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FRANÇAIS

FP9A LOCOMOTIVE PRODUCT GUIDELINES

Thank you for purchasing this Rapido Trains Inc. FP9A locomotive! For almost six decades, Canadian National and Canadian Pacific fans have been unable to obtain accurate models of the FP9A, probably Canada's best-known passenger locomotive. Our model is an attempt to rectify that injustice. It has been designed from the ground up as a London-built General Motors Diesel Division (GMD) FP9A. It is not an FP7, an F7, an F9, an FP7 with an extra louver, or any other hodgepodge that has previously been passed off as an FP9A. We hope that this will be the only FP9A locomotive that you will ever need!

Our sound-equipped FP9A locomotive is powered by a Soundtraxx Tsunami decoder and can be operated on DC or DCC layouts. We recorded the sounds ourselves on the roof of FP9A #6505 at the Conway Scenic Railroad. You can watch our recording session on our YouTube page: www.youtube.com/rapidotrains. To enjoy all of the lighting and sound features, you will need to use a DCC system.

Our DC-only model includes a 9-pin DCC plug so you can attach the DCC decoder of your choice, such as the TCS T-Series decoders.

We stand by our products 100%. If you ever have a problem with your FP9A, or with any other Rapido product, please call us or send us an email. Our e-mail address is trains@rapidotrains.com. Our toll-free number is 1 (877) 738-6445. If you are outside of North America, you can call +1 (905) 738-6445. 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.

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FP9A DCC FUNCTION QUICK REFERENCE

F0	HEADLIGHT (ON/OFF)
F1	BELL (ON/OFF)
F2	AIR HORN
F3	STRAIGHT TO 8 (ON/OFF)
F4	DYNAMIC BRAKES (CN USERS LEAVE THIS ALONE)
F5	ROOF LIGHT(S)
F6	DITCH LIGHTS
F7	RULE 17 HEADLIGHT DIMMING
F8	SOUND MUTE
F9	NUMBER BOARDS
F10	CLASS LIGHTS (OFF/WHITE/GREEN)
F11	BRAKES
F12	DOPPLER HORN (LONG-LONG-SHORT-LONG)

NOMENCLATURE

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 – which would be good to use, but then we'd also have to call it a GPA-17a (or b, c, d, or e), and that would just get confusing. So we decided to call the locomotive an FP9A, for no other reason except that we think it sounds nice.

MINIMUM RADIUS REQUIREMENTS

Being a reasonably small, 4-axle unit, the FP9A will have no problems navigating 18" radius curves and #4 crossovers. If you want to run passenger trains on anything tighter, you are in the wrong scale. Try N, Z or T and stop bugging us.

Even though our model has a sprung buffer plate, the FP9A very much prefers broader curves, especially if coupled to another unit or to full-length passenger cars. For tight-radius curves, we include an extra long-shank coupler in the box to prevent interference with the rear buffer. There is a long-shank coupler installed on the front so the trip pin won't interfere with the pilot. If you don't use delayed uncoupling, you can swap this long coupler out. We include an extra medium-shank coupler in the box: you can snip off the trip pin and install it in the front of the locomotive for more realistic close coupling in the front.

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 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 the newest Lady Gaga song.

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, then 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 sump tank underneath the fuel 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.

WHEELSETS AND STEAM CONNECTORS

The Rapido FP9A is equipped with solid stainless steel wheels. They cost us a mint, so we hope you enjoy them. Plated wheels have a tendency to flake off after heavy use, and we want you to use your FP9A for a long, long time. These wheelsets will not flake off. The downside is they can't be chemically blackened, so you will probably want to tone them down with a bit of grimy black paint. Just remember only to paint the wheel faces and to clean the wheels immediately after painting.

Like our passenger cars, the steam connectors are not installed on the model. These are V-shaped parts that you can install at each end of the locomotive. For detailed instructions on how to do this, please call or visit our web site.

