

**LEGEND**

HAZARD EXISTS AT THIS POINT IN RIVER, SEE TEXT.

MAIN CHANNEL

RIFFS

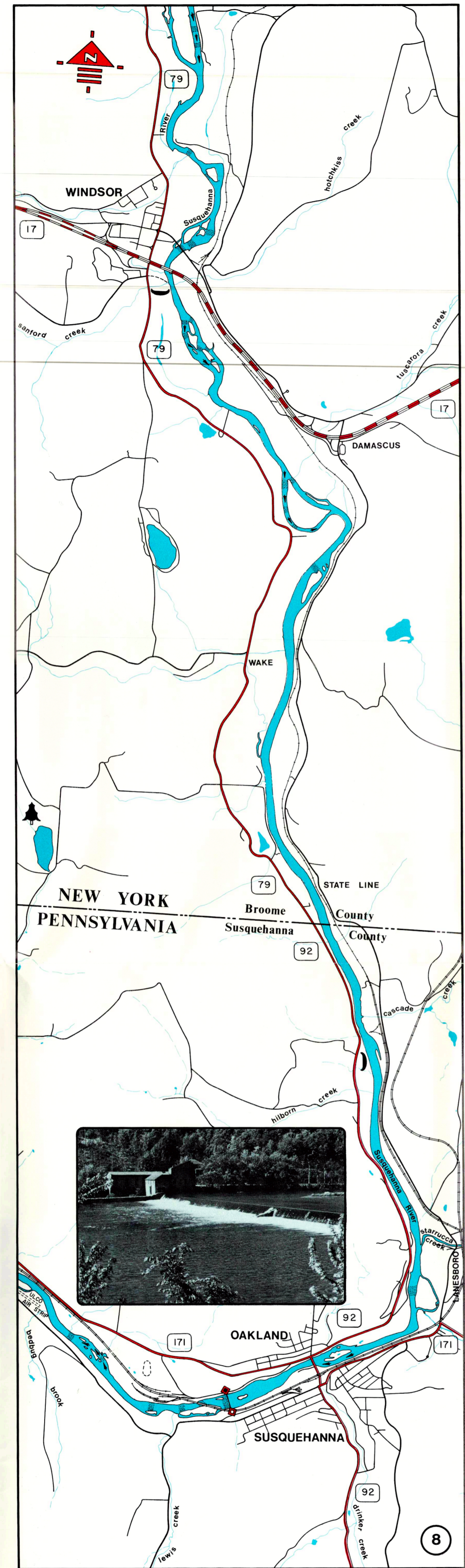
RAPIDS

SCALE IN MILES

Access to the Susquehanna River at Afton is best accomplished by going to Afton on Route 7 and turning on to Route 41. After going under a railroad underpass, access can be found on the north side of the bridge over the river. Cars can be parked on the opposite side of the road as long as they do not block any of the dirt access roads.

There are several groups of islands that could be confusing but make for interesting boating. The river is generally smooth, deep water although some riffs tend to be quite shallow in mid and late summer. Land areas adjacent to the river are used mostly for farming with varying degrees of vegetation.

The lower access point is easily identified from the river by the gravel spit extending into the river. From the road this access point lies between the ice cream stand and the car wash located on Route 79 directly across from the Route 17 East exit. Follow the road directly back to the river. This is private land and the owners rights must be respected to insure his continued cooperation.



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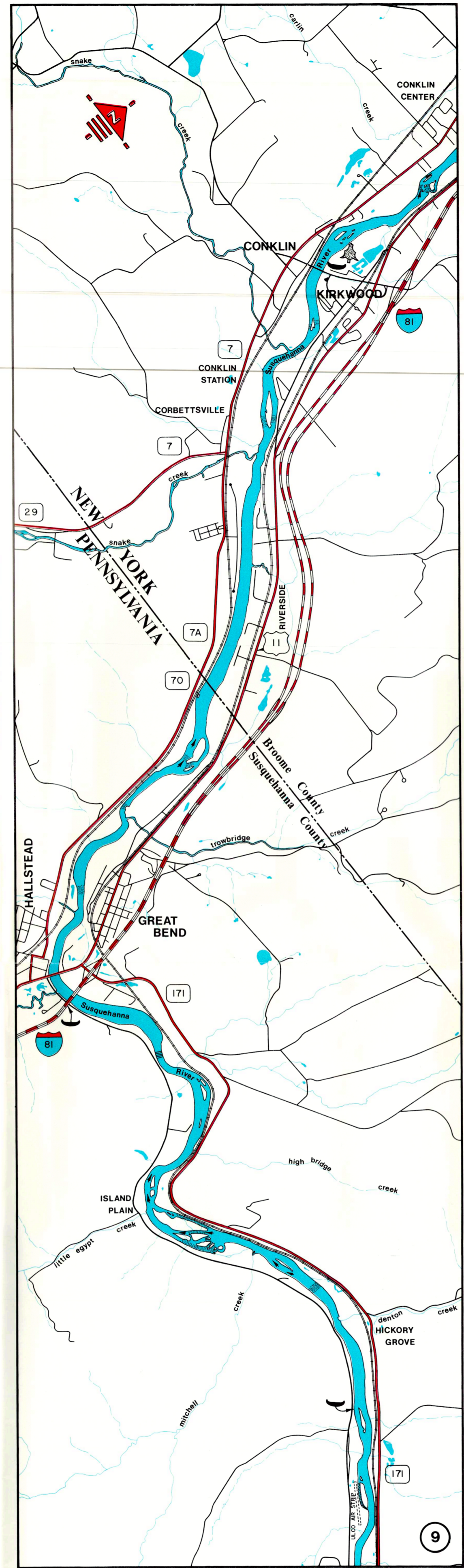
RAPIDS

