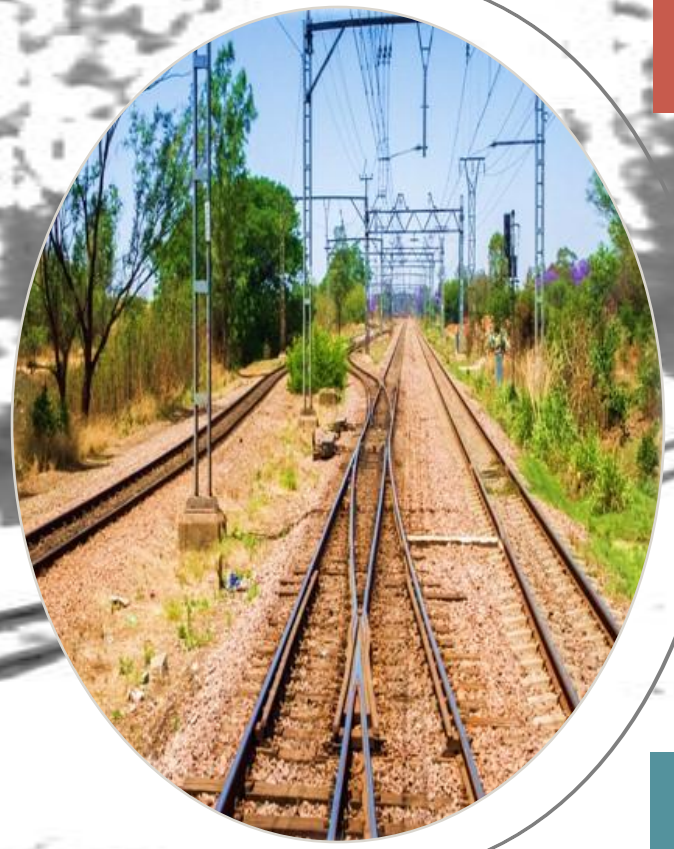
TRANSNET

rail infrastructure manager

Virtual Site Visit for Hercules to Magaliesburg Branch Line

02 July 2026

Contents



Opening & Welcome

House Rules

Concession of TRIM B-Network in the Region

- The online site visit session will be recorded.
- Minutes will be shared upon request.
- Bidders are required to write Company name and Email address in the chat box upon joining the session.
- Presentation will be shared upon request.
- Q&A session will be conducted at the end of the presentation. Bidders are however, required to submit their questions in writing on the chat to receive a formal response.
- Response to clarification questions will be published on the National Treasury Portal.

