80 Miles of Wilderness Adventure

Chinklacamoose Canoe Trip
Clearfield, Pa. to North Bend, Pa.
80 Miles of
Wilderness Adventure

ON THE WEST BRANCH OF THE SUSQUEHANNA RIVER

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CHINKLACAMOOSE WILDERNESS CANOE TRIP

INTRODUCTION

The Chinklacamoose (Name of an old Indian Village where Clearfield is now located) wilderness Canoe Trip consists of 80 miles of canoeing on the West Branch of the Susquehanna River from Clearfield to North Bend, Pennsylvania. This canoe trip is planned to enable Scouts and Scouters to participate in a high adventure and scenic Wilderness canoe experience on a Troop or Post basis.

This planned adventurous trip also enables each Scout or Scouter to participate in Scoutings three basic aims: Citizenship Training, Character Building, and Physical Fitness. In addition, each participant is given the opportunity to use the various skills and crafts learned in Scouting. Self reliance is also developed and to accomplish an adventure such as this will prove that teamwork is a necessity to achieve a goal or an objective.

This canoe trip is also planned to develop an appreciation of our American Heritage and give an insight into the historical role the West Branch of the Susquehanna River played in the development of Clearfield County.

QUALIFICATIONS

This canoe trip is planned as a Troop or Post activity. To insure that each Scout is qualified, he must meet the following requirements:

1. Be at least a Second Class Scout one month prior to departure.
2. Must have advanced one rank in the last year.
3. Be able to swim at least 100 yards.
4. Be an active Scout – attend meetings regularly, take an active part in Troop or Post, and participate in service projects.

RECOGNITION

Several Recognitions are awarded for this 80 mile Wilderness Canoe Trip. The Chinklacamoose Wilderness Canoe Trip embroidered emblem will be awarded by the Bucktail Council for the first canoe trip by a Scout Troop or Post for any segment completed. In addition, five different embroidered insignia will be awarded for each segment of the river which is completed. The Segments and identifying Insignia are as follows:

1. Clearfield to Shawville 11.2 mi.
2. Shawville to Rolling Stone Bridge 20.5 mi.
3. Rolling Stone Bridge to Loop Run 18.4 mi.
4. Loop Run to Keating 14.6 mi.
5. Keating to North Bend 15.3 mi.
80.0 mi.

If the entire 80 Mile Canoe trip is not completed in one year, each Scout must advance one Scouting Rank before the next years canoe trip or he will not be eligible to qualify for any of the remaining Segments. (To encourage Scout advancement, Unit Leaders should require each Scout to advance one Rank each year to be eligible for Troop or Post annual canoe trip.)
ADMINISTRATION

In order for Scouting Units to qualify for embroidered emblem and Segments. Leaders of Units must do the following:

1. Send a completed Notification Form and Tour Permit Application, No.4426 to the Bucktail Council; Boy Scouts of America; DuBois, Penna. prior to departure.
2. After completion of a trip, Unit Leaders list information on Awards Application as to portion of river traveled and names of Scouts and Scouters who qualified for Awards.

PREPARATION

During midsummer and fall the river level is usually not at a depth to permit satisfactory travel. Consequently, Segments should be taken from early spring to mid-June. The following is a suggested schedule for Troop meeting nights and campouts from October to May to prepare for this Wilderness Canoe Trip:

1. Canoe trip planned by Green Bar Council in September or October, and number of necessary canoes should be reserved.
2. Qualify in Second and First Class Cooking at campouts.
3. Swimming – schedule four evenings during winter months at indoor pool. Practicing and qualifying for trip.
4. Packing – schedule program on packing clothing, food, and equipment. Practice packing.
5. Qualify in Second and First Class First Aid at Unit meeting. First Aid movies are very beneficial.
7. Learn and practice lost person procedures.
9. Plan a program on poisonous snakes and plants by qualified authority.
10. Canoeing – practice canoeing safety and methods at local Council Camp or weekend campout. Scouts and Scouters should be assigned in teams of two according to their experience, ability and personality.
11. Emphasize ADVANCEMENT in all Scouting Ranks to BE PREPARED for canoe trip.

Thirty days prior to departure is the deadline for Scouts to qualify for trip. After the deadline, an extra meeting should be held each week for those who qualified. Meetings should consist of reviewing training program, planning menus, and selection of overnight campsites. Food, clothing, and equipment should be packed during the last meeting night before the trip.

