



ROVOS RAIL

JOURNEY
INFORMATION

Cape Town to Pretoria

2018 & 2019

Itinerary
The Journey
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The Most Luxurious Train in the World



ITINERARY

CAPE TOWN TO PRETORIA

	<p>DAY 1</p>
11h00	The Pride of Africa departs from Platform 23 at Cape Town Station. Guests may freshen up in their suites before joining fellow travellers in the midway lounge car or observation car at the rear of the train.
13h00	Lunch is served in the dining cars.
15h00	The train reaches Worcester (223ms/732ft) in the Hex River Valley before climbing up the face of the escarpment to Touws River (959m/3146ft). The broad valley hosts hundreds of grape-producing farms – which yield most of South Africa’s export grape harvest – and accounts for a quarter of the national wine production with close to 20 wine cooperatives and several brandy distilleries.
15h30	The train arrives at the first of four tunnels on the pass. The third tunnel is 13.5 kilometres long so guests are to be careful when walking through the train and may wish to turn on necessary lights.
16h30	Tea in the midway lounge car or observation car at the rear of the train.
17h45	Disembark at the quaint little village of Matjiesfontein for an opportunity to stroll through this historic settlement; of special interest is the museum on the platform and a collection of historic cars and railway carriages to the right of the Lord Milner Hotel.
19h00	The train departs Matjiesfontein and continues on overnight through the Karoo via Beaufort West and De Aar towards Kimberley.
19h30	Dinner is served in the dining cars. Overnight on the train.
	<p>DAY 2</p>
07h00	Breakfast is served in the dining cars until 10h00.
12h30	Lunch is served in the dining cars.
14h30	Arrive at the atmospheric railway station of Kimberley. Disembark and proceed via coach/combi for a tour of the renowned city, the Diamond Mine Museum and the extraordinary Big Hole.
16h00	Rejoin the train at Kimberley Station and continue the journey via Warrenton and Bloemhof.
16h10	Ten minutes after departing Kimberley a shallow lake appears on the left-hand side of the train where, on most occasions, there are spectacular flocks of Lesser Flamingos (approximately 23 000).
16h30	Tea in the midway lounge car or observation car at the rear of the train.
19h30	Dinner is served in the dining car/s en route to Klerksdorp. Overnight on the train.
	<p>DAY 3</p>
07h00	Breakfast is served in the dining cars until 10h00 as the train continues to travel northeast through the goldfields of the Witwatersrand via Krugersdorp, Germiston and Johannesburg.
12h00	The train arrives at journey’s end at Rovos Rail Station in Pretoria.

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.



CAPE TOWN TO PRETORIA

Cape Town, internationally known for the majestic beauty of Table Mountain, is called the 'Mother City' of South Africa being the site of the first European landings and settlement in Southern Africa after 1652. The subtle interplay of sea and mountain, which characterises the Cape of Good Hope, moved intrepid explorer Sir Francis Drake in 1580 to call it 'the fairest Cape in all the circumferences of the globe' – a description with which most visitors agree.

It is here, beneath the 1 086-metre high sandstone face of Table Mountain, that the Dutch East India Company set up a refreshment station in 1652 to revictual the ships en route to and from the spice islands of the East Indies (Indonesia and Malaysia). The arrival of the first Europeans at the foot of Africa met with little resistance from the Cape's only human inhabitants, the yellow-skinned Khoikhoi (old name: Hottentots). These last descendants of mankind's Stone Age childhood were innocent onlookers who, by 1713, had been all but decimated by the Great Smallpox Epidemic. With the resulting labour shortage, the Dutch East India Company imported slaves from the islands of Java and Sumatra, misnamed 'Malay'. Their descendants, together with the Madagascan and Mozambican slaves, now number 3.5 million who speak either English or Afrikaans as a mother tongue. About 40% are Muslim, the rest are Christian.

The governing party of the Western Cape is not the ANC but rather the Democratic Alliance. However, most of the officeholders are members of the Cape Coloured community. The Coloured people of the Cape give the place an offshore, non-African feel with some hint of Mauritius, Sri Lanka and Java, rather than that of Africa.

Paarl is a large and important agricultural town 62 kilometres from Cape Town located on the Berg River and dominated by the bald round mountains of Paarl Rock, Britannia Rock and Gordon's Rock. It is from these granite outcrops that Paarl derived its name. When the early explorer Abraham Gabbema saw them in 1657 – on a morning when the dew glistened on their mica-studded surfaces – the heights reminded him of a *diamandtende peerlberg* (diamond and pearl mountain).

