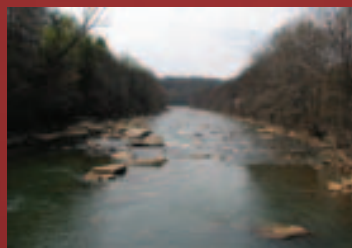


Loop No.1



Loop No.1 Rockwood – Turkeyfoot – Addison

This loop begins in Rockwood and follows the Casselman River Valley southwest to Confluence, where the Casselman joins the Youghiogheny River. There it turns north along Laurel Hill Creek to the foothills of the Laurel Ridge and then returns to Rockwood. The route crosses the Casselman River and Laurel Hill Creek many times, as well as the region's two major railroad lines: the Baltimore & Ohio (now CSX) and Western Maryland (now the Allegheny Highlands Trail), on opposite sides of the Casselman.

You pass through some of the most beautiful scenery in the Laurel Highlands while visiting old railroad towns, once-thriving industrial communities, and small crossroads villages.



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HERITAGE BYWAYS OF SOMERSET COUNTY PENNSYLVANIA

Loop No.1 Rockwood – Turkeyfoot – Addison



Driving Directions

Rockwood to Markleton (Miles 0.0 to 6.4)

Begin at the intersection of SR 3015/653 (Main Street) and SR 2016 (Bridge Street) in downtown Rockwood. Go south on SR 2016. After crossing the Casselman River and the Allegheny Highlands Trail bear right onto SR 3011 (Markleton School Road) at Mile 0.5 and continue to Markleton, descending into the Casselman River Valley.

Markleton to Fort Hill (Miles 6.4 to 11.9)

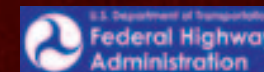
West of Markleton SR 3011 climbs the valley slopes and continues to its junction with SR 381. The old Markleton School stands at the intersection of SR 3011 and T-397 (Porter Road) at Mile 7.0. The landscape opens up here, and there are some very scenic vistas. At the intersection of SR 3011 and SR 281 (Mile 8.9), turn left and go south on SR 281 for 2.2 miles. This locality historically was known as Paddytown due to the many Irish who settled here. At Mile 11.1 turn left onto SR 3001 (Fort Hill Road) and go south, again descending into the Casselman River Valley.

Fort Hill to Dumas (Miles 11.9 to 18.0)

Cross the Allegheny Highlands Trail and continue south on SR 3001 to its junction with SR 523. You will not see any large prosperous farms in this section; this is steep, stony terrain that was settled only after more fertile areas were claimed. At the intersection of SR 3001 and SR 523 you need to make a choice: either turn right on SR 523 toward Confluence and continue on the main loop or turn left on SR 523 toward Addison. The optional side trip to Addison is described below.

Side Trip: Dumas to Addison (13.0 miles RT)

Drive south on SR 523 for 3.9 miles, through Listonburg, once an important village with four stores, a grist mill, and a large woolen mill. At the junction of SR 523 and US 40, turn right and go .5 mile west on US 40. Then turn left onto SR 3002 (Old National Road), and go west .3 mile to the village of Addison. Continue west on SR 3002 for 1.8 miles until it rejoins US 40. Turn right on US 40 and go east 2.6 miles to its junction with SR 523. Turn left and go 3.9 miles on SR 523, then continue on the main loop.



Dumas to Confluence (Miles 18.0 to 21.0)

Continue north on SR 523 from its intersection with SR 3001. After crossing the Casselman River (Mile 18.9), go through Harnedsville, a small village laid out by Samuel Harned in 1847. In 1774 some of the first settlers in the region, called "the Jersey settlers" due to their New Jersey origins, crossed the river at this spot and established a settlement known as "Mudtown." Continue west on SR 523 and enter the borough of Confluence.

Confluence to New Lexington (Miles 21.0 to 33.6)

Continue through Confluence on SR 523 (Oden Street). At its intersection with SR 281, turn right onto SR 281 and drive north through Ursina, following the B & O Railroad line and Laurel Hill Creek to your left. One mile north of Ursina (Mile 24.1), turn left onto SR 3007 (Humbert Road) and continue to the Lower Humbert Covered Bridge. This part of the valley has changed little for 150 years and is among the most scenic parts of the tour. Proceeding north on SR 3007 you will come to the village of Humbert, which grew up around the Baldwin Mine in the early 1900s. The Ursina & North Fork Railroad hauled coal from this and other mines along Laurel Hill Creek to Ursina, where it connected with the B & O's Pittsburgh Division. At Humbert SR 3007 leaves the valley of Laurel Hill Creek and climbs the hilly terrain of Upper Turkeyfoot Township to the village of Kingwood (Mile 30.8). At Kingwood turn left onto SR 281 and drive 2.8 miles north to New Lexington.

