

Photo 1



Photo 2

A PRIMER: American Flyer “20th Century” Box Cabs

Rob English 96-43303

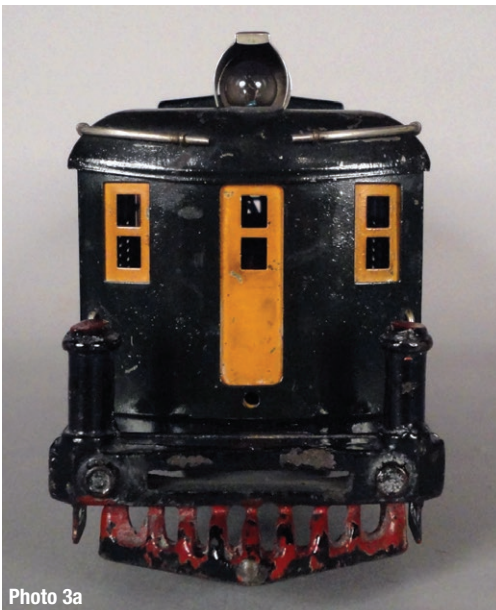


Photo 3a

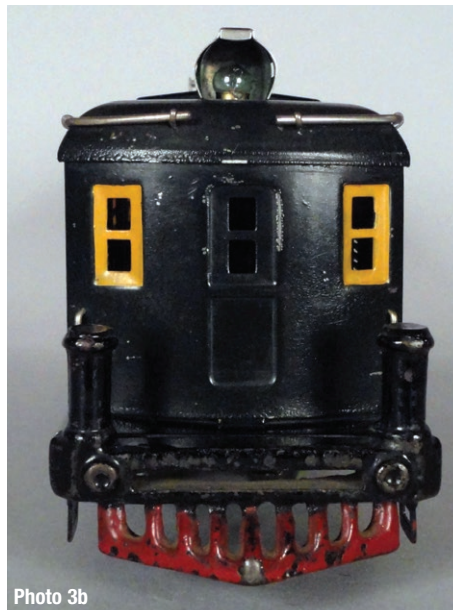


Photo 3b

In 1999, I was given the opportunity to purchase a 4682 steam loco and tender. My honorary Uncle Dave had previously passed along the insight that Flyer Wide Gauge had amazing “presence” when running on a layout... or the floor! Little did I know that the presence of these trains would lead to a wholesale move towards Wide Gauge in my collecting. Wide Gauge is what American Flyer and Ives Manufacturing called their Standard gauge trains, because Lionel had a lock on the Standard gauge moniker.

These 20th Century models were quite clearly modeled on the New York Central “T-motor.” The NYC used the T-motors to replace the aging S class motors used in the NYC’s Hudson and Harmon yards.

In 1925, American Flyer released their Wide Gauge feature train called the “All American,” which, interestingly enough, refers only to the locomotives for this catalog. As many collectors are aware, Flyer numbering and naming systems were not as standardized as Lionel’s were. The easiest segment to decipher is the Wide Gauge boxcab offering. Though it may not seem to make sense early on, it will become clear how Flyer numbered these trains. Because the roof and number plates are easily swapped, there are multiple variations possible throughout the manufacturing era of these locos. I will be referring to the “catalogued” varieties and mention some well-known “uncatalogued” locos.

For 1925, there were two locomotives, both referred to as The All American. The first loco was the 4000, usually painted dark green (Photo 1). The 4000 has a single headlight on the roof as the most visible difference. The second locomotive was the 4019, usually painted maroon (Photo 2). The 4019 has two headlights on the roof. There are some of these early locomotives that are “dual wall construction” (Photo 3a is dual wall and 3b is embossed). These are quite scarce. These locos are readily identified by the yellow/orange doors and windows that are a separate insert. There is a tab that was die-cut, but never bent up at each end of the frame.