OPTIONAL DETAILS

Depending on the paint scheme and locomotive number, your FP9A may include a whole whack of optional details for you to install if you wish. Please refer to prototype photos to determine which details are appropriate. The best site on the internet for CN FP9A photos is cnrphotos.com. For CP FP9A photos, the best site is cprdieselroster.com. Each of our FP9A locomotives has been matched as best we can to a prototype photo. It is possible that the photos you have are not from the same era and therefore some of the details will differ slightly from what details are included and/or installed on our model.

The rear FP9A buffer is sprung. That means the FP9A can be close-coupled to a Rapido F9B, FPA4, FPB4, or another Rapido FP9A and it will have no trouble on medium-radius curves.

The diaphragm is not installed for two reasons. Firstly, CN and CP both removed the rear diaphragms of the FP9A locomotives soon after delivery. They were an unnecessary maintenance headache and the railways did not see the need to keep their crews protected from the elements seeing as they regularly had to get out to line switches, couple/uncouple cars, clean signal heads, and sign register books anyway. Secondly, in order to have functional diaphragms we would have had to make large cuts into the

rear of the unit, which would have looked extremely silly once you took the diaphragms off. If you are displaying your FP9A locomotives or you have 96" radius curves, you can attach the diaphragms with white glue or CA.

Also please note that we have tooled up several different nose variations of the FP9A. The noses differed according to the delivery date and over the lives of the units. The CP and CN noses also have considerable spotting differences. For a master class on the differences from locomotive to locomotive, please visit our web site and go to the FP9A pages.

To give you an idea of some of the variations we have tooled for this project: five different winterization hatches; six different noses; five different roof-mounted cooling coils; two different horns; two different headlight housings; three different ditch light styles; two different steam generator vents; two different pilots; and even two different styles of reailer!

DITCH LIGHTS

You do NOT need to remove the shell to install the ditch lights.

Every FP9A model comes equipped with working ditch lights from the factory, but they are hidden inside the nose so you can't see them! This is because not every FP9A had ditch lights installed. Initially, CN used ditch lights travelling west of Jasper through the mountains. Starting in late 1955, the ditch lights were mounted onto a metal bracket and attached to the front of the locomotive above the buffer. From 1964, CN began to retrofit all of its FP9As with ditch light brackets, and two separate ditch lights were installed when needed. If you would like ditch lights on your CN FP9A, the appropriate style (or styles) is included in the box.

CP only started installing ditch lights on its FP9A locomotives in the mid-1970s, well after the introduction of the Action Red paint scheme (with 5" nose and end stripes). CP went with a high-end luxury approach and mounted the ditch lights permanently. If you have an Action Red model with 5" stripes and you want working ditch lights, the ditch light castings are included in the box.

Did we mention? You do NOT need to remove the shell to install the ditch lights.

To install the ditch lights on your CN model, use the supplied drilling template (the plastic thing in the box with six holes in it). Of the centre four holes, the lower holes (closer together) are for the early style ditch lights and the upper holes (farther apart) are for the later style ditch lights. The outer two holes are for CP. Rest the drilling template on the front buffer, and make sure it is straight. Using a small diameter drill bit (such as a #78) in pin vise, drill a pilot hole in each of the two holes for your chosen ditch light style. Then remove the template and complete the holes with the correct size drill bit. For the early style ditch lights use a #52 drill bit and for the late style ditch lights use a #60 drill bit. 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 ditch lights.

By the way, you do NOT need to remove the shell to install the ditch lights.

The outer holes on the ditch light drilling template are for installation of CP ditch lights. Rest the drilling template on the front buffer, and make sure it is straight. Using a small diameter drill bit (such as a #78) in a pin vise, drill a pilot hole in each of the two holes. This last step is particularly easy to do if you have three hands, so that probably rules out most of our customers. Anyway, remove the template and finish the holes with a #53 drill bit. 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.

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

ROOF LIGHTS

The sound-equipped CP FP9A comes with a working roof-mounted searchlight, which can be operated using F5 on DCC layouts. Some CN FP9A locomotives have roof-mounted strobe lights installed at the factory. However, there was no room for us to install LEDs for these without obliterating the cab interior detail. If you have a CN FP9A with strobe lights and you want them to function, the best thing to do is actually to replace them.

