



MASON-DIXON TRAIL

NEWS

Vol. II, No. 2

FALL 1982

NEW OFFICERS ELECTED FOR 1983 - 1986

In compliance with our Constitution and By-Laws the Board of Directors have nominated and elected a slate of officers to serve during the club's second 3 year administration. Their terms will run from January 1, 1983 to December 31, 1986.

Officer's for the new term are:

PRESIDENT:

Richard J. Tobias

FIRST VICE PRESIDENT:

R. Ronald Gray

SECOND VICE PRESIDENT:

R. Clair Piersol

SECRETARY:

(Mrs.) Mary L. Bleecker

TREASURER:

John B. Mott

February 27, 1983 - OTTER CREEK TO CUFFS RUN

10½ miles - Leader: Ron Gray
Phone: [REDACTED]

April 16, 1983 - NORTHEAST TO PERRYVILLE, Md.

10 Miles - Leader: Turner Darden
Phone: [REDACTED]

GIFFORD PINCHOT

MAN OF FAME, and SOME INFAMY

By: Pat Boyle, Editor

(In the Preliminary Trail Guide section of this newsletter, shortly after leaving Gifford Pinchot State Park, the M-D Trail crosses Pa. Rte. 177 which a note describes as being "the first Pinchot road".)

Geographies of the United States contain many French names. Most of them are of Canadian origin - two are not. These two, Lafayette and Pinchot, are found repeatedly in many states. It is a toss-up which did most for this country. Lafayette was one of the very few commanders whom Washington could trust to be both reliable and effective. Therefore, Lafayette had much to do with there being a United States. Gifford Pinchot, arriving about a century later, was just in time to preserve the United States as something worth being.

The American born Pinchot graduated from Yale in 1889, then left for Europe to spend a year at schools of forestry. By that date, Europeans had learned to treasure their trees, and had developed Forest Management as a science. First they planned for adequate renewal of their woodlands, then they harvested mature trees so that smaller trees suffered minimal damage in the process. It was much different in the United States. The pioneer's belief that trees were "enemies" which must be destroyed to clear land for farming had yet to die out, although it was no longer as prevalent. Trees were important mostly to the lumberman, and to them the concept of forest renewal had low priority. After all, there was plenty of virgin timber left. So they chopped the trees down as quickly and as cheaply as possible, then moved on. In those days Joyce Kilmer's poem would be admired by few, and American mythology had a Johnny Appleseed, but Paul Bunyon made more sense.

Continued on page 2

GIFFORD PINCHOT (Cont'd)

Soon after he returned from Europe, another George Washington gave Pinchot his chance to demonstrate scientific forestry. This man was George Washington Vanderbilt, and the place, Biltmore, was the baronial estate of the Vanderbilts which covered square miles of valley and mountains. This land is south and west of Ashville, N.C. Today if you turn southeast off the Blue Ridge Parkway onto U. S. 276 at Wagon Road Gap, just west of the Pisgah Inn, then follow it for a few miles downhill to the visitors' center in Pisgah National Forest, you can see and hear the story on color film. This is where Gifford Pinchot was the first to establish forest management as a science in the United States.

From Biltmore Pinchot moved to the Department of Agriculture and became chief of its embryonic Division of Forestry. Here he attracted the attention of the Governor of New York, Theodore Roosevelt, who also had notions about the preservation and intelligent use of scenic natural resources. Not much later Roosevelt became President. At that time there was also a Forestry Division in the Department of the Interior. With Roosevelt's urging, Congress consolidated both forestry divisions under the Department of Agriculture - and Gifford Pinchot. Pinchot became responsible for all forest lands owned by the federal government, and led a small staff of professional foresters, most of them trained at Yale where he and members of his family had founded a School of Forestry in 1900. This was the nucleus of our present U. S. Forest Service. But, Pinchot had a flaw - too much zeal. Today he could fit under the acronym "SEE", Stop Everything Environmentalist. While William H. Taft was President, Pinchot started a row with the Secretary of the Interior, Richard Achilles Ballinger. Taft threw his weight, and it was considerable, behind Ballinger, so Pinchot got tossed out. Fortunately, the work he started continued, propelled by the momentum he had created plus the enthusiastic efforts of his Yale School of Forestry trained research staff. One can only guess that Harvard's role was to supply the law and business school graduates who joined the corporations in opposition.

After heading and serving on several other commissions, Gifford Pinchot became Pennsylvania's Commissioner of Forestry in 1920. From 1923 to 1926 he was Pennsylvania's Governor, and again from 1931 to 1934. This latter term covered the early part of what so many people are tired of hearing about - The Great Depression. On one hand there was much unemployment, on the other hand the original "welfare clients" were yelling, "Get the farmers out of the mud!". Gifford Pinchot added the two problems together and came up with a solution for both. "The Pinchot Road." One version of what happened is that the farmers dismantled their stone walls and tossed the rocks into the roads. This stabilized the mud. It is also one reason that Robert Frost had to locate his poem in New England and Pennsylvania has no walls to mend. After that the highway (?) crews came along and spread blacktop over the ex-stone wall road foundations. The farmers got out of the mud and the road crews earned some money - but nowhere near as much as the mechanics, body shops and doctors collected for decades after the roads were paved. Maybe parsons should be included among the beneficiaries. Those Pinchot roads provoked motorists to use more profanity than a million hammers hitting a million thumbs. The high-crowned roads wiggled and waggled up and down ungraded hills. It would not be too much to say that they were crinkum-crankum in two planes, sometimes simultaneously. Then, there were the ditches. Gentle reader, you supply the words that rhyme.

Thus it was that the Pinchot name was connected with infamy as well as fame. The Pinchot roads are gone now. At least one hopes that all have been rebuilt! Of more lasting importance is the fact that the name of Gifford Pinchot has become a permanent part of United States geography from coast to coast. It identifies forests and parks, both national and state. These constitute more fitting memorials to the man, who at the age of 80 is quoted as saying, "-- I am a forester all the time, have been and shall be to my dying day". The state park that surrounds Conewago Lake is only one of these memorials, important to us because it is close by. Perhaps more important to Gifford Pinchot is what is happening in the National Forest that bears his name in the State of Washington. There, where the eruption of Mt. St. Helens devastated a verdant forest, scientists, trained in the discipline that he introduced to this country, have the unique opportunity to study how a forest regenerates itself on land that was suddenly changed to a desert of ashes. The thought occurs that this would delight him.

PRELIMINARY TRAIL GUIDE

MASON-DIXON TRAIL

NOTE: The Mason-Dixon Trail is divided into two parts. Most of the EAST PART, from near Exton, Pa. through Delaware to Perryville, Md. was described in the Spring 1982 Mason-Dixon Trail News. Trail sections described below are in the WEST PART. They start on the west bank of the Susquehanna River at Lock 12, located at the west end of the Norman Wood Bridge which carries Pa. Rte. 372 across the Susquehanna River. From there the trail proceeds upstream along the west bank, via foot paths, dirt and paved roads, then west and north to Gifford Pinchot State Park and on to the Appalachian Trail at Whisky Springs, near Boiling Springs, Pa. As yet no trail has been built from Havre de Grace, Md. (opposite Perryville, Md.) to Pa. Rte. 372 and Lock 12.

