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Dear Sir

ARMCO ROAD AND RAIL BRIDGES AT MACASSAR

I have inspected the above mentioned structures as you requested and hereby report my findings.

1. Armco bridge

This is a simple construction consisting of earthworks piled over a large corrugated iron culvert. The earth fill has badly eroded on one side while a crude stone retaining wall is still in place on the other. Although the structure may well be over 50 years old and protected by existing legislation, it is not unique or conservation-worthy. I recommend that a demolition permit be issued as required. No mitigatory action is need.

2. Modder River rail bridge

The first railway to Eerste River was completed in the 1860's, however it was not until the 1920's that the system was extended along the south coast via Somerset West and the Garden Route to service the Knysna timber industry. By this time, the main line rail system in the country was complete in a form that is very similar to that of today.

The small single span bridge, which is the subject of this report, probably dates to the 1920's. It was built by Dorman and Long (a major British engineering works) who manufactured components for structures throughout the colonies. The structure consists of a pair of riveted steel girders supported on concrete bases on each end. There are, without doubt, thousands of similar bridges throughout the country dating to this period when many of the branch lines were built. It is not a unique structure and I do not consider it conservation-worthy. A permit should be issued for its demolition provided that good photographs detailing the bridge are taken and stored with its case folder at the National Monuments Council.

As ever, please contact me if I can be of further assistance to you.

Yours sincerely

Tim Hart