Aberdeen Car Shops produces HO scale fink lights: aberdeencarshops.ca. These are amazing hand-made strobe lights designed specifically for CN locomotives including the FP9A. If your FP9A is sound-equipped, our decoder already has a function output programmed for strobe lighting. Cut off the factory-installed strobe lights and drill out the mounting holes. Install the fink lights and bend the LED leads out of view. Solder the leads to the F7 and common outputs on the decoder. See the wiring diagram on page 16. Note: the terminals on the decoder are labelled F7, but the functions work on F5. That's it – you now have working strobe lights.

For warranty information on what may happen once you decide to open this thing up, see below.

REMOVING THE SHELL

Installing working strobe lights or a DCC decoder involves removing the shell. This is a real production. Here's how to do it. If you damage, destroy or immolate your engine in the process, it is unfortunately not covered under warranty; once you open it up, you are on your own. That being said, if you break some bits and we have them available we will of course be happy to send you replacements.

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.

Remove both coupler boxes and slide them out from your locomotive. Then remove the four shell retention screws – they are located on either side of the locomotive immediately aft of the plow-pilot and on either side of the twin air tanks just behind the fuel tank.

Once you have done that, you will need to spread the shell a bit to unlock the tabs holding the shell in place – you may find that using a couple of toothpicks is the easiest way to do this. Pull down slightly on the rear truck and the guts of the locomotive will slide out from the back.

Please be aware that because of the fit and design of the locomotive, there is a chance that the pilot – which is glued in place – may stage a breakout and try to escape from your workshop as you remove the shell. Similarly, the front buffer plate really likes to go walkies. Thankfully the pilot and the buffer plate tire easily and, once they land, will not make any more attempts to leave. Pick the parts up off of the floor/table/chair/your lap/your ear/bookshelf and place them on the white tablecloth we conveniently told you to lay out. The parts are easily reinstalled with just a couple of small dabs of CA-type superglue to the top of the part.

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, the following lighting features are included:

- Number Boards: always on
- Ditch Lights: always on (should you decide to install them)
- Headlight: on going forward
- Rear light: on going backward
- Class lights: these are installed and wired, but will not work in DC. If you are installing a DCC decoder, connect these to an available function output. Note there are both white and green class lights installed on the model.

Our factory-installed circuit board is equipped with a 9-pin decoder socket. To install a DCC decoder, simply plug the decoder into the appropriate 9-pin socket on the circuit board. If for whatever reason you choose to use a decoder that does not have a 9-pin plug then you will need to purchase an adapter harness, available from many different decoder suppliers.

OPERATION – DCC/DC WITH SOUND

We have made every effort to provide a sound decoder that is as accurate in sounds as our model is accurate in looks. The decoders fitted to our FP9A models have been produced exclusively for Rapido by Soundtraxx using their Tsunami technology and incorporating our unique sound recordings from FP9A #6505, complete with its original, unmodified 567C prime mover. We have incorporated several features in this decoder to better match the operation of the prototype FP9A. In addition, the Tsunami decoder has many features that allow you to customize both the sound and the operation of your decoder to suit your tastes.

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!

“FIRING UP” YOUR FP9A

When you first place your Rapido FP9A on the track or when you power up your layout the FP9A will be silent. Don't panic! This is normal and saves wear and tear on the eardrums when you have a large fleet! To activate the sounds simply enter the locomotive address into your system then send it a speed command, such as advancing then stopping the throttle slightly. Once the locomotive receives a speed command it will go through its start-up sequence and come to life.

If you want your loco to go through the start up sequence and immediately start idling as soon as you power up your layout, then you can change the setting of CV116 to 39. If you make this change, then find that having your entire fleet of FP9As idling at once is too loud (you did buy more than one we hope) then you can set CV116 back to its default value of 7.



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Rapido News

FUNCTION KEYS

Your Rapido FP9A includes several standard functions and a few functions unique to our model. Here is a list of all the function assignments:

F0: Headlight (on/off)

F1: Bell (on/off)

F2: Air Horn

F3: Straight to 8 – See information below.