SCALE IN MILES

The Windsor access point is easily found on Route 79 near the Route 17 overpass. Travel toward the river between the ice cream stand and car wash and follow the road that begins there. This is private land and the owners rights must be respected to insure his continued cooperation.

After a couple sets of riffs that may be quite shallow in times of low water the river progressively deepens as it flows to Susquehanna, Pa. The trip could end at the Pa. Fish and Game commission access on Pa. Route 92 or the one on the Harmony Road south of the river beyond Susquehanna, Pa. The water flow in this area is extremely powerful and any swift water especially on bends in the river should be approached with caution.

The dam at Susquehanna - this dam appears as a placid lake from upstream but the sound of water dropping fifteen feet should be the cue to head for the right shore. Find an easy spot to lift the boat to the road and portage it along the road until the guard rail on the left ends. Here you will find the best path to the river. This portage passes around the Oakland Substation of Penn Electric, Poison Ivy is present in this area. **UNDER NO CIRCUMSTANCES SHOULD ANY ATTEMPT BE MADE TO RUN THIS HAZARD!**



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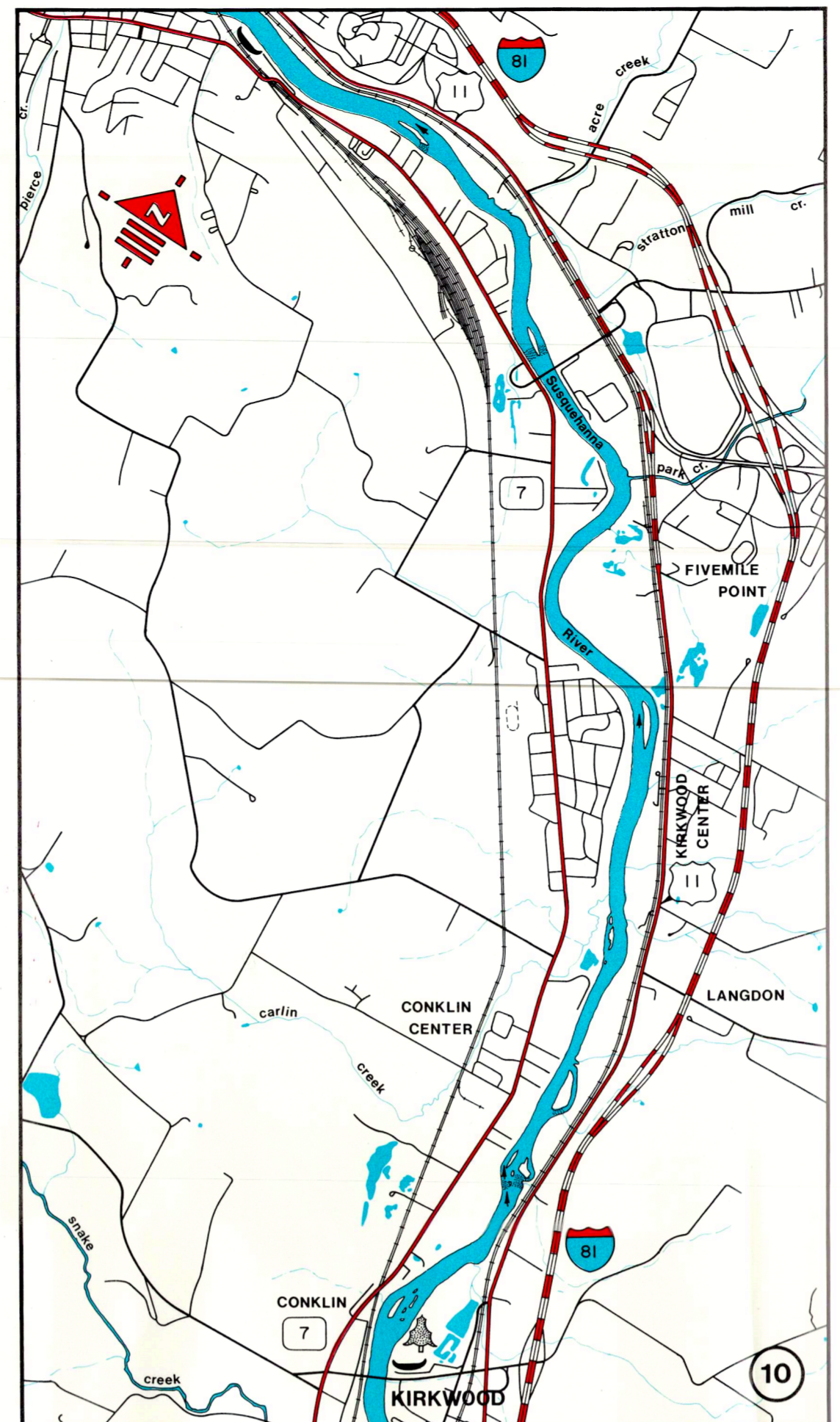
SCALE IN MILES

