

G.HERITAGE MANAGEMENT FRAMEWORK



**REPORT
ON THE
HISTORIC LAYERED DEVELOPMENT
OF THE
JOHANNESBURG PARK STATION
COMPLEX
AND
JOUBERT PARK PRECINCT**

by

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assisted by

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INTRODUCTION

In November 2005, Osmond Lange Architects and Planners were appointed by the Johannesburg Development Agency (JDA) to develop an urban design plan and heritage management plan. The appointment forms part of the planning associated with the JDA's Gautrain: Park Station and Greater Joubert Park Precinct projects.

This report is the result of a subsequent study undertaken to record the social history of the combined area of the above precincts from published source material.

In January 2006, a preliminary field survey was undertaken separate from the study, by Messrs Henry Paine (henry paine + barry gould), Herbert Prins (Heritage Consultant), and William Martinson (Osmond Lange Architects & Planners), aimed at the identification of places of architectural merit, and places of other discernable heritage value. Accompanying the report is a free-standing addendum which contains the names of some 57 buildings listed during the survey. The majority of these buildings is older than 60 years and therefore protected under the National Heritage Resources Act, 1999.

It is shown in the report that the buildings listed in the free-standing addendum are situated within, or alternatively, on the edges of an area characterised by multiple layers of historic development. Cardinal to an understanding of these layers is the history of *Johannesburg Park Station* and nearby *Joubert Park*.

ACKNOWLEDGEMENTS

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Henry Paine, Herbert Prins, Jonathan Manning, Reeshika Vallabh and William Martinson, the latter, in particular, for his proofreading also of the manuscript of the report.

AIM OF STUDY

The aim of the study here being reported on, was as follows:

- the identification and mapping of places of cultural significance within the study area;
- the identification of the contextual importance of these places; and
- the identification of noteworthy aspects of the historic urban context of the identified places of cultural significance

THE FOCUS AREA: AN OVERVIEW

The area focused on in the study can be divided into two separate historic precincts:

- the existing *Johannesburg Park Station* complex (including the former *Wanderers' Ground*) and immediate surround, roughly defined by the city blocks between De Villiers and Plein Streets to the south and between Smit and Wolmarans Streets to the north in Braamfontein, the Johan Rissik Bridge west of the station complex, and Wanderers Street¹ to the east,; and
- *Joubert Park* (bounded by George², Wolmarans, Twist and Hancock Streets) and surround to the east of the *Johannesburg Park Station* complex.

Zone One of the Johannesburg Inner City currently comprises the Central Business District (CBD), Braamfontein, Marshallstown, the Newtown Cultural Precinct, and City & Suburban. The above precincts are located in the northeast area of this zone.

In the first part of the report, the focus is on the history of the Wanderers Club and the development of the *Johannesburg Park Station* complex³. The Wanderers Club was established at the time when Johannesburg was on the verge of being connected by rail to the seaports of the Cape and Natal. The historic interconnectedness of the development of the Club and *Johannesburg Park Station* since the late 1880s, was predetermined by the choice of the location of these two public facilities in close proximity to one another.

The development of the Wanderers Club and the *Johannesburg Park Station* complex did not occur in isolation. It is shown in the report that the development over time of both public and private land within the proximity of the Club and the Station, is historically inter-related to the phased development of the *Johannesburg Park Station* complex and the *Wanderers' Ground*.

After approaching the government in 1888, the Diggers' Committee were successful in acquiring the land, east of where the *Wanderers' Ground* was to be developed, for the creation of a public park, known as *Joubert Park*. From a site plan showing the proposed original layout and extent of the Park, prepared by Edwin Lutyens, architect of the Johannesburg Art Gallery, the synergetic relationship between the historic development of both the Wanderers' Club and *Joubert Park* on the one hand, and the railway authorities' ever-increasing demand for additional land on the other hand, is obvious.

Central to the study therefore, is the multi-faceted history of the urban landscape comprising the *Johannesburg Park Station-Joubert Park* complex, including that of a selection of places and events considered to be of importance to an understanding of the heritage attributes of this landscape.

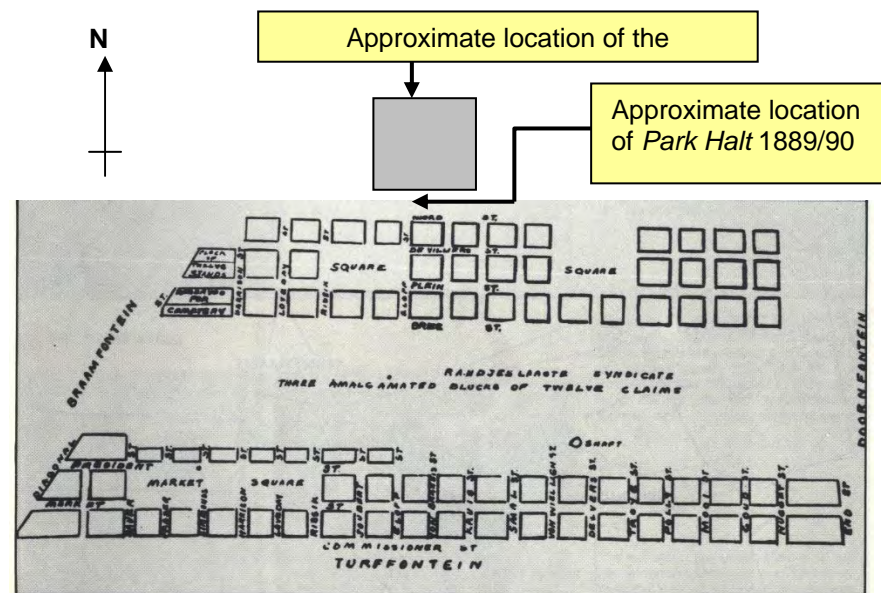
¹ Originally called Keizer Street after the German Emperor and King of Prussia Wilhelm II. (Smith, A.: Johannesburg street names).
² Originally called Wilhelm Street after the German Emperor and King of Prussia Wilhelm II. (Smith, A.: Johannesburg street names).
³ Johannesburg Park Station was originally known as Park Station.

THE DEVELOPMENT OF THE JOHANNESBURG PARK STATION COMPLEX AND JOUBERT PARK PRECINCT: A HISTORIC PERSPECTIVE

By 1887, a year after the discovery of gold on the Witwatersrand, the *Zuid-Afrikaansche Republiek* (ZAR) government in Pretoria had planned a railway to Johannesburg. For this purpose, it had set aside a strip of land about a block wide north of Noord Street⁴, and the most northerly of the first stands surveyed by Jos. E. de Villiers and auctioned by Joost Heystek on 8 December 1886.

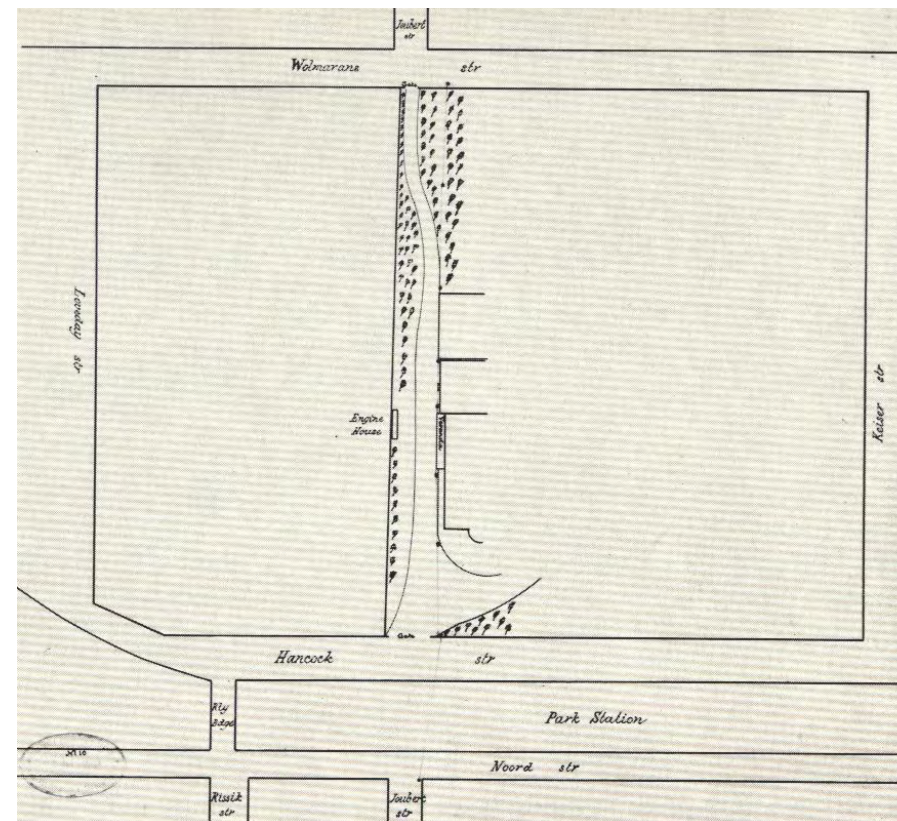
In 1888, a number of Johannesburg sportsmen met to discuss plans for a sports club. President Paul Kruger was subsequently approached with these plans whereupon he ordered the mining commissioner to allocate an area of ground (some 30 acres in extent), “no nearer than the breadth of a block of stands to the town”⁵ for the development of sports grounds and playing fields. Hermann Eckstein and J.B Taylor played a leading role in persuading the government to agree to a 99-year lease of the grounds at an annual rate of £50.0.0.

A large portion of what was known as *Kruger’s Park* – at that stage an empty piece of land north of Noord Street - was to become known as the *Wanderers’ Ground*.



Map captioned “Johannesburg Stands Surveyed by Jos. E. De Villiers Preferent Right Sold By Joost Heystek December 8th 1886”. (Smith, A.H. (Ed.): Pictorial History Of Johannesburg).

The *Wanderers’ Ground* soon became the main centre for sporting and social activities for Johannesburg’s white inhabitants of all ages. In those days, a corrugated iron fence erected along the perimeter of the grounds was clearly visible from a long distance. Pavilions were constructed and the great *Wanderers’ Dance Hall* became the scene of many great balls and the venue for performances by visiting musicians. According to Leyds, the conditions of the lease “were that no Sunday games should be allowed and no admission charges made. These conditions were at first scrupulously observed by the *Wanderers*, but later on, when the club had spent much on improvements, the conditions were by mutual consent set aside and dealt with at the discretion of the club.”⁶



Early map circa 1888, showing the location and extent of the *Wanderers’ Ground*, (in relation to Park Station) between Hancock, Joubert, Wolmarans and Keizer (later known as *Wanderers’ Streets*). (Gutsche: *Old Gold; The History Of The Wanderers Club*).

Of special interest is the fact that Rissik Street originally did not extend north beyond Hancock Street.⁷ The latter, which ran parallel to Noord Street, should however not be confused with Sam Hancock Street, currently defining the northern perimeter of *Constitution Hill*. By 1888, the railway line running between Noord and Hancock Streets, were already bridged, west of *Park Station*.