Side Trip: King's and Barronvale Covered Bridges (3.2 miles RT)

At New Lexington turn left onto SR 653 and go 1.5 miles west to King's Bridge. After crossing Laurel Hill Creek at Kings Bridge, turn right onto SR 3035 (Ream Road) and go north 1.0 mile to SR 3014 (Covered Bridge Road). Turn right on SR 3014 and drive .1 mile to Barronvale Covered Bridge. Stay on SR 3014 and go .5 mile to SR 3033 (Barron Church Road). Turn right on SR 3033 and drive .6 mile to SR 653. Turn left on SR 653 and go 1.1 miles to New Lexington, then continue on the main loop.

New Lexington to Rockwood (Miles 33.6 to 45.7)

From the intersection of SR 653 and SR 281 in New Lexington, continue east on SR 653/281 for 2.9 miles to New Centerville (Mile 36.5). Go straight through the center of town and then bear right on SR 3008 (Gephart Road). Go .6 mile on SR 3008 to the village of Gephart, then turn right on SR 3019. Go east on SR 3019 for 2.0 miles to its intersection with SR 3015 (Main Street). Turn right on SR 3015 for 1.4 miles. End at the intersection of SR 3015/653 and SR 2016 in Rockwood.

Points of Interest

1 Rockwood Borough

This old railroad town is enjoying a resurgence due to the Allegheny Highlands Trail. In 1857 Philip Wolfersberger laid out lots and founded the town of Mineral Point (renamed Rockwood). This became the transfer point between the Pittsburgh & Connellsville and Somerset and Mineral Point railroads, both completed in 1871. The Western Maryland Railroad later built its tracks on the other side of the river. Due to its railroad connections Rockwood prospered and became an important commercial center. Today it offers food, lodging, and supplies to travelers on the trail and river.

2 Markleton

This remote village once had a huge wood pulp mill built in 1881 by C.P. Markle & Sons, and also a large sanitarium, but now only a post office and a few houses remain. This stretch of the Casselman River is a favorite among hikers and canoeists due to its scenic beauty. Two miles downstream are the Pinkerton railroad tunnels and trestles (1885 and 1911).

3 Fort Hill

Fort Hill once had a mill and other business enterprises, now long gone. The B & O Railroad's Shoofly Tunnel is a mile east of the village, and its Brook Tunnel a mile west, both built in the 1880s. Go through the single-lane underpass carrying SR 3001 under the railroad (Mile 12.1); then stop and enjoy the pristine setting and the scenic views from the bridge. Near here are two important Native American archaeological sites-reminders that humans have occupied the Casselman River Valley for many thousands of years.

4 Addison

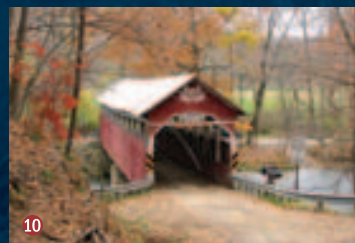
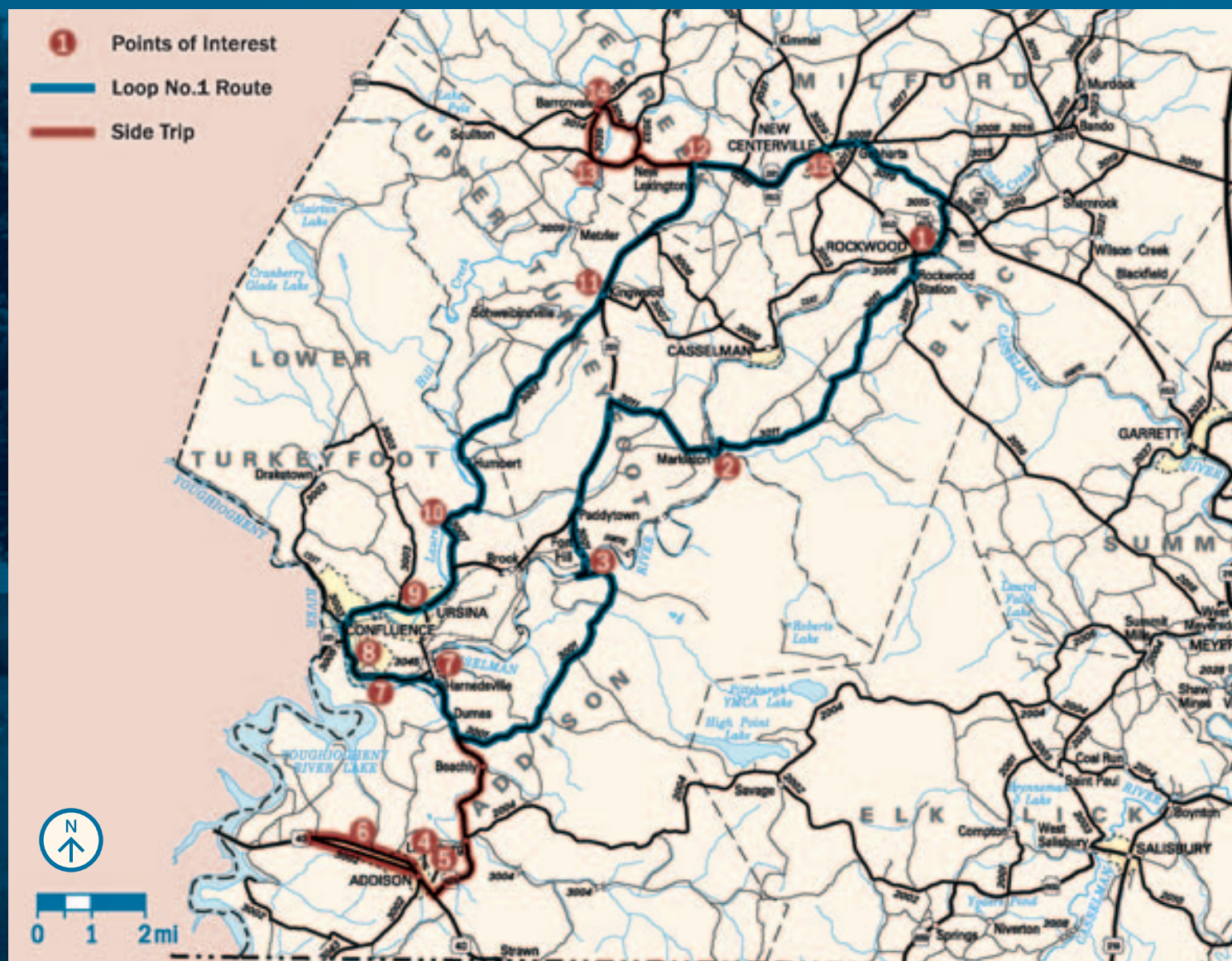
The village of Addison, once known as Petersburg, was laid out by Peter Augustine in 1817 and became an important commercial center with taverns, stores, and support industries providing services for travelers on the National Road. Now bypassed by US 40, it retains its historic character to a remarkable degree.