Maps 9 and 10 combined offer boaters the option of many trip combinations of varying lengths.

The southerly access point is a Pennsylvania Fish and Game Commission access point located on Harmony Road. The west end of the road is the first left turn off Route 11 after crossing the Susquehanna River from Great Bend to Hallstead.

The river is generally deep with a few riffs that should present little problem. The rapid noted in map 9 gains power as the river riffs and could be dangerous. Beginning the trip at the access under Interstate 88 would prevent having to run this section.

Trips can end at River Park in Kirkwood or Sandy Beach on the south side of the river in Binghamton (see map 10).



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**Dear Boater:**

Water is one of the oldest means of travel known to man. The earliest civilizations centered around seaports and along major rivers. Many of our major U.S. cities are located along rivers and exist there today as physical reminders that the early American settlers took advantage of these waterways to transport their families and products. Today we do not depend on the rivers to the extent our forefathers did but we can still float the rivers and relive many of the same experiences. In Broome County those experiences can range from paddling a canoe through swift rapids to floating effortlessly down a calm stretch of river. The inherent charm of river travel combined with the natural beauty along the riverbanks, holds the promise of a rewarding recreational experience that can be enjoyed by the whole family.

Your Guide to Broome County Rivers is this department's way of helping you to enjoy the rivers. A conscientious effort to preserve their natural, unmarred quality can be your way of helping others to enjoy them.

Sincerely,  
*John F. Guitman*  
 Commissioner of Parks and Recreation

**PLANNING A TRIP**

- Plan a trip carefully taking into account starting and finishing points, the experience of each boater, weather conditions and water level.
- All of these rivers become more hazardous as the water rises. It should be remembered that the Susquehanna River Basin is extremely large and a rain storm in its upper reaches could effect water levels in this area for several days regardless of local conditions.
- Individual maps constitute approximately 15 to 20 mile trips which may be considered a day of relaxed boating.
- All the rivers charted can be run in a canoe. Those using rowboats or flat bottoms should pay special attention to the extra work involved in carrying a boat through a shallow riff.
- Topography such as island shapes can change from day to day as can obstacles such as downed trees.
- Fatigue is often caused by over exertion and should be avoided. Start with a short, easy trip and try not to cover too much water in one day. Get in reasonably good physical condition.
- Stress and understand the principles of boating safety.

**WHAT TO BRING**

- State law requires that a Coast Guard approved lifejacket be available in the boat including canoes, for each passenger. All non-swimmers in a boat should wear life preservers.
- Bring safe drinking water as neither the rivers nor the streams entering them are safe to drink.
- Each group, regardless of size, should have a first aid kit while floating the river.
- Bring appropriate clothing for weather conditions. A hat and long sleeved shirt are recommended for protection from the sun, and poncho or rain gear for protection from foul weather.

