

VILLAGE OF
FAIRPORT
on the Erie Canal

OVERNIGHT DOCKING FEES

Overnight docking fees include use of the restrooms, shower facilities, and pump-out station

<u>BOAT SIZE</u>	<u>Fee</u>
16' or less	\$ 8.00
17' - 30'	\$ 11.00
31' - 40'	\$ 14.00
Over 40'	\$ 17.00



Overnight Docking Information

- Please register with the Dockmaster and pay the posted fee. Fees include use of restrooms, showers, water, electric service, and boat pump out station. Please complete a boat registration form with the Dockmaster so we can contact you in case of an emergency.
- Stays may be limited to 14 days on the south bank, depending on the availability of space. Boats may not be locked to any dock area.
- Long-term stay boaters (over 15 days) must dock on the north bank of the Canal or west of the Main Street Liftbridge.
- The Village of Fairport is not responsible for the security of any boat or personal possessions.
- Please be considerate of others and have an enjoyable stay! Minimize late-night noise, dispose of trash in nearby receptacles and respect the property of others. By docking in Fairport, you agree to adhere the rules as enforced by the Dockmasters or Fairport Police.
- In case of an emergency call 911

Our friendly Dockmasters are on duty daily and although their hours may vary, a Dockmaster will always be available between 4:00pm and 7:00pm. The Dockmasters will be more than happy to provide information, directions, or any other assistance as needed.



Wireless Hotspot Connection

Right-click the wireless network icon in the lower right corner of your screen and then click "View Available Wireless Networks."

After the Wireless Network Connection window appears, click on "**Village of Fairport**" and then click "Connect" in the lower right corner.

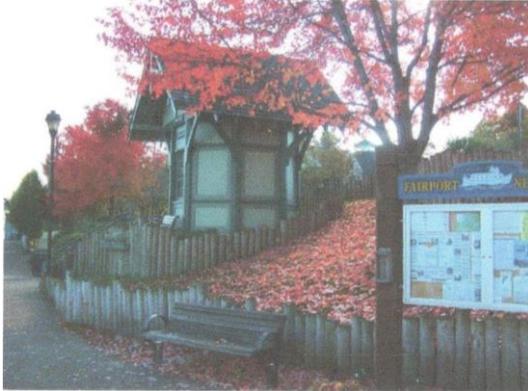
Windows will warn you that you are connecting to an unsecured network. Click "Connect Anyway."

The first time you open your web browser after connecting, a login page will appear. You will need to enter your username and password to access the internet.

Your Username: **FairportPublic**
Your Password: **Fairport#1**

Enjoy your visit to the Village of Fairport!

STOP 22: Former trolley station serves as dockmaster's office



From 1909 through 1931, the Rochester, Syracuse and Eastern Railroad, a double-track electric inter-urban trolley line, ran through Perinton on its route between Rochester and Syracuse, stopping at 10 stations between Baird Road in the east and Pannell Road in the west.

All the small rural stations were of the same design and provided passengers with a warm place to await the trolley. Of the 64 such unique shelters built, only two remain. The former "Stop 22" now serves as the dockmaster's office on the Erie Canal in Fairport. The larger village trolley stop has been remodeled over the years and now houses Sew Creative. "Stop 22" was formerly located on Wilson Road in Wayne County. Nancy A. Baldwin donated it to the Village of Fairport in 1991. It was moved to its present site by Mathews Building Movers. Restoration has been done by William F. Mathews of Fairport.

Trolley accommodations were quite luxurious and were often referred to as "club cars for the masses." The 62-passenger dark green cars were furnished with two rows of front-facing leather seats separated by an aisle. A single wooden bench in the rear of the car was for workmen, and a small section up front, separated by a sliding door, was set-aside for smokers. Regulations noted no one younger than 15 was allowed in the smoker unless accompanied by an adult and that all dogs had to be leashed and muzzled.

These trains, especially the locals, made it relatively easy for formerly isolated rural communities and farms to have contact with the larger towns and cities for a modest fare. A round-trip ticket from Fairport to Rochester cost 35 cents (25 cents on the weekends). The trip took about 20 minutes.

In the early decades of the 20th century, as people turned more to the automobile and bus for travel, and as the Great Depression spread, the interurban trolley systems were unable to compete and closed down. Today, the old trolley bed is known as the Hikeway-Bikeway and is part of Perinton's extensive trail system.

Text provided by Jean Keplinger, Perinton historian.

Unique Main Street Lift Bridge

For the first 80 or so years of the Erie Canal, Main Street was carried over the Canal by a fixed bridge, the last one being an 80-foot span. When it was decided in 1903 to widen the Canal to 75' on the bottom, 125' on top with a depth of 12', it was obvious that the 80' span would not suffice.

There were, however, some significant engineering problems in relation to the new bridge that would have to be built. The old fixed bridge had a 10-degree elevation when approached from the north, which had to be lowered. The new bridge would narrow the east end of West Avenue, but could not limit access. Because of proximity to businesses, the south elevation of the bridge could not be changed. The change in grade had to be built into the bridge itself.

Hence, the only lift bridge in the world built on an incline (according to "Ripley's Believe It Or Not") was constructed. The bridge is an irregular decagon, having no two angles that are the same and no square corners. It crosses the Canal at a 32-degree angle, running from southwest to northeast. Although the bridge floor has a 5.54' grade, it is raised straight up. The 10-degree elevation on the north side was lowered to one degree and the access to West Avenue was solved when a part of the road was built into the bridge.



This engineering marvel bowstring truss bridge was built in 1912 and 1913 by the firm of H.S. Kerbaugh Inc. of Philadelphia at a cost of \$75,000. It clears the water by 6' in the down position and by 15' when it is up. The steel deck of the bridge is flanked by sidewalks, which are also accessible when the bridge is up. Originally, the bridge was raised by two 37-horsepower electric motors. In case of a power failure, it was possible for four men to raise the 375-ton bridge manually, using a system of counterweights and pulleys. Apparently, however, they were not able to lower it. This is no longer a problem as the bridge controls have been computer-operated since 1987 when the bridge was refurbished at a cost of \$2.2 million.

At one point in the 1970s, it was proposed to replace the lift bridge with a highway that would pass over both the Canal and the railroad crossing. While this might have been good for traffic, it would have been a disaster for a Village that has since worked to enhance its Canal-town ambiance with its docking facilities, restaurants and shops. The lift bridge is a central part of what makes Fairport a Canal Village.