



11319 Prospect St. bridge Medina, looking east.  
MAY 20, 1917.

## BETHINKING OF OLDE ORLEANS

Vol. XXVII No. 14

4-7-05

# Prospect Street bridge, Medina

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Did you ever wonder why the Prospect Street (Route 63) bridge over the canal in Medina is wider than the other lift bridges? Well if you have, here's why:

When the canal was enlarged through this area roughly 95 years ago, Albert L. Swett the prominent Medina entrepreneur, persuaded the canal commissioners to build that lift bridge stronger and wider so that it could carry a track for railroad cars to and from the Swett and Central Foundries located on the north side of the canal. For this, Swett paid the state of New York \$3,000 for the extra expenses.

The tracks were laid down the center of the bridge with the plank flooring. The intentions were that a spur from the B.L. & R. trolley system would cross the bridge to carry loaded cars.

However, in spite of Swett's good planning, he could not but a piece of land at the corner of Commercial and Prospect streets so the track could curve around the corner. In due course of time the venture was abandoned and the foundries continued to truck their goods to the railroad freight depot making an extra step in handling.

Our photo shows the Prospect Street Lift Bridge in May 1917. A mule bridge shows by the tower, which allowed mules to walk around the tower once the bridge was lifted. By 1918, these mule bridges were all removed as steam power replaced mules and horses.

On the 363 miles of the canal, there are only 17 lift bridges. Sixteen of these are found in either Wayne, Monroe, Orleans or Niagara counties. Orleans can boast seven. They are Holley, Hulberton, two in

Albion, Eagle Harbor, Knowlesville and Medina. But Medina's is the widest!