

Railway Historical Society Of San Diego

Newsletter #4 May 24, 1952

ALL ABOARD THE SANTA FE RDC's

Welcome aboard the Budd diesel railcar! For the record let us note that certain members of the Railway Historical Society of San Diego are taking their first ride on a Santa Fe Budd diesel railcar. Two of these cars, operating MU, began regular service on the San Diego-Los Angeles line last Wednesday, May 21, 1952. This newsletter is being issued in order to make available a detailed timetable of this new service.

The railcar, which we are riding this morning (Train #81), is of a type introduced by the Budd Company in late 1949. Today, there are approximately 76 of these RDC cars in service in the United States, Cuba, Arabia, and Australia.

Of stainless steel construction these RDC cars resemble the standard Budd passenger car coach. While Budd builds the bodies, the motors are produced by G.M.C. Two 6 cylinder two cycle diesel engines of 275 hp. each are mounted under the floor of each car driving directly on the rear axle of each truck. The transmission shifts automatically into direct gear above 50 mph but is a torque converter below that speed. The master control is electrical and controls are at both ends of the car. Control jumpers between the cars provide for MU operation. As many as 12 cars have been operated MU in test runs by the Pennsylvania-Reading-Seashore Lines. A Budd sales representative reported that the operation becomes smoother and faster as the train¹² increases in length.

Top speed of the car is 83 mph. and cruising speed is 70 mph. The acceleration provides for 30 mph. in 30 seconds, 45 mph. in 90 sec., 62 mph. in 120 seconds, and 80 mph. in 240 seconds. A service application of the brakes will stop an RDC car traveling at 83 mph. in 2300 feet. The brakes are Budd disc brakes with an anti-wheel slide device.

Four models are available. The RDC-1 is an all-passenger car, the RDC-2 is a baggage-passenger car, the RDC-3 is a mail-baggage-passenger car, and the RDC-4 is a mail-baggage car. To date no RDC-4's have been ordered or produced. The cost of the first three types is \$128,750 per car. The RDC-4 cost is set at \$126,850. The RDC-4 is a shorter car as it is 70' 10" against 85' length of the other three types. The passenger compartment in all cases is air-conditioned. Refrigerator provides the cooling equipment. Seat capacity appears to vary.

Extensive tests of the RDC have been made on many lines with successful performance in all kinds of weather. Earliest tests were made on the B. & O. and the N.Y.C. The first actual trial operation was made on the Western Pacific between Portola and Salt Lake City where for 10 days an RDC-1 (temporarily remodeled as an RDC-2) began operating in

actual service. This test service began on January 17, 1951. The first order came from the New York Central which ordered two "Deelimers" for service on the NYC-controlled Boston & Albany run between Springfield and Boston. Two RDC-1's replaced a steam service. The second order (at first, for a single car) came from Western Pacific. On September 15, 1950 two RDC cars began to operate on the Western Pacific between Oakland and Salt Lake City on a tri-weekly basis. These cars, operating separately, replaced the money-losing "Royal Gorge" which had been playing "second fiddle" to the "Zephyr."

Other services utilizing RDC cars are as follows:

1. New York Central, 13 cars, including the "Deelimer" service mentioned above. The "Deelimers" operate on a 2 hour 38 mile run with two round trips a day. RDC's are also used by NYC on other runs replacing a steam-powered train in at least one instance.
2. Western Pacific (as mentioned above), 2 cars.
3. Pennsylvania-Reading-Seashore Lines, 12 cars. In one instance a 6 car RDC train breaks into two unit groups.
4. Chicago and Northwestern, 3 cars. Chicago and Milwaukee service of a commuter variety.
5. Consolidated Railways of Cuba, 15 cars.
6. Commonwealth Railways of Australia, 3 cars. These cars operate on the long overland Trans-Australian Railway.
7. American-Arabian Oil Co., Saudi-Arabia, 67 cars.
8. Boston & Maine, 3 cars. Boston-White River Jet., Boston-Troy, and Springfield-White River. 2 RDC-1's and 1 RDC-3.
9. New York, New Haven, and Hartford, 8 cars.
10. Baltimore and Ohio, 2 cars. Two car commuter train in the Washington, D.C. area.
11. Mining company near Duluth, 1 car.
12. Susquehanna, 4 RDC-1's
13. Santa Fe, 2 RDC-1's

