



# THE WCR PRESS

VOLUNTEER & STAFF EDITION



Issue No. 9 (SPECIAL) - Friday, October 16, 2020

## ***NINTH EDITION***

# **HERITAGE BUDD RDC CARS COMING TO WATERLOO REGION**

This issue is dedicated to a very special announcement by the Waterloo Central Railway and the Southern Ontario Locomotive Restoration Society. Over the last several months we have been working toward preserving another significant part of Canadian railway history. In the mid-1950's the advent of the Budd Rail Diesel Car, famously known as the RDC, or in Canada as the Dayliner or Railliner, changed rail passenger travel permitting a more economical way to provide rail passenger service on both main and branch lines throughout the country.

We are most fortunate to have acquired from VIA Rail RDC-1's 6135, 6148 and RDC-2 6205, all three of which were stored serviceable several years ago. Along with these three RDC's we have also acquired RDC-1's 6111 and 6138 which although are in less favourable condition were worth saving from the scrappers torch. This issue will showcase our significant heritage acquisition along with the history of the RDC in North America. If you are not too keen on "Budd Cars", this may not be the issue for you!



*Photo by Peter McGough*

## New Additions To The WCR Heritage Rail Collection

This remarkable set of events leading the WCR to this once in a lifetime acquisition for a heritage railway was put in motion by two volunteers who separately earlier this year had travelled by VIA passing the VIA Toronto Maintenance Centre noticing a number of Budd RDC cars stored there and which had been there for some time.

This prompted an initial overture by the WCR to VIA in the spring as to their status. Coinciding with this was the beginning of the COVID-19 Pandemic which was having a devastating effect on VIA's business and service delivery. We are very grateful that despite the challenges VIA was facing they responded which led us here to today.

Through the efforts of Mr. Joe Cianci, the Director of Asset Management for VIA, we were able to move ahead and acquire these heritage self-propelled passenger units which played a significant role in Canada's rail history and development. We owe a debt of thanks to Mr. Cianci for his patience, advice and guidance as this was shepherded through VIA ending with this sale. It was through his efforts this came to pass following a long 36-year career with VIA Rail which will end with his retirement this month. We want to offer our sincere thanks to Joe.

Our acquisition ensures that this heritage rail equipment will continue to operate in our museum rail setting permitting another generation of Canadians to experience what was once a daily occurrence but rarely exists today.

This collection represents heritage equipment from both of Canada's national railways with VIA 6135, 6148 and 6138 originally purchased by Canadian Pacific Railway and VIA 6111 and 6205 being an offspring of Canadian National Railway. The three stored serviceable, 6135, 6148 and 6205 will constitute phase one of the overall restoration and service delivery plan.

Along with these three units we have also acquired RDC-1's 6111 & 6138 however they are in a condition that will require extensive work. So far this has been the easy part, upon their arrival a detailed restoration plan will be developed to have at least one and hopefully 2 units ready for our next season. The plans for our service and these units are presented further in this edition.

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### VIA 6135 - Former CPR RDC-1 9072



Nanaimo and later the Sudbury to White River route.

This unit still has intact seating for 80 passengers with electric heat and air conditioning. We are very fortunate that this unit is accessible for both seating as well as the washrooms and will be a first for us. It is currently stored at the VIA Rail Toronto Maintenance Center where it will be shipped to St. Jacobs by CN.

VIA RDC-1 No. 6135 built in June 1958 by Canadian Car & Foundry (CC&F) at their Lachine Quebec plant under license from the Budd Company of Philadelphia as Canadian Pacific Railway No. 9072. It was acquired by VIA Rail Canada in 1978 when VIA took over providing national rail passenger service in Canada and became VIA No. 6135.

It had been in service on Vancouver Island between Victoria and



### VIA 6148 - Former CPR RDC-1 9305



VIA RDC-1 No. 6148 was built in July 1956 by the Budd Company of Philadelphia originally as a RDC-2 for Canadian Pacific Railway and numbered No. 9114. It was converted by Canadian Pacific at their Angus Shops to an RDC-1 configuration removing the baggage section of the car and renumbered to 9305.

It was acquired by VIA Rail Canada in 1978 when VIA took over providing national rail passenger service in Canada and became VIA No. 6148.

Previously it had been in service on Vancouver Island between Victoria and Nanaimo and later the Sudbury to White River route.

This unit still has intact seating for 80 passengers with electric heat and air conditioning. We are very fortunate that this unit is accessible for both seating as well as the washrooms and is a first for us. It is currently stored at the VIA Rail Toronto Maintenance Center where it will be shipped to St. Jacobs by CN.



### VIA 6205 - Former CNR RDC-2 6205



VIA RDC-2 No. 6205 was built in May 1958 by Canadian Car & Foundry (CC&F) at their Lachine Quebec plant under license by the Budd Company of Philadelphia as Canadian National Railway No. D-202.

It was later renumbered by CNR to CN 6205 in 1969.

It was acquired by VIA Rail Canada in 1978 when VIA took over providing national rail passenger service in Canada and became VIA No. 6205.

Previously it had been in service on Vancouver Island between Victoria and Nanaimo and later the Sudbury to White River route. On that route the seats and baggage section wall were removed to permit the transportation of canoe for passengers boarding and detraining at flags stops in the wilderness. It was called the canoe car for that reason.

It is currently stored at the VIA Rail Toronto Maintenance Center where it will be shipped to St. Jacobs by CN.



**VIA 6111 - Former CNR RDC-1 - 6111**



VIA RDC-1 No. 6111 was built in April 1955 by the Budd Company of Philadelphia as Boston & Maine Railroad No. 6111. The Boston & Maine sold it to Canadian National Railway in 1965 and it became CN 6111.

It was later acquired by VIA Rail Canada in 1978 when VIA took over providing national rail passenger service in Canada and became VIA No. 6111.

In 1999 it was sold to Farmrail and became FMRC 6111 and remained at VIA's Toronto Maintenance Center.

It was re-acquired by VIA in 2018 and is currently stored at the VIA Rail Toronto Maintenance Center where it will be shipped to St. Jacobs by CN.

The condition of this unit does not make it suitable for an initial restoration.



**VIA 6138 - Former CPR RDC-2 9109**



VIA RDC-1 No. 6138 was built in July 1956 by the Budd Company of Philadelphia originally as a RDC-2 for Canadian Pacific Railway and numbered No. 9109. It was converted by Canadian Pacific at their Angus Shops to an RDC-1 configuration removing the baggage section of the car and renumbered to 9309.

It was acquired by VIA Rail Canada in 1978 when VIA took over providing national rail passenger service in Canada and became VIA No. 6138.

In 1999 it was sold to Farmrail and became FMRC 6138 and remained at VIA's Toronto Maintenance Center.

It was re-acquired by VIA in 2018 and is currently stored at the VIA Rail Toronto Maintenance Center where it will be shipped to St. Jacobs by CN. The condition of this unit does not make it suitable for an initial restoration.



## The History of the Budd Rail Diesel Car - RDC

The Budd Rail Diesel Car, RDC or Buddliner is a self-propelled diesel multiple unit (DMU) railcar. Between 1949 and 1962, 398 RDCs were built by the Budd Company of Philadelphia, Pennsylvania, United States. The cars were primarily adopted for passenger service in rural areas with low traffic density or in short-haul commuter service, and were less expensive to operate in this context than a traditional diesel locomotive-drawn train with coaches. The cars could be used singly or coupled together in train sets and controlled from the cab of the front unit. The RDC was one of the few diesel multiple unit (DMU) trains to achieve commercial success in North America. RDC trains were an early example of self-contained DMU trains, an arrangement now in common use by railways all over the world.



Budd RDCs were sold to operators in North America, South America, Asia, and Australia. They saw extensive use in the Northeast United States, both on branch lines and in commuter service. As passenger service declined in the United States the RDC was often the last surviving conveyor of passengers on a particular route. Most RDCs were retired by the 1980s. In Canada, RDCs have remained in continuous use since their introduction in the 1950s.

