SOUTH AFRICA / SUID AFRIKA (A)

by B.R. Whyte, July 2022

A colonial-era (pre-WWI) map of South Africa for use with the *Railways Rivals™* boardgame (designed by D.G.Watts, © 1973 Rostherne Games)

For 3-5 players.

Scale: 1 hex = 40 km across.

SPECIAL RUNS

Basic:
1) Port (inc. Lourenço Marques).
2) Deutsche-Südwestafrika (any clear hex).
3) Bechuanaland (any hex).
4) S. Rhodesia (any hex, or A28).
5) Portuguese East Africa (any hex).
6) Basutoland or Swaziland (any clear hex).

Advanced:
1) Port (inc. Lourenço Marques).
2) Minerals (Springbok (Cu), Messina (Cu), Newcastle (coal), or any of the five coal mine hexes (©)).
3) Gold (Johannesburg, or any of the seven Ⓖ hexes).
4) Diamonds (Kimberley, or the Premier Mine (♦)).
5) Cape to Cairo (Capetown to A28-A38, via other city in the race pair).
6) D.-S.W.Afrika, Bechuanaland, S. Rhodesia or Port. East Africa.

SPECIAL RULES:

1) Ignore boundaries: players may build and race through all hexes on the map.
2) If using Advanced Special Runs, choose an option for Special Run 6:
   A) Race to/from Kalkfontein-Süd, Laurenço Marques, or either of the 2 connection points;
   B) Race to/from *any* non-mountain hex in those colonies.
3) *Optional PBM rule*: Destinations used for Advanced Special Runs 2 & 3 in Rds 7-9 may not be used again by *any* player in Rds 10-12.
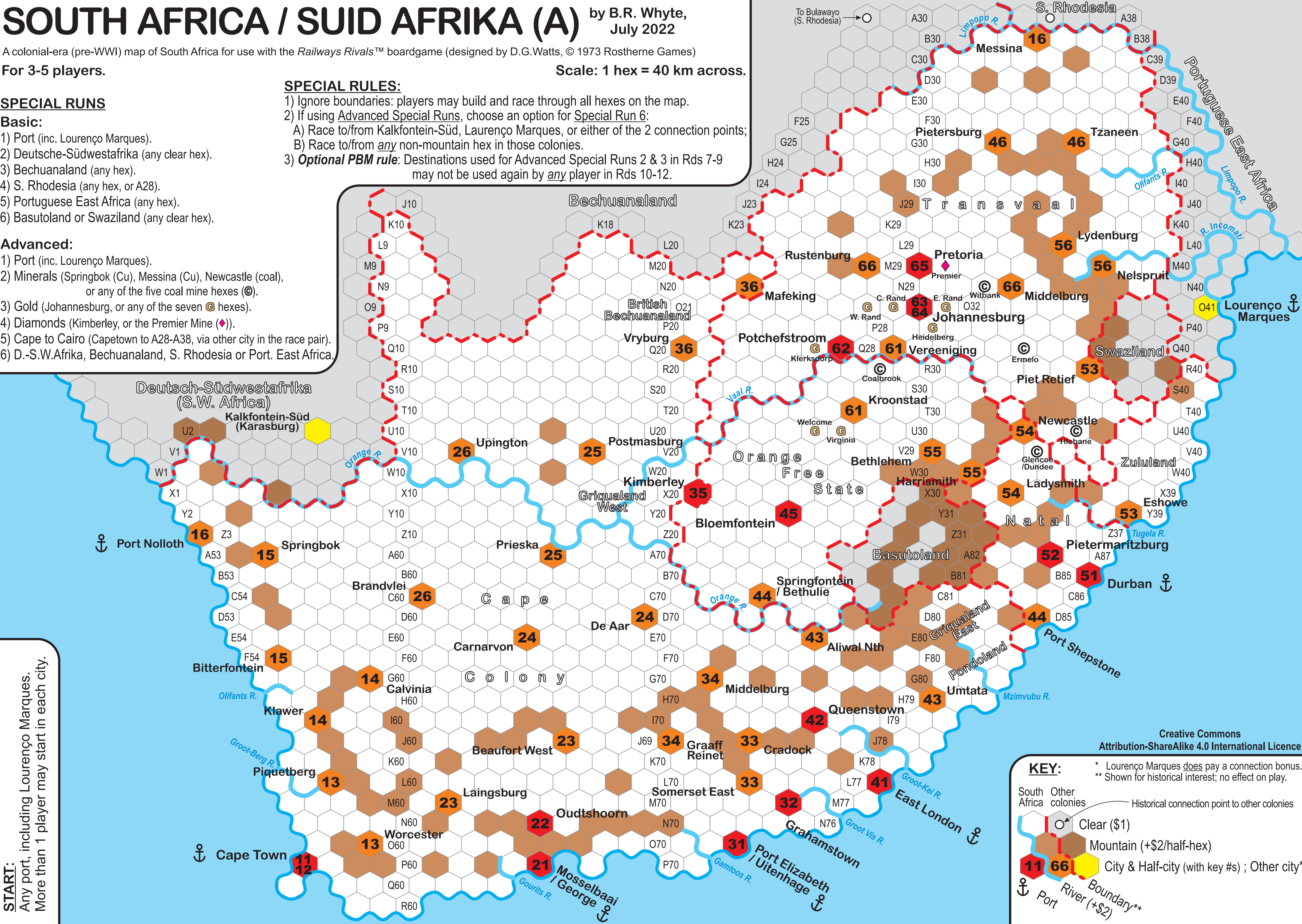
START: Any port, including Lourenço Marques. More than 1 player may start in each city.

