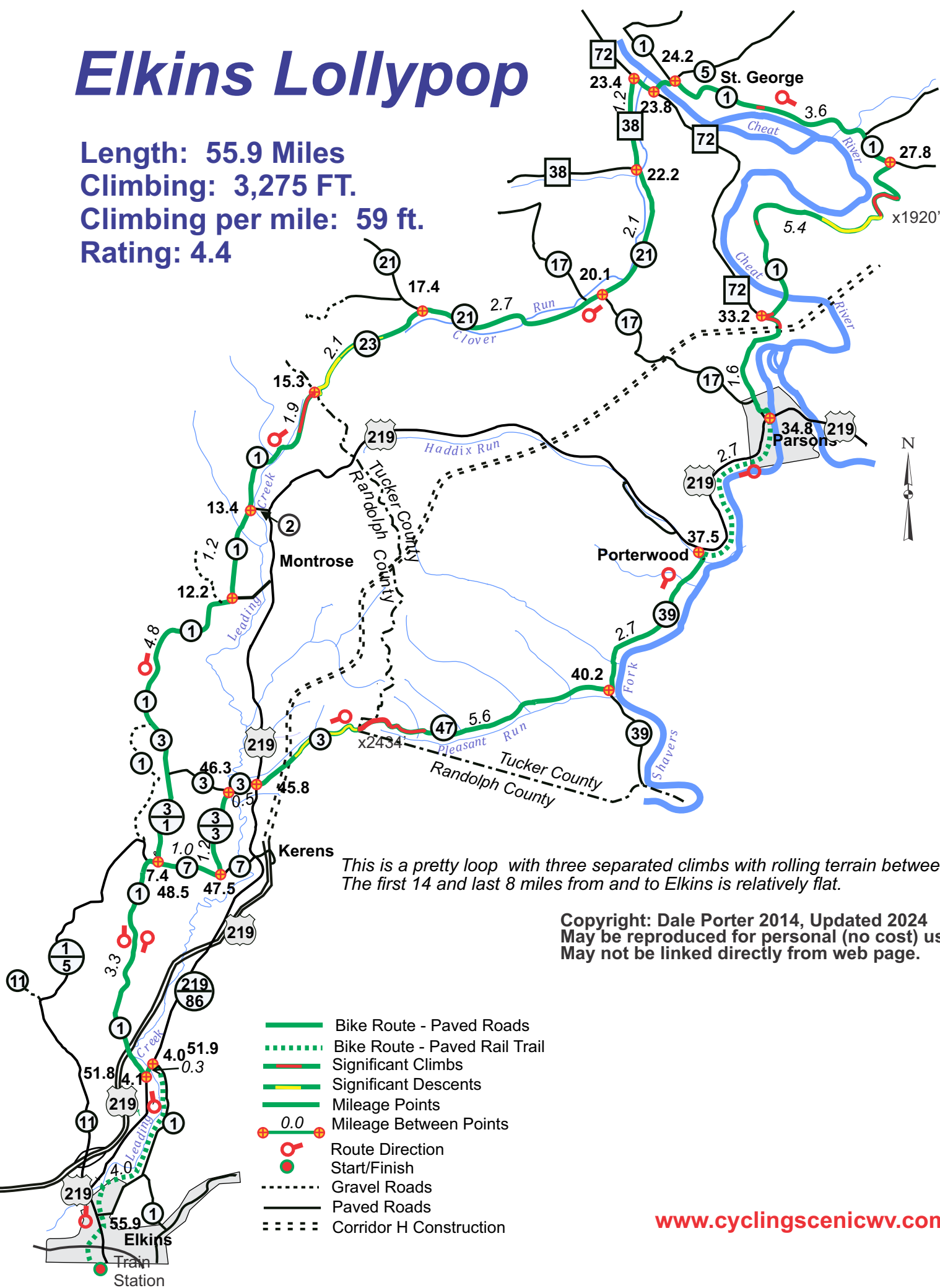


Elkins Lollypop

Length: 55.9 Miles
 Climbing: 3,275 FT.
 Climbing per mile: 59 ft.
 Rating: 4.4



- Bike Route - Paved Roads
- - - Bike Route - Paved Rail Trail
- Significant Climbs
- Significant Descents
- Mileage Points
- 0.0 Mileage Between Points
- Route Direction
- Start/Finish
- - - Gravel Roads
- Paved Roads
- - - - Corridor H Construction

