



FIG. 1.5.34 Aerial view of Pretoria Station building showing the low pitched roof

### *During the SATS period: 1981 - 2002*

Railway zone east of Station: The new road alignments in this area obliterate many of the historical urban patterns. The connection road between the station and Belgrave Hotel has been removed, resulting in the loss of the strong and planned physical connection. The historical edge on the eastern side of Railway St, between Tulleken and Clara Streets has been demolished for the two way road system, leaving only an unoccupied traffic island.

The workshops and stores north of the Telegraph building had to make way for a new motor repair facility and showrooms, leased from the land owner. Similar facilities appear just north and just south of the Magazine building and stores. The scale (in terms of height rather than bulk) and style of these buildings appear to have been planned to augment the historical character of the environment.

### *The Apartheid era*

During the Apartheid years, separate stations were allocated for use by Black passengers and Pretoria Station was declared a “Whites only” facility. The Station gardens were used as a form of barrier that separated the main railway station from the station set aside for Blacks, located just west of the main station building complex. This station, today known as Bosman Station, was built during a large construction project that took place from 1955 – 1959 to build the Pretoria – Saulsville line.

The area around Bosman station developed a settlement for the community that was not permitted to live in the white areas, including a number of hostels that housed both professional and unskilled labour forces, as well as retail facilities that catered primarily for this community. This area has grown tremendously into what is known today as the Dairy Mall, consisting of both formal and informal retail facilities as well as a local taxi rank.

After desegregation, entities such as the South African Rail and Harbours (SAR&H) were directed to open their facilities to other races at their own discretion and the Pretoria Station became open to all passengers in the mid-eighties. Today, the passengers at Pretoria Station are largely commuters, the majority of whom are Black, having grown up in the old segregated townships. The Bosman Station still serves as a stop for commuters, and was the only point of arrival and departure for commuters in the area during the restoration process on the Pretoria Station building after the fire that almost destroyed it in 2001.

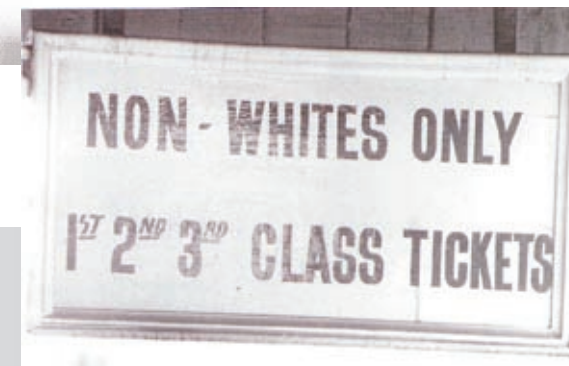


FIG. 1.5.35 Image of sign at Bosman Street Station before sanctions were lifted



### The recent past

The past decade in South Africa's history has experienced more dramatic changes than in the hundred years before it, and the railway industry is no exception to this change.

The management of rail has moved from the Central South African Railways (CSAR), through the South African Rail and Harbours (SAR&H) and finally into the possession of Transnet and the South African Rail Commuter Corporation (SARCC) that were both established in 1992.

All rail infrastructure used for commuter transportation in the main metropolitan areas is the ownership of the SARCC. These stations, including Pretoria Station, are now managed by Intersite Property Management Services, a subsidiary of the SARCC.

Today, thousands of commuters pass through the Pretoria Station and its precinct daily and hundreds more come to use the long-distance transport facilities as well as the luxurious Blue Train.

The precinct has developed into an active inter-modal transport facility, although much of this needs serious attention in order to bring the operations into high standards and quality. Apart from the most recent renovations that took place on the Herbert Baker building after the fire in 2001, the Blue Train facilities are the only amenities that have set a standard which distinguishes them from the other services, that can be described as "basic" and dilapidated.

The Station is still a main stop for the world-famous Blue Train, with passengers boarding and disembarking on Platform 4, the only platform long enough to host it. Porters then escort the passengers to their passenger lounge, built in 1999 on the site of the old gentlemen's toilets in the south-east wing.

