

METCA

MEMORIAL

VOLUME 5 NUMBER 2

MAY 1975

PAST PRESIDENT'S MESSAGE

I have enjoyed working for all of you this past year and I thank you members (METCA) for making this possible.

Your ideas are helping us all. Our objectives at meets are to better and benefit all.

METCA is growing rapidly, let's keep our division well supported, well informed and remember fellowship means fun in train collecting.

Thank you all for the high percentage of ballot returns in our elections.

This past October in Strasburg, Pa., the National Board of Directors has approved the purchase of 3 acres of land for our national office and museum. This land is at the rear of The Red Caboose Motel and Restaurant.

I wish you all lots of luck in your future collecting.

CHARLES FEYH

FEBRUARY 1975 MEET
DOOR PRIZES

MEMBERS

Ernie Knudsen--T.C.A. 1967 Box Car.

WOMEN AND CHILDREN

Carol Haven--Lionel Ore Dump Car
Anne Azinarrow--N Gauge Train Set

REMAINING 1975 MEETS

SEPTEMBER 20th, 1975 (all day)

NOVEMBER 15th, 1975 (all day)

These are the future Saturday only all day meet dates to put on your calendar now!!!!

Plan ahead to attend these meets.

NEWLY ELECTED OFFICERS OF NOVEMBER 16THS, 1974 MEET

PRESIDENT-----PAT SCUORZO
VICE PRESIDENT---FRANK CAMILERI
SEC.-TREAS.-----JOSEPH FRANCIS
SGT.-AT-ARMS-----ARTHUR ROSENTHAL
DIRECTOR-----NICK RAZZA

CONGRATULATIONS!

NOVEMBER 16th, 1974 MEET
DOOR PRIZES

MEMBERS

Alan Gordon-----McCov Car
Howard Godell----Broadway limited
-----Train Set
Alfred Levie-----HO Set
Donald Miller----Lionel Race Car
Set

WOMEN AND CHILDREN

Marlene Barnete--Tank Set
Randy DeHanes----Model Train Book
Mrs. Brink-----Model Train Book
Ben Deutschman---Trolley Book

A SALUTE TO COLLECTOR ERNEST DAVIS

Many of our most recent collectors who hold membership in T.C.A. may not know Ernest Davis. He, however, is one of ranks most knowledgeable persons. Ernest has been collecting for many years. Even before joining T.C.A. Ernest was amassing a most beautiful and representative collection of Lionel. If you have had the pleasure of meeting Ernest you know that he is a most cordial gentleman willing to share his vast knowledge in every way as evident by his recent articles on the 6464 box car articles in our T.C.A. quarterlies of late.

CONTINUED

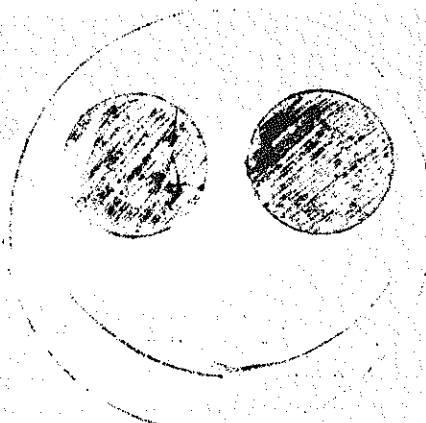
It is a tribute to our organization that such a person could contribute cheerfully and regularly to the knowledge of our lot in the way he does. I am personally proud of his contribution and willingness to share his knowledge in a day of severe competition and unwillingness to aid and assist others.

Finally this editorial serves as a commission to other interested and compassionate individuals to follow in the footsteps of the noted collector, gentleman, and friend.

RICHARD DENES

POSTWAR LIONEL QUAD HOPPERS

by Ernest B. Davis with special thanks to Jerry Tulca



Possibly the most valued freight car manufactured by Lionel prior to World War II, the black Baltimore & Ohio quad hopper was produced fully to scale and catalogued from 1940 through 1942. Offered as # 71 with scale trucks and couplers, a 'tinplate' version, differing only in the use of the tiny number 2956 and in being equipped with tinplate trucks and couplers, was also issued throughout this period.

When Lionel resumed production after the war, a number of left-over bodies with the 2956 number were mounted on post-war knuckle coupler trucks, and offered as #2956 in the 1946 and 1947 catalogs; through no gray versions, as pictured the latter year, are known. This was a beautiful model, with hoppers that could actually be operated manual but would spring back into a closed position when released. It was never actually manufactured after World War II, merely assembled and after 1947 discontinued.

