

From: REGINA ISAACS
To: Ian Pretorius
Date: 2012/09/17 02:12 PM
Subject: Re: Return of Blackie to Cape Town Station 9/2/018/0183
Attachments: BlackieLocation4001_C_blackie Å0.pdf

CC: AZOLA MKOSANA; NOLITHA NGCAI

Dear Ian

I hope that you are well.

Following our viewing of the site and subsequent correspondence to Makeke Designs and PRASA, the attached diagram was forwarded to SAHRA. My colleague, Nolitha Ngcai and I went to view the site and it turned out to be the same site that both SAHRA and HRASA were opposed to the last time as the intention was to display Blackie in the open.

It appears that Blackie cannot be accommodated inside Cape Town Station where we advised and the alternative is to locate Blackie in the open space shown us the last time, in an enclosed structure with a solid roof on a plinth. There would be benches around and the public would still have access.

PRASA's plan is to bring Blackie back to Cape Town Station by June. They have funds to put a plinth in place by March 2013 and would thereafter obtain funds to put the enclosed structure in place in order for Blackie to return by June 2013.

Please advise if you have any concerns regarding the above as SAHRA would like to respond to this proposal by end of week this week.

I look forward to your reply.

Regards

Regina

>>> "Ian Pretorius" <ian@atlanticrail.co.za> 10/11/2011 2:49 PM >>>

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Dear Regina,

Thank you for the opportunity for HRASA to be included in the discussions to relocate the locomotive "Blackie" to Cape Town Station.

- 1) HRASA cannot approve that Blackie be placed in a position with only a roof covering. This would leave this extremely historic locomotive exposed to the elements and open to vandalism.
- 2) If it is insisted upon the outside placement of the locomotive could take place if the locomotive is totally enclosed and protected from the weather and the UV rays of the Sun
- 3) Our recommendation is that if the locomotive cannot be placed in its original position before its removal, that it be placed on the opposite end of the concourse alongside the non opening glass partitions. The locomotive would then be totally out of the way of any passenger movements on the concourse and also completely protected from the elements. This would also

be the cheapest option and the locomotive will be very highly exposed.

Kind Regards,

IAN PRETORIUS

Vice Chairman