

AFRICA by RAIL

**Departs July 14, 2011 &
October 6, 2011**



**19th Annual Journey - Presented to you
.... Naturally by**

**Wings
for the
World** 

Dear Friends,

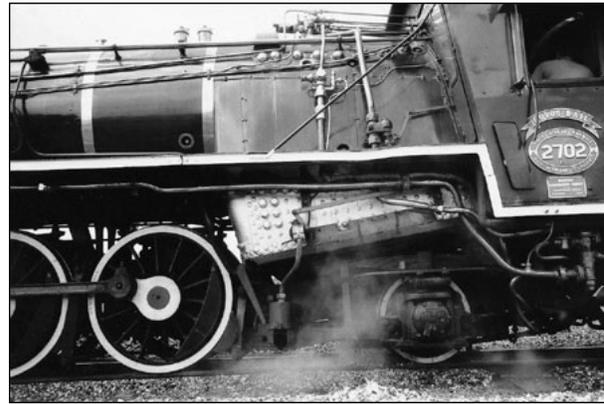
We wish to invite you on truly an authentic adventure of a lifetime, an African rail journey all the way from Dar Es Salaam in Tanzania, through Zambia, Zimbabwe and South Africa to Cape Town.

You will experience the scenic wonders of Africa, with perhaps the best game-viewing on the continent, accompanied by knowledgeable guides and an historian to introduce us to the myriad native cultures. Victoria Falls, Kruger National Park, Pretoria and Kimberley are just some of the highlights of this tour.

What makes this trip unique is that we will travel on Rovos Rail-the most luxurious train in the world-on a 6,100 km steam rail adventure. We will retrace part of the fabled Cape Town to Cairo route, a dream of Cecil Rhodes during the heyday of the British Empire.

Rovos Rail is a lovingly restored steam train from the Victorian era which will pamper you with luxurious accommodations, fine cuisine, vintage wines and 24-hour room service.

This 22-day **Rovos Rail adventure** begins in Toronto on **July 14, 2011 & October 6, 2011**. Don't delay as only 62 passengers can be accommodated on this epic journey across Africa.



Bob Khasnabish

President

Wings for the World Travel Inc (1974)



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AFRICA by RAIL



Day 1: Toronto / Europe.

We will fly to Amsterdam via KLM.

Day 2: DAR ES SALAAM.

Arrive Amsterdam and connect with KLM Dar Es Salaam flight. Arrive Dar es Salaam and after Customs & immigration formalities our guide will meet you and will transfer you to THE NEW AFRICA HOTEL

Day 3: DAR ES SALAAM

Day at leisure. Enjoy hotel amenities. **(Breakfast & Dinner).**

Day 4: ZANZIBAR TOUR

This morning we take a short flight to Zanzibar, a half-Arab, half-African island 35 km east of the mainland. Its population of 600,000 is a mixture of African, Arab and Indian, having been first settled in AD1000 and for centuries a major trading port. The spice island abounds with cloves (80% of the world's supply), coconuts, cassava and plantains. Our tour of the island traces its history from Vasco da Gama's visit in 1499, Portuguese domination, control by the sultans of Oman from 1698 to the late 19th century when Zanzibar was the principal East African base for trade in slaves and ivory, its time as a British protectorate from 1890 to 1963, and finally becoming part of Tanzania in 1964. A one-hour hovercraft trip returns us to the Hotel in time for dinner. **(Breakfast, Lunch & Dinner)**

Day 5: DAR ES SALAAM / KIBEREGE.

12h00 Depart Dar Es-Salaam.

The long journey to Cape Town on Rovos Rail-the Pride of Africa-begins at noon from Dar Es Salaam station. The distance is 6,093 km through a diversity of geography, vegetation, Wildlife and human history.

Engineering buffs can inspect the vintage locomotive before settling into spacious suites which have been lovingly restored to their original splendor.

