



N.C. Hibbett Train Collection

Frisko Mixed Freight



Introduction

This mixed freight consist was put together to highlight some unique cars to the collection. It does not represent any factory set. It certainly does represent a typical mixed freight train of the 1950s & 1960s.

The Consist

Locomotive 571:



History

Lionel sold this GM EMD GP-7 as part of a Frisco Freight Set #6-21972. The set included open top hopper, single dome tank, single door box, and SP type caboose cars. The set sold for \$200 in 2000.

The General Motors Electro Motor Division GP-7 is a four axle (B-B) diesel electric Hood Unit type locomotive built between 1949 and 1954. 2,729 units were built. It was powered by an EMD 1500 HP 567B V-16 two stroke engine using a Roots blower for aspiration. This was the first of the Hood Unit style engines that replaced the earlier more stream lined Cab Units. This model series is frequently referred to as "Geeps"

The Frisco name was a nickname for the St. Louis – San Francisco Railway that ran in the Midwest and south-central US. It was founded in 1896 and was purchased by the Burlington Northern Railroad in 1980. GP-7's can be seen today in short line and excursion service.

Features

This model engine features a plastic cab, stamped metal frame, a single can motor, 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 axels are powered and each axle has one traction tire. There is an operating diesel horn.

Lionel 16126:



sides, a brake wheel on one end, and die cast trucks. This diesel sounds version has a green body with yellow lettering, this is a Seaboard Railroad box car.

There is an on – off switch and volume control on the bottom of each car. There is one of each in the collection.

Lionel 25000:



Lehigh Valley Type III No. 6456 (G)

bottom of the sixth panel. This was a premium car has it has a brake wheel, corner steps and metal bar end trucks.

Lionel 6465:



Sunoco No. 6465

In 2000 Lionel build these box cars that contained “railsounds” electronics and a speaker. They make sounds of prototypical locomotives such as steam chuff and whistle or horn and diesel revving up. Both have plastic bodies, stamped metal frame, metal door frame on both

The Lehigh Valley two bay Hopper Car No. 6476-60 is a Variation F of the Type VI black plastic body that has white lettering. This car was available in 1957 and shows the number "25000" on the sides of the car. This is not Lionel's production number. The actual number is printed to the right, "6476," at the

The double dome tank car is the one of the most common cars of the post war Lionel period. The tank was plastic and before 1958 the hand rail was metal, plastic molded with the tank after that time. The chassis is stamped metal with no brake wheels. This Sunoco labeled car was made in 1952 and has metal bar end trucks.

Lionel 2452:



Pennsylvania No. 2452 (J)

This Pennsylvania gondola car is carrying four air activated canisters. This is a premium car and oldest gondola in the collection. It has corner steps, brake wheel, staple end die cast trucks and sliding shoe open coil couplers. This type of truck is one of the very few examples of

this type of truck. The air activated canisters were a staple of post war gondolas and still show up in modern cars. They held concrete powder that was moved by compressed air at the construction side to be mixed with water. Very common at one time in the northeast USA.

Lionel 6475:



Libby's crushed pineapple vat car. First available as a promotional set in 1963. Lionel also made a more generic pickle vat car. Rarely seen on open track, they were primarily used within large manufacturing facilities on private tracks. Now that's a lot of pineapples!

Lionel 6517:



Erie No. 6517-75 (A)

The Bay Window Caboose was a premium caboose that; because of its length, used passenger car die cast trucks. It was lighted, couplers on both ends, brake wheels, and ladders. This is the only bay window type caboose in the collection. As freight cars became taller, the bay window style became more popular for viewing

the condition of the train while under way. The caboose outside of the front of the community center is a Bay Window Caboose.