

SOUTH AFRICAN HERITAGE RESOURCES AGENCY

CONSERVATION MANAGEMENT PLAN

LOCOMOTIVE “BLACKIE”

COMMENTS ON PRASA DISPLAY PROPOSAL

AT

CAPE TOWN STATION

b4

architects cc

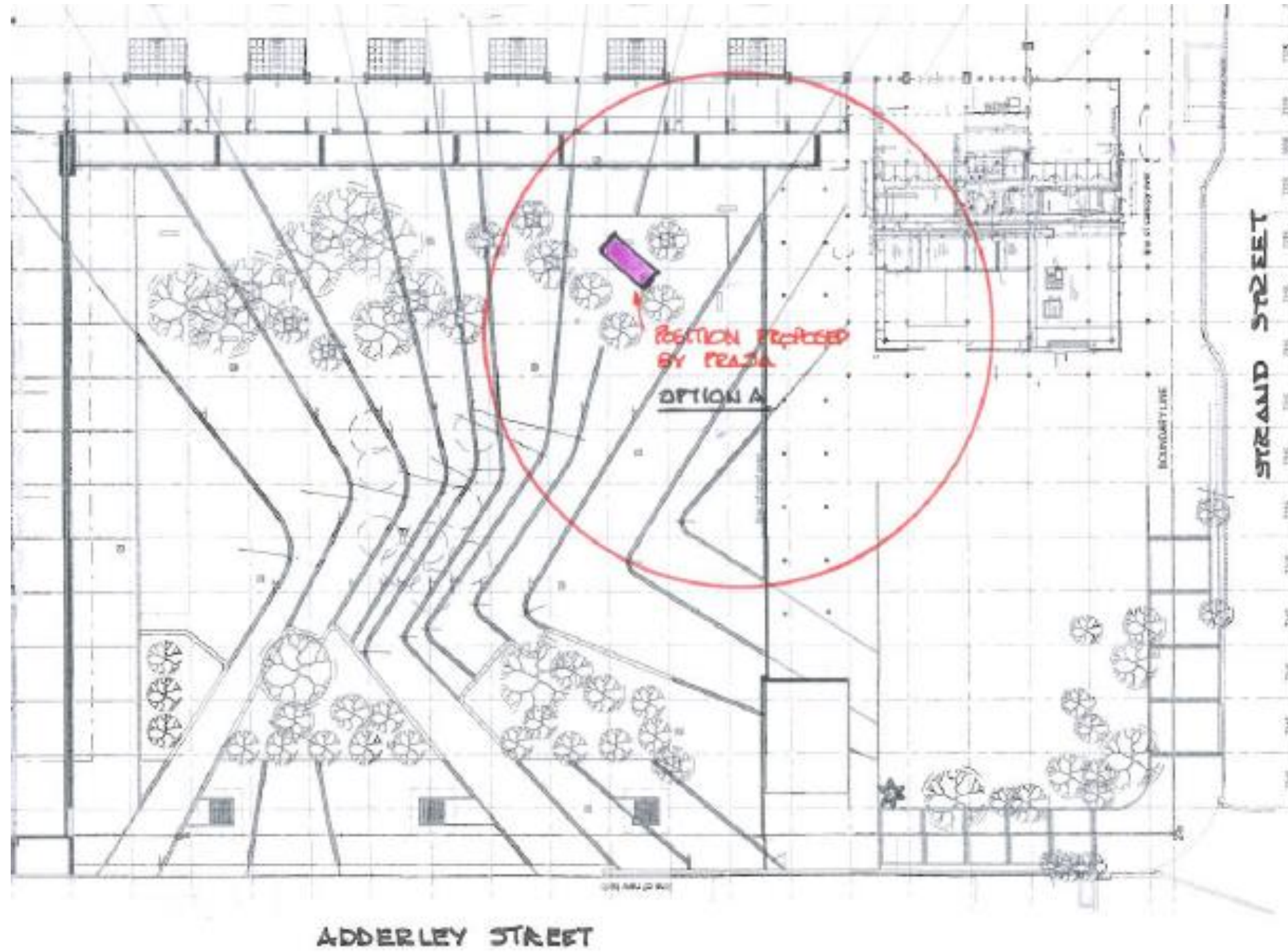
31 March 2015

PO Box 5690

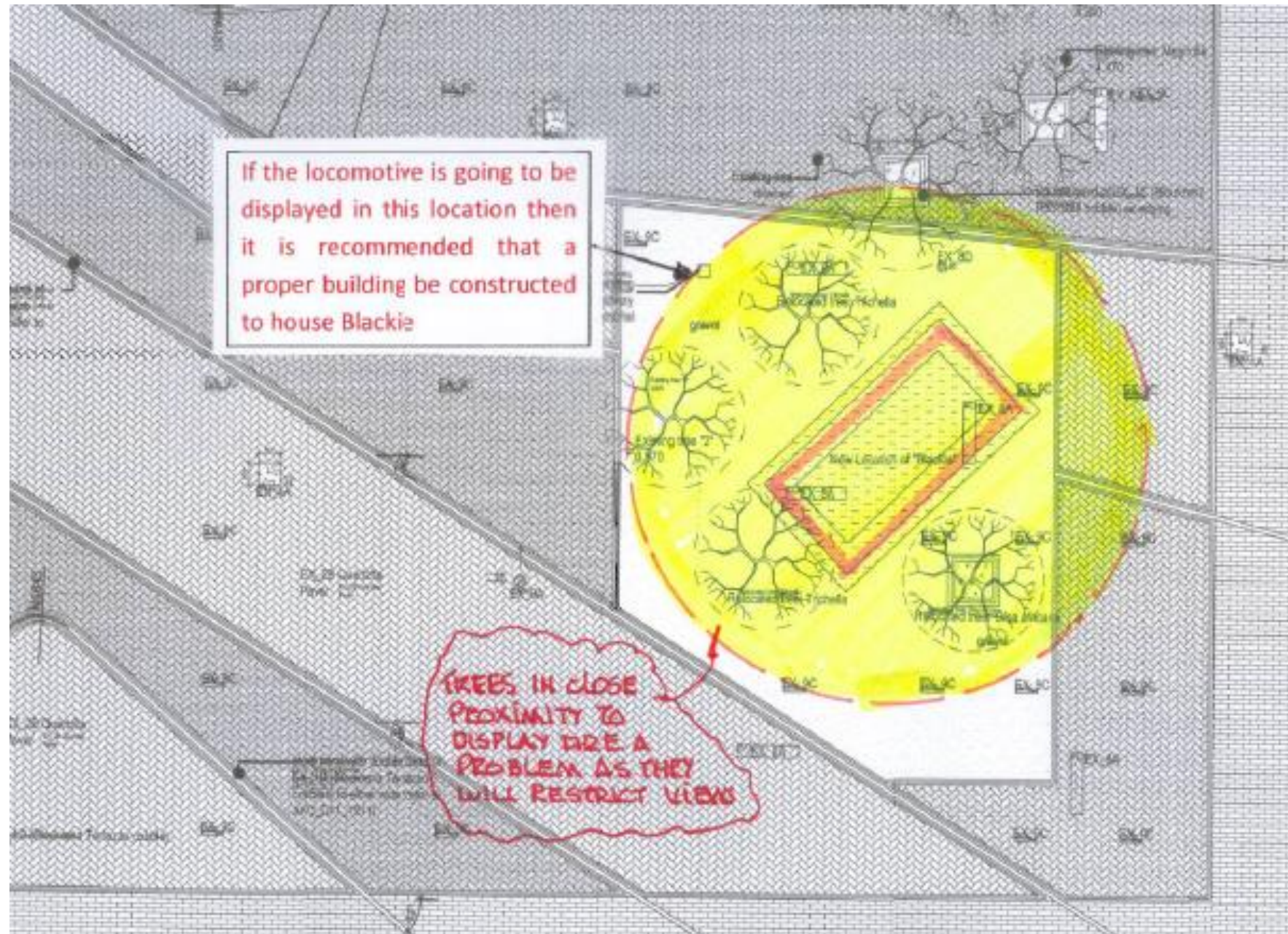
