

OMAHA PEDALERS NEWSLETTER



IN THIS ISSUE

Regular Ride Schedule

All OPBC Meeting

Magnolia Fall Classic

Pasta Pedalers Pigout

We Want You!

Great Alleghany Passage

Saturday Morning Road Ride – Saturday, 9:00 AM

Contact Rick Stein rick.m.stein@gmail.com

Monday Evening Keystone Trail Ride –

(This is the Wednesday ride from past seasons) Monday Evening Keystone trail ride. Meet at Greenstreet Cycles, 24th & Harney, 4:30 PM. Ride to Aksarben Village. Optional start at Aksarben Village (park) approx: 5:30 PM.

Ride Leader: Bob Mancuso - bmancuso07@msn.com

Thursday Morning Rusty Spokes Easy Trail Ride 10:00 AM

Monthly Club Meeting

The Next Meeting is

Monday, September 27 at 6:30 PM

We will meet at Sump Memorial Library

South Meeting Room

222 N Jefferson St, Papillion

Your ideas and suggestions are always needed. All are welcome.



Magnolia Fall Classic

Saturday, September 18th, 2021

8:00 am Long Ride, 9:00 am Short Rides

Start Point: Missouri Valley, IA Fairgrounds

Mileage: Long: 50 Miles

Short: 38 Miles & 22 Miles

(Or Drive out & meet us between 11 & Noon)

Terrain: Rolling Loess Hills

Support: Fully Supported

Cost: \$0 must be OPBC member to participate

Please register so we can get a count!

www.OmahaPedalers.org

**Food: Lunch at the Aronia Berry Family Farm at Sawmill
Hollow**

More information & register at

www.OmahaPedalers.org

[Facebook.com/OmahaPedalers](https://www.facebook.com/OmahaPedalers)

Or Contact

Stephen Schnitker at

712-322-5816





Pedaler's Pasta Pigout (P³)

Saturday, October 9

2:30 PM

**Start Point: Omaha Public Safety
Training Center
11616 Rainwood Road
(Park at South End)**

Mileage: 24 miles

Terrain: Rolling Hills to Elk City

Or meet us at Mangia's for Dinner @5:00 PM

**Food: Pizza, Pasta, etc. at Mangia's in
Downtown Irvington**

More information and details:

www.OmahaPedalers.com or

[Facebook.com/OmahaPedalers](https://www.facebook.com/OmahaPedalers)



Ride at your own risk. Signed waivers and helmets required

We Want you



OPBC Club President Kim Scherlie has served valiantly for seven years. She deserves a chance to move on.

Other club members are looking for some help with their responsibilities.

Please consider donating your time.

Not sure you want to take on the Presidency? The board is considering adding a Vice President and then you could move into the Presidency in 2023.

WILDERNESS VOYAGEURS PITTSBURGH TO WASHINGTON D.C

By Rick Stein

[Wilderness Voyageurs](#) is an outdoor adventures outfitter company that offers guided tours for white water rafting and bicycling trips. Fellow Saturday Morning Road Pedalers, Terry Sohler, Neal Stepanek, Jeff Grueter and I are signed up to do "[Great Allegheny Passage and C&O Canal Bike Tour](#)". Fellow Pedalers Mike Baker and Roy Schroer along with Bill from Bad Dog bike shop in Fremont also joined us on their own tour. The GAP is a crushed limestone trail along an abandoned rail route. The C&O follows the C&O Canal along its original towpath. Trip starts in Boston Pennsylvania and continues for six days to Washington D.C. It includes multiple historic sites, towns, waterfalls, scenic spots and more. The tour cost covers a SAG for gear and bike repairs and a tour guide who rides along with the group. This tour limits the group to 12 riders. About two meals are included each day. Click on the [Tour Link](#) for more info.

Wilderness Voyageurs includes an app download for your cell that acts like the BRAN tour book. This app includes an overall description of the tour, each day's stops, SAG stops, meal stops, descriptions of attractions (not as fun as the BRAN book, but descriptive nonetheless) as well as maps and elevation graphics. The app will also track your progress via GPS if you wish to enable that.

