



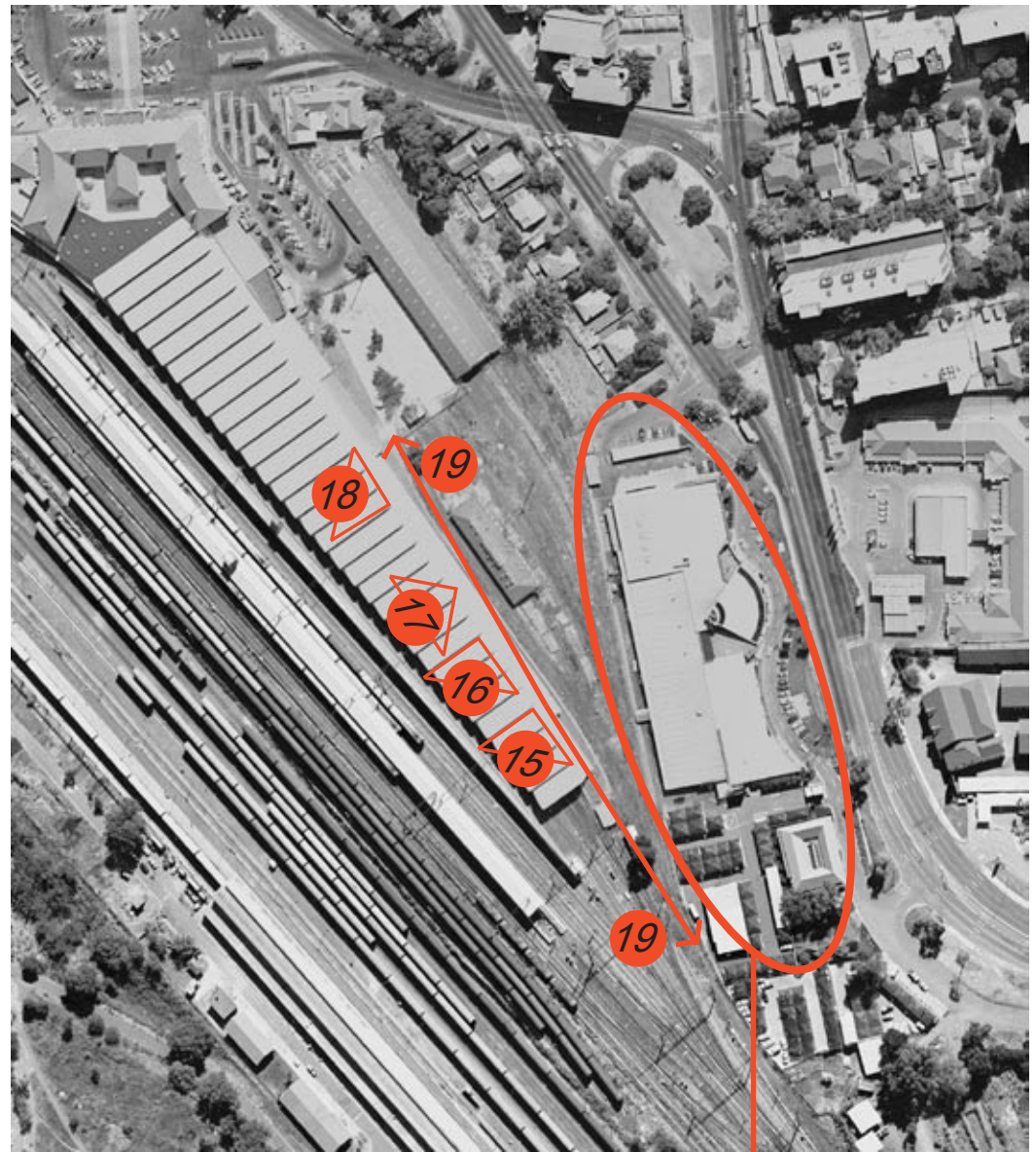
FIG. 1.4.15 - 18 Unused existing rail tracks across the site



FIG. 1.4.19 Existing site lighting



FIG. 1.4.20 Remains of demolished structures



AREA OF INTERVENTION

FIG. 1.4.21 Satellite image of site area



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FIG. 1.4.22 - 25 SAR Workshop and ancillary buildings 1930-1940's



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FIG. 1.4.26 Panoramic of southern area of precinct, showing rear of McCarthy Motors

CONTEXT ANALYSIS

__HISTORICAL REFERENCE TO THE STATION PRECINCT

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FIG. 1.5.1 "Pretoria, capital of Transvaal". Coloured gravure by S. Crane 03/03/1877, G. Potgieter Collection, Pretoria

summarised context.....