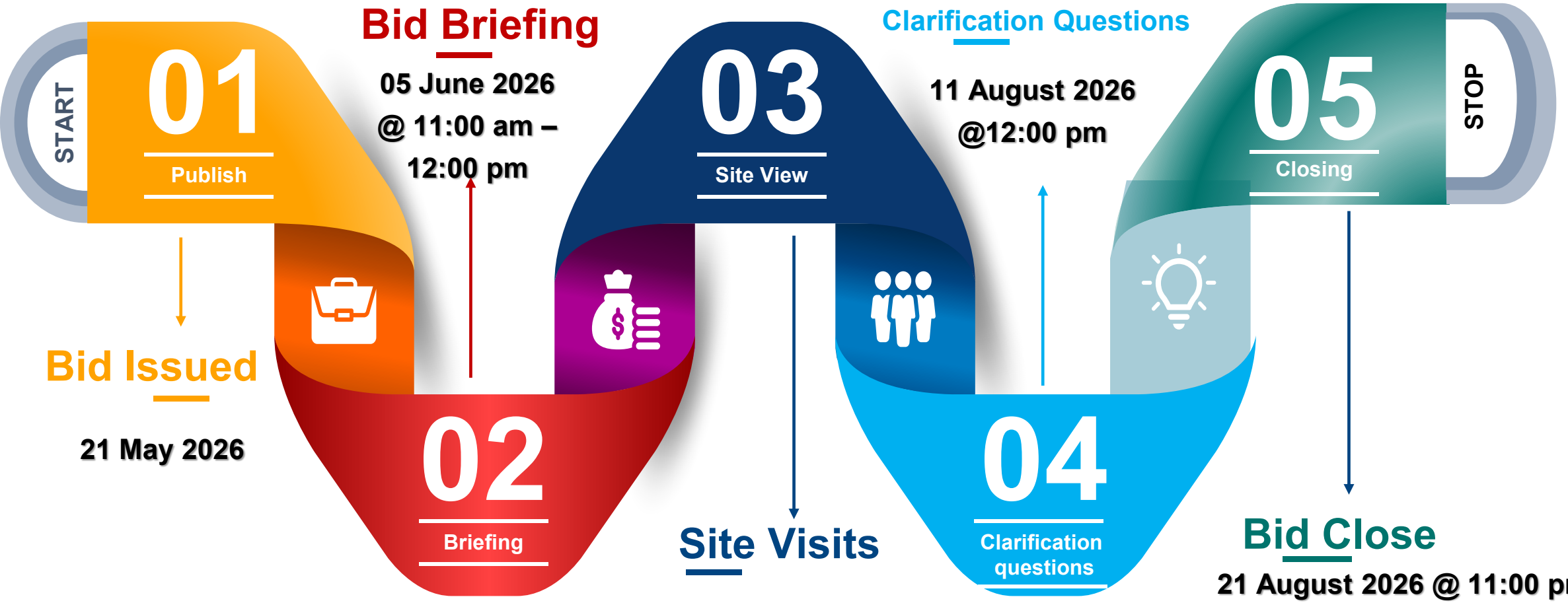
Purpose

- Give an overview on the B-Network Line site visit process for revenue generating B-Network Lines.
- Provide facility overview information on the specific B-Network Lines namely:

Hercules to Magaliesburg Branch Line.

- Inform bidders on the proceedings of how the physical site inspection will be conducted.
- Explain how the clarification questions will be answered prior to bid close.

RFP Timelines



Hercules to Magaliesberg 02 July 2026 @09:00 am

Rules for the Physical Site Visit

Documentation

- ID copy
- Passport
- Company Confirmation letter of the attendees

Bidder's Rules

- 3 members from each company.
- Companies may visit the site 2 (two) times before closing date.
- No firearms or harmful equipment and chemicals are allowed on the premises.
- Bidders to conduct site visit at their own cost.

Bidder's notice

- TRIM will open the facility for bidders do conduct their own due diligence.
- All 3 facilities will be open for 2 weeks from **06 – 17 July 2026** during weekdays.
- Bidders to send TRIM a list of names of the people attending the site 3 days before the site visit date.
- Bidders to submit their site plan 3 days before the site visit to allow TRIM to plan allocation of time that will be required on site.
- Mandatory PPE or no access will be granted. E.g. Vest and safety boots.

B-Network Line

Route Overview - Hercules to Magaliesburg Branch Line.

