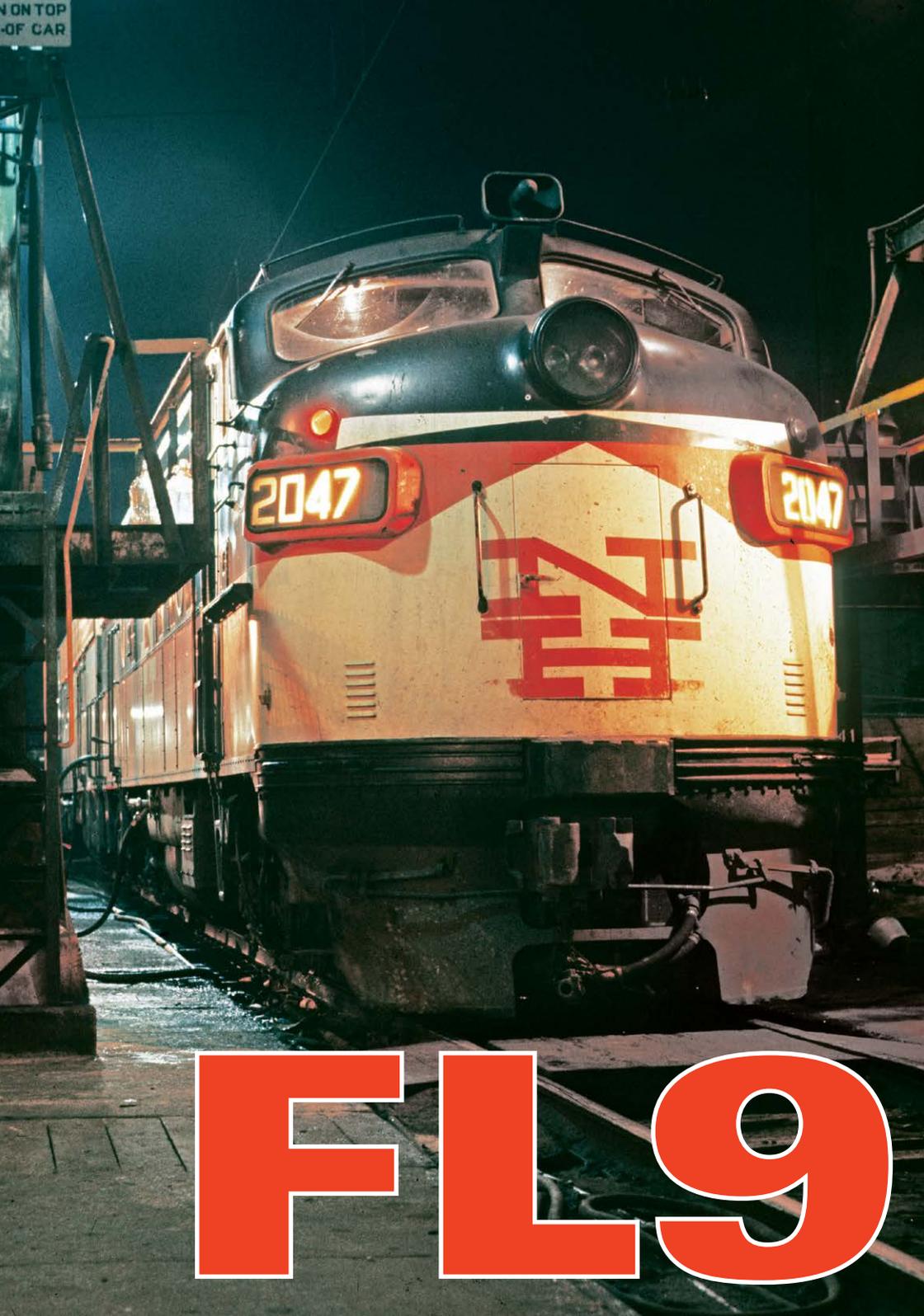


ON TOP  
OF CAR



**FL9**

**FL9 LOCOMOTIVE PRODUCT GUIDELINES**

Thank you for purchasing the first accurate models ever produced of the New York, New Haven and Hartford Railroad's unique passenger locomotive, the EMD FL9. This has been one of the most sought-after New Haven locomotives, as its extended length requires all-new tooling and can't be modified from existing F-unit molds. We at Rapido have gone to great lengths to do justice to this iconic locomotive. We hope you will be pleased with the results.

