



# Canadian Rail

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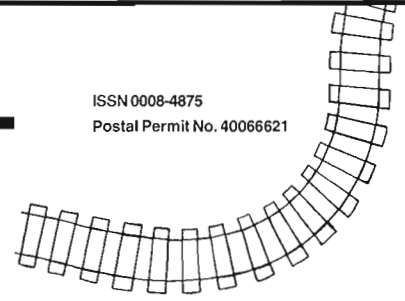


# CANADIAN RAIL

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*FRONT COVER: The first RDC on the roster of the Pacific Great Eastern Railway (now BC Rail) was BC-10, a 1956 RDC-1 of the "New Look" type. This car remained in service for the entire Budd car era on BC Rail which ended at the end of October 2002. This photo was taken on May 8, 1967 at Lillooet. BC-10 was the rear car of the train that had just arrived from North Vancouver.*

*BELOW: Train-Touristiques St. Francois car 6121 at East Angus, Que. on May 17, 2002. This RDC-1 has had a most varied history. Built in 1953 as an RDC-3, it was Canadian National's first Budd car, D-100. In 1956 it was renumbered D-300, and in 1961 it became D-354. Renumbered 6354 in 1969, it was later rebuilt as an RDC-1m (an RDC-1 with a snack bar). Sold to VIA in 1978, it became 6121. It then was sold to the Quebec North Shore and Labrador in 1994, and later came to the Quebec Central and its present owners.*  
*Both photos by Fred Angus*

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Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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# Fifty Years of the Rail Diesel Car in Canada

Compiled by Fred F. Angus

Fifty years ago a new means of rail travel became available to Canadians. On February 2, 1953 Budd RDC 2960, the demonstrator car built and owned by the Budd Company of Philadelphia, began an experimental run, with passengers, on the Canadian Pacific line between Montreal and Mont Laurier. It was not the first time 2960 had visited Canada, for early in 1951 it had been tried on Canadian National lines. However these runs were made without passengers, so the real beginning of passenger travel by RDC in Canada was exactly half a century ago. To commemorate this anniversary, we are devoting this entire issue of Canadian Rail, the largest Canadian Rail ever, 52 pages, to the "Budd Car" era in Canada. Although the heyday of the RDC is past, eight cars are still in operation, in widely separated localities, so this era still continues.



In the second half of the 1940s it appeared as if a new prosperous era was beginning for railway passenger service. World War II had ended, and the railways were getting back to peacetime operation. This meant that long-deferred improvements could at last go forward. The 1930s had seen the development of the first lightweight streamlined trains, and it was expected that this new technology would be greatly expanded in the postwar years. Unfortunately competition from automobiles and airlines almost wiped out rail passenger service in the next quarter century; however this was not immediately apparent, and the decade from 1945 to 1955 saw a great deal of modernization and improvement to passenger trains and schedules.

Among the foremost promoters of modern passenger equipment was the Budd Company of Philadelphia which had built the first streamlined "Zephyr" for the Burlington Railroad in 1934. In 1949 they introduced something new; a self-propelled car built of stainless steel, using the "Shot Weld" process which had been so successful with the Zephyr and its successors. However this new car had many improvements over the Zephyr, improvements which had been developed for military use during the war. Like the Zephyr the new car was lightweight, fast and smooth running. One great feature was its flexibility of service; since it was designed for multiple-unit operation it could be run as a single car or in a train of as many cars as the traffic required. Since it was a double-ender it did not need to be turned at the end of its run. This new car was termed a "Rail Diesel Car", or RDC for short. It was not long, however, before most people, railroad officials and public alike, coined a new nickname. To them it was a "Budd Car" pure and simple. The fact that Budd built many other types of passenger cars did not seem to matter; a Budd Car was an RDC and that was that!

The concept of a single-unit self-propelled passenger car goes back, of course, to a time long before 1949. In the nineteenth century there were quite a few steam-powered passenger units in service. One of the earliest was in use during the American Civil War; a photo taken in 1862 shows

this car quite clearly, it appears to be a standard length combine car with a steam power unit in what would normally be the baggage section. During the 1880s a steam passenger "dummy" made regular trips between Fort Erie and Buffalo over the International Bridge. There were also numerous inspection locomotives which included a passenger section; these were used by officials inspecting the lines. In the first decade of the 20th century, both CPR and Grand Trunk built steam passenger cars and, with the development of the internal combustion engine, self-propelled cars became more common. Some, such as the McKeen car, were developed by manufacturers and sold to the railways, while others were built by the railways themselves to their own designs. In the 1920s many railways built or bought self-propelled cars, or "doodlebugs" as they came to be called. Among these pioneers was Canadian National Railways which designed several types of these cars. Most famous of these early CNR units was 15820 which made the memorable 67-hour run from Montreal to Vancouver in 1925.

Although basically an old concept, the RDC was new from the ground up. It has been said that comparing an RDC to a "doodlebug" is something like comparing a Mercedes Benz to a Model T! Both did the same thing, but there was little comparison in the smoothness and comfort offered by the two kinds of vehicles. Certainly the future looked bright for the new RDC and the Budd Company went to great lengths to publicize the many new features of the equipment. It was not long before the basic RDC-1 was supplemented by the RDC-2 and RDC-3 both of which had non-passenger accommodation in various configurations. The RDC-4 consisted entirely of non-passenger space.

In 1950 the first sale of an RDC to a railway was made (M-450 of the New York Central), while Budd retained 2960, the first unit, and used it as a demonstrator. It was not long before Canadian railways became interested in the new technology and eventually they acquired, either new or second-hand, no less than 116 RDCs. Since the total number constructed was 404, it means that more than 28% of all "Budd Cars" built came to Canada.



2960 at the time of its test runs in Canada

Early in 1951 the 2960 came to Canada for tests on Canadian National Railways. Although it did not carry regular passengers it still underwent considerable testing during the winter months along several lines, including the Montreal and Southern Counties interurban. A rare account of one of the test runs was written by our member Anthony Clegg and published in the March 1951 (issue No. 17) CRHA News Report, predecessor of Canadian Rail. The following is taken from that account:

*"It was my good fortune to be present on one of the test runs of this car between Montreal and Coteau, Que. - a trial simulating a regular run of a local commutation train, and allowing sufficient time at each stop for mythical passengers to embark or detrain. Promptly at 12:00 o'clock noon, the car left the engine-change tracks at Turcot East and seven minutes later made the first stop at Dominion. The other suburban stations were reached and left behind in quick succession, and we arrived at Vaudreuil four minutes early - 12:46 p.m. Throughout the trip the predetermined schedule was maintained or bettered - in fact our time could have been reduced by at least twelve minutes and a scheduled arrival made at Coteau.*

*Leaving Vaudreuil at 12:50 p.m. an acceleration test was made ascending the grade west of the station. The car reached 47 mph one minute after departure, 60 mph forty-five seconds later, and 65 mph before reaching the highway crossing. Top speed on the outbound trip was 75 mph reached near mile post 34 between St. Dominique and Wilsonvale. This was bettered by another 3 mph on the return run - 78 mph between Cedars and Vaudreuil, but the latter spurt was on the descending grade just west of Vaudreuil station.*

*At Coteau, between 1:14 and 1:45, we had an opportunity to photograph the car and inspect the motorman's controls. Possibly this was the most surprising item on the car - the ease with which the unit can be operated. The controller consists of a small handle set into an extension of the window sill and is pushed forward to accelerate and pulled backwards to shut off power, similar to the movements required in operating a 2650 or 2850 type of M.T.C. tram. A regular airbrake is provided for stopping the train, and a pedal which must be depressed by the operator's foot supplies the "dead-man control" feature. Nothing more to it than that. The adjustments usually made by the operator are provided for automatically and function without attention.*

*On the return trip, we left Coteau at 1:45 p.m. and arrived at the required stops consistently early. In fact after our dash down Vaudreuil Hill, we had sufficient time to spare to enable the crew of the regular local train waiting at the station to inspect the car. From here to Turcot East the trip was interesting but uneventful and we arrived at the engine-changing tracks at 2:56 p.m. From this point the car was switched to the electric locomotive shop and put away for the day.*

*Altogether the car performed well and should find a place on certain runs in a country as large and diversified as ours. Its chief weakness would seem to be its inability to haul a trailer to take care of heavy traffic demands and for this reason its efficiency in suburban service is doubtful. Its acceptance by the railways will depend, no doubt, as much on economic considerations as upon traffic and mechanical features, but from an operational point of view the future of the RDC seems as bright as did that of 15820 a quarter century ago."*

Following the tests on the CNR, 2960 returned to the United States, but less than two years later it was back again, this time on the Canadian Pacific Railway. In the intervening two years the RDC had made a name for itself on numerous railways as far away as Australia and Saudi Arabia. On January 26, 1953 the 2960 arrived in Montreal and began tests on the CPR. Among these tests was a run to Mont Laurier (163 miles of mountain terrain) in 4 hours and 50 minutes. In another test, to Ste. Anne de Bellevue, a speed of 81 miles an hour was reached. The car was exhibited in Windsor Station on January 31 and February 1, and then on February 2 went into passenger service on the Mont Laurier run. This was the first time in Canada that anyone could ride an RDC in actual passenger service. So began the era of the Budd Car in Canada, an era that continues, on a greatly reduced scale, until the present time.

All went well until February 21 when, at a level crossing just outside of Mont Laurier, the 2960 hit a tractor-semi-trailer and suffered considerable damage. It was then sent to the CPR's Angus Shops where it was repaired and returned to service. Later it went back to the Budd Company where it continued in its role as a demonstrator car. However, as far as the CPR was concerned, the test had been a success.

The first order by a Canadian railway for an RDC was placed in September 1953 by the CPR. This was for four cars, three RDC-1 type (numbered 9050 to 9052) and one RDC-3 (9020). Two months later, November 1953, the CNR ordered one RDC-1 (D-100, later renumbered D-300). Interestingly, the latter car, now numbered 6121, is still in use in a tourist operation at East Angus, Quebec. The CPR called their RDCs "Dayliners", a name that appeared prominently on the car side in front of the number. CNR named theirs "Railiners", but this name did not actually appear on the car.

From 1953 until 1959 CPR acquired 55 RDCs while CNR bought 28. In the 1960s, CN bought an additional 19 cars second hand, including the famous 2960. This brought their total to 47, only eight less than CP. Also during this period the Pacific Great Eastern (now B.C. Rail) bought 7 RDCs, followed by another 7 second-hand in the 1970s and



*A group inspecting the Budd Self-propelled Car on the C.N.R. in February 1951. From left to right appear E.R. Battley, Chief of Motive Power and Car Equipment, C.N.R.; G. Bettle, Jr. of the Budd Co., Philadelphia; Donald Gordon, C.M.G., C.N.R. Chairman and President; S.F. Dingle, Vice President, Operation, C.N.R.; S.W. Fairweather, Vice President, Research and Development, C.N.R.*

1980s, for a total of 14. Thus a total of 116 Budd Cars were purchased by Canadian Railways. Other companies, notably VIA Rail and the Quebec North Shore & Labrador (QNS&L) also ran RDCs, but these were all second-hand from either CN or CP and so are included in the 116. In fact, out of the 116 cars, fully 91 saw service, at one time or another, on VIA Rail. In 1962 the Budd Company outshopped their 404th, and last, RCD of the traditional type. The era of new Budd Cars had ended. A "new generation" RDC, the SPV-2000, was introduced in 1977, but only 31 were built and none came to Canada.

From the very start the RDC was hailed as the savior of branch lines with low traffic density. At first this was, to a certain extent true, and it is likely that the RDC prolonged the life of many of these runs by several years. During the 1950s many old branch line trains, often steam hauled, were replaced by RDCs, often with a (temporary) increase in ridership. As the old trains vanished, some enthusiasts looked back nostalgically to the old days which were referred to as the "BBC days". This did not stand for British Broadcasting Corporation, but rather "Before Budd Cars"! However in the 1960s it became obvious that nothing could save these branch line runs; the automobile competition was too much. As trains disappeared, RDCs started showing up in service never planned when they were new. Many found their way to commuter runs; one train that your editor remembers very well was the 4:40 P.M. out of Montreal's Windsor Station. It was usually 7 RDCs, headed by the oldest Budd on the CP system, 9116, the former Lehigh Valley 41. The extreme came on Christmas Eve 1969 when a Christmas Special commuter train out of Windsor station consisted of TWELVE Budd Cars, all fully loaded with commuters!

During the 1960s, in an effort to encourage passengers, CN refurbished their Budd Car fleet and purchased a number of second-hand cars from American railways. Their new vestibules and comfortable seats made the refurbished cars much more suitable for long-distance travel. Some had snack bars installed, although there was never an RDC dining car. The "D-" series cars were renumbered into the "6000"s.

With the coming of VIA Rail in the 1970s, the great majority of Canada's Budd Cars passed to that company. Most that were acquired from CN retained their CN numbers. CP's Budd cars were renumbered from the "9000s" to the "6000s" to make them fully compatible with those from CN.

The real decline of RDC service began in 1981 with the large cutbacks in VIA service on November 15 of that year. Although some major trains, notably the Toronto - Kingston "Ontarian" continued to be RDC, the handwriting was on the wall. The cutbacks of 1990 saw many more trains eliminated and many RDCs sold or stored. Some found new careers elsewhere in Canada. Six went to the QNS&L in 1994 where they were used in that company's passenger service. Often they would be operated as coaches in a conventional, locomotive-hauled, train! However these cars were sold, in 2000, and are now on the revitalized Quebec Central Railway (QCR). Four are in storage, but two (6121 and 6125, nee CNR D-100 and CPR 9199 respectively) are in use on a tourist operation on the QCR at East Angus, Que. One other RDC is on the QCR, number 6140 (ex CPR 9194) which is being converted to an official car for the owner, J.M. Giguere.

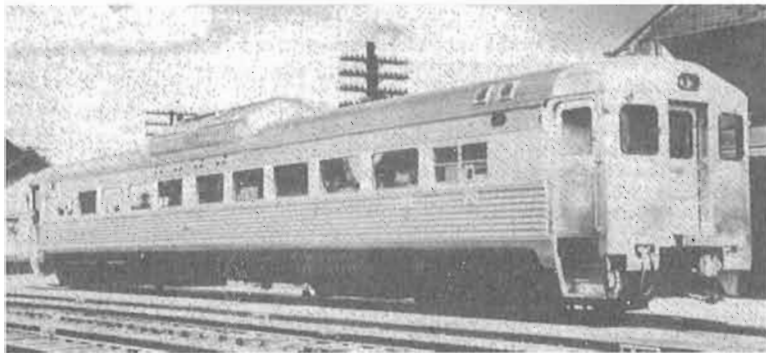
A major blow to the Budd Car enthusiast was the end of all passenger service on B.C. Rail at the end of October 2002. This run, from North Vancouver to Prince George, was one of the most scenic anywhere, and there were also occasional excursions run far north of Prince George, to the farthest limits of B.C. Rail. All this is now a thing of the past, and the RDCs are for sale (rumor has it that some might go to VIA). However there is one happy note. VIA is completely refurbishing six cars for its two remaining RDC runs; Victoria to Courtenay B.C. and Sudbury to White River Ontario. While the former run is greatly endangered, at the present time (December 2002) it is still running. So there are three places in Canada where one can still ride one of the eight remaining Budd cars, and experience this unique means of travel. It is a far cry from the great days of the 1950s and 60s, but it is still a Budd Car ride. Long may they continue.

Note: No major article on Budd Cars in Canada would be complete without mention of the late Murray Dean, who was a great RDC enthusiast, and sometimes wrote under the nom de plume of "R.D. Carr". CRHA members will likely recall his column "Power" which appeared regularly in Canadian Rail in the 1960s. The masthead of this column was not one of the new Second-Generation diesels, but, you guessed it, the humble Budd Car! We have copied this masthead from Canadian Rail files, and are using it for the sub-headings of this issue. For these reasons, we dedicate this special "Budd Car" issue to the memory of Murray Dean.

*NEXT FOUR PAGES: An article which appeared in "Canadian Transportation" for December 1949. It describes many of the technical details of the RDC. Following this is an advertisement which appeared in 1953 when the CPR ordered its first four Budd Cars. These were numbered 9050, 9051, 9052 (all RDC-1s) and 9020 (an RDC-3).*

## A Notable New Self-Propelled Railway Car

Experience and knowledge gained in wartime, in the powering, driving and controlling of heavy vehicles such as tanks, have enabled The Budd Company to design and build a self-propelled passenger car for railway service, different from and superior to any unit of similar function available heretofore. The new car, while of comparatively light weight, meets all A.A.R. requirements for main line service. It is 85 ft. long, seats 90 passengers, and is powered by Diesel engines.



