

Garden Trains

From A to Z

E is for Engines (new)



Better Information - Better Railroad
LSOL.com - The Leader in Online Information



Garden Trains - A to Z

What you will find in this document.

Discussion groups are a great way to share information. One thing that is unique to LSOL.com is our Tuesday Topic. Each week, for almost six years, we have discussed a specific group topic. It could be about bridges, or maybe you like steam vs. diesel engines. Many times it is about how people solved a problem, or what they think about a current issue or product. My favorite was several years ago. "If your railroad was a candy bar, what would it be." (Good and Plenty, Milk Dud, etc.) We have fun at LSOL.com as well as help each other with serious issues on our railroads.

Now with almost 300 different weekly discussions online we wanted to make it easier for you to use this vast knowledge base of topics. We are taking the time to edit the best answers on a specific Tuesday topic into PDF documents. We have also added photos as available so you can see just what was being talked about from each of the users.

This paper is different than one written by just one author on a topic. You are getting dozens and dozens of years of combined experience from some of the smartest people running Large Scale Trains today. Save this document and start building your own personal reference library on your computer today.

What is LSOL.com? (Large Scale Online)

Large Scale Online has been providing information for Large Scale Garden Train enthusiasts for almost 15 years. We are the oldest, largest, and most professional web site on the Internet that is exclusive to Large Scale Garden Trains.

LSOL.com provides information in many different ways. We have online articles, videos for you to watch and photos for you to see how it is done. We also have organized and secure online discussion groups. We are the only site that requires people to use their real name. No hiding behind your keyboard making anonymous posts. Join Us.

This document is intended for members of LSOL.com. If you have received this document and are not a member of LSOL.com we ask that you please delete it, or come to our site and use the code [AtoZ](#) to join and get a discount on your membership subscription. You will be able to access even more information like this.

Engines (New Models)

Manufacturers Next Engine to Build?

We have LGB, USA, Aristo-Craft and Bachmann making us engines. It seems like they all get the same idea and build at different price ranges. We've got expensive GG-1 and inexpensive ones on the books. It seems to me that there are some models missing.

What is the next engine you would buy?

Why would you want that model?

How was it used and what road names would you pick?

Noel Widdifield

My vote would be for a NYC Niagara, a NYC 4-8-2 or one of the NYC Sharks. I am a little biased toward NYC, but I would buy a couple of each.

Brad Bennett

I'd like to see anyone manufacture a Northern in 1/29 scale, as well as a Pennsy K-4. However, my ultimate dream would be for someone to make a 1/29th Milwaukee Road Little Joe electric, with working pantographs. Of course, in conjunction with this you'd have to make a set of streamliners for the Hiawatha, including the wonderful Stevens Designed Observation car with that unique roofline and greenhouse glass.

John Damkier

For sure it would be an ATSF Warbonnet EMDF7A. This has always been my favorite engine. I would pull freight as I don't have the wide curves for the Super Chief passenger cars.

Dennis Paulson

Fairbanks Morse Trainmaster, or the little FM diesels as well.

Heck, I wish USA Trains would sell an undecorated in BLACK paint, in addition to grey plastic undecorated.

With a basic black NW2 , GP7 , F3A , a person could add paint and decals and modelPenn Central , the Illinois Central green diamond era , early L&N freight diesels , and especially the Southern RR , by adding the stripes and lettering , Southern modelers could be happy , they were in green a shorter time than black . And oh yes, the C&EI with added stripes, and others as well. Just basic black please

Scott Suleski

I was surprised to see Aristo come out with the E8 before doing a 4 axel diesel. I was hoping to see the GP40 they talked about next. I know USA is doing a S4 along with their SD70MAC so at least they are trying to keep the people with smaller radius curves in the hobby. I'd like to see some more modern 4 axle diesels.

As an aside I am totally amazed at all the GG1's are being made. I always thought it was a weird loco. It really needs overhead wires to run on. How many layouts have these? Also the GG1 only saw Pennsy, PC, Conrail and Amtrak livery. Although it won't surprise me to see it in SF Warbonnet for sales.

Peter Eaton

Hopefully now that USA has come out with the S-4 they will continue in that line and do the RS-1. Would also like to see more of the EMD switchers, SW1200, SW1500 would be nice. I also would like to see a RS-11.

Revell Walker

F-40! I don't know why this engine is being patently ignored by Charlie! Licensing?

Sid Suydam

Would like to see a 2-8-0 next. Am a steam nut I run 5 steamers now. Also a reasonably priced 4-8-4. USA is pricey for what you get.