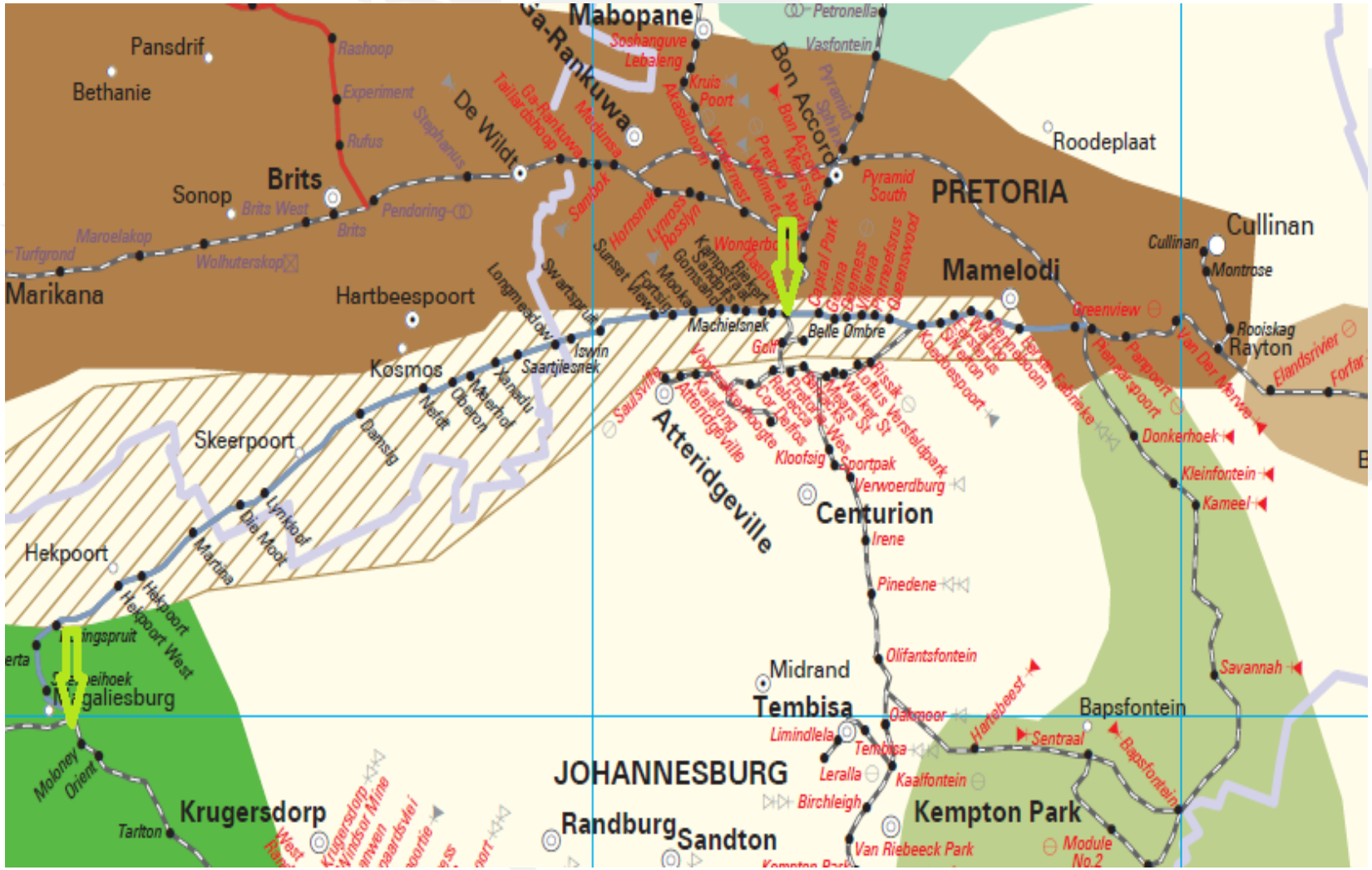
Section 1: Description of Physical Assets

