

Bill Mays photo of about 1/3 of the "restoration crew."

The achievement became standard operating practice on the Santa Fe, and it remains to this day the longest regularly-scheduled through-run in the world ever to be handled by a steam locomotive. The Western 1,234 miles of this line contain some of the most difficult mountain and desert terrain traversed by any American railroad. These 'two' runs were regular assignments for 3751 from early in her career, though she ventured upon the high speed track across Kansas and the prairies, and across the deserts of West Texas, New Mexico, Arizona, and California before settling down on the 'Coast Lines' of the Golden State. Only partially displaced by her own 'off-spring,' 3751 was frequently called upon to power the system's finest and fastest passenger trains, many of whose names have become

western legends, and enduring institutions of Americana: California Limited, Nava jo, Chief, Grand Canyon Limited, El Tovar, Scout, and many more rode into history behind 3751's drawbars."

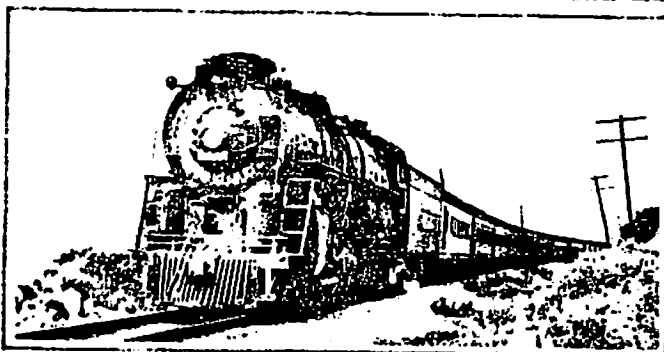
During its career, 3751 underwent a number of technical modifications before it was finally mothballed in good condition; awaiting a possible return to service. But that time never came as diesel-powered locomotives gradually replaced the steam engine, relegating them to the scrap yard. 3751 seemed destined to quietly rust away in Viaduct Park until Larry Wines and some fellow rail enthusiasts "re-discovered" the mighty 4-8-4, researched its past glorious history and, with the permission of city officials, organised work parties to put it back in running order again.

As months passed the size and expertise of work crews grew as retired railroad engineers, scientists, carmen, iron and steel workers and plain rank and file enthusiasts joined forces. But the group needed a sense of direction and organization, so Wines and Dan Rodriguez founded the San Bernardino Railroad Historical Society and started issuing regular bulletins to keep members informed. During those formative weeks, the City of San Bernardino Historical and Pioneer Society provided valuable support along with Mayor Holcomb's office and staff.

SBRHS's dream is to put 3751 back on the main-line again for an occasional rail-fan jaunt, or longer trips of a more adventurous nature. When 3751 returns she will produce 66,000 lbs. of tractive effort; fully as much power produced by any present locomotive now in active service. The society also hopes to establish a local railroad museum; utilizing structures left behind by the Pacific Electric Railway Company to display rolling stock.

For anyone interested, regular work schedule on the 3751 centers on the 1st, 3rd, and 5th full weekends of each month. Full weekends means the schedule is based on the Saturdays, not the Sundays, although the club works both days.

If you wish to join the society, write Dan Rodriguez, Secretary-Treasurer, SBRHS, 3432 N. Sepulveda, San Bernardino, CA 92405, for more information.



#3751 pulling a Del Mar-bound race train at San Clemente (Stan Kistler photo).