

**TRT: Line 2A**  
**Memory Box Stations**

Station 1, Pretoria Central, Gauteng

Architects: **Mathews and Associates Architects**  
 Project Team: **Pieter J Mathews, Liam Purnell, Heinz Janz, Shawn A Duncan**  
 Structural Engineers: **Royal HaskoningDHV**  
 Mechanical Engineers: **Royal HaskoningDHV**  
 Electrical Engineers: **Royal HaskoningDHV**  
 Quantity Surveyor: **Equate**  
 Façade Engineer: **THS & Associates**  
 Heritage: **African Heritage Consultants**  
 Contractor: **Group 5**  
 Photographers: **Mathews and Associates Architects, Mike Bagley**  
 Text: **Mathews and Associates Architects**

25° 45'02.3"S  
 28° 11'10.5"E

The Memory Boxes are bus stations located in sensitive historical locations where they are required to be 'non buildings' which blend into their respective contexts. At present there are four Memory Box stations located in the inner city - two in Nana Sita Street and two in Paul Kruger Street. The Church Square station is positioned in Paul Kruger Street, on the southern side of Church Square next to the Ou Raadsaal designed by Sietze Wierda in 1889 for the Zuid Afrikanse Republiek. The other station in Paul Kruger Street is positioned across from the historic Old Jewish Synagogue in Marabastad, the location of Nelson Mandela's treason trial in 1962.

Consisting primarily of glass panels up to the roof line, the intention is for the stations to

reflect their surroundings while the apparently simple yet multi-layered facades blend into the constant movement and activity of the inner city's vehicular and pedestrian traffic.

The glass facade includes some opaque white glass panels which stand proud of the glazing, pulled forward onto a different plane. As well as breaking up the scale and solidity of the constant façade, these white glass panels are symbolic, representing the buildings and surrounding elements which have been lost over the years.

The link between the station modules was designed to form part of the total design, enhancing the commuter experience by providing a more natural open air 'park'

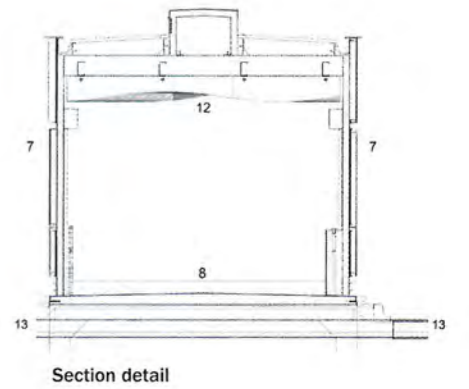
space with benches and trees to bring some foliage and shading back into the inner city.

The concept of a Meccano set was used to manufacture as many parts as possible off site and to bolt them together in-situ. The steel detailing was approached as a form of jewellery design to celebrate the beauty of this process. This modular system also allows for greater flexibility and the ability to accommodate the many inevitable variations and adaptations which inevitably emerge during construction.

Contrasting with the rigid external station form, the space is animated internally by a suspended wooden ceiling which consists of hanging wooden panels cut to form an

impression of flowing waves. This sculptural element, made of a natural material creates a more relaxing and human space within a context of constant traffic and hard surroundings of roads, concrete, steel and glass.