1.1 Overview of the Hercules to Magaliesburg Branch Line
1.2 Branch Line Layout
1.3 Infrastructure Condition

TRANSNET rail infrastructure manager

Section 1: Description of Physical Assets

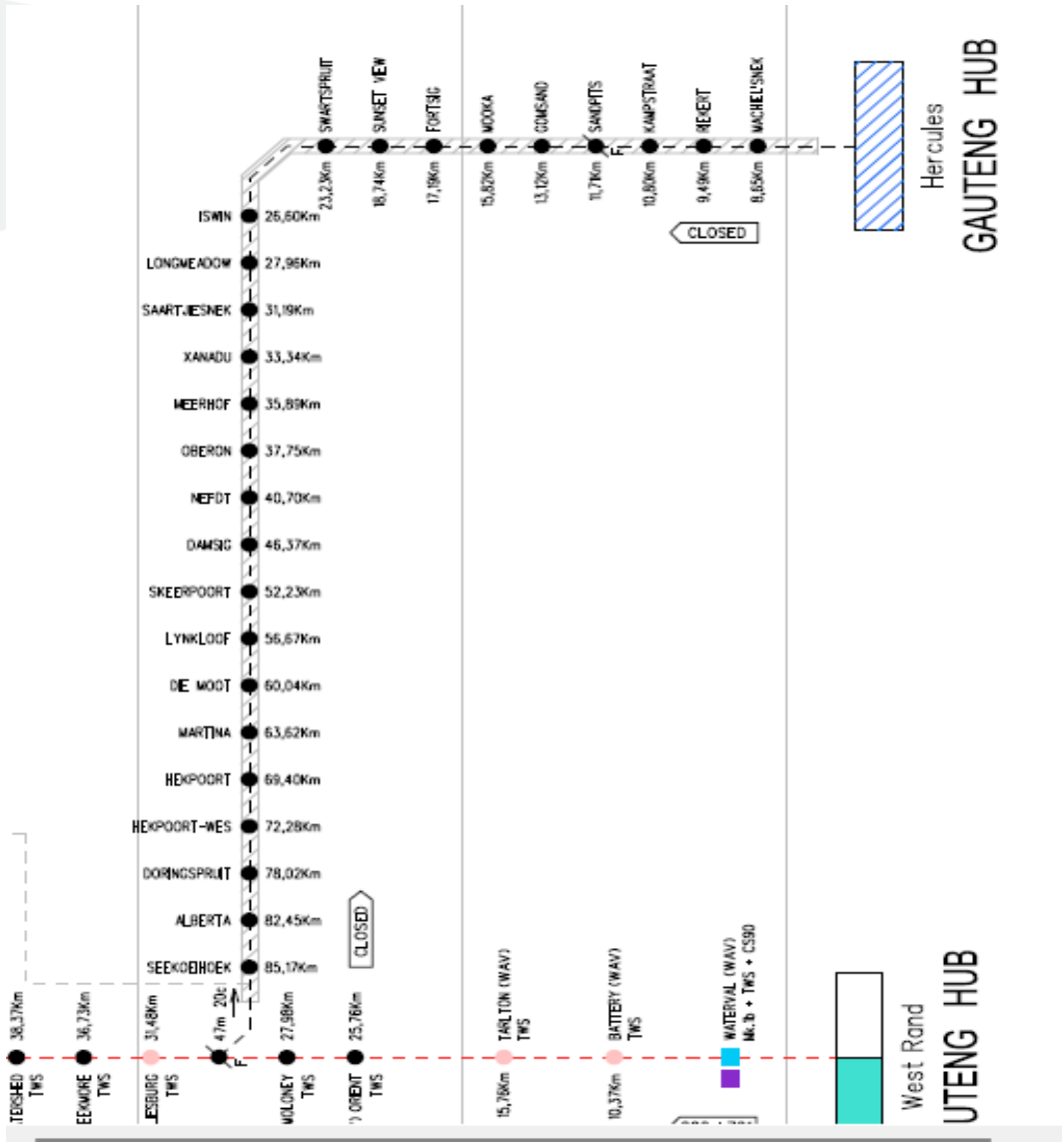
1.1 Overview of Hercules to Magaliesburg



Line Characteristics

- Overall Distance ~ 89 km
- Axle load ~ 12-18 ton/axle
- Cape gauge = 1065/1067mm
- Classification: Branch line
- Sleepers = Steel, Wood
- Rails = 30/40/48kg/m
- Bridges: 8
- Culverts: 232
- Traction: Non-electrified (steam and diesel locomotives)
- Commodity: Primarily used for transporting light branch-line traffic, carrying minerals, agricultural produce, timber, general freight, and some passengers, rather than heavy bulk commodities.

1.2 Layout of Hercules to Magaliesburg



1.3 Infrastructure Condition

General observations of the Hercules–Magaliesburg railway line show that this line is in an advanced state of abandonment and degradation. The majority of superstructure components, i.e. rails, sleepers, fastenings, turnouts and ballast, have either been removed or have deteriorated beyond the serviceable condition.