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FIG. 1.5.36 Sign at Pretoria Station



FIG. 1.5.37 Commuters at Bosman Street Station



FIG. 1.5.38 Commuters at Bosman Street Station



FIG. 1.5.39 Image of Blue Train



FIG. 1.5.40 The Blue Train lounge at Pretoria Station





FIG. s 1.5.41 - 47 Images of Pretoria Station during and after the fire in 2001





*\_ THE BURNING OF PRETORIA STATION*

On the evening of Monday, 19 February 2001, the Pretoria Station Building became victim to arson as a small group of angry commuters became violent in a large crowd as train delays mounted. Restlessness on the platforms led to the attack of Station staff members in the building, and finally on the building itself when the mob stormed the Mainline Passenger Services Centre (MLPS) on the ground floor in the centre of the building, right at the main entrance, and set it on fire.

The building burnt throughout the night as fire-fighters fought against an ever-increasing inferno, which destroyed almost the entire roof and severely damaged the clock tower. Fortunately, the fire was concentrated only in these areas, as the fire had made its way up light-wells to the roof and much of the office zones were not effected due to the concrete slab below the trusses. However, damage was estimated at R20 million, with the Mainline Passenger Services Centre and its immediate surroundings, including the ticket offices (approximately 4800m<sup>2</sup>) were completely gutted.

Apart from the roof and the clock tower, the passenger elevator was damaged beyond repair, heat and water destroyed the electrical installations of the building and smoke caused severe damage to much of the Station.

On 26 June 2001, construction on the restoration commenced and was completed in June 2002. On Monday, 24 June 2002, the Minister of Transport, Dr Dullah Omar officially re-opened the Station and operations commenced the same day.



FIG. 1.5.48 Image of the recently discovered Swastika at Pretoria Station

*\_ THE SWASTIKA*

Only recently discovered during the restoration process of the building, is a much debated swastika, located just below the recess into which the clock is set. One belief is that the symbol was in acknowledgement of the unification celebrations of 1910, when work on the Station began, with the symbol representing the four new provinces of the Union. Another view is Herbert Baker's fascination with symbology, but the most interesting theory is that of a secret love of Baker.

It is rumoured that Baker was secretly in love with a Hindu woman, forbidden in both their cultures, and the swastika is a tribute to this relationship. The swastika has been a sacred symbol to the Hindus for centuries, and it is common belief that use of the sign will ward off forthcoming evil or undesirable events. Ancient warriors wore it in the belief that they would always be victorious.