All trail described below is marked with BLUE blazes.

WEST PART OF MASON-DIXON TRAIL:

SECTION: PA. RTE 372 (LOCK 12) TO OTTER CREEK

Data from Lock 12 to Wrightsville supplied by Ron Gray and Carl Reachard, York Hiking Club.

This section follows the west bank of the Susquehanna River (hereinafter referred to as "the River") and ends at the Pennsylvania Power and Light Co. Otter Creek Campground.

Parking areas will be found, upstream, at Lock 12, the west end of Norman Wood Bridge and at Otter Creek Campground.

TEMPORARY DETOUR: *In the summer of 1982 a cyclonic storm felled hundreds of trees between Lock 12 and the power lines at mile 1.40. These blowdowns were being logged in the fall of 1982, and the trail, as described, should be cleared by the spring of 1983. Meanwhile, adjacent roads should be substituted.*

<u>MILES</u>	<u>TRAIL ROUTE</u>
0.00	Beginning at the north, or upstream, end of Lock 12, follow the towpath for $\frac{1}{2}$ mile to where the trail turns LEFT to the road. At this point the foundations on the left are those of an old cannery, and foundations of a mill with a raceway on the creek are also to be seen. The trail passes through the mill foundations just before climbing to the road. Turn RIGHT on the road and cross the creek.
0.50	Cross the creek, turn LEFT onto an old road and follow it up a scenic mill creek for $\frac{1}{4}$ mile. Camp Donegal is an additional $\frac{1}{4}$ mile up the road past this turn-off.
0.75	Leave the old road. Do not cross the creek, but bear RIGHT up a steep ascent to the crest of a hill via switchbacks. Once on top follow the ridge to the LEFT past two rock out-croppings, then turn RIGHT to descend, again via switchbacks, until power lines are reached.
1.40	Pass under power lines, descend into a woods and continue until just before a road is reached. The trail passes several foundations of summer homes. The last foundations are those of a hotel. Bear RIGHT down the hotel driveway, pass a stable, and continue to a road that leads to Holtwood Dam.
1.75	At Holtwood Dam follow the road for $\frac{1}{4}$ mile then go STRAIGHT ahead when the road bears left. The trail passes several cottages and joins a dirt road. Follow this road to a cable crossing sign.

- 2.25 At the cable crossing sign turn LEFT, climb steeply, then turn RIGHT into woods. Just beyond the last cottage the trail follows the river's edge to Oakland Run.
- 2.85 Turn LEFT and follow Oakland Run. *This is a very scenic stream with many small waterfalls. NO CAMPING!* At about 4.00 miles the trail crosses Oakland Run and at 4.50 miles, on a woods road, it reaches State Game Lands #181. Continue into Game Lands on their dirt road. At 4.70 miles a usually reliable spring can be found to the left in a grove of bamboo. Follow the Game Lands road to the top of a hill and a parking lot at 5.00 miles. Continue along the drive through the parking lot to reach Posey Rd.
- 5.35 Turn LEFT onto Posey Rd. and follow it past Blaine Rd., on the left at 5.60 miles, to New Cut Rd.
- 6.10 Turn RIGHT onto New Cut Rd. and follow it for $\frac{1}{2}$ mile to Pa. Rte. 425.
- 6.65 Cross Rte 425 and follow the edge of a field. STAY OUT OF THE CROPS! Continue to a dirt road.
- 6.90 Turn RIGHT onto the dirt road, then LEFT onto a power line maintenance road. Continue on this road for $\frac{1}{2}$ mile.
- 7.40 Turn RIGHT off the power line maintenance road, then almost immediately, LEFT into woods. Descend through the State Game Lands to Furnace Run at 7.80 miles. Follow Furnace Run for $\frac{1}{2}$ mile to Sawmill Run and dirt Sawmill Run Rd.
- 8.50 Turn RIGHT onto Sawmill Run Rd. and follow it for a little more than $\frac{1}{2}$ mile.
- 9.14 Turn LEFT across Sawmill Run and over the point of a hill into Otter Creek Campground, and continue to the Campground Office. *Restrooms, a camp store and water are available at this point.*
- 9.25 OTTER CREEK CAMPGROUND - END OF SECTION

SECTION: OTTER CREEK TO FISHING CREEK

This section begins where the previous section ends. From where Otter Creek reaches the river it travels away from the bank through private lands, then returns toward the river at Boyd's Run. After crossing this stream it continues, largely along the heights over looking the river, through Apollo County Park and private lands to Cuffs Run. From Cuffs Run to Fishing Creek no trail existed in the fall of 1982. See "NOTE" below, after mile 8.75, for the projected route.

MILES

TRAIL ROUTE

0.00

From the Otter Creek Campground Office/Store complex head for steps leading down to the river's edge. Turn LEFT along the river. The trail gradually bears LEFT and leaves the river's edge to join a driveway past a cottage. Turn SHARP RIGHT past the cottage onto an old woods road at 0.50 miles. As this road nears the river bear LEFT. Climb a steep hill via switchbacks to Urey Overlook. *From here there is a scenic vista of Weise Island, which is maintained by P.P. & L.*

1.10

Turn LEFT from Urey Overlook entrance to a woods road; turn RIGHT onto the road and follow it for 0.40 miles to Rte 425. NO CAMPING IN THIS AREA!

- 1.50 Cross Rte 425 and follow the trail which bears gradually to the RIGHT to near a woods and into a shallow ravine, then bear LEFT to follow the crest of a hill, then descend past large rocks to Otter Creek.
- 2.10 Turn RIGHT along Otter Creek and follow it, almost to the State Game Lands. Bear RIGHT up a hill, then on level ground, and descend to Kline Rd. (T-616)
- 2.70 Cross Kline Rd. downhill. Go parallel to the road for a short distance, then climb a low hill to the right. Turn RIGHT at the top of the hill and go parallel to a power line into woods. Cross a small stream to a logging road. Turn RIGHT, then LEFT onto another logging road which climbs to a clear-cut area. Turn LEFT to the edge of a woods, then RIGHT to Rte 425.
- 3.30 Cross Rte. 425, climb a bank, then turn LEFT to pass under a power line. Turn RIGHT to follow the right of way along a fence behind a house to paved Upper River Rd. (L.R.66107).
- 3.55 Cross Upper River Rd. and climb a bank to the edge of a field, then turn RIGHT onto an implement road that borders the field. When this road bears half-left, leave it and go STRAIGHT along the edge of the field to a maintenance road. Turn LEFT on this road and follow it uphill to a pine plantation.
- 3.90 Turn RIGHT onto a road and into the pine plantation. Go STRAIGHT across the first crossroads. Keep going to a second crossroads. NO CAMPING IN THE PINE PLANTATION! Turn LEFT onto the second road alongside the pines to an old clear-cut area. Turn RIGHT onto a crossroad and follow it as far as possible, then turn RIGHT into woods, and descend via switchbacks to Boyds Run.
- 4.65 Cross Boyds Run, turn RIGHT, go through a rocky area, then turn LEFT, and via switchbacks, climb to a power line and its maintenance road. *There is an excellent view of Safe Harbor Dam from this point.*
- 4.75 Follow the power line maintenance road upstream along the river into woods to a wide parking area. *From here a side trail leads to the crest of Safe Harbor Dam.* Go STRAIGHT through the parking area leaving the maintenance road for an old logging road. Follow the logging road along the crest until it makes a sharp left turn. Go STRAIGHT, pass an old stone wall, then turn LEFT for $\frac{1}{2}$ mile within the woods of Apollo County Park. CAMPING IS PERMITTED IN THE PARK.
- 5.75 Turn RIGHT onto a woods road and go downhill to Wilson Run. Cross the stream, turn RIGHT, and follow old dirt Lockport Rd. along the stream. Cross a branch flowing from the left and recross Wilson Run to the RIGHT, then turn LEFT. Follow Wilson Run downstream for $\frac{1}{4}$ mile. (Along here the trail uses the road at times, or leaves it, and in places it is rocky.) Turn LEFT (just before the river comes in sight) to recross Wilson Run. Climb steeply via switchbacks to the top of the hill and leave Apollo Park.
- 6.50 From Apollo Park continue upstream (vs. the river) along the height of land which gives many good views of the river through varied woodland. NO CAMPING! NO FIRES! This is private property. PLEASE RESPECT THE OWNERS' WISHES!! Continue along the crest to a rocky promontory, which affords excellent views, then descend steeply to Cuffs Run.
- 8.75 Cuffs Run

