



LRCA

Lackawanna River Corridor Association

www.lrca.org

Trail & River Access Points

- 1. Duryea:** The Lower Lackawanna River and the confluence where the Lackawanna flows into the Susquehanna is accessible from Coxtan Road. Turn off Main Street in Lower Duryea go under rail bridge and cross river, turn left on Coxtan Rail Yard access road, go one-fourth mile to rail bridge, park off road, walk through posted gate at the *Lackawanna Valley Conservancy's Confluence Point River Corridor Preserve*, walk one-fourth mile to confluence.
- 2. Duryea:** Stevenson Street off Main Avenue will provide access to the Duryea Borough flood levee along the east bank of the River. On the west bank you will find a multitude of undeveloped foot paths and ATV trails around the Duryea swamps between Stevenson Street and Coxtan Road to the south, or Connell's Patch in Old Forge to the north.
- 3. The Old Forge Bore Hole,** where 100-million gallons of water flows out of the underground mines and leaches orange colored iron-oxide sludge into the lower three miles of the Lackawanna River is visible under the Union Street Bridge, off Main Street in the Connell's Patch section of Old Forge.
- 4. Old Forge:** Access to the River is available along Lonesome Road in Old Forge and from the Reading and Northern Rail Corridor between Moosic Street in Old Forge and the vicinity of the Davis Street Bridge in Taylor. **Warning:** This two-mile reach of rail corridor is private property, travel at your own risk, it may be posted to prohibit trespassing. LRCA, Lackawanna Heritage Valley Authority, and the Boroughs of Old Forge and Taylor are working to develop an alternative trail route that will be available by 2010. Further information will be available soon.
- 5. Moosic:** The River in Moosic is accessible along a flood control levee near Spring Brook off Main Street and Park Street. The levee runs for one-half mile from the confluence of Spring Brook upstream along the river, past the Little League field to the vicinity of Boise Street. Access to the east bank of the river north of Moosic is restricted due to the active Canadian Pacific/Delaware & Hudson main line freight railroad. This rail corridor is very active. **LRCA does not recommend any access to this area.**
- 6. Taylor:** There are two River access points in Taylor; neither is developed for public recreation. The river corridor can be accessed off East Atherton Street and Cooper Street down the hill through the Taylor cemetery and the Reading and Northern Railroad along the west bank of the river. Please be advised that some of the area along this access point may be posted as private property.
- 7. Taylor:** The second Taylor site is at the end of Depot Street; turn off Main Street and cross over the Canadian Pacific Railroad tracks at the rail yard with caution: This is a public crossing

along Depot Street which is an unimproved dirt road. Depot Street goes immediately downhill one-eighth-mile to intersect with the former Central Railroad of New Jersey right-of-way and the Lackawanna River. At the end of the road there is an iron gate on your left, access to the CNJ and the river corridor north to Elm Street in Scranton is past this locked gate. The CNJ rail corridor is owned by Lackawanna Heritage Valley Authority (LHVA) but is presently not developed in Taylor. It is however physically accessible for walking, river access and bicycling at your own risk. It is posted against trespassing and dumping. *The Lackawanna Valley Conservancy's* **South Works Preserve site** is accessible 1 mile north of the CNJ Taylor Gate.

8. Scranton: The CNJ Trail is open in Scranton for one-and-a-half miles along the west bank of the Lackawanna. There are three access points where parking is available. The first is located along North Seventh Avenue; turn off West Lackawanna by the Verrastro Beer Distributors, and go under the Steamtown Railroad Bridge. The trailhead is one thousand feet ahead on your left, across from the Sunoco Mini Mart and car wash. You can park here and walk one-and-a-half miles south on the developed section of trail. The CNJ is also accessible at the William Schmidt Recreation Complex also known as the South Side Complex located on Broadway Street. The CNJ access at Elm Street is next to Danny's Garage at the Elm Street Bridge. The CNJ is accessible here south to Depot Street in Taylor or north to Schmidt Field, and Seventh and Lackawanna Avenues. *The LVC's* **The South Works Preserve site** is one mile south of Elm Street.