*The Budd Model RDC-1, Stainless Steel, Diesel-powered Self-propelled Car*

The accompanying illustrations show a new Diesel-powered self-propelled car for railway service, designated the RDC-1, which has been designed, and built of stainless steel, by The Budd Company, Philadelphia. This company, as readers are no doubt aware, is the builder of many of the distinguished streamlined trains which have been placed in service by the railways in the United States during the past 15 years. The new car is powered by twin 275 h.p. General Motors Detroit Diesel engines. It employs torque converter transmission built by the Allison Division of General Motors Corp., which is wartime development, tested and perfected for use in heavy tanks. Cars of the new type may be operated singly, or in multiples as a train. It is operated by a single engineman. There is a vestibule cab at each end of the car.

In presenting the new car before a group of railway officials in Chicago recently, Edward G. Budd, Jr., President, The Budd Company, stated: "This, our newest development, is ready for main line and branch line operations, and is being offered to the railroads for use in many services where it can improve the net revenues. The Budd Company believes the new car offers very real possibilities in making more profitable many railroad passenger operations."

R.K. Evans, Vice President, General Motors Corp., whose Detroit Diesel Engine and Allison divisions co-operated in the development of the complete power plant for the car, and its controls, was in the group with Mr. Budd when the car was presented at Chicago, and said: - "The RDC-1 is a new conception in railway passenger transportation, with its high power-weight ratio and its effective drive. The simplicity of the power controls made possible through the use of the modern torque converter will, I am sure, prove as useful in the RDC-1 as it has in automotive applications."

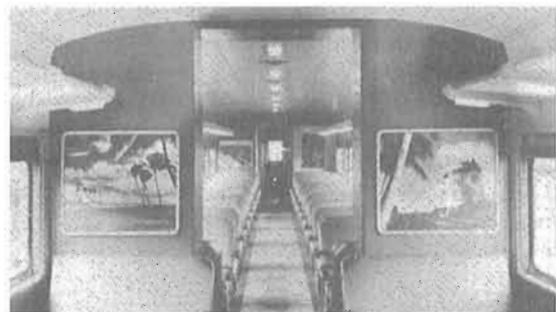
Before the car operated under its own power from the Budd plant in Philadelphia, to Chicago, it had been tested thoroughly on the Pennsylvania Road Delaware Division, and the tests demonstrated a maximum speed of 83 m.p.h., with very rapid acceleration.

**Profitable Performance Sought** - When Budd engineers approached the design of the new RDC-1 car, their goal was the attainment of high performance and the greatest possible revenue capacity at the least possible cost. "High performance was achieved by holding the weight of the standard 85-foot car to a minimum, which, combined with adequate power, gives a high power-weight ratio", General G. M. Barnes, Budd Vice President in

charge of Engineering, pointed out, adding: - "Our other most important achievement came about because we chose to take advantage of the latest developments in Diesel engines and the torque converter type of power transmission, the latter now coming rapidly into wide use in the automotive field. These developments allowed us to design great simplicity in the controls. In addition, the decision to build a self-propelled car permitted us to offer the railroads the greatest possible flexibility of operation at the least cost."

**Budd Light Weight Design** - The car is of light weight, high strength design, of similar construction to the cars Budd has been building since 1934 for fast main line service. Stainless steel, with its great strength, is used exclusively in the car structure. The Budd "Shotweld" process is employed in its fabrication. The bare structure weighs only 21,000 lb..

The car meets the full strength specifications of the Association of American Railroads for unrestricted service. As a consequence, the RDC-1 is expected to be found profitable for operation, singly or in multiples, on all runs except those now served by deluxe "blue ribbon" equipment in overnight express service.



*The RDC-1 Self-propelled Car Interior*



### Three Interior Arrangements

**Planned** - The full length of the car is available for revenue purposes, either passengers, baggage or mail. This results from the fact that the two engines and drive, the 250-gallon fuel tank, the batteries and the cooling-water tanks are all mounted under the floor.

Three types of interior arrangement will be available. One, the type demonstrated recently, is a passenger car with seats for 90. Another is a car with a 17-foot baggage compartment and seats for 71 passengers. The third has a 17-foot baggage compartment, a 15-foot railway mail service compartment, and seats for 49 passengers.

Engine cooling-water radiators are located in a "blister" on the roof. A lavatory and electric locker are placed at each end of the car.

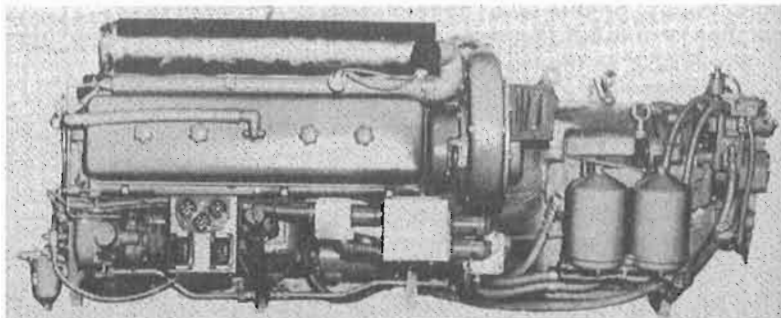
The passenger spaces are attractively decorated. The appointments are simple and practical, in keeping with the type of services for which the car is intended.

**The Diesel Engines** - The engines which power the car are a 6-cylinder, two-cycle postwar Diesel development of General Motors engineers. Each engine drives a single axle of the adjoining truck. The engines are housed in compartments which are coated with neoprene synthetic rubber to absorb engine noise.

The engines are cooled normally through insulated water tanks hung beneath the floor. When water temperatures rise, the hot water is shunted to the cooling radiators on top of the car, the whole process being thermostatically controlled. Tests during record heat waves throughout the past summer showed the cooling adequate.

To cushion vibration and further minimize noise, the engines are rubber-mounted at three points. The fuel tanks carry 250 U.S. gallons, sufficient for 12 hours of normal operation.

There is nothing unusual in the fact that the car is powered by two engines. During the war, multiple installations of Diesel engines were employed frequently, to power tanks, landing craft and other items of military equipment, and these applications met with such success that they have been continued commercially since the war ended. The engines used in this new self-propelled car, operating on the two-cycle principle, are each of 275 h.p. It would not have been possible to secure enough power for the car with a single engine, without using revenue space, but, with the double engine installation, each engine is kept clear of revenue space, and is located near the axle which it drives, thus simplifying the drive from engine to axle. Also, with each engine much smaller and lighter than a single unit of required power would be, there is less difficulty in removal for maintenance. The engines are built with six cylinders in line, with the cylinders inclined at 20 degrees from the horizontal. The power output of 275 h.p. is developed at governed speed of 1,800 r.p.m.



*The Type of General Motors Two-cycle, 275 h.p. Diesel Engine Used to Power the Car*

As stated, the engine-cooling radiators are located in the "blister" on the car roof. They are connected by piping with the water tanks under the car, and the exhaust pipe and water connections from each engine run in ducts forming a bulkhead near the center of the car. In cold weather, the water from the engine passes through the reservoir below the car body only, but, in warmer weather, thermostatically-operated controls cause the reservoir to be bypassed, and the water is passed through the roof-mounted radiators. If the water temperature exceeds 160 degrees F, the motors for operating the cooling fans on the roof, which are thermostatically controlled, begin operation automatically; thus these motors and fans operate only when required, as determined by cooling water temperature.

**The Allison Torque Converter Transmission** - The torque converter drive was selected for the car not only for its great efficiency, but also for its considerable saving in weight. The Allison drive essentially is a combination of converter and fluid coupling. The car starts smoothly and accelerates rapidly. As the engine speed picks up, maximum efficiency is exerted through the converter. Finally, when the car approaches cruising speed, the transmission system locks automatically into direct drive. Thus, the torque converter is utilized during periods of acceleration only. Reversing is carried out by the use of two sets of constant-mesh helical gears. For each direction of movement, one of these is engaged with an extension of the engine shaft by a clutch which is actuated hydraulically.

Cooling is provided for the torque converter fluid and also for the engine lubricating oil. The pump circulating the water for engine cooling does not take it direct from the reservoir below the car body or from the roof radiators, as the case may be, direct to the engine water jacket. It is first delivered to the heat exchanger for the torque converter fluid and then to the heat exchanger for the lubricating oil.

In the power plant, provision is made so that in case of failure, the part will "fail safe". There is automatic protection of the engine against excessive speed, overheating and lubrication failure. This is provided electrically, the pilot switches employed being connected in parallel and so arranged that the closing of a switch stops the engine. Also, provision is made for manual

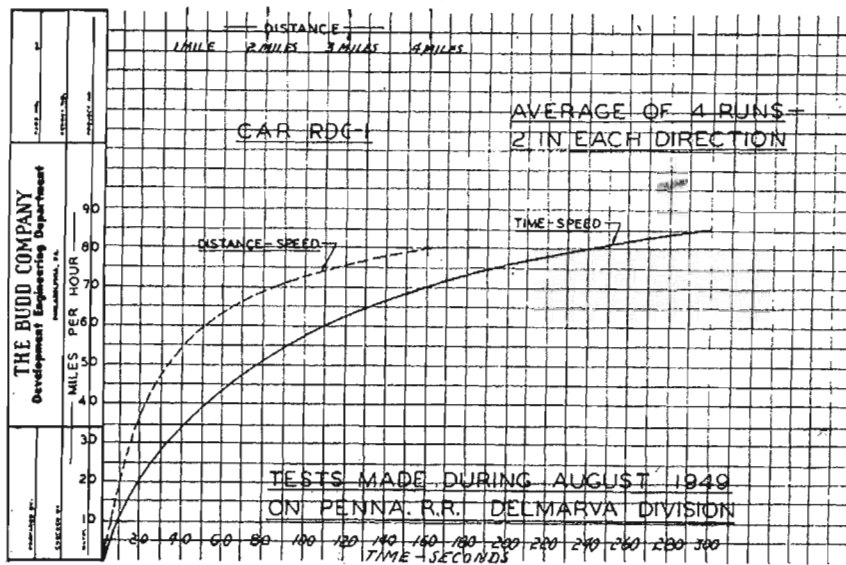
idling of the engine and manual operation of the transmission in the event of trouble on the road. The car carries two 64-volt 10 k.w. generators, one with each power plant. The batteries are located under the car floor.

**Heating** of the passenger compartment is effected by circulation of hot water, through finned pipes at floor level, along the car sides. Water is supplied from the engine cooling system, and when the roof radiators are cut out, their place is taken by the finned piping employed for car heating. The water is circulated through the pipes by pumps which are controlled thermostatically. When the car is standing in a yard during freezing weather, freezing is guarded against by connecting with a live steam line in the yard. The finned piping used for heating is protected by stainless steel guards. Water for wash bowls and toilets is carried in a 75-gall. stainless steel tank mounted overhead.

The car is air-conditioned, the equipment employed being a product of the General Motors Corp. Frigidaire Division. This electric-mechanical system with equipment weighing seven tons was specially designed for railway use.

**Trucks** - The car body is carried on two four-wheel trucks of drop equalizer type, these being of special light weight construction, with frames built up by welding and with tubular side rails. The equalizers, under which coil springs are used, are forged I beam sections. Truck wheelbase is 8 ft. 6 in. The wheels are 33 in. in diameter, and journals are 5½ x 10 in. with SKF roller bearings employed. The inside axle of each truck is the driving axle, and each is connected through universals to the torque converter of the adjacent engine by splined driving shaft and Spicer drive assembly. Lateral motion of the engine is compensated for by a torque arm, connected resiliently to the truck transom.

**Brakes** - The trucks are equipped with Budd disc brakes, which are standard equipment on many of the newest streamlined trains built by the company. These give the greatest possible effective control over the car, and enable the operator to bring it to a stop from high speed in minimum time. The brakes are operated by New York type HSC air brake equipment, with D22 control valve. There are two cast iron discs for each axle, against which the brake shoes, equipped with asbestos composition lining, operate. The shoes are operated on the tong principle, with the long arms forced apart by brake cylinder pressure. The brakes are self-cooled by ventilating fins cast into the discs. This arrangement ensures minimum wear and upkeep, and obviates heat damage to the wheels. Tests of the brakes demonstrated that emergency stops could be made from 78 m.p.h. in 1,250 ft. Without sand, service stops were made from 85 m.p.h. at



*Time-speed and Distance-speed Curves for the New Car*

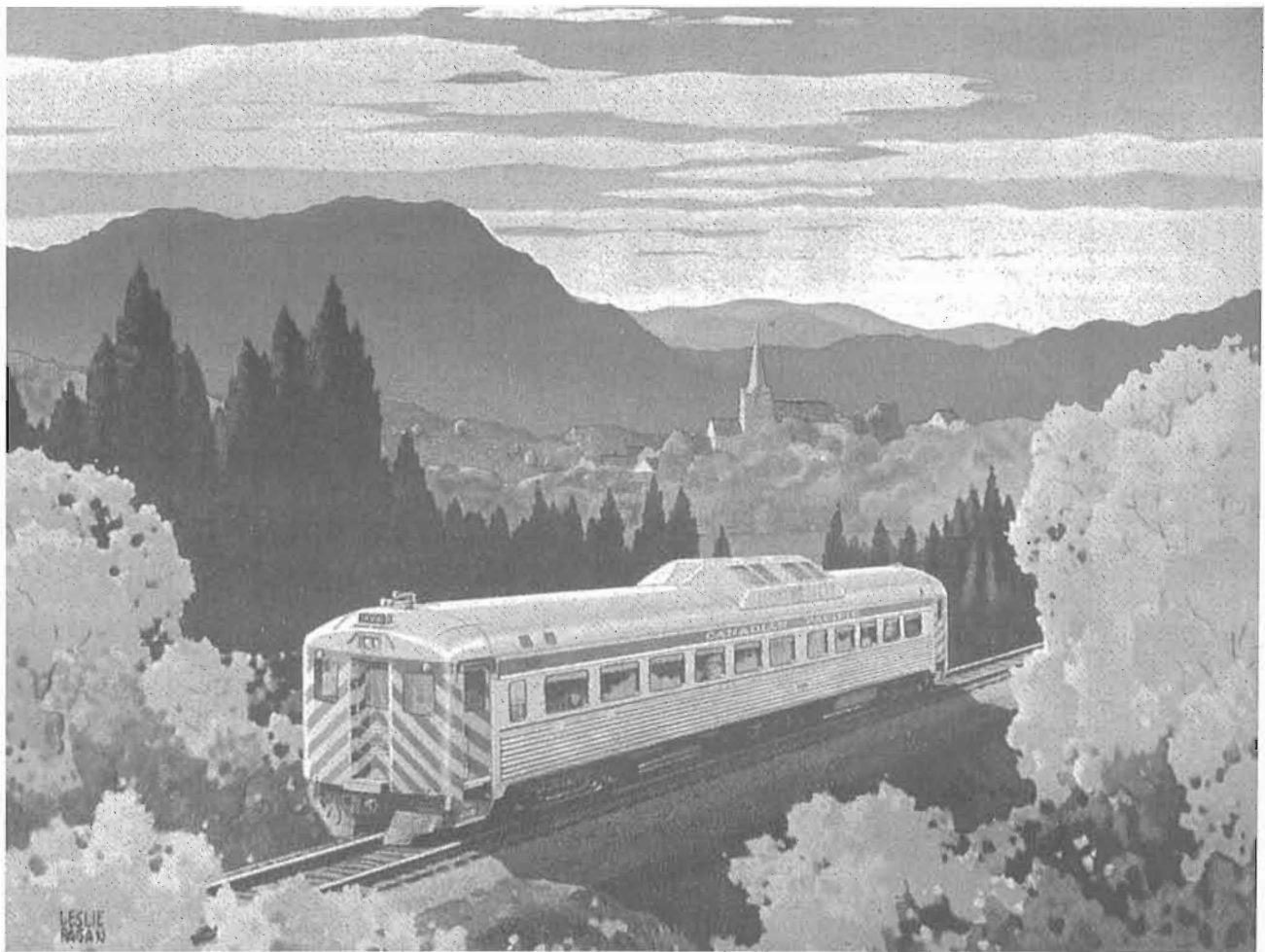
*Remarkable accelerating ability is shown, with a speed of 75 m.p.h. attained in 190 seconds and a speed of 80 m.p.h. attained in four miles.*

deceleration rate of 2.8 miles per hour per second, and emergency stops were made at a deceleration rate of 3.5 m.p.h. per second. With such high rates of deceleration, a device to prevent wheel sliding is required, and this need is supplied by the fitting of Budd Rolokron anti-slide devices on each axle. These are inertia devices, so arranged that an excessive deceleration rate closes electrical contacts, operating an electric solenoid valve with the effect of releasing air from the brake cylinder; a time relay operates to reopen the circuit and again admit air to the brake cylinder after one second has elapsed. This same device controls the use of sand in the event of an emergency application of the brakes. There are two sandboxes, each of 100-lb. capacity. In addition to the automatic sanding, sand may be applied to the rail manually, by operating push buttons at the operator's position.