FIG. 1.5.49 Image of the clock tower after restoration



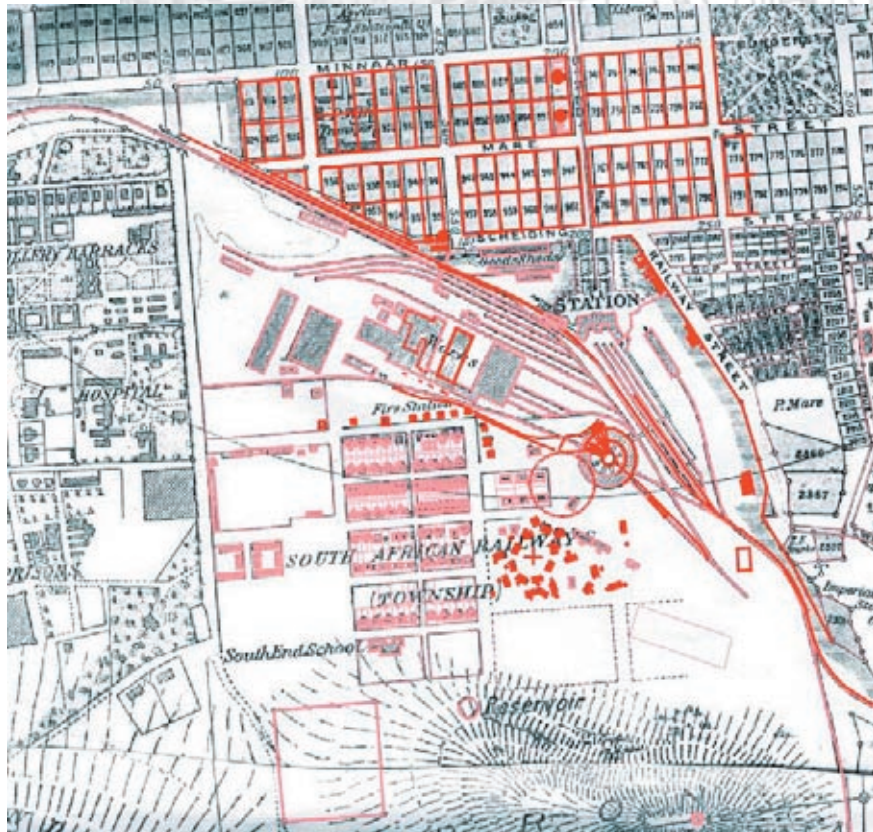


FIG. 1.5.50 SAR&H Township and related functions: HERITAGE RESOURCES IN 1911

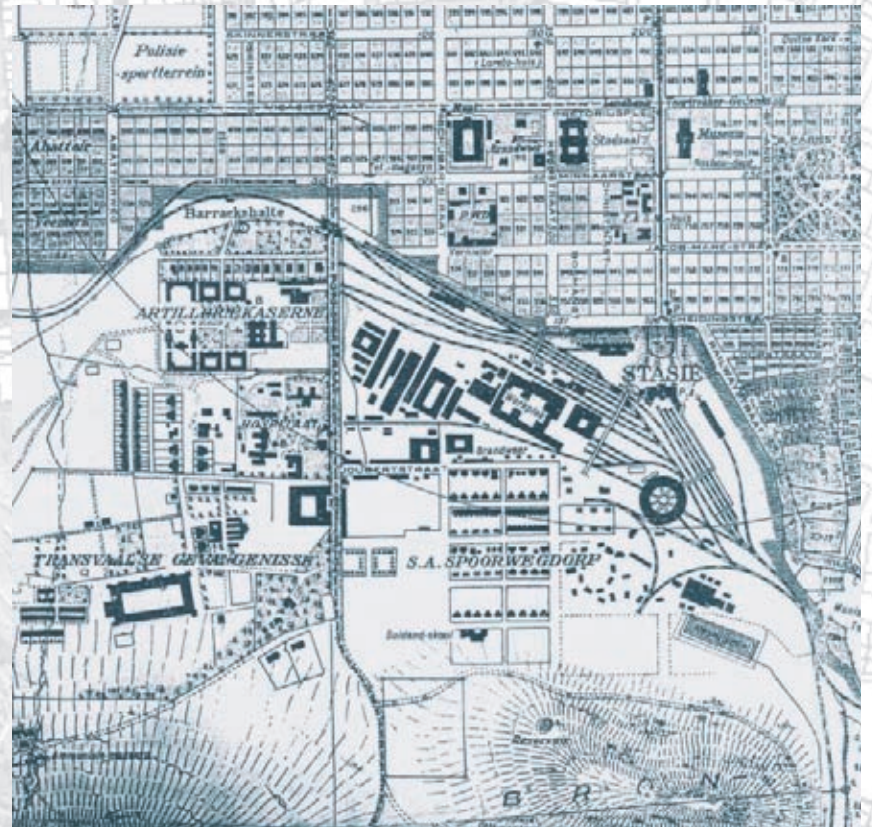


FIG. 1.5.51 SAR&H Township and related functions: HERITAGE RESOURCES IN 1932

1911

1932

- 1892 - 1901 Fabric