QUADRANGLE MAPS

Quadrangle maps (7.5 minute series) of the rivers course from Clearfield to North Bend, which should be used with scale map in this booklet, to determine accurate locations of camping areas, springs, etc. are as follows: Clearfield, LeContes Mills, Frenchville, Karthaus, Pottersdale, Snow Shoe N.W., Keating, Renova West, and Renova East. Quadrangle maps are sold by the U.S. Geological Survey, Washington 25, D.C.
CHECK LIST OF EQUIPMENT

1. Each Patrol should carry several extra paddles. Spare paddles should be tied to the rear thwart with light string or rubber bands.
2. Life preservers for each Scout and Scouter.
3. Two rubber kneeling pads per person.
4. First Aid Kit for each Patrol.
5. 50-75 feet of 3/8 or 1/2 inch manila rope for rescue rope.
6. Sections of 12 foot rope to tie gear into each canoe.
7. Heavy plastic bags to prevent sleeping bag, extra clothing, camera, etc. from getting wet.
8. Camping equipment – (a) Tents or Tarps, (b) Sleeping bags, (c) Plastic ground cloth, (d) Trail Kits, (e) Axes, (f) Bow saws, (g) Eating utensils, (h) Pack (large).
10. Sunglasses (Elastic band to prevent loss of sunglasses or regular glasses).
11. Cap or hat to protect face against sunburn.
12. Flashlight, extra batteries, camera, pocket knife, and insect repellent.
13. Poncho, sweater or jacket, sneakers or boots and extra set of trousers, underwear and socks.
15. Swimming trunks.
16. Canteen and plastic containers from 3 to 5 gallon capacity per canoe for carrying drinking water.

FOOD

Dehydrated foods obtained in package kits from a manufacturer or local food stores have been found to be more satisfactory than canned goods from the standpoint of weight reduction. Dehydrated foods are very appetizing and easy to prepare. Fresh foods may be used. However, they must be consumed during the early stages of the trip to prevent spoilage.

Food supply for the entire trip should be divided among Patrols according to the Units planned menu. Each Patrol member should be issued specific meals to carry in his pack.

WATER

A reserve water supply should be carried in plastic containers for drinking and cooking. Pure drinking water is relatively scarce along the river, and carried supply should be wisely used. (See booklet map for water sources.)

PATROL METHOD

For greatest efficiency, over night camping, cooking, and canoe positions on the river, the PATROL METHOD is a MUST.

Prior to departure, each Patrol should make a duty roster as to what each members responsibility will be during the trip concerning cooking, cleanup, gathering of firewood, etc. Rotation of duties is recommended.
SAFETY RULES

The Unit Leader should see that all participants follow and abide by the following rules:

1. An experienced or capable canoeist should be assigned to an unskilled canoeist.
2. Experienced canoeist should take the lead and no one pass the lead canoe. If the lead canoe gets "hung up," all canoes will wait until lead canoe takes first position again.
3. Another experienced canoeist take the "sweep" position. The "sweep" must stay behind all others.
4. Canoes travel in single file, follow course by lead, keep canoe ahead in full view but do not ride his tail too close. Each canoe is responsible for the canoe behind. See that it comes through each rapid safely. Stop if it gets out of sight or has trouble.
5. Pull into an eddy if the canoe behind gets into trouble.
6. Wear life preservers at all times.
7. Each canoe must be equipped with rescue rope.

TRIP SCHEDULE

The 80 Mile Wilderness Canoe Trip is so designed to enable any Unit to "pullout" of the river at anyone of the Segment terminating points if time does not permit the completion of the entire trip.

A period of six days should be allotted to complete the entire trip. It is true the trip may be completed in a much shorter period of time. However, by running the river as rapidly as possible, many benefits will be lost.

The recommended procedure when planning the entire trip is to schedule one half day (Saturday for example) to complete Segment 1 (Clearfield to Shawville). It is to everyone’s advantage to run this Segment of the river with empty canoes for the following reasons:

1. Each canoe team will be able to test his ability and gain experience in handling his canoe under all river conditions.
2. While traveling within the first Segment, the Unit Leader will also have an opportunity to rearrange canoe teams, if necessary, in order that all canoes will keep together.
3. Since all canoes must be portaged around the Penelec Dam at Shawville, empty canoes are advisable.

If it can be arranged, a canoe trailer can be driven to the docking area, which is located on the left bank well above the Penelec Dam. After the Unit lands at this point, the canoes can be loaded on the trailer and transported across the Shawville Bridge. Here, the canoes are then unloaded on the right side of the river.

Another option the Unit has is to land on the right bank well above the Dam on Penelec property. However, permission must be obtained from officials at Penelec to portage the canoes through the plant area to the Shawville Bridge.

If it is so desired after the portage has been completed, permission may be gained from Penelec officials to leave the canoes on their property over night or over a weekend.
If this empty canoe procedure is followed, and the canoes are left on the Penelec property, the Unit may return to their homes for one or two nights (Saturday and Sunday nights for example) if the participants live within a reasonable distance from Shawville.

The day (Monday for example) that the second Segment is started, the Unit should have all canoes in the water and loaded with personal gear and Patrol equipment at the Shawville Bridge before 9:45 A.M. As a result, the Unit will have plenty of time to reach the over-night campsite, cook the evening meal and set up sleeping arrangements for the night.