There is control equipment at each end of the car, with the operator's position at the right side of the vestibule. In addition to the master controller, brake valve, bell operating valve and whistle cord, there are an electric heater, windshield wiper and defroster. The left handle of the master controller has three positions, one providing forward movement, one for no movement and one for reverse. The right handle has five positions, viz., off, idle, second, third and fourth, with the latter three positions providing respectively one-third, two-thirds and all crankshaft torque. The electrically controlled circuits are so interlocked that the right handle cannot be moved from off position until the left handle has been set for either forward or reverse movement. A foot-operated dead man control is installed.

After the new car was shown at Chicago, it began a tour of the United States, on which it is being shown to railway officers in many cities.





### *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.)

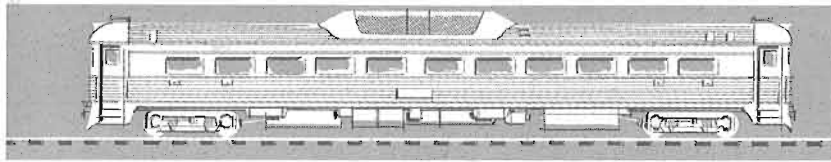
The cars were bought because of their proved ability to reduce costs, improve service and attract traffic. But also with an eye to Canada's growth, which presages an increase in the need for transportation as Canada's vast mineral, oil and natural resources are developed.

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**



# RDC

With the "New Look"

*Budd*

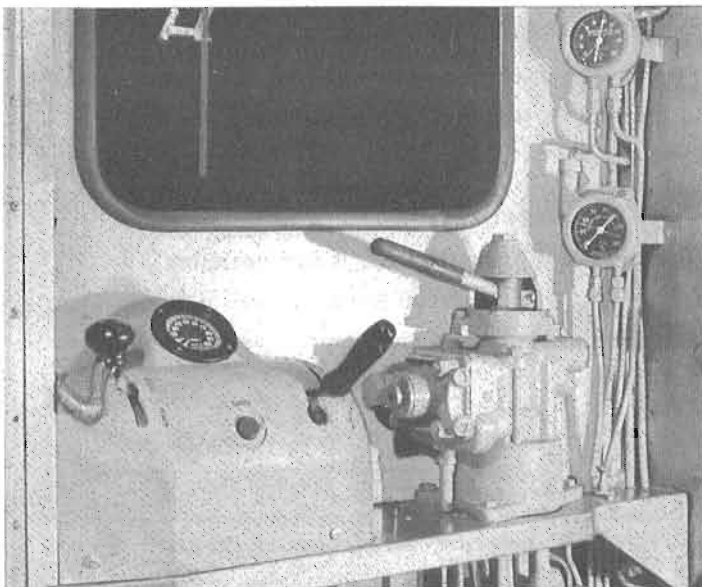
CANADIAN LICENSEE: CANADIAN CAR & FOUNDRY COMPANY, LIMITED

## What is RDC?

The letters R-D-C stand for rail diesel car. RDC is the generic name for the self-propelled, stainless steel cars designed, developed and built by The Budd Company. Canadian Car & Foundry Company, Limited has been appointed Canadian Licensee by The Budd Company and, in conjunction with The Budd Company's Engineering and Design Departments, will produce these cars in Canada to fully meet Canadian operating conditions.

There are four models, all of standardized construction and equipment and with established prices. The cars are built in lots of varying quantities in advance of orders. Consequently the interval between the placing of an order and delivery of the car may be a matter of weeks.

All the RDC models—RDC-1, 2, 3 and 4—are powered by two 300-horsepower diesel engines. The cars operate in either direction as single units, or in any required multiple, all controlled from a single station. Seating capacity of the first three types of RDCs varies. RDC-1, 90 passengers; RDC-2, 71 passengers and a 17 foot baggage-express compartment; RDC-3, 49 passengers, and compartments for baggage-express and mail; RDC-4 carries baggage-express and mail only. All models are equipped with Budd railway passenger car disc brakes, and all but RDC-4 are air-conditioned.



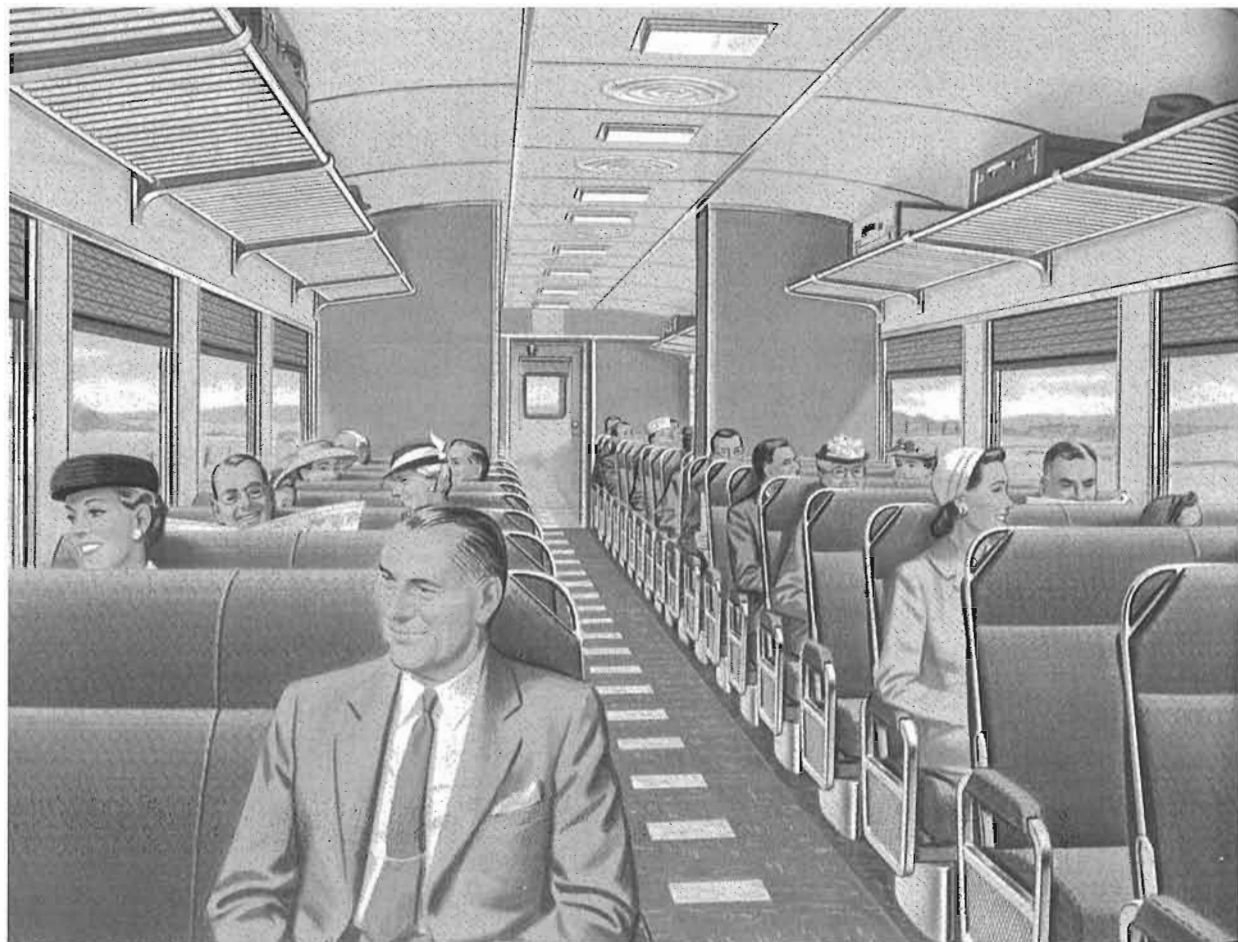
*The illustrations on this and the next three pages were taken from literature produced in the 1950s by the Budd Company and the Canadian Car and Foundry Company.*

*LEFT: A view of the controls of an RDC.*

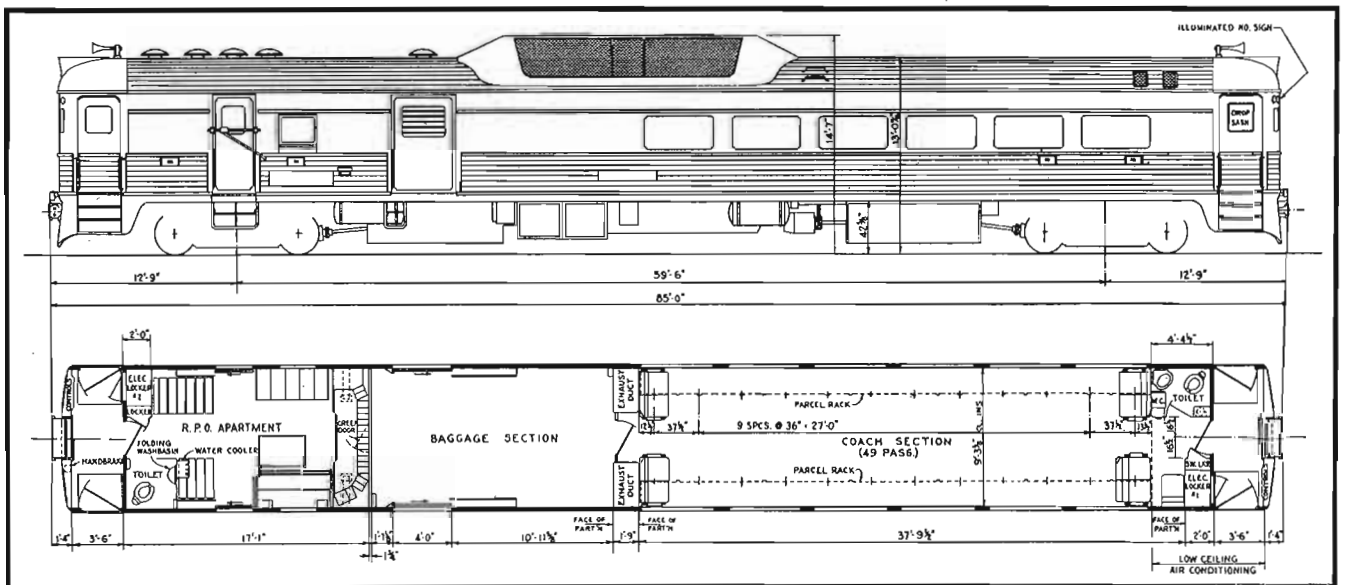
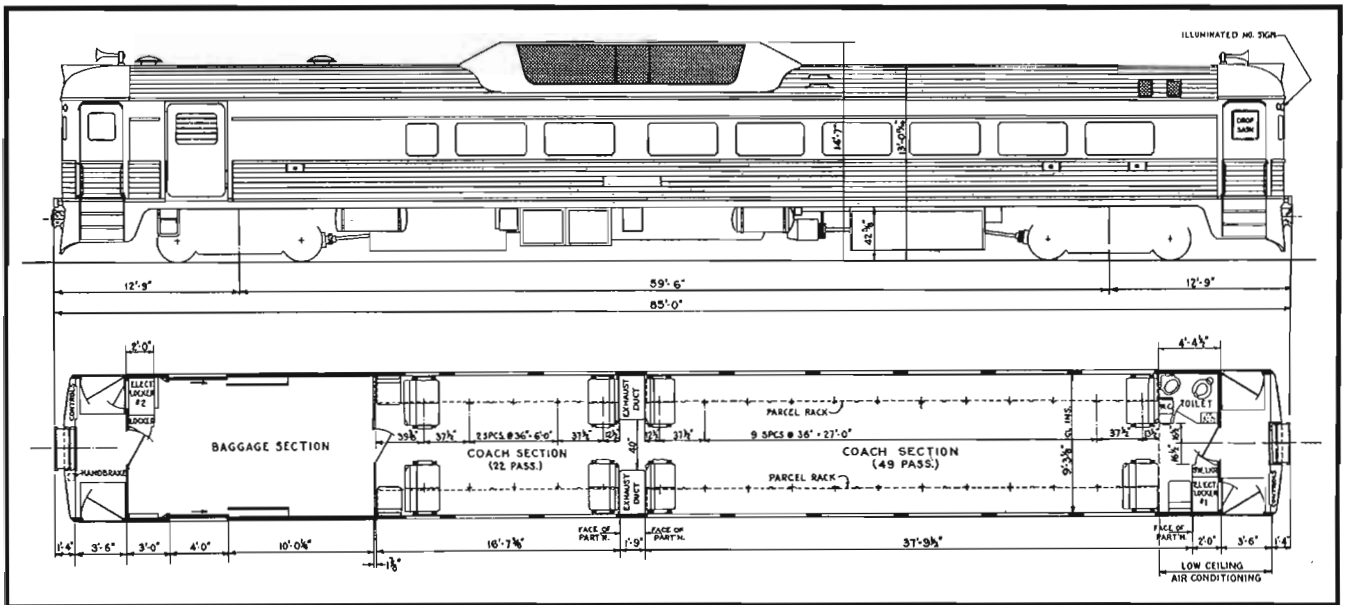
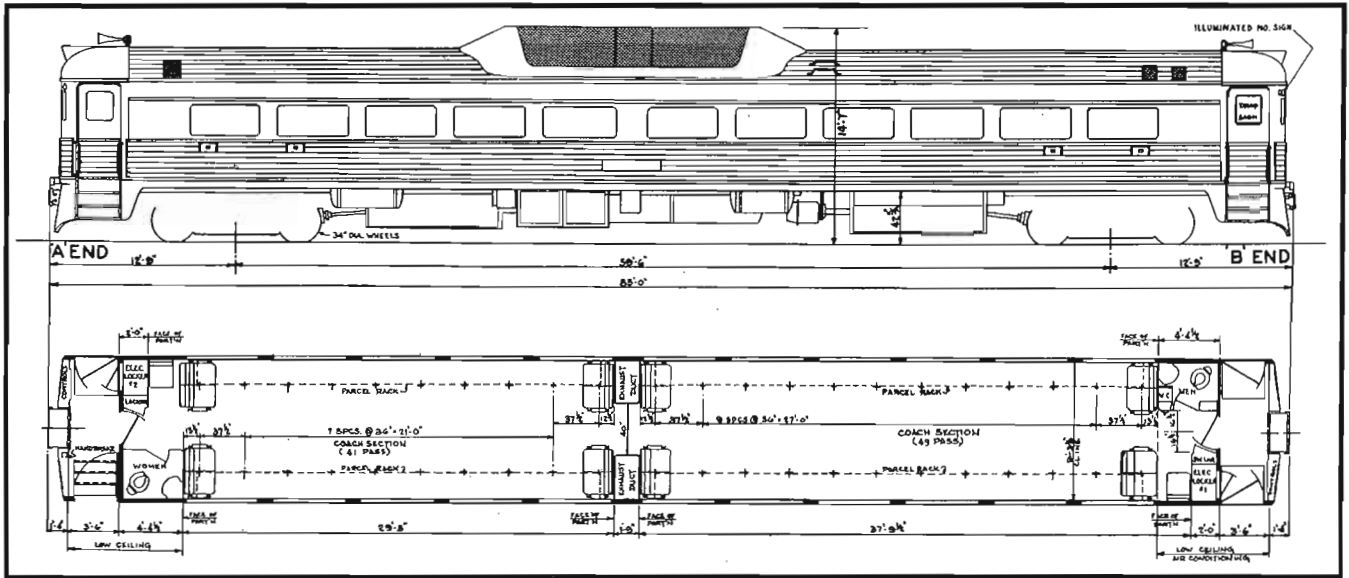
*OPPOSITE TOP: An artist's conception of the interior of one of the "New Look" Budd cars.*

