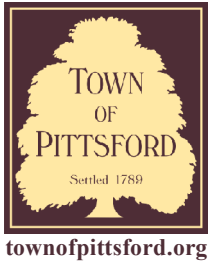


Historic Erie Canal Trails



Lock 62 / Auburn Trail Loop 4.75 Miles

The northeastern portion of the loop follows the roadbed of the Auburn & Rochester Railroad, the first railroad east of Rochester. Active from 1840 to 1960, it was built to connect Auburn and Rochester by way of Seneca Falls, Geneva, and Canandaigua. It became part of the New York Central Railroad in 1853. From 1906-1931, the Rochester, Syracuse & Eastern Rapid Railroad ran a high-speed electric trolley from Rochester to Auburn parallel to the New York Central Railroad line. The right-of-way is now owned by RG&E.

The southwestern portion of the loop follows the bed of the 19th century Erie Canal from the Spring House on Monroe Avenue to Lock 62, and the towpath from Lock 62 to the current canal. This section of the canal opened as "Clinton's Ditch" in 1822, was enlarged in the 1850s, and closed in 1919 when the Old Erie Canal was expanded into the Barge Canal and was diverted south of Rochester.

Trail Rules:

- Please Stay on Path
- Clean Up After Your Dog
- Closed During Hours of Darkness
- No Motorized Vehicles
- No Horses
- Alcoholic Beverages Prohibited
- Hunting Prohibited

1 Lock 62

Lock 62 was in operation until 1918 when the Old Erie Canal was expanded into the Barge Canal and diverted south of Rochester. Now a Canal Park, remnants of this 9 foot lift double chamber lock are still visible. The first chamber was built in 1856, and the second was completed in 1873.

2 Odenbach Shipyards

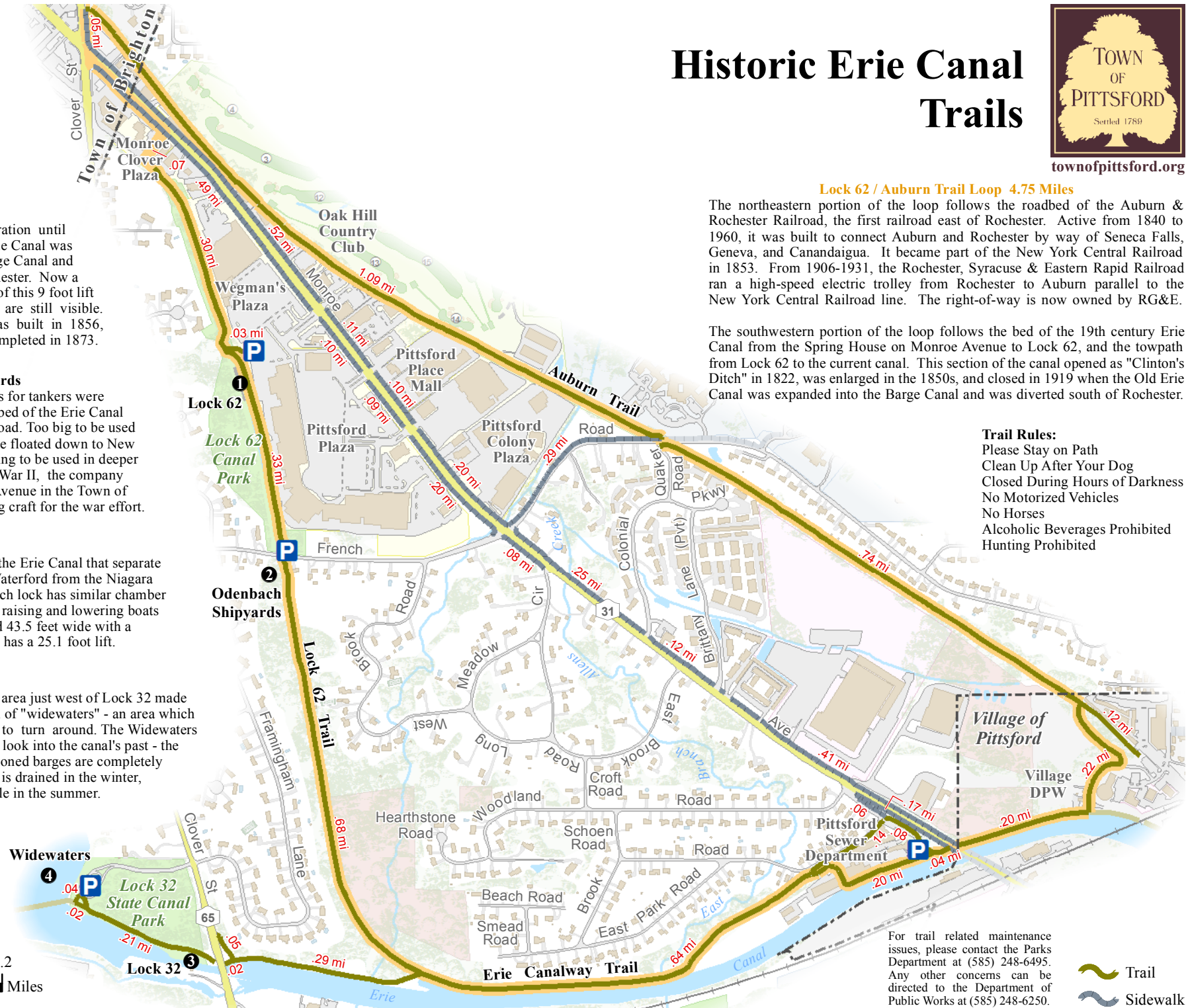
In the late 1930s, hulls for tankers were constructed in the old bed of the Erie Canal just south of French Road. Too big to be used on the canal, they were floated down to New York City for final fitting to be used in deeper water. During World War II, the company moved off of Dewey Avenue in the Town of Greece to build landing craft for the war effort.

3 Lock 32

There are 34 locks on the Erie Canal that separate the Hudson River at Waterford from the Niagara River near Buffalo. Each lock has similar chamber dimensions capable of raising and lowering boats up to 300 feet long and 43.5 feet wide with a 12 foot draft. Lock 32 has a 25.1 foot lift.

4 Widewaters

The topography of the area just west of Lock 32 made it ideal for the creation of "widewaters" - an area which allowed canal traffic to turn around. The Widewaters Turning Basin offers a look into the canal's past - the wooden hulls of abandoned barges are completely visible when the canal is drained in the winter, and still partially visible in the summer.



For trail related maintenance issues, please contact the Parks Department at (585) 248-6495. Any other concerns can be directed to the Department of Public Works at (585) 248-6250.

