

G2. US Route 6 to NY Route 211

Feature: Southern Shawangunk Ridge

Distance: 9.10 miles

USGS Map Quads: Otisville

Trail Conference Maps: none

General Description

This section is a mixed bag of ridgetop hiking, abandoned rail beds, an active rail line, and woods roads. This section begins with the trail passing through the Hathorn Lake (Hawthorne Lake on some maps) development to a dead end, where it heads north along the ridge. After a short distance it then descends to the active Conrail Port Jarvis line, which it follows north for a half a mile. There is one good view across Shin Hollow in this section. Where Shin Hollow Road crosses the Port Jarvis line, the trail leaves the rail bed and follows an abandoned section of Shin Hollow Road, which is a nice woods walking section. After about a half a mile, the trail leaves Shin Hollow Road and begins a gradual descent to Guymard Turnpike, paralleling the Conrail Port Jarvis line in the woods. After crossing Guymard Turnpike at a bridge over the railroad, the trail descends to the abandoned Erie Port Jarvis line. It continues north on the rail bed, which it follows to NY Route 211, where this section ends. (Note: The map in this book still shows the old route.)

Access

Take the New York State Thruway to Exit 16 (Harriman). Take NY Route 17/future Interstate 86 west to Interstate 84 in Middletown. Take Interstate 84 west to exit 2, Mountain Road. Turn left on Mountain Road and continue a short distance to US Route 6. Turn right on Route 6 west, cross under Interstate 84 and turn right on Hathorn Boulevard.

Parking

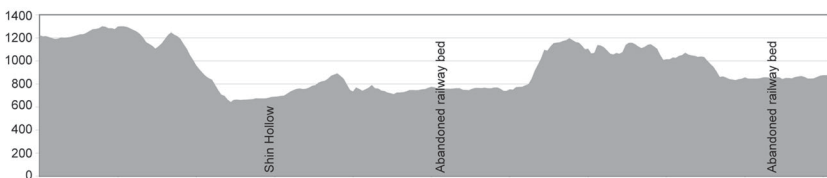
0.00 Hathorn Boulevard and US Route 6 (limited parking). (18T 531563E 4580348N)

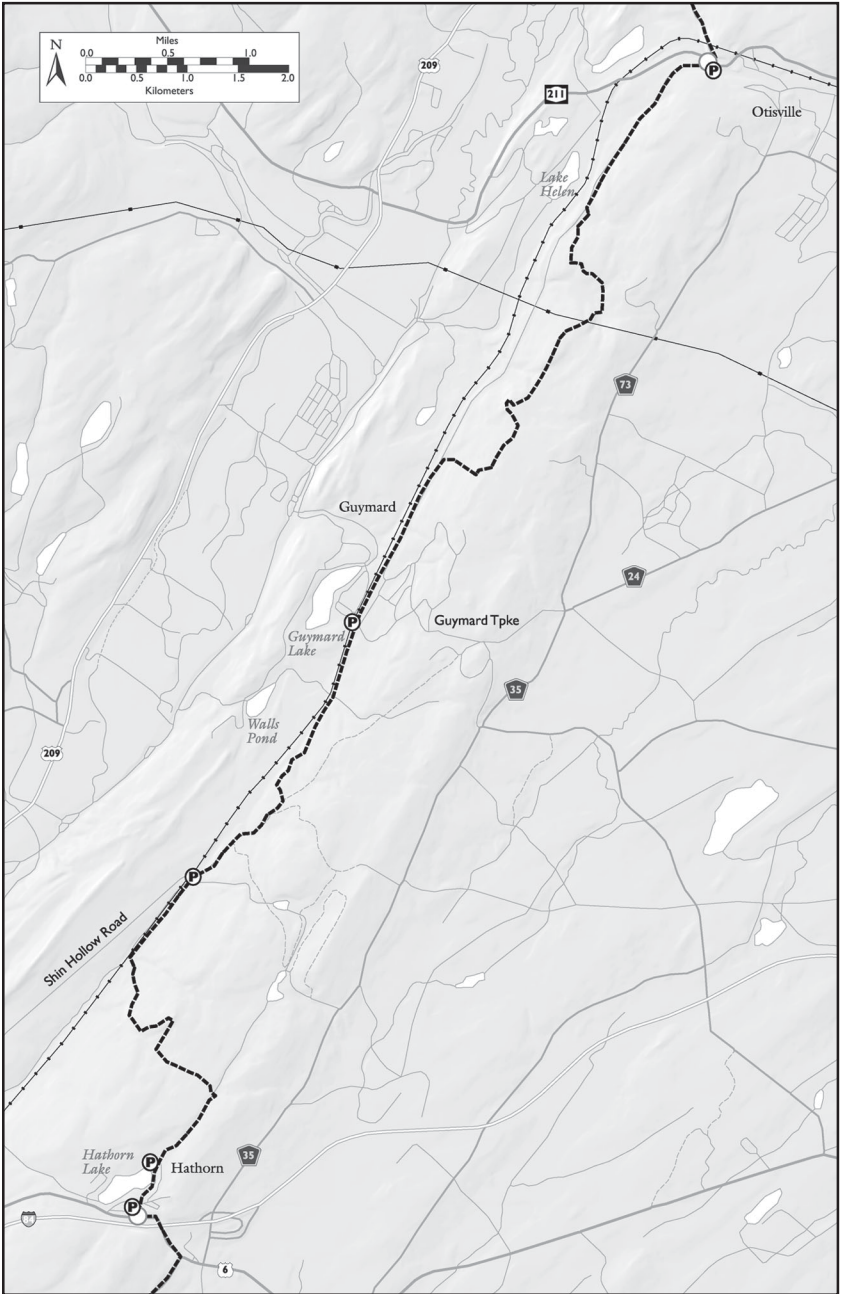
0.35 End of Lake Shore Drive. (Unlocated)

