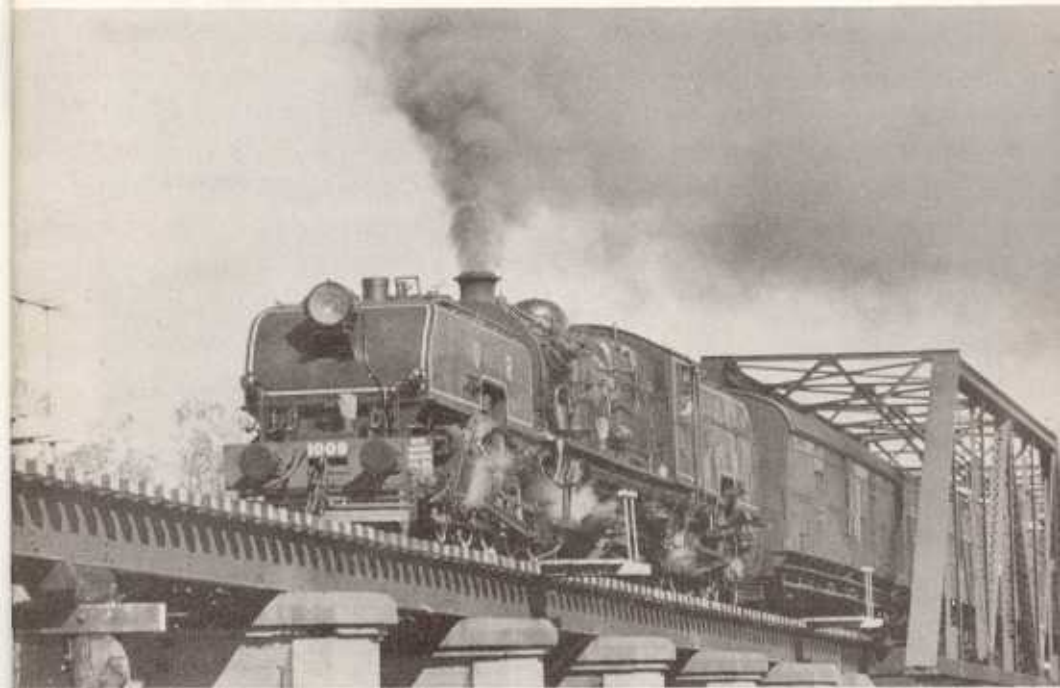


3801 TO RUN AGAIN

The Roundhouse

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NEW SOUTH WALES RAIL TRANSPORT MUSEUM

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3801 TO RUN AGAIN



MUSEUM FINANCES OVERHAUL

Following the rejection by the Department of our request to return 3801 to traffic, on the grounds that the necessary heavy overhaul would cost £22,000, the Museum suggested that 3801 might be overhauled in place of another "38" in the works programme for Cardiff, and offered to contribute towards the difference in cost involved. Enquiries showed that the cost of overhauling 3801 would be only \$4,000 more than the Class 2 overhauls which the other 38's are receiving, and the Museum at once offered to pay this amount.

Accordingly, on the 7th June the Works Managers' Committee recommended that 3801 be overhauled; and on the 9th June the Chief Mechanical Engineer approved this recommendation. Although it was expected that another "38" would be withdrawn in place of 3801, it was decided not to do this; the overhaul programme will stand and 3807 will become a spare engine (the position is actually being improved from having a spare boiler to a spare locomotive). It is expected that the next

"38" to suffer a burnt boiler will be withdrawn and condemned, and 3807 will then be used in its place. For the time being, however, the number of serviceable 38's will be increased by one.

Another pleasant aspect of the Department's action was that the overhaul of 3801, originally contemplated for November after the other overhauls were finished, was advanced right up to June so that it would be the next engine to enter shops.

On Saturday 11th June, the difficult task was carried out of removing 3801 from our siding at Petersham, where it was stored at the end of the line behind three other locomotives, a carriage and two tenders. 5132 arrived on the scene at 1.00 pm; fourteen shunting movements and five and a half hours later, the strange train was made up - 5132 hauling 3801 tender first, then the six wheel radial van and a guard's van.

Although the bearings had been oiled and most of the brakes freed, no sooner was the train under way than it was found that one of 3801's tender wheels was not turning. It was too dangerous to attempt any work on the main line, so the train went on, with the offending axle locked solid, to Flemington where the relative safety of the goods line allowed another effort to correct the fault. But the brakes still stayed on, so permission was obtained to shunt 3801 onto one of the inspection roads in the adjacent Flemington Electric Car Sidings. With a pit to work from, the brakes were soon unjammed and an uneventful journey followed to Enfield which was reached at 9.15 pm, almost three hours after leaving Petersham.

The D.L.E. Enfield subsequently reported that the resulting flat on the wheel was too severe to allow it to run to Cardiff; so the tender was uncoupled and sent across the Delec to be treated on the automatic wheel turning lathe. This is almost certainly the first time that any piece of steam locomotive equipment has passed through this plant. On the 17th June the engine and tender were recoupled and late on the evening of the 20th June 3801 finally left for Cardiff, coupled behind 4612 at the head of 679a goods.

3801 was scheduled to begin its overhaul on the 29th June, and sixty working days have been estimated for its completion, slightly longer than at Chullora since this will be the first heavy overhaul to be done on a "38" at Cardiff. If all goes well, 3801 will be back in service, repainted green, about the end of September. The Museum has requested that the staff exchanger be retained; if this is done, 3801 will be the only steam locomotive on the system to have a staff exchanger modified to the new standard.

Following an official request for payment, Museum Chairman John Reeves handed a cheque for \$4,000 to Mr. W. K. King, Assistant Secretary for Railways, on Friday 1st July.

The Museum records its gratitude to Mr. King, and to Mr. W. Wait, the Chief Mechanical Engineer and his officers for their assistance over the restoration of 3801. While our offer of finance was certainly instrumental in having the engine overhauled, our aims would still not have been achieved without the support of these gentlemen. We hope they will enjoy seeing 3801 in steam again as much as we shall.



Above: 29th October 1965 - 3801 is towed from Enfield to Petersham, together with No. 18 from Corrimal, by 3127T. Below: 11th June 1966 - On a wet Saturday afternoon, 3801 is shunted out of Petersham by 5132, bound for Enfield and Cardiff. Both Photos - NSW Railways.

