

REPORT
CRIME TOLLFREE
PRACTICES TOLLFREE
0800 003 056

CABLE THEFT IS A CRIME YOU WILL GET ARRESTED



Transnet Freight Rail will be running a Safety Advertisement Campaign through TV, and Radio from the 1st of December 2010 to May 2011. Watch this space.

AVOID BECOMING THE VICTIM OF CABLE THEFT!

REPORT CRIME TOLLFREE TO

0800 003 056

TRANSNET



FREIGHT BUSINESS



AN OVERVIEW

General Freight Business is the largest of Spoornet's business units, accounting for 70% of its income derived from 52% of freight tonnage handled. General Freight Business (GFB) is divided into the following:

- Commercial
- Strategic Marketing and Planning
- Customer Service and Production
- Finance and Support
- Safety and Compliance
- Terminals, Intermodal and Automotive
- GFB Integration

It is vital in a company with a rail network of the size and complexity of Spoornet's, that all services provided to customers are based on the principles of excellence in service delivery and customer satisfaction. These services include optimisation of fleet and rolling stock allocation, line utilisation and the provision of integrated transport solutions. This in turn enhances value, efficiency and improved service delivery to a diverse customer base. GFB is divided into the above-mentioned departments to deliver these services as well as fulfil customers' needs.

THE CUSTOMER

It is our belief that the current relationships between customers and GFB will be strengthened via the collaborative development of value-added market offerings based on mutual understanding of the driving forces affecting our customers' industries and markets. These value-added market offerings will result in focused, customised supply chains - more specifically, logistics solutions, that create efficiency and reliability in the supply chain. Our strong emphasis on Customer Relationship Management (CRM) and the allocation of Key Account Managers (KAM's) to customer sites reflect our commitment to customer satisfaction.



INTEGRATED TRANSPORT SOLUTIONS

GFB manages the flow of product and information between suppliers, customers and their markets for portions of inbound and outbound segments in supply chains. We integrate the rail component into the supply chains of our customers to enhance the efficiency, reliability and cost effectiveness of supply chains.

Road haulage is the major logistics component beyond rail that forms part of the current GFB service offering. GFB also has a preferential relationship with the ports to offer integrated logistics solutions for import and export-based products.

The global competitiveness of South Africa's industries in terms of creating export trade opportunities is directly related to best practice principles applied in supply chain management locally. GFB plays a critical role in the efficient movement of 60% of all cargo being handled through South African ports.

ENABLEMENT OF INTEGRATED TRANSPORT SOLUTIONS

Collaborative planning between Spoornet and its partners in the supply chains is deemed critical for the immediate future. The segmentation of the commercial market offering into a range of services that take cognisance of the different buying behaviours of its customers is envisaged. State-of-the-art purpose-designed software is employed to manage and enhance the implementation of integrated transport solutions, such as eLogistics. (See b2bAfrica)





INNOVATIVE SERVICE OFFERINGS TAILORED TO CUSTOMER NEEDS

GFB is in the process of establishing distinctly different service offerings to Spoornet's current and prospective customers, each with specific business rules and operational and commercial criteria. The implementation of the Three Traffic Categories operational model will enable Spoornet to plan a significant portion of the total train plan and required resources in advance which will improve predictability during execution and will allow GFB to match the service offered more closely to customer and industry specific requirements.

The differentiated service offerings are based on demand consistency and traffic volumes. The three traffic categories, with their main characteristics, are:

megaRAIL

megaRAIL focusses on rail friendly cargo flows i.e.

- Large consistent traffic volumes
- Fixed maximum agreed parcel size
- Guaranteed capacity availability
- Capacity (wagon and trip plan space, full and empty) reserved for rendering a predictable and guaranteed service

flexiRAIL

- Pattern of demand not consistent
- Maximum volumes are specified and agreed upon weekly, per consignment
- Availability of capacity (wagons and trip plan space) not guaranteed up front
- Reliable delivery of complete trip plan guaranteed once capacity has been committed during the week prior to the loading time

accessRAIL

- Small, often irregular consignments
- Demands are handled on "first come first served" basis, assessed against a fixed scheduled train plan
- A regular schedule published quarterly will indicate trains available for that quarter
- Wagon orders have to be placed in order to fill space on pre-"switched on" train trip plans
- Delivery of service depends on the availability of adequate capacity, pre-agreed on, on a quarterly basis
- Once capacity has been committed, the reliable delivery of the complete train trip plan is guaranteed

GFB STRUCTURE AND FUNCTIONS

GFB comprises the following distinctive departments that operate in a coherent manner to optimise all the aspect of customer interaction, be it contracts management, service planning, service delivery or financial settlement.

