

# METCA NEWSLETTER

VOLUME 5 NUMBER 3

SEPTEMBER 1975

## PRESIDENTS MESSAGE

RE: 1976 CONVENTION

Reservations should be made as soon as possible. Projected attendance at this convention should exceed 2,500 members. I would once again encourage all to make all necessary arrangements pertaining to lodging, transportation, etc.

## METCA OFFICERS TENURE

At a meeting of the Metca Board of Directors it was decided that it would be recommended to our membership that we elect our officers for a 2 year term. It is felt that such procedure would enhance the ideals and aspirations of our ranks. It is duly felt that such a tenure is needed for our officers to function effectively in their respective positions.

It has impressed our directors that by the time we familiarize ourselves with the problems we necessarily encounter it then becomes time to relinquish our terms. We therefore concur that a 2 year term would enhance us to deal realistically and intelligently with our duties and concerns.

More information will be forthcoming at our September meet. It necessarily behooves all of us to be in attendance at this upcoming meet.

WANT-804 Box Car-Maroon Top-Orange sides-no journal boxes-latch couplers.

CHARLES FEYH

WANT-Scale "0" gauge single pieces or whole collection. U.S. Hobbies or mix grey.

JOE FRANCIS

HAVE-Available now! 763 drivers w/ spoked steel rims. Coming soon!

700 & 773 steel rim spoked drivers.

ART ROSENTHAL

## BULLETIN

T.C.A. MUSEUM CONTROVERSY

We at the Board of METCA are deeply concerned with the situation as it now exists relative to the proposed Train Collectors' Association Museum.

Our concerns lie mainly with certain inaccuracies and deficiencies that exist relative to financing this proposal.

After much scrutinization and evaluation of the financial reports submitted by our National Headquarters, we find serious inconsistencies with the manner and logic with which the proposal has been founded.

The above findings in our sincere opinions have serious overtones relative to the concerns and well-being of our membership.

We submit that nowhere in the reports aforementioned is there any indication of cost and payment on how the actual financing will be made. The latest figure presented informed us of an astronomical sum of \$417,690. plus an additional annual perating cost of an estimated \$68,100. These figures will be available at the forthcoming September Meet.

The details from the National Headquarters will also be available at our meet. Please attend!

SORRY!

Because of last issue's most terrible copy, the editor would like to appologize and has chosen to publish Ernie Davis' most informative article again for the benefit of its readers.

## POSTWAR LIONEL QUAD HOPPERS

By Ernest B. Davis, with special thanks to Jerry Tulga

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 #716 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 postwar knuckle coupler trucks, and offered as #2856 in the 1946 and 1947 catalogues; though no gray versions, as pictured the latter year, are known. This was a beautiful model, with hoppers that could actually be operated manually, 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 #6446, it was produced almost exactly as shown on page 34 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, "546446." 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 35; both indicating the same print format that had been employed the previous year, but again only the number "6446." Evidently, a number of these cars were run with the original "546446" number before it was determined that the black Norfolk and Western should carry the number "644625" 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 18 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 "64361." 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 "6446" 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 33 of the 1955 catalog; a "6436" in maroon with white lettering. While never found with that simplified number, it is relatively common numbered "643625," under which number it was catalogued the two subsequent years.

I have never seen the maroon version without the centerbrace; but both the black and maroon versions of this car always bear the notation "New-3-55" 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 are grouped at the bottom of the two panels flanking the center one on the sides, and the number "634656" appears on the car rather than the "6346" 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 stockers 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 "643625" Lehigh Valley open quad hopper was continued in 1956, and illustrated correctly on pages 21 and 33, 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 "6446" in gray with black lettering. This was the color scheme in which it was produced; but this year, it bore the number "644625" providing the first number reversal in the gray color. It was also the last covered quad hopper until 1963, and the last one to be issued without centerbrace holes in the sides.

