

NZASM: Footsteps along the tracks

The identified extant built residue of the 'Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij' (1887–1902)

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NZASM

Footsteps along the tracks

The identified extant built residue of the
Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij
(1887–1902)

Nicholas J Clarke & Roger C Fisher
assisted by Sipiwe Simelane



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Prolegomenon

For the architectural researcher, much as for the archaeologist, the artefact is the primary source. It is part of the repository of the archive. A built artefact persists through time. Its material sheds, accretes, stays useful, takes on new uses, persists, decays, becomes ruinous or is razed or celebrated as monument or memorial. All the possibilities become a palimpsest of a 'text' encoded in its fabric, traces of its existence, or memory that it once was or might have been.

While, to researchers in the discipline of architecture, this may seem self-evident, it here needs to be stated clearly, because, in the industry of research production of the academy, this is often lost in ideas that writing or the document are the primary source. Another distraction and perplexity for high-brow academe is that often the results, conveyed pictorially as complementary evidence, are picturesque, hence academically suspect!

The field is our archive. It is where we find our primary sources. Hence only by researching in the field does one find the artefact. Here we can 'read' the artefact. All other sources elucidate, illuminate, verify, challenge or debunk this reading.

The chief objective of this research project was to identify in the field the restant extant built fabric of the NZASM endeavour of the late C19 in the then ZAR. This we have done. The results here presented have been subjected to double-blind peer review in order that the record and its veracity be adjudged as meeting the academic and scholarly standards of research in the discipline of architecture.

NZASM – FOOTSTEPS ALONG THE TRACKS

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Kingdom of the Netherlands



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The University of Pretoria *NZASM Footsteps Along the Tracks* research project was part-funded by the Embassy of the Kingdom of the Netherlands in South Africa through their *Shared Cultural Heritage Programme*.

Front cover: View of the the NZASM bridge north-west of Barberton. (NZASM_BBL_016)

Back cover: Blueprint indicating the progress made in the construction of the NZASM lines on 5 June 1897. (South African National Archive, Pretoria)
All images are by the authors unless otherwise indicated.

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Message from the Ambassador

The Netherlands-South Africa Railway Company once connected the vast plains of South Africa. We hope that this book will do the same - that it will connect people and facilitate dialogue and interaction about our shared cultural heritage.

South Africa and the Netherlands share a long history and a unique, complex bond. The traces left by our past are important clues to understand how our identities and cooperation were shaped but also how they transformed and evolved over time.

Shared knowledge is the starting point for this conversation. This is also why the Embassy of the Kingdom of the Netherlands supports award-winning projects like ZA Eclectic Wilhelmiens, which gave key insight into Dutch architectural influences in 19th century South Africa. Footsteps Along the Tracks builds on that work, providing new understanding of the built legacy of the Netherlands-South African Railway Company.

Marisa Gerards
Ambassador of the Kingdom of the Netherlands in South Africa



Kingdom of the Netherlands

Left: The rolling Mpumalanga hills seen through a Culvert west of the Grootlifants River Bridge (NZASM_EL_133).

**This publication is
dedicated to the memory of all those who
contributed to the NZASM endeavour.**

Message from the Head of Department

The vision of the University of Pretoria is to be a leading research-intensive university in Africa, recognised internationally for its quality, relevance and impact. Broadening alliances in its research endeavours is essential to strengthening the international profile of UP's research initiatives, while focusing on issues of local interest and consequence ensures impact and relevance to society at large. The Department of Architecture sees its research role as the generation of knowledge to serve the concerns and aspirations of society; an approach rooted in the transdisciplinary tradition of problem-based co-created knowledge that is accessible to a broad audience.

The Shared Heritage Programme of the Royal Netherlands Embassy in Pretoria offers opportunity for such engagement and the research associates of the Department of Architecture are enthusiastic collaborators in this venture. There have been successful shared engagements in projects such as the Re-Centring Tshwane Project and the Eclectic ZA Wilhelmians Research Project, both culminating in double blind peer reviewed publications subsequently lauded and awarded by the architecture profession. The NZASM Footsteps Along the Tracks (FAT) Project has allowed for both institutional and international collaboration for field based research of the extant residue of the late C19 NZASM railway endeavour. This project contributes to the field of architectural heritage through the identification of artefactual remains of the NZASM endeavour and assessing their significance as heritage resources. The Department is proud of this research project and its achievements and congratulates the authors and young research assistant on successfully bringing the project to fruition and presenting it in this attractive and high quality format.

The projected audience, namely the academic heritage community, Transnet, heritage authorities, historic rail enthusiasts and associated national and local communities have already shown engagement and commitment and we believe this will foster benefits to the broader resident communities and the public users of these resources.

The Department thanks its support staff and that of Enterprises, University of Pretoria. I extend my thanks to the Royal Netherlands Embassy, Pretoria in particular for collaborating and as major financier of the FAT project.



Prof Chrisna du Plessis
Head of Department
Department of Architecture
University of Pretoria



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Preface

South Africa's extensive rail infrastructure is of vital importance to its people and economy. After a slow initial start the development of railways reached full steam at the end of the C19 after the discovery of mineral resources, gold and diamonds. One of the agents of rapid rail expansion in South Africa was the *Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij* (Netherlands South African Railways Company) which was active in the former *Zuid-Afrikaansche Republiek* (South African Republic, the Transvaal). Over a period of thirteen years, the NZASM constructed and operated five main lines and one branch line, including associated infrastructure. In the process it founded towns and cities and changed the physical and socio-cultural landscape of South Africa forever. This shared South-African–Dutch built legacy lies scatters across the Highveld and Lowveld regions of our country.

The NZASM Footsteps Along the Tracks Project (FAT) endeavoured to assess the built residue of the short, but energetic period, for purpose not of nostalgia, but to serve as basis for actualising this often latent shared heritage resource.

This publication of the research findings is based on primary field work. This has been subjected to double-blind peer review by academics knowledgeable on the topic of research.



01 Research Outline

The NZASM – Footsteps Along the Tracks (FAT) Project

Entities

- Embassy of the Kingdom of the Netherlands in South Africa : Shared Cultural Heritage Programme
- University of Pretoria : Department of Architecture
- University of Pretoria : Enterprises

International Framework

The *Footsteps Along the Tracks* shared heritage project was conducted within the frameworks of the 1996 *Agreement between the Kingdom of the Netherlands and the Republic of South Africa on cooperation in die fields of Education and Science, Arts and Culture, Health, Welfare and Sport*; and the 2004 intergovernmental *Programme of Implementation : Accommodate Cultural Diversity. The challenge of common cultural heritage. (Implementation Framework on the Common Cultural Heritage of South Africa and the Netherlands)*. These documents form the basis for the Shared Heritage Programme of the Kingdom of

the Netherlands. [See <http://culturalheritageagency.nl/en/cultural-heritage/shared-cultural-heritage/shared-cultural-heritage-programme>].

Research Outline

The entities, namely the Embassy of the Kingdom of the Netherlands in South Africa–Shared Cultural Heritage Programme and the University of Pretoria–Enterprises entered into contract on 2015 11 06 (See Appendix 1) with the following objectives and condition:

The University of Pretoria recently (2014) concluded the successful ZA-Wilhelmiens Shared Cultural Heritage project in collaboration with the Royal Netherlands Embassy. That project was a first re-appraisal of the built legacy of Dutch architects and engineers active in southern Africa towards the end of the 19th Century.

As part of the aforementioned project a first survey was undertaken of the residue of the Eclectic ZA-Wilhelmiens buildings and infrastructure. This included the buildings of the Netherlands South African Railway Company (NZASM), which was active in the former South African Republic (ZAR) until the Second Anglo-Boer War brought an end to their concessions.

During the first survey a vast number of new, previously unknown structures were discovered. In towns such as Volksrust, Standerton and Vereeniging entire staff compounds exist, many of these still in the ownership of the South African Railways, Transnet, and still in use as housing. In most instances this built heritage is well used, but at risk due to a lack of awareness of its significance. Other built heritage of this historical enterprise is also at risk, not only through decay but also through development. In 2012 the South African Government announced the Rail Recapitalisation Project, which will see the investment of R300-billion in new rolling stock as well as the



01.01 (Left):
The researchers following the Footsteps along the Tracks (Swart, 2016)

01.02 (Right):
The book *Eclectic ZA Wilhelmiens : A shared Dutch Built Heritage in South Africa* (Bakker, Clarke & Fisher [eds], 2014). This is first study of the built environment in the Shared Heritage Programme.

consequent upgrade of the extant infrastructure. This means that stations and other buildings might well be either decommissioned or altered. It is important to know what important cultural heritage still exists and to make this information available to allow for informed decisions.

The Department of Arts and Culture has developed the South African Heritage Resources information System (SAHRIS), an online heritage inventory system of the South African Heritage Resources Agency. See: <http://www.sahra.org.za/sahris/>.

This database is the official online management tool for local and national heritage resources. It allows for the entry of sites into the national inventory and also hosts digital application processes for activities defined under the National Heritage Resources Act (25 of 1999).

Populating the SAHRIS with NZASM heritage sites is the most effective way of formally listing the structures, provide information as to their significance and generally raise awareness among all stakeholders for their future sustainable use.

Adding information to the SAHRIS is a collaborative process with the SAHRA and the Department of Arts and Culture and supports their endeavours. The SAHRIS is however not a well known resource and therefore a selection of 15 prime sites or ensembles will be added to the www.dutchfootsteps.co.za website, under a new tab for NZASM heritage, with hyperlinks to the SAHRIS entries.

This object of the FAT Project was to:

- identify and photo-document up to two hundred of these built structures through desktop study and fieldwork;
- undertake archival research (Transnet Archives, Johannesburg);
- create a digital database of these structures (from which other actions will be undertaken);
- formally notify the SAHRIS of the intent to create two hundred new entries on the database.
- create entries on the SAHRIS for all two hundred structures documented. This includes undertaking an assessment of their legal protection under the National Heritage Resources Act (25 of 1999);
- disseminate information about these structures through both digital and print media. The extant platform Dutch Footsteps (www.dutchfootsteps.co.za) will be adapted to house a NZASM tab, and populated; and
- compile and publish a research report both in hard copy and electronically.

The aim of the FAT Project is not only to document the structures but also have a wider application by providing the requisite information to assist in the future planning of this shared heritage. By listing of the sites on the SAHRIS database, their heritage value and legal status is accessible in the public domain. This assists property owners (including Transnet), local and regional government and statutory bodies such as Provincial Heritage Authorities to ensure that they conform with the statutory requirements pertaining to these sites and so help inform future planning. Providing information as baseline for further interaction between South Africa and the Netherlands through the Shared Cultural Heritage Programme. Since much of this built heritage is located in outlying towns and villages in remote areas, the identification and appreciation of this heritage can form the basis for the redevelopment of these important regional centres. The dissemination of the data generated by this project will increase the tourism potential, especially through the web-based hosting of the data.

The project was undertaken to address the following criteria as set out in the *Embassy of the Kingdom of the Netherlands in South Africa : Dutch Shared Cultural Heritage Programme - Call for Proposals*

(Call date: 2015 06 17; deadline date 2015 07 20):

- *Specialist considerations such as cultural significance, uniqueness, representativeness and urgency of the need to take action:*

- The NZASM heritage is at risk, primarily because of either use without appropriate maintenance or a lack of awareness of significance by the owner/s. The Rail Recapitalisation Programme of South Africa could either threaten or support the cultural value of the NZASM built residue. A positive outcome cannot be expected unless information about this valuable shared heritage is made readily accessible.

- *Sustainability: a definite utilisation plan for the project concerned, including maintenance:*

- The data generated is hosted online and presented to TRANSNET, thus allowing for it to be utilised in the future development of the South African rail infrastructure.

- *The extent of knowledge transfer on technical and policy issues:*

- The project will present the legal status of the structures reported to. This has the potential inform policy and technical considerations.

- *Raising awareness and strengthening local support for sustainable preservation:*

- There is currently little knowledge locally available on these structures. The project will address this.

- *Accessibility to the general public:*
 - Though hosting all the information on the internet all the data generated will be publically accessible.
- *Economic spin-off for the partner country, e.g. new jobs, boost for tourism and education, increased expertise on maintaining, managing and exploiting cultural heritage:*
 - The tourism potential of the railways heritage of South Africa is severely underdeveloped. The project will provide a solid base for future development in this regard. This can have a positive impact in the maintenance, through exploitation, of these heritage resources.
- *The image of the Netherlands in the partner country; the extent of spin-off effects for Dutch companies and cultural heritage institutions, export of Dutch expertise and services:*
 - The project will not directly benefit Dutch companies of heritage institutions, but, like the ZA-Wilhelmiens Project (Executed by the Department of Architecture at the University of Pretoria in collaboration with the Embassy of the Kingdom of the Netherlands in South Africa, 2011–2014), unlock potential for future involvement. The project will benefit the impact of the Netherlands in South Africa by showcasing the wealth of the historic contribution made the development South Africa as well as the continued commitment of the Netherlands to the development of South Africa. It will importantly showcase how useful this heritage is to everyday South-Africans who have made this heritage their homes.
- *Increase in Dutch expertise in the area of cultural heritage:*
 - Very little information on the NZASM and its built residue is available in the Netherlands. The project will disseminate this information to Dutch Stakeholder, increasing interest in this built heritage and allowing for greater potential for future research and development of expertise.

Methodology and Deliverables

A detailed, step-by-step account of the methodology is presented below:

Phase One: Project Inception and Contracting Purpose:

To reach an agreement on the work to be undertaken and to capture this in an inception report and a contract to be signed-off by the client and the service provider.

Activities:

- Liaise with the project manager of the client.
- Attend a meeting (at least two members of the core BE at UP team) to clarify, discuss and reach agreement on all aspects around

the study and the deliverables. During this session an agreement was reached on:

- (1) the project objectives, approach, outcomes and management;
 - (2) roles and responsibilities regarding the assignment;
 - (3) rights and access to the www.dutchfootsteps.co.za website;
 - (4) involvement of students; and
 - (5) internal and external project communication processes, captured in an inception report.
- Liaise (electronically) with the SAHRA to inform them of the intention of listing sites on the SAHRIS database.
 - Prepare the contract in accordance with the agreements reached, and ensuring that it is signed-off by both parties.

Deliverables/Milestones:

- The contract, signed-off by Enterprises at UP and the client.
- The formalisation of logistical arrangements regarding amongst others, meetings and feedback sessions between the service provider and the three partners.

Phase Two: Scoping including Desktop Study Purpose:

To:

- undertake a desktop review and archival search for relevant information as base to:
- create a database capturing the data, for the field work;
- create a NZASM Built heritage database; and
- modulate the www.dutchfootsteps.co.za website to accommodate the new data.

Activities

- The detailed project design based on the briefing session and the inception report, which will entail the preparation of a project roll-out strategy, and data-gathering schedules.
- The holding of a strategic workshop with IT specialist and the Royal Netherlands Embassy to inform the alteration of the www.dutchfootsteps.co.za website and the creation of the MS-Access database which forms the core of the project.
- The conducting of a comprehensive desktop study, including Transnet Archives, of extant published and archival material to inform identify potential buildings and sites to be listed during the field expeditions.
- The inputting of this data into the database for field-verification.
- The scheduling of dates for project meetings, community engagements, data-gathering, possible focus group sessions and

- delivery of project deliverables.
- Engaging between the service provider and the client so as to assist in the identification of preparation and finalisation of the project and associated research design.
- Conducting core project team work-sessions, including meetings with the expert advisors to the core BE at UP team.

Deliverables/Milestones:

- Desktop Study Report.
- MS-Excel Database (populated with outcomes of desktop study).
- Project execution and research strategy, programme, and data-gathering schedules.

[All of these were discussed with and signed off by the client prior to the project being rolled out, and the research being undertaken.]

Phase Three: Data-gathering

Purpose:

To undertake a data-gathering and analysis process required field trips in order to visit all the identified sites, and seek to identify additional sites.

Activities:

- Conduct the research in accordance with the deliverables as specified in the Inception Report prepared in Phase One.
- Test the accuracy of the information compiled in the desktop review.

- Visit, identify and record extant NZASM buildings along the six historical NZASM Lines:

- The Rand Tram
- The Southern Line
- The Eastern Line
- Barberton Branch Line
- The South Eastern Line
- The South Western Line

This includes:

- Photo-documentation
- GPS coordinates
- State of conservation
- Current occupation/use where possible
- Current legal status under the National Heritage Resources Act (Act 25 of 1999).

Deliverables/Milestones:

All sites have been visited and documented.

Phase Four: Data synthesis, and IT and Web activities

Purpose:

To synthesise the data, input it into a digital database and transfer this database to the SAHRIS platform. Additionally to select 15 sites or ensembles to add to the www.dutchfootsteps.co.za web-platform.



01.03 The Transnet Heritage Archive, Johannesburg, contains much information on the NZASM, a lot of which has never been accessed and catalogued.

Activities:

- Compile the research findings and add them to the SAHRIS digital database, including the photographs, GPS locations, conditions reporting and legal status.
- Select twenty sites and transfer their data to the www.dutchfootsteps.co.za website.
- Prepare a research report outlining the findings and the outcomes of the analyses.
- Hold regular meetings with the IT specialist to tweak the website look and feel and ensure the product meets the expectations of the project.

Deliverables/Milestones:

- Two digital tools:
 - a MS-Excel database containing all information gathered;
 - two hundred new entries on the SAHRIS Database.
- Re-launch of the www.dutchfootsteps.co.za website with twenty new entries under a new category: NZASM.

Phase Five: Report layout and typesetting including peer-review**Purpose:**

To:

- compile the information into a paper-based report, with layout by a professional typesetter to be published by an independent publisher; and
- ensure a peer-review of the document by two independent experts.

Activities:

- Provide all relevant information in text format to the book typesetter.
- Acquire an ISBN number for the book.
- Engage with two peer-reviewers to review the outcomes of the project.

Deliverables/Milestones:

- Print ready peer-review document to be published by an independent publisher.

Phase Six: Report layout and typesetting including peer-review**Purpose:**

To:

- produce hard copy versions of the final report;
- disseminate the data and report (UP E-books on www.repository.up.ac.za);
- hand over the final report, and website; and
- close-out the project.

Activities:

- Print and binding the final report.
- Upload the final report in PDF format onto the UP Institutional Repository.
- Hand over the products to the Royal Netherlands Embassy.
- Provide the MS-Excel database to other online portals that deal with South African built heritage and Dutch Shared Heritage as well as the major property-owner: Transnet.
- Provide final project reconciliation to the client.
- Close the project.

Deliverables/Milestones:

- 30 hard copy documents with distribution to:
 - Royal Netherlands Embassy South Africa [8];
 - South African National Library [5];
 - Het Nationaal Argief, the Hague, the Netherlands [2];
 - Koninklijke Bibliotheek, the Netherlands [2];
 - Het Spoorwegmuseum, Utrecht, the Netherlands [3];
 - Department of Architecture at UP [6];
 - Transnet [2];
 - Zuid-Afrikahuis Library, Amsterdam, the Netherlands [2].
- Open-access Pdf E-publication.
- Hand-over event.
- Project closure.



02 The NZASM and its Built Legacy

Historical and Chronological Background

A short history of the NZASM

The *Volksraad* of the *Zuid-Afrikaansche Republiek* (ZAR, Transvaal Republic: 1854-1902), desired that a rail connection to the coast, through Portuguese East Africa (Mozambique) to the harbour in Delagoa Bay (Lorenço Marques, now Maputo), be developed. The *Volksraad* had already in 1874 nominated a commission to study the laying of a rail connection with Delagoa Bay but this project was hampered by a shortage of capital and the then scuppered by British annexation of the ZAR in 1879. Independence was restored to the ZAR in 1881.

In 1886 gold was discovered on the Witwatersrand which both promised revenue for the country but increased political pressures both for the development of infrastructure to service the mines as well as more efficient transport connections to the coast, particularly the harbours of the Cape and Natal Colonies through the territory of the Orange Free State Republic, to the railway systems of the Cape Colony and Natal Colony. The *Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij* (NZASM) was floated as a company for the construction and operation of the railway network of the ZAR on 31 June 1887. The chief engineer, RAI Snethlage, and his colleagues started their surveying at Komatipoort in 1887. Malaria, tariff disputes between the Republic and Portugal,

and the complexities of finding a suitable line up the Crocodile River Poort and from the Lowveld to the Highveld up the escarpment delayed construction. Consequently the NZASM first began laying a railway between Johannesburg and Boksburg (the so-called 'Rand Tram'), which was opened in 1890 and later extended to Springs and Krugersdorp. The completion of a railway bridge over the Vaal River in 1892 made possible the connection to the Cape Colony by way of the Orange Free State Republic through the completion of the Southern Line. The Eastern Line to the Mozambican border was complete by 1894 and the South Eastern Line to the Natal border just beyond Volksrust in 1896, thereby establishing three rail entries into the ZAR.

Railway conferences, in which the NZASM also took part, were held in Pietermaritzburg and Cape Town in 1897 and 1898 between the Transvaal and Orange Free State Republics and the British Cape- and Natal Colonies. In April 1899 the successor to the Chief Engineer Middelberg, who had left at the end of 1898, Jhr JA van Kretschmar van Veen, had under his control a staff of 1770 Netherlanders and ex-Netherlanders, 4477 South Africans of which 3700 were black and 777 white labour and 1615 representatives of 26 other nationalities. The operation of the NZASM railway system was a truly international endeavour.

02.01 (Left): NZASM C-Type house in Cowen Ntuli Street, Middelburg, Mpumalanga, showing various alterations and additions but with the original still clearly identifiable.

02.02 (Right): Barberton Station in the 1901. This was the terminus of the Barberton Branch Line. This station has since been demolished. (E.W. Byerley (Nico Moolman collection) [Public domain], via Wikimedia Commons)



On 1899 09 13 the Executive Council of the ZAR put the railway lines, the staff and the rolling stock of the NZASM at the disposal of the Commandant-General. After the British occupation of Pretoria the NZASM archives were taken over by the Imperial Military Railways (IMR) on 1900 08 03. All NZASM properties were confiscated on 1900 09 12, after 1400 members of staff and their families had been deported and repatriated to Europe by the British authorities. The last serving staff of the NZASM left Komatipoort on 1900 09 18, soon followed by Van Kretschmar van Veen. The Portuguese government delivered NZASM rolling stock in Lourenço Marques to Britain and on 1901 01 10 the company ceased its payments. In 1908 an arrangement was made between the British government and the NZASM by which the company would receive more than £300 000 in compensation and the British government undertook to destroy all shares, which were in the possession of Crown agents for the colonies. The NZASM was dissolved on 1908 10 13.

The NZASM built and ran the following during its period of activity in South Africa,

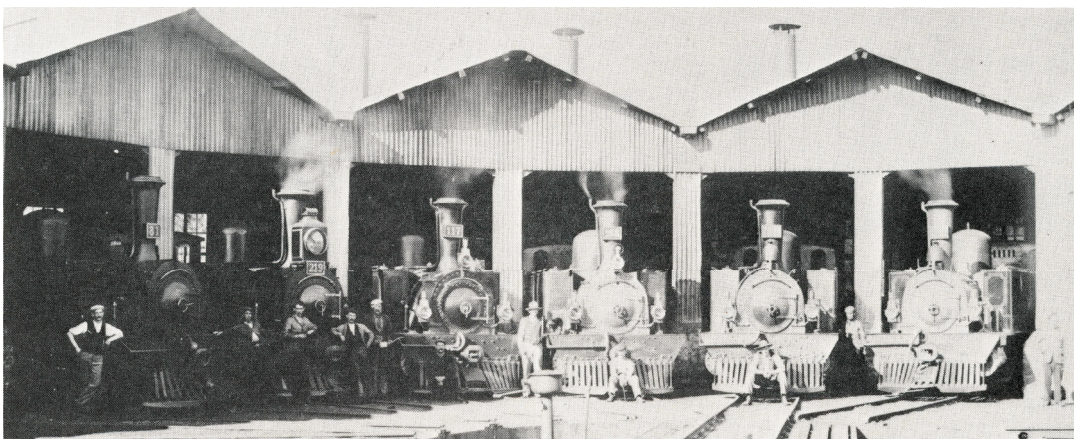
- Rand Tram (1890-1899)
- Southern Line (1890-1899)
- Eastern Line (1889-1899)

- Barberton Branch Line (1892-1899)
- South-Eastern Line (1894-1899)
- South-Western Line (1895-1899)

The ZAR and other rail development

The NZASM was not the only entity to develop rail infrastructure in the territory of the former ZAR during its existence. A concession was granted to the Pretoria-Pietersburg Railway Company to develop rail connections with the north of the ZAR, as was one to the Ermelo Railways Company. The ZAR itself developed its own lines, after appointment of the NZASM engineer ME De Wildt as its Technical Inspector, Advisor and Chief Engineer, within its own Department of Railways. Under his instruction the ZAR itself developed Vryheid-De Jagersdrift railway (today located in Kwa Zulu-Natal). The infrastructure of the latter is all but indistinguishable from that built by the NZASM. De Wildt acted as advisor to the Pretoria-Pietersburg Railway Line as well.

The concession for the construction and operation of the Selati Line, connecting Komatipoort with Selati gold fields, was granted to the Selati Company in 1890. This concession was to be plagued by mismanagement, corruption and nepotism. After



02.03 (top): The former Platrand Station on the South-Eastern Line (NZASM_SEL_038). This station lost its function when the railway line was rerouted. It has subsequently served as housing for the greater part of its history.

02.04 (bottom): The locomotive-shed (or roundhouse) at Waterval Boven: a NZASM typology of which no example has remained. (De Jong et al: 1988)

the Anglo-Boer War, Lord Milner continued a pre-war probe into the Selati matter and the late ZAR administration, under whose averted gaze the Selati Line fiasco had unfolded, was publicly humiliated.

EXPERTISE

Emigrant Professions

- Some noteworthy Architects

Burg, JR (1874–1960)
 De Zwaan, WJ (1867–1948)
 Geers, LM (1877–1957)
 Gradon, HT (1855–1917)
 Hoogterp, [?] (fl 1888)
 Kesting, JJ (1870–1929)
 Klinkhamer, JF (1854–1928)
 Van Lissa, VAHC (1863–1947)

- Some Noteworthy Engineers

Breuning, MEH (fl 1893)
 Bouten, PH (1857–1952)
 Cluysenaer, JL (1843–1932)
 De Wildt, ME (1855–1907)
 Groll, C (fl 1887)
 Kist, NC (1867–1941)
 Loudon, H. (1860–1941)
 Middelberg, C (1846–1916)
 Mooyen, W. (fl 1887)
 Sissingh (fl 1887)
 Snethlage, RAI (1845–1919)
 Steinmetz WL (fl 1887)
 Van der Made, C (1858–1902)
 Van der Meulen, GH (1864–1888)
 Van Eelde, AGA (fl 1887)
 Van Ijsendijk, JE (1858–1888)
 Van Kretschmar van Veen, GA (1857–1931)
 Van Lennep, A (1862–1934)
 Verweij, W (??)
 Westenbergh, A (1858–1902)

Indigenous Labour

The 3700 black South Africans employed NZASM in 1897 were full-time employees of its operations and not for the construction of the lines. The NZASM outsourced its construction to private contractors, who often employed subcontractors. The contractors and subcontractors relied heavily on the oppressive labour practices then current in the larger southern African region, also legislated in the ZAR. As instance, it is reported that at the start of the construction of the Eastern Line section through the Crocodile Poort, the ZAR government was requested to provide labourers for the employment by the contractors and subcontractors, and the so-called *Naturellekommissaris* 'provided' 3000 men. Very little is known about the labour conditions of these press-ganged men, except that the NZASM did intercede when contractors or subcontractors failed to pay them their wages.

EXTANT INDIVIDUAL STRUCTURAL TYPES

For the construction of its buildings and other structures the NZASM engineers preferred natural stone such as sandstone, ironstone (dolerite) or hornstone ('blouklip'). These building materials were readily available at many places along the rail trajectories and obtainable free of charge. They possessed great strength and beauty and were well suited for use in the designs chosen. For these reasons most buildings of the Eastern and South-Eastern lines consist of sandstone or other natural stone.

Brick was used in places where natural building stone was unobtainable locally, or where brick was cheaper and more readily available, as was the case with most of the buildings of the South-Western (Klerksdorp) Line.

02.05: The NZASM Volksrust recreation hall (NZASM_SEL_003), which housed a kitchen for serving meals. The building, now abandoned, contains much valuable and original fabric and has high potential for re-use.



NZASM stone masonry and brickwork were generally of a high quality because of the strict regulations specifying the laying of foundations, the shapes and sizes of stone blocks and bricks, the manner in which courses were to be laid, the width and finish of mortar bonds and the composition of mortar.

The erection of many of the NZASM buildings was the largest single exercise in lightweight construction using industrially manufactured materials such as corrugated sheet metal, after those of the goldmines on the Witwatersrand, at that time.

On the Rand Tram and the Southern Line many buildings of corrugated iron were also constructed by the NZASM, especially station buildings. On the Rand Tram this blended well with the corrugated iron settlements of the goldmines in its proximity. Corrugated iron was used throughout on all the lines for the plain industrial structures such as sheds, locomotive roundhouses (of which none remain) and workshops.

Most of the ironwork of buildings, and nearly all requirements for floorboards, frames, ceilings, doors, window sashes and panes, fixtures, paint, cement and roof timbers were imported from the Netherlands, Belgium and Germany.

Housing

The houses for NZASM employees were designed by type, each according to the status of the employee. These were invariably white and mainly Dutch immigrants. Types were distinguished by alphabetical codes. Hence Type A houses were twelve room dormitory roomed lodgings for single

employees. Type A1 was similar but had only eight rooms. Type B and B1 and the somewhat larger Type C and C1 were either stand alone or, more typically, semi-detached cottages for married workers having higher ranking. Employees of status, such as doctors and managers had custom designed homesteads. The masonry was invariably locally sourced stone, later brick, with all timber, iron and fittings being imported. Variations in the designs reflected the locality, houses in the Lowveld having ventilated double roofs, an idea imported from the earlier Dutch railway venture in Indonesia. Initially much of the construction would have been of prefabricated wood and iron, but as development took place, more permanent dwellings were constructed to the exacting technical requirements and material specifications of the NZASM. Because of this many such structures are still extant and are occupied.