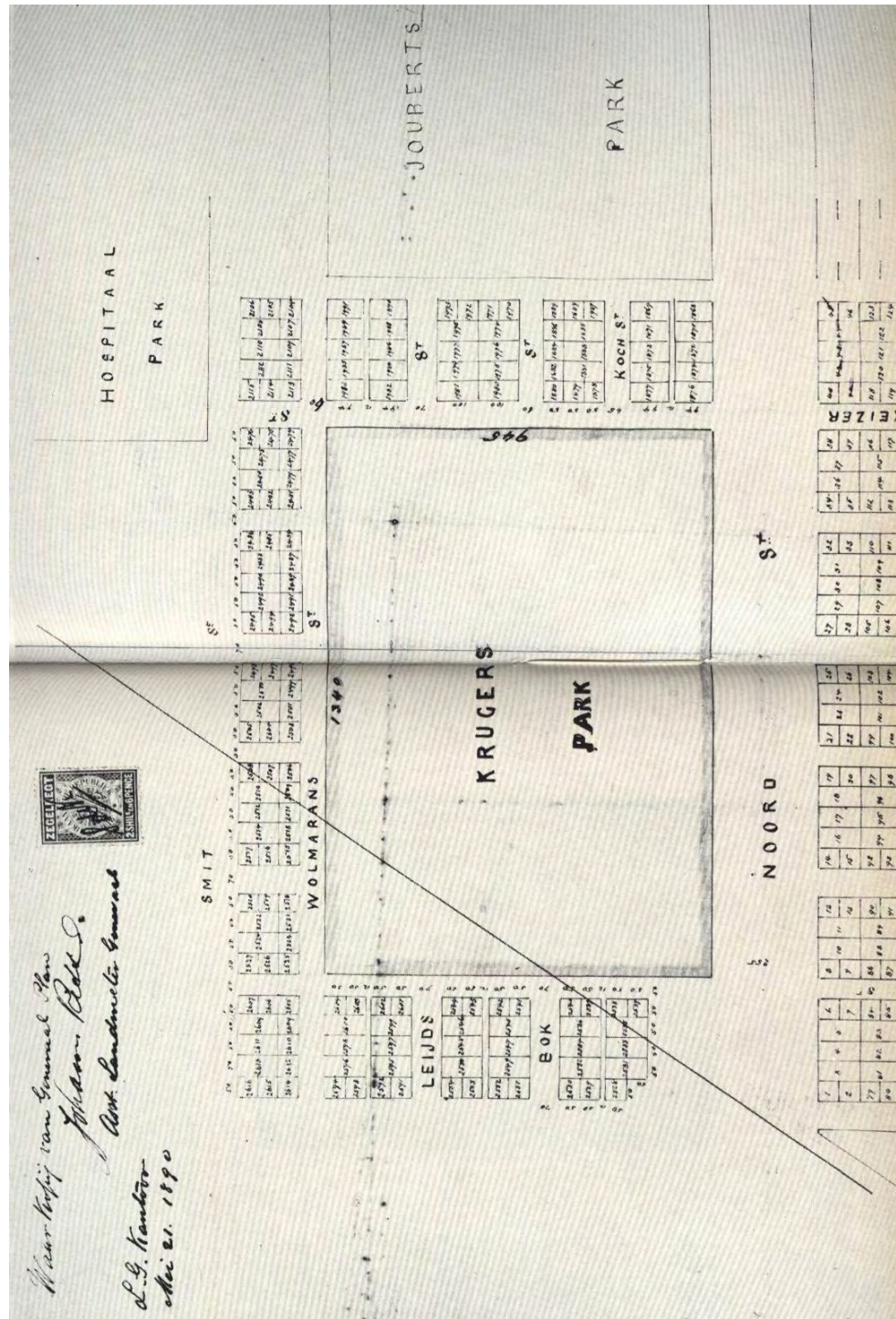
Park Station got its name from a tin shed in Noord Street which was known as *Park* written across the top, because of its proximity to *Kruger’s Park*. The shed was constructed as a stop on the early railway line to Boksburg, and became known as *Park Halt* in 1889/90. The Rand Tram, carrying a few passengers but mainly coal from the Boksburg Collieries, used to stop at this station.

⁴ The Dutch word “noord”, meaning “north” is descriptive of the the fact that this street originally was the northern boundary of JOHANNESBURG. It is stated by Smith that “many of Johannesburg’s well-to-do people had their homes in this area ... (and) that the street was known as ‘Millionaires’ Row’ in the days before the railways”. (Smith, A.: *Johannesburg street names*. Norwich, O.I.: *A Johannesburg Album; Historical Postcards*).

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⁶ Leyds, G.A.: *A History of Johannesburg; The Early Years*; see also Telford, A.A.: *Johannesburg; Some Sketches of the Golden Metropolis*, Books of Africa, Cape Town, 1969.

⁷ Named after Edward Hancock, Chairman of the Sanitary Board from 1890 to 1897, and member of the Twon Council from 1903 to 1907. (Smith, A.: *Johannesburg street names*).



S.G. General Plan, 21 May 1890, showing the extent of Kruger's Park and its location in relation to Joubert Park to the east and Braamfontein, north of Wolmarans Street. Hancock Street was clearly omitted from this map, although Rissik Street, at the time, did not extend beyond Noord Street. (Gutsche: Old Gold; The History Of The Wanderers Club). The stands shown on the map north of Wolmarans Street, confirms the date of the establishment of the township of Braamfontein as being 1888, when the area to the north of Noord Street was first surveyed. See Smith, A.: Johannesburg street names.

On Thursday, 15 September 1892, the first train to arrive in Johannesburg from the Cape steamed into *Park Halt*. The Natal line from Durban to Johannesburg was completed three years later in 1895. Johannesburg was now linked by rail to both the Atlantic and Indian oceans and was on the verge of great transformation, "leading to the more rapid introduction of advanced technology, new ideas, new stylisms, a cosmopolitan flavour and a surfeit of imported materials. Johannesburg in the Age of Steam was now clearly within the ambit of Europe, barely more than three weeks' travel distance away."⁸



This steel and glass structure was part of the Amsterdam Exhibition in Holland and was imported and erected in May 1897 to expand and improve passenger facilities at Park Station. The structure was large enough (154m long and 17m wide) to accommodate all the offices and passenger facilities, including a restaurant. (Johannesburg One Hundred Years 1886-1986). At the time of completion of the new station building in 1932, the structure had been relocated to Esselen Park. The main frame of the structure was later moved to Newtown where it was reconstructed in its current position, north of the new Brickfields Housing precinct.

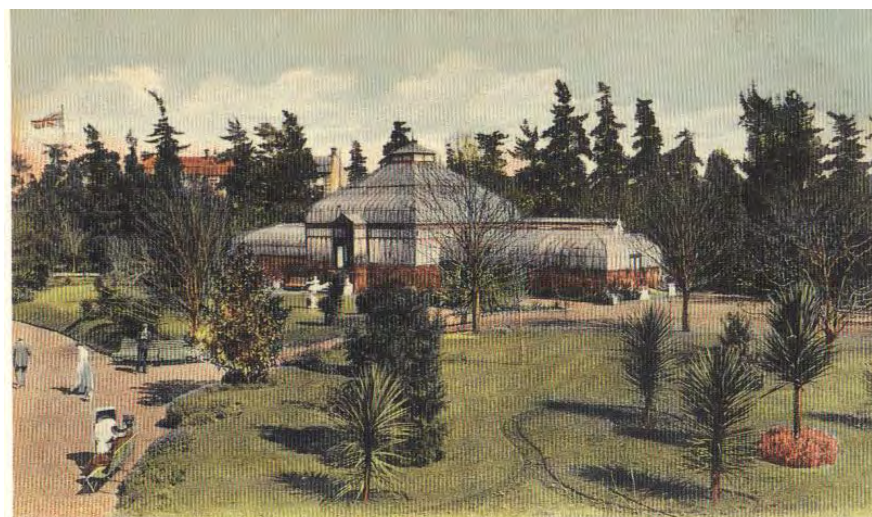
A game of hockey being played at the Wanderers, circa 1905. This view shows the original Gymnasium Hall and Clubhouse. (Norwich: A Johannesburg Album; Historical Postcards).



⁸ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.

The *Wanderers' Ground*, according to Palestrant, "was the scene of many sporting events at which spectators had to sit bolt-upright on backless seats, the cause of many complaints. In a letter to the Mail (*Rand Daily Mail*) a complainant said, 'The so-called seats are rough, sharp, dirty boards arranged in steps, with no backs. Everyone has to sit on someone else's feet and have their clothes soiled by the boards as well as by the boots of other people.' Yet hard boards or not, spectators continued to watch matches at the club, the Australian cricketers at Wanderers, the Corinthian Footballers from England, wrestling, cycling and boxing."⁹

In 1892, as the first train steamed into *Park Halt*, *Joubert Park* north east of here, was laid out by the Health Committee¹⁰. Five years earlier on 5 August 1887, the Diggers' Committee, Johannesburg's earliest local government, had asked the ZAR government for a "public park or garden to be planted with trees." The park, marked *Jouberts Plein* on a stand map of Johannesburg dated January 1889, was named after General Piet J. Joubert, Commander-in-Chief of the Transvaal military forces at the time of the outbreak of the Second Anglo-Boer War. Indigenous trees were planted, while in 1895, a centrally-placed ornamental fountain (no longer extant) with a rockery, water flowers and shrubs were installed. Concerts were held on Sunday afternoons and the Park with its particularly well-cultivated beds of flowers, presented not only a lively visual aspect, but came to perform an important recreational function. It soon became a popular venue for the white inhabitants of the mining town. According to a report published in *The Standard and Diggers' News* on 15 April 1892, the park "speaks volumes for the richness of Rand soil. Already the grounds are perfectly lovely with shrubs and flowers, while the height of the gum tree fence surrounding the Park reminds one of Jack and the bean-stalk. They are only some two years old. I think they will have to change the name to Cupid's Garden, for the benches are always occupied by engrossed couples who go to study astronomy on starless nights."¹¹



The conservatory (still extant) in Joubert Park, was purchased from the nearby Wanderers Sports Club in 1898. (Norwich: A Johannesburg Album; Historical Postcards).

The extract below from Smith: Johannesburg Street names, is of a report captioned "A Lung Of The City – Johannesburg's Playground" published in *The Standard and Diggers' News* on 25 February 1899:

⁹ Palestrant, E.: Johannesburg One Hundred; a pictorial history.
¹⁰ For detail on the layout of the Park, see Van Der Waal, G-M: From Mining Camp to Metropolis.
¹¹ Smith, A.: Johannesburg street names.

"Hearing that the new greenhouse has been completed, a representative went down to Joubert Park on Monday afternoon to see how the spell of the hot weather had affected it. Mr. Adlam, the custodian, was observed up to the wrists in a flower pot, and obligingly spared a few moments to expound the floral beauties of the park. The whole place has very greatly improved since December. Former dry bare patches are now resplendent with green and variegated flowers, and the tall white pampas gras crown the view with a resplendent halo...There can be no pleasanter spot in which to stroll after the heat of the day, and a few lights set up might convert it into a second Devonshire Park...The new greenhouse is the largest in the country...it is fringed all around by rockery, consisting of banket...Mr. Adlam stated that the number of sojourners is so immense that he had to put up new seats. There are now no less than 150. The pond is looking beautiful. The goldfish are fed by small children daily, and their number is prodigious...The band plays every Wednesday, when the whole place is crowded with visitors. Mr. Adlam intends to put up some swings for the children in the near future."

The period 1890 to 1900 meanwhile, saw the unprecedented development of Johannesburg from a mining camp to a mining town. In 1893, at the time when the town was linked to the Pretoria, the railway line was lowered near *Park Station* and pedestrians could no longer simply walk across the tracks. A pedestrian bridge was constructed at Twist Street and a bridge for vehicles at King George Street.

South of the railway tracks near *Park Station*, the open square bounded by Rissik, De Villiers, Eloff and Plein Streets, marked simply *Plein*¹² on the earliest maps of Johannesburg, was being used by the Park Tennis Club and known as *Lawn Tennis Square*. According to Smith, it "is interesting to read in *The Star* of 15 September 1891 of passing 'from the busy centre of the town to the peaceful neighbourhood of what is commonly known as *Lawn Tennis Square*, and to realize from the context that this is Plein Square."¹³ In 1893, the Square was taken over by the Sanitary Committee from the Park Tennis Club¹⁴. Adjacent to Joubert Street was the Telephone Tower which was erected by the Government a year later in 1894. From here telephone wires radiated to all parts of the mining camp, much like a giant cobweb. At the time however, of the construction of the Telephone Tower, except for a few trees here and there, there were no signs of the square being laid out as a park.



"De Villiers Steet showing on the left the large building of the Witwatersrand Technical College...The Telephone Tower at the foot of Joubert Street is clearly distinguishable. The complex of corrugated iron buildings housed the municipal offices until April 1915." (Photograph and caption from Smith, A.: Pictorial History Of Johannesburg).

In April-May 1903, the Square became the site of a complex of corrugated iron buildings - known as the *Tin Temple*. These structures served as municipal offices and were later used by the Transvaal Technical Institute.¹⁵

East of here in the far north eastern corner of the town centre was the site known for many years as *Union Ground*, where both soccer and cricket games were played.¹⁶

Union Ground, circa 1903 (Norwich: A Johannesburg Album; Historical Postcards).