F4: Dynamic Brakes (CN didn't have them so CN guys leave this alone!)

F5: Roof Light(s) (where applicable)

F6: Ditch Lights (where applicable)

F7: Rule 17 headlight dimming – dims headlight when meeting an opposing train.

F8: Sound Mute

F9: Number Boards

F10: Class Lights – cycles from off to white (extra train) to green (second section following). To go from one setting to the next simply apply F10 again. More info below.

F11: Brake Release/Squeal

F12: Doppler Horn – Activating F12 as you near a grade crossing will start a long-long-short-long grade crossing horn sequence complete with a Doppler effect. This is not fancy programming in the decoder. It's a recording of the real thing.

PROTOTYPICAL OPERATION

F3 – STRAIGHT TO 8: This unique feature simulates the prototypical operation of the FP9A locomotive. CN, CP and VIA 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, applying any throttle to the locomotive will cause the locomotive sound to ramp up quickly to "Run 8" (full power). If you decelerate, it will go right back down to idle. If you push F3 when the locomotive is at notch 8 and then you decelerate, it will notch down normally. Note that this function controls the sound only and not the motor speed. Motor speed is still controlled using the throttle settings as normal.

F9 – NUMBER BOARDS: These should generally be left on, unless the locomotive is shut down in the yard. We've kept the number board function separate from the headlight because a) you don't want a lit headlight on a trailing unit, and b) often the headlight is turned off during station stops. In both of these situations, the number boards remain illuminated.

F10 – CLASS LIGHTS: The class lights are the little lights above the number boards. In normal scheduled passenger service, these lights should be turned off. We all like to turn them on because they look pretty, but for prototypical operation they should be off most of the time. The white class lights are used when the train is running as an unscheduled train. This would rarely be used in passenger service, but both CN and CP ran their FP9As in freight service on occasion. At those times you'll want the white class lights turned on. The green class lights mean that there is a second section of the same train following. These were used frequently during the high seasons in the 1950s and 1960s but were rarely used after that. We did not include red class lights. These are only used when the locomotive is pushing a train in push-pull configuration. The only place this would have been used in Canada is Canadian Pacific's Montreal-Rigaud commuter line, which normally had FP7As assigned rather than FP9As. The three of you modelling this line can make your own red lights.

SOUND VOLUME SETTINGS

The sound volumes on your decoder have been pre-set at the factory to levels that we found comfortable on our test tracks. This is considerably quieter than what you are probably used to when first turning on a sound-equipped locomotive, because we feel that most locomotive models are set to ABSURDLY LOUD out of the box.

Sound levels are very much a matter of personal taste (especially if you are going deaf like we are), and what sounds great in one layout environment may sound too loud or too soft in another. Fortunately all sound levels can be easily adjusted to best suit your own requirements and we recommend that you experiment with different settings if you don't care for the default levels.

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 (0-255 in all cases). 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.

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.

CV 128 – Master volume (Factory setting 192, available settings 0-255)

CV 129 – Horn volume (Factory setting 175, available settings 0-255)

CV 130 – Bell volume (Factory setting 35, available settings 0-255)

CV 131 – Prime Mover volume (Factory setting 180, available settings 0-255)

CV 132 – Air Compressor volume (We don't recommend you change this.)

CV 133 – Dynamic Brake volume (Factory setting 92, available settings 0-255)

CV 134 – Radiator Fan volume (Factory setting 100, available settings 0-255)

CV 139 – Brake Squeal volume (Factory setting 128, available settings 0-255)

CV 140 – Brake Release volume (Factory setting 64, available settings 0-255)

CV 143 – Sarco Valve volume (Factory setting 25, available settings 0-255)

OPTIONAL HORNS

Your decoder comes pre-loaded with optional horns which can be used to customize your decoder. The default horn is the Holden M3H, which was installed by GMD when the locomotives were built. CP FP9A locomotives were delivered with the identical-sounding M3HR (one bell reversed), and starting in 1961 all CN FP9A locomotives also received this variation.

