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REDISCOVERING THE HERITAGE OF THE CAPE

Metrorail and its stakeholders recently took learners from schools in Langa and Elsies River back in time to learn more about the Cape's rich history. *Myline* captured their special visits to two historic landmarks in the city.

Jaye-Dee Jansen

Grade 7 learners and their teachers from Balvenie Primary School in Elsies River got the chance to visit the Iziko Slave Lodge, while Grade 9 and 10 learners from Ikamvalethu Secondary School in Langa visited Prestwich Memorial last week.

Metrorail transported the learners from their nearest stations to Cape Town during Heritage Week, from 18 to 22 September.

LEARNING MADE FUN

"The learners were very excited as they got a chance to learn quite a bit. The trip expanded their knowledge because they weren't just reading facts from a textbook, but got a chance to see it in reality," says Heinrich Jordaan, a Grade 7 history teacher at Balvenie Primary.

"They got a chance to see the things that we teach them in the classroom," he adds.

When learners from Ikamvalethu Secondary School arrived at Prestwich Memorial, Yandiswa Bavuma guided them through the museum.

"I heard a lot of information about the history of slaves and the bones that were preserved here at Prestwich during the tour," recalls Randy Pato, a Grade 10 learner.

TRAIN TRAVEL MADE EASY

"It was a privilege to have transported learners to Cape Town," says Esmerelda Isaacs, who coordinates Metrorail's reserved coaches service.

"We try to do these trips as often as possible because we want our schools – especially those in disadvantaged communities that do not have the finances to travel by train – to have the opportunity to do so," says Esmerelda.

"We also aim to create awareness among learners that train travel is convenient, safe and the most affordable way to travel to and from their destinations in the Western Cape," she adds.



The learners from the Balvenie Primary and Ikamvalethu Secondary schools enjoyed their visits to two city museums during Heritage week



LEERDERS HERONTDEK KAAPSE ERFENIS

Graad 7 leerders en hul onderwysers van Laerskool Balvenie in Elsiesrivier was baie opgewonde tydens 'n onlangse besoek aan Iziko Slawe Lodge, terwyl Graad 9 en 10 leerders van Ikamvalethu Sekondêre Skool in Langa Prestwich Memorial besoek het.

Metrorail het die leerders vanaf hul naaste stasies na Kaapstad tydens Erfenisweek, 18 tot 22 September, vervoer.

"Ons probeer om hierdie reise so dikwels moontlik te doen, want ons wil hê ons skole – veral dié in benadeelde gemeenskappe wat nie die finansies het om met die trein te reis nie – die geleentheid kry om dit te doen," sê Esmerelda Isaacs van Metrorail.

"Die leerders was baie opgewonde omdat hulle die kans gekry het om baie te leer. Die besoek het hul kennis uitgebrei omdat hulle die kans gehad het om geskiedenis in werklikheid te sien," sê Heinrich Jordaan, 'n Graad 7 geskiedenisonderwyser by Laerskool Balvenie.



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INFRASTRUCTURE

FENCING IN AREA CENTRAL CURBS VANDALISM

Metrorail hopes that its R65 million fencing project in Area Central will contribute significantly to decreasing the number of incidents affecting its train operations and service. **Mandisa Nduli**



Metrorail has fenced the railway reserve from Nyanga to Phillippi stations during Phase 1 of its R65 million fencing project.

Metrorail is investing R65 million in a fencing project to protect commuters and secure its rail network in Area Central against crime. The three-phase project is being implemented from Phillippi to Bontheuvel, and from Bontheuvel to Lavistown stations.

Cable theft, vandalism and arson attacks have led to the loss of many carriages, resulting in train delays and cancellations.

Raymond Maseko, Metrorail's engineering services manager, says the project aims to safeguard the rail reserve against vandalism and theft of operational assets, and protect commuters from being targeted by criminals who access stations and trains illegally.

A SAFE SOLUTION

The fence will stretch over 30 kilometres. Fencing from Nyanga to Phillippi Stations was completed during Phase 1. Phase 2 will focus on Bontheuvel to Netreg, while Phase 3 involves fencing the railway reserve from Bontheuvel to Lavistown and Netreg to Nyanga, respectively. Both phases commenced on 1 April 2017, and will be completed by the end of March 2019.