The period 1900 to 1920 represented a transition of the fairly closed Johannesburg town core to the extended city area of 1920 and beyond, including the suburbs adjacent to the core. During this period, the way was prepared for the expansion of the city centre by better connections between the areas north and south of the railway tracks. In 1906, a reinforced concrete bridge was built across Twist Street while a number of subways were also constructed, one of which was in Harrison Street, west of *Park Station*. According to Van Der Waal, "these developments certainly facilitated traffic between the town centre and the surrounding areas...(but) they did not soften the visual effect of the railway barrier."¹⁷

¹² According to Smith, *Plein* "is Dutch and Afrikaans for an open space in a built-up area and is used rather like the English 'Square' irrespective of its shape (Smith, A: Johannesburg street names).
¹³ Smith, A.: Johannesburg street names.
¹⁴ The *Standard and Diggers News* of 23 January 1896 referred to the square as *Plein Street Park*, and in the *Staatscourant* of 8 March 1899, it was listed as *Plein Park*.



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¹⁷ Van Der Waal, G-M: From Mining Camp to Metropolis.

North of the marshalling yards of old Kazerne and Braamfontein, and in the area of the *Wanderers' Ground* and *Joubert Park*, north of the railway tracks, the period 1900 to 1920 was also characterised by denser and ever higher building development. Van Der Waal describes how the entire *Wanderers' Ground* sports complex "was fenced off with galvanised iron and circumscribed by a row of high bluegum trees. This was a clear manifestation of exclusivism and the need to delimit a private territory removed from public view. Thus the original purpose of this gift of land by the ZAR – that it should serve as public sports grounds for the entire community – was effectively negated by this asocial attitude. Not much more came of the social intentions of the founders of Joubert Park. The park had to be entered through ornamental cast-iron gates in an iron fence which insulated the park from its environment. It became something so special that it was divorced from life around it."¹⁸

In 1906, *Joubert Park* was donated by the Government to the Johannesburg Municipality in terms of Crown Grant No. 268/1906 which reads as follows: Whereas by the Johannesburg Lands Ordinance 1905, it is provided that it shall be lawful for the Lieutenant Governor of the Transvaal to grant to the Council of the Municipality of Johannesburg in such manner and on such conditions as he may deem advisable certain land...And Whereas in the said schedule there is included that portion of the farm 'Randjeslaagte' No 138, Witwatersrand, more particularly known as 'Joubert Park'; Now Therefore I the Acting Lieutenant Governor of the Transvaal...hereby grant, cede and transfer unto the Council...the said portion of the quitrent farm or piece of land...particularly known as 'Joubert Park'...The land hereby granted shall, save and except with the consent of the Lieutenant Governor, for ever remain dedicated for the purposes of or incidental to the recreation and amusement of the inhabitants of the Municipality of Johannesburg."¹⁹

Some of the most significant developments in the area of *Park Station* at the time, included the completion of two separate buildings. In 1905, the Administrative offices of the Central South African Railways was completed on the northeast corner of Rissik and De Villiers Streets. The building was designed by Thos A. Moodie, an architect in the employ of the CSAR.²⁰ This was followed by the completion of the building most commonly known as the Witwatersrand Technical College (former Transvaal University College), with frontages on Eloff, De Villiers and Plein Streets. Designed by the architects Howden & Stewart, the foundation stone was laid in 1907, and the building was completed two years later in 1909.²¹

¹⁸ Van Der Waal, G-M: From Mining Camp to Metropolis.

¹⁹ Crown Grant No. 268/1906 dd.22 May 1906 (Rand Townships Registrar, Johannesburg).

²⁰ The little open square between the arms of the structure was built up in the same style in 1937 - Van Der Waal, G-M: From Mining Camp to Metropolis.

²¹ In 1938, the structures comprising the Tin Temple were replaced by the six storey extensions to the building designed by the architect Gordon Leith in association with the architectural firm of Howden and Stewart. According to Van Der Waal, the "dynamic and continuous bands of windows with rounded corners in the upper storeys and the smooth white wall planes were in sharp contrast to the many grey-brown buildings with classicist ornamentation in the vicinity" - Van Der Waal, G-M: From Mining Camp to Metropolis; the building was listed by the Johannesburg 100 Committee in 1986, as one of Johannesburg's 100 Places of Outstanding Cultural, Historical, Architectural, and Natural Interest.

Technikon Witwatersrand traces its roots back to the beginning of the last century to the Transvaal Technical Institute, which was established in 1903 to serve the needs of the gold-mining industry. For the greater part of its existence, it was housed in temporary wood and corrugated iron structures, affectionately known as the *Tin Temple*, on the corner of Rissik and Plein Streets.²²



Above: view of Plein Square, circa 1940 (extant as Atwell Gardens) with the old Railways Administration Building to the rear, in De Villiers Street. (Van Der Waal: From Mining Camp to Metropolis).

Below: view of the Witwatersrand Technical College, Eloff Street, circa 1956 (The Witwatersrand Technical College Provides...Vocational Education Equal To The Best Available Overseas - Stark, F. [Ed.]: Seventy Golden Years 1886-1956).



²² In 1923, an Act of Parliament made provision for technical training, which led to the establishment of the Witwatersrand Technical Institute in 1925. This was the founding date of the Technikon Witwatersrand. The Witwatersrand Technical Institute underwent a series of changes: it became the Witwatersrand Technical College in 1930, the Witwatersrand College for Advanced Technical Education in 1968 and finally, the Technikon Witwatersrand in 1979 (http://en..wikipedia.org/wiki/Technikon_Witwatersrand).

An interesting early view (circa 1910) of Park Station with the CSAR Administration Building clearly visible on the left, south of the early station building brought from Amsterdam in 1897. The steel bridge was used as a pedestrian crossing between Noord Street to the left and Kruger's Park to the right. (Norwich: A Johannesburg Album; Historical Postcards).



Situated north of the railway reserve, within the grounds of *Joubert Park*, is the Johannesburg Art Gallery (JAG)²³, which owes its existence to Lady Florence Phillips, wife of the mining magnate Sir Lionel Phillips. Lady Florence persuaded the mining magnates of the time to financially support the proposed establishment of an art gallery and in 1908, she acquired the first three paintings in London for the Johannesburg collection.

The foundation stone of the JAG was laid by the Mayor of Johannesburg, H.J. Hofmeyer on 12 October 1911. Four years later in 1915, the incomplete building, designed by the distinguished British architect, Sir Edwin Lutyens, opened its doors to the public. This was nine years after *Joubert Park* was donated by the Government to the Johannesburg Municipality.

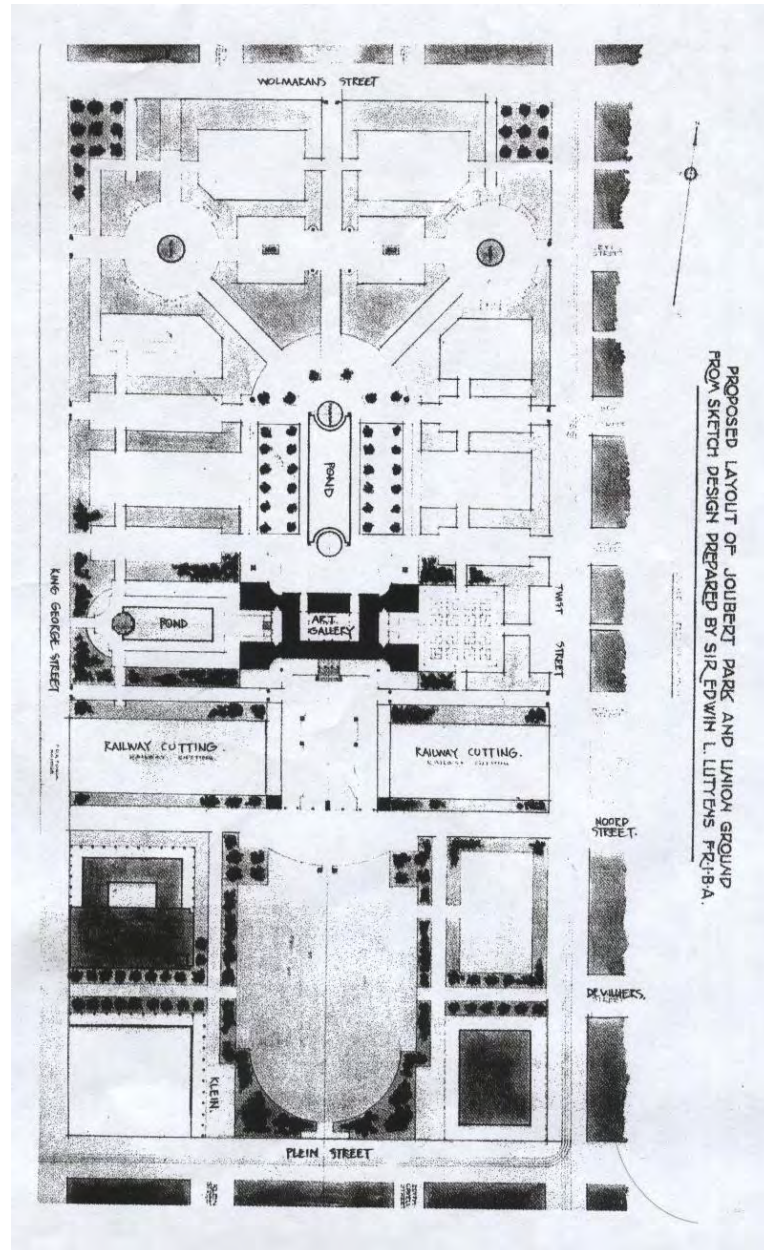
According to Van Der Waal, "the soot and noise generated by the trains made...(the location of the JAG next to the railway tracks) a most unfortunate choice. In addition, the Gallery faced towards the railway line, and away from the park disassociating itself, as it were, from visitors to the park. The story of the unfortunate location of the Art Gallery near the railway line and its southern orientation is well known. Architects such as M J Harris...and H G Veale...were highly critical. Harris suggested that the Art Gallery should rather be built on the site of the Fort on Hospital Hill where it would excite the public's imagination...in a manner worthy of a temple of art."²⁴

²³ Listed by the Johannesburg 100 Committee in 1986, as one of Johannesburg's 100 Places of Outstanding Cultural, Historical, Architectural, and Natural Interest; the building is a declared provincial heritage site (Government Notice No. 1, 8 January 1993).

²⁴ Van Der Waal, G-M: From Mining Camp to Metropolis.

It is shown however, by Andrew Hopkins and Gavin Stamp, that Lutyens intended to cover the railway line to link up *Joubert Park* with *Union Ground* so that a formal garden could be laid out around the JAG. According to them, Lutyens's proposed new layout for the 20 acre Park was precipitated by the fact that the Johannesburg Town Council had considered closing Noord Street. "A broad forecourt from the gallery's portico was to bridge the railway (cutting), and would have given space to view the...south elevation (of

Site plan showing the proposed original layout and extent of Joubert Park prepared by Edwin Lutyens, architect of the Johannesburg Art Gallery. (Library, Johannesburg Art Gallery).



the JAG), in contrast to the cramped roadway and oblique views which have always impaired perception of its architectural qualities."²⁵

Hopkins and Stamp describe Lutyens's proposed layout of *Joubert Park* and *Union Ground* as containing 'a mixture of grand scale and intimate elements, related to major, minor and converging axes. Most formal were the broad forecourt, spanning the railway to the width of the centre block, and a rear garden running northwards into Joubert Park...The former was treated as a *cour d'honneur*, with formal lawns, which would probably have been edged with strongly profiled stone curbs. Southwards, the *cour d'honneur* terminated in a wrought-iron screen and gateways, with two small square gate lodges fronting Noord Street, which ran along the south of the railway cutting. South of Noord Street, was the Union Ground, running two blocks south of Plein Street. A segmentally curved wrought-iron screen, with a central gateway, opened into a deep-lined park, with a semicircular *exedra* framed and lined with trees at its southern end, with a gateway to Plein Street, terminating the axis from the gallery portico."²⁶

Failing the extension however of the Park beyond the railway line, *Union Ground* was donated by the chief government land surveyor, Johan Rissik, to the citizens of Johannesburg as a playground for children. Today, *Union Ground* accommodates the *Park Central Taxi Rank* and is now known as the *Jack Mincer Park*. See Johannesburg Park Station Complex And Joubert Park Precinct: A Study In The Richness Of Historic Layered Development.

