

# FP9A

*Canadian Pacific*



**CPR/VIA FP9A LOCOMOTIVE PRODUCT GUIDELINES**

Thank you for purchasing this Rapido Trains Inc. FP9A locomotive! Our FP9A locomotive was very well received when it was first released, but we've made some improvements to its design.

The fit of the shell to the chassis has been greatly improved. You can now remove the shell without causing grievous bodily harm to the chassis. We've removed the crew, as Jason didn't want to pay overtime for all of those HO scale engineers to be sitting in their cabs when parked in the yard on his layout. But since the shell comes off so easily now you can easily install a crew of your choosing.

We have upgraded the sound system to ESU LokSound with our highly-regarded special speakers. We switched over to ESU in 2013 with our CN F9B and GMD-1 locomotives and we have not looked back since.

Our sound-equipped FP9A locomotive is powered by an ESU Loksound Select decoder and can be operated on DC or DCC layouts. It is fully compatible with our FP9A locomotives including in *The Canadian* (containing SoundTraxx Tsunami decoders) and will MU with them smoothly. Please read "Operation – DCC/DC with Sound" to familiarize yourself with the ESU decoder in your new FP9A as there are some programming differences between the ESU and the SoundTraxx decoders.

Our DC-only model includes a 21-pin DCC plug so you can attach the DCC decoder of your choice, such as ESU 21-pin #54615 LokPilot. If you wish to use a 9-pin decoder, you can purchase a conversion harness which converts the 21-pin plug to a 9-pin plug.

As always, if you have any issues with your FP9A please get in touch. Our e-mail address is [trains@rapidotrains.com](mailto:trains@rapidotrains.com). Our toll-free number is 1 (855) LRC-6917. If you are outside of North America, you can call +1 (905) 474-3314. We will do our best to help resolve your problems to the best of our ability. If you send us an email and you don't hear from us within three business days, please call as we may not have received your email or perhaps our response to you got bounced back to us.

If it's 2079 and you've just bought this locomotive – new in the box! – from an estate sale, then you are on your own, buddy. You can try calling our grandkids but they won't know what you are talking about.

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**FP9A DCC FUNCTION QUICK REFERENCE**

F0	HEADLIGHTS
F1	BELL
F2	HORN
F3	STRAIGHT TO 8
F4	STEAM GENERATOR – WOO-HOO!
F5	ROOF LIGHT
F6	DITCH LIGHTS (WHERE APPLICABLE)
F7	DIMMER
F8	STARTUP/MUTE/SHUTDOWN
F9	CLASS LIGHTS - WHITE
F10	CLASS LIGHTS – GREEN
F11	BRAKES
F12	DOPPLER HORN
F14	DYNAMIC BRAKE
F15	SWITCHING MODE

**BREAK-IN**

Every locomotive needs a break-in period. Your FP9A has been tested at the factory... for about 30 seconds. That is not enough time to get the gears to mesh nicely or to even out any jerky operation in a new motor. We suggest that, after reading this manual, you put your FP9A model on a test loop and just let it run in each direction for an hour or two. Fast and slow. You don't need to add any grease to the gearboxes.

**PROTOTYPE NOTES**

So what is this engine called, anyway? The General Motors F9/FP9 manual refers to the locomotive as both an FP9 and an FP9A... on the same page! Logically, as there was no FP9B, there was no need to call this an FP9A. But logic rarely enters into railway nomenclature. CN referred to its FP9As as both FP9A and FP-9A, but never FP9. CP just called it a DPA-17a, but nobody would know what we were talking about if we called it that. So we decided to call the locomotive an FP9A, for no other reason except that we think it sounds nice.

If you have VIA #6557, we're going to be super nerds and tell you that most printed sources list the wrong class number. It's been referred to as DPA-17a, GPA-17g, and probably a lot of other things. It is in fact GPA-17k, as seen in high-res photos in the great Kaluza-Mueller Collection. That's what we've put on the model, for the three of you who care. If the model actually says “没有信息” then we have bigger problems.