COMMERCIAL DEPARTMENT

The Commercial Department focuses on customer relationship management, portfolio/key account management and the negotiation of final price and service level agreements with customers. Commercial is structured according to main business sectors i.e. Steel and Consolidation; Industrial Mining; Fuel, Chemicals and Fertiliser; Cement, Lime & Coal; Grain & Timber and FMCG (Fast Moving Consumer Goods) – and in each of these sectors, direct relationships with customers are managed through Portfolio Business Managers and supporting Key Account Managers.

STRATEGIC MARKETING AND PLANNING

Strategic Marketing and Planning is responsible for the long term strategic review of GFB's services as well as market and operations planning, long term resource planning, market research & analysis, revenue management and the development of logistics solutions and strategic partnerships. Business Intelligence about future market demands is used to ensure that sufficient capacity and infrastructure will be available for the conveyance of commercially viable cargo in the long term.

CUSTOMER SERVICE AND PRODUCTION

The Customer Service and Production department is responsible for efficient and effective customer service via geographical based Customer Service and Production teams, the National Customer Service Centre, yield management, network performance and contingency management. Short term planning and re-planning to provide a stable and predictable service form a vital component of this department's outputs. Planning translates service specifications into detailed train plans and the required resource deployment. This department is in essence the owners of the published service plan and the co-ordination of over-border service rendering.

FINANCE AND SUPPORT

Finance and Support is responsible for account management, financial accounting, contract stewardship, human resource management, training and development, billing and credit management, procurement, business and system analysis, internal control and internal/external audit liaison.

SAFETY AND COMPLIANCE

Safety is a key focus area in Spoornet. This department oversees safety in general, data monitoring and analysis, audit and compliance management and also sponsors the GFB competence standards & operations procedures. Safety communication is one of the key outputs of this department.

TERMINALS, INTERMODAL AND AUTOMOTIVE

Terminals, Intermodal and Automotive is a business unit within GFB that is responsible for managing the relationships and service rendering to agents and third parties within the automotive and intermodal industries. With the growth of South Africa's stature in the motor manufacturing industry and the stated intention of creating an export led economy, this unit plays a pivotal role in the country's growth.

Another key function of this unit is the management of relationships and interfaces amongst key players in global containerised traffic exchange. The responsibilities include commercial functions, management of container terminal services and the facilitation of capacity and service planning, storage and security. This department is another component of Spoornet's logistics capabilities beyond the railhead.





GFB INTEGRATION

GFB Integration is responsible for integrating the processes of the six departments listed above to provide an integrated customer approach from both operational and sales point of view. Process custodianship for all GFB processes and management of all strategic, turnaround and productivity improvement projects lie within GFB Integration.

THE GFB FOCUS FOR THE FUTURE

GFB will focus on growing profitable rail friendly cargo

GFB will ensure sustainable conveyance of rail friendly cargo through amongst others a focussed pricing strategy that takes cognisance of industry and customer specifics.

GFB will focus on improvement in areas of planning, efficiency and productivity through the following initiatives:

- Operational excellence based on action and focus
- Solution-driven and proactive management initiatives
- Focus on employee teamwork, improved attitudes, self-reliance and motivation
- Comprehensive action plans to deal with unsafe practices, shrinkages and criminal activity
- A continuous drive to improve productivity as well as asset and inventory management

These initiatives will achieve the following :

- More stable and predictable service
- Weekly and daily train service plans to enable better capacity utilisation
- 24-hour presence of management at the National Customer Service Centre (NCSC) to enable real time and dynamic decision making
- A safe and reliable operating environment
- A reduced cost structure

This will contribute to our drive to increase customer satisfaction and achieve service excellence.

GEB'S LOGISTICS PARTNERS WITHIN TRANSNET

b2bAfrica

b2bAfrica, the **eBusiness** subsidiary of Transnet has established a web-based logistics platform that seamlessly connects Transnet's six transport and logistics divisions, including Spoomet, and also supports the electronic flow of logistics processes between these divisions and customers.



The eLogistics platform is accessible to customers and in essence provides a private communication and logistics execution hub to plan, manage, monitor and optimise cargo movements with Spoomet and other logistics service providers through the entire supply chain.

Customers can connect to the eLogistics platform through the channel of their choice, e.g. direct data links, over the Internet using XML document interchange standard, EDI, fax, SMS or manual processes.