Not until 1954 did Lionel introduce another quad hopper, with a completely redesigned body molded in a light weight plastic. Catalogued as #4446, it was produced almost exactly as shown on page 24 of the 1954 catalog, except that the last two digits of the year of its introduction were included in the number appearing on the car, "44465". Gray, with black lettering in the Norfolk & Western roadname, it was issued with a cover, complete with 12 spring-loaded hatches, and identified as a "cement hopper."

Though lacking some of the scale detailing of its predecessor, the design, length, and overall attractiveness of this model apparently met with sufficient buyer approval for Lionel to determine to continue and expand the line. In 1955, the same roadname was offered again, this time in black, with white lettering. It was pictured twice in the catalog, on pages 21 and 25; both indicating the same print format that had been employed the previous year, but again only the number "4446." Evidently, a number of these cars were run with the original "44465" number before it was determined that the black Norfolk and Western should carry the number "4462" that is generally found on this car; as one in every five or six such cars encountered does bear this earlier number.

Also, in 1955, it was decided to introduce a "topless" version of this quad hopper. Such a car in the Lehigh Valley roadname was shown on pages 12 and 13 in gray with maroon lettering. The road initials and car number, indistinct but apparently of five or six digits, were illustrated lower and farther to the right than subsequent production warranted; but otherwise these illustrations depicted the print format as it did turn out. The paint scheme shown, however, was never produced; it came instead in black with white lettering, and bearing the number

"4461." Though one of the most common of the quad hoppers, this car was never illustrated in any Lionel catalog. It must be assumed that it was only produced in 1955, though a rather large production run is certainly indicated. The first models of this car were identical physically to the earlier "4446" without a cover. It was soon realized, however, that the lack of support provided by the cover permitted the long sides of the open car to bow inward. This was corrected with the introduction of the centerbrace, inserted in holes drilled in the sides of these cars. Another version of this car was shown on page 20 of the 1955 catalog, a "446" in maroon with white lettering. While never found with that simplified number, it is relatively common numbered "44625," under never seen the maroon versions of this car always bear the notation "New" in the lower half of the center panel on each side.

A new covered quad hopper was introduced in 1956, silver, with blue lettering, it was produced substantially as pictured on pages 11, 12, & 13, 21, and 30: except that the number and all dimensional data on the sides, and the number "624656" appears on the car rather than the "6246" shown in the illustrations. This was the first, and only, quad hopper produced with a decal herald. Of the aluminum press-on type, it provided the only clue to the identity of the car, reading "Alcoa Aluminum" in large print, with a tiny "Aluminum Company of America" underneath. It is probable that a few of these cars slipped past quality control without these herald stickers in the first place, and others have lost their decals over the years; so this car may be encountered with no means of identification other than familiarity with the paint scheme and number. It was the first of the quad hoppers to be supplied with the new-in-1956 couplers that had tabs for manual uncoupling. Catalogued only this year, it has become one of the more cherished of the postwar hoppers, particularly with the silver paint in superior condition.

The maroon 642625 Lehigh Valley open quad hopper was continued in 1956, and illustrated correctly on pages 21 and 22, with the complete number. It also carried the new couplers this year and the next one, so is the only quad hopper to correctly bear both versions of the metal couplers in use in this era. But the red model with yellow lettering shown on page 6 was never made. This was either a color distortion in printing or intended to illustrate a dual hopper.

The Norfolk and Western roadname was revived for the 1957 covered quad hopper, catalogued on page 40 as "4446" in gray with black lettering. This was the color scheme in which it was produced; but this year, it bore the number "44462" providing the first number reversal in the gray color. It was also the last covered quad hopper until 1962, and the last one to be issued without centerbrace holes in the sides.

The 1957 catalog also offered the 642625 maroon Lehigh Valley open quad hopper for the last time, and illustrated it rather poorly on page 42.

This same year marked the introduction of what is doubtless the most valued of the postwar hoppers, the open Lehigh Valley in lilac with grape-colored lettering that was offered only as a part of the pastel girls train. Pictured only on page 12 with the number "446" shown on the car and some of the dimensional data misplaced, it was produced with the same printing the previous Lehigh Valley quad hoppers had sported, except that the number used on the car was "44657". The boxes in which these cars were packed, however, carried the number "446-500." This was the last quad hopper to be released with metal trucks and couplers.