**THE UGLY COUPLER IN THE FRONT**

While you may be fortunate enough to have minimum 12-foot-radius curves in the aircraft hangar-sized layout you had custom built on the grounds of your estate, most guys don't. In order for the FP9A to go around slightly smaller curves and in order to ensure the coupler trip pins do not foul the pilot, we needed to include a really, really long coupler in the front. This may cause it to sag a bit. If this bothers you, your options are:

- A) Replace it with a shorter coupler from your workbench and cut off the trip pin, or
- B) Take close-up photos of it that accentuate the sagging effect and then post photos of it on internet model train forums telling everyone that it looks like rubbish; don't bother to change it because you don't know how to hold a screwdriver; get angrier and angrier every time you look at it; and decide that maybe you should have actually learned how to do some model railroading rather than paying that team of 47 imported Swedish custom layout builders to build your aircraft hangar-sized layout for you.

Moving on to the engine's backside: the buffer plate is sprung, but it may catch on tight curves. For tight-radius curves, we include an extra long-shank coupler in the box to prevent interference with the rear buffer.

## CHANGING THE COUPLERS

Changing the couplers is very straightforward. Place a white table cloth on your workbench or kitchen table. Place a foam cradle (available from Micro-Mark, product #80784) or a thick-piled hand towel (not a tea towel!) folded over a couple of times on top of the table cloth and lay the FP9A on its roof. Alternatively, you can place it upside down in the foam insert inside the wonderful multi-purpose box that the loco came in.

Use a small Phillips screwdriver to unscrew the coupler box and slide it out without destroying the surrounding details, especially the yoke surrounding the rear coupler. Swear loudly when the yoke snaps off. Snap the lid off, replace the coupler, and snap the lid back on. Slide the coupler box back in and replace the screw. Pick up the FP9A and look around the white table cloth for all the little roof details that may have fallen off. Glue them back on with white glue. Hey – don't say we didn't warn you! And on that note....

## MISSING OR DAMAGED PARTS

With about 300 individual detail parts, the FP9A is a stupidly complex model. To prevent inevitable frustration, we recommend checking your locomotive as soon as possible to ensure that everything is where it should be. We try to catch all potential issues at the factory, but with literally ~~thousands~~ ~~hundreds~~ dozens of locomotives in each production run it is possible that the odd problem may slip past our quality control inspectors. They do karaoke at night and can get tired during the day. Please cut them some slack. At least they know all the words to "Don't Stop Believing" by Journey.

A bigger issue is damage in transit. 99% of all locomotives are perfect when they leave our warehouse. But our gentle courier and postal carriers like to use our models to practise for the Rugby World Cup, so between our warehouse and your front door chances are this FP9A has been used in a 300-yard field goal attempt and spiked into the floor during a victory dance by Doug in Receiving. No packaging is designed to survive such punishment.

If bits come loose in transit, they are easily reattached with white glue, such as Weldbond. We prefer Weldbond over CA because it works just as well for most layout scenarios and is very easy to clean up. There is no risk of damaging the paint job – just wipe it up with a bit of warm water on a paper towel. If the courier companies have been really cruel and there are a lot of parts loose, please contact us. You can send the locomotive back and we'll glue all the parts back on and pack the thing in a mile of toilet paper before sending it back to you. As an added benefit, the toilet paper may come in handy for other purposes as well.

If any parts are missing or broken, please call or email us. We'll happily send you free replacements. We aim for 100% customer satisfaction... with one exception. If you are one of those people who calls us because the bell is slightly crooked and you don't want to move it back into place with your finger, please go away.

## CHECKING AND ADJUSTING YOUR LOCOMOTIVE

We try and make sure that every locomotive is perfectly up to spec before it leaves the factory, but if the karaoke was particularly good the night before your model was assembled there may be a couple of bugs. Doing a quick pre-service check will solve most operational glitches.

- Check to see that all wheelsets are correctly in gauge using an NMRA RP-2 Standards Gauge. Should any of the wheelsets be out of gauge, remove the affected wheelset from the truck by prying off the bottom lid of the gearbox with a small flat screwdriver and then spreading the sideframes slightly. The wheelset can be regauged by grabbing each wheel and twisting. Reverse the steps to replace the wheelset, and ensure the gearbox cover is snapped into place before placing on the track.
- Check that all underbody piping and appliances are firmly installed and clear of the track. Of particular note are the air hoses and steam pipes at the rear end of the unit, both coupler trip pins and the water tank. A small drop of CA-type superglue will sufficiently hold any loose parts securely. Under the body who cares if you spill a bit?
- Make sure that the trucks swivel freely and without binding. If they catch on anything, check to ensure that the brake cylinders and their associated piping do not interfere with any of the underframe components.
- The rear buffer plate should move smoothly and spring back quickly. If not, there may be binding – check for flash or plastic shards that may cause any interference.