Halts and Stations

The Pretoria NZASM drawing office under direction of Van Lissa developed drawings of type structures for all construction.

These were most often based on the principle of incremental growth. Prefabrication became the norm for temporary wooden structures and bridges so as to control dimensional co-ordination, material quality and speed of erection. The development of standardised building types was influenced by location, specific functions, imported and locally available materials and technologies and the formal and the aesthetic influences inherited from either the Netherlands or that of already established local mining industry and railway architecture.



02.06 (left): The memorial plaque installed in the Hervormde (Reformed) Church in Pretoria commemorating the NZASM personnel who died in action in the Anglo-Boer War. (Nederlandsche Zuid-Afrikaanse Spoorwegmaatschappij; c.1909)

02.07 (right): Water tank stands at Bank on the South-Western Line, adapted over time. The corrugated iron pump house is also of NZASM construction.



- Railway stations

The NZASM that by 1890 had long past the NZASM railway stations were of two main types, derived from standard station design in the Netherlands, namely either island (Type I) or edge (Type II), the latter serving as a crossing station. The type required, size of town and resultant volume of traffic determined station size. Main stations had ancillary functions such as restaurants and station master's quarters.

- Halts

The simplest form of permanent station were halts such as that of Oorsprong on the Eastern Line. These structures were double pitched-roof buildings with continuous curved ridge roof sheeting and extensions to form front verandahs. The walls were constructed with 'floatstone' that was made of crushed pumice and chalk on timber frames. These materials as well as the steel window frames and doors and interior teak woodwork were imported from Europe. The fully-fledged station at Komatipoort depicts an extended version of the halt type with additional support buildings and can be seen as the foundation for the elongated station form used in Kaapmuiden that was later replaced by a permanent face brick building—a typical island station.

- Crossing stations (Type I)

Fully-fledged permanent stations were of two types – either island where railway lines crossed (Type I) or edge stations (Type II). Type 1 had two rooms, one housing the stationmaster and the other acting as a waiting room. Sometimes the Type 1 stations had separate restaurant and ablution buildings.

- Island Stations (Type II)

The most sophisticated of NZASM stations are Type II Island Stations, such as Kaapmuiden, where the separate buildings, are joined with one roof creating an undercover waiting area.

- Goods- and Workshop Sheds and Roundhouses

Larger crossing- and terminal stations were provided with goods sheds. These were of light-weight portal-frame construction—the structure often manufactured from railway track, cranked to purpose—covered in corrugated sheeting.

The NZASM established a large workshop precinct at Salvokop, Pretoria, which has been demolished. The same goes for the distinctive roundhouses constructed by the NZASM—also steel frame over which corrugated iron cladding—at main stations.

Community Buildings

The NZASM provided its employees with social and community buildings, such as recreation halls, (at for instance Johannesburg and Komatipoort) and schools (Volksrust and Pretoria). The Salvokop precinct in Pretoria was provided with a cycle track and skittles ally amongst others. These were for the use of white employees only.

Memorials, Monuments and Graves

Larger more important structures were often provided with foundation stone. These include the Heidelberg Station, the Komati River Bridge and the NZASM Eastern Line Operations Headquarters at Waterval Boven. Graves of white NZASM employees can be found throughout the geographic area of their operations including at Komatipoort and Pretoria.

The NZASM and its employees have been memorialised in a number of places. A memorial was erected at Waterval Boven in 1948 to commemorate those who gave their lives in the construction of the Eastern Line. Memorials to the NZASM personnel who died in service during the Anglo-Boer War exist in both Pretoria and Bloemfontein.

02.08: The first completed bridge on the Eastern Line with a masonry substructure and plate girder superstructure. The title of the original is *Tienmetersbrug, Kilom. 0,4. 1e brug in den Spoorweg* (Ten meter bridge, Km 0,4. 1st bridge in the railway). (Transnet Heritage Archives, Johannesburg)

ENGINEERED MASONRY STRUCTURES

While all structures erected by the NZASM along their lines were built in situ, they were in fact a 'kit of parts' of predetermined size and design, each appropriate to the circumstances. It must have been apparent that, although often dry in winter, when summer rains came to the highlands where most of the rail was located, flash flooding might easily inundate or damage rail infrastructure. Although precautions were taken, there was still severe damage by flooding along the Barberton Branch line during construction, even before the rail was commissioned, and the necessary steps were taken to heighten bridges during repairs.

Culverts

When one travels along the trajectories of the old NZASM lines one will often notice stone culverts, many still in place and thundered over by the freight and passenger trains that traverse these lines even today, although tracks have been raised, concrete added, heavier rail profiles laid and trajectories straightened. Where lines have been doubled, tripled or even quadrupled often the original stone masonry remains and subsumed into the larger requisite concrete structures.

Flat lintel culverts (box culverts) generally have small stone piers and are constructed with one, two or three drainage channels. Initially they were bridged with steel rail lintels encased in mass concrete. These structures occur with one, two or three spans the latter two separated by piers.

Arched culverts are constructed of rough ashlar with voussoirs and keystones. Often the blocks for the vaulting is of softer sandstone while the rest of the stone masonry is of harder local stone - granite, dolerite or modderklip (a hard metamorphosed secondary rock).

Retaining walls

The construction of the Eastern line up the Crocodile Poort and the Elands Valley required navigating rough terrain. Often cuttings had to be stabilized. These cuttings were lined with rough ashlar retaining walls, sometime reaching up to 4 metres in height, exhibiting the same high quality of craftsmanship as other NZASM structures.

Cuttings

The NZASM tried to avoid excessive cutting in its trajectory planning. Yet it is reported that on average 2000 sticks of dynamite were detonated per day during the construction of the Eastern Line through the Crocodile Poort. Other cuttings were undertaken, for instance where the South-Eastern Line crossed the Suikerboschrand River.

Wells

Provisioning the steam locomotives with water required an extensive water network. Dams were built, pipes laid on to fill water tanks. These were also filled from percolation wells. These round structures, built of rough ashlar, were located next to riverbeds, their floors dug down to the level of the water table, their walls extended to above flood lines. These wells ensured a reliable, clean water source, even during period of flooding. Pumps were mounted on top of the wells.

Embankments

Even though the NZASM followed the contours of the landscape as far as possible, the construction of earthen embankments was inevitable. The more profitable and busy a line was projected to be, the more cost could be spent on its construction and hence the higher the embankments constructed.

Masonry Water Tank Stands

Watering points were required, two parallel tapering rough ashlar walls were constructed to carry the large cast-iron water tanks.

Viaducts

These are often constructed of larger arched structures with one or more causeways, either equi-spanned or symmetrical smaller spans about a larger central vault.

Bridges

- Stone Arched Bridges

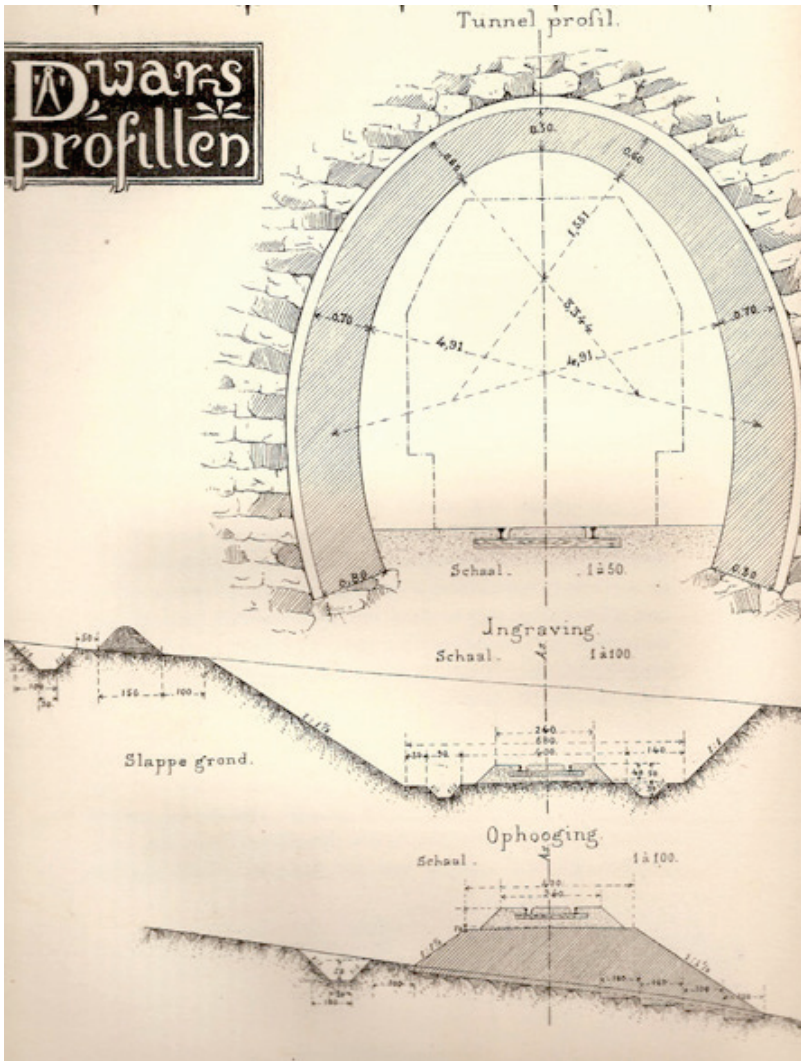
Only a single stone bridge serves as example, the fine Five Arched Bridge (Bridge over the Dwaalspruit), built in this fashion as it carried the ratchet line at an incline, so precluding the use of steel.

- Vaulted Stone Tunnel

Only one tunnel was constructed by the NZASM, that between Waterval Onder and Waterval Boven, constructed of a parabolic vaulted blue stone lining to a curved alignment to accommodate the incline and trajectory of the ratchet rail, a remarkable piece of engineering, now defunct.

ENGINEERED STEEL STRUCTURES

The Dutch came to the NZASM: Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij endeavour in the ZAR [Zuid-Afrikaansche Republiek] with their experiences of railway construction both at home and in Indonesia. By this time empirical knowledge and understanding had been systematized into a kit-of-parts. Contracts could be awarded in both sections of lines as well as their various categories of construction – earthworks, stone-masonry, ballast and rail-line placement and engineered steel works.



02.09: A profile section of the NZASM tunnel at Waterval Boven, and typical cutting and embankment sections: a good illustration of NZASM engineering. (Nederlansche Zuid-Afrikaansche Spoorwegmaatschappij; c.1909)

All steel was imported from either the Netherlands and Germany in prefabricated sections to the design supplied by the NZASM engineers, inspected there then landed in one of the harbours – either Lorenzo Marques (Maputo), Durban or East London and brought in by ox-wagon, later on the railway wagons along newly completed lines.

All drawing were supplied in metric measure and supplied to metric tolerances. All bridge spans were designed in increments of five metres. Any variations in span widths were resolved in combinations of these span distances. While much of the NZASM steelwork no longer remains, all structures and tracks being re-laid for heavier rolling-stock and freight, much of the replaced steel followed the same design as the original NZASM, although with heavier steel sections.

Five metre spans (the shortest) were of flat plate girder steel, ten metre spans were also of plate girder.

Twenty metre spans were of plate fish-belly girders, twenty-five metre spans were bridged by-bow-string trusses. Thirty metre spans were of truss-girders, either upright or inverted. Finally there was

a longer thirty-five metre span, also of a girder truss design, for bridging a section of the Vaal River at Standerton.

Much of the steelwork was deliberately damaged by Dutch explosive engineers serving the Boer forces as they retreated in the Anglo-Boer War, the Imperial Military Railways (IMR) effecting repairs or replacement as these positions and infrastructure were captured, occupied and put to their own use.

After the War the railway infrastructure was eventually unified into a single and centrally managed railway system, and, in time, all steel was replaced, so that little by way of original NZASM steel is still in place or functional.

- Rail Lines

The rail lines of the NZASM consisted of gravel ballast on which timber sleepers—teak imported from Indonesia, then the Dutch Netherlands Indies colony—onto which the railway track was fixed with rail nails. The width was Cape Gauge. Rail track was imported from Germany, produced by the Bochum Steel Works in the town of the same name.

- Water Tanks and steel stands

Stations and their precincts were provided with tap water. For this steel tank stands were erected on which cast iron water tanks (manufactured by the *Machiene Fabriek Breda* the Netherlands) were positioned.

Conclusions

In order to conduct field research, it is necessary to know what types of structures to expect. If not sensitized, the researcher, when conducting fieldwork research, may miss or misidentify often altered or appropriated structures. It is also necessary to understand the thinking and purpose behind the installation of the rail so as to predict possible trajectories and thereby guide the eye



03 The NZASM *Footsteps Along the Tracks* Built Heritage Survey

The last survey of NZASM built heritage residue was undertaken by Robert de Jong, then researcher at the Human Sciences Research Council, in the latter half of the 1980s.

This informed to a large extent the content of the NZASM 100 : 1887–1899, *the buildings, steam engines and structures of the Netherlands South African Railway Company* book (1988). No inventory was published at the time.

This chapter presents the results of the *Footsteps Along the Tracks* NZASM Built Heritage Survey, undertaken in 2016, and informed by precursory field work undertaken in 2011 2012 and as part of the *Eclectic ZA Wilhelmiens* project.

The survey was undertaken by Clarke and Fisher, with additional assistance by Johan Swart (Department of Architecture, University of Pretoria) and Sipiwe Simelane (Candidate architect and project research assistant).

The survey identified 362 extant structures in total. The survey is not meant to be comprehensive, but aimed at inventorying the maximum number of structures possible within the ambit of time and budget available to the project.

While most of what had previously been identified was found, their conditions were substantially altered from the time of 1908s survey, invariably more weathered, although sometimes in better state of repair, or in the process of repair.



03.01 (top): The only remaining Fish Belly Girder Truss bridge incorporating the original NZASM-installed steel. This distinctive and unique bridge over the Saalklapspruit is no longer functional. (Swart, JJ. 2016)

03.02 (bottom): The Waterval Boven Station Gangers Cottage (NZASM_EL_063) in 1986 and in 2016. This, reputed to be the oldest building in Emgwenya (Waterval Boven), is in a good state of conservation and in daily use. (3.02 De Jong, RC)





03.04 and 03.05: The double Gangers Cottage at Groot Olifantsrivier Station (NZASM_EL_135) has all but totally disappeared in the thirty years between 1986 and 2016. (3.04 De Jong, RC)



03.06 and 03.07: The highly significant platform canopy has been relocated from Esselen Park in Ekhuruleni to Johannesburg where it now (2016) awaits reuse. This relocation has brought the structure back to the public realm and experience. (3.06 De Jong, RC, 1992)





ANNO 1896

KRUGERSDORP

03.1 NZASM Rand Tram Line (1888–1899)

Background to the Rand Tram

The development of the Witwatersrand gold-mining industry after the discovery of the gold-bearing reef in 1886 created a pressing need for infrastructure, especially transport facilities, on the Rand. Ox-wagons—the only means of transport—could no longer cope with the needs of the mines as regards the conveyance of coal for use in the steam-driven ore crushing and hoisting machines. The nearest coalmine was situated at Boksburg some 27 km to the east of Johannesburg.

The ZAR government was therefore faced with a dilemma: for political and ideological reasons it had given precedence to a railway between the seat of government, Pretoria, and the east coast. Now the exigencies of the mining industry demanded the provision of a local railway on the Rand to the south of Pretoria. The clamouring for such a railway by the *Uitlanders* could not be ignored, having brought prosperity which swelled the state coffers.

At this point the long standstill on the Delagoa Bay Line had become extremely frustrating to the NZASM. JL Cluysenaer (1843–1942), director of the NZASM, realised that this was an opportunity for the NZASM to get involved in what promised to be a very profitable enterprise. He submitted a tender for the construction of the line. Two other tenders were also served before the *Volksraad*. Kruger took up the cudgels for the NZASM and in July 1888 the government was authorised to enter

into a contract with the Dutch company and it allowed the government a say in the fixing of rates. At the same time Cluysenaer had asked for the right to exploit the Boksburg coal-fields and this was granted.

The 'Rand Tram', as this short railway came to be known –a euphemism to disguise its true character since the ZAR could be seen as in breach of other contractual arrangements with neighbouring governments –was opened for traffic on 17 March 1890. The working of the line proved extremely lucrative. This became even more so when the extended line from Springs in the east to Krugersdorp in the west was opened on 10 February 1891. This increased the total length of the line to 81 km.

The construction and working of the Rand Tram provided the young Dutch company with valuable experience. Serious logistical problems had to be overcome with regard to construction. All building materials and rolling stock had to be transported by ox-wagon from Kimberley or from Ladysmith, the Natal railhead that time. The working of the line proved just as difficult.

Researchers' comments by site

NZASM_RT_001: Culvert Springs Geduld; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

03.08 (Left): The main facade of the first Krugersdorp Station (NZASM_RT_16, Mohale City). This iconic building, is one of the jewels of the NZASM heritage in South Africa, and despite many alterations, still played a role in South Africa's rail infrastructure.

03.09 (Right): An unique four-unit row house in Du Plessis Street, Boksburg (NZASM_RT_005–008). These are the only such configuration of NZASM housing known to still be in existence.



NZASM_RT_002: Culvert Tweedy Road; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_RT_003: Culvert west of Boksburg; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_RT_004: Culvert east of Apex; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_RT_005: Boksburg East Station Row House Du Plessis Street House 1; Row houses; Associated with other remaining built structures along the original trajectory and at the Boksburg precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_RT_006: Boksburg East Station Row House Du Plessis Street House 2; Row houses; Associated with other remaining built structures along the original trajectory and at the Boksburg

precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_RT_007: Boksburg East Station Row House Du Plessis Street House 3; Row houses; Associated with other remaining built structures along the original trajectory and at the Boksburg precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_RT_008: Boksburg East Station Row House Du Plessis Street House 4; Row houses; Associated with other remaining built structures along the original trajectory and at the Boksburg precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_RT_009: Victoria Street Bridge; Bridge Flat girder single span; On the original trajectory, still in use; A distinctive urban landmark feature.

NZASM_RT_010: Old Park Station; Railway station; Novel structure in the NZASM endeavour with a distinctive history of relocation and appropriation, presently of undesignated usage.

NZASM_RT_011: NZASM Park Station Clocks; Clock; Heritage object from the original NZASM endeavour. Current use is appropriate both in location and association. Any change in ownership of the building should trigger a heritage management plan for these heritage objects.

NZASM_RT_012: Cast Iron Letter Boxes from the NZASM Park Station; Letterbox; Heritage object from the original NZASM endeavour. Current use is appropriate both in location and association. Any change in ownership of the building should trigger a heritage management plan for these heritage objects;

NZASM_RT_013: Doornfontein Station Replica Gold Reef City; Railway station; Although a replica and hence lacks material authenticity, nevertheless, this serves in both alerting and reminding the general public of the NZASM endeavour through both its locality and public accessibility. Any future change in this status should be treated as requisite of a heritage action.

NZASM_RT_014: Culvert at Georgia; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.



03.10: One of two station clock from the NZASM Johannesburg Park Station (NZASM_RT_011). These have been remounted on the former Central South African Railways (CSAR) Headquarter Building in central Johannesburg. (Transnet Freight Rail)



NZASM_RT_015: Krugersdorp Station; Railway station; Associated with other remaining built structures along the original trajectory and at the Krugersdorp precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_RT_016: Krugersdorp C Type Kruger Road 26; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Krugersdorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_RT_017: Krugersdorp C Type Kruger Road 25; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Krugersdorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.








Reflection

The amount of traffic initially exceeded all expectations. In the first year of operation three times the anticipated amount of goods had to be transported. From a modest coal transport line the railway system has developed to become the








transport lifeline of the Industrial Rand. These developmental pressures in its years of operation have all but obliterated any residue, hence making that which remains of even greater heritage significance and worthy of directed attention and preservation. An advantage is that this entire residue falls within the jurisdiction of a single Provincial Heritage Resources Authority, namely that of Gauteng, hence facilitating the potential for holistic and integrated heritage management.

03.11: An excellent example of a NZASM C-Type house at the Krugersdorp Station (NZASM_RT_016–017).




| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | |
|----------|-----|---|---------------------|----------------------|--------------------------------------|----------|---------------|------------|-----------|-----------------|---|----------------------|----------------------------------|--------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Condition | | Legislative Status | Heritage Authority Jurisdiction | |
| NZASM_RT | 001 | Culvert Springs Geduld | Culvert single span | Gauteng | Ekhuruleni Metropolitan Municipality | Springs | 2012 09 16 | -26,26513 | 28,421702 | c.1897 | Single span rough ashlar flat culvert with corrugated steel sheeting forming permanent shuttering to the concrete slab. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_RT | 002 | Culvert Tweedy Road | Culvert single span | Gauteng | Ekhuruleni Metropolitan Municipality | Springs | 2012 09 16 | -26,2515 | 28,367 | c.1897 | Single span rough ashlar flat culvert with corrugated steel sheeting forming permanent shuttering to the concrete slab. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_RT | 003 | Culvert West of Boksburg | Culvert single span | Gauteng | Ekhuruleni Metropolitan Municipality | Springs | 2012 09 16 | -26,2272 | 28,3525 | c.1897 | Single span rough ashlar flat culvert with corrugated steel sheeting forming permanent shuttering to the concrete slab. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_RT | 004 | Culvert east of Apex | Culvert single span | Gauteng | Ekhuruleni Metropolitan Municipality | Brakpan | 2012 09 16 | -26,2272 | 28,3525 | c.1897 | Single span rough ashlar flat culvert with corrugated steel sheeting forming permanent shuttering to the concrete slab. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_RT | 005 | Boksburg East Station Row House Du Plessis Street House 1 | Row houses | Gauteng | Ekhuruleni Metropolitan Municipality | Boksburg | 2016 04 07 | -26,218347 | 28,262383 | c.1897 | Unusual brick-built quadruple cottage for unmarried staff. Corrugated iron saddle roof. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_RT | 006 | Boksburg East Station Row House Du Plessis Street House 2 | Row houses | Gauteng | Ekhuruleni Metropolitan Municipality | Boksburg | 2016 04 07 | -26,218347 | 28,262383 | c.1897 | Unusual brick-built quadruple cottage for unmarried staff. Corrugated iron saddle roof. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_RT | 007 | Boksburg East Station Row House Du Plessis Street House 3 | Row houses | Gauteng | Ekhuruleni Metropolitan Municipality | Boksburg | 2016 04 07 | -26,218347 | 28,262383 | c.1897 | Unusual brick-built quadruple cottage for unmarried staff. Corrugated iron saddle roof. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
|--|-----------------------------------|---|
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the steel superstructure is of a later date, it mimics and reminds of the original and as a heritage resource too retains similar significance. This is rare in that it forms part of an only known example of a four unit row-house constructed by the NZASM.</p> | Grade II Provincial Heritage Site |  |
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|----------|-----|---|--------------------------------|----------------------|--|-----------------------|---------------|------------|-----------|---|---|-------------|-----------------------------------|---------------------------------|--|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Condition | | | Legislative Status | Heritage Authority Jurisdiction | |
| NZASM_RT | 008 | Boksburg East Station Row House Du Plessis Street House 4 | Row houses | Gauteng | Ekhuruleni Metropolitan Municipality | Boksburg | 2016 04 07 | -26,218347 | 28,262383 | c.1897 | Unusual brick-built quadruple cottage for unmarried staff. Corrugated iron saddle roof. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |
| NZASM_RT | 009 | Victoria Street Bridge | Bridge Flat girder single span | Gauteng | Ekhuruleni Metropolitan Municipality | Germiston | 2016 04 07 | -26,209864 | 28,160818 | c.1897 | Rough ashlar stone embankment abutments with concrete caps and plate steel girder of later date. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |
| NZASM_RT | 010 | Old Park Station | Railway station | Gauteng | City of Johannesburg Metropolitan Municipality | Johannesburg | 2016 04 05 | -26,199017 | 28,033821 | c.1897 | Linear cast iron portal platform canopy, composed in three arched bays along its length. Currently located atop an in-situ concrete substructure. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |
| NZASM_RT | 011 | NZASM Park Station Clocks | Clock | Gauteng | City of Johannesburg Metropolitan Municipality | Johannesburg | 2016 04 05 | -26,199246 | 28,041877 | c.1897 | Glass fronted wall mounted station clocks in cast-iron casing, manufactured by TWA Kaiser of the Hague. | Good | Section 32 NHRA (Heritage object) | PHRA-Gauteng | |
| NZASM_RT | 012 | Cast Iron Letter Boxes from the NZASM Park Station | Letterbox | Gauteng | City of Johannesburg Metropolitan Municipality | Johannesburg | 1905 06 07 | -26,197336 | 28,041983 | c.1897 | Cast Iron pillar mail box, manufactured by De Pletterij in the Hague. | Good | Section 32 NHRA (Heritage object) | PHRA-Gauteng | |
| NZASM_RT | 013 | Doornfontein Station Replica Gold Reef City | Railway station | Gauteng | City of Johannesburg Metropolitan Municipality | Johannesburg | -26,237041 | 28,011657 | n/a | Inaccurate replica of the NZASM Doornfontein Station. | Good | None | None | | |
| NZASM_RT | 014 | Culvert at Georginia | Culvert single arched | Gauteng | City of Johannesburg Metropolitan Municipality | Georginia, Roodepoort | 2016 05 24 | -26,165385 | 27,884446 | 1891 | Single span stone arched culvert with embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the steel superstructure is of a later date, it mimics and reminds of the original and as a heritage resource too retains similar significance. This is rare in that it forms part of an only known example of a four unit row-house constructed by the NZASM.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the steel superstructure is of a later date, it mimics and reminds of the original and as a heritage resource too retains similar significance.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is especially significant of an internationally well known architect, manufactures in the Netherlands, and the history of its many relocations makes for a remarkable narrative. It is a local landmark and mythologies attached to its origins form part of local oral tradition.</p> | Grade II Provincial Heritage Site |  |
| <p>These objects being part of the larger NZASM endeavour, fall under the generic NZASM statement of significance, but specifically are also unique extant examples of their type. Their importance lies in their associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; they have the potential to yield information for understanding; as objects they demonstrate principal characteristics; have particular aesthetic characteristics; demonstrate a high degree of technical achievement; have strong and special associations with both historic and contemporaneous communities; have a special association with the life and work of an important organisation and its associated persons; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
| <p>This object being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
| <p>This reconstruction replicates a type that was part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | None |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |

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|----------|-----|-----------------------------------|---------------------|----------------------|--------------------------------|-------------|---------------|------------|-----------|---------------------|--|-------------|----------------------------------|--------------------|---------------------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Structure (General) | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_RT | 015 | Krugersdorp Station | Railway station | Gauteng | Mohale City Local Municipality | Krugersdorp | 2016 04 05 | -26,109353 | 27,770199 | c.1897 | Single storey brick built station building with prominent central gable. | Fair | Provincial Heritage Resource | PHRA-Gauteng | |
| NZASM_RT | 016 | Krugersdorp C Type Kruger Road 26 | Semi-detached house | Gauteng | Mohale City Local Municipality | Krugersdorp | 2016 04 05 | -26,108877 | 27,76968 | c.1897 | Single storey chalet-style semi-dethatched double-cottage with central gable and corrugated sheet metal saddle roof. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |
| NZASM_RT | 017 | Krugersdorp C Type Kruger Road 25 | Semi-detached house | Gauteng | Mohale City Local Municipality | Krugersdorp | 2016 04 05 | -26,108925 | 27,769557 | c.1897 | Single storey chalet-style semi-dethatched double-cottage with central gable and corrugated sheet metal saddle roof. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. (Government Gazette Notice 486 of 1984: 'It is one of only a few elegant station buildings erected for the NZASM and is an important link with the [former] Transvaal railway system of the nineteenth century.')</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a locally fine and authentic example of a rare NZASM-type house in a good state of preservation.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a locally fine and authentic example of a rare NZASM-type house in a good state of preservation.</p> | Grade II Provincial Heritage Site |  |





5

03.2 NZASM Southern Line (1886–1899)

Background to the Southern Line

The Southern Line served both Johannesburg and Pretoria. Its construction was driven by the ambitions of Cecil John Rhodes to have direct transport access between the goldmines of the Rand and the harbours in the British Colonial Cape. It served the political ambitions of Kruger's ZAR as a political and economic instrument of power.

The line connecting Johannesburg and Pretoria by way of Vereeniging to the then Cape Colony through the then Orange Free State Republic was commissioned in three sections:

Vaal River - Elandsfontein

Elandsfontein - Pretoria
Elandsfontein - Johannesburg
The contract for the earthworks, masonry and later also ballasting of the Pretoria - Elandsfontein section was awarded to AL Lawley; the Vaal River–Natalpruit sub-section of the Elandsfontein–Vaal River section was awarded to W Woodburn.

The Bridge over the Vaal River was jointly funded by both the Cape Government and the NZASM.

The Southern line followed the contours of the landscape and the even topography necessitated few cuttings, high embankments or culverts and bridges. Those built were in order to negotiate streams and rivers.

Of the most interesting structures is a stone arched viaduct over the Pinedene River in the vicinity of Olifantsfontein bearing the inscription of the Imperial Military Railways (IMR), probably indicating its repair during the Anglo-Boer War, as was done to many of the structures at the time.

