



Photo 1

Having fallen into American Flyer wide gauge like Alice down the rabbit hole, I had the opportunity to get a Pocohontas set from an east coast collector. It was a big investment for me at the time. My honorary Uncle Dave told me I would be crazy not to make the sacrifice and get the set. As usual, he was 100 percent correct! In 1928 American Flyer really pumped up the wide gauge line, including the introduction of a rather large St. Paul (15 inches from nose to tail) type lo-



Photo 2

A PRIMER: American Flyer "St. Paul" Cabs

Rob English 96-43303 • stlfrisco@gmail.com



Photo 4A



Photo 3

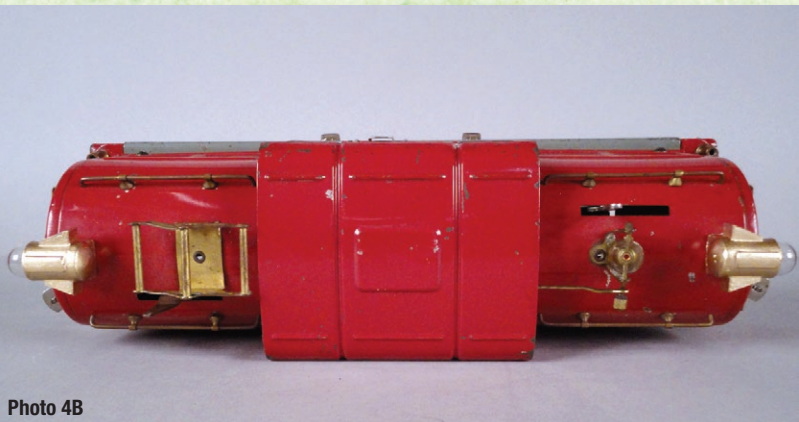


Photo 4B

comotive loosely based on the Milwaukee Road's Coast Division E-2 Bi-Polar electric locomotive. An impressive and robust design, the E-2 saw service until 1960! There is one remaining E-2, painted in the Olympian livery, at the National Museum of Transportation in St. Louis, MO, where it has resided since 1962 (Photo A).

American Flyer initially produced two sets that used this locomotive, the Mountaineer, a freight set, and The Pocohontas, a passenger set. These sets' locomotives were called Shastas and numbered 4637. They were painted Emerald Green over Rookie Tan (Photo 1). They had red pilots with tons of brass and gold painted die-cast trim. Roof top details included a pair of large die-cast headlights with painted number boards, a bell, a whistle, and two large AC type pantographs. These locomotives had it all, including the new bell ringing feature, with a rod actuated bell movement on the top! Unusually for American Flyer, nothing changed during the five year run of The Shasta, save one thing, the Shasta plate ceased to be applied over the hood end doors at some point during the production run (Photo 2).

1929 carried over the same Shasta locomotive sets as 1928. American Flyer introduced a new, smaller St. Paul cab numbered 4635 with manual reverse, and numbered 4685 with remote control reverse. Finished in Victory Red over French Grey livery, the 13½ inch long 4635/4685 St Paul locomotive had roof top details that included a large die-cast headlight with painted number boards, a bell, and one large AC type pantograph. These locomotives were included in The Pathfinder freight set and The Lone Scout passenger set as motive power.

In 1930 American Flyer introduced yet another pair of St. Paul cab locomotives. There were now six varieties produced! The 13½ inch designs now included a ringing bell, but were not different except in their numbering, 4633 with manual reverse and 4683 with remote control reverse (Photo 3). The livery and detail was the same, but for two