In 1926, Flyer started to name their train sets. The locos have more consistent numbers from then on. The 4000 was now used in The Sesquicentennial Special and has been found commonly in dark green and medium green (Photo 4). The maroon 4019 is found in The All American Limited set, and a new loco, the 4039, painted in imperial buff, is found in the President’s Special

AMERICAN FLYER NYC BOX CAB LOCOS

Year Catalogued	Loco Number	Loco Name	Loco Color	Set Name	Set Number	Set Contents	
1925	4000	All American	Dark Green		1432	2 14" Passenger Cars	
1925	4019	All American	Maroon		1433	3 14" Passenger Cars	
1926	4000	All American	Medium Green	Sesqui-centennial Special	1432	2 14" Passenger Cars	
1926	4000	All American	Dark Green	Sesqui-centennial Special	1432	2 14" Passenger Cars	
1926	4019	All American	Maroon	All American Limited	1433	3 14" Passenger Cars	
1926	4039		Imperial Buff	The Presidents Special	1453	3 19" Passenger Cars	
1927	4019	All American	Maroon	All American Limited	1432	2 14" Passenger Cars	
1927	4019	All American	Medium Green	All American Limited	1432	2 14" Passenger Cars	
1927	4019	All American	Maroon	All American Limited	1433	3 14" Passenger Cars	
1927	4019	All American	Medium Green	All American Limited	1433	3 14" Passenger Cars	
1927	4667		Bright Red	American Legion Limited	1436	3 14" Passenger Cars	Brass Journals
1927	4677		Imperial Buff	The Chief	1456	3 19" Passenger Cars	Brass Journals
1927	4687		Medium Blue	Improved Presidents Special	1466	3 19" Passenger Cars	6 Wheel Trucks
1928	4678	Daniel Boone	Two Tone Victory Red	The Hamiltonian	1484	3 14" Passenger Cars	Enameled Cars/Brass Inserts
1928	4686	The Ace	Military Blue	The Flying Colonel	1486	3 19" Passenger Cars	Enameled Cars/Brass Inserts
1928	4689	The Commander	Two Tone Rolls Royce Blue	Advanced Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1928	4689	The Commander	Cadmium Electroplated	The Mayflower	1499	4 19" Passenger Cars	Plated cars/Brass Inserts
1929	4678	Daniel Boone	Two Tone Victory Red	The Hamiltonian	1484	3 14" Passenger Cars	Enameled Cars/Brass Inserts
1929	4686	The Ace	Military Blue	The Flying Colonel	1486	3 19" Passenger Cars	Enameled Cars/Brass Inserts
1929	4689	The Commander	Two Tone Rolls Royce Blue	The Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1930	4689	The Commander	Two Tone Rolls Royce Blue	The Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1931	4689	The Commander	Two Tone Rolls Royce Blue	The Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1931	4689	The Commander	Chromium Electroplated	The Mayflower	1499	4 19" Passenger Cars	Plated cars/Brass Inserts
1932	4689	The Commander	Two Tone Rolls Royce Blue	The Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1932	4689	The Commander	Chromium Electroplated	The Mayflower	1499	4 19" Passenger Cars	Plated cars/Brass Inserts
1933	4689	The Commander	Two Tone Rolls Royce Blue	The Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1933	4689	The Commander	Chromium Electroplated	The Mayflower	1499	4 19" Passenger Cars	Plated cars/Brass Inserts
1934	4689	The Commander	Two Tone Rolls Royce Blue	The Presidents Special	1489	4 19" Passenger Cars	Enameled Cars/Brass Inserts
1934	4689	The Commander	Chromium Electroplated	The Mayflower	1499	4 19" Passenger Cars	Plated cars/Brass Inserts

(Photo 5).

1927 saw an explosion in the size of the Flyer Wide Gauge line. We still have the old standby 4000 now offered in red (maroon) (Photo 6) and green liveries in a two-car All American Limited. The 4019 is in the three car All American Limited. Next in the line was the 4667 in brilliant red for the American Legion Limited (Photo 7), followed by the 4677 in imperial buff for The Chief set. The last and best in the line was the 4687 in magnificent blue enamel for the improved President's Special (Photo 8). For a year, this was the epitome of wide gauge modeling.