**BEFORE YOU GO**

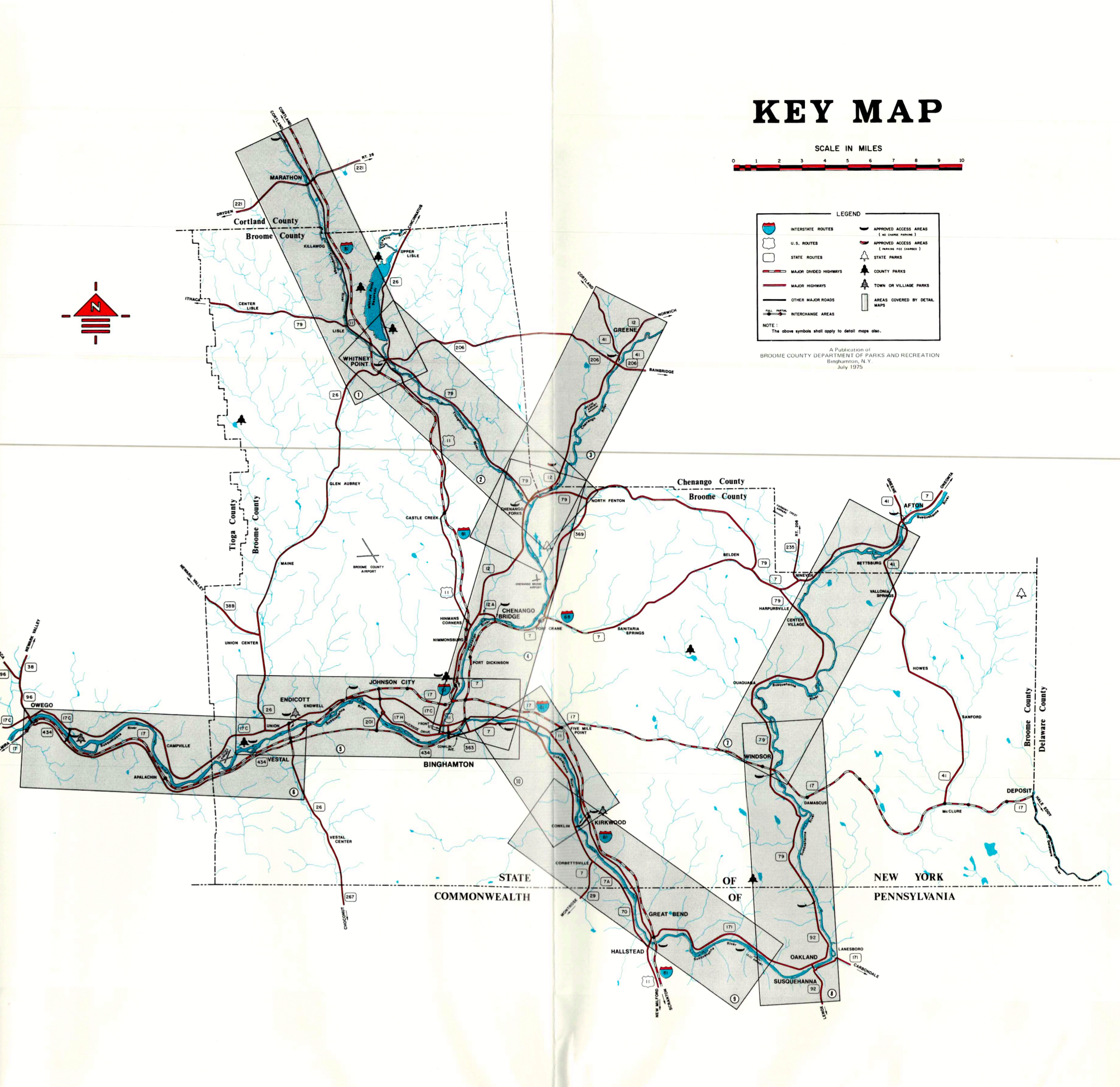
- Let someone know where you are going and an approximate return time.
- Canoes should be loaded so the front end is slightly higher out of the water than the back except when paddling into the wind, in which case the rear of the boat should be slightly higher. Overloaded canoes can be dangerous.
- Lash your gear in position to prevent accidental loss.

**WHILE IN WATER**

- Watch for hazard markers which will be placed each spring and removed each fall. In spring and fall check maps closely as hazard markers may have not yet been placed. Contact the Broome County Sheriff's Department for any questions concerning hazard markers. When approaching hazard markers illustrated below, refer to your map for the recommended route.
- How the riffs show on the map should give a general indication of the river conditions ahead. If a riff is shown on the map and does not seem to appear in the river, the river is high enough so that the remaining riffs may not appear. The opposite is also true and could warrant choosing a deeper portion of the river for a trip.
- When approaching rough water or a questionable obstruction ALWAYS go ashore to study the possible hazard. Where a hazard is evident or marked on the map ALWAYS portage.
- Watch for V-shaped patterns in swift waters which indicate submerged objects.
- Avoid getting broadside to the current in fast water.
- Life preservers should be WORN in dangerous deep water and through rapids.
- Exchange positions in the boat on shore and not in the moving craft.
- For control in swift water canoes should be paddled faster than the current.
- Canoes should have a spare paddle ready for immediate use.
- Respect the rights of landowners along the riverbanks, especially when attempting to gain access to and egress from the water.
- Carry all litter out with you. Keep the river clean for the next boater.

**BOATING EMERGENCIES**

- If you tip over - STAY WITH THE BOAT - it will float. Stay on the upstream side of the boat so that the boat will not pin you against objects.

