

Local Railway Items from Ottawa Papers - 1965

Friday 02/04/1965 Ottawa Citizen Alexandria Ottawa New

NCC issued station building permit.
The National Capital Commission has taken out a building permit for the new \$4,778,586 railway station at Hurdman's Bridge.
The NCC permit was by far the largest issued at city hall last week.
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Saturday 03/04/1965 Ottawa Journal Alexandria Ottawa Union

Article - Let's Save Union Station.

Tuesday 06/04/1965 Ottawa Citizen Beachburg

NCC item held up by city council
The national Capital Commission is still in trouble with the city over the Beachburg subdivision railway line.
The city wants the controversial rail line relocated. The NCC says the work would be too expensive.
On Feb. 15, council asked the NCC exactly what the cost would be. The city has not yet received any positive answer.
So, Monday night, council passed a motion that no money be paid for the relocation of Alta Vista Drive, in connection with the proposed federal postal terminal, until the NCC, or someone, comes through with the beachburg relocation figures.
"Perhaps this will bring matters to a head," said Ald. Don Kay, who has been one of the leaders in the battle to have the line's route changed.

12/06/1965 Cornwall Freeholder New York Central Cornwall

Seaway Explains Decision on Bridge Demolition Bid

Failing to conform to "the requirements of the specifications" cost Van Leishout Construction of Cornwall, the contract for demolishing the north span of Roosevelt Bridge.
This was the reason given today by St. Lawrence Seaway Authority for rejecting Van Leishout's low bid of \$55,600 in favor of the next lowest, \$108,980 from Panzini Ltd., of Montreal.
L.E. Beland, Authority secretary, told The Standard-Freeholder the "complexity and the dangers involved" in removing the bridge made careful investigation necessary.

"The low tender submitted by Van Leishout Construction," he said, "was the subject of special study because the price quoted was so favorable and because the firm's headquarters were in Cornwall."

MADE APPRAISAL

The Authority's engineers, he said, thoroughly appraised the proposed procedures, prices, experience of the contractors in this class of work, adequacy of their staffs and their financial responsibility.
Mr. Beland said the Authority also sought the opinion of two qualified bridge engineers from the Department of Transportation and Department of Public Works. They studied the plans and specifications and the Van Leishout tender.
"These two specialists," he said, "agreed with Authority engineers that the method of demolition submitted by Van Leishout did not conform with the requirements of the specifications. For this reason, the contract was awarded to the second low tenderer, Panzini Ltd., of Montreal."

Disappointed, Mr. Van Leishout said Friday the tendering cost him \$2,000. He felt he had the men, experience, methods and equipment needed to do the job well.

09/07/1965 Cornwall Freeholder New York Central Cornwall

Arrive in City to Remove Historic Roosevelt Bridge

Employees of Panzini Construction of Montreal have arrived in the city to begin demolition of the historic old north span of Roosevelt Bridge.

The 85-year-old bridge has been closed down since the opening of the new north span of Seaway International Bridge in 1962.

The bridge connects the city with Cornwall Island. The city terminal is just west of the Howard Smith mill of Domtar Pulp and Papers.

R.J. Burnside, director of operations for the St. Lawrence Seaway Authority, today cautioned small pleasure boat operators that cables anchoring work scows in the river will present a serious hazard.

The demolition work will involve the dismantling of the entire steel superstructure and the masonry piers. The latter will entail blasting.

Part of the cantilever structure will be removed by lowering it to scows in the river. During this operation the scows will be anchored between two bridge piers with cables extending upstream to anchorages in the river or on the banks. These submerged cables could cause accidents if hit by small boats, and all boat operators are asked to stay clear of the area.

BEGINS MONDAY

The latter phase of the operation will be carried out, beginning the first of next week and continuing until Aug. 3. The contract calls for the completion of the project by Oct. 31.

The contract for \$108,908 was awarded to Panzini about a month ago after a study had been made of a lower bid of \$55,600 entered by Van Leishout Construction of Cornwall.

Engineers of the St. Lawrence Seaway Authority advised against accepting the Van Leishout bid because of the method the firm proposed to use.

The old bridge was initially used as a link in the new York Central Railway. Vehicular traffic was introduced in 1934. It was at that time the only bridge between Montreal and Niagara Falls.

The south span of the old Roosevelt system was removed prior to the opening of the St.

Lawrence Seaway as it was too low to allow passage of the large vessels.

The new north channel bridge which was completed in 1962 is also of such a design as to allow passage of large ships should an all-Canadian seaway be built between Cornwall Island and the city. The new bridge is west of the old one, intersecting with Brookdale Avenue.

Saturday 17/07/1965 Ottawa Citizen Locksley Pembroke

Canadian National Railway Company invites offers to purchase its choice downtown station property at the corner of Pembroke and MacKay Streets - a total of approximately 3.0 acres.