As always, please do not hesitate to contact us should there be anything wrong with your model. Whether you have a warranty issue (missing parts, depleted uranium accidentally left in the fuel tank, etc.), a question ("Why won't this go around my 12" radius curves? What a ripoff!") or a comment ("The nose is wrong.") please give us a shout. More warranty information is available towards the back of this manual.

If you really do think the nose is the wrong shape, please bear in mind that it was scaled from original EMD F-unit nose blueprints, including cross sections every inch up the nose from pilot to roof. The windshield area dimensions were double-checked on a real F-unit cab using a depth gauge and the results traced into our computer designs. If this makes some of your other model locomotives look bad, you can make up for this by buying more Rapido models.

You can reach us by email: [trains@rapidotrains.com](mailto:trains@rapidotrains.com), by phone (1-855-LRC-6917 or +1-905-474-3314) or by snail mail at the address below.

Please do not send any models back to us without first speaking to us to get authorization. You'd be amazed at how many models arrive at our location with no documentation whatsoever. And if models get sent to one of our old addresses, they might as well have been beamed into the mouth of a wormhole as we'll never see them.

If you've finally got around to opening this model after your retirement in 2042, you're on your own. Sorry.

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**CONTACT US!**

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## **FL9 DCC FUNCTION QUICK REFERENCE**

F0	HEADLIGHTS
F1	BELL
F2	HORN/HANCOCK
F3	STRAIGHT TO 8
F4	DYNAMIC BRAKE
F5	DOPPLER HORN/HANCOCK
F6	STEAM GENERATOR
F7	DIMMER
F8	STARTUP/MUTE/SHUTDOWN
F9	CLASS LIGHTS - WHITE
F10	CLASS LIGHTS – RED
F11	BRAKE
F12	SWITCHING MODE
F14	GRAND CENTRAL TERMINAL MODE

**BREAK-IN**

Every locomotive needs a break-in period. Your FL9 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 FL9 model on a test loop and just let it run in each direction for an hour or two. Fast and slow.

There already should be enough grease in the gearbox so you don't need to add any. Just let the thing run.

**PROTOTYPE INFORMATION**

The FL9 was built in two batches of thirty units each. The first group, built between October 1956 and November 1957, included road numbers 2000-2029 and were classified EDER-5 (Electric Diesel-Electric Road) on the New Haven. The second group, road numbers 2030-2059, were classified EDER-5a and were built in 1960. Unit #2059 was the last F-unit ever built by EMD.

There were subtle differences between the two construction groups. The first group, road numbers 2000-2029, featured nose MU doors and hoses, a door diaphragm, and a small pantograph on the roof for use inside Grand Central Terminal with a rear ladder for access to it. The second group, road numbers 2030-2059, did not have the nose MU equipment due to the U.S. Government loan used to purchase them. They also lacked the rear ladder and pantograph, it having proved to be an unreliable design.

As built, the second group was fitted with a side platform on the engineer's side of the nose along with additional grab irons both on the nose and L-shaped grabs above each cab windshield. No door diaphragm was installed on the second group. The first group was modernized with a similar platform and grabs at the same time, as well as the removal of the roof pan, rear ladder and door diaphragm.

The New Haven, ever thrifty and resourceful (cheap?), removed the platforms and the grabs from the left side of each of the second group of EDER-5a units and applied them to the right side of the earlier batch that were already in service! The railroad also added an L-shaped grab above the right side windshield on the earlier units, but only a half-length grab above the left side windshield. These mismatched grabs stayed on these units throughout their service life.

If you browse through pictures of the FL9 on the internet, chances are the majority of the photos will be from the last few years of their lives, when they were regularly used in push/pull service for the Connecticut DOT/Metro-North (despite being lettered for the New Haven). A common sight is a head-end-power-equipped FL9 bringing up the rear of a train of Comet cars. That was a comparatively modern invention. For most of their service lives, and certainly when equipped with steam generators (as can be found on our model), the FL9 was always found at the head end. But for those of you who would

like to run your FL9 at the rear, we have conveniently provided you with operating red classification lights on the nose in DC and DCC.