The NZASM railway initiatives, which focussed on the hub of Salvokop before 1902 (IMR/SCAR), was the biggest single state driven infrastructure venture the Transvaal Republic ever undertook. The venture provided job opportunities for thousands of white and black citizens at the time, and made a huge contribution to the ZAR economy, in terms of revenue and of sustaining the all-important mining industry and also the agricultural community. The increased mobility of labour, black and white, became the pillar on which the capitalist economy trusted. Control over the railway system dominated South African interstate politics up to the Anglo Boer War, and remained an important issue afterwards. During the Anglo Boer War the importance of the railways to the ZAR and the Empire was paramount. British troops were stationed there at various times between 1877 and 1902. After the Anglo Boer War Salvokop, under control of the Central SA Railway, expanded rapidly and became an even more important part of Pretoria's townscape. The buildings and infrastructure of the NZASM and the CSAR/SAR&H also made a significant contribution to the economic wellbeing of Transvaal towns,

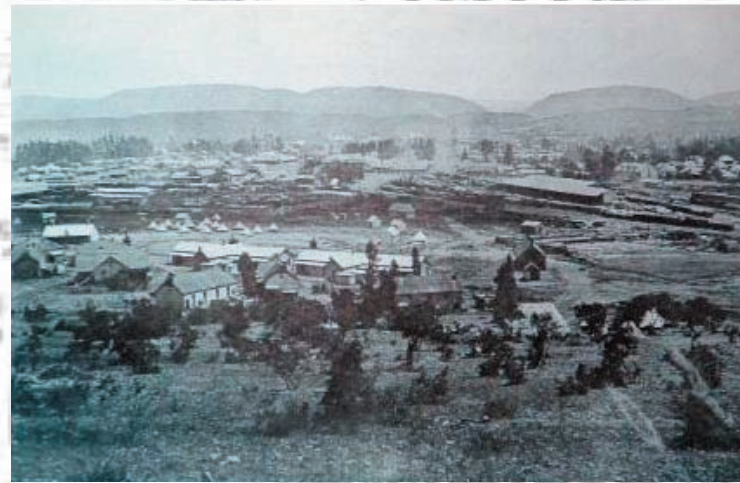
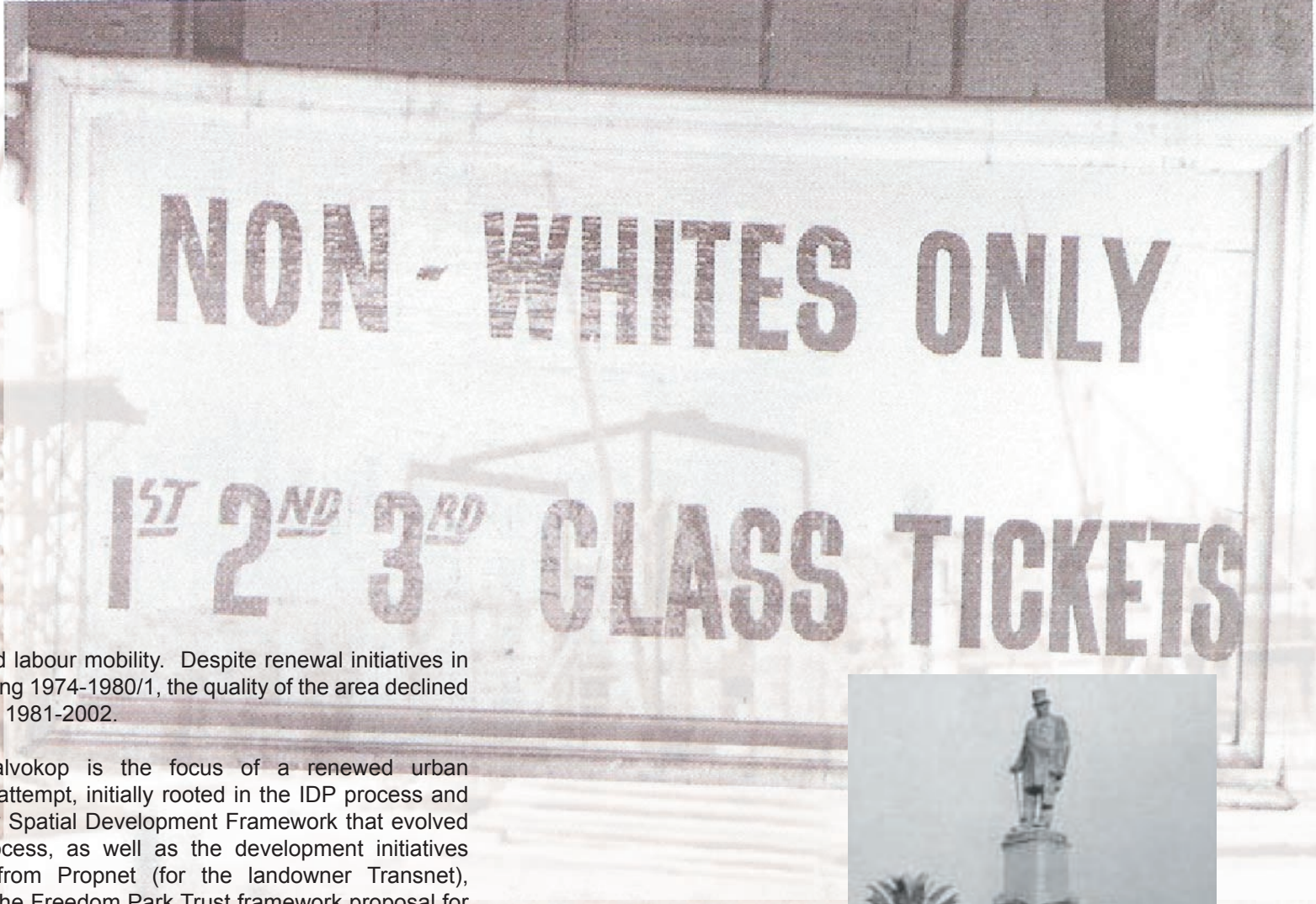