"The wall presents the first level of protection by keeping the criminals out of the rail network. Detection of people who are not supposed to be in the network will also be simplified as being found inside the reserve will amount to trespassing," Raymond further explains.



Safety is our concern

SAFETY CORNER

Always enter or exit a station platform at designated areas. Crossing the tracks anywhere else is dangerous and illegal.

EMERGENCY NUMBERS

Protection services	021 449 4336
Claims office	021 449 2041/3645
Transport info number	0800 65 64 63

RAILWAY POLICE

Stock Road	021 370 1005
Cape Town	021 443 4325
Bellville	021 941 6800
Retreat	021 710 5129
24-hour operational room	021 443 4309 /10



METRO MATTERS

OVERHEAD POWER MATTERS

Overhead power is vital to the daily operations of trains. We find out the difference between low and no overhead power. **Jaye-Dee Jansen**

Every train in Metrorail's rail network is powered by overhead cables. A pantograph, which is a jointed framework connected to the roof of the train, conveys current from the overhead wires. About three kilovolts (3 000 volts) of electrical current are needed to operate each train.

CONTRIBUTING FACTORS

There are many contributing factors behind the cause of low and no overhead power.

"Factors to consider are low power supply from Eskom to our substations, faulty substations, those that are deactivated due to maintenance, or total malfunction," explains Hennie Pretorius, Metrorail's section manager for operating safety.

"Vandalism has and can still play a huge role in no or low overhead power," he adds.

NO POWER, NO TRAIN

When there is low power flow, trains travel at reduced speed, which results in train delays.

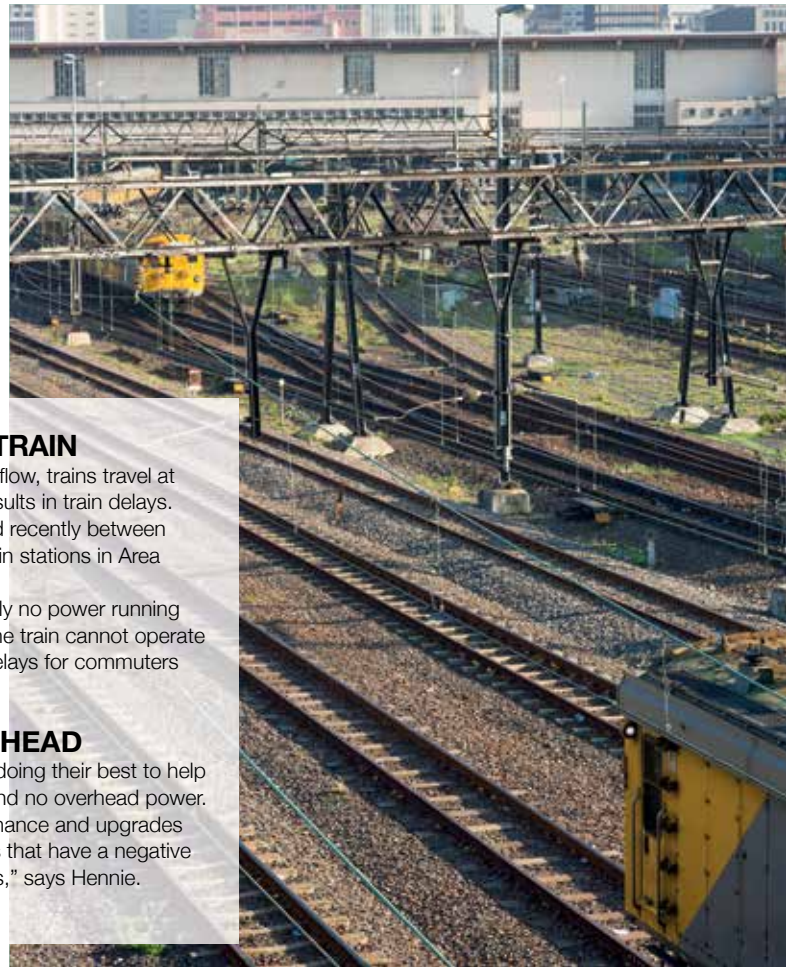
"This is what happened recently between Soetendal and Kraaifontein stations in Area North," explains Hennie.

