



# FRIENDS OF THE RAIL

Established 1986

Preserving South African Railway History

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## REPAIR OF EX-SAR 15F STEAM LOCOMOTIVE, NUMBER 3117 APPEAL FOR HELP AND DONATIONS

Hermanstad, Pretoria, 22 June 2010

Help Me Please!

I am a National Heritage Treasure and I am hurt!

Until last Sunday, I was a beautiful ex-SA Railways Class 15F locomotive. Now I am badly damaged and in need expensive repairs to put me back on track. My owners, Friends of the Rail, are a non-profit organisation, so every contribution made (in cash or kind) to help fix me will make a big difference.



Locomotive 3117 immediately after the accident occurred. Picture: Steve Appleton.

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The Friends of the Rail Association - incorporated under Section 21, "Not for Gain"  
Registration No. 95/09790/08

Directors: SG Appleton\*, NH Berelowitz (Chairman), LJ Hagen, CE Janisch (Secretary),  
JA Koch, SJ Smith, AC Victor, WD Victor, KR Wilson-Smith\* (\* British)

On Sunday, 20<sup>th</sup> June 2010, a Father's Day Special Train operated by Friends of the Rail (FOTR) had an unfortunate accident near Cullinan.

A large number of wooden sleepers were missing, apparently stolen, from under the railway line. Being on a sharp curve and spotted just at the last second, we were unable to stop in time and the inevitable result was the derailment pictured here. Luckily, none of the 600-odd passengers, including many young children, on board suffered any major injury.

Not so lucky was the beautiful old steam locomotive, Class 15F number 3117. She will almost certainly require extensive and expensive repairs and a complete re-certification before she can run again. This is heart-breaking, as she was only recently restored (after rusting away for 17 years) following many months' extensive hard work by our volunteer members.

Following this accident, we now have a situation where this locomotive has sustained damage the cost of which was never budgeted for. Additionally, in terms of regulations, all the passenger coaches involved have to be professionally inspected – an expensive process for which we will have to pay.

This is a major drain on our resources, and we would therefore appreciate any donations of money or any other assistance in kind, including labour, to help us through this difficult time.

All donations will, in the first instance, be used to repair this locomotive. Any surplus funds that are donated will be applied to the remainder of our locomotive and rolling stock restoration program.

Monetary donations should be made to:

Banking Details

Bank: Standard Bank  
Branch: Van der Walt Street, Pretoria  
Acc Name: Friends of the Rail  
Acc Number: 410 773 786

Clearly mark the deposit with your name and the words "3117 donation". Please also fax or email the deposit slip and your contact details to us at +27-12-549-4090 so that we may acknowledge your contribution and thank you personally. You are also welcome to make an anonymous contribution if you wish.

Further information may be obtained from Arno Victor, +27-12-540-4090 or +27-82-293-4616.

*The FOTR Forum also contains further information, details and photographs of the accident and recovery – see....*

<http://www.friendsoftherail.com/phpBB2/viewforum.php?f=330>

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*FOTR is a non-profit-making (Section 21) railway heritage preservation body, run entirely by volunteers who give up their private time to restore and run trains so that the public may still enjoy nostalgic outings behind steam locomotives in a "living museum" environment. FOTR has been in existence for almost 25 years and, over those years, thousands of people have enjoyed many happy and safe steam train outings.*

*FOTR is genuinely non-profit making – the limited amount of money generated from our public trips is used (along with donations) to restore locomotives and coaches whenever possible. No payments or dividends are made to our members who all offer their services for free.*



Locomotive number 3117 newly restored, December 2008. Picture: Kevin Wilson-Smith.



Locomotive number 3117 just before departure on the fateful trip on 20 June 2010. Picture: Nathan Berelowitz.