



CANADIAN NATIONAL

RSC-14



Canadian National originally purchased a total of 225 RS-18s, making it their second-most-numerous diesel road-switchers. But in the 1970s, CN was looking for a solution for providing replacement motive power to their underpowered and aging fleet of RSC-13s, with the challenge being the lightweight rail of many branchlines throughout the Atlantic Canadian provinces of New Brunswick, Nova Scotia and Prince Edward Island.

The solution was to retruck 38 RS-18s with A-1-A trucks salvaged from the outgoing fleet of RSC-13s, which was performed by CN's Moncton Shops in 1975 and 1976. These refitted RS-18s were classed as RSC-14s (owing to the their 251B prime movers being down-rated from 1800 to 1400 h.p.) and subsequently assigned to Charlottetown, Moncton and Halifax. A traffic slump in the spring of 1989 left fewer than 15 units in service. These were restricted to yard or transfer work following CN's decision to not equip any RS-18s with new safety features required on mainline locomotives in Canada. CN retired the last of its RSC-14s in 1993.

Today only two units remain in Canada - CN 1754 is preserved at the Salem & Hillsborough Railroad in New Brunswick, and CN 1762 is parked at the former train station in Kensington, Prince Edward Island. While the bulk of the fleet ended up being scrapped, three units were sold to the Cape Breton & Central Nova Scotia Railway for parts use, a couple units found their way to Cuba, and one ended up working in Jamaica.

The Rapido Trains RSC-14 features include:

- Accurately designed using a 3D scan of a real RS-18 and accurate measurements of real A-1-A trucks
- **Completely redesigned chassis and shell** for easier access and disassembly
- Operating headlights, rear lights, bi-colour class lights and illuminated cab control stand
- Roadnumber-specific intercooler detail
- Rapido's innovative dead straight metal side handrails with plastic stanchions, installed at the factory
- Unparalleled underframe detail incl. traction motor cables and other piping, re-railer and other parts.
- Highly detailed cab interior with detailed control stand, operators seats and back wall panels.
- **All-new, improved drive system** for 100% reliable running in DC and DCC
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound (ESU LokSound) options.
- Accurate recordings from a real ALCo 251B prime mover under load.

MSRP

US / INT'L **\$225** (DC/SILENT)
\$335 (DC/DCC/SOUND)

CANADA **\$249.95** (DC/SILENT)
\$359.95 (DC/DCC/SOUND)



**ORDER DEADLINE
MARCH 15TH 2022**



DEVON, NEW BRUNSWICK
JULY 20, 1979
GLENN COURTNEY PHOTO



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
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RAPIDO



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RSC-14

DEALER NAME:

NOTE: ALL ARTWORKS ARE PRE-PRODUCTION RENDERINGS AND MAY NOT SHOW ALL DETAILS. THEY ARE SUBJECT TO REFINEMENTS AND ADJUSTMENTS BEFORE PRODUCTION.



CN Noodle (1975 - early 1990s)*

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
1752	32050	32550
1758	32051	32551
1762	32052	32552
1766	32053	32553
1778	32054	32554



CN Stripes (1975 - early 1990s)*

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
1750	32055	32555
1754	32056	32556
1757	32057	32557
1759	32058	32558
1776	32059	32559

A NOTE ABOUT PAINT SCHEMES

There was substantial overlap with the two paint schemes worn by the RSC-14s, as most did not get full repaints when retracked in 1975 and 1976. A few units had already been repainted into the stripes scheme while they were still RS-18s, but the majority still wore the Noodle scheme into the 1980s. Both paint schemes could still be found when the fleet was retired in the 1990s.



Undecorated

Item # (DC/Silent)	Item # (DC/DCC/Sound)
32046	32546

Looking to commission an exclusive paint scheme?

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HALIFAX, NOVA SCOTIA
FEBRUARY 18, 1979
GLENN COURTNEY PHOTO



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