With plan --

Lower Big Section of Old Roosevelt Bridge

The 140-ton centre section of Roosevelt Bridge was lowered onto two barges and towed away Wednesday in a six-hour operation that ended after darkness had set in.

The 157-foot centre span was lowered by Dominion Bridge Company under sub-contract to Panzini Construction of Montreal, contractors for the demolition job.

Some 40 employees of Dominion Bridge, Panzini and supervisory personnel took part in the operation from craft moored in the north channel of the St. Lawrence River.

Workmen began cutting the section free at 4 pm and completed this aspect by eight o'clock. Winches working off the adjacent bridge sections slowly lowered the heavy section to within a few feet of the water. Barges which had been moored upstream were then brought in to complete the job.

One of the most tricky tasks was centering the section and balancing it in the barges which were fastened together by a steel framework. This was accomplished without mishap.

The section was then towed upstream and left on the barges where it will be cut apart with torches and converted to scrap.

Once the section was cut free it took only 14 minutes to lower it, an engineer disclosed. He indicated the next big jobs will be to lower the sections at each side of the river.

The Roosevelt Bridge was built some 60 years ago as a New York Central Railway link between the city and Cornwall Island.

It was converted in 1934 to handle highway traffic and was used for this purpose until two years ago when the new Seaway International Bridge was opened.

Huge Crane at Bottom of River

"Down went Maginty to the bottom of the sea." runs the old song. But it wasn't Maginty, and it wasn't the sea.

It was a 25-ton crane which toppled off the south cantilever arm of the old Roosevelt Bridge into the St. Lawrence River.

The unnamed operator jumped from the plummeting crane to the deck of the bridge, scrambling to safety before the big splash.

The crane is owned by Henry Panzini, demolition contractor from Montreal. The heavily loaded crane was in use during work in tearing the old bridge down.

While a sinking feeling may have been experienced by the company as the crane disappeared beneath the waters, demolition work is proceeding on schedule. Completion date is slated for October.

Company officials could not be reached for comment, but it is understood another crane will be brought in to remove the first from the water.

New causeway at Cardinal

Cardinal - Work on a new causeway to replace the old steel bridge that spans the former canal here, is expected to begin this fall, village council learned at its recent meeting.

Relocation of railway tracks now using the bridge is to be discussed at a meeting of the Canadian National Railways, Canada Starch, the St. Lawrence Seaway Authority and the municipality.

Section of Old Bridge Topples Into River

A 70-ton span of the old Roosevelt Bridge took an unscheduled plunge toward the river

Sunday afternoon, when part of the south cantilever arm gave way. The metal supports are now resting on an incline down to the water.

A month ago, a 25-ton crane toppled off the south span into the river. The crane is still under water, but Panzini Construction, contractors for the job, intend to salvage the equipment.

A second large crane was brought in from Montreal this morning. According to a Dominion Bridge supervisor, the fall of the bridge section brought no additional trouble.

The bridge, weighing 300 tons with the spans on it, had been stripped down to 140 tons, leaving only 70 tons on the part which fell. He expected no difficulties in cutting the span down.

"We dropped a 2,100-ton span on the Jacques Cartier Bridge, lowering the span at the same time we brought the new one over the seaway," he said.

He considered the happening might have been fortunate. "When we got the weight on the machine, we wouldn't know the weight on the borings."

Safety Inspector Al Roberts said there had been some thought of blowing the span up, but it had been decided to cut instead.

Work on the north cantilever arm begins today. Stone piers in the water are to be taken down to a specified height, and the old road bed on the south side will be removed. Work is scheduled for completion in October.

Aerial photo.

Highway Kink Going

The troublesome kink in Highway 15 at Bells Corners will be gone and the tunnel under the railway tracks will be replaced by a wide high underpass in this project. The wide curving roadbed along the left of the tracks will carry re-routed rail traffic during construction on the underpass. The temporary road-rail crossing will be guarded by wig-wag signals.

Beachburg line. Steamed-up owners renew battle.

<http://news.google.ca/newspapers?id=d61yAAAIBAJ&sjid=1uwFAAAAIBAJ&pg=5656,1073968&dq=railway+railroad+train+cpr+bride+to-train+will-train&hl=en>

Four parties open talks on rail line.

Mayor Reid and officials of CNR, CPR and National Capital Commission were meeting this afternoon to discuss the proposed relocation of the embattled Beachburg subdivision.

The meeting results from a recent city council refusal to accept a government-railway opinion that the relocation of the troublesome rail line would be too expensive. Council insisted the government and both railways give a detailed estimate of the cost of the proposed relocation.

Residents of Alta Vista object to the noisy, unsightly CNR line. They claim expensive residential area has been built on the understanding that NCC planning called for the line to go elsewhere.

Although the Beachburg line is CNR property, both railways will be partners in the Ottawa terminal railway company which will operate the new union station and plan rail routes leaving the station in all directions.