Each suite has twin or double beds and all have private bathrooms. The train accommodates only 52 passengers and our every need is catered to by a staff of 16 who are on call 24-hours-a-day. Two first class chefs ensure superb meals aboard Rovos Rail, complemented with a fine selection of South African wines. Seven pairs of wood pillars and arches in the dining car create the atmosphere of a private Victorian club. Windows of the observation car (dating from 1936) at the rear of the train have been enlarged to give unobstructed views as we leisurely pass through the dramatic African scenery.

About three hours after leaving Dar Es Salaam we will traverse Selous game reserve, the largest game park in Africa. It is named after Frederick Courtney Selous, a famous big game hunter of the 19th century. During World War I when German East Africa was a theatre of battle for four years, he was accidentally killed and was buried in the park. Until 1928 Dar Es Salaam had no road communication with the interior.

After the coastal flatland we will climb to typical African savannah where it is cooler and drier. The Rovos train is now steaming along the Tanzanian-Zambian Railway. In 1968 the People's Republic of China wished to erect a permanent symbol of its leadership of the non-aligned movement and its solidarity with the Third World. The project selected was the "Freedom" railway line. Landlocked Zambia was then surrounded by the Portuguese colonies of Angola and Mozambique with White Rhodesia to the south. The Vietnam war sustained an insatiable demand for Zambian

copper and the rail line would break Zambia's dependence on Portuguese-controlled Lobito and Beira and Apartheid Durban and East London in South Africa. In one of the great ironies of African history, British colonizer Cecil Rhodes' project of a rail link from Cape Town to Cairo was partially carried forward by Communist China under Mao Zhe Dong.

Some 25,000 Chinese and 50,000 African workers toiled for five years to lay 310,000 tons of steel rail from Dar Es Salaam to Kapiri Mposhi. The line was completed in 1975, ahead of schedule. More than 140 stations were constructed over 1,858 km, along with 300 bridges and 23 tunnels. At Kapiri it was connected to the old colonial line having the same Cape gauge of 3 feet, 6 inches. Also in 1975 the Portuguese empire ended, the Americans fled from Vietnam and Zambia's copper boom collapsed.

After South Africa began to unravel apartheid after 1990, the prospects of restoring links between South Africa and Tanzania became stronger. It was Rohan Vos who reignited the heroic idea of an epic train journey tying Cape Town to Dar Es Salaam. Trust was gradually established only after Rohan Vos was detained for 16 hours at Dar Es Salaam airport. The result is the historic vintage steam train, Rovos Rail.

Germany colonized Tanzania from 1891 and the country still shows traces of German rule, with many inhabitants bearing German first names and government buildings with German-style architecture.

Day 6: MLIMBA / MAKAMBAKO / MBEYA

The train slowly rises between the volcanic outcrops of the Mbeya mountain range dominated by Mt. Mbeya (1,700m). It is heavily mineralized and gold is mined here. Until the 1950s it was a principal stop for aircraft flying from the Cape to Cairo and it was a busy place during the Second World War. Mbeya has a large station built by the Chinese from their Lego kit of stations. At Mbeya station a crowd of onlookers will likely be discussing our remarkable train in Swahili. The train now passes through one of the most interesting geological areas in the world the Great Rift Valley. The valley zigzags 6,000 km from Jordan, through the Red Sea, cutting through Ethiopia and the Danakil Depression. It then splits into eastern and western branches. The dry, volcanic eastern branch cuts through Kenya and Tanzania, eventually disappearing into the southern Tanzanian plains. The western branch, that we will follow, forms the natural boundary of nine nations from Sudan to Mozambique. Africa's great lakes are situated here, of which Tanganyika and Malawi are the largest.

Geologists theorize that in 50 million years the widening Rift will have broken off the northeast bit of Africa to form a new island like Madagascar did when it broke off from the Kenya Embodiment.

Known as German East Africa from 1890 to 1920, Tanzania changed its name to Tanganyika, named for the lake and plateau. Lake Tanganyika is the largest of the Rift



Our on-board historian Nicholas Schofield will give a lecture today entitled "Zanzibar, Bagamoyo and the African Slave Trade."