Dennis Paulson

I would like Fairbanks Morse H-16-44 in Southern Green paint scheme , it would operate fine on my layout , it ran here where I live , and it was my FIRST diesel ride along as a child , which seemed like a really big locomotive to climb up . Here is a picture of my first diesel ride, special to me and it would be neat to have a model of it, for sure.



Steve Quaranto

USA SD 70 Mac in up BNSF ATSF BNSF in warbonnet f3 NP f3 green PRR f3 Southern RR
I love diesels. That would make my f3 collection of f3 complete.
Till they do more rd names. I love these for freight and passenger trains!

John Cole

I would like to see the Fairbanks Morse "Junior" Trainmaster H-16-66 in C&NW roadname. It has never been done. They were used to haul the iron ore from the mines in the U.P. of Michigan.

Joe Fotschky

I would like to see Aristo-Craft come out with a Pacific in live steam once the live steam Mikado's are released.

Mike Evans

I would like to see a garage company make a replacement cab for the Aristo mallet so it can pretend to be a cab-forward. Also love the idea of a great live steam 4-4-0 with all the needed improvements we've learned about from aristo and accucraft. If it could come in around \$1,000 it would sell briskly.

Peter J. Stremic

Reading Pacific Camelback would be my choice. Was a big favorite on the East coast, PA & NJ especially. (Maybe that's why it's not being offered?) No models in g-gauge exist (other than expensive brass or kit bashes).

Bill Rohm

I'd love a Pennsy K-4 - especially one made by LGB. I was really disappointed that LGB had only 1 PRR item for 2005.

Wil Davis

I would like to see a small 2-8-0 that would work with the smaller scales as opposed to the Bachmann 1:20.3 versions. I would especially like it if it had a belpaire fire box, like a Great Northern F-8, but would settle for a generic version.

Jon D. Miller

A 1:20.3 Mike similar to a EBT unit would be welcome. Or a 1:20.3 MLW ALCO White Pass diesel.

Elaine Haggenbottom

I'm no longer interested in "acquisitions" at this time, but IF a Phila. Trolley OR a Reading MU or a Reading RDC came out, I would be hard pressed to say "NO"! These are all engines that I grew up with and enjoyed. My father helped build the "RDC's" by Budd, so they would have a special place. On the poll I voted for the "trolley" cause the others weren't listed as an option... Upon coming of age, I fell in love with the "GGIs" (sorry Scott) as well as the Reading Bee-line paint scheme; although to my knowledge I never rode on either of them...

Jon Kling

Bachmann to come out with a K-27/K-28 with the same detail as Acucraft but lower price

Bert Lattan

Don't forget MTH. The Hudson and Challenger models that I've run look great and operate great, particularly with DCS. And, at least to me, they look OK with 1:29 equipment.

I'd like to see a USRA switcher either 0-6-0 or 0-8-0. (I'd really like to see a Northern Pacific L-9 0-6-0 or G-2 0-8-0, but that's unlikely...)

Mike Evans

I would stand in line to buy a cab forward. Nothing says mountain railroading like one of these.

Ted Martin

This is my first post. I run trains on two different layouts. I have a 13 x 20 foot wall layout in my kitchen-dining room with 2 foot radius curves. I run a Hartland Mack and the 2 axel mini cars with bobber caboose. The size and perspective is just about right. I will probably get a steam unit for variety from Hartland. I also run on a large modular layout. The Aristo RS3 appeals to me. Problem is I can't decide if it should be Soo or Western Maryland. There are some excellent purchasing opportunities out there. Basically, I need something to pull my growing collection of cars that I can't run on the wall due to size.

Hal Schlomann

I agree with Jon Kling, a Bachman K-27/K-28 in 20.3 would be great

Geoffrey Worstell

As a west coaster, I feel that there's a bias for those geeky east coast locomotives (GG-1, NYC Hudson) that only ran on the east coast. I'm sure that the Pennsy and NYC lovers feel that there are too many of those geeky western locomotives. Yet, the generic locomotives that please us both are not nearly as much fun. I'd like to see someone do a modern 2-6-0 with alternate tenders, including an SP Vanderbilt tender. They'd probably sell an awful lot of extra SP Vanderbilt tenders out here in the west.

E. Paul Austin

I would buy a Logging Mike w/ 42" or 44" scale driver in 20.3 proportion. Plastic upper but a metal frame and low gearing. The tender is large enough for a set of batteries and RGS system w/ sound. I now have more locos that I can run so I am very picky about what I buy.

Patrick Underwood

If I were running one of these companies, I would create "The USRA Series." At the very least, a 0-8-0 and "light" versions of the Mike, Pacific and Mountain. The emphasis would be on 1) *correct* basic dimensions for each type (boiler courses, drivers, wheelbases, etc.) 2) basic, GENERIC detail (no oddities based on a particular road's modifications/appliances) and 3) a modular, rugged, powerful drive train with switchable rail/battery power.