9. Scranton: The Lackawanna Heritage Valley Authority (LHVA) is developing the Downtown Scranton Riverfront Trail from the Seventh Avenue trail head northward along the west bank through the CNJ Rail Station site under the Lackawanna Avenue, Linden Street and Mulberry Street Expressway bridges and then on to the Flood Control Levee at Olive Street. (This area will be under construction for the rebuilding of the Lackawanna Avenue Bridge from 2008 until late 2009) The River is physically accessible on the west bank for 2 miles along the Flood Control Levee from Olive Street through Poplar Street and Albright Avenue to Wood Street. Another Levee is under construction on the east bank from Albright Avenue along Nay Aug Avenue to Green Ridge Street and on to Market Street. A third Levee has just been completed around the Plot Neighborhood. The LRCA and LHVA are working with the City of Scranton and the Corps of Engineers to develop a multi use trail system along the Flood Control Levees. At present the levees are accessible for walking but they do not have a finished trail surface nor are there any directional signs or designated trail heads. Please use caution when walking or bicycling along the Scranton Flood Control Levee System. The Levees also provide access to the river for fishing and paddle sports. There are good gravel bars for canoe & kayak put in and take-outs at Olive Street, Albright Avenue, Sanderson Avenue and Parker Street.

10. Scranton: The *Lackawanna Valley Conservancy* (LVC) owns and manages one-half mile of river corridor and rail-trail along the former New York, Ontario and Western (O&W) Railway on the west bank of the river from Market Street (by Rudy's Junk Yard) north to Depot Street and Dean Street in the Plot. This is **The Providence Reach** of the Lackawanna River Heritage Trail. The Trail and River are accessible from the parking lot of the LRCA offices in the Silkman House, 2006 North Main Avenue, one block north of Providence Square). Follow the path and wooden stairway down to the trailhead at Market Street. The trail is also accessible at street level at Depot Street or Dean Street in the Plot; look for the old stone bridge abutments. The Providence Reach links the Plot Flood Control Levee to the Lower Green Ridge Levee at Market Street. Additional improvements are planned for the Providence Reach during 2008-2010.

11. Scranton: The Marvine Colliery and north of Parker Street: The west bank of the river carries the Lackawanna County Rail Authority's Scranton to Carbondale freight line upriver into Dickson

City. This active rail corridor is posted against trespassing. On the East Bank, The abandoned mine site once known as the Marvine Colliery and the Lackawanna County Recycling Center along Boulevard Avenue do not provide suitable public access to the River at this time. There is one river access point off Boulevard Avenue, between the Recycling Center and Interstate 81; Penn DOT constructed a very large drainage channel along the Interstate from Dunmore down to the river. Park off Boulevard Avenue and walk over the earth berm along the maintenance road and drainage channel one thousand feet to the river. This is not the most scenic spot on the river, as you are adjacent to the I-81 overpass and three hundred feet downstream of the discharge outlet of the LRBSA Treatment Plant in Throop. **We recommend that Trail users follow Parker Street east to Boulevard Avenue and then follow Boulevard Avenue northward for 1 ½ miles through Throop to the bridge crossing into Dickson City.**

12. Throop: *The LVC* owns two acres of river corridor north of the Boulevard Avenue Bridge known as the **Boulevard Bend Preserve**. Park across the bridge in Dickson City; there is a small parking lot next to the Elm Street Park at the Dickson City end of the Boulevard Avenue Bridge.

13. Dickson City: The west bank of river is accessible along a trail on top of the Dickson City flood control levee for one-mile. This is a very pleasant trail and is accessible at numerous locations: at the downstream end from the small parking lot by the Boulevard Avenue Bridge; at the upstream end turn off Boulevard Avenue on Enterprise Street and off Enterprise into Palonia Park. The levee trail is behind the recreation field. To continue, follow Enterprise Street northward for one-quarter mile to its intersection with Eagle Lane and the access point to Valley Junction.