Freightdynamics

'**freightdynamics**', a division of Transnet, is one of the largest road transport companies in South Africa. The company's comprehensive service includes long haul, nationally and over border, and short haul movement by road. '**freightdynamics**' also provides a range of related services, including warehousing, storage, consolidations, rail feeder services, insurance, subcontractor management and electronic connectivity.

As a logistics partner to Spoomet, **freightdynamics** provides an on-road freight logistics service at both ends of the rail transport leg. The service typically includes loading and off-loading, stockpiling and storage of product, road transport, documentation, on-site management and provision of specialized equipment.

Spoomet will offer the above services as an integrated suite to enable optimal supply chains.





- Home
- Overview
- What we transport
- Strategic Intent
- 5 year Turnaround
- Our Chief Executive
- **Our History**

Transnet Freight Rail Intranet

Fully utilise
wagons to
make more

WAGONS = MONEY



The Transnet Freight Rail History

The origins of rail in South Africa can be traced back to 1853, when the Cape Town Railway & Dock Company was formed.

Five years later, the construction of the first railway in South Africa was launched via the signing of a contract between the Cape Town Railway & Dock Company and the Government of the Cape of Good Hope.

The rail network quickly expanded to other provinces and, by 1910, the Cape Government Railways, Natal Government Railways, Transvaal Government Railways and the Ports of the coastal provinces combined to form the South African Railways and Harbours (SAR&H).

With air travel becoming

increasingly popular and viable, the South African Airways was incorporated into the SAR&H in 1934.

On 01 April 1981, the government restructured the SAR&H to become a state business enterprise known as South African Transport Services (SATS).

SATS in turn became Transnet Limited - incorporated as a company on 1 April 1990 with the State as its sole shareholder. As the national rail operator, Transnet Freight Rail (then Spoornet) became one of the major divisions of Transnet.

In July 2007, Transnet unveiled a new image which entailed adopting a monolithic brand and Spoornet was renamed Transnet Freight Rail.

A summary of key events that laid the foundation for the Transnet Freight Rail of today.

1835

First meeting of the Preliminary Committee of the "Cape of Good Hope Western Railway" with Harrison Watson, prominent Cape banker as chairman.

1850

Milne's wooden track oxen-powered railway between the Bluff and the Harbour, Port

Schedule

Natal, the forerunner of the railway in Africa.

1851

Estimates for the construction of the Cape Town-Wellington railway submitted by the Cape Government, with a cost of 500 000 pounds and a guarantee of six percent interest per annum. The estimate was prepared by Sir Charles Fox, the eminent railway engineer.

1853

Cape Town Railway & Dock Company formed.

1858

Contract signed between the Government of the Cape of Good Hope and the Cape Town Railway & Dock Company for the construction of the first railway in South Africa.

1859

Landing of the first railway locomotive in South Africa at Cape Town.

1860

Official opening of the first public railway in South Africa, from Point to Durban.

1892

Arrival of the first train at Johannesburg from Cape Town via Bloemfontein.

1910

Cape Government Railways,
Natal Government Railways,
Transvaal Government
Railways and the Ports of those
provinces combined to form
South African Railways and
Harbours (SAR&H).

1934

Incorporation of South African
Airways into SAR&H.

1935

Introduction of Class 16E
locomotives No.'s 854 - 859,
the fastest steam locomotives
on 1 067 mm gauge.

1939

Six new luxury air-conditioned
all-steel saloons placed in
service on the "Union Limited"
and "Union Express" trains. **The
Blue Train** foreshadowed.

1950

Delivery of the 2 000th engine
by the North British Locomotive
Company to SAR&H.

1958

First diesel electric locomotive
arrives at Durban.

1963

Last steam hauled train from
Cape Town Station departed at
18:20 from platform 11.

1976

World speed record on 1 065

mm gauge attained when a class 6E1 locomotive and ordinary suburban coach reached 208 km/h between Midway and Bank.

1981

Government agreed that SAR&H should restructure along business lines. SAR&H became a state business enterprise, South African Transport Services (SATS) on 1 April 1981.

1990

SATS became **Transnet Limited** - incorporated as a company on 1 April 1990 with the State as sole shareholder. Transnet Freight Rail became one of the major divisions of Transnet. At the same time, the rail commuter assets were transferred to the South African Rail Commuter corporation (SARCC). This service was operated on contract by Transnet Freight Rail for the SARCC.

1997

Metrorail created as a division of Transnet responsible for operating rail commuter services. This involved the transfer of 10 285 employees.

