Fall 2016 Schedule

All hikers are invited to join our weekly Sunday hikes, no membership or fees are required. In the fall and winter, all hikes start at 2:00PM unless otherwise indicated. Hikes are subject to change due to weather. Always check the website* for details.

Oct 2    Auburn Trail, Victor
Oct 9    Stid Hill, South Bristol
Oct 16   Bicentennial Hike—Farm to Farm
Oct 23   Finger Lakes Trail—Canisteo
Oct 30   FLT Bristol Hills Branch—Naples to Parrish Gully
Nov 6    FLT Letchworth Branch—Nunda
Nov 13   Huckleberry Bog—Prattsburgh
Nov 20   Bicentennial Hike—East Springwater
Nov 27   Wesley Preserve—South Bristol
Dec 4    Forest Therapy Walk—TBD
Dec 11   Schribner Rd—Springwater
Dec 18   Bicentennial Hike—County Highest Point

*Details and updates available at http://www.springwatertrails.org

Photo Credits
Above — October Color—Douglas Kostyk, 2014
Left—Schribner Fields—Charlotte Buck, 2016

References

Come explore Springwater with us

Springwater Trails, Inc.

Our mission:
To create, identify, protect and promote hiking trails in the Springwater area.
To increase awareness and enjoyment of Springwater's unique geographical features, natural resources and open spaces by residents and visitors to the area.
Railroads in Springwater

The New York and Erie Rail Road was chartered April 24, 1832 and construction from Port Jarvis near NYC began in 1836. A completed line to Dunkirk on Lake Erie opened May 19, 1861. This line proved influential in the development and economic growth of the Southern Tier, including Hornell, the home of the Erie Railroad repair shops until 1960.

In 1853, the Buffalo, Corning and New York Railroad opened the Erie line between Painted Post and Avon, through Cohocton, Wayland, Springwater, Webster Crossing and Conesus.

In 1895, the Lehigh Valley Railroad (one of five railroads serving Rochester, NY) extended its line to the northern shores of Hemlock Lake. This line did not connect to the line through Springwater. In 1899, one mile of track was removed at Hemlock Lake, as the City of Rochester took over the lake for its water supply.

The Erie Railroad tracks through Springwater were removed in 1956 by order of the United States Interstate Commerce Commission in order to promote highway transportation.

Along the Outlet of Keuka Lake

The Crooked Lake Canal

by Frances Dumas

Though the Crooked Lake Canal has been abandoned for more than a century, it’s not too difficult to find its traces along the north wall of the Outlet ravine. Most of the locks can be located, and in more than one place the prism is intact. The towpath is the most obvious relic of the canal, forming as it did the grade for the Fall Brook Railroad, built on the old right of way in 1884; and for the Outlet Trail a hundred years later.

The original prism, or the ditch that actually held the water, was 42 feet wide at the water line, 26 feet wide at the bottom, and four feet deep. Where the railroad was laid on the towpath, and no roads were built on the north bank, the prism remains.

Four locks were needed to carry boats over the escarpment that formed the high falls at Seneca Millsite. One of these, #17, served as the foundation for the old road that crossed the Outlet above the dam and so is the only remaining lock with actual stonework in place. The overpass lies across what was the lock’s downstream gateway. Still visible is the groove in the stone that held the pivot for one of the lock’s big wooden doors. The lock stretched upstream 90 feet, and here and there a few finished stones and stone rubble remain. The rest went into the huge paper mill and its dam, built at the falls in 1884.

As excellent continuous section of the prism begins where the Trail again rises to the towpath. Three locks—#s 18, 19 and 20—are quite easy to locate where the prism deepens and narrows between sections of open wetland.

Much more information at http://keukaoutlettrail.org/