14. Dickson City: Valley Junction or Trestle Hole, located behind the Lackawanna County Services building next to the grade crossing at Eagle Lane and Enterprise Street. Follow the dirt driveway between the County Rail Authority tracks and the service building and park in the rear of the service building property. This site was once known as Valley Junction on the Delaware & Hudson Canal Company's **Gravity Railroad**. Presently, the site is known as Trestle Hole Fishing Access Point. The river corridor north of this point contains the abandoned coal mine sites of the Olyphant and Eddy Creek collieries. The land is owned by various coal companies. However, if you go to these areas, proceed at your own risk. There is an easement for the LRBSA sanitary interceptor line that can be followed along the west bank of the river through the Olyphant colliery site northwards to a commercial area in Dickson City near the Anchor at Blakely Corners.

15. Blakely Corners (The Anchor): This major road intersection where Main Street crosses Lackawanna Avenue is also where Dickson City, Olyphant and Blakely boroughs intersect. A large anchor from the U. S. Navy Destroyer Johnston Blakely memorializes this naval hero of the War of 1812 for whom the Borough of Blakely is named. There is a good fishing and canoe launch access adjacent to the Lackawanna Avenue Bridge next to the Rite Aid Pharmacy parking lot and drive through lanes.

16. Olyphant: Most of the riverbank in downtown Olyphant is private property and residential backyards. Phillip Condella Park upstream on the north side of Olyphant has about one-mile of river frontage with a one-and-a-half mile loop trail along the river, with a link via the Heritage Valley Crossings footbridge to Robert Mellow Park in the Peckville section of Blakely. **Please Note that the Borough of Olyphant does not allow access to its Flood Control levees. The LRCA recommends either of the following two routes to Condella Park: 1.)** You can access Condella Park by turning off Lackawanna Avenue in Olyphant onto Susquehanna Avenue and go 12 blocks north to the park. **2.)** Follow Lackawanna Avenue east through downtown Olyphant to the Heritage Rail Station and then follow North Valley Avenue for one mile north into Condella Park.

17. Peckville: Peckville is part of Blakely Borough; good access to the River is available at Robert Mellow Park, off Main Street and Keystone Avenue (PA Route 247) next to Valley View Football Stadium. Mellow Park has one-half mile of pedestrian trail along the river on a section of the former NYO&W Railway. You can access Condella Park (in Olyphant) at the downstream end of Mellow Park; take the Heritage Footbridge over the River and follow the trail to Condella Park.

18. Peckville: The O&W/Blakely to Archbald trail begins at the corner of PA 247, Depot Street and River Street across from Mid Valley Plumbing Supply. There is a small trailhead parking space at this location. The O&W Trail can be followed for three miles north through Peckville, past Decker's Bridge (Constitution Ave.) along Main Avenue and then over to the Gravity Slope mine outfall and beaver pond next to the PPL Blakely substation. The trail continues to Winton Street, crosses the river to River Street in the Winton Section of Jessup Borough and then runs north along the east bank of the Lackawanna to Laurel Street in Archbald.

19. Winton: The O&W Blakely to Archbald trail passes through the Winton neighborhood in Jessup. To reach the trail in Winton, turn off Main Avenue onto Winton Street (one-half mile north of Decker's Bridge), follow Winton Street for one-half mile easterly until it intersects with the trail where Winton Street crosses the river. You can follow the trail south to Peckville or north along River Street, Winton to Laurel Street in Archbald along the east side of the River.

20. Archbald: Laurel Street is the access point for the O&W Blakely to Archbald trail in Archbald. Turn off Main Avenue onto Monroe Street, cross the Lackawanna River and turn right at Laurel Street, go one block south to the David Maslyar Park (the location of the Archbald launch for the annual Lackawanna River Canoe-a-thon). The trail runs north along the riverbank to Monroe Street or south along Laurel Street to the trail head and downriver from there to Winton and Peckville, three miles to Mellow Park.

