

SANTA FE No. 3751 AND FULLERTON: INTERESTING FACTS

ATSF No. 3751 Data

Type: "Northern" 4-8-4 wheel arrangement. **Built:** 1927 by Baldwin Locomotive Works, Phil. PA. **Cost:** \$99,712.77. **Service:** Passenger & Freight. **Restored:** 1991 to its last (1941) - rebuild condition. **Fuel:** Coal, 1927 - 1936; Oil, 1936 - present. **Driving Wheel Diameter:** as built, 73"; currently, 80". **Length, Engine and Tender:** 108' 7", currently. **Weight, Engine & Tender (working):** as built, 724,600 lbs.; currently 874,346 lbs. **Tractive Effort:** 66,000 lbs. **Drawbar Horsepower:** as built, 3200 hp.; currently 3600 hp. **Speed:** as built, 70mph; 1938 to present, 90mph. **Pulling Power-level grade:** Passenger - 26 cars, 1820 tons @ 65mph; Freight - 105 cars, 5949 tons @ 45mph. **Last regular service:** Aug 25, 1953, San Diego to Los Angeles.

Records for #3751

Santa Fe No. 3751 was the first 4-8-4 locomotive built by Baldwin, designed jointly by Santa Fe and Baldwin engineers. It was Santa Fe's first 4-8-4, and on May 7, 1939 it had the distinction of pulling Santa Fe's first passenger train, *The Scout* into Los Angeles Union Passenger Terminal on opening day. Its highest **recorded** speed was 103mph. Its longest regularly scheduled run was 1789 mi. from Wellington, Kansas to Los Angeles--the longest regular run ever for steam locomotives.

Distinguished Service for #3751

The design of No. 3751 in 1927 was the answer to insuring that the prestigious passenger train, *The Chief* could maintain its 63 hour schedule from L.A. to Chicago. Besides leading this glorious train, No. 3751 also lead the *California Ltd*, *Grand Canyon Ltd*, *Navajo*, *Scout*, and *San Diegan*. In 1938 it served as stand-by for the *Super Chief*. After 1947 it spent most of its time in the west operating Barstow to Bakersfield, and Los Angeles to San Diego.

Fullerton Facts

In 1887 Edward and George Amerige (Amerige Park and Ave.) purchased 390 acres in the area now known as Fullerton. They began successful negotiations with George H. Fullerton, president of Santa Fe's Pacific Land and Improvement Co. to bring the California Central Railway (an ATSF venture) to their fledgling townsite. In exchange for land for the railroad right-of-way and a depot, Mr. Fullerton persuaded the railroad to change its direct planned route from L.A. to Santa Ana, to include the Amerige township area.

In appreciation, and against his wishes, the town

was named after Mr.

Fullerton. The railroad's

arrival in 1888 changed

history for this simple

rural community, and

the link between Fullerton

and the railroad remains

strong to this day. By 1944

Fullerton's population had

grown to 12,000 with 22

packinghouses shipping 2,747

carloads of Valencia oranges, walnuts

and oil per year. Today Fullerton's

population is over 126,000. While only one

packinghouse remains, over 90 trains per day still pass

through Fullerton. The city is on the BNSF freight

mainline to L.A. and points eastward. The previous

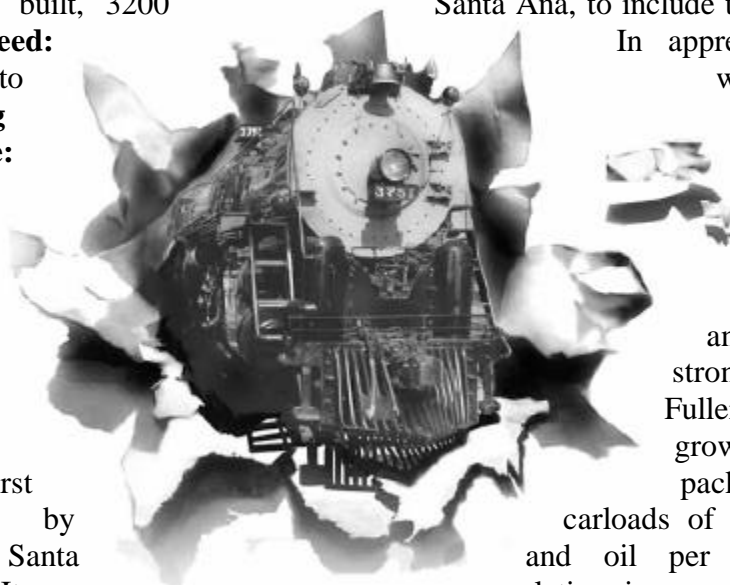
Santa Fe depot (now the Amtrak station) serves two

Metrolink routes in the L.A. area. It is one of Amtrak's

busiest stations in the U.S. with Surfliner trains to San

Diego, L.A. and Santa Barbara, and transcontinental

trains like the *Southwest Chief* from L.A. to Chicago.



Picture: Gary Page. **Written by:** Larry Boerio with assistance from Gary Page and Dennis White.

Sources: *Santa Fe Locomotive 3751*, San Bernardino Railway Historical Society; *Along Your Way*, Santa Fe Passenger Department Publication 1945; Barry Christensen, Dave Norris, Bob Ziebell.

Santa Fe No. 3751 was restored and is owned by the San Bernardino Railway Historical Society, Inc.

www.sbrhs.com

Provided by the Fullerton Model Railroad Historical Society

www.trainweb.com/fpra/fmrhs