The 1957 catalog also offered the 643625 maroon Lehigh Valley open quad hopper for the last time, and illustrated it rather poorly on page 43.

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 "6436" 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 "643657."

The boxes in which these cars were packed, however, carried the number "6436-500." 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 "6436-500" 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 year also saw the introduction of another quad hopper destined for stardom; the red Minneapolis & St. Louis with white lettering, numbered 6536. Though continued in one set in 1959, and revived in another in 1963, it appears to be relatively scarce. It was the first quad

hopper to be issued with plastic trucks and couplers, and the last to bear a built date in its print format. Shown on page 22 of the 1958 catalog, this car was produced substantially as depicted.

In 1959, the continued 6536 was shown again, accurately, on page 10, as a part of one set. The other quad hopper offered was the "6636" Alaska. In black, with orange-yellow lettering, it was produced as pictured on page 25, except that the silhouetted Eskimo was not employed on the actual car. For some reason, the printing shown in the other illustration of this car, on 43, was badly distorted. Also issued with plastic trucks and couplers, of course, this was the first undated quad hopper, and another of the more prized ones.

In the 1960 catalog, the 6636 Alaska is illustrated a bit more accurately on page 13, where its only appearance is in a set. The last roadname in this series, the 6736 Detroit & Mackinac, was also introduced. Issued with plastic trucks and couplers, of course, it was produced in red with white lettering, and illustrated with various flaws on pages 27, 29, and 42.

In 1961, the "6736" was the only quad hopper offered. It was pictured accurately on page 54, except that the artist overlooked the "Built by Lionel" notation in the lower left. The other two illustrations of this car, on pages 37 and 43, showed a number of inaccuracies in the print format.

The 6736 appeared last in the 1962 catalog. It was again the only quad hopper offered that year; and was shown just once, on page 37, again correctly except for the missing "Built by Lionel" notation.

No quad hoppers were offered for individual sale in the 1963 catalog. This was, however, probably the most interesting year of production of these cars, as four different models were offered in sets. Although two were issued with covers, all were produced with the holes in the sides for the centerbraces; and of course, these centerbraces were installed in the open models. All four models were revivals of sorts, and issued with plastic trucks and couplers.

The covered Norfolk & Western model offered on page 15 as number "6446," but with no number shown on the car, was produced this year in gray with black lettering, and the "644625" number. The car employed the print format that had been used on its 1957 predecessor, but is easily identified by the centerbrace holes and plastic trucks.

Another revival was the 6536 open hopper in the Minneapolis & St. Louis roadname, offered on page 10. 1963 production of this model was virtually identical with the 1958-59 version, though the illustration left a bit to be desired.

An open Lehigh Valley quad hopper, offered as "6436-110" on page 19, was also introduced in the 1963 catalog. Red, with white printing, it utilized the same format as that employed on the previous three Lehigh Valley quad hoppers, with one exception. The number printed on the car was merely "6436," not the "6436-110" depicted in the catalog, though this number was printed on the boxes in which these cars were packed. This is the RAREST of all postwar quad hoppers issued in regular production runs, having been produced only in 1963, and sold only in the top freight set in the line, with the 2350-GG-1.

TO BE CONTINUED IN THE NEXT NEWS LETTER!

METCA MEET

WHERE: KENILWORTH VETERANS CENTER  
SOUTH 21ST STREET  
KENILWORTH, NEW JERSEY  
(PARKWAY EXIT #138)

WHEN: SEPTEMBER 20TH, 1975 3:00P.M. TO 10:00P.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 3:00P.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 TILL 5:00P.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. YOUR 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 EACH NAME \$  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

TABLES: ONE PER REGISTERED MEMBER \$2.00 EACH \$

TOTAL AMOUNT ENCLOSED \$

CLOSING DATE FOR PRE-REGISTRATION IS SEPTEMBER 13TH, 1975!!!!!!!!!!!!!!!!!!!!

METROPOLITAN DIV. T. C. A.  
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