We also include an optional Nathan K3L (used by VIA Rail Canada) and a Nathan K5LA (used by some tourist railways after the FP9As were sold by VIA).

Horn selections are made in CV 115. A value of 0 will activate the Holden M3H; a value of 1 will activate the Nathan K3L; and a value of 2 will select the Nathan K5LA.

BELL RING RATE

Our bell sound is also recorded from a real FP9A and at its default setting rings at the same rate as the bell on the loco that we recorded. You might think the bell sounds fast. That's probably because you are used to freight locomotives or modern passenger locomotives. The FP9A did indeed have the fast bell that is on your decoder. We recorded three different FP9A bells and they all rang at roughly the same rate. Obviously, different locomotives had slightly varying rates, especially if there was a bad air leak! You can customize the ring rate of the bell sound by entering a value of 1-5 in CV 114. The default value is 1.

“THE CANADIAN” CONSISTING OPERATION

If your FP9A locomotives were included in Rapido’s “Canadian” passenger train set then they incorporate special CV settings to simplify the lighting operation while operating together in a back-to-back consist. You will first need to create a consist. Please see your DCC system manual. Note that our decoders support both basic and advanced consisting.

Once the units are consisted you will note that several of the lighting functions have been set up for easy operation. The headlights (F0) will switch direction from one end of the consist to the other when the consist is reversed, but the back-up lights will remain off as would be prototype practice. When the number boards are turned off or on (F11) in one unit the other unit will automatically turn off or on to match, again matching prototype practice.

Note that the class lights are still controlled individually as these would be lit on only the lead unit of each consist. To turn the class lights on simply call up the address of the lead locomotive then hit F10 to cycle through the optional colours as described above.

If you decide that you do not want to utilize these features they can be removed by programming both CV21 and CV22 to a value of 0. If you decide that you later want to add these features back in simply program CV21 to a value of 127 and CV22 to a value of 49.

FACTORY RESET

If you need to revert to the original factory settings on your decoder simply program CV30 to a value of 2. Note that this will cause all of your new settings to be lost, so you will need to reprogram any settings that you want to keep. You did keep notes like we suggested earlier, didn’t you?

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 Soundtraxx Tsunami decoder. For advanced users who want to more fully explore the capabilities of the decoder we suggest downloading the “Tsunami Diesel Technical Reference Manual,” available from the “Manuals” page of the Soundtraxx web site at www.soundtraxx.com.

LIMITED LIFETIME WARRANTY

We will do our best to solve any problems or issues that you may have with your FP9A locomotive. 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 or first opened it after that time, it is possible that we no longer have any replacements and that a repair is the only option. Please 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. If your FP9A arrives with a couple of loose grab irons or underbody bits, there is a very good chance that you can effect a repair in less time and effort than it would take to contact us. Don't be afraid to do some model railroading! White glue, such as Weldbond, works wonders for securing all sorts of parts and will not mar or damage your paint. However, if parts are missing that is another story – call us or send us an email and we'll send you some replacements.

Of course, damage caused by trips to the basement floor, running your locomotive around 18" radius curves at ridiculously high speeds, throwing it to your friend across the room, picking it up with wet paint on your hands, or any other damage caused by you that we haven't been able to cover here is not covered by the warranty. However, if catastrophe does strike and your locomotive gets damaged, please give us a ring 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!

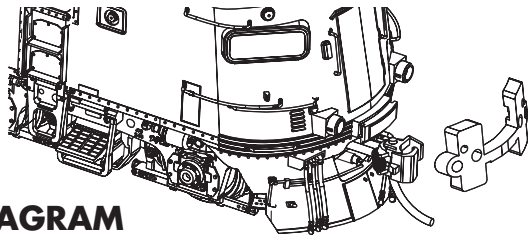
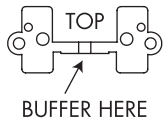
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DITCH LIGHT DRILLING TEMPLATE



FP9A DECODER WIRING DIAGRAM