### Background



The self-propelled railcar was not a new concept in North American railroading. Beginning in the 1880s railroads experimented with steam-powered railcars on branch lines, where the costs of operating a conventional steam locomotive-hauled set of cars was prohibitive. These cars failed for several reasons: the boiler and engine were too heavy, water and fuel took up too much space, and high maintenance costs eliminated whatever advantage was gained from reducing labor costs.

In the 1900s steam railcars gave way to gasoline, led by the McKean Motor Car Company, which produced 152 between 1905 and 1917. J. G. Brill sold over 300 "railbuses" in the 1920s. Newcomer Electro-Motive Corporation, working with the Winton Motor Carriage Company, dominated the market at the end of the 1920s but had exited it completely by 1932 as the Great Depression gutted rail traffic.

The Budd Company entered the market in 1932, just as EMC exited. Up to that time Budd was primarily an automotive parts subcontractor, but had pioneered working with stainless steel, including the technique of shot welding to join pieces of stainless steel. This permitted the construction of cars which were both light and strong. Budd partnered with Michelin to construct several rubber-tyred stainless steel rail cars powered by gasoline and Diesel engines. These saw service with the Reading Company, Pennsylvania Railroad, and Texas and Pacific Railway. The cars were underpowered, the tires proved prone to blowouts and derailments, and were unsuccessful.



Budd revived its railcar concept after diesel engines with a suitable combination of power and weight became available in 1938, although with more conventional steel wheels. In 1941 Budd built the Prospector for the Denver and Rio Grande Western Railroad. This was a two-car diesel multiple unit. Each car had a pair of 192 horsepower (143 kW) diesel engines and was capable of independent operation. The cars were constructed of stainless steel and included a mix of coach and sleeping accommodations. The design was popular with the public but undone by the difficult operating conditions on the D&RGW. It was withdrawn in July 1942, apparently another failure. However, several technical advances during the Second World War encouraged Budd to try again.

The Budd Company designed the RDC (Rail Diesel Car) as an economical alternative to the traditional locomotive-hauled passenger trains in suburban, commuter, branch line, interurban and supplementary main line service at a time when the railroads were struggling to make such services profitable. RDCs proved much less costly to operate than regular consists and were well received by railroads throughout North America as well as some overseas lines. Priced at \$127,000 to \$130,000, an RDC cost approximately 50 per cent less to operate than a conventional locomotive-hauled train.



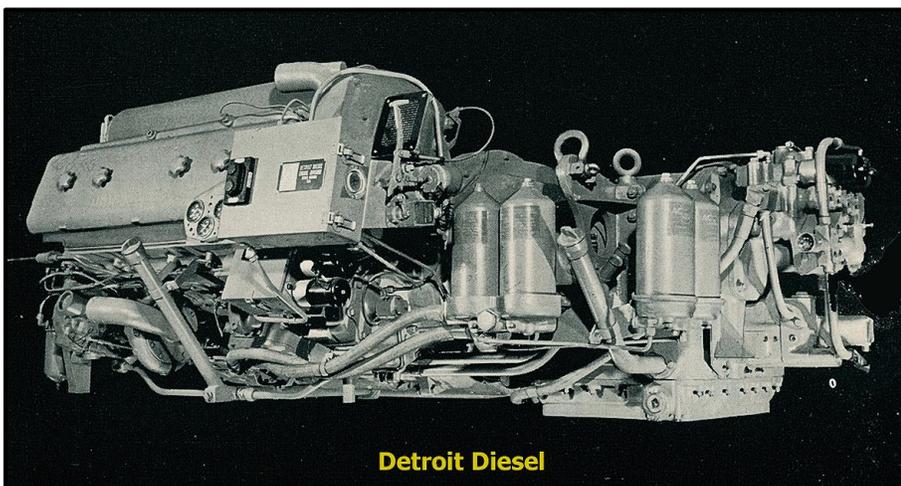
A total of 398 units of various configurations were built from 1949 and 1962. The Budd Company built RDCs in its Red Lion plant in Philadelphia.

In 1957, Canadian Car & Foundry Company of Montreal (Lachine) was licensed to build RDCs in Canada for Canadian buyers. Subsequently, 16 unfinished body shells were supplied by the Budd Company and completed in the Lachine plant of Canadian Car & Foundry.

## Design

The RDC was visually attractive, easy to maintain, lightweight, flexible and powerful. The stainless-steel exterior was almost maintenance free. Operating controls were positioned at each end of the car to eliminate costly and time-consuming trips to turn the car at stub-ended terminals. The units could be used singly or in multi-car trains.

The design incorporated developments by General Motors in engine and torque-converter transmissions developed for use in US Army M46 Patton tanks during the Korean War. The RDCs had a high power/weight ratio providing fast pick-up. Twin compact six-cylinder diesel engines produced 550 horsepower enabling the car to accelerate to 44 mph in 60 seconds, 54 miles per hour in 90 seconds and 80 miles per hour in under four minutes. The RDC had a top speed of 83 mph on level track.



**Detroit Diesel**

An engine was mounted on the underframe beside each truck and connected to the driving axle of the adjacent truck. The modular diesel engines and transmissions were located under the floor so that they could be easily replaced. The two engines provided a greater degree of reliability than could have been obtained from a single power plant. Disc brakes enabled the car to decelerate at 2.8 mph per second.

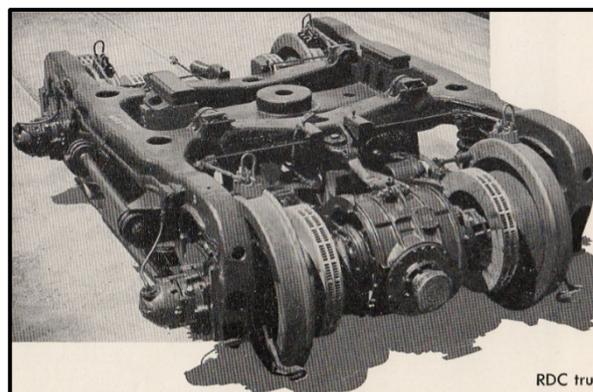


The RDC rode on a pair of four-wheel drop-equalizer trucks with a wheelbase of 8 foot 6 inches and 33-inch diameter wheels.

Budd, which had produced more than 2,500 streamlined cars for various railroads, took a standard 85-foot (26 m) coach design and added a pair of 275 hp 6-cylinder Detroit Diesel series 110 engines.



The engines were cooled by radiators on the roof of the car connected by piping to insulated water tanks beneath the floor. A blister on the center of the roof contained the cooling radiators, cooling fan motors, radiator fans and engine exhaust pipes.

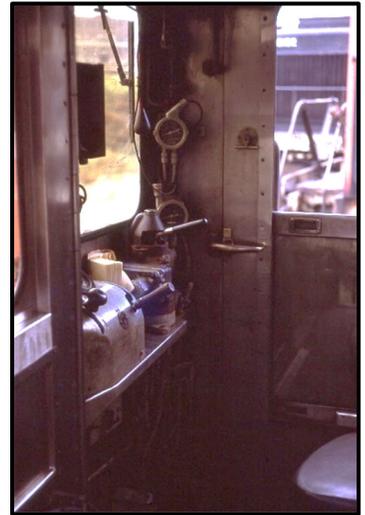




Naturally, variations in arrangements of internal seating and cargo sections were made by the builder, or by the owning railways, to suit their operating requirements.

Three chains were hung in each end doorway for safety when the end door was opened.

The top speed for the design was 85 miles per hour (137 km/h). The control systems allowed the cars to operate singly, or in multiple.



The result was the RDC-1, which made its public debut at Chicago's Union Station on September 19, 1949.