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KEY:

* Lourenço Marques *does* pay a connection bonus.
** Shown for historical interest; no effect on play.

South Africa	Other colonies	

— Historical connection point to other colonies

O Clear ($1)
Mountain (+$2/half-hex)
City & Half-city (with key #s) ; Other city*
⚓ Port
River (+$2)
Boundary**

SOUTH AFRICA / SUID AFRIKA (B)

by B.R. Whyte, July 2022

A map of Union & Republican South Africa (post-1910) for use with the *Railways Rivals™* boardgame (designed by D.G.Watts, © 1973 Rostherne Games)

For 3-6 players.
Scale: 1 hex = 40 km across.

SPECIAL RUNS

Basic:
1) Port (inc. Lourenço Marques)
2) S.W. Africa (any clear hex)
3) Bechuanaland (any hex)
4) S. Rhodesia (any hex, or A28)
5) Portuguese East Africa (any hex)
6) Gold (Klerksdorp, Johannesburg, or any of the seven G hexes), or
   Diamonds (Kimberley, or either diamond mine (◆) hex)

Advanced:
1) Port (inc. Lourenço Marques)
2) Coal (Newcastle or any of the six © hexes)
3) Minerals (Any hex marked **Cu** (×4), **Mn** (×3), **Fe** (×2), **Pt** or **Cr**)
4) Gold (Klerksdorp, Johannesburg, or any of the seven G hexes)
5) Diamonds (Kimberley, or either diamond mine (◆) hex)
6) S.W. Africa, Bechuanaland, S. Rhodesia or Port. East Africa

Optional: At the start of the game, replace any Special Run above with:
#) Bantustan: Any clear or city hex in (roll a die when race occurs):
1-3: Bophuthatswana or Ciskei ; 4-6: Transkei or Venda.

SPECIAL RULES:
1) Ignore all boundaries: players may build and race through all hexes on the map.
2) If using Advanced Special Runs, choose an option for Special Run 6:
   A) Race to/from foreign cities (×2) and connection circles (×6) only;
   B) Race to/from *any* non-mountain hex in those countries.
3) *Optional PBM rule:* Destinations used for Advanced Special Runs 2, 3 & 4 in Rds 7-9 may not be used again by *any* player in Rds 10-12.

START:
Any port, including Lourenço Marques.
More than 1 player may start in each city.
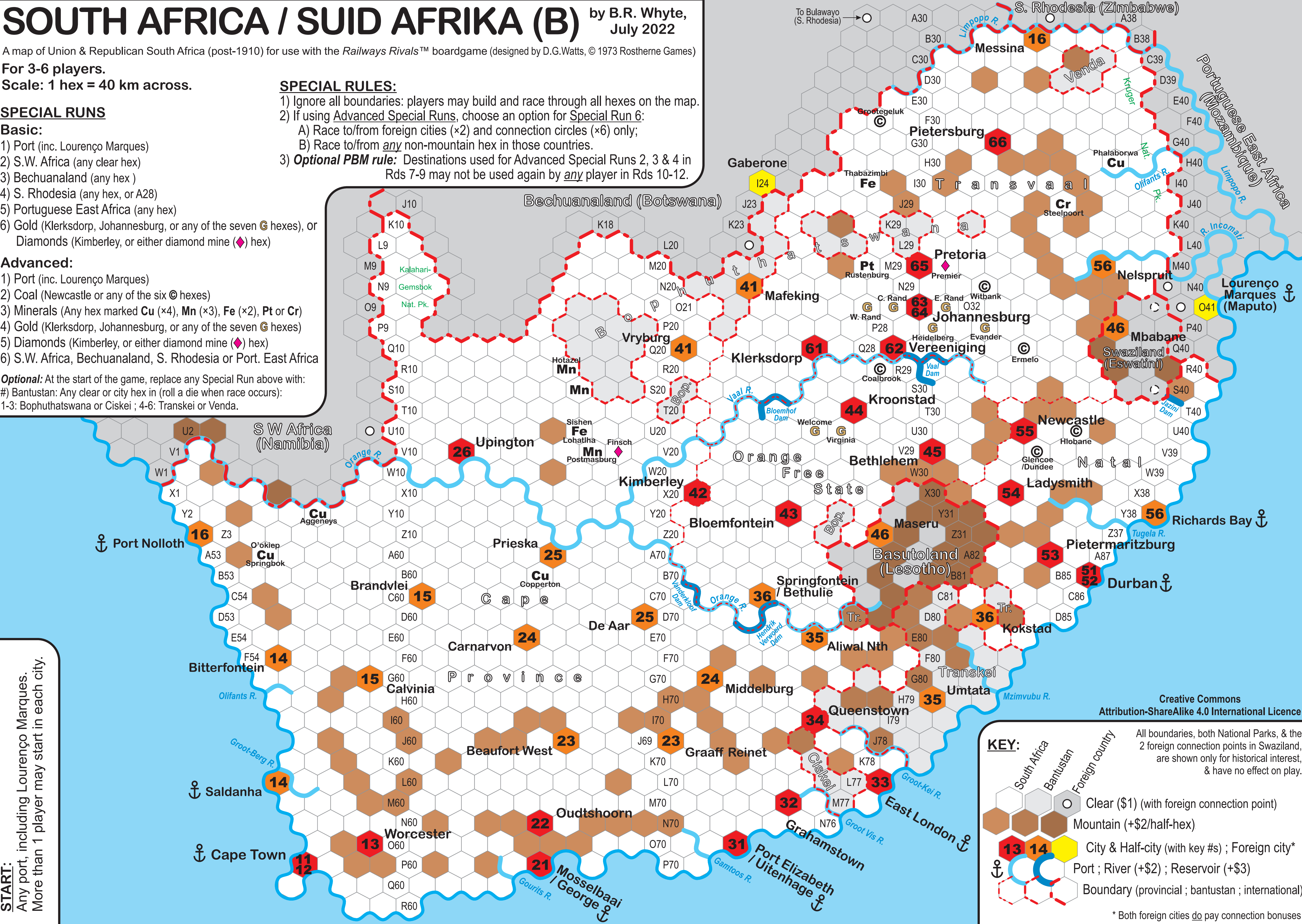
KEY:
South Africa
Bantustan
Foreign country

