



Free Monthly Newsletter 29th Edition



Dries Golden



Zippy Fourie



Taté Xamiseb



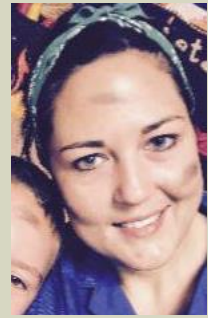
Uncle Hare



Editor's Note:

Dear readers

I am proud to present the 29th publication of our own ‘ ‘ in-house’ ’ D&M Rail Construction newsletter. As you flip through this newsletter, you will be able to read a variety of articles about D&M Rail, my goal is to encourage positivity and ‘ ‘ feel good vibes’ ’ within our company and it’ s employees. 2021 is slowly uncovering itself – so let’ s see what it has in store for us...



My **focus** this time around will be on our long-term employees. Where would D&M be without their knowledge and priceless experience? We want to thank all of you for your dedication and hard work over the years, we came a long way, many up’ s and down’ s, but yet we stand strong as one unit. I hope each of you reading this newsletter take time to really read the contents of every article and see what wonderful people we employ.

My **goal** is to bring everyone up to speed with current projects within the company. Thank you to all D&M employees taking the time and making the effort to talk to me and keep me posted while busy with their own work. Keep in mind that without you guys this newsletter won’ t be possible.

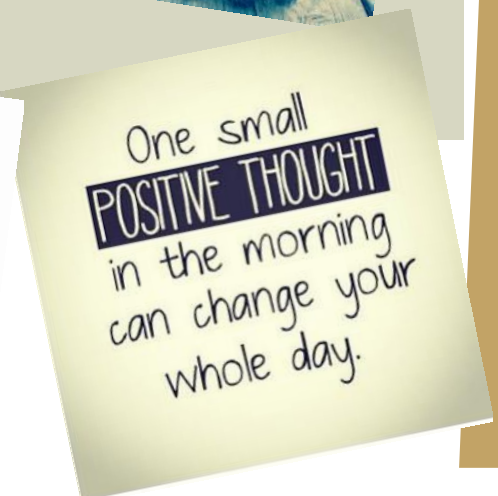
Special shout out to our Otjiwarongo Team, we hear about a number of changes and moves – please kindly keep us up to date and well done on all achievements.

Words of wisdom from my side:

‘ ‘ the past is history,
the future is a mystery,
Today is a gift...
that’ s why they call it the present.’ ’

Hope you enjoy this edition

Helene Botha :)



They call me "Zippy":

My name is Eugene Fourie, but everyone calls me Zippy. I am the Logistics Manager for D&M Rail Construction Pty Ltd - the Walvis Bay to Swakopmund project. My sole responsibility is to foresee that all materials, equipment and arrangements are made on time and in place for smooth operations on site.

I started working for D&M Rail Construction (Pty) Ltd in the month of May 2005 @ the Aus - Luderitz project.

We are currently busy in the Walvis Bay station (TransNamib Station) in the center of the town. There are many aspects to keep in mind working in the station, water pipes, electrical cables and other unforeseen hick-ups. We are also busy with the construction of a brand new railway track, currently there are 30 general workers in my team.

My "motto" for good relationships with my team is: Win the respect of each your team members, be strict with your team, there are rules to be followed as this can be a dangerous and physically challenging work. They have to listen and perform accordingly. I try to build personal relationships with the employees, listen when they want to talk and try to help them in any way possible if there are problems. Respect goes both ways.



**My workplace
"Hero" and
inspiration is
Andies Petrus
Golden.**

My "hero" in the workplace is Mr. A.P. Golden (Uncle Dries). He is one of those people who always find a working solution to a problem. He will make a plan that works and stick to it. He shares his knowledge eagerly and I look up to him - he is my inspiration.

My daily routine is as follows: Each morning I wake up at 04H30, then I will read my Bible, pray and say goodbye to my beloved wife before going to work at 05H30. With a song in my heart I go to work knowing that it will be a positive and productive day on site.

My "motto" in life is to treat everyone with utmost respect and always have an open heart and help where I can. Listen to others, try to see their perspective and do not be judgmental. I always try to be open-minded with my decisions and life choices.

Why I started to work with the railway? A friend of mine was a trainee track manager and he told me to apply for the same job, this was in 1971, many moons ago. I wanted to become an electrician, but instead I accepted the opportunity to become a track manager instead. I chose to stick with the railway industry, because I was unemployed at that stage.

Something that really made me laugh at work: We worked at Sterkstroom Station, and after work we started to social with a braai and some "refreshments" - needless to say the evening became morning and it was long... Like every other morning my routine was to take a shower and wash my face, but this particular morning when I opened my caravan door I only saw mountains and bushes, I walked around the caravan... I was a bit confused and could not understand what was going on... So my colleagues decided to tow me to another location while I was sound asleep in the caravan, they were standing there laughing at me about 600m away.

My "guilty little pleasure" - when I get home and take a peek inside the pots what's for dinner after a long day on site.

My favorite sports team: "Die Blou Bulle"

If I could be someone else for one day, I would like to be Bill Gates, just to have that feeling that I have more than enough money to spend in my life-time.

Words of wisdom: Always go to work with a positive attitude, and always be an inspiration and example to others around you. Do your work with pride and always - always do the BEST you can. Do what is expected of you to reach your ultimate goal production wise. Keep focused and also keep your head in the game at all times. Be willing to take negative criticism in order to learn.