1999

Transnet Freight Rail operates three major freight divisions:

General Freight Business (GFB), Orex and COALink. Transnet Freight Rail also operates Mainline Passenger Services (now called **Shosholoza Meyl**) and the luxury **Blue Train**.

Information courtesy of the **Transnet Heritage Foundation** Library.

© Copyright 2008 Transnet Freight Rail. Developed by ICTM.
HTML | CSS

NELSVILLE COMBINED SCHOOL

PO Box 1814
Naude Street
Nelsville
NELSPRUIT
1200



Tel/Fax: (013) 752 6020

E-mail: nelschool@tellkomsa.net

Date: 26 September 2011
Enquiries: Ms BM Dlozi

The MEC
Department of Public Works Roads & Transport
Mpumalanga Province

Dear Sir

REQUEST FOR RE-OPENING OF KARINO STATION FOR PASSENGER USE

We, the learners of Nelsville Combined School, herewith request for the re-opening of the Karino Train Station.

Many contributing factors bear testimony to the fact that there is a dire need for the station to function once more, not only for the community but by the country as a whole. Road congestion is one of the reasons for the need of the railway transport. The functionality of the Karino Station will aid in lessening the accumulating fatalities due to road accidents, especially at turn-off onto the N4. In addition, rail transport will bring about better tariff rates through competition as Buscor Bus Services now monopolises the Public Transport system in the area.

PRASA will benefit from the opening of the stations as there won't be any need for the company to build new stations since there is already many existing infrastructure in Hazyview, Sabie, Matsulu, Matafin and Karino itself.

It is therefore that not only will Karino Estate benefit from this, but also the other surrounding communities who cannot always afford expensive tariffs.

The Station's functionality will present job opportunities in the neighbourhood, which will lessen crime in our province. Our province can be proud to have different modes of transport, thereby being in a position to compete with other provinces like Gauteng. The closure of the stations was wastage of resources, and these resources can be utilised to better the lives of our people.


We trust that you find this in good order

Yours Faithfully

Learners of Nelsville



Mr A Charles
Principal



Educator



Learners

Mpumalanga Department of Education
Nelsville Combined School 999 Naude Street Nelsville
26 SEP 2011
PO Box 1814 Nelspruit 1200 Tel / Fax: (013) 752 6020 Nelspruit Circuit
PROVINSI YASEMPUMALANGA

KARINO STATION





KARIMO STATION



DILAPIDATED BUILDINGS
AT KARINO STATION





OLD BRIDGE LEADING
TO THE STORE.



OF BUILDINGS
KARINO STATION



A wall
Written
Karino
Lifestyle
Estate



A board
put on the
front surround
Karino Life
style Estate

A karino
near the
estate, showing
the
direction to
station





Entrance gate to the estate



A picture of the station taken from the estate

ROUGH WORK

MM: Name the areas that were identified:

VB: Obay, in our area we said Nelspruit, Polokwane was an area, Rustenburg was an area, Witbank was an area that's more local, Ermelo, Ritzersbay more areas it goes to Kimberly, Bloemfontein all of the areas all of the towns had.

LB: When did the station actually close?

VB: It would have been just after 1989, so the process of closing down and moving the people took about 18 months, so this took from 1989-1991. That would have. It was a great good process what happened in the areas, I mean in our areas as well from Phalaborwa also report to us in our area on thee, on the lower line from Kaapmeiden to Phalaborwa it goes up next to the Kruger National Park there were stations there like Hazysview, ^{Mahusho} ~~Mahusho~~, Uitkomsfontein, Cursiri, Bootsberg they were part of thee

LD: When closing down the station, did you think of the farmers that used the Rail as their transport for their crops

VB: Remember what I said earlier, though the relocation was basically only in terms of the people and the stock the extra service would if there was a mean for the service it would have still continued so the farmer and people in that near area were not affected in that because the station itself didn't close down and even still today if there was a mean for the station to receive or for traffic that would still be available.

had a house where the people lived and he had a people realised, the company realised that this was causing the company money not being affected to the service being wanted so the decision was made to, from herbs in the core areas and the small stations were called into the bigger stations so ~~the~~ herbs in ^{our} ~~the~~ area localised is Nelspruit and so all the stations ~~were called into the bigger stations~~ so ~~the~~ ~~her~~ between Nelspruit and Kormatipoort were closed down. Those people and the staff were brought into the herb areas like Nelspruit still the satellite areas, Kormatipoort is a satellite area because of the importance of the cross boarded traffic, Phalaborwa is a satellite because of the distance and the commodities, so yes stations like Karino were closed down. If you go further down ~~at~~ there was a station there in the Croc Valley Mayfern, further down there was a station in Kaapmeiden, further down you can carry on Malelane all the way to Kormatipoort there were stations so the whole idea was as if you saying the stations were abandoned, yes they were abandoned but the whole idea was to bring the staff down to Nelspruit were they could be more efficient and then give a better service to the people.