## DITCH LIGHTS

If you have a maroon and grey FP9A, you don't need ditch lights. Stop reading. Really – just stop.

Why are you still reading?

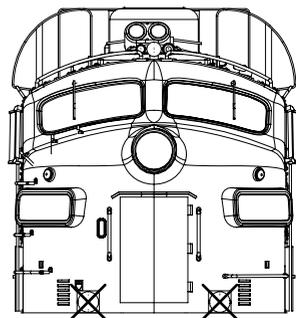
If you have an Action Red FP9A with 8" stripes or a VIA FP9A, the ditch lights are installed already. You can also stop reading.

This is for the 11 of you who bought the Action Red FP9A with 5" stripes. The ditch lights were installed by CP very late in the life of this paint scheme. If you want to install the ditch lights, you need to cut out the drilling template on the next page. Hold it over your FP9A nose, using your first and second hands (or some low-tack masking tape) to keep it in position. Note you do NOT need to remove the shell to install the ditch lights.

Using a small diameter drill bit (such as a #78) in a pin vise held by your third hand,

drill a pilot hole in each of the two holes for the ditch lights. Using your fourth hand, remove the template and complete the holes with a #53 size drill bit. Ish. We hope. We haven't actually tried this since we retooled the FP9A so #53 is more of an enthusiastic guess than a confirmed size.

Using your fifth and sixth hands, dip the end of each ditch light casting in white glue, wipe off the excess, and shove it into the hole. That's it – you now have working CP ditch lights. Hopefully.



If you only have two hands, then you may wish to amend the above instructions slightly to compensate for your deficiency.

To operate the ditch lights in DCC, use function 6.

## ROOF LIGHTS

The sound-equipped CP FP9A comes with a working roof-mounted search light, which can be operated using F5 on DCC layouts. If you don't have DCC and you want to make this thingy work, good luck to you. And the damage to your shell caused by prying it off with a crowbar is not covered by the warranty.

## REMOVING THE SHELL

If you need to open up your FP9A it is actually quite easy to do. Just be sure to remember these important points:

- We have a transporter lock on the molecular pattern of your locomotive. If something pops off while you are removing the shell, our starship's transporters will automatically lock on to the little part and beam it directly into the heart of the sun. Don't bother looking for it. It's gone. You might hear the transporter effect as the part is beamed away. I know it would have been more useful for us to beam the part back onto your workbench but someone's been fiddling with our transporters and we haven't been able to fix them. Sorry.
- To that end, please make every effort to ensure nothing flies away. Work on a clean, white surface. In fact, paint all the walls, the floor and the ceiling white, wear white coveralls, and remove everything else from within a three-mile radius of your workbench, especially (but not limited to) vegetation, people and wind.
- Turn the locomotive upside down in a foam cradle (painted white, of course) and remove the coupler screws. Pull the coupler boxes out of the ends and turn the loco right-way up. Now spread the sides and wiggle the shell off, raising the rear end first. Carefully. Remember the transporter lock.

## **OPERATION – DC (SILENT)**

If your FP9A locomotive is not equipped with a sound decoder, it should function like most other HO scale locomotives. The gear ratio is 14:1 so it may MU (multiple unit) with your existing fleet. Put it on the track. Give it some juice. Watch it go.

In DC, most of the lighting features don't work. If you want to have neat things like class lights, rear headlights, and roof-mounted search lights, you might want to consider upgrading to DCC. We know, we know, you are tired of people telling you to upgrade to DCC, to buy an FM radio, or to check out this new thing called a touch-tone phone.

But if you want to make all of those cool locomotive features work, you will need a DCC system. (And by the way, movies come with sound now.)

Now that you DC users are really riled up, we'd like to inform you that effigies of Rapido employees are available to purchase. These can be burned on bonfires, at the stake, or even just propped up on your driveway. They are only \$299.95 each, which is about the same price as an entry-level DCC system. If you buy five, we'll throw in Dan Garcia for free. The real one, not an effigy. If you buy six, we'll also throw in the DCC system!