Clear ($1) (with foreign connection point)
Mountain (+$2/half-hex)
City & Half-city (with key #s) ; Foreign city*
Port ; River (+$2) ; Reservoir (+$3)
Boundary (provincial ; bantustan ; international)

* Both foreign cities *do* pay connection bonuses

Designer's notes

I have always enjoyed the educational aspect of *Railway Rivals*: the way it teaches not only the geography of a country or region, but also – if the map is well designed – some of the history too. With education, as well as ludic pleasure in mind, two maps of South Africa are presented here, a colonial version labelled "A", simulating the original railway building of the several separate colonies in the area now known as South Africa, up until about the end of the First World War (when South Africa was awarded a mandate over German SW Afrika); and a post-Union version, labelled "B", simulating the union and republican periods from 1910 through to the 1990s. Both maps use the same base, with some minor differences to names and boundaries reflecting some of the changes that occurred over time. In particular, map A includes Zululand, which was not fully incorporated into Natal until 1897, while B map includes the four black homelands, or 'Bantustans,' that became independent in the 1970s and early 1980s. The physical geography of map B has changed slightly too, with the addition of five reservoirs that were built in the 20th century (the Vaal Dam in 1939 as a depression-era project, the other four in the 1970s), the only lakes in South Africa over 100 sq. km in extent, and which are thus large enough to affect railway building at the scale to which the maps have been drawn.

The major difference between the two maps, however, is the city distribution:

Map A is based on data from the first two national censuses of 1911 and 1921 (that of 1904 was less a national census than a simultaneous census in each of the four colonies), and shows the population distributed mainly along the coast, apart from five cities that rapidly developed inland in the latter half of the 19th century as a result of mineral discoveries. The remaining towns, all half-cities, reflect the smaller urban centres that served the rural population, only some of which gained railway service before 1910. Port Shepstone is not given port status because it was only ever a minor port.

Map B reflects the growth in inland settlements as a result of political stability, the growth of rural branch lines, and further mineral discoveries in the first half of the 20th century. The two extra ports, Saldanha and Port Richards, were developed as bulk export terminals in the 1970s, at the ends of new freight-only mineral lines.

Each map provides a choice of two sets of Special Runs. The 'Basic' set is a more traditional set of Specials akin to those on David Watt's own *Railway Rivals* maps, making destinations of each neighbouring country, as well as of South Africa's coastal ports. The 'Advanced' set is more historical and educational, and demonstrates changes to the country's economy, and regional geopolitics, between the 19th and 20th centuries. So while gold and diamond mines are specials on both maps, reflecting the ongoing importance of those industries, the 19th-century dream of a Cape to Cairo railway is one of the Specials on map A; and minerals other than coal come to the fore on map B, with major 20th-century discoveries of manganese, chromium, and platinum, especially in outlying regions, that have made South Africa the (free-)world's largest producer of these ores.

To allow for some tactical play, an optional rule for play-by-mail (PBM) games allows for the depletion of mining districts, giving players the option of choosing a destination when that Special Run first comes up, in order to deny it to all the other players when it comes up the second time. Players might also experiment with applying it to Advanced Special Runs 1 and 6 (ports and foreign countries) – but only when the number of initial possible destinations is greater than the number of players.

To incorporate the Bantustans into gameplay on map B, players may choose to replace any one of the Special Runs with that to Bantustans. The wording of this option on the map is intended for PBM games: in Rounds 7 to 9, roll a die the first time this race comes up, to determine which two of the four Bantustans will be the destination for the race; when 'Bantustans' comes up again in Rounds 10-12, the remaining two are automatically the destination. In face-to-face (FTF) play, players may race to any clear or city hex in *any* of the four Bantustans. A more random but less deterministic option, in either FTF or PBM play would be to roll a die *whenever* the destination comes up (once per game in FTF play, twice in PBM play), to determine which *one* of the four Bantustans is the destination (1-2 = Transkei, 3-4 = Bophuthatswana, 5= Ciskei, 6 = Venda). In PBM games this might mean the same homeland is used both times the destination is drawn, and the other three get ignored!