FIG. 1.5.2 View over the NZASM Housing to the Goods Shed and Station, as well as the town of Pretoria in the north. source unknown

and in this case Pretoria. The historical involvement of the railways with the needy section of the white population (*in lieu* of black) goes back to the days of the CSAR in 1907, and was solidified in JBM Hertzog's Pact Government in 1924.

The physical presence of the NZASM, CSAR, and SAR&H spread far beyond the confines of the Salvokop area south of the railroad track: The large goods yard, offices, townships, abattoir yard, recreational areas and hotels in the area indicate the large footprint of the railways on the ecology of the city. The railway line served the industries to the west and east of Pretoria, as well as the abattoir. Only after 1848, when the new Afrikaner nationalist government initiated the large Koedoespoort and Capital Park railway complexes as part of a gargantuan, culture-specific job creation initiative, did the large presence of Salvokop in Pretoria wane. During this time the railway fulfilled an important part in servicing the ISCOR development. The Pretoria station and railway also became an important link in a successful and efficient implementation of the Homeland strategy, which included industrial relocation



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and controlled labour mobility. Despite renewal initiatives in Salvokop during 1974-1980/1, the quality of the area declined rapidly during 1981-2002.

Currently, Salvokop is the focus of a renewed urban revitalisation attempt, initially rooted in the IDP process and the Inner City Spatial Development Framework that evolved from this process, as well as the development initiatives forthcoming from Propnet (for the landowner Transnet), conjoined to the Freedom Park Trust framework proposal for Salvokop, and the Mayoral initiative to develop the area as an urban housing component.

(BAKKER 2004; p2)



FIG. 1.5.3 Statue of Pres P Kruger during early 1930's



FIG. 1.5.4 Pretoria - Reconnaissance map of Pretoria by the British RE Office just before the start of the war in 1880