Roadnames have become such an intellectual-property tangle that I'm not going to go there! Except to wager that "Undecorated" is going to become a lot more popular over time. I believe large scale is going standard-gauge. "The USRA Series" would succeed by cashing in on this direction. It could also form the basis of a thriving aftermarket for small operators to offer detail items such as feedwater heater kits, replacement drivers, valve gear kits, delta trailing trucks, replacement tenders, cabs and even boilers (The USRA engines were copied and modified endlessly by locomotive builders and railroads).

I'm conflicted on scale. 1:32 is more accurate, but 1:29 is more impressive and seems to be becoming the de facto standard for standard gauge. So, I won't go there either!

John Pletcher

I would love to see something unique like the Baldwin shark nose diesels or a Pennsy T1 Duplex steam locomotive. Locomotives such as these were from an era when design melded function, form, and style all together.

Paul Torrey

I would love to see models of the streamlined steamers of the 30's and 40's. Hudson's, Mountains, those modified steamers are nice looking.

A Burlington Northern Zephyr would be unique as well.

Ed Bailey

I'd like to see a 1:20 or 1:22 class A Climax or Shay with a vertical boiler and woodsy roadnames built for tight curves and steep grades

Todd Brody

I'd like an SP cab forward at a reasonable price (<\$500). I'd have one in a minute.

Glenn Habrial

How a big ole Berkshire or maybe an E3 in Seaboard purple I think it is the sexiest diesel

Bob Gentile

Oh, I would love to see Bachmann come out with a T boiler and an operating Steam Donkey. Well it would have to be 1/20. Anything steam makes me a happy camper.

Stan Dickison

I agree with Paul Torrey, most any of the streamlined steam locomotives would be great. And, how about USA Trains turning their J1e into a DREYFUS and/or COMMODORE VANDERBILT Hudson. Or simply a J3.

David Hayes

I agree with Will Davis, and would like to see smaller scales of Bachman style steam equipment. I appreciate USA's price points, attention to scale and detail, and bang for the buck (cast metal offerings excluded); and would like to see them do more steam offerings.

Marty Cozad

Boy I just don't know. I'm plainly running out of shelf space as it is.

Large steam engines is what I'd have to say. Northern, etc. Got to keep them under \$999.99 tho.

Robert Johnson

I'd go for the USRA 0-8-0 switcher in 1:29, FM Trainmaster, and I always thought the Shark nose was pretty good looking.

I think that road names depend on the part of the country you grew up in or live in now. I like Pennsy, CNJ, PRSL, D&H, and E-L mainly because I'm an easterner! I see a market for something between a 0-4-0 and the big road steamers, thus my choice for the 0-8-0.

Lee Carlson

A Mikado in 1:20.3 (preferably EBT 12) will be my next locomotive purchase. If it takes years, so be it. I'll then save the money for other hobby uses.

John Heath

I would love to see one of the 1/29th guys come out with a 2-8-0 I8 Reading Camelback. A perfect freight engine. Sorry Peter the Reading never had a Pacific camelback. Someone in the northeast had them but not Reading.

Also there is a need for older freight cars, not just motive power. I don't mean narrow gauge cars, we have enough of them.

Henry Anthony

I would like to see a 4-4-0 American reasonably priced. I have a photo of a Boston & Maine at the station in Brookline, NH circa 1890 and it is a 4-4-0. But then, I'm prejudiced. (The station still stands)

Orlando Pinelli

I would like to see an FM "baby" trainmaster and FM H-10-44 switcher both in Santa Fe silver Zebra stripes in 1/29. Also would like to see the new USA Alco switcher in Zebra Stripes. Also how about retro kits like high fans for the USA F3s. Would also like to see steam engines in affordable plastic instead of cast metal which everyone now seems to be going to. Those babies are beautiful but way out of my price range!!!

A 2-10-2 would be nice. Would be interesting to see how they got it to take 8 or 10 ft curves!

Richard Roemer

I would like to see Bachmann now come out with a derlin narrow gauge k-28, k-27 with a blind center driver so model can negotiate a 46" radius curve in 1:20.3., in a price range of 900.00 to \$1,600.msrp
accucrafts are now sold out...but very pricey, \$3500.00, msrp.

Since aristo is coming out with a live steamer in 1/29 with all the toys for \$1,600.00...why not aristo come out with a k-28, their first 120.3 entry, in live steam, price below \$1,800.00 and or an electric version for around 1000 to \$1,500.00...in 120.3, both models in diecast metal. Both to negotiate 46 inch radius curve. Bachmann and aristo should include with models, to be r/c ready, included and installed, phoenix sound or sierra, also include a crew.