Uncle Zippy Fourie



"Always go to work with a positive attitude - always do the best that you can. Do what is expected of you to reach your ultimate personal goal in life"

Taté Xamiseb

My name is Josef Xamiseb, also known as "Xami" among my peers in the industry, while the junior employees at times refer to me as "Taté Xami". I am a Senior Track Supervisor on the railway for D&M Rail Construction (Pty) Ltd - project: Walvis Bay - Arandis.

Currently my team is mobilized between Rand Rifles (our main station / site) and TransNamib Station situated in Walvis Bay. Our work day starts at the TransNamib Station in town or any area between the two sites depending on the work programme. No two days are the same on site but the task at hand usually stays the same, it usually range from offloading concrete rails and sleepers to construction of the main line, which requires a lot of preparation of the surface area, removal of old rails and old sleepers. At times we also do basic maintenance on the railway line. Our work takes a lot of planning and co-ordination with other teams before you can fully execute the plan. I currently have about 100 general employees under my command (including four supervisors), but as the work commence this number will be trimmed down to give me a "project team" for the duration of the Walvis Bay - Swakopmund project.

I have no special productivity trick, apart from knowing the strengths and weaknesses of each member of my team. I also compliment each one on their strengths in order for them to accomplish the very best at the given task at hand. Godly wisdom and experience form having spent my entire life in the railway industry, God guides me as to when and how to keep the team in check and going - performing at 100% all the time.

My "hero" / idol in my workplace is Mr. Zippy Fourie. I also got a lot of inspiration and knowledge from Mr. Gideon Van Zyl - from my golden years at South African Railways.

My day usually starts at 05:00 (Five in the morning). I always start my day of with a prayer, asking God for grace, for guidance and protection. There after I refresh and prepare myself for work, have a

good breakfast and once I am done - open my work dairy to reflect on the previous days work and start to arrange everything for the task at hand for the current days work - all this I do before boarding the bus taking us to site where we will be situated. I then meet the project team for a quick overview and



update on the work done and the current task at hand. I also get my team ready and do a briefing before we begin the physical work.

My "Motto" is simple in words, but once you apply it to your life - you will go places. "Everyday is a second chance to correct or better what you did or couldn't get right yesterday" I live life to the fullest and thank God for each day.

I started working for D&M Rail Construction in the month of April - 2011, on the Ondangwa - Oshikango Project



"Everyday is a second chance, to correct or better what you did or couldn't get right yesterday"



Track or Railway work is the only thing I have known for all my life. After school I went straight to the railway and started working in 1973 at Uchab Station between Otavi and Tsumeb.

Why I chose the railway industry, it was the first available job opportunity - 48 years later I am still loyal to the trade - serving the nation and enjoying what I do and giving it my best everyday.

Something funny I remember at work... This stuck with me it happened during my early years. One of my colleagues was late for work and in the haste to get to work he put on his overall inside out. We didn't see it immediately, but only became aware of it during our work break time - my colleague was searching for his lighter in his pocket to light a cigarette and then we all noticed that he had his overall on inside out - sending the whole team into a state of laughter...

My "guilty little pleasure" is classic kung-fu movies. If I have the luxury of spare time I could watch it all day long, but with age comes the urge with spending less time in front of the television.

I am a huge fan of Chelsea Football Club in the English Premier League.

I am content and happy with my life journey and who I am as a person. If I could get one wish or could spend one day as someone else - I'd rather wish to have a day filled and full of recourses for the betterment of the less fortunate communities.

My message for the young people of today: "Be humble, respect your work and the authority in place. Always try to learn from those with more experience, work hard and be patient. You will encounter tough and difficult times, but with dedication and hard work you can overcome anything and reach your life goals. Also have respect for your elders.

"48 years later I am still
Loyal to the trade -
serving the nation and
enjoying what I do and
giving it my best everyday"



Standing shoulder to shoulder as colleagues, enabling Namibia's economic growth...



Esther Usiku



Jasmine #Nukuris



Katrina Kapuundja

“Sometimes its difficult since people underestimate me. But I never loose hope - I am trying my best. I am very thankful to D&M Railway Construction and am advising all the ladies all over the world - don't think that you cannot do it. What a man can do, a lady can do!.

— Johanna Abed

The sound of approaching train pierces through the quiet morning, interspersed with the clickety-clack sound of the metals wheels against the iron track as the driver applies brakes to stop at the red flag indicating that D&M Rail Construction's team of railway rehabilitators are getting ready to replace some 400 metres of sleepers. Approaching the work site, you may be forgiven to assume that this is hard back-breaking work and should ordinarily be done by men only. But you would be wrong. This is where you are most likely to find a group of women, sharing the stage for enabling Namibia's economic growth through contributing to an effective transport network – the rehabilitation of railway infrastructure.

And amongst them is Johanna Abed, who recently featured on D&M Rail's social/digital media platforms explaining her role as a qualified platelayer – one of only two qualified female platelayers. She joined the company in 2017, studying at the company's training facility in Otjiwarongo. After completing the course in 2019, she was sent to site. “They sent me on site as part of the upgrading team - for a year. And then this year they decided they send me to work at the tamping machine,” she says.

Being in the field has not been easy, but Johanna is tenacious. “Sometimes its difficult since people underestimate me. But I never loose hope - I am trying my best. I am very thankful to D&M Railway Construction and

am advising all the ladies all over the world - don't think that you cannot do it. What a man can do, a lady can do!”