21. Archbald: The O&W rail bed has been sold to adjacent owners for several blocks in this part of Archbald. To continue following the river and the preferred routing for the Heritage Trail north from Monroe Street, we recommend following Laurel Street northward. Laurel Street intersects with Wayne Street and it becomes Church Street. Follow Church Street north past the Archbald Borough Building and the St. Thomas Aquinas Catholic Church to Gilmartin Street. At Gilmartin Street, turn west to the bridge to intersect with the NYO&W rail bed that runs along the east bank of the river. From this point, the O&W is privately owned but local persons generally use it and it is passable although it has a very rough and unmaintained surface for two miles northward to the Archbald treatment plant of the Lackawanna River Basin Sewer Authority (LRBSA). From the plant, the O&W continues north for another mile and a half to Delaware Street in Jermyn. The rail bed is used as the access road to the LRBSA plant and it is in good condition. This reach is targeted by the LRCA and the Lackawanna Heritage Authority for trail development by 2010.

22. Jermyn: The O&W is accessible off Delaware Street. From Jermyn, that can be reached by turning off Washington Avenue (Main Street) onto Ridge Street at St. James Episcopal Church. The O&W runs south for three miles to Archbald. Note: This reach of the O&W south is also the access road to the Archbald Treatment Plant of the LRBSA (See #21.). The LRBSA staff sometimes lock the gate at Delaware Street each day after 5:00 p.m. and on weekends. Do not park inside this gate! You can walk or bicycle around the fence but you won't get your vehicle out!
The Powder Mill Dam Preserve is a ten-acre wildlife and river corridor habitat preserve owned by the LRCA affiliate land trust, the Lackawanna Valley Conservancy. The Preserve is located along this reach of the O&W, one thousand feet south of the LRBSA gate at Delaware Street.

23. Jermyn, Mayfield and Carbondale Townships: The O&W and the River corridor are not readily accessible over long reaches in Mayfield and Carbondale Townships. We recommend using the following streets, roads and highways with extreme caution to transit through these communities: From Rush Brook Street (PA Route 107) in Jermyn (site of the Windsor Inn) follow Washington Avenue north one-half mile to Main Street in Mayfield; at Poplar Street you have two alternatives: Old Plank Road and U.S. Business Route 6 which runs along the west bank of the river to Carbondale, or Lackawanna Avenue to Gordon Avenue and Pike Street to Carbondale along the east bank.

24. Jermyn and Mayfield to Carbondale: We Recommend the following route to Carbondale: Follow Washington Avenue north through Jermyn and into Mayfield to Poplar Street. Turn left (west) on Poplar Street; go up hill for one block to Old Plank Road. Turn right (north) on Old Plank Road for a half mile. Pass Cemetery Street Mayfield and look for a one-mile section of the Lackawanna River Heritage Trail. Follow this trail through the Campus of the Saint Rose Academy for one mile to its trailhead parking lot at the intersection of Meredith Street and Business Route 6. From this point, follow Meredith Street eastward across the River and turn left on the exit ramp to The Lower Powderly area. Pass to the left under the Lackawanna Rail Authority rail bridge and turn left to follow Gordon Avenue for three miles north into Carbondale. This corridor is also PA Bicycle Routes "L" and "Y".

25. Mayfield to Carbondale Note: Several alternative trail routes are being investigated between Mayfield and Carbondale. Recommendations were developed in 2001 and can be found in the Lackawanna River Watershed Conservation Plan, Appendix A, developed by the LRCA.

26. Mayfield to Carbondale: The LRCA cannot recommend and does not recommend an alternate Mayfield to Carbondale route by following the Lackawanna County Railroad Authority right-of-way. Recently a gas utility has installed a gas pipeline along the railroad property. The rail corridor once carried four sets of tracks, only one track remains. Several bridges have been removed or are only decked with railroad ties and are very dangerous. The railroad security does patrol the corridor, as do local police in attempts to control trespass by ATV users. The surface of the rail corridor is variously loose to compacted rock railroad ballast, dirt, coal cinders and/or combinations of the above. The Rail Authority has metal pipe gates, boulders and other structures to control access along the gas line/rail maintenance road along this corridor that continues northward to the PA Route 171 Bridge in Simpson, Fell Township.