NOTE: From Cuffs Run to Fishing Creek, a distance of about $2\frac{1}{2}$ miles, the trail is incomplete and unmarked. However, the trail route generally follows upstream along the river on the height of land reached after climbing steeply from Cuffs Run. About 1 mile from Cuffs Run it meets township road T-618 on a curve, turns with it to the right, then follows it as it gradually curves to the left. After about one-third of a mile, the route leaves T-618, crosses Green Branch, goes uphill and follows a ridge until it descends to a disused dirt road and a bridge over Fishing Creek.

11.25 Fishing Creek.

END OF SECTION - OTTER CREEK TO FISHING CREEK.

SECTION: FISHING CREEK TO WRIGHTSVILLE, PA.

This section continues upstream along the river, mostly on Pa. Rte. 624, except for a detour to the west to take advantage of an outstandingly good viewing point of the river and its islands.

<u>MILES</u>	<u>TRAIL ROUTE</u>
0.00	From the bridge over Fishing Creek follow the dirt road until it meets township road T-744 at 0.10 miles. Continue along it past a church and Bull Run to a paved road intersection at 0.50 miles. Here, T-744 goes left and a paved road, T-714 Spur, goes right toward the river, then curves north to follow the river upstream. Go RIGHT along T-714 Spur and follow it to the intersection with Pa. Rte. 624, which comes in from the left at Long Level.
0.80	Go STRAIGHT on Pa. Rte. 624, north from the Long Level intersection past road L.R. 66081 at 1.50 miles and T-760 at 1.70 miles, both on the left with Cranberry Creek between them. At 2.50 miles cross Klines Run and at 2.70 miles pass T-761 which branches off to the right. Continue to a second intersection with T-761 where it crosses Pa. 624.
2.85	Turn LEFT onto T-761 and go away from the river. Follow T-761 to the intersection with T-792, which comes in from the left and turns left at 3.13 miles. Go STRAIGHT to follow T-792 as it curves generally to the right, past T-765 on the left at 3.75 miles to Private Lane Rd. (L. R. 66149).
4.05	Turn RIGHT onto Private Lane Rd. At 4.18 miles there is an excellent view of the river and its islands. Continue toward the river to Pa. 624.
4.30	Turn LEFT onto Pa. 624 and follow it upstream into Wrightsville, Pa. to the intersection of Pa. Rte. 624 and N. Front St.
6.50	Wrightsville, intersection of Pa. Rte. 624 and N. Front St.

END OF SECTION - FISHING CREEK TO WRIGHTSVILLE, PA.

SECTION: WRIGHTSVILLE, PA. TO GIFFORD PINCHOT STATE PARK

*Data supplied by Dan Shaffer and George Figdore,
Shiloh Troop #94, B.S.A., York, Pa.*

This section begins where the last section ends at the intersection of North Front St. and Pa. Rte. 624 in Wrightsville, Pa. A continuing effort is being made to re-route the trail off roads and onto footpaths. Be alert for BLUE blaze markings which will indicate such re-routing.

LEGEND

GENERAL CULTURAL FEATURES

SHOPPING CENTER	SC
INDUSTRIAL PARK	IP
APARTMENT COMPLEX, (50 OR MORE UNITS)	AC
MOBILE HOME PARK, (50 OR MORE UNITS)	MH
STATE PARK, CP-COUNTY, MP-MUNICIPAL	SP
AMUSEMENT PARK	AP
FAIRGROUND, RACE COURSE, SPEEDWAY	FC
TOLL BOOTH	TB
ROADSIDE REST AREA	RA
SCHOOL, COLLEGE OR UNIVERSITY	S
CHURCH OR OTHER RELIGIOUS INSTITUTION	C
CEMETERY	CE
CHURCH WITH CEMETERY ADJACENT	CC
HOSPITAL	H
CORRECTIONAL INSTITUTION	CI
COUNTY FARM	CF
STATE HIGHWAY GARAGE	SHG
STATE POLICE STATION	SPS
FIRE STATION	F
POST OFFICE	PO
MUNICIPAL BUILDING	MB
RADIO OR TELEVISION TOWER	RT

COMMUNITY CENTERS

STATE CAPITAL	SC
COUNTY SEAT	CS
OTHER COMMUNITIES	OC

MISCELLANEOUS MAP FEATURES

HORIZONTAL CONTROL STATION	HC
BENCH MARK WITH ELEVATION	BM
LATITUDE AND LONGITUDE LINE	LL
BOUNDARY MONUMENT	BM

AERONAUTICAL FEATURES

MILITARY AIRFIELD	MA
AIRPORT COMPLETE FACILITIES	AC
AIRPORT LIMITED FACILITIES	AL
SEAPLANE BASE	SB
HELIPORT	HP
AIRWAY BEACON	AB

ROADWAY STRUCTURES

HIGHWAY BRIDGE, (OVER 20' SPAN)	HCB
LONG BRIDGE OR VIADUCT	LBV
COVERED BRIDGE	CB
DRAWBRIDGE	DB
SUSPENSION BRIDGE	SB
ARCH BRIDGE	AB
TRUSS BRIDGE	TB
CANTILEVER BRIDGE	CB
DAM WITH ROAD	DR
HIGHWAY TUNNEL	HT
LEVEE OR DIKE WITH ROAD	LD

DRAINAGE FEATURES

RIVER OR WIDE STREAM	RS
STREAM	S
INTERMITTENT STREAM	IS
WIDE STREAM WITH DAM	WSW
LAKE POND OR RESERVOIR WITH DAM	LPR
LOCK WITH DAM	LW
SWAMP OR MARSH	SM
FERRY, TOLL-TF, FREE-FF	F
FORD	FD