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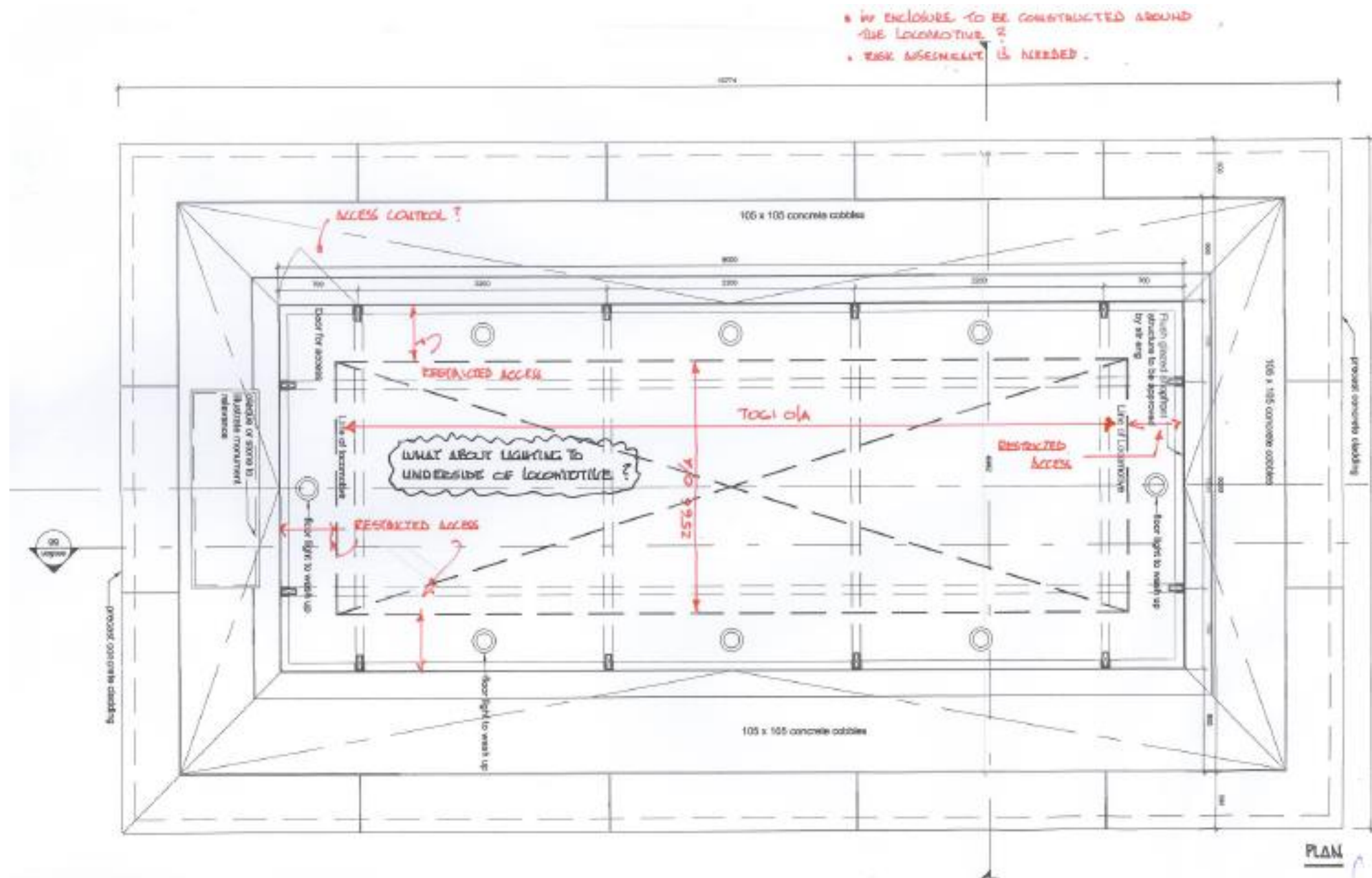
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