

Mind your step

Metrorail has urged commuters to take special care and not to neglect their safety while rushing to board trains, especially at interchange stations.



GAPHELA XA UHAMB

Umetrorail ubongoza abahambi ngololiwe ukuba baqaphele kwaye bazinakekele xa bekhwela koololiwe, ngakumbi apho batshintsha khona izitishi.

Ukuzama ukufumana indlela pho kudibana khona isitishi sikaloliwe kuba ngumceli-mngeni, ngakumbi ukuba sele ushiywe lixesha kwaye kusafuneka utshintshe iiplatifomu ukuze ukwazi ukufumana uloliwe wakho. uJohan Kriel, ongumanejala wezamashishini ezongcupheko kwaMetrorail eNtshona Koloni, uthi abakhweli bakaloliwe kufuneka bahlukane nokuhlala bebaleka ezitishini.

uJohan uthi abakhweli kufuneka bamele bucala ngaphandle kwiiplatifomu, nto leyo iyakunceda kungabikho uxinezelwano koololiwe.

“Xa ulindele uloliwe, mela ngapha komgca otyheli ngalo lonke ixesha. Khumbula, oololiwe badlula ngesivinini esiphezulu bekhawulezile, lonto ke ingakutyhalela ngaphaya okanye ikubezele ngaphantsi kukaloliwe.

Navigating your way at an interchange station in peak hours can be challenging, especially if you're running late and need to change platforms to catch your train. Johan Kriel, business risk manager of Metrorail Western Cape, says commuters should avoid running at stations. “Stations may have different surfaces, so take care when moving to and from your train. It's a good idea to arrive at your station earlier than your timetabled service to give you enough time to board your train safely,” he says. Johan also advises commuters to spread out along the platform, as this helps avoid crowding carriages.

Keep clear

“When you're waiting for a train, stand behind the yellow line at all times. Remember, trains passing at speed create a vacuum called a backdraft, which can blow you over or suck you under a train.

“When your train arrives, stand aside and allow other people to get off before you board the train. Mind the gap between the train and the platform,” he says. Johan advises commuters not to board the train if they feel sick. “If you feel unwell while on board, exit the train at the next station and alert a Metrorail employee,” he concludes.

SAFETY



Metrorail has urged commuters to call the relevant authorities if they spot criminal activities, especially vandalism and theft of railway items.

Words: Alicia English

Metrorail has been severely affected by vandalism of trains and theft of rail infrastructure throughout the year. Each rail component and piece of equipment, whether on or off the tracks, is critical to operating a safe and reliable train service. When tampered with or stolen, it can cause major train delays and, in some instances, lead to derailments or accidents. Commuters are encouraged to report any vandalism or theft to any of the contact numbers listed in the Safety Corner (see bottom right) on this page.

THESE ARE THE KEY RAIL COMPONENTS THAT ARE MOST VULNERABLE TO VANDALISM AND THEFT:

SIGNAL UNITS

A signal unit indicates to a train driver whether he can proceed or whether he has to wait for another train to pass. If the lid is removed, the signal will be out of order and the whole unit needs to be replaced.

SIGNAL COVERS

A signal cover provides shade so that the signal light is more visible to train drivers. If tampered with or stolen, the visibility of the signal colour will be poor.

SIGNAL CABLES

These cables are vital for railway signaling. If tampered with or stolen, the signals will be down and communications will be interrupted.

TRACKSIDE BOXES

The trackside boxes contain critical signal equipment.



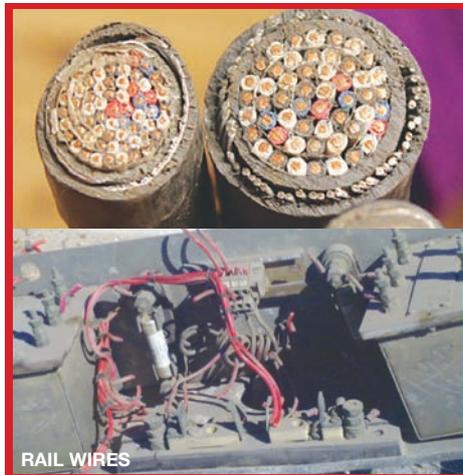
SIGNAL UNITS



SIGNAL COVER



TRACKSIDE BOXES



RAIL WIRES

RAIL WIRES

All rail wires provide power to the trains. If tampered with or stolen, it can cause damages to pantographs and infrastructure, train delays, injuries to Metrorail staff and electrocutions.

