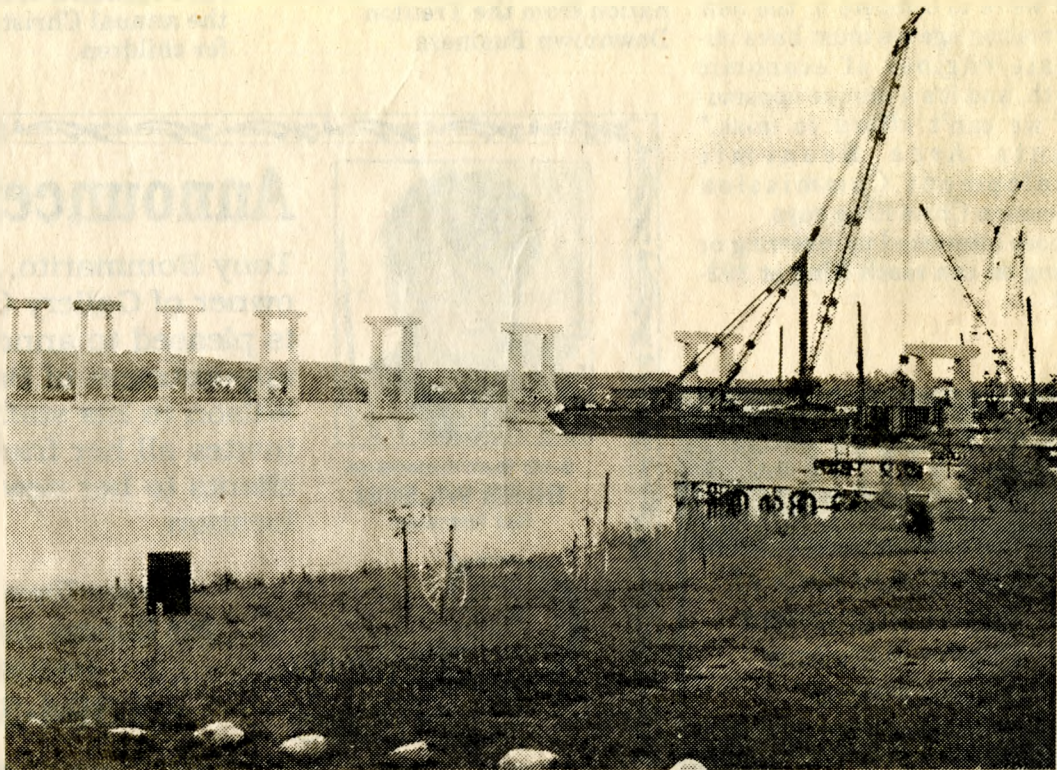


## GLANCING BACK

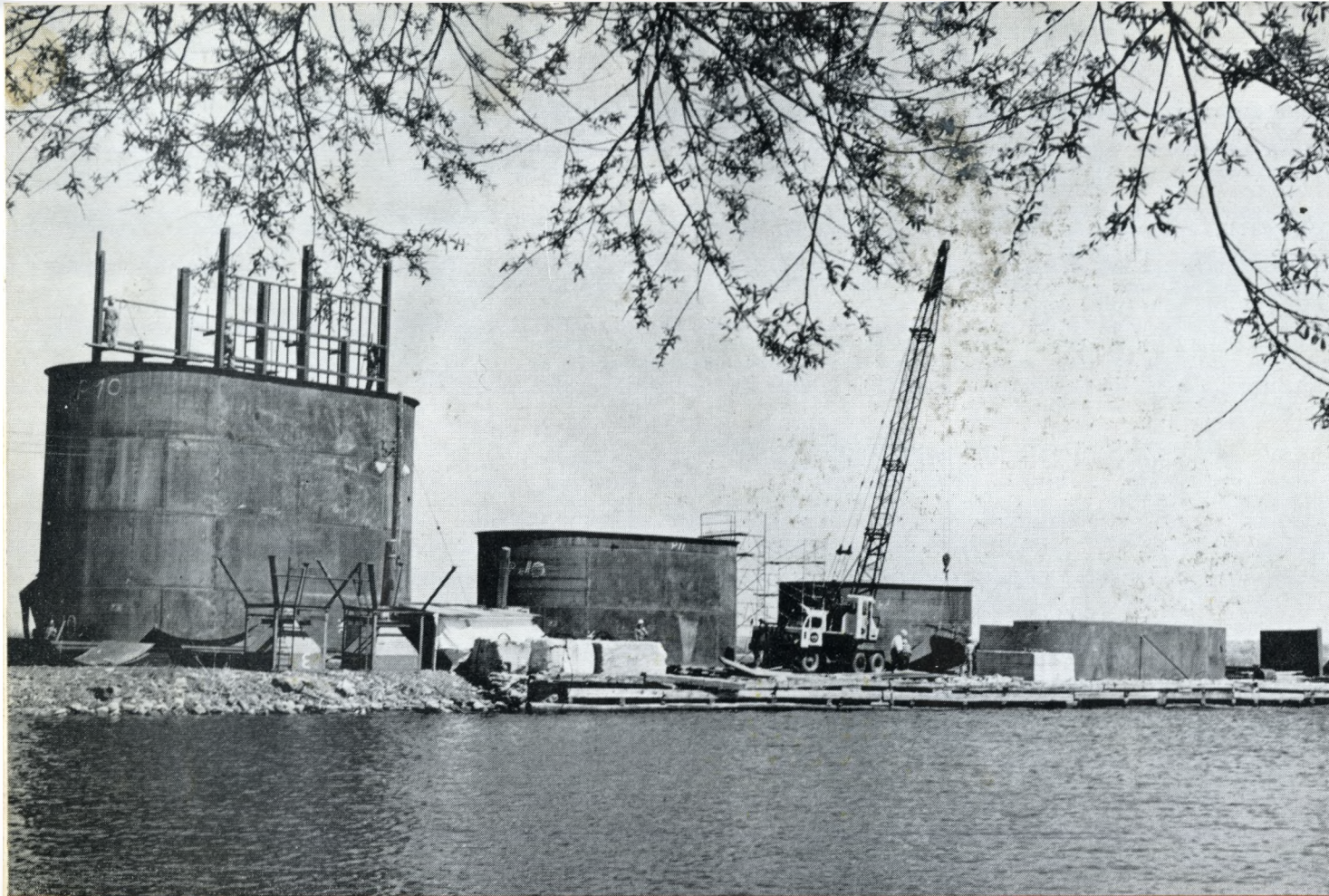
Stan Mountenay contributes a shot of the Skyway Bridge from the Deseronto side, Oct. 24, 1965.