RAILROADS

STANDARD GAUGE RAILROAD	SGR
NARROW GAUGE RAILROAD	NGR
ELECTRIC RAILROAD	ER
RAILROAD OVERPASS	RO
RAILROAD UNDERPASS	RU
GRADE CROSSING	GC
RAILROAD TUNNEL	RT
RAILROAD STATION	RS
ABANDONED RAILROAD (TRUCK RETAINED)	AR
ABANDONED RAILROAD (RIGHT OF WAY RETAINED)	AR

BOUNDARIES

STATE LINE	SL
COUNTY LINE	CL
TOWNSHIP LINE	TL
INCORPORATED CITY	IC
INCORPORATED BOROUGH	IB
UNINCORPORATED URBAN COMPACT LINE	UUL
ENLARGED INSET LINE	EIL
FEDERAL OR STATE LAND LINE	FL
INDICATES FIRST CLASS TOWNSHIP	IC

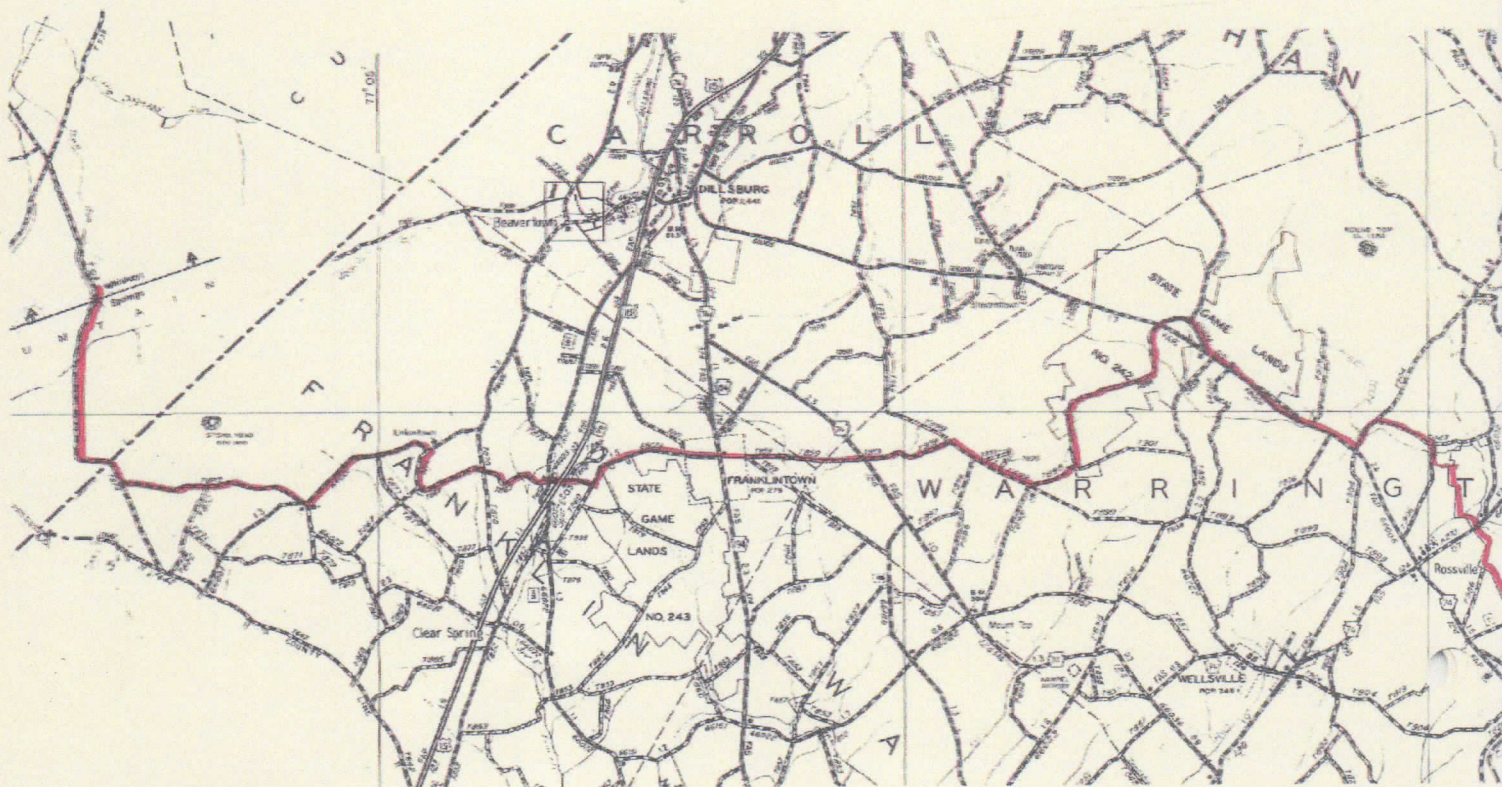
ROAD AND ROADWAY FEATURES

INTERSTATE TRAFFIC ROUTE NUMBER	ITR
U.S. TRAFFIC ROUTE NUMBER	UTR
PENNSYLVANIA TRAFFIC ROUTE NUMBER	PTR
PENNSYLVANIA LEGISLATIVE ROUTE NUMBER	PLR
COUNTY ROAD	CR
TOWNSHIP ROAD NUMBER	TR
LOCAL ROAD IN INSET, OR CONNECTING STREET	LR
DIVIDED HIGHWAY - ACCESS FULLY CONTROLLED	DH
DIVIDED HIGHWAY	DH
CONCRETE OR BRICK ROAD	CB
BITUMINOUS ROAD (HIGH TYPE)	BT
BITUMINOUS ROAD (LOW TYPE)	BT
GRAVEL OR STONE ROAD	GS
GRADED AND DRAINED ROAD	GR
PRIMITIVE ROAD	PR
IMPASSABLE ROAD	IR