Paarl is a romantic town built on both sides of a 10-kilometre street shaded by oaks and jacarandas. Although Europeans settled in the valley in 1687, Paarl did not take shape until 1720 when it became a principle centre in Southern Africa for the manufacture of wagons. The local granite provided ample raw material for the manufacture of tombstones and prepared building stone. Other industries include fruit growing, winemaking and the canning of fruit and vegetables.

Paarl is where the Afrikaans language officially began in 1875 when the first Afrikaans text newspaper, *Die Patriot*, was published. Previously, although Afrikaans was a spoken language uncharitably referred to as 'Kitchen Dutch', High Dutch was the written medium. It took from 1875 until 1925 to have Afrikaans established constitutionally as the other official language of South Africa. The Afrikaans Taal (language) Monument with its spires looms high above Paarl in commemoration of its special position in the history of the Afrikaans language.

Worcester – founded in 1818 and named after the Marquis of Worcester (brother of the Governor of the Cape, Lord Charles Somerset) – lies at the entrance to the Hex River Valley and is a busy commercial, communications and industrial area. On the outskirts of Worcester lies the Karoo National Botanical Garden, which covers 115 hectares of the foothills of the Brandwag Mountains. Opened in 1948, this garden is devoted to the succulent plants of the Karoo, many of which bloom profusely in spring. The Worcester district accounts for a quarter of the national wine production with close to 20 wine cooperatives and several brandy distilleries.

The Hex River Mountains are the highest in the Western Cape and are covered in snow in winter. The tallest peak, the Matroosberg (2250m/7382ft), towers over the broad valley below where some 175 grape farms produce most of South Africa's export grape harvest. Fine old Cape Dutch houses, quaint reminders of the Amsterdam townhouses of the early Dutch settlers, are dotted among the stitched patchwork of the vineyards.

From **De Doorns** (477m/1565ft) in the Hex River Valley, the railway climbs up the face of the escarpment in sweeping curves which, if put together, would have taken a train through 16 complete circuits in 25 kilometres before it reached the top of the pass (959m/3146ft). In the early days only limited loads could be hauled up the pass and at least two steam locomotives were required to do it. The difficulty of taking a railway through the barrier of folded coastal mountains of the Western Cape and up the escarpment of the central South African plateau provided engineers with a problem. The man who first solved it, Wells Hood, did a magnificent job

given the technical limitations in the early days. The first railway pass carried traffic into the interior from 1876 until 1989.

In November 1989, a new pass – located by W H Evans – was opened. It involves four tunnels, two of 0.8 kilometres each, one of 2.4 kilometres and one of 13.5 kilometres. There is a saving of eight kilometres over the length of the old pass. A single line goes up the pass, but in the centre of the longest tunnel there is a point where trains can pass each other. The first major staging post, locomotive depot and marshalling yard after Cape Town was built on the banks of the **Touws River** (river of the pass) at the summit of the pass.

The **Karoo**, being both high and exceptionally dry, offered solace to Victorian sufferers of tuberculosis. An official of the Cape Government Railways, James Logan, arrived in **Matjiesfontein** in 1890 to recuperate from chest complaints. He found his transfer to the Karoo so beneficial he decided to settle in the area. He bought a farm, named it Tweedside, planted trees and wheat, built a fine house, sank boreholes and gradually acquired considerable land holdings. Major Buist, a descendant of Logan's, still lives here.

The laird Logan set up a small refreshment hotel for the hungry and thirsty travellers of the Cape Government Railways (CGR). The graceful old hotel is named after that much-maligned British imperialist, Lord Milner. Having undergone a long apprenticeship under Lord Cromer (the British 'agent' in Cairo), Milner was appointed High Commissioner for South Africa in 1898 by the then British Colonial Secretary, Joe Chamberlain. It was he who insisted that Paul Kruger, President of the old Transvaal Republic, extend the franchise to include the Uitlanders (foreigners) who were, after all, paying taxes and who had lived for 12 years in the Transvaal. Kruger flatly refused to share his Republic with others, an attitude that led to the declaration of the Anglo Boer War in 1899. In the three years that the war lasted, Matjiesfontein was the headquarters of the Cape Command and hosted 12 000 British troops. The hotel was used as a military hospital and its turret became a lookout. Legend has it that the ghost of a wounded British Tommy occasionally visits the town.

