



HERITAGE BYWAYS OF SOMERSET COUNTY PENNSYLVANIA



Loop No.2

Loop No.2 Brothers Valley – Elk Lick

This loop begins in the borough of Berlin and heads south to Sand Patch Pass and Meyersdale, closely paralleling the Baltimore & Ohio Railroad (now CSX) for much of the way. At Meyersdale the route turns south and follows the Casselman River Valley to the borough of Salisbury. From there it goes west and then northeast, passing through beautiful farming country on its return to Meyersdale. The route then follows the Casselman River and B & O Railroad nearly to Garrett before turning northeast and returning to Berlin over winding country roads through the Swamp Creek Valley Rural Historic District and areas of former and active coal mines.

This loop features the historically important towns of Berlin, Meyersdale, and Salisbury, as well as landmark railroad structures, old coal patch towns, and farming villages.



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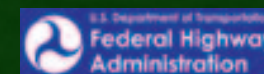
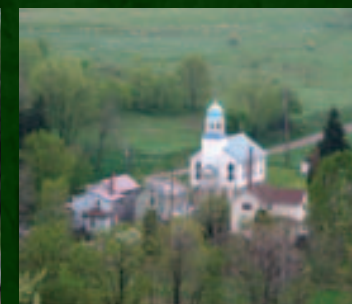
Driving Directions

Berlin to Meyersdale (Miles 0.0 to 16.5)

Begin at the intersection of US 219/SR 2030 (Main Street) in Berlin. Go .4 mile east on SR 2030 to a bend in the road, then continue on SR 160 for .7 mile. Turn right onto SR 2023 (Hay Street/Salco Road) and drive 4.1 miles to the intersection of SR 2023 and SR 160, passing through the village of Salco at Mile 2.7. Watch for the ruins of the Shultz Distillery (1830–1952) on both sides of the road at Mile 5.2. Turn left on SR 160 and go 1.3 miles, then turn left on SR 2020 (Glencoe Road). Go east 1.7 miles and turn right onto SR 2017 (Brush Creek Road). Follow SR 2017 south for 3.5 miles to a T-intersection with SR 160 (Mile 11.8). Turn right and go 800 feet, then turn left on SR 2017. You are now directly above the B & O Railroad's famous Sand Patch Tunnel. Continue 1.0 mile to an intersection and go straight on SR 2006 (Glade City Road). Drive 3.4 miles to Meyersdale, passing the old industrial town of Keystone Junction (Mile 14.0) and the Western Maryland RR's Keystone Viaduct (Mile 14.6). Enter Meyersdale and go .5 mile on SR 2006 until coming to the intersection with Business 219 (Beachley Street/Mason-Dixon Highway).

Meyersdale to Salisbury (Miles 16.5 to 22.8)

Turn left on Business 219 at Mile 16.8 and head south. Go 1.4 miles and get on the 4-lane US 219 South for .7 mile, then continue on 2-lane US 219 for 4.3 miles to Salisbury. The road south of Hinsrick Summit closely follows the Casselman River and the route of the old Pennsylvania and Maryland Street Railway. As you pass through the village of Boynton at Mile 21.7, note the street railway's former powerhouse and carbarn on the left.



Points of Interest

1 Berlin Borough

The town of Berlin was laid out in 1784 at the “pious spring,” the source of the Stonycreek River. It grew as a trade center, becoming the social and economic hub for the surrounding agricultural area known as the “Bruedersthal.” Construction of the Berlin Branch Railroad in 1871 initiated a period of intensive coal mining activity in this vicinity and brought great prosperity to the borough. Today it still retains much of its historic character.

2 Salco

The village of Salco once was the site of a woolen factory and sawmill, powered by the headwaters of Buffalo Creek. The Salco Mine was opened nearby about 1917, and this remained a center of mining activity through the 1920s.

3 MacDonaldton

Just northeast of Salco is the coal company town of MacDonaldton, established by the William K. Niver Coal Company in 1902. At one point it had a population of 2,000 residents. Although the mines closed in the 1920s, about 30 miners’ and managers’ houses still remain.

4 Sand Patch Tunnel

This 4,475-ft long double-track tunnel at the summit of Allegheny Mountain was a critical link in the B & O Railroad’s Pittsburgh Division. Completed in 1912, it replaced the original single-track Sand Patch Tunnel just to the south (built 1854–1871). These tunnels were great engineering accomplishments enabling the B & O Railroad to conquer the Allegheny Mountain barrier. Today this is a favorite spot for train-watchers.

5 Keystone Viaduct

The Keystone Viaduct is an impressive structure that once carried the Western Maryland Railroad over Flaugherty Creek, SR 2006, and the B & O Railroad. Constructed by the McClintock-Marshall Construction Company in 1911, it was abandoned in 1972 along with the rest of the Western Maryland’s Connellsville Subdivision but recently was rehabilitated for reuse as a key link in the Allegheny Highlands Trail.

