



ROVOS RAIL

JOURNEY INFORMATION

Durban to Pretoria

2016 & 2017

Itinerary
The Journey
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The Most Luxurious Train in the World



ITINERARY

DURBAN TO PRETORIA

	<p>MONDAY</p> <p>10h00 The Pride of Africa departs from Durban Station and travels in a northwesterly direction towards Pietermaritzburg, the provincial capital and major producer of aluminium and timber and dairy products.</p> <p>13h00 Lunch is served in the dining car/s as the train traverses the spectacular Valley of a Thousand Hills.</p> <p>15h00 Disembark at Lions River Station for a visit to the famous Ardmore Ceramics Gallery and enjoy tea overlooking the river. Here, artists are given the opportunity to work in an environment that encourages the expression of their imagination based on nature and Zulu folklore and tradition.</p> <p>19h30 Dinner is served in the dining car/s as the train climbs the escarpment en route to Ladysmith. Overnight on the train.</p>
	<p>TUESDAY</p> <p>06h30 An early wake-up call for a choice of two excursions: 1. An escorted tour of the historic battlefields OR 2. A game drive in the 11 000-acre Spionkop Reserve.</p> <p>06h45 Breakfast is served in the dining car/s until departure at 08h00.</p> <p>08h00 Disembark for the 50-minute drive to Spionkop Lodge. Please dress warmly as the weather can be quite cool. As the morning progresses, it can warm up considerably so hats and sun protection are also advised. Rain capes are available if required.</p> <p>12h00 Rejoin the vehicles and return to the train.</p> <p>13h00 Lunch is served in the dining car/s as the train travels to Elandsplaagte.</p> <p>15h00 Disembark for a game drive in the Nambiti Game Reserve, a private Big Five bush retreat set on 20 000 acres of malaria-free bushveld with incredible biodiversity including savannah, grasslands, thornveld and tall acacia trees. Hats and sun protection are advised as the weather can be very warm. It can cool down considerably so please take warm clothing. Rain capes are available if required.</p> <p>19h30 Dinner is served in the dining car/s as the train departs for the overnight journey to Vooruitsig across the Drakensberg Mountains, first named by the Voortrekkers who – when seeing the forbidding, unbroken chain of mountains with its heavily weathered peaks – thought it reminded them of the spines on the back of a dragon, hence the name 'Dragon Mountain' or <i>Drakensberg</i> in Afrikaans.</p>
	<p>WEDNESDAY</p> <p>07h00 Breakfast is served in the dining car/s until 10h00 as the train departs Vooruitsig and continues northwest across the Highveld towards Balfour, a small mining town in Mpumalanga, and Heidelberg (1903m/6243ft), site of the first Rand gold strike.</p> <p>13h00 Lunch is served in the dining car/s as the train traverses the gold-rich mining areas of Gauteng.</p> <p>16h00 Arrive at journey's end at the gracious Rovos Rail Station in Pretoria.</p>

Excursions may be changed according to schedule achieved. Times are approximate and cannot be guaranteed. Please check with the Train Manager or reservations@rovos.co.za for any updates or changes to the itinerary. In your suite you will find the Journeys magazine that features articles of interest related to the route.



DURBAN TO PRETORIA

Durban was once South Africa's busiest port. It is still the country's third largest city and principal port for general cargo. Built around a superbly sheltered bay and mile after mile of exquisite beachfront. The town is named after Sir Benjamin D'Urban, Governor of the Cape Colony from 1842-1847. The city is the centre of the country's Indian community, most of who are descendants of indentured labourers brought over from India to work on the sugar estates in the 19th century. When their contracts terminated they were given the choice of returning to India or staying on to farm here; most stayed. The city sprawl continues north up the coast, across the Umgeni River, to the resort town of Umhlanga Rocks and inland to the Berea Heights, a range of hills with wonderful views of the city and surrounds.

Like the Zululand coast to the north, Durban Bay and its surrounds were also submerged 100 million years ago. The waters of the Indian Ocean eventually receded to reveal the bay and its two promontories, the Point to the north and the Bluff to the south. Portuguese explorer Vasco da Gama sailed past this bay on Christmas Day 1497 and, to celebrate the occasion, named the region *Terra do Natal* ('land of the nativity'). The first white men to walk the beaches, which centuries later would attract thousands of holidaymakers, were survivors of shipwrecks along the coast.

