

**JOHANNESBURG METROPOLITAN MUNICIPALITY**

**HERITAGE ASSESSMENT SURVEYING FORM**

Compiled by: Dr JJ Bruwer, 2002-07-29

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Cellphone: 082 325 5823

**NAME OF PLACE: KAZERNE BUILDINGS**



Top right and bottom left: view of detail of flattened corner with surmounting gable, and ornamentally capped party walls, designed to carry large signage panels.

Bottom right: Barely visible in the far background are the *Kazerne Buildings*, completely dwarfed by their multi-storey neighbour, *Oskop House*.

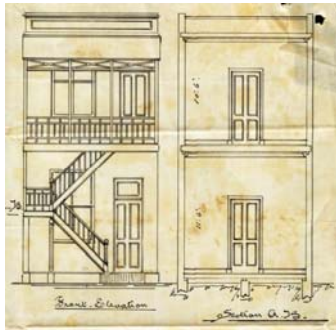
Previous/alternative name/s :

**LOCATION:** Street : cnr Jeppe, Diagonal  
 Street number :  
 : [113, 115 Jeppe; 40 Diagonal]  
 Stand Number : 1189  
 Previous Stand Number: 1099  
 Block number : AM  
 GIS reference :

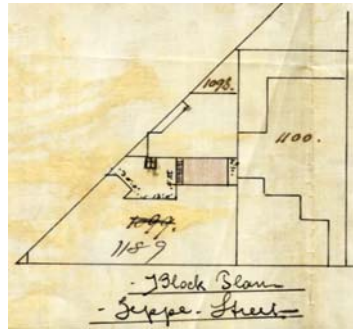
**ZONING:** Current use/s :  
 Previous use/s :

**DESCRIPTION OF PLACE:**

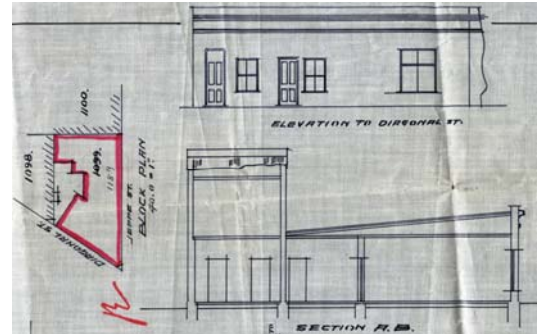
Height :  
 Levels above street level : originally a single storey building; double storey at rear by 1896, but removed by 1916.  
 Levels below street level : none  
 On-site parking : none



Drawing one



Drawing two



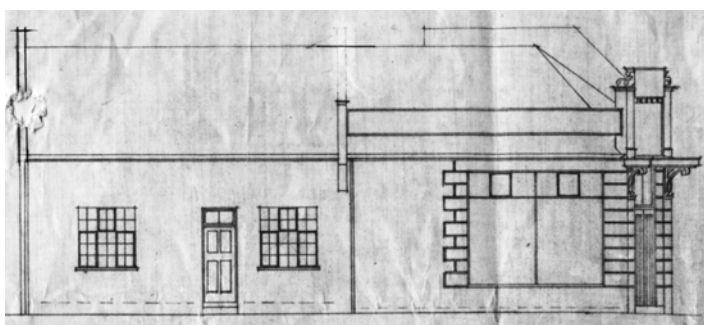
Drawing three

The earliest plans of this building date from 7 May 1896 when an Application for Approval of Plans of Buildings was submitted on 8 May 1896 for a double storey burnt brick and corrugated iron building, comprising four bedrooms, situated in the yard and adjacent to the main building; see drawing one. It is not clear when this application was approved, but this building was extant by 1909, although it is not indicated on an alteration plan dated 1916. Presumably, this was a residential building, as an addition of a W.C. was approved on 26 May 1909; the building, at the time, was classified as a 'Domestic Class' building; the estimated cost of the W.C. was £12 and the drainage £20; a certificate was issued on 28 May 1909. It is interesting to note that the original plan form of the building remains to this day. See drawing two.

