



Next season will mark the

100th Anniversary of Springville Country Club

The committee has been hard at work to prepare a memorable season that will incorporate fun events and provide the membership insight into the rich history that makes up this wonderful club.

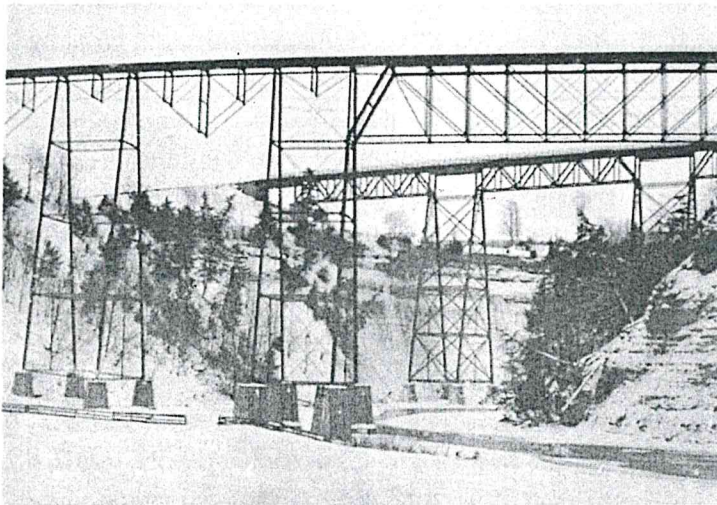
If you are interested in helping, donating your time or contributing memorabilia and photos, please contact :

Cyndi Zalikowski or John Nason

Where it all started... by John Nason

In the year 2022, Springville Country Club will be celebrating its 100th year anniversary. To help the current membership understand our rich history, each month, the Shank will provide highlights in a special section:

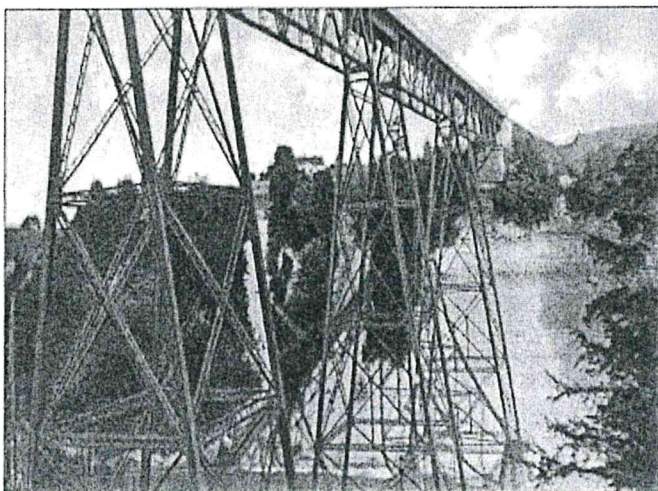
“History of our Existence”



The original bridge over the Cattaraugus Creek still stood at the time of this photograph. The new bridge in the background was built in 1898.

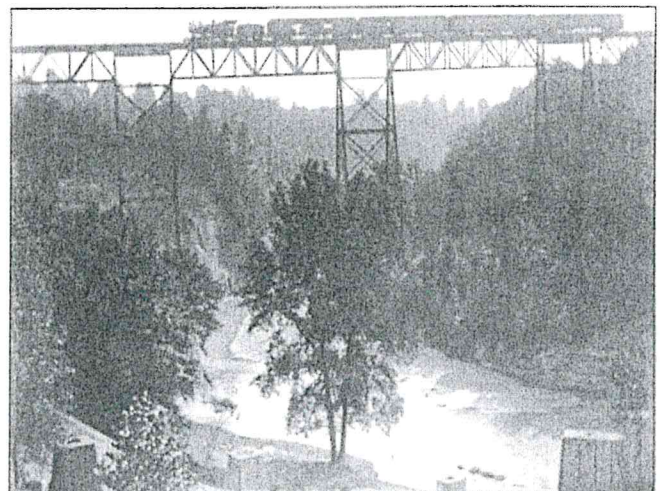
*Collection of Allen Manchester*

In the 1850s coal surpassed wood as the primary fuel in U.S. cities. The Leaders of Rochester and Buffalo contemplated a direct route from the coal regions of Pennsylvania to their respective cities. A branch of the Buffalo Rochester & Pittsburgh Railroad was completed in 1883. There were a couple of obstacles the BR&P railroad encountered. The first being crossing of the Cattaraugus Creek Gorge, for which an iron bridge was built in 1882, that was 540 feet long and 145 feet above the creek bed. In 1898 this bridge was replaced by the present trestle which measures 780 feet long and 190 feet high, that was reinforced in 1915 to accommodate the heavier locomotives. The second obstacle to overcome and one that SCC is still concerned with is the soil make up in the area



A view of the Cattaraugus Bridge from below, c. 1911.