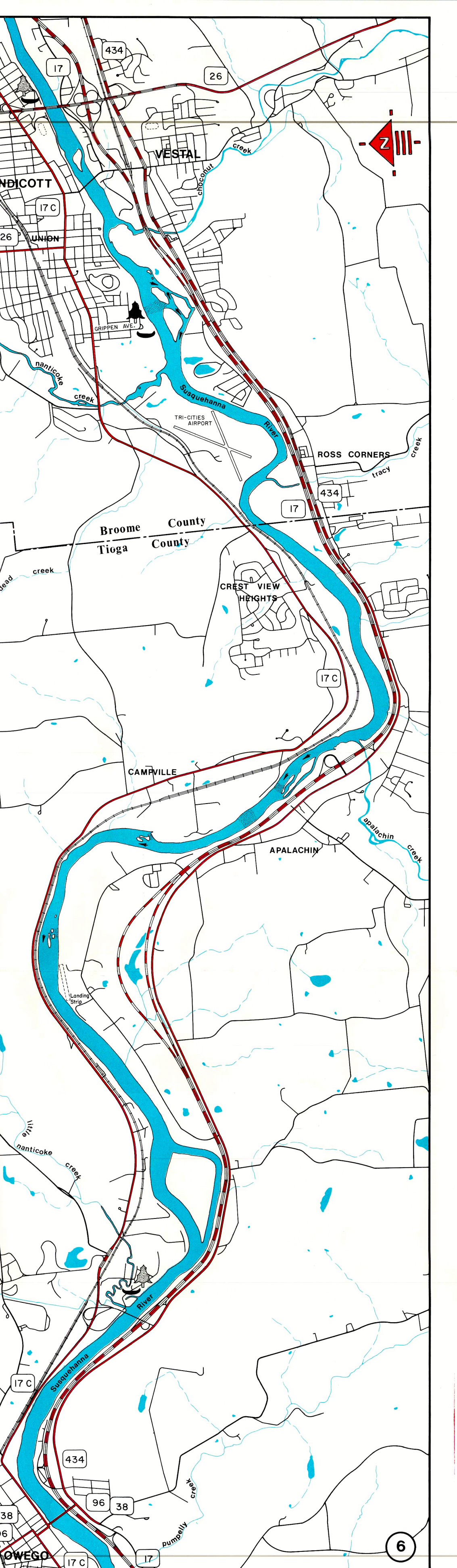
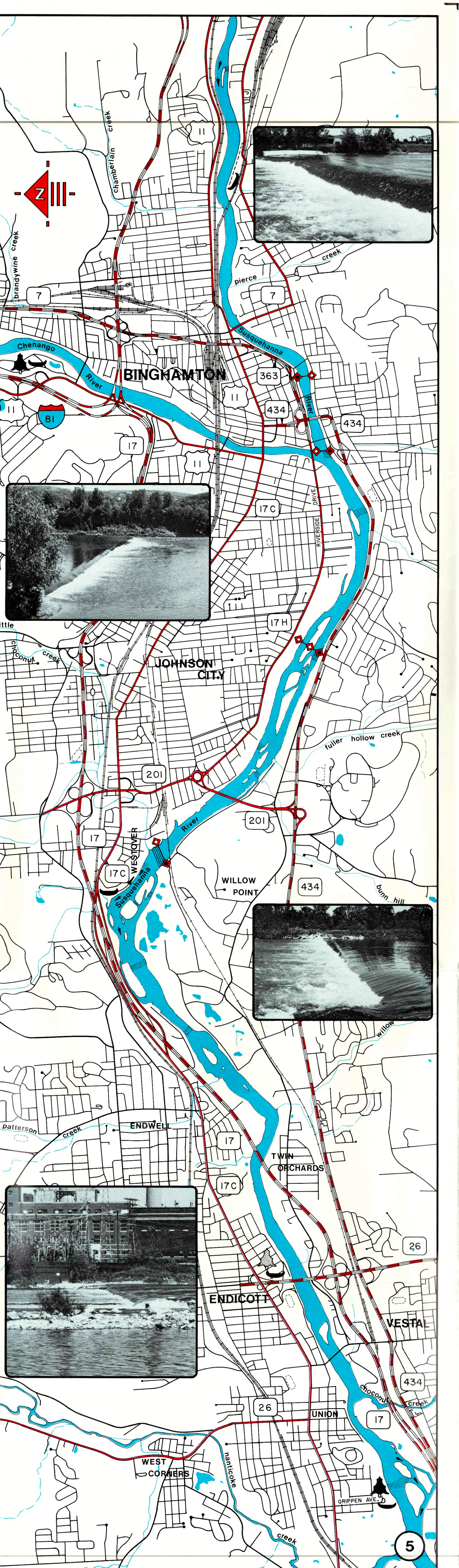
