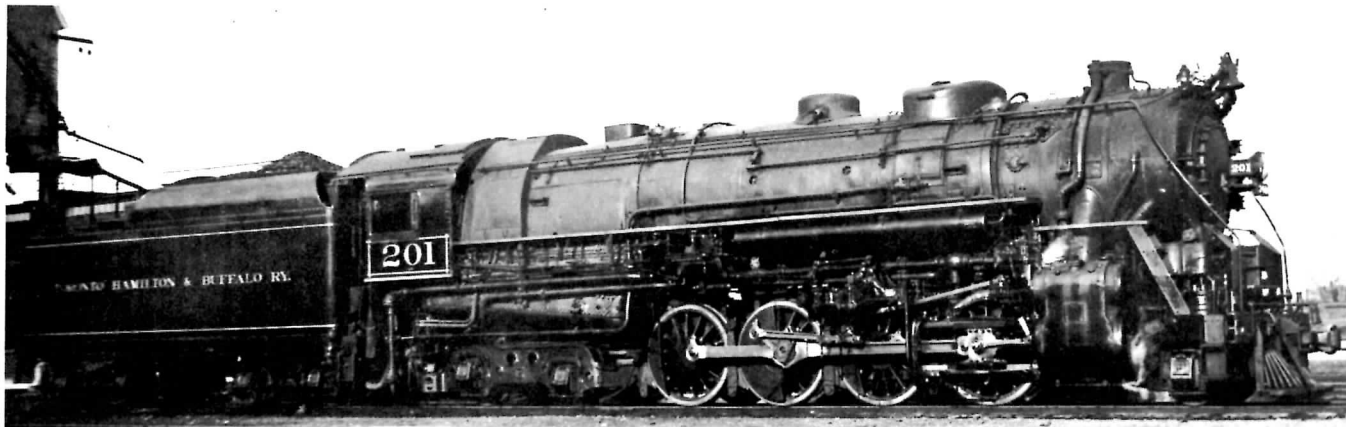




201-202



A[Ⓢ]



The Toronto, Hamilton and Buffalo Railway has long enjoyed a respectable trade on its Hamilton-Welland (Ont.) main line. In addition to a sizeable "bridge traffic" between Canadian Pacific and NYC connections at these points, the heavily industrialized Hamilton district originates numerous carloads for TH&B.

By the mid-1920's, tonnage was becoming too arduous, particularly over the stiff Niagara Escarpment climb between Hamilton and Vinemount, for the fleet of light 2-8-0's then in charge, and TH&B began casting about for suitable designs for new power. In 1927, the railway initiated experiments with a borrowed New York Central H-10-b 2-8-2 and brand new Boston and Albany 2-8-4 No. 1433. The outcome of these tests was the placing of an order with Montreal Locomotive Works in February, 1928 for two 2-8-4 type locomotives, the first and, as events were to prove, the only 2-8-4's owned by a Canadian line.

The new locomotives, Nos. 201 and 202, Class A, were delivered in July of the same year. While one engine immediately entered service, the other was placed on a week's public exhibition on Company tracks at Hunter and Bailey Streets, Hamilton, by the proud TH&B. A stairway was built so that visitors could view the cab and during the exhibition period movies of the 2-8-4's construction were shown at Hamilton's Pantages Theatre.