POINT HANDLER

This apparatus is used to change the point switches manually.

POINT MACHINES

The equipment inside the unit is used to change point switches.

PENDOL SPRINGS

A pendol spring is a steel peg that holds the rail and sleeper in position. If tampered with or stolen, the joining point will be weakened, which could cause train derailments, injuries and damage to assets.

RAIL LINES

The railway line provides a path for the train. If tampered with or stolen, it can cause train derailments and loss of lives.

Safety is our concern

SAFETY CORNER

Walk with purpose and leave stations as soon as possible. If you think you're being followed, go to a public space, a security officer or the nearest police station.

EMERGENCY NUMBERS

Protection services	021 449 4336
Claims office	021 449 2041/3645
Transport info number	0800 65 64 63
RAILWAY POLICE	
Philippi	021 370 1000
Cape Town	021 443 4325/7
Bellville	021 941 6800
Retreat	021 710 5120/9



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ASK METRORAIL

ADVANCE WARNING

We ask Johan Kriel, business risk manager of Metrorail Western Cape, what a railway detonator is, and why it's needed.

Words: Alicia English

“A railway detonator is a coin-sized device that is used to make a loud sound as a warning signal to train drivers. It is placed on the top of the rail, usually secured with two lead straps, one on each side. When the wheel of the train passes over, it is activated and emits a loud bang,” explains Johan Kriel, business risk manager of Metrorail Western Cape. Railway detonators are used to safeguard commuters and Metrorail employees, and protect trains.



JOHAN KRIEL

If the line ahead is clear, the train driver may proceed until he receives a further signal or an oral instruction. When three detonators are activated, the train driver must stop the train and remain there until authorised to proceed,” says Johan.

Handle with care

Johan warns that detonators must be handled with care, since they can explode if roughly handled.

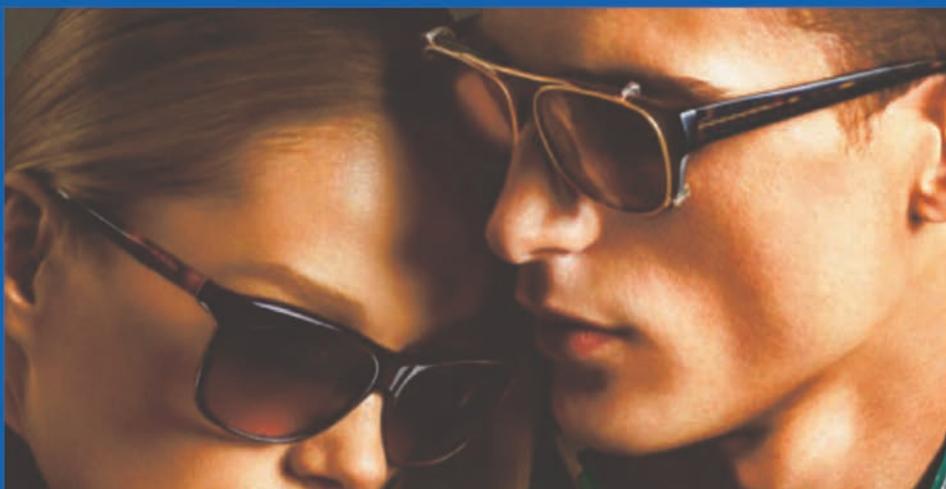
Detonators are only used for signalling purposes, as and when required by the train working instructions.

The detonators do not pose any risk to commuters travelling in a train or standing on a platform. “However, it is dangerous to be within three metres from a detonator when it is activated. Therefore, commuters should not loiter in the vicinity of the detonators and remain on the platforms at all times,” says Johan.

