

CAPE TOWN STATION 2010

Unit 403 The Colosseum
3 St Georges Mall
Cape Town 8000



A R C H I T E C T U R E

PROJECT: CAPE TOWN STATION 2010

PROJECT NO: 0522.01

PS

2010.02.12

CTS 2010 HERITAGE – “BLACKIE”

rev.1



Photo: Danie van der Merwe, 2007.02.16

“BLACKIE” – CAPE TOWN STATION

In 1857 the ‘Cape Town Railway and Dock Company’ obtained the permission of the Cape Government to build railways from Cape Town to Wellington and Wynberg. In 1859 this locomotive made by Hawthorns & Co Leith Engine Works in Scotland, arrived in South Africa together with its driver, William Dabbs. When the conversion to the narrower gauge was completed in 1881, the period of service of Blackie and its driver came to an end.”

Taken from <http://steam-locomotive-south-Africa.blogspot.com>

1. REASONS FOR MOVING BLACKIE

The increase of rail passengers envisioned for Cape Town Station goes hand in hand with an increase in pedestrian movement. Accordingly the professional team was tasked to ensure ease of pedestrian flow and optimal disaster management. To comply with these requirements decision was made to:

1. Increase the number of entrances and exits and clear evacuation routes.
2. Clear the interior spaces of the concourses of any objects that would impede on pedestrian flow.

In order to ease the pedestrian flows from passengers alighting during the early morning peak - especially from the Khayelitsha lines positioned at the Long Distance Train Concourse – it has been decided to move the line of turnstiles forward. Although this reduces the risk of accidents on the operations side of Cape Town Station it does unfortunately have the adverse effect of narrowing down the concourse.

As a result the concourse had to be cleared of any elements that could negatively impact on pedestrian flow, especially during times of disaster management. It soon became apparent that along with various trading kiosks, Blackie is indeed one of these obstructing elements. In addition the awkward angle and position of its placement was found to be neither ideal for the spatial layout of the station nor for the presentation of Blackie to the public.

Accordingly the decision was taken in consultation with the client to move Blackie from its position in the concourse.

Blackie & Mosaic before construction start:



Photos: 2007.05.12

2. BLACKIE'S MOVING & STORAGE

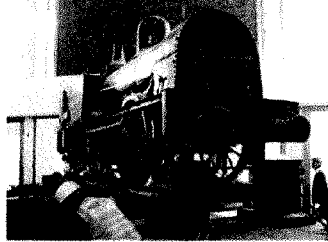
Blackie was moved on 2009.05.09 by ALE (Abnormal Load Engineering) Heavylift and is currently stored in their warehouse in Paardeneiland, Cape Town until such time as the necessary construction work to Cape Town Station has been completed.

Tel - 021 851 6460



Project: Steam Locomotive Relocation
Location: Cape Town, South Africa
Equipment: 4 x 60 Tc Climbing Jacks, Medium Skid Track System, Prime Mover & 6-axle Trailer
Weights: 14 Tons

