

TRANSNET RAIL INFRASTRUCTURE MANAGER



ANNEXURE B

B NETWORK BRANCHLINES TECHNICAL DATA SHEETS

DATASHEET: Aliwal_Barkly-East

File: (AG) AL_BA 20052025

Cluster: Aliwal Group (AG)

Date Opened/Built: 1905-1930 Current Status: Closed
Date Closed: 2001

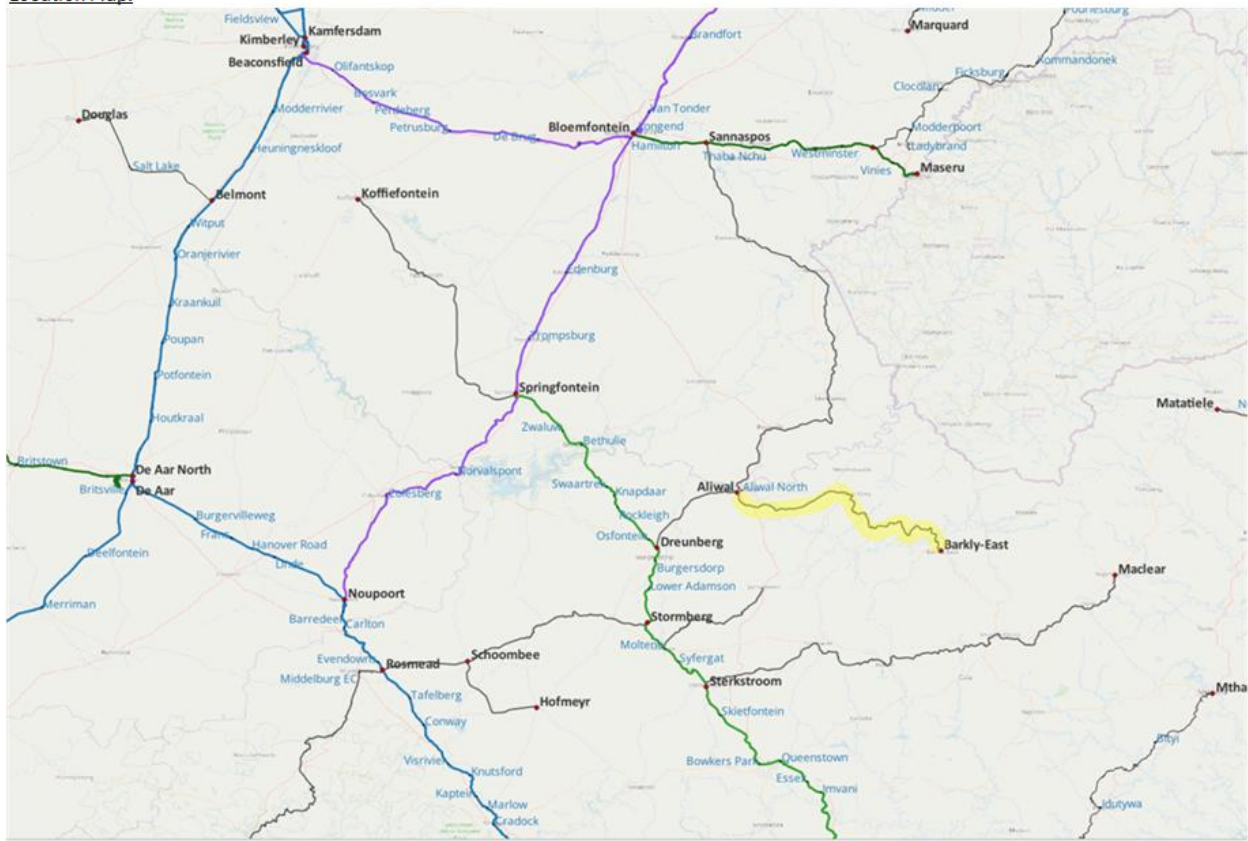
Route Distance: 164,2 km

Comments: Scenic route with unique reverse sections to negotiate steep gradients. Low freight potential.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Significant tourism in the area
Heritage	Low heritage interest

Location Map:



Disclaimer:

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DATASHEET: Aliwal_Barkly-East

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Aliwal-Lady Grey	69,0	11,5	Diesel	TWS	Closed
LADY GREY-BARKLY-EAST	95,2	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Aliwal-Lady Grey	429 629	FMCG 48%. Other Agriculture 20%.
LADY GREY-BARKLY-EAST	-	Unknown

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DATASHEET: Aliwal_Dreunberg

File: (AG) AL_DR 20052025

Cluster: Aliwal Group (AG)

Date Opened/Built: 1885 Current Status: Closed

Date Closed: 2001

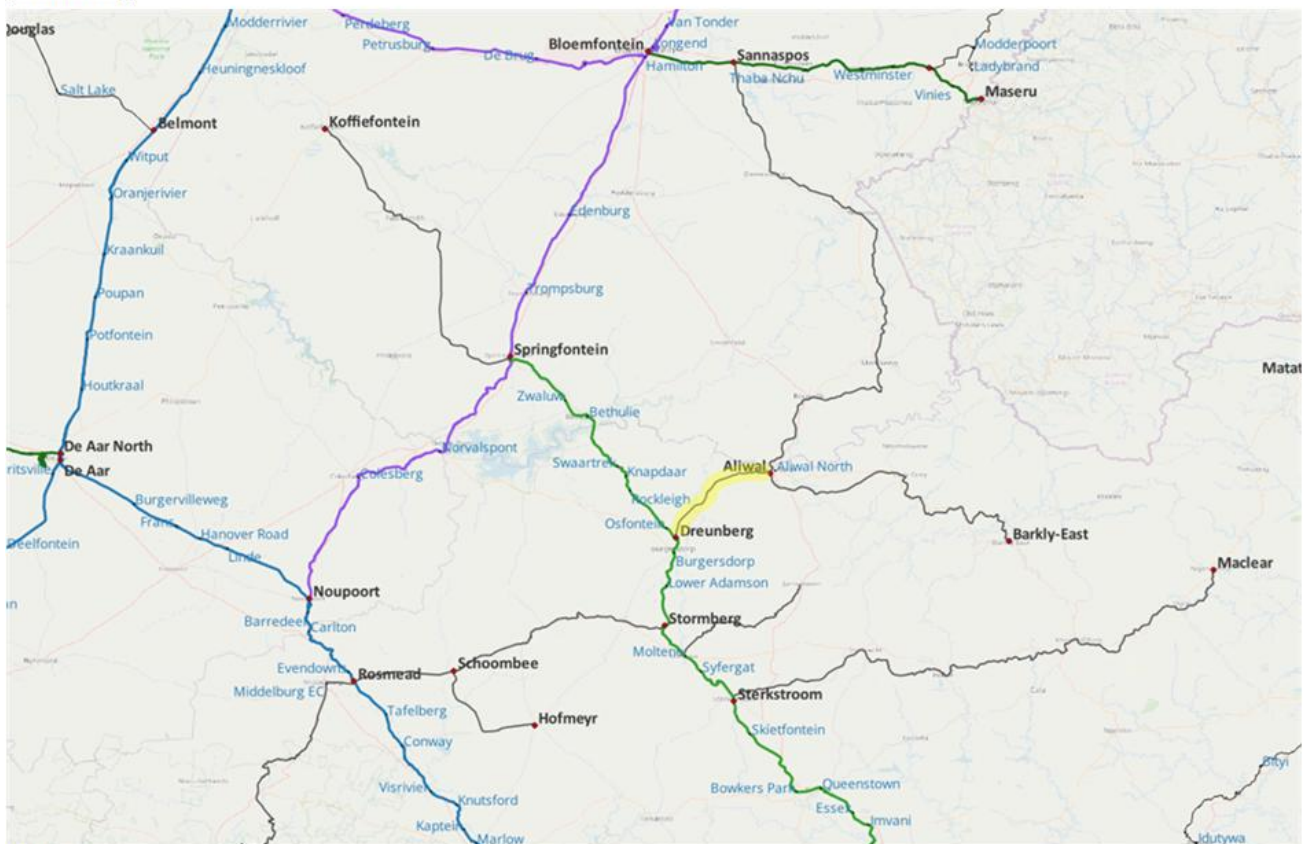
Route Distance: 55,3 km

Comments: Scenic route. Low freight potential.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	Low population or passenger density
Tourism	Unkown tourism opportunity
Heritage	Low heritage interest

Location Map:



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DATASHEET: Aliwal_Dreunberg

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Aliwal-Dreunberg	55,3	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Aliwal-Dreunberg	1 003 289	Chemicals 23%. FMCG 35%. Other Agriculture 18%.

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DATASHEET: Aliwal_Sannaspos

File: (AG) AL_SA 20052025

Cluster: Aliwal Group (AG)

Date Opened/Built: 1911-1916 Current Status: Uplifted
Date Closed: 2001-2006

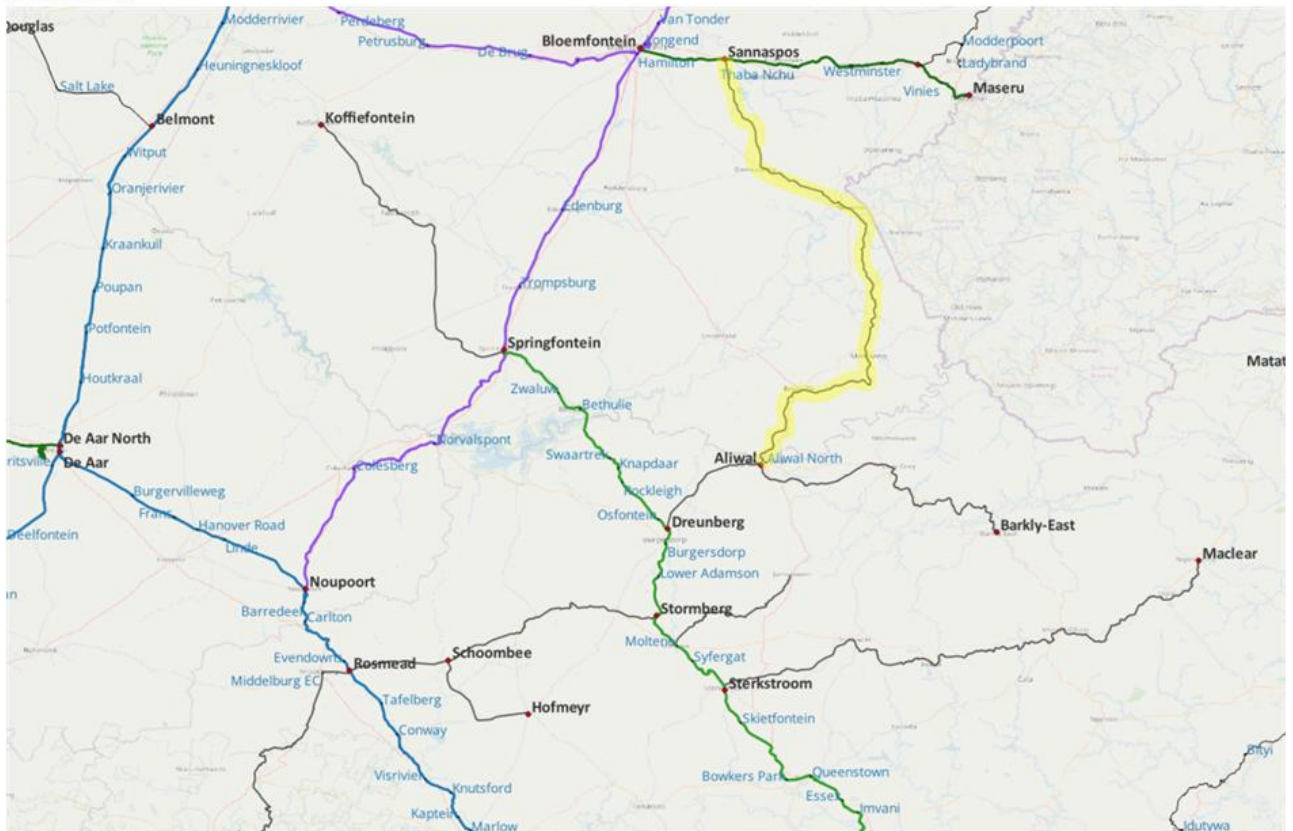
Route Distance: 276,0 km

Comments: Upliftment has commenced. Low freight potential but has connectivity potential.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Aliwal_Sannaspos

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Sannaspos-Botshabelo	11,1	11,5	Diesel	TWS	Closed
Botshabelo-Dewetsdorp	40,8	11,5	Diesel	TWS	Closed
Dewetsdorp-Wepener	46,7	11,5	Diesel	TWS	Closed
Wepener-Zastron	78,6	11,5	Diesel	TWS	Closed
Zastron-Rouxville	49,1	11,5	Diesel	TWS	Closed
Rouxville-Aliwal North	46,9	11,5	Diesel	TWS	Closed
Aliwal North-Aliwal	2,8	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Sannaspos-Botshabelo	1 452 281	FMCG 36%. Other Agriculture 15%. Stone / Construction 33%.
Botshabelo-Dewetsdorp	350 026	Agri Dry Bulk 15%. FMCG 47%. Other Agriculture 24%.
Dewetsdorp-Wepener	174 419	Chemicals 15%. FMCG 39%. Other Agriculture 23%.
Wepener-Zastron	279	Agri Dry Bulk 42%. FMCG 22%. Grain 42%. Other Agriculture 16%. Stone / Construction 1%
Zastron-Rouxville	98 705	FMCG 21%. Other Agriculture 49%.
Rouxville-Aliwal North	695 908	Chemicals 67%.
Aliwal North-Aliwal	743 573	Chemicals 31%. FMCG 26%.

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Caledon Group (CG)

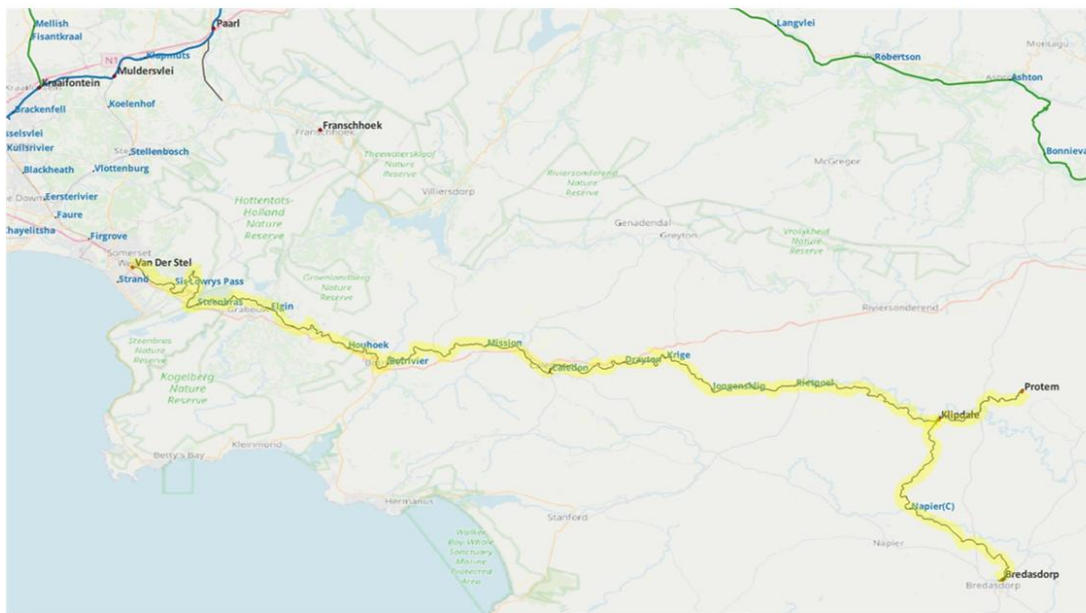
This group of lines can potentially function as a cluster. It provides access the the Southern coastal area along Riviersonderend and down to Bredasdorp.

Port Connections: Cape Town harbour offers the closest port connection.

Connections to the Core Rail Network: The only connection to the core network is through the PRASA commuter system that connects in the Strand.

Potential Freight: There is the potential for significant freight volumes especially related to agriculture and stone/construction. Since significant population densities exist along the route, fuel and FMCG also offers opportunities if it can be road competitive.

Other Opportunities: A scenic route with a fast-developing tourism sector offers opportunities for passenger and tourist trains in the area.



Segments	Distance (km)	Opened	Closed	Status
Klipdale_Bredasdorp	44,6	1924	Open	Operational
Klipdale_Protem	18,4	1915	Open	Occasional use
Van Der Stel_Klipdale	179,6	1902-1914	Open	Operational

DATASHEET: Klipdale_Bredasdorp

File: (CG) KL_BR 20052025

Cluster: Caledon Group (CG)

Date Opened/Built: 1924 Current Status: Operational

Date Closed: Open

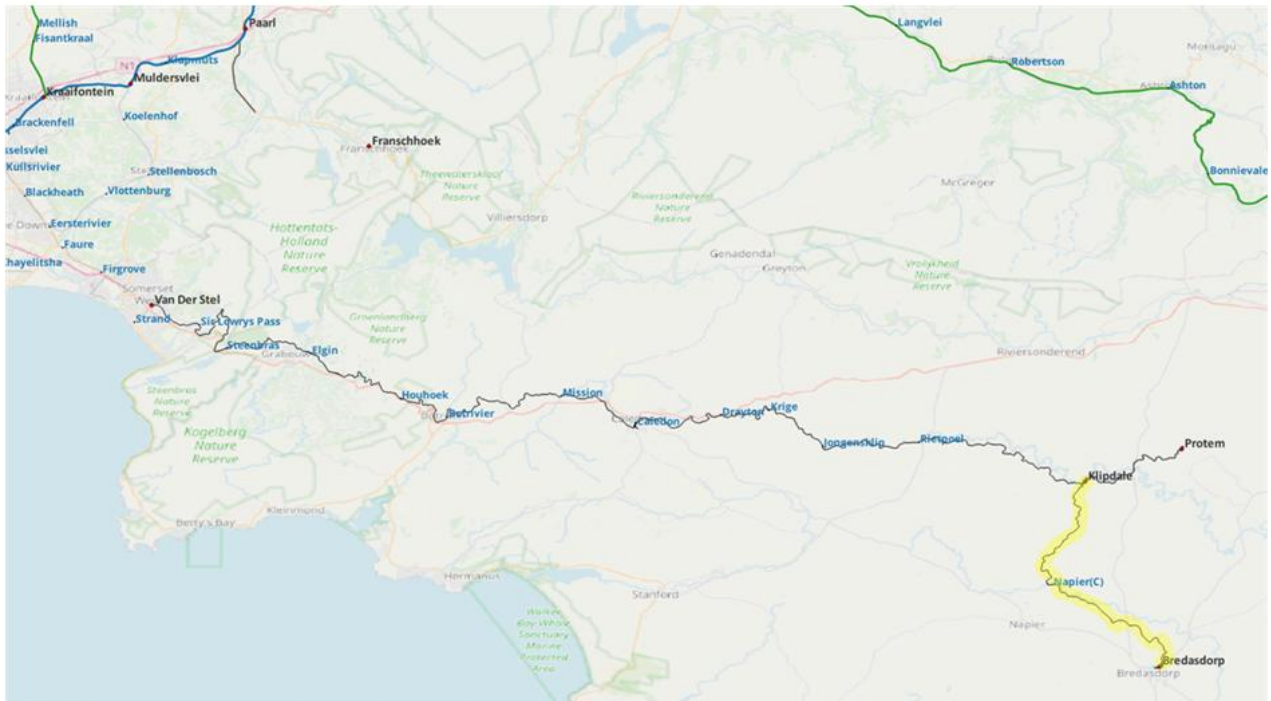
Route Distance: 44,6 km

Comments: Important connection to the South Cape agri hinterland. Some freight volume and tourism potential.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Some tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Klipdale_Bredasdorp

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Klipdale-Napier(C)	21,0	15	Diesel	TWS	Unknown
Napier(C)-Bredasdorp	23,6	15	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Klipdale-Napier(C)	1 219 434	FMCG 16%. Manufactured 19%. Other Agriculture 39%.
Napier(C)-Bredasdorp	1 742 322	FMCG 20%. Manufactured 27%. Other Agriculture 29%.

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DATASHEET: Klipdale_Protem

File: (CG) KL_PR 20052025

Cluster: Caledon Group (CG)

Date Opened/Built: 1915 Current Status: Occasional use

Date Closed: Open

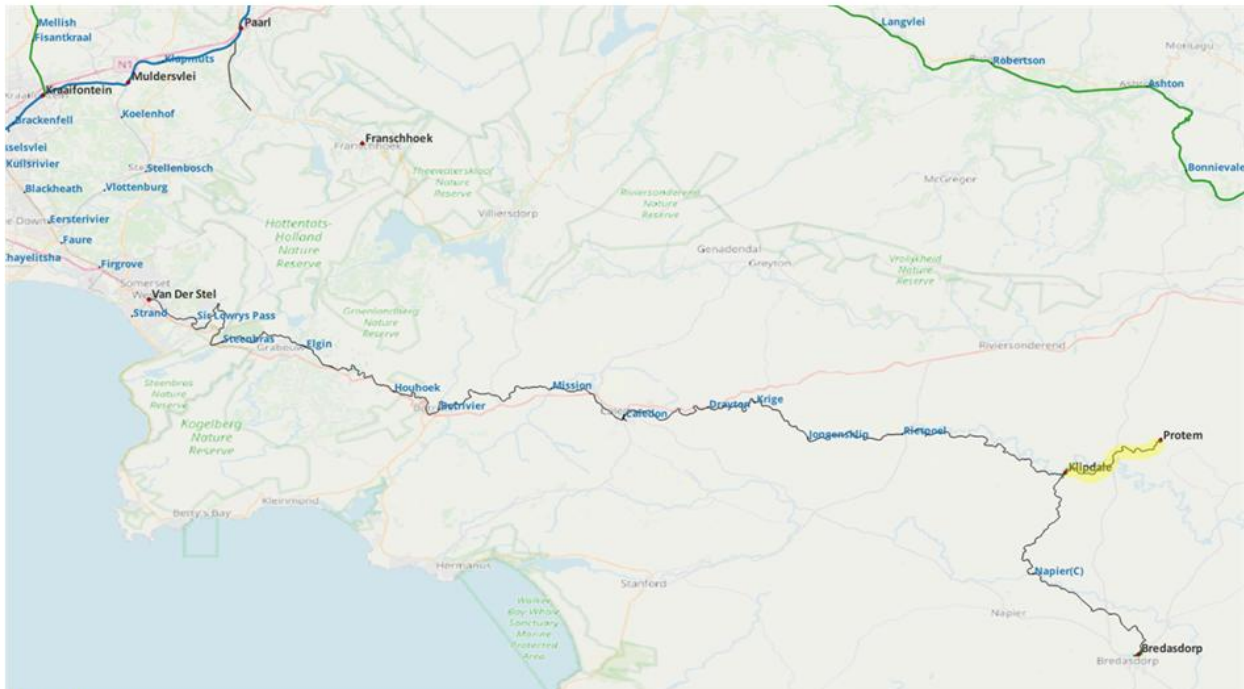
Route Distance: 18,4 km

Comments: Important connection to the South Cape agri hinterland. Some freight volume and tourism potential.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Klipdale_Protem

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Klipdale-Protem	18,4	15	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Klipdale-Protem	64 497	Agri Dry Bulk 100%.

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DATASHEET: Van Der Stel_Klipdale

File: (CG) VA_KL 20052025

Cluster: Caledon Group (CG)

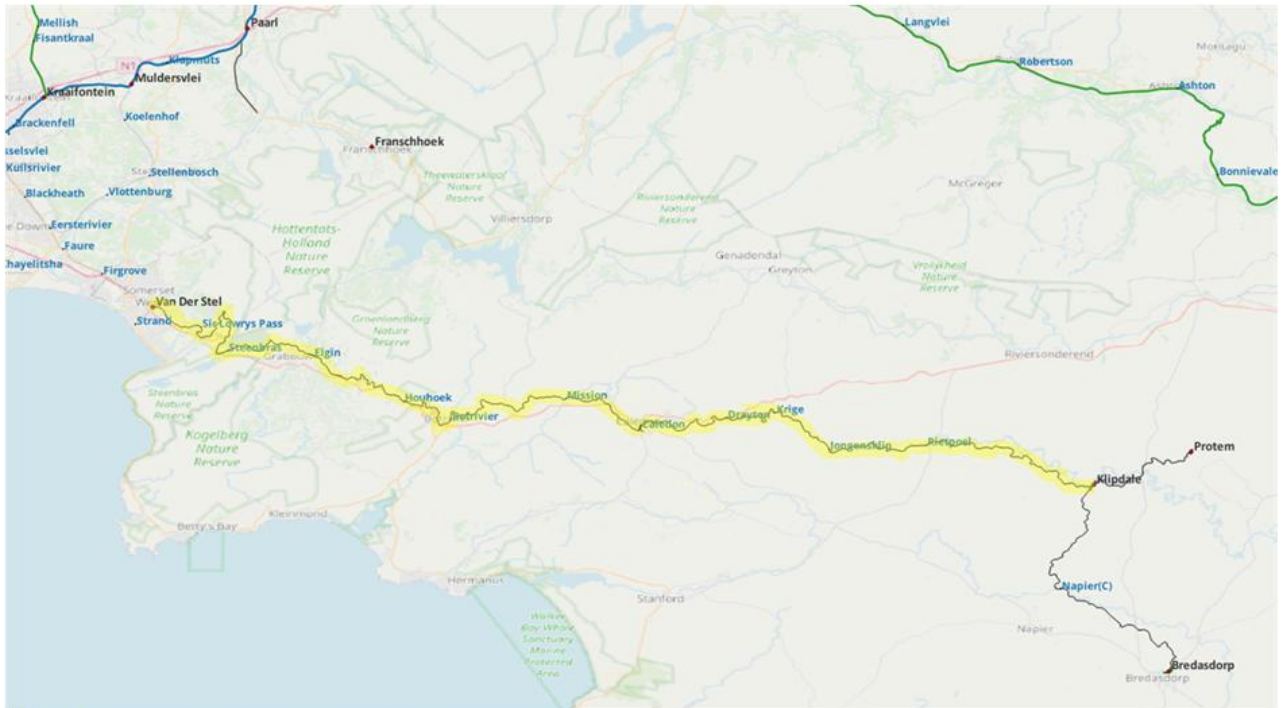
<u>Date Opened/Built:</u>	1902-1914	<u>Current Status:</u>	Operational
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	179,6	km	

Comments: Important connection to the South Cape agri hinterland. Some freight volume and tourism potential.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Moderate population density
Tourism	Some tourism in the area
Heritage	Significant heritage interest

Location Map:



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DATASHEET: Van Der Stel_Klipdale

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Sir Lowrys Pass-Van Der Stel	7,5	15	Diesel	TWS	Operational
Steenbras-Sir Lowrys Pass	17,4	15	Diesel	TWS	Operational
Elgin-Steenbras	13,3	15	Diesel	TWS	Operational
Elgin-Houhoek	17,8	15	Diesel	TWS	Operational
Houhoek-Botrivier	10,3	15	Diesel	TWS	Operational
Botrivier-Mission	22,4	15	Diesel	TWS	Operational
Caledon-Mission	12,4	15	Diesel	TWS	Operational
Caledon-Drayton	15,3	15	Diesel	TWS	Operational
Drayton-Krige	10,3	15	Diesel	TWS	Operational
Krige-Jongensklip	10,1	15	Diesel	TWS	Operational
Jongensklip-Rietpoel	14,2	15	Diesel	TWS	Operational
Rietpoel-Klipdale	28,7	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Sir Lowrys Pass-Van Der Stel	4 513 146	FMCG 25%. Other Agriculture 23%.
Steenbras-Sir Lowrys Pass	4 957 187	FMCG 24%. Other Agriculture 22%. Stone / Construction 17%.
Elgin-Steenbras	3 870 566	FMCG 26%. Fruit 15%. Other Agriculture 24%.
Elgin-Houhoek	3 853 950	FMCG 26%. Fruit 15%. Other Agriculture 24%.
Houhoek-Botrivier	3 853 950	FMCG 26%. Fruit 15%. Other Agriculture 24%.
Botrivier-Mission	3 853 950	FMCG 26%. Fruit 15%. Other Agriculture 24%.
Caledon-Mission	4 132 175	FMCG 24%. Other Agriculture 24%.
Caledon-Drayton	2 576 909	Agri Dry Bulk 20%. Grain 19%. Other Agriculture 28%. Stone / Construction 18%.
Drayton-Krige	2 304 992	Agri Dry Bulk 16%. FMCG 16%. Other Agriculture 31%. Stone / Construction 15%.
Krige-Jongensklip	2 280 083	Agri Dry Bulk 15%. FMCG 16%. Manufactured 15%. Other Agriculture 32%. Stone / Constr
Jongensklip-Rietpoel	2 637 310	FMCG 20%. Manufactured 17%. Other Agriculture 27%.
Rietpoel-Klipdale	1 451 116	Agri Dry Bulk 16%. Grain 15%. Manufactured 16%. Other Agriculture 35%.

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DATASHEET: Hutchinson_Calvinia

File: (CA) HU_CA 20052025

Cluster: Calvinia (CA)

Date Opened/Built: 1905-1918 Current Status: Uplifted
Date Closed: 2001

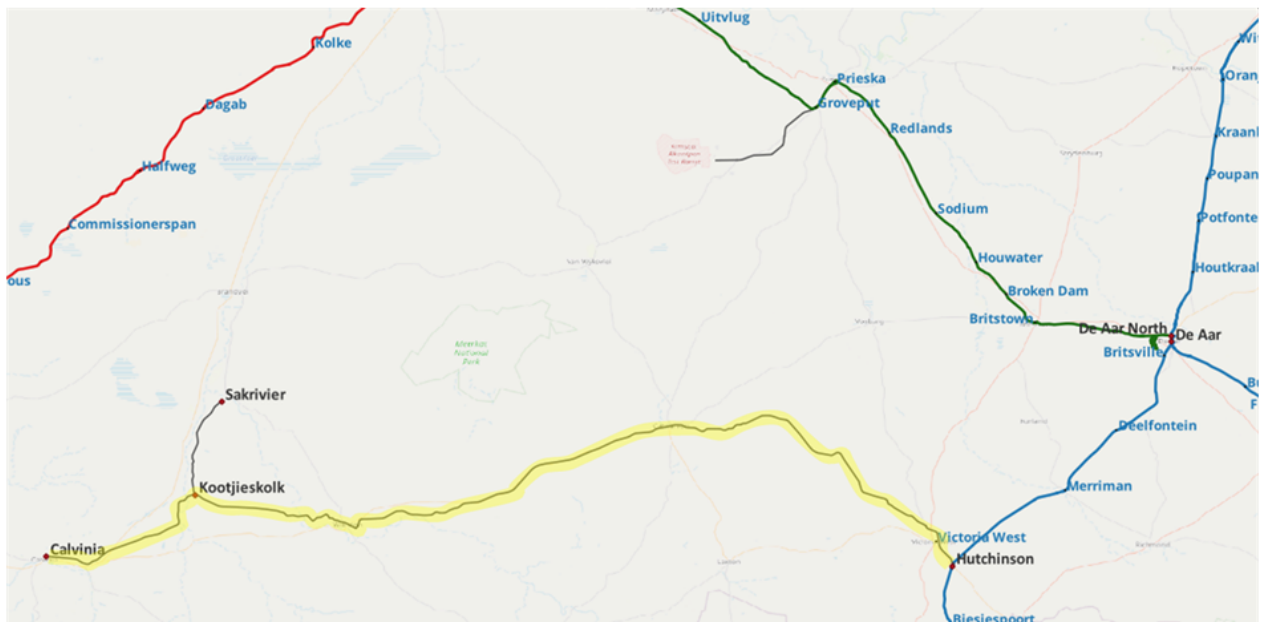
Route Distance: 455,4 km

Comments: No real freight or passenger prospects. Upliftment has commenced.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Hutchinson_Calvinia

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
CALVINIA-KOOTJIESKOLK	77,4	11,5	Diesel	TWS	Closed
Kootjieskolk-Williston	71,6	11,5	Diesel	TWS	Closed
Williston-Carnarvon	154,6	11,5	Diesel	TWS	Closed
Carnarvon-Victoria West	138,8	11,5	Diesel	TWS	Closed
Victoria West-Hutchinson	12,9	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
CALVINIA-KOOTJIESKOLK	Unknown	Unknown
Kootjieskolk-Williston	85	FMCG 20%. Other Agriculture 75%.
Williston-Carnarvon	191 858	FMCG 30%. Other Agriculture 45%.
Carnarvon-Victoria West	395 557	FMCG 29%. Other Agriculture 47%.
Victoria West-Hutchinson	556 117	FMCG 44%. Other Agriculture 31%.

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DATASHEET: Kootjieskolk_Sakrivier

File: (CA) KO_SA 20052025

Cluster: Calvinia (CA)

Date Opened/Built: 1918 Current Status: Closed
Date Closed: 1995

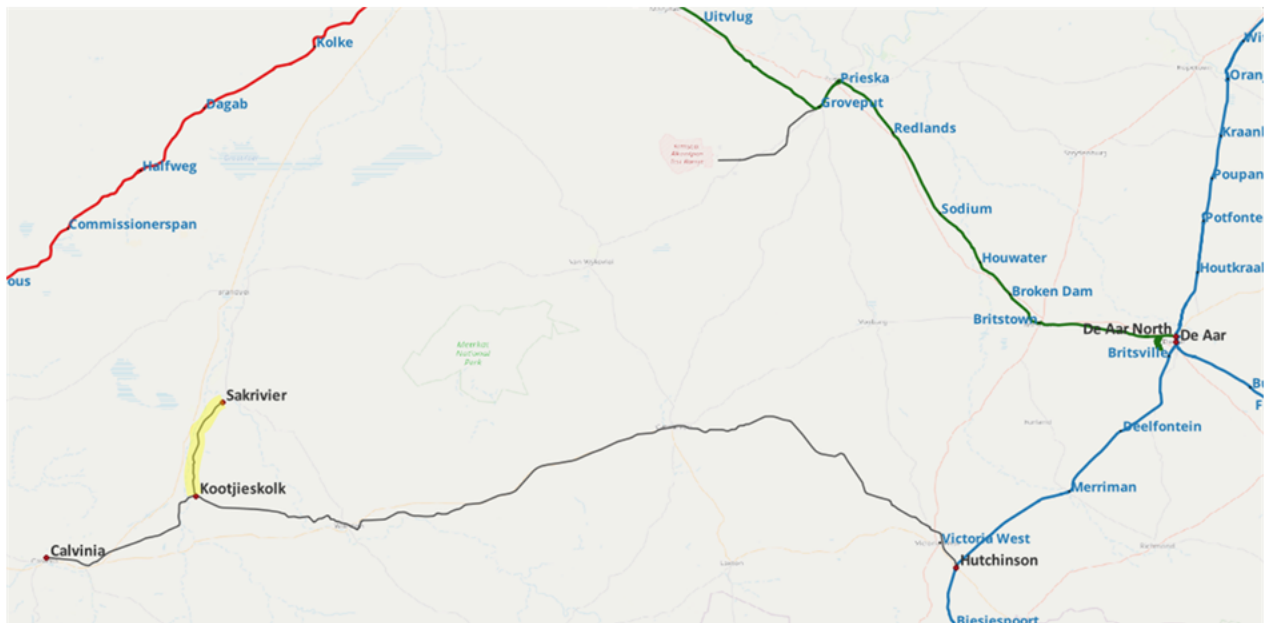
Route Distance: 45,2 km

Comments: No real freight or passenger prospects. Upliftment has commenced.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Kootjieskolk_Sakrivier

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
SAKRIVIER-KOOTJIESKOLK	45,2	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
SAKRIVIER-KOOTJIESKOLK	Unknown	Unknown

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DATASHEET: Barkly Bridge_Alexandria

File: (EC) BA_AL 20052025

Cluster: Eastern Cape (EC)

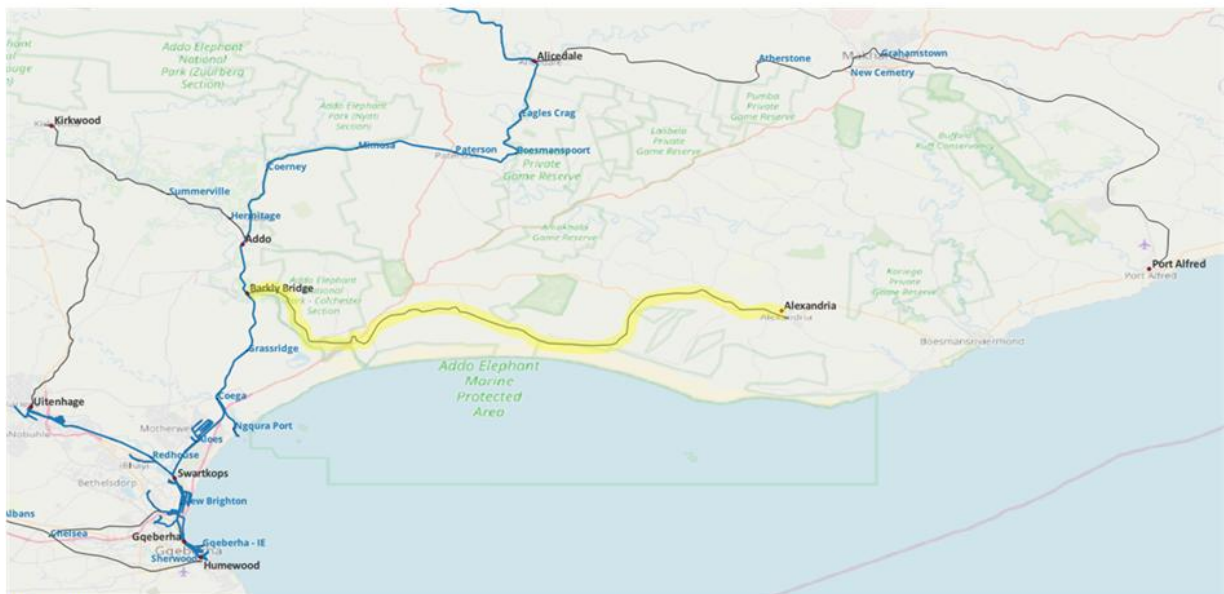
<u>Date Opened/Built:</u>	1909	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	1993		
<u>Route Distance:</u>	99,5	km	

Comments: Likely to be partially uplifted. Originally Chicory and other agriculture freight. Some population density and potential tourism.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Unkown tourism opportunity
Heritage	Low heritage interest

Location Map:



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DATASHEET: **Barkly Bridge_Alexandria**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Barkly Bridge-Alexandria	99,5	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Barkly Bridge-Alexandria	319 600	Fruit 26%. Other Agriculture 59%.

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DATASHEET: Cookhouse_Blaney

File: (EC) CO_BL 20052025

Cluster: Eastern Cape (EC)

Date Opened/Built: 1877-1904 Current Status: Occasional use

Date Closed: Open

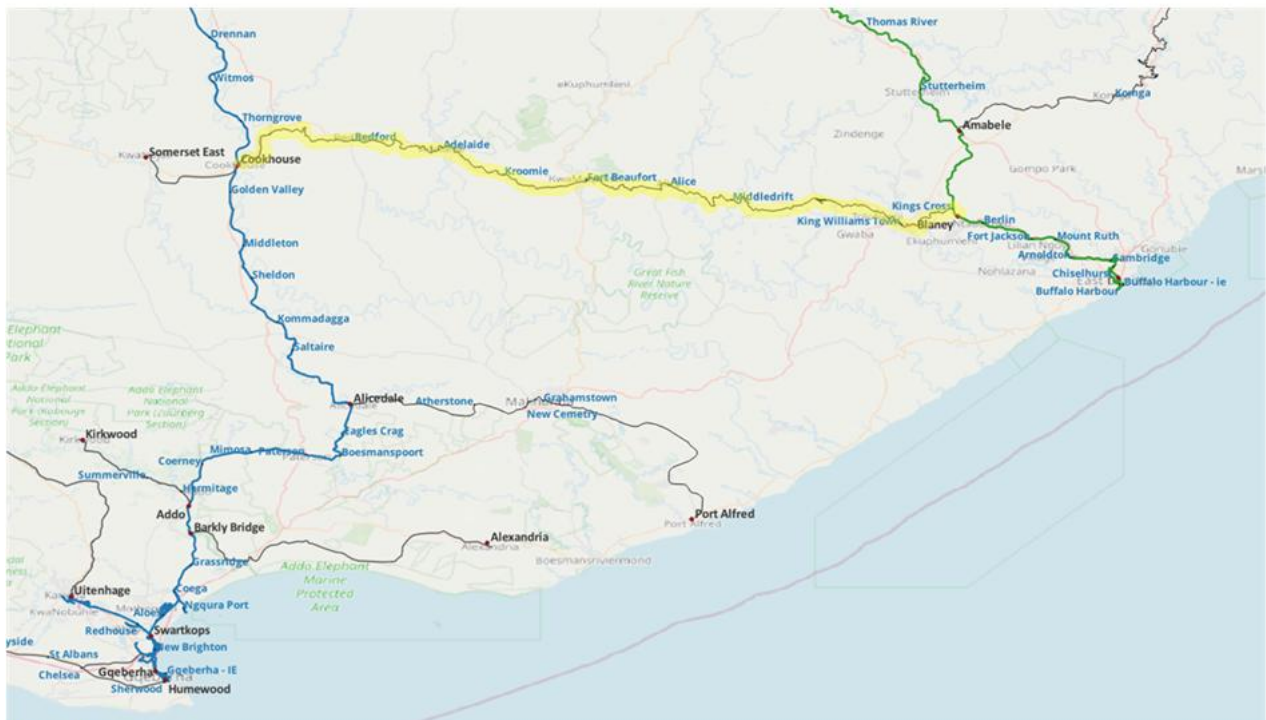
Route Distance: 255,3 km

Comments: Possible Port and City inter-connect. Difficult alignments but usable. Some volume potential.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Some tourism in the area
Heritage	Low heritage interest

Location Map:



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DATASHEET: Cookhouse_Blaney

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Cookhouse-Bedford	43,8	15	Diesel	TWS	Operational
Bedford-Adelaide	31,8	15	Diesel	TWS	Operational
Adelaide-Kroomie	23,5	15	Diesel	TWS	Operational
Kroomie-Fort Beaufort	24,7	15	Diesel	TWS	Operational
Fort Beaufort-Alice	29,9	15	Diesel	TWS	Operational
Alice-Middeldrift	24,6	15	Diesel	TWS	Operational
Middeldrift-King Williams Town	57,2	15	Diesel	TWS	Operational
King Williams Town-Kings Cross	19,9	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Cookhouse-Bedford	1 466 671	FMCG 30%. Other Agriculture 17%. Stone / Construction 25%.
Bedford-Adelaide	1 521 214	FMCG 30%. Other Agriculture 17%. Stone / Construction 24%.
Adelaide-Kroomie	1 373 481	FMCG 31%. Other Agriculture 16%. Stone / Construction 27%.
Kroomie-Fort Beaufort	1 437 170	FMCG 31%. Other Agriculture 16%. Stone / Construction 26%.
Fort Beaufort-Alice	1 269 528	FMCG 30%. Other Agriculture 15%. Stone / Construction 30%.
Alice-Middeldrift	1 335 850	FMCG 32%. Other Agriculture 15%. Stone / Construction 28%.
Middeldrift-King Williams Town	743 465	Stone / Construction 58%.
King Williams Town-Kings Cross	736 444	Stone / Construction 58%.