For the 1.5 of you modeling Grand Central Terminal in New York, we offer a “Grand Central Terminal mode” on the model in which it emulates the third-rail power pickup used in the terminal and tunnels. More information on this neat feature can be found in the “Operation – DCC/DC with Sound” section of the manual, beginning on page 8.

Another feature of our FL9 is “straight to eight.” On real passenger locomotives – especially in commuter service – the engineer just puts the throttle into Notch 8 (full power) and accelerates out of the station. We’ve recreated this on the model, should you desire it. For more information on how it works, please refer again to the “Operation – DCC/DC with Sound” section of the manual.

It is 100% prototypical for your FL9 to be pressed into freight service, especially on fast TOFC trains, so go convince all of your freight modeler friends to buy one (or six).

## **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, than remove the affected wheelset from the truck by prying off the bottom lid of the gearbox with a small flat screwdriver. 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 on the ends of the locomotive and both coupler trip pins. Bend up any low coupler trip pins so they don’t interfere with your switches and crossings. We recommend using Kadee part #237 (Trip Pin Pliers) or Micro-Mark part #80600 (Trip Pin Bending Plier).
- Make sure that the trucks swivel freely and without binding. If they catch on anything, check to ensure that the ends of the trucks don’t bind against any underbody piping or conduit. If they do, see that everything is firmly installed.

## **MISSING OR DAMAGED PARTS**

If you open your FL9 box and discover that something has obviously been bumped in transit and is damaged, please contact us. If a part has broken off, the easiest way to

reattach it is with a drop of white glue. You can't ruin the paint finish with white glue. If you don't like to touch your model trains, you are welcome to send the engine back for us to glue that doodad back on with white glue. But if you do send it back to us for us to put that one part back on and other stuff falls off when we send it back to you, then tough tooties. We're not fixing it again.

We try to make our models courier- and mail-proof, but there really is no way to protect a model from damage when it is used in a game of football at the UPS or FedEx distribution center. Model trains generally don't survive well after being "spiked" because Bobby scored a touchdown near the warehouse receiving doors.

Our FL9 uses Rapido's unique "No-Warp Grill" technology for the Farr grilles on the body sides. Each metal grille is a stamped C-channel inserted into slots in the shell. This prevents the grille from warping or falling off your locomotive. If your model was tossed about a lot in shipping, the grille may become unseated in one corner. It can usually be resealed using an X-Acto knife to push the corner of the channel back into the slot. You would be amazed at how many people send back their models to us for a 12-second repair. Don't be afraid to touch your model... it won't explode on contact!

More information about our limited lifetime warranty can be found towards the end of this manual.

## REMOVING THE SHELL

If you need to open up your FL9 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 skirts and wiggle the shell off. Carefully. Remember the transporter lock.
- That's it, really.

- No, really.

## **EXTRA PARTS**

The first group of FL9s (class EDER-5) were delivered with rooftop pantographs, rear ladders and diaphragms. Additionally, some of the earliest units (#2000 and 2001 and possibly others) were equipped with a small grab iron on the roof above the end ladder. These items were all removed when the units were modernized starting in about 1960.

We have included these parts in a separate parts bag for you to add if you want them on your model. Refer to the diagrams for location. We have found that because of the tight clearance to the rear door frame it may be easier to remove the two inner mounting pins (along the left edge) of the ladder and use only the right-hand pins to hold the ladder in place.

The rear diaphragm should only be installed if you plan on operating the unit on 30" or larger radius curves as it may interfere with following equipment.

## **OPERATION – DC (SILENT)**

If your FL9 locomotive is not equipped with a sound decoder, it should function like most other HO scale locomotives. The gear ratio is 14:1 so there is a good chance that it will MU (multiple unit) with your existing fleet. Put it on the track. Give it some juice. Watch it go.

Because we can't guarantee that your FL9 will actually MU with locomotives from other manufacturers, we recommend you buy **EVEN MORE** Rapido stuff. If we don't make a particular locomotive that you need, then make a new shell out of cardboard and glue it onto a Rapido chassis.