Durban has an English seaside feel about it too; rickshaws on the marine parade, shark-protected beaches, a number of museums and cultural sights and the beautiful Botanical gardens are but a few of the city's many charms. Contrary to popular belief, it is not the capital of the KwaZulu-Natal province, although it is the biggest provincial city and the third largest in South Africa with a population of approximately 3 million (and growing). Pietermaritzburg, 80kms away, is the capital in a relationship similar to that of Sacramento and Los Angeles.

The Voortrekkers had a good eye for town sites. After their defeat of the Zulus at the end of 1838, they selected farms and settled down to enjoy life in Natal. To serve as capital of their republic they created the town named **Pietermaritzburg** after their two leaders, Piet Retief and Gert Maritz, and built the Church of the Vow to commemorate their victory over the Zulu impis. The site was in a fertile hollow at the foot of a tree-covered escarpment where the midlands of Natal rise 400 metres above the surrounding landscape; there was also ample water for irrigation from the river Msunduzi ('the pusher' from the surging power of its floods).

The British took over Pietermaritzburg in 1843 and it became the seat of administration for Natal. The first Lieutenant-Governor, Martin West, made his home here and Fort Napier, named after the Governor of the Cape, Sir George Napier, was built to house a garrison. The first newspaper in Natal, the Natal Witness, was published in Pietermaritzburg in 1846. This was a lively sheet that, in some of its editorial issues, had as its address the Pietermaritzburg gaol, owing to the imprisonment of the editor for offending the governor. In 1893, Natal received responsible government and a handsome assembly building was created in Pietermaritzburg to house its parliament. The British administration adorned the city with redbrick imperial buildings in the Victorian Gothic style. Many of these buildings still stand. Today it is the centre for numerous industries: aluminium is produced here from material mined in Natal; timber, wattle bark and dairy goods are also produced in the district.

It was on this station platform in 1894 that Mahatma Gandhi, as a young lawyer fresh out from England, was thrown out of his first-class train compartment by a White inspector thus changing the direction of his life, his country and the destinies of Britain and India. It was the reputation he gained fighting for Indian rights in Natal that led him on to fame and immortality later in India. There is a statue of Gandhi in the main street of Pietermaritzburg commemorating the 20 years he lived in South Africa (1894-1914).

The Inkatha Freedom Party dominates the provincial government of KwaZulu-Natal, which is most strongly associated in the public mind with Chief Mongosuthu Buthelezi. Buthelezi nearly torpedoed South Africa's first democratic elections in April 1994 by refusing to take part. His ego assuaged, he eventually participated and South Africa avoided what looked to become a civil war between the Zulus and the Xhosa-dominated ANC. (The Xhosas from the Eastern Cape are sworn enemies of the Zulus. Nelson Mandela is a member of the Xhosa royal house. President Mbeki, the incumbent, is also a Xhosa.) Buthelezi was in coalition with the ANC and used to hold the post of Minister of Home Affairs in the central government.

Thirty years ago, when spaces were open and roads still unpaved, a few young artists and crafters settled in the hills and valleys of the KwaZulu-Natal Midlands. Attracted by the region's natural beauty and the prospect of an alternative, country-based lifestyle, they built homes, workshops and studios and set about producing original works of art and craft, which they sold from home. As their cottage industries developed into successful small businesses, they were later to come together and establish the **Midlands Meander**, a collective marketing association.

Ardmore was established by Fee Halsted-Berning twenty years ago. The studio, based at **Caversham**, gives artists the opportunity to work in an environment that encourages the expression of their imagination based on nature, Zulu folklore and tradition. The result is an incredibly rich tapestry of art that blends African artistic talent with western ceramic technology. Clay is shaped and sculpted with ingenuity, then painted with strong colour combinations and energetic designs to produce Ardmore's unique and enchanting signature style.

To avoid the heavy gradient of the ascent from the coast, the railway line traverses a series of tunnels. This area is famous for three of South Africa's most prestigious private schools: Hilton College and St Anne's (Hilton Road Station) and Michaelhouse (Balgowan Station). In the small town of **Howick**, the falls on the Umgeni River cascade 120 metres in a spectacular fall. It is near here that the South African police captured Nelson Mandela in 1964, which resulted in his trial and sentence to life imprisonment.