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DATASHEET: Cookhouse_Somerset East

File: (EC) CO_SO 20052025

Cluster: Eastern Cape (EC)

Date Opened/Built: 1902 Current Status: Closed

Date Closed: 1993

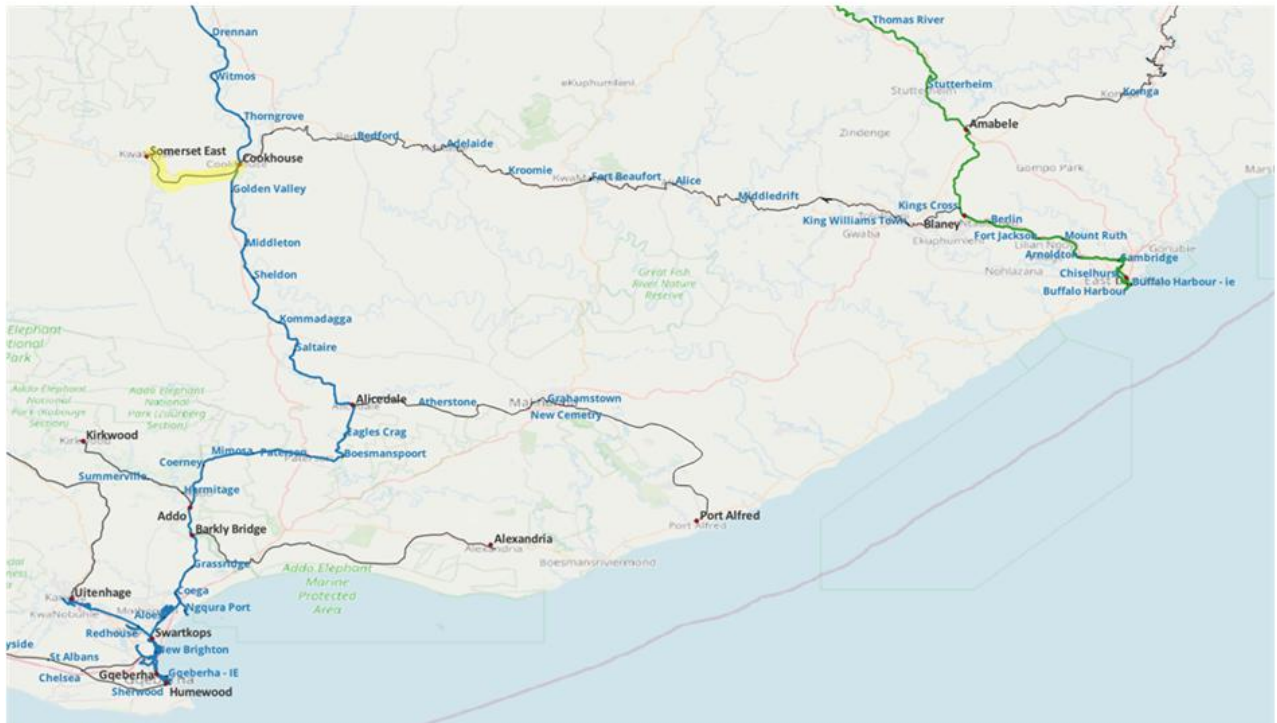
Route Distance: 34,1 km

Comments: Portions of line uplifted /stolen. Low freight potential but perhaps tourism or passengers.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



Disclaimer:

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DATASHEET: Cookhouse_Somerset East

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Somerset East-Cookhouse	34,1	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Somerset East-Cookhouse	82 537	Chemicals 21%. FMCG 19%. Oil / Fuel 18%. Other Agriculture 30%.

Disclaimer:

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DATASHEET: Addo_Kirkwood

File: (EC) AD_KI 20052025

Cluster: Eastern Cape (EC)

Date Opened/Built: 1927 Current Status: Closed

Date Closed: ?

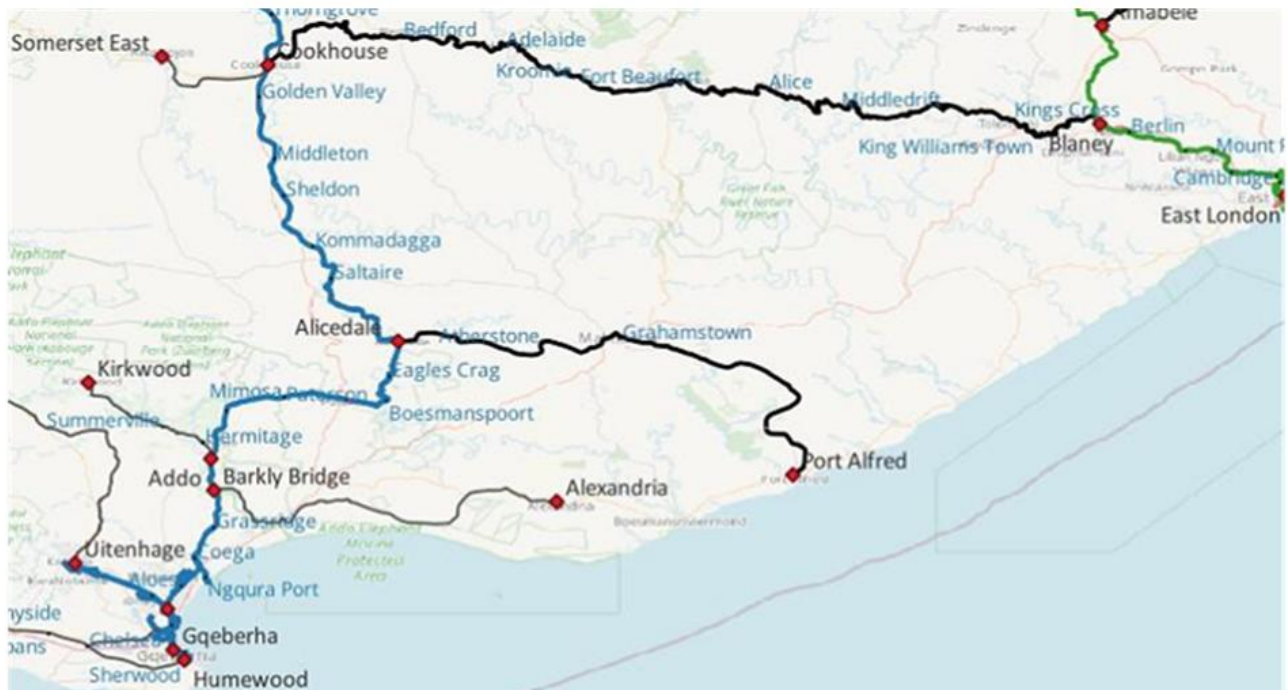
Route Distance: 36,5 km

Comments: Some Citrus in the area. RFP was issued previously but no bids received.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Addo_Kirkwood

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Kirkwood-Summerville	22,2	15	Diesel	TWS	Closed
Summerville-Hermitage	10,3	15	Diesel	TWS	Closed
Hermitage-Addo	3,9	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Kirkwood-Summerville	628 792	FMCG 16%. Fruit 55%. Other Agriculture 21%.
Summerville-Hermitage	628 792	FMCG 16%. Fruit 55%. Other Agriculture 21%.
Hermitage-Addo	725 725	Fruit 60%. Other Agriculture 18%.

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DATASHEET: Davel_Carlshoop

File: (EN) DA_CA 20052025

Cluster: Ermelo North (EN)

Date Opened/Built: 1905 Current Status: Closed

Date Closed: ?

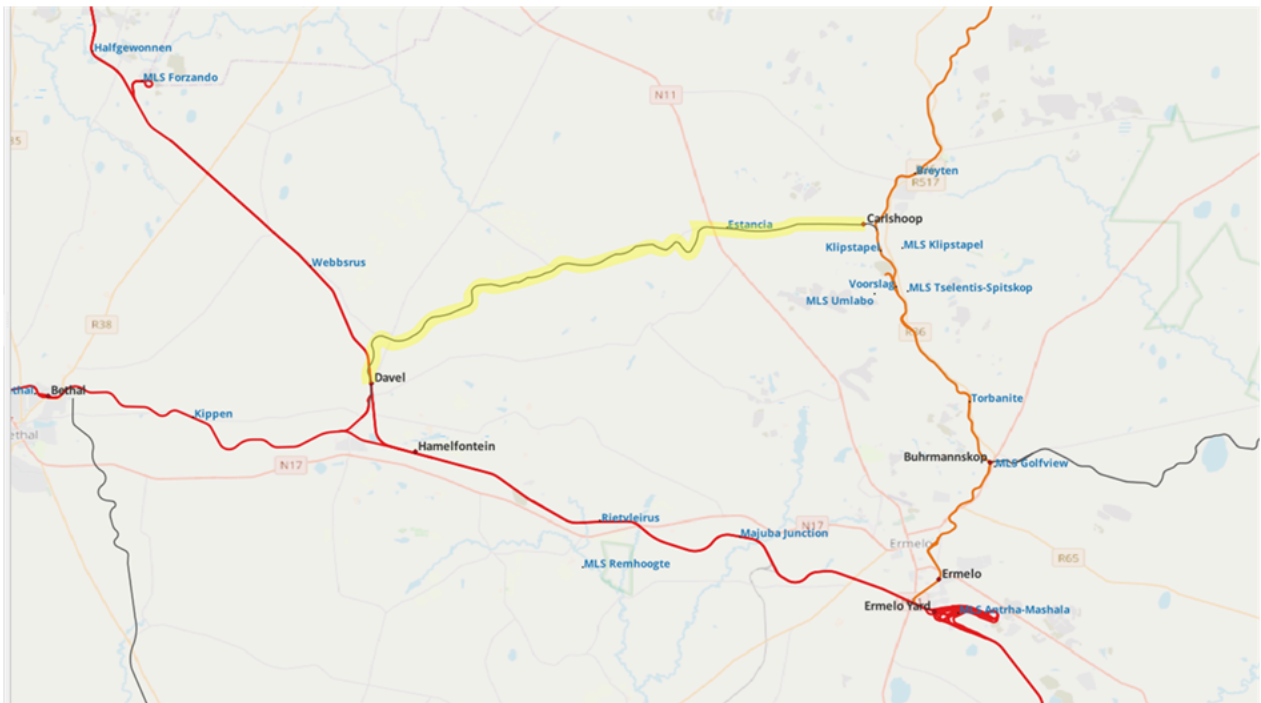
Route Distance: 39,5 km

Comments: Low freight potential but offers an alternative link to Coal system.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Davel_Carlshoop

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Carlshoop-Estancia	10,7	16	Diesel	TWS	Unknown
Estancia-Davel	28,7	16	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Carlshoop-Estancia	27	Agri Dry Bulk 100%.
Estancia-Davel	79 372	Agri Dry Bulk 100%.

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DATASHEET: Lothair_Buhrmannskop

File: (EN) LO_BU 20052025

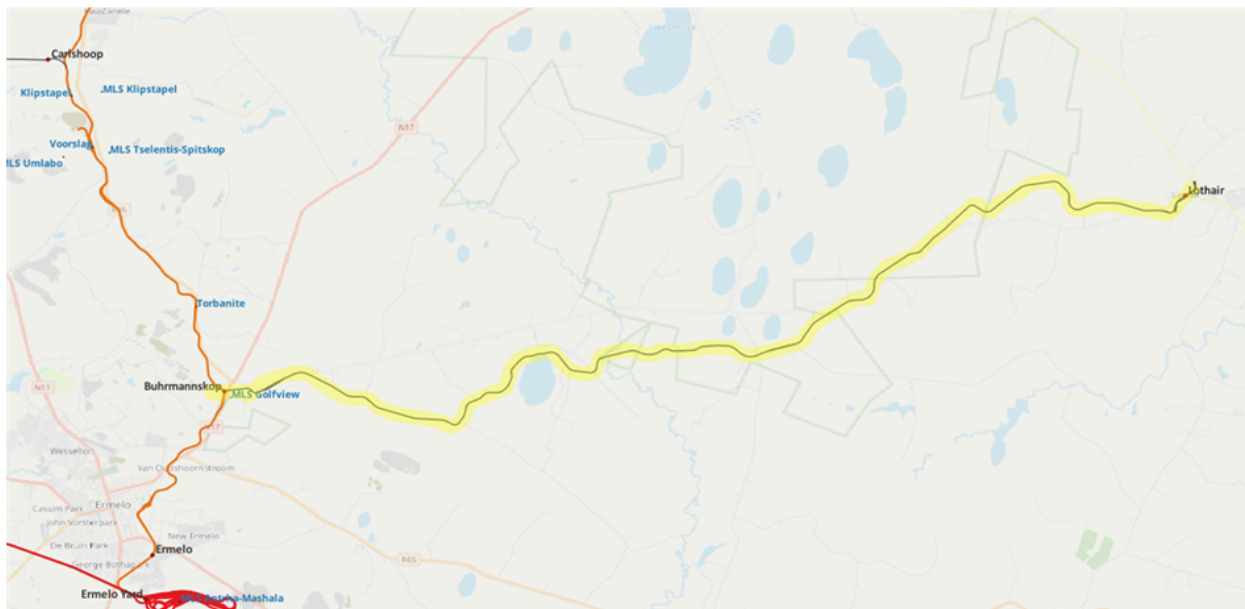
Cluster: Ermelo North (EN)

<u>Date Opened/Built:</u>	1925	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	?		
<u>Route Distance:</u>	52,9	km	
<u>Comments:</u>	At some stage considered for use in Swazi link. Low freight potential. Some scenic elements.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Low heritage interest

Location Map:



Disclaimer:

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DATASHEET: Lothair_Buhrmannskop

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Lothair-Buhrmannskop	52,9	15	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Lothair-Buhrmannskop	279 906	FMCG 49%. Wood / Related 35%.

Disclaimer:

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DATASHEET: Arlington_Marquard

File: (FE) AR_MA 20052025

Cluster: Free State East (FE)

Date Opened/Built: 1925 Current Status: Occasional use

Date Closed: Open

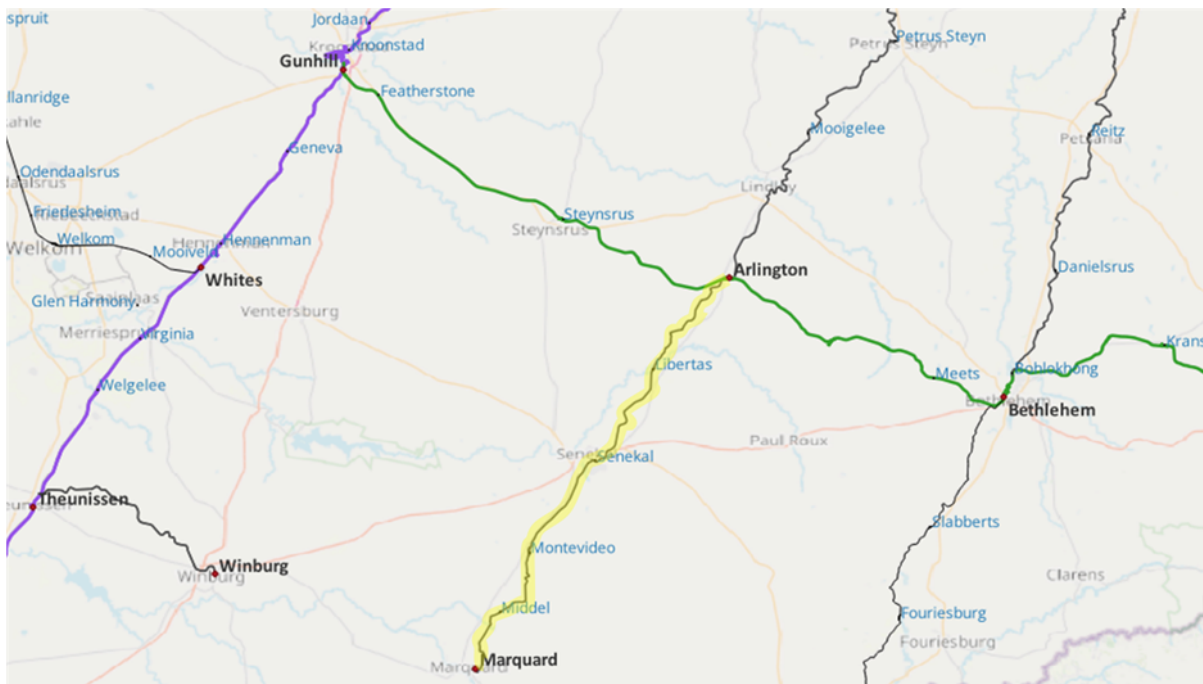
Route Distance: 96,4 km

Comments: Low population density. Some agriculture - low volumes.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Arlington_Marquard

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Marquard-Middel	14,1	15	Diesel	TWS	Operational Occasionally
Middel-Montevideo	15,1	15	Diesel	TWS	Operational Occasionally
Montevideo-Senekal	21,5	15	Diesel	TWS	Operational Occasionally
Senekal-Libertas	22,7	15	Diesel	TWS	Operational Occasionally
Libertas-Arlington	23,1	15	Diesel	TWS	Operational Occasionally

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Marquard-Middel	560 358	Agri Dry Bulk 56%. Other Agriculture 26%.
Middel-Montevideo	364 695	Agri Dry Bulk 50%. Other Agriculture 32%.
Montevideo-Senekal	703 439	Agri Dry Bulk 39%. Other Agriculture 25%. Stone / Construction 18%.
Senekal-Libertas	1 090 180	Agri Dry Bulk 36%. FMCG 17%. Other Agriculture 21%. Stone / Construction 16%.
Libertas-Arlington	895 633	Agri Dry Bulk 41%. FMCG 16%. Grain 16%. Other Agriculture 22%.

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DATASHEET: Dover_Vredefort

File: (FE) DO_VR 20052025

Cluster: Free State East (FE)

Date Opened/Built: 1905-1930 Current Status: Uplifted

Date Closed: 1980s

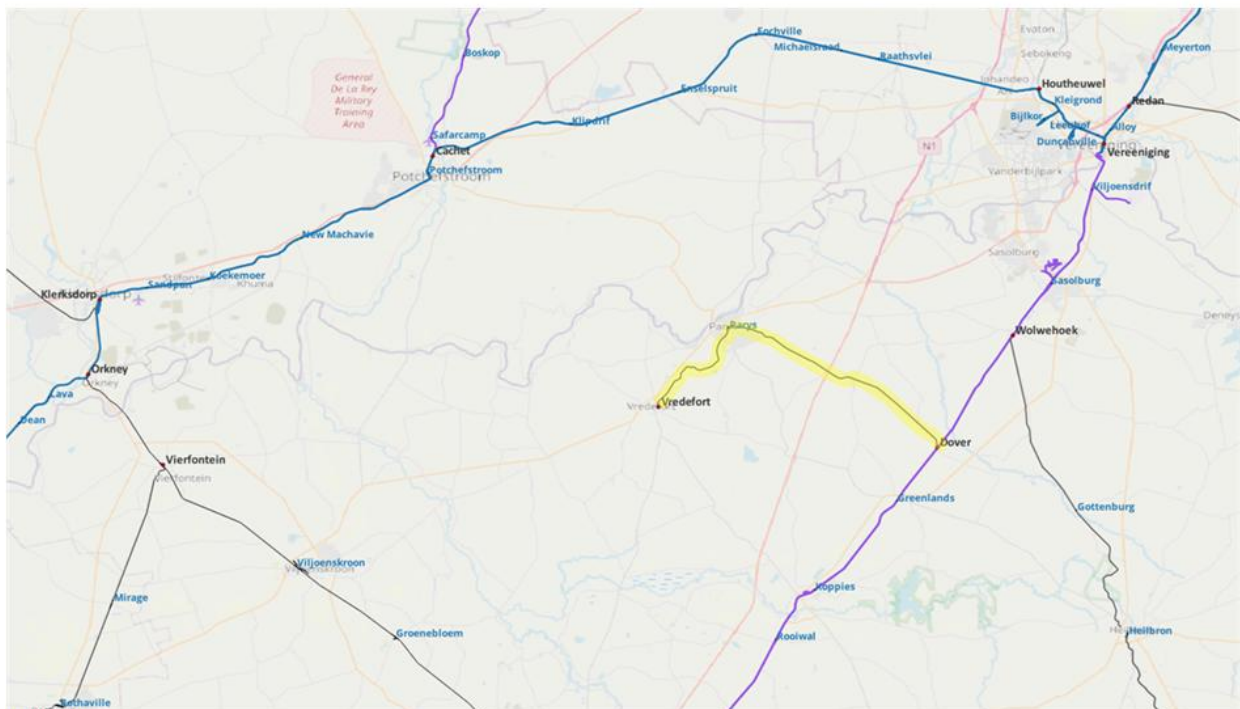
Route Distance: 53,6 km

Comments: Uplifted a long time ago. Some remnants may remain. Only 11km remaining.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: **Dover_Vredefort**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Vredefort-Parys	18,7	11,5	Diesel	TWS	Closed
Parys-Dover	34,9	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Vredefort-Parys	232 982	Agri Dry Bulk 35%. FMCG 20%. Other Agriculture 24%.
Parys-Dover	1 194 485	Agri Dry Bulk 20%. FMCG 18%. Stone / Construction 38%.

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DATASHEET: Firham_Vrede

File: (FE) FL_VR 20052025

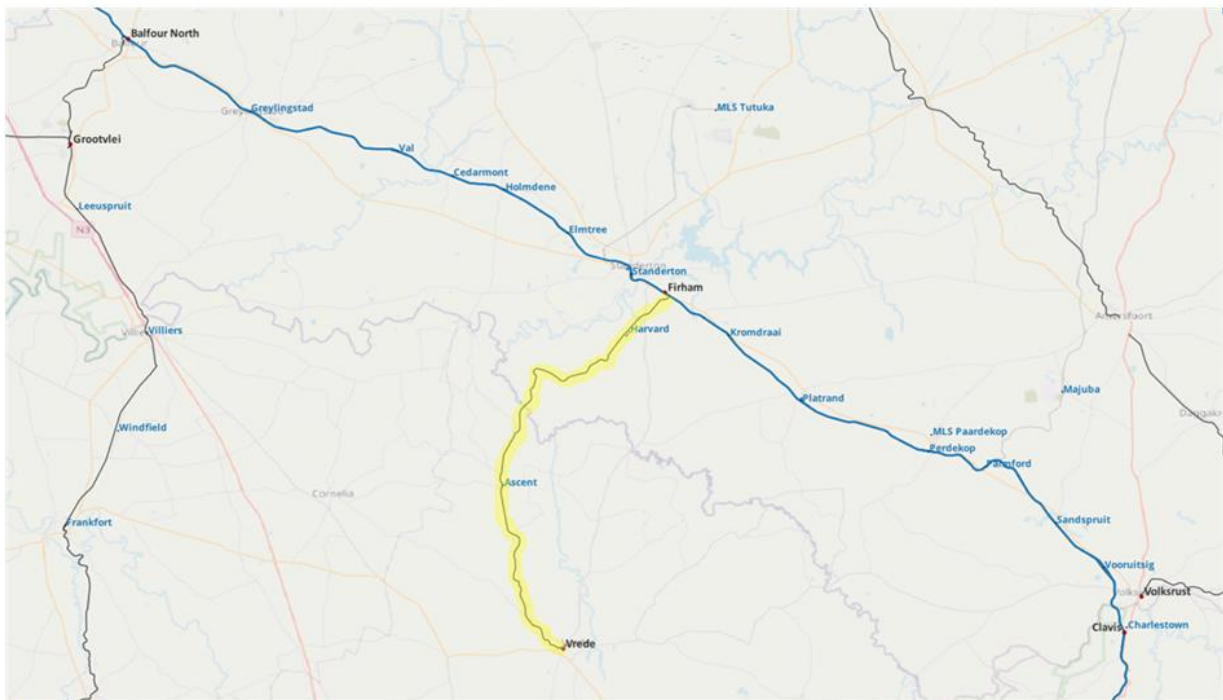
Cluster: Free State East (FE)

<u>Date Opened/Built:</u>	1912	<u>Current Status:</u>	Partially Uplifted
<u>Date Closed:</u>	?		
<u>Route Distance:</u>	74,7	km	
<u>Comments:</u>	Limited potential. Partially lifted. 10kms remaining. EOI not tested.		

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: **Firham_Vrede**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Firham-Harvard	8,1	15	Diesel	TWS	Closed
Harvard-Ascent	36,4	15	Diesel	TWS	Closed
Ascent-Vrede	30,1	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Firham-Harvard	697 731	Agri Dry Bulk 58%. FMCG 20%. Other Agriculture 16%.
Harvard-Ascent	662 713	Agri Dry Bulk 56%. FMCG 21%. Other Agriculture 17%.
Ascent-Vrede	806 869	Agri Dry Bulk 52%. FMCG 22%. Other Agriculture 18%.

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DATASHEET: Grootvlei_Balfour North

File: (FE) GR_BA 20052025

Cluster: Free State East (FE)

Date Opened/Built: 1924 Current Status: Occasional use

Date Closed: Open

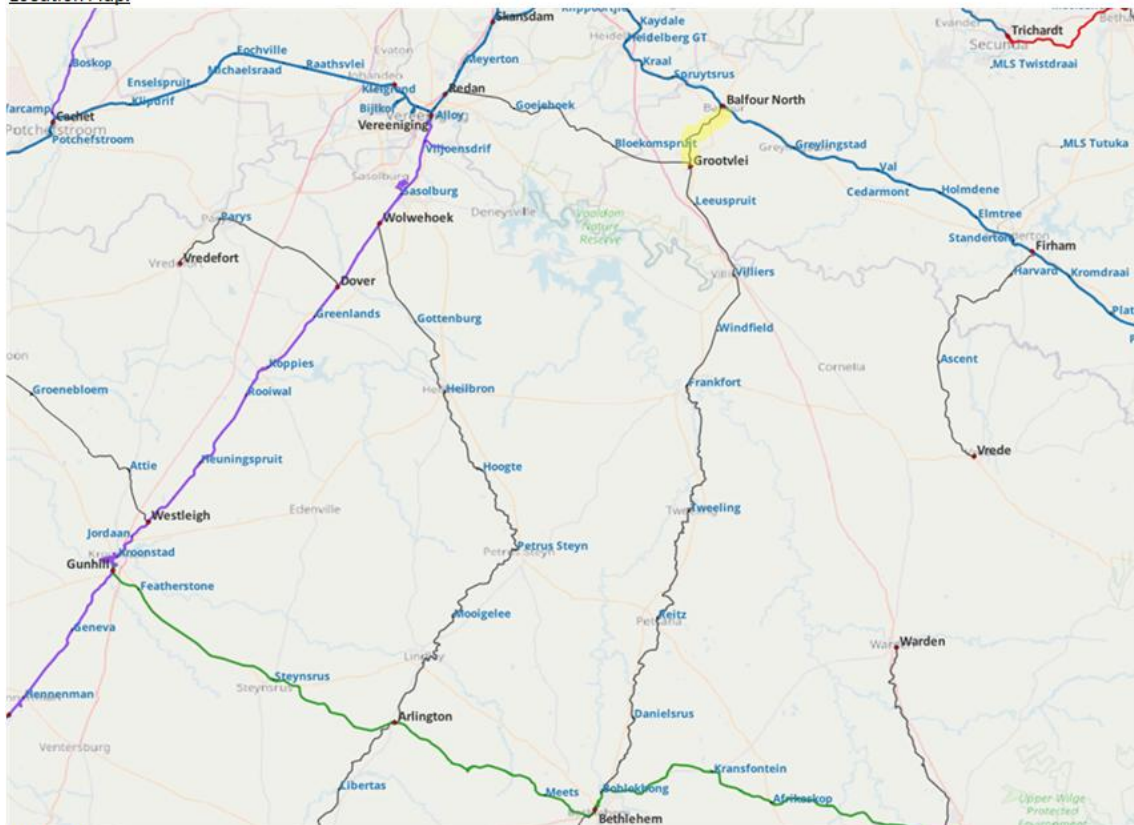
Route Distance: 22,0 km

Comments: Key link to core network. Agri sector may be interested as part of a cluster of lines.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Grootvlei_Balfour North

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Grootvlei-Balfour North	22,0	18,5	Diesel	RTO	Operational Occasionally

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Grootvlei-Balfour North	1 125 139	Agri Dry Bulk 58%. Other Agriculture 21%.

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DATASHEET: Grootvlei_Bethlehem

File: (FE) GR_BE 20052025

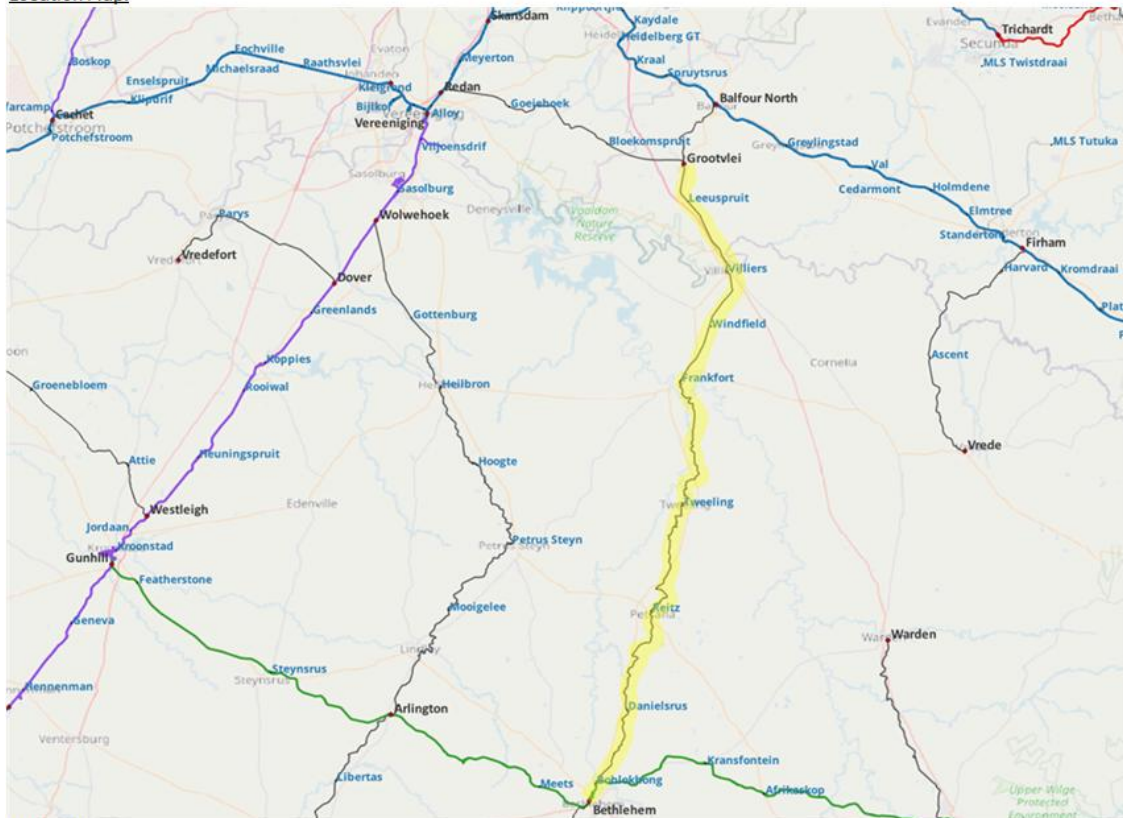
Cluster: Free State East (FE)

<u>Date Opened/Built:</u>	1926	<u>Current Status:</u>	Occasional use
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	203,5	km	
<u>Comments:</u>	Key link to core network. Agri sector may be interested as part of a cluster of lines.		

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Grootvlei_Bethlehem

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Grootvlei-Leeuspruit	10,7	16	Diesel	RTO	Unknown
Leeuspruit-Villiers	21,9	16	Diesel	RTO	Unknown
Windfield-Villiers	16,5	16	Diesel	RTO	Unknown
Frankfort-Windfield	15,8	16	Diesel	RTO	Unknown
Tweeling-Frankfort	40,3	16	Diesel	RTO	Unknown
Reitz-Tweeling	37,4	16	Diesel	RTO	Unknown
Danielsrus-Reitz	31,5	16	Diesel	RTO	Unknown
Bohlokhong-Danielsrus	23,2	16	Diesel	RTO	Unknown
Bethlehem-Bohlokhong	6,2	16	Diesel	RTO	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Grootvlei-Leeuspruit	1 377 729	Agri Dry Bulk 56%. Other Agriculture 20%.
Leeuspruit-Villiers	1 706 093	Agri Dry Bulk 55%. Other Agriculture 18%.
Windfield-Villiers	639 668	Agri Dry Bulk 62%. Other Agriculture 26%.
Frankfort-Windfield	634 528	Agri Dry Bulk 56%. Grain 21%. Other Agriculture 27%.
Tweeling-Frankfort	533 677	Agri Dry Bulk 48%. Other Agriculture 32%.
Reitz-Tweeling	570 037	Agri Dry Bulk 46%. Other Agriculture 31%.
Danielsrus-Reitz	905 339	Agri Dry Bulk 55%. Grain 25%. Other Agriculture 22%.
Bohlokhong-Danielsrus	1 421 650	Agri Dry Bulk 39%. Grain 23%. Other Agriculture 16%. Stone / Construction 27%.
Bethlehem-Bohlokhong	3 289 791	Agri Dry Bulk 34%. Grain 27%. Stone / Construction 21%.

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DATASHEET: Harrismith_Warden

File: (FE) HA_WA 20052025

Cluster: Free State East (FE)

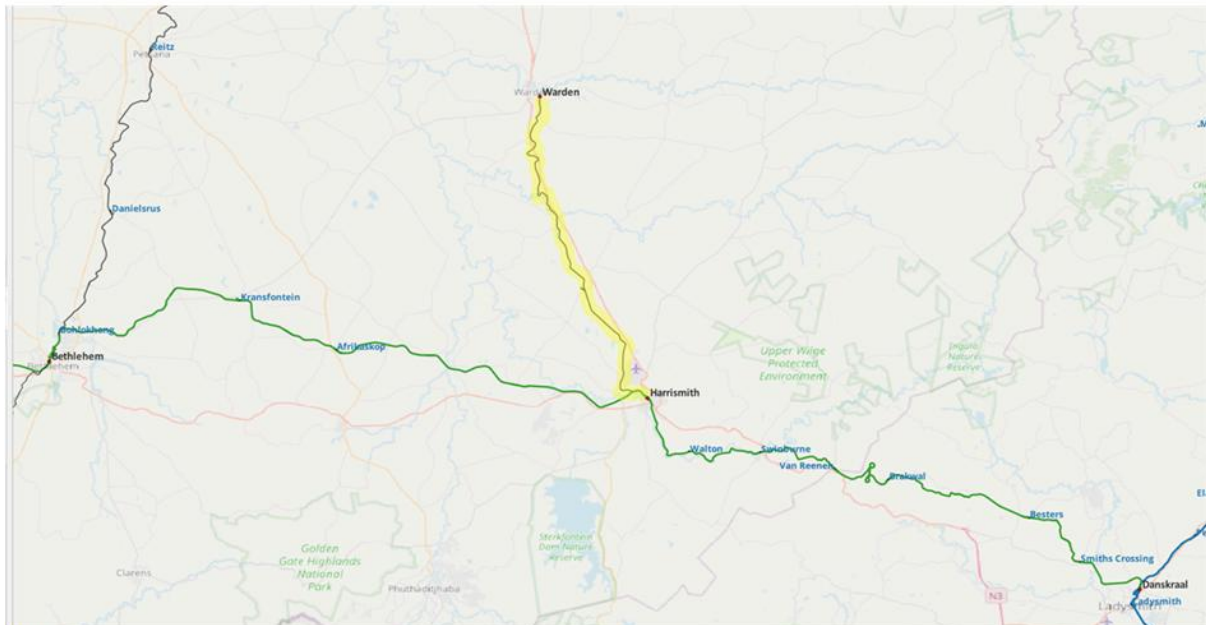
<u>Date Opened/Built:</u>	1926	<u>Current Status:</u>	Operational
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	56,9	km	

Comments: Low population and freight density area. Agri sector may be interested as part of cluster of lines. To advertise for concession

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Harrismith_Warden

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
WARDEN-HARRISMITH	56,9	11,5	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
WARDEN-HARRISMITH	Unknown	Unknown

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DATASHEET: Marsailles_Bethlehem

File: (FE) MA_BE 20052025

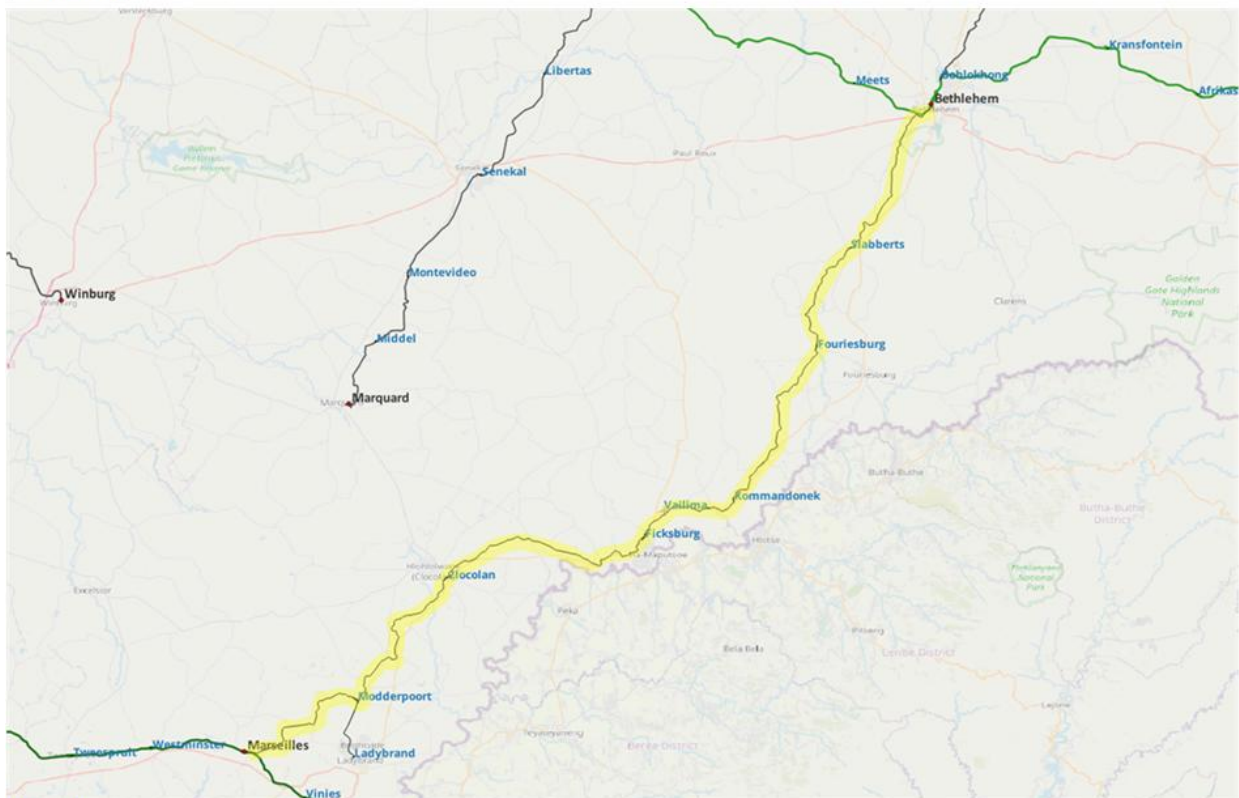
Cluster: Free State East (FE)

<u>Date Opened/Built:</u>	1907	<u>Current Status:</u>	Operational
<u>Date Closed:</u>	?		
<u>Route Distance:</u>	210,8	km	
<u>Comments:</u>	Ficksburg-Marsailles closed. Scenic route with some agri potential as well as tourism.		

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Some tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Marsailles_Bethlehem

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Marseilles-Modderpoort	24,2	15	Diesel	TWS	Operational
Modderpoort-Clocolan	31,1	15	Diesel	TWS	Operational
Ficksburg-Clocolan	41,2	15	Diesel	TWS	Operational
Vailima-Ficksburg	13,3	15	Diesel	TWS	Operational
Kommandonek-Vailima	5,4	15	Diesel	TWS	Operational
Fouriesburg-Kommandonek	33,4	15	Diesel	TWS	Operational
Slabberts-Fouriesburg	21,1	15	Diesel	TWS	Operational
Bethlehem-Slabberts	30,0	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Marseilles-Modderpoort	1 081 554	Agri Dry Bulk 29%. FMCG 16%. Oil / Fuel 18%. Other Agriculture 16%.
Modderpoort-Clocolan	981 428	Agri Dry Bulk 28%. FMCG 19%. Oil / Fuel 20%.
Ficksburg-Clocolan	1 093 756	Agri Dry Bulk 26%. FMCG 20%. Oil / Fuel 19%. Other Agriculture 16%.
Vailima-Ficksburg	1 269 198	Agri Dry Bulk 28%. FMCG 21%. Grain 18%. Oil / Fuel 16%. Other Agriculture 16%.
Kommandonek-Vailima	1 161 906	Agri Dry Bulk 27%. FMCG 20%. Grain 19%. Oil / Fuel 17%. Other Agriculture 17%.
Fouriesburg-Kommandonek	1 163 218	Agri Dry Bulk 27%. FMCG 20%. Grain 19%. Oil / Fuel 17%. Other Agriculture 17%.
Slabberts-Fouriesburg	1 422 884	Agri Dry Bulk 27%. FMCG 23%. Grain 18%. Oil / Fuel 15%. Other Agriculture 18%.
Bethlehem-Slabberts	1 377 131	Agri Dry Bulk 28%. FMCG 22%. Grain 19%. Oil / Fuel 15%. Other Agriculture 18%.