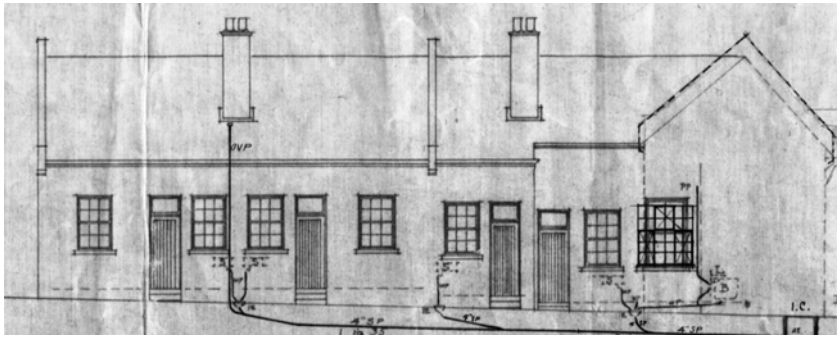
The first complete drawings of the site, main building and loose standing structures, are dated 1910 and were executed by the architect Bertram R Avery. This was when the building comprised shops on Ground Floor and living quarters on First Floor. The Diagonal Street section of the building [reserved for shops] and the Jeppe Street corner shop with flattened corner, was separated by a generous passage, leading to a yard in the rear of the site and a double storey four-bedroom section; adjacent to the passage were two shops, each connected to a room and each provided with separate entrances to entrance to the yard. The rest of the building consisted of a private sitting room; restaurant; servery; scullery and kitchen. See drawing three for new shop front [Diagonal Street elevation] and Jeppe Street section of building.

On a subsequent submission drawing, a section of the open passage adjoining the building is shown to have already been converted to an additional shop: see alterations 1913. This indicates that the record of submission drawings of the building is incomplete.

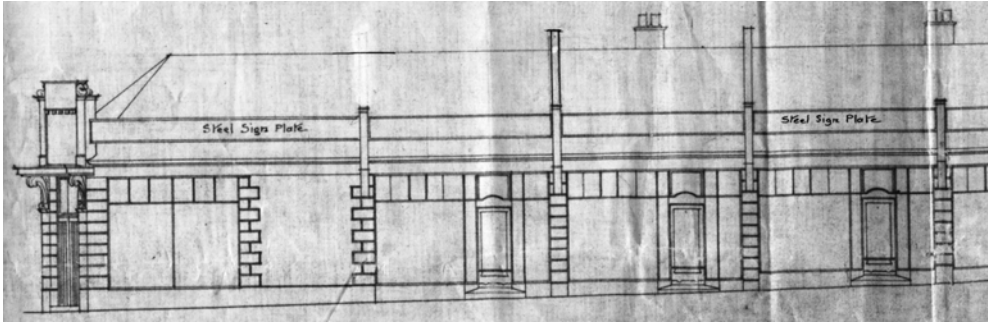
The architect J.S. Donaldson later submitted drawings of further proposed alterations [dated 14 December 1916] leading to a change once again in the functions of certain rooms. The building by then, comprised five stores; four store rooms; three bedrooms, a kitchen with skylight [the kitchen was located in a section of the former passage] and a sitting room; entrance to the rooms was gained via the sitting room with an entrance on Jeppe Street; two of the original W.C.s were retained and the double storey four-bedroom building was removed; as was the case with most buildings with living quarters of this period, no provision was made for bathrooms. Minor internal alterations followed but the plans of this could not be found.



Left: West elevation, 1927.



Left: North elevation, 1927.



Below: section of South elevation, 1927.

The most drastic changes to the building were executed by the famous architectural firm of Stucke & Harrison for Morris Cohen; date on plan - 28 October and 17 November 1927. Two of the most significant changes were the new gable to the corner of the building with a miniature cantilevered verandah, and the conversion of the lean-to roof to a corrugated iron splayed hipped roof with king post and W-W truss. The name of the building and the date of completion of these alterations are displayed on the gable. Other alterations included the provision of two new chimneys; steel sign plates to the roof of the building; new shop fronts; the old W.C.s were substituted by three new W.C.s, one for women, one for men and one for 'natives'. Internal alterations included a bathroom [separated with wood partitioning from an existing bedroom] etc. The building now comprised of five shops and five stores with new concrete floor, and wash-up rooms; two bedrooms with their timber floors still intact; a dining room (timber wood floor re-laid) and concrete floor kitchen. These alterations were completed by 7 August 1928.

This is a remnant of the past and one of a kind. The building was designed to make most of the corner stand and the roof of the building is of a form, which has almost completely disappeared.

#### **CONSTRUCTION MATERIALS:**

Walls: brick.

Roof: originally a corrugated iron lean-to; replaced by a corrugated iron splayed hipped roof.

Windows: steel frame with fanlights over.