A fort was built in 1847 to guard the fording place over the Bushman River – a staging point on the road from Pietermaritzburg to the north. Shopkeepers, blacksmiths and innkeepers were attracted to the area and in 1863 the growing town was named after Thomas Estcourt, an English parliamentarian who had promoted immigration to Natal. **Estcourt** is a small town, which services the needs of the surrounding cattle farmers. Estcourt meat products are a household name in South Africa. Built as a defensive point between 1847 and 1874, Fort Durnford, heavily haunted, dominates the height of the town.

The railway line passes the sidings of Frere and **Chieveley**. On the left of the track at the latter spot is a memorial to Winston Churchill who was captured here on 15 November 1899 while trying to free an armoured train trapped by a Boer ambush. He succeeded in releasing the train only to be left stranded as it pulled away. Two Boers popped out of nowhere and he had to surrender. War memorials of different regiments stud the landscape commemorating the British soldiers who died during the various attempts to relieve Ladysmith in December 1899 and January 1900. Colenso itself was the site of an important battle during 'Black Week' (December 1899). The British guns had raced too far ahead of the infantry and came under devastating Boer fire. The draught horses were shot in harness rendering the guns immobile. After the retreat was sounded, the Boers captured the guns without much difficulty – a serious blow to British morale.

Colenso is named after one of the most interesting figures of Natal history, Archbishop Colenso, still a contentious figure. A brilliant and unconventional mind that wrote several mathematical textbooks after studying at Cambridge, Colenso was appointed Archbishop of Natal in 1853. He learnt to speak fluent Zulu and, after some years, pronounced the subversive doctrine that the Christian faith was not incompatible with African polygamy. This led to his being investigated by the Anglican hierarchy and condemned as a heretic. He was deposed from his bishopric and expelled from the church whereupon he petitioned the Crown and, on a technical matter, was allowed to continue in office. He took the side of the Zulus against the British in the Anglo Zulu War of 1879, which did not enamour him to the White colonists. It was of him that the British Prime Minister, Benjamin Disraeli, declared: "The Zulus are a great nation. They defeat our generals. They convert our bishops and they terminate European dynasties." (The latter is a reference to the last Napoleon being killed.)

Shortly before Ladysmith, the railway line passes **Umbulwana** from where, during the Anglo Boer War, the Boers maintained a bombardment of the besieged British soldiers in Ladysmith. One of the huge Creusot guns that lobbed shells 10 kilometres into the town from here now graces the entrance to the Ladysmith Siege Museum containing much of interest concerning that period.

Ladysmith was named in the 1840s after the wife of the Governor of the Cape and High Commissioner, Sir Harry Smith. She was a young Spanish lady who was rescued from a fate worse than death by her gallant Sir Harry during the British attack on Badajoz, western Spain, during the Napoleonic wars. Ladysmith was the cockpit of world interest between November 1899 and February 1900 when the Boers besieged it. On 30 October 1899, General Sir George White, the 62-year-old Commander-in-Chief of the British forces, having reunited his forces here (now numbering about 11 000 men), decided to launch a complicated three-prong attack on the Boer positions intending to outflank them to the right of the town. Everything went wrong for the British Colonel. French troops arrived in position late, which caused Grimwood's right flank to be exposed to withering Boer fire. White, on the basis of incorrect intelligence that the Free State Boers were going to attack Ladysmith from the west, ordered a full retreat. The Boers attacked the retreating British troops from Modderspruit and when they panicked, chased after them on horseback in a rout costing 1 200 British men. The Boers lost 200. The Boers seized the heights around the town and tightened the net. The Siege of Ladysmith began. The day is known as 'Mournful Monday'. Sir George White called for help, which came, but was slow in arriving and gave rise to a series of battles known as Spionkop, Vaalkrantz and Tugela Heights.

This area is known as the 'Natal Battlefields', which includes battlefields from four wars: the Great Trek (Battle of Blood River); the Anglo Zulu War, 1879; the First Anglo Boer War, 1880-1881; the Second Anglo Boer War, 1899-1902. People come from all over the world to visit these battlefields still taught in the military academies.