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DATASHEET: Modderpoort_Ladybrand

File: (FE) MO_LA 20052025

Cluster: Free State East (FE)

Date Opened/Built: 1905 Current Status: Closed

Date Closed: ?

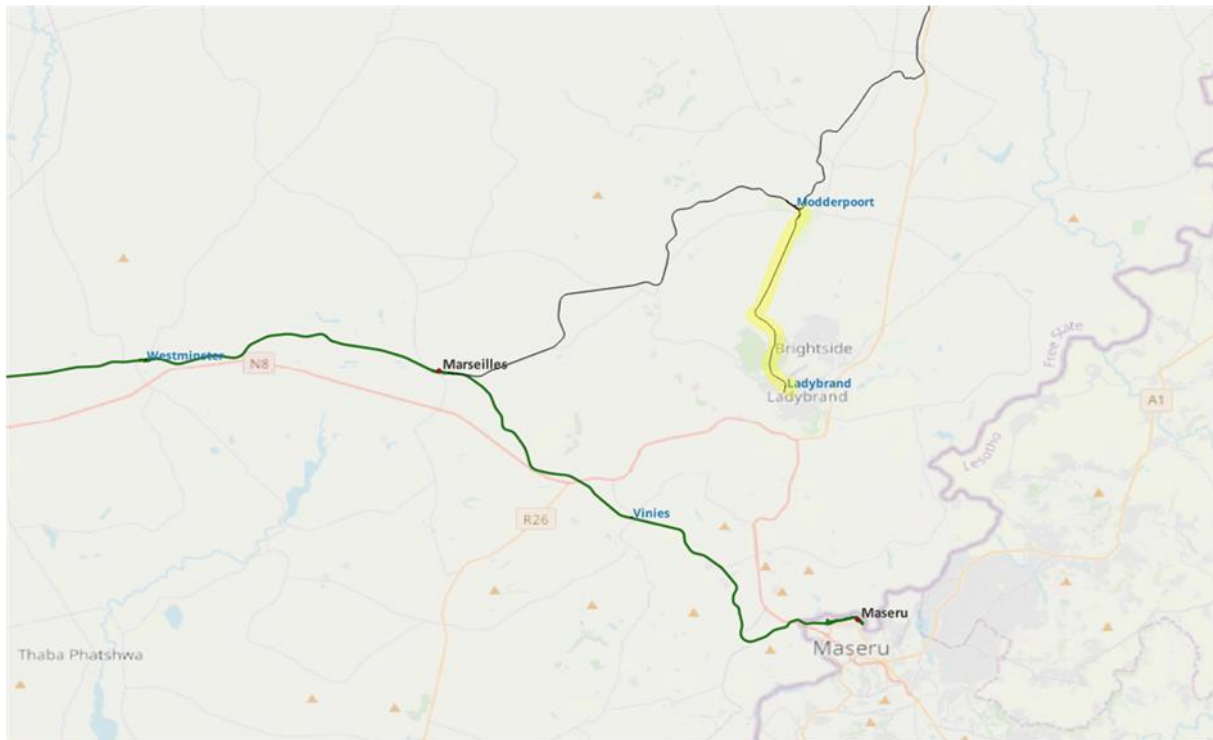
Route Distance: 11,0 km

Comments: Branch on Marsailles-Bethlehem line (closed). Limited information available.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Low heritage interest

Location Map:



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DATASHEET: Modderpoort_Ladybrand

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Modderpoort-Ladybrand	11,0	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Modderpoort-Ladybrand	Unknown	Unknown

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DATASHEET: Redan_Grootvlei

File: (FE) RE_GR 20052025

Cluster: Free State East (FE)

Date Opened/Built: 1951 Current Status: Uplifted

Date Closed: ?

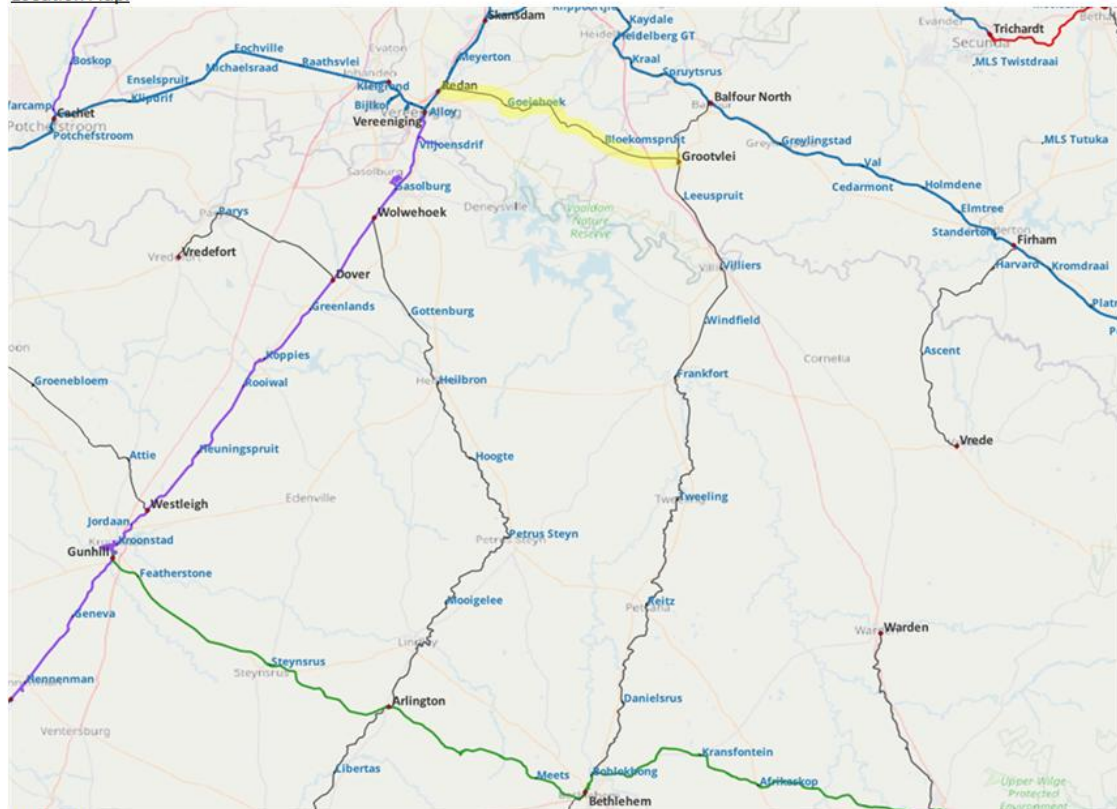
Route Distance: 71,6 km

Comments: Route could be a key connector between corridors. Mostly uplifted.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Redan_Grootvlei

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Redan-Goeiehoek	20,8	16	Diesel	TWS	Uplifted
Goeiehoek-Bloekomspruit	30,9	0	Diesel	TWS	Uplifted
Bloekomspruit-Grootvlei	19,9	0	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Redan-Goeiehoek	263 533	Agri Dry Bulk 51%. FMCG 16%. Other Agriculture 15%.
Goeiehoek-Bloekomspruit	263 533	Agri Dry Bulk 51%. FMCG 16%. Other Agriculture 15%.
Bloekomspruit-Grootvlei	263 533	Agri Dry Bulk 51%. FMCG 16%. Other Agriculture 15%.

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DATASHEET: Theunissen_Winburg

File: (FE) TH_WI 20052025

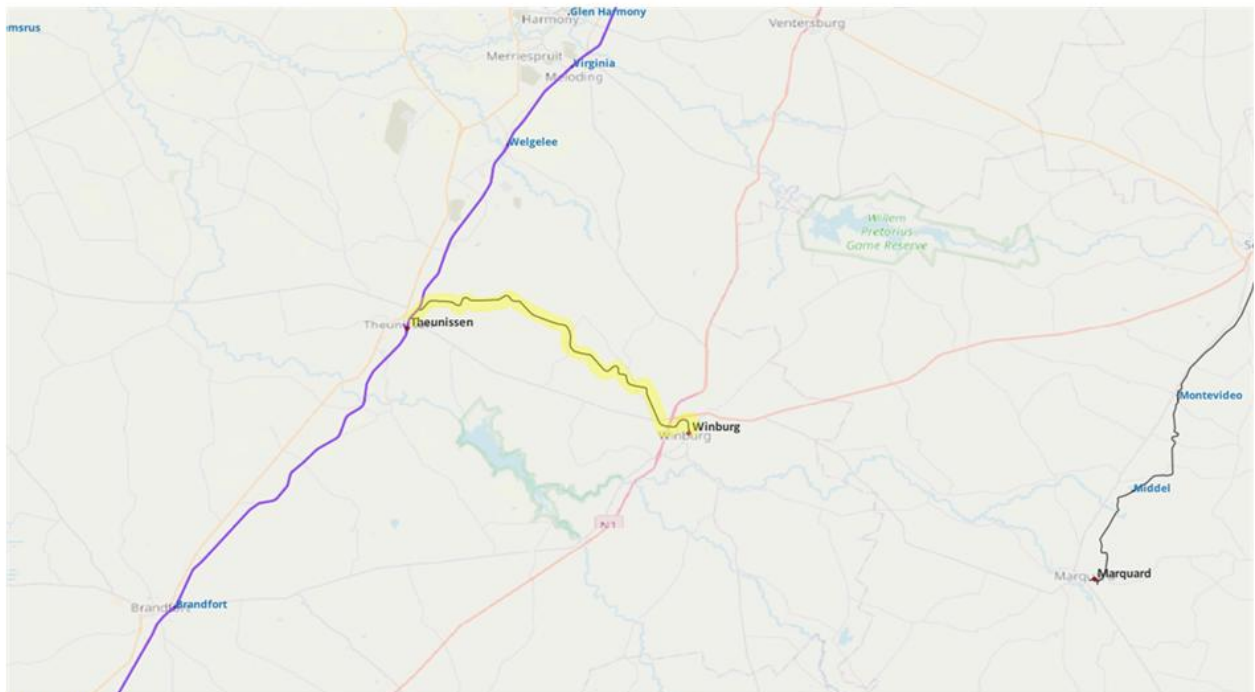
Cluster: Free State East (FE)

<u>Date Opened/Built:</u>	1898	<u>Current Status:</u>	Partially Uplifted
<u>Date Closed:</u>	1980s		
<u>Route Distance:</u>	45,9	km	
<u>Comments:</u>	Closed due to poor track condition. Partially lifted. 40kms remaining.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



Disclaimer:

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DATASHEET: Theunissen_Winburg

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Winburg-Theunissen	45,9	11,5	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Winburg-Theunissen	189 743	Agri Dry Bulk 33%. FMCG 18%. Other Agriculture 27%.

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DATASHEET: Wolwehoek_Arlington

File: (FE) WO_AR 20052025

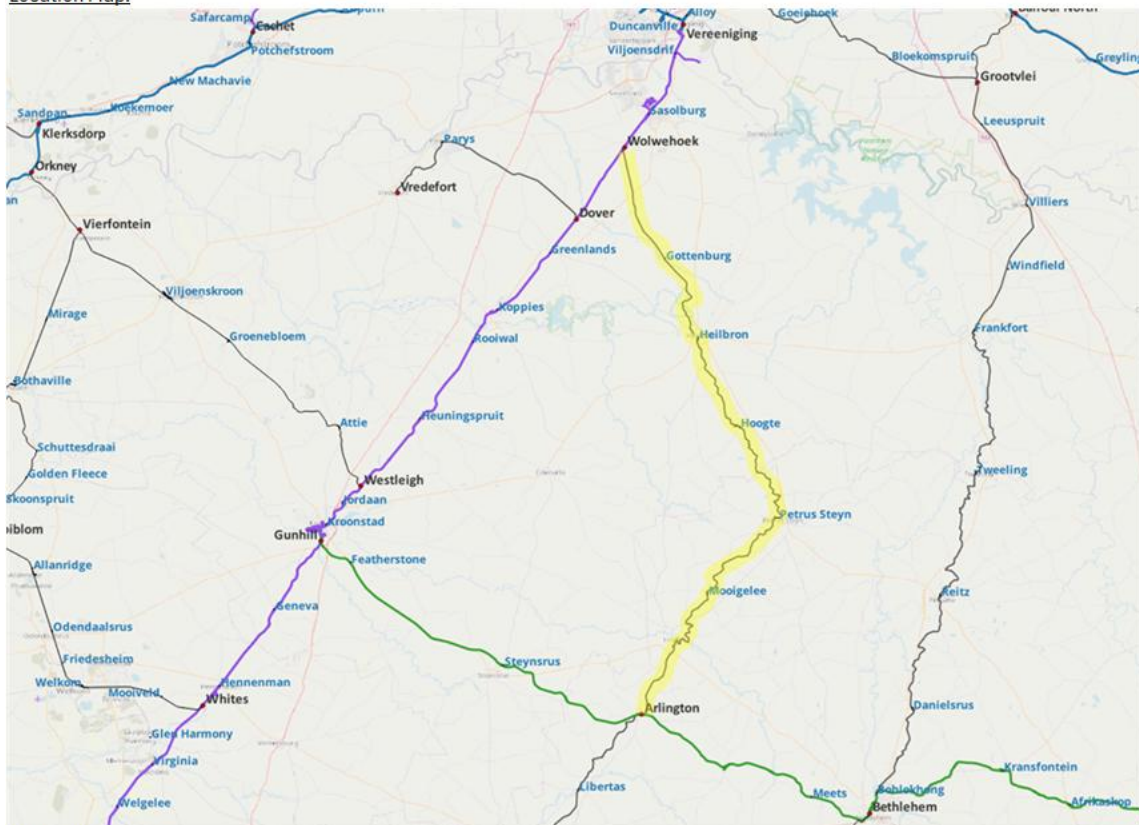
Cluster: Free State East (FE)

<u>Date Opened/Built:</u>	1899-1930	<u>Current Status:</u>	Partially Uplifted
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	179,4	km	
<u>Comments:</u>	Wolwehoek - Heilbron uplifted. Washaway near Gottenburg. Some agri potential.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Wolwehoek_Arlington

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Arlington-Mooigeele	37,1	15	Diesel	TWS	Operational
Mooigeele-Petrus Steyn	29,5	15	Diesel	TWS	Operational
Petrus Steyn-Hoogte	28,7	15	Diesel	TWS	Operational
Hoogte-Heilbron	23,8	15	Diesel	TWS	Operational
Gottenburg-Heilbron	24,5	15	Diesel	TWS	Operational
Gottenburg-Wolwehoek	35,8	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Arlington-Mooigeele	68 512	Agri Dry Bulk 56%. Stone / Construction 23%.
Mooigeele-Petrus Steyn	68 512	Agri Dry Bulk 56%. Stone / Construction 23%.
Petrus Steyn-Hoogte	190 108	Agri Dry Bulk 65%. Grain 48%. Other Agriculture 18%.
Hoogte-Heilbron	197 621	Agri Dry Bulk 65%. Grain 47%. Other Agriculture 18%.
Gottenburg-Heilbron	1 189 074	Agri Dry Bulk 41%. Grain 21%. Stone / Construction 27%.
Gottenburg-Wolwehoek	935 183	Agri Dry Bulk 47%. Grain 26%. Stone / Construction 22%.

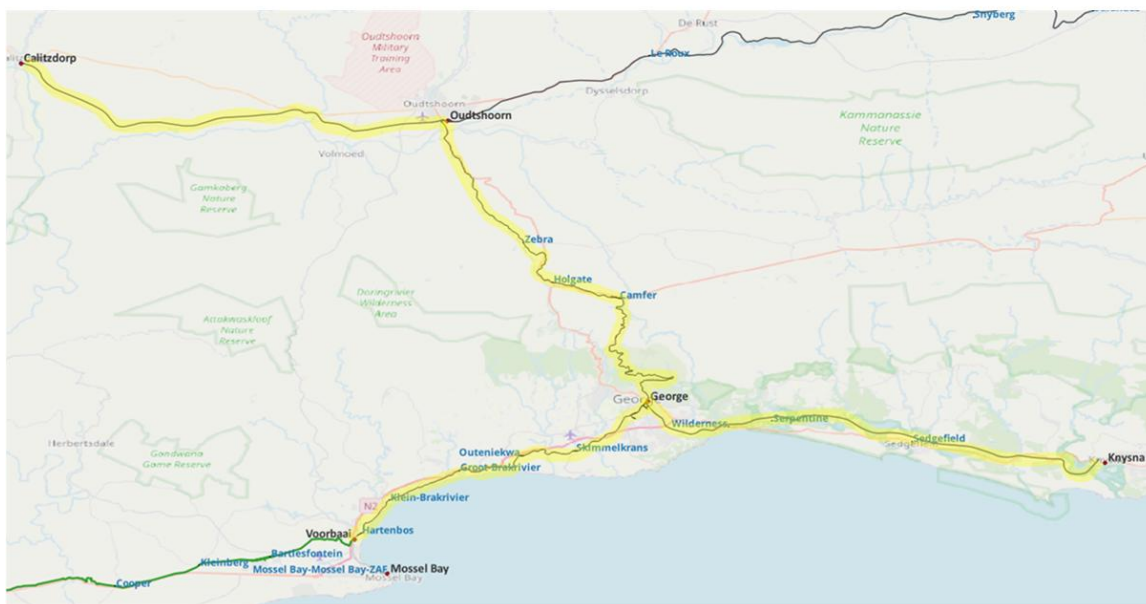
Disclaimer:

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George Group (GG)

These lines can potentially function as a cluster. It covers a well-established tourism area and a fast-developing economic zone.

Port Connections:	The closest port is Mossel Bay, but the major port of choice would be Cape Town Harbour.
Connections to the Core Rail Network:	The primary connection to the core rail network is through Voorbaai (Mossel Bay). While it may be conceptually feasible to connect to the Eastern Cape network via the Klipplaat line, it will depend upon the future of this line and required upgrades needed.
Potential Freight:	Freight volumes within the zone is mainly FMCG and fuel with some agriculture and other niche products. Volumes are expected to grow with economic development.
Other Opportunities:	Increasing population densities will probably offer excellent passenger opportunities, combined with a well-established tourism sector and spectacular scenic routes.



Segments	Distance (km)	Opened	Closed	Status
George_Knysna	77,8	1928	?	Closed
Oudtshoorn_Calitzdorp	65,7	1924	1993	Closed
Oudtshoorn_George	80,6	1913	?	Closed
Voorbaai_George	50,8	1907	Open	Operational

DATASHEET: Oudtshoorn_Calitzdorp

File: (GG) OU_CA 20052025

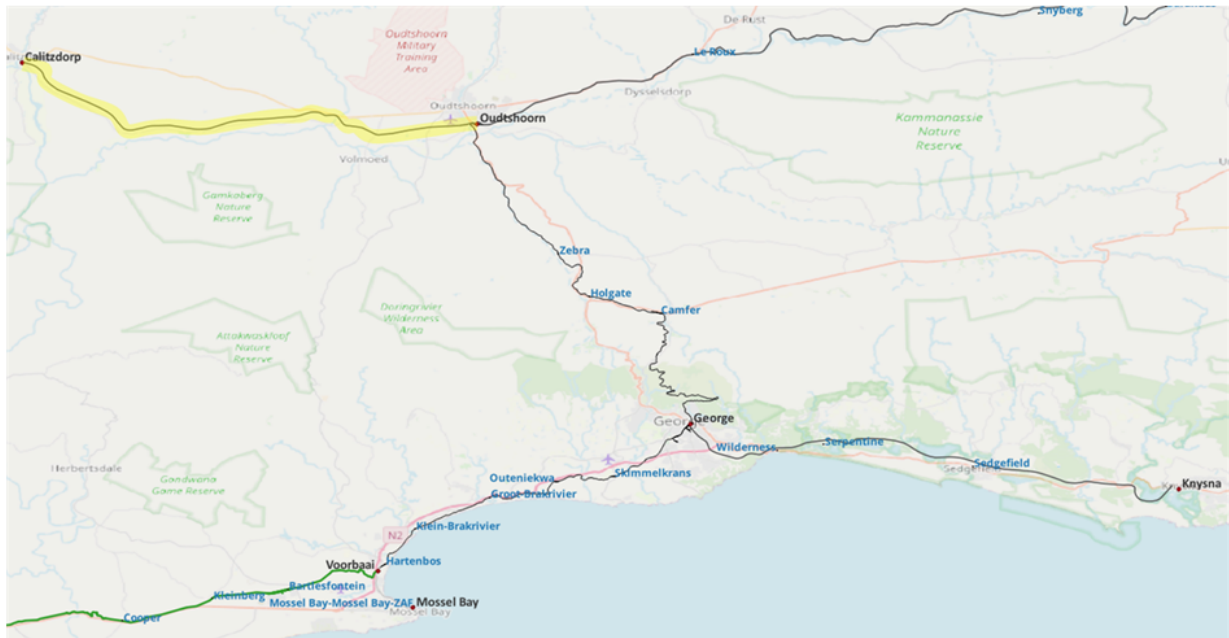
Cluster: George Group (GG)

<u>Date Opened/Built:</u>	1924	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	1993		
<u>Route Distance:</u>	65,7	km	
<u>Comments:</u>	Tourism / Heritage potential. May link up with George cluster. Mostly intact.		

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Oudtshoorn_Calitzdorp

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Calitzdorp-Oudtshoorn	65,7	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Calitzdorp-Oudtshoorn	571 247	FMCG 17%. Other Agriculture 35%.

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DATASHEET: Oudtshoorn_George

File: (GG) OU_GE 20052025

Cluster: George Group (GG)

Date Opened/Built: 1913 Current Status: Closed

Date Closed: ?

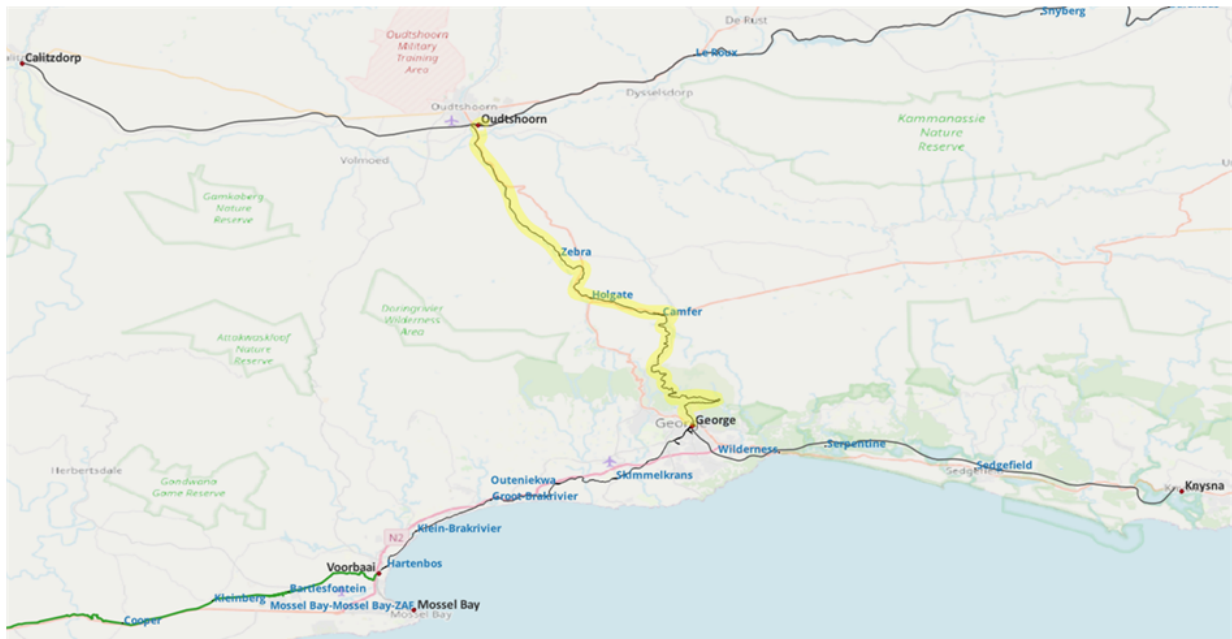
Route Distance: 80,6 km

Comments: Freight, Tourism and Passenger potential. Mostly intact. EOI not tested.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Moderate population density
Tourism	Some tourism in the area
Heritage	Significant heritage interest

Location Map:



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DATASHEET: Oudtshoorn_George

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
George-Camfer	37,7	15	Diesel	TWS	Closed
Camfer-Holgate	8,8	15	Diesel	TWS	Closed
Holgate-Zebra	11,2	15	Diesel	TWS	Closed
Zebra-Oudtshoorn	22,9	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
George-Camfer	1 037 348	FMCG 30%. Other Agriculture 34%. Stone / Construction 19%.
Camfer-Holgate	973 107	FMCG 32%. Other Agriculture 34%. Stone / Construction 15%.
Holgate-Zebra	973 107	FMCG 32%. Other Agriculture 34%. Stone / Construction 15%.
Zebra-Oudtshoorn	1 008 779	FMCG 29%. Other Agriculture 29%. Stone / Construction 22%.

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DATASHEET: Voorbaai_George

File: (GG) VO_GE 20052025

Cluster: George Group (GG)

Date Opened/Built: 1907 Current Status: Operational

Date Closed: Open

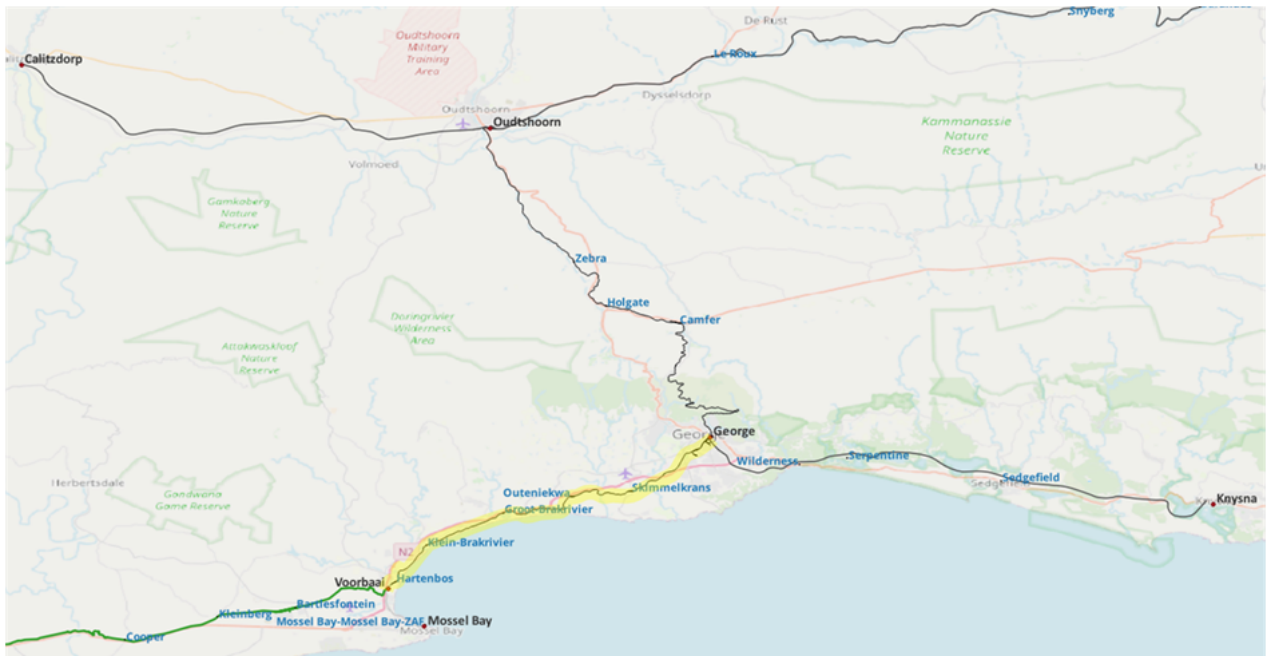
Route Distance: 50,8 km

Comments: Freight, Tourism and Passenger potential. Mostly intact. EOI not tested.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	High population density
Tourism	Some tourism in the area
Heritage	Significant heritage interest

Location Map:



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DATASHEET: Voorbaai_George

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Voorbaai-Hartenbos	1,5	15	Diesel	TWS	Closed
Hartenbos-Klein-Brakrivier	6,7	15	Diesel	TWS	Closed
Klein-Brakrivier-Groot-Brakrivier	10,4	15	Diesel	TWS	Closed
Groot-Brakrivier-Outeniekwa	11,2	15	Diesel	TWS	Closed
Outeniekwa-Skimmelkrans	8,7	15	Diesel	TWS	Closed
Skimmelkrans-George	12,3	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Voorbaai-Hartenbos	2 814 030	FMCG 18%. Other Agriculture 43%.
Hartenbos-Klein-Brakrivier	3 448 911	FMCG 28%. Other Agriculture 36%.
Klein-Brakrivier-Groot-Brakrivier	3 448 911	FMCG 28%. Other Agriculture 36%.
Groot-Brakrivier-Outeniekwa	3 448 911	FMCG 28%. Other Agriculture 36%.
Outeniekwa-Skimmelkrans	3 448 911	FMCG 28%. Other Agriculture 36%.
Skimmelkrans-George	4 701 486	FMCG 25%. Other Agriculture 36%.

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KZN Central South (KS)

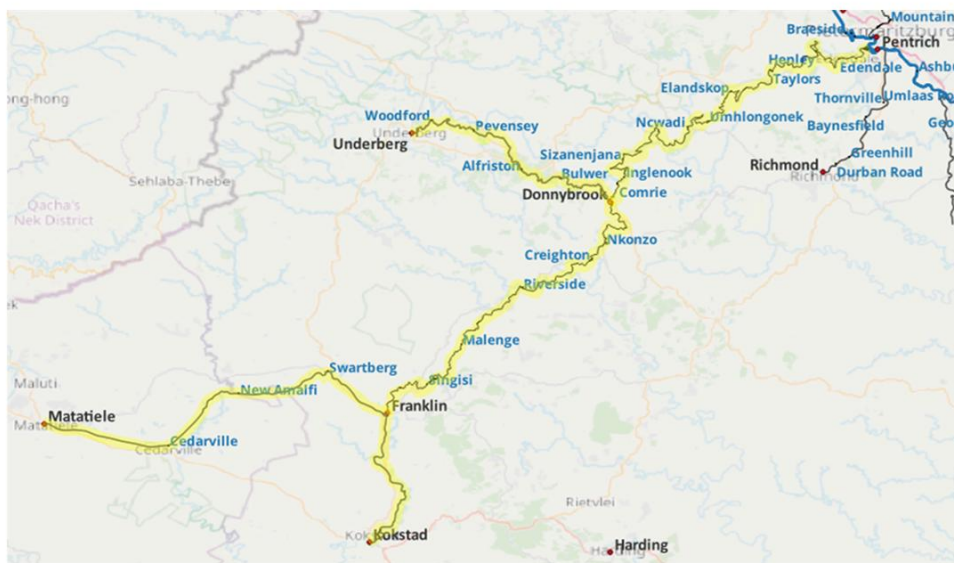
These lines can potentially function as a cluster and all are dependent on a single access line (Pietermaritzburg - Donnybrook) for access to the core network.

Port Connections: This cluster has excellent access to the Port of Durban, but other ports can also be accessed via the core network.

Connections to the Core Rail Network: Access to the core network is at Pietermaritzburg (Gauteng to Durban corridor).

Potential Freight: There are significant freight volumes along some parts of the cluster. Due to high populations along these routes, FMCG provides an opportunity. Other agriculture (in particular timber) is also moved in the area.

Other Opportunities: The cluster provides wide-spread access to remote rural areas that are otherwise poorly served by transport infrastructure. Tourism density is low but scenic routes exist with some rail heritage opportunities.



Segments	Distance (km)	Opened	Closed	Status
Donnybrook_Franklin	103,7	1905-1909	0	Closed
Donnybrook_Underberg	67,0	1916	0	Closed
Franklin_Kokstad	44,2	1924	0	Closed
Franklin_Matatiele	86,3	1924	0	Closed
Pietermaritzburg_Donnybrook	134,9	1904-1905	0	Closed

DATASHEET: Donnybrook_Franklin

File: (KS) DO_FR 27052025

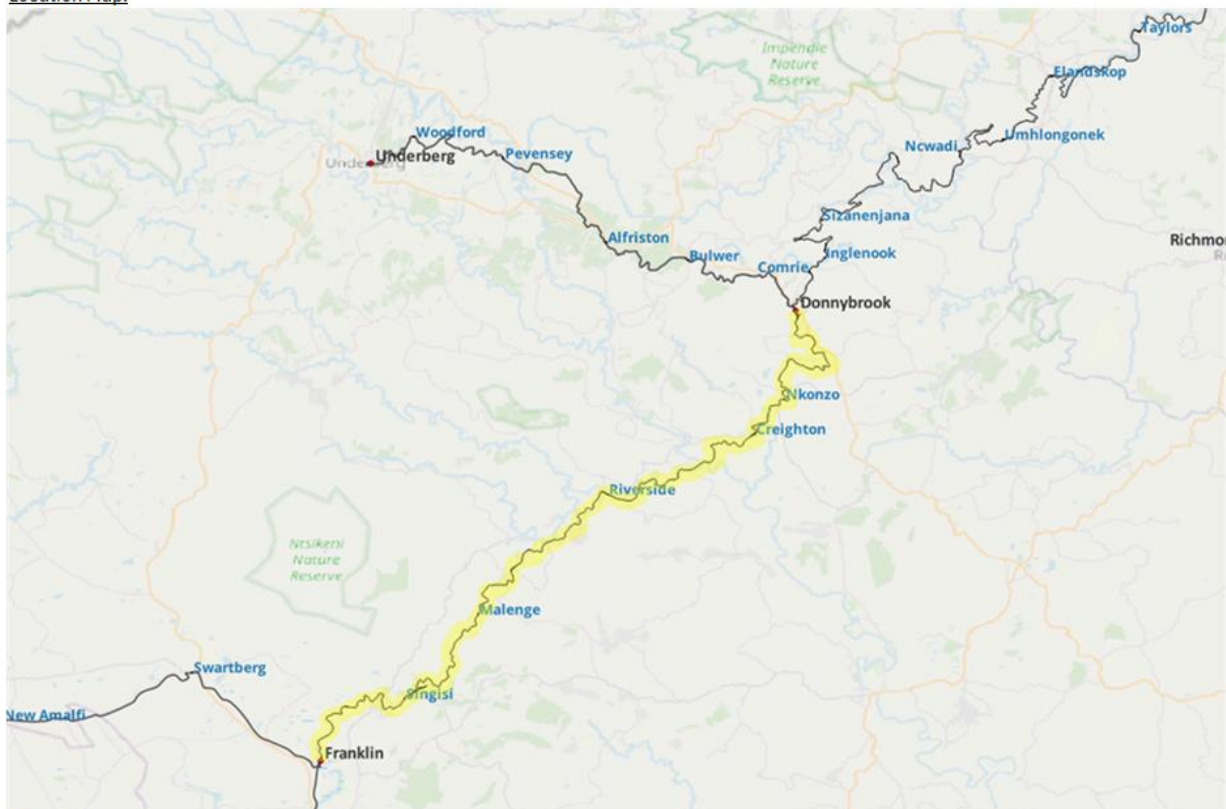
Cluster: KZN Central South (KS)

<u>Date Opened/Built:</u>	1905-1909	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	0		
<u>Route Distance:</u>	103,7	km	
<u>Comments:</u>	Cluster freight potential. High population density area. Also possible steam trains or tourism.		

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Moderate population density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Donnybrook_Franklin

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Franklin-Singisi	18,3	15	Diesel	TWS	Closed
Singisi-Malenge	23,5	15	Diesel	TWS	Closed
Malenge-Riverside	14,3	15	Diesel	TWS	Closed
Riverside-Creighton	21,0	15	Diesel	TWS	Closed
Creighton-Nkonzo	6,2	15	Diesel	TWS	Closed
Nkonzo-Donnybrook	20,4	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Franklin-Singisi	2 513 920	FMCG 39%. Other Agriculture 35%.
Singisi-Malenge	2 520 646	FMCG 39%. Other Agriculture 36%.
Malenge-Riverside	3 732 952	FMCG 36%. Other Agriculture 40%.
Riverside-Creighton	3 267 632	FMCG 37%. Other Agriculture 39%.
Creighton-Nkonzo	4 305 591	FMCG 34%. Other Agriculture 40%.
Nkonzo-Donnybrook	3 984 763	FMCG 34%. Other Agriculture 41%.

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DATASHEET: Donnybrook_Underberg

File: (KS) DO_UN 27052025

Cluster: KZN Central South (KS)

Date Opened/Built: 1916 Current Status: Closed

Date Closed: 0

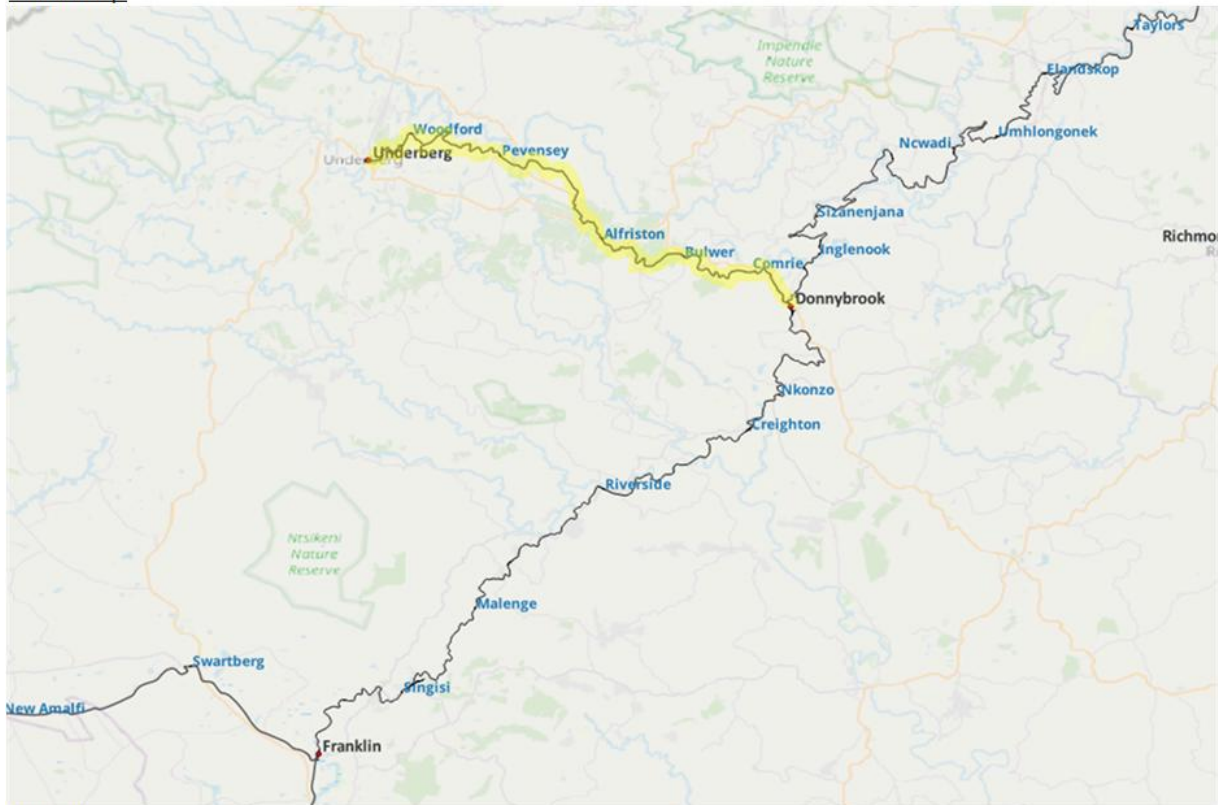
Route Distance: 67,0 km

Comments: Limited information available. Very low freight potential. EOI not tested.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Donnybrook_Underberg

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Bulwer-Donnybrook	17,0	15	Diesel	TWS	Closed
Alfriston-Bulwer	11,6	15	Diesel	TWS	Closed
Pevensey-Alfriston	17,2	15	Diesel	TWS	Closed
Pevensey-Woodford	13,9	15	Diesel	TWS	Closed
Woodford-Underberg	7,3	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Bulwer-Donnybrook	917 232	Other Agriculture 70%.
Alfriston-Bulwer	892 346	Other Agriculture 70%.
Pevensey-Alfriston	514 027	Other Agriculture 61%.
Pevensey-Woodford	141 115	Chemicals 24%. Other Agriculture 44%.
Woodford-Underberg	279 880	Chemicals 25%. Other Agriculture 44%.