Meanwhile, a small strike at the New Kleinfontein mine on the East Rand had quickly developed into a general miners' strike on the entire Rand. In Johannesburg, a crowd of rioters on 4 July 1913, set fire to *The Star* offices in President Street and some of the buildings at *Park Station*.



The single storey offices at Park Station which were attacked by a mob during the Great Strike on the Rand in 1913. (Norwich: A Johannesburg Album; Historical Postcards). Shown on the left is the station building dating from 1897. The multi-storey building on the right is the Railways Administration Building completed in 1905. The single storey station buildings are in themselves of lesser importance than their actual location which, as depicted in this photograph, was the area between the station building of 1897, and Noord Street, i.e. the street immediately north of the CSAR Building.

In 1914, a year before the opening of the JAG, Johannesburg was on the verge of civil war. The *Wanderers' Ground* was commandeered by the military forces who were moved to Johannesburg, including by rail, to oppose the striking miners and other workers. By the end of January 1914, the industrial unrest was over but in August of the same year, the First World War commenced in Europe. Troops were drilled on the Club's fields while the Club's Gymnasium Hall was later turned into a convalescent home, to be known as the *Wanderers Convalescent Home*. The Gymnasium Hall was later leased to the Red Cross Voluntary Aid Detachment and turned into a Hospital for Military Patients.

The fact that the *Wanderers' Ground* was eventually used for more than sports or social activities, is integral to an understanding of the history of the Club and the *Johannesburg Park Station* complex. Considering the strategic position of the Club's sports fields and other recreational facilities, particularly in relation to *Park Station*, it is not surprising that the *Wanderers' Ground* occupied an important place in many momentous events in the history of Johannesburg.



²⁵ Hopkins, A. and Stamp, G. (Editors): Lutyens Abroad; The Work Of Sir Edwin Lutyens Outside The British Isles.

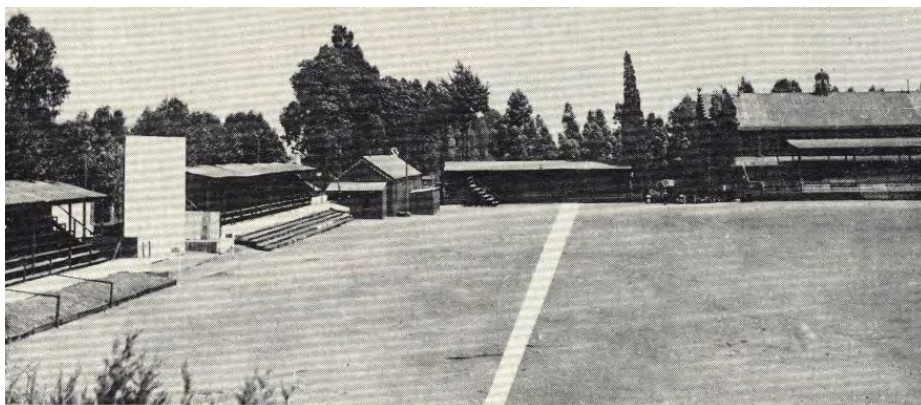
²⁶ *Ibid.*

Burgher Commandos loyal to the Union Government were encamped at the Wanderers' Ground during the General Strike of 1914. (Gutsche: Old Gold; The History Of The Wanderers Club).

Such an event occurred in 1922, when the Club Committee were asked by the Commissioner of Police for permission to camp 500 men on the grounds. The white miners' strike which followed known as the Rand Revolt, became a general revolution when the administration of Johannesburg was taken out of the hands of the Municipal Council by an anarchist action committee. Johannesburg became a war zone for three months. The striking mineworkers started arming themselves, even using swords and bayonets and home-made weapons. Assaults on scabs increased and strikers tried to pull clerks out of shops, the Post Office, the Telephone Exchange and *Park Station*.²⁷

As a result, martial law was declared while increasing numbers of troops of the Union Defence Force were being poured into Johannesburg and filling the *Wanderers' Ground*. The General Hospital nearby on the slopes of the Braamfontein Ridge could not deal with the heavy casualties that followed, and the Gymnasium Hall was once again used for hospital purposes.

At *Park Station* meanwhile, the daily rush of suburban and main-line passengers pointed to an ever increasing inadequacy of the facilities at the Station. By the mid-1920s, the railway authorities had no choice but to extend the railway platforms and traffic amenities which necessitated expropriation of a section of the adjacent grounds of the Wanderers Club in 1926. An outcry was raised about the "Rape of the Wanderers' Ground". According to Leyds, there were many Rand Pioneers "who looked upon the Wanderers as the Englishman looks upon the Tower of London – venerable and connected with the earliest history of the place."²⁸ The Club was eventually compensated and a new club was started in Kent Park, Illovo. There was a time when the *Wanderers' Ground* was on the edge of the town and quite suitable for sports. Fact is that the city had grown, and the grounds had become surrounded by large blocks of flats, shops, and encroached upon by much-needed railway extensions.



²⁷ See Davie, L.: When war came to Jo'burg's streets (<http://www.joburg.org.za/>).

²⁸ Leyds, G.A.: A History of Johannesburg; The Early Years.

Depicted in this photograph, is the strip of the grounds of the Wanderers Club, left of the white line and parallel to Hancock Street, which was expropriated by the railway authorities in March 1926. (Gutsche: Old Gold; The History Of The Wanderers Club).

Facing De Villiers Street²⁹, the new Station building (construction work was commenced in 1928)³⁰ was designed by the architects Gordon Leith and Partners in association with the architectural firm of Gerhard Moerdyk & Watson.³¹ According to Chipkin, Leith "was ideologically Baker's man, and Park Station was destined to be his *magnum opus* up to that time."³²



²⁹ Named after the surveyor Josias de Villiers who surveyed the first stands on Randjeslaagte in 1886. (Smith, A: Johannesburg street names).

³⁰ The building was also called the new Johannesburg Station.

³¹ Listed by the Johannesburg 100 Committee in 1986, as one of Johannesburg's 100 Places of Outstanding Cultural, Historical, Architectural, and Natural Interest.

³² Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.

Johannesburg Station after completion, circa 1930s (Norwich: A Johannesburg Album; Historical Postcards).

Of special interest is the fact that the South African artist J.H. Pierneef was commissioned in 1929 to paint 28 large panels to decorate the interior walls of the concourse. This kept him busy for the next three years. The panels were later removed and loaned to the JAG. Major extensions were carried out at the time, which included eight platforms and four approach tracks from either side. At that time, all the main line trains were still hauled by steam locomotives.

The axial relationship between the original great arched concourse in Leith's design of 1928 and Eloff Street...³³ meant that the new Station building could be seen as "a natural extension of Eloff Street."³⁴ The Station Building responded "to the giant Ionic orders on the adjacent Transvaal University College building with a coupled Tuscan colonnade. This provided a visual stop to the north end of Eloff Street, the city's *avenue la garne*, (which by 1932, was) fast becoming the principle shopping street in the sub-continent whose growing reputation extended up the East Coast as far as Kenya Colony."³⁵

Chipkin is of the view however that "Eloff Street in its heyday never attempted architectural unity. On the contrary, with its hodge-podge of late-Victorian, Edwardian, neo-classical and Art Deco buildings and shop-fronts, it lacked the essential urban quality of a great metropolitan thoroughfare. Nevertheless it was the main shopping street of South Africa, stretching from the railway concourse entrance at the north end, past the great Carlton Hotel on the Commissioner Street corner and extending beyond to Motortown at its south end...The street was famous for its summer and winter fashions...Eloff Street does not have the same ring as the rue Saint-Honoré. Nevertheless in its own way it was quite dazzling."³⁶



³³ *Ibid.*; Eloff Street is named after Jan Eloff (1859-1939), who was appointed Mining Commissioner in November 1886 and remained in Johannesburg until 1892 – Smith, A.: Johannesburg Street names.

³⁴ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s

³⁵ *Ibid.*

³⁶ *Ibid.*

Looking south down Eloff Street. This photograph of the old Witwatersrand Technical College (later Witwatersrand Technikon) on the right was taken in 1912. (Johannesburg One Hundred Years 1886-1986).

Of interest is the fact that there was a time when it was suggested that Joubert Street, to the west of Eloff Street, should become a main thoroughfare, were it not for the siting and phased development of *Park Station* at the foot of Eloff Street. This is confirmed by a report published in *The Star* of 5 January 1892³⁷, which reads as follows:

“There are several important alterations in connection with the streets of the town on the ‘tapis’, the most important of which will be the probable extension northwards of Joubert Street, so Mr. Hager, the Government Architect, informed a ‘Star’ representative yesterday. It is contemplated to make this street the main cross thoroughfare of the town running from the Law Courts, known as the Gold Fields, past the Standard Theatre and the back of the present Government Buildings to the summit of Hospital Hill. At present the street terminates at the turstile entrance to the Park Tennis Club grounds. Mr. Hager wishes to cut a street through these grounds, leading on to the approach to the Wanderers gates, thence through the Wanderers grounds at the back of the pavilion to the top of the hill, where the road will take an angle and be continued to the gates of the new gaol. This will necessitate the removal of the electric light house on the Wanderers ground. It was formally intended to continue Eloff Street, and Mr. Hager says that there is some provision made on the original plan of the Wanderers grounds for a street to run through the field facing the pavilion; but since the railway authorities have placed their station at the foot of Eloff Street and the Wanderers Club have raised certain objections, he considers that he will be meeting the interests of all concerned by continuing Joubert Street. It is intended that a fortress shall be built on the top of the hill, which will be mounted by two or more large guns.”

Meanwhile, the fact that the new concourse towering at the foot of Eloff Street, would remain restricted to ‘Whites Only’ for six decades, was of little if any bother to the majority of those who, because of their colour, were ‘privileged’ enough to appreciate the Pierneef panels in the main concourse. According to Chipkin, what “Gordon Leith and his old colleague Henk Pierneef had achieved in fact was to make definitive statements of a land in repose, its culture like its politics - permanently settled under white dominance. Nothing could have been further from the truth.”³⁸

The new station of 1932 in fact became a textbook illustration of the country’s segregation laws. Members of the white middle classes had “a sophisticated venue with their own Blue Room restaurant, leading off the (whites-only) concourse, for New Year’s Eve dinners or for enjoying a night out on the town”³⁹, while black commuters “were relegated to a separate entrance and the most basic facilities.”⁴⁰



Above: Johannesburg Park Station 1928-32. The Main Concourse (for white passengers only) as depicted by C.E. Turner for the Illustrated London News, 8 September 1934.(Chipkin: Johannesburg Style).



Left: Black commuters at Johannesburg Park Station, Johannesburg (Callinicos: The world that made Mandela).

Not only is the history of *Johannesburg Park Station* the story of the development over time of one of Johannesburg’s prime symbols of white exclusivity. It is also the story of a place ‘with tunnels under the ground’ where every year thousands upon thousands of people entered the city for the first time. One of them was the Reverend Stephen Kumalo, the main character in Alan Paton’s moving novel *Cry, the Beloved Country*. The Reverend Kumalo was afraid to travel to Johannesburg – afraid of what might have been in store for him – to him and so many others, Johannesburg was believed to be a huge and frightening city.