The Battle of Spionkop, 24 January 1900, must rank as one of the most needless battles in history. A deadly combination of an absentee General Buller and an administrative General Sir Charles Warren conspired to snatch defeat from the jaws of victory. The mist covering the mountaintop hid the fact from the British troops that higher mountains surrounded them. When the mist cleared mid morning, the Boers rained shells down with pinpoint accuracy on the British positions together with deadly sniper fire from their Mausers. Winston Churchill, having rejoined the British forces after his escape from Pretoria, climbed to the front in the company of Mahatma Gandhi, a Red Cross ambulance volunteer: an extraordinary crossing of the lives of two 20th-century leaders in extraordinary surroundings. Colonel Thornycroft, in command on the summit, defied General Warren and gave the order to withdraw during the night. The Boers, expecting further British resistance the next day, were on the point of retiring, but discovered that Spionkop was theirs and snatched victory from the jaws of defeat. The Battle was lost, not on the ground, but inside the head of Colonel Thornycroft.

The **Drakensberg Mountains** were first named by the Voortrekkers (Dutch-speaking ancestors of the modern-day Afrikaners) who, when seeing the forbidding, unbroken chain of mountains with their heavily weathered peaks, thought that it reminded them of the spines on the back of a dragon, hence the name 'Dragon Mountain' or *Drakensberg* in Afrikaans. The average summit height is 3 200 metres with the highest being 3 482 metres. About 200 million years ago, a vast outpouring of volcanic magma covered virtually the whole of Southern Africa; glacial movement and water action wore down this basalt in the interior, but on the sides it eroded more slowly. In the Drakensberg one can see the 1 500-metre thick basalt (the dark rock) resting on top of the red sedimentary sandstone and 'red beds'.

Glencoe is very close to Dundee, which is the site of Talana, the first battle of the Anglo-Boer War in October 1899. Dundee is the centre of the KwaZulu-Natal coalfields. Beginning in 1862, exports continue to this day via the port of Richards Bay just south of St Lucia Wetland Park. An estimated 2 700 million tons of shallow coalfields lie in northern KwaZulu-Natal. Newcastle, named after the Duke of Newcastle, was founded on the iron industry, but, with worldwide competition, the furnaces have been shut down.

The Nambiti Conservancy is a private Big Five bush retreat and game conservancy set on 20 000 acres of malaria-free bushveld at **Elandsplaagte**. It has incredible biodiversity including savannah, grasslands, thornveld and tall acacia trees. The Sundays River flows through the reserve and has two 40-metre waterfalls with magnificent ravine bush, home to several rare bird species.

Elandsplaagte Rail Siding is adjacent to Nambiti Private Game Reserve and has also been declared a historic battle site of the second Anglo Boer War (Battle of Elandsplaagte: 20-21 October 1899).

In the last years of the 19th century, British imperialism and Afrikaner nationalism met in a conflict that culminated in the **Anglo-Boer War** of 1899-1902. British imperialists were convinced that the leaders of Afrikaner nationalism posed a threat to imperial interest in South Africa, while the advocates of Afrikaner nationalism feared that British imperialists were intent on destroying Afrikaner independence. On both sides, the conviction grew that there was not enough room for the two ideologies to coexist in South Africa, and each developed a suspicion of the other so deep that it bedevilled any possible diplomatic solution.

About 30 kilometres after Newcastle a high mountain looms into view, **Majuba Hill** (*Amajuba*) at 2 146 metres high. This is the site of the decisive battle, which, on Sunday 27 February 1881, ended the first Anglo-Boer War with the defeat of the British army by the Transvaal Boers. The 554 British Redcoats had climbed *Amajuba* and held a strong position on the summit. But the determined assault of the 3 200 Boers under Generals Joubert and Smit overcame British resistance. Ninety-five British soldiers were killed (almost all through the head, and including General Sir George Pomeroy Colley) for the death of one Boer. This was the last battle fought by the British Army in red uniforms (redcoats); they immediately switched to khaki. Gladstone offered peace and independence to the Transvaal, which was finalised by the Pretoria (1881) and London (1883) Conventions. The War ended after less than three months.

Standerton's claim to fame is that it was, for many years, the parliamentary constituency of General Smuts, South African Prime Minister, 1919-1924 and 1939-1948. General Smuts was a great South African, a great imperial statesman and a great world leader. He first posited the idea of a League of Nations in 1917, which caught the imagination of President Woodrow Wilson. Smuts, it was, who wrote the preamble to the United Nations Charter in 1946 at San Francisco. He lost power to the National party of Apartheid in 1948 and lost the Standerton seat as well.