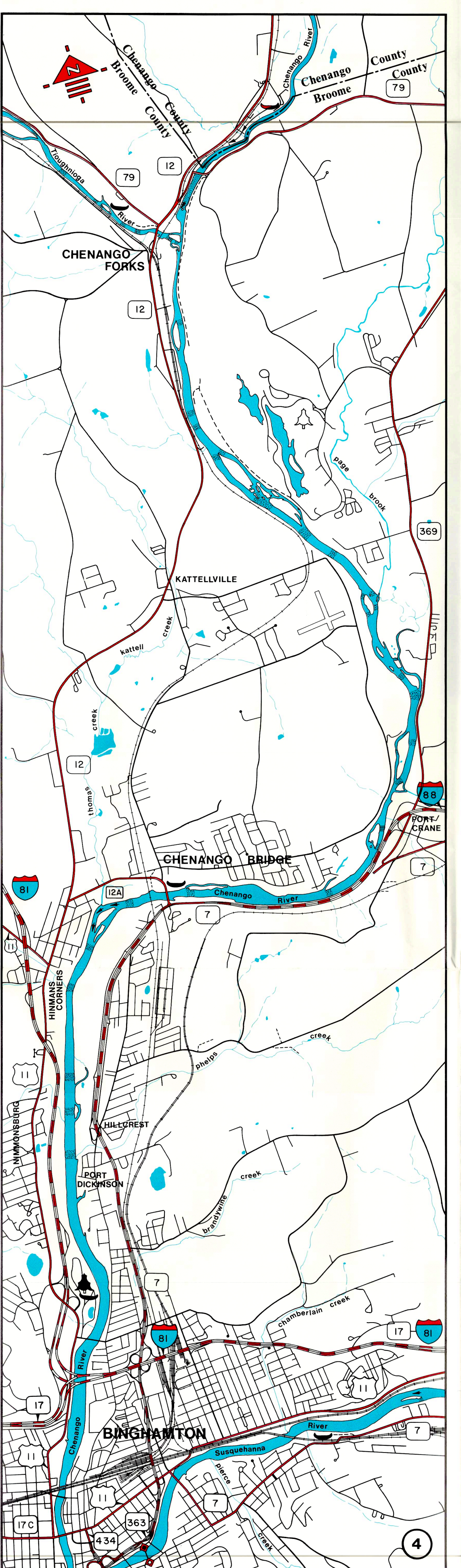
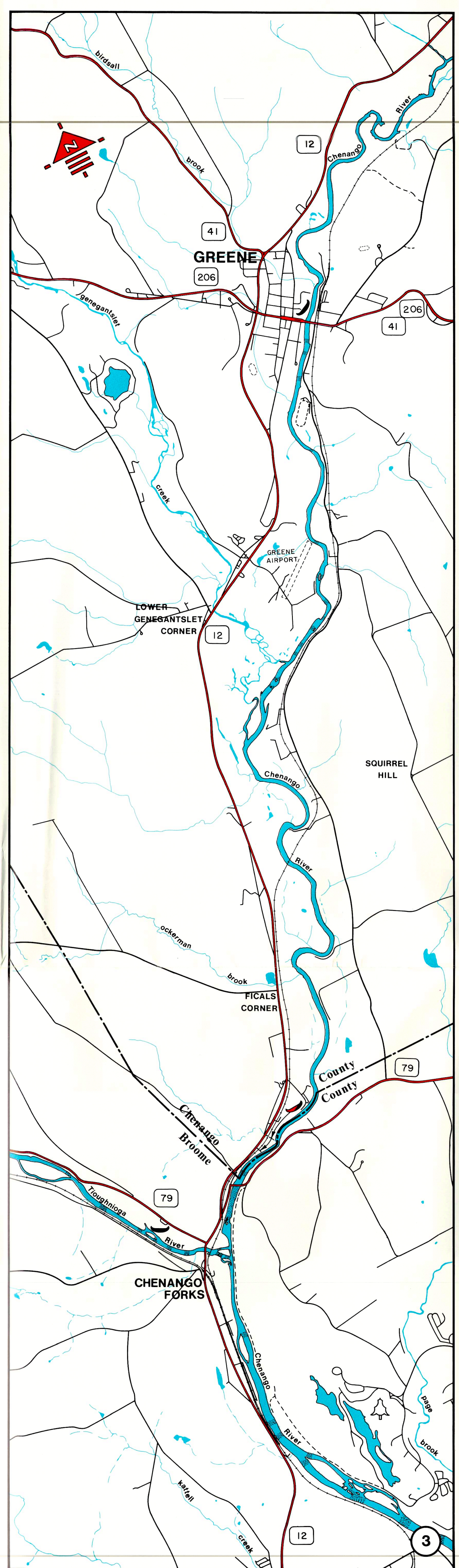