When there is absolutely no power running through the overheads, the train cannot operate at all and this results in delays for commuters using the line.

THINKING OVERHEAD

Metrorail technicians are doing their best to help reduce incidents of low and no overhead power.

"We do regular maintenance and upgrades to limit failures and delays that have a negative impact on our commuters," says Hennie.



**BE
TRAIN
SMART**

**DON'T CROSS
RAILWAY TRACKS
USE SUBWAYS AND
FOOTBRIDGES.**



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SAFETY

PROMOTING SAFETY AT YSTERPLAAT

Metrorail and its stakeholders recently rallied at Ysterplaat Station to promote rail safety awareness and address fare evasion.

Mandisa Nduli

Bridges and subways are there for your safety. This was Metrorail's message to commuters during a recent safety campaign at Ysterplaat Station in Area iKapa.

Motorists travelling on the N1 towards Cape Town often have to swerve to avoid hitting commuters who run across the N1 instead of using the pedestrian bridge at Ysterplaat Station.

The rail operator's protection services, customer services and marketing and communications departments teamed up with the Rapid Rail Police Unit during the campaign.

The joint team also tackled fare evasion and registered commuters on its SMS update service. They recovered more than R4 000 from commuters who were travelling without a valid ticket on the day.



Metrorail and its stakeholders turned their attention on safety at Ysterplaat Station and encouraged commuters to register for its SMS update service (below).



HERITAGE

TRAIN DIARIES

From Bellville to Malmesbury and Wellington, the railways on the Northern Line have a rich history. We turn the spotlight on these three stations. **Mandisa Nduli**

A view of Wellington Station in 1930 from the collection of Les Pivnic.



BELLVILLE STATION

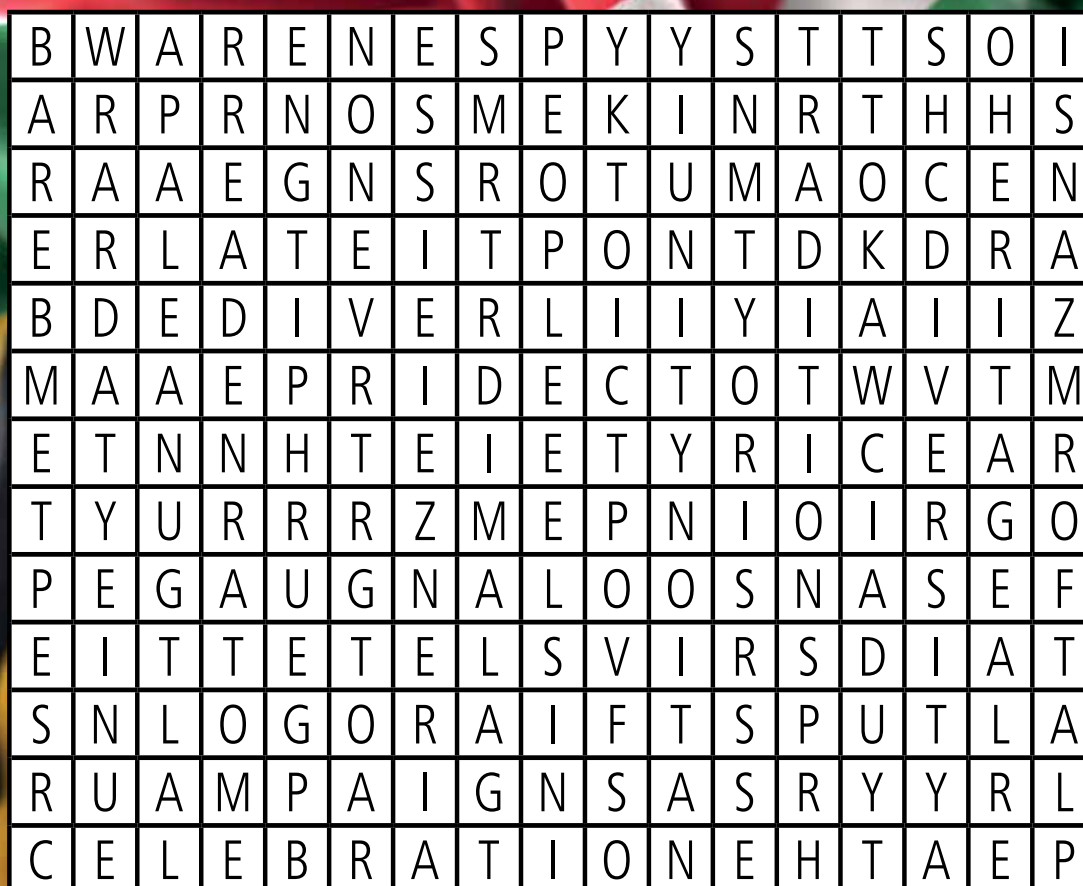
Travelling by train from Cape Town to Bellville was made possible when Bellville Station opened in 1862. Originally known as Belleville, the area was named after Surveyor-General of the Cape, Charles Davidson Bell. In 1886, it was renamed Durban Road because the station also served Durbanville. The town name reverted to Bellville in 1904 with the amended spelling.