Disclaimer:

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DATASHEET: Franklin_Kokstad

File: (KS) FR_KO 27052025

Cluster: KZN Central South (KS)

Date Opened/Built: 1924 Current Status: Closed

Date Closed: 0

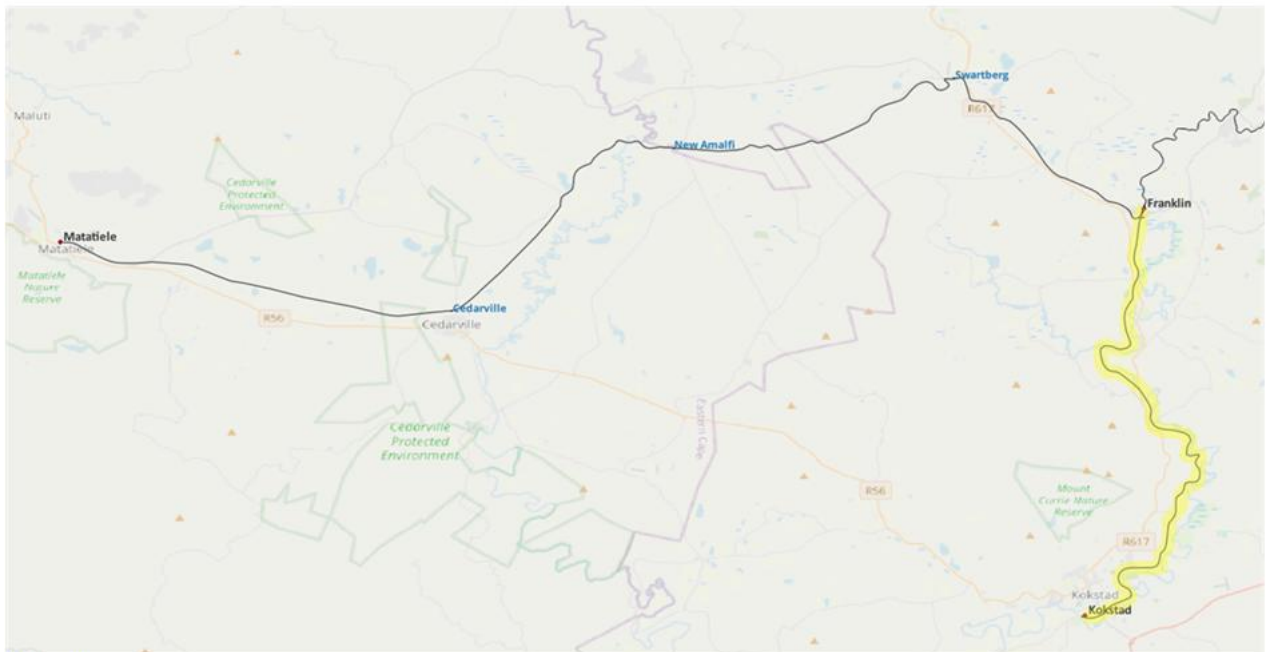
Route Distance: 44,2 km

Comments: Limited information available. Very low freight potential. EOI not tested.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



Disclaimer:

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DATASHEET: Franklin_Kokstad

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Kokstad-Franklin	44,2	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Kokstad-Franklin	1 185 214	FMCG 49%. Other Agriculture 27%.

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DATASHEET: Franklin_Matatiele

File: (KS) FR_MA 27052025

Cluster: KZN Central South (KS)

Date Opened/Built: 1924 Current Status: Closed

Date Closed: 0

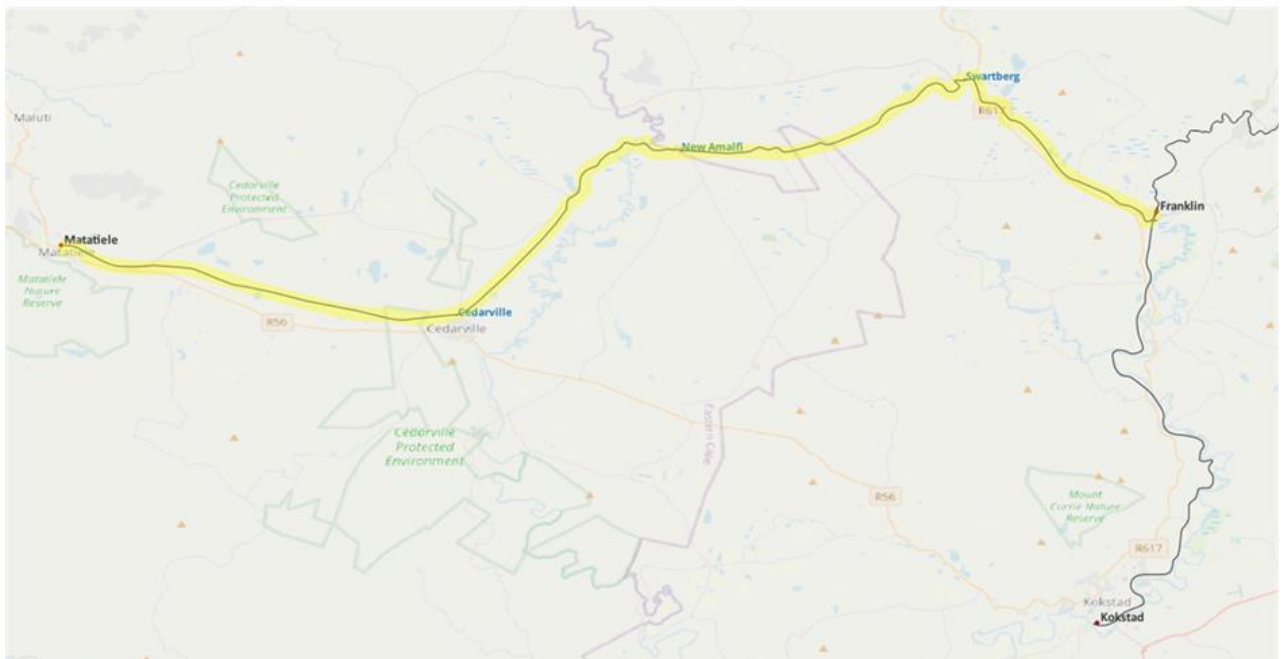
Route Distance: 86,3 km

Comments: Limited information available. Very low freight potential. EOI not tested.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Franklin_Matatiele

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Matatiele-Cedarville	27,7	11,5	Diesel	TWS	Closed
Cedarville-New Amalfi	20,2	11,5	Diesel	TWS	Closed
New Amalfi-Swartberg	21,6	11,5	Diesel	TWS	Closed
Swartberg-Franklin	16,8	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Matatiele-Cedarville	576 341	FMCG 52%. Other Agriculture 26%.
Cedarville-New Amalfi	1 668 461	FMCG 30%. Other Agriculture 42%.
New Amalfi-Swartberg	1 354 786	FMCG 29%. Other Agriculture 43%.
Swartberg-Franklin	1 354 786	FMCG 29%. Other Agriculture 43%.

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DATASHEET: Pietermaritzburg_Donnybrook

File: (KS) PI_DO 27052025

Cluster: KZN Central South (KS)

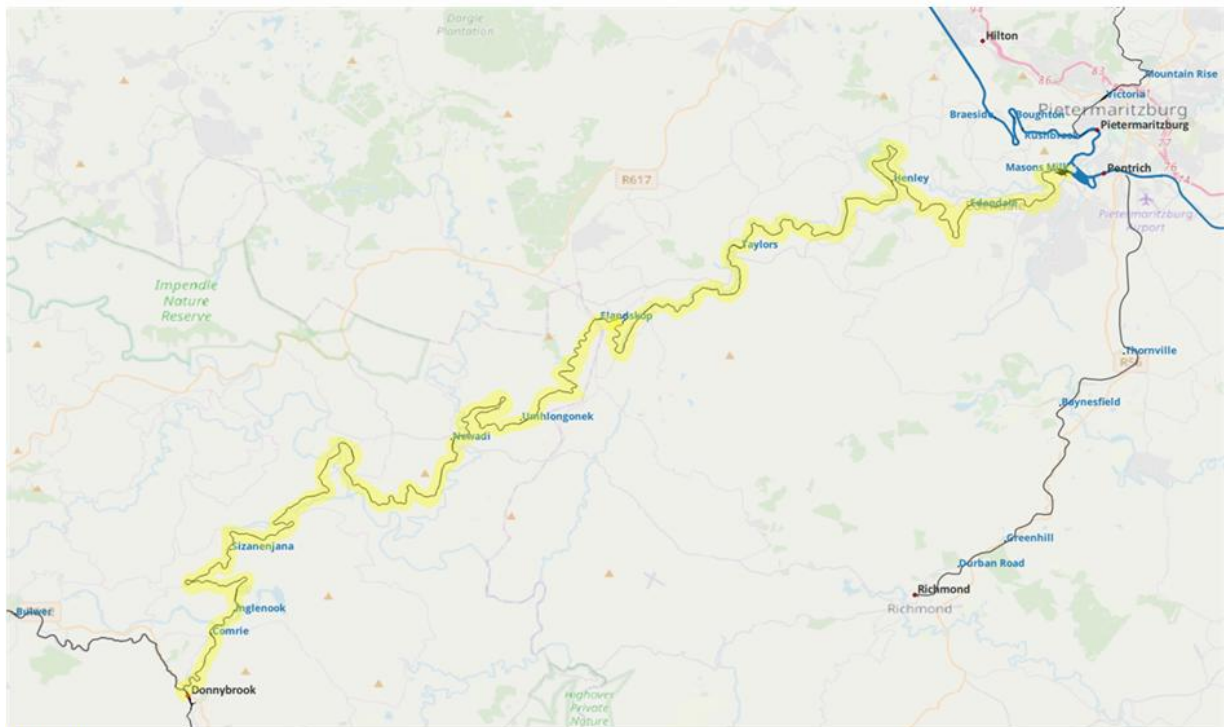
<u>Date Opened/Built:</u>	1904-1905	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	0		
<u>Route Distance:</u>	134,9	km	

Comments: Key link for possible KZN cluster for agri business. Some high density population areas may attract passengers.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	High population density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Pietermaritzburg_Donnybrook

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Pietermaritzburg-Edendale	4,1	15	Diesel	TWS	Closed
Edendale-Henley	12,6	15	Diesel	TWS	Closed
Henley-Taylors	24,7	15	Diesel	TWS	Closed
Taylors-Elandskop	19,8	15	Diesel	TWS	Closed
Elandskop-Umhlolongonek	12,0	15	Diesel	TWS	Closed
Umhlolongonek-Ncwadi	12,4	15	Diesel	TWS	Closed
Ncwadi-Sizanejanya	30,3	15	Diesel	TWS	Closed
Inglenook-Sizanejanya	11,3	15	Diesel	TWS	Closed
Comrie-Inglenook	2,4	15	Diesel	TWS	Closed
Comrie-Donnybrook	5,3	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Pietermaritzburg-Edendale	5 529 272	FMCG 28%. Other Agriculture 46%.
Edendale-Henley	5 524 058	FMCG 28%. Other Agriculture 46%.
Henley-Taylors	5 524 058	FMCG 28%. Other Agriculture 46%.
Taylors-Elandskop	5 524 058	FMCG 28%. Other Agriculture 46%.
Elandskop-Umhlolongonek	5 524 058	FMCG 28%. Other Agriculture 46%.
Umhlolongonek-Ncwadi	5 524 058	FMCG 28%. Other Agriculture 46%.
Ncwadi-Sizanejanya	5 524 058	FMCG 28%. Other Agriculture 46%.
Inglenook-Sizanejanya	5 524 058	FMCG 28%. Other Agriculture 46%.
Comrie-Inglenook	5 523 844	FMCG 28%. Other Agriculture 46%.
Comrie-Donnybrook	5 941 555	FMCG 27%. Other Agriculture 46%.

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DATASHEET: Groenbult_Hoedspruit

File: (LP) GR_HO 27052025

Cluster: Limpopo (LP)

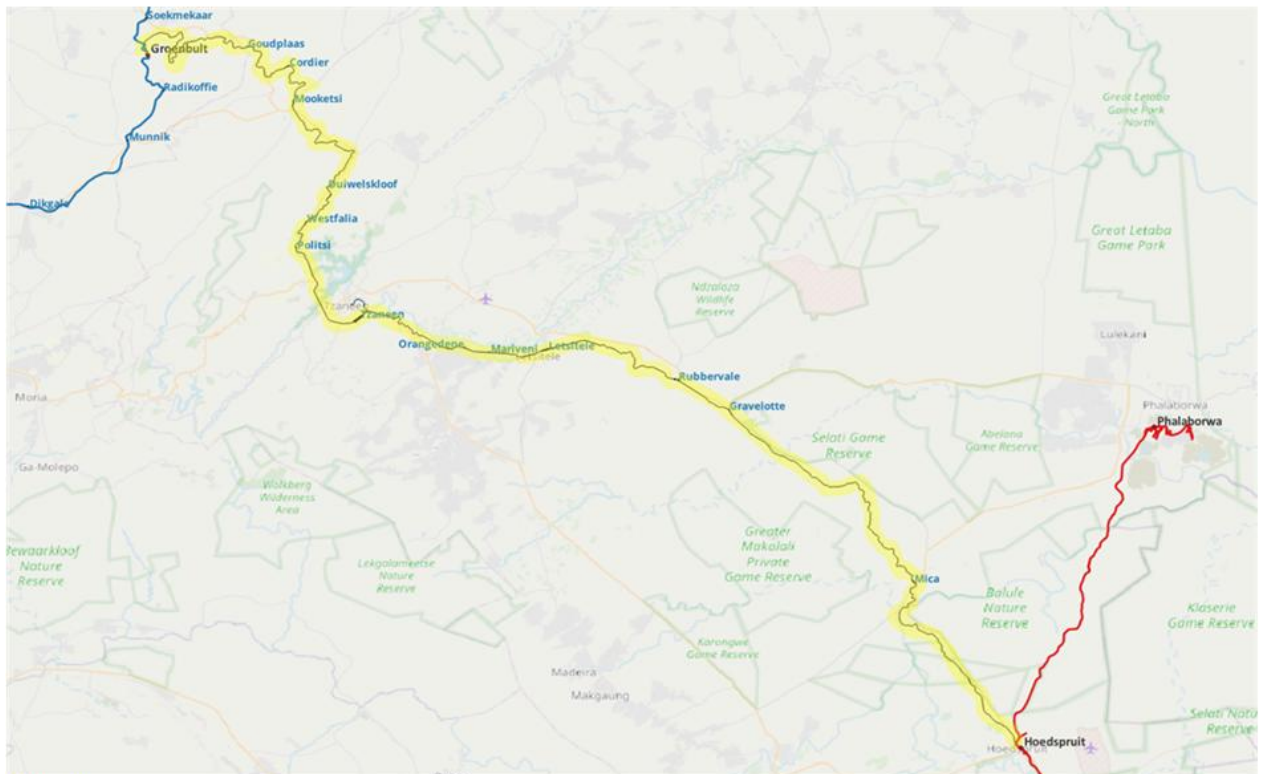
<u>Date Opened/Built:</u>	1912-1915	<u>Current Status:</u>	Operational
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	223,4	km	

Comments: Potential key link between North and East. Poor alignments but usable. May attract freight and scenic tourism route.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Groenbult_Hoedspruit

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Groenbult-Goudplaas	27,4	18,5	Diesel	TWS	Operational
Goudplaas-Cordier	9,8	18,5	Diesel	TWS	Operational
Cordier-Mooketsi	9,0	18,5	Diesel	TWS	Operational
Mooketsi-Duiwelskloof	21,3	18,5	Diesel	TWS	Operational
Duiwelskloof-Westfalia	6,7	18,5	Diesel	TWS	Operational
Westfalia-Politsi	4,8	18,5	Diesel	TWS	Operational
Politsi-Tzaneen	16,4	18,5	Diesel	TWS	Operational
Tzaneen-Orangedene	16,0	18,5	Diesel	TWS	Operational
Orangedene-Mariveni	3,8	18,5	Diesel	TWS	Operational
Mariveni-Letsitele	7,5	18,5	Diesel	TWS	Operational
Letsitele-Rubbervale	20,4	18,5	Diesel	TWS	Operational
Rubbervale-Gravelotte	8,0	18,5	Diesel	TWS	Operational
Gravelotte-Mica	39,8	18,5	Diesel	TWS	Operational
Mica-Hoedspruit	32,4	18,5	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Groenbult-Goudplaas	3 495 016	Chrome 21%. FMCG 15%. Other Agriculture 22%.
Goudplaas-Cordier	3 495 016	Chrome 21%. FMCG 15%. Other Agriculture 22%.
Cordier-Mooketsi	3 700 234	Chrome 19%. FMCG 18%. Other Agriculture 21%.
Mooketsi-Duiwelskloof	3 493 369	Chrome 21%. Other Agriculture 22%.
Duiwelskloof-Westfalia	3 391 584	Chrome 21%. Other Agriculture 23%.
Westfalia-Politsi	2 850 772	Chrome 25%. Other Agriculture 19%.
Politsi-Tzaneen	3 874 555	Chrome 19%. Other Agriculture 21%.
Tzaneen-Orangedene	4 309 065	Chrome 17%. Fruit 17%. Other Agriculture 18%. Stone / Construction 15%.
Orangedene-Mariveni	3 726 287	Chrome 19%. Fruit 18%. Other Agriculture 19%.
Mariveni-Letsitele	3 726 287	Chrome 19%. Fruit 18%. Other Agriculture 19%.
Letsitele-Rubbervale	4 174 400	Chrome 17%. FMCG 15%. Fruit 16%. Other Agriculture 19%.
Rubbervale-Gravelotte	4 174 400	Chrome 17%. FMCG 15%. Fruit 16%. Other Agriculture 19%.
Gravelotte-Mica	4 174 400	Chrome 17%. FMCG 15%. Fruit 16%. Other Agriculture 19%.
Mica-Hoedspruit	5 529 061	Magnetite 22%.

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DATASHEET: Modimolle_Vaalwater

File: (LP) MO_VA 27052025

Cluster: Limpopo (LP)

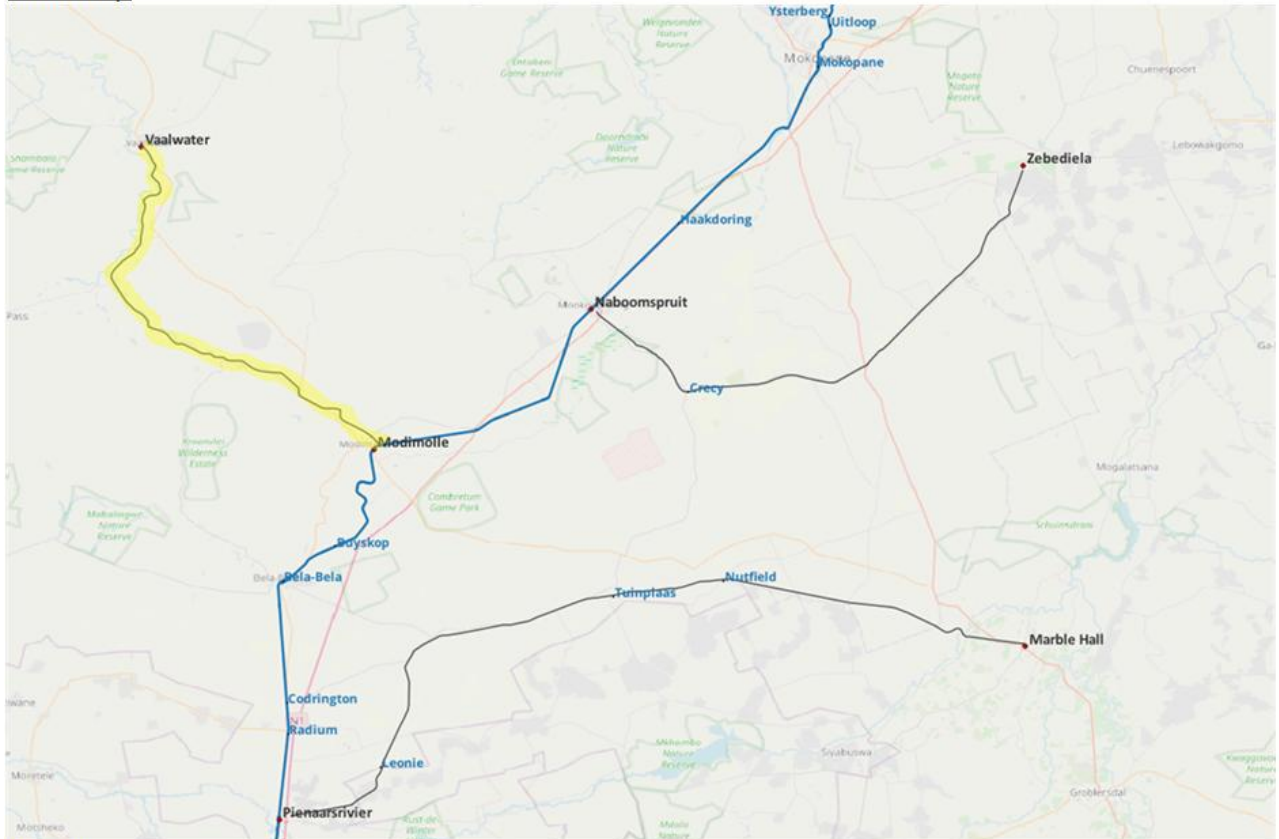
<u>Date Opened/Built:</u>	1925	<u>Current Status:</u>	Partially Uplifted
<u>Date Closed:</u>	2002		
<u>Route Distance:</u>	76,9	km	

Comments: Line dormant for a long time. Poor alignments and uplifted. Limited information available.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Low heritage interest

Location Map:



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DATASHEET: Modimolle_Vaalwater

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
VAALWATER-MODIMOLLE	76,9	16	Diesel	WS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
VAALWATER-MODIMOLLE	Unknown	Unknown

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DATASHEET: Naboomspruit_Zebediela

File: (LP) NA_ZE 27052025

Cluster: Limpopo (LP)

Date Opened/Built: 1928 Current Status: Uplifted

Date Closed: 1957

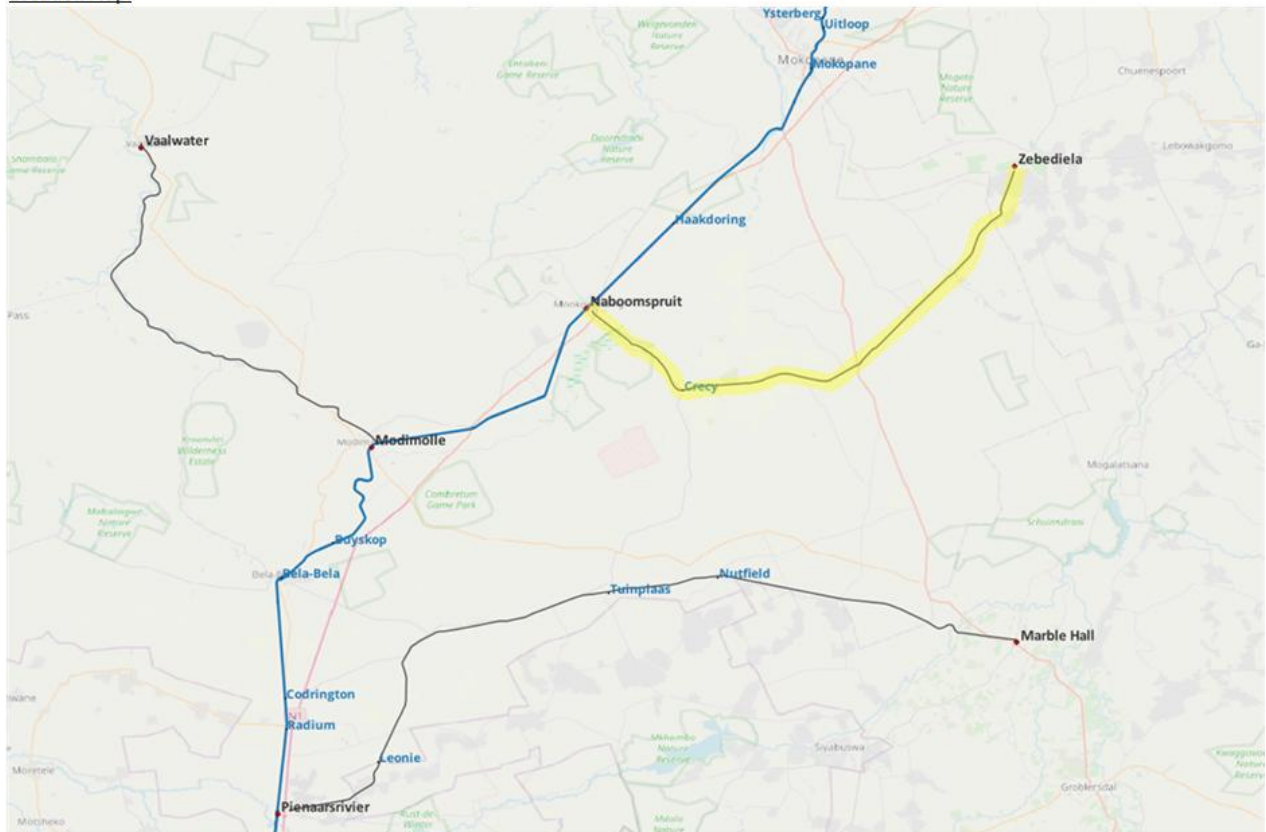
Route Distance: 89,3 km

Comments: Limited information available. Low freight potential.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Naboomspruit_Zebediela

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
CRECY-NABOOMSPRUIT	20,5	0	Diesel	TWS	Uplifted
ZEBEDIELA-CRECY	68,8	0	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
CRECY-NABOOMSPRUIT	Unknown	Unknown
ZEBEDIELA-CRECY	Unknown	Unknown

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DATASHEET: Northam_Ganskuil

File: (LP) NO_GA27052025

Cluster: Limpopo (LP)

Date Opened/Built: 1929-1984 Current Status: Operational

Date Closed: Open

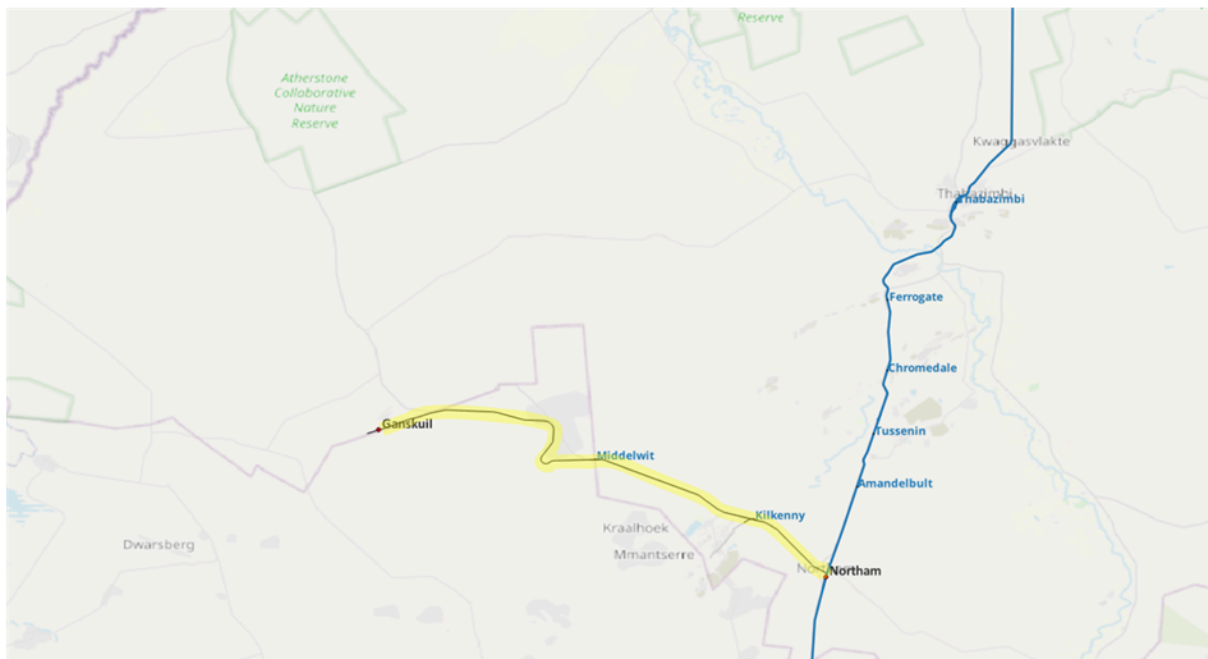
Route Distance: 60,6 km

Comments: Partially operational, Some freight interest.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Northam_Ganskuil

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Northam-Kilkenny	10,6	20	25kV AC	TWS	Operational
Kilkenny-Middelwit	18,8	20	25kV AC	TWS	Operational
MIDDELWIT-GANSKUIL	31,2	20	25kV AC	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Northam-Kilkenny	3 591 286	Chrome 19%. Coal 16%. Stone / Construction 57%.
Kilkenny-Middelwit	3 920 572	Coal 29%. Stone / Construction 63%.
MIDDELWIT-GANSKUIL	Unknown	Unknown

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DATASHEET: Pienaarsrivier_Marble Hall

File: (LP) PL_MA 27052025

Cluster: Limpopo (LP)

Date Opened/Built: 1906-1934 Current Status: Uplifted

Date Closed: 2003

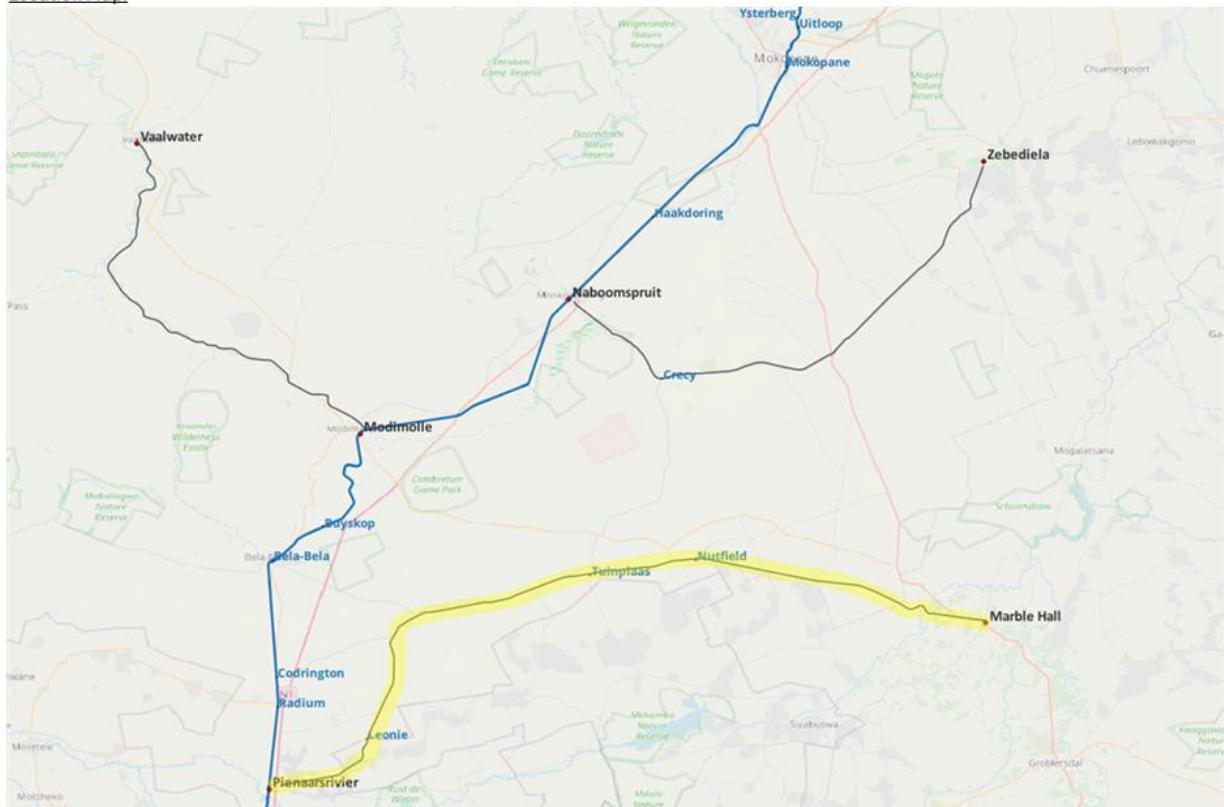
Route Distance: 131,9 km

Comments: Originally narrow gauge but converted to 1065mm in 1923. Condition assesment to be done.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Pienaarsrivier_Marble Hall

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Pienaarsrivier-Leonie	18,9	0	Diesel	TWS	Uplifted
Leonie-Tuinplaas	49,2	0	Diesel	TWS	Uplifted
Tuinplaas-Nutfield	16,4	0	Diesel	TWS	Uplifted
Nutfield-Marble Hall	47,5	0	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Pienaarsrivier-Leonie	947 214	Agri Dry Bulk 20%. FMCG 25%. Stone / Construction 28%.
Leonie-Tuinplaas	103 943	Stone / Construction 96%.
Tuinplaas-Nutfield	69 050	Stone / Construction 96%.
Nutfield-Marble Hall	62 562	Stone / Construction 94%.

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DATASHEET: Mbombela_Graskop

File: (MB) MB_GR 27052025

Cluster: Mbombela (MB)

Date Opened/Built: 1913-1914 Current Status: Closed

Date Closed: ?

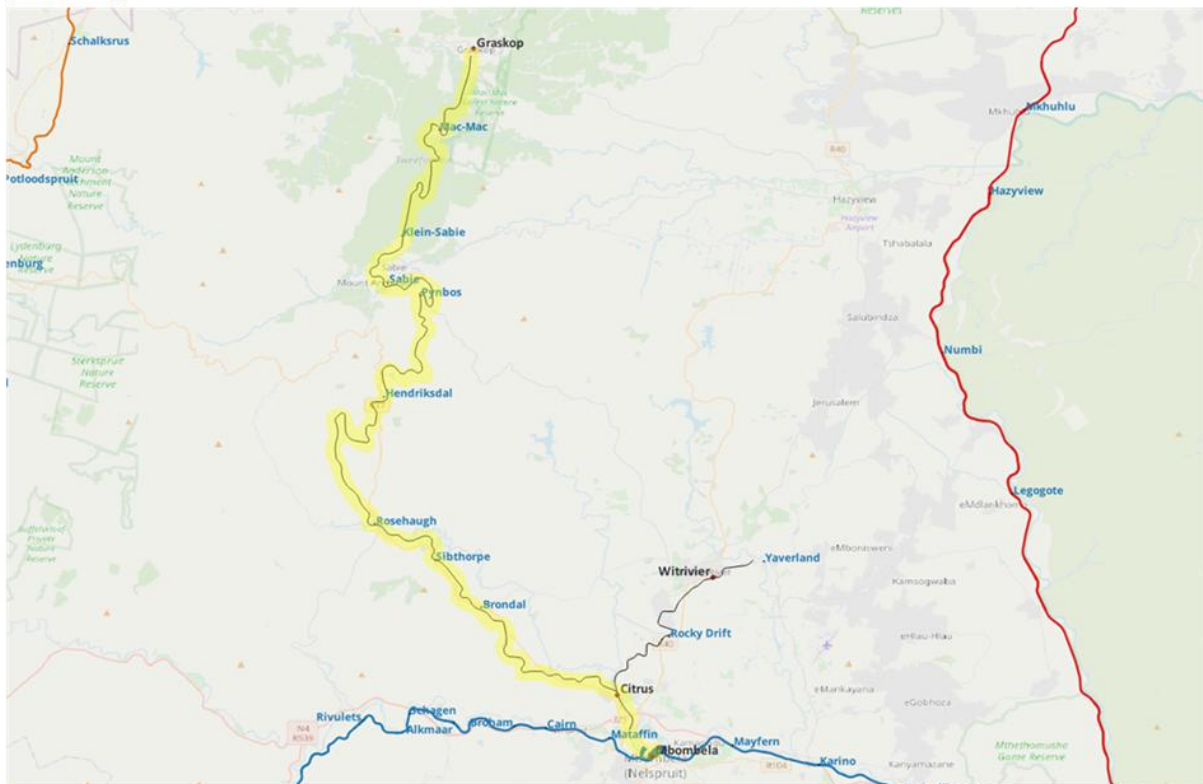
Route Distance: 125,7 km

Comments: Scenic route with some tourism and timber freight potential.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Some tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Mbombela_Graskop

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Mac-Mac-Graskop	12,4	15	Diesel	TWS	Closed
Klein-Sabie-Mac-Mac	15,9	15	Diesel	TWS	Closed
Sabie-Klein-Sabie	7,2	15	Diesel	TWS	Closed
Pynbos-Sabie	12,9	15	Diesel	TWS	Closed
Hendriksdal-Pynbos	15,5	15	Diesel	TWS	Closed
Rosehaugh-Hendriksdal	21,3	15	Diesel	TWS	Closed
Sibthorpe-Rosehaugh	7,7	15	Diesel	TWS	Closed
Brondal-Sibthorpe	7,1	15	Diesel	TWS	Closed
Brondal-Citrus	19,3	15	Diesel	TWS	Closed
Citrus-Nelspruit	6,4	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Mac-Mac-Graskop	1 719 368	Other Agriculture 57%. Stone / Construction 15%.
Klein-Sabie-Mac-Mac	1 225 098	Other Agriculture 62%.
Sabie-Klein-Sabie	1 225 098	Other Agriculture 62%.
Pynbos-Sabie	1 225 098	Other Agriculture 62%.
Hendriksdal-Pynbos	1 225 098	Other Agriculture 62%.
Rosehaugh-Hendriksdal	1 225 098	Other Agriculture 62%.
Sibthorpe-Rosehaugh	1 225 098	Other Agriculture 62%.
Brondal-Sibthorpe	1 225 098	Other Agriculture 62%.
Brondal-Citrus	1 225 098	Other Agriculture 62%.
Citrus-Nelspruit	3 591 022	Magnetite 17%. Oil / Fuel 27%. Other Agriculture 24%.

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DATASHEET: Witrivier_Citrus

File: (MB) WI_CI 27052025

Cluster: Mbombela (MB)

Date Opened/Built: 1926 Current Status: Operational

Date Closed: Open

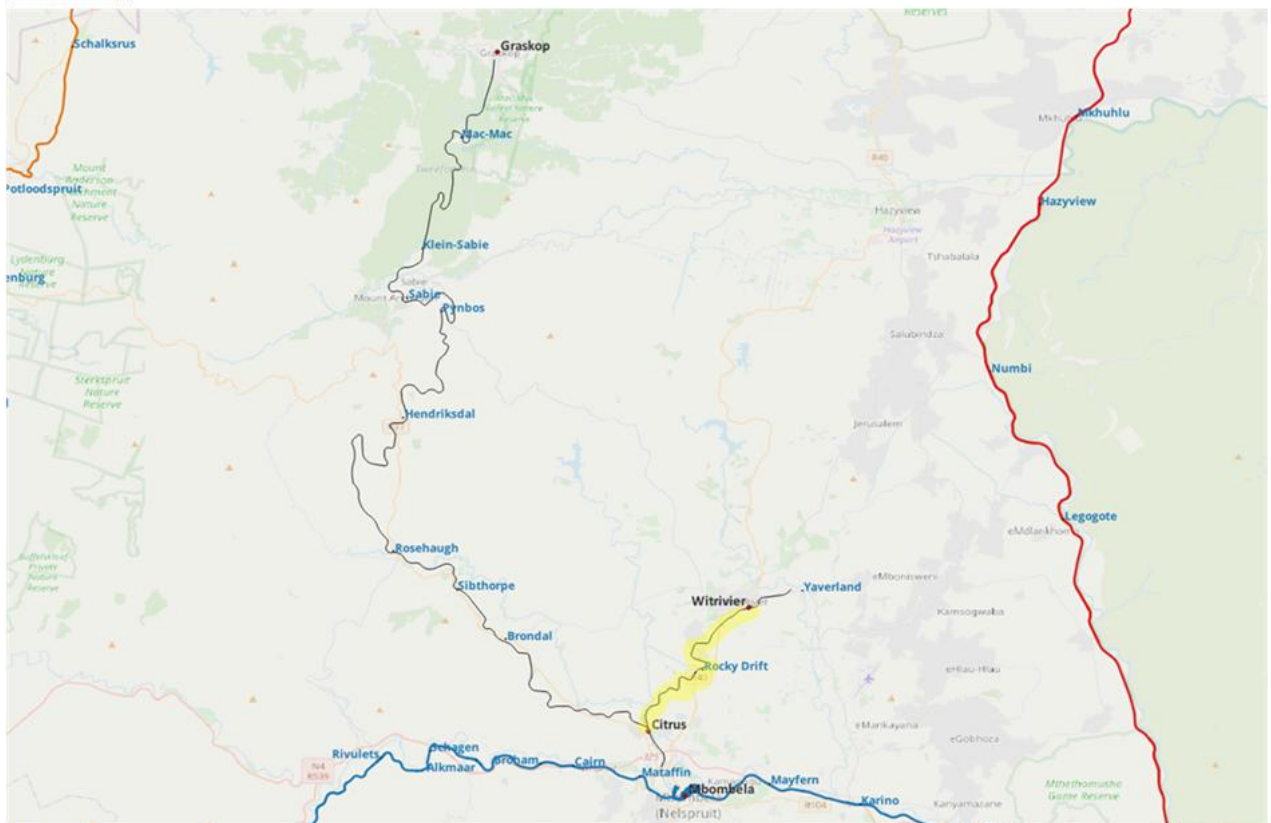
Route Distance: 29,1 km

Comments: Originally to Plaston. Some freight potential and also connecting high population density areas.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Moderate population density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Witrivier_Citrus

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
WITRIVIER-YAVERLAND	5,2	15	Diesel	TWS	Operational
YAVERLAND-ROCKY DRIFT	15,1	15	Diesel	TWS	Operational
Rocky Drift-Citrus	8,8	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
WITRIVIER-YAVERLAND	-	Unknown
YAVERLAND-ROCKY DRIFT	-	Unknown
Rocky Drift-Citrus	3 771 348	Magnetite 16%. Oil / Fuel 50%.