As the train on which he was travelling was approaching the Johannesburg Park Station, the Reverend Kumalo saw “great high buildings; there are red and green lights on them, almost as tall as the buildings. They go on and off. Water comes out of a bottle, till the glass is full. Then the lights go out. And when they come on again, lo the bottle is full and upright, and the glass empty. And there goes the bottle over again. Black and white, it says, black and white, though it is red and green. It is too much to understand. He is silent, his head aches, he is afraid. There is this railway station to come, this great place with all its tunnels under the ground. The train stops, under a great roof, and there are thousands of people. Steps go down into the earth, and here is the tunnel under the ground. Black people, white people, some going, some coming, so many that the tunnel is full. He goes carefully that he may not bump anybody, holding tightly on to his bag. He comes out into a great hall, and the stream goes up the steps, and here he is out in the street. The noise is immense. Cars and buses one behind the other, more than he has ever imagined. The stream goes over the street, but remembering Mpanza’s son, he is afraid to follow. Lights change from green to red, and back again to green. He has heard that. When it is green, you may go. But when he starts across, a great bus swings across the path. There is some law of it that he does not understand, and he retreats again. He finds himself a place against the wall, he will look as though he is waiting for some purpose. His heart beats like that of a child, there is nothing to do or think to stop it. *Tixo*, watch over me, he says to himself. *Tixo*, watch over me.”⁴¹

In 1929, while work was progressing on the Station Building, the St Mary’s Anglican Cathedral, with frontages to De Villiers, Hoek and Wanderers Streets, was completed. The design of the cathedral was entrusted to the architect Herbert Baker and his partner, F.L.H. Fleming. When their partnership was dissolved, Fleming produced the final drawings for the construction of this closed fort-like cathedral in the Neo-Romanesque Style. The foundation stone was laid by Prince Arthur of Connaught in 1921. Adapted to its urban environment, the cathedral, the only cathedral extant within the Johannesburg Inner City, has the second largest church organ in South Africa, the largest being that of the Groote Kerk in Cape Town.⁴²

³⁷ Smith, A.: Johannesburg street names.

³⁸ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.

³⁹ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.

⁴⁰ Callinicos, L.: The world that made Mandela; A Heritage Trail.

⁴¹ Paton, A.: *Cry, the Beloved Country*, MacMillan, New York, 1987.

⁴² Projek: Opname Historiese Geboue In Johannesburg; Binnestad, Second Report, June 1976, Rand Afrikaans University; Van Der Waal, G-M.:From Mining Camp to Metropolis; The buildings of Johannesburg 1886-1940.

At the time of the completion of the Station building in 1932, Johannesburg was already beginning to acquire the air of a metropolis. It was starting to be recognised as a 'world city' – "largely because it had just rebuilt its CBD. At the end of 1932 South Africa came off the gold standard, and foreign capital poured into South Africa via the city and its institutions. Between 1933 and 1938 capital inflow was equal to some 66% of the total capital inflow over the first 40 years of the city's existence. In the CBD skyscrapers popped up like champagne corks and thousands of new apartments (for whites only) were built in the inner-city residential zone (including on the perimeter of *Joubert Park*). It was also the era of the large and oh-so-grand department stores. They and a plethora of high-order speciality shops helped made the CBD, and particularly Eloff Street, the shopping mecca not only of South Africa but of the continent."⁴³

Every year more trains conveyed ever more passengers along the railway lines to and from Johannesburg. In 1932 when the new Johannesburg Station was opened, the number was 16 million. Within ten years, it had trebled to 50 million! As a result the need for a bigger station became urgent long before the end of the 1930s.

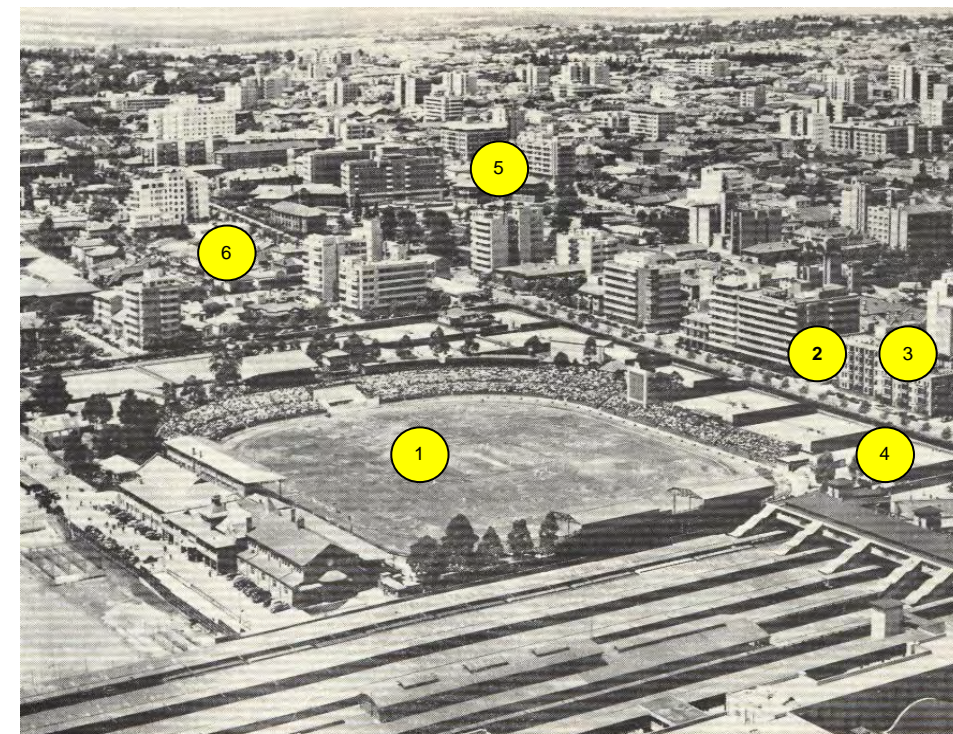
Because of the Second World War however, planning could only start in 1945. This time it was decided to separate suburban and main-line traffic by constructing two adjacent but virtually independent stations. Various possible locations for the new station were considered but eventually, the engineers agreed the best solution would be to extend the old site by incorporating the old *Wanderers' Ground* with its legendary cricket oval to the north.

Beavon refers to what he calls a visionary but practical plan by a group of private town planners and architects published not long before the Second World War in 1938. This is of particular interest, as the purpose of the plan was "to strengthen the downtown area that enjoyed a successful mix of high-order business and apartment living in 1938. First and foremost it advocated that the main east-west railway line through Johannesburg be torn up and relaid south of the CBD, along the path of what is now the east-west M2 motorway. The main station would have been near the intersection of Rissik and Albert streets. The vast Braamfontein shunting yards would have been relocated outside of the city and the cleared area landscaped into a wooded, green parkland extending east to the old Wanderers Club, with its international stadium (the site occupied by the current Johannesburg railway station). With the railway lines from Jeppe to Braamfontein removed, the route would have been turned into a Parisian-style, tree-lined boulevard sweeping majestically north and west and linking inter alia Ellis Park to Joubert Park and the Union Grounds (known later as Jack Mincer Park) to the Wanderers and on to the massive new Braamfontein Park. With high- and upper-middle-income housing overlooking the parks, great sporting events taking place on the doorstep of the CBD, and its fancy high-order shops, restaurants and theatres, Johannesburg might even now have rivalled the great southern-hemisphere cities of Sydney and Melbourne. Yet after World War Two, with the apartheid government in power, the Wanderers was expropriated and destroyed and its prime site converted into the station complex of today.

Ironically, it happened at a moment in time when the railway as an inter-regional mode of travel had peaked and was to be steadily replaced by air travel focused on an international airport situated in Kempton Park."⁴⁴ Bit by bit from the mid-1920s onwards, the railways had taken over the *Wanderers' Ground*. As from 22 October 1946, the Wanderers ceased to use their old grounds. They did however retain their name at Kent Park, Illovo, which they acquired in 1936. Preliminary work on the new *Johannesburg Park Station* was commenced in 1946. The project entailed a vast building programme that would extend over a period of twenty years. The project turned out to be the most demanding test ever for the ingenuity and expertise of South Africa's railway engineers.

The new station building was designed by the architects Kennedy, Furner, Irvine-Smith & Joubert over the period 1948-65. The civil engineering consultants were the pioneering firm A.S. Joffe.

One of the most important early decisions was to lower all the tracks east of Harrison Street by about 4m. This would allow for the construction of all passenger concourses above the tracks at street level. At the same time, rail traffic was to continue during the construction period. It was therefore decided to implement the project in four stages.



The old Wanderers' Ground. This photograph of the historic cricket oval was taken in 1939 at the time of the last test match played at the Wanderers, between South Africa and the visiting MCC Cricket Team. Of interest is (1) the original Gymnasium Hall and Clubhouse, (2) the Wanderers tennis courts bordering on (3) Wanderers Street, (4) the covered platforms and main concourse of Johannesburg Park Station, (5) Johannesburg General Hospital on Hospital Hill, and (6) the Transvaal Public Works Department School in Smit Street, Braamfontein. (Gutsche: *Old Gold; The History Of The Wanderers Club*).

⁴³ Beavon, K.: The city that slipped
(<http://www.suntimes.co.za/2001/01/07/lifestyle/life03.htm>).

⁴⁴ *Ibid.*

The first stage – amounting to a virtual replication of the old station further north and 4m deeper – was completed in September 1951. All trains were then diverted from the old to the new tracks. Of special interest is the fact that most activities of the old station were transferred to the new within 36 hours!

The town access to the new station was now moved westwards, to align with Joubert Street., thereby “creating a new north-south axis that sidelined the old concourse, leaving it stranded as a mere historical curiosity.”⁴⁵

West of the main section of the *Johannesburg Park Station* complex is the Johan Rissik Bridge, constructed in 1952. It forms part of a series of major traffic bridges built over Johannesburg’s ‘steel river’ – the confluence of the main-line tracks. To the west of this bridge are the major marshalling yards of old Kazerne and Braamfontein.

At completion, the bridge “was a gracefully curved viaduct that swept over the main station parking deck, and constituted a major design component in the overall complex...Johannesburg was beginning to acquire the civic furniture and accoutrements of historic cities overseas.”⁴⁶

Ten years before the laying of the foundation stone of the Station Building in De Villiers Street in 1928, the Johannesburg Town Council had actually considered extending Eloff Street to the north. This is expounded below in two consecutive letters, both captioned “Eloff Street Extension”, which were published in *The Star* during September 1918⁴⁷:

“To the Editor of ‘The Star’ – Sir, - I have read that the Works Committee of the Town Council are considering the advisability to extend Eloff Street northwards to the top of Hospital Hill (at the foot) and thereby diverting vehicular traffic from the centre of the town by this route to Parktown, Houghton Estate and other northern suburbs. If carried into effect the Town Council would be making a grave mistake from a financial and public point of view, as the town side of Eloff Street is already too congested. I consider the Town Council will have to consider the advisability in the near future of discontinuing vehicular traffic in Eloff Street so as to safeguard pedestrians from motor cars and other vehicles. A more feasible scheme would be to either extend Rissik or Loveday Streets northwards (in which you have no tram traffic). The former will cut off a portion of the western part of the Wanderers, but after that difficulty has been overcome no Government or private ground requires to be acquired to extend the street (as in the case of Eloff Street), as it already exists, likewise in the case of Loveday Street. The Loveday Street extension misses the Wanderers altogether (being on its western boundary) and the gradient of both Rissik and Loveday Streets north of the Wanderers will be far less than Eloff Street, whilst in the case of the latter extension a large sum of money will be required to construct a new road north of the railway line right up to the gaol, part of which will have to be demolished... - 20 September 1918... O.J.J. Van Wijk.”

“To the Editor of ‘The Star’ – Sir, - I think the big majority of your readers must agree with Mr. Van Wijk’s letter, in which he states that the traffic on the Eloff Street side of the town is already too congested. As a motorist, I should say without hesitation, that Eloff Street, owing to the big tram service, the station, and cross-street traffic is already the most dangerous street in Johannesburg. To influence any more traffic through Eloff Street by extending that street would, as Mr. Van Wijk states, be a grave error. Rissik Street appeals to me to be the one which should be converted into a main artery. Situated as it is about mid-way between Harrison and Eloff Streets it would relieve both these streets of a great deal of vehicular traffic. The subway in Harrison Street is a regular death-trap (because of its absurd kink and steep incline). From Rissik Street, north of the railway station, motorists could use several good roads to branch off to either Parktown or Houghton Estate districts. I would recommend that the Works Committee should give serious consideration to the advantages of Rissik Street, before coming to a decision as to which street they will open out.... - 25 September 1918... A Motorist.”