FIG. 1.5.5 Surveyor General 1902 map of Pretoria from 1900 survey

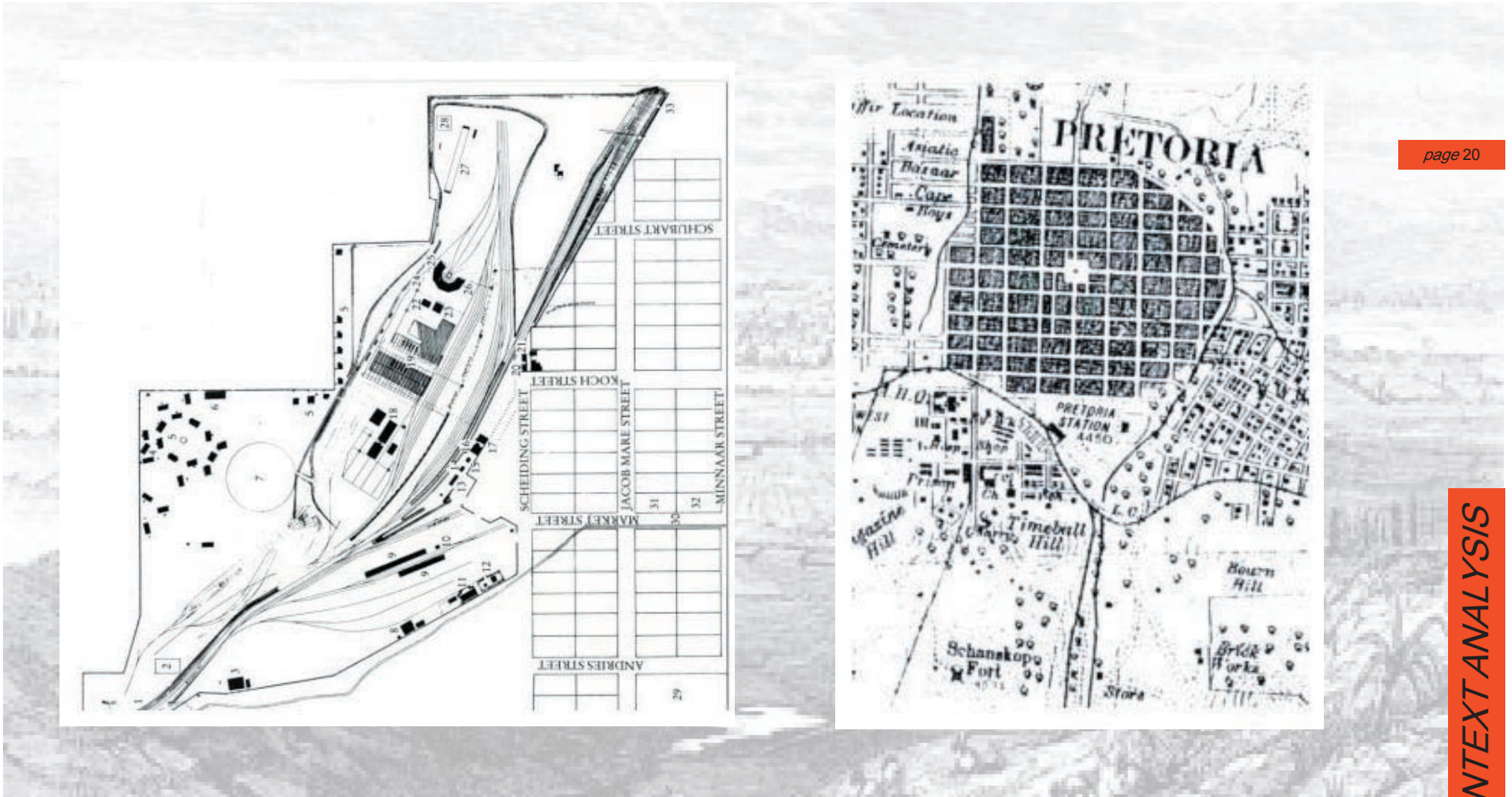


FIG. 1.5.6 Imperial Military Railway plan drawn in 1901.

fig. xxx Map of Pretoria, Southampton Ordnance Survey Office, 1908
 FIG. 1.5.7 Map of Pretoria, Southampton Survey Ordinance Office, 1908

_A RELEVANT TIMELINE...

Pre-historic times: Elandspoor (east of Salvokop) used as migratory route.

15-1600: The 'Transvaal' Ndebele were the first occupants around Pretoria.

Pre-Voortrekker settlement of 'Pretoria': The Ndebele were followed by Bakgatla. A large settlement existed near [west of] Salvokop - removed by Pres P Kruger to Makau [Garankua].