Project Data Sheet

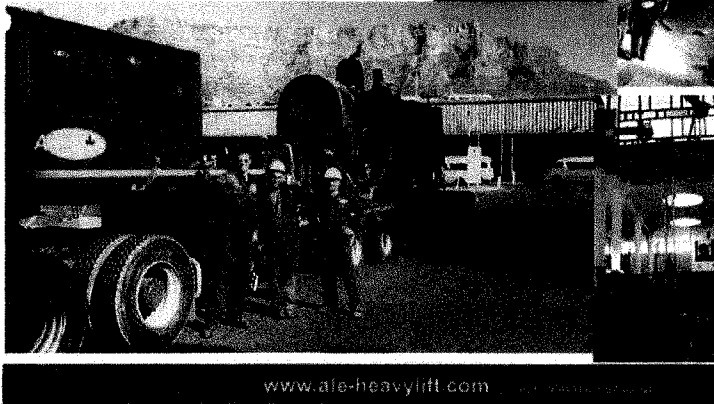


Cape Town, South Africa

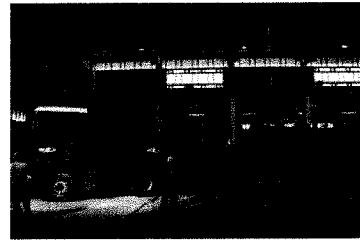
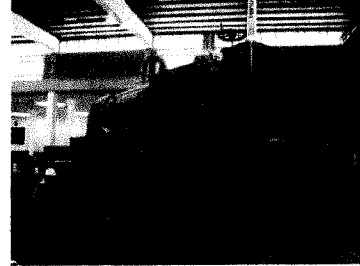
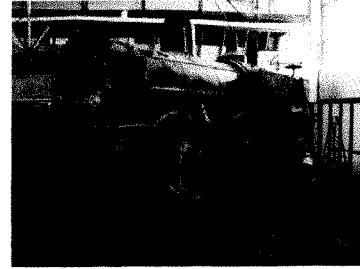
ALE Heavylift SA was commissioned to safely remove the oldest steam locomotive and signal post from Cape Town Railway Station. The locomotive was commissioned in 1859 and the first commercial locomotive in South Africa. The reason for the removal of the locomotive and signal post from the station is for construction purposes. The Cape Town Railway Station is undergoing an upgrade and the locomotive will be placed in the new courtyard on display.

The operation involved the jacking up, skidding across & jacking down of the locomotive onto a steerable trailer for transportation. The specialized steerable trailer enabled ALE to manoeuvre inside the railway station.

The challenges of the operation entailed the turnkey solution for the removal, storage and repositioning of this national heritage.



The moving of Blackie:



Photos: Holger Deppe on 2009.05.09

3. PROPOSED DISPLAY OF BLACKIE

Various alternative positions has been considered, the best in terms of the display of Blackie has been found to be in the Museum Yard, formally the Long Distance Bus Yard, next to the Railway Museum which is envisioned on the top floor above the Adderley Street retail spaces.

As such it would be highly visible from the Food Court's outside eating area and could act as a draw card for the Railway Museum as well as the possible start for a Museum route which could take tourists to other locomotives of historic value currently standing somewhat forgotten behind the Parcels Building further down Old Marine Drive.

As the new position is in the exterior a glass enclosure is proposed in order to protect Blackie from the elements, theft and vandalism (see attached construction drawing).



From: REGINA ISAACS
To: Jo-Marie
Subject: Re: Art Specialist Meeting

Dear Jo-Marie

I sincerely hope that you would be available to attend the meeting.

I await the outcome.

Regards

Regina

>>> "Jo-Marie" <jomarie@mweb.co.za> 2/23/2010 5:49 PM >>>

Dear Regina,

Ohhh no, what a huge huge pity. I am writing a book for a client (on Cape history) and are meeting them on Friday. Let me try and get hold of one of the representatives and see what they have planned for the day and when exactly they will want to hear my presentation.

Will be in touch - hope I can make your meeting as well !!!!

Kindest regards

Jo-Marie

----- Original Message -----

From: "REGINA ISAACS" <RISAACS@sahra.org.za>

To: "Jo-Marie" <jomarie@mweb.co.za>

Sent: Tuesday, February 23, 2010 1:29 PM

Subject: Art Specialist Meeting

Dear Jo-Marie

I trust that you are well.

SAHRA has received permit applications to export artworks to be sold at a Bonhams Auction in London. A meeting to discuss these permit applications has been scheduled for Friday 26 February 2010 at 14:00 at SAHRA office, 111 Harrington Street Cape Town. Lunch will be provided at 13:00.

It would be appreciated if you could attend this meeting.

Please indicate by Wednesday 24 February 2010 whether you are available to attend.

I apologise for the short notice.

I look forward to seeing you at the meeting.

Regards

Regina