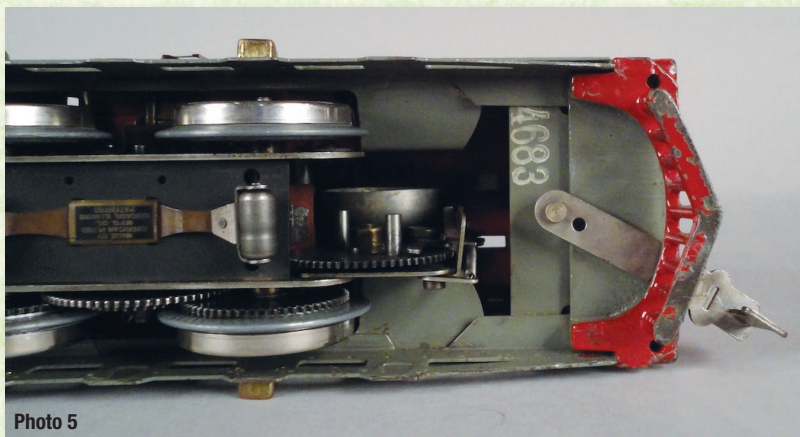


Photo 5



Photo 6



Photo 7

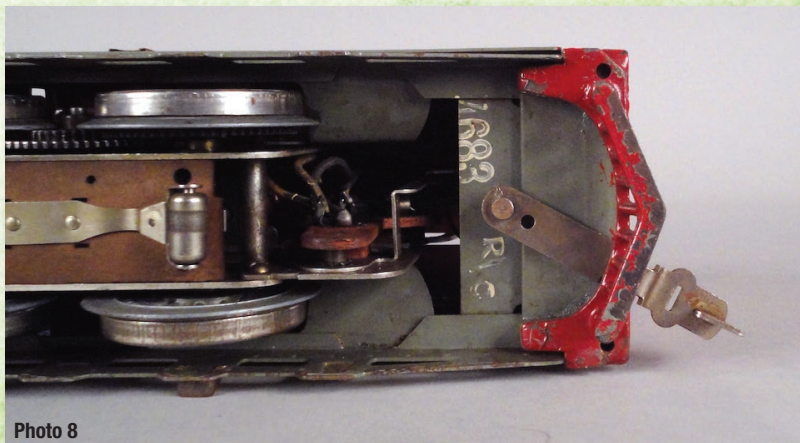


Photo 8

anomalies. Sometime during the production run, the 4683 received Shasta style hood ends attached that included brass ladders with the bell and pantograph riveted on (Photos 4A and 4B).

The 1930 line included the 4637 Shasta again heading up The Mountaineer and The Pocohontas sets. Following more traditional Flyer numbering changes (added confusion for collectors), the new locomotives 4633/4683 headed up The New Lone Scout with bell-ringers and new set numbers. The 4635/4685 locomotives continued leading The Pathfinder freight set (Photo 5).

1931 was a year for changing the St Paul roster of locomotives. The Shasta was kept on The Mountaineer for the final time, and for The Pocohontas. Interestingly, The Lone Scout reverted to its original name, and it was offered with the 4633 only for its last catalog listing. This was the end of the lithographed cars in the American Flyer wide gauge line. The 4683 was put into two new sets, the Colonist, a freight set with four cars, and the Stadium set, the latter being highly



