



an agency of the
Department of Arts and Culture

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27 September 2016

Mr. Pierre Cronjé
PRASA
Cape Town Station
PO Box 1039
CAPE TOWN
8000

Dear Mr. Cronjé

**RE: RECOMMENDATIONS ON THE REVIEWED DISPLAY PROPOSALS AND
RELOCATION OF "BLACKIE"**

The South African Heritage Resources Agency (SAHRA) would like to bring to your attention, the report detailing the Conservation Management Plan (CMP) of "Blackie", a Specifically Declared Steam Locomotive along with the recommendations to be implemented by PRASA. Both the CMP report as well as the recommendations made was to ensure that the Passenger, Rail Agency of South Africa (PRASA) puts the mechanisms in place to relocate, conserve and care for "Blackie" in the best possible manner. It should be noted that these recommendations are based on the latest documentation received from PRASA bearing in mind that SAHRA made inputs on the initial documents that included the proposal for display and requested further information as per advice by the appointed service provider.

As stated above, the recommendations from B4 Architects are based on the latest documentation received from PRASA, namely the drawings from ARM Architects showing the new display proposals and the Transport and Relation proposal from ALE.

First and foremost before "Blackie" can be relocated back to Cape Town station, she has to be cleaned. Looking at the documents provided namely, display ALE transport and relocation proposals for "Blackie" it appears that PRASA will be responsible for this and that, once properly cleaned and re-assembled 'Blackie" would be inspected by the service provider. The method and material to be used when cleaning "Blackie" as recommended must be taken into account. PRASA is responsible to monitor that all the parts removed when "Blackie" was put in the storage building are put back. At the moment, painting is not major. Therefore, any remedial work needed can only be determined once the locomotive has been relocated and re-assembled. The final cleaning of "Blackie" will have to be done when she is placed on display on Cape Town Station.



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Regarding transportation and due to the restricted nature of the access route the locomotive will have to be off-loaded from the transport cradle in the Museum Courtyard and then manoeuvred on skids and rollers into the Concourse – extreme care will need to be taken when traversing the critical clearance areas. Thereafter, the locomotive will finally be transported to Cape Town Station. During all these processes, the service provider will monitor the move and relocation as well as ensuring that the locomotive is properly re-assembled.

Option B4–Alcove near Main Line platforms in Concourse is the most preferred location within the Concourse and has been recommended as an acceptable option to display “Blackie” as per the new display proposals by PRASA. ALE premises in Firgrove have submitted a proposal to PRASA for the transport and relocation of “Blackie” back to the Cape Town Station, as they were responsible for removing “Blackie” and placing her in storage. The service provider has taken measurements of the critical access route that will need to be used should “Blackie” be relocated in the Station Concourse as per Option B4. These measurements confirm that it will be possible to insert “Blackie” into the existing Concourse building without any structural modifications to the building. Furthermore, the proposal as contained in the drawings from ARM Architects is acceptable provided that an access door is provided in the glass barrier screen as this is to facilitate the cleaning and maintenance. The final display lighting will have to be inspected and reviewed once “Blackie” is in position.

It is important that PRASA keep proper records of any repairs or restoration work so that future generations would know what work has taken place. PRASA is to appoint a “Responsible Person” who will be responsible for the management and maintenance of “Blackie”. PRASA needs to institute a Maintenance Management Plan to ensure that “Blackie” is properly looked after and maintained in the future. Future plans and maintenance of the locomotive need to be submitted to SAHRA for approval.

With regards to the wording for the display, SAHRA wish to propose that PRASA draft wording for the locomotive explaining the significance of “Blackie” when she was declared under the National Monument Act of 1969 as a Cultural Treasure and now is being referred to as a Specifically Declared Object under the National Heritage Resources Act no.25 of 1999. SAHRA will give inputs as per our mandate. Also, SAHRA has drafted wording for the new plaque to be put next to the old National Monument Council plaque when “Blackie” is finally put inside the station. SAHRA will incur the costs associated with the plaque. However, a draft copy will be forwarded to PRASA for inputs and comments.

Lastly, SAHRA accepts all the recommendations made by B4 Architects with regards to cleaning, transportation and display of “Blackie” and an appeal is made to PRASA to implement these recommendations as they are. If, for whatever reasons, PRASA is unable to implement some of the recommendations, this should be brought to SAHRA’s attention



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The final draft CMP document with recommendations is attached to the letter for PRASA's attention. Please note the final CMP will be forwarded to you in due course.

SAHRA is aware that there are changes in time frames provided to us by PRASA due to tender and procurement processes. However, SAHRA will appreciate it if PRASA could frequently update SAHRA of any progress made irrespective of the time frames given.

Sincerely,

Mr Dumisani Sibayi
EXECUTIVE OFFICER