



N.C. Hibbett Train Collection

Mt. Juliet Heritage Set



Introduction

Take any railroad anywhere and chances are it has had multiple owners and operators. Between buy outs, mergers, bankruptcy, and takeovers, the railroad business is a volatile one. The present tracks thru Mt. Juliet are no exception. Originally placed over 130 years ago, they still play a vital role today for freight and commuter service to our area.

The theme for this set is to use cars whose road names represent current and past owners of the Mt. Juliet tracks. This was never a manufactures set, rather it is composed of cars from the collection that have road names of the railroads that owned and operated the tracks thru Mt. Juliet. Note that Mr. Hibbett repainted several cars for this very purpose. The cars are listed in chronological order of ownership of the local tracks.

The Consist

Locomotive 5772:



History

Lionel manufactured this unit type from 1974 to 1976 in the Modern - MPC era. This locomotive is based on the General Electric four axle (B-B) U36B. This unit was produced by GE from 1969 to 1974. It was powered by a GE FDL-16, four stroke V-16 cylinder, turbocharged diesel producing 3,600 HP. There were 128 units produced for three road names. Most were made for Seaboard Coast Line Railroad (108). It was capable of 70 mph and 70,000 lbf. of tractive effort. The U36B was the most powerful four axle locomotive ever built. Because of the "U" in the model number, it was frequently known as a U Boat.

Features

This model engine features a single pullmotor, operating headlight front and rear, illuminated cab and number plates, three step reverse e-unit, die-cast metal trucks, metal hand rails, metal wheels and axles, sheet metal base, simulated fuel tank, and self-centering operating disk couplers. Two axles are powered and each axle has one traction tire. There is no operating horn.

Nashville and Eastern did have a U36B numbered 5772 on its roster of motive power. See picture below. This unit would have passed thru Mt. Juliet many times. N&E's roster of motive power lists the 5772 as the only U36B it owned. It was built in October 1971 as GE build number GE 38042. It was built for the Seaboard Coast Line as unit number 1820. Seaboard was purchased by CSXT and this unit was renumbered as 5772 at that time. It was subsequently sold to N&E. It was eventually scrapped by N&E.



Lionel 9494:



This car is one of a series of Modern-MPC cars that are patterned after the Post War 6464 series. It is a Nashville, Chattanooga, and St. Louis (NC&StL) road name, red body, wide yellow upper body stripe, with white lettering. Also has two operating doors, one brake wheel, metal chassis, plastic trucks and disk/tab couplers. Made in 1983-1984, there are two in the MJ collection.

Lionel 20412:



This is a repaint of a Lionel car made in 1983-84. Brown with an dark yellow stripe it has white lettering to reflect another style of the NC&St.L railroad box car.

Lionel 102402:



This is a 2001 Louisville & Nashville box car. Blue with yellow lettering. This car has a different side style (waffle) from all the other cars. Lionel cat no. 6-15013

Lionel 8970 TCRY Repaint:



Modern version of a Lionel 6464 style box car. Two opening side doors, metal chassis, plastic trucks, brown sides, black doors and roof. Mr. Hibbett repaint, not sure of original Lionel number, but the words "Lionel" are faintly visible.

Lionel 16419:



Modern era hopper car made in 1996. Twin bays, AAR style trucks with disk tab couplers. Brown body with yellow Tennessee Central marking, Open top with simulated coal load

Lionel 2200 N&E:



This Nashville and Eastern box car is a modern version of the 6464 series. It has two opening side doors, plastic trucks, and plastic detailed chassis.

9827 Stretch Caboose



This caboose is a combination of two Lionel SP Caboosees. The first (either a 2357B or a 6457) was cut just ahead of the cupola becoming the front of the new caboose. The second (a 6059) was cut two sections ahead of the cupola becoming the rear of the new caboose. The chassis of the front end caboose was cut and extended. Plastic lenses were

added to the windows and a light was added. Both trucks are staple end with one having a magnetic coupler and the other having an open coil coupler. The coil coupler is missing the pickup slide so is therefore non-operating. The caboose retained the ladder and brake wheel of the front section. It has been repainted as a Tennessee Central Railroad caboose.