## **INSTALLING A SILENT DCC DECODER**

The FP9A contains an ESU-designed motherboard which is connected to the track, motor and lighting outputs. A blind plug is attached to the motherboard using a 21-pin connector. To install a decoder, remove the blind plug and install a 21-pin decoder (recommended) or a 21-pin adapter to attach an 8-pin or a 9-pin decoder. Your chosen decoder should have six function outputs.

At the time of writing, we recommend the following 21-pin decoder:

- ESU #54615 - LokPilot V4.0 DCC with 21MTC

We feel the 21-pin connectors are superior because there are enough pins to ensure that all your lighting functions are connected. The necessary resistors are included on our motherboard so you don't have to futz around with resistors. Just plug in the recommended decoder and you have DCC.

ESU has made an FP9A function mapping which can be downloaded into their non-sound decoder (54615) so that the function buttons and motor control are exactly the same as our factory-released sound versions. This is available for download on the FP9A page in the Support section of our web site. You will need an ESU LokProgrammer to write the function mapping to the 54615 decoder. If you don't have a LokProgrammer, you can adjust CVs in the usual way.

## OPERATION – DCC/DC WITH SOUND

We recorded a real Canadian FP9A locomotive with its original 567C prime mover back in 2009. If you haven't seen the video, check out "The Really Cheap FP9 Movie" on our YouTube channel: [youtube.com/rapidotrains](https://www.youtube.com/rapidotrains) (We hadn't settled on the FP9A name yet.) The sound-equipped model sounds wonderful because it was recorded under load – this is very different than the sound of an FP9A "revving up" while idling in the yard.

## SO WHAT'S DIFFERENT?

There are some key differences between the new FP9A ESU decoders and the SoundTraxx FP9A decoders included with *The Canadian*. Here's a quick summary:

- **Factory Reset:** On your new FP9A, you perform a factory reset by entering a value of "8" into CV 8.
- **Sound startup:** On the SoundTraxx-equipped FP9A, the sound started up just as you started to move the engine. On the new FP9A, you need to hit F8 to turn on the sound. See "Turn on the Sound" for more info on F8 and to learn how to make your new FP9A operate the same as your old one.
- **Volume:** The whole method of changing the volume of specific sounds is different on the new FP9A. If you use the old method, your decoder will explode. Please read that section of the manual (below) as it's too long to summarize here.

## LOCOMOTIVE ADDRESS

Your Rapido FP9A comes from the factory with a decoder address of 3. We suggest if you are using DCC control that you first test that the locomotive responds on address 3. Once you have verified that the locomotive is responding you should assign it a unique address (normally the road number of the locomotive) before going any further. This can be done either on your programming track (recommended) or on the main if your system supports programming on the main. Be aware however that if you do program the locomotive on the main and you have any other locomotives assigned to address 3 (the normal default address for new locomotives) that ALL of them will likely also be changed to your new address!

Note that some DCC systems get a little wonky when programming sound-equipped locomotives on the programming track because of the high current draw. If weird stuff happens, try programming on the main.

## TURN ON THE SOUND

Press F8 and you will hear the FP9A startup sequence followed by the sound of it idling.

You can adjust CVs to prevent the locomotive from moving until the startup sequence has played out. Jason is really impatient so he turned this feature off. Refer to a full ESU LokSound Select decoder manual for more information. You can download it from the FP9A page in the Support section of our web site. The feature is called the “Prime Mover Startup Delay” and at the time of writing it was on page 35 of the ESU manual.

If you press F8 when the locomotive is already moving, it will skip the startup and the sound will just turn on. Press F8 again to turn the sound off.

If you want your ESU-equipped FP9A to fire up as soon as you put it on the track so it can work more like the locomotives from your *Canadian*, you need to change some CVs. On a programming track (or using a LokProgrammer), input the following in order:

CV31=16, CV32=2, CV403=32

Why did we change this? Because with ESU we have a choice of pressing F8 to fire up the engine or having it on all the time, and the thought of having 35 locomotives in Spadina idling at the same time gave Jason a headache. Note there is no “correct” way for a sound-equipped model to start up. We guess the “always on” and the “press a button to turn on” camps are equally matched. To each his own.