3.10 End of paved Shin Hollow Road. (18T 532117E 4583717N)

4.90 Guymard Turnpike and rail bridge. (Unlocated)

9.10 NY Route 211 and Otisville Road. (18T 537219E 4591738N)





Trail Description

0.00 The Shawangunk Ridge Trail turns right onto paved Hathorn Boulevard.

0.10 Hathorn Boulevard veers left, but the trail continues straight ahead along the eastern shore of the lake on Lake Shore Drive. On the right is Lookout Drive.

0.35 The trail reaches the end of the road, where there is a cul-de-sac. There is room to park several cars here. The trail heads into the woods on an old woods road. Near a house the trail turns left, passes some old cars and trucks, and continues north through the woods along the ridge. The trail is just to the right of a stream valley that separates the eastern and western sides of the ridge, and crosses several stone walls.

0.95 The trail turns left and crosses the stream valley, which is marshy in the springtime, then turns right and climbs up a small rock wall to the western side of the ridge. The trail continues to the west across the level ridgetop, where it begins to descend toward Shin Hollow.

1.25 The trail crosses a seasonal stream that comes in from the left and continues down. As it descends, the trail crosses the stream several times.

1.40 The trail crosses the stream for the last time, turns right and then begins to climb to the top of a knob that is west of the main ridge.

1.65 The trail reaches the top of the knob and then makes a sharp left. From the top of the knob there are seasonal views to the west. The trail then begins a steep descent, heading back to the stream valley.

1.90 The trail reaches the stream valley and turns right to follow an old tote (logging) road. The trail continues to descend more gradually on the tote

Conrail tracks at Shin Hollow



JAKOB FRANK



Hathorn Lake

road.

2.15 To the left of the trail is open slab where there are 180-degree views across the valley. Occasional pitch pines just barely cling to the slab. From this vantage you can see south to Port Jervis and the Delaware River with Pennsylvania beyond, west across Shin Hollow directly below and northwest across the Neversink Valley toward the Sullivan County Catskills. Just past the view the trail turns left and leaves the tote road, which is overgrown with blueberries at this point, and continues to descend through a switchback. It then heads north, gradually descending off the ridge.

2.45 After passing through a grassy area, the trail emerges on the Port Jervis line of Conrail. This line still sees daily passenger service to Hoboken. The trail turns right and follows the service road of the railroad north. This service road was once the second track of this line. This is the bottom of Shin Hollow, with a parallel north-south ridge to the west. The trail passes a milepost that states “JC 82.” This signifies that it is 82 miles to Jersey City, where the Erie Railroad terminated prior to its merger with the Lackawanna in the early 1960s.

3.10 The trail turns right, leaves the rail bed and climbs the steep embankment where Shin Hollow Road crosses the rail line. Shin Hollow Road is paved

across the tracks and leads back to Port Jervis. To the north, Shin Hollow Road is a woods road that is passable to jeeps heading to hunting camps along the ridge. The trail follows Shin Hollow Road north through the woods as it ascends.

3.60 A gravel road leads right uphill. The Long Path continues on Shin Hollow Road for another 150 feet, when it turns left into the woods and parallels Shin Hollow Road. After another 300 feet, the trail descends gradually on a faint old logging road. The trail turns right and parallels the ridge north.

3.95 The trail crosses a stream at the head of a beautiful waterfall. Above the waterfall is a nice place for lunch in a deep hemlock grove. The trail continues north through the hemlocks, gradually descending to just above the railroad tracks.

4.50 The trail crosses a stream above a second waterfall and continues north in the woods, just above the railroad tracks.

4.90 The trail crosses Guymard Turnpike near a bridge and follows the tracks just inside the woods. After about 0.1 miles, the trail descends into a hollow, which was formerly a passing track for heavy freight trains. After crossing the hollow, the trail climbs up to an abandoned rail bed and continues north along it.

5.30 To the right is a short gravel road that connects to Guymard Turnpike and was once the tunnel portal for the freight siding. The trail continues north along the original Erie Railroad Port Jervis line, which was the original route through Otisville Notch. When the Otisville Tunnel was constructed, a new line was constructed at a lower elevation and the original line, which the trail follows, was abandoned. The original line intersects the new line just south of the Guymard Turnpike bridge. The trail continues north along the rail bed, which is passable to passenger cars, and is lined with trees on both sides.

6.20 The trail passes the remnants of some old structures.

7.90 The Marcy-South power lines follow the rail bed north. Where the power lines intersect the rail bed, there are views across the Neversink Valley.

8.35 The Marcy-South power lines turn left and descend off the ridge. The trail continues along the rail bed as it continues north through the woods.

9.10 The rail bed reaches NY Route 211 in Otisville Notch, where this section ends. The trail turns left, crosses Route 211, and continues on Otisville Road (Orange County Route 61).