During the Third or Fourth Segment, it is also recommended that the Unit stay at the same campsite for two nights. As a result, a full day may be utilized to dry or air out clothing and equipment. In addition, everyone can participate in swimming and hiking activities. The opportunity is also afforded to work on ADVANCEMENT and to comply with the minimum of 10 hours of group work on service to others for the 50 MILER AWARD.

Several projects for the 50 MILER AWARD, which will be a service to other canoeing parties, are as follows:

1. Clean out and wall up a spring.
2. Mark the location of campsite along the river.
3. Improve present site or make a new campsite.
4. Improve or build a trail from river to campsite.

The final requirement of the 50 MILER AWARD, and completion of the last Segment of the trip is accomplished when the canoes are landed at North Bend.
HISTORY OF THE WEST BRANCH

The West Branch of the Susquehanna River, which originates near Carrolltown, Pennsylvania, has a length of 228 miles and drainage area of 6,913 square miles. The Main Branch of the Susquehanna, which is formed where the West and North Branches meet at Sunbury, Pennsylvania, journeys in a southeastern direction through eastern Pennsylvania and northern Maryland for a distance of 128 miles to its mouth at Chesapeake Bay.

The Indians who hunted, fished, and traveled in the West Branch drainage area before and to some extent after the first settlers came, called themselves the Leni-Lenape. However, the white man called them Delawares.

Most of the Indian villages on the West Branch were located at the mouth of the many larger Streams that enter the river. The only permanent Indian town of any record in Clearfield County was called Chinklacamoose and was located along the river where Clearfield, Pennsylvania, now stands. Historical records indicate that this Indian town was deserted after being burned by other warring Indian Tribes between 1755 and 1757. Occasionally the town was inhabited at times by Indians until about 1800.

The Indians used the West Branch as a means of traveling from one point to another in dugout canoes. These canoes were constructed by hollowing out logs with fire, and stone axes. The Indian also depended upon the West Branch and tributary streams to furnish a portion of his food for survival.

When the first settlers arrived in the West Branch area, they found a vast wilderness of huge timber many centuries old. Forest composition consisted of large areas of white pine either growing in pure stands or in mixture with hemlock, mixed oak, and northern hardwoods (beech, birch, maple, cherry, and yellow poplar). Dry southern and western exposures contained only mixed oak and chestnut.

The forest was actually a hindrance to the early settler. His greatest concern was to clear the land of forest growth to permit the building of a cabin and also to grow crops to feed his family and livestock.

The settler who had a small stream running through his property was very fortunate. Many of these men took advantage of these streams by putting in permanent dams, erecting an up and down sawmill while using water as a source of power. Only white pine lumber for building purposes was manufactured at these sawmills. Lumber not used by the settler for his own needs from his mill was sold locally.

As our great country increased in population, demands for timber products also increased. During the early growth of America, water was the cheapest and in most areas, the only method of transporting a product to market. As a result, the West Branch became very important. For over 60 years this river would transport one of our greatest natural resources--wood--to the down river markets.

One of the first markets to be developed at Marietta, Pennsylvania (Lancaster County) was for the excess white pine lumber from the early up and down sawmills and later from the larger mills using circular saws. Board raft platforms were constructed and consisted of lumber of random width, 1 to 2 inches in thickness and 16 feet in length stacked to a height of 18 to 20 inches and to a width of 16 feet. Platforms were then coupled together to make a raft containing 20 to 25 thousand board feet of lumber. Control of the raft was on the same principle that was used on timber rafts. Sweeps or oars were mounted on the front and rear of the raft to guide it to its destination.
The first record of squared timbers being floated down the West Branch to market was about 1837. After 1840 the demand for wood to meet the needs of our growing Nation became so great that rafting of square timbers became a profitable enterprise. After the square timber rafts were sold at the down river markets, sawmills cut lumber from the squared "sticks" to meet the demand for home, barn and building construction. The squared timber raft also furnished a tremendous volume of timbers and lumber for harbor construction and the ship building industry in the Chesapeake Bay and other seaports along the Atlantic Coast.

The great demand for wood products soon brought many farsighted men into the West Branch area to buy up timberlands for the future. Not only the settlers of the region but also new comers either ended up as individual jobbers or joined in partnership to put timber into the river and move it to market.

The actual beginning of a raft began in timber operations carried out by the raftsmen in the fall and winter months. White pine and white oak trees were felled, cut into various lengths up to 60 feet, then scored and hewed into square timbers. The end of each squared timber or "stick" was loaded individually on a timber sled and pulled by a team of horses to the Rafting In ground located along the West Branch or the banks of the tributary streams that would float a raft. Most experienced raft timber operators had their squared timbers at the Rafting In ground before the middle of March.