Slow down

When a detonator is activated near a fixed signal, train drivers assume the signal is displaying its most restrictive position and they act accordingly. “When a train activates one detonator, the train driver must reduce speed and be ready to stop the train. When two detonators are activated, the train driver must stop the train.

IMAGES: COURTESY IMAGES



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PROFILE



1. FROM LEFT: Metrorail train drivers Henning Pretorius and Petrus Visser, and metro guard Gawie le Roux, are passionate about their steam ladies.
2 Katie, the steam locomotive, was built in 1930.

Three men & a steam lady

Tell us about Katie the steam locomotive.

HP: Katie is a Class 16DA Pacific class locomotive, which was built in 1930. She is one of only six and the very last of her class that was built. She is a manually fired coal-burning locomotive operated by Atlantic Rail. On each trip, the fireman shovels nearly six tonnes of coal into the firebox by hand. The coal is also loaded by hand into the tender before each trip.

How did you get involved in working on Katie?

HP: I am a qualified fireman and electric train driver. I became involved with the 'Steam Ladies' in December 2010, when Atlantic Rail applied to operate on Prasa's network. There is a saying: once you drink tender water you will always return for more. It means once you're involved with a Steam Lady you fall in love and always return to admire her beauty and to hear her beat.

PV: I started my career as a fireman on steam locomotives in 1977. I was 17 years old. Unfortunately, steam locomotives were phased out in 1982/3 and I was transferred to diesel locomotives and later, electric trains. I was recently approached by Atlantic Rail to return as a fireman and accepted gladly. Although I am a train driver at Metrorail, I enjoy being a volunteer fireman wholeheartedly.

GL: I've been a metro guard for the past 35 years. I have been a guard on the steam train since March 2013.

Tell us about your duties on the steam locomotive?

HP: As Atlantic Rail is a private rail operator, it is not allowed to operate independently on Prasa or Transnet Freight Rail's (TFR) rail network. My duty is to ensure Atlantic Rail adheres to all rules and regulations applicable to Prasa or TFR trains.

PV: My duties as a fireman are to assist the driver, see that there is enough steam pressure and water in the

boiler, and keep the locomotive clean and tidy.

GL: I perform all the shunting duties on the steam train. Before we start with any shunting activities, I have to ensure that it's safe to do so. During our journey, the safe boarding and disembarking of the passengers is my responsibility.

Words: Alicia English

What's the difference between working on a steam locomotive and an electric train?

HP: Steam locomotives need a lot more preparation than electric units. Because you have to light a fire to heat the boiler, you have to consider the expansion of the metal. If metal expands and contracts too rapidly, it can cause the metal to weaken. The boiler must be heated up very slowly. It normally takes about eight hours to heat up a cold locomotive. There is no way to simply insert a key and drive away.

What do you enjoy most about working on Katie?

PV: Each trip on a steam locomotive is a highlight. I enjoy making food on a shovel in the firebox, and maintaining red mark steam with sufficient water in the boiler. I also love the sound of the locomotive hammering away noisily when the driver opens the regulator.

GL: I love working on the steam train because it feels like years ago when I worked on the Blue and Trans Karoo trains. Back then, a guard used to shunt and work passenger trains.

HP: The nice thing about a steam locomotive is you can make coffee in the fire quite easily. It only takes a few seconds to boil the water. While waiting in the loop between trips, you can braai some chops and wors on the fireman's shovel in the firebox. You can steam mielies in the blow-down box as well.

What are you doing to preserve the knowledge of working on steam locomotives?

HP: Atlantic Rail has many volunteer members who are learning from the current drivers, firemen, train managers, steam fitters and carriage restorers. To preserve all the historical information and knowledge, the older experts share stories and technical information. This is the best way that the expertise can carry on for many years to come.

PV: During trips, passengers are very interested in the locomotive and we try to answer all their questions. There are also different social media groups, such as the Spoorweg Memories group on Facebook where we share our stories, photos and videos.