Researchers' comments per site

NZASM_SL_001: Vaal River Bridge; Bridge Truss girder; On the original trajectory, appropriated and adaptively reused as a pipeline aquaduct; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_SL_002: 1 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, now defunct. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_003: 1 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, now defunct. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_004: 1 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, now defunct. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_005: 1 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, now defunct. Should any development occur, cognisance should be given to their heritage importance.

03.12 (Left): NZASM semi-detached staff housing in Reg Bodmer Street, Vereeniging (NZASM_SL_006, Emfuleni Local Municipality). Reg Bodmer Street contains a series of NZASM houses unique examples of their type.

03.13 (Right): The Klipspruit Bridge (NZASM_SL_019), seen from the stream side. NZASM infrastructure still in daily use and far better weathering than the later additions.





NZASM_SL_006: 5 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_007: 6 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_008: 7 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_009: 8 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_010: 9 Reg Bodmer Street; Semi-detached house; Associated with other remaining

built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_011: 10 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_012: 11 Reg Bodmer Street; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Vereeniging station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SL_013: Box Culvert north of Vereeniging; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_014: Large arched culvert north of Vereeniging; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_015: Small arched culvert north of Vereeniging; Culvert single arched; On the original

03.14: The Klipspruit Bridge (NZASM_SL_019), seen from the stream side. NZASM infrastructure still in daily use and structurally sounder than the later additions.

trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_016: Langkuil Spruit Bridge ruin; Bridge Flat girder single span; On the original trajectory, Defunct. Any redevelopment needs to take cognisance of this feature.

NZASM_SL_017: Arched culvert btw Lankuil Spruit and Klip River Bridge; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_018: Arched culvert at Blockhouse; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_019: Klip Spruit Bridge; Bridge Truss girder; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_020: Stone Arch Estate Culvert; Culvert single arched; On the original trajectory, Defunct; Serves as a community landmark in a gated village. Any changes must trigger a heritage action.

NZASM_SL_021: IMR Bridge; Culvert single arched; On the original trajectory, still in use;

Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SL_022: 6 Mile Spruit Bridge Irene; Bridge Plate girder single span; On the original trajectory, Defunct. Any redevelopment needs to take cognisance of this feature.

NZASM_SL_023: Large stone culvert over Eeufees Spruit; Culvert single arched; On the original trajectory. Defunct. Any redevelopment needs to take cognisance of this feature.

NZASM_SL_024: Large stone culvert Christina de Witt Drive; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.








Reflection

Much like the Rand Tram, this line, located in bustling Gauteng, has experienced continuous use and modernization, resulting in there being not much by way of physical residue. This makes that which remains of even greater heritage significance and worthy of directed attention and preservation. An advantage is that all this residue falls within the jurisdiction of a single Provincial Heritage Resources Authority, namely that of Gauteng, hence facilitating the potential for holistic and integrated heritage management.








03.15: A beautiful example of a large arched culvert on the Southern Line is to be found north of Vereeniging (NZASM_SL_014).










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| | Line ID | No. | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Condition | | | Legislative Status | Heritage Authority Jurisdiction | |
| NZASM_SL | 001 | Vaal River Bridge | Bridge Truss girder | Gauteng and Free State | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,6821 | 27,9379 | 1892 | Remaining piers and abutments of the NZASM Vaal River Bridge, converted to carry a pipeline. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng Free State-HRA |
| NZASM_SL | 002 | 1 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,673445 | 27,93652 | 1896 | Ruin of single storey brick built double-cottage. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 003 | 2 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,673583 | 27,936507 | 1896 | Ruin of single storey brick built double-cottage. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 004 | 3 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,673684 | 27,936472 | 1896 | Ruin of single storey brick built double-cottage. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 005 | 4 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,673823 | 27,936456 | 1896 | Ruin of single storey brick built double-cottage. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 006 | 5 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,674604 | 27,936287 | 1896 | Single storey brick built double-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 007 | 6 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26,674605 | 27,936271 | 1896 | Single storey brick built double-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. Even the reappropriation of the NZASM substructure of contemporary use as bearing a pipeline it takes on a unique of inter-Provincial significance.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a rare example of its row-house type.</p> | Grade II Provincial Heritage Site |  |




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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Structure (General) | Condition | Legislative Status |
| NZASM_SL | 008 | 7 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26.674818 | 27.936223 | 1896 | Single storey brick built double-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 009 | 8 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26.674904 | 27.93621 | 1896 | Single storey brick built double-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | Unknown |
| NZASM_SL | 010 | 9 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26.675098 | 27.936154 | 1896 | Single storey brick built triple-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 011 | 10 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26.675199 | 27.936138 | 1896 | Single storey brick built triple-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 012 | 11 Reg Bodmer Street | Semi-detached house | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26.675283 | 27.936117 | 1896 | Single storey brick built triple-cottage with corrugated iron roof on timber trusses. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 013 | Box Culvert north of Vereeniging | Culvert single span | Gauteng | Emfuleni Local Municipality | Vereeniging | 2016 04 07 | -26.63987 | 27.957038 | 1896 | Single span rough ashlar flat culvert with corrugated steel sheeting forming permanent shuttering to the concrete slab. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 014 | Large arched culvert north of Vereeniging | Culvert single arched | Gauteng | Midvaal Local Municipality | Vereeniging | 2016 04 07 | -26.6196 | 27.9723 | 1896 | Single span stone arched culvert with embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
|--|-----------------------------------|---|
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a rare example of its row-house type.</p> | Grade II Provincial Heritage Site |  |
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|----------|-----|---|--------------------------------|----------------------|----------------------------|----------------|---------------|------------|-----------|-----------------|---|----------------------|---|---------------------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SL | 015 | Small arched culvert north of Vereeniging | Culvert single arched | Gauteng | Midvaal Local Municipality | Vereeniging | 2016 04 07 | -26,6092 | 27,9813 | 1896 | Single span stone arched culvert with embankment walls | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 016 | Langkuil Spruit Bridge ruin | Bridge Flat girder single span | Gauteng | Midvaal Local Municipality | Meyerton | 2016 04 07 | -26,5415 | 28,0166 | 1896 | Rough ashlar stone embankment abutments with concrete caps that formerly carried a girder steel truss. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 017 | Arched culvert between Lankuil Spruit and Klip River Bridge | Culvert single arched | Gauteng | Midvaal Local Municipality | Meyerton | 2016 04 07 | -26,4808 | 28,0657 | 1896 | Single span stone arched culvert with embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 018 | Arched culvert at Blockhouse | Culvert single arched | Gauteng | Midvaal Local Municipality | Henley on Klip | 2016 04 07 | -26,4704 | 28,0706 | 1896 | Single span stone arched culvert with embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 019 | Klip Spruit bridge | Bridge Truss girder | Gauteng | Midvaal Local Municipality | Daleside | 2016 04 07 | -26,4125 | 28,0883 | 1896 | Rough ashlar stone embankment abutments with shock absorb arches, concrete caps and plate steel girder of later date. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 020 | Stone Arch Estate Culvert | Culvert single arched | Gauteng | Ekhuruleni | Germiston | 2016 04 07 | -26,2572 | 28,167 | 1896 | Single span stone arched culvert with embankment walls. | Good | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SL | 021 | IMR Bridge | Culvert single arched | Gauteng | City of Tshwane | Irene | 2016 04 07 | -25,919997 | 28,230481 | 1896 | Large span stone arched viaduct with embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is highly valued as a heritage structure by its local associated community.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure as constructed by the Imperial Military Railways in the time of their wartime occupation of the NZASM system, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the reconstructed viaduct is of a later date, it mimics and reminds of the original and as a heritage resource too retains similar significance. It is unique in being the only structure bearing the insignia of the IMR in its keystone.</p> | Grade II Provincial Heritage Site |  |

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|----------|-----|---|---------------------------------|----------------------|-----------------|----------|---------------|------------|-----------|-----------|--|-------------|---|---------------------------------|--|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Condition | | | Legislative Status | Heritage Authority Jurisdiction | |
| NZASM_SL | 022 | 6 Mile Spruit Bridge Irene | Bridge Plate girder single span | Gauteng | City of Tshwane | Irene | 2016 04 07 | -25,889385 | 28,224038 | 1896 | Rough ashlar stone embankment abutments with concrete caps that formerly carried a steel superstructure. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng | |
| NZASM_SL | 023 | Large stone culvert over Eufees Spruit | Culvert single arched | Gauteng | City of Tshwane | Pretoria | 2016 04 07 | -25,782464 | 28,186889 | 1896 | Large rough ashlar stone arched culvert. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng | |
| NZASM_SL | 024 | Large stone culvert Christina de Witt Drive | Culvert single arched | Gauteng | City of Tshwane | Pretoria | 2016 04 07 | -25,776694 | 28,193593 | 1896 | Large rough ashlar stone arched culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng | |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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03.3 NZASM Eastern Line (1887–1899)

Background to the Eastern Line

The ambitious and crowning achievement of the *Zuid-Afrikaansche Republiek* was the construction and commissioning of the *Oosterlijn* from Pretoria, through Middelburg, Waterval Boven, Waterval Onder, Nelspruit, Komatipoort and on to Lorenzo Marques (now Maputo) harbour.

While the express purpose for the formation of the NZASM in 1887 was to build this line, there were delays on the Portuguese side of the border. The McMurdo's concession had first to be cancelled and the Portuguese Government take over the contract before progress was made. When built, this section provided for the transport for the materials from the harbour to the ZAR.

The Eastern Line was divided into twelve sections and each contract awarded separately. The NZASM were hesitant to engage local firms for the difficult first section. Both for ensuring that the job get done and for Dutch prestige, a home company was appointed. It was Van Hattum & Co, being JC Van

Hattum, J Kooy and P Langeveld, of proven ability having done work in Argentina and on the Panama Canal. They were appointed to four sections from the Portuguese East Africa (Mozambique) border, a distance of some 100km.

Clark & Wirth were engaged to do the earthworks of some 3km from the border to the Komati River. In that time the foreign workers started arriving. The climate and disease were their natural enemy and many were to die of fever or accident. Through friction between Van Hattum & Co and W Verwey, the NZASM's chief engineer, their work was curtailed to just beyond Crocodile Poort, and Walker & Co appointed in 1891 to the contract of the 11km to Nelspruit. James Butler & Co (James Butler and George Pauling) undertook the difficult task of the Crocodile Poort construction, in sterling fashion.

With the completion of the Southern Line materials could more readily be transported and work could commence on the western section

03.16 (left): The iconic Bridge over the Komati River (NZASM_EL_001, Ehlanzeni District Municipality). This large multi-span bridge still serves as the last link in the railway line connecting South Africa with Mozambique and epitomises the NZASM endeavour and all–South Africans and foreigners who contributed to its realisation.

03.17 (right): The graves of NZASM engineers Van der Meulen and Ysendijk in Komatipoort (NZASM_EL_002), both killed by malaria.



simultaneously with that in the east. Warren & Royce undertook the challenging task of the bridges, tunnel and rack-rail section between Waterval Onder and Waterval Boven.

Researchers' comments per site

NZASM_EL_001: Bridge over the Komati River; Bridge Truss girder; On the original trajectory, still in use; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_EL_002: NZASM Graves; Grave; Situated in an abandoned section of the local graveyard and neglected; Needs local signage to indicate presence and importance; Interpretative material would enhance visibility and contextualise importance.

NZASM_EL_003: Komatipoort Single Men's Quarters; Hostel; Associated with other remaining built structures along the original trajectory and at the Komatipoort station precinct; Could be adaptively re-used to suit current circumstances and needs.

NZASM_EL_004: Komatipoort Recreation Hall; Recreation hall; Associated with other remaining built structures along the original trajectory and at the Komatipoort station precinct; Has current viability since being adaptively re-used.

NZASM_EL_005: Komatipoort Single Men's Quarters; Row houses; Associated with other remaining built structures along the original trajectory and at the Komatipoort station precinct; Has current viability since being adaptively re-used

NZASM_EL_006: Hectorspruit Cottage; Cottage; Associated with other remaining built structures along the original trajectory and at the Hectorspruit station precinct; Has current viability since being adaptively re-used.

NZASM_EL_007: Hectorspruit Station (former); Cottage; Associated with other remaining built structures along the original trajectory and at the Komatipoort station precinct; Has current viability since being adaptively re-used.

NZASM_EL_008: Hectorspruit Station Water tank; Water tank; Original feature on the original trajectory; Could be dismantled and relocated in a living museum and put to original use. Requires restoration and preservation.

NZASM_EL_009: Bridge west of Hectorspruit; Bridge Plate girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_010: Culvert west of Hectorspruit; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_011: Bridge west of Hectorspruit; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

03.18: This NZASM Singles Quarters building in Komatipoort (NZASM_EL_003) urgently requires a new function.





03.19 (Top): The NZASM station at Alkmaar, Mpumalanga (NZASM_EL_034) is an excellent example of climatically appropriate design from the NZASM drawing office.

03.20 (Bottom Left): The scorched foundation stone of the NZASM Headquarters in Emgwenya (Waterval Boven, NZASM_EL_62), formerly protected behind a glass plate, exposed by the fire of early-2016.

03.21 (Bottom Right): A former doctor's residence in Waterval Boven which today serves as a creche (NZASM_EL_092).

NZASM_EL_012: Rondavels Malelane; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Malelane station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_013: Malelane Station; Station; Associated with other remaining built structures along the original trajectory and at the Malelane station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to its heritage importance.

NZASM_EL_014: Bridge Salt Creek; Bridge; On the original trajectory, defunct; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_015: Culvert West of Salt Creek; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_016: Cottage Kaapmuiden; Cottage; Associated with other remaining built structures along the original trajectory and at the Kaapmuiden station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to its heritage importance.

NZASM_EL_017: Rondavels Kaapmuiden; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Kaapmuiden station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.



NZASM_EL_018: Cottage Kaapmuiden; Cottage; Associated with other remaining built structures along the original trajectory and at the Kaapmuiden station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to its heritage importance.

NZASM_EL_019; Villa Kaapmuiden; Cottage; Associated with other remaining built structures along the original trajectory and at the Kaapmuiden station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to its heritage importance.

NZASM_EL_020: Station Kaapmuiden; Cottage; Associated with other remaining built structures along the original trajectory and at the Kaapmuiden station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to its heritage importance. Interpretative material would enhance visibility and contextualise importance.

NZASM_EL_021: Flag Room Kaapmuiden; Flag Room; Associated with other remaining built structures along the original trajectory and at the Kaapmuiden station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to its heritage importance.

03.22 (top): A cast iron water tank, manufactured by the *Machinefabriek, Breda* (the Netherlands) in 1891, located on a steel tank stand at Pan Station (NZASM_EL_120) is a uniquely preserved piece of industrial archaeology dating to the end of the C19.

03.23 (bottom): The Klein Olifantsrivier Bridge (NZASM_EL_121) may seem small for a distance, but is an imposing structure when viewed from closeup





NZASM_EL_022: Bridge Crocodile River; Bridge Truss girder; On the original trajectory, now defunct and ruinous.

NZASM_EL_023: Retaining Wall Crocodile Poort; Retaining wall; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_024: Bridge Crocodile Poort; Bridge Flat girder double span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_025: Culvert Crocodile Poort; Culvert Single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_026; Bridge Crocodile Poort 2; Bridge Flat girder double span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_027: Culvert west of Crocodile Poort Station; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_028: Bridge West of Crocodile Poort Station; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_029: Bridge over Karino; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_030: Bridge over the Nelspruit; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_031: Bridge West Cairn; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_032: Bridge east of Alkmaar; Bridge Plate girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_033: Bridge at Alkmaar; Bridge Plate girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_034: Station Alkmaar; Station; Associated with other remaining built structures along the original trajectory and at the Alkmaar station precinct; Could be adaptively re-used to suit current circumstances and needs.

NZASM_EL_035: House Alkmaar 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Alkmaar station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_036: House at Alkmaar 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Alkmaar station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

03.24: A number of unique and important NZASM structures remain in use in the Pretoria Station Precinct, such as this recently renovated NZASM Telegraphy Office (NZASM_EL_145). (Simelane, S. 2016)

NZASM_EL_037: Bridge West of Alkmaar; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_038: Station Schagen; Station; Associated with other remaining built structures along the original trajectory; Could be adaptively re-used to suit current circumstances and needs.

NZASM_EL_039: Elandshoek Station; Station; Associated with other remaining built structures along the original trajectory; Could be adaptively re-used to suit current circumstances and needs

NZASM_EL_040: Bridge Ngodwana; Bridge Flat girder double span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_041: House Ngodwana; Cottage; Associated with other remaining built structures along the original trajectory and at the Alkmaar station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_042: Flat Culvert east of Hemlock; Culvert double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_043: Bridge east of Waterval Onder; Bridge Plate girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_044: Culvert east of Waterval Onder; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_045: Culvert east of Waterval Onder; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature

NZASM_EL_046: Culvert east of Waterval Onder; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_047: Bridge east of Waterval Onder; Bridge Plate girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature

NZASM_EL_048: Culvert east of Waterval Onder; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_049: Culvert east of Waterval Onder; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_050: Culvert east of Waterval Onder; Culvert triple arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_051: Black Eagle Bridge; Bridge Plate girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_052: Culvert east of Waterval Onder; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_053: Cottage Waterval Onder; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Onder station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_054: Hospital Waterval Onder; Hospital; Associated with other remaining built structures along the original trajectory and at the Waterval Onder station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_055: Hospital 2 Waterval Onder; Hospital; Associated with other remaining built structures along the original trajectory and at the Waterval Onder station precinct; Important built residue, still in use. Sould any development occur, cognisance should be given to their heritage importance.

NZASM_EL_056: Toilet Block Waterval Onder; Hospital; Associated with other remaining built structures along the original trajectory and at the Waterval Onder station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_057: Waterval Onder Ruin foundations; Building - Unknown function;

Associated with other remaining built structures along the original trajectory and at the Waterval Onder station precinct; Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_058: Bridge west of Waterval Onder; Bridge; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_059: Five Arch Bridge; Bridge Arched; On the original trajectory, now defunct; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_EL_060: Gangers Cottage east of Waterval Boven; Cottage; On the original trajectory, now defunct; Important built residue. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_061: Eastern Line Tunnel; Tunnel; On the original trajectory, now defunct; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_EL_062: NZASM Eastern Line Head Quarters; Office; Important landmark in the historic Waterval Boven, now defunct; Important built residue. Should any development occur, cognisance should be given to their heritage importance. Recently razed by fire, this structure needs an immediate Heritage Management Plan, declaration and action plan.

NZASM_EL_063: Waterval Boven Gangers Cottage;

Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_064: Third Avenue Hospital Boven Cottage 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_065: Third Avenue Hospital Boven Cottage 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_066: 15 Third Avenue; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_067: 17 Third Avenue; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_068: 19 Third Avenue; Cottage;

03.25: The NZASM Printed Matter Store (NZASMEL_148) may have been completed only after the British invasion of Pretoria. It is still in function serving passenger rail services.



Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_085: Cottage 4 Fourth Av; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_086: Old Age Home; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_087: Cottage 5 4th Av 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_088: Cottage 5 4th Av 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_089: Cottage Corner 3rd and 5th; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_090: Cottage co 1st Av. and 5th Str. 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_091: Cottage co 1st Av. and 5th Str; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_092: Nursery school 5th street; Cottage; Associated with other remaining built

structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_093: Doctors Residence 1st Ave; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_094: Cottage Park Avenue; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_095: Toilet to Cottage Park Avenue; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_096: NZASM Memorial Waterval Boven; Memorial; Commemorative and memorialising of the NZASM endeavour installed by Interested and Affected Parties.

NZASM_EL_097: 3rd Ave; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_098: Shamrock Inn; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_099: Waterval Boven Library; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_100: Cottage co 4th Ave. and 5th Str. 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development

occur, cognisance should be given to their heritage importance.

NZASM_EL_101: Cottage co 4th Ave. and 5th Str. 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_102: Cottage 5 4th avenue 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_103: Cottage 5 4th avenue 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_104: Cottage 6 4th avenue 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_105: Cottage 6 4th avenue 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_106: Cottage 7 4th avenue 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_BBL_107: Cottage 7 4th avenue 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_108: Station Waterval Boven; Station; Associated with other remaining built structures along the original trajectory and at the Waterval Boven precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_109: Culvert east of Goedgeluk; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_110: Culvert west of Goedgeluk; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature

NZASM_EL_111: Bridge west of Goedgeluk; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature

NZASM_EL_112: Leeuwspruit Bridge; Bridge Flat

03.26: NZASM Court at Salvokop (NZASM_EL_150), one of the most well-known of all NZASM complexes has, since the photograph was taken in 2011, been incorporated into the new Statistics South Africa headquarters.



girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature

NZASM_EL_113: Cottage 1 Station Street; Cottage; Associated with other remaining built structures along the original trajectory and at the Machadodorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_114: Cottage 2 Station Street; Cottage; Associated with other remaining built structures along the original trajectory and at the Machadodorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_115: Cottage 3 Station Street; Cottage; Associated with other remaining built structures along the original trajectory and at the Machadodorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_116: Cottage 4 Station Str; Cottage; Associated with other remaining built structures along the original trajectory and at the Machadodorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_117: Machadodorp Gangers Cottage; Cottage; Associated with other remaining built structures along the original trajectory and at the Machadodorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_118: Cottage Pan Sta; Cottage; Associated with other remaining built structures along the original trajectory and at the Machadodorp Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_119: Pan Station; Station; Associated with other remaining built structures along the original trajectory and at the Pan Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_120: Pan Station Water tank; Water tank; Original feature on the original trajectory;

Requires restoration and preservation. Could be dismantled and relocated in a living museum and put to original use.

NZASM_EL_121: Klein Olifants River Bridge; Bridge Combined; On the original trajectory, still in use; A landmark feature known to train enthusiasts and railway photographers. Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_122: Middelburg Station; Station; On the original trajectory, still in use; As a declared Provincial Heritage Resource this needs interpretative signage so as to highlight its importance and promote its tourism potential.

NZASM_EL_123: Middelburg Cottage 1; Cottage; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_124: Middelburg Cottage 2; Cottage; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_125: Middelburg Cottage 3; Cottage; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_126: Middelburg Cottage 4; Bridge; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_127: Middelburg Cottage 5; Cottage; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_128: Middelburg Cottage 6; Cottage; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_129: Middelburg Cottage 7; Cottage; Associated with other remaining built structures

along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_130: Middelburg Cottage 8; Cottage; Associated with other remaining built structures along the original trajectory and at the Middelburg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_131: Groot Olifants River Bridge; Bridge Inverted truss girder; On the original trajectory, still in use; A landmark feature known to train enthusiasts and railway photographers. Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_132: Culvert west of Groot Olifants River Bridge; Culvert single span; On the original trajectory, now defunct; Important built residue. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_133: Three Arch Culvert btw Olifants River Bridge and Station; Culvert triple arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_134: Culvert Olifants River Station; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_EL_135: Gangers Cottage Olifants River Station; Cottage; On the original trajectory, now defunct; Important built residue. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_136: Olifants River Station Water Tank Pylon; Water tank stand; On the original trajectory, now defunct; Important built residue. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_137: Cottage1 Clewer; Cottage; Associated with other remaining built structures along the original trajectory and at the Clewer Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_138: Station Clewer; Station; Associated with other remaining built structures along the original trajectory and at the Clewer Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_139: Cottage 2 Clewer; Cottage; Associated with other remaining built structures along the original trajectory and at the Clewer Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_140: Fish belly Bridge Saalklap Spruit; Bridge Fish belly girder truss; On the original trajectory, now defunct; Exceptionally important built residue. Should any development occur or threat emerge, its heritage importance is an imperative.

NZASM_EL_141: Wilge Rivier Station; Station; Associated with other remaining built structures along the original trajectory and at the Wilge Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_142: Culvert west of Wilge River station; Culvert single arched; On the original trajectory, now defunct; Exceptionally important built residue. Should any development occur or threat emerge, its heritage importance is an imperative.

NZASM_EL_143; Bronkhorstspruit Bridge; Bridge; On the original trajectory, now defunct; Exceptionally important built residue. Should any development occur or threat emerge, its heritage importance is an imperative.

NZASM_EL_144: Elandsport Bridge; Bridge; On the original trajectory, now defunct; Exceptionally important built residue. Should any development occur or threat emerge, its heritage importance is an imperative.

NZASM_EL_145: Pretoria Station Telegraph Office; Office; Associated with other remaining built structures along the original trajectory and at the Pretoria Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_146: Pretoria Station NZASM Goods Store; Office; Associated with other remaining built structures along the original trajectory and at the Pretoria Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_147: Pretoria Station NZASM Shed Gautrain Station; Shed; Associated with other remaining built structures along the original trajectory and at the Pretoria Station precinct; Important built residue, still in use. Should any

development occur, cognisance should be given to their heritage importance.

NZASM_EL_148: Pretoria Station Printed Matter Store; Office; Associated with other remaining built structures along the original trajectory and at the Pretoria Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_149: Pretoria Station Station Master's House; Cottage; Associated with other remaining built structures along the original trajectory and at the Pretoria Station precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

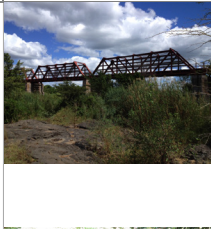




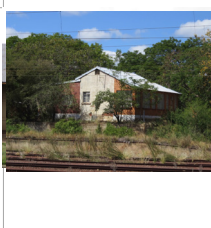

NZASM_EL_150: NZASM Court Houses; Staff compound; Associated with other remaining built structures along the original trajectory and at the Salvokop Heritage precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_EL_151: NZASM Court School; School; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.