Photo 9



Photo 10



Photo 11



AMERICAN FLYER ST.PAUL BOXCAB LOCOS

Year Catalogued	Loco Number	Loco Name	Loco Color	Set Name	Set Number	Set Contents	Loco Length
1928	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Mountaineer	1485	5 Freight Cars	15”
	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Pocohontas	1487	4 14” Enameled Pass Cars	15”
1929	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Mountaineer	1485	5 Freight Cars	15”
	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Pocohontas	1487	4 14” Enameled Pass Cars	15”
	4635	St. Paul	Victory Red / French Grey Frame	The Pathfinder	1463	3 Freight Cars	13 1/2”
	4685	St. Paul	Victory Red / French Grey Frame	The Pathfinder	1493	3 Freight Cars	13 1/2”
	4635	St. Paul	Victory Red / French Grey Frame	The Lone Scout	1464	3 Lithographed 14” Pass cars	13 1/2”
1930	4685	St. Paul	Victory Red / French Grey Frame	The Lone Scout	1494	3 Lithographed 14” Pass cars	13 1/2”
	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Mountaineer	1485	5 Freight Cars	15”
	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Pocohontas	1487	4 14” Enameled Pass Cars	15”
	4633	St. Paul	Victory Red / French Grey Frame	The New Lone Scout	1470	3 Lithographed 14” Pass cars	13 1/2”
	4683	St. Paul	Victory Red / French Grey Frame	The New Lone Scout	1480	3 Lithographed 14” Pass cars	13 1/2”
	4635	St. Paul	Victory Red / French Grey Frame	The Pathfinder	1463	3 Freight Cars	13 1/2”
	4685	St. Paul	Victory Red / French Grey Frame	The Pathfinder	1493	3 Freight Cars	13 1/2”
1931	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Mountaineer	1485	5 Freight Cars	15”
	4637	Shasta	EmeraldGreen / Rookie Tan Frame	The Pocohontas	1487	4 14” Enameled Pass Cars	15”
	4633	St. Paul	Victory Red / French Grey Frame	The Lone Scout	1470	3 Lithographed 14” Pass cars	13 1/2”
	4683	St. Paul	Victory Red / French Grey Frame	Colonist	1478	4 Freight Cars	13 1/2”
	4683	St. Paul	Victory Red / French Grey Frame	Stadium	1479	3 Enameled 14” Pass cars	13 1/2”
1932	4637	Shasta	EmeraldGreen / Rookie Tan Frame	Legionaire	1468	3 19” Enameled Pass Cars	15”
1933	4637	Shasta	EmeraldGreen / Rookie Tan Frame	Pocohontas	1487RC	4 14” Enameled Pass Cars	15”
	4683 R/C	St. Paul	Victory Red / French Grey Frame	Great Divide	1476RC	3 Enameled 14” Pass cars	13 1/2”
1934	4683 R/C	St. Paul	EmeraldGreen / Rookie Tan Frame ?	Pathfinder	1441RCT	3 Freight Cars	13 1/2”
	4683 R/C	St. Paul	Victory Red / French Grey Frame	Stadium	1442RCT	3 Enameled 14” Pass cars	13 1/2”



sought by collectors. This year was also notable for its growth in the steam locomotive offerings, pushing all three electric outline locomotive types—NYC, New Haven and St Paul, toward the end of their runs (Photo 6).

1932 cemented that notion by offering a single St Paul cab set. The Shasta pulled the Legionnaire, a three car set with 19 inch long premium cars, usually reserved for the President’s Special or Flying Colonel sets. The Legionnaire had the 4637 and three cars in Pocohontas livery of Emerald Green over Rookie Tan, an attractive, and now scarce, desirable set.

By 1933 the electric outline locomotives were in serious decline. This catalog saw the final appearance of the 4637 led Pocohontas and a single new set, usually mistaken as a Stadium Set, called the Great Divide. This new set was pulled by the 4683 bell ringer and was in the typical red/grey livery (Photo 7).

1934 was the end of the line for the St Paul cabs. Between the depression and the steam locomotive offerings, they didn’t stand a chance. There was an interesting final offering however! In typical Flyer fashion, there was another re-numbering of reissued sets. We saw the return of The Pathfinder freight set, now numbered 1441 RCT (RCT stood for Remote Control and Transformer included) and the 1442 RCT Stadium set. Both were led by the 4683R/C loco. For one final twist, Flyer catalogued The Pathfinder as a 4683 R/C, but it had Shasta livery in the catalog. To date, I have never heard of the smaller St Paul cabs painted this way (Photo 8). There were a few uncatalogued and known special shopworn St Paul locos. The Spiegel Co offered a 4635 painted 1926 President’s Special with roof in Imperial Buff. I have a light brown 4635, supposedly used at the Century of Progress, and many have seen the blue Shasta Mountaineer loco and the brown 4683 Pathfinder loco in Russel Park’s book. I wonder about other shopworn specials out there (Photo 9).

Inclusive to this article is a chart of these locomotives, with their apropos catalog set names and numbers. This writing was meant to introduce readers to the 46XX Series St Paul cabs as manufactured by American Flyer in Chicago, IL. in the 1920s and 1930s. Readers may contact me at stlfrisco@gmail.com.