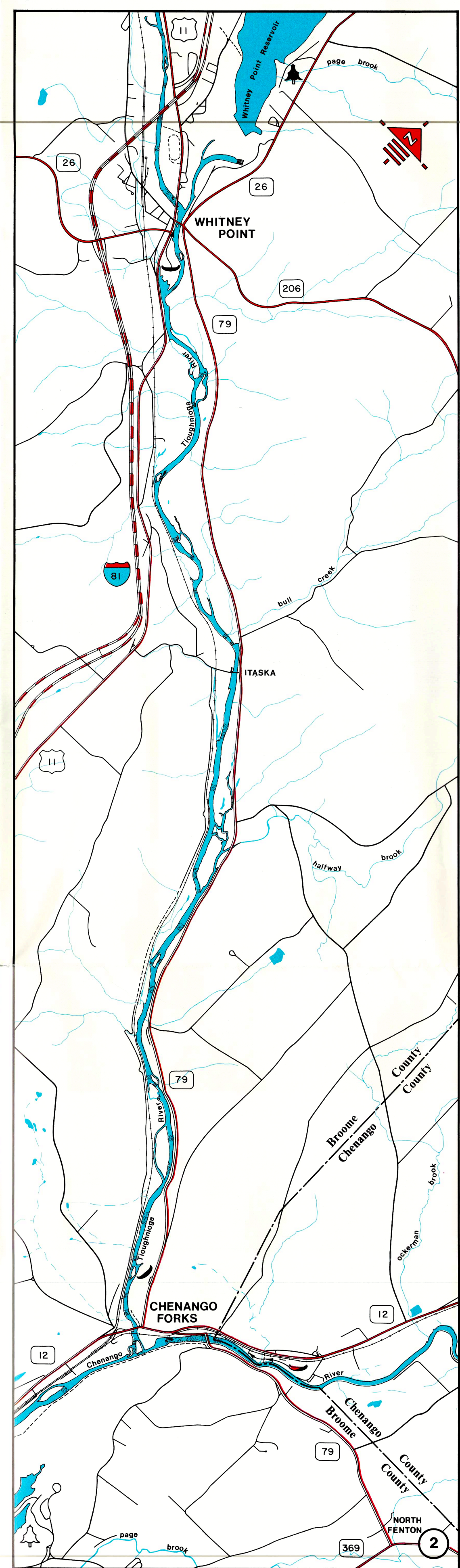
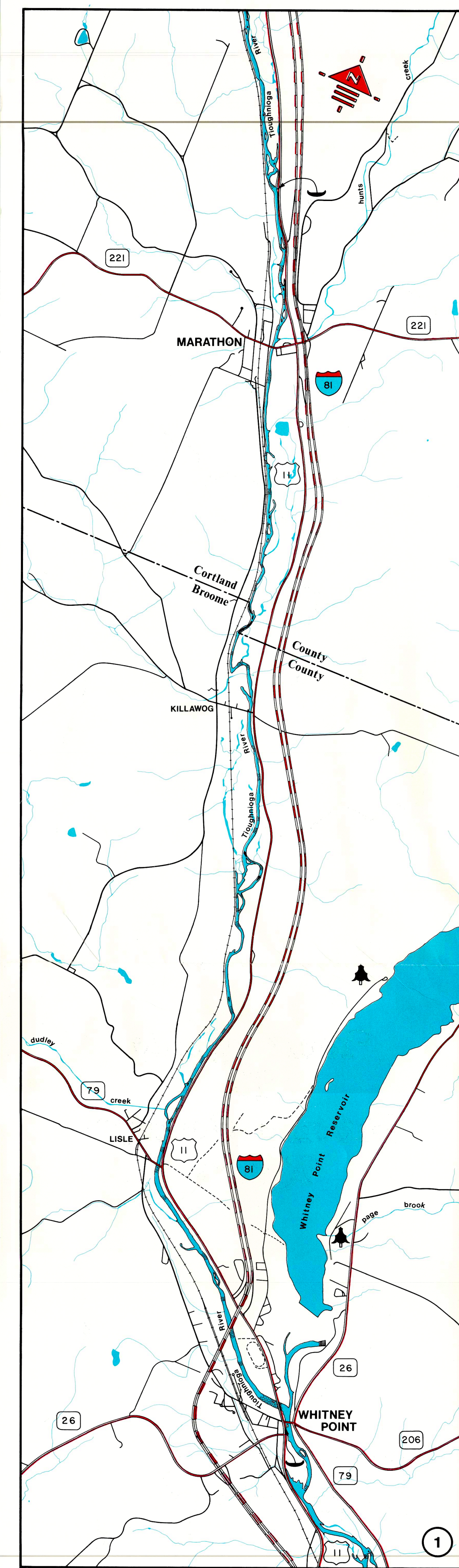