Findings

Regarding the station, I found out:

* That the station closed down in 1990-1991 due to the fact that they felt they were not making profit and need to ~~close~~ close down the small stations which involved the Karino Station.

* The closure of the smaller stations was not a one-person decision but a national decision, meaning that there was no ultimatum given.

* Workers were given two options; to either take a package or to carry on working. Some rushed to take the package; others continued working but were told they had to stop working a month later.

* Some workers were moved to herbal stations like Nelspruit and some to satellite areas like ~~Koom~~ Kormartipoot due to the cross-boarded traffic.

* Every 5 km there was a station

Stations that also closed down are:

* Hazyview

* Mkhushu

* Eitkon hook

* Casili

* Bootsberg

* Kruger National Park

* ~~Komartipoot~~

* Kaopmeiden

* Maklane

* Maypern

* Phalaborwa

The goals resulting to the decision were?

- * To be more service orientated
- * Improve services levels
- * To look where people could be better utilised
- * Wanted customers to be happy with them
- * To improve service delivery

Impact it had on economy

- * Positive impact
- *

Continuous from previous page:

Regarding stations:

- * It was a citrus loading station.

obviously
Obviously

Historical contextualization.

When looking at the period and time of the closure of the stations we found that not only Karino station was closed but several others. According to that we've gathered from the interviewees, that workers had to take their money or be moved to other places. Those who took their money had no choice because of family responsibilities, they could not go to far places leaving their families behind. As this was also ~~legislt~~ legislation from Transnet the stations had to be closed.

Reflection.

Doing the Oral History project was not easy, especially meeting the deadlines. All that was planned was done and the project was completed. Learning from it, one can do another project much easier and maybe faster from the experience gained. The interviews went well and visiting the Karino Station was ~~exciting~~ exciting. The transcribing part was a little bit hard but we managed to do it. ~~and~~ Getting the sources from one of our interviewees which is Mr Mahlatela was not an easy one since he kept on forgetting to bring them along with him as he had promised.

Conclusion

~~During~~ this project, we are looking forward ~~to~~ in conducting more research especially interviewing our elders so that we can record our own history to try and close the gap that is there.

Skills Learnt

- Developing an interview guide

- Asking open ended questions

- Planning for an interview

- Interviewing

- Analysing the information

- Transcribing

- Verifying sources

- Coming up with a complete project by putting information together

- Interpret information

What we learnt personally:

- Understanding the circumstances of people and the time they lived in.

- Not to judge people but to have empathy on them

- We all come from history and that we don't have to repeat mistakes of the past.

- The gaps that are there in history will not be easily closed ~~if~~ it will take time

- Education is very important. If we can all be educated then we wouldn't find ourselves losing jobs like the former Karino Station workers.

*** Abstract ***

The Abandoned Karino Station

Names: Nomcebo Ngomane

Limphe Gininda

Lethabo Dibakwane

Sub-theme: What led to the closure of the Karino station

School: Nelsville Combined School

Circuit: Nelspruit

Region: Ehlanzeni

Province: Mpumalanga

Grade: 8^b

This portfolio seeks to present findings on research done on the topic "The History of Transport" but specifically on "The ~~Abandoned~~ Abandoned Karino Station." Karino station is a railway station situated about 13km from Nelspruit. The station had been officially closed in 1991 due to the fact that Transnet felt they were not making any profit, because of the many unnecessary stations in unnecessary areas and there wasn't enough business but traffic to justify the convenience of the stations. ~~It~~ It was also found out that not only Karino station was closed but all small stations in the country were closed, and had some of the workers to herbal (bigger) stations like Nelspruit. Others went to satellite areas like Komatipoort then others took packages. Further research shows that the Karino station wasn't a passenger station but it was a citrus loading station. The closure of the smaller stations had a positive impact on the people, ~~and~~ economy and company but not the workers because a lot of people lost their jobs. For them closing down the stations meant losing goals that they wanted to achieve. For the company the aim was to be more service orientated so that their customers could be more happy with them and will continue to use Rail Transport.