Seen from a historic contextual viewpoint, the Johan Rissik Bridge, together with the Queen Elizabeth Bridge to the west, were “the new routes that changed the map of Johannesburg in the period before the construction of the elevated M1 and M2 motorways in the 1970s...in the 1950s and 1960s the north ... (was the ‘front door’ of the Central Business District), and the new viaducts, linking the Central Business District with Braamfontein across the tracks, transformed a reserve of railwaymen’s verandahed, semi-detached cottages, with small hotels, saloon bars, flats and shopping streets into a high-rise, high-density business area, the natural extension of the CBD. It is in the new Braamfontein that the City Engineer in 1950 found the site on a small rise above the Rissik Street bridgehead where the new Civic Centre (1962-72) would be erected.”⁴⁸

The second stage meanwhile, of the new Station development – which entailed the lowering of the level of the old part of the station and the construction of more platforms and tracks – was completed in February 1954. The portion remodeled in the first construction phase then became the new main-line station and the ‘old’ portion the suburban station.

The second and third stages involved the construction of a concrete cover over the platforms and the concourses on top of those. These stages would have been completed within a few years were it not for the fact that the station was still being used by a substantial number of steam locomotives and diesel units daily. Although these were in the process of being replaced by electric units, the rate of construction continued to be dictated by the rate of replacement of the steam locomotives and diesel units as too much smoke and fumes trapped under the deck slab, would have endangered the well-being of passengers. The slab over the suburban station was completed in 1956 and that over the main-line tracks only in 1961. The Station was finally completed in 1965.

Aerial view of Johannesburg Park Station. By 1986, at the time of the Johannesburg Centenary celebrations, this modern station complex comprised ten suburban and six main-lines. (Johannesburg One Hundred Years 1886-1986). Opposite the northern perimeter of the station complex in Wolmarans Street, privately owned stands became prime business development sites. One of these stands on the lower slopes of the Braamfontein ridge was used to develop the new corporate headquarters of the Schlesinger Organisation. “The Schlesinger Centre (1967) is a great lozenge-shaped-curtain-wall slab block standing on its own piazza...a building clearly from the 1960s decade.”⁴⁹ Designed by the architect Monty Sack, the 24 storey building, barely visible in the photograph in the extreme left background, “is set back from the street lines, creating open civic space – seemingly a gift to the street of valuable real estate, but in fact a prestigious public relations strategy.”⁵⁰



⁴⁵ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.
⁴⁶ Chipkin: Johannesburg Style; Architecture & Society 1880s-1960s.
⁴⁷ Smith, A.: Johannesburg street names.

⁴⁸ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.

⁴⁹ *Ibid.*
⁵⁰ *Ibid.*

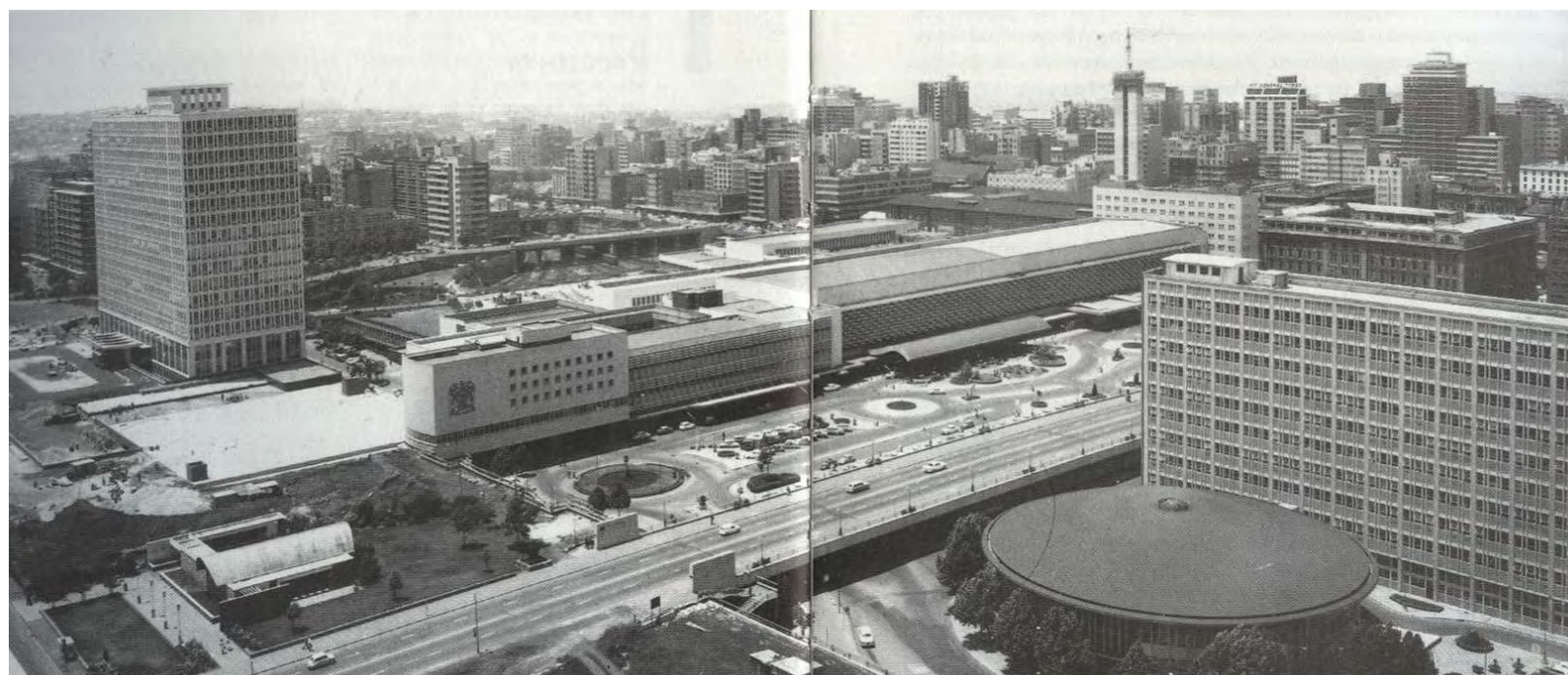
According to Chipkin, the “design solution consisted of twenty acres of continuous reinforced-concrete deck to cover the main-line and suburban tracks. This was the building podium that supported two vast concourses – ‘separate but equal’ facilities for ‘whites and non-whites’ – each set being long enough to cover sixteen platforms divided into main-line and suburban sections. This deck would support north and south administration and operations buildings as well as a large car-parking area...the axes of the architectural layout of the new station complex were predetermined by the established east-west axis of the main-line railway traffic and by the north-south axes of the vehicle routes elevated above the railway tracks. The architectural design affirmed these inherent movement lines, providing a string of volumetric buildings to reinforce the north-south axis centred on Loveday Street. Two detached administration slab blocks – the eleven-storey South African Airways building on the west, the sixteen-storey Paul Kruger Building on the east – establish the counter-movements of the east-west axis...The station complex reintroduced the third dimension into Johannesburg’s townscape: buildings became visible as geometric entities that occupy space and not infill facades in corridor streets – the Johannesburg norm. This piece of state planning that created the vast station precinct is a major example in Johannesburg of the post-war concept of comprehensive planning...The station buildings in their particularity are connected by their lines of force. But they are too scattered and fail to dominate their surroundings – too much space, too little architecture...The parking area placed prominently between the main concourse building and the Rissik Street bridge is a desolate, complicated civic platform. One yearns for a building to occupy portion of this space. Because of the duplication of concourse space, on account of South Africa’s prevailing segregation laws, the white concourse building...is half empty, except for one-way, peak-hour surges. It lacks the constant bustle, movement and counter-movement, the ebb and flow of arrivals and departures, of the great London termini. It is not surprising that it became a symbol of white exclusivity and the tragically misguided target of the station bomb placed there as a virtually solitary act of defiance by John Harris in July 1964.”⁵¹

On 24 July 1964, a bomb went off on the main concourse between Platforms 5 and 6, killing one (a seventy-seven-year-old grandmother named Ethel Rhys) and seriously injuring two others.

A witness to some of the circumstances surrounding this event, described what happened during one of the most tragic periods in South Africa’s history: “A bomb in a suitcase was placed near a bench in the white section of the Johannesburg railway station. When it exploded, a seventy-year-old woman was killed and one other person injured. Almost immediately the police arrested two men, both associated with the ARM (African Resistance Movement). Although we knew that this kind of action was directly contrary to established policy, it was undeniable that the two belonged to our group. Those of us on the periphery wondered what had happened and what the connection to the ARM actually was. On the night of the bombing, my parents and I were in Johannesburg, taking my sister to catch the train back to university in Cape Town. The bomb had exploded a short while earlier, and though we were aware of the heavy police presence, and knew that a bomb had gone off in the station, we had made no connection to ourselves or anyone else we knew, assuming that it was the work of a radical African group.

Walking toward the train, we were suddenly halted by a hurried procession of white policemen angrily making their way through the station. The police were surrounding two men, both of whom we recognized. They had been guests in our home and, while in Pretoria jail, fed by my mother. They were two of my colleagues in the ARM—one had been a university friend in Grahamstown. They were both handcuffed and being frogmarched toward the scene of the bombing. Both looked up and saw me, but knew enough not to show recognition on their faces, though I almost made the mistake of greeting them. They were pale and frightened looking, and I wondered why the police had brought them to the scene. After all, they were most definitely in jail at the time of the explosion. It later became clear that they had been brought by the indignant police to view their own—or ARM—handiwork, as an object lesson in the effects of ‘terrorism.’ Coming from police who had been involved in torture and possibly worse, the “lesson” was an ugly joke... Still, I can’t find it in myself to blame him. John Harris was another casualty of apartheid...”⁵²

Overleaf: The new Station complex (1946-1965). On the left is the Paul Kruger Building with the linear building in the centre housing the main-line and suburban concourses. In the right, foreground, is the South African Airways Rotunda and the eleven-storey administrative offices of the South African Airways in Johannesburg. (Chipkin: Johannesburg Style). Situated near the intersection of Rissik Street with Wolmarans Street, within the area of the main station complex, in the left foreground, is the small South African Railways Memorial Hall with prominent barrel vaulted roof. Completed in 1958, the structure was officially opened by D.M. Robbertze, then acting General Manager of the SAR during the same year. The Memorial Hall commemorates personnel from the SAR who died on active service during the two world wars. (Opening Of The S.A.R. War Memorial Hall from Tydskrif Van Die S.A. Spoorweë En Hawens, December 1958).



⁵¹ Chipkin, C.M.: Johannesburg Style; Architecture & Society 1880s-1960s.

⁵² Cohen, D.: How I Almost Became a Terrorist - (http://www.islamamerica.org/articles.cfm/article_id/83/).