While some sections of the original formation remain identifiable, the condition of the formation is highly variable and discontinuous. In some areas, the formation has been excavated or regraded, due to road construction, agricultural use, development and quarry activities, and informal access.

Encroachment and human impact represent one of the most critical constraints affecting the line. The line crosses provincial roads, passes directly through residential neighbourhoods, and traverses industrial and agricultural areas where development has occurred within or adjacent the rail reserve.

Some level crossings are fully integrated into road infrastructure, while others the infrastructure is still identifiable and others are illegal. From an operational perspective, these crossings would require full redesign, statutory approvals and coordination with road authorities to reinstate.

Vegetation overgrowth further obscures the alignment, blocks drainage and accelerates deterioration of earthworks and minor structures.

Hercules to Magaliesburg Branch Line.

Rails

- The rail profiles used are predominantly 30-40kg/m rail (based on markings were manufactured around 1951), with a small section consisting of 48kg/m around Hercules station.
- The majority of rails along the line are missing or removed.
- Remaining sections show signs of corrosion, misalignment, and partial burial, indicating long-term neglect and material theft.

Hercules to Magaliesburg Branch Line.

TRANSNET
rail infrastructure manager

Sleepers

- The line consists of steel (which based on markings were manufactured in 1938) and wooden sleepers.
- The sleepers are largely missing, with the few remaining areas severely decayed, structurally compromised and buried in soil and vegetation.

Hercules to Magaliesburg Branch Line.

TRANSNET
rail infrastructure manager

Ballast

- The original ballast profile has been either removed or fouled with soil and vegetation.
- Generally, for the majority of the section the ballast profile and shoulder definition no longer exist.

Vegetation

- Vegetation along this section is extensive and unmanaged.
- Grasses, shrubs and trees have grown directly on the line, covering the rails, sleepers, ballast, formation and culverts.
- The encroaching trees pose a risk of root intrusion, which can undermine earthworks, damage culverts and accelerate erosion of embankments.

Hercules to Magaliesburg Branch Line.

TRANSNET
rail infrastructure manager

Substructure and Drainage

- The railway formation remains partially intact on some sections of the line, however, its condition varies significantly along the route.
- Most sections generally have not retained their original profile and show signs of prolonged neglect, including surface erosion and vegetation encroachment.
- Other portions of the route have been physically disturbed or excavated, either for informal access routes, agricultural use, material recovery or development activities.
- Drainage along the section is generally ineffective or non-functional.
- Side and cut-off drains are blocked or overgrown with vegetation.

Level Crossings

- In some locations, the rail infrastructure at level crossings has been completely removed, with road surfaces modified to accommodate vehicular traffic.
- Other areas, the rail infrastructure is still visible.
- Some illegal crossings were also observed. In all instances, no level-crossing protection was observed.
- There is no evidence of maintained sighting distances or controlled approaches in accordance with the safety standards.

Bridges and Culverts

- The structures along the line consist of 4 steel bridges (rail over river), 4 concrete arch bridges (rail over river) and 161 pipe culverts of diameter varying from 450 – 900mm and 71 box culverts varying from 1150 – 4000mm in size.
- A detailed assessment will be required to accurately determine the structural condition and serviceability of the bridges and culverts.

Hercules to Magaliesburg Branch Line.

TRANSNET
rail infrastructure manager

Encroachment and Human Impact

- The line has been significantly compromised by widespread encroachment and human activity, resulting in a fragmented and discontinuous corridor.
- Portions of the rail alignment have been permanently converted to road infrastructure, while residential, industrial, agricultural and quarry developments have encroached the rail reserve.
- In several areas, track infrastructure has been removed, formations and embankments excavated and sections of the line repurposed for access roads and other land uses.
- These impacts have severely degraded the integrity of the corridor and created major challenges related to land ownership, servitude protection, environmental compliance, stakeholder engagement and relocation requirements.
- Consequently, any future reinstatement of the line would require not only substantial engineering reconstruction but also extensive legal, planning and social intervention.

Questions and Answers

Harties B-Network Line


TRANSNET
rail infrastructure
manager
THANK YOU