*** Abstract ***

The Abandoned Karino Station

Names: Nomcebo Ngomane

Limphe Gininda

Lethabo Dibakwane

Sub-theme: What led to the closure of the Karino station

School: Nelsville Combined School

Circuit: Nelspruit

Region: Ehlanzeni

Province: Mpumalanga

Grade: 8^b

This portfolio seeks to present findings on research done on the topic "The History of Transport" but specifically on "The ~~Abandoned~~ Abandoned Karino Station." Karino station is a railway station situated about 13 km from Nelspruit. The station had been officially closed in 1991 due to the fact that Transnet felt they were not making any profit, because of the many unnecessary stations in unnecessary areas and there wasn't enough business but traffic to justify the convenience of the stations. ~~It~~ It was also found out that not only Karino station was closed but all small stations in the country were closed, and had some of the workers to herbal (bigger) stations like Nelspruit. Others went to satellite areas like Komatipoort then others took packages. Further research shows that the Karino station wasn't a passenger station but it was a citrus loading station. The closure of the smaller stations had a positive impact on the people, ~~and~~ economy and company but not the workers because a lot of people lost their jobs. For them closing down the stations meant losing goals that they wanted to achieve. For the company the aim was to be more service orientated so that their customers could be more happy with them and will continue to use Rail Transport.

Preparation Process

Day 1

We chose our topic (History of Transport)

Day 2.

We chose our project participants and site

Day 3

Write letters requesting interviews with them

Day 4

Write our interview guide.

Day 5

Interviewed

Day 6.

Process transcribe.

Day 7

Bound our project.

Introduction

In this file we will be giving you information about the abandoned Karino Station situated in Karino about 13 km away from Nelspruit (Mbombela)

~~This file will not~~

The file will include:

- * What led to the closure of the Karino Station
- * What happened to the workers.
- * What impact did it have to the economy and the people
- * The goals that they wanted to ~~achieve~~ achieve.

Project Participants

Vernon Radley
Assistant Manager of Spoornet

Saturday Mhlanga.
Former worker of the Karino Station
He now ~~sells~~ ^{sells} fish

Values of Oral History

- Enable learner to get inside to history.
- Enables learner to know the past.
- Enables learner to close gaps.
- Enable learner to work with different audience.

~~Aims of Oral History~~

What is Oral History.

Is the past that has never been written down but only passed by word of mouth from generation to generation.

Oral Tradition

Stories and narratives that have been passed down by word of mouth. eg folktales, stories, Poems, praises, beliefs.

Oral testimony

First hand account of an event eg eyewitness.

Interviewees: Lethabo, Nomcebo
Sibongiso, Lutho

Date: 20 May 2011

Place: Melsville Combined School

Time: 10 o'clock

Tell us about yourself.

Q: My name is Venon ~~Bradley~~ ^{Bradley} I've worked for Transnet & that is why you approached me through your teacher & the topic is Karino station I've worked for the company for a long time so hopefully I'm in the position to answer your questions.

Tell us more about your childhood

A: I grew up in a town called Edenvale which is near OR Tambo airport then I got a Matric qualification I joined ~~Transnet~~ ^{Transnet} which was called the South African Transport, South African Land & Harvest which later changed to South African Transport Services. After school I went to one job & now I'm still doing that job.

We're interested in knowing what led to the closure of the Karino station, so could you tell ~~me~~ ^{us} about that?

A: Okay, very back in 1989 the legislation of the country (the legislation is ~~the~~ ^{your} government law) stipulated that the South African ~~Harvest~~ ^{wildwest} and Harvest government which is, the government - there's a government department must lift up the service rather the transport service of the country in the interest of the economy or what to make a profit, now that doesn't sound right, so 1989 things changed ~~we~~ ~~the~~ then we had to start running our ~~profits~~ country as profit making and concerned and we commercialise. which means we had to manage our own booking system we then went to the strategy ~~the~~