Johanna is one of the 47 women employed on D&M Rail Construction's Kranzberg to Tsumeb railway rehabilitation project, and shares the heat of sun, the fury of winter winds and general toughness associated with rail rehabilitation work with her colleagues. She is part of the company's team which has since 1994, rehabilitated over 300 kilometres of track, enabling the railway operator, TransNamib to keep the goods moving in a safe manner across the country.

For many years the construction industry was perceived as a testosterone-driven industry filled by men who flaunt their bravado left right and centre, and right fully so as statistics show an overwhelming 90% of male participants in the sector.

However, with the proliferation of popular women's empowerment movements across the globe, the representation of women in the industry has increased more than in previous years and is showing a steady upward trajectory as more and more women are encouraged to pursue jobs in the sector.

And the women employed at D&M rail form part of that upward trajectory, challenging the status quo, making their mark, recording their contributions and ensuring their achievements are recognized. They exude quiet confidence and strength - both mental and physical - required to do the



job. Some are in administrative jobs, which were ordinarily done by men for men; yet others are out in the field, laying tracks; whilst others find themselves in the mechanical yard, in charge of ensuring that the D&M rail fleet of motor-vehicles are safe on the roads.

Esther Usiku is a married mother of 3 kids and is in charge of quality control of the ballasts; the tamping machine and earthworks on the railway line rehabilitation project. In fact, she is in charge of all things operational on her section including certifying work done and authorizing payment and supervising the contract for culverts. "I studied at the Namibia Institute of Mining (NIMT) in 2003, obtaining a Diploma in carpentry and joinery in 2007," she says. Motivated by her lecturers to keep reaching for greater heights she took up employment at D&M Rail's Oshikango project and enrolled for a B-Tech Diploma, paid for through her job attachment with the company. Today, she proudly beams as she says that the rest is history and all she wants from her children are to "do the best they can..!"

Then there's Katrina Kapuundja - originally from Ondangwa who initially came to repair GRN vehicles at Otjiwarongo. She now makes sure that the D&M Rail fleet at Otjiwarongo is safe on our roads. Incidentally her work also involves repairing Police vehicles in the D&M Rail mechanical yard - a part of the company's social investment endeavor. A mother of two, Katrina was inspired by her cousin to venture into what was then unknown territory. "She (my cousin) used to repair tractors and she encouraged me to try this trade and once I did, I was hooked."

She went on to study at the Rundu Vocational Training Centre graduating in 2003. Now she wants to upgrade and study how to deal with the latest vehicles focusing on diagnostics. "And yes, this I want to do whilst I am working," she says with the confidence that brought her thus far.

A feisty lady who did not take no for an answer is Jasmine #Nukuris who came to D&M Rail's Otjiwarongo offices fresh out of school, starry-eyed and looking for work. At first, she got the usual "sorry, we do not have any vacancies at the moment" response but she did not let that stop her. She persisted, returning to the office week after week until, one day she got a call that changed her life forever. She resigned from the job she was at within 24 hours and started her new career at D&M Rail as Office Assistant to the HR Manager and Accountant. When the Accountant left for Windhoek to take up a position there, she swiftly moved into that spot, assisting with all kinds of accounts related activities. Following the work philosophy of "first in and last one to leave the office" got her noticed and a promotion to senior clerk soon followed. "In 2016, I was awarded a bursary and obtained my

Certificate in Accounting & Auditing soon followed by a diploma in 2020. Another bursary soon after enabled me to embark on a BBA Degree", she says.

Just a short while ago, she was still the Assistant HR Manager also responsible for Payroll, overseeing financial activities at Otjiwarongo and liaising with the Head Office in Windhoek. But now, with the secondment of the HR Manager to a new position on a new project in Walvis Bay, she graciously moved into those shoes.

Married to a Pastor, Jasmine says her journey has been one of grace. "God calls and qualifies the unqualified. I have always wanted to study and be the first in my family to go to University. God made that possible. Now I trust on Him for the next stage of my life - that of owning my own HR firm one day. But for now, I must grow slowly into my position,"



“ I studied at the Namibia Institute of Mining (NIMT) in 2003, obtaining a Diploma in carpentry and joinery in 2007," she says. Motivated by her lecturers to keep reaching for greater heights she took up employment at D&M Rail's Oshikango project and enrolled for a B-Tech Diploma

- Esther Usiku

**AND ONE DAY SHE
DISCOVERED THAT
SHE WAS FIERCE,
AND STRONG,
AND FULL OF FIRE,
AND THAT NOT EVEN
SHE COULD HOLD
HERSELF BACK
BECAUSE HER
PASSION BURNED
BRIGHTER THAN
HER FEARS.**



“God calls and qualifies the unqualified. I have always wanted to study and be the first in my family to go to University. God made that possible. Now I trust on Him for the next stage of my life – that of owning my own HR firm one day. But for now, I must grow slowly into my position.

— Jasmine #Nukuris

Jasmine concludes graciously.

For the company's newly appointed Managing Director, Johan Laubscher, D&M Rail Construction plays a pivotal role in realizing multi-million Dollar projects for the development of Namibia and the Southern African region and is happy to see the company's female workforce playing a major part in that role, especially since this was traditionally a male-dominated area of work. He says the female colleagues are stepping into their own and taking up their rightful place in the industry. We respect their tenacity and professionalism which adds value to our professional endeavours and indeed their presence adds value to

our personal lives,” he concludes.