For greater educational value, parallel chronologies of railway and political development in South Africa are given below, to allow interested players to see how railway development unfolded in the country, and how events like the Zulu, Boer and First World Wars impacted railway developments. To make these chronologies more readily comprehensible, some maps showing stages of development are also provided.

I hope you enjoy playing these maps, and also learn something about South Africa's fascinating history and geography. I have certainly enjoyed, and learnt much from, researching and drawing the game maps.

Brendan Whyte,
Canberra.

Timelines of South African political and railway history

Pre-1910 events coloured to indicate relevant colony: Cape Colony, Natal, Orange Free State, Transvaal.
The pre-1910 political history of the region is surprisingly complicated, with a number of ephemeral Boer republics emerging and disappearing. Only the major events are given here, to give context for the railway events.

Political events	Railway events
1652: Dutch East India Co. establishes maritime waystation (Cape Town) at Cape of Good Hope.	
1795: France, under Napoleon, occupies the Netherlands, establishing the Batavian Republic. Britain pre-emptively occupies all Dutch colonies including the Cape.	
1802 (25 Mar.): Britain returns Dutch colonies to Batavian Republic (Treaty of Amiens).	
1806: Britain reoccupies the Cape.	
1814 (13 Aug.): Dutch cede the Cape to Britain (Convention of London).	
1824: Port Natal founded by British traders.	
1835: Port Natal renamed D'Urban (for Cape Colony governor Sir Benjamin D'Urban. - First *Voortrekkers* migrate north from the Cape to escape British rule (The Great Trek). Further groups follow until *c.*1839.	
1839: Boer Republic of Natalia founded; capital Pietermaritzburg.	
1843: British annex Republic of Natalia, joining it to Durban to form Colony of Natal.	
1852 (17 Jan.): Transvaal Republic independent (Sand River Convention), with capital at Potchefstroom. - First gold discovery in South Africa (Witwatersrand district of the Transvaal), but the find is hushed up.	
	1853 (21 Aug.): Cape Town Railway & Dock Co. (CTR&D) formed.
1854 (23 Feb.): Orange Free State (OFS) independent (Orange River Convention); capital Bloemfontein.	
1855: Pretoria founded; replaces Potchefstroom as Transvaal's capital.	
	1859 (June): Natal Railway Co. (NRC) formed. (8 Sept.): First steam locomotive to arrive in South Africa: first of CTR&D's nine 0-4-2 English tank engines lands at Cape Town.
	1860 (23 June): First railway in South Africa: trial run of 2-mile (3 km) NRC line from Durban to its port. (26 June): NRC line from Durban to its port officially opens. (26 Dec.): Public allowed to ride on first 1.5 miles (2.4 km) of CTR&D line from Cape Town.
	1861: Wynberg Railway Co. (WRC) formed.
	1862 (13 Feb.): CTR&D formally opens first 19-mile (31 km) section to Eerste River.
	1863 (4 Nov.): CTR&D opens full 57-mile (92 km) Cape Town to Wellington line.
	1864 (Dec.): WRC opens 8-mile (13 km) line from Salt River to Wynberg, branching from and operated by CTR&D.
1866: First diamond discovery (Kimberley).	
1868: Britain annexes Basutoland.	
	1869 (4 Sept.): Cape Copper Co. begins construction of 92-mile (150 km) Namaqualand Railway from Port Nolloth to O'okiep copper mines near Springbok.
1871 (3 Nov.): Basutoland annexed to Cape Colony.	
1872: Cape Colony granted self-government.	1872: Cape Colony purchases CTR&D and WRC, forming Cape Government Railways (CGR); begins 3 lines inland towards Kimberley from Wellington railhead, Port Elizabeth and East London (Cape Western, Cape Midland, and Cape Eastern lines respectively). - Transvaal, keen to avoid reliance on British ports, investigates a potential railway to Lourenço Marques in Delagoa Bay.
	1875: **Total railway mileage in South Africa: 155 miles (250 km).**
	1876 (1 Jan.): Namaqualand Railway opens. (16 June): Cape Western extension Wellington to Worcester. - Natal government buys NRC.