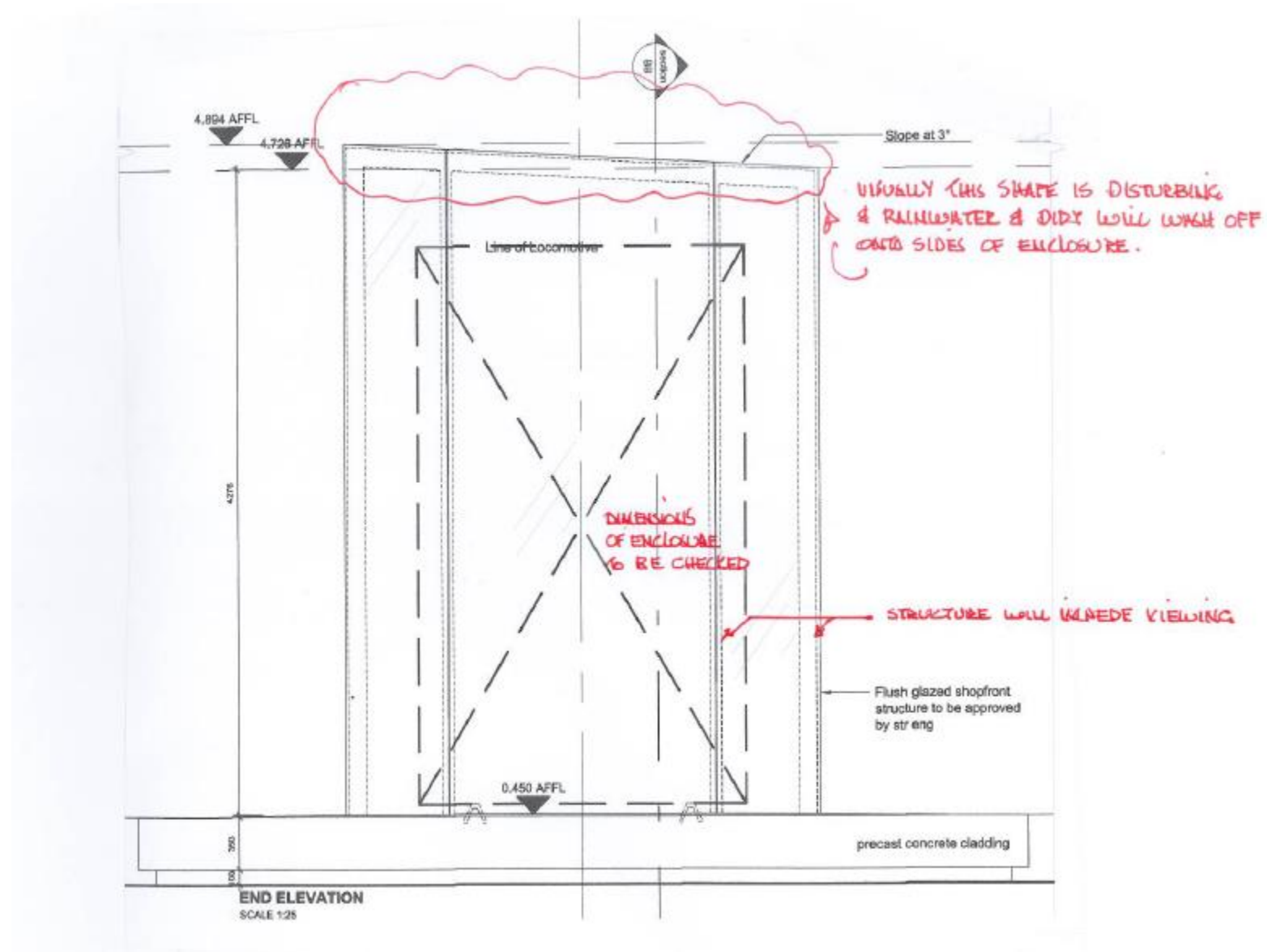
**DISPLAY POSITION IN FORECOURT OF CAPE TOWN STATION
AS PROPOSED BY PRASA**