Charlestown marks the old border post between the British colony of Natal and the independent republic of the Transvaal pre 1899.

The small village of **Balfour** derives its name from it being the place where the British ex-Prime Minister, Arthur Balfour, made a speech on the station platform in 1906.

Heidelberg was established in 1862, 24 years before Johannesburg. It was a main crossroad between Natal, the Orange Free State, the Cape and the Transvaal. It is situated close to the Suikerbosrand (Sugar Bush Ridge), 1 903 metres above sea level and a wildlife reserve famous for birds. It was here, in 1895, that the rails were joined connecting the Transvaal and Natal railway systems. The fully restored station building now houses an important transport museum, especially old motorcars and motorbikes.

Johannesburg is the largest city in sub-Saharan Africa some 1828 metres above sea level. Prior to 1886, maps of the area where Johannesburg now stands depicted only a series of bush-covered ridges from which flowed a few small streams. When gold was discovered on the Witwatersrand, a vibrant tent town grew rapidly into a frontier city and then into a dynamic commercial and financial centre, now part of the Gauteng region, which was known as the PWV (Pretoria-Witwatersrand-Vereeniging). The harsh reality involved in mining is reflected in the lack of aesthetic presence in Johannesburg. In a city, which is barely over 100 years old, only four buildings predate 1900.

Gauteng (pronounced with a guttural 'G') is the smallest and richest of the nine regions formed in terms of South Africa's Interim Constitution of 27 April 1994. The name is a Sotho tribal verbal corruption of the Afrikaans word *goud* meaning gold. The gold-bearing main reef was first struck by an itinerant prospector named George Harrison when he stumbled across an outcrop edging above the surface of the land. His Discoverer's Claim can be viewed in a park four kilometres west of the city centre where a sandy quartz 'conglomerate', which trapped the fine gold dust around 2700 million years ago, is still clearly visible.

The gigantic forces of nature were once again responsible for producing the gold metal so precious to the South African economy today. Volcanic rock formed by the earth in its first incarnation was scoured and eroded away over

hundreds of millions of years by large bodies of water. Gold was released from the reluctant grip of the igneous rock and washed southward to be held for an eternity in a series of fossilised beaches. A great and enormously violent upheaval, perhaps associated with the breakup of the continents, faulted this deeply sedimented beach upwards, allowing it to subside again southwards through an angle of 35 degrees. Eons later, Man arrived to burrow into one of Nature's greatest wonders – an almost inexhaustible supply of gold – a lustrous, highly valued commodity tightly held in vast quantities by the major nations of the world.

From their infancy in the early days of 1886, the Witwatersrand goldfields – stretching along a gentle 120-kilometre curve from Benoni to Krugersdorp – proved themselves unique. The amount of gold in the ore was and still remains low, but the total reservoir of gold-bearing ore appears to be limitless. These two factors have determined the profile of the gold-mining industry in Africa: no single person can manage the industry, unlike the diamond industry, and only a mining house, consisting several large shareholders, could raise the imposing capital needed to successfully mine and process the enormous quantities of ore.

The mine dumps of Gauteng – many of which are disappearing as they are reprocessed using advanced technology to capture small quantities of gold, which escaped in the less refined methods of past years – are testimony to the scale of mining operations carried out over the years. The deepest mines in the world, 4.7 kilometres below the surface of the earth, are found in South Africa. Mining houses usually control many mines in order to reduce financial risk and to benefit from economies of scale. The milling of the ore is only half the equation; the other half is the extraction of the ore in harsh conditions many kilometres underground using cheap labour provided by great numbers of able-bodied men from Southern Africa, especially Mozambique.

That is one of the ironies of the South African gold-mining industry: opening a new mine, with all its high technology infrastructure and deep mining skills, costs billions of Rands, yet relatively unskilled labour using specially developed, costly equipment is used to mine the ore. Despite their size, the mining houses act as the entrepreneurs, identifying new prospects, carrying out exhaustive feasibility studies and keeping the country's economy buoyant as they extract gold from the earth. Names like Anglo American, Anglo Vaal, JCI and Gold Fields dominate the Johannesburg Stock Exchange and perforce, the South African economy.

The country owes its state of development to gold. The 600 tons of precious metal produced every year by the mining houses has paved the way, directly or indirectly, for the industrialisation and modernisation of a traditional African society. Today, with a new and democratic government in place, South Africa has taken up its rightful role as the powerhouse of the African continent.