D&M Rail Construction has 47 women working on the Kranzberg-Tsumeb project, serving in various capacities ranging from Management to General Worker. In addition, 25 women are employed on the Walvis Bay project which commenced operations in January this year. The latter project will employ some 250 people from the Erongo region, supports the local economic development through payments to local contractors to the amount of over N\$1 million per month; in addition to other local spend through rent, services and retail by newly appointed employees.

CONFIDÉNTE | *lifting the lid*

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One of the students undergoing job-attachments @ D&M Rail Construction - January & February 2021

I am Kalumbu Josuah, a final year Civil engineering student at UNAM who recently (January-February 2021) undertook his industrial attachment at D&M rail construction. During my stay, I was astonished by how much of a learning environment D&M is. Telling from the professionalism and the so many invaluable educational adventures accompanied by a great group of colleagues, my stay at D&M felt too short for two months.

My supervisor while at D&M, Mrs. Esther Uusiku was very educative as she made sure we grasped every pertinent aspect within the engineering sector with her excellent delegative skills. Because of her and the experience I acquired from D&M, I can confidently assert that I am proud to be a Civil engineer and I would love to work with D&M soon after the completion of my course.



Upgrading of Kranzberg to Tsumeb in numbers.

The first section that was partially upgraded (30kg/m rail) was Paresis to Erundu and completed in June 2013

To date 57.43 km has been upgraded and 232.68 km partially upgraded. This excludes 13.51 km siding and station yards that has been upgraded.

The upgrading team is currently busy with the Okozongoro to Epako section

578 570 P2 concrete sleepers have been off-loaded and to date 428 442 concrete sleepers have been inserted in the track

370 416 m³ of ballast was off-loaded which is equivalent to 11 328 AY wagons

19 117 Thermite welds were casted including for repair work on closures and ultrasonic defect elimination

The upgrading required 4 878 720 man-hours since 2013 up to date as most of the work we do is manual.

11 882 200 kilometres were travelled by our vehicles mainly to transport employees to sites and distribution of material.

These are just a few statistics of our project and much more detail can be added to this list, but it gives the reader some insight of the magnitude of the project of which us all can be very proud of. Hats off to all the employees that worked for D&M Rail Construction over the years that made it possible.

Leon Steyn

THE MANY FACES OF UNCLE HARE

My name is Sefanus George Kruger, borne on the 3rd day of August 1957 in Windhoek at the old Elizabeth House Maternity Ward, currently housing Namibia University of Technology, and since started school at Windhoek, currently housing the school of fine arts and music.

I started Senior Secondary School - Jan Mohr in Windhoek and then moved to Senior Secondary School Swakopmund in the center of town and completed at the end of 1975.

I started working for South African Railways & Harbours (S.A.R & H) as a Trainee Platelayer and being given the name "Hare" by my Per way inspector Dok Van Rooyen, I currently still answer to the name known by some as only Hare Kruger.

I went to collage in Bloemfontein and Esseln Park in Kempton Park, where I qualified as a Platelayer in 1987.

Between 1987 and 1981 I mostly did "New works", constructing station yards as Keetmanshoop Omitara, Bahnhoff (Rehoboth) and Gamams, as well as the main-line points from Keetmanshoop to Windhoek.



**I started working
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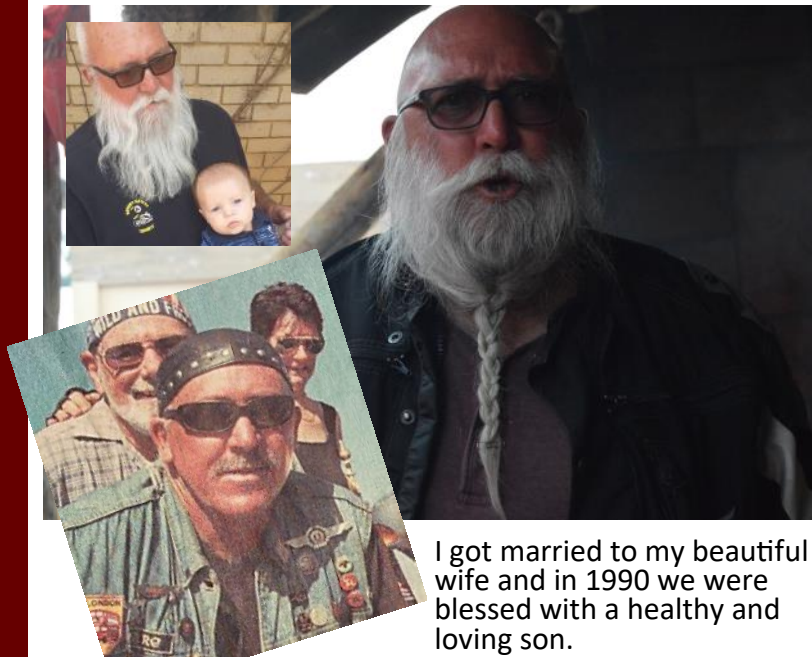


As from June 1982 to June 1984 we were called for National Service, and I joined 1 Parachute Battalion in Bloemfontein.



From July 1984 I started as Per way inspector Track Supervisor Track Maintenance (T.S.T.M) at Keetmanshoop to Lüderitz and the Keetmans Mariental section. I moved to Mariental as Per way inspector middle 1985 on the section from Tses to Mariental and Mariental to Kalkrand in the South of Namibia.