Kenneth Allen

My favorite engine to see in large scale 1.29 to be exact, would be the ugly bi-pola and T-1, I know they are both electric and I don't have any overhead line on my layout and not planning on putting any I would still like to have one of each. I had one of each when in HO and still have the bi-pola, sold everything else but this one engine because I couldn't part with it.

William Halupka

I would like to see a better variety of trolleys and/or interurban cars. Heartland has some nice units, but I'd like to see what the other manufacturers could come up with.

Paul Roberts

Gotta be a "SELKIRK" or Hudson in CNR or CPR livery!!!!Now that's the only way to fly!

Tim Hytrek

I would like to see Bachmann, LGB, Hartland, MTH and anyone else do what Aristo Craft is doing. MAKE LIVE STEAM ENGINES!!!! Then, make some more. I commend Aristo Craft for stepping up to the plate on this and wish the other manufacturers would do the same.

Brian Wendorff

Not a big lgb fan. I would like to either Bachmann or aristo with sumpter valley mallet, unitah mallet. Also affordable k27, k28 would be nice. vert boiler shay, that is the kind of crazy thinking I like.

Randy Mower

I too would like to see a "standard gauge" consolidation that would look good alongside a Bachman ten wheeler. A generic version (standard firebox) etc. that could be used for a number of different roads. I also can't understand why someone doesn't make Belpare firebox retrofit kits that people who model roads with that type of firebox could just add on their models over the standard firebox (It would make the PRR fans happy without making a model that the rest of us who don't model PRR can't use. If Aristo ever comes out with their 2-8-0 that is planned based on a B&O engine it should help fill this void. Diesel wise the EMD catalog is starting to get pretty well represented, but there are only a couple of GE models and Alco engines available. There are not any Fairbanks Morse, Baldwin or Lima products made yet. If another diesel is going to come out my vote would be a shark nose (RF-16) [I only run steam though]. I would also like to see a three truck shay; it would not be that hard for Bachman to produce one with some modification of their existing class B shay model.

Anthony Petuskey

Definitely agree with the EBT mikes 12 would be good or 14/15 for a medium or the last three for a heavy any reasonably priced DRG&W K series

Sid Suydam

Would like to see a 2-8-0 next. Am a steam nut I run 5 steamers now. Also a reasonably priced 4-8-4. USA is pricey for what you get.

Jim Sweeney

Since there is so much emphasis on logging and we have all of those great logging locos there is only one Great logging loco left. That is the SIERRA RR articulated 2-6-6-2. #38. It is a small engine for that wheel size and would make a great follow up to all of those shays and heislars, etc,
What about it, Bachman????

Ronald Peterson

Would like an Alco RS1. I just like the steam to diesel look of that engine. Roof overhangs not round corners. Waiting for the Aristo 2-8-0. My largest curve is 10'.

USA trains could make some SW type bodies for the NW2 frame without much trouble. We could have a choice of SW 8, 9, 12 or NW2 on the same frame. USA could also make a chop nose GP 9. A better drawings and parts supply like Athearn does in HO for its customers. One of the companies needs to take notes on how Athearn does things. I was in HO for a long time and the problem with G is not a good supply of parts for repairs or scratch building. I was in Germany for 25 months in the early 70's running 052 class 2-10-0's, I hope Marklin will build one of these engines with the round war tender. I keep watching.

Dale Scott

This TTT Intrigues me. I would like for any manufacturer to come out with a live steam 4-4-0 American 1:20.3 would be perfect; however I could live with any scale. WHY: This is the loco that opened the American west. It was considered to be the most modern loco during the civil war era. It will look good on almost any steam layout. It is still the preferred loco for excursion trains. I hope the power that is reads this. Thanks for the opportunity to voice my opinion.

Richard Bowen

Since this is my first posting ever, please excuse any mistakes or shortcomings. As many of us that are in the hobby, I am sure each one has a different "special" engine that they would like to see developed. For me, that would be an ALCO Century series, specifically the C-628. And yes, it should be lettered for the Lehigh Valley. That "Snowbird" would be awesome. The Cornell Red paint scheme would be impressive too. I would also like the manufacturers to keep the windows a separate item when shipping undecorated models. Sure would make painting easier.

Larry Bangle

I would like to see an availability of engines already produced. This (LIMITED RUN) is ridiculous. Manufacturers could surely? order a rerun on a product, with improvements, cheaper than developing a brand new engine. I bought a USA Santa Fe Warbonnet Cow, and have asked for a calf for two years, with a "NOT AVAILABLE" as an answer. I also have purchased the Milwaukee Heavy Weight Passenger Cars as I could find an afford them. Now, "No Engine is Available". WOW! At least, I Feel better now! Thanks for air time.