SPECIAL PROJECTS

Where there's smoke, there's fire

Metrorail employees recently teamed up with the Rapid Rail Police Unit for a no-smoking campaign at Retreat Station.

Words: Yonga Balfour



Employees in Metrorail's marketing, customer and protection services departments gathered at Retreat Station during the early-morning peak to educate commuters about the consequences of smoking on trains and stations.

No smoking

The Succession Act of 1989 makes it illegal for anyone to smoke on Metrorail premises and trains. Commuters learned that they could be fined and even prosecuted if they break this law. They were informed of the risk of trains and stations being set alight by cigarette butts that are not put out completely. Commuters were also reminded of the health risks that smoking poses to themselves and non-smokers.



1. Metrorail employees and members of the Rapid Rail Police Unit teamed up during the no-smoking campaign at Retreat Station.
2. Protection services staff informed commuters about the Succession Act of 1989.
3. Mongezi Manka of Metrorail's marketing and communications department chats to a learner about the dangers of smoking.

IMAGES: COURTESY IMAGES



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DO A

KHAYELITSHA

DAY TRIP

Change direction this weekend and head out to Khayelitsha.

Words: Yonga Balfour



Khayelitsha Craft Market

St Michaels All Angels Church is home to the Khayelitsha Craft Market. The market features beadwork, baskets, pottery and more. It is located at Ncumo Road and is open Mondays to Fridays from 9am to 2pm and on Saturdays from 9am to 12pm.
021 363 5837

Lookout Hill

Look out over Khayelitsha, the Cape Flats and Table Mountain from Lookout Hill in Khayelitsha. If you're not that adventurous, you can admire all the arts and crafts in the area. Lookout Hill is located on the corner of Mew Way and Spine Road and is open Mondays to Fridays from 8am to 4.30pm.
021 361 7098

Kefu's Jazz Pub

Jazz up your meal at Kefu's Jazz Pub and Grill and Bed and Breakfast. Enjoy the fine jazz tunes while enjoying a lovely lunch or dinner. Had one too many? Don't worry, simply check into their bed and breakfast.
021 361 0566

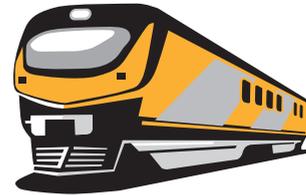
Department of Coffee

Ntlazane Road is where you'll find the Department of Coffee. No day can start without a good cuppa. There's a wide variety of coffees to choose from, and if you're hungry, grab a muffin. The Department of Coffee is open Mondays to Fridays from 6am to 6pm and Saturdays from 8am to 3pm.
073 300 9519

WORD SEARCH

E	B	D	E	L	E	R	I	B	U	P	E	T	A	S	N	P
M	E	W	L	O	D	U	C	T	S	C	Y	B	B	O	D	H
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- Angels
- Coffee
- Craft
- Department
- Hill
- Jazz
- Kefu
- Khayelitsha
- Lookout
- Market
- Mew
- Pub
- St Michaels
- Weekend