All square timber rafts were always constructed 26 to 27 feet in width. The type of raft depended upon its length. A half raft or "pup raft" measured 125 to 130 feet in length. Two half rafts coupled together made a full river raft 250 to 300 feet long and volume consisted of about 84,000 board feet log scale.

If a half raft or full river raft were constructed as one solid unit, the front end of the raft would plow into the river bottom when going over a dam or running through rapids or chutes. As a result, the raft would break apart.

In order to permit the raft and crew safe passage over or through these hazards, the raft was constructed in a series of sections fastened together in the form of a hinge. A raft section consisted of ten to twelve square timbers or "sticks" fastened together in one layer side by side. All sticks in a section were the same length with the exception of several sticks or couplers of longer length that reached into the next section to hold the raft together as a unit. To the Raftsmen a section was called a "platform."
The first step in raft construction was to roll the stocked squared timbers from the bank into the water after the ice had moved out in the early spring. The sticks were then fastened together in one layer side by side with 4 to 5 inch diameter lash poles of white oak or hickory at each end and extending the full width of each “platform.” Each stick was held in position by placing white oak bows over the lash poles and into holes which had been drilled by hand auger into the stick. The bows were then held in place by driving ash pins beside the bows into each hole in the squared timber. To make a half raft, two additional platforms were constructed and tied in with each other.

After completion of the raft, a board shanty was often built in the center to serve as a cook shack and bunk house. This shanty could be taken down when the raft would either be running under low bridges or chute logs on splash dams.

In order to guide and control the raft, an oar was placed at each end. Oars varying in length from 50 to 70 feet, were balanced on a head block, and held in position by a large oak pin. The oars tapered to 3 inches in diameter at one end and were handled by the pilot and steersman. At the opposite end of each oar, a 16 foot board, 16 to 20 inches wide was set into the stem for a blade. The oar stem and blade were made of high quality white pine.

When the end of either oar was raised by the raftsmen, the blade entered the water. Then by a sweeping motion with the blades in the water, the raftsmen could move either the front or rear of the raft away from an obstacle in the river or guide the raft around a bend.

The upper limits of navigation for rafts on the West Branch was at Kinsport Dam which was located about three miles up-river from Cherry Tree, Pennsylvania. Due to the many obstacles and narrowness of the headwaters of the West Branch, half rafts were run to Lumber City. The half rafts were then coupled together to make a full 250 to 300 foot raft. Half rafts were also run down Clearfield Creek and coupled together at Jordans or Fultons Dead Water several miles down river from the mouth of Clearfield Creek. Occasionally half rafts were run below Buttermilk Falls on the West Branch near the Clearfield, Centre, and Clinton County Lines before they were coupled into full river rafts.

Six men were required to operate a raft. The pilot always manned the front oar, was in complete charge of the crew and also the navigation of the raft. The rear oar was manned by the
steersman. The pilot had to know every hazard on the river in order to keep from being grounded and also to bring his raft with full quota of timbers to market. When timber raft hit a rock or obstacle that knocked one or more sticks loose, it was called, "Stoving" or “Leaving timbers behind.” Timbers that were lost were charged to the pilot. The pilot also had to know the landmarks on the river so that his raft could reach the days destination and be safely tied up for the night. The other four men assisted the pilot and steersman with manning the oars. If a shanty was on the raft one of the men carried out the cooking duties.

Landmarks and river hazards, such as rocks and rapids were given names by the raftsmen and were called Rafting Points. Names of landmarks gave a specific description of the area. Often a rock or particular area of the river was named for the landowner. On occasion a rock was named after a pilot who stoved his raft against it. Many of the rapids were given colorful names because they compared with some other object in the memory of the raftsmen. Refer to Map in this booklet for names of designated Rafting Points.

The Civil War brought about an increased demand for white oak which was used in the construction of vessels of war, merchant ships, and dock timbers. As a result, timber rafts no longer consisted of a ratio of 10% oak and 90% pine. The ratio on many rafts was between 50% to 90% oak and the remaining percentage was in pine to keep the raft afloat. A raft made mostly of oak timbers rode very low in the water. Consequently, running an oak raft meant the raftsmen had to stand in water from the Rafting In ground to the destination, but this condition was part of the job.

During the 1800's world trade between the United States and other countries increased the number of American sailing vessels on the high seas. White pine was the only species of tree that was suited for spars or masts on all sailing ships. Many Clipper Ships, which were the greatest sailing ships of all time, built at Philadelphia, Baltimore, and Boston sailed with spars or masts that came from the West Branch of the Susquehanna River.

Spars were the aristocrats of the trade and were perfect specimens of white pine, free of defect, and only had 10 inches of taper in the standard length of 90 feet. In any tract of timber
regardless of the area involved only a few trees on an acreage basis would meet the specifications for spars. Spar timber was always removed from a tract of timber by men engaged in the spar business before regular logging operations took place.