- 1842 Voortrekker brothers Lukas and Gerhardus Bronkhorst establish the farm Elandspoor (named after Elandspoor between Bronberg/Railway/Timeball/Signal /Salvokop Hill on the west and Muckleneuk Hill on the east)
- 1855 On 16 November the town of Pretoria is formally proclaimed as the Transvaal capital.
- 1875 The ZAR was dependant on the Colonies for access to harbours. The need for a railway to the east was identified.
- 1877 Annexation of the Transvaal. Pretoria becomes the seat of British control.
- 1880 Start of 1st Anglo Boer War. War ends Feb 1881.
- 1883 Pres Kruger of the restored ZAR revives the idea of the railway and gains the right from Portugal to construct a line through Mozambique.
- 1886 Discovery of the main gold reef on the Rand provided capital for the ZAR railway venture
- 1887 The Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) established on 21 June in Amsterdam
- 1888 Construction of the first NZASM building in Pretoria, a red brick house on the corner of Minnaar and Paul Kruger Street. It was first used as the Chief Engineer's residence and later became an office building.
- 1895 Formation of the Pretoria-Pietersburg Spoorweg Maatschappij (PPSM) to construct and operate a railway line to link Pretoria with Pietersburg.
- 1895-6 Jameson Raid – The ZAR Government uses its right to temporarily take control of the NZASM railway company.
- 1896 Completion of storage depot for printed matter (formerly a national heritage site)
- 1899 Completion of Telegraph office building
- 1899 Start of the 2nd Anglo-Boer War. On 13 Sept 1899 the ZAR government takes control of the railway service. In Salvokop the central workshops are used to repair cannons and make ammunition.
- 1902 After peace had been achieved in May 1902, the entire NZASM and PPSM network, together with the railway system of the Free State, became the Central South African Railways (CSAR).
- 1902 End of Anglo-Boer War
- 1906 Completion of Findlay Reservoir (Started in 1905 - Named after Councilman Findlay) in Salvokop for municipal water provision – the first in Pretoria. Water comes from the Fountains Valley by means of a stone aqueduct.
- 1907 Institute Building erected for the Berea Club (from 1890's) for use by Railway staff. Only sport facility of 'young' Pretoria.
- 1909 NZASM is liquidated. Many [the foreign] workers are deported to the Netherlands.
- 1909 Design for the new station settled, contract awarded and work in progress.

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FIG. 1.5.8 Original NZASM Station at Pretoria



FIG. 1.5.9 A rare view of the south side of the Station building taken during construction in 1910

- 1910 CSAR and Cape and Natal railway administrations merge to form the South African Railways and Harbours (SAR [& H]).
- 1910 Foundation stone of the new station building designed by H Baker laid by Mr Hull in May 1910.
- 1912 Replacement of the NZASM passenger station when the new building designed by sir Herbert Baker is inaugurated. The original station buildings were demolished a few years later and the old public place on Scheiding St disappeared.
- 1920s Demolition of former NZASM station buildings
Re-erection of the statue of Pres P Kruger on Station Square in October 1925. A century after his birth – statue originally unveiled at Prince's Park in 1913)¹.
- 1929 Belgrave Hotel designed in Art Deco style by Hoffman & Hoffman at Railway St 22. Hotel is part of the railway environment.
- 1912-50's The busiest era of the SAR&H operations in Salvokop – many new buildings are erected in the railway zone as well as in the railway camp.
In 1928 the Railway Audit building was constructed by Pretice and Mackie, who were involved with the Union Buildings. In 1937 the Railways started refraining from building identical rows of houses, and started to disperse railway properties in other parts of town - many employees houses are to be found east of Railway Street.
- 1946 Sunken garden constructed at Pretoria Station before the Royal visit in 1947.
- 1948-55 Closure of compound at Salvokop and resettlement of residents in Mamelodi and other black townships established in terms of apartheid policies.
- 1958 The old NZASM head office buildings and Director's residence were demolished to make way for a modern office block for housing the headquarters of the SAR's northern region (Northern Transvaal). This building, named NZASM Building, was taken into use in 1963.
- 1960-70 The last Salvokop houses are built
- 1961 Demolition of former NZASM office buildings in Minnaar Street.
- 1973 Railway housing scheme for 'Coloureds' [Bakker 2004; 9] is implemented.
- 1976 Simon vd Stel Foundation requests conservation of NZASM Hof.
- 1980 The NZASM Hof is renovated by the SAR&H.
- 1981 In 1981 the administrative organisation of the railways became known as the South Africa Transport Services (SATS)
- 1981 NZASM depot for printed matter declared a national monument. SATS completes the renovation of the NZASM Hof.
- 1989 Rovos Rail established with headquarters in the Victoria Hotel.
- 1990 Establishment of TRANSNET as a public company to manage railways, ports, pipelines, road transport etc. The Transnet era was characterised with a decrease in scale of the operations, closure of uneconomical lines and the Pretoria West Goods Yard just north-west of Salvokop.
- 1995 NZASM Centenary. Commemorative journey to Maputo organised by Transnet, with the two Presidents participating. Attempt to declare NZASM Court a national monument as part of the Pretoria-Maputo railway centenary celebrations.