me'rroRail

SAFETY AWARENESS CAMPAIGN



**DO NOT CLIMB ON TOP
OF MOVING TRAINS**



**DO NOT TRY
TO GET ON/OFF
A MOVING TRAIN**



**DO NOT STAND BEYOND
THE YELLOW LINE
ON THE PLATFORM**



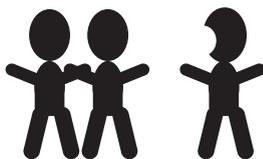
**ALWAYS USE THE FOOT
BRIDGE TO CROSS
RAILWAY LINES**



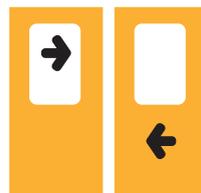
**TRAIN SURFING /
SPARAPARA IS NOT
ALLOWED**



**DO NOT CROSS
THE RAILWAY LINES**



**DO NOT TALK
TO STRANGERS**



**TRAIN DOORS MUST
BE CLOSED WHEN
TRAIN IS IN THE MOTION**



**AVOID DARK &
REMOTE CORNERS!**

0800 65 64 63

RAIL SAFETY IS OUR CONCERN AND PRIORITY

MAINTENANCE PROGRAMME 17 TO 23 NOVEMBER 2016



SOUTH: CAPE TOWN – SIMON'S TOWN AND CAPE FLATS

17 - 23 Nov 2016	Athlone - Hazendal	09:00 - 14:00	Maintenance between scheduled train service. Train delays of 10 - 15 minutes can be expected.
17 - 23 Nov 2016	Fish Hoek - Simon's Town	09:00 - 14:00	Maintenance between scheduled train service. Train delays of 10 - 15 minutes can be expected.
17 - 23 Nov 2016	Maitland - Pinelands	09:00 - 14:00	Platform changes will be announced. Train delays of 20 - 25 minutes can be expected.
17 - 23 Nov 2016	Ottery - Heathfield	09:00 - 14:00	Platform changes will be announced. Train delays of 20 - 25 minutes can be expected.
17 - 23 Nov 2016	Steenberg - Heathfield	09:00 - 14:00	Maintenance between scheduled train service. Train delays of 10 - 15 minutes can be expected.

PERFORMANCE

AM ON TIME
93.9%

PM ON TIME
90.6%

CANCELLED (AM + PM)

13.8%

AM ON TIME
65.9%

PM ON TIME
74.3%

CANCELLED (AM + PM)

5.5%

AM ON TIME
59.0%

PM ON TIME
66.7%

CANCELLED (AM + PM)

9.8%



NORTH: CAPE TOWN – MONTE VISTA – BELLVILLE – WELLINGTON – STELLENBOSCH – STRAND

17 - 23 Nov 2016	Maitland - Bellville	09:00 - 14:00	Platform changes will be announced. Train delays of 25 - 30 minutes can be expected.
17 - 23 Nov 2016	Bellville - Kuils River	09:00 - 14:00	Platform changes will be announced. Train delays of 10 - 15 minutes can be expected.
20 Nov 2016	Bellville - Kuils River	08:00 - 18:00	Platform changes will be announced. Train delays of 30 - 35 minutes can be expected.



CENTRAL: CAPE TOWN – KAPTEINSKLIP – KHAYELITSHA – CHRIS HANI – SAREPTA

17 - 23 Nov 2016	Langa - Pinelands	09:00 - 14:00	Platform changes will be announced. Train delays of 20 - 25 minutes can be expected.
17 - 23 Nov 2016	Langa - Bonteheuwel	09:00 - 14:00	Platform changes will be announced. Train delays of 20 - 25 minutes can be expected.
17 - 23 Nov 2016	Bellville - Bonteheuwel	09:00 - 14:00	Platform changes will be announced. Train delays of 20 - 25 minutes can be expected.
17 - 23 Nov 2016	Philippi - Kapteinsklop	09:00 - 18:00	Platform changes will be announced. Train delays of 20 - 25 minutes can be expected.

While we try our utmost to do maintenance during off-peak to minimise possible delays, connecting trains may be subjected to delays on all service lines. Your safety is our concern. We apologise for any inconvenience inadvertently caused. Performance reflects week of 3 to 9 November 2016.

Safety matters

If you are travelling at night:

• Check our timetables to limit your waiting time or contact the Transport Information Centre on 0800 65 64 63.

• Listen to announcements.



• Keep looking around you to make yourself less of a target for thieves.

• Stay in well-lit areas.



• Arrange to be dropped at your station of departure and picked up at your destination station.

In case you missed it

Here are the contact details for Metrorail's customer service area managers in your areas:

AREA IKAPA
Herschel Smith
078 142 5033 / hesmith@metrorail.co.za

AREA SOUTH
Herdia Wicomb
082 420 3352 / hwicomb@metrorail.co.za

AREA CENTRAL
Cyril Bauer
083 351 2715 / cbauer@metrorail.co.za

AREA NORTH
Luleka Ndzuzo
082 376 0252 / lndzuzo@metrorail.co.za



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