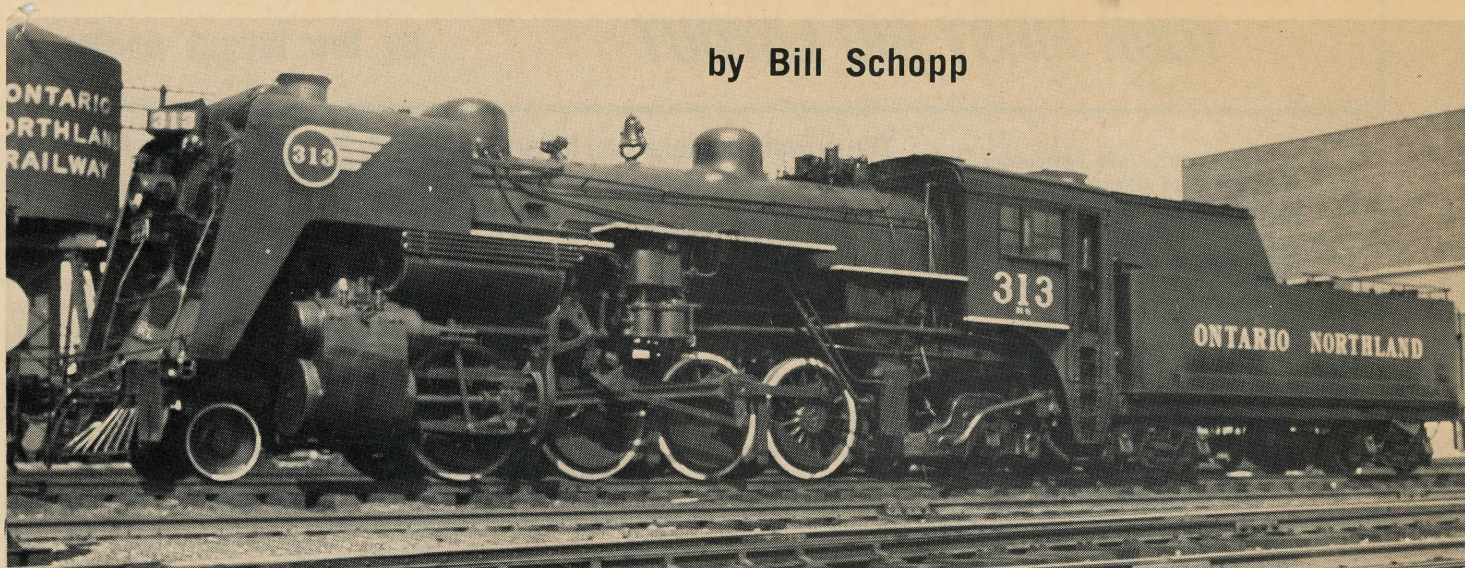


by Bill Schopp

PHOTO CREDITS: Prototype photos, Harold Vollrath.
Model photos, James Albarowski.