Rand Daily Mail Saturday 25 April 1964
(Alhadeff: A Newspaper History of South Africa)

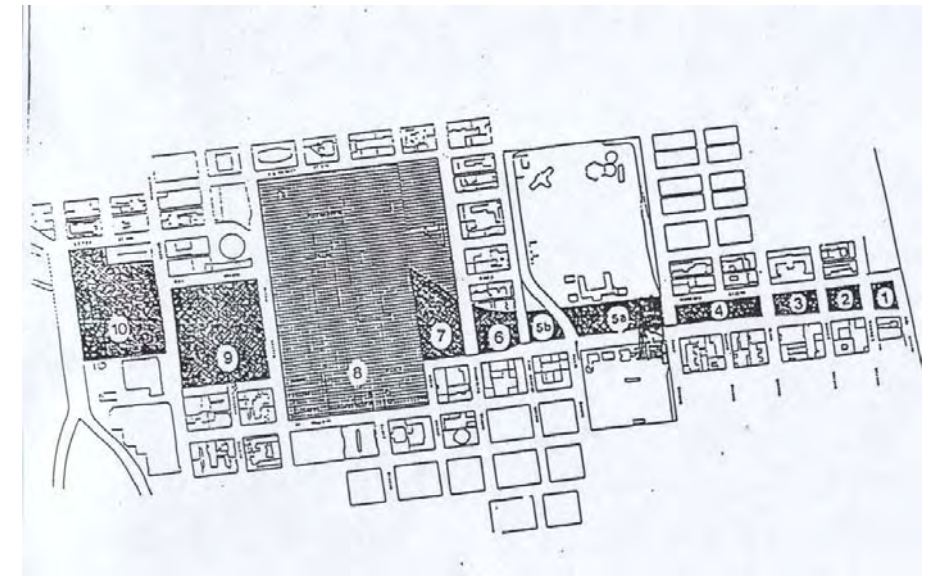


John Harris was subsequently charged and convicted of planting the bomb in the station. On 1 April 1965, he was executed at Pretoria Central Prison after marching to the gallows singing "We Shall Overcome!"⁵³

In September 1988, it was reported in the media that the Johannesburg City Council (the Council) had approved three sets of guidelines for the redevelopment of the Station site and adjacent prime South African Transport Services (SATS) land in the Johannesburg Central Business District (CBD). The SATS had previously been held back in their plans to sell decked-over land above the tracks east and west of the Station complex through a lack of developmental guidelines from the local authority. The new guidelines appearing in a report by the Council's Planning Department pertained to the decked-over railway tracks east and west of the Johannesburg Park Station between End Street and the Queen Elizabeth Bridge, respectively; developments on the main railway station site itself; and the development in general of SATS property in the Johannesburg area.⁵⁴

In a SATS report titled *Johannesburg Station and Environs: Stage One Report*, it was stated that the SATS had realised that its land could be used for more than just a transport function. This land could become a significant source of additional income whilst providing improved facilities for commuters.

In the report by the Council's Planning Department, titled *Guidelines: Proposed Decking of the Railway Line: End Street to Queen Elizabeth Bridge*, detailed procedures were considered for decked portions of airspace over the railway tracks. Airspace was divided into a number of individual parcels, the Station site being designated land parcel 8. This land parcel, however, was excluded at the time from the formulation of guidelines for development or redevelopments, as the site was described as being the subject of separate negotiations between the Council and the SATS.⁵⁵



Map showing the various SATS and parcels earmarked for redevelopment in the 1988 report by the Council's Planning Department, titled *Guidelines: Proposed Decking of the Railway Line: End Street to Queen Elizabeth Bridge* (SAHRA archive file 3/1/3/Joh/145, Johannesburg Stasiegebou, De Villiersstraat, Johannesburg).

⁵³ See The ANC and the PAC turn to violence (<http://www.country-data.com/cgi-bin/query/r-12100.html>); Frankel, G.: Rivonia's Children..

⁵⁴ Go-ahead to develop Sats's railway land (Business Day, 29 September 1988).

⁵⁵ SAHRA archive file 3/1/3/Joh/145, Johannesburg Stasiegebou, De Villiersstraat, Johannesburg.

According to a SATS spokespersons, the SATS were not in a position yet to talk development of any section (of the main Station complex)...We do not want to have to make ad hoc decisions on any proposals affecting the travelling public...Long-term plans for the station area will include making it a transport hub for trains, airline buses and the inner-city road transportation network. There is considerable development potential for the main station area, since some 250 000 commuters pass through that area daily.⁵⁶

One of the Council's town planners Japie Hugo, was reported as stating *inter alia*, that the Council was "anxious for the railway lines to the south of its newly-revamped art gallery to be decked-over and turned into an extension of Joubert Park."⁵⁷

On 28 March 1994, more than 70 years after the city had last become a battleground during the 1922 Rand Revolt, the city centre was virtually brought to a standstill. The events of the day were characterised by shooting incidents at various places within the Central Business District (CBD). This was preceded by a gathering of thousands of Inkatha Freedom Party (IFP) supporters at the *Dr Beyers Naudé Square* (former *Library Gardens*), many of whom later marched down Plein Street toward Shell House (extant as Albert Luthuli House), the former national headquarters of the African National Congress (ANC), at the corner of Plein and De Villiers Streets. In what many perceived to constitute an attack on Shell House, ANC security personnel opened fire on the IFP marchers, resulting in a number of IFP deaths.⁵⁸

In 1996, the south concourse at *Johannesburg Park Station* was standing derelict and being vandalized. Responding to allegations of serious neglect, Jack Prentice, Managing Director of Intersite, the South African Rail Commuter Corporation's property division, made mention of plans to refurbish the building by turning it into a public meeting place, comprising offices and fast-food outlets. Prentice pointed out "that under apartheid all parastatals were specifically exempt from municipal by-laws and planning ordinances, and the station was a monument to apartheid planning."⁵⁹ Turning a 'symbol of white exclusivity' into a modern functional facility, required a great deal of careful planning.

Johannesburg Park Station was at that stage being transformed into an inter-modal transport and retail facility of international standard. The R160-million redevelopment of the station – known as the Park City redevelopment – comprised of various phases, including the construction of a new Metro concourse for suburban services, a long-distance intercity terminal for coaches and main-line trains, two retail malls, and the renovation of the South Station (old Concourse Building) in De Villiers Street.⁶⁰ See illustration on p. 31, titled *What Is Happening At The Station?*

In a report of late November 1996 published in *The Star*, Prentice elaborated on the development of 8 000 square metres of retail space in the South Station area. He explained that the museum would be connected to restaurants and fast food outlets and stated that "Enthusiasm for renting some of the ...(retail space) has been overwhelming because about 140 applications were received for the first 20 shops offered."⁶¹

President Mandela, Minister of Transport Mac Maharaj (left) and Jack Prentice, Managing Director of Intersite, at the opening of the renovated Main concourse. The information appearing on the plaque reads as follows: "The Redevelopment Of Johannesburg Park Station was officially opened By President Nelson Mandela on 2 October 1997." (Callinicos: The world that made Mandela; A Heritage Trail).



According to Prentice, one of the biggest challenges facing the planners of the Park City redevelopment, was the proposed decking of the tracks between Wanderers Street and the concourse. It was anticipated to provide some 1 200 minibus taxis with parking, thereby reducing taxi congestion in Wanderers, King George, and De Villiers Streets. "With it, this would bring safety, cleanliness, empowerment of people, rejuvenation of the city and support for the National Taxi Task Team."⁶²

Metrorail spokesperson Bintu Pitsana said that the new Metro concourse in Park City would "finally close the chapter of apartheid travel that divided passengers by race."⁶³

⁵⁶ Go-ahead to develop Sats's railway land (Business Day, 29 September 1988).

⁵⁷ *Ibid.*

⁵⁸ IFP Attack On Shell House, Johannesburg, 29 March 1994 (www.anc.org.za/ancdocs/pr/1994/pro329.html); All involved 'to blame' for Shell House, Dispatch Online, 9 December 1997 (www.dispatch.co.za); Goldstone Commission: Report On The Shooting Incidents Which Took Place In The Centre Of Johannesburg On Monday 28 March 1994 (Goldstone Commission Shooting Incidents, Johannesburg, March 1994.htm).

⁵⁹ Grand station reduced to an echoing ruin (Sunday Times Metro, 1 December 1996).

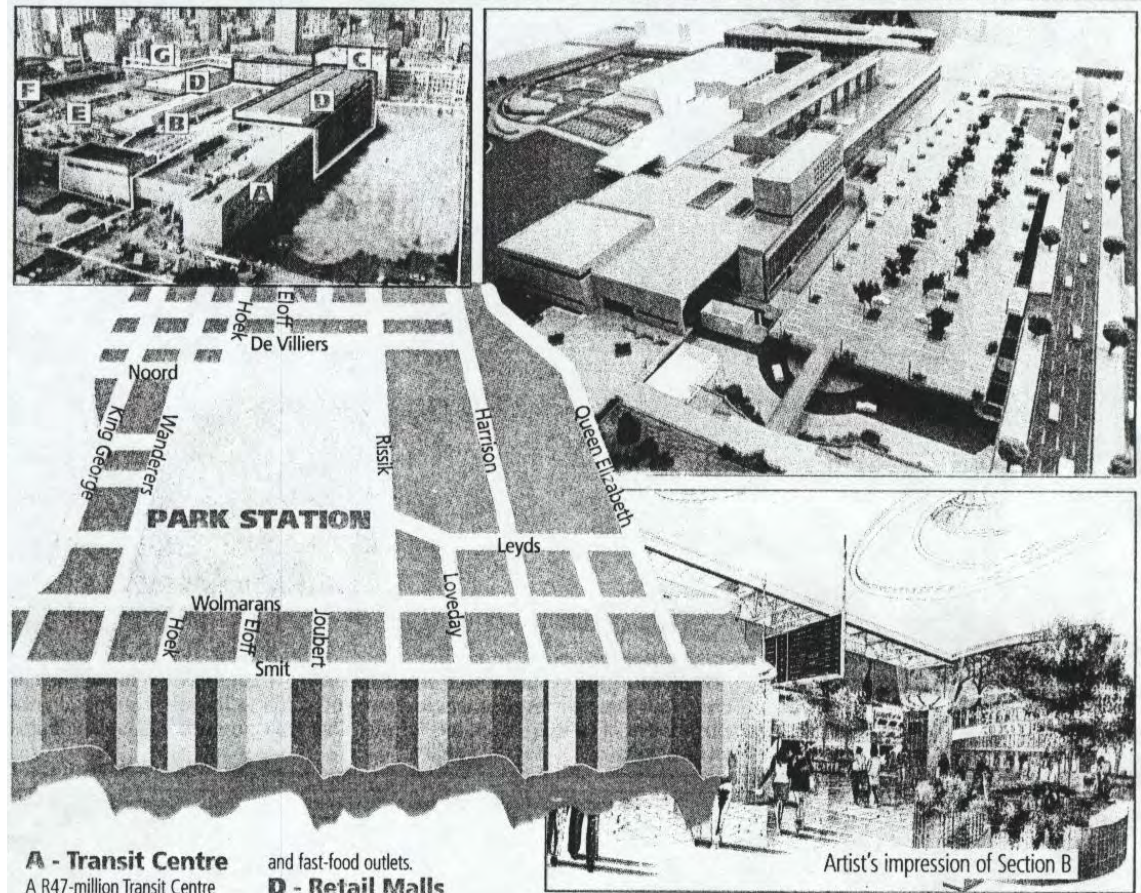
⁶⁰ SAHRA Current File 9/2/228/102, Station Building, De Villiers Street, Johannesburg, Vol. 1.

⁶¹ Commuter-friendly development planned with weary traveller in mind (The Star, 27 November 1996).

⁶² Commuter-friendly development planned with weary traveller in mind (The Star, 27 November 1996).

⁶³ Closing the chapter on apartheid transport service (The Star, 27 November 1996).

WHAT IS HAPPENING AT THE STATION?



Station project to save decaying CBD – World-class facility will be used by more than 200 000 short and long-distance commuters every day (source unknown).

A - Transit Centre

A R47-million Transit Centre for luxury coach, mainline trains from platforms 11 to 19 and operational space for metered taxis with a deck parking space for 600 cars.

B - Metro Concourse

The R35-million Metro Concourse is to accommodate Metrorail trains from platforms one to 10. It has no first and third class sections.

C - South Mall

The R25-million revamped museum environment in the south station building will accommodate offices and mix the 8 000 square metres of retail area with restaurants

and fast-food outlets.

D - Retail Malls

The Metro concourse is sandwiched by a R10-million development of retail malls. Private sector and small businesses are to provide finance which will self-sustain the estimated R1-million a month operational costs of the station.

E - Road Transport Interchange

A R25-million construction of the long-distance taxi rank on a deck is to be built over a spaghetti of rail tracks between the concourse and Wanderers street to accommodate about 147 long-

distance taxis with the capacity of dealing with about 1200 minibus taxis.

F - Budget Hotel

R15-million project to build Budget hotel to provide affordable overnight accommodation for travellers.

G - Hoek Street Mall

R1,5-million project to widen and "pedestrianise" Hoek and Noord Streets to allow the peak passenger flow to the station of about 150 000, expected to triple after Park City development process is complete.