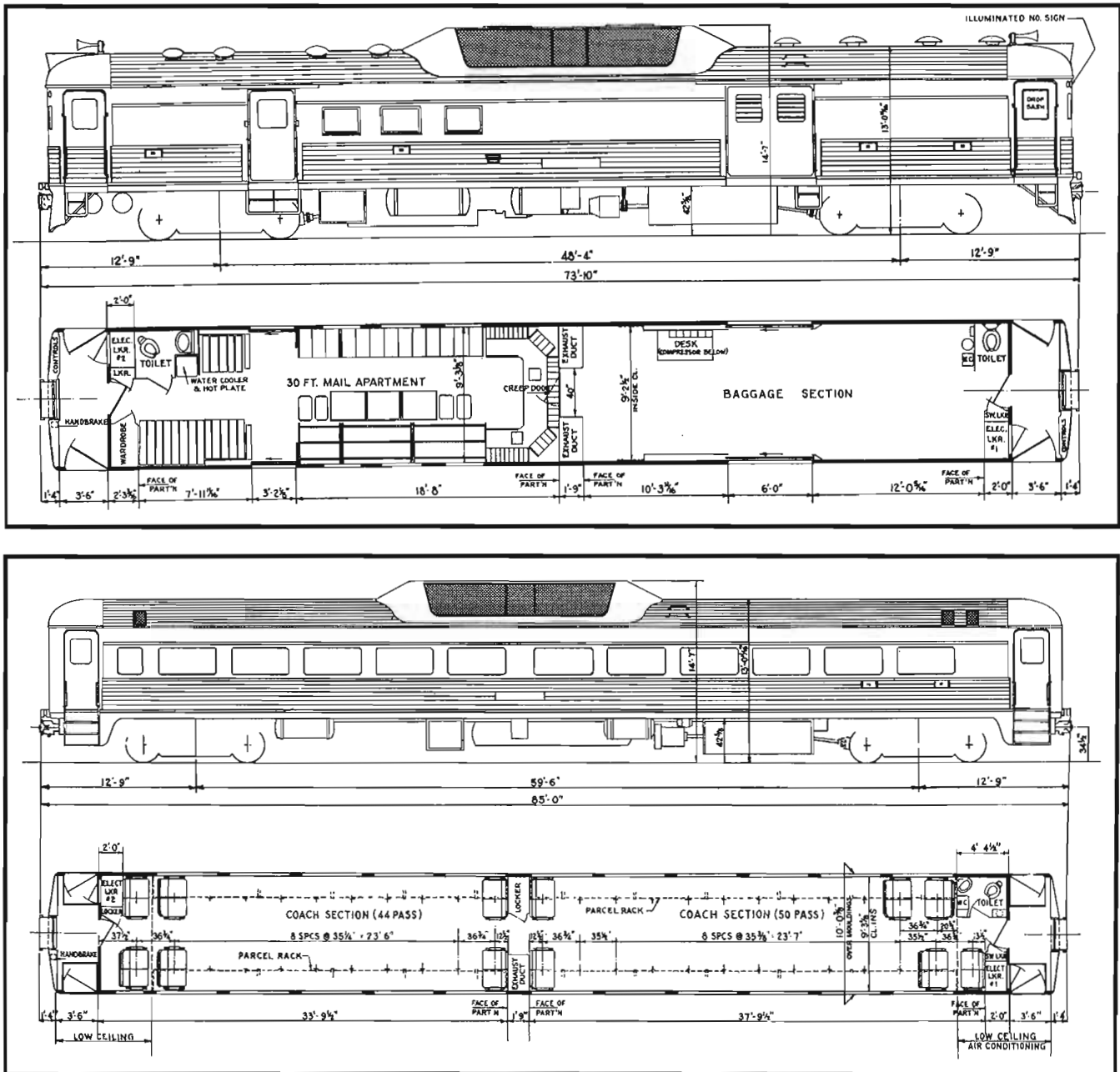
*OPPOSITE BOTTOM LEFT: RDCs under construction at the Budd factory in Red Lion Pennsylvania.*

*OPPOSITE BOTTOM RIGHT: The Budd Car comes to Canadian Pacific.*









## The Basic Configurations of the RDC

OPPOSITE TOP: The RDC-1 is strictly for carrying passengers. It seats 90 in walkover seats. It weighs 113,200 lbs. light, 118,000 ready to run and 131,900 when carrying 90 passengers.

OPPOSITE MIDDLE: The RDC-2 combines passengers and baggage-express. It seats 71 passengers and has a 17-foot baggage compartment. It weighs 114,200 lbs light, 119,000 ready to run and 139,900 when carrying 71 passengers and 9900 lbs. of baggage.

OPPOSITE BOTTOM: The RDC-3 combines passengers, baggage-express and mail. It seats 49 passengers, with a 17-foot baggage-express compartment separated by a bulkhead with a creep door from a 15-foot railway mail compartment. It weighs 117,900 lbs light, 122,700 ready to run and 143,400 with 49 passengers, 5000 lb. RPO load and 8000 lbs. of baggage.

THIS PAGE TOP: The 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 compartment of 30 feet. It weighs 109,200 lbs. light, 113,800 ready to run and 144,300 when carrying a 10,000 lb. RPO load and 20,200 lbs. of baggage.

THIS PAGE ABOVE: The RDC-9 is not designed for independent operation, but is controlled from a regular RDC. It has one 300 h.p. engine and carries 94 passengers.



## CANADIAN PACIFIC RAILWAY RDCs

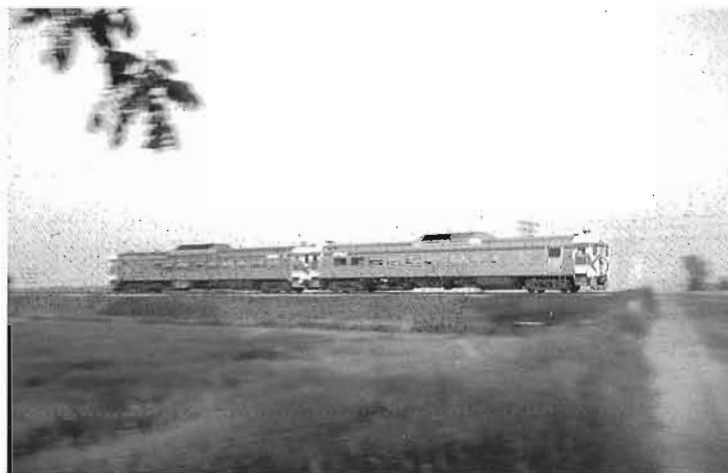
NUM BER	RDC TYP.	BLDR NUM.	DATE BUILT	DATE INSVCE.	SUBSEQUENT IDENTITIES			NOTES
9020	3	5909	Oct 1953	Oct 1953	CN 2250M			Retired by VIA.
9021	3	6018	Mar 1955	Mar 1955	VIA 6222			Conv. to RDC-2m.
9022	3	6019	Mar 1955	Mar 1955	VIA 6216			Conv. to RDC-2m.
9023	3	6021	Mar 1955	Sep 1955	VIA 6224			Conv. to RDC-2m.
9024	3	6305	Jul 1956	Aug 1956	VIA 6223			Conv. to RDC-2m.
9049	1	6220	Aug 1955	May 1958	VIA 6124	To Cuba		Ex. DSS&A 500.
9050	1	5816	Oct 1953	Oct 1953	VIA 6137			CPR's first RDC.
9051	1	5817	Oct 1953	Oct 1953	VIA 6128	B.C. Rail BC-16		Retired 1995.
9052	1	5913	Oct 1953	Oct 1953				Wrecked Jun. 17, 1972.
9053	1	5918	Mar 1954	Mar 1954	VIA 9053			Wrecked Nov. 18, 1978.
9054	1	5916	Jul 1954	Jul 1954	CP 86	MBTA 54		
9055	1	5924	Jul 1954	Jul 1954	VIA 6132	To Cuba		
9056	1	6221	Aug 1955	Aug 1955	VIA 6129	To Dallas		
9057	1	6223	Sep 1955	Sep 1955	VIA 6130			
9058	1	6317	Jul 1956	Aug 1956	VIA 6133			Originally lettered D.A.R., In service (Vancouver Island).
9059	1	6318	Aug 1956	Aug 1956	VIA 6126	To Dallas		Originally lettered D.A.R.
9060	1	6322	Aug 1956	Aug 1956	CP 87	VIA 9060	To Dallas	
9061	1	6611	Jan 1957	Jan 1957	VIA 6142	To Dallas		
9062	1	6612	Jan 1957	Jan 1957	VIA 6127	To Dallas		
9063	1	6617	Feb 1957	Feb 1957	VIA 6123	To Dallas		
9064	1	6619	Feb 1957	Feb 1957	VIA 6139	To Dallas		
9065	1	6706	Feb 1957	Feb 1957	VIA 6134			
9066	1	6707	Feb 1957	Feb 1957	CP 88	VIA 9066	MBTA 66	
9067	1	6708	Mar 1957	Mar 1957	VIA 6136			
9068	1	6709	Mar 1957	Mar 1957	CP 89	VIA 9068	MBTA 68	
9069	1	6809	Jun 1957	Jun 1957	CP 90			Intended to be preserved.
9070	1	6903	Oct 1957	May 1958	VIA 6131	To Dallas		Finished by Can-Car.
9071	1	6904	Nov 1957	Jun 1958	VIA 6141			Finished by Can-Car.
9072	1	6905	Nov 1957	Jun 1958	VIA 6135			Finished by Can-Car, In service (Vancouver Island).
9100	2	6014	Mar 1955	Mar 1955	CP 9307	VIA 6147	To Cuba	Conv. to RDC-5, later RDC-1.
9101	2	6016	Mar 1955	Mar 1955				Wrecked October 24, 1959.
9102	2	6229	Sep 1955	Sep 1955	CP 9300	CP 92	VIA 6146	Conv. to RDC-5, later RDC-1, Wrecked March 23, 1983.
9103	2	6308	Jun 1956	Jun 1956	VIA 6213			
9104	2	6309	Jun 1956	Jul 1956	CN 6207	VIA 6207		
9105	2	6310	Jun 1956	Jul 1956	VIA 6212			
9106	2	6311	Jun 1956	Jul 1956	VIA 6214			Conv. to RDC-5.
9107	2	6312	Jul 1956	Jul 1956	VIA 6215			In service (Sudbury).
9108	2	6313	Jul 1956	Jul 1956	CP 91			
9109	2	6314	Jul 1956	Jul 1956	CP 9309	VIA 6138		Conv. to RDC-5, later RDC-1.
9110	2	6503	Sep 1956	Oct 1956	CP 9303	VIA 6145	To Dallas	Conv. to RDC-5, later RDC-1.
9111	2	6504	Oct 1956	Oct 1956	VIA 6219			



9112	2	6607	Feb 1957	Feb 1957	VIA 6211			
9113	2	6608	Feb 1957	Feb 1957	CN 1400			
9114	2	6609	Feb 1957	Feb 1957	CP 9305	VIA 6148		Conv. to RDC-5, later RDC-1, In service (Vancouver Island).
9115	2	6913	May 1958	May 1958	VIA 6217			Finished by Can-Car.
9116	2	5416	Jun 1951	Sep 1958	CP 9306	VIA 6143		Ex LV 41 (1958), Conv. to RDC-5, later RDC-1.
9194	2	6906	Sep 1957	Mar 1958	CP 9308	VIA 6140		Finished by Can-Car, Conv. to RDC-5, later RDC-1.
9195	2	6907	Sep 1957	Feb 1958	CN 6208	VIA 6208		Finished by Can-Car.
9196	2	6908	Oct 1957	Feb 1958	CN 6209	VIA 6209		Finished by Can-Car.
9197	2	6909	Oct 1957	Feb 1958	CN 6210	VIA 6210		Finished by Can-Car.
9198	2	6910	Oct 1957	Feb 1958				Finished by Can-Car, Wrecked 1973.
9199	2	6911	Oct 1957	Feb 1958	CP 9302 QCR 6125	VIA 6125	QNS&L 6125	Finished by Can-Car, Conv. to RDC-5, later RDC-1, In service (East Angus).
9200	4	6231	Sep 1955	Sep 1955	VIA 9200			
9250	4	6306	Jul 1956	Jul 1956	VIA 9250			
9251	4	6307	Jul 1956	Jul 1956	VIA 9251			

**CARS RENUMBERED ON CPR**

86	1	5916	See 9054.
87	1	6322	See 9060.
88	1	6707	See 9066.
89	1	6709	See 9068.
90	1	6809	See 9069.
91	2	6313	See 9108.
92	2	6229	See 9102.
9300	5	6229	See 9102.
9302	5	6911	See 9199.
9303	5	6503	See 9110.
9305	5	6609	See 9114.
9306	5	5416	See 9116.
9307	5	6014	See 9100.
9308	5	6906	See 9194.
9309	5	6314	See 9109.



ABOVE: CP Rail 9110 and an unidentified RDC-1 at London on March 31, 1967.

BELOW: CP Rail RDC-2 9110 and 9111 at London on June 18, 1971.

Both photos by Don McQueen



## CANADIAN NATIONAL RAILWAYS RDCs

NUM BER	RDC TYP.	BLDR NUM.	DATE BUILT	DATE IN SVCE.	SUBSEQUENT IDENTITIES			NOTES
D-100	3	5910	Jun 1953	Dec 1953	CN D-300 VIA 6121	CN D-354 QNS&L 6121	CN 6354 QCR 6121	First D-100, Conv. to RDC-1m, In service (East Angus).
D-101	3	6022	Mar 1955	Oct 1955	CN D-350	CN 6350	VIA 6144	Conv. to RDC-1m, Wrecked July 24, 1985.
D-102	1	6618	Feb 1957	Feb 1957	CN 6102	VIA 6102	BC Rail BC-15	
D-103	1	6805	Jun 1957	Jun 1957	CN 6103			Wrecked 1969.
D-104	1	6806	Jun 1957	Jun 1957	CN 6104	VIA 6104	To Dallas	
D-105	1	6807	Jun 1957	Jun 1957	CN 6105	VIA 6105		
D-106	1	6808	Jun 1957	Jun 1957	CN 6106	VIA 6106	To Dallas	
D-107	1	6901	Apr 1958	Apr 1958	CN 6107	VIA 6107		Finished by Can-Car.
D-108	1	6902	Apr 1958	Apr 1958	CN 6108	VIA 6108		Finished by Can-Car.
D-109	1	6222	Oct 1955	Aug 1964	CN 6109	VIA 6109	To Cuba	Ex C&EI 1964
D-110	1	2960	Jul 1949	Jul 1965	CN 6110	VIA 6110		Original Budd demonstrator.
D-111	1	6106	Apr 1955	Jul 1965	CN 6111	VIA 6111		Ex B&M 6111.
D-112	1	6105	Apr 1955	Jul 1965	CN 6112	VIA 6112	To Dallas	Ex B&M 6110.
D-113	1	6114	Apr 1955	Jul 1965	CN 6113	VIA 6113		Ex B&M 6119
D-114	1	6116	May 1955	Jul 1965	CN 6114	VIA 6114		Ex B&M 6121
D-115	1	6111	Apr 1955	Jul 1965	CN 6115 QCR 6115	VIA 6115	QNS&L 6115	Ex B&M 6116.
D-116	1	6102	Mar 1955	Jul 1965	CN 6116	VIA 6116		Ex B&M 6107
D-117	1	6103	Apr 1955	Jul 1965	CN 6117	VIA 6117		Ex B&M 6108.
D-118	1	6101	Mar 1955	May 1966	CN 6118	VIA 6118		Ex B&M 6106.
D-150	4	5904	Jun 1953	Jun 1954	CN D-400 VIA 6453	CN D-453	CN 6453	
D-151	4	6230	Sep 1955	Sep 1955	CN D-450 VIA 6250	CN 6450	VIA 6450	In service (Sudbury).
D-200	1	5923	Jul 1953	Jun 1954	CN D-100 To Dallas	CN 6100	VIA 6100	First D-200, second D-100.
D-201	1	6218	Aug 1955	Aug 1955	CN D-101 QNS&L 6101	CN 6101 QCR 6101	VIA 6101	First D-201, second D-101.
D-201	2	6912	May 1958	May 1958	CN 6201	CN 6122	VIA 6122	Finished by Can-Car, Second D-201, Conv. to RDC-1m.
D-202	2	6915	May 1958	May 1958	CN 6202	VIA 6202		Finished by Can-Car.
D-203	2	6916	May 1958	May 1958	CN 6203 QCR 6203	VIA 6203	QNS&L 6203	Finished by Can-Car.
D-204	2	6814	Jul 1957	Jul 1957	CN 6204	VIA 6204		Ex GTW D-204.
D-205	2	6914	May 1959	May 1959	CN 6205	VIA 6205		Finished by Can-Car, In service (Sudbury).
D-206	2	6003	Jan 1955	May 1966	CN 6206	VIA 6206		Ex B&M 6200.
D-250	2	6002	Jan 1955	Jan 1955	CN D-200	CN 6200	VIA 6200	Second D-200.
D-301	3	6602	Dec 1956	Dec 1956	CN D-355 QNS&L 6218	CN 6355 QCR 6218	VIA 6218	Ex DW&P D-301, Conv. to RDC-2m.
D-302	3	6702	Jun 1957	Jun 1957	CN 6302	VIA 6220		Conv. to RDC-2m.
D-303	3	6704	Jul 1957	Jul 1957	CN D-353	CN 6119	VIA 6119	Ex GTW D-303, Conv. to RDC-1m.
D-351	3	6701	Mar 1957	Mar 1957	CN 6351	VIA 6225		Conv. to RDC-2m.
D-352	3	6703	Jun 1957	Jun 1957	CN 6120	VIA 6120	To Cuba	Conv. to RDC-1m.
D-356	3	6301	Jul 1956	Aug 1965	CN 6356	VIA 6221		Ex MKT 20, Conv. to RDC-2m.
D-401	4	6803	May 1957	May 1957	CN 6401	VIA 6401		