#### **SITE FEATURES:**

#### **ALTERATIONS:**

Addition of a double storey four-bedroom building; see DESCRIPTION OF PLACE; submitted 8 March 1896.

Addition of a W.C. to the rear of the building; approved 26 May 1909; see DESCRIPTION OF PLACE.

New shop fronts and new internal walls; approved 7 May 1910; estimated cost – building £250; architect Bertram R Avery, P.P. Box 1378, Johannesburg.



Alterations to shop fronts: approved 3 May 1913; estimated cost – building £40. Note the parapet wall and the corner entrance.

Left: extract from municipal drawing dated 1913.

Alterations see DESCRIPTION OF PLACE: date on plan 14 December 1916; approved 8 January 1917; estimated cost – building £250; J.S. Donaldson M.S.A. London, P.O. Box 1075.

Major internal and external alterations see DESCRIPTION OF PLACE.

Date on plan:	17 November and 28 October 1927
Approval of plans:	25 January 1928
Commenced:	25 January 1928
Foundations:	2 February 1928 [for new W.C.s]
Drains commenced:	1 May 1928
Drains test:	30 May 1928
Drains finished:	7 August 1928
Completion date:	7 August 1928
Estimated cost of building:	£2000
Estimated cost of drainage:	£50

Internal alterations to shop and new shop fronts: approved 11 March 1932; estimated cost – building £100; drainage £5; completed 17 March 1933 – no additional value; architect – Stucke & Harrison, 31, S.A. Mutual Buildings, Harrison Street.

Alterations and additions: approved 15 June 1954; estimated cost – building £75; no added value.

Alterations: approved 8 March 1965; estimated cost – building R60; no added value.

Alterations: approved 30 August 1968; estimated cost – building R300.

Alterations: approved 15 September 1977; estimated cost – building R2 000; drainage R600.

Alterations: approved 6 April 1995; estimated cost – R3 000; Author - Donovan Marinheiro.

#### **INTEGRITY:**

The core of the building could be one of the oldest in this area, as the original plans of the building could not be found. It is therefore difficult to determine an exact date of completion of the building. The building as it stands today is a very important example of the early work done by the architects Stucke & Harrison, in view of their more active association with the design of multi storey edifices.

#### **INSCRIPTION:**

#### **ARCHITECT:**

#### **BUILDER:**

#### **CONSTRUCTION DATE:**

Date on plans	: original plans not found
Approval of plans	:
Completion date	: pre 1896; earliest plan dated 1910; gable 1928

**BUILDING STYLE:**

Edwardian (1900 to 1914).

**BUILDING TYPE:**

Single storey shops to street building.

**ENVIRONMENT:**

This is a typical Diagonal Street building and the major work done to the buildings during 1928 under the hand of the architects Stucke & Harrison, places these buildings in a class of their own; the *Kazerne Buildings* is also one of the last reminders of the old railway goods yard called Kazerne. It contributes to the character of the area.

**CONDITION:**

A new coat of paint will improve the appearance of the building. The replacing of the barbed wire with a less visible security measure could prove more costly, but a notable building such as this, deserves special care and more sympathetic treatment.

**URGENT ACTION:**

**SAHRA RECORD REGARDING ALTERATIONS, RENOVATIONS, RESTORATION:**

**PROTECTION STATUS:** (under National Heritage Resources Act, 1999)

General protection:	Section 34(1) structure/s	<input checked="" type="checkbox"/>
Formal protection:	provincial heritage site	<input type="checkbox"/>
	national heritage site	<input type="checkbox"/>
	provisional protection	<input type="checkbox"/>
	heritage area	<input type="checkbox"/>
	listed in provincial heritage resources register	<input type="checkbox"/>

Relevant Gazette Notice:

Gazette description:

**FORMER PROTECTION STATUS:** (under National Monuments Act, 1969)

**NOTES:**

**DEEDS INFORMATION:**

Original ownership:  
 By 1896: Mr Alf Nowley.  
 By 1909: Edmond Paul Gaston Vezard.  
 By 1910: Antoine Tronche  
 By 1913: H Motan, 2 Kerk Street, Johannesburg.  
 By 1916: L. Laurenston Esq.  
 By 1932: M. Cohen, Esq.  
 By 1965: Q. Cohen and P. Cohen.  
 By 1968: JABB Properties, c/o S. Goldberg Furnishers Pty Ltd.