This authentic Victorian railway village stands perfectly preserved. Its most famous resident was writer and feminist, Olive Schreiner. Her first novel, *Story of an African Farm*, was set in the Karoo and gained immediate international recognition. After spending time in Europe, she returned to find relief for her asthma. She loved Matjiesfontein, and lived in a small cottage where she kept up correspondence with a number of English friends including William Gladstone, George Bernard Shaw and Havelock Ellis. Her advanced views on social justice and feminism were almost as controversial for her time as those of her friend Ellis. He shocked Victoria England with his encyclopaedic seven-volume work *Studies in the Psychology of Sex*. Schreiner's correspondence with Ellis reveals the great delight she took in Matjiesfontein:

'I love the Karoo. The effect of this scenery is to make me so silent and self-contained. And it is all so bare, the rocks and bushes, each bush standing separate from the others, alone by itself ... Now I am going to put on my hat and go out for a walk over the Karoo. Such a sense of wild exhilaration comes over me when I walk over the Karoo ...'

When the railroad reached **Beaufort West** in 1880 it became a marshalling yard and locomotive depot. Founded in 1818, the town was named after the fifth Duke of Beaufort, the father of the then Governor of the Cape, Lord Charles Somerset. The town was established at the foot of the Nuweveld Mountains on the banks of the Gamka River, which only flows after rain. The town became prosperous with the introduction of merino sheep. Beaufort West is the largest town in the Karoo and became the first municipality in South Africa in 1837. One of its early citizens, Sir John Charles Molteno, founded the first bank in 1854. He was a wool trader and champion of responsible government nicknamed the 'Lion of Beaufort', and was to become the first Prime Minister of the Cape.

Victoria West will be of particular interest to guests accustomed to the convenience and comfort of intercontinental air travel. Once a thriving centre, which acted as a refuelling stop for all Imperial Airways flights from London to Cape Town, the village has reverted to its original rural stature. In these days of supersonic air travel it is worth mentioning that the trip took all of 10 days in the 1940s with flying time limited to daylight hours and passengers and crew sleeping overnight at Victoria West.

The small town of **De Aar**, the 'vein', takes its name from an underground watercourse. Among the town's prominent citizens was authoress Olive Schreiner, who lived here from 1907 to 1913. De Aar is a major railway junction and the lines from the Western Cape, the Eastern Cape, Gauteng and Namibia meet here. The crack trains, such as the Blue Train, Trans Karoo and the Orange Express used to stop here to change crews.

Covering the southwestern reaches of the country's interior plateau is the **Great Karoo**, a high (1220m/4003ft) and dry region that takes its name from a Khoi word meaning 'land of great thirst'. Between 150 and 250 million years ago vast sediments were laid down in a series of three distinct layers. The Dwyka Series, a 900-metre thick layer consisting rocks encased in a matrix of mudstone and moraine and believed to be debris of a previous ice age. After its deposition came a period of climatic change when much of the earth was covered in forests, thick swamps, huge lakes and densely vegetated wetlands. From this steamy world of mud, jungles and water the Ecca Series, a 3000-metre thick layer of shale and sandstone, was formed. Locked into rocks of this series is a wealth of fossils ranging from small reptiles to huge tree stumps, some still upright. Above this is the Beaufort Series, a layer of sedimentary deposition about 5600-metres thick that created the face of the Karoo as we know it today. Over time igneous material from the centre of the earth forced its way through vertical and horizontal cracks in the sedimentary depositions, forming dolerite dykes (vertical) and dolerite sills (horizontal). As the soft sedimentary rocks weathered away, the harder or more resistant dolerite dykes and sills remained forming the flat-topped or 'table' mountains and bell-like buttes that characterise the Karoo.

The vast herds of Springbok of 150 years ago have been replaced by sheep, one of the few animals able to survive on the low-lying scrub that is the common vegetation of the Karoo. Sheep farming has become the main economic activity of the area, often on large farms of thousands of acres. The dryness of the land is deceptive as water is relatively plentiful deep underground. To bring water to the surface farmers use windmills, their turning sails and stark outlines becoming synonymous with the Karoo skyline.

Springbok *Antidorcas Marsupialis* once migrated across the Karoo in herds of up to 40 000, a sight viewed by David Livingstone. He wrote at the time:

"It is probable that, notwithstanding the continual destruction by firearms, they will continue long to hold their place."