- 1903 - 1911 Fabric





FIG. 1.5.53 SAR&H Township and related functions: HERITAGE RESOURCES IN 1937

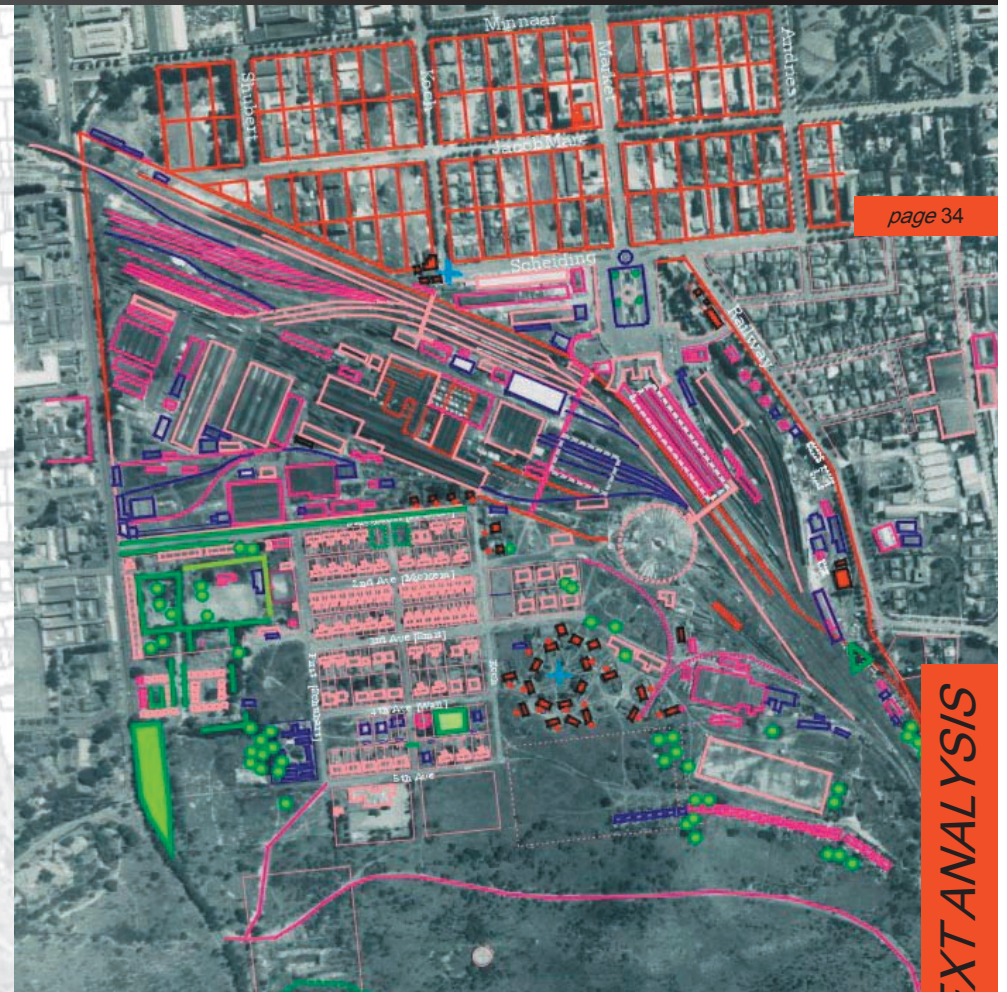


FIG. 1.5.54 SAR&H Township and related functions: HERITAGE RESOURCES IN 1948

1937

- █ 1892 - 1901 Fabric
- █ 1903 - 1911 Fabric
- █ 1912 - 1937 Fabric
- █ 1937 vegetation