If you’ve kept the “press F8 for the sounds” ESU programming, please take note: if you are listening to your FP9A idling nicely and then you select another engine with your throttle, your locomotive still thinks F8 is pressed so it will keep idling along. However, if someone else selects your locomotive’s number and F8 isn’t pressed on his or her controller, the FP9A will promptly shut down. He or she will need to press F8 again.

“She?” you ask. “You mean there are female model railroaders?” Well, yes. We have at least three female customers. We’re keen to increase that number, so the next bit of this manual is a “women’s interest” section specially tailored for the women who have bought this locomotive.

## FUNCTIONS

- F0: Headlight
- F1: Bell
- F2: Air Horn
- F3: Straight to 8 – See information below.
- F4: Steam
- F5: Roof-Mounted Search Light
- F6: Ditch Lights (where applicable)
- F7: Dim the Headlights
- F8: Sound Mute
- F9: Class Lights – White
- F10: Class Lights – Green.
- F11: Brake

F12: Doppler Horn  
F14: Dynamic Brake  
F15: Switching Mode

## FUNCTIONS AND PROTOTYPICAL OPERATION

### F0 Headlight

Like the real thing, our FP9A headlight is not directional. It stays on until you turn it off. The rear light is not a “backup light” as it is commonly referred to. It is a rear headlight. On the real locomotive, this would only be turned on during switching or light engine moves, and in that case it would be on with the headlight. Refer to F15 Switching Mode to learn more about this and to turn on that rear headlight. We’ve learned a thing or two about prototypical operation since *The Canadian* was produced, and we try to match our models to prototypical practices wherever possible.

### F2 Horn

The default horn recording is an M3H provided by Jon Archibald. You can change this to the K3L used on most of Rapido’s other locomotive models by changing CV48 to 1 on a programming track. We also include several other horns, though we’re really not sure why. You can only change the horn CV on the programming track or using a Lok-Programmer.

### F3 “Straight to 8”

This unique feature simulates the prototypical operation of the FP9A locomotive. Passenger train engineers did not slowly go through the notches if leaving a station on a clear signal. They would put the locomotive straight from notch 2 to notch 8. Similarly, when approaching a station (especially in commuter service), engineers would go right back down to idle and coast to a stop. This sounds very different from a typical freight engine slowly notching up to 8 and back down again. When F3 is selected, you will hear the locomotive sound ramp up quickly to “Run 8” (full power). If you press it again, it will throttle down to whatever notch you are currently in. Note that this function controls the sound only and not the motor speed. Motor speed is still controlled using the throttle settings as normal.

### F4 Steam Generator!!!

It took us three years – from delivery of the first FP9A to delivery of the CN/VIA FPA-4 – to figure out that we could include the sound of the steam generator in our models. And we just love it. If you absolutely love the steam sounds (like we do!) then you can order new FP9A and F9B Steam-Equipped sound decoders from Rapido.

Press F4 at any time to start up the steam. We don’t include random loud blowdowns but we include the irregular hiss that you can hear coming from the regulator and blowdown valves all the time when the steam generator is operational.

When you accelerate, the volume of the steam generator gets lower as you wouldn’t

hear it as clearly when the train is moving. If you want MORE STEAM! you can adjust the volume of the steam generator by adjusting the value of CV 307. Please refer to Sound Volume Settings (below) before attempting this.

## **F5 Roof-Mounted Search Light**

Canadian Pacific had these roof-mounted search lights installed when the FP9A locomotives were delivered. We've heard various plausible reasons why: safety, to illuminate the treacherous right of way in the mountains, visibility, etc. A retired CP locomotive engineer told us the real reason: they were a publicity gimmick. We're much happier with the effect in our new FP9A locomotives, and we hope you will be too.

## **F6 Ditch Lights**

F6 turns on the ditch lights. Like the prototype, the ditch lights are not directional. Remember to turn off the ditch lights when approaching a station or an oncoming train as they are BLINDING. The ditch lights do not flash as that is not a Canadian requirement.

## **F7 Dim the Headlights**

When approaching a station stop or an oncoming train, turn off your ditch lights and then press F7 to dim your lights – you don't want to blind your passengers or the oncoming train's engineers.