There is no doubt but that ^{operation of} the RDC car could ^{bring about} result in far-reaching changes in railroad operation. One can only guess! We of the San Diego area will, however, have an opportunity to observe RDC operation at first hand. Incidentally, the big question is, "Which service is the RDC built for?" Enjoy your ride everyone! Congratulations to Budd and to Santa Fe!

(Commuter runs - or - 100 mile round trip?)

RHSOSD PLANS TO RETURN TO THREE MEETINGS A YEAR

Unless we hear violent objections the next meeting of the RHSOSD will be scheduled for September 14, 1952. We shall attempt to hold the schedule of a meeting on the second Sunday of January, May, and September. How does this sound to you? The Sunday schedule, although not necessarily our favorite night, does allow for certain members to be present.

WANTED: Names of prospective members. Don't forget! Send them in! "Newsletter" communications to Eric Sanders, 7861 Normal Avenue, La Mesa, Calif.

PST

WESTWARD

79 77 83 75 73 71 81
San Diego San Diego Railroad Pass San Diego San Diego Railroad

		PM	PM	PM	AM	AM	AM	AM
San Diego		6.15	2.15	12.15	11.45	10.45	6.45	6.15
Old Town	3.3	6.22	2.22	12.22	11.52	10.52	6.52	6.22
Morena	2.1							
Elvira	5.0							
Linda Vista	4.1	6.35	2.34	12.33	<u>11.09</u>	11.03	7.03	6.33
Sorrento	3.9			<u>12.39</u>	<u>11.16</u>	<u>11.10</u>		
Del Mar	5.0	6.47	2.46	12.43	<u>11.25</u>	<u>11.17</u>	7.14	
Solana Beach	2.1				<u>11.28</u>			
Cardiff	2.1				<u>11.30</u>			
Encinitas	1.8	6.54	2.53	12.50	11.38	11.25	7.19	6.48
Ponto	3.9							
Carlsbad	4.9				<u>11.54</u>			
Escondido Junction	2.1							
Oceanside	1.0	7.10	3.08	<u>1.00</u>	<u>1.00</u>	<u>11.40</u>	7.33	6.57
Fallbrook Jct.	2.0							
Stuart	2.5							
Las Flores	3.0	7.16	3.14	1.06	1.15	11.46	7.39	7.03
Agra	4.8				1.20	<u>11.52</u>		
San Onofre	5.1				<u>11.28</u>			
San Clemente	5.0			1.18	<u>11.35</u>			
Poche	1.0				1.37			
Serra	2.9				<u>11.42</u>			
San Juan Capistrano	2.6	<u>7.35</u>	<u>3.33</u>	1.25	<u>11.47</u>	12.10	8.00	7.21
Galivan	4.6				1.56		<u>8.12</u>	
El Toro	4.5	7.50	3.45	1.35	12.05	12.20	8.16	7.31
Irvine	5.2				<u>12.12</u>			
Venta	4.4							
Santa Ana	2.9	8.05	<u>4.06</u>	1.58	12.40	<u>12.35</u>	8.26	7.40
Orange	2.9			<u>12.02</u>	<u>12.49</u>			<u>7.43</u>
Anaheim (SPXing)	4.9			<u>12.10</u>	<u>12.59</u>			
Fullerton	2.7	8.19	4.17	2.18	<u>13.03</u>	12.48	8.46	7.52
Basta (UPXing)	2.5							
Buena Park	2.0	8.24	4.23	2.24	3.17	12.53	8.51	7.57
La Mirada	1.8				3.19			
Santa Fe Springs	4.3				3.24			
Los Nietos (PEXing)	1.3							
D.T. Jct.	1.0	8.32	4.30	2.33	3.28	1.01	8.59	8.07
Rivera	1.0				3.30			
Bandin	1.3	8.35	4.33	2.36	3.32	1.04	9.01	8.09
Hobart (UPXing)	4.3	8.39	4.37	2.40	3.36	1.08	9.05	8.12
Redondo Jct. (UPXing)	2.3							
First Street	2.1	8.48	4.44	2.48	3.46	1.16	9.15	8.20
Mission Tower	0.9	8.54	4.48	2.50	3.52	1.18	9.20	8.22
Los Angeles	0.8	9.00	5.00	3.00	4.00	1.30	9.30	8.30