D-402	4	6804	Jun 1957	Jun 1957	CN D-475	CN 6475	VIA 6475	
D-451	4	6801	May 1957	May 1957	CN 6451			Wrecked 1969.
D-452	4	6802	May 1957	May 1957	CN 6452			Wrecked 1969.
D-500	9	6401	Aug 1956	Jul 1965	CN 6000	VIA 6000		Ex B&M 6900.
D-501	9	6402	Aug 1956	Jul 1965	CN 6001	VIA 6001		Ex B&M 6901.
D-502	9	6403	Aug 1956	Jul 1965	CN 6002	VIA 6002		Ex B&M 6902.
D-503	9	6416	Sep 1956	Jul 1965	CN 6003	VIA 6003		Ex B&M 6915.
D-504	9	6420	Oct 1956	Jul 1965	CN 6004	VIA 6004		Ex B&M 6919.
D-505	9	6421	Oct 1956	Jul 1965	CN 6005	VIA 6005		Ex B&M 6920.
D-506	9	6426	Dec 1956	Jul 1965	CN 6006	VIA 6006		Ex B&M 6925.

**CARS RENUMBERED ON CNR**

D-100(2)	1	5923	See D-200.
D-101(2)	1	6218	See D-201.
D-200(2)	2	6002	See D-250.
D-300	3	5910	See D-100.
D-350	3	6022	See D-101.
D-353	3	6704	See D-303.
D-354	3	5910	See D-100.
D-355	3	6602	See D-301.
D-400	4	5904	See D-150.
D-450	4	6230	See D-151.
D-453	4	5904	See D-150.
D-475	4	6804	See D-402.



ABOVE: Canadian National RDC-1 number D-200 and an unidentified RDC-4 (probably D-150) operating on a test run prior to the inauguration of service between Riviere du Loup and Levis Quebec.

BELOW: Canadian National RDC-3 D-352 at Spadina (Toronto) in April 1961. Photo by Don Gard, collection of Don McQueen





### PACIFIC GREAT EASTERN / BC RAIL RDCs

NUM BER	RDC TYP.	BLDR NUM.	DATE BUILT	DATE IN SVCE.	SUBSEQUENT IDENTITIES	NOTES
BC-10	1	6319	Aug 1956	Aug 1956		
BC-11	1	6320	Aug 1956	Aug 1956		
BC-12	1	6321	Aug 1956	Aug 1956		
BC-20	1	7003	Nov 1962	1984	BC-14	Ex RDG 9155 & SEPTA 9155.
BC-21	1	7004	Nov 1962	1983		Ex RDG 9156 & SEPTA 9156.
BC-22	1	7008	Dec 1962	1983		Ex RDG 9160 & SEPTA 9160.
BC-30	3	6508	Sep 1956	Sep 1956		
BC-31	3	6509	Sep 1956	Sep 1956		Wrecked November, 1973.
BC-31	3	6302	Jul 1956	Oct 1976		2nd. BC-31. Ex GN 2350.
BC-32	3	6510	Sep 1956	Oct 1956		Wrecked February 1960.
BC-33	3	6601	Dec 1956	Dec 1956		
40	3	6017	Mar 1955	Dec 1975 (not used)	To VIA for parts.	Ex NP B-40. For parts only.
41	3	6507	Sep 1956	Dec 1975 (not used)	To VIA for parts.	Ex NP B-41. For parts only.
42	3	5701	Dec 1952	Dec 1975 (not used)	To VIA for parts.	Ex DM&IR 1. For parts only.

#### CARS RENUMBERED ON BC RAIL, OR ACQUIRED FROM OTHER CANADIAN RAILWAYS

BC-14	1	7003	See BC-20.
BC-15	1	6618	See CN D-102.
BC-16	1	5817	See CP 9051.



BC-12 and BC-14 at Lillooet on July 2, 1985. Photo by Don McQueen

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**TABLE SHOWING ORIGINAL IDENTITY OF VIA RDCs**

VIA NUMBER	BUILDER'S NUMBER	ORIGINAL IDENTITY	6139	6619	CP 9064
			6140	6906	CP 9194
6000	6401	B&M 6900	6141	6904	CP 9071
6001	6402	B&M 6901	6142	6611	CP 9061
6002	6403	B&M 6902	6143	5416	LV 41
6003	6416	B&M 6915	6144	6022	CN D-101 (1)
6004	6420	B&M 6919	6145	6503	CP 9110
6005	6421	B&M 6920	6146	6229	CP 9102
6006	6426	B&M 6925	6147	6014	CP 9100
6100	5923	CN D-200 (1)	6148	6609	CP 9114
6101	6218	CN D-201 (1)	6200	6002	CN D-250
6102	6618	CN D-102	6202	6915	CN D-202
6104	6806	CN D-104	6203	6916	CN D-203
6105	6807	CN D-105	6204	6814	GTW D-204
6106	6808	CN D-106	6205	6914	CN D-205
6107	6901	CN D-107	6206	6003	B&M 6200
6108	6902	CN D-108	6207	6309	CP 9104
6109	6222	C&EI RDC1	6208	6907	CP 9195
6110	2960	BUDD 2960	6209	6908	CP 9196
6111	6106	B&M 6111	6210	6909	CP 9197
6112	6105	B&M 6110	6211	6607	CP 9112
6113	6114	B&M 6119	6212	6310	CP 9105
6114	6116	B&M 6121	6213	6308	CP 9103
6115	6111	B&M 6116	6214	6311	CP 9106
6116	6102	B&M 6107	6215	6312	CP 9107
6117	6103	B&M 6108	6216	6019	CP 9022
6118	6101	B&M 6106	6217	6913	CP 9115
6119	6704	GTW D-303	6218	6602	DW&P D-301
6120	6703	CN D-352	6219	6504	CP 9111
6121	5910	CN D-100 (1)	6220	6702	CN D-302
6122	6912	CN D-201 (2)	6221	6301	MKT 20
6123	6617	CP 9063	6222	6018	CP 9021
6124	6220	DSS&A 500	6223	6305	CP 9024
6125	6911	CP 9199	6224	6021	CP 9023
6126	6318	CP 9059 (DAR)	6225	6701	CN D-351
6127	6612	CP 9062	6250	6230	CN D-151
6128	5817	CP 9051	6401	6803	CN D-401
6129	6221	CP 9056	6450		See 6250
6130	6223	CP 9057	6453	5904	CN D-150
6131	6903	CP 9070	6475	6804	CN D-402
6132	5924	CP 9055	9053	5918	CP 9053
6133	6317	CP 9058 (DAR)	9060	6322	CP 9060
6134	6706	CP 9065	9066	6707	CP 9066
6135	6905	CP 9072	9068	6709	CP 9068
6136	6708	CP 9067	9200	6231	CP 9200
6137	5816	CP 9050	9250	6306	CP 9250
6138	6314	CP 9109	9251	6307	CP 9251

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**THE 1950s**

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*CNR D-102 and an RDC-3 at Edmonton in August, 1959. Photo by W.G. Shaw, collection of Don McQueen*



*CNR D-200 (2) (nee D-250) at Pointe St. Charles, Montreal on April 9, 1958. Photo by Don McQueen*

CANADIAN PACIFIC RAILWAY COMPANY

FF:cjff  
 Montreal, December 12th, 1955  
 File 4-16-1/55-A

TRANSPORTATION OF SKIS ON LAURENTIAN TRAINS.

Messrs:  
 R. Taillon, Terminal Passenger Agent  
 A. Harper, " " "  
 J.R. Abbott, " " "

For your information, again this Winter, skiers may transport their skis into the "Dayliner" as well as in the "2200" and "2100" series coaches operated on Laurentian trains.

Consequently, there are no restrictions on the transportation of skis in any Laurentian train equipment including the "Dayliner", and train crews are being so informed by the Operating Department.

Naturally, this will not be given wide publicity as we do not wish to crowd these fine cars with skiers (particularly when there are other cars on train) but this should have the effect of eliminating criticism which the banning of skis in these cars would bring.

When inspecting equipment, please be sure and advise if you find that cars are being damaged by ski equipment.

Please also note that again this year, some of our wooden coaches operated on week-end trains to the Laurentians will be equipped with ski racks for the convenience of skiers.

*F. Fortier*  
 District Passenger Agent

cc-Messrs:  
 A.J. Mahon  
 F.A. Pouliot  
 J.U. Brezesu - Please instruct train crews accordingly.  
 J.A. Lemire  
 D. Cuenette  
 J.E. Lacasse  
 G. Brady  
 Information Bureau, .S.  
 P.T.E.B.  
 Agents, Montreal to Mont Laurier incl.  
 M.R. Martin

CANADIAN PACIFIC RAILWAY COMPANY

Montreal, July 24th, 1956.  
 File:- 3/56-B.

" DAYLINER " SERVICE TO AND FROM THE LAURENTIANS .

To Agents  
 Montreal to Mont-Laurier.

We are sending you a small supply of a dodger announcing our "Dayliner Service " to and from the Laurentians.

We wish to make this service as widely known as possible and, with this end in view, will you please distribute the dodger to Post Offices, Hotels, Merchants, etc., in fact in all quarters where you think it would be productive of additional traffic.

F. Fortier  
 DISTRICT PASSENGER AGENT.

LCM/MD.

Copies Messrs:- B. Mulroy, ( 100 )  
 C.A. Jennings, ( 100 )  
 E.J. Burke - Montreal West, ( 100 )  
 J.H. Renaud - Westmount, ( 100 )  
 M. Roch - Park Avenue, ( 100 )

"SATURDAY" ONE-DAY EXCURSIONS INTO MONTREAL

You will recall that "Saturday" excursions were operated from certain stations into Montreal from October 27th to December 15th, 1956, at a very attractive rate of coach fare and one-third for the round-trip, tickets being limited to go and return the same Saturday.

These bargain fares have produced a fair amount of additional revenues and it has been decided to resume these excursions for a further period commencing January 19th up to and including April 13th.

This is another opportunity for Agents to increase their sales where these fares are authorized.

TRAIN SERVICE IN THE LAURENTIANS  
 Handling of Skis, Etc.

As you already know, with the operation of "Dayliners" it is possible for skiers to have an afternoon of skiing at such northern resorts as St. Jovite, Mont Tremblant, etc.

Also, in order to encourage ski traffic by train, again this year, skiers may transport their skis into the "Dayliners" as well as in the ordinary coaches operating on other Laurentian trains.

Naturally, this will not be given wide publicity, but this should have the effect of eliminating criticism which the banning of skis in these cars would bring about.

IMPROVED DAILY SERVICE BETWEEN CALGARY AND EDMONTON  
 Introduction of new RDC trains 529-530

As you already know, a distinct improvement was made in our service between Calgary and Edmonton with the introduction on November 12th of NEW daily RDC trains 529-530 on the following schedules:-

<p><u>Train 529</u></p> <p>Lv. Calgary 1.35 PM MT                  Ar. Edmonton 5.10 PM MT                  (stopping same stops as Train 525)</p>	↑ ↓	<p><u>Train 530</u></p> <p>Lv. Edmonton 5.30 PM MT                  Ar. Calgary 8.55 PM MT                  (stopping at St. Edmonton &amp; Red Deer only)</p>
--	--------	--

It will be noted that NEW train 529 provides an excellent connection from Train 1 "The Canadian" for points North of Calgary.

Train 530 also connects with RDC train 542 which now leaves Calgary at 9.05 PM for Fort McLeod, Lethbridge and intermediate stations.

This is an excellent service and please be sure and acquaint all passengers going to the Calgary-Edmonton area with it.

CANADIAN PACIFIC RAILWAY COMPANY

MONTREAL, December 31st, 1957.  
 FILE NO.:- 4-16-1/57-B

TRANSPORTATION OF SKIS ON LAURENTIAN TRAINS

Agents - Montreal to Mont Laurier incl.  
 Terminal Passenger Agents, W.S. (5)

For your information, please note that again this Winter, skiers may transport their skis into the "Dayliners" as well as in other coach equipment operated on Laurentian trains.

F. FORTIER  
 DISTRICT PASSENGER AGENT.

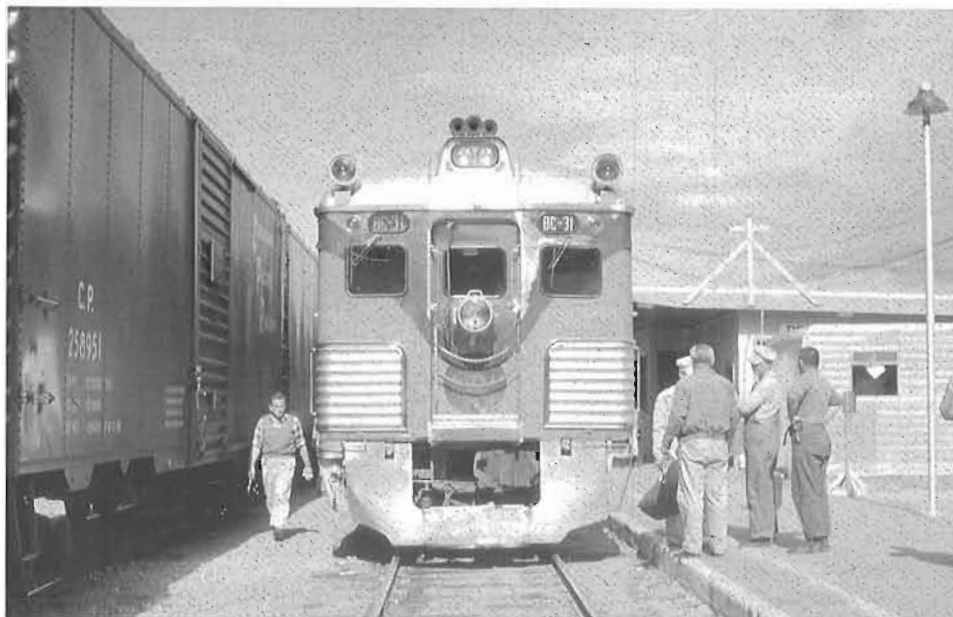
LCM/am

cc:- Messrs:-  
 A.J. Mahon  
 F.A. Pouliot  
 W.J. Presley - Please instruct train crews accordingly.  
 J.A. Lemire  
 J.E. Lacasse  
 G. Brady  
 R.G. Taillon  
 Information Bureau, W.S.  
 P.T.E.B.  
 M.R. Martin

Some documents relating to the RDC "Dayliner" service on the CPR line from Montreal to the Laurentians. They were company notices sent to the agent at Shawbridge, Que. This was the line where the first RDC, number 2960, was tried out in 1953 and it remained a mainstay of the Budd Car until passenger service ceased in 1981.