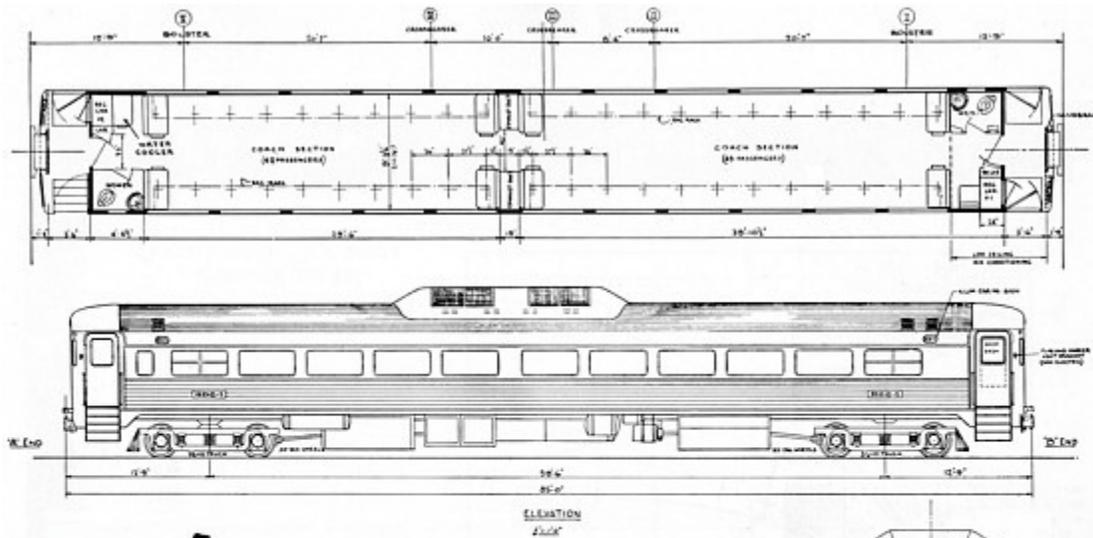
### Variants

Budd manufactured five basic variants of the RDC.

The **RDC-1**, the most numerous version, was a self-propelled coach containing only passenger seating for 90 passengers. Because there was no space encroachment in the car body by the power plant, there was plenty of room for passenger seats. A vestibule with operator controls was at each end. A men's room was at one end and a women's restroom was at the opposite end. It was 85 feet long



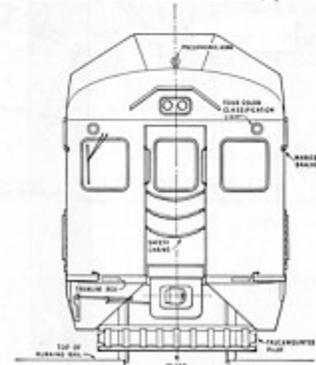
The RDC-1: an 85 ft (25.91 m) all-passenger coach seating 90 passengers. It weighed 118,300 pounds (53.7 t) empty.



## RDC 1

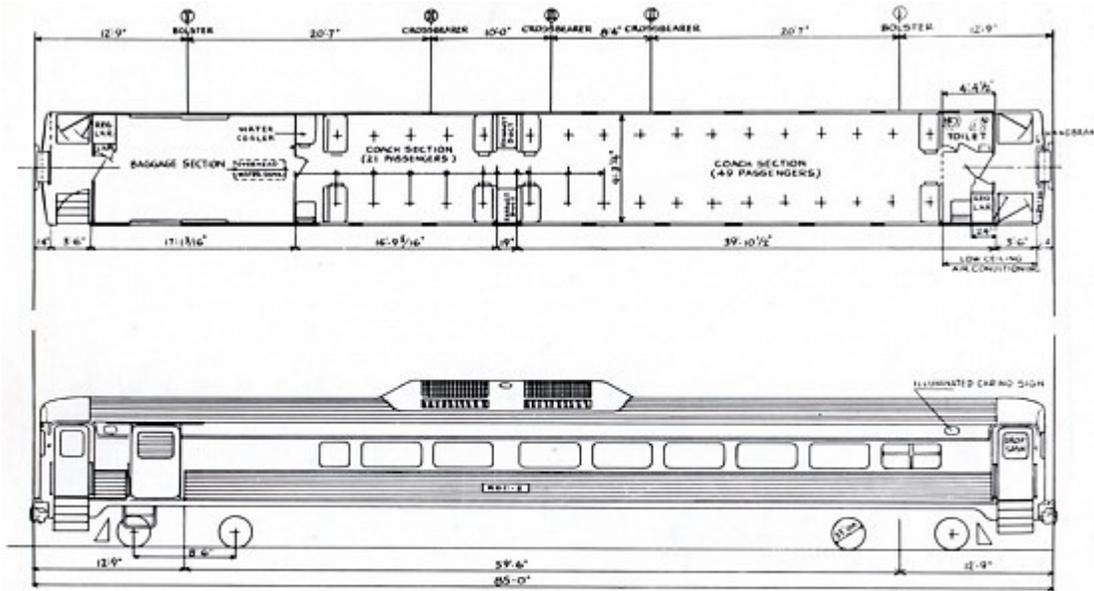
RDC-1 is strictly for carrying passengers. It seats 89, on walkover seats.

<i>Weight, light</i>	<i>108,000 pounds</i>
<i>Weight, ready to run</i>	<i>112,800 pounds</i>
<i>Normal maximum weight (including 89 passengers)</i>	<i>126,600 pounds</i>



The **RDC-2** contained a 17-foot baggage section followed by a coach section with seating for 70 passengers. It contained a common toilet at the end of the passenger section. The baggage section had a 4-foot wide door on each side. It was 85 feet long

The RDC-2: an 85 ft (25.91 m) baggage and passenger coach configuration (combine) seating 70 passengers. The baggage area was 17 ft (5.18 m) long. It weighed 114,200 pounds (51.8 t) empty.

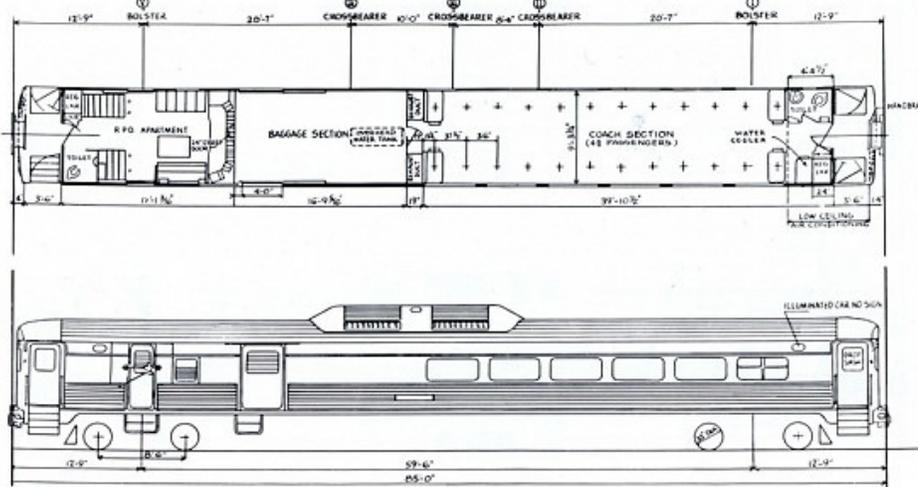


## RDC 2

RDC-2 combines passengers and baggage-express. Seats 70 passengers. Has a 17 foot baggage-express compartment.

Weight, light	109,000 pounds
Weight, ready to run	113,800 pounds
Normal maximum weight (including 70 passengers and 10,200 lb. baggage)	134,800 pounds

The **RDC-3** contained a 17-foot Railway Post Office (RPO) section followed by a 17-foot 9-inch baggage section followed by a coach section with seating for 48 passengers.



## RDC 3

RDC-3 combines passengers, baggage-express, and mail, seating 48 passengers, with a 17 foot baggage-express compartment, separated by a bulkhead with a creep door from a 15 foot railway mail apartment.