Towards the end of 1987 I moved to the Northern section as Per way Inspector for the section Windhoek to Kalkrand, Windhoek to Gobabis and Windhoek to Kranzberg. During this period I also relayed the section between Okazisie and Wilhelmsthal with new concrete sleepers and 48 kg rails within 6 months.



I got married to my beautiful wife and in 1990 we were blessed with a healthy and loving son.



I took over the section between Kranzberg and Walvis Bay and Kranzberg to Kalkveld in 1994 when Mr. Des Taylor resigned to start D&M Tracks. I also took over the section between Kalkfeld and Tsumeb, Otjiwarongo to Outjo and Otavi and Otavi to Grootfontein in 1995.



As from 2005 I started the compiling of the current Training Manual for the training of Per way personnel for TransNamib. Two groups of Platelayers and Trackman were trained at Gamams by me. That's currently all the Per way Supervisors employed by TransNamib.

Went to early retirement in 2012 and started with D&M Tracks in October 2012 as Training Manager in Lüderitz.

Moved to Otjiwarongo in 2013 and started with the training of Platelayers, Trackman and Protection Officers.

From 2018 I started as the Track Manager Construction.

“Andries Petrus” Golden

He calls himself Mr. Golden and answer the phone as “Andries Petrus”. Most people operating in the Per way industry, whether in Namibia or in South Africa have heard of Dries Golden, or worked with him at some point, or know him somehow. He wakes up at 4:30 in the morning and will post “Good Morning” messages on every WhatsApp group he's on, announcing that he is ready for the day, it doesn't matter whether you're ready or not. He also goes to bed at about 19:00 (with the chickens)

Currently I am stationed at Walvis Bay for the Walvis – Swakopmund Project

Uncle Dries is certainly one of the most experienced track builders in Southern Africa that has worked all over South Africa and Namibia and also worked in England for a couple of years. He started in 1972, 48 years ago, as a learner platelayer in Kimberley and progressed through the ranks to where he held senior positions in the South African Railways as well as various private Per way construction and consultancy companies.

Ask him about any part of track construction and he has done it before, however, when you ask him for a shortcut he has no answers, not because of lack of knowledge but because he takes pride in his work up to the smallest detail, to him there is no room for compromise on quality and workmanship. Dries compares teams with the production rate and I always praises good work. He always plan his activities and makes sure that everyone is on the same page and knows what their duties are and what is expected of them **“Unity is Power”**

Uncle Dries's inspiration is Mr. Willem Kuys, Main Civil Engineer at TransNet. He always says that your “morning talk and your afternoon talk should be the same” and don't blame someone else for mistakes you make.

Uncle Dries started working 1972 at South African Railways in Kimberly. Dries started working for D&M Rail Construction (Pty) Ltd in 2011 at Otjiwarongo.

Something funny Uncle Dries remembers is the day when Mr. Dempsey fell at the construction site at Walvis Bay Harbour.

Uncle Dries chose the Railway industry – I quote “it is the only place that wanted me at that stage”.

Uncle Dries loves making jokes and being sarcastic – he has got a very sharp sense of humour.

He shouts for the Blue Bulls rugby team.



There are NO shortcuts in life...



Uncle Dries gets easily irritated when things go too slow to his liking and impatience is part of his DNA. On the contrary, when you ask him for advice or an explanation on any railway related topic or especially new Per way construction he will sit with you for hours explaining repeatedly in the finest detail the correct procedures, specifications and everything he knows about Per way construction. Dries has a wealth of Per way information and expertise to share, which he loves to do without prejudice.

Message for the young people of today: " Make a definite career choice in life and stick to it - do it until you make a success of your life."



Uncle Dries is definitely an asset to any employer and his work ethics and enthusiasm for life is contagious, D&M Rail is lucky to have him in our stall.

01 March 2021 My attachment at D&M Rail Construction (PTY) LTD.

Who am I? My names are, Frans N Nghede, A Civil Engineering student with solid Maths and Physics background currently doing my third (3) year of studying at University of Namibia, Jose Edwardo do Santo Campus (faculty of Engineering and IT) in Ongwediva.

Acknowledgement I feel very grateful to have had an opportunity to intern at this company and I would like to express my special thanks of gratitude to the manager of D&M Rail Mr. Wilbard Nashima who gave me the golden opportunity to do my wonderful attachment 1 as part of my courses which also helped me to do a lot of research and come to understand and know a lot about railways. Secondly I would like to thank my supervisor "site engineer" Mrs. Esther Uusiku for taking me along with her to site and office. She was so patient with me. Thanks so much. I greatly appreciated that when training me she took the time to break things down to a level that I could understand and then build upon. Assigning work tasks to me that were sometimes quite difficult allowed me to have the chance to expand my knowledge and build confidence in my abilities. Last but not least I would like to thank Mr. Edward for giving me some good explanations and answering all my questions about railway construction. D&M Rail at large is like a family, I felt comfortable working with everyone here. I appreciate everything and I will remember my time here fondly and if another opportunity arise, I would always be happy to come back to D&M Rail.