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DATASHEET: Avontuur_Gamtoos

File: (NG) AV_GA 27052025

Cluster: Narrow Gauge Avontuur (NG)

Date Opened/Built: 1905-1906 Current Status: Closed

Date Closed: 1993 (partial)

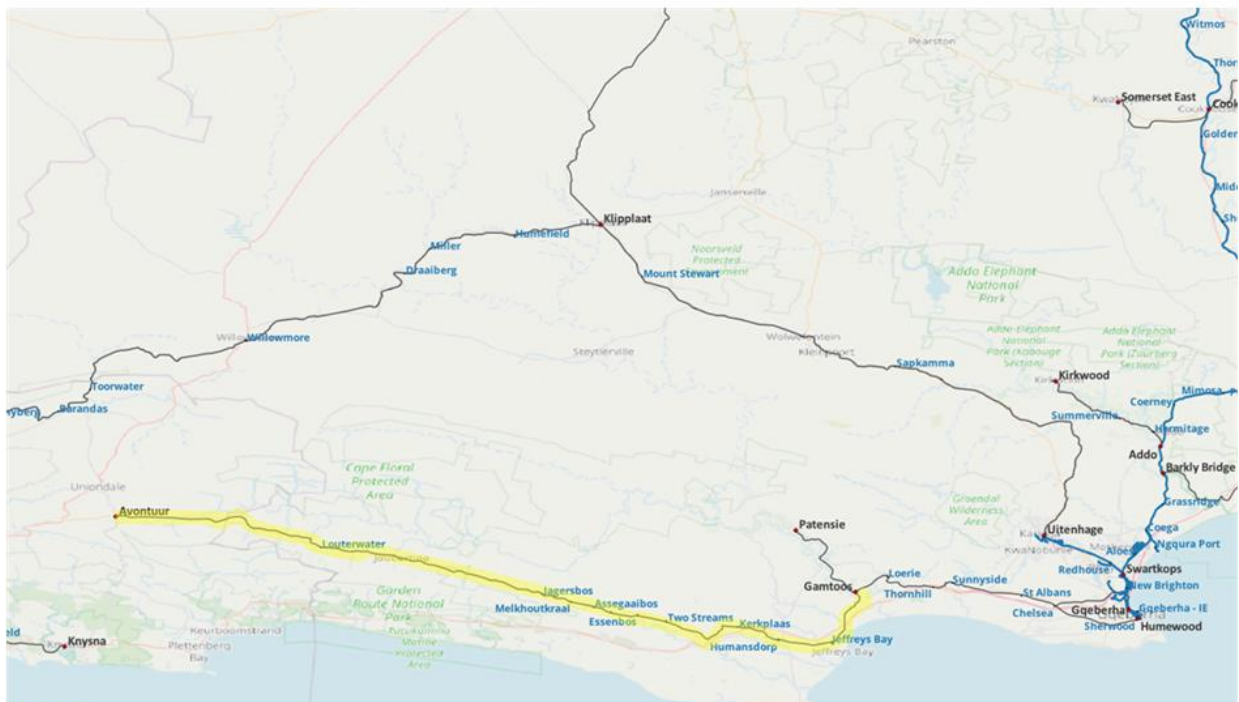
Route Distance: 234,0 km

Comments: Narrow gauge with rich history. Very scenic route. Originally fruit & limestone. Some Heritage & Tourism Interest.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Significant tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: **Avontuur_Gamtoos**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Avontuur-Louterwater	61,2	11,5	Diesel	TWS	Closed
Louterwater-Jagersbos	63,6	15	Diesel	TWS	Closed
Jagersbos-Melkhoutkraal	8,7	15	Diesel	TWS	Closed
Melkhoutkraal-Assegaaibos	6,4	15	Diesel	TWS	Closed
Assegaaibos-Majoorskraal	5,1	15	Diesel	TWS	Closed
Majoorskraal-Essenbos	7,7	15	Diesel	TWS	Closed
Essenbos-Two Streams	7,8	15	Diesel	TWS	Closed
Two Streams-Kerkplaas	25,6	15	Diesel	TWS	Closed
Kerkplaas-Humansdorp	13,6	15	Diesel	TWS	Closed
Jeffreys Bay-Humansdorp	15,1	15	Diesel	TWS	Closed
Gamtoos-Jeffreys Bay	19,2	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Avontuur-Louterwater	174 060	FMCG 42%. Fruit 34%. Other Agriculture 17%.
Louterwater-Jagersbos	685 865	FMCG 19%. Fruit 60%.
Jagersbos-Melkhoutkraal	622 772	FMCG 18%. Fruit 66%.
Melkhoutkraal-Assegaaibos	622 772	FMCG 18%. Fruit 66%.
Assegaaibos-Majoorskraal	622 772	FMCG 18%. Fruit 66%.
Majoorskraal-Essenbos	622 772	FMCG 18%. Fruit 66%.
Essenbos-Two Streams	622 772	FMCG 18%. Fruit 66%.
Two Streams-Kerkplaas	622 772	FMCG 18%. Fruit 66%.
Kerkplaas-Humansdorp	624 368	FMCG 18%. Fruit 66%.
Jeffreys Bay-Humansdorp	2 251 692	FMCG 16%. Fruit 18%. Other Agriculture 44%.
Gamtoos-Jeffreys Bay	1 749 593	FMCG 15%. Fruit 24%. Other Agriculture 40%.

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DATASHEET: Humewood_Gamtoos

File: (NG) HU_GA 27052025

Cluster: Narrow Gauge Avontuur (NG)

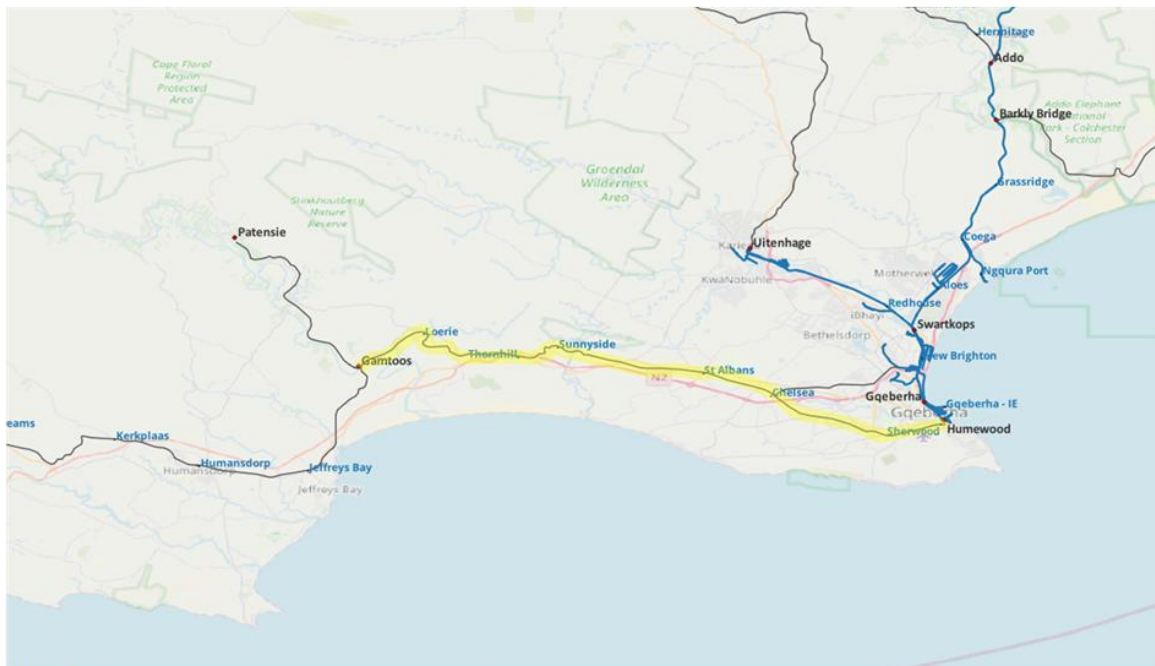
Date Opened/Built: 1887-1903 Current Status: Closed
Date Closed: 0
Route Distance: 92,4 km

Comments: Narrow gauge with rich history. Very scenic route. Originally fruit & limestone. Some Heritage & Tourism Interest.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Low population or passenger density
Tourism	Significant tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Humewood_Gamtoos

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Humewood-Port Elizabeth	0,0	11,5	Diesel	TWS	Closed
Sherwood-Humewood	18,6	15	Diesel	TWS	Closed
Chelsea-Sherwood	6,0	15	Diesel	TWS	Closed
St Albans-Chelsea	9,7	15	Diesel	TWS	Closed
St Albans-Sunnyside	19,4	15	Diesel	TWS	Closed
Sunnyside-Thornhill	6,6	15	Diesel	TWS	Closed
Thornhill-Loerie	21,5	15	Diesel	TWS	Closed
Loerie-Gamtoos	10,6	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Humewood-Port Elizabeth	2 386 580	Fruit 22%. Other Agriculture 38%.
Sherwood-Humewood	2 185 364	Fruit 24%. Other Agriculture 41%.
Chelsea-Sherwood	2 166 876	Fruit 25%. Other Agriculture 41%.
St Albans-Chelsea	2 166 876	Fruit 25%. Other Agriculture 41%.
St Albans-Sunnyside	2 166 876	Fruit 25%. Other Agriculture 41%.
Sunnyside-Thornhill	2 166 876	Fruit 25%. Other Agriculture 41%.
Thornhill-Loerie	2 166 876	Fruit 25%. Other Agriculture 41%.
Loerie-Gamtoos	2 259 374	FMCG 15%. Fruit 24%. Other Agriculture 40%.

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DATASHEET: Patensie_Gamtoos

File: (NG) PA_GA27052025

Cluster: Narrow Gauge Avontuur (NG)

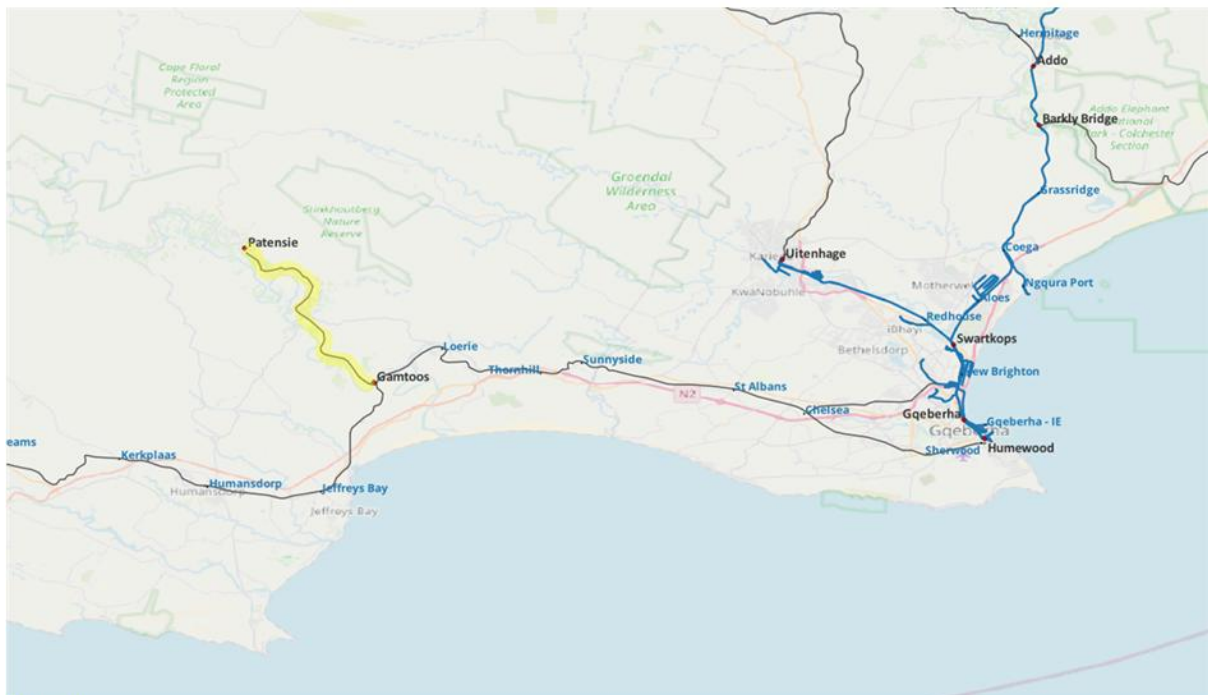
<u>Date Opened/Built:</u>	1914	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	0		
<u>Route Distance:</u>	33,3	km	

Comments: Narrow gauge with rich history. Very scenic route. Originally fruit & limestone. Some Heritage & Tourism Interest.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	No significant passenger density
Tourism	Significant tourism in the area
Heritage	Low heritage interest

Location Map:



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DATASHEET: Patensie_Gamtoos

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
PATENSIE-GAMTOOS	33,3	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
PATENSIE-GAMTOOS	Unknown	Unknown

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DATASHEET: Bank_Midway

File: (PS) BA_MI 27052025

Cluster: PRASA (PS)

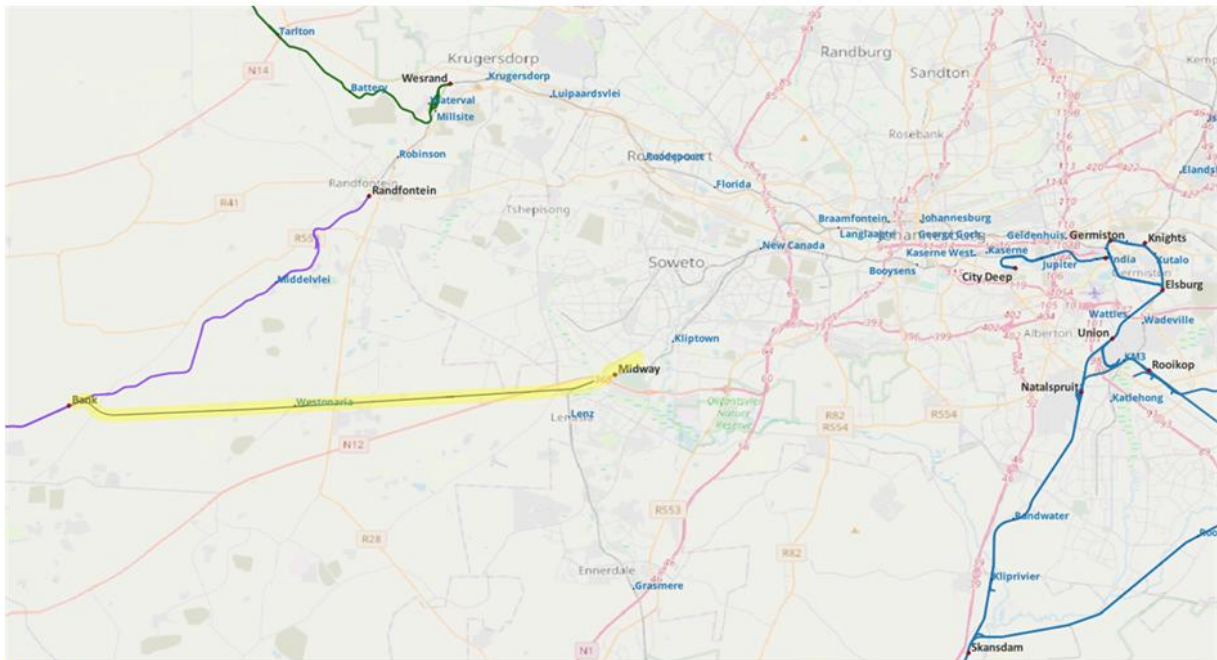
<u>Date Opened/Built:</u>	1938	<u>Current Status:</u>	Uplifted
<u>Date Closed:</u>	?		
<u>Route Distance:</u>	35,8	km	

Comments: Connects to PRASA system but with limited use for freight connectivity. (Speed record was set on this line.)

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	High population density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Bank_Midway

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Bank-Westonaria	15,4	20	3kV DC	CTC	Operational
Westonaria-Midway	20,4	20	3kV DC	CTC	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Bank-Westonaria	918 588	FMCG 38%. Other Agriculture 15%.
Westonaria-Midway	1 528 307	FMCG 20%. Manufactured 28%.

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DATASHEET: Cato Ridge_Pinetown

File: (PS) CA_PI 27052025

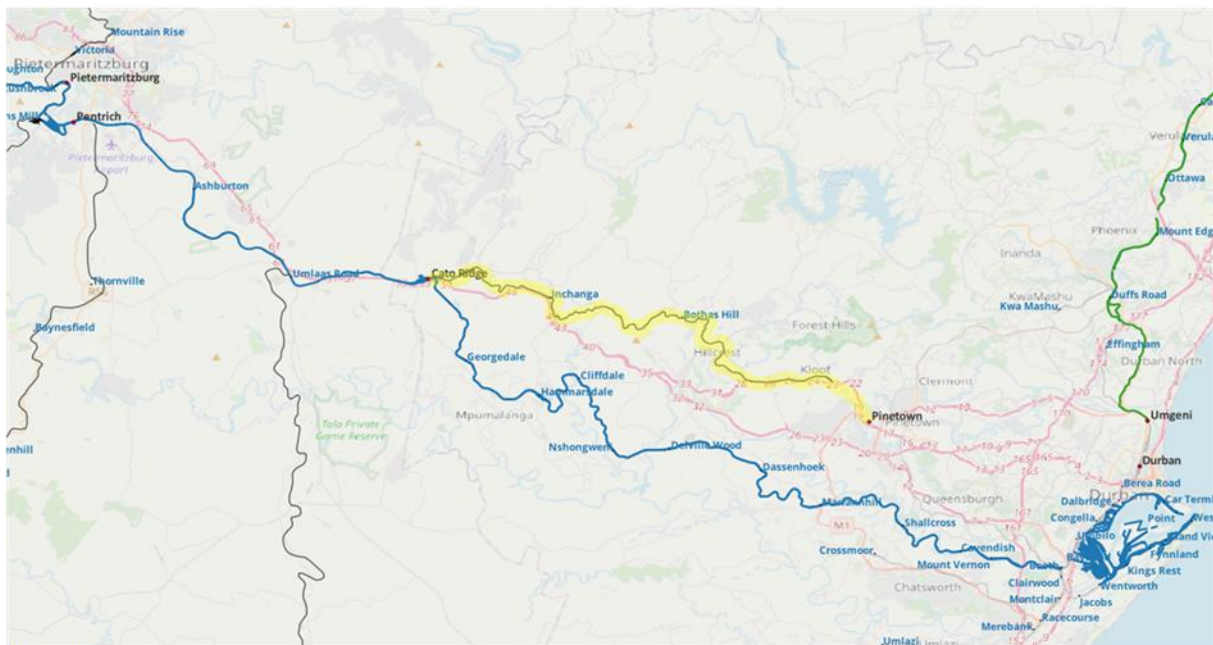
Cluster: PRASA (PS)

<u>Date Opened/Built:</u>	1880	<u>Current Status:</u>	Partially Uplifted
<u>Date Closed:</u>	1997		
<u>Route Distance:</u>	46,6	km	
<u>Comments:</u>	Old KZN mainline up to 1921. High population density. Some tourism potential.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Moderate population density
Tourism	Low tourism in the area
Heritage	Low heritage interest

Location Map:



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DATASHEET: Cato Ridge_Pinetown

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
CATO RIDGE-INCHANGA	9,8	15	Diesel	TWS	Closed
INCHANGA-BOTHAS HILL	12,9	15	Diesel	TWS	Closed
BOTHAS HILL-PINETOWN	23,9	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
CATO RIDGE-INCHANGA	Unknown	Unknown
INCHANGA-BOTHAS HILL	Unknown	Unknown
BOTHAS HILL-PINETOWN	Unknown	Unknown

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DATASHEET: Geduld_Welgedag

File: (PS) GE_WE 27052025

Cluster: PRASA (PS)

Date Opened/Built: 1936 Current Status: Operational

Date Closed: ?

Route Distance: 3,4 km

Comments: Limited information. Possible connection to PRASA system

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	Moderate population density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:

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DATASHEET: **Geduld_Welgedag**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Geduld-Cowles Dam	3,4	20	3kV DC	CTC	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Geduld-Cowles Dam	848 763	Coal 87%.

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DATASHEET: Kelso_Port Shepstone

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Kelso-Pennington	3,6	20	3kV DC	TWS	Operational
Pennington-Sezela	2,7	20	3kV DC	TWS	Operational
Sezela-Hibberdene	23,4	20	3kV DC	TWS	Operational
Hibberdene-Umtentweni	21,1	20	3kV DC	TWS	Operational
Umtentweni-Port Shepstone	2,6	15	3kV DC	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Kelso-Pennington	7 947 898	FMCG 19%. Other Agriculture 19%. Stone / Construction 36%.
Pennington-Sezela	7 947 898	FMCG 19%. Other Agriculture 19%. Stone / Construction 36%.
Sezela-Hibberdene	7 947 898	FMCG 19%. Other Agriculture 19%. Stone / Construction 36%.
Hibberdene-Umtentweni	9 484 262	FMCG 19%. Other Agriculture 18%. Stone / Construction 30%.
Umtentweni-Port Shepstone	2 359 658	FMCG 31%. Other Agriculture 30%.

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DATASHEET: Kensington_Atlantis

File: (PS) KE_AT 27052025

Cluster: PRASA (PS)

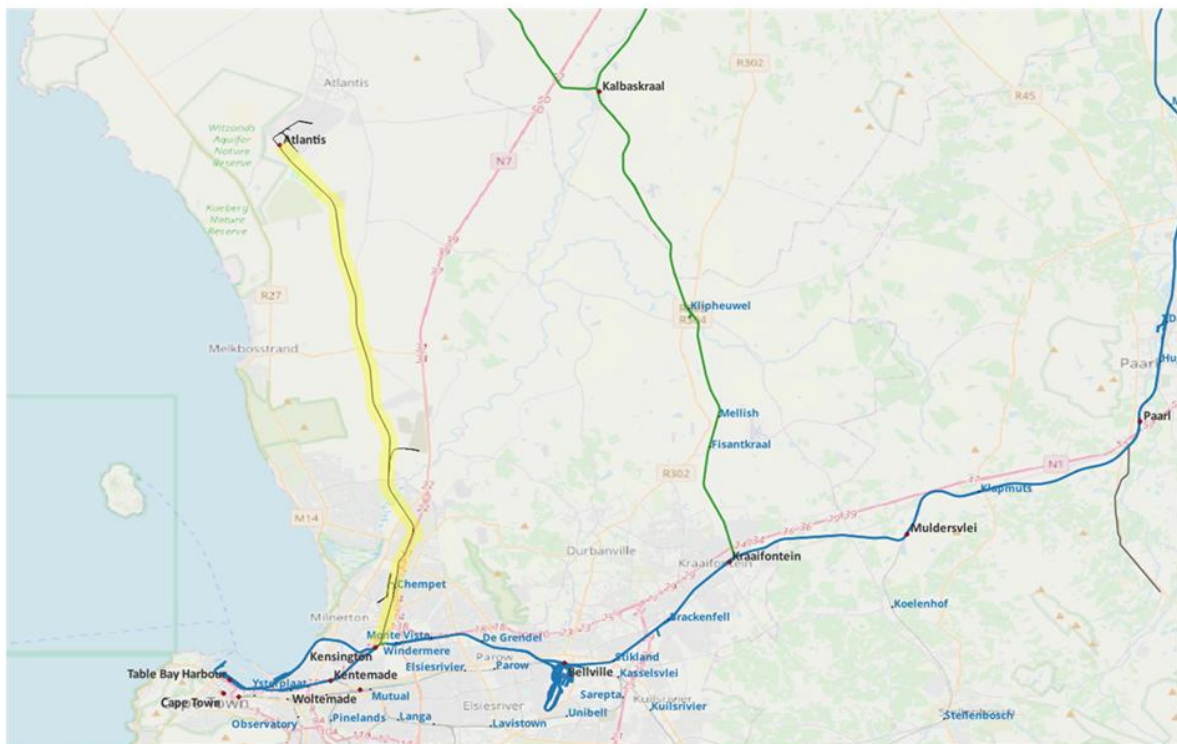
Date Opened/Built: 1985 Current Status: Closed
Date Closed: ?
Route Distance: 39,1 km

Comments: Significant potential for passengers and some freight. May need to be incorporated in PRASA system. High population density.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	High population density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: **Kensington_Atlantis**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
CHEMPET-ATLANTIS	34,3	15	Diesel	TWS	Closed
Chempet-Kensington	4,8	30	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
CHEMPET-ATLANTIS	Unknown	Unknown
Chempet-Kensington	33 352 949	Stone / Construction 38%.

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DATASHEET: Magaliesburg_Hercules

File: (PS) MA_HE 27052025

Cluster: PRASA (PS)

Date Opened/Built: 1924-1925 Current Status: Partially Uplifted

Date Closed: 1996

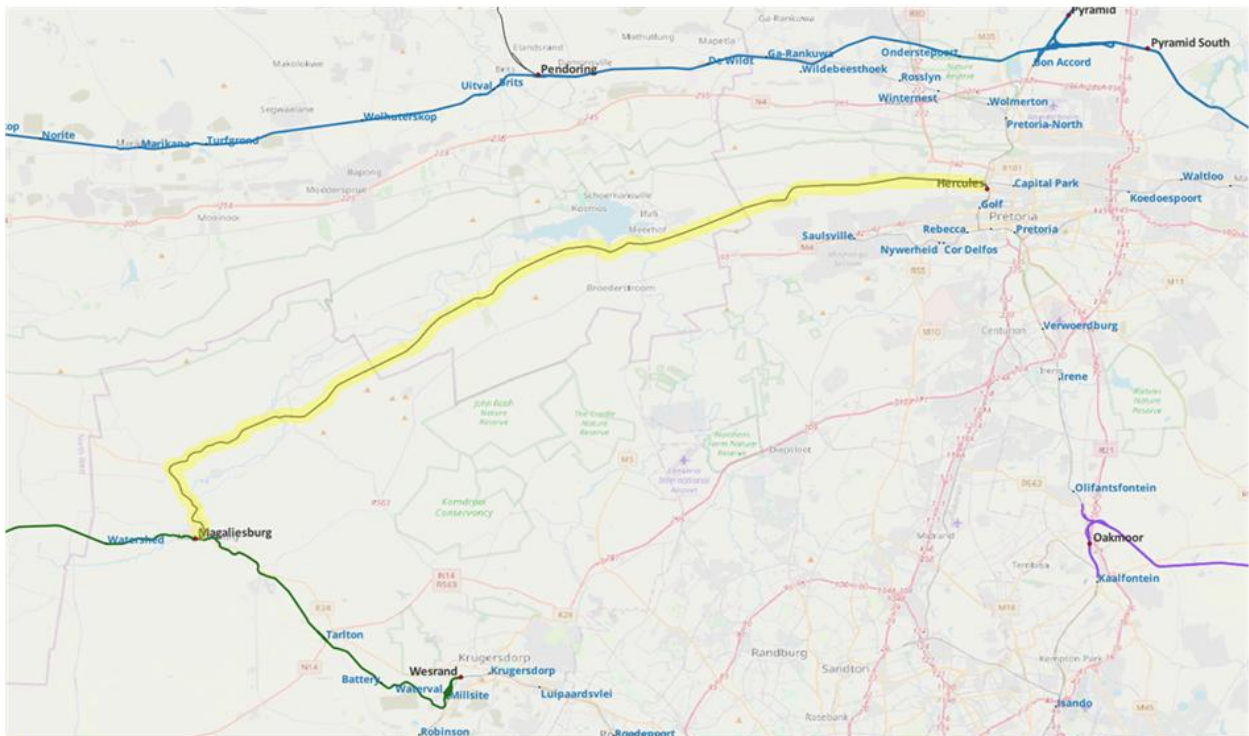
Route Distance: 89,1 km

Comments: Compromised at Nefdt. Portion usable for PRASA extension. Another portion may have interest from Heritage/Tourism.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Moderate population density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Magaliesburg_Hercules

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
MAGALIESBURG-HERCULES	89,1	0	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
MAGALIESBURG-HERCULES	Unknown	Unknown

Disclaimer:

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DATASHEET: Nigel_Springs

File: (PS) NI_SP 27052025

Cluster: PRASA (PS)

Date Opened/Built: 1935 Current Status: Operational

Date Closed: Open

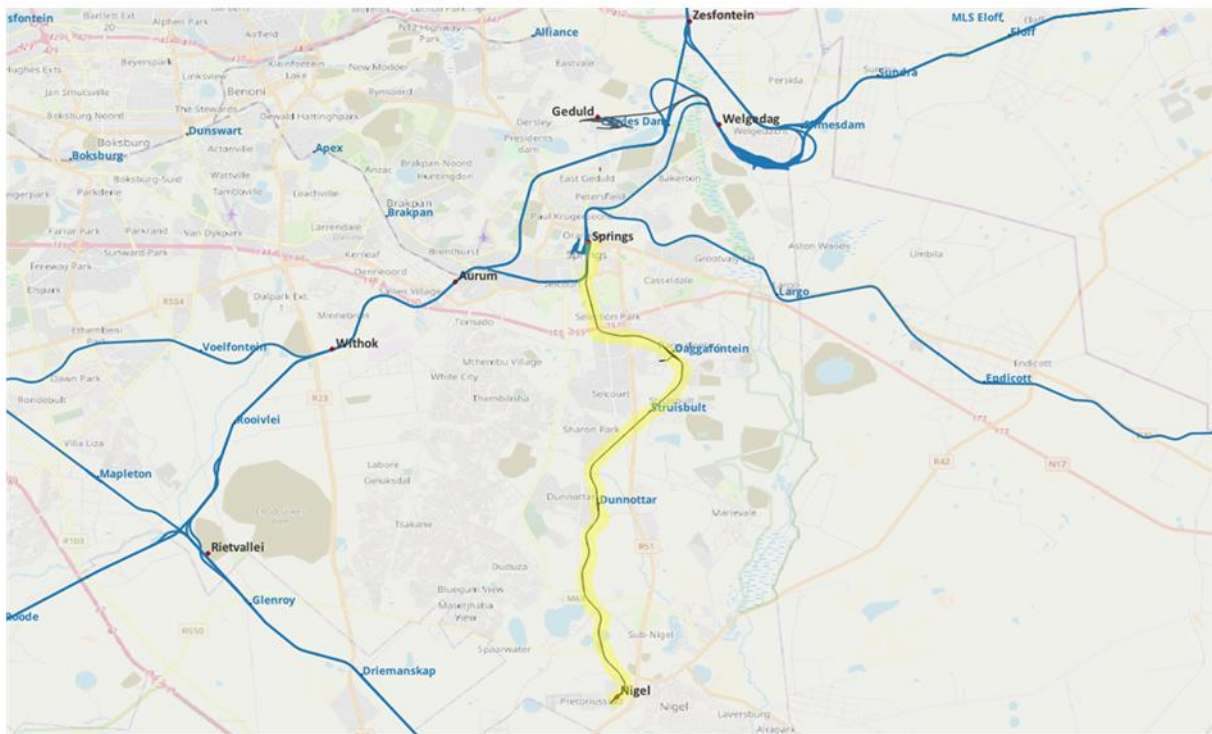
Route Distance: 29,4 km

Comments: No significant freight need, but connecting with urban areas. PRASA use exclusively.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Moderate population density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



Disclaimer:

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DATASHEET: Nigel_Springs

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Nigel-Dunnottar	9,2	18,5	3kV DC	TWS	Operational Non-Freight
Dunnottar-Struisbult	5,2	18,5	3kV DC	TWS	Operational Non-Freight
Struisbult-Daggafontein	3,0	18,5	3kV DC	TWS	Operational Non-Freight
Daggafontein-Springs	7,1	18,5	3kV DC	TWS	Operational Non-Freight
Klippoortjie-Nigel	4,9	18,5	3kV DC	TWS	Operational Non-Freight

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Nigel-Dunnottar	67 937	Agri Dry Bulk 52%. Other Agriculture 18%. Stone / Construction 22%.
Dunnottar-Struisbult	286 616	Agri Dry Bulk 28%. Other Agriculture 20%. Stone / Construction 49%.
Struisbult-Daggafontein	293 429	Agri Dry Bulk 27%. Other Agriculture 19%. Stone / Construction 49%.
Daggafontein-Springs	4 373 612	FMCG 18%. Manufactured 20%. Metal Industries 28%. Stone / Construction 15%.
Klippoortjie-Nigel	1 837 309	FMCG 36%. Stone / Construction 27%.

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DATASHEET: Hofmeyr_Schoombee

File: (SG) HQ_SC 27052025

Cluster: Stormberg (SG)

Date Opened/Built: 1912 Current Status: Closed

Date Closed: 1992

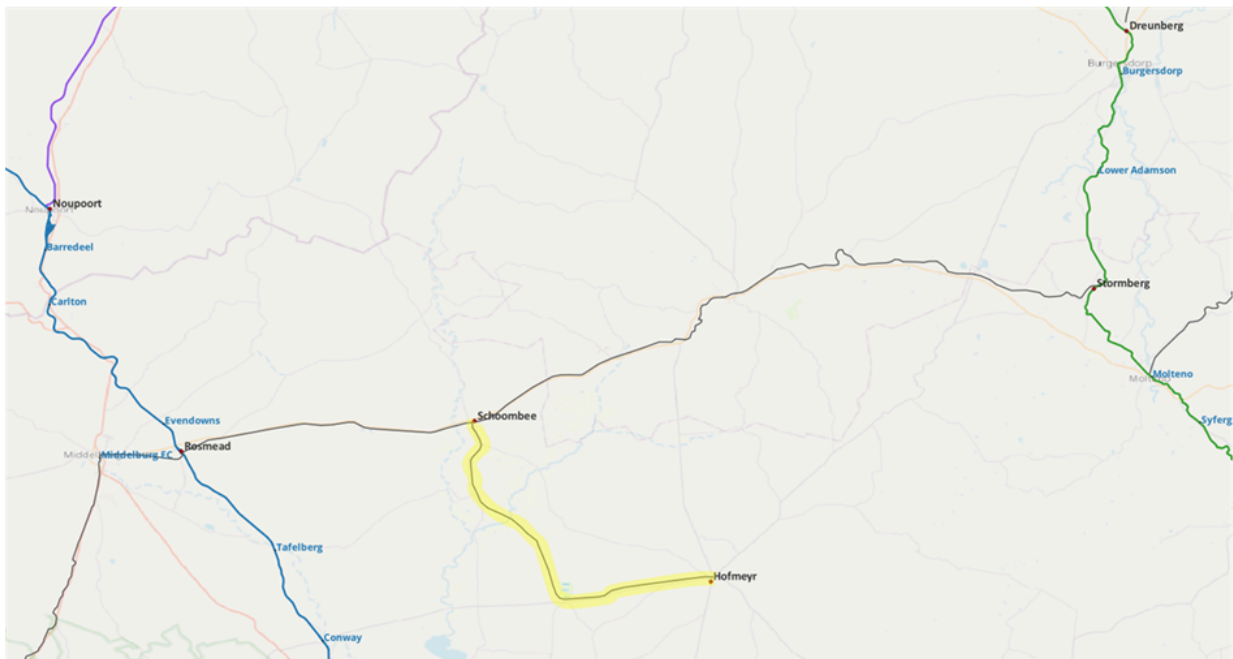
Route Distance: 55,0 km

Comments: Status unknown. Low freight and passenger potential.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



Disclaimer:

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DATASHEET: Hofmeyr_Schoombee

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Hofmeyr-Schoombee	55,0	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Hofmeyr-Schoombee	74 923	FMCG 50%. Other Agriculture 19%.

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DATASHEET: Rosmead_Stormberg

File: (SG) RO_ST 27052025

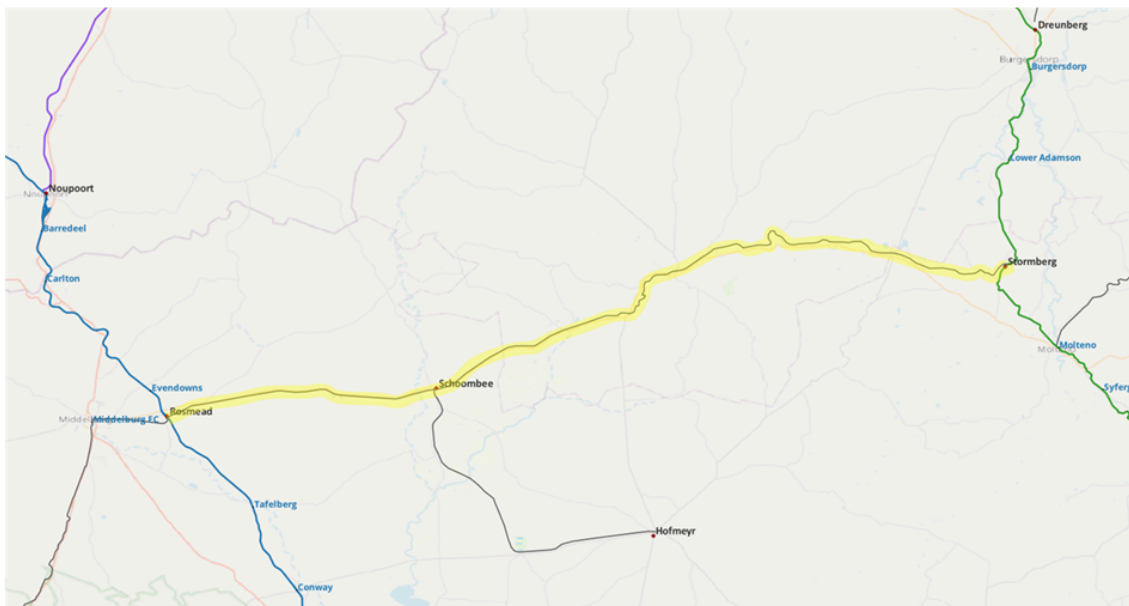
Cluster: Stormberg (SG)

<u>Date Opened/Built:</u>	1892	<u>Current Status:</u>	Uplifted
<u>Date Closed:</u>	2001		
<u>Route Distance:</u>	150,8	km	
<u>Comments:</u>	Only niche freight potential.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Sterkstroom_Maclear

File: (SG) ST_MA27052025

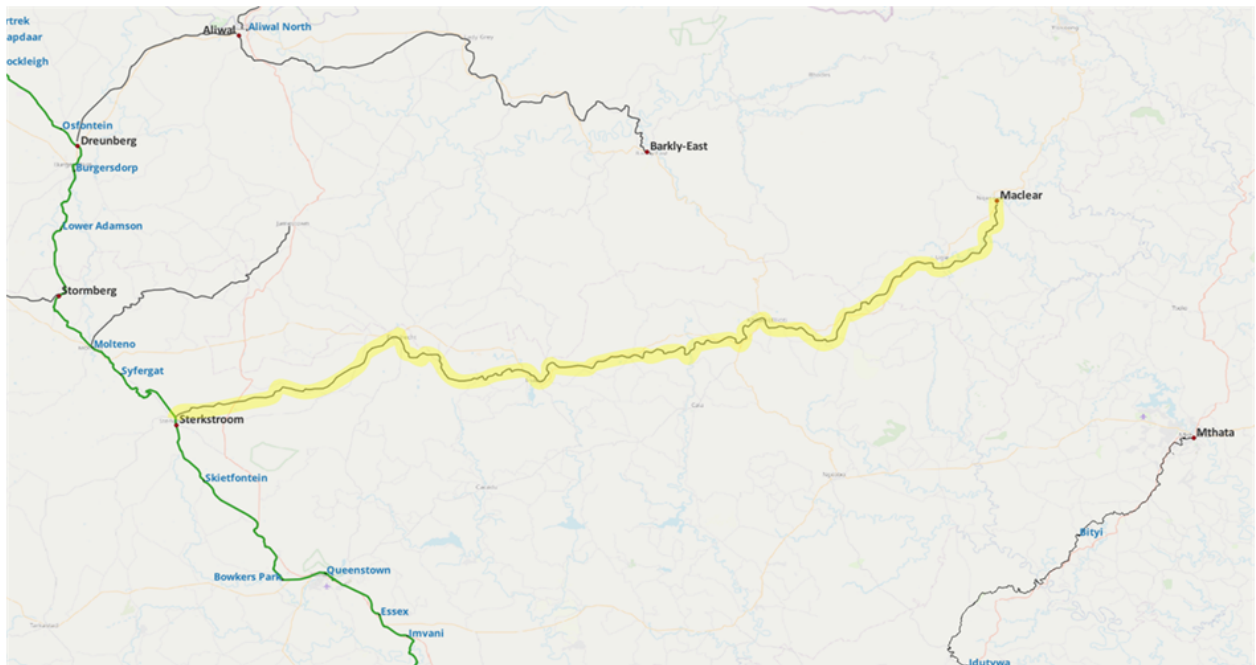
Cluster: Stormberg (SG)

<u>Date Opened/Built:</u>	1896-1906	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	2001		
<u>Route Distance:</u>	303,6	km	
<u>Comments:</u>	Scenic route with some historic significance. Condition unknown. Niche volume potential.		

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	No significant passenger density
Tourism	Some tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Sterkstroom_Maclear

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Sterkstroom-Indwe	119,1	11,5	Diesel	TWS	Closed
Indwe-Cala	34,9	11,5	Diesel	TWS	Closed
Cala-Elliot	54,1	11,5	Diesel	TWS	Closed
Elliot-Maclear	95,5	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Sterkstroom-Indwe	1 971 415	FMCG 33%. Other Agriculture 45%.
Indwe-Cala	1 702 542	FMCG 31%. Other Agriculture 49%.
Cala-Elliot	1 350 739	FMCG 23%. Other Agriculture 60%.
Elliot-Maclear	566 494	Other Agriculture 74%.

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DATASHEET: Hermon_Porterville

File: (WC) HE_PO 27052025

Cluster: Western Cape (WC)

Date Opened/Built: 1929 Current Status: Operational

Date Closed: Open

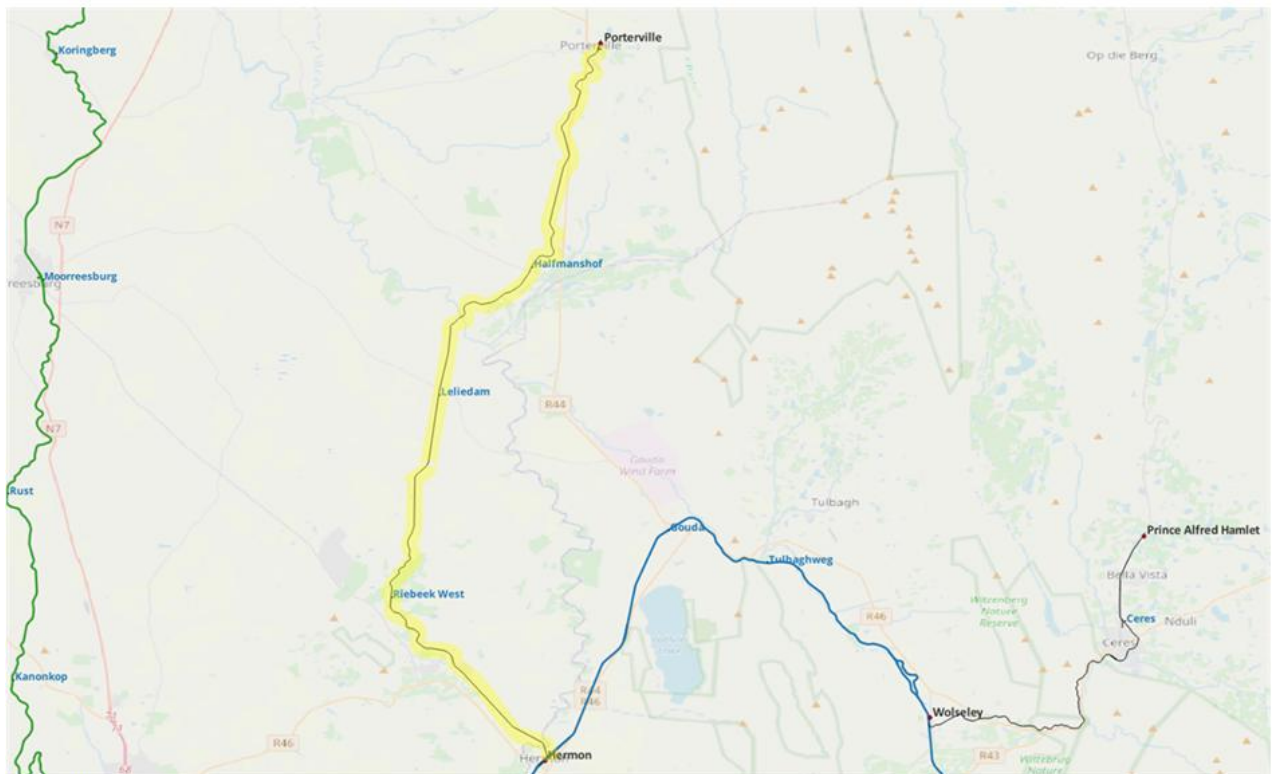
Route Distance: 60,6 km

Comments: Some volumes planned. Mostly agri potential.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Hermon_Porterville

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Riebeek West-Hermon	16,0	15	Diesel	TWS	Unknown
Riebeek West-Leliedam	14,6	15	Diesel	TWS	Unknown
Leliedam-Halfmanshof	12,0	15	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Riebeek West-Hermon	3 040 251	Coal 18%. Stone / Construction 44%.
Riebeek West-Leliedam	128 178	Agri Dry Bulk 100%.
Leliedam-Halfmanshof	128 178	Agri Dry Bulk 100%.