Many collectors feel that 1928 was a special year for American Flyer. We saw the introduction of what many call the most beautiful Wide Gauge trains Flyer ever made. The low end of the line had been taken over by the New Haven box cabs. Starting now in the middle of the line was the victory red enameled Hamiltonian loco numbered 4678 (Photo 9). Next up in the line was the military blue loco numbered 4686 used in The Flying Colonel, considered



Photo 4



Photo 5

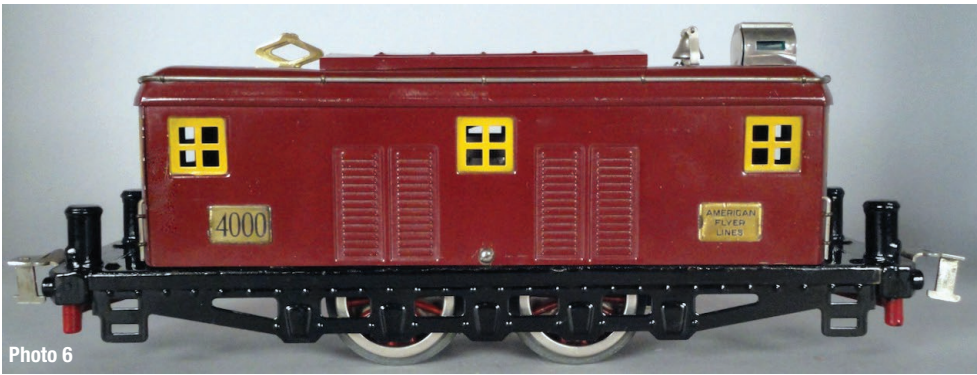


Photo 6



Photo 7

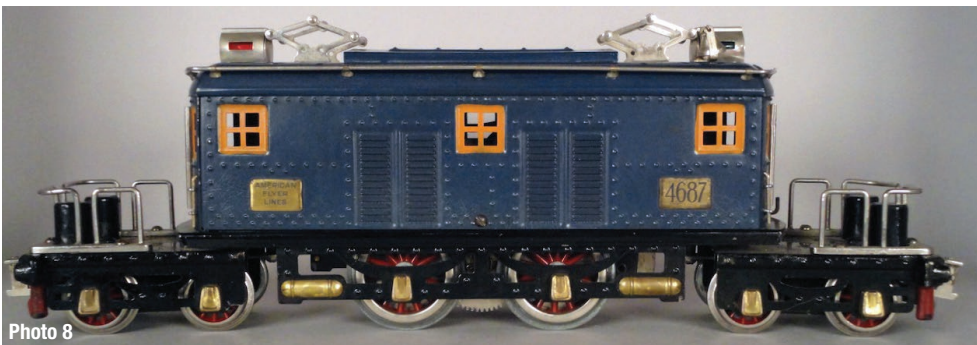


Photo 8

by many to be the most attractive Wide Gauge Flyer set produced by American Flyer. The line was rounded out by the 4689 in two tone Rolls Royce blue for the Advanced President's Special, the train that most epitomizes Flyer Wide Gauge (Photo 10). A bonus to the line was that the Advanced President's Special was available in cadmium electro-plating and called The Mayflower.

In 1929, America was entering the depression, causing Wide Gauge trains to slump in sales. We saw steam locomotives appear for the first time. The NYC motor-derived models were on the way out. Continuing in the middle of the line was the victory red enameled Hamiltonian loco numbered 4678. The step up was the military blue Flying Colonel loco numbered 4686. The line was rounded out by the 4689 in two tone Rolls Royce blues for the Advanced President's Special, and the chromium-plated Mayflower.

To expunge the inventory during the depression, Flyer cataloged the



Photo 9

The Hillside and Little Falls Employee "Consultants" to Lionel's Modern Period Reincarnation, 1969-1978

by John Zieleniewski 84-20893

Ron Hollander in his book, *All Aboard!* approaches the veteran employees pride, dedication, and loyalty to the Lionel brand and founder by telling us that "Lenny Dean was the last active link to the Lionel of the glory years, and has been consultant to five reincarnations of the beloved company."