It was continued in 1958, and illustrated correctly on page 13 only, as a part of the girl's set. Here the description refers to it by the "446-500," number, in which it was boxed. There is no indication that there was any production of this car this year, but rather a sell-off of the 1957 production; and this car is not found with the plastic trucks introduced in 1958.

This article will be continued in the next METCA News Letter.

METROPOLITAN DIV. T. C. A.
Office of Secretary
P. O. BOX 207
SOUTH AMBOY, N. J. 08879

ANNUAL FINANCIAL REPORT FOR THE YEAR 1974

BALANCE ON HAND AS OF JANUARY 1, 1974	\$5294.84
DEPOSITS FOR THE YEAR 1974	5795.08
TOTAL	<u>\$11190.92</u>

EXPENSE FOR THE YEAR 1974

HALL RENTAL AND CLEANUP	\$3070.00
DOOR PRIZES	1016.00
POLICE SECURITY DUTY	575.50
SECRETARY'S SALARY	1200.00
PRESIDENTS CONVENTION EXPENSE	700.00
NEWSLETTERS, BALLOTS, AND STATIONARY	789.30
POSTAGE	574.60
TELEPHONE	517.45
METCA MEETING REGISTRATION	221.75
METCA INSURANCE	26.00
METCA MEETING REFUNDS	177.00
MEMBERSHIPS IN T. C. A.	202.50
METCA MEETING MONEY	200.00
TOTAL	<u>\$9580.10</u>

BALANCE	\$1510.82
LESS BAD CHECKS	22.12

BALANCE 12/31/74 \$1588.70

RESPECTFULLY SUBMITTED BY:

Joseph F. Francis
JOSEPH F. FRANCIS, SECRETARY/TREASURER

METCA MEET

WHERE: KENILWORTH VETERANS CENTER
SOUTH 21ST STREET
KENILWORTH, NEW JERSEY
(PARKWAY EXIT #128)

WHEN: MAY 17th, 1975 2P.M. TO 10P.M.

ADMISSION: ADVANCE MEMBERS \$4.00
OR GUESTS \$5.00
AT DOOR WOMEN & CHILDREN UNDER 18 \$1.00
SENIOR T.C.A. MEMBERS & THEIR WIVES 65 OR OLDER---
NO ADMISSION CHARGE

TABLES: \$1.50 EACH: ONE PER MEMBER ONLY.

HALL WILL OPEN EARLY FOR MEMBERS WHO ARE PRE-REGISTERED AND HAVE TABLES, SO THEY MAY SET UP.

NO TRANSACTIONS UNTIL AFTER 2P.M.

PLEASE READ AND HEED THESE RULES ABOUT GUESTS! A guest is a male over 18 years old. He must pay registration fees and show identification. He must now be ACCOMPANIED BY YOU when registering. Please do not send a guest in on his own. He will be checked against prior attendance records.

All reserved tables will be held til 5P.M., after then they will be made available to the door registrants.

PARENTS PLEASE NOTE: You will be held responsible for all damage done by your children.

If you want a table next to a friend register together and every effort will be made to accommodate your request.

1975 dues are payable now. For 1975 dues are \$1.00 per year. No tags will be mailed. Pick up your tags at the hall!

MAIL TO: JOSEPH FRANCIS, P.O. BOX 207, SOUTH AMBOY, N.J. 08879

1975 Dues \$1.00-----\$
 MEMBERS \$4.00 NAME _____ \$

ADDRESS _____

CITY _____ STATE _____

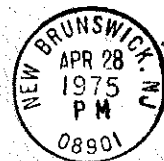
WOMEN \$ CHILDREN (SHOW ADDRESS, IF DIFFERENT THAN YOURS) \$1.00EA.
\$

GUESTS: \$5.00 EA. NAME _____ \$
ADDRESS _____
CITY _____ STATE _____

TABLES, ONE PER REGISTERED MEMBER \$1.50-EACH \$
TOTAL AMOUNT ENCLOSED \$

CLOSING DATE FOR PRE-REGISTRATION MAY 12, 1975

METROPOLITAN DIV. T. C. A.
OFFICE OF SECRETARY
P. O. BOX 207
SOUTH AMBOY, N. J. 08879



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