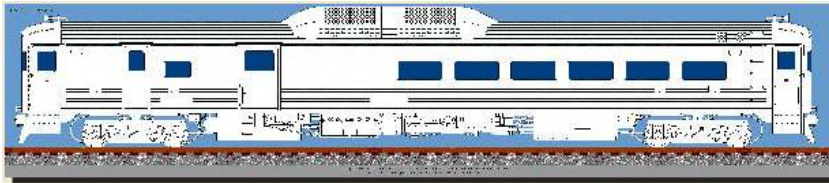




BUDD



The first RDC cars were introduced in 1949 and were constructed at the Budd plant in Philadelphia, PA until 1956. They were powered by two separate engines mounted beneath the floor and connected to the nearest axle by a torque converter. If you look at the drawings, you can see the torque converter/drive shaft arrangement. The GM engine/torque converter system was the same one used during World War II in American tanks. Each engine was independent of the other and in case one engine failed, the unit could make it in, albeit at a reduced speed. Braking was accomplished by anti-lock disc brakes. The RDC car could accelerate from 0 to 60 mph in less than 2 minutes.

The Budd RDC cars were built in 5 configurations as follows, RDC-1 (all coach); RDC-2 (coach & baggage); RDC-3 (coach, baggage & RPO); RDC-4 (baggage & RPO) & RDC 9 (all coach w/no driver controls). Actually, there was a 6th configuration, this being the streamlined "Roger Williams" trainset built for the New Haven Railroad. You can take a virtual tour of a RDC at <http://www.sisterbetty.org/rdc/>

They were used in a wide variety of applications. The Western Pacific ran one car on a tri-weekly trip from Salt Lake City to Oakland, CA. It was run as Trains #1 and #2 and was named the "Zephyrette". It had a running time of just under 24 hours. Another long distance application was by BC Rail on Vancouver Island in Canada. They were used in extensive commuter service by the Boston & Maine and also by the Canadian Pacific and Canadian National (later VIA).

Budd RDC cars are still being used today in regular service by the Alaska RR and VIA Canada. The Alaska RR service is unusual in that the consist is made up of the Budd car, 2 coaches, a baggage car and then a GP38-2 on the rear for HEP (Headend Power). Learn more about this operation and other Budd RDC's at <http://www.bevteccom.co.uk/Rail/rdc/rdcphotos.html>

Several tourist lines operate Budd cars in Oregon, New Hampshire, New Jersey & Minnesota. The Danbury Railway Museum in Connecticut has 5 in their collection.

A couple of stories about the Budd cars. While demonstrating the first car, engineers took it to the steepest grade they could find in the Sierra Nevada and stopped it. Upon starting it again, it not only took off, but accelerated up the steep grade.

In 1966 the NYC fitted a RDC with a jet engine. It reached a speed of 183.85 mph on a run between Indiana and Ohio.

There were 239 RDC-1's built, 67 RDC-2's, 48 RDC-3's, 14 RDC-4's and 30 RDC-9's, in addition to the 6 unit "Roger Williams". RDC cars were sold to railroads in South America (29), Australia (3), Saudi Arabia (4) & Cuba (26) as well.

Bison Rail has a substantial herd of Budd RDC cars, some of them purchased new and some which were acquired with the takeover of the Chippewa Valley from NERR. They come in a variety of configurations, mostly RDC-1, RDC-2 and RDC-3's. They are used not only in feeder service on the shorter routes, but for intermediate passenger service on the longer routes to augment the premium trains. With the dedicated maintenance that they get from BRS shop people, they have a 99.5% on-time record and have performed flawlessly for several years.



Engine - (2) 16 cylinder GM 6-110  
Horsepower - 275 each  
Length - 85' (25.92 m)  
Width - 10' 6" (3.2 m)  
Height - 14' 7" (4.48 m)  
Weight - 70.5 ton  
Top Speed - 85 mph (136.85 kph)

Horsepower - Weight ratio (8.68 hp per ton)