Reflection

The Eastern Line epitomizes the NZASM endeavour. It traversed the inhospitable, disease-ravaged territory of the Lowveld, hence claiming many lives. It is the longest line, took the longest period to complete (six years), challenged both political will and technical expertise, but remains in constant use until this day. The greatest number of declared Provincial Heritage Resources (once National Monuments) lie on this trajectory which most logically make for its declaration and management as a serial entity. In giving access to the Lowveld to visitors, it holds great tourism potential; an imperative for any heritage actions. Much of the extant residue is residential, although often lacking in maintenance, and many remain occupied. This aspect makes for an important heritage consideration in the development of any heritage actions and should be central to informing the strategic development plans of the particular responsible local authorities. Many are part of ensembles or situate proximate to other heritage precincts, for example that in Waterval Boven, which offers opportunity as vector for (urban) economic development.








| NUMBER | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | | | |
|----------|----------------|-----|-----------------------------------|---------------------|------------|---------------------------------|--------------|---------------|-----------------|-------------|----------------------|--|-----------|---|---------------------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 001 | Bridge over the Komati River | Bridge Truss girder | Mpumalanga | Ehlanzeni District Municipality | Komatipoort | 2012 04 03 | -25,4447 | 31,9597 | 1891 | Multi-span steel girder bridge. Rough ashlar stone embankment abutments and piers with concrete caps and box girder of later date. | Good | Provincial Heritage Resource | MHRA |
| NZASM_EL | | 002 | NZASM Graves | Grave | Mpumalanga | Ehlanzeni District Municipality | Komatipoort | 2016 04 15 | -25,4389 | 31,9624 | 1888 | Graves in graveyard. Wrought iron fenced graves with marble tomb stones. | Poor | Section 36 NHRA (Burial grounds and Graves) | MHRA |
| NZASM_EL | | 003 | Komatipoort Single Men's Quarters | Hostel | Mpumalanga | Ehlanzeni District Municipality | Komatipoort | 2016 04 15 | -25,4356 | 31,9531 | 1894 | Single storey saddle-roofed single-men's quarters. Rough ashlar stone plinths with plastered brick walls, timber doors and windows and tiled roof (of later date). Steep enclosed with mosquito netting. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 004 | Komatipoort Recreation hall | Recreation hall | Mpumalanga | Ehlanzeni District Municipality | Komatipoort | 2016 04 15 | -25,4337 | 31,9538 | 1894 | Pyramid roofed recreation building, brick walled with wrap-around stoep. Ventilated roof void. Corrugated iron roof. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 005 | Komatipoort Single Men's Quarters | Row houses | Mpumalanga | Nkomazi Local Municipality | Komatipoort | 2016 04 15 | -25,432 | 31,9538 | 1894 | Single storey saddle-roofed single-men's quarters. Plastered brick walls, doors and windows replaced. Corrugated sheet metal roof. Steep remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 006 | Hectorspruit Cottage | Cottage | Mpumalanga | Nkomazi Local Municipality | Hectorspruit | 2016 04 15 | -25,4371 | 31,6759 | 1894 | Single storey saddle roofed cottage, plastered brick walls on rough ashlar plinth and corrugated sheet meta saddle roof covered. Steep enclosed and lean-to additions, both in face brick. Ventilated roof cavity through grill in top of gable walls. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 007 | Hectorspruit Station (former) | Station | Mpumalanga | Nkomazi Local Municipality | Hectorspruit | 2016 04 15 | -25,4374 | 31,6758 | 1898 | Single storey saddle roofed station building, plastered brick walls on rough ashlar plinth with corrugated sheet metal saddle roof. Front vestibule enclosed. Roof cavity ventilated through gable walls. | Fair | Section 34 NHRA (60 year clause) | MHRA |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
|--|-----------------------------------|---|
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The piers are constructed of imported Belgian Blue-stone. While the steel superstructure is of a later date, it mimics and reminds of the original and as a heritage resource too retains similar significance. A unique significant feature is the commemorative stone. (Government Gazette Notice 1091 of 1991: 'The two abutments and six piers of the historic NZASM railway bridge, together with five meters of surrounding land, situated on portions of the following properties: (i) The Komatipoort Station Railway Reserve 161, situated in Registration Division JU, in the District of Barberton. Certificate of Registered State Title 11834/1970, dated 24 April 1970; and (ii) Portion 6, named Janalet, of the farm Lebombo 186, situated in the Registration Division JU, Transvaal. Deed of Transfer T15146/1981, dated 19 March 1981.)</p> | Grade II Provincial Heritage Site |  |
| <p>These graves, being reminders of the larger NZASM endeavour, fall under the generic NZASM statement of significance, but specifically commemorates specifically personages who died in the planning of the Eastern Line. Their importance lies in their associations with South Africa's community, heritage, and are considered uncommon, rare and endangered; they have the potential to yield information for understanding; have particular aesthetic characteristics; have strong and special associations with both historic and contemporaneous communities; have a special association with the life and work of an important organisation and its associated persons; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. A good example of climatic adaptations of the type, particularly to the subtropical climates of the Lowveld.</p> | Grade II Provincial Heritage Site |  |
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| | Line ID | No. | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Structure (General) | | | Condition | Legislative Status |
| NZASM_EL | 008 | Hectorspruit Station Water tank | Mpumalanga | Nkomazi Local Municipality | Hectorspruit | 2016/04/15 | -25,4371 | 31,6759 | 1894 | | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 009 | Bridge west of Hectorspruit | Mpumalanga | Nkomazi Local Municipality | Hectorspruit | 2016/04/15 | -25,4554 | 31,652 | 1894 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 010 | Culvert west of Hectorspruit | Mpumalanga | Nkomazi Local Municipality | Hectorspruit | 2016/04/15 | -25,4583 | 31,6341 | 1894 | Single barrel-vaulted rough ashlar culvert. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 011 | Bridge west of Hectorspruit | Mpumalanga | Nkomazi Local Municipality | Malelane | 2016/04/15 | -25,4609 | 31,6141 | 1894 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 012 | Rondavels Malelane | Mpumalanga | Nkomazi Local Municipality | Malelane | 2016/04/15 | -25,4897 | 31,5095 | 1894 | Single storey rondavel originally constructed for black employees. Segmented brick walls, with timber sash windows and sandstone lintels. Roof structure and finish altered over time. Extensions in the form of brick walled, sheet-metal roofed lean-tos | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 013 | Malelane Station | Mpumalanga | Nkomazi Local Municipality | Malelane | 2016/04/15 | -25,4896 | 31,5096 | 1898 | Single storey saddle roofed station building, plastered brick walls with corrugated sheet metal saddle roof covered. Front vestibule enclosed and lean-to roofs added to the side. Roof cavity ventilated through gable walls. Still in service as station. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 014 | Bridge Salt Creek | Mpumalanga | Nkomazi Local Municipality | Malelane | 2016/04/15 | -25,5066 | 31,459 | 1894 | Single span rough ashlar built plate girder bridge. Steel spans removed and bridge abandoned. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | | | Longitude | Structure (General) | Condition | Legislative Status |
| NZASM_EL | | 015 | Culvert west of Salt Creek | Culvert single span | Mpumalanga | Nkomazi Local Municipality | Malelane | 2016 04 15 | -25,5068 | 31,4537 | 1894 | Single barrel-vaulted rough ashlar culvert. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 016 | Cottage Kaapmuiden | Bridge | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,532 | 31,3345 | 1894 | Single storey saddle roofed cottage, brick walls on rough ashlar plinth with corrugated sheet metal saddle roof covered. Stoep part-remodelled. Addition to the back of the cottage both in face brick. Doors and windows replaced. Ventilated roof cavity through grill in top of gable walls. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 017 | Rondavels Kaapmuiden | Bridge | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5334 | 31,3323 | 1894 | Two single storey rondavels originally constructed for black employees. Segmented brick walls, with timber sash windows, since replaced with steel. Roof structure and finish altered over time. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 018 | Cottage Kaapmuiden | Bridge | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5334 | 31,3323 | 1894 | Unique double-roofed NZASM cottage. Single storey saddle roofed cottage, brick walls on rough ashlar plinth with corrugated sheet metal double saddle roof. Stoep part-remodelled. Addition to the back of the cottage both in face brick. High level of original materials and fittings present. | Derelict | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 019 | Villa Kaapmuiden | Bridge | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5332 | 31,3323 | 1894 | Single storey hipped roofed cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof. Wrap around stoep. Highly probable that this originally had a double-roof. Stoep part-remodelled. High level of material authenticity. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 020 | Station Kaapmuiden | Bridge | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5333 | 31,3314 | 1894 | Large island-type station, consisting of a large linear saddle roof spanning over a consecutive series of square pavilions. Originally face brick, the station has since been much remodelled, the walls also plastered. A unique in-tact example of a NZASM platform station. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 021 | Flag Room Kaapmuiden | Bridge | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,533 | 31,3319 | 1894 | Single storey saddle roofed building; brick walls on rough ashlar plinth covered with corrugated sheet metal roof. Much remodelled. Original face brick plastered. Possibly originally a flag room, but more probably ablutions. | Good | Section 34 NHRA (60 year clause) | MHRA |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | COMPLETION DATE | Structure (General) | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | 022 | Bridge Kaap River | Bridge Truss girder | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,542 | 31,316 | 1894 | Multi-span steel girder bridge. Rough ashlar stone embankment abutments and piers with concrete caps. All steel girders removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 023 | Retaining Wall Crocodile Poort | Retaining wall | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,520662 | 31,236202 | 1894 | Rough ashlar stone retaining wall. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 024 | Bridge | Bridge Flat girder double span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Kanyamazane | 2016 04 15 | -25,519578 | 31,231068 | 1894 | Double span rough ashlar constructed bridge, original steel spans replaced. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 025 | Culvert | Culvert single arched | Mpumalanga | Nkomazi Local Municipality | Kanyamazane | 2016 04 15 | -25,51753 | 31,228021 | 1894 | Single barrel-vaulted rough ashlar culvert. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 026 | Bridge Crocodile Poort 2 | Bridge Flat girder double span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Kanyamazane | 2016 04 15 | -25,516102 | 31,226213 | 1894 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 027 | Culvert west of Crocodile Poort Station | Culvert single arched | Mpumalanga | Nkomazi Local Municipality | Kanyamazane | 2016 04 15 | -25,4898 | 31,1577 | 1894 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 028 | Bridge west of Crocodile Poort Station | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Kanyamazane | 2016 04 15 | -25,4875 | 31,1518 | 1894 | Rough ashlar stone embankment abutments with shock absorb arches, concrete caps and plate steel girder of later date. shock absorb arches repaired with concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 029 | Bridge over Karino | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Karino | 2016.04.14 | -25,4724 | 31,0968 | 1894 | Rough ashlar stone embankment abutments with shock absorb arches, concrete caps and plate steel girder of later date. shock absorb arches repaired with concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 030 | Bridge over the Nelspruit | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Nelspruit | 2016.04.14 | -25,4623 | 30,9501 | 1894 | Rough ashlar stone embankment abutments with shock absorb arches, stone piers, concrete caps and plate steel girder of later date. shock absorb arches repaired with concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 031 | Bridge west Cairn | Bridge | Mpumalanga | Nkomazi Local Municipality | Nelspruit | 2016.04.14 | -25,4454 | 30,8861 | 1894 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 032 | Bridge east of Alkmaar | Bridge Plate girder single span | Mpumalanga | Nkomazi Local Municipality | Nelspruit | 2016.04.14 | -25,444004 | 30,854572 | 1894 | Rough ashlar stone embankment abutments concrete caps and plate steel girder of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 033 | Bridge at Alkmaar | Bridge Plate girder single span | Mpumalanga | Nkomazi Local Municipality | Nelspruit | 2016.04.14 | -25,4488 | 30,8333 | 1894 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 034 | Station Alkmaar | Station | Mpumalanga | Nkomazi Local Municipality | Alkmaar | 2016.04.14 | -25,4414 | 30,8255 | 1898 | Single storey double saddle roofed station building, plastered brick walls with corrugated sheet metal saddle roof covered. Front stoep enclosed and platform entrance remodelled. High level of original material authenticity with much original fabric remaining, including encaustic tiles, timber moulding, ceilings. Abandoned and fast decaying. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 035 | House Alkmaar 1 | Cottage | Mpumalanga | Nkomazi Local Municipality | Alkmaar | 2016.04.14 | -25,4418 | 30,8257 | 1894 | Single storey ventilated hipped roofed cottage, brick walls on brick plinth and covered with corrugated sheet metal roof. Wrap around stoep. Stoep part-remodelled. Roof cavity ventilated through openings between stoep roof and main roof. | Poor | Section 34 NHRA (60 year clause) | MHRA |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the steel superstructure is of a later date, it mimics and reminds of the original and as a heritage resource too retains similar significance.</p> | Grade II Provincial Heritage Site |  |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. A good example of climatic adaptations of the type, particularly to the subtropical climates of the Lowveld. Of a rare and threatened typology but with high material authenticity.</p> | Grade II Provincial Heritage Site |  |
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|----------|----------------|-----|------------------------------|---|------------|-------------------------------|------------|---------------|-----------------|-------------|----------------------|---|-----------|---|---------------------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 036 | House at Alkmaar 2 | Cottage | Mpumalanga | Nkomazi Local Municipality | Alkmaar | 2016.04.14 | -25,4418 | 30,8253 | 1894 | Single storey ventilated hipped roofed cottage, brick walls on brick plinth and covered with corrugated sheet metal roof. Wrap around stoep. Steep part-remodelled. Roof cavity ventilated through openings between stoep roof and main roof. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 037 | Bridge west of Alkmaar | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Alkmaar | 2016.04.14 | -25,439 | 30,8184 | 1894 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 038 | Station Schagen | Station | Mpumalanga | Nkomazi Local Municipality | Schagen | 2016.04.14 | -25,4303 | 30,7932 | 1894 | Single storey saddle roofed station building, plastered brick walls with corrugated sheet metal saddle roof covered. Front stoep enclosed and lean-to roofs added to the back. Roof cavity ventilated through gable walls. High level of original material authenticity but derelict. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 039 | Elandshoek Station | Station | Mpumalanga | Nkomazi Local Municipality | Elandshoek | 2007.11.28 | -25,504458 | 30,700429 | 1894 | Single storey double saddle roofed station building, rough ashlar walls covered by with corrugated sheet metal saddle roof. Front stoep enclosed and platform entrance remodelled. High level of original material authenticity with much original fabric remaining, including encaustic tiles, timber moulding, ceilings. Abandoned and fast decaying. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 040 | Bridge Ngodwana | Bridge Flat girder double span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Ngodwana | 2016.04.14 | -25,5715 | 30,6604 | 1894 | Double span rough ashlar constructed bridge, original steel spans replaced. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 041 | House Ngodwana | Cottage | Mpumalanga | Nkomazi Local Municipality | Ngodwana | 2016.04.14 | -25,587 | 30,6347 | 1894 | Single storey ventilated hipped roofed cottage, brick walls on brick plinth and covered with corrugated sheet metal roof. Wrap around stoep. Steep part-remodelled. Roof cavity ventilated through openings between stoep roof and main roof. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 042 | Flat Culvert east of Hemlock | Culvert double span | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016.04.14 | -25,5981 | 30,5995 | 1894 | Low stone-built double box-culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 043 | Bridge east of Waterval Onder | Bridge Plate girder single span | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,5985 | 30,5947 | 1894 | Rough ashlar stone embankment abutments concrete caps and plate steel girder of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 044 | Culvert east of Waterval Onder | Culvert single arched | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,602 | 30,5859 | 1894 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 045 | Culvert east of Waterval Onder | Culvert single arched | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,6045 | 30,5496 | 1894 | Single barrel-vaulted rough ashlar culvert. Remedial repairs in concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 046 | Culvert east of Waterval Onder | Culvert single arched | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,6042 | 30,5422 | 1894 | Single barrel-vaulted rough ashlar culvert. Remedial repairs in concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 047 | Bridge east of Waterval Onder | Bridge Plate girder single span | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,6166 | 30,5227 | 1894 | Rough ashlar stone embankment abutments concrete caps and plate steel girder of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 048 | Culvert east of Waterval Onder | Culvert single arched | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,616 | 30,5008 | 1894 | Single barrel-vaulted rough ashlar culvert. Bracing added. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 049 | Culvert east of Waterval Onder | Culvert single arched | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016 04 14 | -25,608 | 30,4805 | 1894 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Structure (General) | Condition | Legislative Status |
| NZASM_EL | | 050 | Culvert east of Waterval Onder | Culvert triple arched | Mpumalanga | Emakhazeni Local Municipality | Ngodwana | 2016.04.14 | -25,6079 | 30,4806 | 1894 | Triple barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 051 | Black Eagle Bridge | Bridge Plate girder single span | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2013.01.15 | -25,6102 | 30,4302 | 1894 | Rough ashlar stone embankment abutments concrete caps and plate steel girder of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 052 | Culvert east Waterval Onder | Culvert single span | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016.04.14 | -25,6254 | 30,3985 | 1894 | Low stone-built double box-culvert. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 053 | Cottage Waterval Onder | Cottage | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016.04.14 | -25,647 | 30,384 | 1896 | Single storey saddle roofed cottage, brick walls covered with corrugated sheet metal roof. Steep enclosed and facades plastered. Doors and windows replaced. Ventilated roof cavity through top of gable ends. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 054 | Hospital Waterval Onder | Hospital | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016.04.14 | -25,6472 | 30,3838 | 1896 | Single storey hipped roofed hospital, plastered brick walls and covered with corrugated sheet metal roof. Roof cavity ventilated through openings between stoep roof and main roof. Wrap around stoep. Stoep remodelled. Currently serves as private dwelling. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 055 | Hospital 2 Waterval Onder | Hospital | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016.04.14 | -25,6477 | 30,3827 | 1896 | Single storey hipped roofed hospital, plastered brick walls and covered with corrugated sheet metal roof. Roof cavity ventilated through openings between stoep roof and main roof. Wrap around stoep. Stoep remodelled. Currently serves as contractors' site office. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 056 | Toilet Block Waterval Onder | Toilet | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016.04.14 | -25,647316 | 0,383087 | 1896 | Single storey saddle roofed building; brick walls covered with corrugated sheet meta roof. Original face brick plastered. Probably originally ablution facilities. | Derelict | Section 34 NHRA (60 year clause) | MHRA |

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|----------|----------------|-----|--|-----------------------------|------------|-------------------------------|----------------|---------------|-----------------|-------------|----------------------|---|-----------|---|---------------------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 057 | Waterval Onder Ruin foundations | Building - Unknown function | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016 04 14 | -25,6477 | 30,3824 | 1894 | Ruin of former building. Rough ashlar. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 058 | Bridge west of Waterval Onder | Bridge | Mpumalanga | Emakhazeni Local Municipality | Waterval Onder | 2016 04 14 | -25,6479 | 30,3802 | 1894 | Single span rough ashlar built plate girder bridge. Steel spans removed and bridge abandoned. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 059 | Five Arch Bridge | Bridge Arched | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | | -25,6443 | 30,3542 | 1894 | Five-span arched rough ashlar built bridge. | Fair | Provincial Heritage Resource | MHRA |
| NZASM_EL | | 060 | Gangers Cottage east of Waterval Boven | Cottage Gangers | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6433 | 30,3464 | 1894 | Ruin of single storey saddle roofed gangers cottage, rough ashlar walls on rough ashlar plinth and originally covered with corrugated sheet metal. Ruined. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 061 | Eastern Line Tunnel | Tunnel | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6359 | 30,3447 | 1894 | Rough ashlar faced parabolic tunnel. | Fair | Provincial Heritage Resource | MHRA |
| NZASM_EL | | 062 | NZASM Eastern Line Head Quarters | Bridge | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6642 | 30,3294 | 1896 | Large linear single storey hipped roofed administration building. Rough ashlar stone walls on rough ashlar plinth and formerly covered with corrugated sheet metal roof. Stoep front and back. Internal walls of soft baked mud brick. Entire part-remodelled. Gutted by a fire in February 2016. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 063 | Waterval Boven Gangers Cottage | Cottage Gangers | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | 30,3301 | | 1894 | Single storey saddle roofed gangers cottage, rough ashlar walls on rough ashlar plinth with corrugated sheet metal saddle roof. Roof ventilated through grill in top of gable walls. Stoep part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 064 | Third Avenue Hospital Boven Cottage 1 | Hospital | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6443 | 30,3263 | 1897 | Single storey hipped roofed hospital, plastered brick walls and covered with corrugated sheet metal roof. Roof cavity ventilated through openings between stoep roof and main roof. Wrap around stoep. Stoep remodelled. Converted to two dwellings. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 065 | Third Avenue Hospital Boven Cottage 2 | Hospital | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6442 | 30,3267 | 1897 | Single storey hipped roofed hospital, plastered brick walls and covered with corrugated sheet metal roof. Roof cavity ventilated through openings between stoep roof and main roof. Wrap around stoep. Stoep remodelled. Converted to two dwellings. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 066 | 15 Third Avenue | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6442 | 30,3268 | 1897 | Single storey hipped roofed double cottage, brick walls and covered with corrugated sheet metal roof. Highly probable that this cottage was historically associated with the hospital. Stoep part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 067 | 17 Third Avenue | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6441 | 30,3269 | 1897 | Single storey hipped roofed double cottage, brick walls and covered with corrugated sheet metal roof. Highly probable that this cottage was historically associated with the hospital. Stoep part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 068 | 19 Third Avenue | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6441 | 30,3272 | 1897 | Single storey hipped roofed double cottage, brick walls and covered with corrugated sheet metal roof. Highly probable that this cottage was historically associated with the hospital. Stoep part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 069 | 21 Third Avenue | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6442 | 30,3273 | 1897 | Single storey hipped roofed double cottage, brick walls and covered with corrugated sheet metal roof. Highly probable that this cottage was historically associated with the hospital. Stoep part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 070 | Pizzeria Third Avenue | Cottage | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6435 | 30,329 | 1897 | Typical NZASM double-cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into a restaurant. Front stoep remodelled. Extensions in brick. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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|----------|-----|---------------------------|---------------------|----------------------|-------------------------------|----------------|---------------|----------|-----------|-----------------|--|----------------------|----------------------------------|--------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Structure (General) | Condition | Legislative Status |
| NZASM_EL | 071 | Fourth Avenue Cottage 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6436 | 30,3306 | 1897 | Typical NZASM double-cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into a single family dwelling. Front stoeps remodelled. Extensions in brick. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 072 | Fourth Avenue Cottage 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6438 | 30,3301 | 1897 | Typical NZASM double-cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into a single family dwelling. Front stoeps remodelled. Extensions in brick. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 073 | Fourth Avenue Cottage 3 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,644 | 30,3298 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 074 | Fourth Avenue Cottage 4 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,644 | 30,3298 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 075 | First Avenue Cottage 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,641 | 30,3328 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep. Ascribed to NZASM but further research required. Replastered, including faux-quoining. Converted to single-family residence. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 076 | 46 First Avenue Cottage 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,641 | 30,3329 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 077 | 46 First Avenue Cottage 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,641 | 30,333 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 078 | House 7th Street | Cottage | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6415 | 30,3334 | 1897 | Single storey pyramid roofed cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof. Front stoep enclosed. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 079 | Cottage 1 7th Str. | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6417 | 30,3334 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep remodelled. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 080 | Cottage 2 7th Str. | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6416 | 30,3335 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep remodelled. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 081 | Cottage 3 7th Str. | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6417 | 30,3335 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep remodelled. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 082 | Cottage 4 7th Str. | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6417 | 30,3334 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep remodelled. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 083 | 3 7th Street Cottage 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6422 | 30,3335 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep enclosed. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 084 | 3 7th Street Cottage 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6421 | 30,3335 | 1897 | Single storey hipped roofed double cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stoep enclosed. Ascribed to NZASM but further research required. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The structure forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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|----------|----------------|-----|-----------------------------------|---------------------|------------|-------------------------------|----------------|---------------|-----------------|-------------|----------------------|---|-----------|----------------------------------|---------------------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 085 | Cottage 4 Fourth Av | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,643 | 30,3315 | 1897 | Typical NZASM double-cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into a single family dwelling. Front stoeps remodelled. Extensions in brick. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 086 | Old Age Home | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6433 | 30,3316 | 1897 | Series of three married staff accommodation buildings remodelled into a single retirement home. Constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal saddle roof on timber trusses. Front stoep remodelled. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 087 | Cottage 5 4th Av 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6433 | 30,3309 | 1897 | Double staff cottage. Constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal saddle roof on timber trusses. Front stoep remodelled, doors and windows replaced. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 088 | Cottage 5 4th Av 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6432 | 30,3309 | 1897 | Double staff cottage. Constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal saddle roof on timber trusses. Front stoep remodelled, doors and windows replaced. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 089 | Cottage Corner 3rd and 5th | Cottage | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6426 | 30,3305 | 1897 | Typical NZASM Station master's dwelling. Double staff cottage. Constructed from rough ashlar stone, on stone plinth with front gable, covered with corrugated sheet metal saddle roof on timber trusses. Front stoep remodelled, doors and windows replaced. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 090 | Cottage co 1st Av. and 5th Str. 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6413 | 30,3304 | 1897 | NZASM double L-plan cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in fired face brick. Only three such buildings known to exist, the others located at Middelburg and Volksrust. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 091 | Cottage co 1st Av. and 5th Str. | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6416 | 30,3305 | 1897 | NZASM double L-plan cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in fired face brick. Only three such buildings known to exist, the others located at Middelburg and Volksrust. | Good | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status |
| NZASM_EL | 092 | Nursery school 5th street | Cottage | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6424 | 30,3305 | 1897 | Single storey hipped roofed house, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stepped gable with decorative mouldings and wrought iron finial. Front stoep remodelled. Unique. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 093 | Doctors Residence 1st Ave | Cottage | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6414 | 30,33 | 1897 | Single storey hipped roofed house, coursed ashlar walls on rough ashlar plinth and covered with corrugated sheet metal roof with ventilator. Front stepped gable with double arched windows and side stoep. Many internal finishings remain. Unique. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 094 | Cottage Park Avenue | Cottage Gangers | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6427 | 30,3287 | 1897 | Single storey double cottage, rough ashlar walls on rough ashlar plinth and saddle roof covered with corrugated sheet metal. Roof ventilated through grill in top of gable walls. Stoep part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 095 | Toilet to Cottage Park Avenue | Toilet | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,63 | 30,3225 | 1897 | Single storey ablution block, plastered walls on rough ashlar plinth and saddle roof covered with corrugated sheet metal roof. Part-remodelled. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 096 | NZASM Memorial Waterval Boven | Memorial | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2012.04.02 | -25,6408 | 30,3305 | 1934 | Stone monolith with brass plaque and sections of track including a section of rack-rail. | Good | Section 37 NHRA (Memorials) | MHRA |
| NZASM_EL | 097 | Bovenhuis 4th | Row houses | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.13 | -25,6427 | 30,3313 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into tourist accommodation. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 098 | Shamrock Inn | Row houses | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.13 | -25,6429 | 30,3305 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into tourist accommodation. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |

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| <p>This memorial, being commemorative of the larger NZASM endeavour, falls under the generic NZASM statement of significance. Its importance lies in its associations with South Africa's community and heritage; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a unique ensemble that includes the memorialisation of the rack rail system. The memorial forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | | 099 | Waterval Boven Library | Row houses | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.13 | -25,6431 | 30,33 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into a library. Front stoep remodelled. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 100 | Cottage co 4th Ave. and 5th Str. 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.13 | -25,6436 | 30,3307 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 101 | Cottage co 4th Ave. and 5th Str. 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6437 | 30,3306 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 102 | Cottage 5 4th avenue 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6438 | 30,3304 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 103 | Cottage 5 4th avenue 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6438 | 30,3303 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 104 | Cottage 6 4th avenue 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6438 | 30,3303 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 105 | Cottage 6 4th avenue 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016.04.14 | -25,6438 | 30,3301 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |

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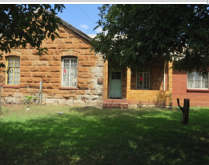


| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | |
|----------|-----|---------------------------|---|----------------------|-------------------------------|----------------|---------------|------------|-----------|-----------------|--|----------------------|----------------------------------|---------------------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | Structure (General) | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | 106 | Cottage 7 4th avenue 1 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6439 | 30,3299 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 107 | Cottage 7 4th avenue 2 | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,6439 | 30,3298 | 1897 | Typical NZASM married staff accommodation, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Converted into two dwellings. Front stoep remodelled. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 108 | Station Waterval Boven | Station | Mpumalanga | Emakhazeni Local Municipality | Waterval Boven | 2016 04 14 | -25,640843 | 30,330918 | 1894 | Corrugated sheet metal on timber frame linear island-platform station with double storey signal room incorporated. Hipped sheet metal roof. Interior much altered and façade much restored. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 109 | Culvert east of Goedgeluk | Culvert single span | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,64652 | 30,292702 | 1894 | Rough ashlar box culvert. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 110 | Culvert west of Goedgeluk | Culvert single arched | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,647691 | 30,292048 | 1894 | Single barrel-vaulted rough ashlar culvert. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 111 | Bridge west of Goedgeluk | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,649296 | 30,289666 | 1894 | Rough ashlar stone embankment abutments with shock absorb arches, concrete caps and plate steel girder of later date. shock absorb arches repaired with concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 112 | Leeuwspruit Bridge | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,6539 | 30,2594 | 1894 | Rough ashlar stone embankment abutments with shock absorb arches, concrete caps and plate steel girder of later date. shock absorb arches repaired with concrete. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | | | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | 113 | Cottage 1 Station Street | Semi-detached house | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,6643 | 30,2535 | 1894 | Single storey saddle roofed double cottage, brick walls covered with corrugated sheet metal roof. Stoep enclosed and facades plastered. Doors and windows replaced. Converted to single family residence. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 114 | Cottage 2 Station street | Cottage | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,6649 | 30,2536 | 1894 | Single storey saddle roofed cottage, brick walls covered with corrugated sheet metal roof. Extended to the front with hipped roof extension. Stoep enclosed and facades plastered. Doors and windows replaced. Converted to single family residence. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 115 | Cottage 3 Station Street | Cottage | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,6646 | 30,2529 | 1894 | Single storey saddle roofed cottage, brick walls covered with corrugated sheet metal roof. Extended to the front with hipped roof extension. Stoep enclosed and facades plastered. Doors and windows replaced. Converted to single family residence. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 116 | Cottage 4 Station Str. | Shed | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,666 | 30,254 | 1894 | Corrugated sheet metal on timber frame shed, converted to residential use. Saddle sheet metal roof. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 117 | Machadodorp Gangers Cottage | Cottage Gangers | Mpumalanga | Emakhazeni Local Municipality | Machadodorp | 2016 04 13 | -25,6648 | 30,2519 | 1894 | Single storey saddle roofed gangers cottage, brick walls on corrugated sheet metal saddle roof. Roof ventilated through grill in top of gable walls. Façade plastered and stoep enclosed. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 118 | Cottage Pan Sta | Cottage | Mpumalanga | Emalahleni Local Municipality | Pan | 2016 04 10 | -25,759 | 29,6673 | 1894 | Single storey saddle roofed cottage, brick walls covered with corrugated sheet metal roof. Extended to the back with lean-to extension. Doors and windows replaced. Abandoned and derelict. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 119 | Pan Station | Station | Mpumalanga | Emalahleni Local Municipality | Pan | 2016 04 10 | -25,7592 | 29,6673 | 1894 | Single storey saddle hipped roofed station building, rough ashlar walls on rough ashlar plinth and saddle roof covered with corrugated sheet metal. Stoep part-remodelled. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |

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| NZASM_EL | | 120 | Pan Station Water tank | Water tank | Mpumalanga | Emalahleni Local Municipality | Pan | 2016.04.10 | -25,759 | 29,6667 | 1894 | Riveted steel tank, manufactured by the 'Machinefabriek Breda, 1893'. Located on top of a tank stand. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 121 | Klein Olifants River bridge | Bridge Combined | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,7693 | 29,529 | 1894 | Multi-span steel girder bridge. Rough ashlar stone embankment abutments and piers (later encased in concrete) with concrete caps and box and plate girders of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 122 | Middelburg Station | Station | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,77379 | 29,470149 | 1894 | Attractive sandstone station building with coursed ashlar decorative stonework, including speklaag. Single stepped gable adorns the building on the town-facing side, while the rail-facing gable articulated with an attractive cantilevered platform roof. Originally also housed the station master's residence. | Fair | Provincial Heritage Resource | MHRA |
| NZASM_EL | | 123 | Middelburg Cottage 1 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,771 | 29,4682 | 1894 | Typical NZASM double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 124 | Middelburg Cottage 2 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,7709 | 29,4679 | 1894 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 125 | Middelburg Cottage 3 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,7708 | 29,4676 | 1894 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in hard fired face brick. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 126 | Middelburg Cottage 4 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,7708 | 29,4674 | 1894 | Typical NZASM double cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in hard fired face brick. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | 127 | Middelburg Cottage 5 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,7707 | 29,4669 | 1894 | Typical NZASM double cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in hard fired face brick. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 128 | Middelburg Cottage 6 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,7707 | 29,4668 | 1894 | Typical NZASM double cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in hard fired face brick. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 129 | Middelburg Cottage 7 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,7734 | 29,4686 | 1894 | NZASM double L-plan cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in fired face brick. Only three such buildings known to exist, the others located at Waterval Boven and Volksrust. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 130 | Middelburg Cottage 8 | Semi-detached house | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,7736 | 29,4688 | 1894 | NZASM double L-plan cottage, constructed from rough ashlar stone, on stone plinth, covered with corrugated sheet metal hipped roof on timber trusses. Front stoep remodelled. Extensions in fired face brick. Only three such buildings known to exist, the others located at Waterval Boven and Volksrust. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 131 | Groot Olifants River Bridge | Bridge Inverted truss girder | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,8066 | 29,3186 | 1894 | Multi-span steel girder bridge. Rough ashlar stone embankment abutments and piers (later encased in concrete) with concrete caps and inverted box girders of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 132 | Culvert west of Groot Olifants River Bridge | Culvert single span | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,8066 | 29,317 | 1894 | Rough ashlar box culvert. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | 133 | Three Arch Culvert between Olifants River Bridge and Station | Culvert triple arched | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016 04 10 | -25,8068 | 29,3196 | 1894 | Triple barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The structure forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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|----------|----------------|-----|---|--------------------------------|------------|-------------------------------|------------|---------------|-----------------|-------------|----------------------|---|---------------------|---|--------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Structure (General) | Condition | Legislative Status |
| NZASM_EL | | 134 | Culvert Olifants River Station | Culvert single span | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,8118 | 29,3087 | 1894 | Rough ashlar box culvert. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 135 | Gangers Cottage Olifants River Station | Cottage Gangers | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,8135 | 29,2985 | 1894 | Ruin of single storey saddle roofed gangers cottage, rough ashlar walls on rough ashlar plinth and originally covered with corrugated sheet metal. Ruined. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 136 | Olifants River Station Water Tank Pylon | Water tank stand | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,8136 | 29,2985 | 1894 | Rough ashlar water tank stand. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 137 | Cottage1 Clewer | Cottage Gangers | Mpumalanga | Emalahleni Local Municipality | Clewer | 2016.04.10 | -25,9002 | 29,1386 | 1894 | Single storey saddle roofed double cottage, rough ashlar walls on rough ashlar plinth, roof covered with corrugated sheet metal. Muck altered and in service as single family dwelling. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 138 | Station Clewer | Station | Mpumalanga | Emalahleni Local Municipality | Clewer | 2016.04.10 | -25,9006 | 29,1376 | 1894 | Single storey hipped roofed station building, plastered brick walls with corrugated sheet metal saddle roof covered. Front stoep enclosed. Stripped and ruined. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 139 | Cottage 2 Clewer | Cottage | Mpumalanga | Emalahleni Local Municipality | Clewer | 2016.04.10 | -25,9017 | 29,135 | 1894 | Single storey pyramid roofed cottage, brick walls on rough ashlar plinth and covered with corrugated sheet metal roof. Front stoep part enclosed. Abandoned. | Good | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_EL | | 140 | Fish belly Bridge Saalklap Spruit | Bridge Fish belly girder truss | Mpumalanga | Emalahleni Local Municipality | Middelburg | 2016.04.10 | -25,879 | 29,0116 | 1894 | Single span rough ashlar built fish-belly plate girder bridge. Original fish belly's still extant. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | | | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | 141 | Wilge Rivier Station | Station | Gauteng | City of Tshwane Metropolitan Municipality | Bronkhorstspuit | 2016 04 10 | -25,8504 | 28,9206 | 1894 | Single storey hipped roofed station building, plastered brick walls with corrugated sheet metal saddle roof. Much altered and converted for use as residence. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 142 | Culvert west of Wilge River station | Culvert single arched | Gauteng | City of Tshwane Metropolitan Municipality | Bronkhorstspuit | 2016 04 10 | -25,849 | 28,9172 | 1894 | Single barrel-vaulted rough ashlar culvert. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 143 | Bronkhorstspuit bridge | Bridge | Gauteng | City of Tshwane Metropolitan Municipality | Bronkhorstspuit | 2016 04 10 | -25,795446 | 28,750515 | 1894 | Single span rough ashlar built plate girder bridge. Steel spans removed and bridge abandoned. Part demolished. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 144 | Elandspoor Bridge | Bridge | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | 2016 04 10 | -25,764457 | 28,194718 | 1894 | Single span rough ashlar built plate girder bridge. Steel spans removed and bridge abandoned. Part demolished. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 145 | Pretoria Station Telegraph office | Office building | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | 2016 07 24 | -25,760812 | 28,191784 | 1898 | Single storey hipped roofed administration building with central courtyard. Originally, now plastered brick walls on rough ashlar plinth with corrugated sheet metal saddle roof. Much altered and recently restored. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 146 | Pretoria Station NZASM Goods Store | Office building | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | 2013 12 27 | -25,760363 | 28,19235 | 1898 | Single storey saddle roofed administration building. Originally face, now plastered, brick walls covered with corrugated sheet metal roof with dormer windows. Extensive interior remodelling. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 147 | Pretoria Station NZASM Shed Gautrain Station | Shed | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | | -25,758607 | 28,190189 | 1894 | Large locomotive shed, constructed of railway tracks, bent and formed into portal frames with tie rods, covered with corrugated sheet metal. Currently serves as car parking. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The structure forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | Structure (General) | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_EL | 148 | Pretoria Station Printed Matter Store | Office building | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | 2013 11 25 | -25,757563 | 28,190119 | 1898 | Double storey saddle roofed administration building with end gables. Originally face, now plastered, brick walls covered with corrugated sheet metal roof with functional roof void lit by dormer windows. Extensive interior remodelling. | Good | Provincial Heritage Resource | PHRA-Gauteng |
| NZASM_EL | 149 | Pretoria Station Station Master's House | Cottage | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | | -25,757184 | 28,189816 | 1894 | Single storey saddle roofed cottage, brick walls covered with corrugated sheet metal roof. Stoep enclosed and facades plastered. Doors and windows replaced. Much altered. Originally station master's residence. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 150 | NZASM Court Houses | Semi-detached house | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | 2011 08 08 | -25,761927 | 28,18788 | 1898 | Compound of 7 B- or C-type NZASM double cottages, brick walls on rough ashlar stone plinths with shared front central gable walls and corrugated sheet metal saddle roofs, arranged in an oval. Heavily renovated, facades plastered. Internal modifications affected over time. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_EL | 151 | NZASM Court School | School | Gauteng | City of Tshwane Metropolitan Municipality | Pretoria | 2011 08 08 | -25,762471 | 28,188033 | 1898 | Brick built single storey school building. One of two remaining schools for children of employees constructed by the NZASM (the other at Volksrust) with cantilevered over on bracketed sprockets. Part of the Salvokop NZASM Court ensemble. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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03.4 NZASM Barberton Branch Line (1892-1899)

Background to the line

The Kaap Goldfields in the district of Barberton had been established in 1884.

When the alignment of the NZASM Eastern Line was taken directly from Waterval Boven to Kaapmuiden by way of Elands River Valley and the Crocodile Poort rather than the longer intended trajectory past Barberton there was local political agitation to have Barberton connected to the rail. Previous surveys undertaken by the NZASM had identified the difficult terrain and subsequent high cost of the line, decisive in finding an alternative route, so there was no enthusiasm for this venture. Local entrepreneurs Lewis and Marks with Frank Watkins crated a syndicate to construct the line, and to this end contracted Pettegrew & Co. The same difficulties that beset the building of the Eastern Line in the Lowveld prevailed - difficult terrain, malaria and tsetse fly, in this case exacerbated by heavy rains and flooding in 1895, which damaged the two Kaap River bridges, then still under construction. The contractors floundered, and the Watkins Syndicate terminated the contract and dissolved the syndicate. The NZASM had no recourse but to take over the construction, which was completed in 1896.

Researchers' comments per site

NZASM_BBL_001: Bridge 1 north of Greenstone Station; Bridge Flat girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_002: Bridge 2 north of Greenstone Station; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; A particularly fine example of a vaulted ashlar viaduct. Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_003: Bridge south of Greenstone Station; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_004: Culvert north of Tonetti Station; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

03.27 (left): The Bridge over the Kaap River (NZASM_BBL_008, Umjindi Local Municipality). The setting of this bridge in the beautiful Makhonjwa Mountains makes it all the more spectacular and increases its tourism potential.

03.28 (bottom left): Inspecting the Barberton Branch Line at NZASM_BBL_001.

03.29 (bottom right): Detail of the plate girder bridge over the Revolver Creek (NZASM_BBL_005).





NZASM_BBL_005: Bridge south west of Revolver Creek Station; Bridge Flat girder single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_006: Bridge over Louw's Creek; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_BBL_007: Bridge over the Sheba River; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_BBL_008: Bridge over the Kaap River at Avoca; Bridge Inverted truss girder; On the original trajectory, still in use; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic

NZASM_BBL_009: Bridge over the Kaap River (Joe's Luck Bridge); Bridge Combined; On the original trajectory, still in use; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_BBL_010: Small culvert at Noordkaap Junction; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_011: Bridge south west of Caledonian station; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_012: Hospital Caledonian Station; Hospital; Associated with other remaining built structures along the original trajectory and in the Barberton district; Could be adaptively re-used to suit current circumstances and needs

NZASM_BBL_013: Building south of Caledonian Station; Hostel; Associated with other remaining built structures along the original trajectory and in the Barberton district; Could be adaptively re-used to suit current circumstances and needs.

NZASM_BBL_014: Fairfield Mine Culvert; Large arched culvert at Fairfield Mine turn off; On the original trajectory, still in use; A particularly fine example of a vaulted masonry culvert. Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_015: Bridge south of Caledonian Station; Bridge Flat girder double span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_016: Bridge north of Barberton; Bridge Flat girder single span with shock absorb arches; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_BBL_017: House Kruger Street; Cottage; Associated with other remaining built structures along the original trajectory and at the Baberton station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_BBL_018: House Joubert Street; Cottage; Associated with other remaining built structures along the original trajectory and at the Baberton station precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_BBL_019: House Ruin Nourse Street; Cottage; Associated with other remaining built structures along the original trajectory and at the Malelane station precinct; Important built residue,

03.30: A previously unidentified NZASM hospital building, close to Caledon Station (NZASM_BBL_012), now a private residence.

defunct. Unique and should any development occur, cognisance should be given to their heritage importance.

Reflection

The Barberton Branch line traverses of the most romantic and spectacular landscapes with evocative names such as Sheba and Revolver Creek. It has of the most impressive engineered bridge structures and the entire trajectory and all substructures are original, hence an authentic residue of the NZASM endeavor. It falls under a single Provincial Heritage Resources Authority, namely that of Mpumalanga, hence facilitating the potential for holistic and integrated heritage management. Like the Eastern Line this trajectory most logically makes for its declaration and management as a serial entity. It holds great tourism potential, being proximate to *The Barberton Mountain Land, Barberton Greenstone Belt or Makhonjwa Mountains* (on the tentative list of UNESCO World Heritage sites), an imperative for any heritage actions.



03.31 (top): Another one of the smaller single span plate girder bridges on the Barberton Branch Line (NZASM_BBL_016).

03.32 (middle): One of three cottages that remain of the staff housing at the NZASM Barberton Station. In this instance the ventilated double-roof has been removed (NZASM_BBL_017)


03.33 (bottom): A well preserved NZASM cottage close to the Barberton Station precinct (NZASM_BBL_018).



| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | |
|-----------|------|--|---|----------------------|----------------------------|------------|---------------|------------|-----------|-----------------|--|----------------------|----------------------------------|--------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Structure (General) | Condition | Legislative Status |
| NZASM_BBL | _001 | Bridge 1 North of Greenstone Station | Bridge Flat girder single span | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5491 | 31,3216 | c.1896 | Rough ashlar stone embankment buttresses with concrete caps and plate steel girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _002 | Bridge 2 North of Greenstone Station | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5635 | 31,3186 | c.1896 | Ruin of single storey brick built cottage with double ventilated corrugated iron roof on timber trusses. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _003 | Bridge south of Greenstone Station | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5734 | 31,3202 | c.1896 | Rough ashlar stone embankment buttresses with shock absorb arches, concrete caps and plate steel girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _004 | Culvert north of Tonetti Station | Culvert single arched | Mpumalanga | Nkomazi Local Municipality | Kaapmuiden | 2016 04 15 | -25,5775 | 31,3197 | c.1896 | Rough ashlar flat culvert | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _005 | Bridge south west of Revolver Creek Station | Bridge Flat girder single span | Mpumalanga | Umjindi Local Municipality | Barberton | 2012 04 03 | -25,627144 | 31,304361 | c.1896 | Rough ashlar stone embankment buttresses with concrete caps and up-stand plate girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _006 | Bridge over Louw's Creek | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Umjindi Local Municipality | Barberton | 2012 04 03 | -25,643210 | 31,288023 | c.1896 | Rough ashlar stone embankment buttresses with shock absorb arches, concrete caps and plate steel girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _007 | Bridge over the Sheba River | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Umjindi Local Municipality | Barberton | 2012 04 04 | -25,684342 | 31,174522 | c.1896 | Rough ashlar stone embankment buttresses with shock absorb arches, concrete caps and plate steel girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _008 | Bridge over the Kaap River at Avoca | Bridge Inverted truss girder | Mpumalanga | Umjindi Local Municipality | Barberton | 2012 04 05 | -25,680761 | 31,170074 | c.1896 | Rough ashlar stone embankment buttresses with shock absorb arches, concrete caps and girder bridge superstructure of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_BBL | _009 | Bridge over the Kaap River (Joe's Luck Bridge) | Bridge Combined | Mpumalanga | Umjindi Local Municipality | Barberton | 2012 04 06 | -25,669197 | 31,131108 | c.1896 | Rough ashlar stone embankment buttresses with shock absorb arches, concrete caps and composite plate and girder bridge superstructure of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |

| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CONDITION | CURRENT LEGAL STATUS | | |
|-----------|------|---|---|----------------------|----------------------------|-----------|---------------|------------|-----------|-----------------|--|-----------|----------------------------------|--------------------|--------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | Structure (General) | | Legislative Status | Heritage Authority | Jurisdiction |
| NZASM_BBL | _010 | Small culvert at Noordkaap Junction | Culvert single span | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 07 | -25,679627 | 31,079862 | c.1896 | Rough ashlar flat culvert | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _011 | Bridge south west of Caledonian station | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 08 | -25,683359 | 31,079754 | c.1896 | Rough ashlar stone embankment buttresses with concrete caps and plate steel girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _012 | Hospital Caledonian Station | Hospital | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 09 | -25,710872 | 31,061886 | c.1896 | Single storey brick built hospital building, converted to residence, with corrugated iron roof an ventilated roof void. | Good | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _013 | Building south of Caledonian Station | Hostel | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 09 | -25,71371 | 31,061068 | c.1896 | Single storey brick built building, with corrugated iron roof an ventilated roof void. | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _014 | Fairfield Mine Culvert | Large arched culvert at Fairfield Mine turn off | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 10 | -25,717822 | 31,059343 | c.1896 | Single span rough ashlar arched culvert. | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _015 | Bridge south of Caledonian Station | Bridge Flat girder double span with shock absorb arches | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 11 | -25,722539 | 31,054225 | c.1896 | Rough ashlar stone embankment buttresses with concrete caps and up-stand plate girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _016 | Bridge north of Barberton | Bridge Flat girder single span with shock absorb arches | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 12 | -25,745512 | 31,045417 | c.1896 | Rough ashlar stone embankment buttresses with shock absorb arches, concrete caps and composite plate and girder bridge superstructure of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _017 | House Kruger Street | Cottage | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 13 | -25,788292 | 31,045361 | c.1896 | Single storey brick built cottage with corrugated iron roof on timber trusses. | Fair | Section 34 NHRA (60 year clause) | MHRA | |
| NZASM_BBL | _018 | House Joubert Street | Cottage | Mpumalanga | Umgindi Local Municipality | Barberton | 2012 04 14 | -25,788828 | 31,046667 | c.1896 | Single storey brick built cottage with double ventilated corrugated iron roof on timber trusses. | Good | Section 34 NHRA (60 year clause) | MHRA | |

| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | |
|-----------|------|--------------------------|---------|----------------------|----------------------------|-----------|---------------|------------|-----------|---------------------|--|-------------|---|--------------------|--------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | Structure (General) | | | Condition | Legislative Status | Heritage Authority |
| NZASM_BBL | _019 | House Ruin Nourse Street | Cottage | Mpumalanga | Umjindi Local Municipality | Barberton | 2012-04-15 | -25,789105 | 31,047035 | c.1896 | Ruin of single storey brick built cottage with double ventilated corrugated iron roof on timber trusses. | Ruined | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA | MHRA |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
|---|--|---|
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | <p>Grade II Provincial Heritage Site</p> |  |





HEIDELBERG

ENTRANCE
INGANG

03.5 NZASM South–Eastern Line (1888–1899)

Background to the South-Eastern Line

This was the line connecting the Witwatersrand to the Durban Harbour. It required a co-operative agreement of the NZASM with the Natal Government Railways, which undertook its commitments to the project as a matter independent of its Natal headquarters.

The first portion to be completed was the short section between Charlestown and the ZAR border, undertaken by HS Smith as contractor.

The line between Border Spruit and Heidelberg was divided into twelve sections. The line between Heidelberg and Elsburg was divided into two sections. The first was awarded to PJ Mostert and TJ Atterbury for earthworks and masonry for the first section and Donaldson & Fawcus (also involved on the Eastern Line) for the second.

In September 1894 when all abutments and piers of most bridges from Volksrust to Heidelberg were ready the contract for the steel superstructures was awarded to Mitcheson & Kollbrunner. On the Heidelberg to Elsburg Section this contract was awarded to Th Winter by 2 January 1896 the whole line was opened for traffic.

It became an economic generator for the Natal Colony's economy through giving direct access to the industrial hub of the Rand. In the Anglo Boer War it suffered firstly extensive damage by wrecking teams on the Boer Forces as they retreated, later to become an important transport arterial for the British War effort.

Researchers' comments per site

NZASM_SEL_001: Convention Bridge; Bridge; On the original trajectory, now defunct; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic. Heritage jurisdiction is shared between Amafa and MHRA and any heritage actions should be in consultation between these Heritage Authorities.

NZASM_SEL_002: Station Volksrust; Station; On the original trajectory, now ruinous; Once a National Monument, now a Provincial Heritage Resource in the Mpumalanga Province, its significance should be re-assessed and its declaration re-visited.

NZASM_SEL_003: Volksrust NZASM Rec Hall; Recreation hall; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Could be adaptively re-used to suit current circumstances and needs

NZASM_SEL_004: Volksrust NZASM School; School; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Could be adaptively re-used to suit current circumstances and needs

NZASM_SEL_005: Cottage 1 Watt Str; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_006: Cottage 2 Watt Str; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_007: Cottage 3 Watt Str; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_008: Cottage 4 Watt Str; Semi-detached house; Associated with other remaining

03.34 (left): The first Heidelberg Station (Dipaleseng Local Municipality, NZASM_SEL_86) is a unique and valuable building of which the aesthetic unmistakably identifies this building as shared heritage of South Africa and the Netherlands.

03.35 (right): The historically important Convention Bridge on both sides of the Mpumalanga Kwa Zulu-Natal border (NZASM_SEL_001) is historically significant as regards the formation of the Kingdom of Swaziland.



in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_026: Cottage 22 Watt Str; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_027: Volksrust Gangers Cottage; Building - Unknown function; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_028: Culvert Approaching Volksrust; Culvert single arched; Associated with other remaining built structures along the original trajectory and at the Volksrust precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_029: Sassenberg Spruit Bridge; Bridge; On the original trajectory, now ruinous.

NZASM_SEL_030: Sand Spruit Station Gangers Cottage; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Sand Spruit precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_031: Sand Spruit Station; Station; Associated with other remaining built structures along the original trajectory and at the Sand Spruit precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_032: Sand Spruit Station Cottage; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Sand Spruit precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_033: Bridge over Sand Spruit; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SEL_034: Bridge Leonard Spruit; Bridge; On the original trajectory, now ruinous.

NZASM_SEL_035: Markgraaf Spruit Station; Station; Associated with other remaining built structures along the original trajectory and at the Sand Spruit precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance. Heritage associations need to be determined and / or verified.

NZASM_SEL_036: Markgraafspruit house; Building house; Building - Unknown function; Associated with other remaining built structures along the original trajectory and at the Sand Spruit precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance. Heritage associations need to be determined and / or verified.

NZASM_SEL_037: Culvert btw Markgraafspruit and Platrand; Culvert; On the original trajectory, now defunct and appropriated in the embankment which serves as a farm dam wall; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_038: Platrand Station Cottage; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Platrand precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_039: Katbosch Spruit Bridge; Bridge; On the original trajectory, now ruinous.

NZASM_SEL_040: Vaal River Bridge; Bridge; On the original trajectory, now defunct; A distinctive landmark feature in the landscape valued by tourists and visitors as being photogenic.

NZASM_SEL_041: Standerton Cottage 1; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_042: Standerton Cottage 2; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_043: Standerton Cottage 3; Semi-detached house; Associated with other remaining

built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_044: Standerton Cottage 4; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_045: Standerton Cottage 5; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_046: Standerton Cottage 6; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_047: Standerton Cottage 7; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_048: Standerton Cottage 8; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development

occur, cognisance should be given to their heritage importance.

NZASM_SEL_049: Standerton Cottage 9; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_050: Standerton Cottage 10; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_051: Standerton Cottage 11; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_052: Standerton Cottage 12; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development



03.36: NZASM residue has been appropriated and reused in any number of creative ways. In this case the former, now disused embankment and culvert (NZASM_SEL_037) have been converted into a dam wall.

03.37: In Standerton the NZASM staff housing precinct (NZASM_SEL_041–055) consists of a large number of NZASM Type houses. These are much loved by their inhabitants.

occur, cognisance should be given to their heritage importance.

NZASM_SEL_053: Standerton Cottage 13; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_054: Standerton Cottage 14; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_055: Standerton Cottage 15 Singles Quarters; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_056: Brak Spruit Bridge ; Bridge; On the original trajectory, now ruinous.

NZASM_SEL_057: Culvert btw Holmdene and Brak River; Culvert double span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_058: Waterval Bridge; Bridge; On the original trajectory, now ruinous.

NZASM_SEL_059: Groot Spruit Bridge; Bridge Flat girder multiple spans; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_060: Culvert btw Val and Greylingstad; Culvert double span; On the original trajectory, now defunct.

NZASM_SEL_061: Silverbank Bridge; Bridge truss girder; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Unique and should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_062: Culvert east of Greylingstad 1; Culvert double span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_063: Culvert east of Greylingstad 2; Culvert single span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_064: Bridge east of Greylingstad 3; Bridge; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_065: Culvert east of Greylingstad 3; Culvert double span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_066: Bridge east of Greylingstad 2; Bridge; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_067: Culvert east of Greylingstad 4; Culvert single span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_068: Culvert east of Greylingstad 5; Culvert single span; On the original trajectory, now defunct;

NZASM_SEL_069: Culvert east of Greylingstad 6; Culvert single span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_070: Bridge west of Balfour; Bridge; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_071: Gangers Cottage Balfour; Cottage Gang Boss; Associated with other remaining built structures along the original trajectory and at the Balfour precinct; A rare and unique example of the type, the only pre-fabricated ganger's cottage found. Well worthy of heritage protection and conservation. Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_072: C-plan House Balfour; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Balfour precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_073: Cottage 1 Balfour; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Balfour precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_074: Cottage 2 Balfour; Cottage Staff; Associated with other remaining built structures along the original trajectory and at the Balfour precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_075: Culvert west of Balfour; Culvert single span; Associated with other remaining built structures along the original trajectory and at the Standerton precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_076: Suikerbosrand cutting ; Cutting; On the original trajectory, now defunct.

NZASM_SEL_077: Suikerbosrand Bridge; Bridge; On the original trajectory, now defunct.

NZASM_SEL_078: Kraal Station; Station; Associated with other remaining built structures along the original trajectory and at the Kraal precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_079: Kraal Station Water tank; Water tank stand; Associated with other remaining built structures along the original trajectory and at the

Kraal precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_080: Voortrekker Street Cottage 1 Heidelberg; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_081: Voortrekker Street Cottage 2 Heidelberg; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_082: Voortrekker Street Cottage 3 Heidelberg; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_083: Voortrekker Street Cottage 4 Heidelberg; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_084: Voortrekker Street Cottage 5 Heidelberg; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_085: Voortrekker Street Cottage 6 Heidelberg; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_086: Heidelberg Station ; Station; Associated with other remaining built structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_087: Heidelberg Station Goods Shed; Shed; Associated with other remaining built



03.38 (top): Balfour, Mpumalanga might not have a large number of NZASM houses, but the four that remain are all representative of different housing types. This unique and highly significant a corrugated sheet metal Ganger Cottage,(NZASM_SEL_071) was not previously not identified.

03.39 (bottom left): The NZASM South-Eastern Line cutting at the Suikerboschrand River (NZASM_SEL_076) has served local farmers and fishermen alike since the line trajectory was relocated.

03.40 (bottom right): NZASM infrastructure has also been reused for recreational purposes, in this case as bridge over the Blesbokspruit for golf carts on the Heidelberg Golf Club course (NZASM_SEL_088).

structures along the original trajectory and at the Heidelberg precinct; Important built residue, still in use. Should any development occur, cognisance should be given to their heritage importance.

NZASM_SEL_088: Blesbok Spruit Golf course; Bridge; On the original trajectory, defunct.; Serves as a community landmark in a gated village. Any changes must trigger a heritage action.

NZASM_SEL_089: Blesbok Spruit Bridge; Bridge; On the original trajectory, now defunct.

NZASM_SEL_090: Culvert west of Blesbok Spruit; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature

NZASM_SEL_091: Singel span bridge west of Blesbok Spruit; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

Reflection


Other than the Eastern line, the NZASM South-Eastern Line has the greatest number of extant features, but unlike those of the Eastern Line, where much is structural and in use, here much of this residue is residential. Although often lacking in maintenance, still many remain occupied. This aspect makes for an important heritage consideration in the development of any heritage actions and should be central to informing the strategic development plans of the particular responsible local authorities. Many are part of ensembles or situate proximate to other heritage precincts, for example that in Volksrust, which offers opportunity as vector for (urban) economic development.