During my time on this company, I worked as a site (student) Engineer on Kranzberg-Tsumeb Project where by the Company is upgrading and repairing the railway between Kranzberg and Tsumeb. I was however attached to a team that is working between Otjiwarongo and Walvis Bay. The team is working from Otjiwarongo towards Omaruru. The activities were, removing the steel sleepers and replace them with concrete sleepers, changing the rails at some points replacing the 30 kg rail old with the new 48 kg rail, welding the gaps that are usually left for expansion and construction during hot and cold weathers and also making drainage at some culverts points where water run through to prevent soil erosion.

What I learned from this project

* **Thermite welding**



It was my first time to see or experience this type/method of welding materials together. It was really amazing, fast and easy to work on as long as the set up and preparation is done properly because after lighting the mix the molten iron will fall into places and fill up the gap needed to be welded and it will just be a matter of cutting off the excess metal and smoothen.

* **Distressing of the rails**

Distressing of the rails was also one of the new things I have learned during my time on this company. The two rails are pulled together to reach the welders gap required and they are welded together while in tensile stress leaving the rails stress free which means they will not deform during cold or hot weather.

* **Drainage/erosion protection**

This is a practice of preventing or controlling water erosion in agriculture, land development, coastal areas, river banks and construction but in our case we constructed erosion protection at the culverts down streams along the railway to control water erosion at the down streams. I have only seen this things already done and I wonder how it was done but now I have witnessed them being done and I have learned a lot from that.

It was not just about working on site, I have spent some times working in the office as well, reporting the work done on site, availability plant & equipment, filing and record keeping and as well as recording the ballast stone delivery invoices. All this was done in Microsoft excel worksheet and it help me gain more experience and skills in using Microsoft excel worksheet. And the new thing I learned in Microsoft excel was how to create a monthly summary of work done.

Below are pictures taken highlighting the work done on siteThe breaking team busy removing the steel sleepers



The breaking team busy removing the steel sleepers



The concrete sleepers to inserted replacing the old steel sleepers





Thermite Welding. A Mixture of powdered Aluminum and Iron Oxide.



Work well done. The new railway with new concrete sleepers and no "evil" gaps that cause train derailment



Other railway turnout/switch point. The railroad switch points help the train to be guided from one track to another. The switch points are one of the most interesting points on the railway system yet are complicated but beautiful at the same time.



Student Engineer. I will always remember my time here and I am looking forward to work with D&M Rail in the future.



Before erosion protection



Erosion protection under construction

Thank you Esther Uusiku for sending me the articles on the two interns, much appreciated.

Pastor Ngeno Nakamhela

Den Baum des Lebens ernähren.



Nurturing the tree of life.

Moring Stiftung/Foundation

To: D&M Rail Construction, Otjiwarongo

For the Attention of: Mr. Steyn & Mr. Martinus

16 March 2021

Distinguished Gentlemen,

Namibian Men for Change (NAMEC) expresses its sincerest gratitude for your contribution and participation in our march through Otjiwarongo on Friday the 5th of March 2021. D&M Rail was instrumental in the participation of the boys from Kalkfeld's G.K. Wahl Combined School in the march by transporting them to Otjiwarongo and back to the settlement.

I acknowledge Mr. Titus for ensuring that the bus was available timeously and ready for departure. Furthermore, I make special mention of Mr. Edward, the driver of the bus. After having delivered the boys to the departure point in Otjiwarongo he opted to wait with them for the escort from the Traffic Department to arrive.

Instead of meeting the boys at the gathering point in the center of town as agreed, Mr. Edward saw it fit to provide protection for the boys as they were marching through the streets by providing a buffer at the rear of the marching boys as protection from traffic approaching from the rear, as no police vehicle was performing this task.

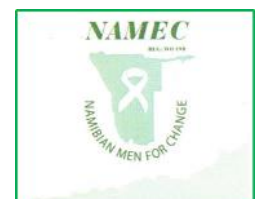
This action by Mr. Edward is noted, acknowledged and highly appreciated and worth a special mention. By placing his bus between our boys and potential danger, Mr. Edward displayed Diakonia, the Call to Serve!

During the proceedings the Honourable Counsellor Mbakera and the Honourable Stramis of the Women's Parliament both expressed their appreciation to D&M Rail for their continued commitment to the people of Kalkfeld, a sentiment echoed by myself during my interview on OtjiFm, our broadcast partner for the event.

The Pastor Ngeno Nakamhela Foundation, NAMEC and all stake holders express their appreciation to D&M Rail for going beyond the call of duty and continuously being of assistance as well as your commitment to Diakonia.