Valley lakes. It is 770m above sea level and stretches 720 km from north to south, touching Tanzania, Zambia, Zaire and Burundi. It is the second deepest fresh water lake in the world after Lake Baikal in Russia. Soundings of 973m the height of Table Mountain have been obtained. Burton

and Speke were the first Europeans to see the lake in 1858, followed by Livingstone in 1869.

At the border station of Tunduma, passports are stamped then we go on through a tunnel to Zambia. We are offered a lecture today, an overview of Central and Eastern Africa.

DAY 7: NAKONDE / CHOZI / KASAMA / MPIKA

Nakonde is a mere 4 km from the trenches dug by the British and Germans towards the end of the First World War. The countryside, thick with Miomba woodland and raffia palms, is bushveld similar to Kruger National Park and Botswana. The dark green and red fronds of raffia palms shimmer along the Chozi River. This afternoon Nicholas Schofield will offer two lectures, "Up & Down! Kilimanjaro and Ngorongoto Crater" and "David Livingstone: A heroic failure."

Day 8: SERENJE / KAPIRI MPOSHI

The train will stop at Kanona where we will disembark for an excursion to Kundalila Falls where the Kaombe River falls some 65m. About 100 km north of Serenje station is where David Livingstone was found dead kneeling in prayer in 1873. His servants buried his heart and carried his embalmed body disguised as trade goods 1,800 km to Zanzibar. Hundreds came to pay their respects to the man who did so much to erase African slavery. After one of the greatest funerals of the 19th century, Livingstone was laid to rest in Westminster Abbey under a stone which reads: "Brought by faithful hands over land and sea, here rests David Livingstone." Finally the train reaches the important station of Kapiri Mposhi where the line passes to the control of Zambian Railways. After a sojourn at "New" Kapiri Mposhi, built by the Chinese, the train travels about two kilometers to "Old" Kapiri Mposhi, crossing over to the old colonial railway system built for Cecil Rhodes.

About 120 km

south is the mining centre of Kabwe with abundant lead, zinc and vanadium. It was previously known as Broken Hill, named after a mine in Australia with similar geology. This is where "Rhodesian Man", a primeval ancestor of modern man, was discovered in the 1930s. Estimated at 250,000 years old, the skull is a critical link between the Australopithecus and modern Homo sapiens.

DAY 9 : LUSAKA

Lusaka is the capital of Zambia, an independent country since 1964. Until recently it was ruled by Kenneth Kaunda who impoverished his country so that Zambia, with 10 million people, vast reserves of copper and double the size of Zimbabwe, has the highest per capita foreign debt in the world. It also has the highest rate of urbanization in sub-Saharan Africa.

Some 40 km after Mazabuka, the train will pass over Kafue River bridge, consisting of some 15 spans. The river is navigable for 400 km upstream.

Two lectures are offered today-"The Cape-to-Cairo Railway? An historical overview of a dream with some hints for modern travelers" and "Zambia and Zimbabwe: A political, social and economic overview of two post-colonial disasters."

Day 10 & 11: VICTORIA FALLS

The train slowly travels southwest towards Victoria Falls, gently dropping from the Batoka



Plateau which, until the 1950s, was known for its abundant game.

After following a slow and winding route for 11 km, the train approaches one of the highlights of our safari-crossing, over the Eiffesque Victoria Falls bridge. It was completed in 1905 and, at the instruction of Cecil Rhodes, was positioned so that the train would be touched by the spray of the falls. At the time it was the highest bridge in the world.

After making a wide loop, the train reaches the little station of Victoria Falls, first reached by railway in 1904. Old colonial buildings, bougainvillea and palm trees against the backdrop of the Victoria Falls Hotel form a cool oasis after the rugged dryness of the winter landscape.