Please bring your photographs in person, or mail them, to The Trentonian. Ask for Barry Ellsworth. Please include a daytime telephone number.

Unfortunately, old newspaper clippings and photographs cannot be used.

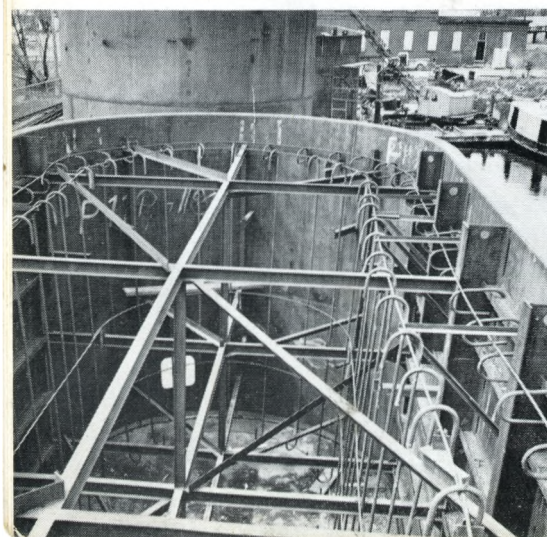






## Shop Men Work At Quinte Bridge Site Fabricating Steel Caissons For Piers

The photo ABOVE, shows the site of a large steel fabrication project McNamara Equipment Limited has under way on a dock at Deseronto on the Bay of Quinte. The McNamara shop men are assembling 11 caissons required for the piers of the Bay of Quinte bridge which is under construction by McNamara Marine Limited. Four caissons are visible in the photo, with the one on the left being the tallest of the 11 at 48 feet. The interior of another caisson is shown BELOW, with its steel support structure and concrete re-inforcing rods in place.



USUALLY when steel fabrication work is required on various construction projects of the McNamara organization, it is carried out at the Leaside shop of McNamara Construction Equipment Ltd. and the finished product is shipped out to the jobsite. In some cases the shop men have gone to the jobsite to carry out the fabrication work, but this procedure has usually been followed only when the fabrication job has been a comparatively small operation.

At the present time, however, on McNamara Marine's project of building the sub-structure of the Bay of Quinte bridge at Deseronto, the McNamara Equipment shop men have one of the largest steel fabricating operations they have yet undertaken going forward at the jobsite. About 22 shop men have been working at a large dock on the Deseronto waterfront since mid-February fabricating 11 large oval steel caissons required for the water piers which will support the bridge. The large size of these caissons, ranging up to 28 by 52 feet, and 43 feet in height, made it impossible to build them at the Leaside shop and then ship them to Deseronto.