How wrong he was. Today, it is rare to see a Springbok in the wild beyond the confines of a game farm or reserve. Livingstone, the first serious observer to walk across the African continent from Luanda in the west to the mouth of the mighty Zambezi on the eastern seabed, was the first explorer to note this phenomenon. He drew an interesting cross-section of Africa in his first book *Missionary Travels and Adventures in South-eastern Africa*.

Kimberley is one of South Africa's best-kept secrets. Somewhat off the beaten track, towards the arid northwest of the country, it does not receive the high volume of tourist traffic, which its history and commercial importance would presume. The story of Kimberley is the story of diamonds. The romantic associations of diamonds, De Beers, Cecil John Rhodes and the Cape to Cairo railway are all centred on Kimberley.

Although diamonds had been discovered near Hopetown in 1867, it was the discovery in 1871 of a diamond 'pipe' where the Big Hole now yawns, which triggered the Diamond Rush. The Big Hole started off life as a small hill, was flattened, and is now an enormous hole from where millions of tons of diamondiferous blue-ground Kimberlite ore have been removed. The diamonds were made about 53 million years ago, about 200 kilometres inside the earth, under conditions of unimaginable heat and pressure. Carbon was metamorphosed into diamond, the hardest substance known to Man. Literally thousands of claims were pegged as would-be miners from all corners of the world sought to make their fortunes. Millions of tons of ore were removed as the diggers continued their search hundreds of metres below ground level. Some excavated faster than others and cloudbursts during the summer thunderstorms washed down detritus from the higher claims into the lower ones. Once the hole was deep enough, water pooled in the base and it became necessary to pump it out.

In the midst of this competitive chaos emerged two men, wildly different in background, education and temperament but with a similar vision. Barney Barnato and Cecil John Rhodes stamped themselves forcefully upon early Kimberley. Barnato controlled the Kimberley Central Mine, whose diamond pipe lies immediately east of the railway station, and Rhodes controlled the De Beers Mine where the Big Hole is found. Both agreed that the supply of diamonds to the world market had to be controlled through the formation of a monopoly or cartel, but which one would buy out the other? In 1888, after intense negotiations, De Beers bought out Barnato and promptly made him a Life Governor of the new De Beers Consolidated Diamond Mines.

Once De Beers had taken control of the diamond industry, Kimberley, from having been a thrusting town of young male prospectors, became a company town where the tide of wealth ebbed away never to return. It settled down to produce its own diamonds and later to sort and cut diamonds from all over the world. Today, the Harry Oppenheimer building is the throbbing nerve centre of the diamond-sorting business. The headquarters is still in Stockdale Street and every year from New York, Zurich, Hong Kong, Amsterdam and elsewhere, the directors and shareholders of the world's oldest monopoly gather here in a quasi-rural setting for the Annual General Meeting.

The Boers besieged Kimberley, with Rhodes in it, during the Anglo Boer War. The British army, under Lord Methuen, attempted to relieve the town but suffered two serious reverses at the battles of Modder Rivier (28 November 1899) and Magersfontein (11 December 1899). The Black Watch suffered terribly, exposed to the intense heat and unable to advance or retreat under withering Boer Mauser fire. Finally they broke and fled. Kimberley was only relieved two months later after the great cavalry dash across the Karoo led by Sir John French and Colonel Douglas Haig.

At the beginning of the siege, the artillery defence of Kimberley consisted only seven pairs of 2.5-inch muzzle-loading rifles (RMLs). Nobody really knows who first mooted the idea of making a gun in Kimberley that could outrange the Boer artillery, but credit is usually given to George Labram, an American engineer. He had come to South Africa in 1893 to erect a new crusher plant for one of the Kimberley mines, staying on to become Chief Engineer to De Beers. A good mechanical engineer with a fertile brain, Labram not only designed and made the Long Cecil Gun, for which he is perhaps best remembered, but during the first three weeks of the siege he designed and constructed a plant for the bulk refrigeration of perishable foodstuffs – essential with shade temperatures averaging about 31°C – and had also installed an emergency fresh-water supply system, which became the town's sole supply (apart from one or two wells) for the whole siege. He had given much practical assistance and advice to the Royal Engineers in laying out controlled minefields around the town and also with the design and actual construction of the defences.