Victoria Falls is one of nature's wonders on a par with the Grand Canyon, Mt. Everest and an erupting volcano. It is believed that there have been seven different falls over the past two million years. David Livingstone is

generally considered to be the first European to have seen the Falls in 1855. The present Falls are wearing from Devil's Cataract northwards, eroding the softer material behind the basalt base of the Falls. Just over 1.7 km long, the Falls are broken up by small islands. The Falls are up to 108m high at Rainbow Falls.

At the Falls a train safari will disembark for a day of exploration. Our train will be parked adjacent to the Victoria Falls Hotel, one of Africa's great meeting places and completely refurbished in 1996.

While staying at the Victoria Falls Hotel our group will go on a sunset cruise of the Zambezi River and will attend an African Spectacular dance show at the Elephant Hills Hotel. Other optional activities include a tour of the Falls, flight over the Falls, golf at the Elephant Hills Hotel, white-water rafting down the gorges, tour to Livingstone and the Eastern Cataract (best viewing of the falls), tour of an ethnic

village, steam rail excursion across the bridge to Livingstone, and shopping for native crafts at the curio shops. You may book these options at the hotel or beforehand on the train.

Only an overnight bag is needed for our stay at Victoria Falls. Your possessions will be safe in your compartment. Please take warm clothing and don't forget your passport as you will need it to change money or to cross the border into Zambia.

Day 12: BULAWAYO / BEIT BRIDGE

After leaving the roar of Victoria Falls, the "Pride of Africa" travels overnight along one of the longest stretches of straight railway line in the world (114 km) along the eastern edge of Hwange National Park. Zimbabwe is named after the mysterious ruins of Great Zimbabwe, located near Masvingo. The ruins,



the largest in sub-Saharan Africa, date from AD800 and were abandoned about AD1600.

We arrive at Bulawayo at 8 a.m. where we will have a tour of the city and the Natural History Museum. Cecil Rhodes is buried in the granite tomb of the Matobos, just outside Bulawayo. Keep an eye open for steam locomotives in and around Bulawayo station. Zimbabwe still uses steam on sections of the Bulawayo-Victoria Falls lines for shunting. Railway enthusiasts may contact Nicholas Schofield for more railway data.

Back aboard the train Nicholas Schofield will give a lecture entitled "Cecil John Rhodes: Tycoon and Visionary" as we journey across Zimbabwe to Beit Bridge and the South African border. We now leave baobab country and cross the Tropic of Capricorn just after the station of Soekmekaar. The train passes through Mica, Corundum and Granite station, all named after the minerals mined there.

Day 13 & 14: HOEDSPRUIT

At Hoedspruit we will disembark to visit the Game Reserve where we will spend two nights. This is some of South Africa's most delightful scenery, with the mountains of the western Cape married to the lush wildness of the African lowveld bush and home to leopards and lions.

DAY 15: HOEDSPRUIT / KRUGER NATIONAL PARK

After a visit to the wild dog and cheetah project, we will reboard the "Pride of Africa" and depart Hoedspruit. We will likely see wild animals from the left train windows as we skirt Kruger National Park, one of South Africa's great natural treasures and proclaimed a conservation area by President Kruger 100 years ago. Over the years the park has doubled in size and all poaching eradicated.

The train passes close to Sudwala Caves, a major tourist attraction. These caves exerted a strange fascination on the young Henry Rider Haggard who was Master of the Deeds Office after the first annexation of the Transvaal in 1877. It is probable that he based his celebrated novels "King Solomon's Mines" and "She" on the inspiration of these caves.

We will climb from the lush, sub-tropical Transvaal lowveld to the cold, bare highveld. During the night the train traverses Witbank with its reserves of high-quality coal. This is where a young escaping British prison-of-war

named Winston Churchill took refuge in a mine shaft in December 1900. He escaped by freight train to Mozambique and we will travel along the same rail line.

Day 16: PRETORIA

Our safari train arrives in Pretoria about 10 a.m. We will have a short tour, led by our onboard historian, of the capital of South Africa, home of Paul Kruger, the Voortrekker Monument and the Union Buildings. After lunch we will depart for Johannesburg and the south.