With my most sincerest gratitude and appreciation,

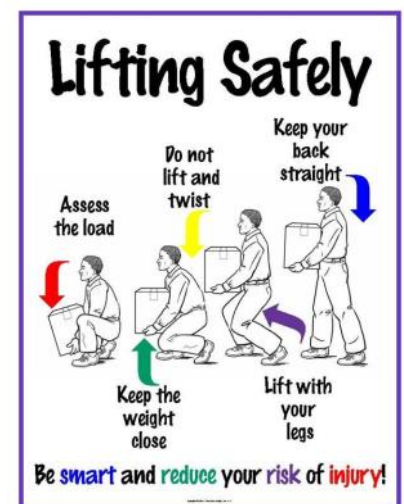
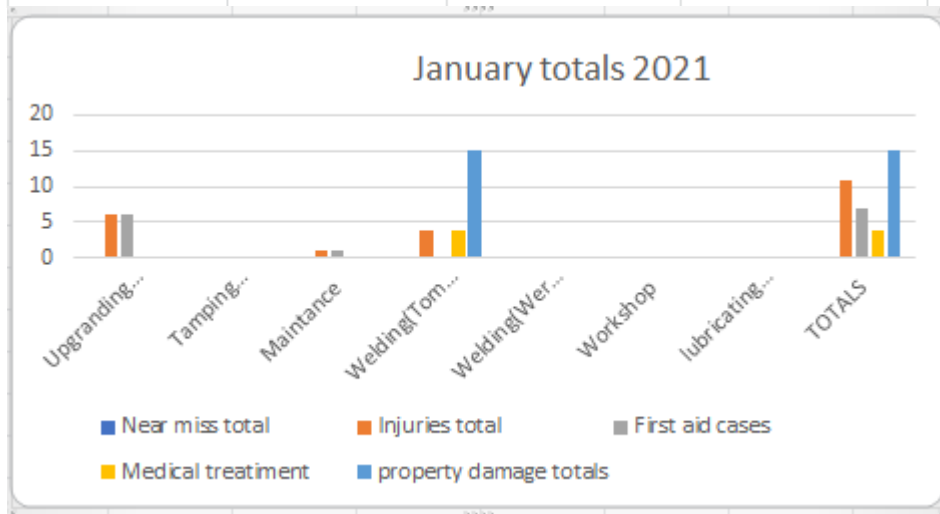
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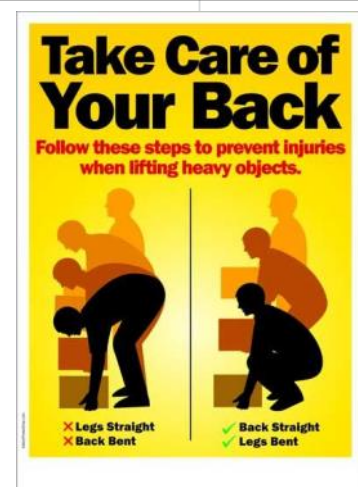
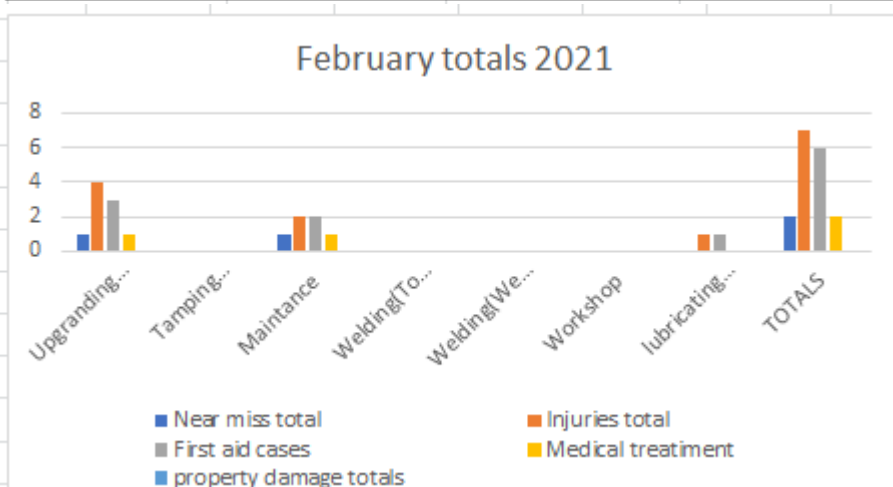
Safety Stats - MARTINUS MANGELA @ Otjiwarongo

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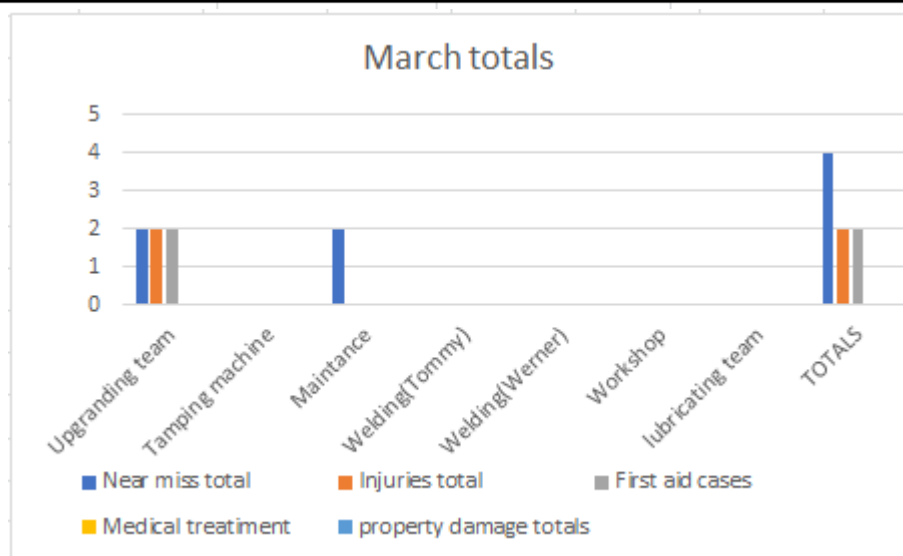
January 2021 totals					
TEAMS	Near miss total	Injuries total	First aid cases	Medical treatment	property damage totals
Upgrading team	0	6	6	0	0
Tamping machine	0	0	0	0	0
Maintenance	0	1	1	0	0
Welding(Tommy)	0	4	0	4	15
Welding(Werner)	0	0	0	0	0
Workshop	0	0	0	0	0
lubricating team	0	0	0	0	0
TOTALS	0	11	7	4	15



