

MEDIA RELEASE

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HISTORIC RAILWAY STATIONS TO BE KEPT FOR FUTURE GENERATIONS

8 April 2011, 9AM – In view of their deep historical significance and to protect physical reminders of our rich heritage, the Singapore government will be keeping both the Tanjong Pagar Railway Station and the Bukit Timah Railway Station. The Preservation of Monuments Board (PMB) is gazetting the Tanjong Pagar Railway Station as a National Monument, while the Urban Redevelopment Authority (URA) is gazetting the Bukit Timah Railway Station as a conserved building.

At their Retreat on 24 May 2010, the Prime Ministers of Singapore and Malaysia announced in their Joint Statement that the Keretapi Tanah Melayu Berhad (KTMB) station would be relocated from Tanjong Pagar to the Woodlands Train Checkpoint (WTCP) by 1 July 2011. Both Leaders also agreed that the Tanjong Pagar Railway Station Passenger Terminal building would be conserved given its historical significance and the old Bukit Timah Railway Station building at Blackmore Drive could also be conserved.

With the relocation of KTMB station from Tanjong Pagar to WTCP by 1 July 2011, both the Tanjong Pagar Railway Station and the Bukit Timah Railway Station will then cease to operate as KTMB railway facilities.

Completed in the early 1930s, the KTMB railway line with its accompanying stations was a vital mode of transport for passengers and goods travelling between Singapore, mainland Malaya and Thailand following the Causeway's opening in 1924. This marked the beginning of the heydays of rail as a means of goods transport, communications and travel. The stations played a crucial role in Singapore's economic development, enabling the transport of key commodities such as tin and rubber from across the Malayan Peninsular for export internationally. Please refer to **Annex A** for more details on the railway line and the two railway stations.

Tanjong Pagar Railway Station

In particular, the landmark Tanjong Pagar Railway Station, a terminus for the railway line, stood out for its grand facade influenced by both the Neo-Classical and Art-Deco schools of architecture. It is fronted by four larger-than-life statues that individually represented the four economic pillars contributing to Malaya's wealth – commerce, agriculture, transport and industry. Other significant architectural features of the Tanjong

Pagar Railway Station include its 72-foot high barrel-vault roof over the central waiting hall and the large tiled wall murals depicting scenes from Malaya. In the past, when railway travelling was considered a luxury, this station gave a sense of elegance and grandeur.

Said Ms Jean Wee, Director of the PMB: "With the Causeway linking Singapore to Malaysia, the KTMB railway established itself as the only means of locomotive transportation between the two countries for nearly 80 years. The gazette of the railway line's terminus, the Tanjong Pagar Railway Station, recognises the uniqueness of the structure and its existence as the key operational railway station in Singapore. It will continue to be a landmark even in its adaptive re-use, to reflect the nature and strength of ties between both countries as well as amongst its people."

The gazette of the Tanjong Pagar Railway Station brings the current number of Singapore's National Monuments to 64. Please refer to **Annex B** for the full list of National Monuments.

Bukit Timah Railway Station

The Bukit Timah Railway Station near King Albert's Park was one of the smaller stations built to serve the suburban parts of Singapore. The simple brick building with an open sided waiting hall is the only remaining station of this group. An endearing local landmark, this single storey building follows the style of the traditional small town stations that were common in the United Kingdom and Malaya in the 1930s.

Mr Ler Seng Ann, Group Director (Conservation & Development Services) in URA, notes that key buildings and structures relating to Singapore's role as a transport hub form part of the collective social memory of Singaporeans. "The URA's Conservation Programme was set up to keep these physical reminders of our built heritage. Under this award-winning programme, we have already conserved the Clifford Pier and the former Kallang Airport which were Singapore's historic gateways for sea and international air travel respectively in their heydays. Once the key historic structures for rail travel are conserved, it will complete the story of our transport history," he adds.

Please refer to URA's website at <http://www.ura.gov.sg/conservation/mod2.htm> for a listing of conserved buildings in Singapore.

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About the Preservation of Monuments Board

The Preservation of Monuments Board (PMB) is the national authority responsible for identifying, preserving and protecting Singapore's monuments. PMB's administration of the preservation gazette is complemented by its outreach objectives to promote a renewed appreciation and understanding of monuments and their history, and to encourage the public to enjoy them as sites of memory that convey a sense of place, identity and belonging. PMB's educational and public outreach efforts include school and public tours, special programmes and activities at the monuments. PMB was formed in 1971, and has been an institution under the National Heritage Board since 2009. To date, PMB has gazetted 64 structures as national monuments. For more information on PMB, please visit www.pmb.sg.

About the Urban Redevelopment Authority

The Urban Redevelopment Authority (URA) is Singapore's national land use planning and conservation authority. URA's mission is "to make Singapore a great city to live, work and play in". We strive to create a vibrant and sustainable city of distinction by planning and facilitating Singapore's physical development in partnership with the community.