Weight, light	113,100 pounds
Weight, ready to run	118,100 pounds
Normal maximum weight (including 48 passengers 5,000 lb. R.P.O. load 8,250 lb. baggage)	139,500 pounds

It contained a common toilet at the end of the passenger section and a toilet in the RPO section. It was 85 feet long

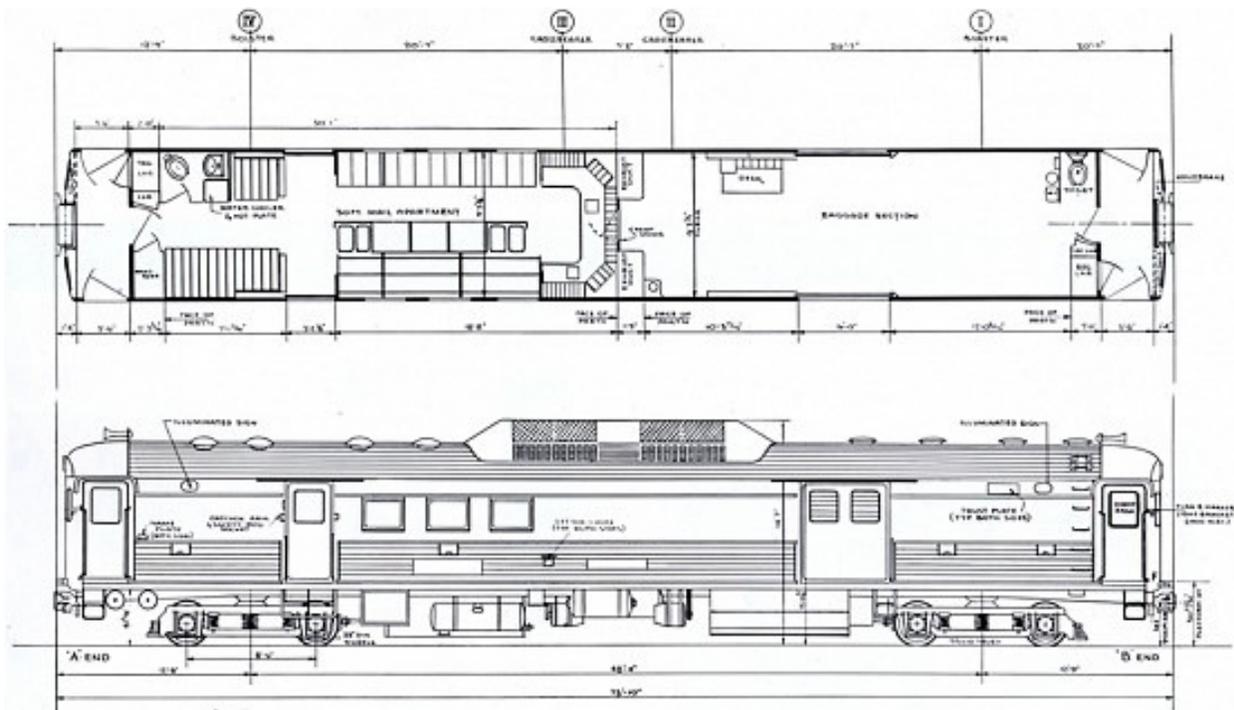
The RDC-3: an 85 ft (25.91 m) variant with a railway post office, a baggage compartment and 48 passenger seats.

It weighed 117,900 pounds (53.5 t) empty.

The **RDC-4** contained a 30-foot RPO section followed by a 31-foot baggage-express section, with a toilet in the end of each section. It contained no passenger seating. Unlike the other models the RDC-4 was not air-conditioned. With proportionally higher loading, it was built to a shorter 73-foot 10-inch coupled length to match the performance of the other models. The RDC-4 was introduced after the other three models had been in service for a couple of years.



The RDC-4: a 73 ft 10 in (22.50 m) variant with only the railway post office and baggage area. It weighed 109,200 pounds (49.5 t) empty.



## RDC 4

RDC-4 is for mail and baggage-express exclusively. It is 73 feet, 10 inches long and contains a baggage-express compartment of 31 feet, separated by a bulkhead and creep door from a mail apartment of 30 feet.

<i>Weight, light</i>	105,200 pounds
<i>Weight, ready to run</i>	109,800 pounds
<i>Normal maximum weight (including 10,000 lb. R.P.O. load 22,300 lb. baggage )</i>	142,100 pounds

The **RDC-9** was introduced in 1956 for the Boston & Maine as a "powered trailer", designed for use with two regular RDCs in a three car consist. It was a motorized coach powered by a single motor and containing seating for 94 passengers. Lacking control cabs or end windows, it was not designed for independent operation but was controlled by controls in a coupled RDC. It was 85 feet long.

The RDC-9: an 85 ft (25.91 m) passenger trailer seating 94, a single 300-horsepower (220 kW) engine and no control cab.



Several railroads used the designation "RDC-5" such as Canadian Pacific Railway for their RDC-2s converted to full-coach configuration.



*CPR RDC-2 9109 rebuilt by CPR at its Angus Shops in Montreal to an RDC-1 configuration with the baggage compartment removed but a type which CP called the RDC-5. It was renumbered to 9309 ultimately acquired by VIA Rail as 6138. Photos by Bruce Chapman*

In 1956, Budd introduced a new version of the RDC, with several improvements. The new cars had more powerful versions of the Detroit Diesel 6-110 engines, each of which produced 300 horsepower (220 kW) instead of 275 horsepower (205 kW).

They also featured higher-capacity air conditioning and more comfortable seating. The appearance changed slightly as well with the side fluting continuing around to the front of the car and the front-facing "cab" windows were smaller.

## History

The vast majority of RDCs were owned and operated by railroads in the United States. They could be found on branch lines, short-haul intercity routes, commuter routes, and even long-distance trains. The Western Pacific Railroad used a pair of RDC-2s to operate the *Zephyrette*, a supplement to the *California Zephyr*. The two cars ran between Oakland, California and Salt Lake City, Utah, 924 miles (1,487 km), three days a week.

Examples of shorter intercity services were the Chicago, Rock Island and Pacific Railroad's Memphis, Tennessee–Amarillo, Texas *Choctaw Rocket* and the Baltimore and Ohio Railroad's *Daylight Speedliner*. The latter ran between Pittsburgh and Philadelphia and included full dining service. A notable example of the RDC's flexibility occurred on the Pennsylvania-Reading Seashore Lines, where a single train would depart Camden, New Jersey and split into multiple trains to serve different destinations on the Atlantic coast.



The largest RDC fleets were in the Northeast United States. The New York, New Haven and Hartford Railroad (New Haven) acquired 40 RDCs, which it called "Shoreliners", in 1952–53. By 1955 these accounted for 65% of the New Haven's passenger routes.

This achievement was eclipsed by the Boston and Maine Railroad, whose fleet grew to 108 by 1958. The B&M's RDCs operated 90% of the company's passenger routes, including its extensive commuter operations around Boston, Massachusetts.

PHOTO BY WILLIAM A. GIBSON SR (BILL), COURTESY OF WILLIAM A. GIBSON JR (ART)



The results in commuter service outside the B&M were mixed. Budd had not designed the RDC for commuter service and discouraged operators from using it to haul coaches. The Long Island Rail Road and Chicago and North Western Railway, which had extensive networks in Long Island and Chicago, respectively, evaluated the RDC but made few orders. Conversely, the Reading Company's 12 RDC-1s lasted on the Philadelphia–Reading and Philadelphia–Bethlehem routes well into the SEPTA era.

For several railroads the RDCs, because of their low overall cost and operational flexibility, were the last passenger trains in operation. Examples include the Duluth, Missabe, and Iron Range Railway, the Duluth, South Shore and Atlantic Railway, the Lehigh Valley Railroad, and the Northwestern Pacific Railroad, where RDC service survived until the formation of Amtrak in 1971. Many RDCs remained in service throughout the 1970s and 1980 with several still operating in Canada even today – we are continuing that legacy/

## Canada

Both the Canadian National Railway (CN) and Canadian Pacific Railway (CP) purchased RDCs. The Canadian National purchased 25 cars outright, and acquired many more second-hand from the Boston and Maine Railroad.

These cars, which CN called *Railiners*, were used primarily on secondary passenger routes. CP purchased 53 cars.

The first Budd RDC car ran on November 9, 1954, between Detroit and Toronto. It was the first stainless-steel passenger train to operate in Canada. CP used the RDCs, which it called *Dayliners*, throughout its system.

CP also made extensive use of them on commuter trains around Montreal and Toronto. Via Rail inherited many of these cars when it took over CN and CP passenger services in 1978. Via continues to use RDCs on the Sudbury–White River train in Ontario.



Photo by Peter Cox



Photo by John Kelley

The Canadian National Railway was the first railway to operate an RDC in Canada when it tested Budd demonstrator No. 2960 in February, 1951.