5 Petersburg Toll House / National Road

The National Road was the first federally-funded highway in the United States. The original section was completed between Cumberland, Maryland and Wheeling, West Virginia in 1820 and was used very heavily until made obsolete by railroads in the mid-19th century. When the federal government turned over responsibility for maintaining the road to the states in 1835, it became a turnpike and six tollhouses were constructed at regular intervals. This stone tollhouse in Addison is one of three that still survive (the others are at Searights, PA and LaVale, MD). Tolls were collected from 1835 until operations ceased in 1906.

6 Braddock's Road

This section of US 40 follows the general route of the military road cut by General Edward Braddock's army of British regulars and colonial militia during its ill-fated expedition against the French at Fort Duquesne (Pittsburgh) in 1755. After the defeat of Braddock's force, the survivors retreated along the same route.



7 Western Maryland Railroad Bridges

These plate-girder bridges (built about 1912) once carried the Western Maryland Railroad over the Casselman River at Harnedsville and the Youghiogheny River at Confluence. Both are now key links on the Allegheny Highlands Trail.

8 Confluence

In the 18th century the area at the confluence of the Youghiogheny River, Casselman River, and Laurel Hill Creek was known as "the Turkey Foot." The town of Confluence was laid out in 1870 as the Pittsburgh & Connellsville Railroad (later the B & O) was being completed. Its railroad connections made it an important shipping point for coal, lumber, and other products. Its most important industry was the Beggs and Cobb Tannery, established in 1894. In recent years tourism has become increasingly important due to Youghiogheny Lake and the Allegheny Highlands Trail.

9 Ursina

The town of Ursina began as a speculative venture. In 1868, pioneer coal operator William Baer laid out 1,464 building lots along the route of the proposed Pittsburgh & Connellsville Railroad and named his town "Ursina," a pun based on the Latin word for "bear." The railroads made it a key transfer point for lumber and coal from the Laurel Hill Creek Valley, but neighboring Confluence ended up being the larger town.

10 Lower Humbert Covered Bridge

This bridge over Laurel Hill Creek was built in 1891 to replace an earlier covered bridge dating to 1845. The center pier and steel I-beams were added during a 1991 rehabilitation.

11 Kingwood and 12 New Lexington

These small crossroads villages date to the mid-19th century. They were important commercial and service centers for the local area until the arrival of the railroad diverted most traffic and business east to the Casselman River Valley and the new towns of Rockwood and Confluence.

13 King's Bridge

King's Bridge over Laurel Hill Creek was constructed about 1860 and was rebuilt in 1906 when the Burr arches were added for extra strength. After the highway was relocated in the 1930s, the bridge was used to house livestock. In 2005 King's Bridge underwent a major rehabilitation.

14 Barronvale Covered Bridge

At 162.25 feet, the Barronvale Bridge is the longest of the 10 covered bridges in Somerset County. It is well-maintained and recently was rehabilitated. Moses Barron's mill formerly stood on the east bank of Laurel Hill Creek, but few traces remain.

15 New Centerville

New Centerville is another small crossroads village. It was laid out in 1834 by Michael Freeze, who built the first house and first hotel. By 1884 it contained numerous stores and mechanics' shops as well as three churches, a schoolhouse, and a tannery.