1877: Britain forcibly annexes Transvaal Republic.	1877: Natal Government Railways (NGR) formed.
1879 (11 Jan.-4 July): Zulu War. British victory.	1879 (26 Aug.): Cape Midlands line reaches Graaff Reinet.
1880 (13 Sept.): Cape colony begins Gun War in Basutoland. (16 Dec.): 1st Boer War begins.	1880 (5 May): Cape Eastern line opens to Queenstown. (1 Dec.): NGR opens Durban-Pietermaritzburg line.
1881 (23 Mar.): 1st Boer War ends. Boer victory. Transvaal regains independence but under British suzerainty (Pretoria Convention). (29 Apr.): Gun War ends. Basuto victory.	1881 (1 June): Cape Midlands opens Port Elizabeth to Cradock.
	1883: Cape Central Railways (CCR) authorised to build and operate 42-mile (67 km) line east from Worcester to Roodewal (Ashton).
1884 (27 Feb.): Transvaal regains full independence (London Convention). (18 Mar.): Basutoland separated from Cape Colony as High Commission territory. - Major gold-find in Witwatersrand, Transvaal. - German colony of South West Africa established.	1884 (5 Feb.): Cape Western extension to Beaufort West. (31 Mar.): Cape Midland and Cape Western lines link at De Aar.
1885: Britain establishes Colony of British Bechuanaland (incorporating Vryburg and Mafeking), and Bechuanaland Protectorate (north of that colony, administered from Mafeking).	1885 (28 Nov.): Cape Western extension to Kimberley.
1886: Witwatersrand gold rush begins; Johannesburg founded.	1886 (21 June): NGR extension Pietermaritzburg to Ladysmith.
1887: Zululand annexed by Britain as the Colony of Zululand.	1887 (21 June): Netherlands-South African Railway Company (NZASM) floated in Amsterdam, to build line from Mozambique border to Pretoria. (14 Dec.): Delagoa Bay and East African Railway Co. (DB&EAR) opens line from Lourenço Marques to Transvaal border. - CCR opens line east from Worcester.
1889: Cape Colony and OFS establish a customs union.	1889 (25 June): Portuguese government seizes DB&EAR.
1890: British Bechuanaland joins customs union.	1890 (17 Mar.): First railway in Transvaal: NZASM's 16-mile (26 km) Johannesburg-Boksburg line (the 'Randtram'). (15 May): NGR extension Ladysmith to Newcastle. (30 Oct.): Randtram extension east to Springs. (17 Dec.): CGR extension Kimberley to Vryburg. - First railway in OFS: CGR's Cape Midland line extended to Bloemfontein.
1891 (1 July): Basutoland joins customs union.	1891 (10 Feb.): Randtram extension west to Krugersdorp. (7 Apr.): NGR extension Newcastle to Charlestown on Transvaal border. (1 July): NZASM opens bridge over Mozambique border to Komatipoort.
	1892 (20 June): NZASM extension Komatipoort to Nelspruit. (12 July): NGR extension Ladysmith to Harrismith in OFS. - CGR extension from Bloemfontein links to NZASM southern line at Vereeniging on OFS/Transvaal border. - Cape Eastern line links to Cape Midland at Middelburg and Springfontein. Cape Town, Port Elizabeth and East London now linked to Pretoria and Johannesburg. (15 Sept.): First train from the Cape to Johannesburg. (17 Dec.): NZASM extension Johannesburg to Pretoria. - CCR bankrupt. - NZASM begins building east from Pretoria towards Mozambique.
1893 (May?): Natal granted self-government.	1893: Bechuanaland Railway Co. (BRC) formed. - New Cape Central Railways (NCCR) purchases CCR assets.
1894: Transvaal and Swaziland form customs union.	1894: BRC line Vryburg to Mafeking opens. - (20 Oct.): NZASM's eastward and westward construction link up just west of Witbank.
1895 (16 Nov.): Cape Colony absorbs British Bechuanaland. (29 Dec.): Jameson Raid begins.	1895 (1 Jan.): Pretoria-Lourenço Marques line opens. (15 Dec.): NZASM's south-eastern line connects Johannesburg to NGR railhead at Charlestown. **- Total railway mileage in South Africa: 3529 miles (5679 km).**
1896 (2 Jan.): Jameson Raiders arrested.	1896 (13 May): Pretoria-Pietersburg Railway Co. (PPR) floated in London.
1897: Colony of Zululand merged into Natal.	1897 (1 Jan.): OFS takes control of CGR lines on its territory as OVSM. - (Aug.): NZASM SW extension of Randtram to Klerksdorp. - BRC line extension, 760 km from Mafeking through Bechuanaland to Bulawayo in Southern Rhodesia.
1898: Natal joins Cape Colony/OFS customs union.	