AUTHOR'S COLLECTION



The Pittsburgh Flyer crossing the Cattaraugus Bridge, c. 1910.

AUTHOR'S COLLECTION



In 1899, the BR&P Railway Company secured a 150-acre farm on the west Banks of the Cattaraugus Creek. The railroad established a park called *Cascade Park* that was named for numerous waterfall cascades along the creek. A rail station was built so visitors could frequent the park, with roundtrip tickets costing .15 cents. Visitors would walk on the fine graveled walks, up and down the hillsides, surrounded by songbirds singing, from the branches of maple, beech, elm and evergreen trees, go swimming or wading in the waterfall cascades or creek.

In the early 1900s, a train made up of 15 passenger cars would carry thousands of park goers weekly to *Cascade Park*. The railroad would eventually build an 80-foot pavilion, kitchen building, dining hall and a dance hall to accommodate 300 couples. A merry go-round and baseball fields were present along with campsites, picnic grounds, croquet and lawn bowling. It has been stated that a trip to *Cascade Park* in the early 1900s was the most popular excursion trip of the B.R.&P. Railroad. It was called the prettiest spot of all of Western New York—Springville’s “Garden of Eden”.

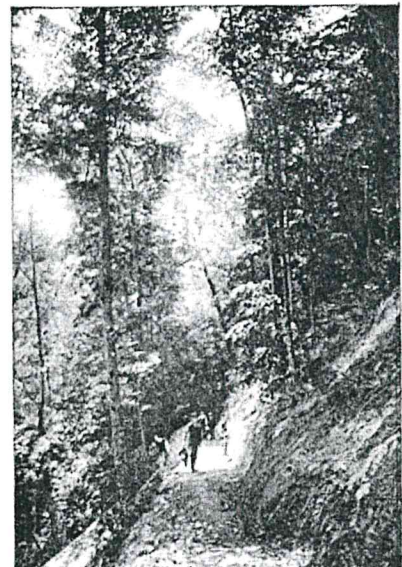
In 1922 the B.R.&P. Railroad offered the 150 acres and buildings for sale for the sum of \$10,000. At the urging of Glenn “Pop” Warner, about 180 people from the Springville area paid \$50 each for the original share which was the start of what is now known as Springville Country Club. To be continued....



ONE OF THE CASCADES  
Cascade Park, near Springville, N. Y., on B. R. & P. Ry.



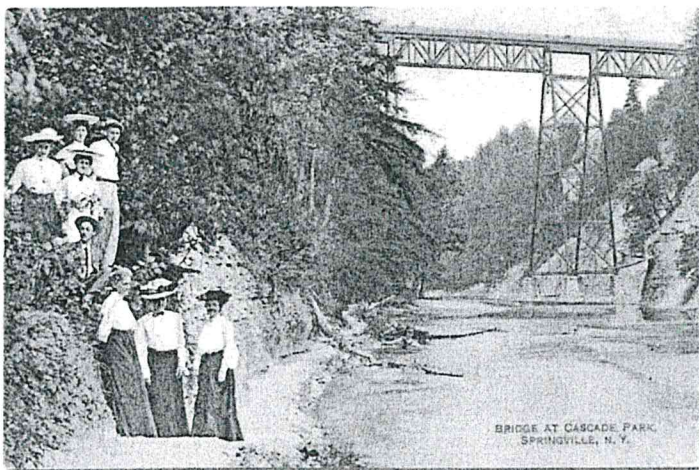
Passengers disembark at Cascade Park, c. 1900.



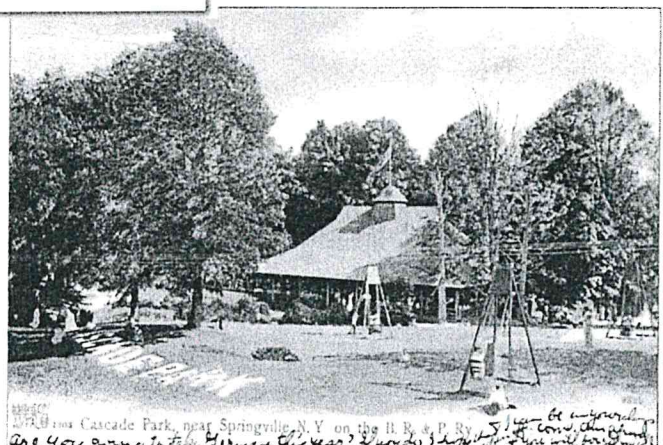
INTERESTING SCENES AND GRAND WALKS IN SHADY GLENS  
Cascade Park, near Springville, N. Y., on B. R. & P. Ry.



A SAMPLE OF THE FUN YOU CAN HAVE  
Cascade Park, near Springville, N. Y., on B. R. & P. Ry.



BRIDGE AT CASCADE PARK,  
SPRINGVILLE, N. Y.



Welcome to CASCADE PARK! Large white letters greeted visitors, with the dance pavilion in the background. c. 1907. AUTHOR'S COLLECTION