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DATASHEET: Matroosberg_De Doorns

File: (WC) MA_DE 27052025

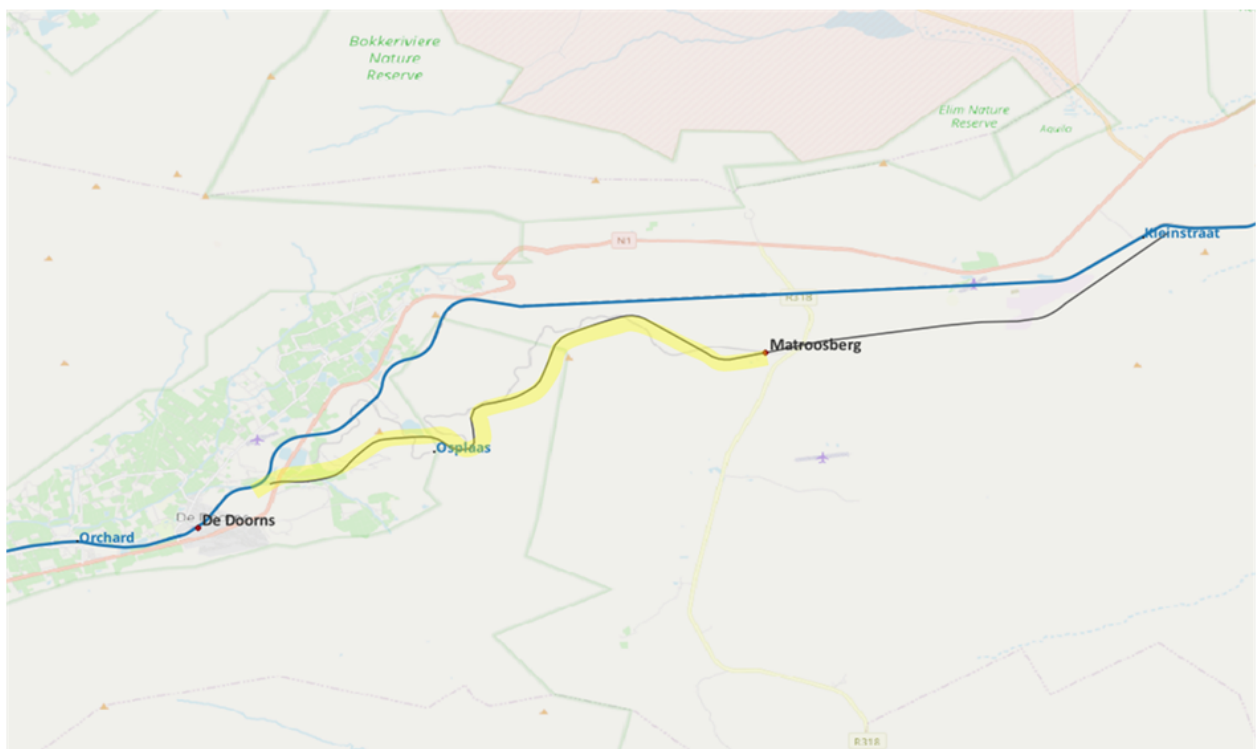
Cluster: Western Cape (WC)

<u>Date Opened/Built:</u>	1934	<u>Current Status:</u>	Occasional use
<u>Date Closed:</u>	1988		
<u>Route Distance:</u>	27,9	km	
<u>Comments:</u>	Remnant of Hex tunnel construction. Some tourism interest.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Low heritage interest

Location Map:



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DATASHEET: Matroosberg_De Doorns

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
MATROOSBERG-OSPLAAS	20,7	11,5	Diesel	TWS	Operational Non-Freight
OSPLAAS-DE DOORNS	7,2	11,5	Diesel	TWS	Operational Non-Freight

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
MATROOSBERG-OSPLAAS	Unknown	Unknown
OSPLAAS-DE DOORNS	Unknown	Unknown

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Grain Cluster (GC)

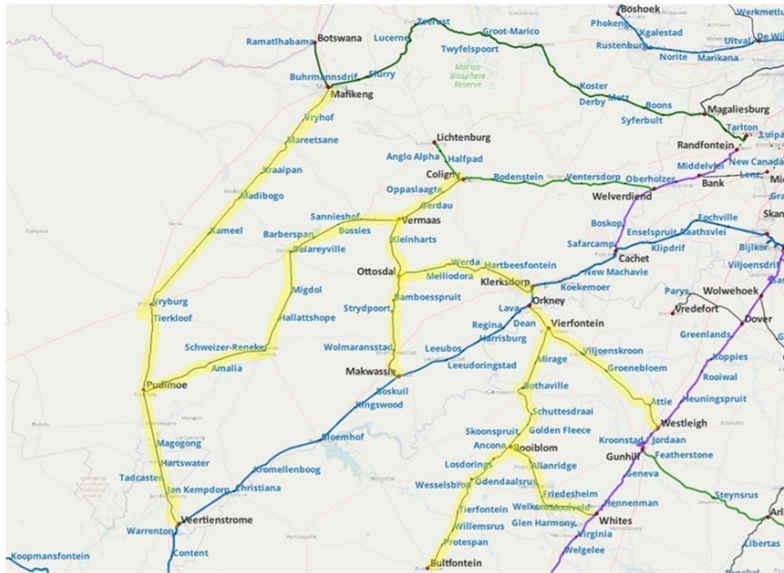
These lines can potentially function as a cluster. It covers an area of the North West and Free State that produces significant quantities of agricultural dry bulk (in particular maize).

Port Connections: This cluster has good access to all the major ports as well as cross-border destinations.

Connections to the Core Rail Network: There are several connections to the core network, in particular the Kimberley to Klerksdorp line and the Bloemfontein to Vereeniging line.

Potential Freight: While the majority of potential traffic is seasonal agricultural dry bulk and grain, it also consumes significant quantities of fuel, chemicals and fertilizers. There are some established opportunities for cement, stone and FMCG in the area.

Other Opportunities: Population densities are low and there are no known tourism opportunities in the area.



Segments	Distance (km)	Opened	Closed	Status
Makwassie_Ottosdal	53,7	1927	?	Closed
Orkney_Westleigh	107,7	1905-1915	Open	Occasional use
Ottosdal_Klerksdorp	82,9	1928	?	Closed
Pudimoe_Vermaas	200,0	1911-1916	?	Closed
Rooibloem_Bultfontein	87,9	1928-1929	Open	Occasional use
Rooibloem_Whites	70,7	1948-1952	Open	Occasional use
Veertienstrome_Mafikeng	290,7	1894	Open	Operational
Vermaas_Coligny	42,2	1911	?	Closed
Vermaas_Ottosdal	35,7	1927	?	Closed
Vierfontein_Rooibloem	80,9	1916	Open	Occasional use

DATASHEET: Makwassie_Ottosdal

File: (GC) MA_OT 27052025

Cluster: Grain Cluster (GC)

Date Opened/Built: 1927 Current Status: Closed

Date Closed: ?

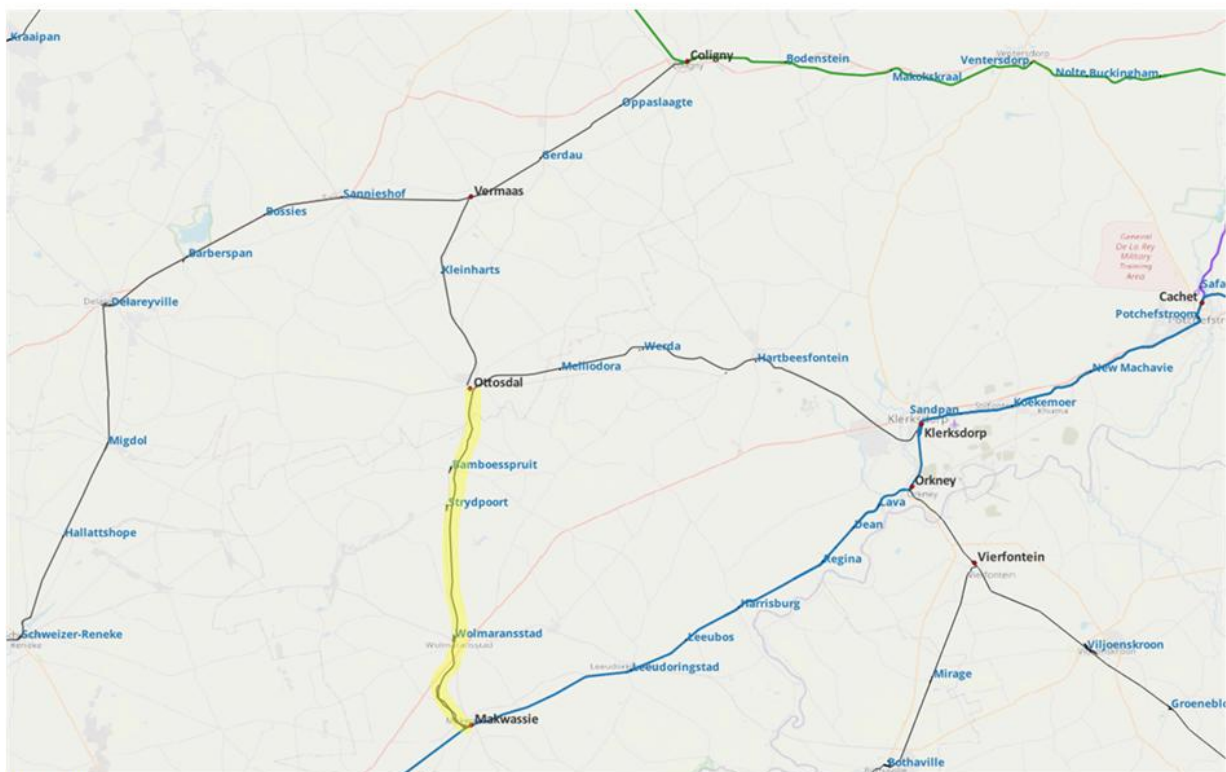
Route Distance: 53,7 km

Comments: No significant freight potential, but may form part of an Agri/Grain cluster.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Makwassie_Ottosdal

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Bamboesspruit-Ottosdal	6,6	20	Diesel	TWS	Closed
Bamboesspruit-Strydpoort	6,3	16	Diesel	TWS	Closed
Strydpoort-Wolmaransstad	22,0	16	Diesel	TWS	Closed
Wolmaransstad-Makwassie	18,8	16	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Bamboesspruit-Ottosdal	824 191	Agri Dry Bulk 24%. Stone / Construction 53%.
Bamboesspruit-Strydpoort	482 019	Agri Dry Bulk 33%. Stone / Construction 47%.
Strydpoort-Wolmaransstad	489 034	Agri Dry Bulk 34%. Stone / Construction 46%.
Wolmaransstad-Makwassie	509 242	Agri Dry Bulk 33%. Grain 30%. Stone / Construction 44%.

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DATASHEET: Orkney_Westleigh

File: (GC) OR_WE 27052025

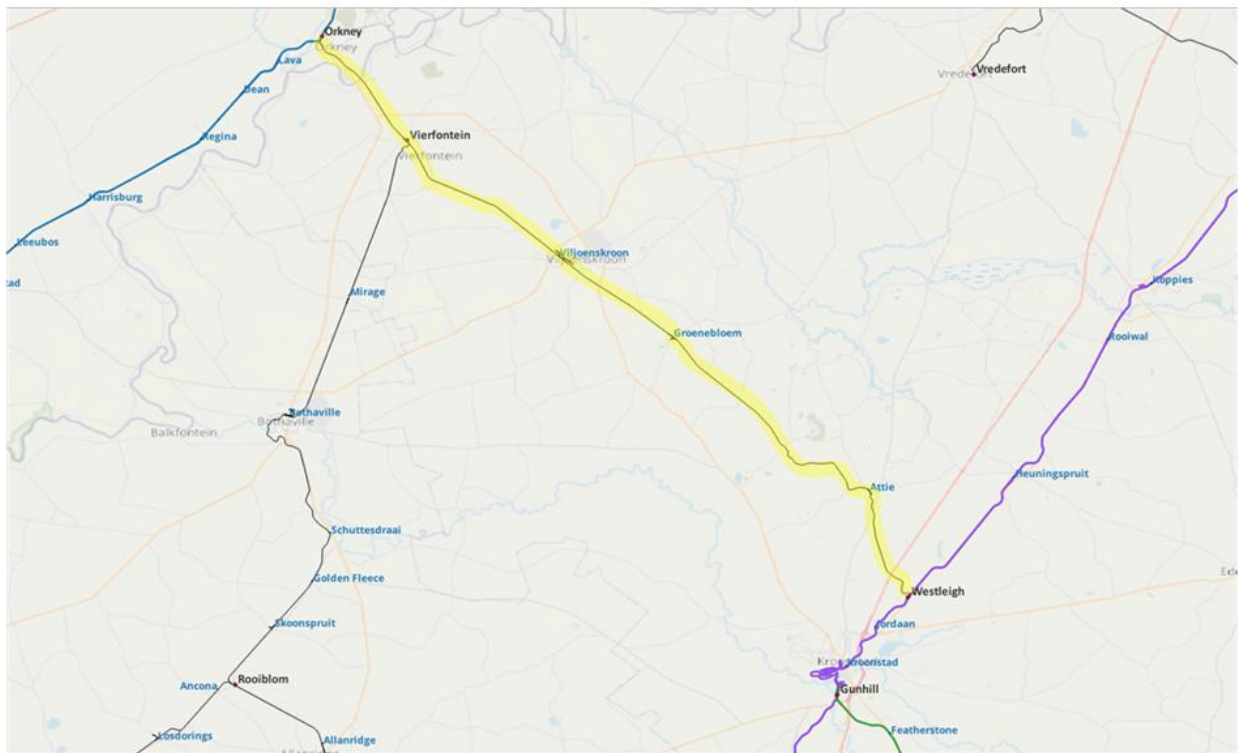
Cluster: Grain Cluster (GC)

<u>Date Opened/Built:</u>	1905-1915	<u>Current Status:</u>	Occasional use
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	107,7	km	
<u>Comments:</u>	Limited agri potential but can be considered as part of cluster.		

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Orkney_Westleigh

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Westleigh-Attie	16,2	15	Diesel	TWS	Operational Occasionally
Attie-Groenebloem	33,0	15	Diesel	TWS	Operational Occasionally
Viljoenskroon-Groenebloem	17,5	15	Diesel	TWS	Operational Occasionally
Vierfontein-Viljoenskroon	23,5	15	Diesel	TWS	Operational Occasionally
Vierfontein-Orkney	17,5	15	Diesel	TWS	Operational Occasionally

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Westleigh-Attie	819 057	Agri Dry Bulk 20%. FMCG 23%. Other Agriculture 25%.
Attie-Groenebloem	1 202 193	Agri Dry Bulk 36%. FMCG 23%. Other Agriculture 19%.
Viljoenskroon-Groenebloem	1 079 953	Agri Dry Bulk 40%. FMCG 16%. Other Agriculture 18%.
Vierfontein-Viljoenskroon	2 127 409	Agri Dry Bulk 40%. Grain 19%. Stone / Construction 23%.
Vierfontein-Orkney	6 637 060	Agri Dry Bulk 39%. FMCG 18%. Grain 21%. Other Agriculture 15%.

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DATASHEET: Ottosdal_Klerksdorp

File: (GC) OT_KL 27052025

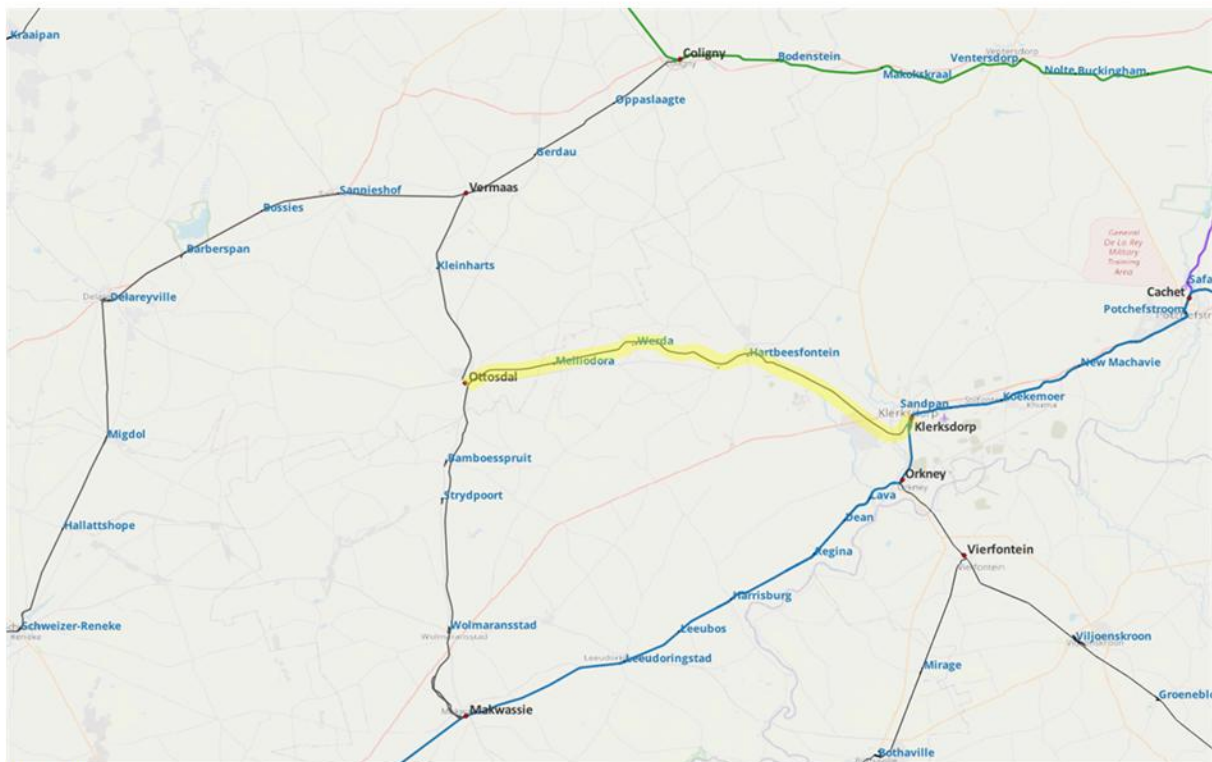
Cluster: Grain Cluster (GC)

<u>Date Opened/Built:</u>	1928	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	?		
<u>Route Distance:</u>	82,9	km	
<u>Comments:</u>	Limited agri potential but can be considered as part of cluster.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Ottosdal_Klerksdorp

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Ottosdal-Melliodora	14,9	16	Diesel	TWS	Closed
Melliodora-Werda	15,0	16	Diesel	TWS	Closed
Werda-Hartbeesfontein	20,6	15	Diesel	TWS	Closed
Hartbeesfontein-Klerksdorp	32,3	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Ottosdal-Melliodora	621 850	Agri Dry Bulk 33%. FMCG 23%. Other Agriculture 20%.
Melliodora-Werda	408 505	Agri Dry Bulk 42%. FMCG 17%. Other Agriculture 20%.
Werda-Hartbeesfontein	303 211	Agri Dry Bulk 46%. Other Agriculture 21%.
Hartbeesfontein-Klerksdorp	432 334	Agri Dry Bulk 45%. FMCG 16%. Grain 30%. Other Agriculture 19%.

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DATASHEET: Pudimoe_Vermaas

File: (GC) PU_VE 27052025

Cluster: Grain Cluster (GC)

Date Opened/Built: 1911-1916 Current Status: Closed

Date Closed: ?

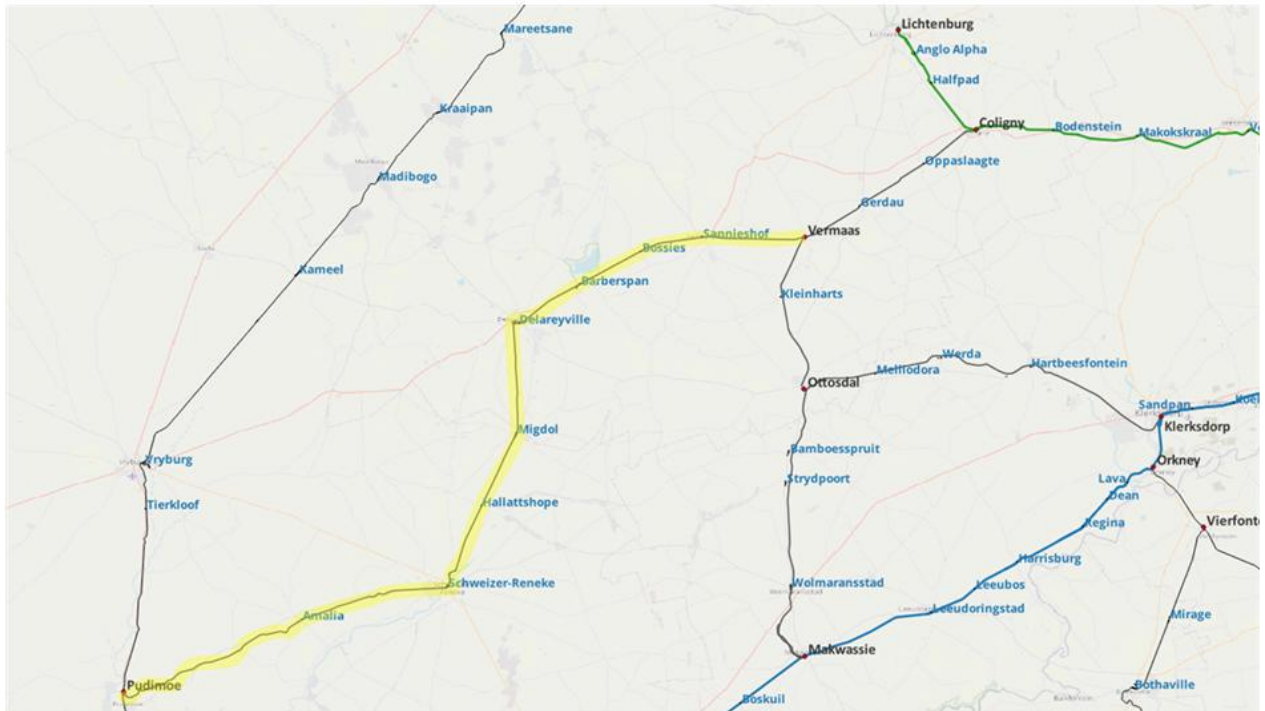
Route Distance: 200,0 km

Comments: No significant freight potential, but may form part of an Agri/Grain cluster.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Pudimoe_Vermaas

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Pudimoe-Amalia	43,8	16	Diesel	TWS	Closed
Amalia-Schweizer-Reneke	31,9	16	Diesel	TWS	Closed
Schweizer-Reneke-Hallattshope	19,1	16	Diesel	TWS	Closed
Hallattshope-Migdol	17,0	16	Diesel	TWS	Closed
Migdol-Delareyville	23,8	16	Diesel	TWS	Closed
Delareyville-Barberspan	15,3	16	Diesel	TWS	Closed
Barberspan-Bossies	14,7	16	Diesel	TWS	Closed
Bossies-Sannieshof	13,4	16	Diesel	TWS	Closed
Sannieshof-Vermaas	21,0	16	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Pudimoe-Amalia	1 533 615	Agri Dry Bulk 43%. FMCG 17%. Other Agriculture 20%.
Amalia-Schweizer-Reneke	1 796 921	Agri Dry Bulk 43%. FMCG 17%. Other Agriculture 19%.
Schweizer-Reneke-Hallattshope	1 323 283	Agri Dry Bulk 39%. FMCG 15%. Other Agriculture 22%.
Hallattshope-Migdol	1 178 820	Agri Dry Bulk 40%. Grain 19%. Other Agriculture 24%.
Migdol-Delareyville	1 337 250	Agri Dry Bulk 33%. FMCG 18%. Grain 17%. Other Agriculture 21%.
Delareyville-Barberspan	303 517	Agri Dry Bulk 94%. Grain 90%.
Barberspan-Bossies	202 848	Agri Dry Bulk 95%. Grain 89%.
Bossies-Sannieshof	202 848	Agri Dry Bulk 95%. Grain 89%.
Sannieshof-Vermaas	165 271	Agri Dry Bulk 94%. Grain 86%.

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DATASHEET: Rooibloem_Bultfontein

File: (GC) RO_BU 27052025

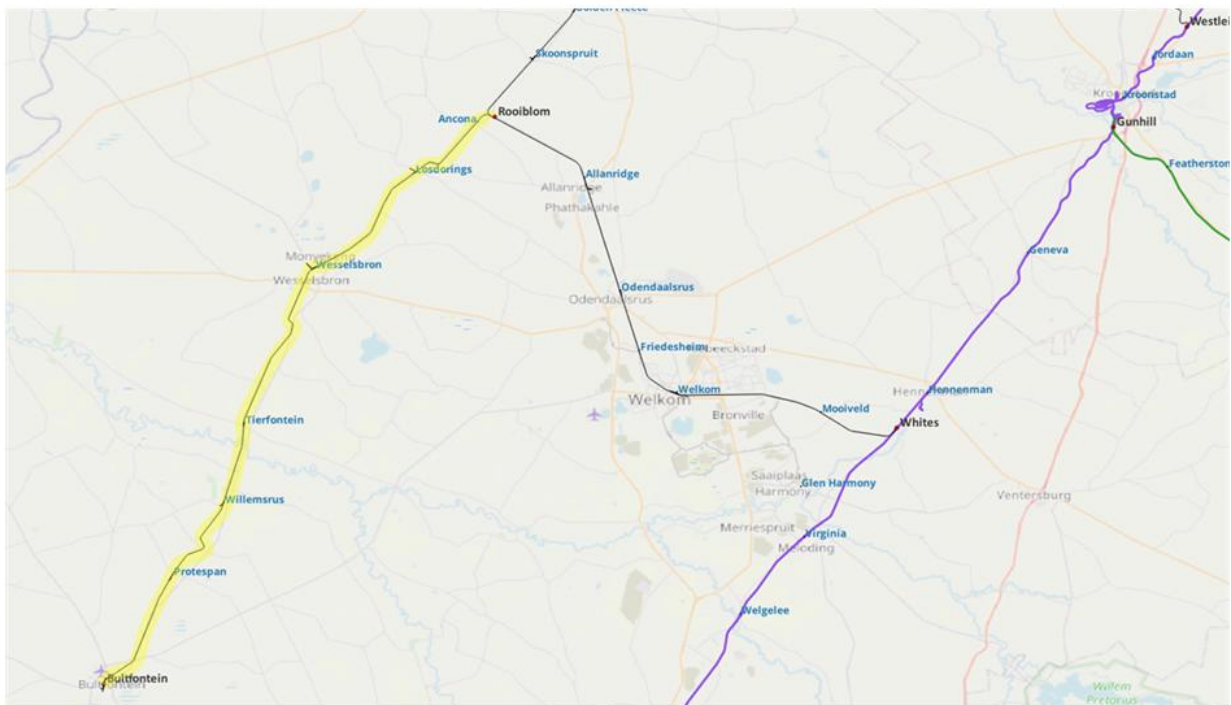
Cluster: Grain Cluster (GC)

<u>Date Opened/Built:</u>	1928-1929	<u>Current Status:</u>	Occasional use
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	87,9	km	
<u>Comments:</u>	No significant freight potential, but may form part of an Agri/Grain cluster.		

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Rooiblom_Bultfontein

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Bultfontein-Protespan	15,9	15	Diesel	TWS	Operational Occasionally
Protespan-Willemsrus	11,7	15	Diesel	TWS	Operational Occasionally
Willemsrus-Tierfontein	9,7	15	Diesel	TWS	Operational Occasionally
Tierfontein-Wesselsbron	21,2	15	Diesel	TWS	Operational Occasionally
Wesselsbron-Losdorings	17,2	15	Diesel	TWS	Operational Occasionally
Losdorings-Ancona	9,9	15	Diesel	TWS	Operational Occasionally
Ancona-Rooiblom	2,4	15	Diesel	TWS	Operational Occasionally

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Bultfontein-Protespan	501 171	Agri Dry Bulk 35%. Stone / Construction 31%.
Protespan-Willemsrus	692 932	Agri Dry Bulk 49%. FMCG 15%. Other Agriculture 16%.
Willemsrus-Tierfontein	701 937	Agri Dry Bulk 53%. Other Agriculture 15%.
Tierfontein-Wesselsbron	802 418	Agri Dry Bulk 55%. Grain 47%.
Wesselsbron-Losdorings	1 245 887	Agri Dry Bulk 47%. Grain 43%. Other Agriculture 16%. Stone / Construction 15%.
Losdorings-Ancona	1 493 508	Agri Dry Bulk 57%. Grain 45%.
Ancona-Rooiblom	1 493 508	Agri Dry Bulk 57%. Grain 45%.

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DATASHEET: Rooiblom_Whites

File: (GC) RO_WH 27052025

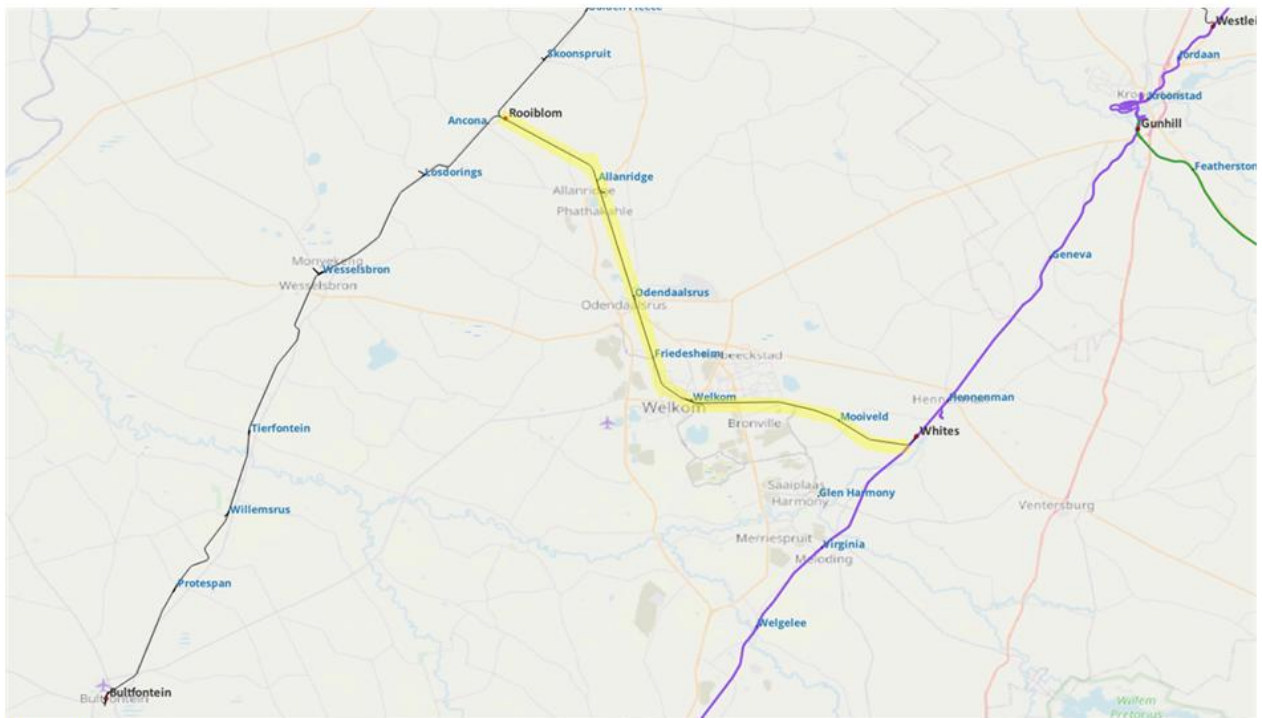
Cluster: Grain Cluster (GC)

<u>Date Opened/Built:</u>	1948-1952	<u>Current Status:</u>	Occasional use
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	70,7	km	
<u>Comments:</u>	Some freight potential, but may also form part of an Agri/Grain cluster.		

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Rooiblom_Whites

SECTIONS DETAIL:

Section	Distance (km):	Axle Load (ton):	Traction:	Train Control:	Status:
Allanridge-Rooiblom	15,5	15	Diesel	TWS	Operational Occasionally
Odendaalsrus-Allanridge	13,8	15	Diesel	TWS	Operational Occasionally
Odendaalsrus-Friedesheim	7,2	15	Diesel	TWS	Operational Occasionally
Friedesheim-Welkom	7,2	15	Diesel	TWS	Operational Occasionally
Welkom-Mooiveld	17,4	15	Diesel	TWS	Operational Occasionally
Mooiveld-Whites	9,6	15	Diesel	TWS	Operational Occasionally

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

Section	Total Surface Freight (tonnes) (along the area route)	Dominant Freight Sectors
Allanridge-Rooiblom	3 208 277	Agri Dry Bulk 22%. FMCG 22%. Other Agriculture 15%. Other mining 15%.
Odendaalsrus-Allanridge	2 969 262	Agri Dry Bulk 24%. FMCG 18%. Other Agriculture 16%. Other mining 16%.
Odendaalsrus-Friedesheim	4 231 250	Agri Dry Bulk 20%. FMCG 16%. Other mining 32%.
Friedesheim-Welkom	7 206 603	Other mining 59%. Stone / Construction 17%.
Welkom-Mooiveld	1 398 977	Agri Dry Bulk 18%. Stone / Construction 50%.
Mooiveld-Whites	1 505 814	Agri Dry Bulk 27%. Stone / Construction 34%.

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DATASHEET: Veertienstrome_Mafikeng

File: (GC) VE_MA 27052025

Cluster: Grain Cluster (GC)

Date Opened/Built: 1894 Current Status: Operational

Date Closed: Open

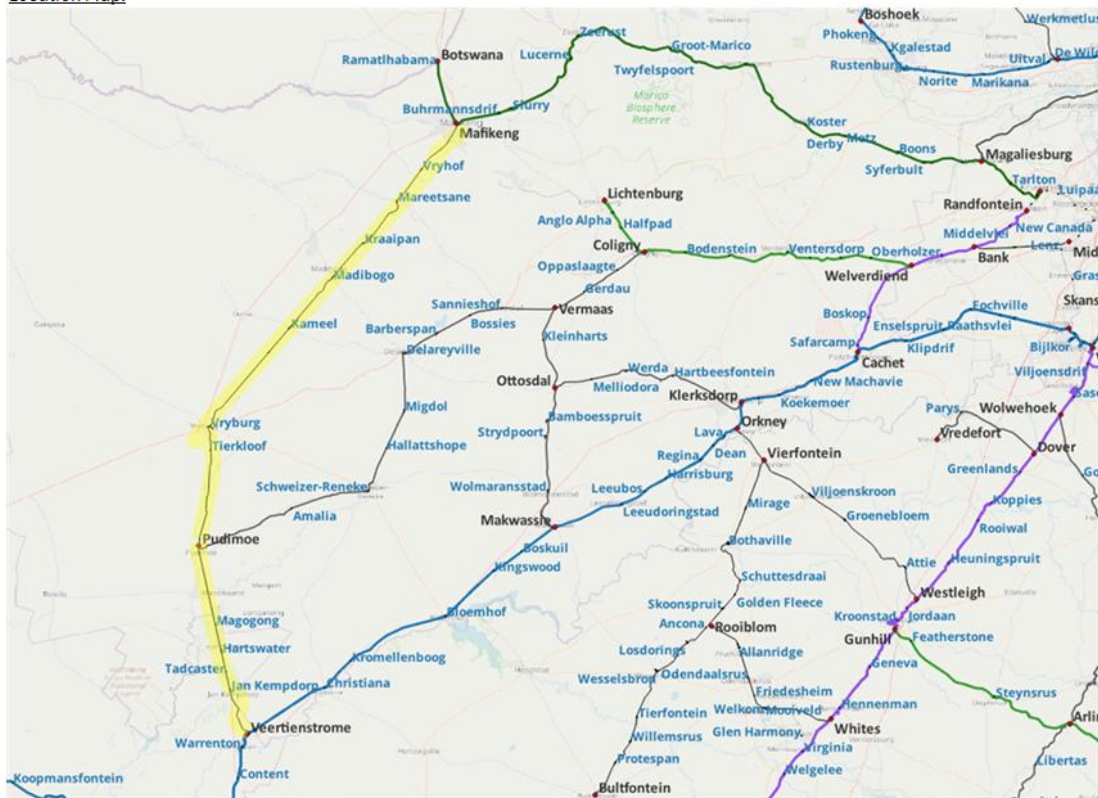
Route Distance: 290,7 km

Comments: Some freight volume potential. Key link to Botswana and also for potential grain cluster.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Moderate population density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Veertienstrome_Mafikeng

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Mafikeng-Vryhof	23,7	20	Diesel	TWS	Operational
Vryhof-Mareetsane	16,2	20	Diesel	TWS	Operational
Mareetsane-Kraaipan	22,5	20	Diesel	TWS	Operational
Kraaipan-Madibogo	19,6	20	Diesel	TWS	Operational
Madibogo-Kameel	26,2	20	Diesel	TWS	Operational
Vryburg-Kameel	52,4	20	Diesel	TWS	Operational
Tierkloof-Vryburg	11,7	20	Diesel	TWS	Operational
Pudimoe-Tierkloof	38,1	20	Diesel	TWS	Operational
Magogong-Pudimoe	32,4	20	Diesel	TWS	Operational
Hartswater-Magogong	11,2	20	Diesel	TWS	Operational
Hartswater-Tadcaster	8,6	20	Diesel	TWS	Operational
Tadcaster-Jan Kempdorp	7,9	20	Diesel	TWS	Operational
Jan Kempdorp-Veertienstrome	20,3	20	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Mafikeng-Vryhof	3 740 032	Agri Dry Bulk 26%. FMCG 22%. Stone / Construction 20%.
Vryhof-Mareetsane	2 243 659	FMCG 17%. Oil / Fuel 17%. Stone / Construction 32%.
Mareetsane-Kraaipan	3 247 452	Agri Dry Bulk 23%. FMCG 21%. Stone / Construction 21%.
Kraaipan-Madibogo	3 247 452	Agri Dry Bulk 23%. FMCG 21%. Grain 15%. Stone / Construction 21%.
Madibogo-Kameel	3 546 334	Agri Dry Bulk 22%. FMCG 22%. Grain 15%. Stone / Construction 19%.
Vryburg-Kameel	3 379 147	Agri Dry Bulk 19%. FMCG 20%. Grain 16%. Stone / Construction 22%.
Tierkloof-Vryburg	4 511 462	Agri Dry Bulk 27%. FMCG 21%. Stone / Construction 17%.
Pudimoe-Tierkloof	4 227 117	Agri Dry Bulk 26%. FMCG 21%. Stone / Construction 17%.
Magogong-Pudimoe	6 150 087	Agri Dry Bulk 24%. FMCG 24%.
Hartswater-Magogong	6 372 750	Agri Dry Bulk 25%. FMCG 24%. Stone / Construction 15%.
Hartswater-Tadcaster	6 793 645	Agri Dry Bulk 26%. FMCG 24%.
Tadcaster-Jan Kempdorp	6 487 839	Agri Dry Bulk 26%. FMCG 24%.
Jan Kempdorp-Veertienstrome	6 481 048	Agri Dry Bulk 25%. FMCG 24%.

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DATASHEET: Vermaas_Coligny

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Oppaslaagte-Coligny	13,1	20	Diesel	TWS	Closed
Gerdau-Oppaslaagte	16,1	20	Diesel	TWS	Closed
Vermaas-Gerdau	13,0	20	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Oppaslaagte-Coligny	122 359	Agri Dry Bulk 91%.
Gerdau-Oppaslaagte	55 494	Agri Dry Bulk 82%.
Vermaas-Gerdau	111 945	Agri Dry Bulk 91%.

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DATASHEET: Vermaas_Ottosdal

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Ottosdal-Kleinharts	19,2	20	Diesel	TWS	Closed
Kleinharts-Vermaas	16,5	20	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Ottosdal-Kleinharts	39 382	Agri Dry Bulk 100%.
Kleinharts-Vermaas	69 184	Agri Dry Bulk 100%.