1948

- █ 1938 - 1948 Fabric
- █ 1948 - 1960's Fabric



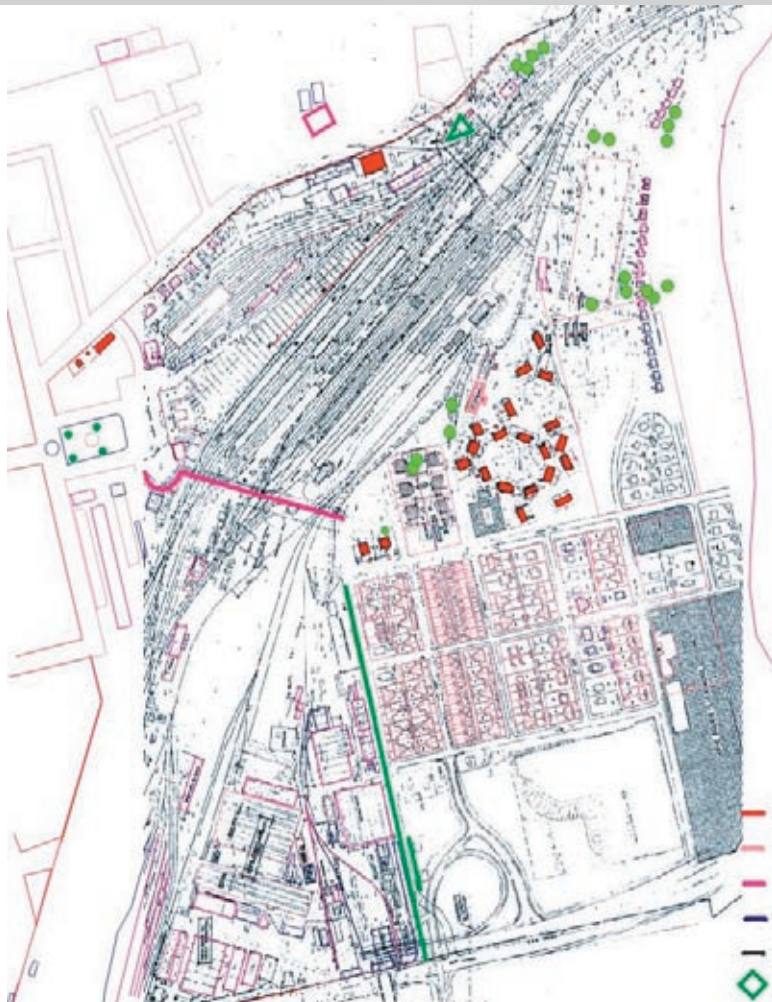


FIG. 1.5.55 SAR&H Township and related functions:  
HERITAGE RESOURCES IN 1977

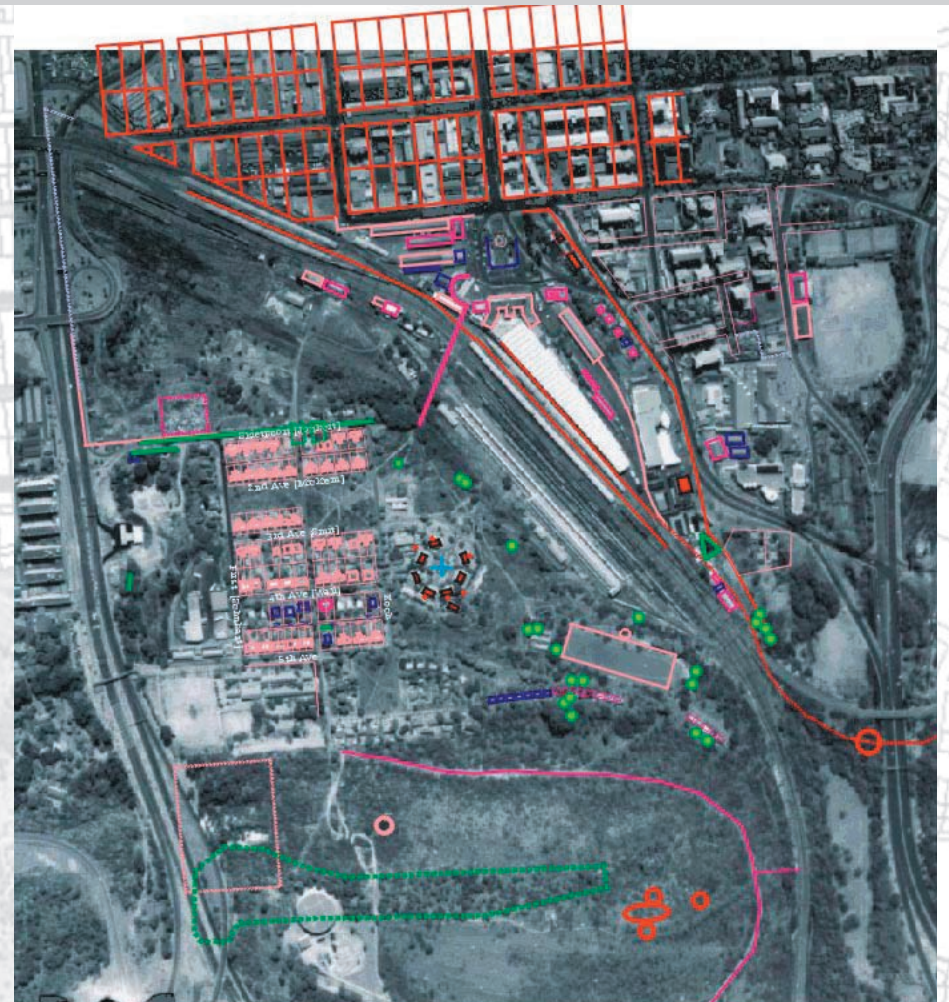


FIG. 1.5.56 SAR&H Township and related functions:  
Status quo protected HERITAGE RESOURCES IN 2001

1977

- 1892 - 1901 Fabric
- 1903 - 1911 Fabric
- 1912 - 1937 Fabric
- 1937 vegetation

2001

- 1938 - 1948 Fabric
- 1948 - 1960's Fabric
- 1948 - 1973 Fabric





FIG. 1.5.57 SAR&H Township and related functions:  
Consolidated plan of demolished and current protected HERITAGE RESOURCES IN 2002



FIG. 1.5.58 TRANSNET Salvokop Township zones, Register of built resources in SDF area and relevant context 2002

- 1892 - 1901 Fabric
- 1903 - 1911 Fabric
- 1912 - 1937 Fabric
- 1937 vegetation

- 1938 - 1948 Fabric
- 1948 - 1960's Fabric





FIG. 1.5.59 TRANSNET Salvokop Township zones, Register of built resources in SDF area and relevant context 2002



**ZONE C – Workshop, marshalling, station and rails area**

- 1-2: Offices, 1950's.
- 3: NZASM station master's house – 1893-1895
- 4: NZASM store for printed matter
- 5: Rem. of NZASM Apies River bridge of Komatipoort line, ca 1894.
- 6: 1928 Audit building
- 7: CSAR coach washing shed made from NZASM rails as roof supports, built 1904-10
- 8: SAR workshop and ancillary buildings 1930-1940's
- 9: SAR P 53 house.
- 10: SAR house [unknown type]