Of course, some of our older locomotives were made at a completely different factory so we can't even guarantee they will MU with your FL9. So on second thought, just upgrade to DCC and then all of your engines will happily MU with each other, smooth as silk. No, we won't stop bugging you about this until you upgrade to DCC. DC is to 21st-century model railroading what Polaroids are to 21st-century photography. You can properly control your trains including all sound and lighting features, or you can stand around shaking your little square of paper and waiting for a blurry picture to appear.

In DC, the number boards and step lights are always on and the headlights work when the locomotive is moving forward. When moving backward, the red classification lights are lit. In DC, you can't turn on the backup light or the white class lights. You also can't dim the headlight; control the horn, bell or any of the sounds except for the prime mover; or use the model's Grand Central Terminal or "Straight to 8" modes. See previous paragraph about upgrading to DCC.

Thank goodness all DC modelers have a great sense of humor, or they'd be REALLY offended by the last two paragraphs...

## INSTALLING A DECODER IN A DC MODEL

The FL9 contains a 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.

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 and you have DCC.

ESU has made an FL9 function map 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 FL9 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.

The silent ESU 54615 decoder with our FL9 settings can be purchased preprogrammed from your favourite retailer. Just order ESU item number 91636. As the sound version uses custom sounds we recorded ourselves, the FL9 sound file is not available as a download from ESU. We will be selling FL9 sound decoders separately; if they aren't on our web site by the time you read this, call the office and yell at whoever answers the phone.

## OPERATION – DCC/DC WITH SOUND

We go to extreme lengths for accuracy, in sounds as well as in looks. Our sound decoders are LokSound Select decoders by ESU, programmed with sounds we recorded from a General Motors 567 prime mover. The sounds are 100% correct for the FL9, though even we will admit our air compressor sounds a bit clapped out!

As in all of our other sound-equipped engines, we recorded the locomotive under load up a steep grade. This simulates a four- or five-car passenger train on the straight and level.

More detailed decoder instructions, including all sorts of weird CV settings we don't understand, can be found in the ESU Loksound Select decoder manual. This is available

for download on the FL9 page in the Support section of our web site.

**WARNING:** *If you have purchased a sound-equipped FL9 and you operate your trains with a Model Rectifier Corporation RailPower 1300 DC controller, stop what you are doing immediately. Do not pass Go. Do not collect \$200. The RailPower 1300 is notorious for voltage spikes and it WILL destroy your locomotive. There is no "if" about it. We will not repair any FL9 destroyed by a 1300 or any other "train set" DC controller. "Train set" DC controllers should not be used with sound-equipped locomotives.*

## LOCOMOTIVE ADDRESS

Your Rapido FL9 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 (we suggest 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 on your layout assigned to address 3 (the normal default address for new locomotives) that ALL of them will likely also be changed to your new address!

## TURN ON THE SOUND

Press F8. Your locomotive will start up. 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.

Note that if you are listening to your FL9 idling nicely and then you select another engine with your controller, your FL9 still thinks F8 is pressed so it will keep idling along. However, if you then select your FL9 again or someone else selects your locomotive's number on his or her controller, the controller "forgets" that F8 was pressed and the FL9 will promptly shut down. You or he or she will need to press F8 again.

We're still using "he or she." We really hope the three female New Haven model railroaders in the world appreciate it and will consequently buy even more Rapido stuff. We're talking about you, Kathy.

You can change some CV settings to have the prime mover always on, but we caution that having your entire locomotive fleet rumbling away at one time is both a drain on your power and on your sanity. To make your FL9 "always on," use a programming track (or LokProgrammer) and input the following (in order):

CV31=16, CV32=2, CV387=32

If you are operating with sound on a DC layout, the sounds won't come on until the voltage is up around seven volts or more. This is normal.