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DATASHEET: Vierfontein_Rooibloem

File: (GC) VI_RO 27052025

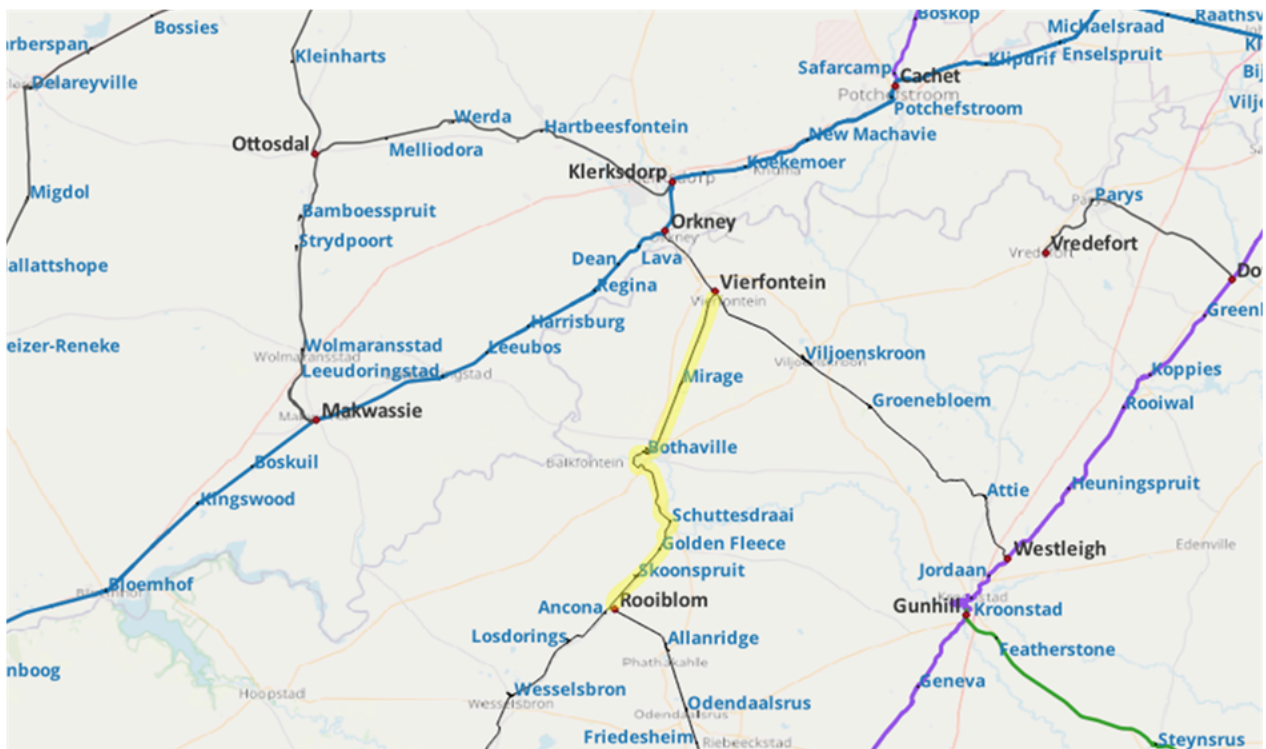
Cluster: Grain Cluster (GC)

<u>Date Opened/Built:</u>	1916	<u>Current Status:</u>	Occasional use
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	80,9	km	
<u>Comments:</u>	No significant freight potential, but may form part of an Agri/Grain cluster.		

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Vierfontein_Rooibloom

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Rooibloom-Skoonspruit	8,3	15	Diesel	TWS	Operational Occasionally
Skoonspruit-Golden Fleece	7,2	15	Diesel	TWS	Operational Occasionally
Schuttessedraai-Golden Fleece	6,6	15	Diesel	TWS	Operational Occasionally
Bothaville-Schuttessedraai	21,4	15	Diesel	TWS	Operational Occasionally
Bothaville-Mirage	16,8	15	Diesel	TWS	Operational Occasionally
Mirage-Vierfontein	20,6	15	Diesel	TWS	Operational Occasionally

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Rooibloom-Skoonspruit	3 740 945	Agri Dry Bulk 32%. FMCG 20%. Other Agriculture 17%.
Skoonspruit-Golden Fleece	3 914 522	Agri Dry Bulk 35%. FMCG 19%. Other Agriculture 16%.
Schuttessedraai-Golden Fleece	3 914 522	Agri Dry Bulk 35%. FMCG 19%. Other Agriculture 16%.
Bothaville-Schuttessedraai	3 983 098	Agri Dry Bulk 35%. FMCG 19%. Grain 22%. Other Agriculture 16%.
Bothaville-Mirage	4 610 659	Agri Dry Bulk 38%. FMCG 19%. Grain 21%. Other Agriculture 15%.
Mirage-Vierfontein	4 684 723	Agri Dry Bulk 39%. FMCG 19%. Grain 24%. Other Agriculture 15%.

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DATASHEET: Atlanta_Pendoring

File: (ID) AT_PE 27052025

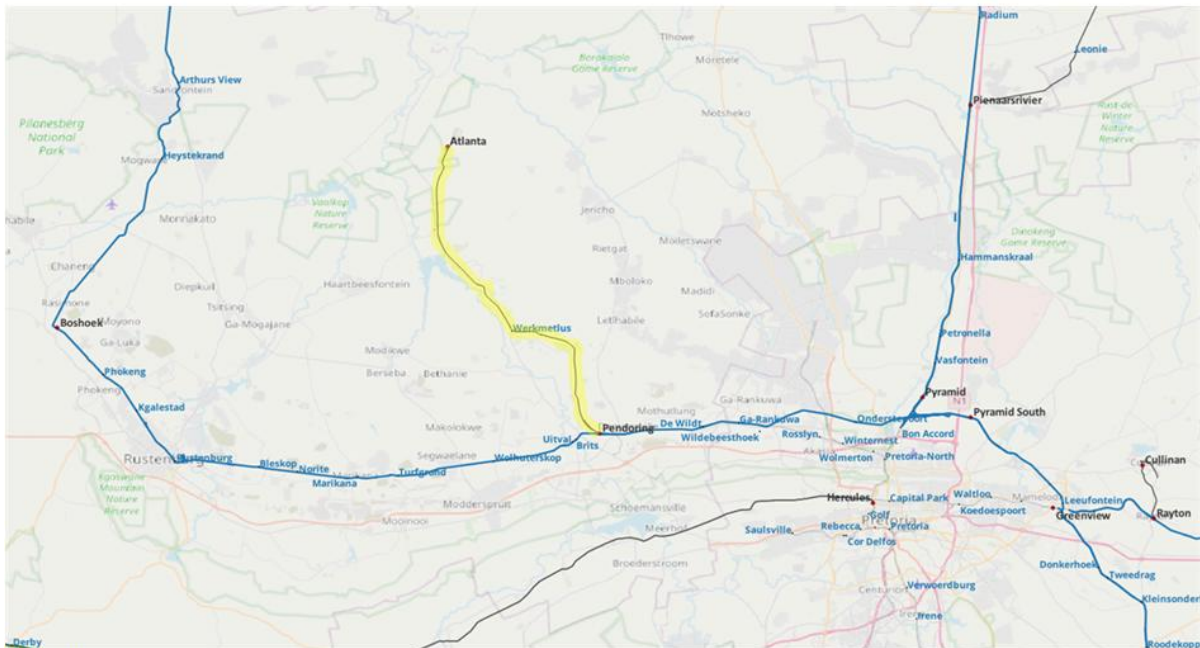
Cluster: Independent (ID)

<u>Date Opened/Built:</u>	1928-1975	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	0		
<u>Route Distance:</u>	57,3	km	
<u>Comments:</u>	Was electrified at some stage. Freight potential on portion of line.		

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Low heritage interest

Location Map:



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DATASHEET: Atlanta_Pendoring

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Pendoring-Werkmetlus	23,1	18,5	25kV AC	TWS	Closed
Werkmetlus-Atlanta	34,2	18,5	25kV AC	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Pendoring-Werkmetlus	4 481 767	Chrome 15%. Stone / Construction 39%.
Werkmetlus-Atlanta	6 666 775	Chrome 20%. Stone / Construction 33%.

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DATASHEET: Belmont_Douglas

File: (ID) BE_DO 27052025

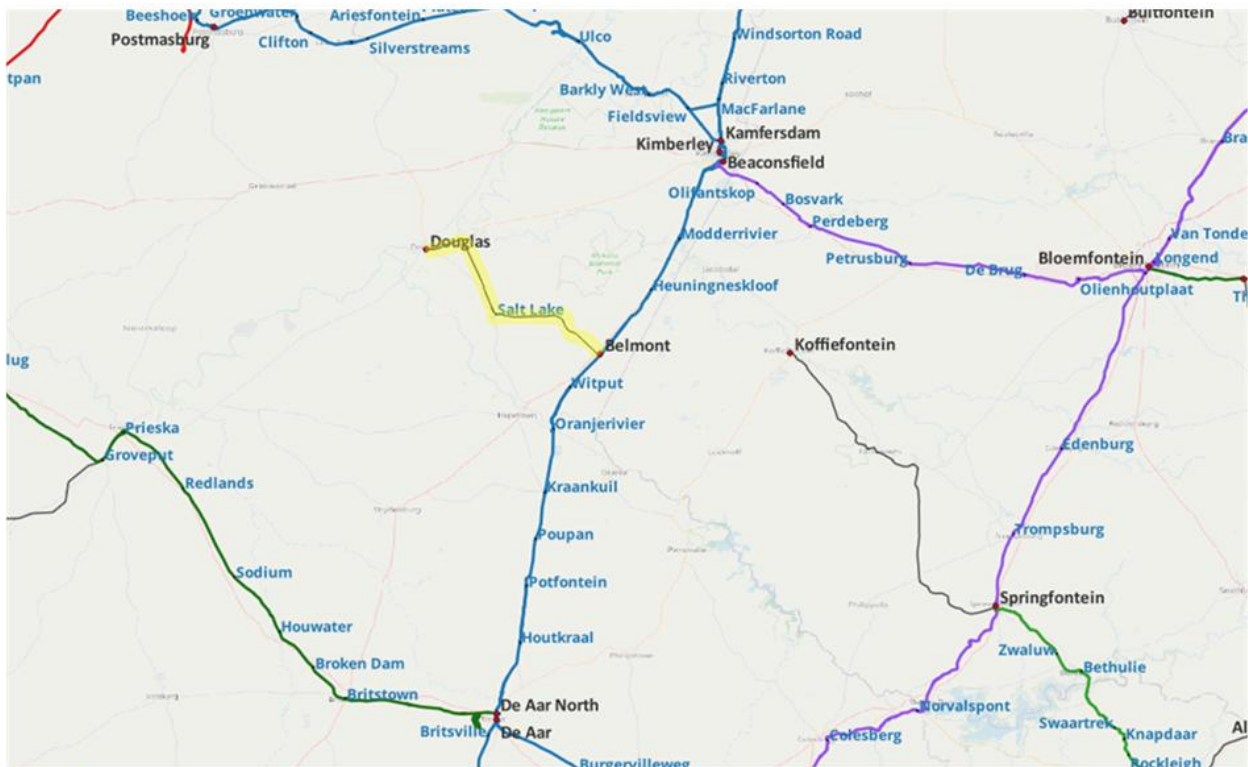
Cluster: Independent (ID)

<u>Date Opened/Built:</u>	1923	<u>Current Status:</u>	Operational
<u>Date Closed:</u>	0		
<u>Route Distance:</u>	92,7	km	
<u>Comments:</u>	Some agri opportunities. Reasonable alignments.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Belmont_Douglas

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Salt Lake-Belmont	46,3	15	Diesel	TWS	Operational
Douglas-Salt Lake	46,4	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Salt Lake-Belmont	130 166	Agri Dry Bulk 56%. FMCG 39%.
Douglas-Salt Lake	134 062	Agri Dry Bulk 54%. FMCG 37%.

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DATASHEET: Bethal_Volksrust

File: (ID) BE_VO 27052025

Cluster: Independent (ID)

Date Opened/Built: 1914-1916 Current Status: Uplifted

Date Closed: ?

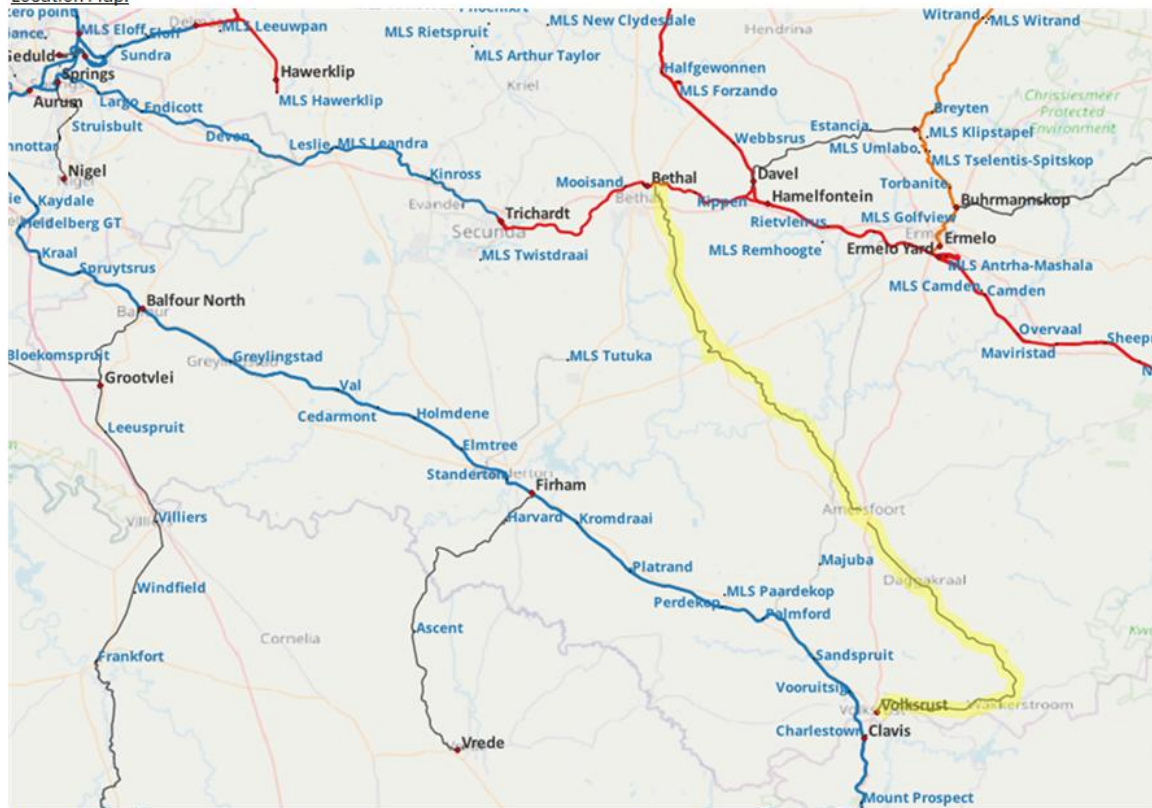
Route Distance: 184,2 km

Comments: Very poor alignments made line unusable. Only 52km remaining.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Bethal_Volksrust

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Bethal-Amersfoort	91,7	0	Diesel	TWS	Uplifted
Amersfoort-Volksrust	86,4	0	Diesel	TWS	Uplifted
Volksrust-Charlestown	5,3	11,5	Diesel	TWS	Uplifted
Charlestown-Clavis	0,8	11,5	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Bethal-Amersfoort	1 048 012	FMCG 38%. Oil / Fuel 17%.
Amersfoort-Volksrust	5 125	Stone / Construction 86%.
Volksrust-Charlestown	7 898 249	Coal 95%.
Charlestown-Clavis	7 898 249	Coal 95%.

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DATASHEET: Cullinan_Rayton

File: (ID) CU_RA.27052025

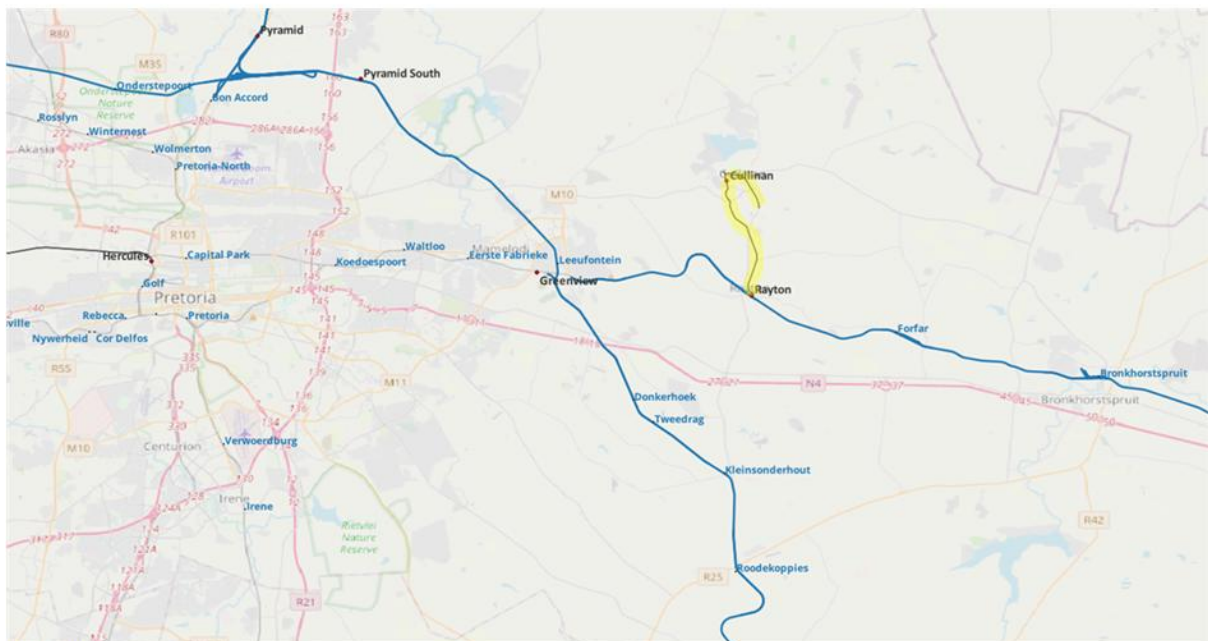
Cluster: Independent (ID)

<u>Date Opened/Built:</u>	1905	<u>Current Status:</u>	Partially Uplifted
<u>Date Closed:</u>	?		
<u>Route Distance:</u>	9,0	km	
<u>Comments:</u>	Pit failure in Cullinan compromised access to station.		

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	No significant passenger density
Tourism	Unkown tourism opportunity
Heritage	Some heritage interest

Location Map:



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DATASHEET: Cullinan_Rayton

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Cullinan-Rayton	9,0	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Cullinan-Rayton	1 231 246	Other Agriculture 17%. Stone / Construction 25%.

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DATASHEET: **Harding_Port Shepstone**

File: (ID) HA_PO 27052025

Cluster: Independent (ID)

Date Opened/Built: 1911-1917 Current Status: Uplifted

Date Closed: 1985

Route Distance: 130,4 km

Comments: Narrow Gauge line till recently used for tourism (Banana express) May have timber / agri potential.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:

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0

DATASHEET: Harding_Port Shepstone

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Harding-Port Shepstone	130,4	11,5	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Harding-Port Shepstone	2 662 102	FMCG 32%. Other Agriculture 32%.

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DATASHEET: Kaapmuiden_Barberton

File: (ID) KA_BA 27052025

Cluster: Independent (ID)

Date Opened/Built: 1895-1896 Current Status: Closed

Date Closed: ?

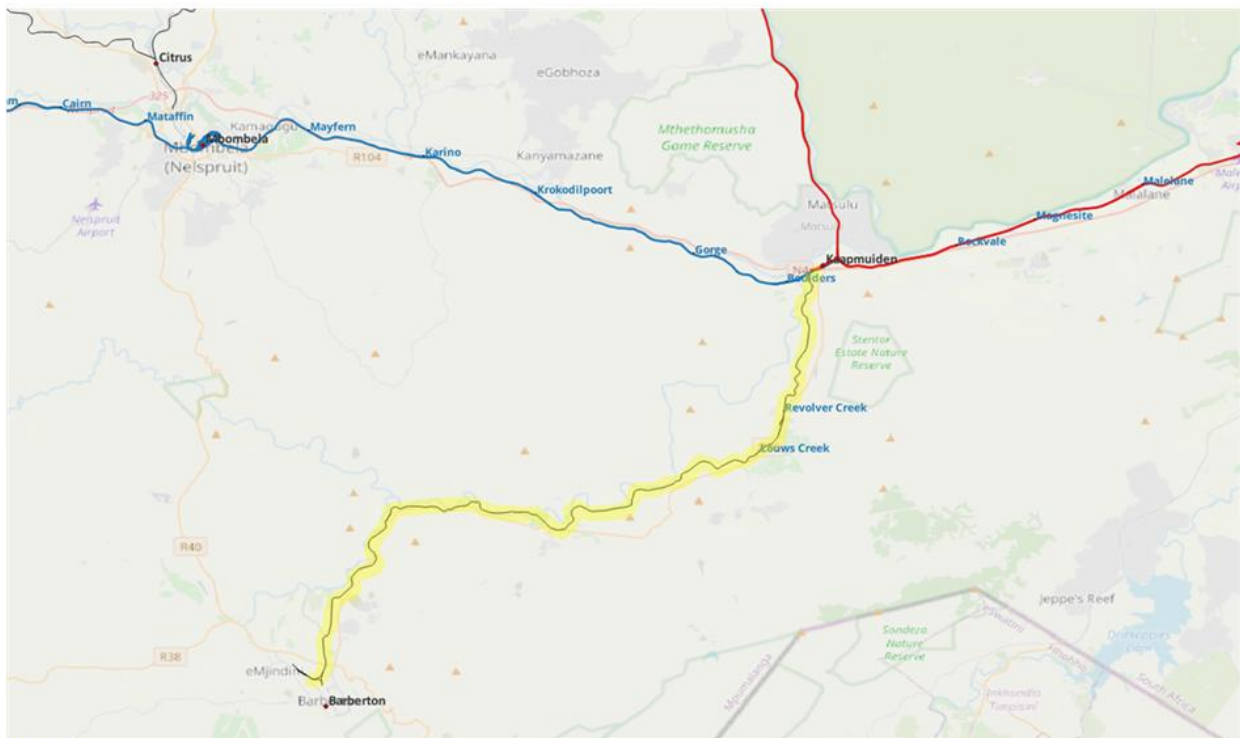
Route Distance: 58,1 km

Comments: Scenic route with some niche volume potential. Key link to area. Also potential Tourism / Heritage.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	No significant passenger density
Tourism	Some tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Kaapmuiden_Barberton

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Barberton-Louws Creek	44,6	15	Diesel	TWS	Closed
Louws Creek-Revolver Creek	3,4	15	Diesel	TWS	Closed
Revolver Creek-Kaapmuiden	10,1	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Barberton-Louws Creek	10 922 312	Agri Dry Bulk 44%. Other Agriculture 15%.
Louws Creek-Revolver Creek	10 741 581	Agri Dry Bulk 45%. Other Agriculture 15%.
Revolver Creek-Kaapmuiden	10 752 869	Agri Dry Bulk 45%. Other Agriculture 15%.

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DATASHEET: Roossenekal_Derwent

File: (ID) RO_DE 27052025

Cluster: Independent (ID)

Date Opened/Built: 1929 Current Status: Closed
Date Closed: ?

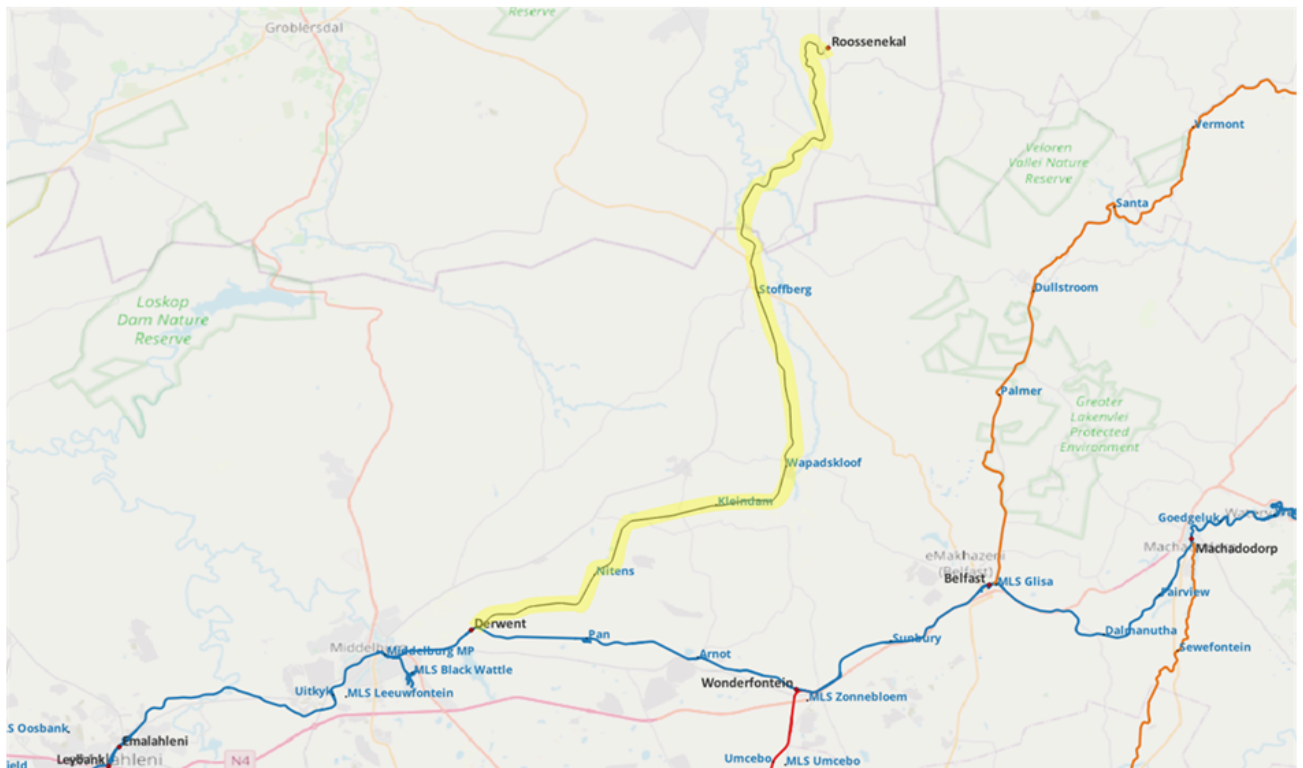
Route Distance: 100,5 km

Comments: Line can be re-activated if needed. Some potential purely dependent on mining.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Unknown tourism opportunity
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Roossenekal_Derwent

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Roossenekal-Stoffberg	38,6	20	3kV DC	TWS	Closed
Stoffberg-Wapadskloof	19,8	20	3kV DC	TWS	Closed
Wapadskloof-Kleindam	10,2	20	3kV DC	TWS	Closed
Kleindam-Nitens	16,8	20	3kV DC	TWS	Closed
Nitens-Derwent	15,2	20	3kV DC	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Roossenekal-Stoffberg	634 895	FMCG 50%. Other Agriculture 16%.
Stoffberg-Wapadskloof	634 895	FMCG 50%. Other Agriculture 16%.
Wapadskloof-Kleindam	350 595	FMCG 26%. Oil / Fuel 19%. Other Agriculture 19%.
Kleindam-Nitens	634 895	FMCG 50%. Other Agriculture 16%.
Nitens-Derwent	634 895	FMCG 50%. Other Agriculture 16%.

Disclaimer:

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DATASHEET: Springfontein_Koffiefontein

File: (ID) SP_KO 27052025

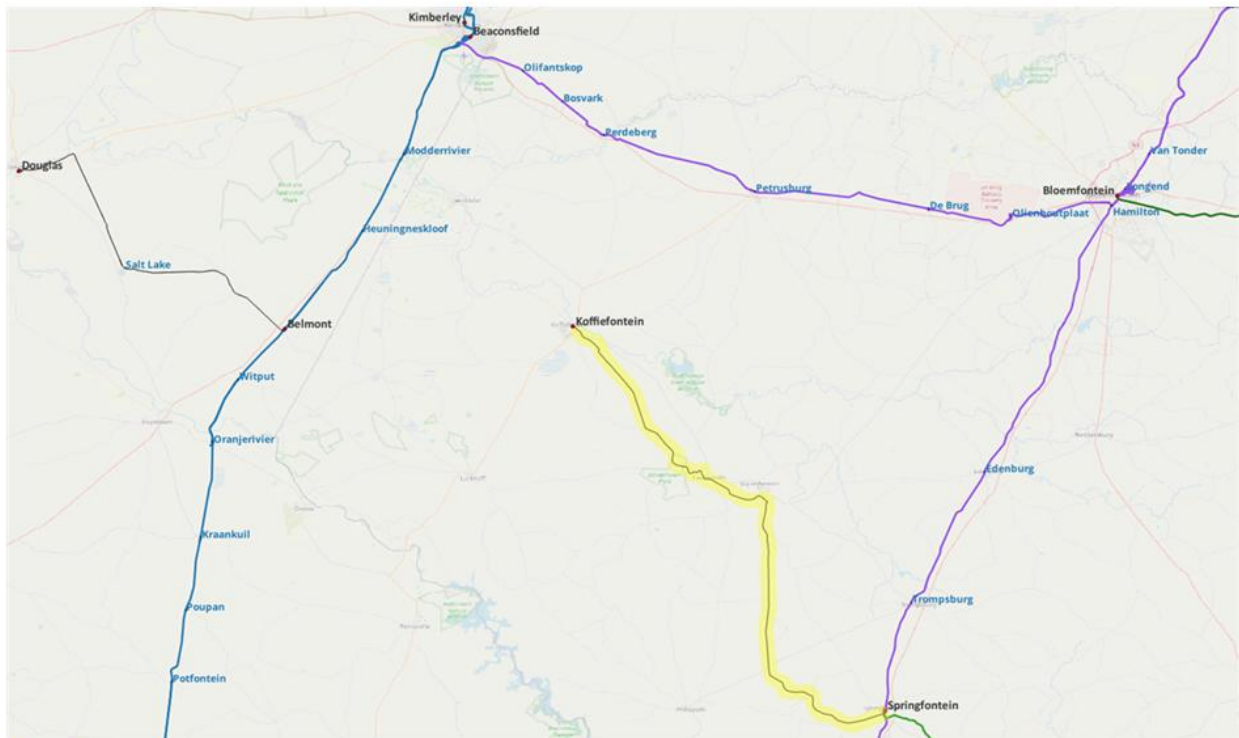
Cluster: Independent (ID)

<u>Date Opened/Built:</u>	1905-1915	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	2001		
<u>Route Distance:</u>	153,7	km	
<u>Comments:</u>	Very low density of population and freight potential. Line mostly intact.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Springfontein_Koffiefontein

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Koffiefontein-Fauresmith	57,5	11,5	Diesel	TWS	Closed
Fauresmith-Philippolis	61,5	11,5	Diesel	TWS	Closed
Philippolis-Springfontein	34,7	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Koffiefontein-Fauresmith	2 787	Agri Dry Bulk 67%. Stone / Construction 19%.
Fauresmith-Philippolis	387 901	Agri Dry Bulk 32%. FMCG 27%. Other Agriculture 35%.
Philippolis-Springfontein	416 649	Agri Dry Bulk 31%. FMCG 29%. Other Agriculture 34%.

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DATASHEET: Upington_Kakamas

File: (ID) UP_KA 27052025

Cluster: Independent (ID)

Date Opened/Built: 1926 Current Status: Closed

Date Closed: ?

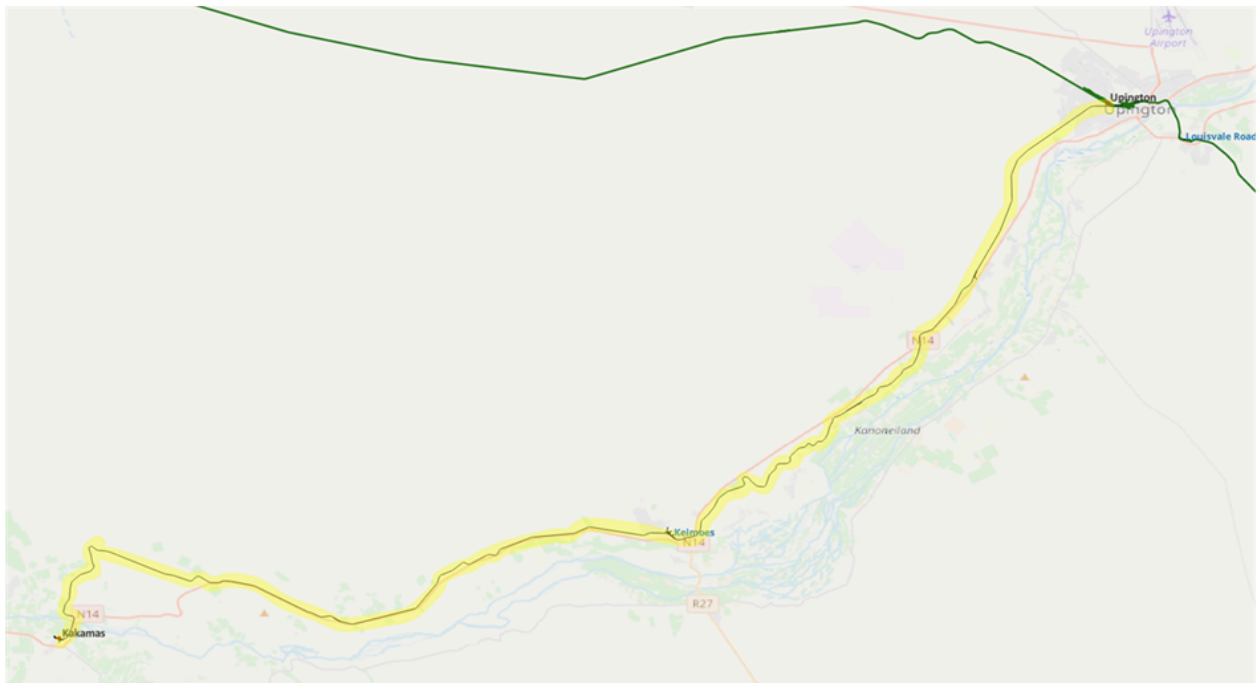
Route Distance: 94,2 km

Comments: Mainly agriculture potential.

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Some heritage interest

Location Map:



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DATASHEET: Upington_Kakamas

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
KAKAMAS-KEIMoes	49,4	15	Diesel	TWS	Closed
KEIMoes-UPINGTON	44,8	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
KAKAMAS-KEIMoes	Unknown	Unknown
KEIMoes-UPINGTON	Unknown	Unknown

Disclaimer:

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DATASHEET: Oudtshoorn_Klipplaat

File: (KG) OU_KL 27052025

Cluster: Klipplaat (KG)

Date Opened/Built: 1902-1903 Current Status: Closed

Date Closed: ?

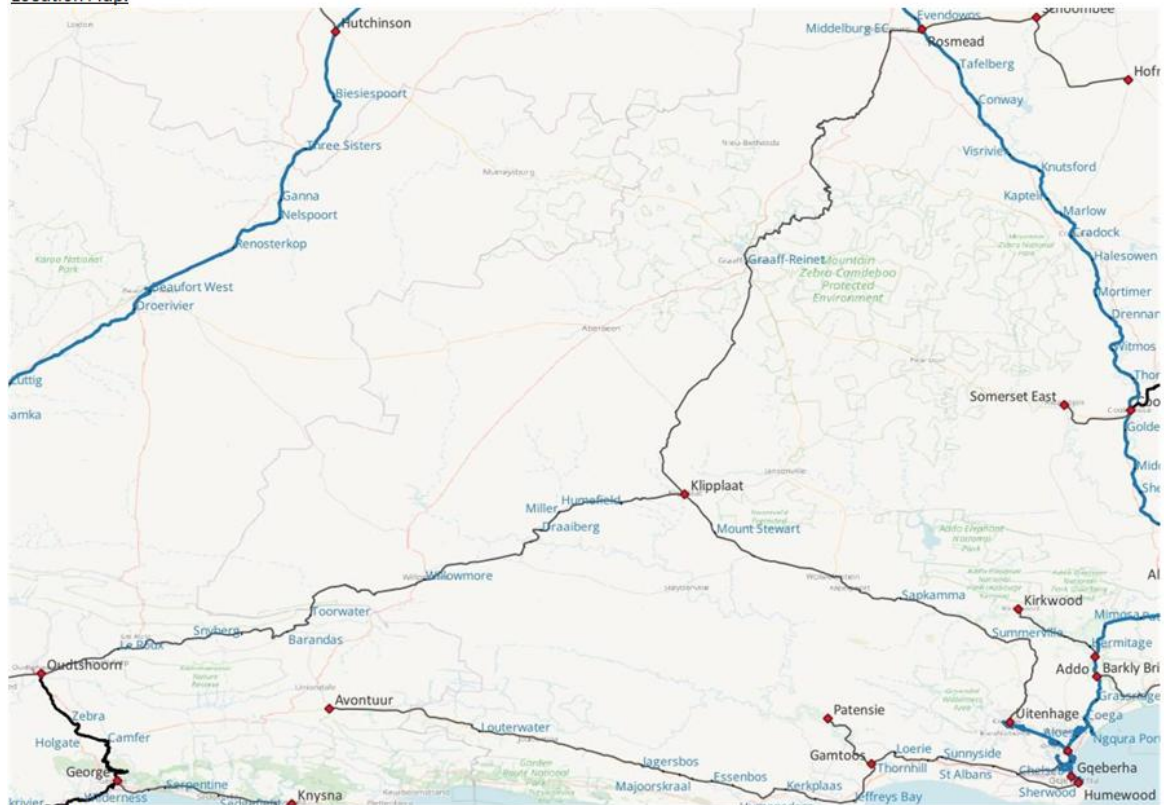
Route Distance: 285,0 km

Comments: Historic Line but very little freight potential.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Some tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Oudtshoorn_Klipplaat

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Oudtshoorn-Le Roux	31,2	15	Diesel	TWS	Closed
Le Roux-Snyberg	50,4	15	Diesel	TWS	Closed
Snyberg-Barandas	21,4	15	Diesel	TWS	Closed
Barandas-Toorwater	14,0	15	Diesel	TWS	Closed
Toorwater-Willowmore	53,3	15	Diesel	TWS	Closed
Willowmore-Draaiberg	55,7	15	Diesel	TWS	Closed
Draaiberg-Miller	9,7	15	Diesel	TWS	Closed
Miller-Humefield	24,4	15	Diesel	TWS	Closed
Humefield-Klipplaat	25,1	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Oudtshoorn-Le Roux	76 400	FMCG 24%. Other Agriculture 41%.
Le Roux-Snyberg	74 396	FMCG 22%. Other Agriculture 42%.
Snyberg-Barandas	201 898	FMCG 39%. Other Agriculture 31%.
Barandas-Toorwater	132 282	FMCG 35%. Other Agriculture 34%.
Toorwater-Willowmore	133 381	FMCG 35%. Other Agriculture 34%.
Willowmore-Draaiberg	168 371	FMCG 28%. Other Agriculture 34%.
Draaiberg-Miller	201 398	FMCG 41%. Other Agriculture 31%.
Miller-Humefield	281 608	FMCG 47%. Other Agriculture 27%.
Humefield-Klipplaat	282 238	FMCG 47%. Other Agriculture 27%.

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DATASHEET: Cedara_Hilton

File: (KC) CE_HI 27052025

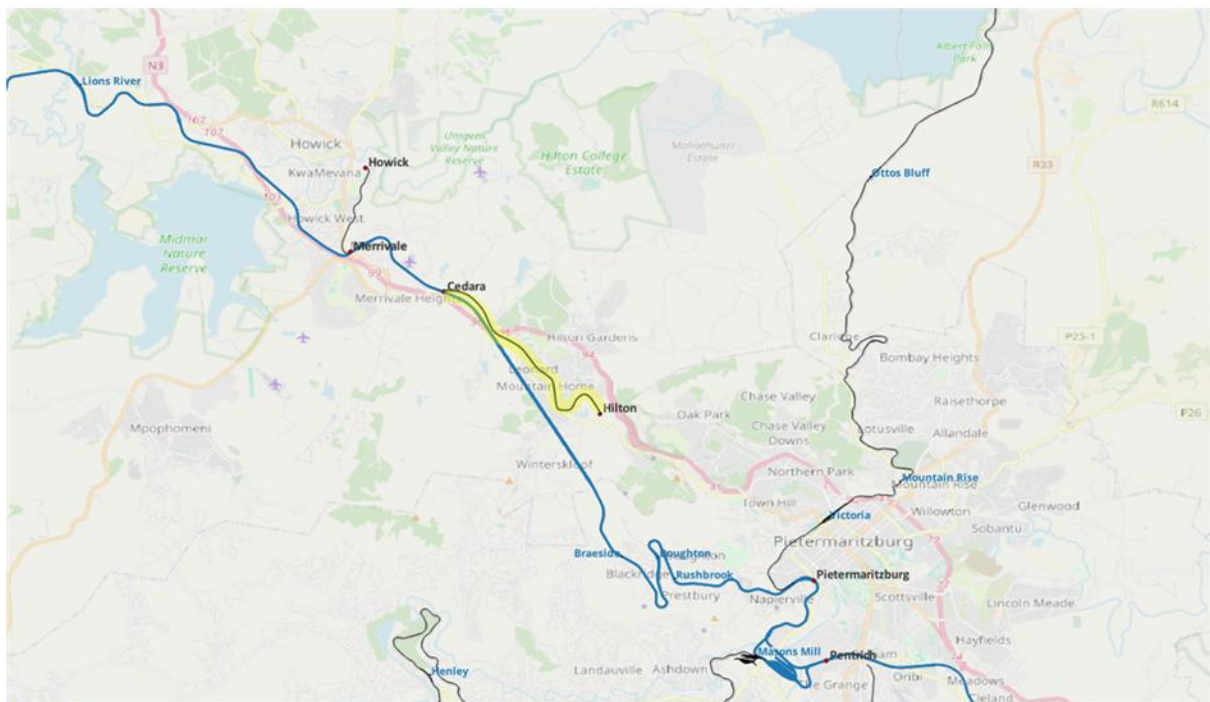
Cluster: KZN Central (KC)

<u>Date Opened/Built:</u>	1915	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	1960		
<u>Route Distance:</u>	5,4	km	
<u>Comments:</u>	Probably partially uplifted already. Some tourism potential.		

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Low heritage interest

Location Map:



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DATASHEET: Cedara_Hilton

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
CEDARA-HILTON	5,4	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
CEDARA-HILTON	Unknown	Unknown

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DATASHEET: Ennersdale_Bergville

File: (KC) EN_BE 27052025

Cluster: KZN Central (KC)

Date Opened/Built: 1906-1914 Current Status: Closed

Date Closed: ?