6 Keystone and Keystone Junction

Keystone was the first coal company town in Somerset County (1872). Mining operations ceased in the 1920s, and today only one house remains. Another former company town is nearby Keystone Junction, created by the Savage Fire Brick Company in 1871. A few houses still remain, but there are few traces of the brickyard, once the most important non-coal related industry in Somerset County until it burned in 1913.

7 Bollman & Company Bridge

This old and significant iron bridge has had three different functions over the years. Originally constructed in 1871 as a railroad bridge, it is the last survivor of seven truss bridges on the B & O’s Pittsburgh Division to be designed by renowned bridge engineer Wendell Bollman. In 1910 it was relocated and adapted for use as a vehicular bridge, and in 2007 it was moved to its present location where it carries the Allegheny Highlands Trail over Scratch Hill Road.



8 Meyersdale Borough

After 1871 new railroad connections and the coal industry brought great prosperity to Meyersdale, which became the main commercial center for all of southern Somerset County. Evidence of this prosperity can be seen in the borough’s architectural landscape. Among its notable historic buildings is the restored Western Maryland Railroad depot (1912) which now serves as the visitors’ center and trailhead for the Allegheny Highlands Trail. It was the finest depot on the Western Maryland’s Connellsville Subdivision and the only important one to have survived.

9 Boynton

Boynton grew up at a river crossing and by the mid-1800s had two mills, a store, and a schoolhouse. After the Salisbury Branch Railroad was completed in 1876 it became an important transfer point for lumber and coal. Dill, Watson & Company built a large steam saw mill and many workers’ houses and Boynton later became home to the New Century Machine Works.

10 Street Railway Powerhouse and Car barn

The Faber Letang industrial facility includes the 1907 powerhouse and car barn of the Pennsylvania & Maryland Street Railway, a 12.5-mile interurban trolley line between Garrett and Salisbury. The railway was planned to link Somerset and Frostburg, Maryland, but only a small part was built. Service ended in the 1920s. The adjacent building was part of the New Century Machine Works (1904), later the 20th Century Manufacturing Company, which produced and serviced locomotives, mine cars and steam-powered logging equipment. It is an outstanding example of turn-of-the-century industrial design.

11 Salisbury Borough

Salisbury was laid out in 1794 and became a commercial and service center for the surrounding area. Completion of the Salisbury and Baltimore Railroad in 1876 provided access to local coal and timber resources and Salisbury was reborn as a key transfer and shipping point on the railroad. The effects of several major fires as well as a devastating tornado in May 1998 can still be seen in the community.

12 West Salisbury

The small village of West Salisbury grew up after the Salisbury and Baltimore Railroad (later the Salisbury Branch of the B & O Railroad) was completed between Salisbury and Meyersdale in 1876. The railroad built a depot and nearly 80 houses on the west side of the Casselman River.

13 M. Knecht & Sons Foundry

The West Salisbury Foundry & Machine Company now occupies this brick foundry complex in West Salisbury, located along the B & O Railroad’s Salisbury Branch. The present building was constructed in 1936 after a fire completely destroyed the original Knecht & Sons foundry built in the 1890s. It fabricated and repaired machinery for local farmers and businesses.

14 Compton’s Mill

This beautifully-preserved grist mill was built by Samuel Compton in 1872–73 and operated under Compton family ownership until the 1940s. Exceptionally fine materials were used in its construction. The boiler shed, blacksmith shop, mill race, and miller’s house still stand on this property which is little-changed from its appearance 140 years ago.

15 Summit Mills

The Summit Mills area is the center of a large and vibrant Old Order Amish community stretching southwest from Meyersdale into Garrett County, Maryland. Amish began moving here from Lancaster and Berks counties in the 1760s as soon as the region was opened for settlement, and they established a community known as the River Congregation. Many members later migrated to the Midwest where they formed new settlements, but those who stayed have retained their culture and traditions.

16 Salisbury Viaduct

In 1911 this viaduct was constructed to carry the Western Maryland Railroad across the Casselman River Valley. At 1,900 feet long and 101 feet high, it was the longest trestle on the Western Maryland line. Eight men died while helping to build the structure. It was abandoned in 1972 along with the rest of the railroad’s Connellsville Subdivision and is now a landmark on the Allegheny Highlands Trail.

17 Swamp Creek Valley Rural Historic District

This expansive historic district encompasses most of the Swamp Creek watershed and includes 14 large 19th and early 20th century farms, many of which are historically interrelated. It is a relatively intact fragment of a southern Somerset County landscape that has been drastically altered by strip-mining and other modern activities.

18 Berkley’s Mill

In 1821 Jacob Berkley built a grist mill which became the nucleus of the village of Berkley’s Mill. The present frame mill replaced the original mill, which burned in 1861, and continued to operate until 1954. At one time a woolen mill and distillery also stood on the property and shared the water power.

19 Pine Hill and Goodtown

In 1900 the Pine Hill Coal Company opened several mines in this vicinity and built the company town known as Goodtown. By 1913 there were 70 houses, industrial buildings, a church, a store, a recreation building, and a company farm. Today fewer than a dozen houses, the church, and a few abandoned mine buildings remain.