Photo Albums

[Great Allegheny Passage and C&O Canal Tour](#)

[Washington D.C.](#)

Day 1 Boston, PA to Ohiopyle, PA

Trail: Great Allegheny Passage (GAP)

Distance: 57 Miles

Surface: Crushed Limestone



Day one begins at the world headquarters of Wilderness Voyageurs in Ohiopyle with a light breakfast at their store. We then jump into their van for a drive out to the start of the tour in Boston PA (yes, we drive to the start and ride back to headquarters). The ride today was mostly uphill, 1% to 2% grade for 57 miles. A scenic stop was at the Red Waterfall about 10 miles in. Our first SAG stop is in West Newton for snacks and top of our fluids. We stopped in Whitsett for a Lunch of turkey sandwich, chips and goodies. Final stop at Connelleville,

PA. Coming out of Connelleville, we were hit by a downpour. We pulled over under a shelter to let the worst pass but rode about 10 miles in a light rain. Unfortunately, my free wheel locked up while riding on the wet trail. Fixing it was beyond our tour guides knowledge so I flagged Bill down for a fix.

Our overnight hotel is the historic Summit Hotel, built in the late 1800's. Summit has hosted many celebrities over the years. Dinner was upscale and expellant at the hotel, paid for by our fee. Other than the rain, it was a good day of riding. Longest day is tomorrow.

Day 2 Ohiopyle, PA to Cumberland, MD

Trail: Great Allegheny Passage (GAP)

Distance 71 Miles (with a fast downhill of 21 miles)

Surface: crushed limestone

Day 2 starts with breakfast at the Summit Inn and then we all pile into the van for a short drive to the trail in Ohiopyle. It's the longest day at 71 miles but also one of the more interesting days. Most of the day is a gentle climb. We stop in Rockwood for lunch.

The route includes several interesting tunnels starting with the Pinkerton Tunnel at about 18 miles. Take off those sun glasses and turn on the headlight!



Our next interesting stop is at the Merersdale Railroad Station and Museum. Time for ice cream. The Museum includes some interesting items as well as three model railroads.



We hit the Eastern Continental Divide and its downhill for 21 miles, average 20 MPH (when there are no crossings). We ride through the Big Savage Tunnel, 3300 feet long built between 1910 and 1912. We cross the Mason Dixon line and are now in Maryland.

Next is the Borden tunnel at only 957 feet long followed by the Bush Tunnel 10 miles further up the trail.

The last leg of the trail follows close to a train track. This track is used by a small shuttle that is used to take cyclists up to the divide so they can coast down the trail.

Our ride ends for the day at mile post zero (for the GAP) in Cumberland. Tomorrow we hit the B & O. I enjoyed the GAP with an excellent crushed limestone surface. The B & O is mostly dirt, should be interesting.

Day 3 Cumberland, MD to Hancock, MD

Trail: Chesapeake and Ohio (C&O) Towpath

Distance: 45 Miles (shortened to 45)

Surface: Dirt, Mud, Ruts

Day 3 we leave the crushed limestone and follows the C&O Canal Towpath Trail. This trail is mud and ruts and much more bumpy than the GAB. Back in the day, this path was used with donkeys pulling canal boats up and down the canal. Our route was supposed to be about 60 miles but shortened to 45. More on this later.

This trail starts at MM (Mile Marker) 184 and follows through Old Town MD and Town Creek Aqueduct. Our first stop is at Lock and Lockhouse 70. Several locks and houses are along the canal. Canal operators used to live in these and worked the locks. Now days the Forest service rents these out for overnight stays.