This steel fabricating and assembly operation actually started in Leaside in January with the rolling of the 5 16-

inch steel plate to the curvatures required for the caissons. Once the plate had been rolled and shipped to the dock at Deseronto, the shop men began the task of building the caissons. The entire perimeter of each individual caisson is laid out, with each piece of steel plate butted end-for-end and welded together inside and out. These caissons are a steel shell only and are not fitted with bottom sections.

The caissons are built up vertically in 8-foot courses (the width of the steel plating), with sufficient sections being welded on to bring the caisson up to its full height. The tallest of the caissons is 48 feet high. As the caissons are raised the steel needed to brace them is welded into place, and the steel reinforcing rods for the concrete which will fill the caissons after they have been positioned are also placed.

In order that the caissons will project above the water line when they have been sunk in position, a corrugated metal topping is attached to the top of each one. A rubber seal is placed around the top of the caisson and the corrugated topping is fastened on with wedged "C" clamps at one-foot intervals. When the pier concrete has risen above the water, these clamps and the topping can then easily be



removed. It was only necessary to build seven of the corrugated metal tops, since five of them are interchangeable.

After a caisson has been completely assembled it is loaded on a flat scow and towed out into its position for the bridge. The sites have been prepared by removal of overburden and the excavation of an area corresponding to the size of the caisson for one foot into bedrock. The caisson is lowered into the excavation and the concrete to fill it is poured as a Tremie operation until it has risen to a point 10 feet below water level. Pumps are then used to keep the interior of the caisson dry and the remainder of the concrete for the pier is poured in the dry.

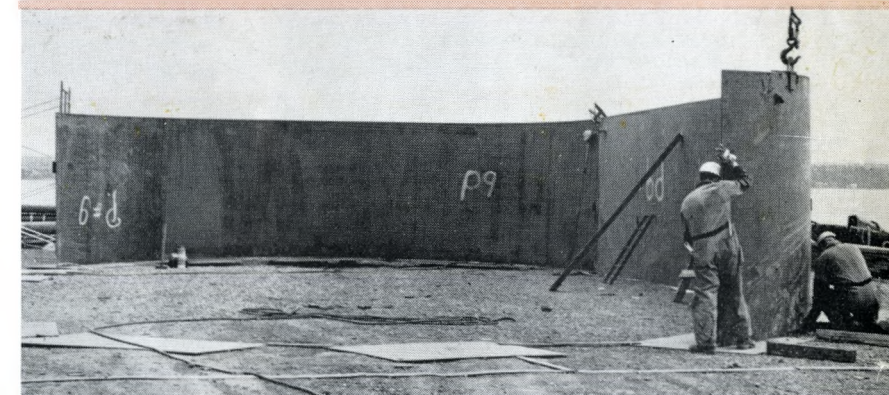
### Use 650,000 Pounds of Steel

The McNamara Equipment shop men will use a total of 650,000 pounds of steel in fabricating the 11 caissons. The largest one weighs 120,000 pounds.

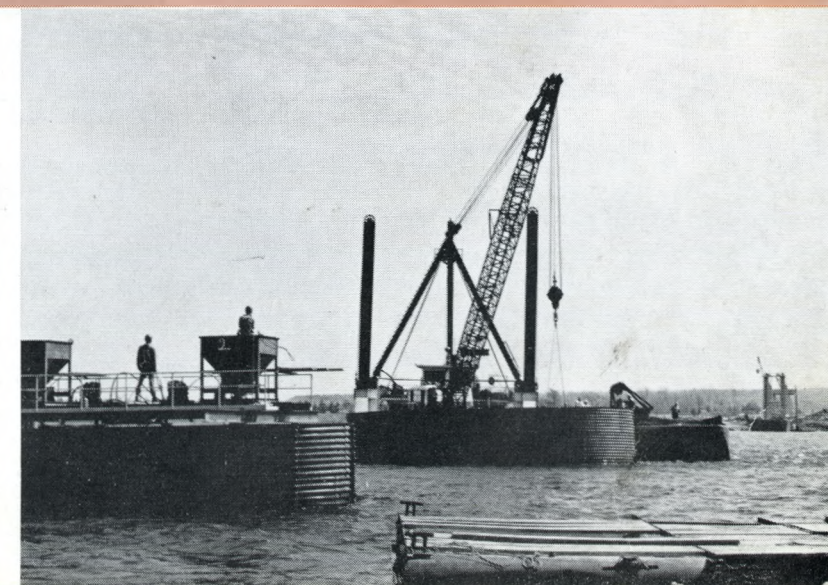
To handle the extensive welding work involved in this steel fabrication job, the shop men have a large array of welding equipment including ten 400-ampere machines and two diesel electric welders. Shop Superintendent Doug Campbell and Foreman Bill Sutherland are heading up the work

(Continued on Page 13)

Most of the McNamara Equipment crew at the site are shown ABOVE. From the left, kneeling, are: Don Welsh, Harold Silas, Enoil Piccard, Neil McRae, Foreman Bill Sutherland, Gary Dajoe, Dave Sutherland and Harry Baldry. Standing: Office Manager Bill Higgins, Rudy Pfefferle, Harold Brant, Nobel Hill, Bill Wells, Benedek Balassa, Martin Beerli, Mugal Regadera, Elie Azulay, Bob Meadows, Ray Kenny, Harold Maracle, and Shop Superintendent Doug Campbell. The photo BELOW, shows men working on the initial layout of one of the caissons.