- 11: SAR P 44 standard type bungalow
- 12: SAR P 95A
- 13: SAR P 53 house.
- 14: NZASM Telegraph Office 1898-1899.
- 15: CSAR Resident Engineer's office, 1909[curr. Pop-Up].
- 16: SAR Workshop, 1930's.
- 17: SAR Workshop, 1930's (Demolished)
- 18: Steam hammer w/shop
- 19: SAR Traffic control centre, 1940's.
- 20: SAR Workshop/office 02AA815 (before 1911)
- 21: SAR Schuiping building – Goods shed
- 22: Later addition to no.21 (before 1937)
- 23: SAR Accounting building 02AA846 (before 1937)
- 24: SAR Parcel Store and offices (before 1911)

- 25: SAR Toilet block 02AA850 (before 1947)
- 26: 'Bantu station' of <1911, currently toilets 02AA833
- 27: Office extension (before 1947)
- 28: StationSquare with WW1 and WW2 Memorial
- 29: StationBuilding designed by Sir H. Baker in 1909.
- 30-31: Frameof asbestos buildings
- 32: Derelictasbestos building
- 33: FacebrickSAR utilities building, 1970s

**ZONE I - Head office**

- 1: NZASM head office buildings, 1893-1899 (demolished 1961)
- 2: NZASM Director's office and residence, 1894 (demolished 1958)

**ZONE J – Berea/Central**

- 1: SARElectricity Dept and Magazine.
- 2: InstituteBuilding, or SAR Berea Club, 1906.
- 3: Hallfor Berea Club, 1926.
- 4: Belgrave Hotel, 1929.
- 5: HollandiaHotel, 1896, renamed Victoria Hotel, 1900.
- 6: Various houses (western one of Mr. EF Bourke) in what is known as 'Du Preez Hoek', *sine anno* but some possibly ca 1900-10 because erven appear on 1911 Surv-Gen plan