Two years later, the CPR tested the same Budd No. 2960 for three weeks between Montreal and Mont Laurier, QC, and received enthusiastic acceptance.

The CPR was the first Canadian railway to apply the RDC when it placed an order in September 1953, for three RDC-1's and one RDC-3.

Pacific Great Eastern Railway operated RDC passenger service until 2002.

## Canadian National Railways and the RDC - Railiners

CN advertised its RDCs as Railiners and numbered them based on model type. RDC-1s were D-100 up. RDC-2s were D-200 up. RDC-3s were D-300 up. RDC-4s were D-400 up and RDC-9s were D500 up. Due to popular public response to the initial units that CN purchased in 1954-1959, to meet traffic demands CN purchased additional second-hand units from B&M, C&O, C&EI, in 1964 and 1965. CN purchased seven RDC-9 units from the MBTA in 1965. The CN units were delivered with green and yellow ends with black lettering on the stainless-steel letter boards. Later they received bright red ends with white CN noodle logos and wide black bands with white CN noodle logos along the side window panels. Some units operating in western Canada had a white band on their letter boards



In 1964-65 CN modernized and improved the interiors accommodations in many units. CN and VIA Rail operated one of the largest RDC fleets. CN modernized most of its Phase I units by adding new ends with smaller cab windows, larger pilots of the Phase II design and roof-top headlights in a unique housing. Many Phase II units were fitted with a diaphragm at each end to enable passengers to move between cars when operated as multiple unit trains. Late in life many units also received ditch lights in rectangular recesses below the end cab windows. In 1978 all existing CN units were transferred to VIA.



## Canadian Pacific Railways - Dayliners

CP advertised its RDCs as Dayliners and numbered them based on model type. RDC-1s were 9050-9099. RDC-2s were 9100-9199. RDC-3s were 9020-9049. RDC-4s were 9200-9299. In operation, a MARS oscillating headlight was usually mounted on the center of the end door on the leading unit. Two RDC-1 units were assigned to, and lettered for, the CP subsidiary Dominion Atlantic Railway. CP purchased one RDC-1 from the DSS&A in 1958 and one RDC-2 from the Lehigh Valley in 1958.



PHOTO: JON ARCHIBALD COLLECTION

In 1978 all existing CP units were transferred to VIA.



PHOTO: JOHN EULL

## **Pacific Great Eastern Railway / British Columbia Railway / BC Rail**

PGE and BC Rail advertised its RDCs as Cariboo Dayliners and numbered them based on model type. RDC-1' were BC-10 up while RDC-3s were BC-30 up. In addition to the units that PGE purchased new in 1956, PGE purchased additional second-hand units; four from Amtrak in 1975 and three from SEPTA in 1983. The PGE units had dark green and orange ends with a dark green letter boards and orange lettering. Most of the units had the side fluting carried across the side doors and wrapped around the car ends.



PGE cars had Swanson air horns mounted on the roof at each end and "Pathfinder" headlights mounted on the extreme top corners of the car. In operation, a headlight was usually mounted on the center of the end door on the leading unit. In 1972 all existing PGE units became units of the British Columbia Railway which later became BC Rail.

### **British Columbia Railway**

BCR applied several paint schemes on their RDCs. The first paint scheme of BCR was dark and light green ends with a dogwood herald on the end door and light green letter boards and yellow pilots. Later they had dark green ends and letter boards, 12" wide white reflective stripes on the lower ends 2" diameter dogwood herald on ends and sides and yellow pilots.

### **BC Rail**

BC Rail painted their RDCs with dark green tops of ends, 8"-wide reflective diagonal stripes on bottom of ends and yellow pilots. Later they applied dark blue tops of ends with 8" diagonal white stripes.

## VIA Rail Canada

In 1978, VIA inherited 84 units from the CN and CP. Many additional RDCs were purchased from MBTA (ex-B&M) as they were made surplus in the US. VIA numbered their RDCs in the 6000 series. The VIA units carried wide blue bands with yellow stripes on their sides with VIA logos and had their pilots painted black. The VIA paint scheme as changed over the years.

Some former CN VIA units initially carried the VIA paint scheme with additional red CN noodle logos.



## What The Future Holds

When our “new” units arrive at the WCR Restoration and Maintenance Facility in St. Jacobs, the first step will be to initiate a mechanical review of RDC-1’s 6135, 6148 and RDC-2 6205. As both 6135 and 6148 have a full compliment of seats our primary attention will be directed towards these units.



Because of the access points in 6205 with the large baggage doors we view this also as a priority to provide for increased accessibility, something we never had before.

As well as 6205 both 6135 and 6148 have accessible washrooms and secure floor areas for tie downs.



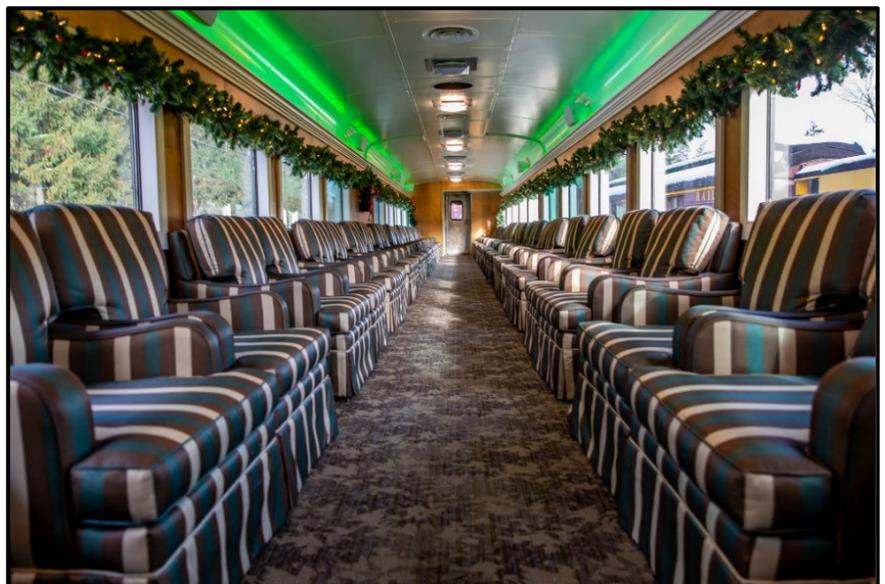
Because the prime mover in these units is a diesel truck engine and is still commercially available, we are optimistic that they can be made mechanically operational in a respectable period. Our Chief Mechanical Officer Norm Gelinas as a youngster worked on these units when he first started with CP in Sudbury and is our guide through this process. Each unit has two engines operating separately from each other so that lends itself to us being able to operate with just one engine per car if necessary as we are only going 10 mph.

While 6135 and 6138 have seats and will remain in that configuration, as 6205 is an empty shell we are investigating turning it into a premium car with either a lounge or parlour in what was the former seating area.



The former baggage section we are looking at placing the large kitchen prep equipment now in CC&F coaches 1978 and 2003 to augment the parlour or lounge use. In doing this we must also ensure we do not compromise accessibility offered by the baggage doors on both sides of the car.

When our RDC-9, ex-CNR & VIA 6006 was purchased three and half years ago as an empty shell, the exterior was stripped down, interior finishes removed along with the diesel engine and transmission and we redesigned it to be a lounge or dining car used as the VIP car on the Polar Express and Santa Trains. This is our future plan for these cars.



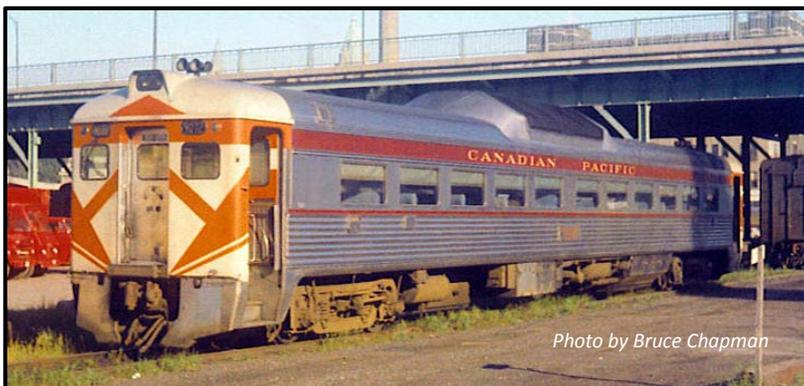
It is our vision to provide this car in future regular service adding a premium in much the same way Strasburg Railroad in Pennsylvania does. Its design is still that of an RDC and can be included in the consist without an engine. We must do additional electrical and control pass through work for MU capabilities, but we believe this is doable and meets our future plans.