This led them to a strategy decision where we had to look at ourselves, how can we become more profitable, more efficient how can we stop running a service to the country to the people of the country and the country that wants to make use of us and the decisions were made, uhm, the interest of the economy, possibility, service to review the way we were structured as a company that stage every 5 kilometres down the road was a station it had a Master & had people working to him, he had a building & he had a house where the people lived & people realised, the company realised that this was causing the company money not being affected to the service being wanted so the decision was made to form hubs in the core areas & the small stations were called into the bigger stations so the hub in our area localised is Nelspruit ~~the~~ so all the stations between Nelspruit & Komatipoort were closed ^{down} those people and the staff were brought into the hub areas like Nelspruit still the satellite areas, Komatipoort is a satellite area because of the importance of the cross boarded traffic, Phalaborwa is a satellite ^{because of the} distance & the importance of the area in terms of the volumes and the commodities so yes stations like Carino ^{if you} were going further down to there was a station there in Croc Valley Maizell, further down there was a station in Krapmeiden, further down you can carry on ~~Matelane~~ Matelane all the way to Komatipoort there were stations so the whole idea was as if you saying the stations were abandoned, yes they were abandoned

for Carlino station saying ^{strategy} ~~strataggy~~ was a pickable country wide ^{site} ~~spot~~ which meant that herbal or Major areas were identified in the country, in ~~the same principles~~ ~~the same principles~~ I remember correctly there were 36 areas that were identified & the people had to relocate to this 36 areas national decision made from top Management (laughter)

1.A Name the areas that were identified?

1.B okay in our area we said Tletsput, Polotwane was an area Rustenburg was an area, Witbank was an area that's more local, Emerlo, Ritcherskag, More areas it goes to Kimberly, Bloemfontein all of the areas all of the towns had

1.D When did the station actually close?

1.B it would have been just ^{after} ~~around~~ 1989, so the process of closing down & moving the people took about 18 months, so this took from 1989 - 1991. That would have, ~~that would have~~, it was a great good process what happened ~~in the areas~~ in the areas I mean in our areas as well from Phalaborwa also report to us in our area on there, on the bwever line from Kaapmeiden to Phalaborwa it goes up next to the Att Kruger National Park there were stations there like Hazzyven, Mathusha, Sitcomhoek, Casili, Bootsberg they were part of there

1.D When closing down the station did you think of the farmers that used to use rail as they transport for their crops?

V.B Remember what I told you earlier ^{though} the relocating relocation was basically only in terms of the people & the stock the ~~extrem~~ service would if there was a mean for the service it would have still continued so the farmer & people in that near area were not affected in that, because the station still operated that was part ^{of the} people it was ^{so} only the people that were moving ~~especially~~ the station itself didn't close down and even still today if there was a mean for the station to receive or fore traffic that would still be available

Did they open new stations when they were closing down the smaller stations?

~~HO I do~~

HO: I don't think you want open a new station ~~towards~~ the for what there is an existing station will be utilised to fore traffic. Remember the Rail, the history of Rail in this country and the templates that I've given you would see the Rail in this country has been going for over ⁹¹⁰⁰ ~~30~~ years. So, um ~~they are looking~~ ~~st~~ looking station everywhere & I think in the good old days maybe even 100 many stations at the Volt to close to each other & that was part of the problem.

LD Did you achieve those things that you needed and aimed to achieve when closing down the station?

LB I think we did, um, I think we um, the possibility of the company improved & I think the um the service um the service delivery as well improved I think um

LD Thank you sir we thank you for your time
V.R. It's my pleasure if there's any further that ~~I can~~
I can do to help you uhm you welcome at any
time.

D how do you feel for being part of our project?

B I uhm, I'm quite proud for being part of your project I admire your uhm the way you handle the task ~~per~~ cause it's such a massive task ~~& And~~ I have got one question though, what made you identify Karino station as your topic?

~~It's another reason is that~~

LD it's the closest station that we could get to, so when we looked at the other stations, it's quite a distance so Karino was the closest.

H.N another reason is that we chose the Karino station is because the people in Karino are suffering to get transport so they have to hike or do something, but then it was better for them to go to the station

V.R. but remember then the smaller stations were always for fate they never really imported in terms of passengers, ~~the~~ the numbers are just there to justify to make a passengers service & even now ~~is~~ there is a daily train from, every second day now passengers service has got nothing to do with me there is a train from Kormalipoot to Pretoria that the smallest stations like Karino, the train will not stop & wait for passengers because obviously there's just no demand so the people will come into Melspruit ~~which~~ with unfortunatley

they'll have to get their own transport to Felspruit from the yellow boarded train there's a ticket office there & they can get. So most of these stations that we're referring to were more for gate services transport not for passenger transport. The big hubs like Mamelane & Komatipoort so Karino was never really a passenger station. Okay.