## **FUNCTIONS**

F0	Headlights
F1	Bell
F2	Horn
F3	Straight to 8
F4	Dynamic Brake
F5	Doppler Horn/Hancock
F6	Steam Generator
F7	Dimmer
F8	Startup/Mute/Shutdown
F9	Class Lights - White
F10	Class Lights - Red
F11	Brake
F12	Switching Mode
F14	Grand Central Terminal Mode
F18	Brake Set/Release
F19	Air Release

## **FUNCTIONS: MORE INFORMATION**

### **F0 Headlight**

Like the real thing, our FL9 headlights are not directional. They stay on until you turn them off.

### **F3 “Straight to 8”**

This unique feature simulates the prototypical operation of the FL9 locomotive. New Haven 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, 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, the locomotive sound will 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.

If you want your consisted engines to respond to F3 when you press it, refer to your DCC system to check how consisted engines respond to functions. You may need to change some CV settings in your consisted engines following the detailed instructions in section 5.2.3 of the ESU Loksound Select decoder manual, available for download on the FL9 page in the Support section of our web site.

## F4 Dynamic Brake

Press F4 for dynamic braking. Dynamic brakes are best enjoyed with a fine wine. Ouch.

## F5 Doppler Horn/Hancock

Play this when approaching level crossings at speed. It is a real recording of an FL9 complete with original Hancock Air Whistle, zipping past a level crossing at speed with five cars in tow. It sounds fantastic, if we don't say so ourselves. Special thanks to David Magill for letting us use his sounds and for recording it in the first place!

## F6 Steam Generator

We just couldn't resist adding the steam generator noises to the FL9, and we only wish we'd thought of it with a lot of our earlier engines, because it is so completely awesome. If you have other F units that could use some neat-o steam generator sounds (along with all of our other great sound features), you can order new Steam-Equipped sound decoders from Rapido.

Press F6 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 315. Please refer to Sound Volume Settings (below) before attempting this.

## F7 Dim the Headlights

When approaching a station stop or an oncoming train, press F7 to dim your headlights – you don't want to blind your passengers or the oncoming train's engineers with crazy bright headlights. Press F7 again to return to normal.

## F9 White Class Lights

Fan trips, Christmas specials, special moves, you name it – the FL9s hauled extra (unscheduled) trains many times over their long and varied careers. All extra trains require white flags or classification lights. So you will want to press F9 to turn on the white class lights when pulling any non-scheduled train, such as a track inspection train or a holiday special. On regular, scheduled passenger runs, the class lights are off.

## F10 Red Class Lights

All train movements require markers on the rear, and the FL9 was no exception. The classification light housings on the real FL9 include red bulbs for use as markers when the locomotive is in reverse, and F10 turns these lights on. When the FL9 is pushing a train, the red markers should be lit. If the engine is moving light (i.e. by itself), generally

the headlight and backup light should be on dim and the markers should be on as well. See “F12 Switching Mode” below.

## **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 Switching Mode**

If you press F12, 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 New Haven and Boston. This is the only way to turn on the rear light on our model FL9 as during normal operations it was the only time that it would have been used. Press F12 again to turn off the switching mode lighting.

## **F14 Grand Central Terminal Mode**

We’re hoping that you will find this nifty feature on our FL9 model to be so enthralling that the number of people actually modeling Grand Central Terminal (GCT) will double... to three. As originally designed, the prime mover was to be shut down when third-rail power was provided to the traction motors. As anyone who tried to breathe while near an FL9 on the platform at GCT can attest, locomotive engineers did not shut down the engine in practice. It was left idling, much to the detriment of the health of anyone required to be on the platform for longer than about three minutes.

If you are running south into GCT, stop at 125th Street and press F14. The locomotive will switch into Grand Central Terminal Mode. The prime mover (diesel engine) is locked in idle, and you can hear the traction motors whining quite loudly. If you are properly following the rulebook and you want to shut down the prime mover, press F8. The prime mover sounds will shut down. In Grand Central Terminal Mode, you will hear the traction motors whining as well as the air compressor going off. If you have the steam generator turned on, you can hear that too. Horn and bell work as usual.

Northbound trains from GCT should stop after leaving the Park Avenue Tunnel to switch over to normal operation. Press F8 to fire up the prime mover and press F14 to turn off Grand Central Terminal Mode. Proceed to Woodlawn and points northeast.

