

Canada!



THE CANADIAN PRODUCT GUIDELINES

Thank you for purchasing The Canadian by Rapido Trains Inc.!

Almost 60 years after its introduction in 1955, it is our honour and privilege to present the first-ever accurate model of The Canadian. We started The Canadian project in 2007. Almost five years of work have gone into the development of this model train, from searching high and low for blueprints to developing just the right stainless steel finish befitting such an important model. We could not have produced The Canadian without your help and support. We hope that you enjoy your train in good health for many, many years.

For information about the FP9A locomotives included in this set, please refer to the separate FP9A instructions manual.

We stand by our products 100%. If you ever have a problem with your model of The Canadian, 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.

The Canadian and FP9A instructions were written by Dan Garcia, Richard Longpre, Bill Schneider, and Jason Shron, with the help of the guys at Soundtraxx.



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WHAT IS A TYPICAL CONSIST?

Your Canadian comes with the following equipment:

- FP9A Locomotive (powered, DC/DCC, with sound)
- F9B Locomotive (unpowered, with working lights)
- FP9A Locomotive (powered, DC/DCC, with sound)
- Baggage Car
- Coaches (2)
- Skyline
- Diner
- Chateau Sleepers (x2)
- Manor Sleepers (x2)
- Park Car

The Canadian did not have a fixed consist. The train would grow or shrink according to demand. In the CP era, smooth-side baggage cars, coaches and sleepers could be added to the train when needed. The number of coaches, Chateau and/or Manor sleepers would change as needed. Starting in late 1978, ex-CN equipment would be mixed in with The Canadian, and by late 1979 it was common to see a mix of ex-CN and ex-CP equipment mixed together in four different paint schemes.

If you model the 1950s and early 1960s, you have probably already sent us an email or called us asking when we are making the Tourist Sleeper for The Canadian. The truth is it is not economical for us to make the Tourist Sleepers as they were unique cars. The tooling cost for this car is too high relative to the demand for it. Your options at present are BGR Group resin models — home.cogeco.ca/~bgrgroup — or brass.

MINIMUM RADIUS AND SWAPPING THE COUPLERS

Your model of The Canadian is capable of running out of the box on curves as tight as 28" radius and through #6 crossovers without difficulty. It can handle 24" radius curves, but not 100% reliably with the medium-shank couplers installed at the factory.

If your layout has curves below 28" radius, you may want to replace the installed couplers with the long-shank ones that we have thoughtfully included in the packaging of your train. With one long-shank and one short-shank coupler installed per car, the train can easily handle 24" radius curves on 2% grades. With two long-shank couplers installed, The Canadian can negotiate 22" radius curves without difficulty (though 22" radius while cresting the top of a 3% grade is probably asking for trouble).

Replacing the couplers is easy. 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 your work bench. Place the car upside-down on the cradle, and remove the coupler boxes from each end of the car using a small Phillips screwdriver. The coupler boxes will snap apart quite easily, allowing you to remove the medium-shank coupler and replace it with a long-shank coupler.

If you have 18" radius curves, you will also need to notch the bottom flange of the centre sill on each passenger car where the wheelsets contact it. This flange is very thin and it is very easy to notch it. While you have the car upside down to change the couplers, turn each truck with your fingers and note where each wheelset interferes with the centre sill. Using a #11 blade in a hobby knife, cut a shallow triangle-shaped notch in the sill at each location. Being gentle is key here. We tried this ourselves and it took four minutes to do the first truck and two minutes to do the second. So it should not take you very long to get your whole train running on 18" radius curves with no problems. We apologize that you have to do anything to the train to get it to run on tight curves, but obviously a high-end passenger train model is designed for broad curves.

Your Canadian Pacific F9B locomotive has sprung buffer plates designed to allow close coupling. However, on tight curves the buffer plate may interfere with the locomotive or passenger car coupled to it. Please follow the instructions in the FP9A manual for changing out the couplers in the F9B. Remember the white table cloth.

If you are trying to run your Canadian on Peco #1 radius curves, then — to quote Monty Python — "you are a very silly man and I am not going to interview you." Put your Canadian on a display shelf and buy a model of a streetcar.

ADDING THE STEAM CONNECTORS

Inside the small parts bags (under this instruction manual in the packaging) you will find the steam connectors (the V-shaped pieces) that you can install at each end of your passenger cars and F9B. If you turn the model over you will see a pipe bending down towards the rails adjacent to each coupler box. The steam connector attaches to this

pipe, and the bottom of the “V” should be directed toward the centre of the car; i.e. the steam connector is directly below the coupler box. The preferred adhesive is Microscale’s Micro Prep and Micro Bond system. This is the only commercially-available glue that will adequately glue these parts permanently. Full information is available at microscale.com. You can use CA, but if you have any tunnels you know that’s where the steam connectors will fall off.