~~L.D~~
L.D ohw again sir thank you sir ~~for~~ for your time

L.G. What was the name of your primary school?
right, primary school, how you really testing my memory (everyone ~~is~~ grinning) um primary school I went to ~~Eastle primary school~~ Eastleigh primary school in high school I went to Sendevill ~~primary school~~ high school and both of them were English schools

L.D Did you think it was fair for others to be offered jobs & others offered retirement?
Remember there was a volunteering I guess what that meant was everybody had the opportunity to carry on and to relocate, there weren't people that were actually favoured, ~~they do no credit~~ ~~so~~ so they accepted they volunteered in retirement. They weren't forced to retire or to relocate.

L.D Was there an Order or Ultimatum that said you must close down the station?
This was a, a national decision because as in the topic of discussion now was done in Felspruit

LD What impacts were there to the economy and people?

VR I think it has a positive impact because as I've said earlier the whole idea behind the closing down of the other smaller stations was to improve our possibilities as a company, to improve the service delivery to the customers, you've also got to think of it in a broader picture is that instead of Karino, if you throw the area think of 1989 what service was Karino serving starting ^{to} randing to the community in the area and what commodities that they moved, now think of it as Karino was always a Setress loading station because of the setress of the farmers, so the setress was the main commodity that was loaded the farmers were the main people that were serviced unfortunately setress is now one of the commodities that is slowly moving away from Rail because of the freshness of the ~~product~~ value of the product and the freshness and the ~~value of the~~ product quality that needs to be delivered ^{to the} in overseas markets, is still, believe it or not, Rail ^{with} ~~at~~ the ^{little bit of the} Karino station, further down not actually at the holding stations further down theres a cement store and the load, so actually away from the station. so station stop, still ^{on} 'abandoned' as you call it nothing happens there but Setress is loaded further down

LD Is there a possibility that the Karino station might re open?

VR Not in terms of the... point people or moving people they think their always open for new traffic, ~~near~~ we have an enquiries at the Karino station people that wanted to receive coal, the ~~re~~ reason for the coal was to supply the local

Farmers, uhm ten years ago Thabacho was a very important crop in that area, Thabacho died others needed coal unfortunately that wasn't materialised when you look at the station, the stations got traffic you could always receive traffic as well so in this stage if anything happens service will be randed to the station it will be controlled from Melspruit

L.D Is there anything that you want to tell us which we haven't asked yet?

Not, not really I think you must ask me the questions ~~you~~ (he giggles for a moment)

L.D Is there any person that you can refer us to, to get more information?

V.B I can refer you to our ~~people~~ communication, that's the media people in Pretoria, unfortunately they, they in Pretoria if you need any further information I can refer you to, to them.

L.D Are there sources of evidence to prove what you've just said?

V.B I have brought a couple of ~~A~~ articles for you uhm they are quite bulky, just read them in your own time I'd like you to go through them in your own time. And please if ~~there~~ ~~any~~ you need queries or queries ~~from~~ ~~this~~ that are kept from this ~~ob~~ obstacles

but the whole idea was to bring the staff down in ~~it~~ to Nelspruit were they could be more ~~support~~ efficient, and then give a better service to the people

~~Who was the station master in Karino?~~

~~Those days in 1989 it was a small station.~~

Those days in 1989 it was a small station that ~~is~~ giving the importance to creat

~~Q~~ Who was the station master in Karino?

~~R~~ Those days in 1989 it was a small station giving the supporting to creat according the importance of the station I cant tell you exactly the station manager was but he would have been the station master there, he would have had a clock supporting to the station master, it would have been one or two general ~~staff~~ workers, to look after the station to assist with anything, and when there would have been houses which you could see from the vault, the highway, for the people to live. So I cant, I cant give a name of who was the station master there.

~~D~~ ^p What happened to the workers?

~~R~~ The workers were acomodated in Nelspruit and areas but those who were not acomodated were offered retirement packages and further opportunities to relocate to other ~~stations~~ ^{stations} so there was no reasonal ~~p~~ ~~stations~~.

improved uhm in areas, in some areas there was a bit of a problem in terms of, of a company that didn't achieve our goals

1.11 Can Tell us ~~the~~ about the Goals.

As I said earlier on, we wanted to be more service orientated, improve our service levels, so the customers can be more happy with us, & will continue to use us, & we had a lot of ~~unnecessary~~

~~unnecessary~~ people in ~~unnecessary~~ areas & it might not have been enough business but ~~traffic~~ to justify the convenience of the stations so in terms of ~~productivity~~ productivity it was also important to, to both people where they could be better utilised. We've tried in different cases & scenarios there was no ~~that~~ ~~traffic~~ generating income but there were personal there & ~~they~~ they & ended up more looking after gardens & watering gardens & worrying about customers

May 7ern