1899 (11 Oct.): South African War (2nd Boer War) begins.	1899 (31 May): PPR opens Pretoria-Pietersburg railway. - (Oct.) Transvaal government seizes PPR. - BRC renamed Rhodesia Railways Ltd (RRL).
1900: Britain occupies OFS as Orange River Colony (ORC).	1900: British take military control of NZASM, OVSM and PPR as Imperial Military Railways (IMR).
	1901: NGR branch to Port Shepstone.
1902 (31 May): South African War ends in British victory (Treaty of Vereeniging); Transvaal and OFS accept British sovereignty as Transvaal Colony and Orange River Colony (ORC).	1902 (1 July): IMR becomes civilian Central South African Railways (CSAR).
1903: Southern African customs union formed by Cape Colony, Natal, ORC, Transvaal, Basutoland, Bechuanaland Protectorate, and Southern Rhodesia. - Swaziland administration given to governor of Transvaal.	
1904 (11 Oct.): Swaziland joins customs union.	1904: NCCR extension to Mosselbaai. - Cape Midland extension to Oudtshoorn.
	1905: CSAR branch to Maseru (Basutoland). - Cape Western branch De Aar to Prieska. - **Total railway mileage in South Africa: 6014 miles (9679 km).**
1906 (6 Sept.): Transvaal granted self-government.	1906: CSAR extension Kroonstad to NGR railhead at Harrismith. - CSAR extension SW from Klerksdorp to CGR's Kimberley-Vryburg line, becoming mainline for Cape-Johannesburg traffic. - Cape Western branch to Carnarvon.
1907 (March): Swaziland separated from Transvaal control as High Commission territory. (27 Nov.): ORC granted self-government.	1907: New Cape Central Railway Co. links Worcester to Mosselbaai. - CSAR branch Johannesburg to Mafeking. - CSAR branch Pretoria to Rustenburg.
	1908: CSAR branch Bloemfontein to Kimberley.
	1909: NGR branch to Hlobane coalfields. - German SW Afrika military line Lüderitz to Kalkfontein-Süd (Karasburg).
1910 (31 May): **Union of South Africa formed, uniting Cape Colony, Natal, ORC and Transvaal.** (29 June): Customs union signed between South Africa, Basutoland, Bechuanaland and Swaziland. (1 July): New customs union comes into force.	1910: CGR, NGR and CSAR merge to form South African Rail and Harbour Administration (SAR&H), operating 7500 miles (12,000 km) of track.
	1912: SAR&H extension Pietersburg to Komatipoort via Tzaneen.
	1913: SAR&H extension Oudtshoorn to George, linking Cape Town to Port Elizabeth.
1914 (4 Aug.): First World War begins: Britain (and thus South Africa) declares war on Germany. (14 Sept.): South Africa begins offensive operations against German SW Afrika. (15 Sept.) Maritz rebellion by Boers angered at offensive, and seeking independence.	1914: SAR&H extension from Pietersburg to Messina near Rhodesian border.
1915 (4 Feb.): Last Maritz rebels surrender. - (9 July): German forces in SW Afrika surrender to South African troops.	1915: SAR&H extension from Prieska via Upington (18 Jan.) to SW Afrika border (1 Aug.) for military purposes. - SAR&H extension Carnarvon to Calvinia. - **South & SW Africa railway mileage: 9561 miles (15,387 km).**
	1916: SAR&H links with SW African railway at Kalkfontein-Süd (Karasburg).
1918 (11 Nov.): First World War fighting ends with armistice.	
1919 (28 June): Treaty of Versailles ends First World War. - League of Nations gives South Africa mandate over SW Africa.	
1921: South West Africa joins customs union.	
	1925: SAR&H acquires NCCR. - **South Africa railway mileage: 12,334 miles (19,850 km).**
	1927: Line from Durban up Natal coast extended to Swaziland border.
	1928: Mining ceases at O'okiep: Namaqualand Rwy temporarily closes.
	1929: Alfred Beit road/rail bridge completed, connecting South Africa to Rhodesia over the Limpopo near Messina. Planned extension of line from bridge to Rhodesian railhead at West Nicholson delayed; connection to Rhodesian system finally made at Rutenga (Rhod.) in 1974, and to West Nicholson only in 1999!
	1930: SAR&H branch to Postmasburg.
1934: **Union of South Africa becomes fully sovereign.**	
	1936: SAR&H extension Postmasburg to Lohatla. - **South Africa railway mileage: 13,602 miles (21,890 km).**
	1937: Mining recommences at O'okiep; Namaqualand Rwy reopens.

1939 (6 Sept.): South Africa declares war on Germany, joining the Allies in the Second world War.	
	1944: Namaqualand Rwy permanently closed; rails lifted.
1945 (8 May): Germany surrenders to Allies, ending Second World War in Europe. (15 Aug.): Japan surrenders to Allies, ending Second World War.	
	1947: RRL becomes state-owned as Rhodesia Railways (RR).
	1953: SAR&H extension Lohatla to Sishen.
	1959 (1 Dec.): SAR&H acquires RRL line from Vryburg to Bechuanaland border.
1961 (31 May): **South Africa becomes a republic.**	1961: SAR&H extension Sishen to Hotazel.
1964: Gaberone town established.	1964: First railway in Swaziland: iron ore line connecting from Mozambique border to mine west of Mbabane.
1965 (11 Nov.): Southern Rhodesia independent as Rhodesia. - Capital of Bechuanaland moved from Mafeking to Gaberone.	
1966: (30 Sept.): Bechuanaland independent as Botswana. (4 Oct.): Basutoland independent as Lesotho.	
1968 (6 Sept.): Swaziland independent.	
	1972: Construction of Richards Bay bulk cargo harbour begins.
	1973: Work begins on 861 km Sishen to Saldanha ore line.
	1974: Direct South Africa-Rhodesia rail connection made with completion of 90 km line from Beitbridge to Rutenga in Rhodesia.
1975 (25 June): Portuguese East Africa independent as Mozambique; Laurenço Marques renamed Maputo.	1975: Line from Richards Bay to Vryheid (near Hlobane) opens.
1976 (26 Oct.): Transkei independent.	1976 (7 May): Sishen to Saldanha line opens. - Richards Bay coal terminal opens.
1977 (6 Dec.): Bophuthatswana independent.	1977 (1 July): Sishen-Saldhana line transferred to SAR&H.
	1978: Swazi Rail opens 90 km link with SAR&H railhead on its southern border. **- South Africa railway mileage: 23,401 km.**
1979 (13 Sept.): Venda independent.	1979: RR renamed Zimbabwe Rhodesia Railways (ZRR).
1980 (18 Apr.): Rhodesia renamed Zimbabwe.	1980: SAR&H renamed South African Transport Services (SATS). - ZRR renamed National Railways of Zimbabwe (NRZ).
1981 (4 Dec.): Ciskei independent.	
	1986: Swazi Rail opens northern branch linking to Komatipoort.
	1987: Botswana Railways takes over railways in Botswana from ZR.
1990 (21 Mar.): South West Africa independent as Namibia.	1990: SATS devolved as a state-owned enterprise, Transnet.
1994: (27 Apr.): **South Africa's first multi-racial election, ending apartheid; Bantustans reincorporated into South Africa; South Africa's original four provinces divided into nine.**	
	1999: Beitbridge Bulawayo Railway (BBR) opens 150 km private build-operate-transfer connection from Beitbridge to West Nicholson (Zimbabwe), completing link planned in 1929.
	2015: **South Africa railway mileage: 20,953 km.**
2018 (19 Apr.): Swaziland renamed Eswatini.	
	2029: BBR will transfer to NRZ ownership.

