

Canadian HOers have fared pretty well in the variety of imported brass engines that have been available from time to time from Japan. They have not fared so well in the matter of price, the Canadian dollar being pegged at about 92c in U. S. currency, to which must be added a higher import duty and provincial sales taxes that makes Pennsylvania's 6% seem like a generous uncle in comparison. It is very uneconomic to reimport Japanese imports from the U.S., since the Canadian duties and local taxes must then be added to the basic price and the U. S. duty. Lump that all together and the wad is a bit too big too swallow.

What Canadian locos have been available are largely the work of two Canadian importers: PFM-Vancouver, and Frew & Gordon, of the same city.

However, just as Stateside importers

tend to favor the big U. S. roads that everybody knows, such as Santa Fe, Southern Pacific, Pennsylvania, and New York Central, the Canadians have also favored their two big systems: -Canadian National and Canadian Pacific. Totally neglected have been their north-south lines such as Pacific Great Eastern, Northern Alberta, Algoma Central, and Ontario Northland. Luckily, these lines are often jointly controlled or got their power from the same two builders as did the two big roads: Montreal and Canadian Locomotive. Often the small road power can be converted from some of the engines the big roads had.

This is what happened with my Ontario Northland Mikado shown here. The superstructure is from a PFM Canadian Pacific G-2 Pacific which has been available several times in the U. S., while the running gear is from

Ontario Northland

an LMB "Q" mike, which I had previously changed into a Pacific—or maybe from a PFM Santa Fe Berkshire I'd used in a Southern Railway Mikado. The original G-2 tender probably could have been used but the one shown is salvaged from a Frew & Gordon CPR 2-8-0 which I'd previously Ontario-Northlandized (RMC April 1967).

Of course, some changes were needed, more than I thought would be the case when I started the job, inspired by a set of drawings in an OSHOME set (You can get Canadian Loco drawings from OSHOME, Box 141, Terminal Toronto, Ontario, at \$1 per set). Photos again came from the prolific fountain of fantastic steam proto photos, Harold Vollrath, 8938 Maple Drive, Shawnee, Mission, Kansas. I landed two of the left side, both of which are shown here. The earlier one shows an engine with the original Temiskaming & Northern Ontario lettering (The T&NO was often confused with "Texas & New Orleans" and "Temiscouata Ry."), old type Elesco feedwater pump (Cary casting), and open pilot deck.

The later picture, with Ontario Northland lettering, shows a sister engine with the feedwater pump enclosed and moved down behind the drivers, smoke deflectors, and an enclosed pilot deck.

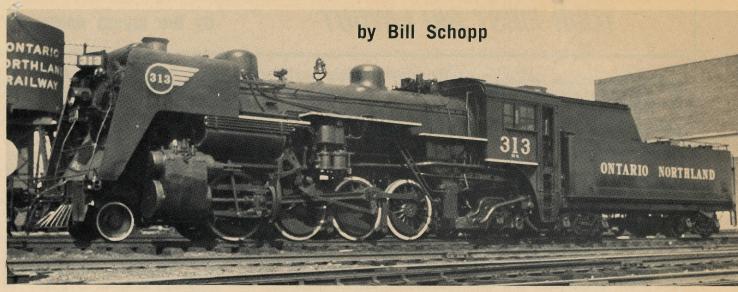
Changes in the superstructure have to do mainly with adding the triangular number board ahead of the feedwater heater (2 Cal-Scale or Kemtron number boards soldered together), changing running board lines, and changing the sand dome.

I did discover that there were no Ontario Northland steam decals available, although they were included in the former Porteous decal line. The lettering on the tender is from a Walthers freight car set.





Right and left hand views of the author's model. Lack of ON tender decals made it necessary to use ON freight car decals. Model could also have been hand lettered for TEM with alphabet set. Author omitted the modernizing touches.



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.

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.

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.

