

Thank you for purchasing this Hawker Siddeley Tempo passenger car from Rapido Trains Inc. Who'd a thunk we would ever see a ready-to-run model of the Tempo, eh? We certainly didn't. Now we just need to make the S-13 and that crummy old 1907-built tank car and Jason's model of Spadina Yard is almost complete. Hang on – he needs CN Balloon Tops too...

We stand by our products 100%. If you ever have a problem with your Tempo coach, club or café car that is not solved by reading these instructions, please send us an e-mail or give us a call at the number below.

When you send an e-mail, you will usually get a response from us within one or two business days, and sometimes within minutes! If you don't receive a reply to your e-mail within two business days, please call us.

POTTED HISTORY

The Tempo was introduced in 1968 to provide passenger service between Toronto and southwestern Ontario. The cars were the first new cars in CN's fleet to be built with Head End Power, and they were pulled by six modified RS-18 locomotives. They were also pulled by conventional locomotives as long as the train contained one of three EGU – Electric Generator Cars – built from baggage cars.

The Tempo cars were transferred to VIA Rail Canada in 1978, though the VIA paint scheme began to appear in 1976 as "VIA CN." The remnants of the CN logo remained visible on most cars long after they received their VIA colours.

The Tempo fleet was retired between 1987 and 1990, and most went to the Rio Grande Ski Train. Following their American careers, they returned to Canada – in fact they returned to CN – and are currently used on the Agawa Canyon tour train operated by CN's Algoma Central Railway out of Sault Ste. Marie, Ontario. You can read more about the Tempo in our book, *Tempo: In Tune With The Times*, available from your favourite hobby shop or directly from rapidotrains.com.

CN replaced the original Tempo seats with Mount Royal and Heywood-Wakefield seats taken from EM coaches that had been rebuilt into other cars. These seats all received winged headrests in VIA service. We included Mount Royals with winged headrests in our Tempo models because they look neat (see if you can spot the tray tables) and because Jason wants them on his layout.

If having winged headrests in your Tempo coaches really bugs you, Jason says he promises to buy the Tempo models that you manufacture, and he also asks that you make CN Balloon Tops. But make sure the Balloon Tops have all the piping underneath. And separate seats. And working ice-activated air conditioning.

LIGHTING

The Tempo cars feature track-powered LED lighting. This works on DC and DCC layouts. Hidden in the roof are three solid-state magnetic switches. Wave the Rapido Lighter over the centre of the roof near each end to turn on the marker lights at that end. By default, the marker lights are turned off. The interior lighting is on by default. Wave the Rapido Lighter over the centre of the car to turn the lights off.

The lighting circuit board contains a capacitor that will last several seconds on dead track. So as long as you are not running your Tempo over a three-foot-long unpowered frog, your lighting should be nice, constant and flicker-free.

COUPLERS

Your Tempos come with Rapido's own medium-length Macdonald-Cartier couplers installed from the factory. These will navigate most curves down to a 22" radius on level track. These are compatible with all major brands of knuckle couplers on the market. If your model railroad has 18" radius curves, short crossovers, or wibbly-wobbly track, we recommend replacing one of the couplers with the extra Macdonald-Cartier long-shank coupler included in the box. To replace a coupler:

1. Place the car upside-down on a soft, flat surface and use a small Phillips screwdriver to remove the screw holding the coupler box in place. Slide the coupler box out from the end of the car.
2. Open the coupler box and remove the coupler, taking care to remember the orientation of the parts. Install the replacement coupler in the same order and orientation then snap the coupler box back together.
3. Reverse the steps to put everything back together.

BRAKE DISCS

We include extra brake discs in the polybag. Try not to knock these off the wheelsets. Watch those pliers beside the track – D'OH! Wait – stop grabbing them by the trucks! ARGH! Now that you've knocked off the discs, use medium-viscosity CA adhesive to glue them back on. If you keep losing them and you have almost run out of the included spares, we suggest that you glue your fingers to the discs before installing them. That way you won't lose them again.

TUNE-UP

All model passenger cars need to be tuned up before they hit the tracks, and with so many fiddly parts, our cars are no exception. Before you run your Tempos, we recommend going through the following steps:

1. Check that all wheelsets are in gauge using a National Model Railroad Association (NMRA) RP-2 Standards Gauge. If any wheelsets are tight or loose, they can be re-gauged by gently twisting the wheels.

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2. One passenger car truck should freely swivel from side-to-side, and the other should swivel both side-to-side and up-and-down. Tighten or loosen the truck screws as necessary.
3. Replace one standard-length coupler with the long-shank coupler if required for your layout.
4. Check that none of the underbody piping has been bent out of position during shipping. In most cases, it can be bent back into shape with your fingers.
5. Check the height of the coupler trip pins and bend them up if they foul your switches and crossings. We recommend using Kadee part #237 (Trip Pin Pliers) or Micro-Mark part #80600 (Trip Pin Bending Plier). The coupler heads should be at the correct height.

If after the tune up your car wobbles, check the wheelsets again. If you have any wheelsets which are not 100% true, we will replace them at no additional charge – just give us a shout.

WHEEL ROLLABILITY

Your Tempo features inside-bearing trucks. We have included actual roller bearings on each axle. If a Tempo car starts to drag, it most likely means the phosphor bronze pickup has squeezed itself between the roller bearing and the plastic axle. Pop the wheelset out and smush the bearings tight against the axle. Replace the wheelset. Your car should now run beautifully again. The most Tempo cars ever pulled by one locomotive was six. If one RS-18 struggles to pull six cars up your grades, buy a second RS-18. It was common to see two units on a train of that length.

WARRANTY

Your Tempo car comes with a five-year warranty from build date (mid-2019). If there is any factory defect we will do our best to repair or replace your model. If you damage your model, do not hesitate to call or e-mail us. There may be a small fee, but we will still try and fix it for you if it is possible to fix. Please bear in mind we usually only have spare shells in stock for a few months, so we highly advise you inspect the cars for any paint defects before packing them in your crawl space for 20 years.

If you're just reading this for the first time in 2040, sorry. We are hopefully still alive and enjoying our retirement. Rapido was long ago bought by Scaletrains.com. Go ask them for Tempo parts. Warning: the parts may be painted in SP colours.

THANKS

Our Tempo would not have been possible without the kind assistance of John Eull, Kevin Holland, Don Jaworski, Mark Kaluza, Steve Lucas, Michael Morrow, Jakob Mueller, Gary Penelton, Brian Schuff and Normand Thibodeau. Thank you to the CN/ACR team at Steelton Shops for making us feel so welcome. Thank you to the Railview Model Railway Club. Thank you to Richard Longpre for the wonderful translation as well as his many photos and documents about the Tempo. He truly is M. l'Expert!

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