

GRAND TRUNK

NO. 638

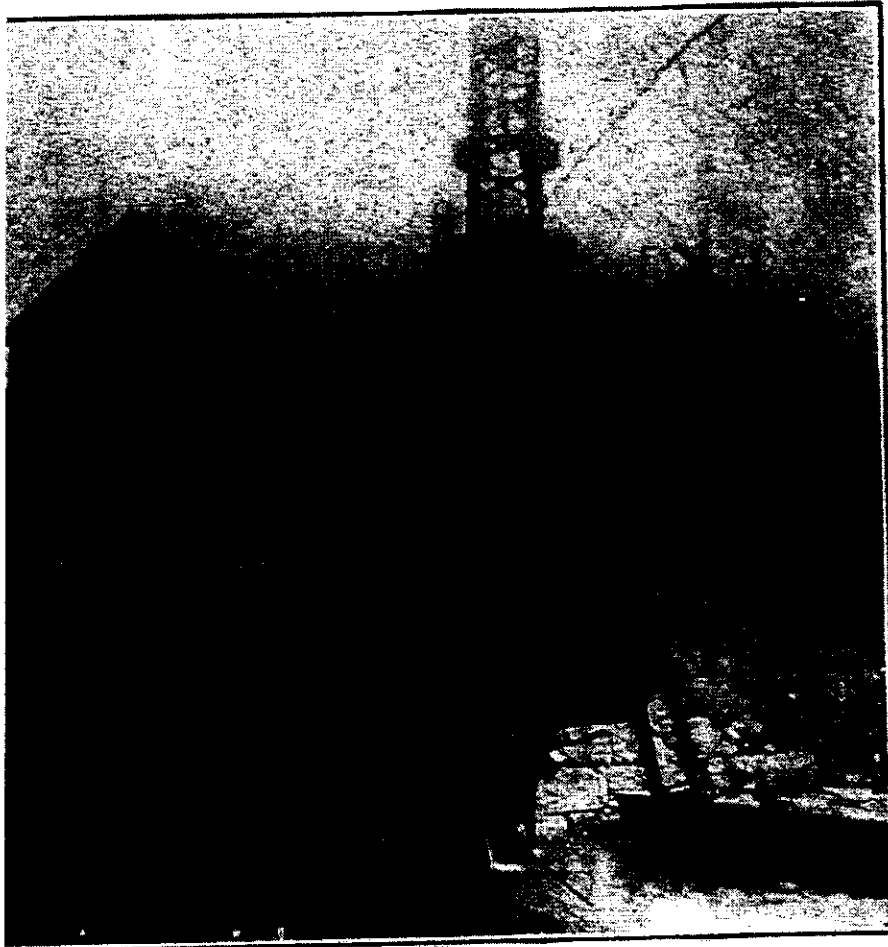
CRASHES INTO
THE WELLAND
CANAL.

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Lifting a G.T.R. Locomotive out of the Welland Canal.

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In an accident at Port Colborne, Ont., July 21, Grand Trunk locomotive 638 dropped 33 ft. into 19 ft. of water in the Welland Canal and turned a complete somersault. The tender was broken loose, which proved a great advantage. It was not found practical to take the locomotive out where it went in, and as the canal was blocked and immediate



September
1911

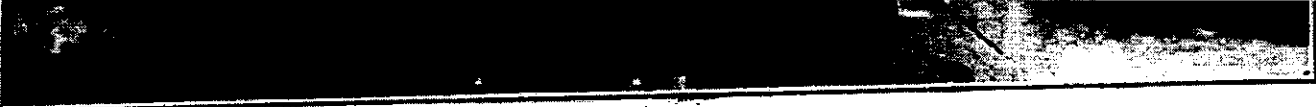
1. Locomotive out of the Welland Canal.

mechanic,
Shediac,

C.P.R.,
ke, Ont.

R. and

removal was necessary, a powerful dredge was employed, pulling one end at a time, and the locomotive was dragged clear of the new canal and left 40 ft. from shore in 18 ft. of water. Tenders were asked for taking the locomotive out, and ranged from \$6,000 to



Lifting a G.T.R. Locomotive out of the Welland Canal.

and, ex-Master Mechanic,
ston, N.B., born at Shediac,
3, 1843.

d, Master Mechanic, C.P.R.,
Ont, born at Pembroke, Ont.
3.

llo, joint agent, G.T.R. and
mont Ry., St. John's Que.,
ndee, Scotland, Oct. 8, 1852.
age, Chief Train Dispatcher,
ndon, Man., born at Forrest-
t. 5, 1876.

as G. Shaughnessy, K.C.V.O.,
P.R., Montreal, born at Mil-
s., Oct 6, 1853.

Smith, Fuel Agent, Grand
fic Ry., Winnipeg, Man., born
Essex, Eng., Oct. 2, 1868.

ence, Chief Dispatcher, Reid
nd Co., St. John's Nfld., born
Grace, Nfld., Oct. 21, 1882.

encer, ex-General Manager
Mann & Co., Railway Lines
rt Arthur, Montreal, born at
Ont., Oct. 31, 1857.

ng, Divisional Trainmaster,
olumbia Electric Ry., New
r, born at Thornbury, Ont.,
5.

aylor, ex-Treasurer, C.P.R.,
born at Dornoch, Sutherland-
land, Oct. 18, 1839.

odd, Division Freight Agent,
vision, C.P.R., Montreal, born
ston, Que., Oct. 17, 1879.

Wheatley, Manager, Canadian
e Co., Ltd., Kingston, Ont.,
shford, Kent., Eng., Oct. 12,

Wheaton, Divisional Engineer,

removal was necessary, a powerful
dredge was employed, pulling one end
at a time, and the locomotive was drag-
ged clear of the new canal and left 40
ft. from shore in 18 ft. of water. Ten-
ders were asked for taking the locomo-
tive out, and ranged from \$6,000 to
\$8,000. As these were considered very
excessive, it was decided to do the
work with the company's own forces.

Two of the company's 100 ton der-
ricks and a supply of two-inch wire and
cables and heavy clevises were secured
and on Aug. 7 the locomotive was mov-
ed close up to the stone wall of the can-
al. It was felt certain that this wall
was not strong enough to stand the lift-
ing of the locomotive with one derrick,
so, in order to prevent any possibility of
an accident, two were used, placed 30
ft. apart, parallel with the canal, and
far enough back so that the outrigging
rested on the wall. As the blocks would
not reach far enough to raise the loco-
motive at one lift, it had to be anchored
half way up. This was done by cables
from the boom, and the blocks lowered
for the second lift, after which it was
landed on the track on August 8, with-
out a hitch of any kind.

The whole work was most successfull-
ly carried out under the charge of Thos.
Rodgers, car foreman, Hamilton, the
diver employed being Williams, of Port
Colborne. It is said that the total ex-
pense of raising the locomotive was
only about \$1,700, of which some \$700
was paid the diver.

—
The John S. Met-

September 1911