POWERING THE F9B LOCOMOTIVE

We are producing a CN F9B locomotive which will have the same chassis as the CP F9B. We will make a powered chassis (with and without sound) available separately. That will be a direct replacement for the unpowered chassis on your CP F9B. We suggest waiting for our powered F9B chassis to be released. The two powered FP9As should have no trouble hauling a 10-13 car train on their own.

OPERATING THE F9B AND PASSENGER CAR LIGHTS

The F9B is equipped with track-powered LED backup lights on both ends. To turn one end’s backup light on, wave the Rapido Lighter magnetic wand over the F9B roof near that end of the unit. Once the Lighter gets close to the hidden reed switch, the light will turn on. Waving the wand over the switch will turn it off.

Unlike our Super Continental Line passenger cars, the cars of The Canadian are equipped with track-powered interior and marker/drumhead lights. They work equally well on DC- and DCC- equipped layouts. We made a conscious decision to go with track-powered lighting early into the development process as the shell is a one-piece casting, and there aren’t any logical locations to put batteries underneath the car. The interior lights are all surface-mount LEDs, and so have an extremely low power draw.

In addition to the interior lighting, the Park Car of your Canadian also has working marker lights and a working drumhead. They can be turned on and off using the included Rapido Lighter just like the F9B; the magnetic reed switch is located in the roof of the Bullet Lounge.

MISSING OR DAMAGED PARTS

With about 4000 parts on its 13 pieces, your Canadian is an extraordinarily complex model. To prevent possible frustration, we recommend checking your train as soon as possible to ensure that everything is where it should be. We do try to catch all possible issues at the factory, but with literally thousands of cars in each production run it is possible that the odd problem may slip past our quality control inspectors.

Despite our best engineering and packaging efforts, some small parts may work loose in transport, giving you that reassuring “rattling box” sound effect that everyone likes

to hear when picking up a model train. This is especially true for sets that have been shipped outside of Canada, as it has passed through more hands and been used in more games of Package Ping Pong by shipping departments around the world. If the corners of the shipping box are squished, chances are something inside has come loose.

If any underbody parts have come loose, they are easily reattached with CA. If any diaphragms pop off, just press them back into place. Take note of the diaphragm side support rods – if any have broken off we may need to send you replacements. They are a fiddle.

Should you be missing any parts we will be happy to provide you with whatever replacement parts you and your Canadian will need. Please give us a call or send us an email. At Rapido, we aim for 100% customer satisfaction.

A SPECIAL NOTE TO OVERSEAS CUSTOMERS

Our experience suggests that our customers overseas may have a higher incidence of bits that come loose in transit. For example, the average UK passenger car model contains maybe a dozen underbody components, compared to more than 100 under each of our cars. With more bits on the car, there are more bits that can come loose. The complete Canadian has approximately 4000 parts. It is pretty much guaranteed that some will come loose in transit.

With so many fiddly bits on each car, there are many pieces that can come loose during the long journey to get to you. Consider this: if you are in the UK then your Canadian has been shipped from Dongguan, China to Hong Kong; Hong Kong to Prince Rupert; Prince Rupert to Brampton; Brampton to Mississauga; Mississauga to Concord; Concord to Mississauga; Mississauga to Brampton; Brampton to Halifax; Halifax to Liverpool; Liverpool to Crewe; and then from Crewe to your house. It has been unpacked or re-packed at least seven times in that process.

If you are uncomfortable gluing any loose bits back on, we suggest that you ask a skilled modeller friend to give you a hand. If you send anything to Canada for us to reattach bits, other bits will no doubt come off when we ship it back to you.

All that being said, if you have any operating problems with your Canadian that are due to factory defects, we do have some experts overseas who may be able to repair or replace your train for you. See the warranty information below.

CHECKING AND ADJUSTING YOUR CANADIAN

Just like any piece of complex machinery, The Canadian needs to go through a quick check and tune up before you put it on your layout.

- 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. The wheelset can be regauged by grabbing each wheel and twisting. If an F9B wheelset is too tight, 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 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 ends of each car and various low-slung equipment boxes underneath the cars. A small drop of CA-type superglue will sufficiently hold any loose parts securely. Also be sure to check the height of both coupler trip pins. Kadee or Micro-Mark coupler trip pin pliers make short work of low-hanging trip pins.
- Make sure that the trucks swivel freely and without binding. If they do catch on anything, check to ensure that any piping above the wheels is securely fastened to the underbody as this is the most likely source of interference.
- Both diaphragms should move in and out smoothly and spring back quickly. If not, there may be binding — check for flash or plastic shards that may cause any interference.
- Check to ensure that the brake chains on each end of each car are secured to the ends of the car. A small drop of CA (superglue) will secure them if they have come loose in transit.