Time underlined indicates a train meet.

Note: Third District Trains (7, 23, 123, 51, 54, 24, 124) in the Fullerton-Los Angeles area are not listed above as no meets with said trains are made. 80 and 81 are scheduled.

Mileage listed after station represents mileage from station above.

Info. from Time Table # 142
4-27-52

PST



EASTWARD

72 San Diego Railcar 80 San Diego Railcar 74 San Diego Railcar 76 San Diego Railcar 82 San Diego Railcar 78 San Diego Railcar 70 San Diego Passenger

		AM	AM	PM	PM	PM	PM	PM
San Diego	3.3	9.55	11.45	1.15	5.15	5.45	9.15	3.45
Old Town	2.1	9.36	11.55	12.56	4.56	5.36	8.56	3.29
Morena	5.0							
Elvira	4.1							
Linda Vista	3.9	9.24	11.18	12.45	4.42	5.25	8.44	13.05
Sorrento	5.0		11.10	12.39				12.45
Del Mar	2.1	9.07	11.05	12.25	4.25		8.27	12.26
Solana Beach	2.1							12.23
Cardiff	1.8							12.16
Encinitas	3.9	9.02	11.05	12.12	4.20	5.00	8.22	12.11
Ponto	4.9							
Carlsbad	2.1							11.54
Esccondido Jct.	1.8							
Oceanside	2.0	8.50	11.05	12.02	4.08	4.49	8.10	11.44
Fullbrook Jct.	2.5							
Stuart	3.0							
Las Flores	4.8	8.38	10.32	11.56	3.56	4.43	7.57	
Agra	5.1			11.52				
San Onofre	5.0							11.07
San Clemente	1.0		11.19					12.58
Poche	2.9							
Serra	2.6							12.50
San Juan Capistrano	4.6	8.17	11.14	11.35	3.33	4.27	7.35	12.43
Calivan	4.5	8.12						
El Toro	5.2	8.08	10.04	11.29	3.25	4.17	7.25	12.27
Irvine	4.4							12.17
Venta	2.9							
Santa Ana	2.9	7.54	9.50	11.15	3.12	4.06	7.12	12.05
Orange	4.9	7.43	9.43					11.45
Anaheim (SPXing)	2.7		9.36		2.59			11.31
Fullerton	2.5	7.36	9.26	10.56	2.56	3.56	6.56	11.08
Basta (UPXing)	2.0							
Buena Park	1.8	7.32	9.22	10.52	2.52	3.52	6.52	11.03
La Mirada	4.3							
Santa Fe Springs	1.3							10.56
Los Nietos (PEXing)	1.0							
D.T. Junction	1.0	7.25	9.15	10.45	2.45	3.45	6.45	10.52
Rivera	1.3							
Bandini	4.3	7.23	9.13	10.43	2.43	3.43	6.43	10.49
Hobart (UPXing)	2.3	7.20	9.10	10.40	2.40	3.40	6.40	10.44
Redondo Jct. (UPXing)	2.1		Redondo					
First Street	0.9	7.14	9.04	10.34	2.34	3.34	6.34	10.37
Mission Tower	0.8	7.12	9.02	10.32	2.32	3.32	6.32	10.34
Los Angeles		7.10	9.00	10.30	2.30	3.30	6.30	10.30

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