Collection of Peter Murphy

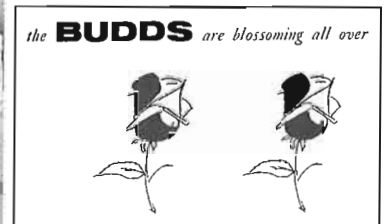




*LEFT: Pacific Great Eastern car BC-31 (1) at Prince George in August 1959. This car was wrecked near Lillooet on November 26, 1973 and scrapped. Another car with the same number took its place in 1975.*

*Photo by W.G. Shaw, Collection of Don McQueen*

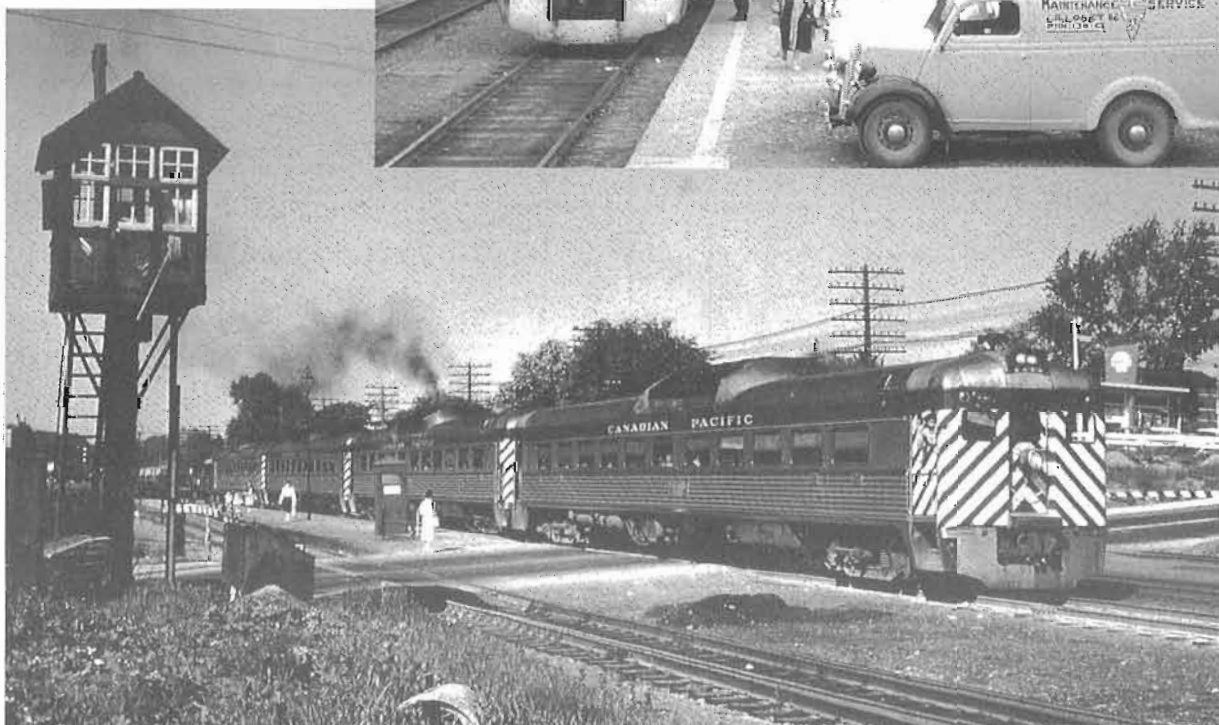
*BELOW: An interesting pun from a Budd Company ad of the 1950s.*



*RIGHT: Pacific Great Eastern BC-32 heads the northbound passenger train at Lillooet on September 20, 1959. Only a few months later, on February 8, 1960, this car was wrecked and burned at Canim, B.C.  
Photo by Fred Angus*

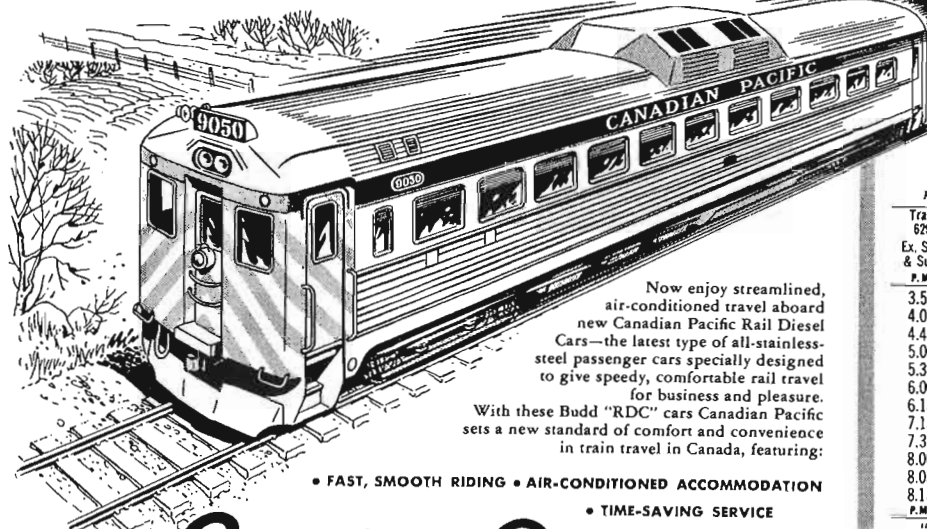


*BELOW: Car 9060 leads CPR train 276 at Montreal West on May 6, 1959.  
Photo by Stan Smail*



# NEW FAST "Dayliner" PASSENGER SERVICE

Another CANADIAN PACIFIC First IN CANADA



Now enjoy streamlined, air-conditioned travel aboard new Canadian Pacific Rail Diesel Cars—the latest type of all-stainless-steel passenger cars specially designed to give speedy, comfortable rail travel for business and pleasure. With these Budd "RDC" cars Canadian Pacific sets a new standard of comfort and convenience in train travel in Canada, featuring:

- FAST, SMOOTH RIDING • AIR-CONDITIONED ACCOMMODATION
- TIME-SAVING SERVICE

# Canadian Pacific

## BETWEEN TORONTO AND LONDON

NOVEMBER 9th  
Service will be extended to Detroit on November 30th

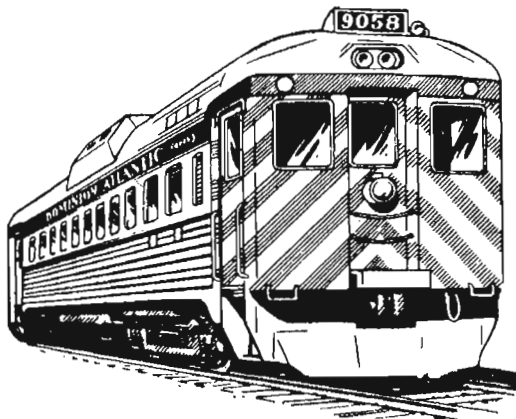
### TIME-TABLE OF THE NEW "DAYLINERS"

Read Down		Read Up	
Train 629 Ex. Sat. & Sun. P.M.	Train 631 Sat. only P.M.		Train 630 Ex. Sun. A.M.
3.55	1.30	Lv. TORONTO	Ar. 10.20
4.05	1.42	West Toronto	10.09
4.43	2.25	Guelph Jct.	
5.00	2.45	Galt	9.14
5.32	3.18	Woodstock	8.43
6.00	3.45	Ar. London	Lv. 8.15
6.15	4.00	Lv. London	Ar. 8.05
7.15	4.58	Chatham	7.06
7.31	5.20	Tilbury	6.44
8.00	6.00	Ar. Windsor	Lv. 6.15
8.05	6.05	Lv. Windsor	Ar. 6.10
8.15	6.15	Ar. DETROIT	Lv. 6.00 A.M.

"Dayliners" offer daily service except Sunday



## DOMINION ATLANTIC FAST EVANGELINE Dayliner PASSENGER SERVICE



## ESQUIMALT & NANAIMO RAILWAY FAST, DEPENDABLE

# "Dayliner"

## PASSENGER SERVICE between VICTORIA - NANAIMO COURTENAY

Effective Oct. 26, 1959

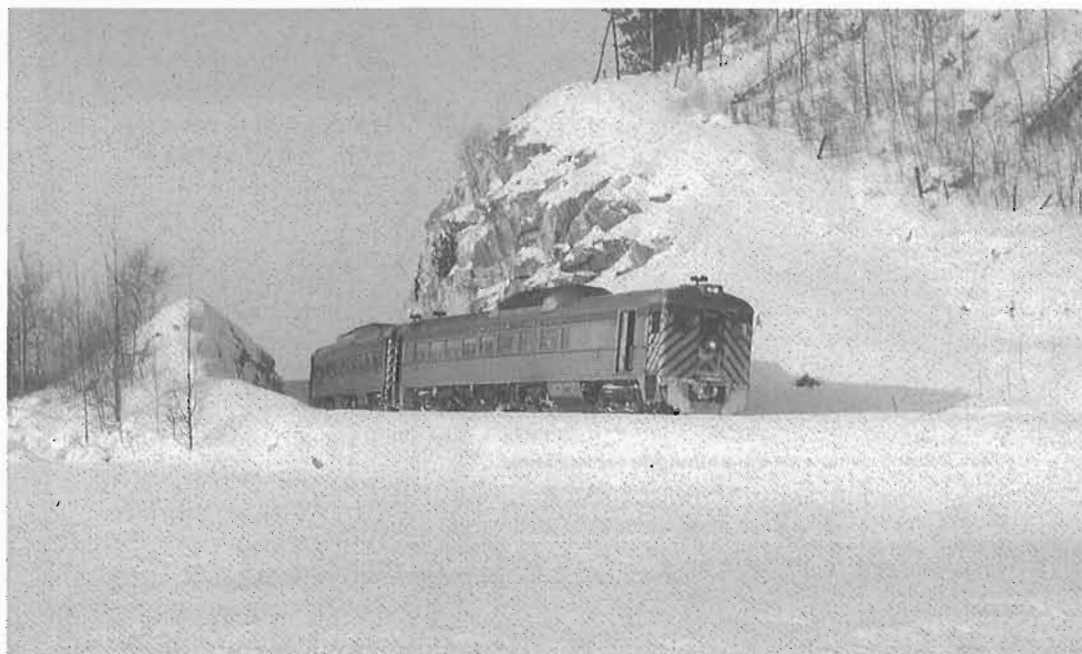


"Princess" Ferries Nanaimo to Vancouver connect with "The Canadian" and "The Dominion" Eastbound.

SMOOTH DIESEL POWER

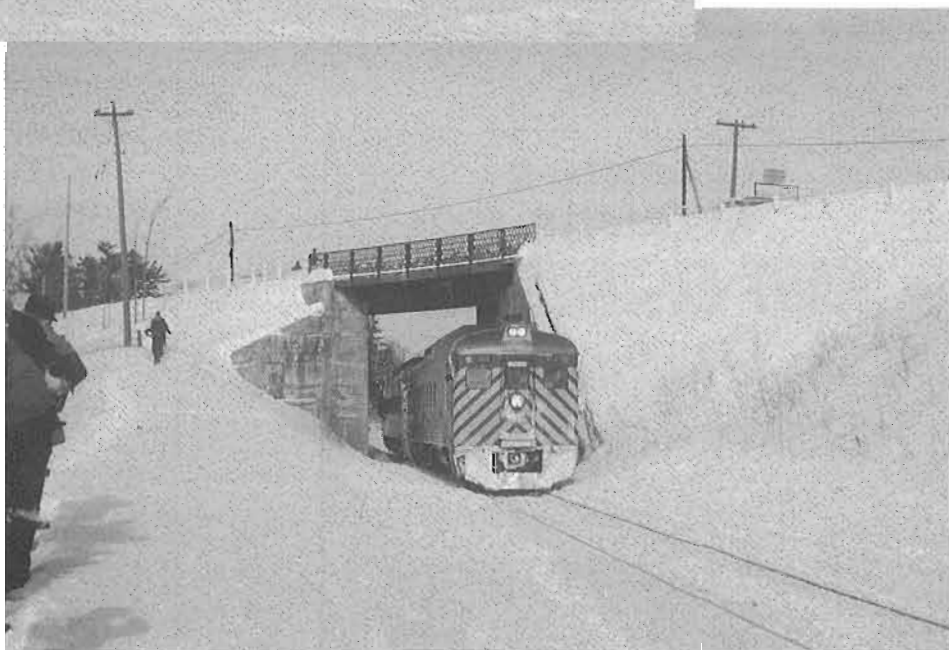


THE 1960s



*ABOVE AND RIGHT: Two scenes on an excursion from Ottawa to Maniwaki on February 3, 1963, just before regular CPR passenger service ceased on that line.*

*Photos by Fred Angus*



*LEFT: A two-car CPR train at London West on August 22, 1963.*

*Photo by Don McQueen*

**Quebec Central**  
**Railway Company**

**DAYLINER**

**AUTORAIL**

BETWEEN — ENTRE  
**QUEBEC AND SHERBROOKE**



The Quebec Central had Dayliner service until 1967, although no RDC was ever lettered for that line. Today a tourist line on the QCR still runs Budd Cars.

CANADIAN PACIFIC RAILWAY COMPANY

FORM 111-7

3/61-A.  
 Montreal, April 4th, 1961.

FALL CHANGES OF TIME - 1961.

Agents: St. Jerome, Shawbridge, Mont Holland, Ste Marguerite, Conductor F.A. Beauchamp, Conductors' Room, Windsor Station.

It has now been decided to operate trains 175 and 170 between Montreal and Ste Agathe, Mondays to Fridays with one RDC only, except during the months of July and August where traffic will warrant operation of two (2) units. The schedule will be as follows:-

Tr. 175	Lv. Montreal (WB)	8.20 am EST	Ar. St. Jerome	approx. 9.24 am.
			Shawbridge	" 9.41 am.
			St. Holland	" 10.02 am.
			Ste Marguerite	" 10.12 am.
			Ste Agathe	" 10.35 am.
Tr. 170	Lv. Ste Agathe	11.00 am EST	Ar. Ste Marguerite	11.19 am.
			Mont Holland	" 11.28 am.
			Shawbridge	" 11.41 am.
			St. Jerome	" 11.56 am.
			Montreal (WB)	" 1.00 pm.

Train 167 will leave Montreal at 4.04 pm EST.

We hope that you, gentlemen, will publicize this train service and impress upon the general public the necessity of patronizing these two trains, i.e., 175 and 170 as we will check these trains carefully in Summer and if we do not show any increase in business, I am afraid that we will have to abandon operation of these two trains in the Fall.

No publicity to be given the travelling public yet until you hear further from this office.

*E. Hooper*  
 District Passenger Agent.

RJA/la

By 1961 the decline had begun as we see from the penultimate paragraph of this letter to the agent at Shawbridge. Collection of Peter Murphy



ABOVE: The special train, headed by 9057, at Wakefield station on February 3, 1963.



RIGHT: 9109 at Westmount station, about to depart for Megantic at 7:20 A.M. on September 26, 1964.