## **F9 White Class Lights**

CP regularly operated its FP9A locomotives on its freight trains. Many CP freight trains were operated as extras while the FP9As were in service. So you will want to turn on the white class lights when pulling a freight train or any other non-scheduled train, such as a track inspection train or a Christmas special. On regular, scheduled passenger runs, the class lights are off.

## **F10 Green Class Lights**

The green class lights were used only when there was a second section of a train following. That was rare, but could often happen during busy tourist seasons, for holiday trains, or during Expo 67. If you model a second section of your passenger train during one of your op sessions, we will be very impressed.

## **F11 Brake**

F11 works just like the brakes on a real engine. Press F11 and you put on the brakes. Turn off F11 and the brakes come off so you start moving again.

## **F12 Doppler Horn**

Play this when approaching level crossings at speed. It is a real recording of a Canadian passenger train approaching a level crossing at about 80 MPH in the 1980s.

## **F14 Dynamic Brake**

Press F14 to get dynamic brake sounds. Who does that? If you do, you are one of about four people who bother, so we've put it past the "top 12" functions. Sorry.

**F15 Switching Mode**

If you press F15, the headlight and rear light will both be on dim. This is appropriate for switching operations, which would be common in yards and terminals, such as Saint John, Montreal, Toronto, Sudbury and Winnipeg. This is the only way to turn on the rear light on our model FP9A as during normal operations it was the only time that it would have been used. Press F15 again to turn off the switching mode lighting.

If you have a DCC system that only allows eight functions, you can remap the functions following the guidelines in the ESU LokSound Select manual, which can be downloaded from the FP9A pages in the Support section of our web site. Or you can upgrade to a newer DCC system, which may be less stressful.

**SOUND VOLUME SETTINGS**

We set the default sound level pretty low as we don't want to deafen you. You can increase the volume by making changes to CVs as per the list below. If maxing out the sound volume does not make it loud enough for you, we suggest strapping a subwoofer to the roof of your model.

You can also adjust the relative volume levels of the different elements of the sound recordings.

To set the volume levels go into the program mode on your DCC system (refer to your system's manual for instructions on how to do this as each system is slightly different); enter the desired CV number; then enter the desired levels. Note that this can be done either on a programming track or on the main (ops mode) if your DCC system supports programming on the main. However, we've found that using a programming track is more reliable for sound setting changes.

We strongly recommend that you keep notes on which settings you have changed and which values were used. If you ever need to do a reset on the decoder (see "Factory Reset" below) then having good notes will allow you to easily re-enter any changes that you might want to keep.

**VERY IMPORTANT: Before you change any of the volume control CVs, please make sure that CV 32 is set to 1. CV 32 is used as an index selection register and if you don't set it first then we are not responsible for your resulting rage and the fact that you will probably throw the locomotive against the wall in frustration.**

FP9A SOUND VOLUME SETTINGS				
FUNCTION	CV	DEFAULT	RANGE	YOUR VALUE
MASTER VOLUME	63	75	0-192	
DIESEL VOLUME	259	100	0-128	

**FP9A SOUND VOLUME SETTINGS**

<b>FP9A SOUND VOLUME SETTINGS</b>				
HORN VOLUME	275	128	0-128	
BELL VOLUME	283	99	0-128	
DYNAMIC BRAKE VOLUME	299	60	0-128	
STEAM VOLUME	307	30	0-128	
DOPPLER HORN VOLUME	339	128	0-128	
AIR LETOFF VOLUME	363	128	0-128	
BRAKE VOLUME	459	128	0-128	

**FACTORY RESET**

On your FP9A, you perform a factory reset by entering a value of "8" into CV 8. Note that this will cause all of your new volume and motor settings to be lost, so you will need to reprogram any settings that you want to keep. You did keep notes, right?

You can NOT lose all of the pre-recorded sounds on your FP9A decoder by doing a factory reset. If you manage to lose all of the sounds on your locomotive then you have probably set fire to your decoder with a voltage spike. Open up your locomotive and pour out the ashes.

**AWESOME SLOW SPEED THINGY**

There is an awesome trick that you can use to get even better slow speed running and smoother operation. It's called the Automatic Motor Tuning Feature. This feature will automatically adjust the Back-EMF in most cases and give you phenomenal slow-speed performance. Make sure you do this to each locomotive separately rather than your A and B units together.