| NUMBER | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | | | |
|-----------|----------------|-----|--------------------------|---------------------|------------|--|-----------|---------------|-----------------|-------------|----------------------|---|-----------|---|---------------------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SEL | | 001 | Convention Bridge | Bridge | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2012 04 01 | -27.3773 | 29.8811 | 1894 | Rough ashlar stone embankment abutments that formerly carried a plate girder. | Derelict | Provincial Heritage Resource | MHRA |
| NZASM_SEL | | 002 | Station Volksrust | Station | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 12 | -27.371 | 29.8891 | 1895 | Ruin of a large island-type station. Included a customs building designed by the ZAR DPW. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 003 | Volksrust NZASM Rec Hall | Recreation hall | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 13 | -27.3734 | 29.8881 | 1898 | Single storey brick-built recreation and dining hall, with hipped saddle roof in corrugated iron and typical NZASM bracketed sprockets. The whole building, though currently abandoned and in a poor state of repair, contains many original architectural features, such as a fine fireplace and timber mouldings, all of high significance. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 004 | Volksrust NZASM School | School | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 13 | -27.3734 | 29.8881 | 1898 | Brick built single storey school building. One of two remaining schools for children of employees constructed by the NZASM (the other at Salvokop, Pretoria) with cantilevered eaves on bracketed sprockets. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 005 | Cottage 1 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 13 | -27.3744 | 29.8885 | 1896 | Sandstone single storey double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 006 | Cottage 2 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 13 | -27.3743 | 29.8885 | 1896 | Sandstone single storey double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 007 | Cottage 3 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 13 | -27.3741 | 29.8885 | 1896 | Single storey corrugated sheeting double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. One of a rare handful remaining such corrugated sheet metal buildings constructed by the NZASM. | Poor | Section 34 NHRA (60 year clause) | MHRA |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. (Government Gazette Notice 1992 of 1954: 'Sub-division 18 of the farm Drystream No. 13293 situate in the County Klipriver, Natal, in extent 18550 square feet as shown in diagram number S.G. 7819/49 attached to the Deed of Transfer No. 3030/1951 dated 20th April, 1951, in favour of the Municipality of Volksrust on which are situated the remains of the bridge known as the Convention Bridge.)</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. (Government Gazette Notice 2264 of 1989: 'The old NZASM railway station building and the ZAR customs building, situated on Portion 32 (Reserve 13), Portion B of Railway) of the farm Town and Town Lands Volksrust 52, situated in the District of Volksrust, Province of the Transvaal.')</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a rare example of a NZASM recreation facility constructed for the benefit of its employees. This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The structure forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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|-----------|-----|---------------------|---------------------|----------------------|--|------------|---------------|----------|-----------|-----------------|---|----------------------|----------------------------------|--------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority |
| NZASM_SEL | 008 | Cottage 4 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3741 | 29.8886 | 1896 | Single storey corrugated sheeting double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. One of a rare handful remaining such corrugated sheet metal buildings constructed by the NZASM. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 009 | Cottage 5 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3739 | 29.8885 | 1896 | Sandstone single storey double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 010 | Cottage 6 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | 27.3737 | 29.8885 | 1896 | Sandstone single storey double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 011 | Cottage 7 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3737 | 29.8886 | 1896 | Single storey corrugated sheeting double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. One of a rare handful remaining such corrugated sheet metal buildings constructed by the NZASM. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 012 | Cottage 8 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3735 | 29.8885 | 1896 | Single storey corrugated sheeting double-cottage with hipped corrugated metal roof. Of study construction with some alterations and additions affected over time. One of a rare handful remaining such corrugated sheet metal buildings constructed by the NZASM. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 013 | Cottage 9 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3734 | 29.8885 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. Some structural instability in the front gable has been resolved through insertion of lateral remedial restraints tied to railway track as anchor plates. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 014 | Cottage 10 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3733 | 29.8886 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. Some structural instability in the front gable has been resolved through insertion of lateral remedial restraints tied to railway track as anchor plates. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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|-----------|-----|---------------------|---------------------|----------------------|--|------------|---------------|----------|-----------|-----------------|---|----------------------|----------------------------------|--------------------|--------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | Structure (General) | Condition | Legislative Status | Heritage Authority | Jurisdiction |
| NZASM_SEL | 015 | Cottage 11 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3732 | 29.8885 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |
| NZASM_SEL | 016 | Cottage 12 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3729 | 29.8886 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |
| NZASM_SEL | 017 | Cottage 13 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3729 | 29.8886 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |
| NZASM_SEL | 018 | Cottage 14 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3726 | 29.8887 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |
| NZASM_SEL | 019 | Cottage 15 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3726 | 29.8887 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |
| NZASM_SEL | 020 | Cottage 16 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3724 | 29.8887 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |
| NZASM_SEL | 021 | Cottage 17 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 13 | -27.3724 | 29.8887 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. Some structural instability in the front gable has been resolved through insertion of lateral remedial restraints tied to railway track as anchor plates. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA | MHRA |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The structure forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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|-----------|----------------|-----|-------------------------------|-----------------------------|------------|--|------|---------------|-----------------|-------------|----------------------|---|-----------|---|---------------------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SEL | | 022 | Cottage 18 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2016 04 13 | -27,3722 | 29,8887 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. Some structural instability in the front gable has been resolved through insertion of lateral remedial restraints tied to railway track as anchor plates. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 023 | Cottage 19 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2016 04 13 | -27,372 | 29,8887 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. Some structural instability in the front gable has been resolved through insertion of lateral remedial restraints tied to railway track as anchor plates. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 024 | Cottage 20 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2016 04 13 | -27,372 | 29,8888 | 1896 | Rough ashlar built double cottage, typical of NZASM housing design. Sturdy and well preserved. Some structural instability in the front gable has been resolved through insertion of lateral remedial restraints tied to railway track as anchor plates. High level of authenticity despite the replacement of doors and windows over time. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 025 | Cottage 21 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2016 04 13 | -27,3718 | 29,8888 | 1896 | Unique double gabled double cottage, constructed in sandstone with hipped and gabled complex corrugated sheet metal roof. The only one remaining in Volksrust. Structural instability of both front gables resolved through post-construction insertion of lateral restraints tied to cross anchor plates. Other buttressing included to gable and side walls to shore up the structure, indicating a problem with the foundations. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 026 | Cottage 22 Watt Str | Semi-detached house | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2016 04 13 | -27,3716 | 29,8889 | 1896 | Unique double gabled double cottage, constructed in sandstone with hipped and gabled complex corrugated sheet metal roof. The only one remaining in Volksrust. Structural instability of both front gables resolved through post-construction insertion of lateral restraints tied to cross anchor plates. Other buttressing included to gable and side walls to shore up the structure, indicating a problem with the foundations. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 027 | Volksrust Gangers Cottage | Building - Unknown function | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2016 04 13 | -27,369 | 29,8893 | 1896 | Single Storey sandstone built gangers cottage with saddle roof and originally with large street-side (cantilevering?) eave. In poor condition. End gable stabilised through construction remedial buttresses. Extended. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 028 | Culvert Approaching Volksrust | Culvert single arched | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality Volksrust | | 2012 04 02 | 27,361173 | 29,869953 | 1896 | Large rough ashlar stone arched culvert with notably fine stonemasonry work. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority |
| NZASM_SEL | 029 | Sassenberg Spruit Bridge | Bridge | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2012 03 31 | 27.277734 | 29.785246 | 1896 | Rough ashlar stone embankment abutments that formerly carried a plate girder. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 030 | Sand Spruit Station Gangers Cottage | Cottage Staff | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 12 | 27.270530 | 29.78404 | 1896 | Single storey brick built cottage with corrugated metal saddle roof. Of study construction with some alterations and additions affected over time. Possibly a gangers residence associated with the Sandspruit Station. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 031 | Sand Spruit Station | Station | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 12 | 27.269595 | 29.783949 | 1896 | Unique remaining example of a NZASM hipped corrugated metal roofed rural station. Constructed of rough ashlar sandstone. Since reused as shop, but now vacant. The building has seen many alterations and additions. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 032 | Sand Spruit Station Cottage | Cottage Staff | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 12 | 27.268027 | 29.782216 | 1896 | Single storey rough ashlar double-cottage with corrugated metal saddle roof. Extended during the early C20. Of study construction with some alterations and additions affected over time. Associated with the Sandspruit Station. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 033 | Bridge over Sand Spruit | Bridge | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 12 | 27.264816 | 29.773120 | 1896 | Rough ashlar stone embankment abutments with concrete caps that formerly carried a girder steel truss, since removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 034 | Bridge Leonard Spruit | Bridge | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2012 03 31 | -27.248207 | 29.756864 | 1896 | Rough ashlar stone embankment abutments that formerly carried a plate girder. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 035 | Markgraaf Spruit Station | Station | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volkstrust | 2016 04 12 | -27.21216 | 29.686348 | c.1900 | Single storey rough ashlar built station building with saddle roof and bracketed cantilevered platform canopy. Atypical for NZASM indicative of a late-NZASM period station design, planned before the Anglo-Boer War, but only completed after the War to a somewhat modulated NZASM design. | Poor | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SEL | | 036 | Markgraaf Spruit House | Building - Unknown function | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2016 04 12 | -27.211836 | 29,687399 | c.1900 | Large single storey pyramid-roofed rough ashlar built residence. Atypical for NZASM indicative of a late-NZASM period station design, planned before the Anglo-Boer War, but only completed after the War to a somewhat modulated NZASM design. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 037 | Culvert between Markgraafspruit and Platrand | Culvert single arched | Mpumalanga | Dr Pixley Ka Isaka Seme Local Municipality | Volksrust | 2012 03 31 | -27,197201 | 29,688390 | 1896 | Large rough ashlar stone arched culvert, with embankment, now converted to serving as retention wall for a water basin. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 038 | Platrand Station Cottage | Cottage Staff | Mpumalanga | Lekwa Local Municipality | Perdekop | 2016 04 12 | -27,106713 | 29,459459 | 1896 | Single storey rough ashlar built standard NZASM station-cum-station masters dwelling combination building. Original saddle roof extended forwards with early C20 addition of brick extension. Since painted white. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 039 | Katbosch Spruit Bridge | Bridge | Mpumalanga | Lekwa Local Municipality | Standerton | 2012 03 31 | -27,106713 | 29,459459 | 1896 | Rough ashlar stone embankment abutments with concrete caps that formerly carried a girder steel truss, since removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 040 | Vaal River Bridge | Bridge | Mpumalanga | Lekwa Local Municipality | Standerton | 2012 03 31 | -27,106713 | 29,459459 | 1896 | Rough ashlar stone embankment abutments and piers with concrete caps that formerly carried a girder steel truss, since removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 041 | Standerton Cottage 1 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26,9559 | 29,2341 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 042 | Standerton Cottage 2 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26,9558 | 29,2342 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | | | Longitude | Condition | Legislative Status | Heritage Authority |
| NZASM_SEL | | 043 | Standerton Cottage 3 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9558 | 29.2342 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' and vertically positioned railway track tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 044 | Standerton Cottage 4 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9555 | 29.2341 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' and vertically positioned railway track tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 045 | Standerton Cottage 5 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9554 | 29.2341 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 046 | Standerton Cottage 6 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9551 | 29.234 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 047 | Standerton Cottage 7 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9555 | 29.234 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 048 | Standerton Cottage 8 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9548 | 29.234 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 049 | Standerton Cottage 9 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9559 | 29.2334 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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|-----------|-----|--|---------------------|----------------------|--------------------------|------------|---------------|-----------|-----------|-----------------|---|----------------------|---|--------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority |
| NZASM_SEL | 050 | Standerton Cottage 10 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9557 | 29.2334 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 051 | Standerton Cottage 11 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9557 | 29.2334 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 052 | Standerton Cottage 12 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9554 | 29.2333 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 053 | Standerton Cottage 13 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9553 | 29.2334 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 054 | Standerton Cottage 14 | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9552 | 29.2333 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 055 | Standerton Cottage 15 Singles Quarters | Semi-detached house | Mpumalanga | Lekwa Local Municipality | Standerton | 2016 04 12 | -26.9537 | 29.2334 | 1896 | NZASM 8-room single staff quarters, constructed from rough ashlar stone abutments (side gables stabilised with anchor plates in the form of an 'x' tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains. A an extension in brick of later date. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 056 | Brak Spruit Bridge | Bridge | Mpumalanga | Lekwa Local Municipality | Standerton | 2012 04 01 | -26.92593 | 29.173941 | 1896 | Rough ashlar stone embankment abutments and piers with concrete caps that formerly carried a girder steel truss, since removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |

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| | | | Line ID | No. | Artefact Name | Type | Province | Local Authority | | | Town | Date Recorded | Latitude | Longitude |
| NZASM_SEL | 057 | Culvert between Holmdene and Brak River | Culvert double span | Mpumalanga | Lekwa Local Municipality | Standerton | 2012/04/01 | -26,917938 | 29,165983 | 1896 | Rough ashlar flat double culvert, since extended with in situ concrete sections | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 058 | Waterval Bridge | Bridge | Mpumalanga | Dipaleseng Local Municipality | Val | 2012 04 01 | -26,82788 | 28,984384 | 1896 | Rough ashlar stone embankment abutments and piers that formerly carried a plate girder. | Derelect | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 059 | Groot Spruit Bridge | Bridge Flat girder multiple spans | Mpumalanga | Dipaleseng Local Municipality | Val | 2012 04 01 | -26,769232 | 28,842712 | 1896 | Rough ashlar stone embankment abutments with concrete caps and plate steel girder of later date | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 060 | Culvert between Val and Greylingstad | Culvert double span | Mpumalanga | Dipaleseng Local Municipality | Val | 2012 04 01 | 26,77492 | 28,805373 | 1896 | Rough ashlar flat double culvert, since extended with in situ concrete sections | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 061 | Silverbank Bridge | Bridge Truss girder | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26,7575 | 28,7641 | 1896 | Rough ashlar stone embankment abutments with concrete caps and single span girder bridge superstructure of later date. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 062 | Culvert east of Greylingstad | Culvert double span | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26,7413 | 28,7335 | 1896 | Rough ashlar flat double culvert, since extended with in situ concrete sections | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 063 | Culvert east of Greylingstad | Culvert single span | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26,7355 | 28,7277 | 1896 | Single span rough ashlar flat culvert with later concrete additions. | Fair | Section 34 NHRA (60 year clause) | MHRA |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Structure (General) | Condition | Legislative Status |
| NZASM_SEL | 064 | Bridge east of Greylingstad | Bridge | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26.7298 | 28.7219 | 1896 | Rough ashlar stone embankment abutments and piers that formerly carried a plate girder. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 065 | Culvert east of Greylingstad | Culvert double span | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26.7214 | 28.7126 | 1896 | Single span rough ashlar flat culvert with later concrete additions. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 066 | Bridge east of Greylingstad | Bridge | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26.7203 | 28.7109 | 1896 | Rough ashlar stone embankment abutments and piers that formerly carried a plate girder. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 067 | Culvert east of Greylingstad | Culvert single span | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26.7138 | 28.7004 | 1896 | Single span rough ashlar flat culvert with later concrete additions. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 068 | Culvert east of Greylingstad | Culvert single span | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26.6987 | 28.6757 | 1896 | Single span rough ashlar flat culvert with later concrete additions. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 069 | Culvert east of Greylingstad | Culvert single span | Mpumalanga | Dipaleseng Local Municipality | Greylingstad | 2016 04 08 | -26.6966 | 28.6708 | 1896 | Single span rough ashlar flat culvert with later concrete additions. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 070 | Bridge West of Balfour | Bridge | Mpumalanga | Dipaleseng Local Municipality | Balfour | 2016 04 08 | -26.689851 | 28.646289 | 1896 | Rough ashlar stone embankment abutments and piers that formerly carried a plate girder. | Fair | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | MHRA |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SEL | 071 | Gangers Cottage Balfour | Cottage Gang Boss | Mpumalanga | Dipaleseng Local Municipality | Balfour | 2016 04 08 | -26.6633 | 28.5797 | 1896 | Sole remaining and highly valuable example of a NZASM corrugated sheet metal gangers cottage. Constructed with timber frame on a rough ashlar plinth with rail-facing stoep where original timber bracketing remains. Ventilated saddle roof with lean-to extensions. Of high significance. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 072 | C-plan House Balfour | Semi-detached house | Mpumalanga | Dipaleseng Local Municipality | Balfour | 2016 04 08 | -26.6602 | 28.581 | 1896 | Originally NZASM C-Pan double-cottage, constructed of rough ashlar with hipped corrugated sheet-metal roof, since combined into a single family home, with substantial alterations and additions affected over time. | Good | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 073 | Cottage 1 Balfour | Cottage Staff | Mpumalanga | Dipaleseng Local Municipality | Balfour | 2016 04 08 | -26.6601 | 28.5812 | 1896 | NZASM cottage, constructed of rough ashlar with hipped corrugated sheet-metal roof, with early C20 additions, since remodelled as a single family home, with substantial alterations and additions affected over time. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 074 | Cottage 2 Balfour | Cottage Staff | Mpumalanga | Dipaleseng Local Municipality | Balfour | 2016 04 08 | -26.6596 | 28.5813 | 1896 | NZASM L-Plan cottage, constructed of rough ashlar with hipped corrugated sheet-metal roof, with early C20 additions, with stoep enclosed. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 075 | Culvert west of Balfour | Culvert single span | Mpumalanga | Dipaleseng Local Municipality | Balfour | 2016 04 08 | -26.6526 | 28.5805 | 1896 | Single span rough ashlar flat culvert with later concrete extensions. | Fair | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | 076 | Suikerbosrand cutting | Cutting | Mpumalanga | Dipaleseng Local Municipality | Heidelberg | 2016 04 08 | -26.6055 | 28.5093 | 1896 | Railway cutting leading to the Suikerbosrand River Bridge. Currently in use by vehicular traffic. | Fair | Section 35 NHRA (Archaeology) | MHRA |
| NZASM_SEL | 077 | Suikerbosrand Bridge | Bridge | Mpumalanga | Dipaleseng Local Municipality | | 2016 04 08 | -26.6042 | 28.507 | 1896 | Rough ashlar stone embankment abutments and piers with concrete caps that formerly carried a girder steel truss, since removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
|--|-----------------------------------|---|
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is the only known extant example of a prefabricated NZASM Ganger's Cottage and thereof of high Provincial significance.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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|-----------|----------------|-----|---|---------------------|------------|-------------------------------|------------|---------------|------------|-----------------|-------------|--|-----------|----------------------------------|--------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | | | Longitude | Condition | Legislative Status | Heritage Authority |
| NZASM_SEL | | 078 | Kraal Station | Station | Mpumalanga | Dipaleseng Local Municipality | Heidelberg | 2012 03 30 | -26,582169 | 28,435511 | 1896 | NZASM L station-cum-dwelling combination, constructed of rough ashlar with hipped corrugated sheet-metal roof, with early C20 additions, with stoep enclosed and extended. Sole example of its type still in existence. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 079 | Kraal Station Water Tank | Water tank stand | Mpumalanga | Dipaleseng Local Municipality | Heidelberg | 2012 03 30 | -26,581903 | 28,435439 | 1896 | Water tank stand and tanks of NZASM origin still in use for domestic water provision. | Poor | Section 34 NHRA (60 year clause) | MHRA |
| NZASM_SEL | | 080 | Voortrekker Street Cottage 1 Heidelberg | Semi-detached house | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,508037 | 28,370295 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an railway track tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 081 | Voortrekker Street Cottage 2 Heidelberg | Semi-detached house | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,508037 | 28,370295 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an railway track tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 082 | Voortrekker Street Cottage 3 Heidelberg | Semi-detached house | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,507843 | 28,370072 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an railway track tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 083 | Voortrekker Street Cottage 4 Heidelberg | Semi-detached house | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,507843 | 28,370072 | 1896 | Typical NZASM plan double cottage, constructed from rough ashlar stone, on stone plinth with shared street facing gable (front and side gables stabilised with anchor plates in the form of an railway track tied to lateral restraints), covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include the fireplace. Some original timber fretwork detailing remains on the stoep. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 084 | Voortrekker Street Cottage 5 Heidelberg | Semi-detached house | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,507574 | 28,369104 | 1896 | NZASM multi-room single staff quarters, constructed from rough ashlar stone abutments, corrugated sheet metal hipped roof on timber trusses. A an extension in brick of later date. Part of a ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a scarce and authentic example of its type.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a scarce example of imported prefabricated cast iron water tanks installed by the NZASM.</p> | Grade II Provincial Heritage Site |  |
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|-----------|----------------|-----|--|---------------------|----------|---------------------------|------------|---------------|------------|-----------------|-------------|--|-----------|---|--------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | | | Longitude | Condition | Legislative Status | Heritage Authority |
| NZASM_SEL | | 085 | Voor trekker Street Cottage 6 Heidelberg | Semi-detached house | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,507574 | 28,369104 | 1896 | NZASM multi-room single staff quarters, constructed from rough ashlar stone abutments, corrugated sheet metal hipped roof on timber trusses. A an extension in brick of later date. Part of an ensemble of significance. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 086 | Heidelberg Station | Station | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,507282 | 28,367455 | 1896 | Attractive sandstone station building with coursed ashlar decorative stonework, including speklaag. Two large gables adorn the building, the street-facing gable articulated as stepped gable, while the rail-facing gable articulated in a Baroque mode. Decorative wrought ironwork and dormer windows further adorn the building. | Fair | Provincial Heritage Resource | PHRA-Gauteng |
| NZASM_SEL | | 087 | Heidelberg Station Goods Shed | Shed | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,507363 | 28,36654 | 1896 | Large NZASM Goods shed constructed of corrugated sheet metal on framework construction. | Fair | Provincial Heritage Resource | PHRA-Gauteng |
| NZASM_SEL | | 088 | Blesbok Spruit Golf course | Bridge | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,5088 | 28,3823 | 1896 | Rough ashlar stone embankment abutments and piers that formerly carried a plate girder. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 089 | Blesbokspruit Bridge | Bridge | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,4856 | 28,4017 | 1896 | Rough ashlar stone embankment abutments with shock absorb arches, concrete caps and composite plate and girder bridge superstructure since removed. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 090 | Culvert west of Blesbokspruit | Culvert single span | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 08 | -26,469 | 28,3984 | 1896 | Single span rough ashlar flat culvert with later concrete additions. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SEL | | 091 | Single span bridge west of Blesbokspruit | Bridge | Gauteng | Lesedi Local Municipality | Heidelberg | 2016 04 13 | -26,4644 | 28,3942 | 1896 | Rough ashlar stone embankment abutments and piers that formerly carried a plate girder. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. The structure forms part of what can be seen as a heritage area. (Government Gazette Notice 2012 of 1975: 'Historical and architectural interest. The exceptional railway station at Heidelberg, with its Dutch stepped gable on the street side and decorative gable on the platform side, was festively opened on 10 October 1896. The guests of honour at this occasion was Dr W. J. Leyds, State Secretary of the South African Republic, and Sir D. Robinson, Governor of Natal.') The structure forms part of what can be seen as a heritage area.</p> | Grade II Provincial Heritage Site |  |
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03.6 NZASM SouthWestern Line (1890–1899)

Background to the South-Western Line

Once the Southern Line was operational the people of Potchefstroom agitated for a rail connection to the Rand Tram to the east and so the *Volksraad* instituted a preliminary survey in 1893 leading to the design for the line bridges and structures by Godfrey & Curlewis.

The NZASM was appointed by the ZAR Government to develop and operate the line. They, on appointment, found that the designs with which they were presented for all culverts and bridges, were below their exacting standards and re-designed all of these. For purposes of construction the line was divided into six sections. Warren & Royce were awarded ballasting and track-laying for the entire line. Winter was awarded the contract for all steel bridge superstructures. The contracts for the masonry of bridges as well as building of stations were awarded as follows:

- Section 1: MCA Meischke,
- Section 2: Keefe & Atterbury,
- Section 3: JM Mante,
- Section 4: MCA Meischke,
- Section 5: Warren & Royce,
- Section 6: Keefe, Thomson & Janse.

The Jameson Raid in 1896, the *rinderpest* and a shortage of indigenous labour all hampered the construction process, inhibiting progress.

When it came into operation, opened by President Paul Kruger in 1897, it proved unprofitable and had to be subsidized

Researchers comments per site

NZASM_SWL_001: Klerksdorp Station; Station; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_002: House 1 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_003: House 2 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_004: House 3 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original

03.41 (Left): The NZASM-built bridges evolved over time, adapting to serve changing needs. This is well illustrated by the Bridge east of Vleikop Station (NZASM_SWL_055, Randfontein Local Municipality) where NZASM stone piers meet steel concrete super structures, each of a different date.

03.42 (Bottom Left): The Klerksdorp Station (NZASM_SWL_001), terminal of the South-Western Line, is a jewel of a building that is still in use.

03.43 (Bottom Left): The row of NZASM housing (NZASM_SWL_002–011) interspersed by later CSAR-period cottages at Klerksdorp Station



trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_005: House 4 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_006: House 5 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_007: House 6 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_008: House 7 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_009: House 8 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_010: House 9 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_011: House 10 Klerksdorp Station; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any

development occur, cognisance must be given to its heritage importance.

NZASM_SWL_012: Mens' Toilet Klerksdorp Station Klerksdorp Station; Toilet; Associated with other remaining built structures along the original trajectory and at the Klerksdorp station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_013: Ruined Culvert Airport Road; Culvert single arched; Defunct. Any redevelopment needs to take cognisance of this feature.

NZASM_SWL_014: Culvert Stilfontein at Wilge Street; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_015: Culvert Stilfontein at Molopo Street; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_016: Gantries at Stilfontein ; Overhead gantry; Appropriated rail-lines recycled for use as gantries when the lines were electrified. A unique remnant of the original NZASM endeavour.

NZASM_SWL_017: Culvert Stilfontein at Brits and Brink Streets; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_018: Culvert Stilfontein at Neethling Street btw Buffelsfontein and Du Plooy strs; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_019: Box Culvert between Stilfontein and Koekemoerspruit Bridge; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_020: Arched culvert btw Stilfontein and Koekemoer Spruit; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_021: Koekemoer Spruit Bridge; Bridge Plate girder multiple span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_022: Well at Koekemoer Spruit; Well; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_023: Sq Culvert east of Koekemoer; Culvert double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_024: Small Sq Culverts east of Koekemoer Spruit; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_025: Two pier box culvert east of Koekemoer Spruit; Culvert double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_026: Arched culvert west of Machavie; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_027: Small Box Culvert West of Machavie; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_028: Small Box Culvert West of Machavie; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_029: Bridge west of New Machavie; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_030: Bridge East of New Machavie; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_031: Potch Station House 1; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_032: Potch Station House 2; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_033: Potch Station House 3; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_034: Potch Station House 4; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

03.44 (Right): Gantries carrying overhead electrical lines, manufactured from old NZASM railway track, marked *Bochum 1893* (NZASM_SWL_016).

03.45 (Left): At New Machavie two bridges exist where NZASM rough ashlar abutments are incorporated into be bridges (NZASM_SWL029 and NZASM_SWL_030 (pictured)).





NZASM_SWL_035: Potch Station House 5; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_036: Potch Station House 6; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_037: Potch Station House 7; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_038: Potch Station House 8; Semi-detached house; Associated with other remaining built structures along the original trajectory and at the Potchefstroom station precinct; Important built residue, still in use. Should any development occur, cognisance must be given to its heritage importance.

NZASM_SWL_039: Culvert btw Potch Station and Mooi River; Bridge; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_040: Mooi River Bridge; Bridge Plate girder multiple span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_041: Bridge West of Boskop; Bridge; On the original trajectory, now defunct. Any redevelopment needs to take cognisance of this feature.

NZASM_SWL_042: Square Culvert East of Boskop; Culvert triple span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_043: Bridge West of Fredrikstad; Bridge; On the original trajectory, now defunct. Any redevelopment needs to take cognisance of this feature.

NZASM_SWL_044: Tank Stand Fredrikstad; Water tank stand; Original feature on the original trajectory; Could be dismantled and relocated in a living museum and put to original use.

NZASM_SWL_045: Bridge east of Frederikstad; Bridge; On the original trajectory, now defunct;

03.46: The sturdy construction of the NZASM built infrastructure means that even the most humble of culvert is still in service today, such as here outside of Kocksoord in the Randfontein District. (NZASM_SWL_060).

Any redevelopment needs to take cognisance of this feature.

NZASM_SWL_046: Arched Culvert East of Frederikstad; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_047: Arched Culvert East of Frederikstad; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_048: Culvert East of Khutsong; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_049: Culvert East of Khutsong; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_050: Large double culvert at Carletonville; Culvert double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_051: Water tower at Bank Station; Water tank stand; Original feature on the original trajectory; Could be dismantled and relocated in a living museum and put to original use.

NZASM_SWL_052: Wonderfonteinspruit Bridge; Bridge Flat girder double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_053: Culvert at Kocksrust AH; Culvert double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_054: Culvert at Kocksrust AH; Culvert double span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_055: Bridge east of Vleikop Station; Bridge Combined; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_056: Culvert at Harveston AH; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_057: Culvert at Harveston AH; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_058: Culvert at 7th Road Kocksoord; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.


NZASM_SWL_059: Culvert at 7th Road Kocksoord; Culvert single span; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.

NZASM_SWL_060: Arched Culvert at Kocksoord; Culvert single arched; On the original trajectory, still in use; Any redevelopment of the line needs to take cognisance of this feature.








Researchers' comments

After the Eastern and South-Eastern Lines, the South-Western Line has the greatest number of extant NZASM features, although, because of the relative lack of outstanding topographic landscape features, these are relatively conventional and less picturesque than those on the afore-said lines. Even though there has been extensive modernisation and change along the trajectory, closer inspection reveals much original NZASM material subsumed into later works. Of particular surprise is the recycling of the original rail lines manufactured by the Bochum steel works of Germany now serving as the steel gantries for the electrification of the line and still doing service, a good example of the sustainable use of heritage material and a consideration in any future heritage actions. On the trajectory are found rare extant structures such as percolation wells and rough-hewn ashlar water-tank pylons, all worthy of conservation.






| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | |
|-----------|-----|----------------------------|---------------------|----------------------|-------------------|------------|---------------|------------|-----------|-----------------|--|----------------------|----------------------------------|--------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority |
| NZASM_SWL | 001 | Klerksdorp Station | Station | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,870629 | 26,669510 | 1897 | Attractive sandstone station building with coursed ashlar decorative stonework. A large street-facing gables adorns the building, articulated with obelisks, while the rail-facing gable articulated in a Baroque mode. Decorative wrought ironwork and dormer windows further adorn the building. | Fair | Provincial Heritage Resource | PHRA-North West |
| NZASM_SWL | 002 | House 1 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,871 | 26,6698 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 003 | House 2 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,8705 | 26,6708 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 004 | House 3 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,8705 | 26,6708 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 005 | House 4 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,8704 | 26,6708 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 006 | House 5 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,8702 | 26,6709 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 007 | House 6 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26,8698 | 26,671 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
|--|-----------------------------------|---|
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a scarce example of a novel design with high aesthetic value and authenticity. The structure forms part of what can be seen as a heritage area. (Government Gazette Notice 1307 of 1983. Historic and architectural interest. This railway station building was completed in 1897 by the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij and is one of only a few elegant station buildings erected by the NZASM. For approximately nine years the Klerksdorp station remained the western terminus of the so-called South-Western line and as such it held an important place in the Transvaal railway network. The Old Flag Room was erected in the same style as the station building.)</p> | Grade II Provincial Heritage Site |  |
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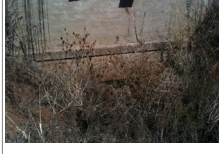
| NUMBER | | IDENTIFICATION | | LOCATION INFORMATION | | | | | | COMPLETION DATE | DESCRIPTION | CURRENT LEGAL STATUS | | |
|-----------|-----|---|-----------------------|----------------------|-------------------|-------------|---------------|----------|-----------|-----------------|--|----------------------|---|---------------------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SWL | 008 | House 7 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26.8696 | 26.6712 | 1897 | Structure (General) Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 009 | House 8 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26.8695 | 26.6728 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 010 | House 9 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26.8692 | 26.6714 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 011 | House 10 Klerksdorp Station | Semi-detached house | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26.8687 | 26.6716 | 1897 | Typical NZASM plan double cottage, constructed of brick, on a stone plinth with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Original interior elements include doors and architraves. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 012 | House 1ens toilet Klerksdorp Station Klerksdorp Station | Toilet | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26.8708 | 26.6696 | 1897 | Single storey men's toilet with end-gables constructed of rough ashlar sandstone. Relocated. | Good | Provincial Heritage Resource | PHRA-North West |
| NZASM_SWL | 013 | Ruined Culvert Airport Road | Culvert single arched | North-West | City of Matlosana | Klerksdorp | 2016 04 06 | -26.8657 | 26.6858 | 1897 | Single barrel-vaulted rough ashlar culvert. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 014 | Culvert Stilfontein at Wilge Street | Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.8532 | 26.7478 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |

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|-----------|----------------|---|----------------------|-------------------|-------------|---------------|----------|-----------|-----------------|--|----------------------|----------------------------------|--------------------|
| | Line ID No. | Artefact Name Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Structure (General) | Condition | Legislative Status |
| NZASM_SWL | 015 | Culvert Stilfontein at Molopo Street Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,8526 | 26,7529 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 016 | Gantries at Stilfontein Overhead gantry | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,8514 | 26,7661 | 1897 | Unique gantries constructed of recycled NZASM period steel railway tracks, dated 'Bochum, 1895' | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 017 | Culvert Stilfontein at Brits and Brink Streets Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,8506 | 26,7791 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 018 | Culvert Stilfontein at Neethling Street between Buffelsfontein and Du Plooy str. Culvert single arched | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,8503 | 26,7845 | 1897 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 019 | Box Culvert between Stilfontein and Koekemoerspruit Bridge Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,8356 | 26,8209 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 020 | Arched culvert between Stilfontein and Culvert single arched | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,8357 | 26,823 | 1897 | Single barrel-vaulted rough ashlar culvert incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 021 | Koekemoerspruit Bridge Plate girder multiple span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26,833 | 26,8321 | 1897 | Large double-span bridge over the Koekemoerspruit, originally carried fish-belly girder trusses, since replaced. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |

| STATEMENT OF SIGNIFICANCE | GRADING | ID IMAGE |
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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
| <p>These objects being part of the larger NZASM endeavour, fall under the generic NZASM statement of significance, but specifically are also unique extant examples of their type. Their importance lies in their associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; they have the potential to yield information for understanding; as objects they demonstrate principal characteristics; have particular aesthetic characteristics; demonstrate a high degree of technical achievement; have strong and special associations with both historic and contemporaneous communities; have a special association with the life and work of an important organisation and its associated persons; all as they relate to the culture of South Africa and her international cultural historic affiliates. These gantries, form an array, their particular significance being that they were constructed from original NZASM rail tracks.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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|-----------|-----|--|-----------------------|----------------------|-------------------|-------------|---------------|----------|-----------|-----------------|--|----------------------|---|---------------------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SWL | 022 | Well at Koekemoerspruit | Well | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.8331 | 26.832 | 1897 | Unique remaining NZASM-period well, located next to the Koekemoer Spruit, constructed as water source for steam locomotives. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 023 | Sq Culvert east of Koekemoer | Culvert double span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.8313 | 26.8367 | 1897 | Rough stone narrow double box-culvert with incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 024 | Small Sq Culverts east of Koekemoer | Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.8282 | 26.8508 | 1897 | Rough stone narrow double box-culvert with incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 025 | Two pier box culvert east of Koekemoer | Culvert double span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.827 | 26.8545 | 1897 | Rough stone narrow double box-culvert with incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 026 | Arched culvert west of Machavie | Culvert single arched | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.831 | 26.8415 | 1897 | Single barrel-vaulted rough ashlar culvert incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 027 | Small Box Culvert west of Machavie | Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.8162 | 26.883 | 1897 | Rough stone narrow box-culvert with flanking embankment walls incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 028 | Small Box Culvert west of Machavie | Culvert single span | North-West | City of Matlosana | Stilfontein | 2016 04 06 | -26.796 | 26.9162 | 1897 | Rough stone narrow box-culvert with flanking embankment walls incorporated into later reinforced concrete culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. It is a rare (one of two known) example of a percolation well constructed to water the steam engines that operated the line.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.</p> | Grade II Provincial Heritage Site |  |
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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SWL | 029 | Bridge west of New Machavie | Bridge | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7947 | 26,9191 | 1897 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 030 | Bridge east of New Machavie | Bridge | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,791 | 26,9278 | 1897 | Single span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 031 | Potch Station House 1 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7116 | 27,0837 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 032 | Potch Station House 2 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7119 | 27,0839 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 033 | Potch Station House 3 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7119 | 27,0839 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 034 | Potch Station House 4 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7124 | 27,0841 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 035 | Potch Station House 5 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7125 | 27,0842 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of a ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |

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| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the concrete steel superstructure is of a later date, it retains the function of the original as a heritage resource.</p> | Grade II Provincial Heritage Site |  |
| <p>This structure, being part of the larger NZASM endeavour, falls under the generic NZASM statement of significance, but specifically is also a good extant example of its type. Its importance lies in its associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as an object it demonstrates principal characteristics; has particular aesthetic characteristics; demonstrates a high degree of technical achievement; has strong and special associations with both historic and contemporaneous communities; has a special association with the life and work of an important organisation and its associated persons; and is significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates. While the concrete steel superstructure is of a later date, it retains the function of the original as a heritage resource.</p> | Grade II Provincial Heritage Site |  |
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|-----------|----------------|---|-----------------------------------|------------|---|-----------------|------------|---------------|-----------------|-------------|---|-----------|---|--------------------|
| | Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | | | Latitude | Longitude | Condition | Legislative Status |
| NZASM_SWL | 036 | Potch Station House 6 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7128 | 27,0845 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 037 | Potch Station House 7 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7131 | 27,0846 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 038 | Potch Station House 8 | Semi-detached house | North-West | City of Tlokwe | Potchefstroom | 2016 04 06 | -26,7135 | 27,0847 | 1897 | Typical NZASM plan double cottage, constructed of brick, with shared street facing gable, covered with corrugated sheet metal saddle roof on timber trusses. Part of an ensemble of significance. | Good | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 039 | Culvert Btw Ptch station and Mooi River | Bridge | North-West | City of Tlokwe | Potchefstroom | 2016 04 05 | -26,7068 | 27,0837 | 1897 | Double span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 040 | Mooi River Bridge | Bridge Plate girder multiple span | North-West | City of Tlokwe | Potchefstroom | 2016 04 05 | -26,662 | 27,0889 | 1897 | Large multi-span bridge over the Mooi River, originally carried fish-belly girder trusses, since replaced with plate girder spans. Line widened with addition of reinforced concrete bridge adjacent. | Poor | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 041 | Bridge west of Boskop | Bridge | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016 04 05 | -26,575047 | 27,126502 | 1897 | Single span rough ashlar built plate girder bridge with shock absorb arches. Steel spans removed and bridge abandoned. | Derelect | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 042 | Square Culvert east of Boskop | Culvert triple span | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016 04 05 | -26,5553 | 27,1313 | 1897 | Double span rough ashlar constructed bridge, originally carrying steel spans, currently carrying concrete deck spans. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |

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|-----------|-----|-------------------------------------|-----------------------|----------------------|---|---------------|---------------|----------|-----------------|-----------------|---|-----------|---|---------------------------------|
| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | COMPLETION DATE | Structure (General) | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SWL | 043 | Bridge west of Fredrikstad | Bridge | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016-04-05 | -26,5388 | 27,1348 | 1897 | Triple-span rough ashlar and concrete built box culvert. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 044 | Tank Stand Fredrikstad | Water tank stand | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016-04-05 | -26,5078 | 27,1518 | 1897 | Rough ashlar walls formerly carrying steel water tanks. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 045 | Bridge east of Frederikstad | Bridge | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016-04-05 | -26,5028 | 27,1548 | 1897 | Single span rough ashlar built and concrete plate girder bridge with shock absorb arches. Steel spans removed and bridge abandoned. | Derelict | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 046 | Arched Culvert east of Frederikstad | Culvert single arched | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016-04-05 | -26,4908 | 27,1535 | 1897 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 047 | Arched Culvert east of Frederikstad | Culvert single arched | North-West | Dr Kenneth Kaunda District Municipality | Potchefstroom | 2016-04-05 | -26,4848 | 27,1545 | 1897 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-North West |
| NZASM_SWL | 048 | Culvert east of Khutsong | Culvert single span | Gauteng | Merafong City Local Municipality | Carltonville | 2016-04-05 | -26,3498 | 27,3601 | 1897 | Rough stone-built narrow double box-culvert with concrete parapet. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 049 | Culvert east of Khutsong | Culvert single span | Gauteng | Merafong City Local Municipality | Carltonville | 2016-04-05 | -26,349 | 27,364 | 1897 | Rough stone-built narrow double box-culvert with concrete parapet. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| | Line ID No. | Artefact Name Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Condition | Legislative Status | Heritage Authority Jurisdiction |
| NZASM_SWL | 050 | Large double culvert at Carletonville Culvert double span | Gauteng | Merafong City Local Municipality | Carletonville | 2016 04 05 | -26,3458 | 27,3781 | 1897 | Rough stone-built wide double box-culvert, originally carrying short-span steel plate girders, since replaced with reinforced steel decks. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 051 | Water tower at Bank Station Water tank stand | Gauteng | Merafong City Local Municipality | Carletonville | 2016 04 05 | -26,312510 | 27,510805 | 1897 | Rough ashlar walls, extended upwards in brick and concrete carrying steel water tanks. Corrugated sheet metal pump house located between parallel walls. | Poor | Section 35 NHRA (Archaeology) cognisant of Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 052 | Wonderfontein spruit Bridge Bridge Flat girder double span | Gauteng | Merafong City Local Municipality | Carletonville | 2016 04 05 | -26,306128 | 27,524204 | 1897 | Double-span steel girder bridge. Rough ashlar stone embankment abutments and piers with concrete caps. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 053 | Culvert at Kocksrust AH Culvert double span | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,3004 | 27,5452 | 1897 | Rough stone double box-culvert with parapet. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 054 | Culvert at Kocksrust AH Culvert double span | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,2873 | 27,5866 | 1897 | Rough stone-built narrow double box-culvert with concrete parapet. | Poor | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 055 | Bridge east of Vleikop Station Bridge Combined | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,2587 | 27,5971 | 1897 | Double-span steel girder bridge. Rough ashlar stone embankment abutments and piers with concrete caps. Plate girder concrete encasing of the piers of later date. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 056 | Culvert at Harveston AH Culvert single span | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,2563 | 27,6077 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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| Line ID | No. | Artefact Name | Type | Province | Local Authority | Town | Date Recorded | Latitude | Longitude | | | Structure (General) | Condition | Legislative Status |
| NZASM_SWL | 057 | Culvert at Harveston AH | Culvert single span | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,252 | 27,6142 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 058 | Culvert at 7th Road Kocksoord | Culvert single arched | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,2369 | 27,6376 | 1897 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 059 | Culvert at 7th Road Kocksoord | Culvert single span | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,2348 | 27,6407 | 1897 | Rough stone narrow box-culvert with flanking embankment walls. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |
| NZASM_SWL | 060 | Arched Culvert at Kocksoord | Culvert single arched | Gauteng | Randfontein Local Municipality | Randfontein | 2016 04 05 | -26,2279 | 27,6486 | 1897 | Single barrel-vaulted rough ashlar culvert. | Fair | Section 34 NHRA (60 year clause) | PHRA-Gauteng |

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04 Research Results and Achievements

Background

The project was undertaken so as to address the criteria as set out in the *Embassy of the Kingdom of the Netherlands in South Africa: Dutch Shared Cultural Heritage Programme - Call for Proposals* (Call date: 2015 06 17; deadline date 2015 07 20), namely:

- Specialist considerations such as cultural significance, uniqueness, representativeness and urgency of the need to take action:

The researchers were formally appointed to the project once BE@UP (now Enterprises University of Pretoria) had successfully submitted a proposal and been awarded research funding by the Cultural Desk of the Royal Dutch Embassy of the Kingdom of the Netherlands in late 2015. Clarke is located in the Netherlands, so field trips and consolidation of the research material were planned to coincide with his visits to South Africa in April 2016 and again in October-November 2016. Previous trips had already been undertaken as part of the so-called *Eclectic ZA Wilhelmiens* project. It is estimated that in excess of 5 000 km has been travelled on the field trips of this project.

The researchers in the interim engaged through Skype, e-mail and telephonically to co-ordinate activities and share information.

In undertaking the research various stakeholders were identified and engaged, thus raising awareness of users, occupants and interested and affected parties. Researchers from South African Universities (University of Pretoria and the University of South Africa, UNISA), at the time of writing, have expressed their interest in the *Footsteps Along the Tracks* project results, especially the inventory, as primary source for their research.

Clinton Jackson, the Content Moderator of the National Inventory Unit at the SAHRA in Cape Town was visited and engaged (2016 04 21) so as to develop a strategy and system for the bulk upload of data into the SAHRIS. This has proven to be an innovative and fruitful consequence of the research project and is now an established methodology for future similar research results.

A student research assistant, Sipiwe Semelane, was appointed to the project to help prepare and populate data sheets from desktop searches and reviews of related periodicals as well as populate pre-prepared SAHRIS datasheets. He has been instructed by and reported to Clarke on all matters.

Clarke in the Netherlands has been approached and given presentations. The first was on the NZASM to ICOMOS, the Netherlands (2016 05 11)

04.1 (Left): Detail of the only known surviving NZASM corrugated sheet metal Gangers Cottage (NZASM_SEL_071) in Balfour, Mpumalanga. This is a unique and precious heritage resource with a high level of material authenticity.

04.2 (Right): The *Footsteps Along the Tracks* project registration on the South African Heritage Resources Agency (SAHRA) SARIS inventory database (<http://sahra.org.za/sahris/recording-projects/footsteps-along-tracks-fat-mapping-extant-nzasm-built-heritage-structures>).

The screenshot shows the SAHRIS RecordingProjects interface. At the top, there is a navigation bar with 'Log in/Register', 'SAHRIS', and 'Explore Calendar Maps Help'. Below this is a search bar and a 'RecordingProjects' section. The main content area displays the title 'Footsteps Along the Tracks (FAT). Mapping Extant NZASM Built Heritage Structures'. Underneath, there is a 'ProjectSummary' section with details about the site identification, documentation, and assessment of extant built structures. It also includes a 'Programme' section, a 'GISLayer' section, and a 'Group' section with details like 'Institution/Group: University of Pretoria - Architecture', 'Email: nicholas.clarke@up.ac.za', 'Website: www.up.ac.za/architectur', 'ProjectLeader: Nicholas Clarke', and 'Group: Request group membership'. There is an 'APPLY' button next to the group details. Below the group details, there is a 'Title' field with a dropdown menu set to 'Contains' and an 'APPLY' button. The 'Group visibility' is set to 'Public - accessible to all site users'. The 'Group Content' section states 'There is no content in this group.' and '49 reads'. At the bottom right, there is a 'Back to Top' button.

This is the company floated for the construction and operation of the Zuid-Afrikaansche Spoorweg (ZAS, Transvaal Republic) railway network before the Second Anglo-Boer War, particularly the connection between Pretoria and Delagoa Bay (Lourenço Marques, now Maputo) and that with the Orange Free State Republic, Cape Colony and Natal Colony railway systems, the consequence of the Zuid-Afrikaansche Republiek (ZAR) policy to lay a railway line across the friendly territory, Mozambique, through which connection would be made with the outside world without crossing British territory. The Volksraad nominated a commission in 1874 to study the laying of a rail connection with Delagoa Bay but the plans were wrecked by a shortage of capital and the British annexation of the ZAR in 1877. Independence was restored in 1883 after the First Anglo-Boer War.

The NZASM was established on 31 June 1887. The chief engineer, RAJ Smetshagen, and his colleagues started their surveying at Komatipoort in 1887, but malaria and tariff disputes between the Republic and Portugal delayed construction. Consequently the NZASM first began laying a railway between Johannesburg and Boksburg (the "Rand Tram"), which was opened in 1890 and later extended to Springs and Krugersdorp. The completion of a railway bridge over the Vaal River in 1892 made possible the connection to the Cape by way of the Orange Free State through the completion of the Southern Line.

Railway conferences, in which the NZASM also took part, were held in Pietermaritzburg and Cape Town in 1897 and 1898 between the Republic and the British colonies in South Africa. In April 1899 the successor to the Chief Engineer MIDDELBURG, who had left at the end of 1896, Jhr. J. VAN BRITTELBOEROM VAN VEELEN, under the control of a staff of 1770 Netherlanders and ex-Netherlanders, 4477 South Africans of which 3700 were black and 777 white labour and 1615 representatives of 26 other nationalities.

On 09/09/13 the Executive Council of the ZAR got the railway lines, the staff and the rolling stock of the NZASM at the disposal of the Commandant-General. After the British occupation of Pretoria the NZASM activities were taken over by the IMPERIAL MILITARY RAILWAYS (IMR) on 19/09/03. All NZASM properties were confiscated on 19/09/03, after 3402 members of staff and their families had been repatriated to Europe by the British authorities. The last serving staff of the NZASM left Komatipoort on 19/09/03, soon followed by Jhr. Jan Kretzschmar van Wees. The Portuguese government delivered NZASM rolling stock in Lourenço Marques to Britain and on 19/01/01 the company ceased its payments. In 1908 an arrangement was made between the British government and the NZASM by which the company would receive more than £300 000 in compensation and the British government undertook to indemnify all slaves which were in the possession of Crown agents for the colonies. The NZASM was dissolved on 19/08/10/13.

Commemorative of the NZASM are the administrative block of the South African Railways which was opened in Pretoria in 1964 and occupies the site of the former offices of the Netherlands company; plaques in Bloemfontein and Pretoria in memory of Netherlanders and ex-Netherlanders in the service of the NZASM who were killed during the war; and



Meyer, Knowledge Centre Information Specialist, Knowledge Centre Heritage Library, Transnet Freight Rail, Johannesburg who are aware and supportive of the research endeavours of the FAT project. This has led to discussions between these entities and the Cultural Heritage Agency of the Netherlands with a view to further co-operation of knowledge exchange pertinent to how NZASM resources, which are a shared cultural heritage, may benefit broader South African society. From this has arisen opportunity for management of the Transnet to visit the Netherlands, facilitated by the Dutchculture Visitors Programme, in achieving this end. This exchange is also to facilitate the sharing of knowledge and skills in practices of the management of archival material.

held at the head office of Dutchculture (Centre for International Co-operation), Amsterdam, the Netherlands. A second lecture was presented on invitation at Zuid-Afrikahuis, Amsterdam, the Netherlands on the NZASM – *Op het spoor van de NZASM*. This has led to the Stichting NZASM (the Netherlands) initiating an internship which facilitates an Honours or Master research student from South Africa to further research the extant infrastructure of the NZASM in South Africa for utilisation in economic development and upliftment. Clarke will present, on already extended invitation, at the 2017 annual *Vereniging Vrienden Nieuwe Kunst 1900* conference to take place in Arnhem, the Netherlands.

Pursuant to the sense that the NZASM heritage is at risk, Fisher and Clarke have engaged Elvin Harris, Executive Manager – Strategy and Planning at Transnet Freight Rail and Yolanda

The project was presented Mpumalanga Heritage Resources Authority (MHRA) Council by Fisher in March of 2016 and the SAHRIS FAT database by Fisher and Clarke to Benjamin Moduka, Heritage Officer of the MHRA, Mpumalanga Department of Sports Arts and Culture, in Mbombela (Nelspruit) in November 2016.

Fisher and Clarke made a Power-Point presentation of the project at the SAIA-MIA AGM in White River in November 2016, alerting local architects to the built residue of the exercise and presenting its broader historical and geographical context, so sensitising those designers and decision makers should they encounter such features in the future. Fisher and Clarke also met with the Railway Society of Southern Africa (RSSA) on 2016 11 07 and presented the project. RSSA indicated that they would be very interested to receive copies of the FAT research report as well as the FAT database.



DUTCH FOOTSTEPS



Kingdom of the Netherlands



2014 COOL CAPITAL

04.3 (top): The Dutch Footsteps website, with added NZASM content (www.dutchfootsteps.co.za).

04.4 (bottom): The FAT inventory has also been made available to www.artefacts.co.za and has been incorporated into this seminal open-source database of the south African built environment (<http://www.artefacts.co.za/main/Buildings/archframes.php?archid=1184>).

Outcomes

The researcher, in undertaking the research, have fulfilled the following research objectives of the FAT Project:

- identified and photo-documented over three-hundred of these built structures through desktop study and fieldwork, indexed these through a custom indexing system and identification photograph and assigned each to a geographic sequence along each pertinent line:
 - The Rand Tram (17 entries).
 - The Southern Line (24 entries).
 - The Eastern Line (151 entries).
 - Barberton Branch Line (19 entries).
 - The South Eastern Line (91 entries).
 - The South Western Line (60 entries).

This includes:

- Photo-documentation.
- GPS location coordinates.
- State of conservation.
- Current occupation/use where possible.
- Statement of significance.
- Current legal status under the National Heritage Resources Act (Act 25 of 1999).
- undertook archival research at the Transnet Archives, Johannesburg;
- created a MS Excel digital database of these structures for dissemination to the pertinent Heritage authorities, namely SAHRA, PHRA-G and MHRA;
- formally engaged the SAHRA of creation of over three-hundred-and-fifty new entries for uploading into the SAHRIS database;
- created entries for over three-hundred-and-fifty structures, including the assessment of their legal status under the National Heritage Resources Act (25 of 1999) for uploading on the SAHRIS;
- disseminated information about these structures in digital and print media of thirty hard copy documents distributed as per the project proposal.
- The extant web platform Dutch Footsteps (www.dutchfootsteps.co.za) has been modified and amplified to display twenty new NZASM entries by way of dedicated tabs. Fisher, in engagement with Frank Gaylard as web-developer and web-manager of artefacts.co.za (Artefacts), has supervised and written all

NZASM entries on the Artefacts website which are now in the public domain, and give more detailed and extensive narrative information beyond only the built environment structures contained in this report;

- compiled this research report which is published both in hard copy and electronically.

Concluding observations

Significant remains include the discovery of an in situ set of fish-belly girders as part of an abandoned bridge of the period near Bronkhorstspuit, in-situ prefabricated and imported cast-iron water-tanks, for example at the abandoned Pan Station, a percolation well at Koekemoerspruit Bridge, a light-weight prefabrication corrugated iron Ganger's Cottage in Balfour, Workers' Rondawels at Malelane and Kaapmuiden, recycled NZASM rail lines as electrification gantries along the South-Western Line, authentic structures and particularly sections of railway lines on the Barberton Branch Line.

Abandoned structures or constructions often serve use as farm roads, dam walls, fence posts and if buildings, inhabited.

Unfortunate discoveries were the ruinous state of many declared heritage resources, namely Clewer Station, Elandshoek Station and Volksrust Station.

In conclusion the research project has met its objectives and in many instances exceeded expectations, particularly in fostering enthusiasm for a often forgotten history of the NZASM and its artefactual residue, has alerted to a far richer and greater residue than was first suspected and opened opportunity for further future research.



04.5 (Top): No opportunity was missed during fieldwork to discuss and educate. Roger Fisher is seen here instructing Johan Swart and Sipiwe Simelane at Pan Station, Mpumalanga (NZASM_EL_119) on 2016 04 10.

04.6 (Bottom): Project visit on 2016 04 04 to the Transnet Freight Rail Knowledge Centre / Heritage Library, in Johannesburg. From left to right: Roger Fisher, Yolanda Meyer (Information Specialist Transnet Freight Rail), Elvin Harris (Executive Manager: Strategy & Planning at Transnet Freight Rail) and Nicholas Clarke.

04.7 (Right): The FAT project was discussed by Clarke and Fisher with Benjamin Moduka, Heritage Officer of the MHRA, Mpumalanga Department of Sports, Arts and Culture, in Mbombela (Nelspruit) on 11 03 2016





05 Heritage Recommendations

In South Africa all heritage resources are legislated as belonging to the people of South Africa and those who hold title to such heritage structures are deemed to be their custodians. All heritage structures, places and objects form part of the National Estate.

The researchers have developed heritage recommendations, based on the National Heritage Resources Act (25 of 1999, NHRA) of the Republic of South Africa. These are presented as guidance to the current custodians and owners of the residue of the NZASM endeavour and to inform policy for the pertinent heritage resources authorities—national, provincial and local.

NZASM Places & Structures: Statement Of Significance

Only those 'places', 'structures' or 'objects' associated with the NZASM are assessed on terms of their significance leading to a general statement of significance. For the significance of the individual places structures and object covered by this report refer to Chapter 3.

Assessment

The Act (25 of 1999) defines: 'place' which includes—

- (a) a site, area or region;
- (b) a building or other structure which may include equipment, furniture, 35 fittings and articles associated with or connected with such building or other structure;
- (c) a group of buildings or other structures which may include equipment, furniture, fittings and articles associated with or connected with such

- group of buildings or other structures; 40
- (d) an open space, including a public square, street or park; and
- (e) in relation to the management of a place, includes the immediate surroundings of a place; 'structure' as any building, works, device or other facility made by people and which is fixed to land, and includes any fixtures, fittings and equipment associated therewith;

In assessing the heritage value of the NZASM built residue, we report to Clause 3.3 of the National Heritage Resources Act (25 of 1999) of South Africa. This outlines the criteria for assessment of significance:

- (a) its importance in the community, or pattern of South Africa's history;

The NZASM endeavour set the trajectories of rail transport in the interior of South Africa hence determining patterns of land occupation, settlement, industrial development and provisioning of infrastructure which persist into the present and will be determinant in future.

- (b) its possession of uncommon, rare or endangered aspects of South Africa's natural or cultural heritage;

The built residue of the NZASM endeavour is particular in its aesthetic and technology and while there are multiple artefactual elements extant, these should be seen as a single ensemble of a single endeavour. As such they are unique and rare as an example of an industrial undertaking of the late C19.

05.1 (left): An arched culvert (NZASM_SL_020), built by the NZASM, but today out of service and located in the Stone Arch Estate in Germiston. The community of the housing estate cherish it as a identity-giving heritage resource.

05.2 (right): The NZASM housing percent (NZASM_SEL_003-027) in Volksrust, Mpumaplanga. This ensemble, along with the abandoned and ruins station, hold much potential as a historic vector for development.



(c) its potential to yield information that will contribute to an understanding of South Africa's natural or cultural heritage;

The extant material residue speaks of labour, technology, land-use and occupation which are all source for multiple aspects of study by a wide range of disciplines and expertise.

(d) its importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural places or objects;

The residue demonstrates various class activities and patterns of land-use and occupation as well as dislocation of various classes of peoples, in particular indigenous labour and railway workers, artisans and professionals.

(e) its importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;

The built residue demonstrates in particular two aesthetic aspects of late C19 structures. The buildings relate to an adapted and often stripped late C19 eclecticism associated with railways architecture. The engineered structures demonstrate late C19 technology and steel and masonry structural techniques.

(f) its importance in demonstrating a high degree of creative or technical achievement at a particular period;

The NZASM endeavour is generally and widely regarded as a enormous technical feat: in the rapidity and efficiency with which it was delivered; the high degree of technical and construction craftsmanship which it demonstrates; as well as

the ingenuity used to traversing some of the most difficult terrain in South Africa.

(g) its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;

Various groups are represented—from indigenous labour (often unrecorded) to various historical and cultural organisations or groupings, both local and international—who engaged in the various historical episodes contemporaneously associated with the NZASM, or currently as owners, occupants, users or interest groups.

(h) its strong or special association with the life or work of a person, group or organisation of importance in the history of South Africa; and

The NZASM's employees—from highly skilled and gifted engineers and architects, contractors, labourers, through to the labouring classes—are all reflected in the achievement. Their histories, as well as historical episodes in which rail infrastructure played a vital role, such as the South African War, various rail disasters, and such like, are all associated with the extant residue of the endeavour.

(i) sites of significance relating to the history slavery in South Africa.

[Note: the authors suggest that 'slavery' is too narrow a focus of the Act and that 'unfair labour practice' broadens the consideration as well as making it more widely applicable in the South African context.]

The Act of the Volksraad of the ZAR (Act 4 of 1885) whereby black labour was press-ganged into



05.3: The Volksrust Station (NZASM_SEL_002), a former National Monument, now Provincial Heritage Resource.

service is an aspect highlighted in the provisioning of the NZASM rail infrastructure.

A generic Statement of Significance for the entire built residue of the NZASM Endeavour reads:

These structures, being part of the larger NZASM endeavour, are good extant examples of their type. Their importance is in their associations with South Africa's community, heritage, and is considered uncommon, rare and endangered; it has the potential to yield information for understanding; as objects they demonstrate principal characteristics; have particular aesthetic characteristics; demonstrate a high degree of technical achievement; have strong and special associations with both historic and contemporaneous communities; have a special association with the life and work of an important organisation and its associated persons; and are significant in revealing labour practices of the time; all as they relate to the culture of South Africa and her international cultural historic affiliates.

The international significance of the NZASM endeavour is highlighted by an the 1996 Cultural Agreement *Agreement between the Kingdom of the Netherlands and the Republic of South Africa on cooperation in die fields of Education and Science, Arts and Culture, Health, Welfare and Sport*; and the 2004 intergovernmental *Programme of Implementation: Accommodate Cultural Diversity. The challenge of common cultural heritage. (Implementation Framework on the Common Cultural Heritage of South Africa and the Netherlands)*. [See: <http://culturalheritageagency.nl/en/cultural-heritage/>

shared-cultural-heritage/shared-cultural-heritage-programme]

Recommendation

It is recommended that there be serial declarations of the line trajectories including the remnant artefactual remains of 'structures' as Provincial Heritage Resource sites. These rail line trajectories cross provincial boundaries so most would be cross-provincial continuations of declarations.

Considerations

There are elements, invariably stations, buildings or bridges, that are declared Provincial Heritage Resources (previously National Monuments).

All other residue is either subject to the so-called *sixty-year clause* (34 of the NHRA) where still functional, occupied or within a living urban context. These can be considered as structures of architectural importance. If ruinous in the veld, these are of archaeological importance as these are over one hundred years old (where *archaeological* means in 2.2(a) of the Act *material remains resulting from human activity which are in a state of disuse and are in or on land and which are older than 100 years, including artefacts, human and hominid remains and artificial features and structures.*)

The afore-going recommendations are presented in the hope that they will contribute to the proactive management of these heritage resources.



05.4: The well at Koekemoerspruit Bridge (NZASM_SWL_022) being inspected by Fisher on 2016 04 06. This unique structure deserves designation as a listed heritage resource.



06 Recommendations, Future Research and Conclusions

Recommendations

In the setting up of the Footsteps Along Tracks Research Proposal it was envisaged that the findings have a wider implication by providing the requisite information to identified parties so as to assist them in their future planning for and management of the shared heritage of the NZASM:

- *By listing of the sites on the SAHRIS database, their heritage value and legal status is made public. This will assist property owners (including Transnet), local and regional government and statutory bodies such as Provincial Heritage Authorities to ensure they conform to statutory requirements with regard these sites and help inform future planning;*
- *Providing information as baseline for further interaction between South Africa and the Netherlands through the Shared Cultural Heritage programme;*
- *As much of this built heritage is located in outlying towns and villages in outlying areas, the identification and appreciation of this heritage can form the basis for redevelopment impetus into these important regional centres;*
- *The dissemination of the data generated by the project can increase tourism potential, especially through the web-based hosting of the data.*

Future spin-off projects could be generated from this information include:

- *Tourist guides and routes;*
- *Photo-exhibitions showcasing heritage structures (houses) and their current uses (occupants) and what this heritage means to the owners today.*

This report then speaks directly to various implementing agencies and affected parties, so that the above-mentioned vision might be attained.