**PRE-HISTORY OF SITE:**

**HISTORY:**

At first, the choice of the name of the buildings appears somewhat of place, considering the location of the former railway and goods yard known as Kazerne, southeast of the City. "With a railway line so near the centre of the mining camp" according to Van Der Waal, "Johannesburg began to resemble a 19th century industrial city to an ever more marked degree. The railroad, know as Rand Tram, was

projected to run from the Boksburg coal fields to a terminus north-west from the Boksburg coal fields to a terminus north-west of the camp...The route north of the camp was probably determined by the availability of government land for a station on that side...(by 1890 still only a halt, Park Halt, off Eloff Street)...This position was supposed to have facilitated the administration of the railway service, and to have brought about a saving of costs. For the same reason the goods depot (originally known as "Johannesburg Station", and later as 'Kazerne') was built on government ground on the southern extremity of the farm Braamfontein." (Van Der Waal, G-M.: From Mining Camp to Metropolis...).

"The Railway Emplacement in Johannesburg was called the 'Kazerne' from the day the first rain entered the town. The word means a military barracks. The connection of the word with a railway emplacement is as follows: On 25th March, 1899, Dr F. E. T. Krause, the Chief Public Prosecutor of Johannesburg, who laid the foundation stone of the Marshall Square Police Station and cells recalled in an interview on that date: 'that at the beginning there was a police 'Wacht-kantoor' (guard-house) in Lower Commissioner Street near Fordsburg, built of mud-bricks and occupied by the constable who had a table and an empty box as chair. In that box was deposited any money which might have been found on a prisoner. When the poor prisoner was liberated it was for him to find the official who had his money; it was for him to discover if any of it was left for him.' Dr Krause went on to say (as reported in the *Standard and Diggers' News* of 27th March, 1899, and confirmed personally by Dr Krause to the author in 1957) that this humble office was replaced by a wood and iron office, which in its turn made way for what was known as the 'Nieuwe Kazerne' or the New Barracks, which became the Bree Street Police Barracks near Harrison Street. These were the first purposely built police barracks in Johannesburg. The ground behind it was vacant and when the Braamfontein Railway Station was established (1892) this empty space behind the Kazerne became known as the 'Kazerne Grond', and later just 'Kazerne', the busiest goods yard in the Republic of South Africa. The name had stuck but the ground is now the property of the Municipality and the goods yard had been moved to the old Prospect Township on the Heidelberg Road, where it is still called 'Kazerne', and many a railway-man may wonder why." (Leyds, G.A.: A History of Johannesburg). This description helps to explain the choice of the name of the subject buildings.

#### GENERAL NOTES:

Estimated cost of building :  
Estimated cost of drainage :  
Accommodation approved : 10 'Europeans' - by 8 January 1917  
Valuation at completion : by 1927 £1400; by 07.08.1928 £2000  
Occupied : yes

#### PREVIOUS TENANTS:

By 1954: Lightning Dry Cleaners; City Discard Clothing; Public Utility Corp.  
113 Jeppe - Kazerne Cash Stores.  
113b Jeppe – Desai Bros, Tailors.  
113c Jeppe – Standard Music Saloon and Standard Dry Cleaners.  
113d Jeppe – Dr N Shapiro and African Fish & Chips Shop.  
115 Jeppe – Ramont Stores.

#### CURRENT TENANT/S:

Diagonal Street: New Butchery.  
Jeppe Street: New Butchery Restaurant & Pub.

#### SOURCES:

*For additional illustrative information, see relevant supplementary photo album in electronic format.*

See SOURCES DOCUMENT for information on sources consulted with reference to this document.

#### ASSESSMENT OF CULTURAL SIGNIFICANCE:

Historic Value:

- Associated with historic person, group or organisation  
 Associated with historic event or activity

Architectural/Aesthetic value:

- Important example of building type

- Important example of a style or period
- Fine details, workmanship or aesthetics
- Work of a major architect or builder

Social/Spiritual/Linguistic value:

- Associated with social, spiritual, linguistic, economic or political activity
- Illustrates an historical period

Scientific/Technological value:

- Example of industrial, technical or engineering development/achievement
- New, rare or experimental building techniques

**RECORDED BY:**

Heritage Resources Management team Johann J and Catharina JM Bruwer.  
Unless otherwise indicated photographs by Catharina JM Bruwer.



New Butchery Restaurant & Pub

CASTLE  
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KAZERNE  
BUILDINGS  
1928

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JEPPE