Both photos by Fred Angus





*LEFT: On October 28, 1965 a special charter train, consisting of RDC 9106, brought visitors to the Canadian Railway Museum at Delson. This photo is taken beside what is now called Building No. 1. The person standing beside 9106 is Jack Beatty, CPR passenger representative and long-time CRHA member, who organized the trip.*

*RIGHT: The last day for the "Megantic Budd" was March 27, 1966. Here we see 9107 leading a two-car train, at Megantic station on the last day.*



*ABOVE: Two RDCs, the second of which is 9066, pass the site of the Canadian Railway Museum en route to Farnham on July 8, 1966.*

*RIGHT: Quebec City's Palais Station is the scene for this photo showing RDCs 9071 and 9068, on April 9, 1967. The 9068 is about to leave for Sherbrooke via the Quebec Central. Less than a month later the service ended.*



*RIGHT: An unscheduled stop for 9102 on the Esquimalt and Nanaimo after hitting an object on the track on May 5, 1967. The engineer is under the car checking for damage while the conductor and a passenger look on. There was no damage and the train soon proceeded.*



*BELOW: Arrived at Victoria on the same day, 9102 is seen at what was then the southern terminus of the run.*



*BELOW: At North Vancouver on the morning of May 8, 1967, the "Caribou Dayliner" of the Pacific Great Eastern is about to leave for Prince George.*



*ABOVE AND RIGHT: Two views at Lillooet on May 8, 1967 en route to Prince George.*

*All photos on these two pages by Fred Angus*

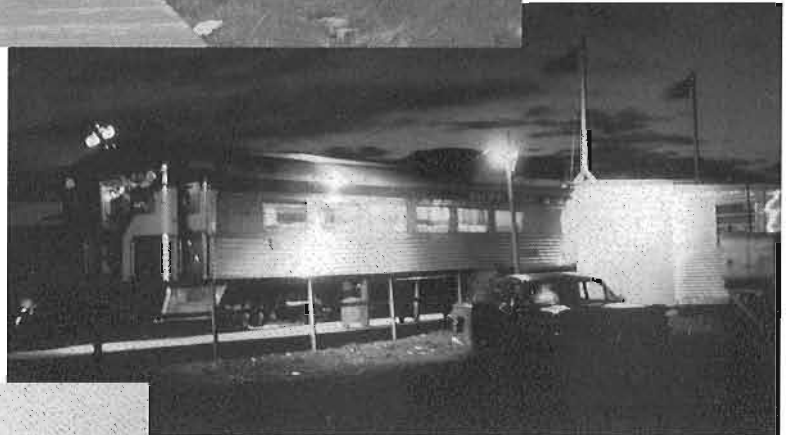




*ABOVE: A brief stop at Williams Lake as the "Caribou Dayliner" continues north.*

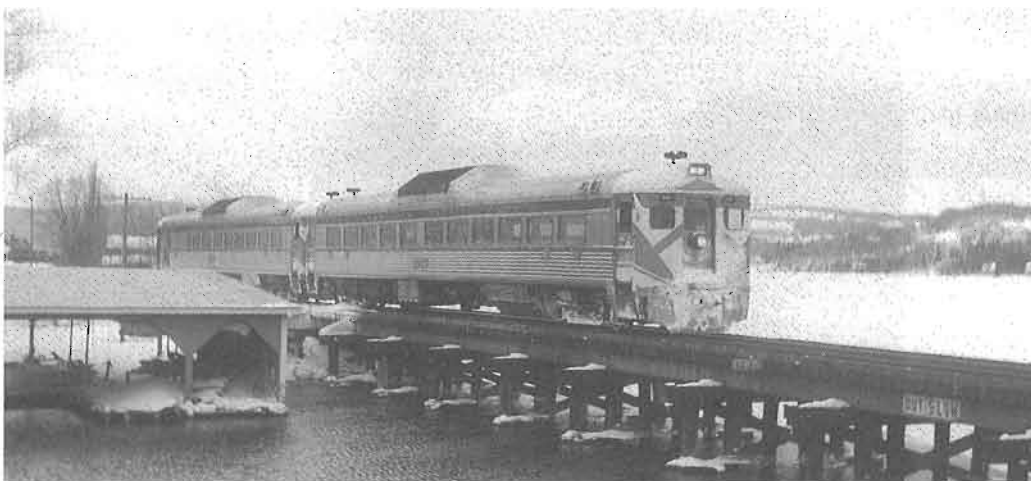
*RIGHT: Arrival at Prince George was on time in the evening of May 8, 1967, just after sunset.*

*BELOW: A CN two-car RDC train headed by number D-355 prepares to leave Richmond, Que. on July 2, 1967.*



*ABOVE: A stop at Ayres Cliff, Que. on a special CRHA excursion on March 2, 1968. Car 9105 displays the CRHA insignia.*

*LEFT: Crossing the trestle at North Hatley on the same day. This line, from Sherbrooke to Newport Vt., is now abandoned.*



*RIGHT: A runpast through the woods on the Massawippi Valley excursion, March 2, 1968.*



*BELOW: It's Christmas Eve 1968 and the early-afternoon Lakeshore commuter train consisted of eleven RDCs, headed by 9100. In this photo it is stopped at Lakeside to let off passengers. A year later this train would be one car longer!*



*RIGHT: Shawbridge station was a stop on a CRHA excursion on March 2, 1969.*



*LEFT: 9022 coming around a curve on the Laurentian line on the same CRHA excursion, March 2, 1969.*

*All photos on these two pages by Fred Angus*





*LEFT: Looking down on 9111 at a runpast on March 2, 1969.*

*Photo by Stan Smail*

*BELOW: A stop at Ste. Agathe on the same trip.*

*Photo by Fred Angus*

*BELOW: Crossing a bridge on the Laurentian line, March 2, 1969.*

*Photo by Fred Angus*



*ABOVE: Labelle station, also on March 2, 1969.*

*Photo by Fred Angus*



*LEFT: Car 9196 is the entire consist of the train from Medicine Hat to Lethbridge Alberta on this day in March 1969. "The Canadian" has just arrived and passengers are about to transfer to the Dayliner for the trip to Lethbridge.*

*Photo by Stan Smail*

*LEFT: Esquimalt & Nanaimo No. 2 at Mud Bay, B.C. in March 1969.*

*Photo by Stan Smail*

*Below: A three-car excursion special going down the main street of Wakefield Que. on October 5, 1969.*

*Photo by Fred Angus*



*RIGHT: Oldest of the CPR's Budd car fleet was 9116 which was built in 1951 as Lehigh Valley No. 41. It was remembered by commuters for its low-back seats. In this photo it heads a three-car commuter train on December 6, 1969.*

*BELOW: What may well have been the longest RDC train ever run in Canada was this twelve-car Christmas Eve special seen at Montreal West on December 24, 1969.*

*Both photos by Fred Angus*





THE 1970s



LEFT: CP Rail train 272 at Montreal West, June 1970.

Photo by Stan Smail

BELOW, LEFT AND RIGHT: Two photos at Yarmouth N.S. on the Dominion Atlantic on June 27, 1970. Note that 9057 is not one of the two RDCs (9058 and 9059) lettered "Dominion Atlantic".

Photos by David Morris



ABOVE AND RIGHT: 9057 at Digby on June 27, 1970. At that time the train went right out on to the wharf. Note the "Princess of Acadia" in the background. This ship offered a direct connection to Saint John N.B., across the Bay of Fundy.

Both photos by David Morris



When CP Rail moved RDCs from Montreal to New Brunswick it would sometimes attach them to the rear of the "Atlantic Limited". These photos, taken at Montreal West on August 2, 1970, show just such a move as car 9111 is being brought up from the Dominion Atlantic. For the record, the consist of the train is: 4067, 4248, 2277, Chateau Denonville, Chateau Marquette, Imperial, Palm Grove, Elm Grove, and 9111 on the rear.  
Photo by David Morris

RIGHT: London, Ontario July 14, 1971.

BELOW: Hamilton Junction, October 31, 1971.

Both photos by Don McQueen







*LEFT: Three RDCs deadheading on the back of freight train 951 from Farnham in December, 1970.*

*Photo by Stan Smaill*



*RIGHT: The last run of CP train 337 at London on July 2, 1971.*

*Photo by Don McQueen*



*LEFT: CP 9110 on the last run of train 338 at London on July 3, 1971.*

*Photo by Don McQueen*



*RIGHT: CP train 153 at North Junction, near Montreal West in July 1971.*

*Photo by Stan Smaill*

*RIGHT: Farnham, Quebec, October 1971.*

*Photo by Stan Smaill*



*BELOW: CN 6118 leads a 3-car train at Hyde Park, Ontario, January 20, 1974.*

*Photo by Don McQueen*



*BELOW: North Junction, Que., July, 1971.*

*Photo by Stan Smaill*

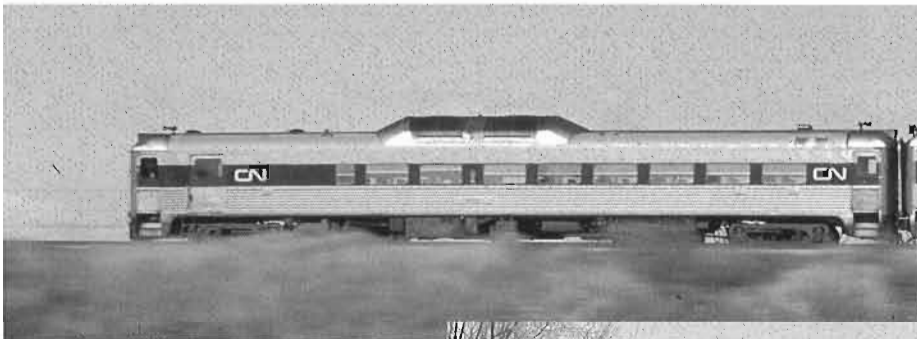
*BELOW RIGHT: CN 6401 is the lead unit of a 5-car train at Hyde Park, Ontario, February 2, 1975.*

*Photo by Don McQueen*

*ABOVE: CN 6115 and two others at Komoka, Ontario, October 26, 1974.*

*Photo by Don McQueen*





*LEFT: CN 6203 at Komoka on October 20, 1974.*

*Photo by Don McQueen*

*BELOW: CN 6110 at St. Pauls, Ontario on February 19, 1978. This historic car is none other than former Budd demonstrator 2960, the first RDC ever built.*

*Photo by Don McQueen*



*LEFT: CP 9103 crossing the Niagara Gorge viaduct on Vancouver Island on July 31, 1976. This structure is the original 1884 Fraser River bridge, later moved to Vancouver Island.*

*BELOW: CN 6302 and train at Egerton St., London Ontario on February 18, 1978.*

*Both photos by Don McQueen*



*RIGHT: VIA car 6109 at London on December 2, 1978.*

*BELOW: VIA 6115 at London on October 26, 1978. Check the coffee urns on the stove.*

*Both photos by Don McQueen*



*RIGHT: VIA 6117 at London on December 2, 1979.*

*Photo by Don McQueen*







Another move of an RDC on the rear of the "Atlantic Limited". This time it is car 9055 moving from Montreal to Saint John. The first photo shows the train about to leave Montreal's Windsor station on August 14, 1977. Note the different pattern of stripes on the car ends. The other photo shows the same train at Fredericton Junction the next morning. The consist was: 1800, 2702, Draper Manor, 515, 123, 2772, and 9055.

Photo by David Morris (who rode the RDC all the way from Montreal to Fredericton Junction!)

RIGHT: CN 6106 at London on January 2, 1979. Note the Christmas decorations.

Photo by Don McQueen



LEFT: Having just left some passengers at Shawbridge Quebec, CP Budd car 9302 heads north towards Mont Laurier on a rainy October 1, 1978. 9302 is one of the cars CP rebuilt in the 1970s, and was formerly 9199. Later it became VIA 6125, and is presently in use on a tourist train at East Angus, Que.

Photo by Fred Angus





# THE 1980s

*June 7, 1980 was the last day that the Budd cars on the Dominion Atlantic met at Digby. These three photos were taken by David Morris that day.*

*RIGHT: G.K. Skinner issues the last order.*

*FAR RIGHT: Looking accross a maze of switches at 9050 in the streets of Digby.*

*BELOW: The last meet at Digby - cars 9050 and 9072.*



*RIGHT: VIA 6204 at Jordan, Ontario on July 24, 1980.*

*BELOW: VIA 6213 leads a train at Spadina (Toronto) on August 25, 1981.*

*Both photos by Don McQueen*



When VIA's "Atlantic" was discontinued on November 15, 1981, a Budd car train was inaugurated between Halifax and Fredericton. This was the first passenger service on the Fredericton Branch for many years.

BELOW: Some of the crowd at Fredericton station on the first day. Photo by David Morris




ABOVE: 6138 and 6140 passing Westfield Beach on the initial deadhead run to Fredericton, November 15, 1981.



BELOW: After the big snowstorm of February 3, 1982, cars 6200 and 6206 needed a bit of help from the CP switcher to break loose from the ice and to get turned.

Both photos by David Morris



<b>CP Rail</b> 	
Train order no. <u>210</u>	Form 19Y <u>Nov 15, 81</u>
To <u>ENG VIA 6138</u>	At <u>Saint John</u>
<u>Eng VIA 6138 run next</u>	
<u>Saint John to Fredericton Jet</u>	
<u>J. HW</u>	

Train order for the first deadhead run



ABOVE: A crewman clears snow from the air horns as 6206 and 6200 start loading passengers at Fredericton on February 3, 1982.

LEFT: As the photographer stood on a snowbank at a road crossing in Fredericton, on February 3 1982, the bank collapsed just as 6206 and 6200 approached. However he managed to get the photo! Photos by David Morris

*RIGHT: Another view of the Budd cars at Fredericton after the storm of January 3, 1982.*

*BELOW: Conductor Vince Doherty from McAdam checks the tickets on train 158 from Fredericton on February 7, 1982. The consist was 6219, 6130, 6140.*

*BELOW RIGHT: The snow drifts that piled up after the storm of January 18, 1982 were too much for RDCs 6214 and 6107. They needed help from CP Rail locomotive 8023, as we see in this photo of the train leaving Fredericton. It was cold! The thermometer read minus 25 Celsius (13 below, Fahrenheit).*

*All photos by David Morris*



*BELOW: VIA 6221 crossing the Miramichi bridge at Newcastle N.B. on July 11, 1982.*

*Photo by Don McQueen*



*ABOVE: VIA 6001, an RDC-9, at St. Mary's, Ontario on July 7, 1983. It was rare to see this kind of car at the end of the train.*

*Photo by Don McQueen*



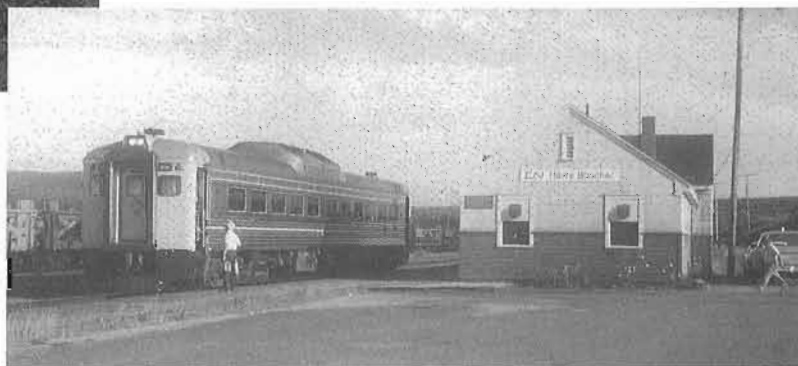


*Until 1990 VIA operated an RDC train between Halifax and Sydney, Nova Scotia. These two photos were taken on August 21, 1982.*

*LEFT: Crossing the Canso Causeway on to Cape Breton, Budd car 6141 seems very small as it runs along the side of the road.*

*BELOW: 6141 makes a brief stop at Havre Boucher.*

*Both photos by Fred Angus*



*BELOW: VIA RDC9 6002 at Spadina (Toronto) on July 31, 1984.*

*BELOW RIGHT: 6114 leads a four-car train at London on April 19, 1986.*

*Both photos by Don McQueen*



*RIGHT: Across the country, B.C. Rail car BC-12 enters the tunnel at mileage 55.2, Swift, B.C. on July 2, 1985.*

*Photo by Don McQueen*





On January 27, 1985 a pick up truck ran into the side of car 6142 as it was leaving Fredericton. The only damage to the RDC was a propane tank knocked off; fortunately the tank was empty. The resultant half-hour delay caused the meet with the inbound train to take place at Fredericton Junction. This was the first, and only, time the two trains met at Fredericton Junction during the entire four years (1981 to 1985) that the trains ran. The photo on the left shows the crew examining the damage, (note the dislodged tank) while that on the right shows the one-and-only meet at the junction. Photos by David Morris



ABOVE: On June 1, 1985, in the midst of a heavy rainstorm, the revived "Atlantic" arrived at Saint John. Here it meets the Budd car on that morning. The Budd would continue to run until September 1985, and the "Atlantic" until December 1994.

Photo by David Morris



September 14 1985 was the last day for the Fredericton Budd car. The last car was 6128. These three photos were taken by David Morris on that day.

TOP: Conductor Vince Doherty copies the last clearance for a passenger train at Fredericton station.

ABOVE: Conductor Doherty collecting the tickets on car 6128 on the last run.

RIGHT: The conductor checks his watch while engineer Murray Oliver looks on, just before the last run. The sign "Fred's Last Budd" was an abbreviation for "Fredericton's last Budd Car". The Fredericton Branch is now abandoned.





*Another group of Ontario scenes in the 1980s.  
UPPER LEFT: VIA 6205 crossing the bridge at  
St. Mary's on October 7, 1985.*

*ABOVE: VIA 6211 crossing Welland lock 6 on  
December 3, 1987. Photo by Chris Martin*

*LEFT: VIA 6211 seen from Dundas mountain  
on October 12, 1985.*

*BELOW: VIA 6206 and others at London on  
February 27, 1988.*

*All photos by Don McQueen unless indicated*







On December 9, 1988 a happy occasion occurred at Brownville Junction Maine. It was the 100th anniversary of the driving of the Last Spike of CPR's "Short Line" at nearby Packard Brook. Two RDCs were present for the occasion, CP Rail 91 (ex CPR 9108) and VIA 6128 (ex CPR 9051). The 6128 was brought from Halifax the night before on the rear of the "Atlantic".