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# Your Guide To Broome County Rivers

Broome County Department of Parks and Recreation  
 Broome County Office Bldg.  
 Government Plaza  
 Binghamton, New York 13902

**BROOME COUNTY DEPARTMENT OF PARKS AND RECREATION**



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The upstream access point for this trip is on the west side of Route 11 just north of Marathon. There are several places to pull off the road to gain access to the water. Try to find one where the vehicle can be pulled well off the road.

After a series of short riffles and small rapids the river character is quite consistent with periodic shallow riffles. During times of low water, generally in mid to late summer, it may be necessary to walk your craft through several of these riffles. The long shallow riff just to the south of the Marathon bridge should give a good indication of how shallow the water will be for the remainder of the trip.

Although the river is close to major highways, lush vegetation and wildlife can be seen along the banks and the water is generally clear.

The lower access point is a short dirt road immediately south of the traffic light on Route 11 in Whitney Point. Look for a road that appears to go under the Route 26 bridge.

Access for this trip can be gained immediately south of the traffic light on Route 11 in Whitney Point. Watch for a short dirt road bearing east immediately south of the Route 26 bridge.

This section of river is generally characterized by placid water with a few riffles that vary in depth. Some will be shallow in mid to late summer and may require walking the craft through. The rapids noted in this section are minor and can be negotiated in a canoe if the water is not too shallow. Check all rapids from shore before running.

Exit should be made at the Chenango Forks Elementary School on route 79 recognizable from the water by its smokestack. Exit is made behind an island which may only be accessible from the downstream end. Boat must be carried across the athletic field to parking.

It is especially important to exit from the water at this point. After passing under the two bridges at Chenango Forks the water becomes quite swift and should be checked from shore even in times of low water.

There are three ways to enter the Greene Fairgrounds which affords good access to the Chenango River. The easiest of the three is a dirt road turning North off Route 206 immediately West of the bridge crossing the Chenango River.

This trip is generally smooth deep water with a few riffles in the upper section.

Unless continuing down the Chenango to the next access point it is recommended that boaters exit from the river before the Route 79 bridge at the private campground or marina. The campground can be recognized from the river by a spit of gravel on the west side of the river and the marina is a short distance downstream. Beyond the bridge is a very long riff that might mean a long walk in times of shallow water or, if attempted, may result in a damaged boat for the inexperienced. Access is not easily obtained for quite a distance beyond Chenango Forks.

Because of the limitation of access points it is necessary to confront one of two hazards when starting a trip from Chenango Forks. The recommended access is behind the Chenango Forks Elementary School on Route 79. Boats must be carried across the athletic field for access to the Toughniogua River. Upon entering the water and passing under the bridge there are rapids which are generally deep. Always check this hazard from shore before attempting to run. Boaters without white water experience should walk their boats through or around this hazard. The other option is to launch from the marina or private campground on the east side of Route 12 north of Chenango Forks. After launching there is an extremely long riff which is quite shallow in most summer months.

This trip is generally marked by occasional riffles which tend to be shallow and progressively larger downstream. The rapid opposite Port Crane is not recommended for novices as there is a large bolder in the center.

The trip can be ended either at Chenango Bridge or the County park on the west shore north of Beaver Street.

*This trip is not recommended because of the man made hazards along its route.* Access can be gained at either Sandy Beach off Route 7 or the County park north of Beaver Street. The County park access would eliminate two hazards. Entrance to the water at William H. Hill Park behind the Westover Shopping Plaza is recommended because it eliminates all hazards. Remember that all hazards look easier from the upstream side and should always be checked from shore. Go around hazards on the side noted by the dark side of the hazard marker. (Photos & text are in the order encountered from E. to W.)

Rock Bottom Dam — when rounding the bend toward the dam stay to the north side of the river and portage up the hill near the steps and follow the path to the river beyond the dam.

Pipelines — the next two hazards are pipelines and should be negotiated from the south side of the river. It may be possible to run these riffles on the side designated but it should be noted that directly below the second pipeline on the portage side there are steel pilings that should be checked before making a decision.

Goudy Dam — keep to the south while approaching the railroad bridge. Start the portage directly under the south end of the bridge. Easiest portage route is to follow the road rather than walk over the rocks.

A good route for the novice, this trip can begin at either Riverside Park or Grippen Park. The water is generally smooth and deep with much vegetation along both sides of the river. The riffles noted present little problem except in extremely low water. While approaching wider river areas further downstream boaters should listen and watch for motorboats on the river.

The Hickories Park off Route 17C east of Owego provides good access to the river by means of a boat ramp easily seen from the river.

This is a good trip for the novice because there is a park on either end in which to plan anticipated activities such as picnics. The water is easily negotiated and the trip is short enough to be relaxing. Several small islands on the route provide a place for lunch stops on route. It should be noted that the large island prior to Hickories Park is private land.