Artist's impression of Section B



Artist's impression of Section A



Artist's impression of Section E

GRAPHIC BY DAVIDA TANCHEL

JOHANNESBURG PARK STATION COMPLEX AND JOUBERT PARK PRECINCT: A STUDY IN THE RICHNESS OF HISTORIC LAYERED DEVELOPMENT

Started as a railway halt with a small wood and iron building alongside a railway track, on a piece of unused land on the outskirts of a dusty mining camp, some one hundred and sixteen years later, the *Johannesburg Park Station* complex has developed into the largest public transportation complexes of its kind in Africa. It is the pulse of a huge rail network which runs all services in the Gauteng Province.

It is a destination for both local and main-line trains - to the east of *Johannesburg Park Station* are Doornfontein, Ellis Park and Jeppe stations; to the west are Braamfontein, Mayfair, Grosvenor and Langlaagte stations; whilst the south has Faraday, Westgate, Booyens, Crown and Village Main stations.⁶⁴

It is shown in the report that the history of the phased development of the *Johannesburg Park Station* complex encompasses the history of the Wanderers Club, which was established before Johannesburg, then a dusty mining camp, was linked to the railway line from the Cape, and the *Nederlandsche Zuid-Afrikaansche Spoorweg Maatskappij* (NZASM) line from Pretoria.

The Wanderers Club was developed as an exclusively white sports institution, which it remained until the *Wanderers' Ground*, was expropriated by the South African Railways authorities after the Second World War in 1946.

It is also shown in the report that the layered development of *Johannesburg Park Station* remained anchored throughout on Noord Street, the northern boundary of the first stands surveyed in Johannesburg in 1886. A single railway track eventually became a 'steel river' – comprising a multitude of east-west oriented railway tracks to the north of Noord Street. By as early as the mid-1890s, the phenomenal expansion of railway services in Johannesburg had already necessitated the lowering and bridging of the 'steel river' at various places east and west of *Park Station*. The extent of this expansion coupled with the unprecedented scale of development of the town centre, is nowhere better illustrated than by the sheer size of the Johan Rissik Bridge constructed in 1952, 66 years after the birth of Johannesburg.

There was a time during the 1890s and 1920s when the possibility was debated of extending Joubert and Eloff Streets respectively, to the north, thereby creating the main thoroughfare between the busy town centre on the one hand, and Braamfontein and the area of Hospital Hill on the other hand. Nothing came of this as both proposals were in conflict with irreversible realities, in this instance, the siting and subsequent layered development of *Park Station*.

Today, there is far less remaining than before of two of the most important heritage attributes of *Johannesburg Park Station*. Firstly, the axial connection between what is referred to by Chipkin as "the original great arched concourse in Leith's design of 1928 and Eloff Street, Johannesburg's *avenue la garne*" was watered down when the town access to the new station extensions of the early 1950s was moved westwards to align with Joubert Street. Chipkin justifiably argues that the old concourse has been left stranded ever since as a mere historical curiosity.

Secondly, there is the historic layered development of *Johannesburg Park Station* as one of the city's most noteworthy symbols of white exclusivism. The station building of 1932, which replaced the was designed in the first place, to cater for the comfort of whites. What more tangible example could there have been of the laws of apartheid at work, than the much talked about Blue Room restaurant of the 1932 station building. Neither the Reverend Stephen Kumalo nor hundreds of thousands of other blacks were allowed into the majestic main concourse of 1932 or for that matter, the luxurious 'whites-only' facilities catered for in the comprehensive extensions to the station complex undertaken between the mid-1940s and mid-1960s. The planning of this continued to be dictated by a regime whose very existence depended on the maintenance of apartheid. Drastic changes to *Johannesburg Park Station* since the 1990s however, have led to a symbol of white exclusivism being turned into a modern functional facility commensurate with the status of that of the largest railway station complexes on the African continent.

East of the *Wanderers' Ground*, *Joubert Park* was also established and maintained as an exclusively white public amenity. The land for the creation of the Park, which became a focal point in the development of surrounding public and private land, was donated "for the purposes of or incidental to the recreation and amusement of the inhabitants of the Municipality of Johannesburg establishment". In those days however, but for a few exceptions, only whites were considered "inhabitants" of Johannesburg.

Much has happened since 1915, the year of the official opening of the JAG in *Joubert Park*. During the 1940s, a wing was added to either side of the JAG in accordance with Lutyens's original design. Further extensions were carried out in 1980. The JAG was extended to the north as part of the centenary celebrations of the city in 1986. This was made possible from a generous contribution at the time by the Anglo American Corporation. The JAG is currently the biggest gallery of its kind in the sub-continent and houses a collection larger than that of the South African National Art Gallery in Cape Town.⁶⁵



View of the JAG, showing the railway tracks south of the Art Gallery in the left, background (Information Brochure – Johannesburg Art Gallery; cultural treasure, August 2002).

Over the past few years, extensive efforts have been undertaken under the auspices of the Johannesburg Parks Agency, to rejuvenate *Joubert Park*. This was after the Park had become "a transit hub where crime, high unemployment and homelessness co-exist with street trading, dense commuter traffic, and a wide range of cultural activity. The pressures of daily survival in this neighbourhood, combined with the resourcefulness of people who live, work, or pass through it, have led to a continual reuse and reformulation of space and

objects."⁶⁶ The initiative by the Johannesburg Parks Agency have been augmented by initiatives such as the Green House Project, the Child and Family Resource Service centre *Lapeng*, and special activities hosted by the JAG.⁶⁷ This has led to the Park once again becoming a people's place. In an informative article appearing on the official website of the City of Johannesburg in December 2001⁶⁸, Lucille Davie described *Joubert Park* as a green oasis – and a surprisingly tranquil one at that – at the edge of Hillbrow's dense flatlands.

⁶⁴ Local train services in the city (www.joburg.org.za).

⁶⁵ Thale: T. See in this regard An artistic treasure house in the middle of Jo'burg, 17 August 2002 (www.joburg.org.za).

⁶⁶ Make Shift Art Gallery (<http://www.belkin-gallery.ubc.ca/special/makeshift.html>).

⁶⁷ See Davie, L.: Flatland's tranquil oasis, 6 December 2001 (www.joburg.org.za); Davie, L.: A green corner of the inner city, 16 May 2002 (www.joburg.org.za); State of World's Children (<http://www.unicef.org/sowc00/panel1.htm>); The Green House Project: <http://www.greenhouse.org.za>.

⁶⁸ Davie, L.: Flatland's tranquil oasis, 6 December 2001 (www.joburg.org.za).

South of *Joubert Park* and the railway tracks, the Greater Johannesburg Metropolitan Council (the Council) embarked on a major project to construct a modern taxi rank facility in the *Jack Mincer Park* in 1997. Conditions in the *Jack Mincer Park* and associated underground parking garage (now *Park Central Taxi Rank*) had at that stage deteriorated to a point where the safety of the public was threatened. The project entailed the reconstruction of the parking garage and the addition of a rooftop level to the parkade.⁶⁹

The conditions of decay and crime which had forced the Council to intervene at *Jack Mincer Park*, were still prevalent in many areas of the Inner City in 1999, when Neil Fraser, then Executive Director of the Central Johannesburg Partnership, stated as follows: "Central Johannesburg has been allowed to deteriorate so badly that saving it will be impossible without the intervention of the Provincial Government."⁷⁰

By the early 1990s, the neglected condition of buildings interspersed throughout the study area and in many other parts of the Inner City, some of which had been abandoned by their owners, had become a serious problem. Black people, desperate for decent city accommodation, became rich pickings for slumlords. This was yet another legacy of apartheid. According to Sheree Russouw, under "apartheid's Group Areas Act, which entrenched race-based zoning in ...(Johannesburg), black people were barred from living in Johannesburg's inner city. Instead it was reserved for whites only and black people were forced to live on the city boundaries. But in the 1970s, affordable suburban housing lured white city dwellers from the inner city, and their exodus left a concrete patchwork of empty flats in its wake."⁷¹

One of the initiatives by the Council was to empower the city's slum dwellers through collective housing schemes. In 1996, as an example, the Seven Buildings Project (SBP) - aimed at transforming the mostly poor residents of a combined total of 400 slum-style apartments into joint owners of their buildings in a collective housing scheme, was launched. The buildings in question included Argyle Court in Smit Street, north of the *Johannesburg Park Station* complex, and Manhattan Court and Stanhope Mansions in Plein Street, near St Mary's Cathedral. The experiment in tenant-led common ownership collapsed, due to factionalism and fraudulent actions.⁷²

Enter the Council's Better Buildings Programme (BBP) in 1999, which is designed to woo new investors to purchase and revamp decrepit debt-ridden buildings within the Inner City. Fronting onto the area of the former Wanderers Cricket Oval, Wimbledon Court in Wolmarans Street, is one of the buildings which was sold by the Council in 2003 as part of the BBP.⁷³

⁶⁹ See in this regard Gotz, G., and Simone, A.: The Implications of Informality on Governmentality: The case of Johannesburg in the context of Sub-Saharan urbanisation (www.ucl.ac.uk).

⁷⁰ Beavon, K.: The city that slipped (<http://www.suntimes.co.za/2001/01/07/lifestyle/life03.htm>).

⁷¹ Russouw, S.: A tale of seven buildings, 21 April 2003 (www.joburg.org.za).

⁷² *Ibid.*: Masland, T.: Stanhope Mansions – Business Joburg's New Vibe, Newsweek International 28 June 2005 (www.newsletters.newsweek.msnbc.com.htm).

⁷³ Mogotsi, T.: Inner city buildings to get new owners, 9 September 2003 (www.joburg.org.za).

In 2005, Tom Masland wrote as follows on the subject of the strenuous efforts by both the public and private sector to pull the Johannesburg Inner City out of what many consider to be a death spiral: "Can South Africa's commercial hub, the city that gold built, rise again? That might seem unlikely, given how squalid Johannesburg became in the decade after the black-majority government took over in 1994 and whites abandoned the city in droves. Laundry still hangs from the balconies of ... apartment blocks. Thousands of poor people, many illegal immigrants, pay slumlords modest rents to sleep in former office buildings and run-down apartments without water or electricity."⁷⁴

The extent to which crime and decay have affected the lives of ordinary people in many parts of the study area, is nowhere better illustrated than in the case of St Mary's Anglican Cathedral, within short walking distance of the 1932 Station Building, in De Villiers Street. In June 2000, the Cathedral, which prides itself of many important associations with persons who have played a leading role in the shaping of the history of South Africa⁷⁵, had become surrounded "by one of Johannesburg's most dangerous areas. Violent crime and theft are running unchecked here."⁷⁶ Representatives of the Anglican church were later successful in obtaining the help of the Council to create a sanctuary around the Cathedral by clamping down on illegal street trading, and an illegal taxi rank in the area.⁷⁷

Today, 120 years after the first stands were surveyed in Johannesburg by Jos. E. de Villiers, the study area comprises many historic layers, the most important of which are directly related to the city's 'river of steel' – the focal point in any study of the phased development over time of the northern portion of the historic core of the Johannesburg city centre.

As shown in the report, the study area has a rich heritage, representing the history of the phenomenal development of South Africa's foremost railway station complexes within the context of unprecedented urban expansion, followed by the suburbanisation of retail and commerce in the late 1970s, and poor urban management and increasing population pressures during the 1980s and early 1990s.

⁷⁴ Masland, T.: Stanhope Mansions – Business Joburg's New Vibe, Newsweek International 28 June 2005 (www.newsletters.newsweek.msnbc.com.htm); see also Johannesburg Housing Company To Start Evictions From Stanhope Mansions, 7 April 2005 (www.joburg.org.za).

⁷⁵ In 1975, Archbishop Desmond Tutu was appointed Dean of St Mary's Anglican Cathedral, the first black to have held this position; during a moving ceremony on the occasion of the 100th anniversary service of the Community of the Resurrection in St Mary's Cathedral on 2 May 1992, veteran anti-apartheid activist Mrs Helen Joseph was awarded the Order of Simon of Cyrene, the Church of the Province of Southern Africa's highest honour for distinguished lay service. (www.cpsa.org.za/oldarc/434.html).

⁷⁶ Sara, S.: St Mary's Cathedral; a victim of crime, 5 June 2000 (<http://www.abc.net.au>).

⁷⁷ Creating a quiet centre for St Mary's, 26 April 2005 (www.joburg.org.za).

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Mapping showing heritage survey