

## 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—Canistota
Oct 30	FLT Bristol Hills Branch—Naples to Parish 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>



*Empty  
fields  
above  
Schribner  
Rd last  
winter.*

Springwater Trails, Inc.



*October Color in Dansville*

*Come explore Springwater with us*

### Photo Credits

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

Railroads—Erie Depot in Springwater, 1933. Courtesy of Jane Schryver and Douglas Morgan  
—Erie Railroad 1884 map, Wikipedia, [https://en.wikipedia.org/wiki/Erie\\_Railroad](https://en.wikipedia.org/wiki/Erie_Railroad).

Keuka Outlet—Seneca Millsite Lock, <http://keukaoutlettrail.org/5.html>

### References

1. Wikipedia, Erie Railroad, [https://en.m.wikipedia.org/wiki/Erie\\_Railroad#New\\_York.2C\\_Lake\\_Erie\\_and\\_Western\\_Railroad:\\_1878.E2.80.931895](https://en.m.wikipedia.org/wiki/Erie_Railroad#New_York.2C_Lake_Erie_and_Western_Railroad:_1878.E2.80.931895)
2. Frances Dumas, A History of the Crooked Lake Outlet, The Crooked Lake Canal Crooked Lake Review, 1989, [http://www.crookedlakereview.com/articles/1\\_33/25Apr1990/25dumas.html](http://www.crookedlakereview.com/articles/1_33/25Apr1990/25dumas.html)

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## 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.



[HTTP://WWW.SPRINGWATERTRAILS.ORG](http://www.springwatertrails.org)

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# SPRINGWATER TRAILS MEMBERSHIP-2017

*As a member of the Springwater Trails Association, you are contributing to a recreational future in Springwater. Memberships purchased after September 1 are valid through the following year. You will receive these benefits:*

1. *Weekly email notices of the upcoming hikes sponsored by Springwater Trails.*
2. *Email notices of upcoming trail building opportunities on the Springwater Trail.*
3. *The right to vote at general membership meetings and on-line elections.*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

☐ Individual Membership \$20☐ Family Membership† \$30

<sup>†</sup> A family membership is entitled to two emails and two votes. Please enter the second name and email.

2nd Name \_\_\_\_\_

## 2nd Email

☐ Contributing Member\* \$100

\* Contributing Members are listed on our website. Please write the name to appear if different from the name above.

Other donation

TOTAL

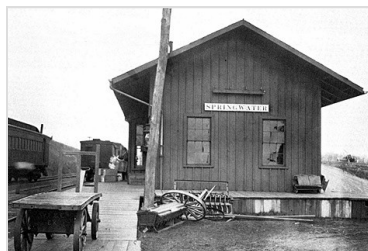
Please make checks payable to *Springwater Trails, Inc.*

Send to:

Springwater Trails, Inc.  
PO Box 162  
Springwater, NY 14560

# RAILROADS IN SPRINGWATER<sup>1</sup>

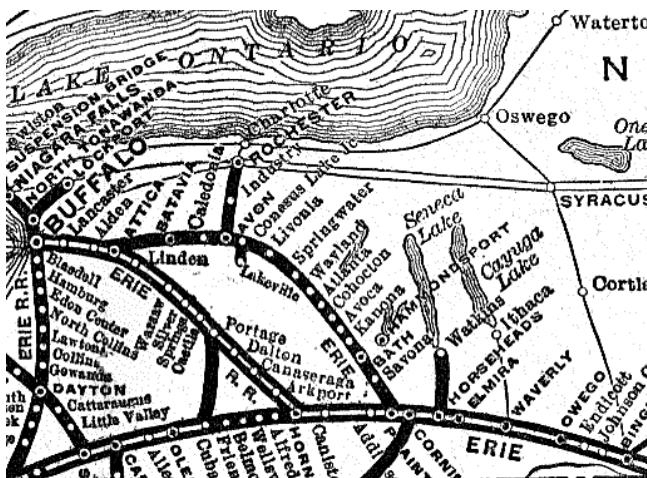
The New York and Erie Railroad was chartered April 24, 1832 and construction from Port Jarvis near NYC began in 1836. A completed line to Dunkirk on Lake Erie opened May 19, 1861. This line proved influential in the development and economic growth of the Southern Tier, including Hornell, the home of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



In 1853, the Buffalo, Corning and New York Railroad opened the Erie line between Painted Post and Wayland, Springwater, W

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<sup>2</sup>

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/>