With 6111 and 6148 we will strive to get them operational but at the very least we have 2 stainless steel coach shells we can adapt any way we want. They would mesh and operate well in the interior of an RDC consist or a streamliner train powered by our conventional diesel locomotives. We should keep in mind that when we offer premium service it usually sells out.

As has been our past practice we intend to renumber each car back into their original number assigned by either CP or CN when they were first purchased by them. As the bulk of these units were originally CPR units, we intend to use the term Dayliner and they will be lettered as such on the side number board over the fluted stainless-steel side panels.

**VIA 6111 will become WCR 6111**

**VIA 6135 will become WCR 9072**



**VIA 6138 will become WCR 9309**

**VIA 6148 will become WCR 9305**



**VIA 6205 will become WCR 6205**



The original CPR RDC's came with "tiger stripes" - diagonal Tuscan and yellow striping on the end of each car body which also extended back to cover the vestibule access door. This look had been a staple of CPR self propelled units previously as well as on the CPR Electric Lines such as the local Grand River Railway and Lake Erie and Northern Railway which ran out of Preston at their shops. We look at our return to this era of colour schemes as a local throw back.

### Reminiscent of the Past



*Grand River Railway Shops – Preston*



*Kitchener*

*These photos were kindly provided by Mark Hymers and were taken by his father.*

### The Basis of Our New RDC Look



*Photo by Vic Sturdy*



*Photo by Doug Hately*



*Photo by Bob Krane*



CP 9114 Glen Yard, Westmount, Québec, August 7, 1970 Photo by Greg McDonnell

Each car will have the “band” above the side panel coach windows painted Tuscan with the words “Waterloo Central” in the CPR yellow applied in that panel. This photo provides an idea of what we are envisioning.



**RDC—Car with a Future for Canada's Future**

The Canadian Pacific—world's greatest travel system—has just bought four Budd stainless steel RDCs. (The letters RDC stand for Rail Diesel Car.)

The cars were bought because of their proved ability to reduce costs, improve service and attract traffic. But also with an eye to Canada's growth, which presages an increase in the need for transportation as Canada's vast mineral, oil and natural resources are developed.

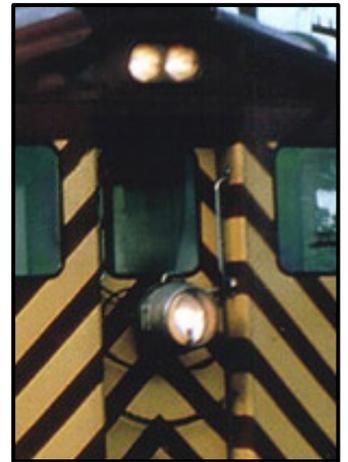
Operating experience with RDC usually reveals potentialities not originally envisioned. Nobody has yet found their limit, though RDC is now operating in a searching range of services in Australia, Cuba and Saudi Arabia, as well as on our own country's leading railroads. The Budd Company, Philadelphia, Detroit, Gary.

Automobile and Truck Bodies and Wheels, Railway Passenger Cars and Plows **Budd**  
PIONEERS IN BETTER TRANSPORTATION

CPR RDC's were distinctive with the large oscillating MARS light hung on the exterior vestibule door on the lead unit. Interestingly enough, after all this time the brackets for this light still remain on the former CPR RDC's we are receiving.

We are searching for these lights to complete the heritage look of these cars and if we can find them, they will be used on each RDC train we operate.

While we have no intention of living in the past, our heritage roots allows us the latitude to reach back and pull the best from the past which we are doing here ranging from the appearance of our equipment to the original advertising campaigns of the Budd Company featuring our cars.



Can you imagine the train below “streaking” across Waterloo and Woolwich Township at 10 miles per hour? If you can this is what we envision our new RDC passenger trains will look like. Stay tuned.



## Our New Units – Their Pedigree

### On Vancouver Island



*VIA 6135 transits from the station in downtown Victoria to Russell's Roundhouse where it will be serviced in preparation for its morning departure on VIA train 199. Photo by Steve Arnot*



*VIA 6135 and 6148 approach Cassidy on Vancouver Island with southbound train 198 to Victoria. Photo by Steve Arnot*



*VIA 6148 sits alongside 6135 and 6133 which are being serviced at Russell's Roundhouse in preparation for their morning departure on the Malahat. Photo by Steve Arnot*



*VIA RDC-1s 6135 and 6133 pass SRY 124 as they head for their final stop of the afternoon at the station in downtown Victoria. Photo by Steve Arnot*



*VIA RDCs 6135 & 6148 cross the Victoria Harbor drawbridge. Photo by Steve Arnot*

**In Toronto & Southwestern Ontario**



*VIA 6148 VIA No. 665, at Kitchener, Ontario., June 3, 1984*

© greg mcdonnell 2020

*VIA 6135, Spadina Coach Yard car washer, Toronto, Ont. On August 17, 1983*



© greg mcdonnell 2020



*CP 9114 train 240, Pine Beach (Dorval), Quebec, August 6, 1970*

© greg mcdonnell 2020

*CPR RDC-2 9109 at Ottawa West on June 24, 1965.*

*Photo by Bruce Chapman*



*CPR RDC-1 9072 In Yarmouth Nova Scotia in August 1978.*

# Budd Company RDC's in the Art Deco Era



## 40 RDC'S FOR THE PROGRESSIVE NEW HAVEN

If anybody should know how to carry passengers profitably it's the New Haven. Nearly half its income is derived from this source, in contrast with most railroads where freight is king.

This adds significance to the fact that the New Haven has become the largest purchaser of Budd RDC's—stainless steel, self-propelled, rail diesel cars.

In the nearly three years RDC's have been operating in this country and abroad they have compiled an impressive record. In performance, they have improved every schedule they were assigned to. In operation they have proved both reliable and economical—two RDC's send one railroad \$400,000 in a year. In the comfortable, air-conditioned service they render, RDC's have increased passenger patronage—one RDC, operating in a new service between Worcester and New London, picked up 944 passengers in its first week.

Both New England and the New Haven will benefit from expanded RDC operations.  
The Budd Company, Philadelphia, Detroit, Gary.



PIONEERS IN BETTER TRANSPORTATION



## RDC—The Car You're Going To Ride In

The letters R D C stand for rail diesel car. It is the stainless steel, self-propelled railway passenger car, built exclusively by The Budd Company, which is rapidly establishing itself as the essential rail passenger carrying car.

All logic points in that direction.

On the Baltimore & Ohio, for example, two RDC's are doing the work of nine coaches and three locomotives—and increasing the patronage.

On the Michigan Central, one RDC has replaced a locomotive and five cars, speeded up the schedule between Bay City, Michigan, and Detroit, and enabled the railroad to restore rail service between Bay City and Midland that was abandoned 25 years ago.

Two RDC's are saving the Western Pacific \$600,000 a year (RDC's cost about \$165,000 apiece).

Eleven domestic railroads, and railroads in three foreign countries, have bought a total of one hundred

and sixteen RDC's. The New Haven Railroad alone has bought forty. All this since the first RDC was built, barely three years ago.

The car has met every demand with distinction, with spectacular performance (in Australia it cut a forty-three hour schedule to nineteen and a quarter hours), and with operational cost savings that border on the unbelievable. RDC is proving to be the most important contribution to railway passenger service since the invention of the air brake. If you're not already riding in RDC's, the day is not distant when you will be.

The Budd Company, Philadelphia, Detroit, Gary.



PIONEERS IN BETTER TRANSPORTATION

Bodies and Wheels for Automobiles, Trucks, Highway Trailers, Railway Passenger Cars and Disc Brakes, Agricultural Implements, Laminated Plastics, Vulcanized Fibre and Insulating Materials, Nuclear Energy Radiography Units, Jet Engine Components.