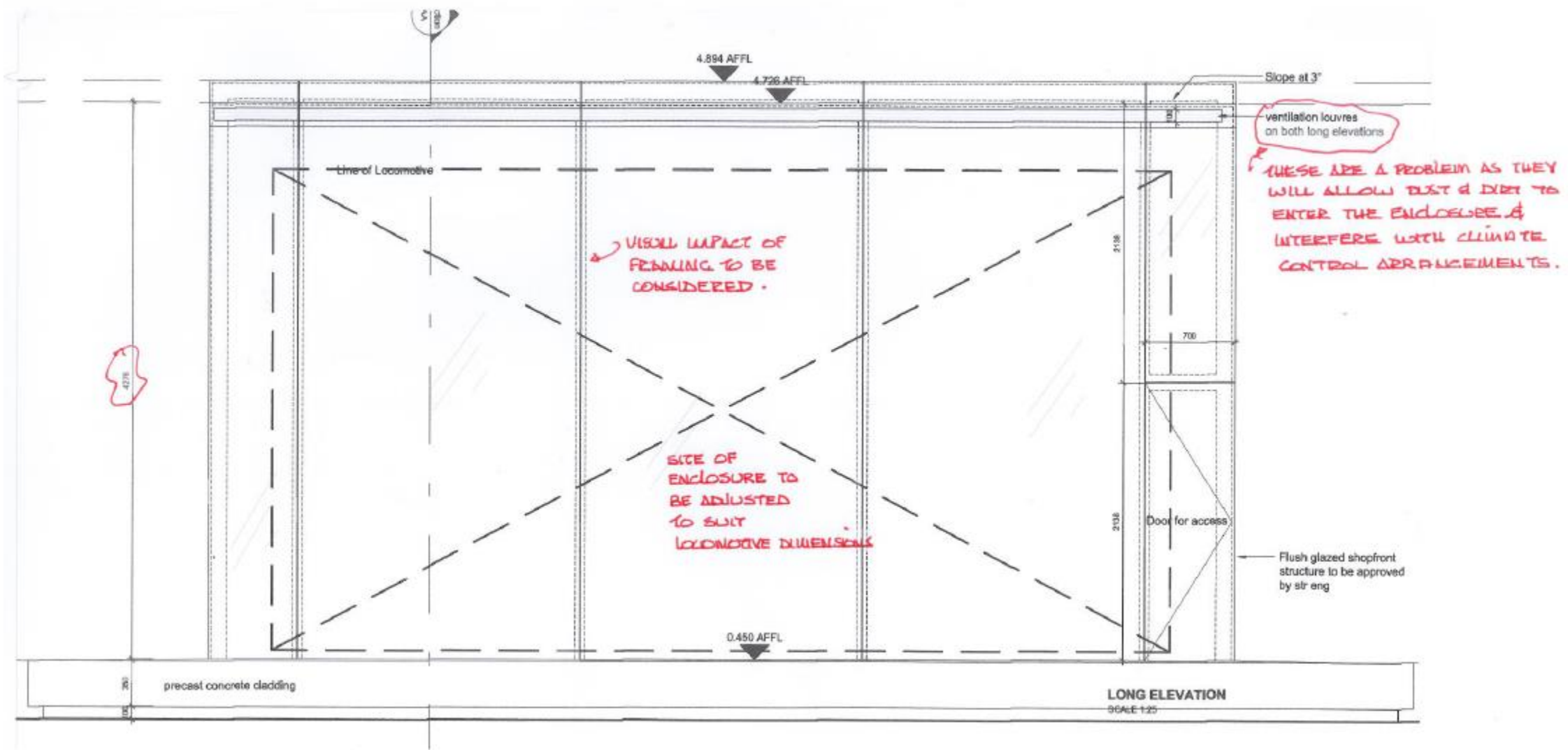
**COMMENTS ON SITE LAYOUT OF DISPLAY POSITION
IN FORECOURT OF CAPE TOWN STATION
AS PROPOSED BY PRASA**