WELLINGTON

Construction of Wellington Station began in March 1859 when the British Government built its first railway line to the North. When the station opened four years later, it paved the way for buyers from the Cape travelling by train to meet sellers from inland who transported their fresh produce on wagons.

MALMESBURY STATION

The first railway line connecting Malmesbury to Kraaifontein was opened in November 1877. Malmesbury was a cul de sac station, which meant the trains travelled in reverse. This wasn't such a big deal back then as the engines of the steam locomotives were changed there.



WORD SEARCH

- Braai
- Celebration
- Culture
- Diversity
- Heritage
- Language
- Legacy
- Mzansi
- Nation
- People
- Pride
- September
- Traditions
- Unity



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PROFILE

ON STAGE WITH CRAIG LUCAS

Craig Lucas, winner of *The Voice SA* talks to us about his cheerful childhood in Elsies River, love for his family, and more. **Jaye-Dee Jansen**

W

hen Craig Lucas entered *The Voice SA*, he doubted that he would ever make it past auditions. "My friends fought with me and basically forced me to enter. I was never going to audition for *The Voice* because I didn't think I'd make it," says the 23 year old from Elsies River. Craig impressed the judges and fans with his vocal talent, especially since he has had no formal training in music and doesn't have a musical background – unlike many of his fellow contestants. "I am extremely shy and introverted and find it hard to communicate my feelings. Singing has always been my outlet," he says, explaining his love for the art.

HOMEGROWN TALENT

Craig has become a role model and an example of the greatness that Elsies River can produce. "It's been amazing hearing how my story has inspired the kids in Elsies River," says Craig.

Coming from a tight-knit family, there were always relatives just around the corner in his neighbourhood.

"Growing up in Elsies River was a lot of fun. Most of my family lives there. My gran is across the road, my other gran's in the next road, my brother's down the road and my aunt a few roads away."

Although his father passed away when he was just three years old, Craig had a memorable childhood built on strong family ties.

He recalls one of his fondest memories of when his family got together over Christmas. One of his uncles would dress up as Santa Claus, climb down their roof and hand out gifts.

THE SINGING FINANCIER

We all know that Craig has an amazing voice, but this maestro also has a knack for finance, having studied commerce at the University of Cape Town.

"I graduated my finance honours with distinction two weeks before I came to Johannesburg for the live shows," says the singing sensation.

"I was afraid that a job in the arts would not provide the financial stability that I needed to take care of myself and my mom sufficiently one day."