Elkins Lollypop

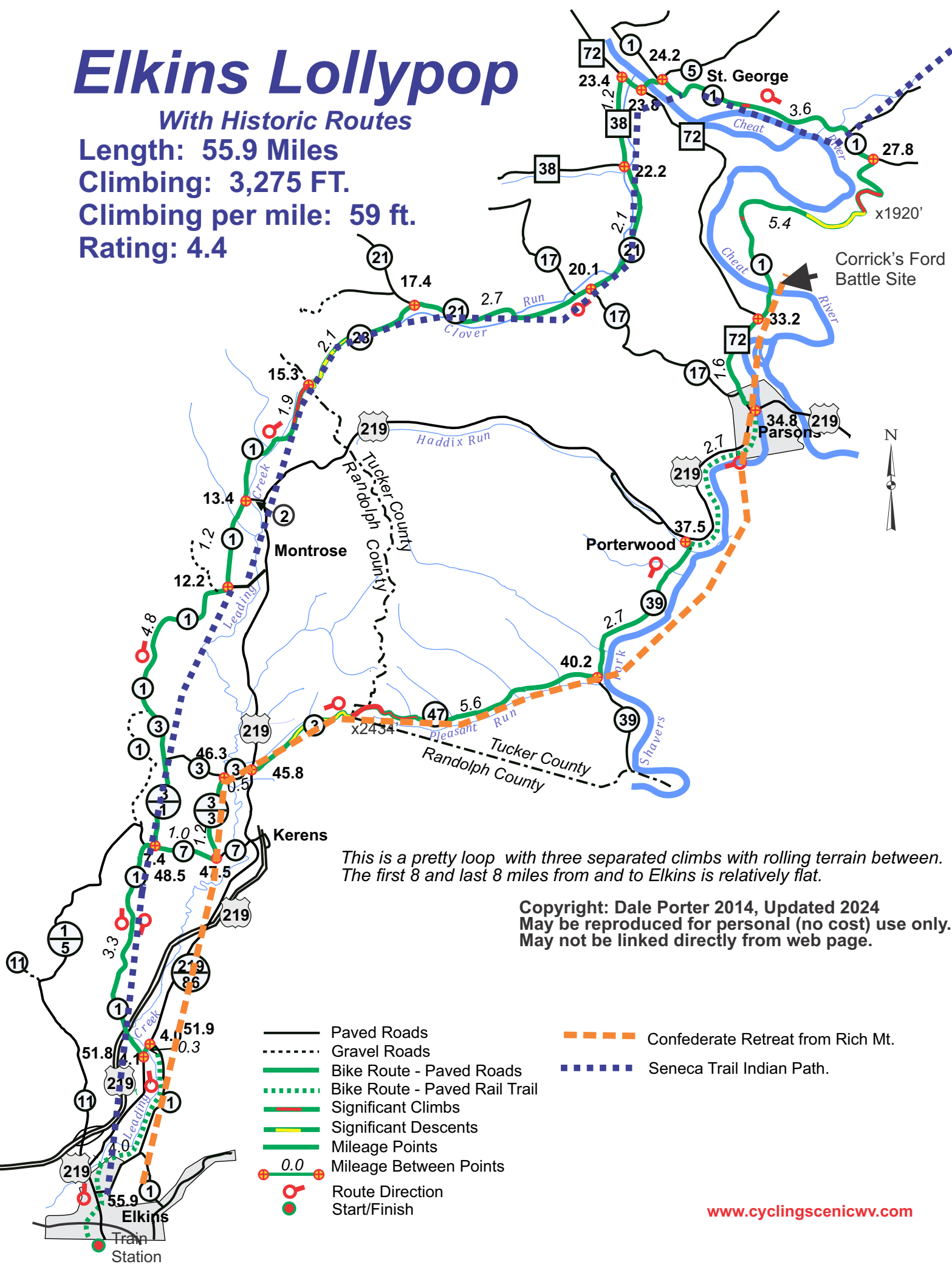
With Historic Routes

Length: 55.9 Miles

Climbing: 3,275 FT.

Climbing per mile: 59 ft.

Rating: 4.4



This is a pretty loop with three separated climbs with rolling terrain between. The first 8 and last 8 miles from and to Elkins is relatively flat.

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- Paved Roads
- Gravel Roads
- Bike Route - Paved Roads
- Bike Route - Paved Rail Trail
- Significant Climbs
- Significant Descents
- Mileage Points
- 0.0 Mileage Between Points
- Route Direction
- Start/Finish
- Confederate Retreat from Rich Mt.
- Seneca Trail Indian Path.