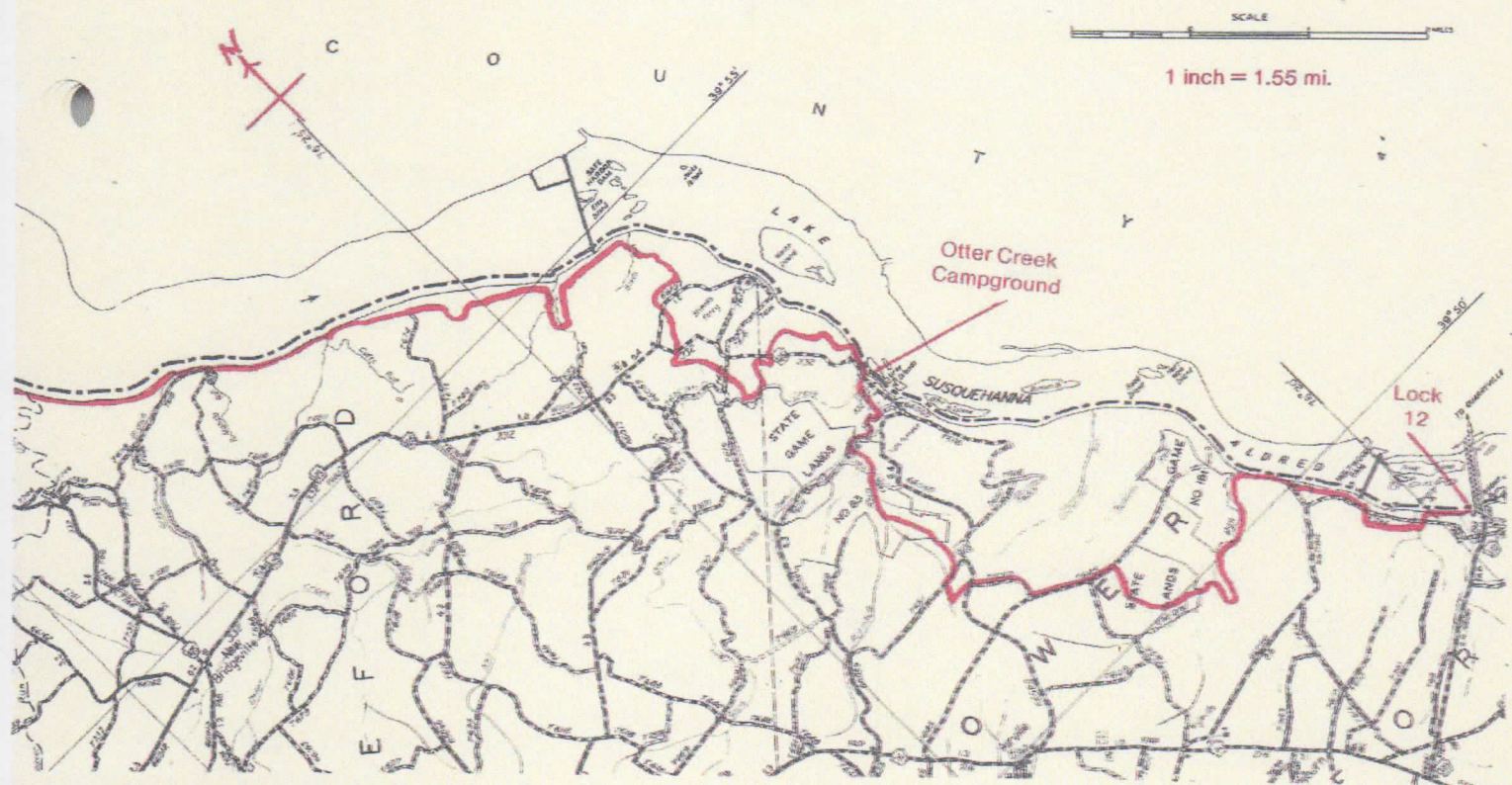


Lock 12, Pennsylvania Rte. 3

MASON-DIXON TR

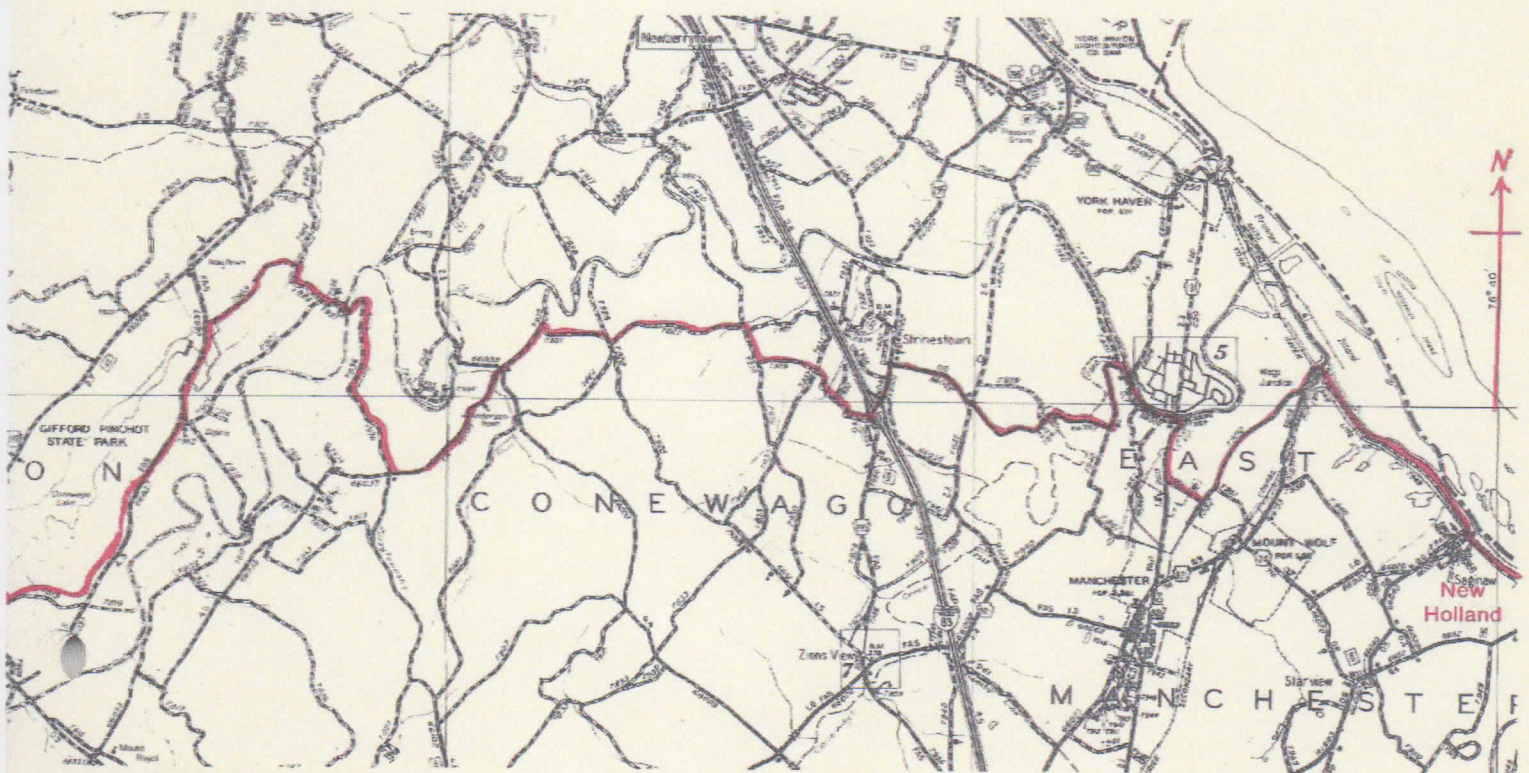


New Holland (Saginaw)



to New Holland (Saginaw)

WEST PART



to Whiskey Springs (A)

MISCELLANEOUS: REPORTS & STUFF

Turner Darden provided the following report:

"On December 12, the section from Elkton to North East, Md. was hiked 1.5 to 8 inches of new-fallen snow. Because of the weather, only 8 people participated. The 1.1 mile walk along paved Route 7 has been replaced with a somewhat longer but much more attractive route through the woods. This is fully blazed and proved easy to follow. Between mile 5.1 and mile 7.3 many of our blazes in Elk Neck State Forest were found missing due to widening of the dirt road. Since this hike these have been replaced, and more blazes added in the vicinity of The Great Cecil County Landfill."