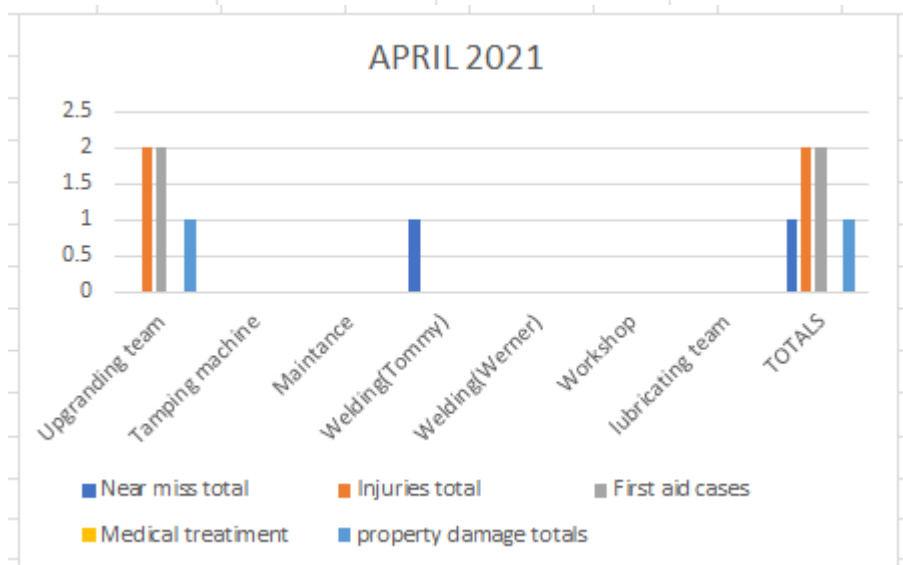
FEBRUARY 2021 totals					
TEAMS	Near miss total	Injuries total	First aid cases	Medical treatment	property damage totals
Upgrading team	1	4	3	1	0
Tamping machine	0	0	0	0	0
Maintenance	1	2	2	1	0
Welding(Tommy)	0	0	0	0	0
Welding(Werner)	0	0	0	0	0
Workshop	0	0	0	0	0
lubricating team	0	1	1	0	0
TOTALS	2	7	6	2	0



MARCH 2021 totals					
TEAMS	Near miss total	Injuries total	First aid cases	Medical treatment	property damage totals
Upgrading team	2	2	2	0	0
Tamping machine	0	0	0	0	0
Maintenance	2	0	0	0	0
Welding(Tommy)	0	0	0	0	0
Welding(Werner)	0	0	0	0	0
Workshop	0	0	0	0	0
lubricating team	0	0	0	0	0
TOTALS	4	2	2	0	0

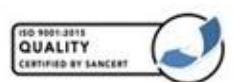
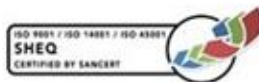


APRIL 2021 totals					
TEAMS	Near miss total	Injuries total	First aid cases	Medical treatment	property damage totals
Upgrading team	0	2	2	0	1
Tamping machine	0	0	0	0	0
Maintenance	0	0	0	0	0
Welding(Tommy)	1	0	0	0	0
Welding(Werner)	0	0	0	0	0
Workshop	0	0	0	0	0
lubricating team	0	0	0	0	0
TOTALS	1	2	2	0	1



S Search for Hazards
A Analyse the risk
F Find the cause
E Eliminate the cause
T Tell others
Y You are safe

Galary: Progress WVB TransNamib Station





ALL ABOARD!

E N G I N E E R D A N N I A R T
 I Q C T K W R Y U F S T E A M C C
 T H G R D V E R D T C B F E X O G
 C C O A L E O F A V H J L K R N N
 R W F C F T R T E I W B A T D D I
 O Y J K O V I E S C L S T R A U C
 S H R M D O S C V B N D C E R C K
 S T Z S N D I G H V X E A S E T S
 I U V B N R F B O X C A R T G O C
 N N R R T L D B E S C V A L N R Z
 G N R C T E S I G N A L S E E X R
 B E E R J S N V X E C R D R S H E
 C L P T A E I F R E I G H T S H K
 E R K N O I K A T R F O L K A T N
 X G R N U D H R D Y E K G H P R A
 D A L O C O M O T I V E W W E V T
 C T H O M A S E R Y R E L P U O C

BOXCAR
 CAR
 COAL
 CONDUCTOR
 COUPLER
 CROSSING
 DIESEL
 ELECTRIC

ENGINEER
 FLATCAR
 FREIGHT
 LOCOMOTIVE
 MOTOR
 PASSENGER
 RAIL
 SIGNAL

STATION
 STEAM
 TANKER
 TRACK
 TRAIN
 TRESTLE
 TUNNEL



RAILWAY FACTS - NAMIBIA:

- Namibia's rail network consists of 2,687 route-km of tracks
- The building of German South West Africa's railways began with a small mining rail line at Cape Cross in 1895
- The first major railway project was started in 1897 when the German Colonial Authority built the "Staatsbahn" (state railway) from Swakopmund to Windhoek
- By 1902 the line was completed. Parallel to this government initiative the Otavi Mining and Railway Company (O.M.E.G.) was established which built a line from Swakopmund to Tsumeb via Otavi between 1903 and 1906, and a branch from Otavi to Grootfontein in 1907/08