1.6 DEVELOPMENTS WITHIN IMMEDIATE CONTEXT

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FIG. 1.6.1 Heritage based reaction to Salvokop Framework( Bakker; 2004)

**THE SALVOKOP AND FREEDOM PARK DEVELOPEMENT**

The redevelopment of the Salvokop area is directly linked to the development of the Freedom Park National Legacy Project, and part of the Pretoria SDF (Spatial Development Framework) as an initiative for the inner city rejuvenation scheme. Both have a direct influence on the Pretoria Station Precinct, that will act as a gateway to both these areas.

PRETORIA STATION  
PRECINCT

FIG. 1.6.2. Figure Ground of Pretoria Station Precinct

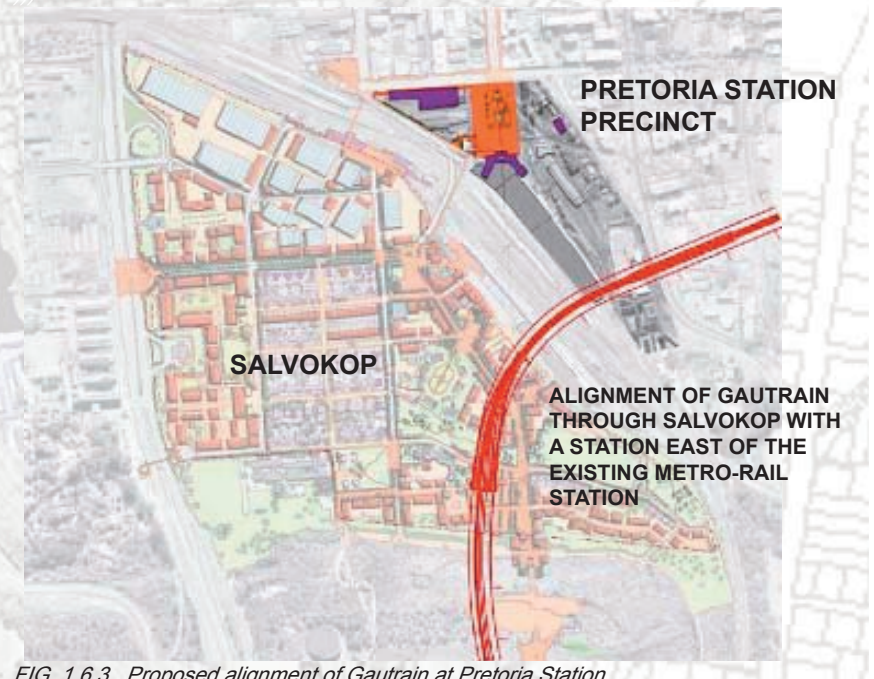


FIG. 1.6.3. Proposed alignment of Gautrain at Pretoria Station

**THE GAUTRAIN STATION DEVELOPEMENT AT PRETORIA**

The most recent, and by far the most influential, project to affect the Pretoria Station Precinct is the proposal of a new station for the Gautrain Rapid Rail System that is due for completion in 2010. This project brings with it a whole new dimension to the area, and its effects are directly aimed at the context within which it is placed. This study attempts the challenge of this influence.





FIG. 1.6.4. Gautrain Logo

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FIG. 1.6.5. Graphic showing proposed alignment of Gautrain at Pretoria Station with existing buildings and those that will be demolished for the development to take place

FIG. 1.6.6 Background: CAD drawing of Pretoria Station Precinct and immediate context

After intense planning procedures, final decision has been met for the alignment in this region to pass through a tunnel of Salvokop whilst maintaining an underground station for the Gautrain just east of the main Station buildings. For this reason, a cut-and-fill process is necessary to create the tunnel, with the demolition of certain buildings that are directly affected by the construction process of the new Station. One such building is the McCarthy Motors showroom, located on the Railway Street edge.