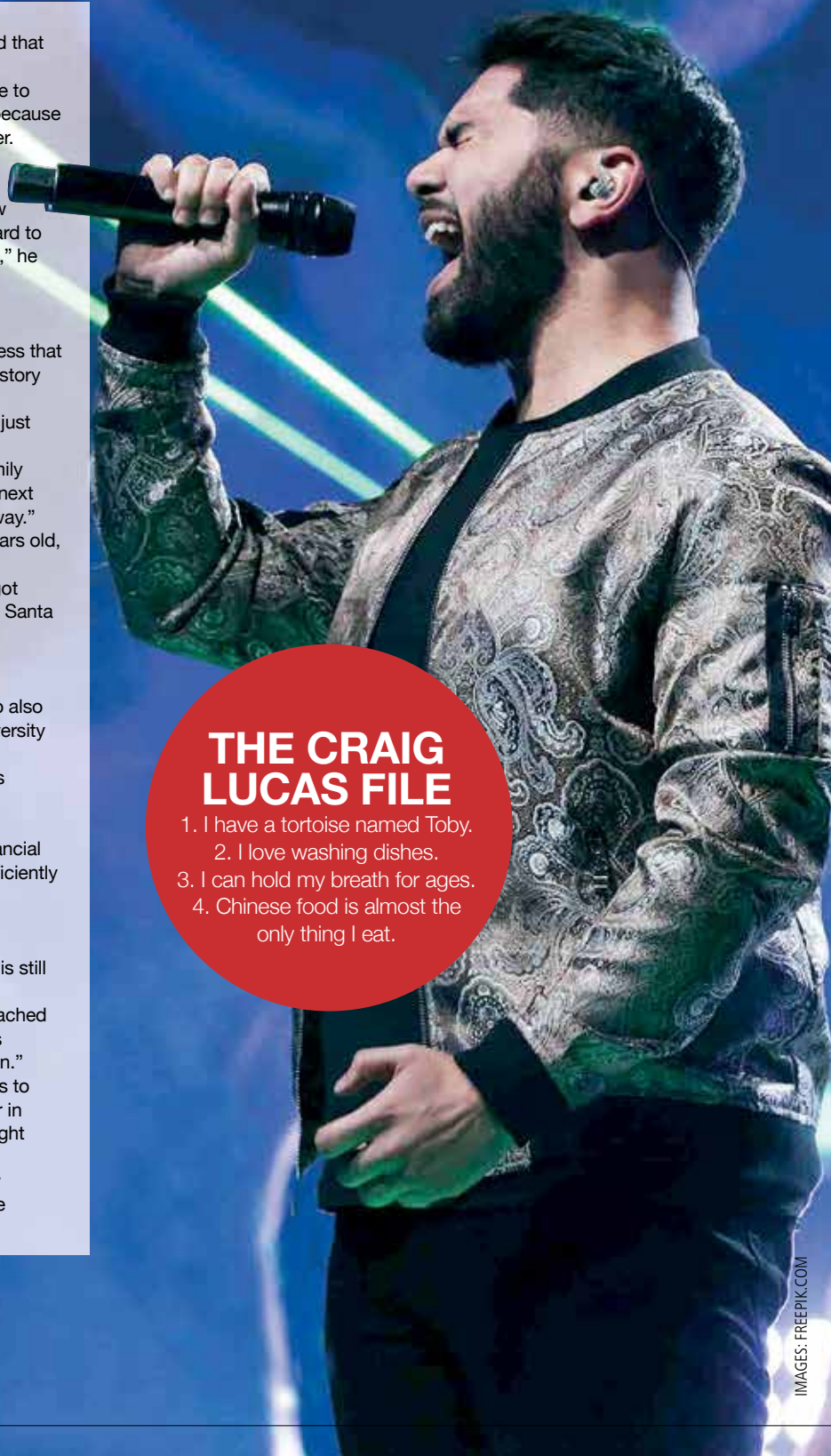
LIFE AFTER THE VOICE

Adapting to his new-found fame is one of the things the artist is still getting used to.

"I am extremely shy, so sometimes it's difficult being approached by strangers or stopped in public spaces. It nevertheless feels amazing getting to meet the people who support you in person."

Craig has quit his nine-to-five now that he has the resources to make his own music. His advice to those in pursuit of a career in the industry is simple: "You have to make sure you have the right intentions," he says.

"You need to really love music, and not do it for the fame or money, because it will get really difficult at times, and only true passion for the craft will help you carry on."



THE CRAIG LUCAS FILE

1. I have a tortoise named Toby.
2. I love washing dishes.
3. I can hold my breath for ages.
4. Chinese food is almost the only thing I eat.