- 2001 Paul Kruger Street Spine Spatial Framework establishes the Station precinct as a very important node in the central city. Pretoria Station is burnt down by angry commuters. Freedom Park Architects in Association draws up a development framework is drawn up for Freedom Park National legacy site on Salvokop – a draft urban design framework for the suburb below is part of the Freedom Park framework.
- 2002 Station building re-built. GAPP/MMA Architects appointed to draw up a spatial development framework for Salvokop for the TRANSNET/Freedom Park Trust/City of Tshwane client partnership.
The Freedom Park development re-establishes the role of Salvokop as an urban precinct. International architects invited to enter a design competition for Freedom Park components.
- 2003 Salvokop Development Framework in progress – to be completed in 1st half of 2003.

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(BAKKER 2004; p4)



FIG. 1.5.10 Image of Pretoria Station during the blaze that almost destroyed the building in 2001

_SPATIAL NARRATIVE OF THE "RAILWAY CAMP".....

Pretoria, being the capital of the ZAR, was chosen as the Transvaal headquarters of the NZASM. Here the Oosterlijn from Delagoa Bay and the Zuiderlijn from Vereeniging and Elandsfontein terminated.

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The NZASM district was designed for the stretch of land, situated on the southern tip of the western portion of the original Elandsfontein farm that was proclaimed as Pretoria. The gently northward sloping land was situated between the southern edge of the city grid, formed by Scheiding Street (The separation between city and townlands used for grazing), and the Bron Koppie later named Time Ball Hill, Signal Hill, Salvo Kop and also Railway Hill.

The eastern aspect of the development was reserved for the Signalling and Telegraph department (still existing), a Construction store, a Printing works (still existing), two goods sheds, the station master's house (still existing), all edging the site's eastern boundary at what we now know as Railway St. On the northern perimeter we find the customs house (at the end of Market St) and the main station buildings south of Scheiding St. Lamp rooms and more Black quarters were established on the north-western side, at the junction of Scheiding and Bosman (historically Koch) St. The position of the lines and station buildings relative to Scheiding St created a public square south of Scheiding St. The station buildings consisted of five different buildings [from the east]: A corrugated iron parcels office, and four red brick buildings with low-pitched iron roofs - ie the service building and ladies waiting room placed facing the railway line with



FIG. 1.5.12 NZASM Apies River bridge on the Eastern Line east of Salvo-kop



FIG. 1.5.13 NZASM Pretoria Station from south-east, Transnet Heritage Foundation



FIG. 1.5.11 Original NZASM Printing Store built in 1896. Currently used as Intersite offices



FIG. 1.5.14 Historical Signalling and Telegraph building occupied by Westbank

lean to roofs on the south and north sides - and the larger general waiting room and refreshment room with gable ends facing the lines. The general waiting room was more elaborate, showing mixed white sandstone and red brick embellishments (stepped gable decoration and window and door arches), a round gable window and a horizontal sandstone band.

The old cemetery was situated next to the railway lines in the south east at what was known as Du Preez's Hoek (Erf of Jan 'Diknek' Du Preez). These graves were moved to the present Pretoria cemetery in Church St west, but the poplar trees that Du Preez planted are still there today. The railway district was accompanied by a hotel in these early days, notably the Station Hotel on the corner of Scheiding and Paul Kruger Streets replaced by the Hollandia Hotel in 1896, renamed the Victoria after 1900 – this remains Pretoria's oldest hotel.

East of the railway lines, the ca1906 CSAR plan shows a new building on what we know as the corner of Sheiding and Railway St, just north of the Station Master's house, and a few new structures between the Construction store and the Telegraph building.