When felling these perfect specimens of white pine, the spar maker would cut down into the roots of the tree to obtain as much merchantable diameter as possible. To prevent breakage, a bed of branches was prepared on which the spar tree fell. In other cases the tree was dropped into hemlock or hardwood trees to ease its fall to the ground.

When the tree was cut down on the ground it was cut into a spar length of 93 feet. However, if breakage occurred within this length, it could not be used for a spar. The next step for the sparmaker was to remove the bark with peeling axes and then work off the butt swell to the diameter of the spar at 12 feet from the butt end. Spars were never squared but left round.

The end of the spar was loaded on a spar sled and hauled to the Rafting In ground with 8 to 16 horses. The spars were then rolled into the river or stream and fastened together with a lash pole at each end of the spars. A full raft consisted of 20 spars.

Ship spars rated and sold so much per inch of diameter 12 feet from the butt end and a spar raft was worth $2,000 to $3,000 at Marietta, Pennsylvania.

In 1846 The Susquehanna Boom Company, which received a charter from the Commonwealth of Pennsylvania, began construction of a Boom at Williamsport, Pennsylvania. Piers connected with floating timbers were constructed in the middle of the river channel for the purpose of stopping and securing loose logs. This enterprise brought about an intensity of timber harvest that was beyond the greatest expectations of the timber man on the West Branch. Booms were constructed in later years at Sunbury, Lock Haven, and Curwensville.

The Williamsport Boom was put into operation in 1849 and many independent sawmills were constructed along the banks of the boom to saw up the logs into lumber. Consequently, the board raft market began to decline. Within a few years Williamsport was to become the lumber capital of the world. Here white pine and in later years hemlock logs reached the Williamsport Boom as a result of contracts between timber owners, logging contractors or jobbers, and the log drivers or rivermen on the West Branch drainage.

An agreed upon price per thousand board feet log scale for the stockpiling of logs on the river bank or tributary streams before the spring floods was paid to the timber contractor by the timber owner.

During the fall and winter months, the timber contractor carried out his contract. He had different crews for felling trees, removing limbs, cutting trees into various log lengths, and chopping the bark from the logs. Logs were either skidded from the woods operation by teams of horses or moved in log slides to the stocking area. At this location the ends of each log were stamped with the owners log brand. Each owners brand was registered with the County Courts and enabled the scalers at the Boom to identify and record the log scale for each log in the name of the rightful timber owner.

The log driving contractor also had an agreement with the timber owner as to price per thousand board feet log scale for delivery of his logs from the landing to the Williamsport Boom. Before and during the spring floods, the contractors men would begin the log drive by moving the stock pile of logs at the landings into the swollen flood waters. The log drivers or rivermen always followed the tail end of the log drive to insure that all logs under contract would reach the Boom. Some contractors supplied their men the open French type boat called a Batteau to work the logs out of jams and also from the eddies into the main river current.
Arks were also used to follow the log drive. One ark furnished eating and sleeping facilities for the men and other arks were used to stable several teams of horses. During a log drive the river would often recede leaving many logs high and dry on the flood plains. When this occurred, the arks were tied up along shore and the river men and horses worked the logs back into the river. It was very common for the men to work in the icy water up to their waists.

“Splash dams,” which were constructed with a rafting chute 28 feet in width to permit the passage of spar and square timber rafts, aided the log driver in his work. These dams were placed on the tributary streams and upper portion of the West Branch. When the flood level in the streams or river would drop, log jams would occur and all movement of logs would be stopped. Gates on the “splash dams” were then closed to the point of overflowing. All gates on the dams were then opened at specific times and a flood or “splash” was created to help break the jam and move the logs down stream to the Boom. Many a timber raft that was grounded due to low water
was moved down stream to deeper water by this method.

From 1840 to 1890 the timber business was the greatest industry in Clearfield County. During the year 1840, it has been estimated that 150 rafts containing a total of 7.5 million board feet of lumber log scale floated down the West Branch to market. From 1862 to 1874 an average of 2000 rafts along with approximately 300 million board feet of logs floated out of Clearfield County each spring. It has also been estimated that 30 thousand men were employed each season in timber operations.

By the late 1890’s practically all of the white pine and in some areas, hemlock, had been removed from the forest of the West Branch drain age. Since logs cut from remaining hardwood trees could not float, they were sawed into lumber at the numerous portable saw mills constructed throughout the area. As a result, the use of the West Branch as a means of transporting timber products to market finally came to an end. The Boom at Williamsport caught its last log in 1901 and the last commercial raft to float down the West Branch was recorded a few years later.