Day 17: KIMBERLEY

First stop is among the skyscrapers of Johannesburg, the largest city in Sub-Saharan Africa. It is on the heights of the Witwatersrand, 1,800 meters above sea level, that the greatest goldfields in the world were discovered in the late 19th century. South Africa was built on gold. The deepest mines in the world (4.7 km below the surface of the earth) are found in South Africa. The 600 tons of precious metal produced every year have paved the way for the industrialization and modernization of a traditional African society.

In the charming town of Kimberley we will enter one of the finest Victorian railway stations in Africa, a cast iron and glass product of the railway heyday of the 1870s. Kimberley is still the home of the De Beers Consolidated Mines, the world's largest specialist diamond company. We will visit the Diamond Museum, tour Kimberley on an historic tram and visit the carefully constructed display of historical memorabilia housed next to the "Big Hole", the largest man-made excavation in the world. This astonishing excavation was once the site of a small hill in which Kimberlite ore was discovered. Thousands of claims were staked as miners from all corners of the globe sought to make their fortunes.

Day 18: MATJIESFONTEIN / CAPE TOWN

In the historic town of Matjiesfontein we will have breakfast in the restored Lord Milner Hotel. In Matjiesfontein, 100 years ago, Laird Logan set up a small refreshment hotel for the hungry and thirsty travelers of the Cape Government Railways. Major Buist, a descendant of Logan's, still lives here. An authentic Victorian railway village stands perfectly preserved at Matjiesfontein which, legend has it, is occasionally visited by the

ghost of a wounded British "Tommy" of the Anglo-Boer War.

After strolling through this historic settlement, at 10:30 a.m. board the "Pride of Africa" to travel south towards the Touws River, leaving behind the strangely haunting barrens of the Great Karoo as we descend to the first terrace and the vineyards of the Hex River Valley. Fine old Cape Dutch houses are dotted among the vineyards. They are quaint reminders of Amsterdam townhouses as many of the early settlers came from Holland.

The train continues its descent, reaching the first mountain terrace and the town of Worcester before heading for Paarl in the heart of the wine lands. Close to Cape Town the vegetation is tinged green by the rains of the Western Cape, a region with a Mediterranean climate.

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

We arrive at Cape Town Station where our rail journey ends at 6 p.m. You have joined an elite club of railway travelers. Few have traveled across Africa, and fewer have done it by train. Transfer to the Waterfront CITY LODGE Hotel. **(Breakfast & Lunch)**

Day 19: CAPE TOWN

Morning departure for a full-day tour of Cape Vineland, including a visit to a famous wine estate with lunch en route. Some of the best wines in the world are made from the grapes harvested from these prolific vineyards. In the afternoon we will visit Franschoek, Boschendal and Stellenbosch. **(Breakfast & Lunch)**

Day 20: CAPE TOWN

Another guided tour taking the whole day and visiting Groot Constantia, Fish Hook, Simons-town, Cape Point, Chapman's Peak Drive, Haut Bay and Kirstenbosh. We have lunch en route and return to the Commodore Hotel for a gala farewell dinner for our group. **(Breakfast, Lunch, Dinner)**

Day 21: CAPE TOWN

Today is at leisure to explore Cape Town, South Africa's largest city and legislative capital. Cape Town was founded in 1652 at the base of 1,000 meter-high Table Mountain as a supply station for the Dutch East India Company to provision ships en route to and from the Spice Islands of the East Indies.

The arrival of the first Europeans at the foot of Africa met with little resistance from the Cape's only human inhabitants, the yellow-skinned Khoikhoi or Hottentots.

This evening we are escorted to the airport for our flight to Canada **(Breakfast)**.

Day 22: Early morning arrival in Amsterdam and connect with your hometown flight.