Based on Turner's information the following changes should be made under "TRAIL ROUTE" on page 7 of the Spring Newsletter:

Under mile 5.1: replace the last sentence. "Continue .8 mi. to Rte. 7" with "continue .74 mi. (100 yds. before reaching Rte. 7) to Blazed trail which enters the woods."

Replace paragraph at mile 7.3 with:

7.25 Turn LEFT onto trail into woods. Follow this for 1½ mi. to Cemetery Rd. and turn RIGHT. After ¼ mi. Cemetery Rd. becomes Mechanics Valley Rd. when it crosses Rte. 7. Pass a grocery store on the left and 100 ft. beyond, turn LEFT onto Rolling Mill Rd. ¼ mi. further, cross a stream on a bridge and turn RIGHT. After ½ mi. pass under Rte. 40. (A pavillion is 100 yds. to the left.) About ½ mi. further turn LEFT onto a buried telephone cable right of way. Follow this ¼ mi. to Rte. 272.

This change will alter subsequent mileage as follows: From mile 9.8 to 10.5, 15.1 to 15.8, and 18.4 to 19.1.

RE: "Chuck Shaffer's Trail" - Featured on page one of the Spring Newsletter

Upon receiving a copy of the Spring Newsletter, Bernie Waychoff, President, wrote to say that his Warrior Trail Association plans to build a trail connecting their existing trails and the Potomac River. M-DTS replied with a "God bless" and thanks. There can be no question that WTA is far more competent to do this important job than is M-DTS. By now it is hoped that Bernie, Chuck Shaffer and Denny Nurkiewicz have had happy huddles together.

The MASON-DIXON TRAIL SYSTEM, Inc. - and MEMBERSHIP INFORMATION:

The M-DTS is a federally tax exempt, non-profit corporation, incorporated under the laws of the Commonwealth of Pennsylvania in 1979. It is an all volunteer service-oriented association of trail clubs and individual hikers that has as its purpose the conservation and use of the backcountry through the development of hiking and backpacking trails within the Middle Atlantic States. Its most important objective is to open the Susquehanna River Valley to those who enjoy walking along blue water enclosed by steep green slopes. This major river valley, halfway between Richmond, Va. and New York City, is unique in the East Coast Megalopolis for its unspoiled scenic beauty.

What is not unique is our need for financial support. Annual dues are \$4.00 (plus a \$3.00 Application Fee). As this is so low we hope you will also include a contribution. Send checks to our Membership Secretary and Treasurer, John B. Mott - [REDACTED] - [REDACTED]

All dues and contributions are deductible from federal income tax, and they accumulate toward your \$250 Life Member Dues.

Please help if you can.

MILES

TRAIL ROUTE

0.00

Wrightsville, intersection of North Front Street and Rte. 624. The John Wright Foundry is on the east side of N. Front St., adjacent to the Susquehanna River ("the river"). The old bridge piers date back to the early 19th century. The first spans to use the piers were swept away by an ice jam in the 1830's; the second spans were burned by the Pennsylvania Militia to prevent Confederate cavalry from crossing during the Gettysburg Campaign of July 1863. The existing concrete arch bridge was built in 1929 and is one of the longest of its type. It carries Pa. Rte. 426 (Formerly U.S. Rte. 30). From the above intersection go north (upstream) along N. Front St. until N. Front St. Extended turns left. Continue STRAIGHT ahead on South River Dr. past the new U.S. Rte. 30 bridge to Dark Hollow Rd.

1.00

REVISÉ MILES?
~~Turn LEFT (west) onto dirt and gravel Dark Hollow Rd. and follow it past a private driveway on the right at 1.80 miles where it bears LEFT to paved Cool Springs Rd.~~

2.40

Cross Cool Springs Rd. onto the now-paved Dark Hollow Rd. and follow it as it bears west and uphill past a "T" intersection with Hauser School Rd. at 2.80 miles. Turn RIGHT, downhill, to continue on Dark Hollow Rd. to the north (DO NOT turn left (west) past a white house at the corner). Continue to the intersection with Accomac Rd.

3.30

Turn RIGHT (east) onto Accomac Rd. Follow it to a "T" intersection with North River Dr.

3.70

Turn LEFT (north) onto N. River Dr. parallel to the river. Snacks (food, beer and soda) are available at Broken Oar Tavern, 0.30 miles south on River Dr. The large stone building to the right is Accomac Inn, dating to the Revolutionary era. It offers fine food and spirits (bring lots of money). Parking is available - BUT ASK FOR PERMISSION!!

Follow N. River Dr. upstream past the gates to Marietta Watershed Property on the left (west) at 5.30 miles. CAUTION! STAY OUT! Township Police are making arrests for trespassing! At 5.40 miles the paved road ends and becomes gravel surfaced. At 5.50 miles the road passes Wildcat Falls on the left. This too is Marietta Watershed Property (See CAUTION! above). At 6.30 miles, the red house on the right is the 18th century Vinegar Ferry House, the terminus of an alternate to Wright's Ferry at Wrightsville. Continue uphill (north) on gravel N. River Rd. through a wooded area, passing a gas transmission line at 6.90 miles. Follow the road between the Mary S. Keasey Estate on the right and the Marietta Watershed on the left. STAY ON THE ROAD!! NO TRESPASSING ON EITHER SIDE! Go on until Furnace Rd. is reached. Here, N. River Rd. becomes Tower Rd.

7.50

Cross Furnace Rd. onto Tower Rd. Kondor Lumber Company's sawmill will be on the left (west) side of Furnace Rd. Tower Rd. bears RIGHT (north). Follow it to River Farm Rd.

7.90

Turn RIGHT (east) onto dirt River Farm Rd. Follow it into a wooded area and cross a gas transmission line at 8.30 miles. Leave the woods at 9.20 miles and cross another gas transmission line. Note the scenic vista to the north and east. Brunner Island Steam Generating Plant is directly ahead. Continue on River Farm Rd. At 9.40 miles, where the road bears left and downhill, a private road on the right (east) leads to Keasey Farm. WITH PERMISSION you may walk out to Schull's Rock Overlook which provides a fantastic view of the river and Lancaster County. Back on River Farm Rd. bear LEFT, downhill, to Furnace Rd. which parallels Codorus Creek at this point.