27. Carbondale to Simpson, east bank route: From Main Street (Business Route 6) at Carbondale City Hall, proceed three blocks north to Zazzera's Ben Mar Restaurant. The Carbondale to Simpson section of the O&W Trail will be acquired and developed by 2012 to the rear of the Ben Mar parking lot. This property, The Ben Mar was once the site of the Delaware and Hudson Canal Company's Gravity Railroad Shops. The gravity line ran over Moosic Mountain to the D&H Canal at Honesdale. In later years the NYO&W crossed Carbondale, the Lackawanna River and the D&H Shops on a one-half-mile long trestle similar to the elevated trains in New York or Chicago. The trestle abutments are visible across Racket Brook. There is, as of summer 2007, no safe access across Racket Brook at this site. The LRCA recommends following PA route 171 along Belmont Street northward to Simpson from this site in Carbondale until further notice.

28. Carbondale to Simpson, west bank route: From City Hall cross 6th Street Bridge or go up Main, turn left on Salem Street and cross the river to Dundaff Street. Follow Dundaff Street past the Post Office to the Carbondale Yards Industrial Park. Follow the Business Park Road north and you will intersect a pedestrian bike path, which runs for one mile parallel to the road and the river. Stop and rest at the pavilion on the riverbank about halfway into the park. Continue on after the

cul-de-sac for another eight-hundred feet across a dirt roadway to the Morse Street Bridge (over the River), cross over to PA 171, turn left, and go one thousand feet to O&W trailhead at Simpson (look for O&W and D&H Rail Trail signs). You can also continue past Morse Street for one-fourth mile, pass under PA 171 past the end of Lackawanna County Rail tracks (WC cabin) and onto an undeveloped portion of the forty-mile D&H rail trail to Forest City, Lanesboro, and Windsor, New York.

29. Simpson (PA 171 Bridge) to Forest City and Union Dale: The Rail Trail Council of Northeast Pennsylvania, (570) 785-7245, www.nepa-rail-trails.org, owns and operates the O&W and D&H Trails which run parallel to each other and the Lackawanna River from PA 171 Bridge in Simpson, Fell Township through Forest City/Browndale, Stillwater Cliffs, Stillwater Lake and Stillwater Dam to Union Dale and points north and northeast. **Please note that the Council does not own a 6500-foot section of the D&H one mile north of Simpson. We recommend that you:** Contact the Council for current information and notices about conditions on the D&H and O&W north of Simpson. The O&W trailhead at Simpson is the recommended point of departure. Follow the O&W for two miles north to where the trail bears onto the D&H rail trail. There is a crossover path that links the O&W and D&H trails at this point. The D&H and O&W run parallel through Forest City and Browndale to the intersection of PA 171 north of Forest City at Stillwater Cliffs. The Council completed improvements to ten miles of the D&H northward to Herrick Center in 2006. Other improvement work is planned from Herrick to Ararat summit by 2008.

30. Out of the Lackawanna Watershed: the Northeast Pennsylvania Rail-Trail Council has maps and information on current conditions along the forty-mile D&H trail which parallels PA 171 along the West Branch of the Lackawanna River through Herrick and Ararat Townships to Lanesboro and the Starucca Viaduct, before following the Upper North Branch of the Susquehanna towards Windsor, New York and points beyond. The Council operates the O&W Trail from Simpson to Stillwater Cliffs. North of Stillwater the O&W has been used for the realignment of PA 171 after the construction of Stillwater Dam in 1960. Mostly the O&W is continuous with one or two exceptions between Stillwater, Union Dale upstream along the East Branch of the Lackawanna past Mount Ararat. The O&W follows the east branch past Orson and Lake Lorraine where it leaves the Lackawanna for the Delaware watershed. The O&W continues through Poyntelle, Starlight and Hancock, New York. Again, please contact the Rail Trail Council for a map and an update on local conditions.

SAFETY NOTICE

This information is provisional. The LRCA does not assume responsibility for your use of this information. PLEASE RESPECT POSTED PRIVATE PROPERTY. DO NOT USE ATV or motorized vehicles on the CNJ or O&W portions of the Lackawanna River Heritage Trail. Lastly, be observant of traffic when bicycling or walking on roads and streets. Go out and explore the Lackawanna River and trail corridors! BE SAFE. HAVE FUN!