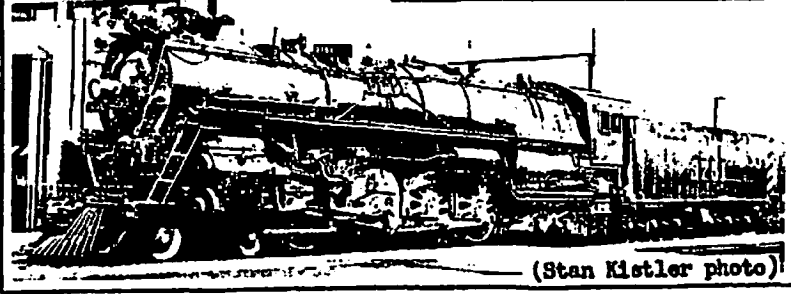


THE RESTORATION OF 3751

By Fred Holladay



(Stan Kistler photo)

Santa Fe locomotive #3751 as it looked in its active days.

unaware one of the largest and most powerful locomotives ever built, ex-Santa Fe's #3751, is stationed there on permanent display.

Although #3751 was donated to the city of San Bernardino in 1957, it did not reach its present resting place until May 15, 1958, when the great engine was moved from the Santa Fe switching yards on a special track laid on Third Street and derricked from it to Viaduct Park; not a small engineering feat in itself.

Number 3751 was the first "4-8-4" type engine built by the Baldwin Locomotive Works. This configuration refers to the locomotive's wheel arrangement, with 4 small guide wheels in front, 8 powerful driving wheels (80" in diameter on #3751) in the middle, and 4 more small "trailing wheels" in the rear.

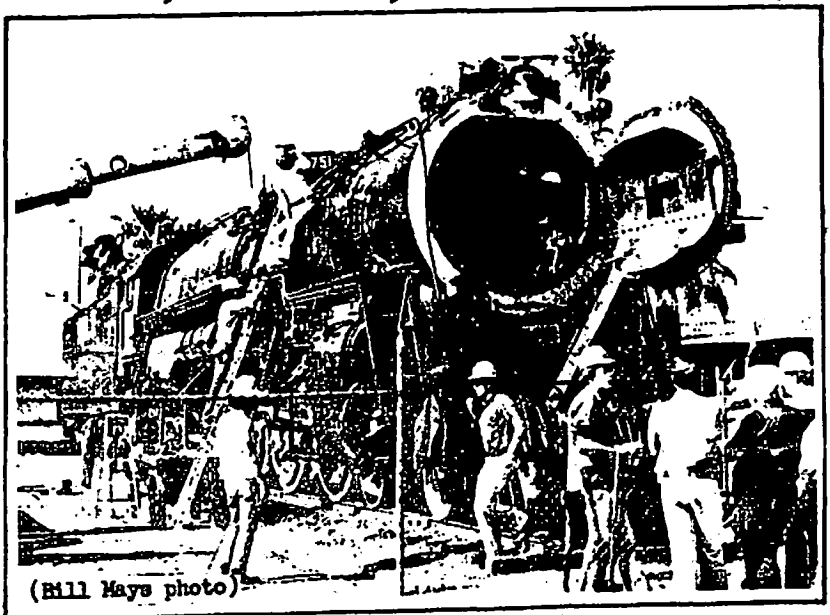
According to Larry Wines, co-founder with Dan Rodriguez of the San Bernardino Railroad Historical Society: "This arrangement, enabling a large firebox and huge wheels, represents an 'ultimate' development of steam locomotion, one which virtually epitomized the technology of wheeled external combustion. A 4-8-4 is inherently a machine of magnificent proportions and a design which singularly captures the best of both 'worlds,' great speed capability and tremendous pulling power."

Writing in the December-March, 1982, issue of The Crew Car, official publication of the Society, Wines says: "The 4-8-4 type originated on the Northern Pacific, now a part of the Burlington Northern, in 1926, and the name for the type - "Northern" - pays tribute to the innovation. An Eastern carrier, the Delaware, Lackawanna and Western, now a part of Conrail, quickly became the second line to operate this type. Both of these orders of locomotives came from the American Locomotive Company (Alco), and none were preserved. Thus, Baldwin-built 3751 is the world's oldest surviving example of the most important type of 'modern' steam locomotive, the 4-8-4 'Northern.'"

"On the main line, 3751 established modern locomotive operating standards when it became the first engine to handle a train 'all the way' on the run between Los Angeles and Kansas City, a distance of 1,776 miles one way. This record-breaking feat occurred in an age when a locomotive and its crew usually worked only a single division or district of about 100 miles!

ONE of San Bernardino's least publicised historical sites is Viaduct Park; nestled at the north side of Third Street, just before it curves to meet Mt. Vernon Avenue at the foot of the viaduct.

Thousands of automobiles pass by it every day, with most passengers



(Bill Mays photo)

Ex-Santa Fe #3751 being rebuilt in San Bernardino, to run again.