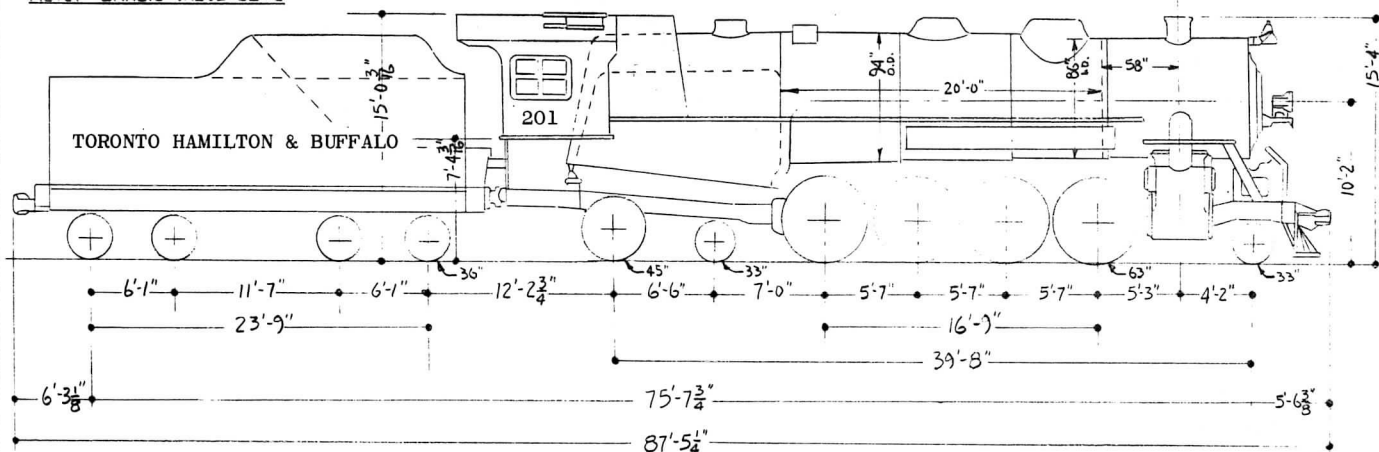
In terms of basic dimensions, the two A-class engines were identical to their B&A kin, and their appearance bore unmistakable traces of NYC parentage. The open cab contrasted sharply with the all-weather vestibuled types being applied to other Canadian locomotives. The impressive air storage capacity of three main reservoirs was supplied by a pair of pilot-mounted compressors, concealed behind a shield. A Coffin feedwater heater in the shape of an inverted "U" was mercifully concealed within the smokebox, while the feedwater pump was carried on a substantial bracket on the engine's left side. A massive firebox contributed to the large heating surface, necessary to satisfy the steam demands of the 28" x 30" cast steel cylinders; a low-water alarm guarded against burned crown sheets. Over one ton of counterbalance in each main driver, covering fully half of the wheel centre, was necessary to reduce the pounding effect of the main rod big ends. Provision was made in the design of the Commonwealth trailing truck for future application of a booster. The swing-type bell perched atop the smokebox front, which was hinged to permit the entire front end to be swung open.

Virtually all of the 200's service was spent hauling freight between Aberdeen Yard in Hamilton and NYC's Montrose Yard, Niagara Falls -- a distance of 50 miles. Occasionally, one of them would be called upon to handle passenger stock, and for this duty the A's were equipped with steam heat connections. In 1929, when the NYC (including the Michigan Central) adopted Automatic Train Control, the 2-8-4's were among the group of TH&B engines fitted with ATC equipment for operation on NYC track east of Welland. Trailing truck boosters were applied about this time, for improved starting tractive effort. Otherwise, apart from the replacement of the Duplex mechanical stokers with the Standard type in 1946, the 200's remained virtually unchanged for their entire careers. All servicing and maintenance work on these engines, including complete overhauls, was done in TH&B's own shops at Chatham St., Hamilton.

In 1950, TH&B's first road diesels arrived, numbering the days of the 200's. In June, 1953, after increasingly intermittent use, they were laid up, and in October sold to the Steel Company of Canada for scrap. By the year's end, only memories remained of Canada's only 2-8-4's.



NOTE: BAKER VALVE GEAR



JAB 3-67

CLASS	A ⑤
ROAD NUMBERS	201, 202
BUILDER'S NUMBERS	67573/74
BUILDER & DATE	MONTREAL LOCOMOTIVE WORKS, 1928
BOILER PRESSURE	240
CYLINDERS	28" x 30"
DRIVING WHEELS	63"
TRACTIVE EFFORT	69,000
TRACTIVE EFFORT OF BOOSTER	12,000
FIREBOX WIDTH, INSIDE	96-1/4"
FIREBOX LENGTH, INSIDE	150"
GRATE AREA	100

TUBES, NUMBER AND OUTSIDE DIAM.	204 3-1/2"
DISTANCE BETWEEN TUBE SHEETS	98 2"
HEATING SURFACE, TUBES	20'-0"
HEATING SURFACE, SUPERHEATER	4,742
HEATING SURFACE, FIREBOX	2,243
HEATING SURFACE, ARCH TUBES	288
TOTAL HEATING SURFACE	50
WEIGHT ON DRIVERS	7,323
TOTAL WEIGHT OF ENGINE	254,500
LOADED WEIGHT OF TENDER	393,000
LIGHT WEIGHT OF TENDER	228,000
	96,000



Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO
LOCOMOTIVE DATA SHEET

No.
6703

Compiled by: James A. Brown.

Contributors: W.E. Blaine, R.S. George, R.G. Leitch,
W.H.N. Rossiter, R.F. Corley.



REVERSE SIDE, TOP: No. 201 awaits dispatch at Hamilton, January 1937. Note the ATC pickup on the tender truck. /R.S. George Coll.
REVERSE SIDE, BOTTOM: One week from retirement, 201 pounds west through Smithville, Ont., in June, 1953. /W.H.N. Rossiter
ABOVE: No. 202 rides the turntable at Hamilton. /W.E. Blaine
LEFT: TH&B tonnage nears Montrose Yard in charge of 2-8-4 201 in June, 1953. /W.H.N. Rossiter
BELOW: B&A's A-1-b class influenced the design of TH&B's 2-8-4's.