If your train does not stop at 125th Street, you can switch to and from third-rail power on the fly. The prototype and model are both designed to allow the changeover at full track speed.

## **F18 Brake Set/Release**

This function turns off the brake release and brake set sounds when you start or stop moving, respectively. It has no effect on the function of the engine — it just affects the sounds.

## F19 Air Release

This makes an air release sound. Ahhhh....

## HORNS

There are two extra horn recordings included with your FL9, and you can change them around by changing the value of CV 48. The default is the Hancock Air Whistle, which was a New Haven staple and the horn these locomotives used for most of their service lives. The K5LA and the Leslie S2 were for later editions for Amtrak and Metro-North/ConnDOT, respectively.

CV48-0 Hancock Air Whistle

CV48-1 Nathan K5LA

CV48-2 Leslie S2

Note that you can only change the horn on a programming track or using a LokProgrammer.

## SOUND VOLUME SETTINGS

The sound volume settings have been designed by Bill to be layout friendly. That means that they will not sound particularly loud if you are used to other manufacturers' locomotives BLASTING at full volume out of the box. They will also not sound particularly loud if you are going deaf like Jason. (He's modeling Spadina Yard with its engine terminal and 40 idling locomotives. You should be able to hear his layout from Buffalo.) You can easily make the sounds louder if you regularly operate your locomotives at shopping malls, train shows, or on airport runways. If you want the sounds to be even louder, we suggest you give up scale modeling and go buy a real FL9.

You can also adjust the relative volume levels of the different elements of the sound recordings. Jason demanded that Bill "turn that darn thing down!" when he heard the bell volume. If you are the type of guy who wants his FL9 bell heard in the next county, you have lots of room to increase its volume. Ours is set at level 25 of a possible 128.

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.

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.**

For example, to set the horn volume, first set CV32=01, then CV275=0-128.

FL9 SOUND VOLUME SETTINGS				
FUNCTION	CV	DEFAULT	RANGE	YOUR VALUE
MASTER VOLUME	63	150	0-192	
PRIME MOVER	259	64	0-128	
HORN	275	100	0-128	
BELL	283	25	0-128	
DYNAMIC BRAKE	299	60	0-128	
STEAM	315	25	0-128	
DOPPLER HORN	339	100	0-128	
SHORT AIR LET OFF	363	128	0-128	
BRAKE SQUEAL	459	35	0-128	

## FACTORY RESET

On your FL9, 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 FL9 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 (HIGHLY RECOMMENDED)

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 FL9 will quickly take off at full speed and gradually slow down to a 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 FL9 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 FL9 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 at age 23 and you've only first opened it upon retirement, it is possible that we no longer have any replacements, we're retired, or we're pushing up the daisies. It is also possible that by that time the molds have been stolen by the Purple Army of Constantinople during the Madagascar-Jamaican War and used in a catapult to break down the Kardashians Gates in Cleveland. In that case they probably aren't usable any more. Please check to see if we still exist and give us a call or write us an email, and we will see what we can do to help you out. If Connecticut is covered by one big glacier, chances are we're extinct. Don't bother calling.

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 \$350 locomotive and have to give it to the neighbor's dog as a new chew toy. If parts are missing, please call us or send us an email and we'll send you some replacements provided that we have them. As mentioned above, this warranty does NOT cover damage caused by voltage spikes on MRC 1300 or "train set" power packs.

Of course, damage caused by throwing your FL9 out of a moving shuttlecraft, generously allowing your wife's aunt to use your FL9 locomotives as hair curlers, changing the locomotive numbers with a 1" wide brush and house paint, adding realistic weathering

by leaving your FL9 on a windswept shore for seven years, or any other damage caused by Acts of 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! **Yes, even if it was your fault we will fix your locomotive for you. Don't be shy!**

## ACKNOWLEDGEMENTS

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Packaging cover photo courtesy NHRHTA.

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# PLEASE

Tell everyone you know about Rapido and the great stuff we make. Most model railroaders in the USA think we are a defunct European company from 1966 that put traction tires on everything. Gotta love traction tires.

If you like your Rapido FL9, please spread the word about us! If you don't like your Rapido FL9, our company name is pronounced T-Y-C-O.