## YOU CAN'T HEAR A TREE GROW

Amid all the headlines and excitement about the radical new, experimental trains, this stainless steel, self-propelled, rail diesel car—RDC—has been revolutionizing rail passenger transportation.

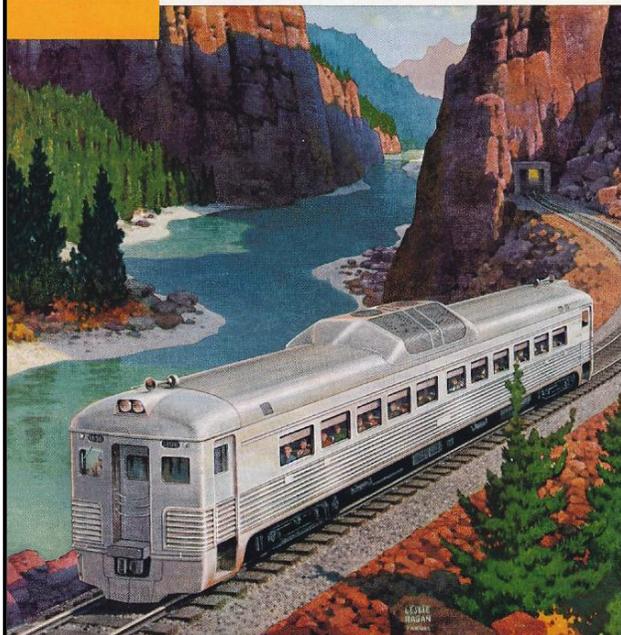
There is nothing unproved about RDC. It has traveled a hundred million miles. Twenty-nine railroads, here and abroad, have bought three hundred RDC's.

Everywhere they have provided passenger-enthusiastic service. They have proved a practical alternative

to abandonments. They have restored rail service to communities that had had none for years. They have saved their railroad owners millions of dollars.

This year we have given RDC a "new look" . . . built into it all that vast operating experience, invention and new materials have accumulated during its six brilliant years. Railroads have already ordered more than sixty of these new RDC's.

The Budd Company, Philadelphia 15.



## The New Haven's 40 RDCs Get Busy and Business

The New Haven Railroad now operates 40 Budd rail diesel car RDC's. And the New Haven, RDC, and New Englanders are getting along very well together.

So well, for example, that when the railroad reinstated passenger service between Worcester and New London, after a lapse of twenty-eight years, it carried 82,000 passengers the first year, using one RDC Monday through Friday, and two RDCs Saturdays and Sundays.

Passenger traffic in and out of Boston's South Station has increased by thousands daily.

All over the non-electrified portions of the New Haven's system, scores of new schedules have been added to take full advantage of RDC's ability to provide frequent as well as pleasant service. These include many middle-of-the-day "shoppers" runs, which are proving very popular.

New Englanders take pride in being a little different. But their response to RDC is typical of people everywhere, from Australia to Cuba, from New York to California. The Budd Company, Philadelphia, Detroit, Gary.



PIONEERS IN BETTER TRANSPORTATION

Manufacturers of automobile bodies, frames, wheel assemblies and brakes  
**THE BUDD COMPANY** Builders of stainless steel trains and highway trailers.  
 Advanced engineering and research. A United States Defense resource.



### BUDD RDC CUTS A GORDIAN KNOT

New England's Boston and Maine Railroad had a more-than-usually difficult commuter problem. Morning trains funneled into North Station, Boston, from Fitchburg, from Lowell, from Haverhill and Portsmouth and Gloucester. And then following trains bottled them in.

Everything would finally get turned around in time for the evening's outbound stampede. But meantime the railroad was glutted with idle equipment.

Budd's rail diesel car—RDC—has made it possible to change all that. This air-conditioned, stainless steel car propels itself in either direction, merely by having the engineman take his control

handles from one end of the car to the other. It can, and does, go into North Station and out again in five minutes.

During periods of light traffic RDCs operate individually. As traffic builds up, trains of RDCs can be assembled. Any number. All controlled by one man.

The Boston and Maine now operates the world's largest fleet of RDCs—64 in all. And it keeps them busy. The cars average eleven runs a day. They have replaced 67 locomotives and 245 coaches, to give New England rail service such as it never enjoyed before. Yes—the word is enjoyed.

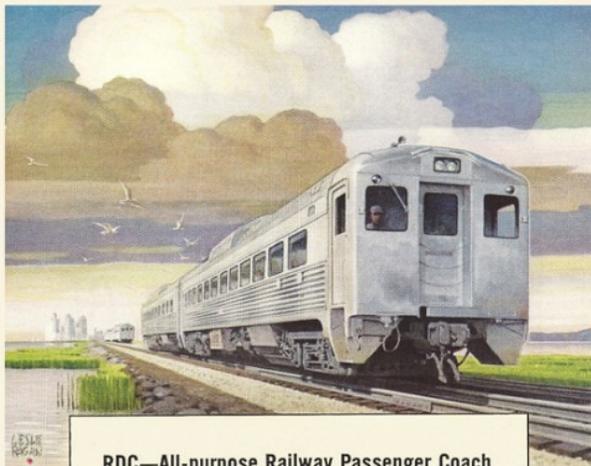


### California Takes To The Santa Fe's RDC's

There's a fine highway between Los Angeles and San Diego. And the airlines provide many schedules. You'd think these conditions were hardly favorable to railway passenger business. But, a year ago the Santa Fe put two Budd RDC's on the run and substantially increased their traffic.

With RDC available, the railroads are facing their passenger carrying problems with a new spirit. An aggressive spirit. They've found that RDC can make money in services formerly daubed with red ink. And they've found that the comfort and convenience of fast, frequent RDC schedules are bringing passengers back to the rails.

A railroad official recently termed Budd RDC "one of the greatest advancements in modern railroading". More and more people are coming to agree with him. Railroad people, by buying RDC's. Traveling people, by riding in them. The Budd Company, Philadelphia, Detroit, Gary.



### RDC—All-purpose Railway Passenger Coach

RDC, introduced a year ago, is the new all-stainless steel, self-propelled Budd rail diesel car. It is good looking, quiet, smooth riding. It is comfortable, clean and air-conditioned.

The New York Central now has two Budd RDC's operating in express service between Springfield and Boston, and a third providing local service between western Massachusetts and Albany.

Western Pacific has two RDC's covering the 524 miles which separate Oakland and Salt Lake City.

Pennsylvania-Reading Seashore Lines have just placed six RDC's in operation between Camden, Ocean City, Wildwood and Cape May. They leave Camden as a six-car train and end up as two-car trains at each of the three Jersey seashore cities.

Chicago & North Western has three RDC's in commuter service; the Baltimore & Ohio will soon have two and New York, Susquehanna & Western, four.

These varied uses to which RDC's is being put cover almost every kind of service a railway passenger coach can render.

The general acceptance of the Budd all-stainless steel RDC suggests that the development of railway passenger coach equipment may be headed in a new direction.

The Budd Company  
 Philadelphia, Detroit, Gary.



### Single Car "Limited"

Here is the new railroad car which is a train in itself—the self-propelled, diesel-powered, all-stainless steel RDC-1. The Budd Company created it to perform a service both to railroads and their patrons, by carrying more passengers on short or long hauls at lower operating cost.

The RDC-1 seats ninety in air-conditioned comfort. With power transmitted hydraulically, from an effortless start it picks up speed like a whipper and stops in a factually short space... with the easy softness of pushing your hand against a pillow.

Railroad men foresee a wide usefulness for this car. It may be

operated as a single unit, or a number of cars can be coupled into a train, operated by one engineman.

Improvement in any field of endeavor begins with imagination. The RDC-1 is another example of Budd practice which is first to envision clearly the need and then bring to bear all the resources of inventive engineering. It follows the modern stainless steel steamliner, the all-steel automobile body, the tapered steel die wheel and so many other products in which Budd has translated imagination into practical accomplishment. The Budd Company, Philadelphia, Detroit.