The last excursion raft to run down the West Branch was in 1938. During the early 1900's, the Tonkin Brothers made a solemn pact to run a square timber raft every 10 years down the West Branch. A successful run was made in 1912, but it wasn't until the winter of 1937-38 that they were able to plan another excursion. Sticks up to 46 feet in length were brought into the Rafting In ground above McGees Mills. Old time raftsmen and lumbermen pitched in and helped construct the raft. On March 14, 1938 the raft began its journey down the West Branch. Eleven days later, the appropriately named LAST RAFT arrived at its destination several miles up river from the city of Harrisburg, Pennsylvania. Here, as in bygone years the timbers from the LAST RAFT were purchased by a local sawmill owner.
Ark in which rivermen ate and slept while following log drive down the West Branch.

Old Glory flying in breeze on front of LAST RAFT.
DESCRIPTION OF PHYSICAL FEATURES OF FIVE SEGMENTS

CLEARFIELD TO SHAWVILLE:  SEGMENT 1.
STARTING POINT – The boat docks at Witmer Park; Clearfield, Pennsylvania. When starting at Witmer Park, canoes must be portaged around the dam below the Nichols Street Bridge. An alternate starting point is on the left bank of the river just below the mouth of Moose Creek.
DEVELOPED CAMP SITES – None
SPRING LOCATIONS – None
WHITE WATER or RAPIDS – Fullertons Rocks, Mouth of Clearfield Creek, and Uncle Petes Point.
TERMINATING POINT – Shawville Bridge or Penelec Plant. Canoes must be portaged around Penelec Dam.

SHAWVILLE TO ROLLING STONE BRIDGE:  SEGMENT 2.
STARTING POINT – Shawville Bridge
DEVELOPED CAMP SITES – Gallows Harbor and just above Mouth of Willholm Run.
SPRING LOCATIONS – Right bank between Bald Hill Ford and Power Line right of way, Gallows Harbor, and on right bank between Butment Rock and Big Stepping Stones.
WHITE WATER or RAPIDS – Old Grimes Rock, Button Riffle (Butment Riffle), White Break, Side Pocket, Butment Rock, Big Stepping Stones, Three Leads Water, and Rams Horn.
TERMINATING POINT – On right bank just below Rolling Stone Bridge abutment.

ROLLING STONE BRIDGE TO LOOP RUN:  SEGMENT 3.
STARTING POINT – Rolling Stone Bridge
DEVELOPED CAMP SITES – Mouths of Moshannon Creek and Sterling Run.
SPRING LOCATIONS – Water from Sterling Run. Also spring located here.
WHITE WATER or RAPIDS – Big Basin, Little Stepping Stones, Indian Steps, Big Pitch, Moshannon Falls (Falls begin opposite Karthaus railroad tunnel which is located above left river bank. STOP above Fall area and CHECK BEFORE RUNNING. ENTER Moshannon Falls on left side of river, and when in Falls paddle into center of river, Little Tinker Curve, and Buttermilk Falls.
TERMINATING POINT – Coal tipple at mouth of Loop Run.

LOOP RUN TO KEATING:  SEGMENT 4.
STARTING POINT – Mouth of Loop Run.
DEVELOPED CAMP SITES – On right bank just below Mouth of Fields Run.
SPRING LOCATIONS – At Camp Site below Fields Run.
WHITE WATER or RAPIDS – Cucumber, Briar Bottom, and Burns Run.
TERMINATING POINT – Mouth of Sinnamahoning Creek at Keating.