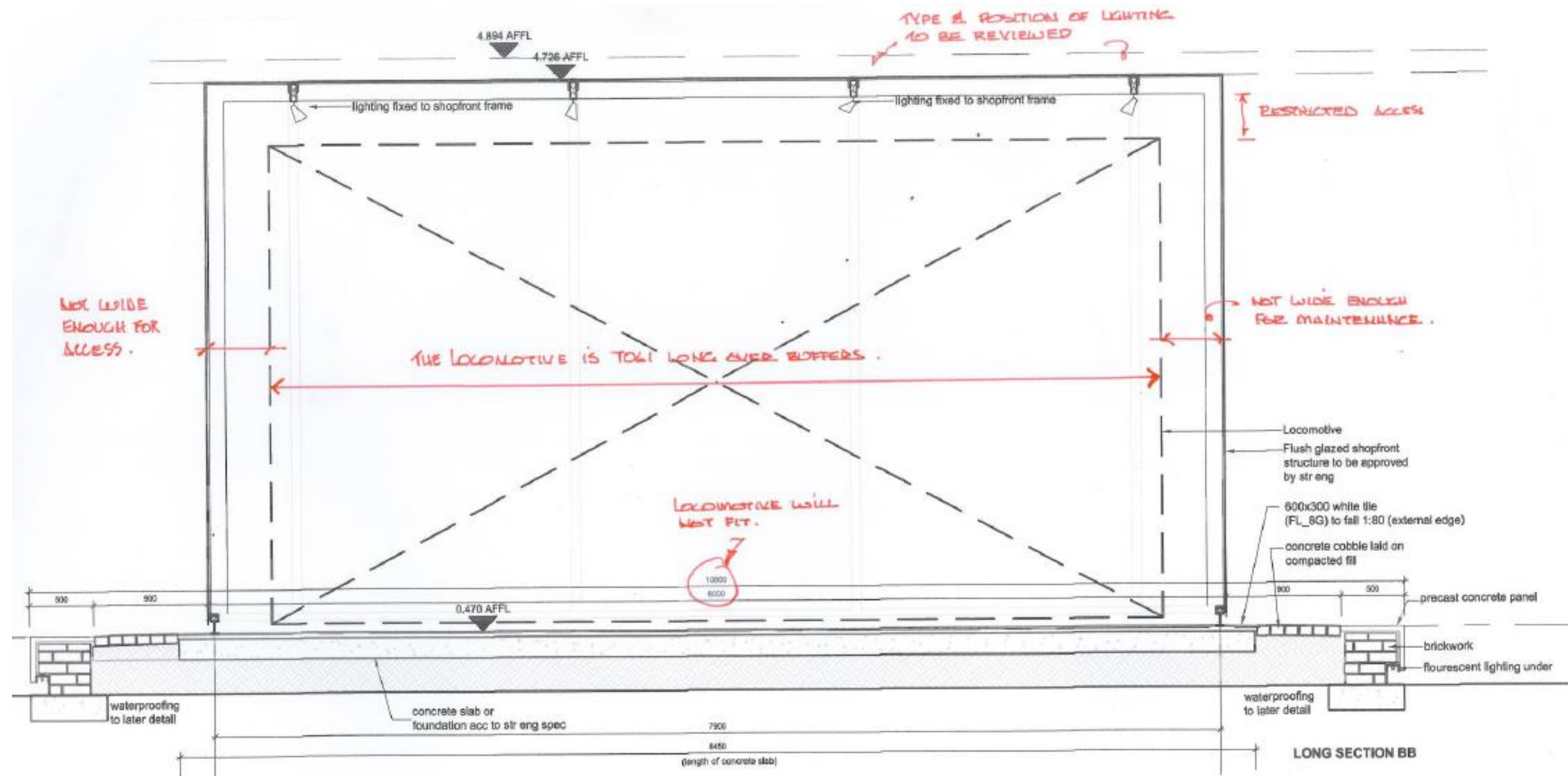
**COMMENTS ON DISPLAY ENCLOSURE
IN FORECOURT OF CAPE TOWN STATION
AS PROPOSED BY PRASA**



