

# Shinglebranch CCC Camp And The Fork Hill Road

by Leonard Parucha

The work accomplished in this area by the Civilian Conservation Corps camps was the same from camp to camp. But each camp had one project that was special to that particular camp. The Farrandsville camp had the Carrier Road as their main project and a kind of monument to point to years later as their accomplishment. The Hyner camp can point to the Hyner Lookout made of mountain stone from the immediate area. And so it would be for the other camps. The Shinglebranch camp on the left Branch of Young Woman's Creek had its Fork Hill Road to point to as their main accomplishment and monument. Every enrollee in the two and one-half year existence of the camp (1933-35) at one time or another, worked on this road or the trails leading off it. There is much sweat and a trickle or two of blood of the youth of Philadelphia, Pittsburgh, Scranton, Wilkes-Barre, and Renovo soaked into the road.

The Fork Hill Road was surveyed in the fall of 1933 six months after the camp was established. It followed an old wagon trail beginning at the macadam across from the old pump station that pumped oil in a pipeline from Bradford to Williamsport during the oil boom in the early 1900's. The pump station was located a short distance upstream from a small settlement known as "Little Italy" which housed some of the Italian workers when the lumbering operations were here about the same time. Fork Hill derived its name from the fact that it created a fork effect with the two branches of Young Woman's Creek. The hill separates those two creek branches for its full length.

The building of Fork Hill Road occupied a two-shift workforce for most of 1934. There were four or five crews working on it at one time during favorable weather. It was the road that

caused camp Superintendent Long to question the adding abilities of the different foremen who were in charge of the crews who worked on the road. Every day when the foremen and their respective crews came in from Fork Hill, they would mark down on their work sheets how many yards of road was completed. Some would mark down 400 yards, others 500 yards, and so it went all spring and summer of 1934. When the road was finally finished in the late fall, Superintendent Long totalled up the yardage ... a staggering 105,000 and some odd yards ... that is what the foremen had marked down. Superintendent Long looked it up in an old arithmetic book he had there and it listed 1,760 yards to the mile, and by dividing that into the 105,000 yards that the foremen had down, it came to 60 miles. Superintendent Long called the foremen in for a meeting and showed them on the chart which each foreman put down, and in big black letters he put down the total ... **60 miles ... WHAT THE HELL DID YOU FELLOWS DO WITH THE OTHER 47 MILES THAT ARE NOT THERE ...** That road is only 13 miles long....

For the past fifty years I hunted up on Fork Hill, all parts of it, and I travel the full length of that road at least 25 times each year. It still is only thirteen miles long. And to this day I just can't find those other 47 miles that foremen John Long, Clarence Simpson, Ham Fye, Bill Lundfelt, Ira Riggles, Wilson Hunter, Ham Hemmerley and company built.

*Editor's Note: Mr. Parucha is a former employee of the Shinglebranch CCC Camp and well-known writer and world traveler from Lock Haven. He offers this and several other stories about western Clinton County and some of its former and present residents which have and will appear in The Record.*

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Rattlesnake - 18 Rattles  
(140 snakes killed the 1<sup>st</sup> year)  
(No one was bit)

Fawn - April 11, 1935 on Seven Mile - Right-a-way



Clinton  
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