## On The Spur



The experience of Budd RDC's on the Waterloo Spur has not been large but certainly has existed. The WCR operates former CNR RDC-9 No. 6006 which was designed with no controls and only on diesel engine and powered axle. It must either be used in conjunction with other RDC's with controls or pulled by a locomotive in a conventional train. We have rehabilitated 6006 into a luxury lounge parlour car that can also be used as a traditional full-service dining car. It is shown here on the Polar Express train as the VIP car.



## Local Railway Retrospective – RDC Memories in Ontario

### Southwestern Ontario



Photo by P. McGough

*CNR RDC-1 6106 leads an eastbound passenger train stopped at the Kitchener, Ontario Station in June 1971.*



*CNR 6110 leads Train No. 649 heading west to Sarnia discharging passengers on a summer evening in 1971 at the Kitchener Station.*

Photo by P. McGough



Photo by P. McGough

*CNR 6101 leads Train No. 649 leaving the Kitchener Ontario Station in August 1971.*



Photo by P. McGough

*CN passenger train No. 649 led by RDC4 6401 travelling from Toronto to Sarnia at its Kitchener station stop on a summer evening in 1974.*



Photo by P. McGough

*CNR RDC-3 6351 is the trailing unit as Train No. 649 departs Kitchener in August 1972.*



Photo by P. McGough

*CNR RDC-1 6114 leads a 3-unit train in January 1975.*



*Photo by P. McGough*

*CNR RDC-1 6109 leads a 4-unit train in January 1975.*



*A 4 car Budd train is lead by an RDC1 in southwestern Ontario. July 1974.*

*Photo by P. McGough*



*CPR RDC-2 9112 on Train No. 39 at the CPR West Toronto Station on August 19, 1963.*

*Photo by Doug Hatley*



*CPR RDC-1 and its mate at the Guelph Jct. Station in Campbellville, Ontario.*

*CPR RDC-1 9050 in London Ontario (Richmond Street) on November 21, 1953.*

*Photo by Vic Sturdy*



*CPR RDC-1 9051 at Guelph Jct. Ontario. November 21, 1953.*

# Toronto



*Photo by P. McGough*

*CPR RDC-3 9020 at the West Toronto crossover operating as the "Employee Budd" that was for CPR staff who had to travel on company business between West Toronto, Lambton, Agincourt and Union Station. I recall it ran all day long and was under a dollar, but I could be mistaken. June 1972*



*Photo by P. McGough*

*CPR 9114 on Track 10 I believe, which was the outside track of the covered train shed at Toronto Union Station. Note the old CPR wooden van along Postal Terminal A before it became the home of among others the Raptors.*

*CPR 9114 from another angle at Toronto Union Station. Note the large now gone neon sign that was a visual icon for years.*



*Photo by P. McGough*



Photo by P. McGough

*CPR RDC-3 9020 as the "Employee Budd" at Agincourt Yard, Toronto*

*A damaged CPR RDC in the John Street Roundhouse before heading to Montreal for repairs. This is now the home of Steam Whistle Brewery.*



Photo by P. McGough

*Under the watchful eye of the Royal York Hotel, CPR RDC-1 9052, S-3 6540 and FP7 4070 sit on the fueling tracks at the John Street Roundhouse in Toronto.*



Photo by P. McGough



*CNR RDC-3 6352 arrives from the east at Toronto Union Station in October 1972.*

*Photo by P. McGough*



*A 5 unit train of CNR RDC's arrives on Track 1 at Toronto Union Station.*

*Photo by P. McGough*



*The equipment for CNR Train No. 649 led by RDC-1 6117 is readied at the Spadina Roundhouse for Locomotive Engineer Art Pethic's Last Trip after 46 years of service.*

*Photo by P. McGough*

*CNR RDC equipment sits on the ready track at the Spadina Roundhouse, Toronto in September 1972.*



*Photo by P. McGough*



*CNR RDC-1 6109 In Toronto at the Spadina Roundhouse in October 1971.*

*Photo by P. McGough*

*CNR RDC in one of many stalls at the Spadina Roundhouse in Toronto - October 1971.*



*Photo by P. McGough*



Photo by P. McGough

*In November of 1970 two CNR RDC's sit in their stalls at the Spadina Roundhouse waiting for their next trip. .*



Photo by P. McGough

*The CNR Spadina Roundhouse from the Spadina Avenue Bridge in Toronto. November, 1970.*

## **WCR Press**

Previous issues of our newsletter the WCR Press can now be found on our web site by going to:

<https://waterloocentralrailway.com/about-us/newsletter/>

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### **COVID-19 Operational Update**

We all are still facing the continuing impacts of COVID-19 and now into the second wave. We cannot let our guard down. Recent infection numbers in Ontario have been rising at an unacceptable rate and they are still going up here as well.

The health and safety of you and your family, our crews, volunteers and staff are our number one priority. While we closely monitor the daily government reports on the evolving impact of COVID-19 there is a substantial difference between being legally able to open our operation under Stage 3 in Ontario and being able to do so safely taking into consideration the previously mentioned concerns.

An on-going review by the Waterloo Central Railway has determined that our best efforts to maintain satisfactory levels of social distancing and sanitization could not eliminate underlying health risks for our passengers and volunteers. To that end, we will not be offering our regular and special passenger services for the remainder of 2020.

We will continue to closely monitor the local and national situation revolving around COVID-19 to ensure we reopen when it is safe to do so and when that happens our protocols will provide our guests and passengers with a safe journey with us.

We have undertaken the gradual re-opening of Restoration & Maintenance Facility in St. Jacobs initiating strict COVID-19 guideline with restrictions on the number of people permitted to be there at any one time. With the recent infection increase we are putting a moratorium on increasing the number permitted in the shop until further notice.

This year has allowed us to review our operation in detail and when we reopen next year please join us for the new Waterloo Central Railway.

On behalf of the Board of Directors of SOLRS and the WCR Management Team we hope you and your families are safe and healthy during this time of uncertainty and thank you for your continuing interest. We look forward to the time when this is a memory and we are all doing again what we love and enjoy.

This is our Ninth Edition of the WCR Press. We started this publication in the spring of 2020 as a way to stay in touch with our volunteers, neighbours and partners during the temporary COVID-19 Pandemic shut down of our operations.

We have enjoyed providing a history of our operating heritage rail collection as well as reminiscing about other railway operations that have served this area over the years. The response to our publication has been heart warming and as a result we have decided to continue this as a regular publication of the Waterloo Central Railway and Southern Ontario Locomotive Restoration Society.

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### **Editorial Contributions**

A special thanks to Jason Shron & Rapido Trains. Their Budd RDC Master Class found on the Rapido website was critical to putting together this special edition of the WCR Press. We very much appreciate being able to use the information and photos found on the Rapido website as the basis for this Edition.

Please go to: <https://rapidotrains.com/master-class/ho-scale/diesel-locomotives/budd-rdc-master-class>

Additional information was gathered from Old Time Trains – various issues, Wikipedia on the Budd RDC, Passcarphotos.rypn.org, Rail Pictures.Net, Edward G. Budd Manufacturing Company - Railroad Museum of Pennsylvania Collection, American Rails.Com, Branch Line, Trains Magazine, Railfan among others.

Photos by Greg McDonnell, Peter McGough, Jim Parker, Brian Schufe, William Gibson, John Kelley, Peter Cox, Gary Hadfield, Jon Archibald Collection, John Eull, Brian Nickle-Katuza-Mueller Collection, Bruce Chapman, Alan Gaines, GH Landau, Doug Grotjohn/Joeph Testogrose, Mark Hymer's Dad, Vic Sturdy, Doug Hately, Bob Krane, Steve Arnot and Andre Funnell.



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- Systems Analysis – Ebu Siren
- Honorary Chief Mechanical Officer – Norm Gelinas
- Honorary Master Painter – Grant Scheifele
- Honorary Master Carpenter – Brian Ray

**OUR ORGANIZATION**

*The Waterloo Central Railway is owned and operated by the Southern Ontario Locomotive Restoration Society; a non-profit charitable organization made up of largely volunteers dedicated to the preservation, restoration, and operation of vintage & historic railway equipment. The Waterloo Central Railway is a licensed shortline railway under Shortline Railway Act of Ontario.*