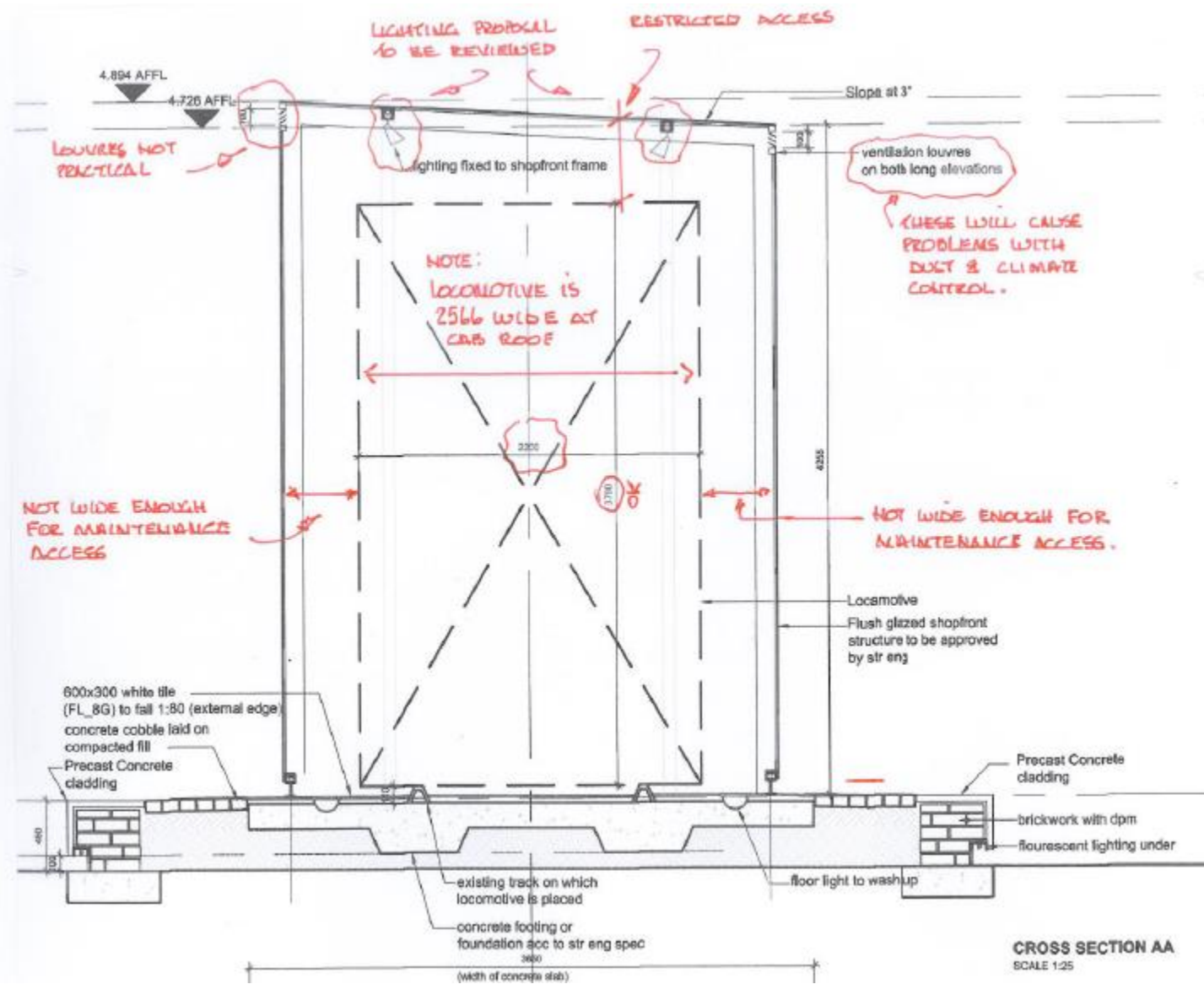
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NOTE: LOCOMOTIVE IS 2556 HIGH FROM RAIL HEAD