Early signs of man's first settlement along the banks of the Apies River, in whose two broad and well-sheltered valleys Pretoria is situated, go back at least 350 years. Both Sotho and Ndebele people have dwelt here and in 1825, Mzilikazi, the renegade Zulu chief who deserted Shaka with a number of followers, established a stronghold on the banks of the Apies. The first European traders and the missionary Robert Moffat visited him there. Other Zulus also came to call and stories of his newfound prosperity soon spread. Shaka learnt of Mzilikazi's whereabouts and sent his armies to obtain retribution for his desertion. Mzilikazi warded off the attack but was forced to flee to the Marico district in the Western Transvaal.

In 1837 the Voortrekkers discovered the fertile valleys of the Apies River and set up a number of farms. One of these early settlers was Andries Pretorius, a hero of the Battle of Blood River, who established a farm at the confluence of the Apies and Crocodile Rivers. Shortly after his death the Apies valley was chosen as the site for the capital of the newly created Boer republic, the Zuid-Afrikaansche Republiek (ZAR). Marthinus, son of Andries, selected a site on the farm Elandsport and on 16 November 1855 the new town was named Pretoria in honour of his father.

Pretoria grew up around Church Square, originally the market place and focal point of the Boer community. Several impressive buildings were built here such as the Palace of Justice and the old parliament of the ZAR. Today Pretoria is the administrative and diplomatic capital of South Africa. The most notable of the city's edifices: the Union Buildings, designed by Sir Herbert Baker and built on Meintjieskop, the hill that dominates the centre of Pretoria. Built on a low hill outside the city is the monolithic Voortrekker Monument. Completed in 1949 to commemorate their pioneering spirit, it is seen by some as an important memorial to Afrikanerdom and by others as a reminder of Apartheid. Its interior frieze is said to be the second longest in the world.

During October and November Pretoria seems to shimmer with a mauve haze of blossoming jacarandas. In 1888 a citizen of Pretoria, J. A. Celliers, imported two *Jacaranda mimosifolia* trees from Rio de Janeiro. He planted them in the garden of Myrtle Lodge, his home in the suburb of Sunnyside. They still stand in the garden of what is now Sunnyside School. In 1898 James Clarke obtained a contract to grow trees for the government. He ordered seed from Australia and included in the selection was a packet of seeds of the same species Celliers had imported. Clarke planted the seeds in the state nurseries at Groenkloof where they flourished. Today about 70 000 of these beautiful trees line the streets of the city.

Rovos Rail has its private station situated in Capital Park, Pretoria. This was once the bustling hub of steam locomotion in the old Transvaal. Officially opened in 1943, Capital Park, with its locomotive sheds and marshalling yard played a vital roll in the rail network around Pretoria before falling into disuse. Now the home of Rovos Rail, it boasts a small railway museum in addition to its other comprehensive facilities and will, with the addition of semaphore signals and a footbridge, recreate the atmosphere of a fully-fledged railway system. The gracious colonial-style railway station serves as the new departure or arrival point for all the train journeys.

**Thank you for travelling with us.
We look forward to hosting you again in the not too distant future.**



INFORMATION

DURBAN TO PRETORIA DISTANCE CHART

DISTANCE BETWEEN	STATIONS		(KMS) TOTAL DISTANCE	EXCURSIONS
0	DURBAN, SOUTH AFRICA	●	0	Depart Durban Station
14	Cavendish	●	14	
5	Shallcross	●	19	
24	Delville Wood	●	43	
34	Camperdown	●	77	
31	Pietermaritzburg	●	108	
40	Lions River	●	148	Ardmore Ceramics
28	Nottingham Road	●	176	
49	Estcourt	●	225	Spionkop Reserve and Lodge
40	Colenso	●	265	
24	Ladysmith	●	289	
25	Elandslaagte	●	314	Nambiti Reserve
43	Glencoe	●	357	
61	Newcastle	●	418	
46	Majuba	●	464	
19	Vooruitsig	●	483	
31	Perdekop	●	514	
47	Standerton	●	561	
70	Teakworth	●	631	
48	Heidelberg	●	679	
27	Mapleton	●	706	
23	Germiston	●	729	
43	Irene	●	772	
23	ROVOS RAIL STATION, PRETORIA	●	795	Arrive Rovos Rail Station