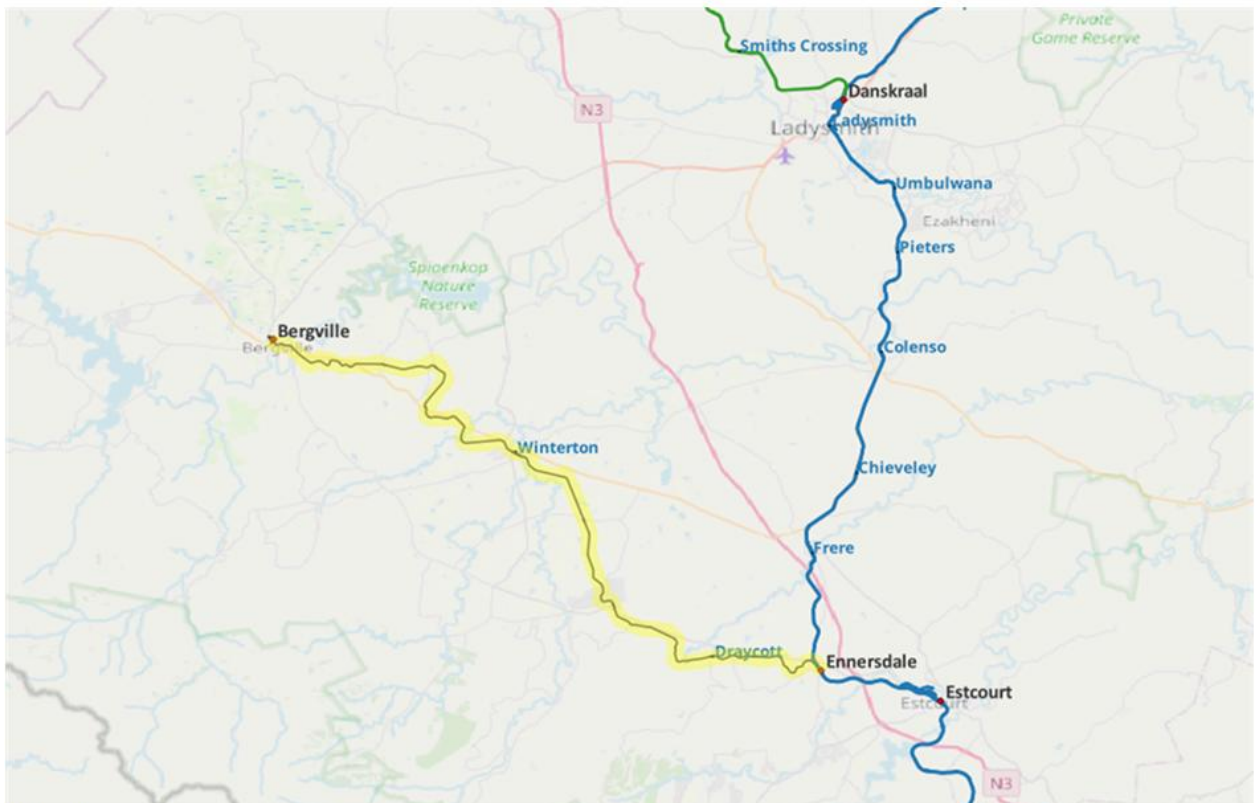
Route Distance: 73,1 km

Comments: Limited information available. Very low freight potential. EOI not tested.

Potential Areas of Interest for Rail:

Rail Freight:	Very little freight or Niche
Passengers	No significant passenger density
Tourism	Some tourism in the area
Heritage	Low heritage interest

Location Map:



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DATASHEET: Ennersdale_Bergville

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Bergville-Winterton	32,0	15	Diesel	TWS	Closed
Winterton-Draycott	30,0	15	Diesel	TWS	Closed
Draycott-Ennersdale	11,1	20	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Bergville-Winterton	1 139 680	Agri Dry Bulk 20%. FMCG 28%. Other Agriculture 27%.
Winterton-Draycott	565 095	Agri Dry Bulk 16%. FMCG 21%. Other Agriculture 36%.
Draycott-Ennersdale	738 785	Agri Dry Bulk 22%. FMCG 28%. Other Agriculture 29%.

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DATASHEET: Merrivale_Howick

File: (KC) ME_HO 27052025

Cluster: KZN Central (KC)

Date Opened/Built: 1911 Current Status: Closed

Date Closed: ?

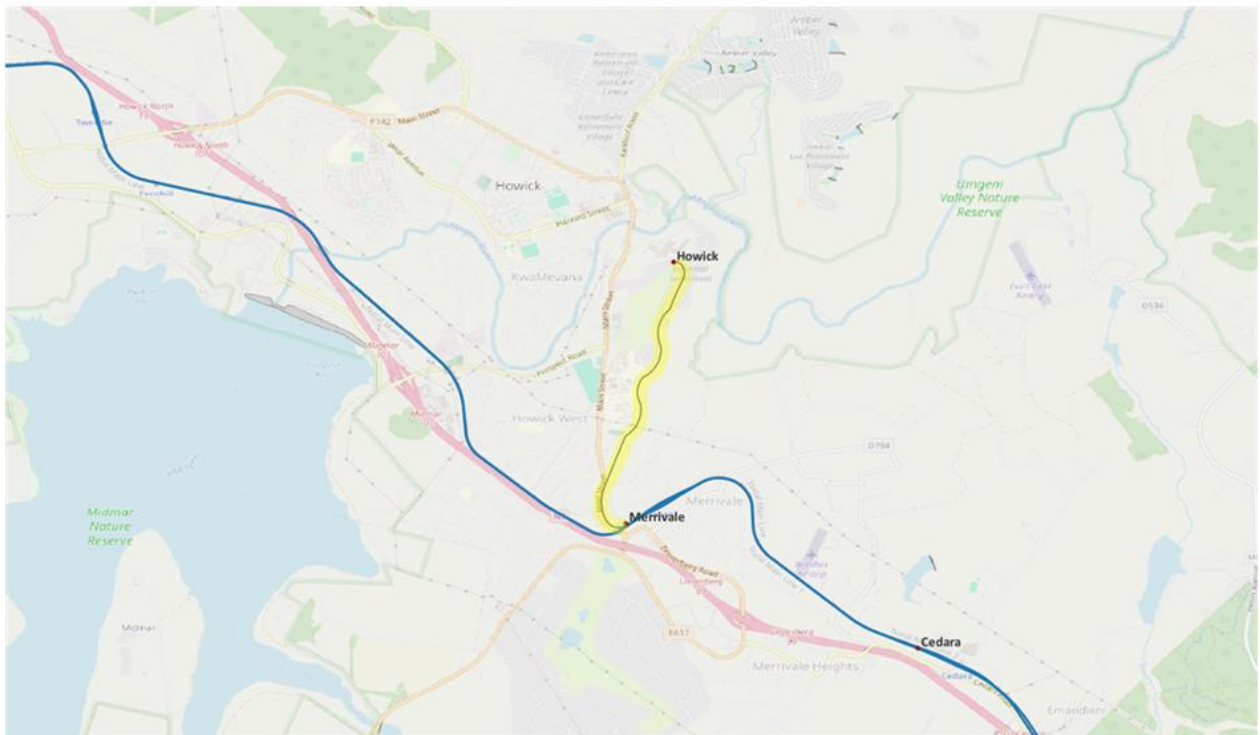
Route Distance: 4,9 km

Comments: Deviation left over from tunnel construction. EOI for steam trains.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	No significant passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: **Merrivale_Howick**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
HOWICK-MERRIVALE	4,9	11,5	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
HOWICK-MERRIVALE	Unknown	Unknown

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DATASHEET: Pentrich_Richmond

File: (KC) PE_RI 27052025

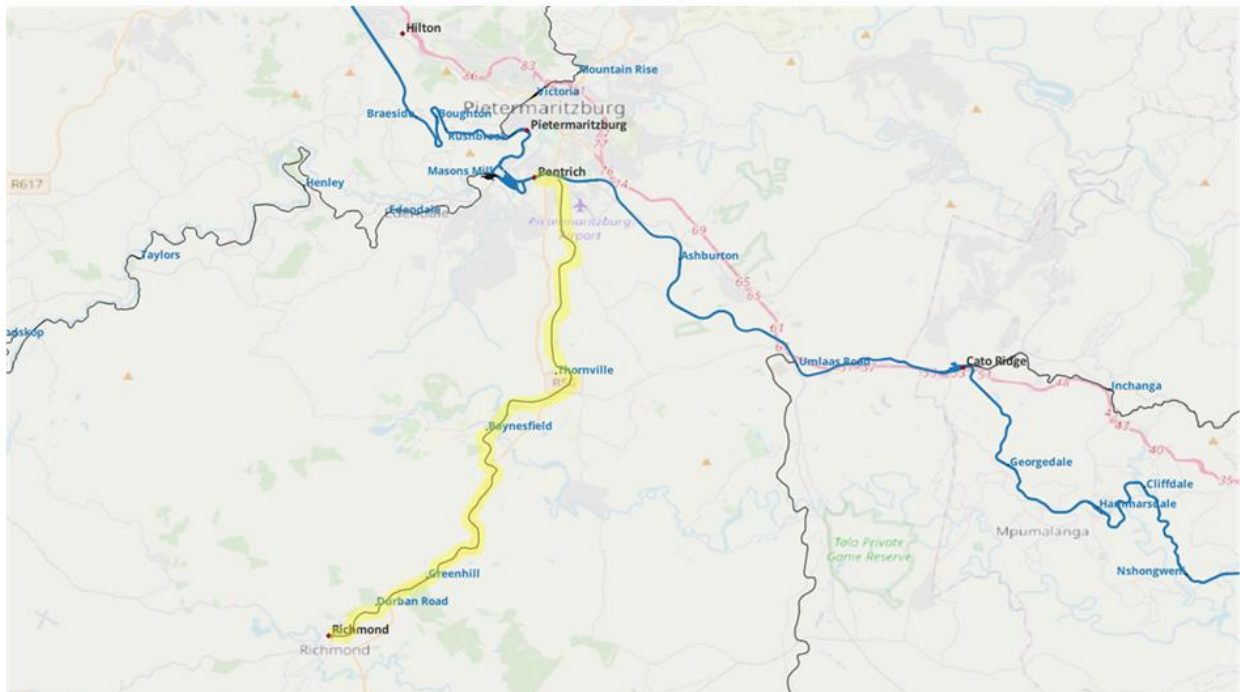
Cluster: KZN Central (KC)

<u>Date Opened/Built:</u>	1880	<u>Current Status:</u>	Uplifted
<u>Date Closed:</u>	1985?		
<u>Route Distance:</u>	49,6	km	
<u>Comments:</u>	Line partially uplifted. Limited information available.		

Potential Areas of Interest for Rail:

Rail Freight:	Some Freight Volumes
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Pentrich_Richmond

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Richmond-Durban Road	5,1	15	Diesel	TWS	Uplifted
Durban Road-Greenhill	2,6	15	Diesel	TWS	Uplifted
Greenhill-Baynesfield	16,1	15	Diesel	TWS	Uplifted
Baynesfield-Thornville	6,3	15	Diesel	TWS	Uplifted
Thornville-Pentrich	19,6	11,5	Diesel	TWS	Uplifted

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Richmond-Durban Road	1 276 746	Agri Dry Bulk 40%. Other Agriculture 22%. Stone / Construction 15%.
Durban Road-Greenhill	970 596	Agri Dry Bulk 51%. Other Agriculture 16%.
Greenhill-Baynesfield	970 596	Agri Dry Bulk 51%. Other Agriculture 16%.
Baynesfield-Thornville	970 596	Agri Dry Bulk 51%. Other Agriculture 16%.
Thornville-Pentrich	970 596	Agri Dry Bulk 51%. Other Agriculture 16%.

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KZN Central North (KN)

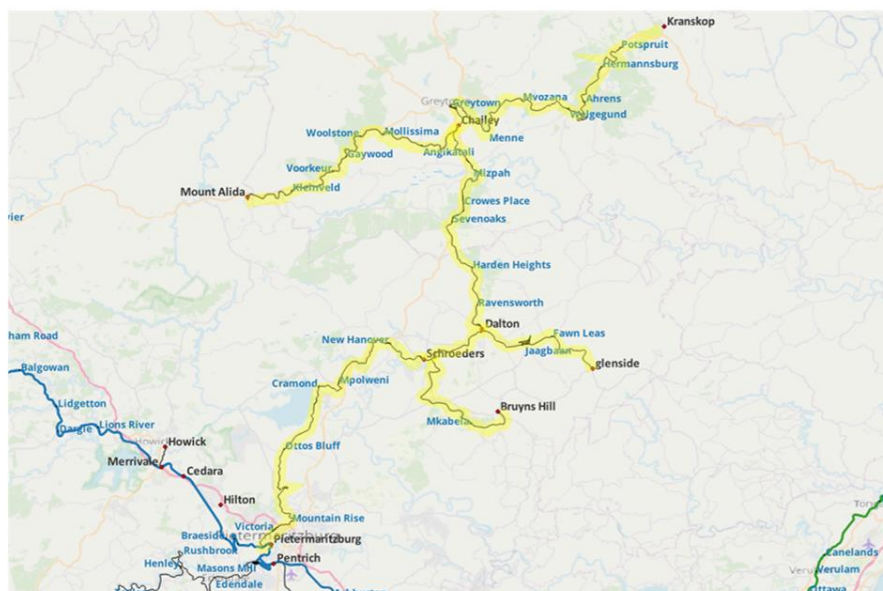
These lines can potentially function as a cluster and all are dependent on a single access line (Pietermaritzburg - Schroeders) for access to the core network.

Port Connections: This cluster has excellent access to the Port of Durban, but other ports can also be accessed via the core network.

Connections to the Core Rail Network: Access to the core network is at Pietermaritzburg (Gauteng to Durban corridor).

Potential Freight: While freight potential is not huge for rail, there are opportunities for chemicals, timber, agriculture and general consumer goods.

Other Opportunities: The cluster provides wide-spread access to remote rural areas that are otherwise poorly served by transport infrastructure. Tourism density is low but scenic routes exist with some rail heritage opportunities.



Segments	Distance (km)	Opened	Closed	Status
Chailey_Kranskop	59,1	1913	Open	Operational
Chailey_Mount Alida	43,6	1931	Open	Operational
Dalton_Chailey	38,1	1900	Open	Operational
Glenside_Dalton	21,1	1915	0	Closed
Pietermaritzburg_Schroeders	58,1	1899	Open	Operational
Schroeders_Bruyns Hill	26,0	1915	0	Unknown
Schroeders_Dalton	10,5	1900	0	Unknown

DATASHEET: Chailey_Kranskop

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Chailey-Greytown	4,7	15	Diesel	TWS	Operational
Greytown-Menne	8,1	15	Diesel	TWS	Operational
Menne-Mvozana	8,3	15	Diesel	TWS	Operational
Mvozana-Welgegund	9,0	15	Diesel	TWS	Operational
Welgegund-Ahrens	8,0	15	Diesel	TWS	Operational
Ahrens-Hermannsburg	6,3	15	Diesel	TWS	Operational
Hermannsburg-Potspruit	6,8	15	Diesel	TWS	Operational
POTSPRUIT-KRANSKOP	7,9	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Chailey-Greytown	3 636 475	Agri Dry Bulk 15%. Chemicals 38%. Other Agriculture 17%.
Greytown-Menne	1 001 317	Agri Dry Bulk 34%. Other Agriculture 44%.
Menne-Mvozana	992 672	Agri Dry Bulk 34%. Other Agriculture 44%.
Mvozana-Welgegund	982 433	Agri Dry Bulk 34%. Other Agriculture 45%.
Welgegund-Ahrens	947 065	Agri Dry Bulk 35%. Other Agriculture 46%.
Ahrens-Hermannsburg	931 045	Agri Dry Bulk 36%. Other Agriculture 47%.
Hermannsburg-Potspruit	1 050 061	Agri Dry Bulk 33%. Other Agriculture 45%.
POTSPRUIT-KRANSKOP	Unknown	Unknown

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DATASHEET: Chailey_Kranskop

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Chailey-Greytown	4,7	15	Diesel	TWS	Operational
Greytown-Menne	8,1	15	Diesel	TWS	Operational
Menne-Mvozana	8,3	15	Diesel	TWS	Operational
Mvozana-Welgegund	9,0	15	Diesel	TWS	Operational
Welgegund-Ahrens	8,0	15	Diesel	TWS	Operational
Ahrens-Hermannsburg	6,3	15	Diesel	TWS	Operational
Hermannsburg-Potspruit	6,8	15	Diesel	TWS	Operational
POTSPRUIT-KRANSKOP	7,9	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Chailey-Greytown	3 636 475	Agri Dry Bulk 15%. Chemicals 38%. Other Agriculture 17%.
Greytown-Menne	1 001 317	Agri Dry Bulk 34%. Other Agriculture 44%.
Menne-Mvozana	992 672	Agri Dry Bulk 34%. Other Agriculture 44%.
Mvozana-Welgegund	982 433	Agri Dry Bulk 34%. Other Agriculture 45%.
Welgegund-Ahrens	947 065	Agri Dry Bulk 35%. Other Agriculture 46%.
Ahrens-Hermannsburg	931 045	Agri Dry Bulk 36%. Other Agriculture 47%.
Hermannsburg-Potspruit	1 050 061	Agri Dry Bulk 33%. Other Agriculture 45%.
POTSPRUIT-KRANSKOP	Unknown	Unknown

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DATASHEET: Chailey_Mount Alida

File: (KN) CH_MO 27052025

Cluster: KZN Central North (KN)

Date Opened/Built: 1931 Current Status: Operational

Date Closed: Open

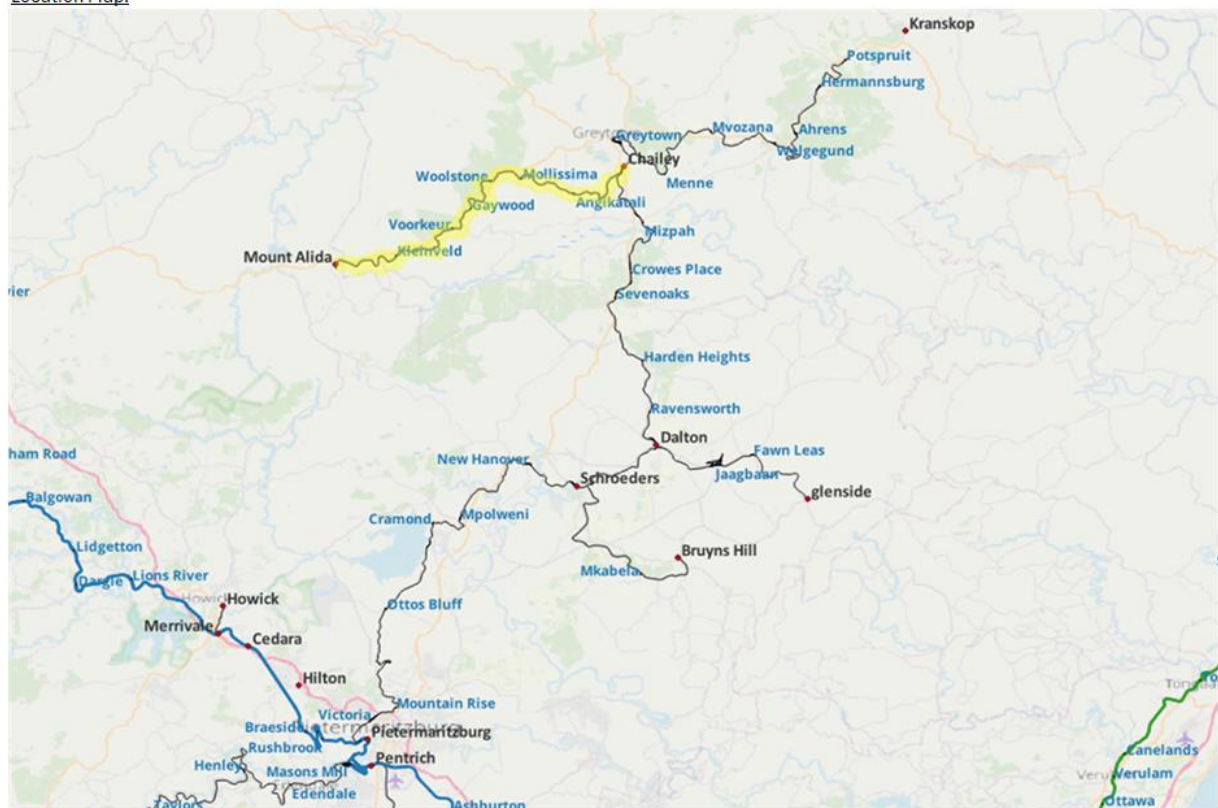
Route Distance: 43,6 km

Comments: Can form part of PMB cluster of lines. Some freight volumes and population density.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Chailey_Mount Alida

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
MOUNT ALIDA-KLEINVELD	8,2	15	Diesel	TWS	Operational
Kleinveld-Voorkeur	8,0	15	Diesel	TWS	Operational
Voorkeur-Gaywood	3,4	15	Diesel	TWS	Operational
Gaywood-Woolstone	5,8	15	Diesel	TWS	Operational
Woolstone-Mollissima	4,1	15	Diesel	TWS	Operational
Mollissima-Angikatali	6,4	15	Diesel	TWS	Operational
Angikatali-Chailey	7,6	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
MOUNT ALIDA-KLEINVELD	Unknown	Unknown
Kleinveld-Voorkeur	5 968	Wood / Related 100%.
Voorkeur-Gaywood	21 326	Wood / Related 100%.
Gaywood-Woolstone	23 281	Wood / Related 100%.
Woolstone-Mollissima	25 050	Wood / Related 100%.
Mollissima-Angikatali	45 897	Wood / Related 100%.
Angikatali-Chailey	53 902	Wood / Related 100%.

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DATASHEET: Dalton_Chaily

File: (KN) DA_CH 27052025

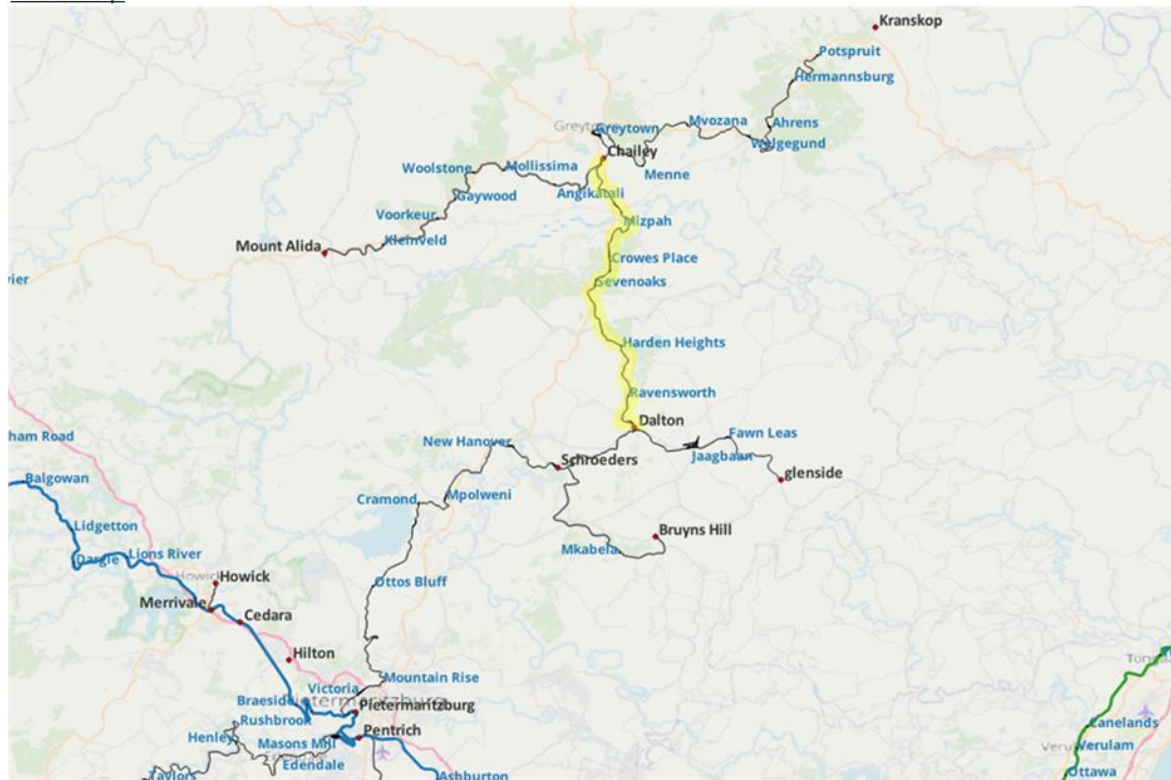
Cluster: KZN Central North (KN)

<u>Date Opened/Built:</u>	1900	<u>Current Status:</u>	Operational
<u>Date Closed:</u>	Open		
<u>Route Distance:</u>	38,1	km	
<u>Comments:</u>	Can form part of PMB cluster of lines. Some freight volumes and population density.		

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



Disclaimer:

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DATASHEET: Dalton_Chailey

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Ravensworth-Dalton	4,7	15	Diesel	TWS	Operational
Harden Heights-Ravensworth	6,0	15	Diesel	TWS	Operational
Sevenoaks-Harden Heights	8,5	15	Diesel	TWS	Operational
Sevenoaks-Crowes Place	4,7	15	Diesel	TWS	Operational
Crowes Place-Mizpah	6,6	15	Diesel	TWS	Operational
Mizpah-Chailey	7,5	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Ravensworth-Dalton	3 757 971	Agri Dry Bulk 21%. Chemicals 19%. Other Agriculture 34%.
Harden Heights-Ravensworth	3 757 169	Agri Dry Bulk 21%. Chemicals 19%. Other Agriculture 34%.
Sevenoaks-Harden Heights	3 757 169	Agri Dry Bulk 21%. Chemicals 19%. Other Agriculture 34%.
Sevenoaks-Crowes Place	3 725 708	Agri Dry Bulk 21%. Chemicals 19%. Other Agriculture 34%.
Crowes Place-Mizpah	4 170 739	Agri Dry Bulk 19%. Chemicals 17%. Other Agriculture 41%.
Mizpah-Chailey	2 750 279	Agri Dry Bulk 19%. Chemicals 26%. Other Agriculture 22%.

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DATASHEET: Glenside_Dalton

File: (KN) GL_DA 27052025

Cluster: KZN Central North (KN)

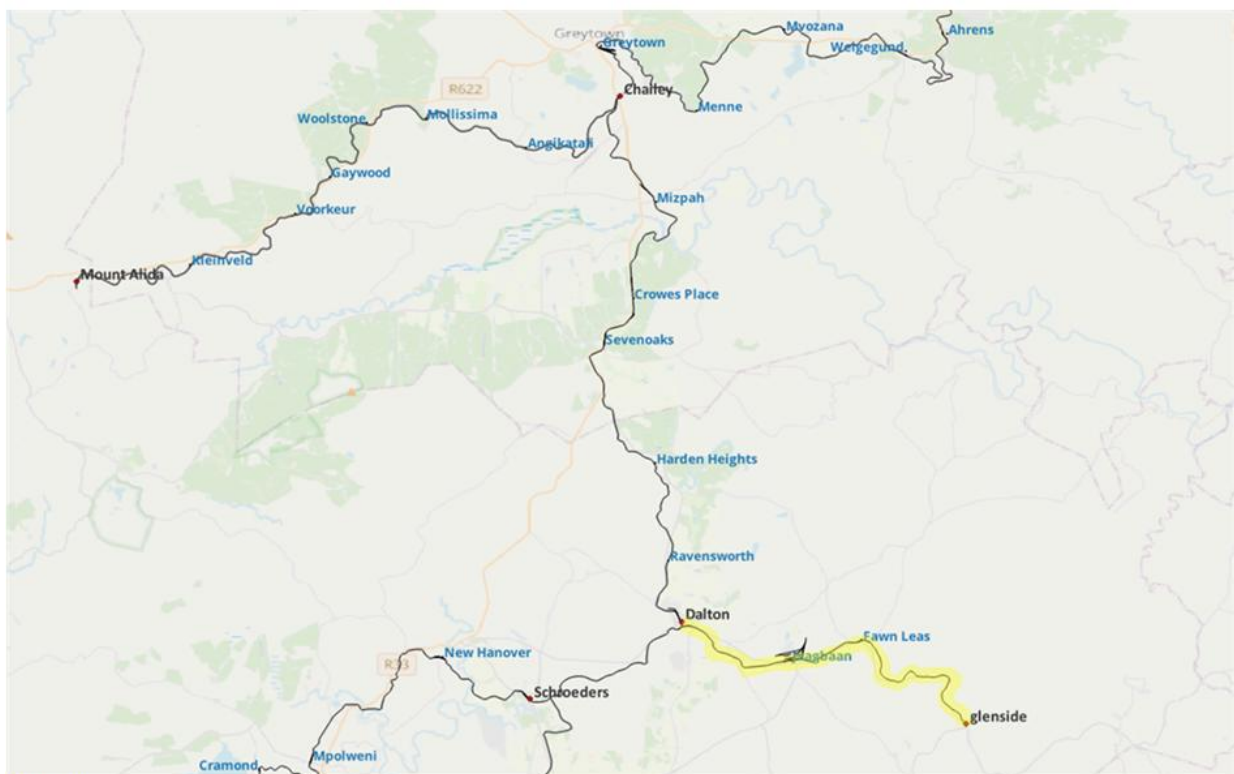
<u>Date Opened/Built:</u>	1915	<u>Current Status:</u>	Closed
<u>Date Closed:</u>	0		
<u>Route Distance:</u>	21,1	km	

Comments: Can form part of PMB cluster of lines. Some freight volumes and population density.. Jaagbaan - Glenside partially uplifted.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Glenside_Dalton

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Glenside-Fawn Leas	14,2	15	Diesel	TWS	Closed
Jaagbaan-Fawn Leas	2,5	15	Diesel	TWS	Closed
Jaagbaan-Dalton	4,4	15	Diesel	TWS	Closed

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Glenside-Fawn Leas	5 956 899	Agri Dry Bulk 80%.
Jaagbaan-Fawn Leas	2 978 449	Agri Dry Bulk 80%.
Jaagbaan-Dalton	1 721 892	Agri Dry Bulk 37%. FMCG 19%. Other Agriculture 29%.

Disclaimer:

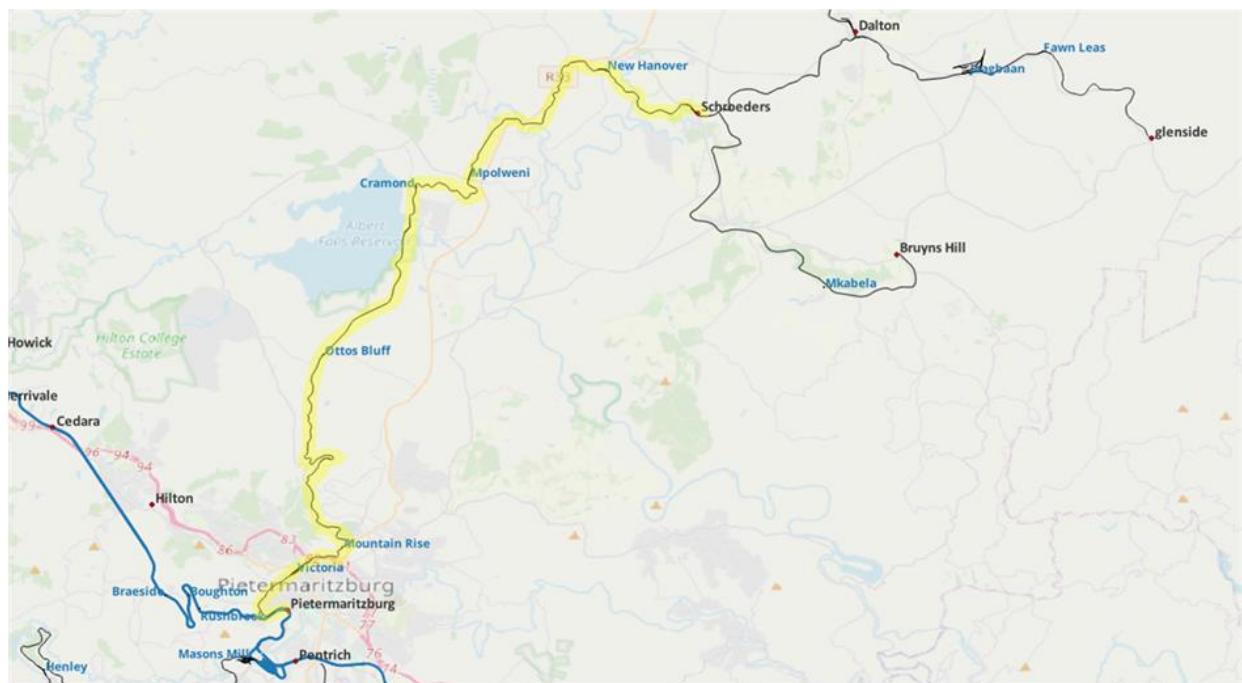
Information provided here are subjective and based on a variety of readily available sources. It may not reflect the real or latest conditions. It is important for any interested party to conduct their own due diligence on the potential and conditions. Information on surface freight volumes are modelled data from the national freight demand model and may not reflect rail market potential. For the most part, no condition assessments have been conducted on these lines or information may be outdated.

DATASHEET:	Pietermaritzburg_Schroeders	File: (KN) PL_SC 27052025
Cluster:	KZN Central North (KN)	
<u>Date Opened/Built:</u>	1899	<u>Current Status:</u> Operational
<u>Date Closed:</u>	Open	
<u>Route Distance:</u>	58,1	km
<u>Comments:</u>	Cluster link. High population density. Some freight volumes planned. Condition unknown.	

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	High population density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Pietermaritzburg_Schroeders

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Schroeders-New Hanover	6,7	15	Diesel	TWS	Operational
New Hanover-Mpolweni	11,7	15	Diesel	TWS	Operational
Mpolweni-Cramond	5,0	15	Diesel	TWS	Operational
Cramond-Ottos Bluff	11,0	15	Diesel	TWS	Operational
Ottos Bluff-Mountain Rise	15,3	15	Diesel	TWS	Operational
Mountain Rise-Victoria	3,7	15	Diesel	TWS	Operational
Victoria-Pietermaritzburg	4,7	15	Diesel	TWS	Operational

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Schroeders-New Hanover	4 595 237	Chemicals 16%. FMCG 15%. Other Agriculture 38%.
New Hanover-Mpolweni	4 595 248	Chemicals 16%. FMCG 15%. Other Agriculture 38%.
Mpolweni-Cramond	4 595 248	Chemicals 16%. FMCG 15%. Other Agriculture 38%.
Cramond-Ottos Bluff	4 595 500	Chemicals 16%. FMCG 15%. Other Agriculture 38%.
Ottos Bluff-Mountain Rise	4 595 500	Chemicals 16%. FMCG 15%. Other Agriculture 38%.
Mountain Rise-Victoria	4 661 176	Chemicals 16%. FMCG 15%. Other Agriculture 38%.
Victoria-Pietermaritzburg	10 674 501	Agri Dry Bulk 23%. FMCG 17%. Other Agriculture 28%.

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DATASHEET: Schroeders_Bruyns Hill

File: (KN) SC_BR 27052025

Cluster: KZN Central North (KN)

Date Opened/Built: 1915 Current Status: Unknown

Date Closed: 0

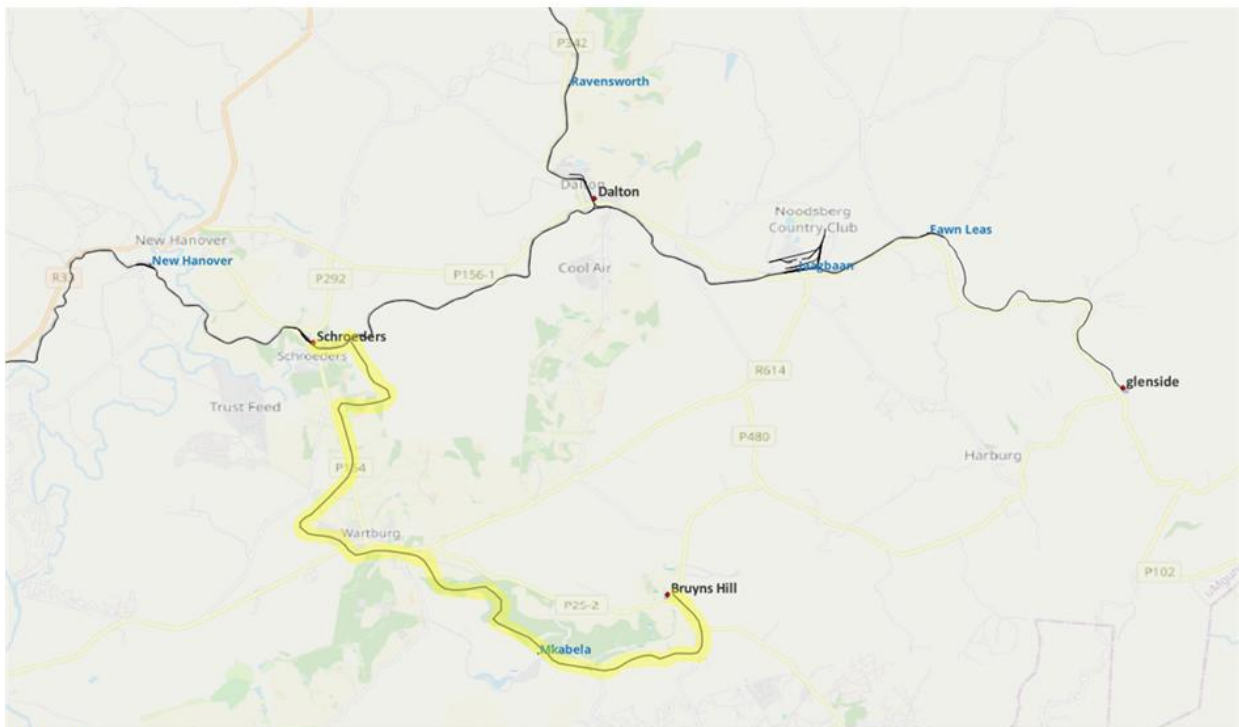
Route Distance: 26,0 km

Comments: Can form part of cluster. Very low freight potential. EOI not tested. Condition to be confirmed.

Potential Areas of Interest for Rail:

Rail Freight:	Low Freight or Unknown Potential
Passengers	Low population or passenger density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: Schroeders_Bruyns Hill

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
BRUYNS HILL-MKABELA	7,2	11,5	Diesel	TWS	Unknown
MKABELA-SCHROEDERS	18,8	15	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
BRUYNS HILL-MKABELA	Unknown	Unknown
MKABELA-SCHROEDERS	Unknown	Unknown

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DATASHEET: Schroeders_Dalton

File: (KN) SC_DA27052025

Cluster: KZN Central North (KN)

Date Opened/Built: 1900 Current Status: Unknown

Date Closed: 0

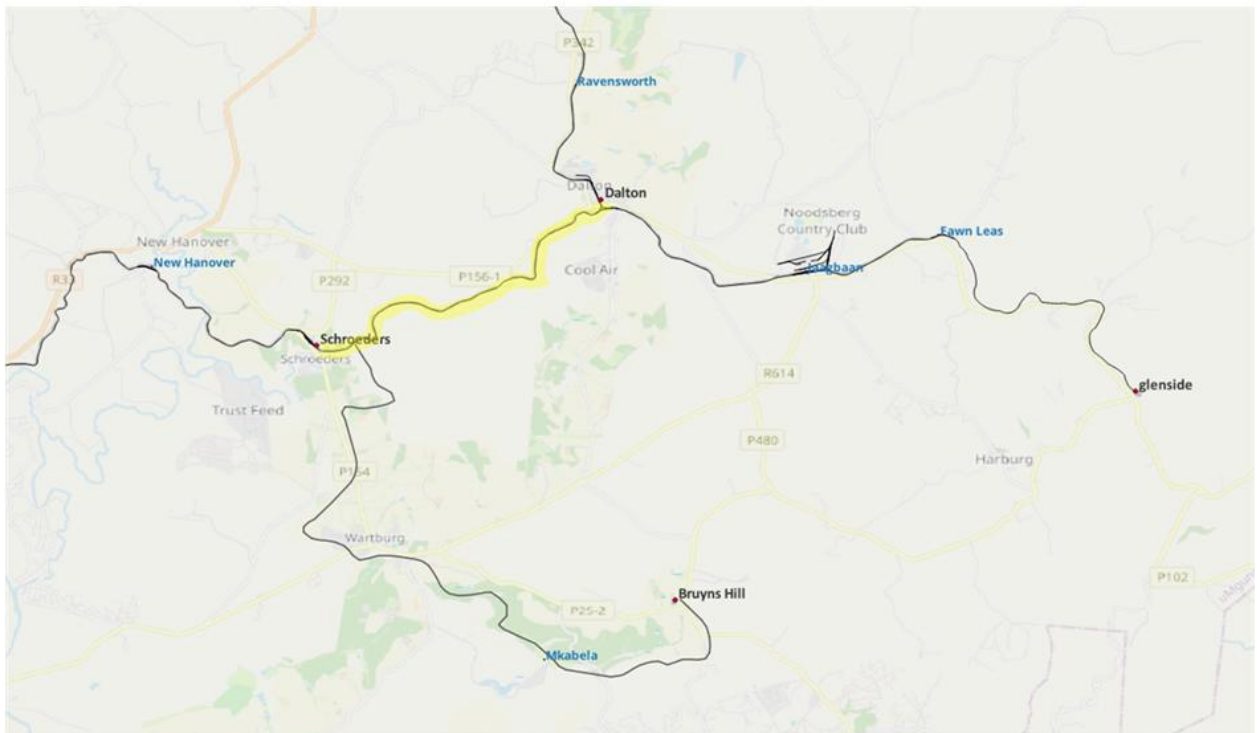
Route Distance: 10,5 km

Comments: Cluster link. High population density areas. Some volumes planned. PMB Cluster.

Potential Areas of Interest for Rail:

Rail Freight:	Significant Freight potential
Passengers	Moderate population density
Tourism	Low tourism in the area
Heritage	Unknown heritage interest

Location Map:



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DATASHEET: **Schroeders_Dalton**

SECTIONS DETAIL:

<u>Section</u>	<u>Distance (km):</u>	<u>Axle Load (ton):</u>	<u>Traction:</u>	<u>Train Control:</u>	<u>Status:</u>
Dalton-Schroeders	10,5	15	Diesel	TWS	Unknown

SURFACE VOLUMES DETAIL (all modes):

(Modelled data from DoT Freight Demand Model)

<u>Section</u>	<u>Total Surface Freight (tonnes)</u> (along the area route)	<u>Dominant Freight Sectors</u>
Dalton-Schroeders	4 595 237	Chemicals 16%. FMCG 15%. Other Agriculture 38%.

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