Pictured BELOW, LEFT, laborers and welders work on the scaffolding inside Caisson 10. Over 650,000 pounds of steel are required to construct the 11 caissons. The photo BELOW, RIGHT, was taken at the bridge site and shows one of the caissons being lowered into position in the Bay of Quinte. The overburden had previously been removed from the site and the bedrock excavated to a depth of one foot. Some of the piers can be seen in the background on the opposite shore.





## Bay of Quinte

(Continued from Page 9)

of fabricating the caissons and hope to have it completed by the end of June.

Work on construction of the bridge is going forward under Superintendent Bob Mackie. The bridge is located about 1½ miles west of Deseronto and will be over half a mile long to join the eastern end of Prince Edward County with the Ontario mainland. McNamara Marine will build a total of 16 piers for the structure, of which 11 will be water piers; and do the grading work for both approaches. It is expected that the project will be completed early this fall.

John Ough, former office manager on the South Saskatchewan Dam project, has been transferred to the McNamara Western head office in Edmonton as accounting manager.

## McNamara Marine Has Sarnia Intake Job

McNamara Marine Limited will begin work early in July on the project of building an intake pipeline and pumphouse a short distance down-river from Sarnia to supply the water for the new Canadian Industries Limited plant to be erected there. The plant is being built on the St. Clair River and the intake pipeline will extend for some distance into the river.

In addition to installing the corrugated iron pipe, 96 inches in diameter in the river bed, the marine men will also carry out some dredging work, build a short section of tunnel and erect the sub-base pumphouse.

Harold Powell is the superintendent for this project, which will be completed by September 31.

## Alexandria Bay

(Continued from Page 7)

Jim Landon, timekeeper; Cliff Marriam, pipe foreman; Ray Sorenson, rock foreman, day shift; Ray Trumble, rock foreman, night shift and Len Kuno, crusher foreman.

Wally Schmidt is the purchasing agent on the job for McNamara Equipment Ltd., while Bill Millar is equipment superintendent. Owen Collins and Ray Holmes are the master mechanics for the two shifts.

The McNamara men will have this project completed by the fall of 1966.

Don Rosetti, manager of McNamara Equipment's Marine Depot, was handing out cigars recently following the birth of their first child to his wife, Jeannine. They have named him Richard Michael.

## PARTY AT FANTASY FARMS WINDS UP McNAMARA BOWLING LEAGUE FOR 1965



The McNamara Bowling League's stalwart members and a few non-members wound up a successful season with a banquet and dance held at the Fantasy Farm, Toronto, on May 13. Following an excellent buffet, Harold McNamara, President of McNamara Corporation Limited, presented Shirley Seeney, captain of the winning team, with the bowling trophy and the team's cash awards. He also presented the high scorers with cash awards for their skill. Jim McBrinn, president of the club for the past season, thanked Mr. McNamara for making the presentations, and the bowlers for their support during the season. Shown at the buffet table, LEFT, are Eileen McKenna, Data Centre, in the foreground; Frank Dampf, cafeteria manager; Gert Dumphy and Gizelle Strauch of the Data Centre. The "Wildcats", this year's winning team, is pictured BELOW. From the left, are: Charlie Shannon, Equipment Express; Eileen McKenna, Captain Shirley Seeney, Data Centre; Art Jones, Personnel; Greta Gregor and Dave Pearce of the Data Centre.



Most of the cafeteria staff is shown in the photo ABOVE. Mrs. Sunbeam Budge, hostess of the executive dining room, is shown in the foreground, while clockwise, the rest are: Mrs. Leona Power, Sharian Lipchick, Mrs. Dennison Denny, Frank Dampf, cafeteria manager; Mrs. Betty Casey and Mrs. Barbara Hamilton. The winners of the high-score awards are shown in the photo RIGHT. From the left, they are: Ron Baron, McNamara-Pitts, high triple without handicap; Nancy Zicari, Data Centre, high triple with handicap; Bob Waldie, Data Centre, high single without handicap; Lois Medain, Reception, high triple without handicap; Jim McBrinn, Holden Sand and Gravel, high single with handicap; Mrs. Budge, high single with handicap; Garnett Mooney, Federal Shop, high triple with handicap; and Greta Gregor, high single without handicap.