KEATING to NORTH BEND:  SEGMENT 5.
STARTING POINT – Mouth of Sinnamahoning Creek at Keating.
DEVELOPED CAMP SITES – Above Mouth of Smith Run and at Mouth of Boggs Run.
SPRING LOCATION – Water from Boggs Run.
WHITE WATER or RAPIDS – Paddy Island (Tamarack Island).
TERMINATING POINT – North Bend, which is located on left bank 0.2 mile down river from the Mouth of Boggs Run.
MAP SHOWING LOCATION OF RAFTING POINTS, CAMP SITES, SPRINGS, AND RECORD OF HISTORICAL EVENTS WHICH HAPPENED ON FIVE SEGMENTS OF CHINKLACAMOOSE WILDERNESS CANOE TRIP.
<table>
<thead>
<tr>
<th>DATE</th>
<th>LEAVE TIME</th>
<th>FROM</th>
<th>NOON STOP</th>
<th>DESTINATION</th>
<th>ARRIVE TIME</th>
<th>TRAVEL TIME</th>
<th>MILES TRAVELED</th>
<th>MILES FROM CLEARFIELD</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 7</td>
<td>3:10 PM</td>
<td>Clearfield (Witmer Park)</td>
<td>---</td>
<td>Shawville</td>
<td>6:40 PM</td>
<td>3 hrs. 30 min.</td>
<td>11.2</td>
<td>11.2</td>
</tr>
<tr>
<td>June 9</td>
<td>9:35 AM</td>
<td>Shawville</td>
<td>Above Big Stepping Stones</td>
<td>---</td>
<td>2:00 PM</td>
<td>4 hrs. 25 min.</td>
<td>12.3</td>
<td>23.5</td>
</tr>
<tr>
<td></td>
<td>3:00 PM</td>
<td>Above Big Stepping Stones</td>
<td>---</td>
<td>Willholm Run</td>
<td>5:09 PM</td>
<td>2 hrs. 09 min.</td>
<td>5.6</td>
<td>29.1</td>
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<tr>
<td>June 10</td>
<td>9:00 AM</td>
<td>Willholm Run</td>
<td>Mouth of Moshannon Creek</td>
<td>---</td>
<td>1:10 PM</td>
<td>4 hrs. 10 min.</td>
<td>10.0</td>
<td>39.1</td>
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<tr>
<td></td>
<td>2:15 PM</td>
<td>Mouth of Moshannon Creek</td>
<td>---</td>
<td>Sterling Run</td>
<td>5:00 PM</td>
<td>2 hrs. 45 min.</td>
<td>9.8</td>
<td>48.9</td>
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<td>June 11</td>
<td>9:18</td>
<td>Sterling Run</td>
<td>Below Fields Run</td>
<td>Below Fields Run</td>
<td>12:20 PM</td>
<td>3 hrs. 02 min.</td>
<td>10.5</td>
<td>59.4</td>
</tr>
<tr>
<td>June 12</td>
<td>**</td>
<td>** AT NEW CAMPSITE BELOW FIELDS RUN **</td>
<td>——</td>
<td>——</td>
<td>——</td>
<td>——</td>
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<tr>
<td>June 13</td>
<td>8:20 AM</td>
<td>Below Fields Run</td>
<td>Dry Run</td>
<td>---</td>
<td>12:00 PM</td>
<td>3 hrs. 40 min.</td>
<td>13.9</td>
<td>73.3</td>
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<td></td>
<td>12:40 PM</td>
<td>Dry Run</td>
<td>---</td>
<td>Boggs Run</td>
<td>2:40 PM</td>
<td>2 hrs. 00 min.</td>
<td>6.5</td>
<td>79.8</td>
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<td>June 14</td>
<td>10:20 AM</td>
<td>Boggs Run</td>
<td>---</td>
<td>North Bend</td>
<td>10:25 AM</td>
<td>0 hrs. 05 min.</td>
<td>0.2</td>
<td>80.0</td>
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**23**
MEANING OF
THE CHINKLACAMOOSE WILDERNESS CANOE PATCH

The keystone shape of the emblem is symbolic of the State of Pennsylvania or Penns Woods, which was the center, or keystone, of the “arch” formed by the original 13 American States.

The use of the West Branch of the Susquehanna River as a means of transporting forest products during the 19th and early part of the 20th Century from Clearfield County and the Central Pennsylvania Plateau to the down river markets is symbolic in our Chinklacamoose Wilderness Canoe Patch.

In the upper quadrant, the three section raft with shanty in the middle and oars on the front and back symbolizes the methods the raftsmen and log drivers used to bring forest products to the down river markets.

In the next quadrant, the buck deer symbolizes the animal, bird, and fish life in the forest plateau. This whitetail deer, which is the monarch of our wildlife, is symbolic of the Bucktail Council, B.S.A.

The earliest inhabitants of the West Branch of the Susquehanna were the Delaware or Leni-Lenape Indians. Their town of Chinklacamoose was on the east bank of the river where Clearfield, Pennsylvania, is located today. In the lower quadrant, the broken arrow represents this peaceful tribe which was friendly and helpful to the white settlers arriving in the area.

The white pine tree furnished the spars for our country's large naval and merchant sailing fleet, as well as shingles and lumber to shelter the expanding population. In fact, the white pine had a greater impact in the development of the people and the history of our country than any other tree species. In the last quadrant, the white pine tree not only represents the vast forest of virgin timber that was cut to help build our great nation, but also the present forest that is growing in our State today.

Crossing the patch is the meandering old West Branch of the Susquehanna River which has eroded through the sandstone and shale of the Allegheny Mountains. This great river was the major water-way from the region carrying the river rafts and loose logs from the headwaters to the down river markets from 1837 to 1905.

The railroad crossing the West Branch on the patch was constructed along the river grades and stream bottoms to transport the forest and mineral products to market. As a result, the West Branch area was opened for greater economic and industrial development.