As part of the ceremony, invited guests rode on 6128 to Packard Brook, where a commemorative plaque was unveiled.

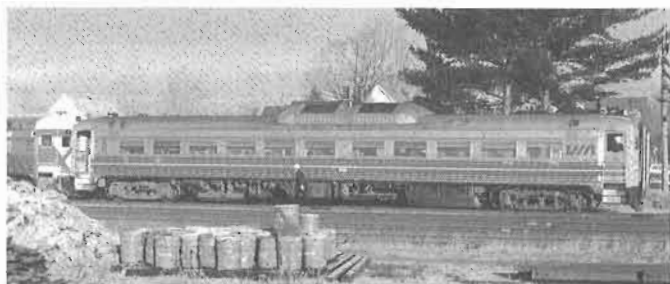
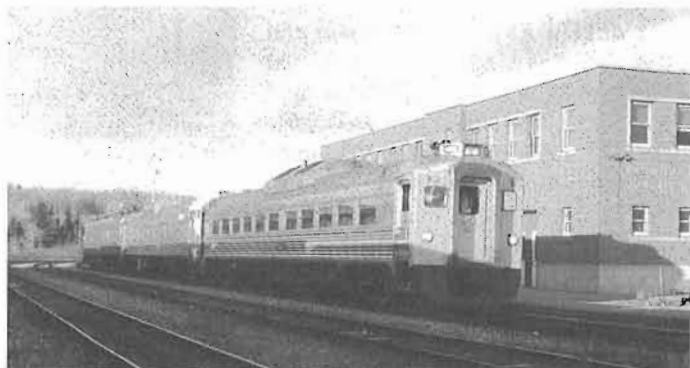
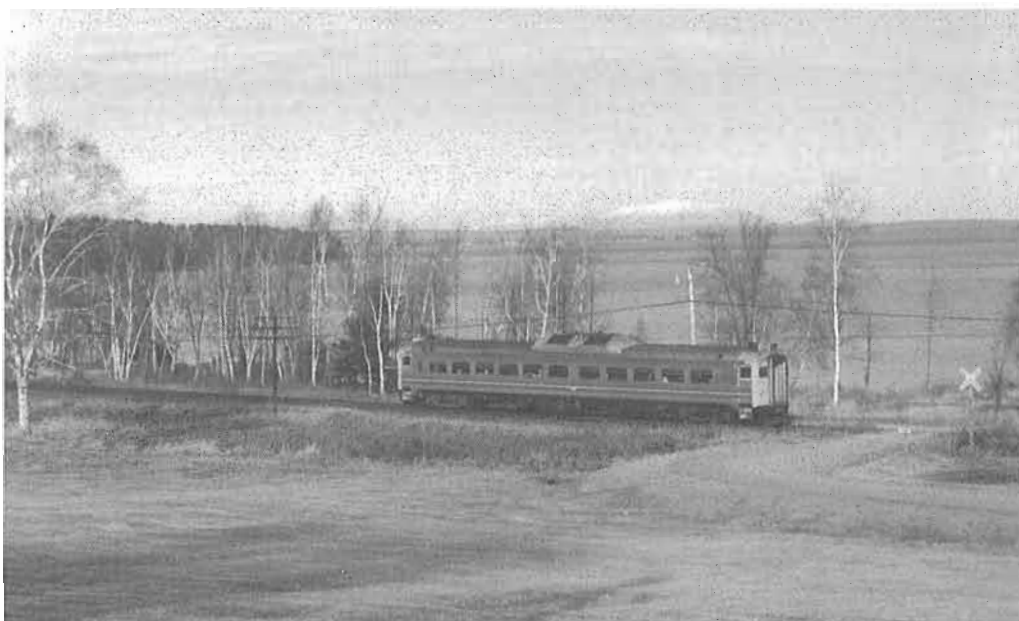
ABOVE LEFT: The "Atlantic" at McAdam on the night of December 8, with 6128 coupled behind the "Park" car.

ABOVE RIGHT: The U.S. Customs agent boards 6128 at Vanceboro.

RIGHT: 6128 making the special run to Packard Brook. In the background is Mount Katahdin.

BELOW: Four views of the special cars at Brownville Junction.

All photos by David Morris



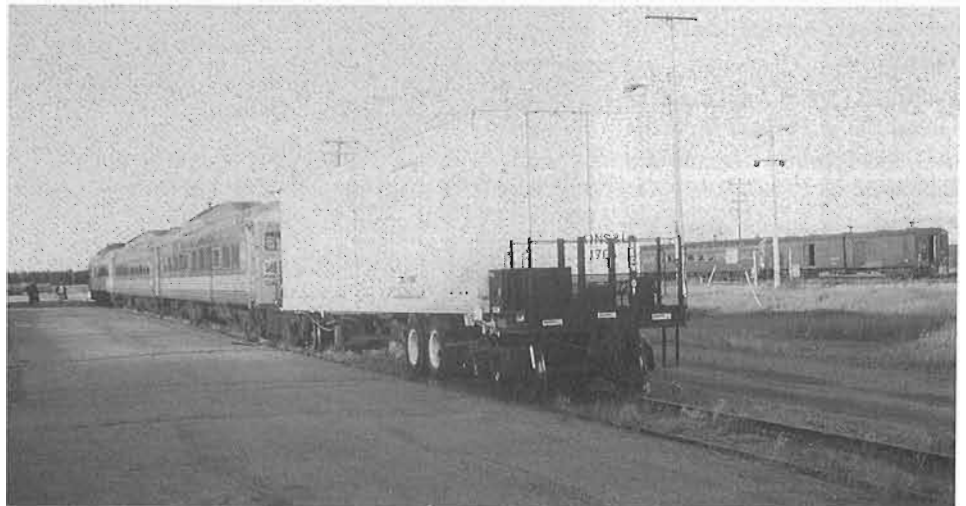


**THE 1990s**



*LEFT: Five-sixths of the QNSL RDC fleet cools its wheels at Ross Bay Jct, Labrador on August 20th, 1998 as the company's dome car they ferried from Sept Isles joins their lone sibling for the short hop over to Labrador City, Labrador. Within minutes, the 5 car train will be northbound to Schefferville, Quebec.  
Photo by John Godfrey*

*RIGHT: Budd cars as locomotives! QNSL Roadrailer 1705 is set to make its maiden run from Sept Isles, Qc for Labrador City, Lb on the evening of August 18th, 1998 on the rear of the QNSL 'Express' comprised of three ex-Via RDC's.  
Photo by John Godfrey*



*BELOW: A QNS&L three-car train, led by 6203, at Labrador City on December 15, 1999.  
Photo by Fred Angus*

*BELOW RIGHT: 6101 is part of a very long train that has just arrived at Schefferville from Sept Isles in the evening of December 16, 1999. The reflective area indicates the emergency exit.  
Photo by Fred Angus*





*TOP AND ABOVE LEFT: Two views of the weekly passenger train about to leave Shefferville for Sept Isles on December 17, 1999. It consisted of RDCs, coaches, baggage cars and freight cars, and it was full!*

*ABOVE: Inside car 6218 about fifteen minutes before departure. The vacant seats in the photo were full well before the train left.*

*LEFT: Unloading baggage at Sept Isles after arrival on December 17, 1999.*

*All photos this page by Fred Angus*

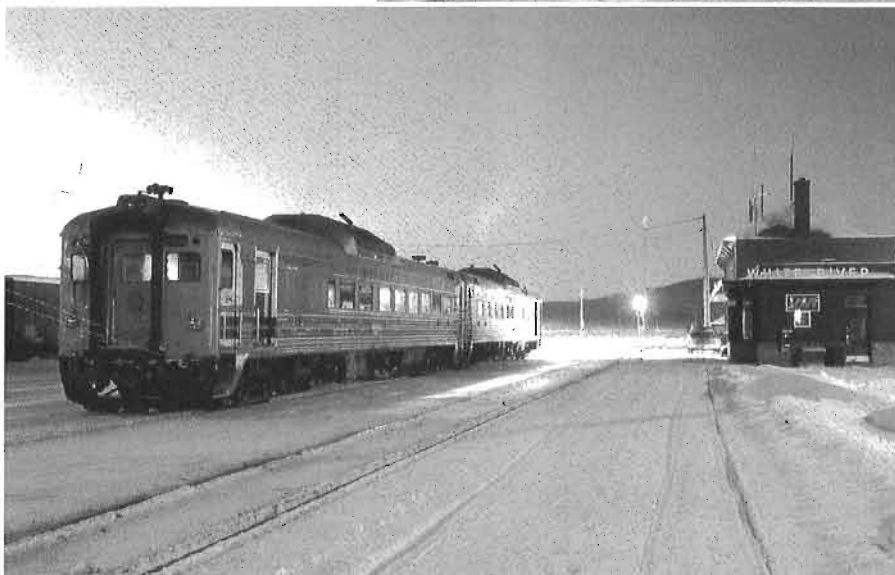


*LEFT: VIA 6112 and 6129 at Mimico on October 15, 1994.*

*Photo by Don McQueen*

*RIGHT: VIA 6205 at Sudbury on September 11, 1999. Notice the canoes. It is amazing how many canoes can be loaded in the baggage section of a Budd car!*

*Photo by Don McQueen*



*LEFT: VIA 6215 and 6205 at White River, Ontario on January 29, 1994. The Sudbury-White River Budd car is still running.*

*Photo by Chris Martin, collection of Don McQueen*



## THE 2000s



A contract signed at the end of April [2001] has confirmed the refurbishment of VIA's six Rail Diesel Cars (RDCs) servicing the Victoria-Courtenay and Sudbury-White River lines. The self-propelled cars, maintained locally by third party contractors, have not been overhauled in over a decade, resulting in high maintenance costs and tenuous reliability. "Mechanically, there will be no modernization per se but all systems will be overhauled," explains Capital Program and Business Development project manager Alan MacKenzie. In addition, car interiors, such as carpets, upholstery, and seats, will be completely refurbished with the HEP1 colour scheme. Work is scheduled to begin by mid-June, allowing two RDCs to be refurbished by the end of 2001 and the balance completed in 2002. There will be no disruption in service, as only one RDC will be overhauled at a time. From "Vialogue", May 2001

*Although greatly threatened, the VIA service on the Esquimalt & Nanaimo on Vancouver Island is still running as of December 2002.*

*TOP: Two views of the train, consisting of cars 6133 and 6135, at Victoria on March 10, 2002. At that time, notice of discontinuence in two weeks had been given, so the train was sold out as passengers availed themselves of one last ride. However the train was reprieved and it is hoped that it may continue.*

*ABOVE: The train at its northern terminus of Courtenay on the same day.*

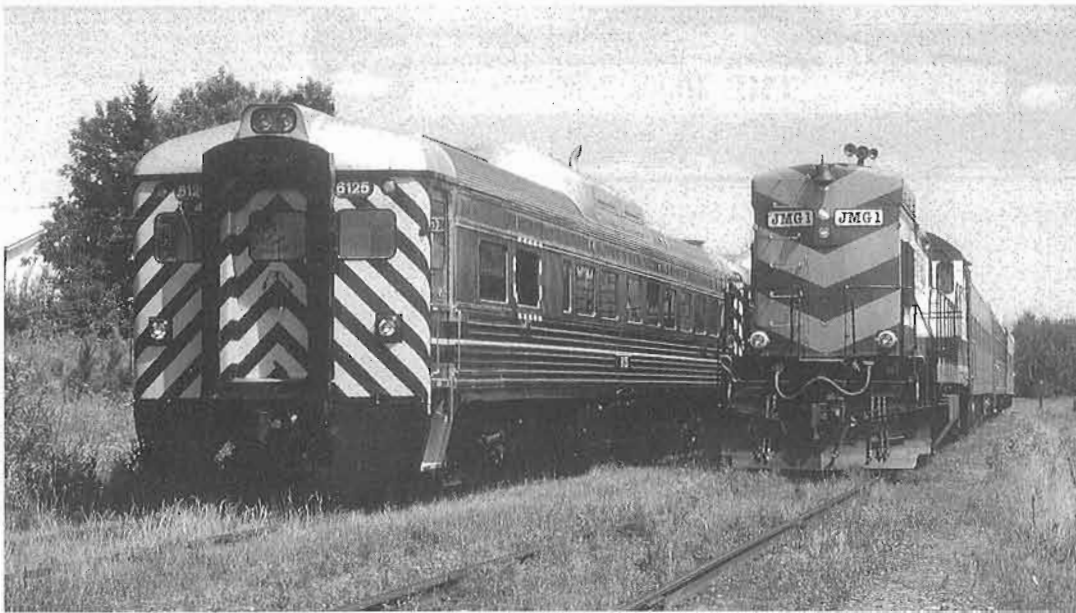
*Three photos by Fred Angus.*

*RIGHT: VIA's other Budd car service is the Sudbury - White River run. Here we see VIA 6215 and 6250 (a rare RDC-4) at Sudbury on September 25, 2001.*

*Photo by Don McQueen*







LEFT: *Train-Touristiques St François's ex-QNSL 6121 and 6125 (ex-VIA same numbers) meet QCR JMG-1 on a High Iron Travel rare-mileage tour of the QCR system at East Angus on August 10th, 2002. The smartly painted RDCs are headed for Disraeli, Que. on the first of two runs on this sunny summer Saturday.*

*Photo by John Godfrey*



LEFT: *The other operational RDC on the Train-Touristiques St François's line is 6121. This photo shows it on a "shakedown" trip for the news media on May 19, 2002.*

BELOW: *6121 at the beautifully-restored station at East Angus on May 19, 2002. The station is now a museum of the Pulp and Paper industry.*

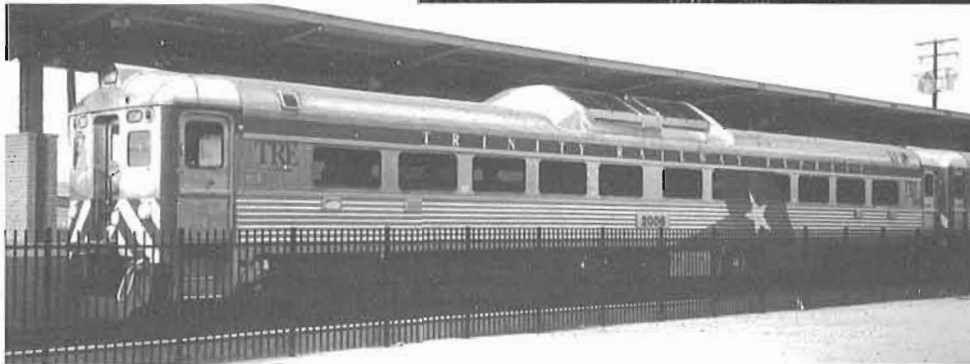
*Both photos by Fred Angus*



LEFT: *During October the conventional tourist train out of Vallée Jonction and the Budd cars out of East Angus ran special Fall Foliage excursions. This photo was taken on October 13, 2002, during one of these trips. Having passed each other at Disraeli, the RDCs then followed the conventional train to the nearby picnic area where passengers on both trips enjoyed lunch.*

*Photo by Fred Angus*

*RIGHT AND BELOW: Thirteen of VIA's RDCs were sold to Dallas (Texas) Area Rapid Transit in 1993, rebuilt in Montreal and are now in service on the Trinity Railway Express between Dallas and Fort Worth. These photos were taken at Fort Worth on August 15, 2002. Both photos by Fred Angus*



*BELOW: A number of VIA Budd cars are still in storage at Moncton, N.B. Some of these are shown here, looking rather forlorn. The winter scene was taken on February 17, 2001, while the other two were on May 8, 2001. Photos by David Morris*



*BACK COVER TOP: Canadian National car D-204, an RDC-2 photographed at Richmond, Quebec on October 13, 1962. Built in 1957, this car was originally Grand Trunk Western D-204, later became CNR 6204 and still later VIA 6204.*

*BACK COVER BOTTOM: CPR Dayliner 9102 stops at Nanaimo, B.C., en route to Victoria on May 5, 1967. This car was built in 1955 and was rebuilt to an RDC-5 and renumbered 9300 in 1974. In 1979 it was renumbered 92, and finally became VIA 6146. It was wrecked at Carstairs, Alberta on March 23, 1983.*

*Both photos by Fred Angus*



# Canadian Rail

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