- 9.80 Turn LEFT (west) onto Furnace Rd. By turning right (east) onto Furnace Rd. you can reach the (undeveloped) Penna. Fish Commission Access Area from which you can view the Conrail (ex-Penna. R.R.) stone arch bridge - one of the longest stone arch spans in the U.S. Follow Furnace Rd. upstream to a modern concrete bridge. There, cross the Codurus Creek. Before crossing, detour 50 yds. further on Furnace Rd. to the Codurus Furnace, a pre-Revolutionary iron-smelting furnace.
- 10.40 Across the bridge turn RIGHT into Northside and East Manchester Township. Turn RIGHT again (east) onto Riverview Rd. (T-949). Follow this north into New Holland (Saginaw). This road parallels the Conrail tracks after rounding a curve. ALTERNATE ROUTE: At 11.10 miles, on a curve approaching the Conrail tracks, is a dirt road which leads to the river, and fishing paths along the river's edge. These may be used as an alternate trail route during low-water river conditions. This alternate trail can also be reached at 12.30 miles by going through the railroad underpass at the south edge of New Holland.
- 12.50 In New Holland (Saginaw), Riverview Rd. becomes 2nd Street. Continue past the "T" intersection with Market St. to Gut Rd.
- 12.60 Turn RIGHT (east) onto Gut Rd.; follow it through a railroad underpass and around a LEFT turn to the north. The alternate trail route along the river's edge (miles 11.10 & 12.30 above) rejoins at this point. The river channel to the east is Black Gut. Continue on Gut Rd. to Wago Rd.
- 14.60 Turn LEFT (southwest) onto Wago Rd., go through two underpasses. The Wago Club lies between them. About $\frac{1}{2}$ mile to the east is the Brunners Island Steam Generating Plant. Follow Wago Rd. to a "Y" intersection with Broad Rd.
- 14.80 Make a HALF-RIGHT turn onto Broad Rd. and follow it to Meeting House Rd. (T-951) at a "T" intersection.
- 16.30 Turn RIGHT (west) onto Meetinghouse Rd. Note the historic church and cemetery on the right side of the road. Continue to a "T" intersection with N. George St. Extended (Pa. Rte. 181).
- 16.60 Turn RIGHT (north) onto N. George St. Extended. Follow it across the Big Conewago Creek on an iron bridge (erected about 1888), to Big Conewago Rd. (L.R. 66002).
- 17.70 Turn LEFT (west) onto Big Conewago Rd. and follow it for 3.30 miles. It will pass the junction of Little and Big Conewago Creeks at 18.10 miles where L.R. 66184 crosses an iron bridge and intersects with it. Continue to a "T" intersection with Canal Rd. (T-940).
- 18.80 Turn RIGHT (west) and stay on Big Conewago Rd. across a modern concrete bridge over Little Conewago Creek at 19.40 miles. Pass a "T" intersection with Bowers Bridge Rd. (T-942) at 20.20 miles, and Strinestown Drive-In Theatre on the left at 20.80 miles to a "T" intersection in the village of Strinestown with Pa. Rte. 295. A convenience store is 25 yds. to the right (north) of this intersection.
- 21.00 Turn LEFT (south) onto Pa. Rte. 295 in Strinestown and follow it past I-83 at 21.40 miles to Cloverleaf Rd. (T-929).
- 21.60 Turn RIGHT (northwest) onto Cloverleaf Rd. and follow it past Butter Rd. (T-833) at 22.30 miles to a "T" intersection with Green Spring Rd. (T-930).

SECTION: WRIGHTSVILLE, PA. TO GIFFORD PINCHOT STATE PARK

MILES

TRAIL ROUTE

- 22.90 Turn RIGHT (north) onto Green Spring Rd. and follow it to a tricky "Y" intersection at 23.10 miles. At this intersection Green Spring Rd. ends and changes its name to Sheep Bridge Rd. which now is numbered (T-930). Bremer Rd. (T-827) joins Sheep Bridge Rd. for about 75 yds. then turns left.
- 23.10 Green Spring Rd. ends. Follow Sheep Bridge Rd. (now T-930) and Bremer Rd. (T-827) jointly for 75 yds. At a "T" intersection, turn LEFT (west) onto dirt and gravel Bremer Rd. (T-827) and follow Bremer Rd. past a stone road on the left at 23.20 miles leading to Northern York County Game and Fish Club. Continue on Bremer Rd. to a "T" intersection with Copenhaffer Rd. (T-928).
- 24.40 Turn RIGHT (north) onto Copenhaffer Rd. and follow it through a "T" intersection with Hake Rd. (T-930) at 25.00 miles. Cross Lewisberry Rd. (L.R. 66003) where Copenhaffer Rd. ends and becomes Anderson Town Rd. (L.R. 66033), and head westward toward Mount Royal. At 25.80 miles pass native stone Mountain Grove Church on the left. Approach an orchard area, the Dover Township boundary marker and Bull Rd. (L.R. 66102). Upon entering Dover Township, Anderson Town Rd. becomes Rohler's Church Rd.
- 26.90 Turn RIGHT (north) on Bull Rd. Cross Big Conewago Creek on a modern concrete span (formerly Boring's Bridge). Beaver Creek enters Big Conewago Creek on the right, northwest, of the road. Continue on Bull Rd. past a "T" intersection with Boring Bridge Rd. (T-921) at 29.00 miles - where paving ends on Bull Rd. - its Road No. changes to (T-924) - and it parallels a power transmission line into the woods. At 29.20 miles cross Beaver Creek on a small concrete bridge. The area at the bridge is used by locals as a swimming hole. There is parking space. As you cross the bridge, look upstream at the scenic view of Beaver Creek. The Bull Rd. is an historic route dating back to Revolutionary times. The present Pa. Rte. 74, to the west, was then a stage road and Bull Rd. was used by slow moving cattle herds and farm wagons. After Crossing the creek continue for about $\frac{1}{4}$ mile to a "T" intersection with Conley Rd. (T-923).
- 29.40 Turn LEFT onto Conley Rd., crossing a small bridge and passing a modern brick and wood home. Continue uphill on unpaved Conley Rd. to a "T" intersection with Alpine Rd. (L.R. 66037). Across Alpine Rd. is Gifford Pinchot State Park's "Lake Overlook" Picnic Area - parking, picnic tables and restrooms are available.
- 30.40 Turn LEFT (southwest) onto Alpine Rd. and follow it across a concrete bridge over Beaver Creek. Lake Conewago Dam breast is on the right. At 31.70 miles Alpine Rd. passes a boat launch area on the right and a seasonal refreshment stand on the left. At 31.90 miles, on the left, is the Lakeside View Sporting Goods Store - gas, groceries and supplies. It is open all year. At 32.30 miles is the entrance to the Conewago Day Use Area. Continue on Alpine Rd. to a "T" intersection with the East Camping Area Rd. - a park road.
- 33.30 Turn RIGHT onto East Camping Area Rd. and proceed uphill on a hard road to the entrance to the park CAMPING AREA. Campsites (check for reservations requirements), water, restrooms, bath houses, swimming and boating are available.
- 34.00 GIFFORD PINCHOT STATE PARK, EAST CAMPING AREA ENTRANCE - END OF SECTION.

SECTION: GIFFORD PINCHOT STATE PARK to the APPLACHIAN TRAIL at

WHISKY SPRINGS

Data supplied by Dan and Earl Shaffer and George Figdore, Shiloh Troop #94, York, Pa.