Surrounding the keystone are the five segments of the Chinklacamoose Wilderness Canoe Trip. The CLEARFIELD segment, which is at the base of the keystone, begins at Clearfield and ends at Shawville. The ROLLING STONE segment begins at Shawville and terminates at the Rolling Stone Bridge. The third segment is LOOP RUN and begins at the Rolling Stone Bridge and ends at Loop Run. The KEATING segment is from Loop Run to Keating. The NORTH BEND segment, which is the final phase of the trip, begins at Keating and ends at the town of North Bend.
SAMPLE MENU
(Dehydrated Foods)

MONDAY LUNCH
Peanut butter and jelly sandwiches; Milk shake
MONDAY SUPPER
Chili; Mixed fruit; Bread; Hot chocolate

TUESDAY BREAKFAST
Scrambled eggs; Bread and jelly; Apple slices; Orange drink
TUESDAY LUNCH
Cheese sandwiches; Fruit flavored drink
TUESDAY SUPPER
Beef stew; Mashed potatoes and gravy; Apple sauce ;Bread; Cake (box) Bake in foil oven; Hot chocolate

WEDNESDAY BREAKFAST
French toast; Peach slices; Bread and jelly; Grapefruit drink
WEDNESDAY LUNCH
Peanut butter and jelly sandwiches; Fruit flavored drink
WEDNESDAY SUPPER
Spaghetti with tomato sauce; Mixed vegetables; Pudding; Bread; Hot chocolate

THURSDAY BREAKFAST
Pancakes with syrup; Peach slices; Bread and jelly; Orange drink
THURSDAY LUNCH
Vegetable soup; Cheese sandwiches; Fruit flavored drink
THURSDAY SUPPER
Beef and gravy; Rice; Biscuits (foil oven); Gel dessert; Hot chocolate; Baking cups
THURSDAY SNACK
Cookies; Hot chocolate

FRIDAY BREAKFAST
Oatmeal; Apple slices; Bread and jelly; Grapefruit drink
FRIDAY LUNCH
Peanut butter and jelly sandwiches; Fruit flavored drink
FRIDAY SUPPER
Chicken dinner ; Mixed vegetables; Pudding; Hot chocolate
FRIDAY SNACK
Cake (box) Bake in foil oven; Hot chocolate

SATURDAY BREAKFAST
Scrambled eggs; Bread and jelly; Mixed fruit; Orange drink
ACKNOWLEDGEMENTS

The idea of a canoe trip as a Troop activity on the West Branch of the Susquehanna River from Clearfield to North Bend, was originated by Scouts of Troop 7, Clearfield, Pennsylvania, during the fall of 1967. Scoutmaster John R. Crossley, Sr., not only set up the qualifications, but also the guidance to incorporate all Scouting requirements to prepare each qualified Scout for this adventurous trip. Leadership to accomplish these objectives was furnished by Scouts John Crossley, Jr., Randal McClure, David Farrell, Edward Sopher, and William Sopher. Consequently, the 11 Scouts and 3 Scouters who participated in this planned canoe trip during early June of 1968 gained such an adventure and scenic experience that Troop 7 endorsed canoeing on the West Branch as an annual activity:

By coincidence, Dr. Frederick R. Gilmore, Chairman of the Clearfield District of the Bucktall Council had been planning during Troop 7’s canoe trip to develop canoeing on the West Branch as a Troop or Post activity on a Local and National scale. After hearing of Troop 7’s accomplishments, Dr. Gilmore held several planning meetings to mold this high adventure canoe trip into an organized plan in order that other Scouting Units could also experience the many rewards by participating in a trip such as this. Scout Executive A. Eugene Sands acted as an advisor at these meetings. The result of Scoutmaster Crossley’s contributions and these men who served on the planning committee is this booklet, “Chinklacamoose Wilderness Canoe Trip.”

Appreciation is also extended to the following men who aided in the development of this booklet: R. Dudley Tonkin and Ashley E. Woolridge, who are authorities on the West Branch, for historical facts. Both of these men also helped in the location of many of the rafting points on the River. W. Howard Stewart, President of the Clearfield County Historical Society and Robert J. Allison, Curator of the Clearfield County Historical Museum for historical information and the pictures used in this booklet. The author acknowledges additional historical information to write the History of the West Branch and historical facts located on the Map of the River obtained from the following books: “My Partner, The River” by R. Dudley Tonkin; “Clearfield County—Present and Past” by Thomas Lincoln Wall; “Historical View of Clinton County 1875”; and “History of the West Branch Valley.”

Those responsible for the development of the emblem and patch are as follows: C. David Ridgway, Kurtz Bros. Printing Company; National Supply Service, B.S.A.; Dr. Frederick R. Gilmore and Robert K. Carver.

O. Lynn Frank
Chairman, Trails and Awards Committee
Clearfield District, B.S.A.,
Clearfield, Penna.
January 10, 1970
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ADDITIONAL INFORMATION
The Chinklecountry Wilderness Canoe Trip was developed by the Clearfield District and promoted by the Bucktail Council B.S.A.
Author: O. LYNN FRANK, Chairman, Trails and Awards Committee; Clearfield District B.S.A.
For additional information about the Wilderness Canoe Trip awards, patches, and requirements, contact Bucktail Council B.S.A., 49 East Long Avenue, DuBois, Pennsylvania.