Then, as the garrison's artillery had expended nearly a third of its ammunition by the end of November, Labram turned part of De Beers' workshops over to making shells, charges and fuses for the 2.5-inch guns – his greatest triumph having never had anything to do with gun-making. Prior to all this he had perfected a method (still in use) for the extraction of diamonds from the crushed rock of the mines.

The Long Cecil Gun was designed and constructed by engineers who had no previous experience of ordnance manufacture, without special plant or arrangements, and on designs adapted from descriptions found in a stray copy of an engineering journal. From the day that designs were fashioned it took 24 days to construct and, on 19 January 1900, the gun (nicknamed Long Cecil in honour of Cecil Rhodes) was taken for testing and calibration to one of the three emplacements already prepared for it. Rhodes, who had taken a great interest in the gun and its manufacture, was present, along with a number of local dignitaries and senior officers of the garrison. He invited Lieutenant-Colonel Chamier, as the senior gunner, to fire the first round.

The story goes that Chamier refused on the grounds that, as a member of the Royal Regiment, he was permitted to fire only such guns as had been officially approved by the War Office and that Long Cecil definitely did not fall within this category! Rhodes, so the story continues, then told Chamier to remove himself to a safe distance and sent his pony and trap to fetch Mrs Pickering, wife of the De Beers Secretary. On her arrival, Rhodes handed her the end of the firing lanyard inviting her to pull it. This she duly did, with some trepidation, and fired the first round from Long Cecil. Of this latter part of the story there is no doubt: the round landed some 7200 metres away and burst in the middle of a hitherto safe and quiet Boer laager at the Intermediate Pumping Station, causing considerable alarm and dismay according to Boer letters written at the time, some of which were later intercepted by the British.

Long Cecil fired 225 shells against the Boers at an average range of 5000 yards. Its activity forced the Boers to send for a Long Tom. Ironically, Labram was killed by one of the first shells that this Long Tom fired into Kimberley. Long Cecil can still be seen in Kimberley where it stands in memory of those who defended the town during the siege. In the Museum of Artillery in the Rotunda at Woolwich there is a good scale model of the gun made, it is believed, by Mr Harry Beer who was one of the artisans employed in making the original gun.

In terms of scale and size the Kimberley Mine Museum can lay claim to being one of the most impressive museums in South Africa. It encompasses the whole area of the Big Hole and utilises many of the original corrugated-iron mine buildings used by the first miners. It tells the story of the diamond industry as no other. It should be remembered that before the discovery of diamonds in the Northern Cape in 1867, diamonds came almost exclusively from India and Ceylon. Their source and origins were shrouded in mystery, the legend being that they were the congealed tears of a Hindu goddess. In that sense, the Kimberley Mine Museum is of world-historic importance because it shows how the diamond industry was transformed, mechanised and industrialised in the late 19th century. And together with diamonds went the men who found them, colourful, thrusting personalities who lived hard and played hard. The railway coach commissioned for De Beers from the Pullman Company (Chicago) shows clearly the plush comfort and the well-stocked cellars with which the directors travelled.

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 learned 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 Elandspoord and on 16 November 1855 the new town was named Pretoria in honour of his father.

Pretoria grew up around Church Square, originally the marketplace 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.

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



INFORMATION

CAPE TOWN to PRETORIA DISTANCE CHART

DISTANCE BETWEEN	STATIONS	(KMS) TOTAL DISTANCE	EXCURSIONS
0	CAPE TOWN - SOUTH AFRICA	● 0	Depart Cape Town Station
63	Paarl	● 63	
14	Wellington	● 77	
42	Gouda	● 119	
61	Worcester	● 180	
24	Hex River	● 204	
58	Touws River	● 262	
35	Tweedside	● 297	
22	Matjiesfontein	● 319	Town Tour/Museum
27	Laingsberg	● 346	
85	Prince Albert	● 431	
117	Beaufort West	● 548	
78	Three Sisters	● 626	
103	Merriman	● 729	
78	De Aar	● 807	
112	Oranjerivier	● 919	
123	Kimberley	● 1042	City Tour/Big Hole/Diamond Museum
71	Warrenton	● 1113	
93	Bloemhof	● 1206	
143	Klerksdorp	● 1349	
47	Potchefstroom	● 1396	
107	Krugersdorp	● 1503	
13	Roodepoort	● 1516	
14	Johannesburg	● 1530	
13	Germiston	● 1543	
45	Centurion	● 1588	
7	ROVOS RAIL STATION, PRETORIA	● 1595	Arrive Rovos Rail Station, Pretoria