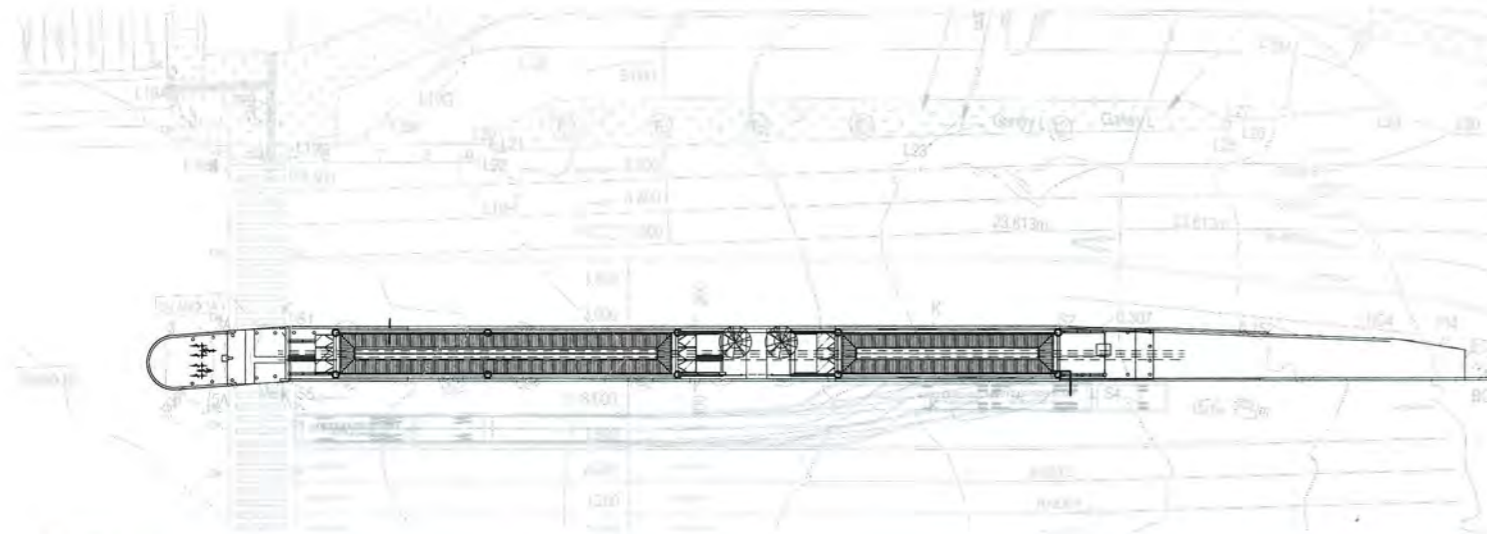
Vertical elements announce each station and act as landmarks in their particular urban settings. These vertical elements include artworks by prominent contemporary artists which relate specifically to their surroundings and enhance the city with a remarkable collection of public art.



Section detail

**Legend**

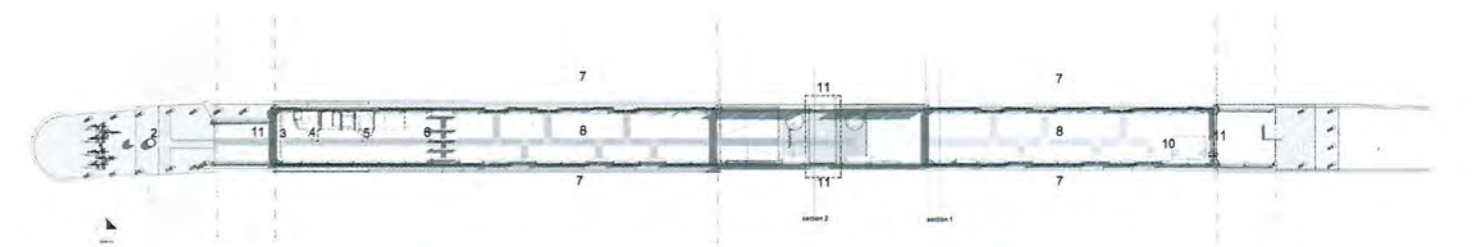
- |                                   |                             |
|-----------------------------------|-----------------------------|
| 1 Bicycle stands                  | 9 Open air link area        |
| 2 Vertical element                | 10 Toilets                  |
| 3 Entrance                        | 11 Fire escape              |
| 4 Ticket office                   | 12 Curved ceiling (section) |
| 5 Kiosk                           | 13 Road level (section)     |
| 6 Turning stiles (incl. disabled) | 14 Open air link area fence |
| 7 Bus stops                       | 15 Open air benches         |
| 8 Platforms                       | 16 Exterior glass façade    |



Site plan



South elevation



Plan