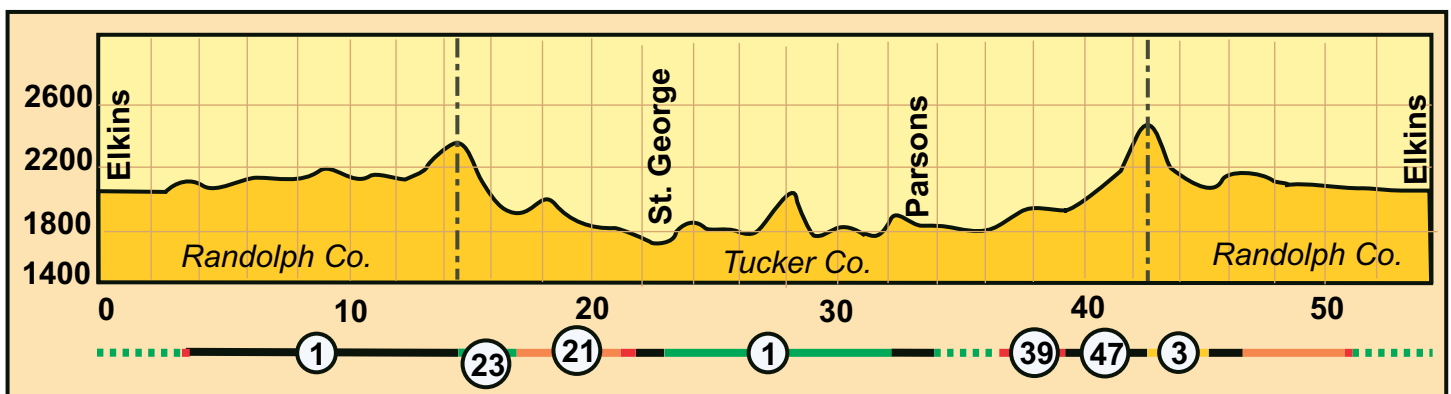
Elkins Lollypop

Length: 55.9 Miles
Climbing: 3,275 FT.
Climbing per mile: 59 ft.
Rating: 4.4

- 0.0 0.0 **Start** - Alleghany Highlands Rail Trail
Elkins Train Station
- 4.0 4.0 **Left** on Co. 219/86 (Old US 219)
- 4.1 0.1 **Right** on Co. 1, Leading Creek Road*
- 7.4 3.3 **Left** on Co. 3/1 Hartman Lane
- 12.2 4.8 **Straight** as striped road goes right.
- 13.4 1.2 **Straight** at intersection with Co. 2.
- 15.3 1.9 Top of climb. Rand.Co. 1 becomes Tucker Co. 23
- 17.4 2.1 **Right** on Co. 21
- 20.1 2.7 **Bare left** to continue on Co. 21
- 22.0 **Open grid medal deck bridge.**
- 22.2 2.1 **Right** on State 38
- 23.4 **Patriots Four Convenience Store**
- 23.4 1.2 **Right** on State 72
- 23.8 0.4 **Left** on Co. 1 across Cheat River
- 24.1 **Water from hose at community park on the right.**
- 24.2 0.4 **Right** on Co. 1 in St. George toward Horseshoe.
- 27.8 3.6 **Right** to continue on Co. 1
- 33.2 5.4 **Left** on State 72.
- 34.8 1.6 **Parsons: Pick up rail trail at Train Station
behind BFS Foods. Last store.** Head south (right)
on rail trail.
- 37.5 2.7 **Left** (U turn) off of rail trail onto Co. 39
- 40.2 2.7 **Straight** onto Co. 47. Pass Iron's Chapel.
- 45.8 5.6 **Straight** across US 219 on Co. 3.
- 46.3 0.5 **Left** on Co. 3/3
- 47.5 1.2 **Right** on Co. 7
- 48.5 1.0 **Straight** onto Co. 1 - close loop.
- 48.6 0.1 **Left** Co. 1, Gilman Road.
- 51.8 3.3 **Left** on Co. 219/86
- 51.9 0.2 **Right** on Alleghany Highlands Rail Trail
- 55.9 4.0 **Finish**

This ride is in Northern Randolph and Southern Tucker County. It is an extension of the Parsons - Kerens Loop providing a great ride starting from Elkins, the county seat of Randolph County. The ride starts at the trail Elkins Train Station. The trail head Alleghany Highlands Trail. Starting from Elkins adds 15.2 miles to the loop, but only 233 feet of climbing.