**COMMENTS ON DISPLAY ENCLOSURE
IN FORECOURT OF CAPE TOWN STATION
AS PROPOSED BY PRASA**

1. OVERVIEW OF THE PRASA DISPLAY PROPOSAL

1.1. The drawings above show the location in the station forecourt proposed by PRASA together with plans of the proposed enclosure.

1.2. These drawings have been reviewed by B4 Architects and our comments and concerns are set out below:

1.2.1. The design of the roof of the glass display enclosure will result in dirt accumulating on top of the enclosure and washing down the sides of the enclosure which will impede viewing and become a maintenance problem.

1.2.2. The effects of sunlight and possible fading of the paintwork over time and how display location should be provided with shade.

1.2.2.1. The proposal submitted by PRASA does not address the issue of protecting the locomotive from the effects of sunlight.

1.2.2.2. The locomotive will be exposed to extreme temperature fluctuations and this will result in corrosive climatic conditions within the enclosure.

1.2.2.3. Should PRASA still want to display the locomotive in the station forecourt then a proper structure will need to be erected that will provide shade and control exposure to direct sunlight whilst not obstructing the view of the locomotive.

1.2.3. Control of humidity inside the display enclosure and the provision of suitable ventilation to minimise corrosion.

1.2.3.1. The proposal submitted by PRASA does not address this issue.

1.2.3.2. The provision of ventilation louvres at high level along the sides of the enclosure will interfere with the climate control and will allow dirt and dust to enter the enclosure.

1.2.3.3. Without a proper climate control system condensation within the enclosure and on the locomotive will be a problem and could damage the locomotive.

1.2.4. Access to the display enclosure for the purposes of regular monitoring and cleaning as appropriate of the locomotive and interior glass surfaces, as well as for any maintenance required.

1.2.4.1. The PRASA proposal does not provide sufficient space within the enclosure around the locomotive for maintenance staff to move about and clean both the inside of the enclosure as well as the locomotive without damaging the locomotive.

1.2.4.2. The PRASA proposal does not provide sufficient space above the locomotive between the cab roof and the underside of the display enclosure roof to allow for proper access for cleaning and maintenance to the lighting system.

1.2.5. Review of the specifications for the glass.

1.2.5.1. No details are contained on the PRASA drawings or have been provided subsequently by PRASA.

1.2.5.2. PRASA maintain that the drawings are preliminary drawings.

1.2.5.3. Limited structural information of how the enclosure is to be constructed.

1.2.5.4. Based on the information available the proposed enclosure is not suitable.

1.2.6. Review of the specifications for the illumination of the locomotive during the hours of darkness.

1.2.6.1. The limited information of the lighting system that is shown on the PRASA drawings do not have any details of the specifications for the lighting.

1.2.6.2. From inspection of the drawings the lighting system that is shown is not suitable.

1.2.7. Consideration of appropriate security for the locomotive.

1.2.7.1. No mention is made in the PRASA proposal of any perimeter alarm or CCTV system.

1.2.8. Consideration of viewing conditions to enable the locomotive to be viewed satisfactorily under all conditions.

1.2.8.1. We do not believe that the enclosure proposed by PRASA will satisfy the requirements for satisfactory viewing conditions due to the exposed nature of the glass enclosure and lack of climate control.

1.2.8.2. The design of the roof of the glass display enclosure will result in dirt accumulating on top of the enclosure and washing down the sides of the enclosure which will impede viewing and become a maintenance problem.

1.2.9. Review of signage proposed by PRASA.

1.2.9.1. No information received from PRASA.

1.2.10. Having inspected the proposed location in-situ with PRASA and SAHRA on 04 February 2015 as well as inspecting the Station Concourse we believe that there are alternate locations within the Station Concourse that should be considered as well as options utilising the PRASA proposed site but with a proper building to house and shelter "Blackie"

2. CONCLUSION

2.1. We do not believe that the enclosure proposed by PRASA will provide acceptable conditions for the display of the locomotive and recommend that alternate display options be considered.

Bruce Brinkman

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B4 Architects cc

31 March 2015