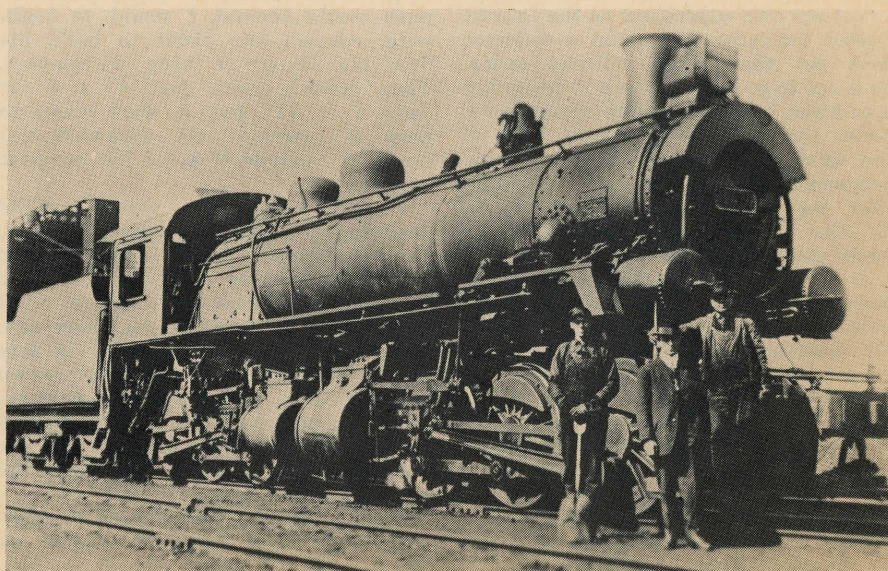
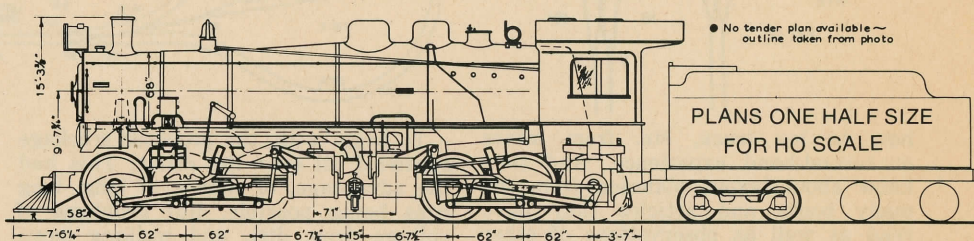
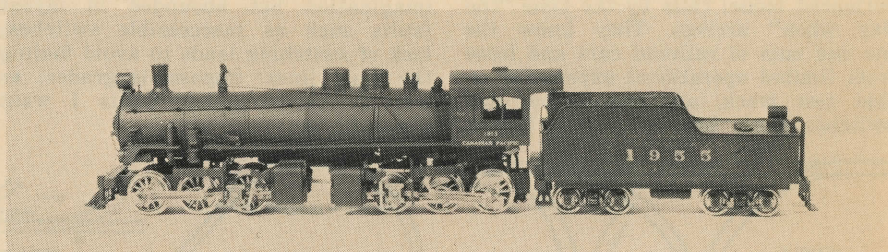
Two views at top of both pages show Eng. 313, built by Kingston in 1925, as it appeared as Temiskaming & Northern Ontario 313 at North Bay, Ontario, in April 1941, and as she appeared in North Bay in July 1953 after smoke deflectors and other modernizations were made and the TEM had its name changed.

Converting various of the available Canadian National and Canadian Pacific steam locos is the easy way to acquire still further Canadian loco types, whether of the Big Two or the many smaller Canadian railroads.

My other Canadian conversion is one of the wildest articulateds ever, Canadian Pacific No. 1955, an 0-6-6-0 with both sets of cylinders in the center. This was made from two 0-6-0 mechanisms, the front one not being powered. Admittedly the drivers are a bit small, but since anything like decent photos of the engine were unavailable, I didn't feel that it was really worthwhile to struggle with prototype niceties when full data on the prototype was lacking.

My boiler for the No. 1955 came from a cannibalized 4-Winds Santa Fe Mikado, though I now believe a USRA Mikado or Pacific boiler would have been better. Domes came from Balboa SF Prairies, cab is from an LMB LS&MS 4-6-0, and the tender from a Tenshodo USRA 0-8-0. Many other components can be utilized instead: use what you have or can salvage.

Often when you want to make a certain loco conversion, you must postpone it until the necessary components are available and at hand. If you need a certain engine as a basis, but do not feel justified in buying a new one to be torn part, just lay low until such time as one is offered you in trade, or at a distress or salvage price. Right now I am awaiting certain brass domes to complete the bill of parts needed for a certain Santa Fe conversion. The domes are not supposed to be commercially available, yet I did find in a British catalog, suitable domes, so these are on order, as well as similar ones that a machinist has promised to make for me. Naturally, you'd check the catalogs of Cal-Scale, Kemtron, Cary, Selley, and other similar parts suppliers, too. ☐



Author's model of CPR No. 1955 0-6-6-0 class R-1C used available 0-6-0 switcher mechanisms and is not fully accurate. Prototype photo, from A. H. Paull collection shows Coffin shaped object, probably sandbox for forward drivers, plus two mysterious air tanks at front of loco.