In order to use this automatic adjustment you need to use Ops mode programming, i.e. programming on the main. Make sure your locomotive is in "forward" and that you have lots of room in front of it on your mainline. Set CV 54 to a value of 0. Then get out of programming mode and turn on the bell (press F1). We'll say this again: Make sure you have plenty of room in front of your locomotive and it is not headed for the layout edge and the basement floor!!!

Your FP9A will quickly take off at full speed and then stop while the decoder reads the motor responses. You'll have fabulous motor control after you do this. If you ever have to reset your locomotive, you can do the automatic adjustment again – it just takes a few seconds.

**MORE INFORMATION**

While addressing the features that most modelers will need for normal operation, these

instructions have covered just a small number of the many customizable features of your ESU LokSound decoder. For advanced users who want to more fully explore the capabilities of the decoder we suggest downloading the ESU LokSound Select decoder manual. This is available on the FP9A page in the Support section of our web site.

## **LIMITED LIFETIME WARRANTY**

We will do our best to solve any problems or issues that you may have with your FP9A locomotive, with the exception of “WHY THE HECK DID YOU CHANGE THE DANG DECODER? I LIKED THE OLD ONE! NOW I HAVE TO SELL ALL MY CPR LOCOMOTIVES AND START MODELLING PENNSY!!!!”

If your locomotive has any defects that originate from the factory, we will repair your locomotive using new components or replace it outright should a repair not be possible. However, we can only replace your locomotive while we have additional ones in stock. We normally keep spares for up to six months after a model is released. If you purchased this locomotive at age 12 and you’ve only first opened it upon retirement, it is possible that we no longer have any replacements. It is also possible that the moulds were destroyed when the Cybermen invaded the moon in 2070 and used the Gravitron to upset global weather patterns. Our mould factory was pretty vulnerable to that. Please check to see if we still exist and if the Cyberman invasion has been successfully repelled, and then give us a call or write us an email, and we will see what we can do to help you out.

There are a number of things that this warranty can not cover. We’ve already gone over the bit about reattaching loose parts yourself – don’t be afraid! The worst thing that can happen is that you ruin a gorgeous \$325 locomotive and have to serve it at Christmas dinner as a sort of “nouvelle cuisine” appetizer. If parts are missing, please call us or send us an email and we’ll send you some replacements provided that we have them.

Of course, damage caused by running over your FP9A with a hovercraft, cleaning it with engine degreaser, storing it at or on an active volcano, allowing it to sit so long in the muck that it actually becomes a fossil, throwing a kilo of rock salt at it to ward off evil spirits, or any other damage caused by you that we haven’t mentioned here is not covered by the warranty. However, if catastrophe does strike and your locomotive gets damaged, please give us a shout and we’ll do our best to help you out. Yes, even if it was your fault we will try our best to fix your locomotive for you. Don’t be shy! (Except for the fossil bit, as we’ve probably long since become worm food by then.)

## **ACKNOWLEDGEMENTS**

We thanked everyone who helped us the first time we brought out the FP9A, so we don’t have many more people to thank now. Thus we’re going to thank a bunch of people who had absolutely nothing to do with this locomotive.

Thanks to Ted Wakeford for all of the help he has given us with our full-size sleeping car, Edmundston. Without his help and co-operation, we'd have nowhere to put this much-loved money pit nor would we be able to restore it.

Thanks to Chris Fox for being such an awesome guy.

Thanks to Sandra Reid for designing those creepy Cybermen costumes in the 1966 Doctor Who story, "The Tenth Planet." They scared the bejeezus out of Jason when he was a kid.

Thanks as always to Richard Longpre for his brilliant translation into French. Unlike the FL9 and the Amtrak F40PH, we actually have more than one Quebecois customer. The next manual will be in Joul.

And thanks to our wives: Sidura Ludwig, Theresa Schneider, Margaret McGrattan, and Lee Ha. Without you, at least four of us would be phenomenally miserable.

Instructions cover photo courtesy Kaluza-Mueller Collection.

Packaging cover photo also courtesy Kaluza-Mueller Collection. It's an awesome collection.

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