The scenery is just outstanding. There are three good climbs on the route, but well separated by rolling terrain in between.



The Seneca Trail

The bold text is the part of the ride bike ride that would closely follow the Indian path know as the Seneca Trail. The ride is in the opposite direction of the narrative.

The Seneca Trail

The Seneca Trail was a major thoroughfare during the time the Iroquois Confederation was consolidating its power in eastern North America. The trail was named for the Senecas, one of the Six Nations making up the great Indian empire. The Seneca Trail traversed many counties of present West Virginia, generally in a north-south direction, with some of its most recognizable sections in Tucker, Randolph, and Pendleton counties.

This old path started in western New York near Niagara Falls and extended south through western Pennsylvania by way of the Allegheny and Youghioghny rivers into western Maryland. From the area of current Oakland, Maryland, the trail entered present Tucker County by way of Horseshoe Run northeast of St. George, **crossed the Shavers Fork of Cheat River, and continued south up the Left Fork of Clover Run. It then crossed Pheasant Mountain into Randolph County and followed Leading Creek south to the Tygart Valley River. After passing the vicinity of present Elkins,** the trail followed the course of the Tygart Valley River to its headwaters and crossed into what is now Pocahontas County. It continued by way of Edray, Indian Draft Run, and Marlinton, winding its way through Pocahontas County in the vicinity of Hillsboro and Droop Mountain to the Greenbrier River near the Pocahontas-Greenbrier county line. The trail then followed Anthony Creek to White Sulphur Springs and followed the Greenbrier River to the New River and Bluestone River, exiting West Virginia a few miles west of Bluefield, as it continued southward to the Carolinas and Georgia. The trail, in general, follows the route of present U.S. 219 through West Virginia.

Branches of the Seneca Trail radiated in many directions. One of the most important began near Elkins and crossed the four forks of Cheat River to Harman and, by way of Horsecamp Run, crested the mountain to descend by Seneca Creek to its mouth near Seneca Rocks. Some historians refer to this branch as the Shawnee Trail, since that band of Indians used the trail when raiding settlements in the South Branch Valley from the west. Modern U.S. 33 follows much of this branch.

This Article was written by Donald L. Rice

Last Revised on December 10, 2020

Rice, Donald L. "The Seneca Trail." e-WV: The West Virginia Encyclopedia. 10 December 2020. Web. 27 November 2021.

Confederate Retreat from Rich Mountain

From Parsons to Elkins, the bike route backtracks Confederate General Garnett and his troops retreat from northern forces after the battle of Rich Mountain. Whereas the bike route skirts the side of the mountain above Shaves Fork from Porterwood to Pleasant Run, his forces moved up the valley on the east side of the river. This portion of the road was probably put in the early part of the 20th century to get the road out of a flood plain. The portion of route that is on Tucker Co. 47 and Randolph Co. 3, may very closely follow the actual track of the confederate retreat. Once these roads were established, they might be upgraded and sharp turns straightened, but if they were not major thoroughfare, rerouting was seldom done.

Battle of Corricks Ford

The Battle of Corricks Ford saw the first general officer killed in the Civil War, Confederate Gen. Robert S. Garnett. Cut off by the Rich Mountain defeat of Col. John Pegram on July 11, 1861, General Garnett first withdrew to the Staunton-Parkersburg Turnpike at Leadsville (now Elkins, West Virginia). There Garnett was mistakenly informed that the town of Beverly, just ahead, was held by Union forces and turned his troops northeast to avoid them.



Union Brig. Gen. Thomas A. Morris, on July 12, directed pursuit of Garnett's troops into Tucker County, down Pleasant Run to Shavers Fork. The Southerners were overtaken on July 13, bivouacked at Kalers Ford. A running battle down Shavers Fork to First and Second Corricks Ford ensued. The Confederates' wagons bogged down in mud and sand at the second crossing. From a bluff overlooking First Corricks Ford, skirmishers tried to hold off the Union soldiers. At the second crossing, General Garnett was shot and killed. General Morris captured a large number of Confederate soldiers and their baggage train, then saw to it that his former West Point classmate's body was transported to his family in eastern Virginia. The remnants of Garnett's Southern troops, reorganized at Parsons Ford, eventually found their way to Monterey, Virginia.

This Article was written by R. F. Hendricks

Last Revised on November 10, 2023

Smith, Mariwyn McClain "Tucker County." e-WV: The West Virginia Encyclopedia. 04 June 2013. Web. 27 November 2021