The URA has successfully transformed Singapore into one of the most liveable cities in Asia through judicious land use planning and good urban design. We adopt a long term and comprehensive planning approach in formulating strategic plans such as the Concept Plan and the Master Plan, to guide the physical development of Singapore in a sustainable manner. Our plans and policies focus on achieving a balance between economic growth and a quality living environment. As the conservation authority, URA has an internationally recognised conservation programme, having successfully conserved not only single buildings, but entire districts.

To turn its plans and visions into reality, URA takes on a multi-faceted role. In addition to its planning function, URA is also the main government land sales agent. Through the sale of state land, we attract and channel private capital investment to develop sites to support economic and social development. URA is also the development agency for Marina Bay, the new city extension. To create an exciting cityscape, URA also actively promotes architecture and urban design excellence.

Drawing on our experience in integrated planning and urban management, URA provides consultancy for overseas bilateral projects and shares our urban planning experience through professional training programmes.

For more information, please visit us at www.ura.gov.sg

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Brief History of Railways in Singapore

The need for a rail system in colonial Singapore arose as early as the 1860s when demand for primary produce from the Peninsula grew. Materials and goods had to be moved efficiently to Keppel Harbour which was the main point of import/export trade. But, the construction of the much needed railway only started in 1903.

The first system centred around the main station at Tank Road located at the existing large traffic island in front of the Tank Road Chettiars Temple. In the 1910s, the line was extended south across the river, finally connecting to the Tanjong Pagar Docks and all the wharves. A direct link to Johor was later realised when the Causeway was constructed in 1923.

This marked the beginning of the heydays of rail as a means of goods transport, communications and travel between Singapore, Malaya and Siam. The natural wealth of Malaya, particularly tin and rubber, could now be seamlessly transported to the ships by a combination of human sweat and steam power to the markets of the world.

Tanjong Pagar Railway Station

Singapore was envisioned to be the starting and ending point of a rail network which would stretch West to Calais in France, North to Hankou in China and onwards to the Trans-Siberian network.

This gave impetus to create a main railway station worthy of its role as a gateway to Asia. Thus, between 1929 and 1932, the railways were realigned and the Tanjong Pagar (Singapore) Railway Station was built. It surpasses the other stations of the rail network that stretches from Singapore up to Thailand, in terms of artistic and symbolic value.

Opened by Sir Cecil Clementi on 2 May 1932, the design of the part-2 part-3 storey building with a lofty vaulted atrium is credited to the acclaimed Singapore firm - Swan & MacLaren. It is an exemplary piece of Modern Architecture with Neo-Classical and Art-Deco influences and, an integration of public art and local design motifs.

The key feature is the 21.6 m high vaulted space above the main waiting hall (equivalent to 3 storeys). The airy interior provides a sufficient climatic buffer to ensure a pleasant temperature at all times, while creating an impressive public space of a civic nature.

On three sides are impressive palatial scale facades; one overlooks the station forecourt while the other two front Keppel Road and Spottiswoode Park Road.

The Station also has Singapore's most impressive collection of public figurative art to adorn a civic building. The first set of public art works are on the exteriors, facing the

main arrival forecourt. These four heroic sculptures represent the four sources of wealth of Singapore and Malaya; Agriculture, Commerce, Transport and Industry. Internally, a series of wall murals comprising art work on rubber tile panels line the vaulted waiting hall. They showcase the beauty and wealth - padi, rubber, coconut and tin - of Malaya and Singapore. They are an eye-catching way to induce the tourists to visit the country, and are unique as a set of tile art at such a scale.

The roof of the entrance porch has a canopy of rich green glazed Chinese-style tiles. Within the porch are plastered moulding in the style of Moorish design. Cast iron canopies are adorned with classical Greek motifs and window parapets have moulded lion heads, symbolising that this station is in the Lion City.

Overall, the building successfully showcases the harmonious blending of Eastern and Western aesthetics in a Modern way which has endeared it a local, national and international landmark.

Bukit Timah Railway Station

For the 1932 railway scheme, a handful of smaller stations were built to serve the suburban parts of Singapore. These were Alexandra, Tanglin Halt and Bukit Timah Stations. Today, only the Bukit Timah Station building remains.

The Bukit Timah Station followed the style of the traditional small town stations that were common in the United Kingdom and Malaya. It is single-storey brick building with an open-sided waiting hall that fronts the main railway line with an open platform. Constructed with six clearly expressed structural bays, the quaint building houses the station masters office, an open waiting area, closed waiting area and a signals office. Its cosy country cottage appearance has made it an endearing local landmark.