This section begins at the campground entrance of Gifford Pinchot State Park. It is the final section, going east to west, of the Mason-Dixon Trail, and it connects with the Appalachian Trail. As the M-DT constitutes a side trail of the AT, it is marked with BLUE blazes. The description that follows is a preliminary route subject to change in the near future. Changes will consist of "getting the trail off the roads", for the most part. The description printed below is accurate as a general guide. As re-routings occur they will be indicated by the relocation of BLUE blazes. These will serve as the best guide for those hiking the trail.

Specific re-routings which seem feasible at this time are: -Footpaths within Gifford Pinchot State Park which run parallel to Alpine Rd. from the entrance to Conewago Day Use Area (Mile 32.30 of the previous section) to the right turn along the park boundary at Salem Cemetery (Mile 0.20 of this section). An additional possibility is a route via footpaths around the southwestern and western shores of Conewago Lake to Squire Gratz Rd. (T-906) (Mile 1.8 below).

-A route along Garrett Rd. (Mile 5.93), then across private land.

-At about mile 14.25, a route following a road to the right which leads to a reservoir, then via footpath over the mountain to (Boy Scout) Camp Tuckahoe and from there to Whisky Springs.

NOTE: The above three items represent possible re-routings, and are given to supply information only. Do not use them unless they are clearly marked with BLUE blazes.

<u>MILES</u>	<u>TRAIL ROUTE</u>
0.00	Campground entrance of Gifford Pinchot State Park. Turn RIGHT onto highway and follow to Salem Cemetery.
0.20	Turn RIGHT at Salem Cemetery, leave the road, and follow along the park boundary. Pass a church camp on the left at 0.70 miles. Cross Pa. Rte. 177 at 1.10 miles. <i>This was the first (infamous?) "Pinchot" road.</i> Cross a small stream at 1.30 miles then after about $\frac{1}{2}$ mile, bear left to reach Squire Gratz Rd. (T-906).
1.80	Turn RIGHT onto Squire Gratz Rd. Cross a bridge over Beaver Creek at 1.91 miles and continue to Thundergust Mill Rd. (T-847).
2.02	Turn LEFT onto Thundergust Mill Rd. Pass Lisburn Rd. (T-904) on the right at 2.68 miles and recross Beaver Creek via a stone bridge at 2.79 miles. Continue to Old York Rd. (Rte. 74, L.R. 66006).
3.01	Turn RIGHT onto Old York Rd. Follow this for over $1\frac{1}{2}$ miles to a road on the right, entering State Game Lands #242. (L.R. 66025).
4.61	Turn RIGHT into State Game Lands and follow road as it curves to the left and becomes Mountain Rd. (T-898). Pass Garrett Rd. on the right at 5.93 miles, a junk yard on the right at 6.37 miles and a Game Lands parking area on the left at 6.48 miles. Continue to Robinson Rd. (T-901).
6.59	Turn RIGHT onto Robinson Rd. and follow it to Mt. Zion Methodist Church and Cemetery at Mt. Zion Rd. (T-899).
7.14	Turn RIGHT onto Mt. Zion Rd. and follow it to Cabin Hollow Rd. (T-859).

SECTION: GIFFORD PINCHOT STATE PARK to the APPALACHIAN TRAIL at
WHISKY SPRINGS

LESTRAIL ROUTE

- 7.94 Turn LEFT onto Cabin Hollow Rd. Cross Pa. Rte. 74 at 8.86 miles, stone bridge #235 at 9.52 miles, and pass Barrens Church Rd. at 9.85 miles on the left, at the east boundary of Franklinton where the road number T-859 follows Barrens Church Rd. Continue STRAIGHT through Franklinton on L.R. 66023. Cross Pa. Rte. 194 at 10.07 miles, pass Glenwood Rd. (T-881) on the right at 10.40 miles and a Game Lands parking area on the left at 10.95 miles. Continue to Clearview Rd. (T-867).
- 11.39 Turn RIGHT onto Clearview Rd. Cross U.S. 15 at 11.61 miles. *At this intersection an ice cream parlor is located at the right.* Here the road name changes from "Clearview" to "Century Lane". Cross Range End Rd. (T-852) (Formerly U.S. 15), pass Franklin Township Building on the right at 12.27 miles, cross Hickory Rd. (T-870) at 12.38 miles and continue to Union Church Rd. (T-878).
- 12.93 Turn RIGHT on Union Church Rd. Go $\frac{1}{2}$ mile to Mountain Rd. (L.R. 66001).
- 13.48 Turn LEFT on Mountain Rd. Pass a gravel road, Water St. (T-877), on the left at 14.03 miles and a church at Clear Springs Rd. at 14.80 miles on the left. Continue to Coffee Town Rd. (T-873).
- 14.91 Turn RIGHT on Coffee Town Rd. Pass a gravel road (T-872) on the left at 15.79 miles and continue to Whisky Springs Rd. (T-874 in York County and T-518 in Cumberland County).
- 16.56 Turn RIGHT on Whisky Springs Rd. Cross the Cumberland County line at 16.78 miles and pass a tower road on the right at 17.33 miles. Continue over the mountain to Whisky Springs and the Appalachian Trail.
- 18.65 WHISKY SPRINGS - APPALACHIAN TRAIL.
 END OF SECTION
 END OF WEST PART
 END OF MASON-DIXON TRAIL

"THE ROCKY RIVER"

If any of my readers desire a novel experience, an exhilarating ride, and a delightful excursion, let me suggest that they visit my native town, Columbia, Pa. (across the river from Wrightsville), say some time in "the pleasant month of June," during the "June Fresh," and charter a raft for "Port" (Port Deposit, Md., at the head of Chesapeake Bay). You may get one with a cabin, to which you can retreat in case of rain, or repair when you are hungry. At first you will float lazily along the broad, placid river, until you strike the "chute" in the dam, through which you rush with race-horse speed; then, subsiding, to the natural current, you pass Little Washington (a nearly extinct town); and among the hundreds of islands that dot the again broadening river, noticing, as you glide by, the fishermen in their light, pointed canoes, rapidly propelled by a long iron-shod pole. Then through the cliffs, five hundred feet high, at Turkey Hill; then a rest in the shallows of the again wide and rocky stream, until, at McCalls Ferry, where you can throw a stone across the river, and where the water, two hundred feet deep, seems to stand on edge, and careers wickedly through the silent and sullen but swift current, the elastic raft throwing high the spray and bending and swaying like a veritable sea-serpent. Soon after, you glide quietly into "Port," whose glory has departed since lumber and lumbermen have become scarce. You will not fail to notice, however, the peculiar and pretty mansion of white granite, which seems to cling to the side of the sloping hill, terraced with gardens and graperies, the property of Mr. Jacob Tome, and the beautiful Memorial Church, also of granite, built by Mr. Tome, who, once a poor boy, is now the principal personage in that vicinity, and, probably, the richest man in Maryland.

EDITOR'S NOTE: Doesn't that sound interesting? Sorry folks, you were born a century too late. The above is copied from Jacob L. Gossler's *An Old Turnpike Road*, "Printed for Private Distribution" in 1888. Today, one dam thing after another makes such a trip impossible.

The Mason-Dixon Trail News

MASON-DIXON TRAIL SYSTEM, Inc.

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Daniel Shaffer