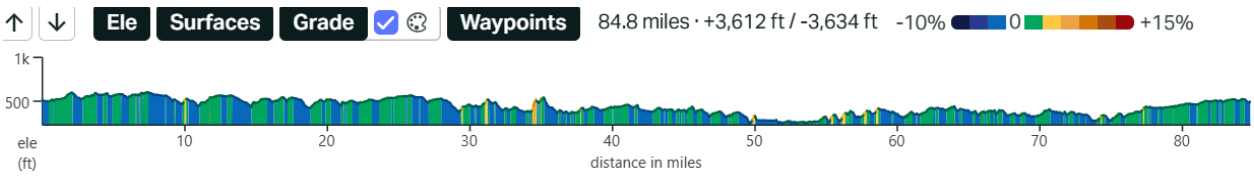


Wednesday – D4 Hancock to Gettysburg PA (74 miles - 2961 ft gain). **For GAP/C&O trail riders, riders will select between enjoying the Berkley Springs spa (reservations are required) or riding the last 25 miles of the C&O trail with the group (see Part 2 for second half of the C&O trail).** We begin the day on the Western Maryland Rail Trail (WMRT) for 10 miles. After exiting the WMRT, we return to C&O for another 15 miles. Our first rest stop will be in Williamsport (mile 25). After our rest stop, riders will leave the C&O Canal Trail and start using paved roads. Riders will travel north on route 63 for 8 miles and then transition to country roads with rolling hills with low traffic. At mile 50 we break for lunch and prepare for our climb over the Catoctin mountains (3 miles, 700ft climb with 3.5% average grade – max 9.2%). Our "boost van" will be available to avoid this climb. After a long downhill, we enter Fairfield and pass through the Gettysburg National Military Park. Rest stops at 25, and 50 (lunch) miles.

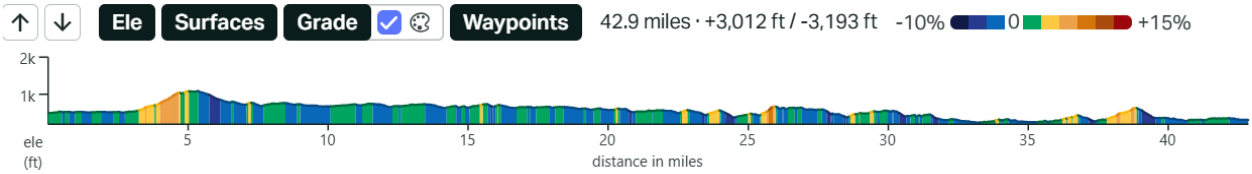


Thursday – D5 Gettysburg to Lancaster PA (85 miles - 3612 ft gain).

Today we start on country roads until York PA. Most country roads have low traffic but may not have a shoulder. We will stay north of York and utilize neighborhoods to avoid busy roads. We have a boost option to avoid some of the York city roads and one small climb at mile 32 (1/4 mile climb at 6.4% grade). We then switch to RT 462 for 7 miles and then stop for lunch in Wrightsville (mile 50). After lunch, we cross the Susquehanna River and jump on the river trail for 2 miles. We will avoid the major Lancaster roads and utilize some of the smaller roads. Some of these roads don't have shoulders, but the traffic volume is much lighter. Lancaster County is known as "Pennsylvania Dutch Country". The county is home to many Amish families and beautiful farmland. At mile 52 we then begin an area with rolling hills for about 4 miles (341 ft climb, 4% max grade). Our "boost van" will be available to avoid this climb. After the covered bridge we switch to RT 23 for the final 9 miles. Rest stops at 28, 50 (lunch), and 68 miles.



Friday – D6 Lancaster to Philly (43 miles - 3012 ft gain). Today we are on rolling country roads for most of the morning as we enjoy some beautiful farmland. We have 3 big climbs today but our boost van is always available: mile 4 (0.6 miles, 280 ft climb, 9% max grade), mile 26 (0.2 miles, 200 ft climb, 11% max grade), and mile 38 (0.6 miles, 600 ft climb, 8% max grade). Rest stops at mile 28. We finish around noon in Malvern PA and celebrate with our final lunch together. For riders starting in Pittsburgh, car rentals are recommended for your return ride home.



PART 2 - For riders that selected the GAP and C&O option, we will complete the C&O trail in October after the conclusion of the KSR Pittsburgh to Philly Ride. The tour includes hotels (3), luggage transfers, fully stocked rest stops, SAG support, and transportation back to Washington DC.

Friday - Washington DC – riders will arrive in New Carrollton MD and check into the hotel. For riders leaving their car in Williamsport, other transportation arrangements can be made to DC. Arrive early and take the Metro downtown to tour the city and museums.

Saturday – D1 Washington DC to Brunswick MD (40 to 61 miles) – After transporting riders, luggage, and bikes downtown, we will ride from the White House past several monuments. We will jump on the Rock Creek and Capital Crescent Trail. At mile 3.3 we will start on the C&O Canal Trail. Rest stops at Old Angler's Inn (mile 16), and lunch at mile 40. You can start at mile 16 and/or finish at mile 40 if you want to shorten your day by using our SAG van.

Sunday – D2 Brunswick to Sharpsburg MD (26 miles) – our first stop will be Harper's Ferry (mile 7.5) where you can explore the museum, exhibits, and learn about John Brown's failed abolitionist uprising. We will then ride to the Antietam National Battlefield where you can learn about the brutal 12-hour battle where 23,000 soldiers were killed, and the Confederate advancement was stopped. You will have plenty of time to grab lunch and bike around the battlefield. Next stop will be at one of Sharpsburg's premier Bed & Breakfasts.

Monday – D3 Sharpsburg to Williamsport MD (29 miles) – After enjoying a wonderful breakfast, we will continue on the C&O Canal Trail to Williamsport. After arriving in Williamsport, we will have lunch and then travel via van back to New Carrollton MD. Bikes and luggage will also be transported.