Source: *The South African Railways, Historical Survey* / ed. George Hart. Johannesburg : Dorbyl ; Thomson, [1980]. Online at https://nla.gov.au/nla.obj-1193465160

Further Reading:

The birth and development of the Natal railways / by Edward Donald Campbell. Pietermaritzburg : Shuter & Shooter, 1951.

Railway map of South Africa: showing air routes. Johannesburg : issued by the Publicity and Travel Dept., South African Railways, 1948.

South Africa railway map / drawn by John Yonge. Exeter (UK) : Quail Map Co., 1980.

South African railways before 1910: a bibliography / compiled by Merilyn V. Buckland. Cape Town : University of Cape Town, School of Librarianship, 1964.

Railway and customs policies in South Africa, 1885-1910 / by Jean Van der Poel ... with a folding map. London, New York : Published for the Royal Empire Society by Longmans, Green, 1933.

Richard Thomas Hall and the little railway of Namaqualand / by Graham L. D. Ross. *SA Rail & Harbours*, July-Sept 1998, pages 142-147.

South African railway route length (km) 1870-2000
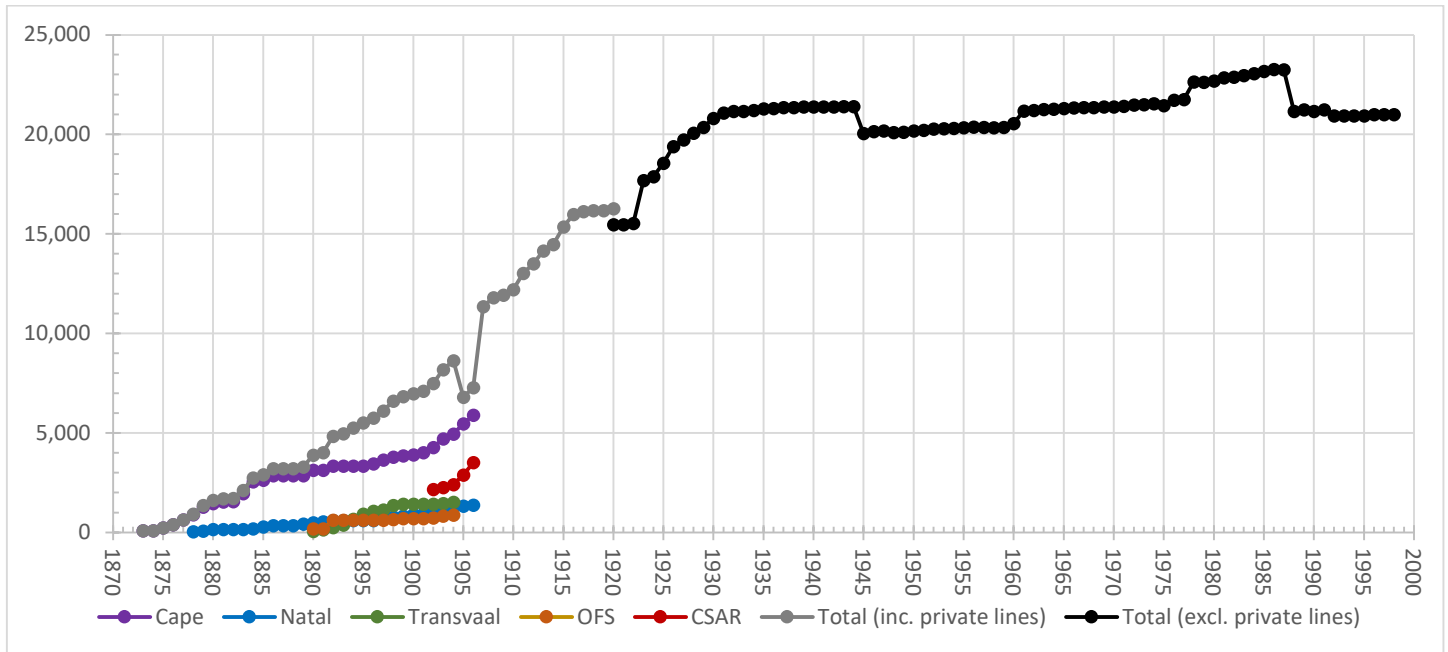
From 1923 includes SW Africa (Namibia). From 1945, includes only standard gauge lines.

