

Model Railroad Hostlers Locomotive Duty Selection Matrix (round horsepower up)

Flat Grade Pulling Power **Locomotive Type**

Geared for under 30 mph

A	250hp diesel <i>or</i> 250hp gasoline
B	500hp diesel (4-wheel industrial diesel)
C	750hp diesel <i>or</i> 0-4-0
F	0-6-0
L	0-8-0
R	2-10-2 <i>or</i> 2-6-6-2

Normally, only locomotives with foot boards should be used for yard switching.

Geared for under 55 mph

C	4-4-0
D	1,000hp diesel
E	1,250hp diesel
F	1,500hp low geared diesel <i>or</i> 2-4-2 <i>or</i> 2-6-0
G	1,750hp low geared diesel
H	2,000hp low geared diesel <i>or</i> 2-6-2
I	2,250hp low geared diesel
J	2,500hp low geared diesel
K	2,750hp low geared diesel
L	3,000hp low geared diesel <i>or</i> 2-8-0 <i>or</i> 4-8-0
O	2-8-2
P	2-10-0
R	4-10-2
W	2-8-8-2

Geared for 55 mph plus

A	Rail Diesel Car (dual engine)
E	1,500hp high geared diesel <i>or</i> 4-4-2 <i>or</i> 4-6-0
F	1,750hp high geared diesel
G	2,000hp high geared diesel <i>or</i> 4-6-2
H	2,250hp high geared diesel
I	2,500hp high geared diesel
J	2,750hp high geared diesel
K	3,000hp high geared diesel <i>or</i> 4-6-4
N	4-8-2
S	4-8-4
T	2-8-4
V	6-8-6 (turbine)
W	2-10-4 <i>or</i> 2-6-6-4
X	4-6-6-4
Z	2-6-6-6 <i>or</i> GG-1 (electric)

Estimated Load Pulling (what the letter designations mean)

A = 1 empty heavyweight passenger car,
or **1.5** empty streamlined passenger cars / bulk goods cars / high-capacity general merchandise cars,
or **2** empty general merchandise cars.

(Subtract **0.5** from the quantity if a car is fully loaded)

B = A + A, and **C = A + A + A**, and *etcetera...* (Each consecutive letter roughly equals an extra 250hp).