The Owners

The NZASM extant built residue was all once property of the NZASM, a privately floated and owned company. In the Anglo-Boer War (1899-1902) this status remained unchanged although the advancing British forces took possession of the rail and its infrastructure. Only in 1908, under the then newly-elected Liberal Government in Britain, was the matter finally resolved and laid to rest. The NZASM was compensated financially and ownership legally transferred to the Transvaal Colony. Since Union (1910) and the consolidation of assets, ownership has invariably remained with the state through the various re-configurations of the rail authority and its subsidiaries. This remains the status quo although various rural structures once on the trajectory, now isolated through re-alignment and electrification of the lines, are of dubious title in ownership.

It is recommended that:

- the legal status, both in respect of ownership and usage of all the resources is investigated, documented and recorded. This can be passed through to the researchers for recording on the pertinent entries of the database, but should also be recorded in title;
- various structures - particularly stations, bridges and houses - are declared heritage resources. It is recommended that, in view of this their

06.1 (Left): NZASM-built staff housing built for Black operations staff at Malelane Station, Mpumalanga (NZASM_EL_012). These are still in use for the housing of Transnet staff.

06.2 (Right): The former NZASM Headquarters Building at Emgwenya (Waterval Boven, NZASM_EL_062), which, in this historic NZASM town, holds much potential for redevelopment as tourism resource.



heritage status, these be re-assessed, then the heritage status endorsed or rescinded;

- that occupancy and tenure be audited, verified and normalized. Where title can be passed so as to secure ownership, this should be done. Ownership is one of the best ways of ensuring the preservation of the resources;
- in the re-planning of any rail infrastructure, cognizance be taken of the residual structures in the proposals for all upgrading and or replacement. To that end it is recommended that heritage management plans be commissioned for all lines and structures and permitted by the relevant heritage authority and thereafter operationalized.

Archives

The Transnet archive in South Africa holds the bulk of the material related to the NZASM endeavour. At present the curating of the physical fabric is parlous and in a state of neglect. If this record is to be preserved it needs dedicated space, skills and resources. There are co-operative endeavours afoot to transfer knowledge and skills from the Netherlands to the responsible agencies and officers in South Africa. It is recommended that this be fostered and the momentum maintained.

The Record

Very little by way of the record is in the public domain so as to make information accessible and thereby foster knowledge and research on the topic of the NZASM. It is recommended that a dedicated electronic hub be established for the co-ordination and integration disparate endeavours and assist in facilitating the dissemination of the current state of knowledge and promote research.

Dissemination of Information

It is recommended that interpretative material be placed in strategic locations and electronic media so as to raise awareness and promote public valuing of the extant Built Environment heritage resources of the NZASM.

Tourism and Rail

It is recommended that partnerships be established with specialized heritage-based tourism initiatives so as to promote and maximize the tourism potential of the extant built residue of the NZASM endeavour.

Heritage Authorities

There are three tiers of legislated management of the extant NZASM built environment heritage resources in South African Law:

- **The National Authority, namely the South African Heritage Resources Agency (SAHRA)**

The SAHRA has already been pro-active in facilitating

the placing of the record in the public domain through the SAHRIS database. This achievement should be highlighted in their general reporting and be communicated to the responsible Provincial Authorities and Interested and Affected Parties, highlighting its existence and importance. It is recommended that the SAHRA consider the national importance of the extant built residue of the NZASM endeavour as heritage resources as most are owned nationally and part of the national estate.

Since a number of the NZASM lines cross provincial boundaries it is further recommended that these be encompassed in a serial declaration so as to facilitate their integrated management as heritage resources.

- **The Provincial Authorities, namely Provincial Heritage Resources Authority – Gauteng (PRAH-G), Mpumalanga Heritage Resources Authority (MHRA) and North West Provincial Heritage Resources Authority (NWPHR)**

It is recommended that the Databases, more extensive than the SAHRIS entries, be actively engaged and used by these authorities in matters of their heritage management and decisions as to their status as heritage resources when considering declarations as provincial heritage resources, permit applications, and future planning for these resources.

Two additional Provincial Heritage Authorities other share jurisdiction over the abutments and/or piers of two defunct and ruinous border bridges. These are the Border Bridge (FAT Inventory: NZASM_SEL_001) for which the jurisdiction is shared between MHRA and Amafa / Heritage Kwa-Zulu Natal, and the Bridge over the Vaal at Vereeniging, (FAT Inventory: NZASM_SL_001) shared between the PHRA_G and the Free-State Heritage Resources Authority.

- **Local Heritage Resource Authorities**

There is as yet no local authority as having jurisdiction over the NZASM residue that is known to be declared competent to act independently in heritage matters. Never-the-less the Act requires of them that:

5. (5) *Heritage resources contribute significantly to research, education and tourism and they must be developed and presented for these purposes in a way that ensures dignity and respect for cultural values.*

44. (1) *Heritage resources authorities and local authorities must, wherever appropriate, co-ordinate and promote the presentation and use of places of cultural significance and heritage resources which form part of the national estate and for*



which they are responsible in terms of section 5 for public enjoyment, education, research and tourism, including

(a) the erection of explanatory plaques and interpretive facilities, including interpretive centres and visitor facilities;

(b) the training and provision of guides;

(c) the mounting of exhibitions;

(d) the erection of memorials;

It is recommended that, in compliance with the Act, these authorities identify, consider and integrate the tourism potential of these heritage resources in their preparation of strategic management plans.

Further, that in order to unlock their tourism potential, they further comply with the provisions of the act as stipulated above.

National and International Agencies

The residue is of interest in being focus, as demonstrated by this research, of shared heritage of international interest, namely the shared heritage programme of the Ministry for Education and Science as well as the Ministry of Foreign Affairs of the Netherlands and South African Department of Arts and Culture and the Department of Science and Technology.

Hence it is recommended that these ministries and departments take cognizance of this research as being funded by and meeting their objectives and facilitate the operationalization of these findings in their intergovernmental, ministerial and departmental dealings.

Interested and affected parties

We recommend to interested and affected parties namely:

- The broad South African public, for whom this is their legacy;
- Occupants and users of structures;
- Rail historians - rail history has a particular appeal both locally and internationally. For various parties it is their stated focus and concern;
- Researchers in the various disciplines related to the provisioning, economics and residue of the rail enterprise;
- Previous employees and their issue;
- Heritage Association of South Africa;
- Heritage South Africa, Pretoria;
- Mpumalanga Heritage Interest Group;
- Nederlands Zuid-Afrikaanse Vereniging, The Netherlands;
- Stichting ZASM, The Netherlands
- Transnet Heritage Foundation.

It is further recommended that that this information be in promoted public domain and spread to the public. It is hoped that it will assist and facilitate the lobbying for preservation and

06.3: Detail of a 1901 photograph of the reconstruction by the Imperial Military Railroads (IMR) of the viaduct over the Olifantsspruit, south of Irene, Gauteng. The contribution of Black South Africans to the development, maintenance and operations of railways in South Africa required scholarly research. (Imperial Military Railways. United photo album, c. 1900. Private collection).

use of the extant built environment heritage resources of the NZASM endeavour for posterity in meeting the requirements of the National Heritage Resources Act.

Future Research

In conducting the archival and field research in order to identify the extant built environment residue of the NZASM endeavour highlights the need for future research. Since the objective of this report is to facilitate their use as heritage resources the areas of future research identified is for facilitating this objective.

The Act requires the broadening of our understanding of our heritage to be inclusive of all the peoples of South Africa, and to present this so as to celebrate this aspect:

Our heritage celebrates our achievements and contributes to redressing past inequities. It educates, it deepens our understanding of society and encourages us to empathise with the experience of others. It facilitates healing and material and symbolic restitution and it promotes new and previously neglected research into our rich oral traditions and local customs. (Preamble, National Heritage Resources Act, 25 of 1999).

In order to meet this goal, there needs to be research which broadens the appreciation of the NZASM endeavour from merely a technical, political and industrial achievement to one which celebrates its residue as a monument and memorial to the hands that made it. There were many local labourers engaged—some press-ganged—into its construction. This offers opportunity to discover who these people were through researching oral traditions as well as archaeological excavations and archival study of the records.

Much of what has been reported to needs further and deeper study in order to facilitate interpretation and presentation of the resources for the economic benefit and upliftment of their users as well as contributing to local economies through unlocking their tourism potential.

To this end economic and tourist research needs to be undertaken so as to empower their management by the owners and local authorities to the benefit of the broader public.

As has been stated in the report, basic research as to the legal status of ownership, title and occupation is needed in order to regularize and manage these assets as heritage resources.

Conclusion

In undertaking the archival and field research the researchers were initially unaware as to exact amount of residue there was after one-hundred-and-thirty years after the start of the NZASM endeavour. We were surprised—nay alarmed!—by how much still lay embedded in the infrastructure of still operational rail lines: beautiful stone vaulted culverts embedded in concrete over which long coal freight trains still thundered, even while we inspected beneath, majestic steel bridges over picturesque valleys in far-off locations offering photo-moments as the large diesel locomotives passed by.

We were concerned when finding houses occupied in a state of minimum maintenance, disrepair and dereliction, being approached by occupants who believed—or hoped—we might be persons responsible for, or able to, alleviate their plight.

Sadly, once declared former National Monuments, now Provincial Heritage Resources, and other heritage resources have been stripped of material or razed by fire, are defunct, derelict and ruinous.

There is still much that is authentic and operational. The Barberton Branch Line is located in magical and mystical countryside and offers ideal tourism potential, both as a heritage rail line and tourism destination, particularly if the proximate tentatively listed Barberton Makhonjwa Mountain Lands World Heritage Site is realized.

The endeavours of the FAT project are already paying dividends in that they have provoked awareness and facilitated support in certain quarters. This needs consolidation and direction in order to maximize the potential the possession of the heritage resources offers South Africa and the Shared Heritage ambitions of the Netherlands.

Word of thanks

The author researchers extend their thanks to their associates at the Department of Architecture, University of Pretoria, especially Prof Chrisna du Plessis, Head of the Department and Johan Swart, for their support during the execution of the project. Sipiwe Simelane, our research assistant, has been a stalwart. We thank him for his enthusiasm and his pro-active contribution to the project.

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the preparation of the FAT project proposal and facilitating its award. The authors thank Robert de Jong for his willingness to assist the authors and making available material relating to the 1980s HSRC NZASM research project.

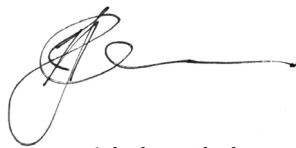
This project was made possible through financial support of the University of Pretoria and the Royal Netherlands Embassy through their Shared Heritage Programme. We extend our heartfelt thanks to both these institutions.

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We are indebted to Yolanda Meyer and Elvin Harris, both from Transnet Freight Rail, for their assistance. We hope that the project outcomes prove to be useful to all parties and their institutions in the execution of their mandates.

Frank Gaylard, webmaster of www.artefacts.co.za, provided web-support to the FAT project and augmented the www.dutchfootsteps.co.za website with 20 new entries. His professional services and personal hospitality are highly appreciated.

A final word of thanks is extended to the academic peer reviewers for their willingness to assess the FAT project outcomes.



Nicholas J Clarke



Roger C Fisher

Pretoria 2016 11 06

NZASM

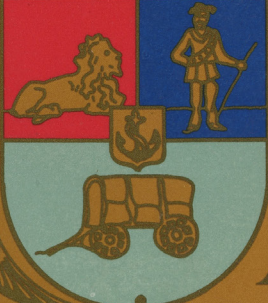
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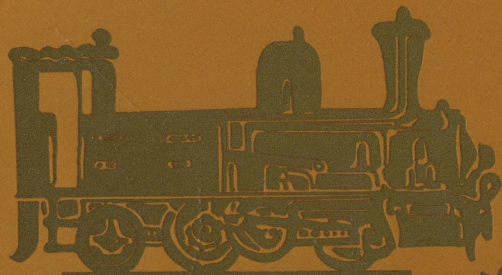


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07 NZASM: A Built Environment Bibliography

Additional and new sources were identified through desktop review and archival research of sources in South Africa through the course of the Footsteps Along the Tracks project. The bibliography below is not comprehensive but refers to documents in which the built environment of the NZASM is addressed.

The authors acknowledge the seminal research of De Jong, Van der Waal and Heydenrych on the NZASM, presented in their *NZASM 100 : 1887–1899, the buildings, steam engines and structures of the Netherlands South African Railway Company* (1988).

Additional and new sources were identified through desktop review and archival research of sources in South Africa through the course of the *Footsteps Along the Tracks* project. The bibliography below is not comprehensive but refers to documents in which the built environment of the NZASM is addressed.

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07.1 (Left): The cover of the *NZASM 100, 1887-1899, the Buildings, Steam Engines and Structures of the Netherlands South African Railway Company* (De Jong et al. 1988): the definitive source for all things relating to the NZASM.

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Photograph albums

- A collection of photographs donated to the Minister of transport BJ Schoeman for the South African Railways Museum by Mr R van Eers of Mexico City on 24 June 1947. The collection was found in the Netherlands, the property of this grandfather, Meindert Henricus Ligthart, chief contractor of the Komatipoort Bridge. Vol. 1. (Shelf No. P 002290 / 100115 – NZASM Album).
- A collection of photographs donated to the Minister of transport BJ Schoeman for the South African Railways Museum by Mr R van Eers of Mexico City on 24 June 1947. The collection was found in the Netherlands, the property of this grandfather, Meindert Henricus Ligthart, chief contractor of the Komatipoort Bridge. Vol. 2. (Shelf No. P 002290 / P 002290 / 100115 – NZASM Album.)
- Photo Album Series *Met de NZSAM...* Eastern Line. Album containing photos relating to the building of the Eastern Line. (Shelf No. 100106_100111).
- Photo Album Series *Met de NZSAM...* South-Eastern Line. Album containing photos relating to the building of the South-Eastern Line. (Shelf No. 100112 & 100113).
- A series of four photo files of duplicates and additional photos relating to mainly the Eastern Line. (Shelf No. P100106–100115).





The NZASM FAT Contribution Agreement



Business Enterprises University of Pretoria
 Attn.: Mr Hein Barnard
 Enterprises Building
 140 Lunnon Road
 Hillcrest
 0083

Date ~~July 27~~ ^{06.11.2015}, 2015
 Re Contribution Agreement - Act. no. 27431-03

210 Florence Ribeiro Avenue
 New Muckleneuk
 Pretoria
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Contact
 J.J.L. Martens
 T +27 12 425 45 42
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 jeroen-
 louis.martens@minbuza.nl

Our reference
 PRE-PCM/2015/

Cc
 -

Encl.
 Approved application form,
 approved proposal and budget,
 reporting template

Dear Mr Hein Barnard

With reference to your email of 20 July and your proposal concerning the Shared Cultural Heritage program project 'Footsteps along Tracks' I am pleased to inform you on behalf of the Netherlands Minister of Foreign Affairs, that a contribution of up to ZAR 257.280,00 (excl. VAT) be made towards the costs of the above-mentioned activity.

The contribution shall be subject to the following conditions:

1. The activity to be financed from the contribution:
 - shall be implemented under your responsibility;
 - in the manner described in the above-mentioned application form and project proposal received from you;
 - in accordance with the budget approved by me;
 - will run from 1 October 2015 to 31 December 2016.
2. Any changes in the agreed manner of implementation of the activity and/or in the budget shall be submitted in writing to me in advance for approval. If I have not replied in writing within one month of receipt of the changes, they may be deemed to have been approved. Any arrangements with third parties regarding the activity funded from the contribution shall be recorded by you in writing.

If there is a budget line contingency in your budget included, please be aware that this may only be used after written permission has been given by myself. These funds may only be used for unforeseen costs, not included in the initial budget.

3. The contribution of ZAR 257.280,00 (excl. VAT) shall be paid within 4 weeks upon receipt of the countersigned contribution agreement. Payment will only be done after receipt of the tax invoice. All budget items are exclusive of VAT.

Page 1 of 3

07.1 (Left): Clarke inspecting the steel plate girder structure of the NZASM bridge south-west of Revolver Creek (NZASM_BBL_005) on the Barberton Branch Line while compiling the FAT inventory.

4. The contribution will be transferred into your bank account:
Bank name: ABSA Bank
Account no.: 4051471943
Branch name: Hatfield
Branch code: 335545
Type: Cheque account
5. Within 4 weeks of the end of the activity you shall submit a work statement, from which it can be established whether the activity was implemented in accordance with this agreement.
6. You shall be responsible for maintaining sound management procedures and keeping proper accounts for the activity financed from the contribution. I reserve the right to inspect or instruct others to inspect the work carried out as part of the activity, including the accounts kept by you, within 22 weeks from the closing date of this contract. You shall render every assistance to the official or officials appointed by me to carry out such an inspection and shall allow them access to the documents relating to the contribution.
7. The parties shall not offer to third parties or seek or accept from or be promised by third parties, for themselves or for any other party, any gift, remuneration, compensation or benefit of any kind whatsoever, which could be interpreted as an illegal or corrupt practice. Such practices may provide grounds for the dissolution of this agreement or part thereof.
8. I reserve the right to demand repayment of all or part of the funds already transferred if you fail to fulfil your obligations under this agreement, or fail to fulfil them on time, or use the resources for a purpose other than that for which I made them available, or if a third party has provided co-financing for the same activities without my prior knowledge. Repayment shall be demanded only after consultation with you, after which the account shall be settled on the basis of the costs incurred and taking into account any financial commitments reasonably entered into for the future.
9. Unless expressly agreed otherwise, all correspondence relating to this agreement shall be worded in English and addressed to:

Mr Jeroen-Louis Martens, First Secretary Press and Cultural Affairs
Embassy of the Kingdom of the Netherlands;
jeroen-louis.martens@minbuza.nl

Mr Hein Barnard, Manager Contract Research and Consulting
Business Enterprises at University of Pretoria
hein.barnard@be.up.ac.za
10. Any changes or additions to this agreement shall be valid only if agreed in writing by both parties. This agreement shall be governed by Dutch law. Any dispute arising from this agreement shall be referred to the competent court in The Hague.
11. The organisation will include the logo of the Embassy of the Kingdom of the Netherlands in promotional materials and will mention the embassy as

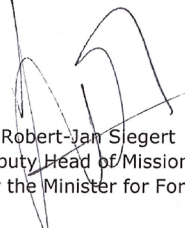
Date
July 27, 2015
Our reference
PRE-PCM/2015/

a donor in news articles, speeches, interviews, on social media and elsewhere, if applicable. The logo will be send to you electronically.

Date
July 27, 2015

Our reference
PRE-PCM/2015/

If you accept this offer, please countersign and date both copies of this agreement and return one of them to the Embassy of the Kingdom of the Netherlands in Pretoria.



Mr Robert-Jan Siegert
Deputy Head of Mission
For the Minister for Foreign Affairs

Date: *06.11.2015*
Place: Pretoria

The other party:



Mr Hein Barnard
Manager Contract Research and Consulting

Date: *9.11.2015*
Place: *Pretoria.*

09 Researchers' Biographies



Nicholas John Clarke

Architect, Independent Built Heritage Consultant. Heritage Studies Associate, Department of Architecture - University of Pretoria, and part-time lecturer and PhD candidate - Delft University of Technology.

Nicholas Clarke, a South African-born architect, obtained his professional degree from the University of Pretoria in 1999. He continued his studies at the University of Cambridge, funded through a Commonwealth Scholarship, where he earned a master's degree in Environmental Design in Architecture in 2005. He has practiced as an architect in South Africa and served as full-time lecturer at the University of Pretoria from 2007 to 2013.

One of Nicholas' fields of interest and expertise is Shared South African- Dutch built heritage and the potential this holds for societal benefit. He has initiated a number of Shared Heritage projects and collaborated with many stakeholders in this specialist field.

Nicholas is internationally active in the field of world heritage, having undertaken a number of Reactive Monitoring Missions of World Heritage Properties, as well as desktop reviews of Nomination Dossiers on behalf of ICOMOS for UNESCO. He has co-authored and co-edited a number of books, including *Architectural Guide. South Africa* (with Fisher, RC, 2014. Dom: Berlin) and *ZA-Wilhelmiens. An Eclectic South African Architecture* (with Bakker, KA and Fisher, RC, 2014. Pretoria: Visual Books) and *Recentring Tshwane. Urban heritage strategies for a resilient Capital* (edited with Kuipers, MC, 2015: Pretoria: Visual Books). His research writing has received multiple peer recognition: the *Eclectic ZA Wilhelmiens* project received the biennial SAIA Award of Excellence in 2016, South Africa's highest national accolade for architecture.

Recently he (with Fisher, RC) acted as contributing author to the *Strategic Environmental Assessment for Shale Gas Development in South Africa* (Counsel for Industrial and Scientific Research, CSIR, 2016).

Nicholas has served on a number of civic and professional committees and is currently a member of the South African Academy of Arts and Sciences' Visual Arts Committee. He spends his time between South Africa and the Netherlands, where he is registered as a PhD candidate at the Delft University of Technology. Nicholas is registered as professional architect in both South Africa and the Netherlands.

Roger Charles Fisher

Emeritus Professor in the Department of Architecture, University of Pretoria, Professional Architect, Independent Heritage Consultant and Practitioner, and Architectural Critic and Writer.

Roger Fisher is a National Research Foundation rated researcher with research focus on heritage of the built environment as an agent of the cultural ecosystem, particularly where it reflects cultural osmosis and hybridity. His recent research activities have been, inter alia, as part of a multi-disciplinary and pan-qualification team who researched the engraved rock art site of Biesje Poort, Northern Cape Province, South Africa which culminated in the book *Engraved Landscape : Biesje Poort : Many Voices* (2012, Gordons Bay: Tormentosa); inventorying and assessing the built environment heritage of the Ukhahlamba-Drakensberg World Heritage Site and more recently the assessment of the shared C19 Dutch shared heritage of the Boer Republics resulting in the award winning book *Eclectic ZA Wilhelmiens – a shared Dutch built legacy* (with Bakkker, KA and Clarke, NJ, 2014. Pretoria: Visual Books). He has most recently acted with Nicholas Clarke, as Contributing Author to the built environment heritage in the Heritage Report for the *Strategic Environmental Assessment for Shale Gas Development in South Africa* by the Counsel for Industrial and Scientific Research (CSIR, 2016).

The *Architectural Guide South Africa* (With Clarke, NJ. 2014. Berlin: Dom Verlag) was honoured with an award for Architecture by the Gauteng Institute of Architects and the South Africa Institute of Architects.

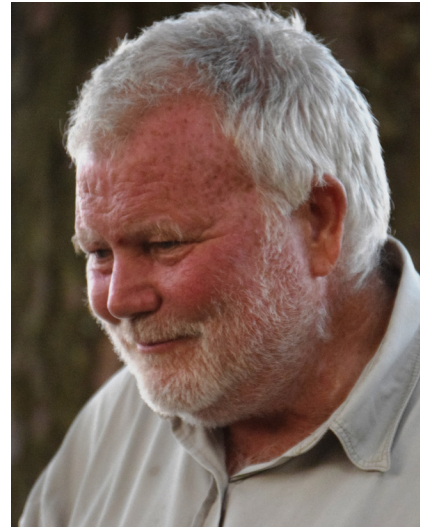
He is recipient of the South African Institute of Architects Writer's and Critic's Award (2010) and Heritage Association of South Africa's Gold Medal Award (2013). He currently serves as Councillor on the Mpumalanga Heritage Resources Authority. Roger Fisher serves member of the Education Committee of the South African Council for the Architectural Profession.

Siphiwe Semelane

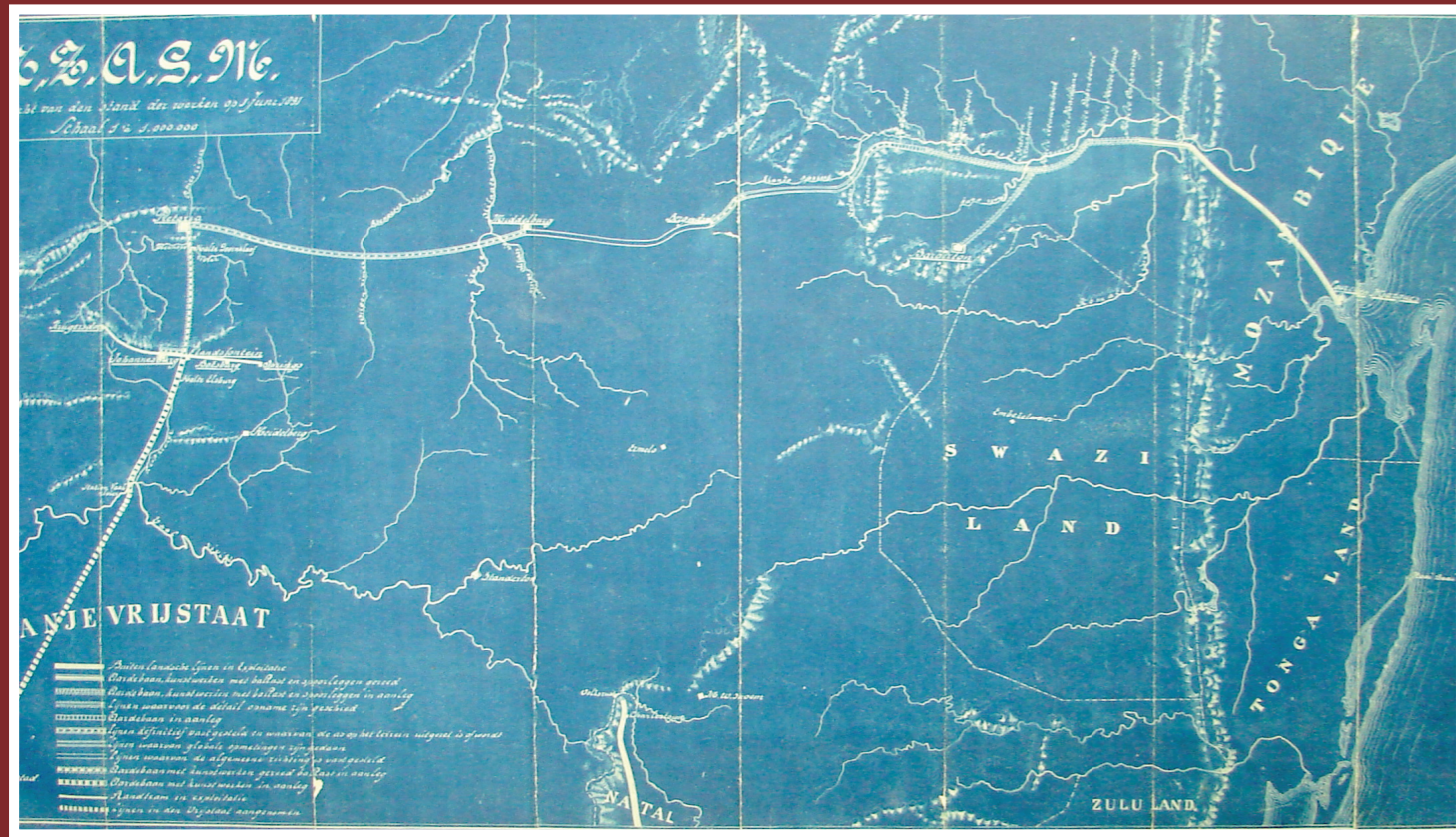
Siphiwe Semelane holds a B(Hons) degree in Architecture from the Department of Architecture, University of Pretoria.

Siphiwe was born and raised in Kwa-Mhlanga, an informal settlement 60 km North of Pretoria. He matriculated from Hoërskool Erasmus in Bronkhorstspuit in 2011. He developed an interest in the different expressions of architecture between the two polarized socio-economic settings while traversing the divide of formal and informal on a daily basis during his years of secondary education.

Siphiwe currently works at GAPP Architects and Urban Designers as a student architect. Here he is involved mainly in housing, commercial and institutional projects.



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NZASM

Footsteps along the tracks

The identified extant built residue of the
Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij
(1887–1902)

Nicholas J Clarke & Roger C Fisher
assisted by Siphwe Simelane

The Department of Architecture at the University of Pretoria concluded the successful ZA Wilhelms Shared Cultural Heritage project in collaboration with the Royal Netherlands Embassy in 2014. That project was a first re-appraisal of the built legacy of Dutch architects and engineers active in southern Africa towards the end of the 19th Century.

As part of the aforementioned project a first survey was undertaken of the residue of the Eclectic ZA Wilhelms buildings and infrastructure. This included the buildings of the Netherlands South African Railway Company (NZASM), which was active in the former South African Republic (ZAR) until the Second Anglo Boer War brought an end to their concessions.

During the first survey a vast number of new, previously unknown structures were discovered. In towns such as Volksrust, Standerton and Vereeniging entire staff compounds exist, many of these still in the ownership of the South African railways, Transnet, and still in use as housing. In most instances this built heritage is well used, but at risk due to a lack of awareness of its significance.

The Department of Architecture, University of Pretoria initiated the *Footsteps Along the Tracks* project to address this lacuna. The project was part-funded by the Embassy of the Kingdom of the Netherlands in South Africa through their *Shared Cultural Heritage Programme*. The aim of the FAT Project—undertaken by Nicholas Clarke and Roger Fisher, with research assistance of Siphwe Simelane—is to not only document the structures but also have a wider application by providing the requisite information for assisting the future planning of this shared heritage. The FAT Project presents heritage value and legal status in a publically accessible manner. This assists property owners, local and regional government and statutory bodies such as Provincial and National Heritage Authorities in conforming with the statutory requirements pertaining to these sites and so help inform future planning.

The identified extant built residue of the *Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij* (1887–1902)
 Nicholas J Clarke & Roger C Fisher assisted by Siphwe Simelane

NZASM – FOOTSTEPS ALONG THE TRACKS