(BAKKER 2004; p12)



FIG. 1.5.15 CSAR Chief Mechanical Engineers Office, completed 1909, just west of Koch St alignment. Note the pedestrian bridge that connects the stair



FIG. 1.5.16 The Victoria Hotel that still stands at the corner of Paul Kruger and Scheiding Street



FIG. 1.5.17 Roundhouse at Waterval-Onder, circa 1895. The Pretoria roundhouse and this one were identical



FIG. 1.5.18 Arrival of the first train at NZASM Station from the Vaal on 01 Jan 1893



FIG. 1.5.19 Pretoria - Surveyor General survey of 1911



FIG. 1.5.20 Pretoria - Surveyor General 1932 update of 1911 survey



FIG. 1.5.21 The Pretoria Station under early construction - 1910



FIG. 1.5.22 The Pretoria Station under early construction - 1910

The site in 1911

The main changes occur in the station area. The old station buildings, the customs house and a few lines on the east of the site were replaced by the Sir Herbert Baker-designed station complex, taken in use by 1912.

A major new pedestrian bridge was erected across the lines adjacent to the roundhouse to allow access to the southern area of the site, with pedestrians moving around the northern side of the roundhouse. The bridge aligns the roundhouse center point with Clara St – giving access to the Railway Club complex – where it joins to Railway St.



FIG. 1.5.23 CSAR Pretoria Station by Baker, completed in 1914



FIG. 1.5.25 A tram arrives at the Station along Market Street prior to 1925



FIG. 1.5.24 NZASM station taken from north-west, with CSAR Station by Baker behind(ca. 1914 - 1920)



FIG. 1.5.26 Troops processing down Market Street, returning from World War I in 1919



FIG. 1.5.27 Pretoria Station Square and Station during the 1930's



FIG. 1.5.28 Pretoria Station Square and Station after the Royal visit in 1947



FIG. 1.5.29 Pretoria Station Square on 10 October 1925 during the unveiling and re-erection of the Paul Kruger statue



FIG. 1.5.30 Arrival of the Royal Family at Pretoria Station

The site in 1947

The connection of Scheiding St and Station Square in front of the main station was redesigned as a circle junction. There was an insertion of three new structures in the goods shed area west of the station. The pedestrian bridge between the station building and Salvokop was still only the single bridge with the curved ramp (An oral source states that only whites were allowed over the bridge, and that station personnel guarded the stairs going down to the platforms). A new platform was constructed between the main station and the 1928 Audit bldg. Two new houses were built between the existing row of houses in Railway St. More sheds appeared just north of the Telegraph Office building. The Magazine building across the road was extended with two new structures.

From aerial photographs that date from late 1950's or before 1962 (From the 1962 Pretoria Chamber of Trade and Industry publication) one discerns new additions to the central workshop, east and adjacent to the pedestrian bridge at the station, and also new structures in Railway road at the main bend, at the Telegraph office area and at Du Preez' Hoek. The new main station shed also dates from this period.

The Station Square has always been a fundamental space in terms of the station building itself. Unfortunately today it is largely used for parking as the necessity demands for the area, but this open space in front of the building was part of Baker's intended design when he focused the Station on the one-mile vista to Church Square.

The statue of Paul Kruger was unveiled on Station Square on 10 October 1925, one hundred years after the former president's birth. The statue was commissioned by the Transvaal Republic after the local industrialist, Sammy Marks donated £10,000 for the project to proceed. The statue of Paul Kruger and of the four Boers that complete the sculpture, were designed by the local sculptor Anton van Wouw, who had the artwork cast in Italy and shipped back to South Africa for the unveiling.

During the outbreak of the Anglo Boer War, the statue was moved to Lourenço Marques (known as Maputo today) in Mozambique for safe-keeping until 1912 when it was erected in Prince's Park, central Pretoria. On 25 August 1925 a foundation slab was laid in Station Square for the statues and was finally unveiled as part of the celebrations for the centenary of Kruger's birth.

Only later were the four Boers added, and all five pieces were then moved to Church Square in 1954, where they still stand today.

In February 1947, the British Royal Family arrived in South Africa for an official visit for which Italian-style gardens were laid out around the Kruger statue. Their Royal Majesties, King George VI and Queen Elizabeth and Their Royal Highnesses, Princesses Elizabeth and Margaret visited the Union of South Africa from 17 February to 24 April.



FIG. 1.5.31 Aerial view over Pretoria Station Area



FIG.'S 1.5.32 - 33 (LEFT) Images of the tram used in the 1940's in Pretoria