Source: *International historical statistics: Africa, Asia & Oceania, 1750-2005* / B.R. Mitchell. Basingstoke (UK) : Palgrave Macmillan, 5th ed., 2007. Pages 714, 717, 721 & 729.

Maps of South Africa's railway development

Transvaal railways at the outbreak of the South African War in 1899.

The five coloured lines were owned by the Netherlands–South African Railway Company (NZASM ; Dutch: *Nederlandsche Zuid-Afrikaansche Spoorwegmaatschappij*; Afrikaans: *Nederlands-Suid-Afrikaanse Spoorwegmaatskappy*). Grey lines were owned by other companies or governments.
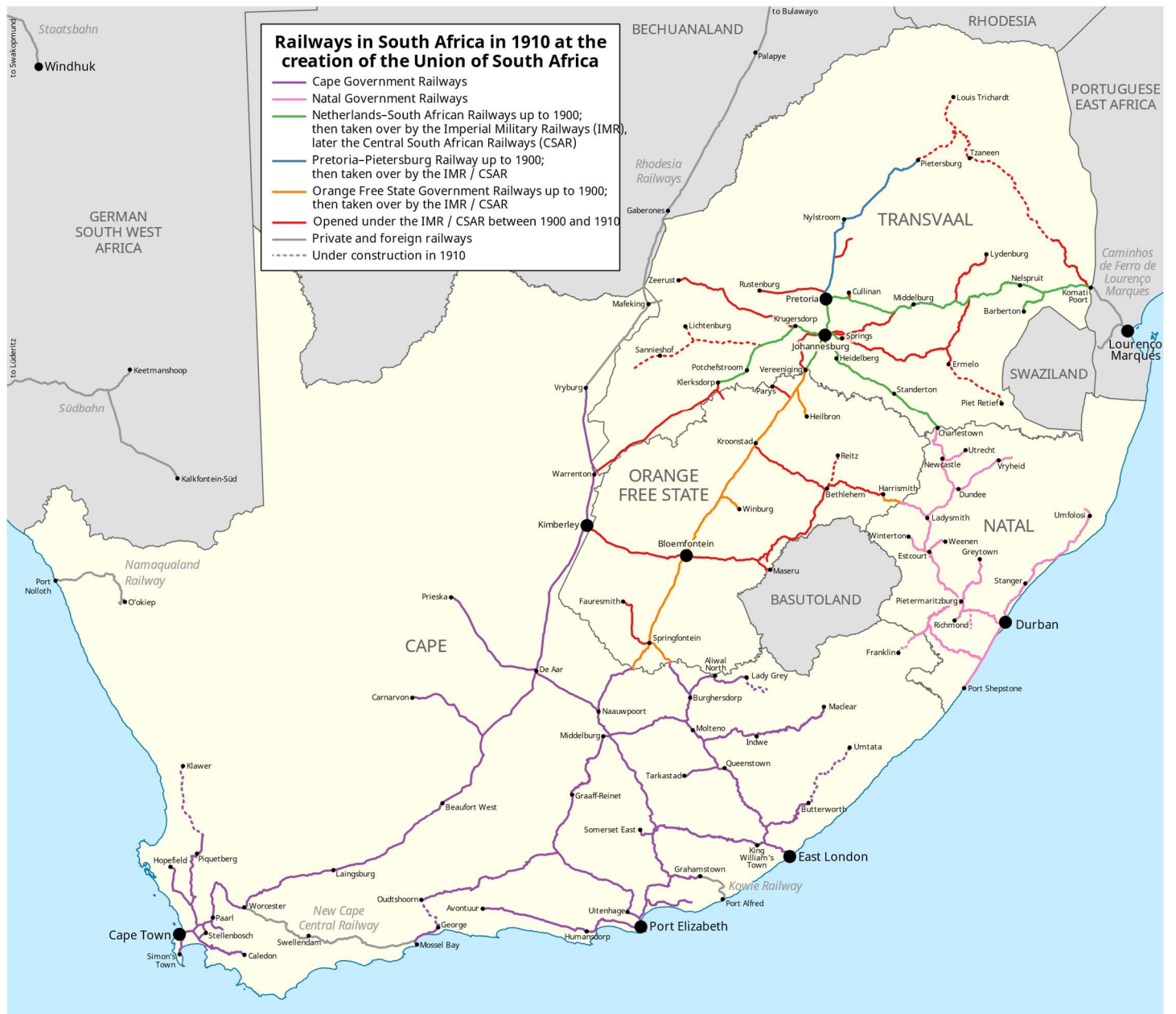
Central South African Railways (CSAR) in 1910.

Note the changes to the Natal-Transvaal border since 1899.

Cape Government Railways (CGR) in 1910.

Shows the three original lines begun from Cape Town, Port Elizabeth and East London respectively in 1872, and which had all linked up by 1892.

Railways in South Africa at the time of union, 1910.

Showing the originating ownership of lines brought together under the South African Rail and Harbour Administration.

Railways in South Africa 2020.

Operating lines in black, closed lines in grey, lifted lines not shown.

Note the post-1994 province boundaries, the continuing lack of direct connection between East London and Durban, and the two lines into Zimbabwe from Beitbridge on the Limpopo river.

Source for all maps: *Wikipedia*, July 2022.