List of Singapore's National Monuments

Name of Building		Date of Gazette
1	The Former Thong Chai Medical Institution (1892)	28 June 1973
2	Armenian Church (1835-36)	28 June 1973
3	St Andrew's Cathedral (Rebuilt 1856-61)	28 June 1973
4	Telok Ayer Market (now Lau Pa Sat) (1890-94)	28 June 1973
5	Thian Hock Keng (1839-42)	28 June 1973
6	Sri Mariamman Temple (Rebuilt 1843)	28 June 1973
7	Fatimah Mosque (1845-46)	28 June 1973
8	Cathedral of the Good Shepherd (1843-47)	28 June 1973
9	Nagore Durgah (1828-30)	19 November 1974
10	Al-Abrar Mosque (1850-55)	19 November 1974
11	House of Tan Yeok Nee (The Former Salvation Army HQ) (1885)	19 November 1974
12	Tan Si Chong Su (1876-78)	19 November 1974
13	Jamae Mosque (Rebuilt 1830-35)	19 November 1974
14	Sultan Mosque (Rebuilt 1924-28)	8 March 1975
15	St George's Church (1910-13)	10 November 1978
16	Hong San See (1908-13)	10 November 1978
17	Sri Perumal Temple (1855)	10 November 1978
18	Abdul Gaffoor Mosque (1907)	5 July 1979
19	Siong Lim Temple (1898-1912)	14 October 1980
20	Raffles Hotel (1887-1907)	4 March 1987 re-gazetted on 3 June 1995
21	Telok Ayer Chinese Methodist Church (1924)	23 March 1989
22	Goodwood Park Hotel (Tower Block) (1900)	23 March 1989
23	The Former Convent of Holy Infant Jesus Chapel (now CHIJMES Hall) (1903) and Caldwell House (1840-41)	26 October 1990
24	Istana and Sri Temasek (1867-69)	14 February 1992 re-gazette on 1 October 1993

25	City Hall (1926-29)	14 February 1992
26	Victoria Theatre (1856-62) and Concert Hall (1902-05)	14 February 1992
27	Parliament House, Parliament House Annex Building (1826-27)	14 February 1992, 26 June 1992
28	Supreme Court (1937-39)	14 February 1992
29	Empress Place Building (1864-67) (now Asian Civilisations Museum)	14 February 1992
30	National Museum (1884-87) (now National Museum of Singapore)	14 February 1992
31	Former St Joseph's Institution - Main Building (1855-67), Chapel (1911-12) and Classroom (1906-07) (now Singapore Art Museum)	14 February 1992 26 June 1992
32	The Former Attorney-General's Chambers (Rebuilt <i>c.a.</i> 1906)	14 February 1992
33	Sun Yat Sen Villa (now Sun Yat Sen Nanyang Memorial Hall) (1900-02)	28 October 1994
34	Yueh Hai Ching Temple (Rebuilt 1895)	28 June 1996
35	Maghain Aboth Synagogue (1878)	27 February 1998
36	The Former Ministry of Labour Building (1928)	27 February 1998
37	The Former Tao Nan School (1910-1912) (now The Peranakan Museum)	27 February 1998
38	Chesed-El Synagogue (1905)	18 December 1998
39	The Former Hill Street Police Station (1934)	18 December 1998
40	Ying Fo Fui Kun (1881-82)	18 December 1998
41	Central Fire Station (1908-09)	18 December 1998
42	The Former Nanyang University Library & Administration Building, The Former Nanyang University Memorial and The Former Nanyang University Arch (1954-56)	18 December 1998
43	The Chinese High School Clock Tower Building (1925)	19 March 1999
44	Prinsep Street Presbyterian Church (1930)	12 January 2000
45	Former Admiralty House	2 December 2002
46	Tan Teck Guan Building	2 December 2002
47	College of Medicine Building	2 December 2002
48	Cathay Building	10 February 2003

49	Church of St Peter and St Paul	10 February 2003
50	Macdonald House	10 February 2003
51	RC Church of St Joseph (1904 - 1912)	14 January 2005
52	Church of Our Lady of Lourdes (1888)	14 January 2005
53	Church of Nativity of the Blessed Virgin Mary (1901)	14 January 2005
54	Tou Mu Kung Temple (1921)	14 January 2005
55	Former Ford Factory (now Memories at Old Ford Factory)	15 February 2006
56	Former Raffles College (1927-1953) (now NUS Campus at Bukit Timah)	11 November 2009
57	Church of St Teresa (1928-1929)	11 November 2009
58	Keng Teck Whay (1847-1875)	11 November 2009
59	Command House (1939)	11 November 2009
60	Former St James Power Station (1926)	11 November 2009
61	Bowyer Block (1926)	11 November 2009
62	Former Singapore Conference Hall and Trade Union House (now Singapore Conference Hall) (1962-1965)	28 December 2010
63	Esplanade Park Memorials: Lim Bo Seng Memorial (1953-1954), Tan Kim Seng Fountain (1882) and Cenotaph (1920-1922)	28 December 2010
64	Tanjong Pagar Railway Station	8 April 2011