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Personal details

Name:

.....

Surname:

.....

Cellphone number:

.....

Select the route you travel on and wish to receive updates for.

1. ☐ Bellville via Esplanade and Lavistown
2. ☐ Bellville via Monte Vista
3. ☐ Cape Flats
4. ☐ Kapteinsklip
5. ☐ Khayelitsha

6. ☐ Malmesbury via Bellville
7. ☐ Muldersvlei via Stellenbosch
8. ☐ Southern Suburbs
9. ☐ Strand
10. ☐ Wellington via Kraaifontein
11. ☐ Worcester via Bellville



The platform for modernisation has been created. The future is here.

True to our vision of creating the backbone of public transport, we at PRASA are working tirelessly to improve the whole train travel experience for our people. The construction of modern stations using state-of-the-art architecture, the introduction of swift-operating turnstiles for the ease of passenger flow and the upgrading of security systems are but a few of the many visible changes that we're implementing across 134 of our stations nationwide. This is big change that will take time to complete, but we're proud to say that the platform has been set. Change is happening right now.

PRASA. CHANGE HAS BEGUN. THE FUTURE IS HERE.





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MAINTENANCE PROGRAMME 28 SEPTEMBER TO 4 OCTOBER 2017



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

28 Sept – 4 Oct 2017	Cape Town – Maitland – Hazendal	09:00 – 14:00	Platform changes will be announced. Train delays of 10 to 15 minutes can be expected.
28 Sept – 4 Oct 2017	Cape Town – Woodstock	09:00 – 14:00	Platform changes will be announced. Train delays of 10 to 15 minutes can be expected.
28 Sept – 4 Oct 2017	Cape Town – Mowbray	09:00 – 14:00	Platform changes will be announced. Train delays of 10 to 15 minutes can be expected.
28 Sept – 4 Oct 2017	Salt River – Heathfield	09:00 – 14:00	Platform changes will be announced. Train delays of 25 to 30 minutes can be expected.



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

28 Sept – 4 Oct 2017	Maitland – Bellville	09:00 – 14:00	Platform changes will be announced. Train delays of 25 to 30 minutes can be expected.
1 Oct 2017	Maitland – Bellville	09:00 – 18:00	Platform changes will be announced. Train delays of 25 to 30 minutes can be expected.



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

28 Sept – 4 Oct 2017	Lentegeur – Mitchell's Plain	09:00 – 14:00	Platform changes will be announced. Train delays of 10 to 15 minutes can be expected.
28 Sept – 4 Oct 2017	Langa – Mutual	09:00 – 14:00	Platform changes will be announced. Train delays of 20 to 25 minutes can be expected.
28 Sept – 4 Oct 2017	Philippi – Nyanga	09:00 – 14:00	Platform changes will be announced. Train delays of 20 to 25 minutes can be expected.
28 Sept – 4 Oct 2017	Pinelands – Langa	08:00 – 18:00	Platform changes will be announced. Train delays of 20 to 25 minutes can be expected.

While we try our utmost to do maintenance during off-peak hours to minimise possible delays, connecting trains may be subject to delays on all service lines. Your safety is our concern. We apologise for any inconvenience inadvertently caused. Performance reflects week of 13 to 20 September 2017.

PERFORMANCE

AM ON TIME

82.2%

PM ON TIME

85.9%

CANCELLED (AM + PM)

29.6%

AM ON TIME

73.5%

PM ON TIME

80.8%

CANCELLED (AM + PM)

12.6%

AM ON TIME

19.7%

PM ON TIME

16.8%

CANCELLED (AM + PM)

40.4%

CUSTOMER NOTICE

CHECK OUT OUR BLOG FOR LATEST NEWS AND MORE.

While we await the appointment of a new service provider for the regional website, commuters can access static train timetables, fares, maintenance schedules, electronic copies of *MyLine*, contact information, and latest news and information regarding the service on our blog <http://capetowntrains.freeblog.site/>. Commuters can also register for the SMS service by completing the web form on the 'Timetables' page.

In case you missed it

Here are the contact details for Metrorail's customer service area managers.

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