We hit the Paw Paw Tunnel at MM 155.5. (Our guides explain that Paw Paw is a small tree that has fruit that is very nutritious and was used by the natives.) The canal continues into this tunnel which is 3,2118 feet long and contains a very narrow path used by the donkeys. Lights and walking are required. At the start of the ride, our guides informed that the other side was closed for construction and we will shuttle to the next leg. Turns out it was opened but everyone walked through to the other side before lunch and walked back. Got some light rain during lunch and the sun came out. An air conditioned van ride sounded better than battling the heat so the bikes were loaded and everyone grabbed a seat on the van for a 20 minute ride around the mountain.....Turned out it was more like 1 hour and 20 minutes.

We drove to Little Orleans at MM 141 and continued our journey of about 15 miles to Hancock. It was an interesting ride visiting the canal locks despite the rough trail.

Day 4 Hancock, MD to Sheperdstown, WV

Trail: Chesapeake and Ohio (C&O) Towpath

Distance: 53.3 Miles

Surface: Varies

Day 4 Starts from Hancock, MD for a 53.3 mile ride. The ride continues along the B&O towpath. Today's route includes Fort Frederick, Williamsport, Cashwa Basin, Big Slackwater, Sharpsburg and Antietam. Lunch is at the Conococheague Aqueduct. While at lunch, the temperature was raising into the 90's with high humidity. It was somewhat more comfortable moving on the bike and going through the limited shade than sitting still.

Our last destination is Antietam, site of the bloodiest day in American history. We had a choice to follow paved roads to Antietam or take the path to Shepardstown. We chose the road. As we approached Slackwater, the sky slowly turned dark with lightning and sprinkles. We took shelter under a covered porch until the storm passed. The wind changed and we enjoyed some cooler temps into Antietam. Antietam has several monuments and displays related to the fight. This is one of many sites in the southeast for any Civil War enthusiast.



Our accommodations are at the Bavarian Inn. This is a great old Inn with Bavarian Architecture.

Day 5 Sheperdstown, WV to Whites Ferry, MD

Trail: Chesapeake and Ohio (C&O) Towpath

Distance 39.3 Miles shortened to 30 miles

Surface: Varies

Day 5 is shortened to about 30 miles due to construction on the trail. Trail today is mostly resurfaced with crushed asphalt. We start in Sheperdstown, WV and ride to Harpers Ferry for some sightseeing. Harpers Ferry is the site of John Brown's 1859 uprising on the Federal Armory and site of the Battle of Harpers



Ferry in 1862 where the Confederate Army captured over 12,000 union soldiers. The site is preserved as a NPS site and includes historic buildings, a couple of museums including one dedicated to John Brown, and displays. We only had an hour to look around. The visit included a walkthrough of the John Brown museum and some of the town.

Lunch is at Points of Rocks. The ride went across the Monocacy Aqueduct, the biggest on the canal. But I missed pictures because we were trying to keep moving to beat more heat and humidity.



We ended at Whites Ferry. The tour was originally scheduled to ride the Ferry to the other side but it's closed so we pack into our van for a 40 minute drive to Lodging in Leesburg, VA.

Day 6 Whites Ferry, MD to Washington D.C.

Trail: Chesapeake and Ohio (C&O) Towpath

Distance: 30 Miles

Surface: Crushed limestone, crushed rock, asphalt, brick, concrete, and a little gravel path.



Day 6 starts with a 40 minute drive back to Whites Ferry. We ride past Violettes Lock, an intact working lock, to the Great Falls of the Potomac, about 23 miles. The Potomac drops 76 feet here and the area provides boardwalks all around the area that allow viewing of multiple rapids, eddies, and falls along the rocky river. The river up to this point has been smooth and tranquil so it's a surprise to see. This is at Mile Marker 14.3 so we are close to the end.



We continue down the trail into the outskirts of Washington D.C. The trail jumps over to a paved Capital Crescent Trail near Fletcher's Cove then back to gravel after about 2 miles. We cross the canal at the Red Crossover Bridge at about Mile Marker 1. Urban Sprawl has replaced the towpath here so our guide, Chris, takes us on brick sidewalks and streets and finally onto a twisty gravel trail through a park to Mile Post 0.