Lionel's MPC/Fundimensions modern period (1970-1986) production began in April 1969 when General Mills leased 40,000 square feet in the old Hillside, NJ, plant basement to serve as

the initial startup operation with trains to be manufactured by a subsidiary, Fundimensions, under Model Products Corporation (MPC). The Hillside Service Department literature identified the reincarnation as The Lionel Toy Division of MPC. Robert Osterhoff in his book *Inside the Lionel Trains Factory*, explains that, "Lenny Dean and his cadre remained in the 28 Sager Place basement facility (Photo 1) where their services would continue until February 28, 1975. Their next move would be to

a leased property in neighboring Little Falls, NJ, all five employees remaining on the payroll of the Lionel Toy Corporation." Little Falls is a 2¼ square mile township in Passaic County on the Passaic River. The Lionel facility at 51 Siddle Avenue, Little Falls (Photo 2), about fifteen miles from the Hillside plant, was relocated in 1978 to Mount Clemens, Michigan, where limited production had begun in April 1970.

Along with Lenny Dean (service department manager and employee since

remaining President's Special and Mayflower sets from 1930 to 1934. By 1935, the NYC 20th Century T-motor run had come to an end.

The T-motor was never cataloged in a freight set. There are not too many uncatalogued sets produced using T-motor models in the American Flyer Wide Gauge Line. Flyer produced an uncatalogued 4000 in orange with turquoise windows and doors in a Commander set for 1927 (Photo 12). The same year Flyer apparently produced a dark green 4000 for an uncatalogued Trailblazer set and may have used the 4687 President's Special loco in an uncatalogued freight set. Reader input on the provenance of these uncatalogued sets is appreciated.

Inclusive to this article is a chart of these locomotives, with their appropriate catalog set names and numbers. This article was meant to introduce the readers to the 4000 Series NYC Box cabs as manufactured by American Flyer in Chicago, IL. in the 1920s and 1930s.



Photo 10



Photo 11

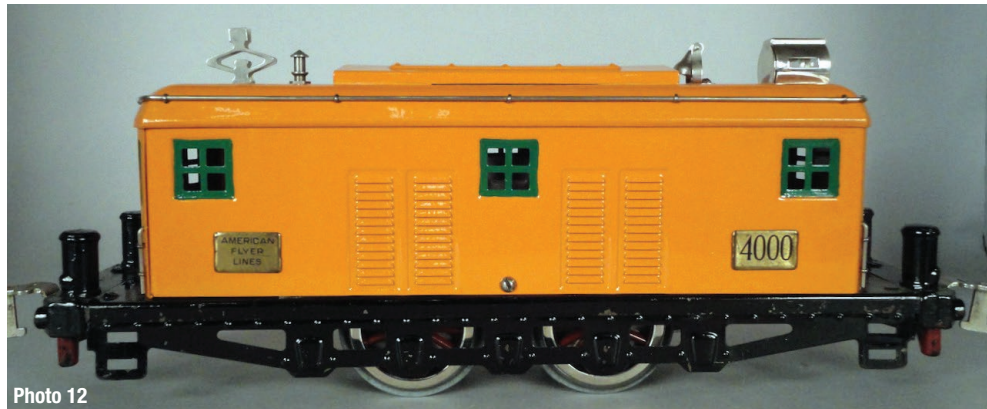


Photo 12

1941), the cadre included Lou Anzalone (supervisor and Mount Clemens motor department head), Armand Cotugno (production engineer), Fritz Della Valle, Tony Gotto (tool shop), and Jess Marchese (engineering). George Toteff, MPC president and "Father" of the modern era of Lionel trains, added Howie Steinberg (moved to Michigan

facility), the Klebba brothers—John Klebba (plant manager) and Phil Klebba (production manager)—and Joseph Bonanno (chief engineer and vice president of engineering). Robert Stein, Lionel treasurer, ran the Hillside factory in its



Photo 2



Photo 1

final year in 1969, with the aid of company supervisors Lenny Dean and Vincent Cardinale.

Their major production-related consultations included identifying and inventorying: 1. Thousands of pounds of tooling, molds, and dies in the basement vaults, 2. Engineering samples,

prototypes, standards, and designs in the archives, 3. Service department requirements and parts, and 4. Ample materials for more selling seasons. General Mills reportedly saved at least six months work in designing a production line. Six train outfits for 1970 production were designed in Hillside. Lenny Dean reported that he and others flew weekly to Mount Clemens for production consultations, returning home on the weekends.