OPENING THE PASSENGER CARS

Accessing the interior of the cars to add figures, murals, dirt, spilled coffee, or other details is relatively easy. The usual caveat obviously applies: if you damage, destroy or incinerate your model 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.

Your Canadian cars are built differently than our traditional Super Continental Line passenger cars. The roofs, sides and ends have been cast as one part. While this has helped us make our model of The Canadian the very best possible, it also requires a different manner to access the interior of your car should you choose to decorate or accessorize your cars.

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 a table and lay the car on its roof. With a small Phillips screwdriver, unscrew the coupler retaining screws at either end of the car. Then, slide the couplers and coupler boxes through the drawbar opening

at the ends. At this point, the underbody and interior of the car is almost free from the shell. Spread the sides apart (you can do so by pulling outward on the sides with your fingertips or by using toothpicks wedged between the shell and the underbody) and the underbody and interior will slide out as a unit.

Be mindful of the brake chains when you slide out the underbody and interior. If they come loose they can be reattached with CA.

REMOVING THE F9B SHELL

Removing the F9B shell is a fairly identical process to removing the FP9A shell. As we know you have the FP9A manual (it's in the box!), go read that so we can stop writing these instructions. We have layouts to work on, flowers to arrange, and baskets to weave, and these instructions are taking FOREVER to write. We should do what all the other manufacturers do and include one photocopied, folded page in the box that took five minutes to prepare and says ALMOST NOTHING about your model. That's it. I'm leaving. We'll shrink these instructions down to 1 point font and put them on one folded up piece of paper in the bottom of the box.

LIMITED LIFETIME WARRANTY

Right. Forgot about the warranty information. Oh bother.

OK... We will do our best to solve any problems or issues that you may have with your Canadian. If your train has any defects that originate from the factory, we will repair your train using new components or replace it outright should a repair not be possible. However, we can only replace your Canadian while we have additional models in stock. We normally keep spare cars and locomotives for up to six months after it is released. If you purchased your Canadian 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. Our contact information is on the inside cover of this manual.

If you live overseas and your Canadian has a factory defect, we have some expert modellers overseas who may be able to repair your models for you, thereby avoiding the necessity of shipping it all the way back to Canada. Please contact us and we'll make arrangements.

There are a number of things that this warranty can not cover. If your cars or F9B arrive with a couple of loose grab irons or underbody bits (4000 parts!!!) there is a very good chance that you can effect a repair in less time and effort that it would take to contact us. White glue (PVA), such as Weldbond, works wonders for securing all sorts of parts and will not mar or damage your paint. If parts are missing however, that is another story – call us or send us an email and we'll send you some replacements.

Of course, damaged caused by trips to the basement floor, running your train around 18" radius curves at ridiculously high speeds, throwing a model to your friend across the room, picking up a passenger car with ectoplasmic goo on your hands, or any other damage caused by you that we haven't been able to cover here is not covered by warranty. However, if catastrophe does strike and your Canadian 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 train for you. Don't be shy!

ACKNOWLEDGEMENTS

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Above everything else, we owe the existence of this excellent model to three people. Brian Schuff generously provided over 300 drawings as well as hundreds of photographs which have been invaluable in producing an accurate and complete model. He is a wealth of knowledge and trivia and wonderfully generous with his time and resources. Thanks Brian!

Bradley Cooper was our detail saviour. Without Brad, we would not have been able to find the underbody blueprints of The Canadian passenger cars. He did the legwork and pulled the strings to get us those drawings, which were previously only on paper and uncatalogued in a dark warehouse. Thanks, Brad!

And Patrick Lawson spent six months converting the Budd drawings into something that our factory could use to make the models. So thanks Patrick!



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Rapido News

THE FP9A AND CANADIAN MODELS ARE DEDICATED TO
GABRIELA GARCIA
AND
SARAH PETERS

TWO IRREPLACEABLE WOMEN
WHO WILL BE MISSED ALWAYS.



LES MODÈLES DE LA FP9A ET DU CANADIEN SONT DEDIEES À
GABRIELA GARCIA
ET
SARAH PETERS

DEUX FEMMES IRREMPLAÇABLES,
ELLES NOUS MANQUERONT POUR TOUJOURS.