PRICE PER PERSON Twin

\$ 19,777.00

+

TAXES: \$775.00

Special business class air fare available

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TOUR PRICE INCLUDES:

- International airfare
- All transfers-Airport/Hotel/Railway Station
- Accommodation in deluxe suite on board Rovos Rail and in first and deluxe class Hotels and Lodges
- Hotel taxes and service charges
- Most meals
- All drinks and alcoholic beverages on board Rovos Rail
- All laundry service on board Rovos Rail
- All tours, excursions and safaris as outlined in the itinerary
- African history and lectures by historian Nicholas Schofield on board Rovos Rail
- Medical practitioner on board Rovos Rail
- Hairdressing service on board Rovos Rail

- Porterage service throughout
- Airport Taxes
- Full day tour of Cape Peninsula with Lunch
- Full day tour of Wineland and Cape Town

TOUR PRICE DOES NOT INCLUDE:

- Visa fees
- Meals not mentioned in the itinerary
- Tips and gratuities
- Personal expenses such as phone calls, hotel laundry services and other expenses of a personal nature.

TERMS AND CONDITIONS

for your Wings for the World vacation

Accommodation: first class or the best available hotel at the destination. Costs based on two people sharing a twin-bedded room with private facilities, except in some remote locations where private facilities are not available. The right is reserved to substitute hotels from those shown in the brochure when necessary.

Single room accommodation: those who choose to occupy a single room pay a supplement understanding that singles are often less desirable; the supplement covers only the provision of privacy.

Meals: breakfast (either full) (indicated by the letter B) or continental (C). Lunches (L) and dinners (D), according to table d'hote menus, are provided as indicated in the itineraries. Tea/coffee is usually provided.

Transportation: By Road: will be provided a) between transportation terminals (airports, stations etc) and hotels and vice versa b) for all sightseeing drives and drives between hotels and c) from and to hotels for evening functions -usually by private vehicle. By Air: using the most economic air fares available for the applicable route. By Water: using scheduled services of ferries, cruise ships etc as indicated; generally transfers to or from hotels by water are by private launch. Entrance Fees: are included to major points of interest.

Gratuities: tips to hotel and transportation porters for one bag per person, tips to drivers and guides at the discretion of the individual traveler.

Guides and escorts: local guides are provided for all sightseeing tours; where indicated a Wings for the World Escort will travel with the group.

Deposits: a deposit of C\$2,000 is required at time of booking, along with insurance premium. Tour cost does not include: passport and visa fee; charges of a purely personal nature such as laundry, bar bills etc.; meals other than those specified; optional tours; tips to your escort; any other items not specified above or in the itinerary; local airport taxes.

GENERAL CONDITIONS

Final invoices and Surcharges: Prices quoted are based on tariffs/rates of exchange at time of printing. Final tour prices will be shown in the final invoice issued 120 days before departure. Provided final payment is received by the due date (100 days before departure) you are protected against surcharges after issue of the invoice.

Charges: are included in the tour to cover Wings for the World costs in organizing and operating these holidays. Unused Services: no refund is made for unused travel services, nor is the value of unused travel services exchangeable for alternative services.

Cancellation Charges: on receipt of your deposit Wings for the World will be undertaking acts on your behalf. If you must cancel after payment of deposit the following charges will apply:

- Deposit - non-refundable
- 99-80 days before departure
 - 50% of final invoice
- 79-61 days before departure - 75% of final invoice
- 60 days or less
 - 100% of final invoice

Travel insurance: For each of the Wings for the World Holidays we offer an optional comprehensive travel insurance policy; the premium varies according the duration/cost of the tour. Full details and premiums are included with the descriptive itinerary for your chosen holiday. The benefits include: Trip Cancellation and Interruption; Hospital and Medical Treatment Costs in excess of government Insurance coverage. Repatriation expenses. Baggage insurance Accidental Death or Dismemberment.

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4. Missed connections or for any substitution of hotels or carrier equipment beyond our control, with or without notice or for any additional expense occasioned thereby.

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