



Number 57

3rd quarter, 2012

Contents

Opinion

- **Social and spatial archaeology**

News

Report: Archaeology in Alaska

- **Documenting the Klondike gold rush**

Worldwide

- **La Constancia Mexicana, the oldest textile mill in Latin America**
- **Digitising Industry project: sharing industrial heritage data on the web**
- **Big conservation grants for Elsecar pumping engine and Ditherington Mill**
- **Three new mining sites added to UNESCO List**
- **Can London's Battersea Power Station be saved?**

Museums

- **The future shipyards museum in Monfalcone, Italy**
- **ERIH Annual Conference 2012**

Publications

- **Industrial heritage around the Baltic Sea**

Conference reports

- **6th Latin American Colloquium for the Conservation of Industrial Heritage, São Paulo, Brazil**
- **III meeting of the TICCIH Railway Section, Lousado, Portugal**
- **IV International Congress on Construction History, Paris**

Coming Soon



The TSS Earnslaw leaving Queenstown, New Zealand

Learn more about this ship inside

Photo: Neil Cossons

Opinion

Social and spatial archaeology

Dr Stephen Hughes

Stephen Hughes co-ordinated the TICCIH/ICOMOS International Canal Monuments List and The International Collieries Study and is on the TICCIH Board. He works as Projects Director at the Royal Commission on the Ancient & Historical Monuments for Wales in Great Britain and advises ICOMOS on World Heritage Sites.

Iain Stuart's recent article in the *TICCIH Bulletin* (# 51, 2011) on the definition of industrial archaeology rightly claimed the right to apply the techniques developed in this field beyond the Industrial Revolution of the eighteenth and nineteenth centuries.

However, in a modern period of study when a focus has been on the total archaeology and architecture of the built environment of the 'industrial period', techniques have also been developed that look at the whole extent of the effects of industrialisation in reforming much of the character and social morphology of a landscape.

These techniques of social and spatial archaeology can be applied with equal validity to industrialisation of all ages and can be argued to form an integral part of the study of the subject.

An industrialist, entrepreneur, company or government might build a factory but the building and integral machinery is only part of a much greater industrial complex or landscape that is produced. The factory with its transport and water-power feeders, and possibly its mines and quarries, can be considered from a purely functional viewpoint.

Yet even the functional element of this complex, the factory, can have spatial planning and an architectural form that yields considerable evidence on contemporary views of master-servant and other social and ethnic relationships. Much more evidence can be gleaned from the spatial relationships between factory, owners' mansion, key workers' housing, workers' settlements and institutional buildings, say, of schools for the workers' children, mechanics' institutes, workmen's institutes, owners' churches and workers chapels, owners' shops and stores, gardens and allotments. The comparative architecture of all these is an equally valid source of information but the techniques employed, and the conclusions arrive at, are radically different from those used by an art or architectural historian.

Opinion

Such techniques can equally be applied to earlier landscapes such as a Roman mining-site like Dolau-Cothi in Wales, United Kingdom, where the site was supervised from a regularly planned Roman defended site in the valley nearby but the workers' seem to have lived in an irregular Romano-British Hillfort.

A site like the originally ninth-century Grand Canal in China was accompanied by large irrigation schemes but also regular post-ing-stations with courtyards and pagodas and settlements of salt and rice-merchants' houses and gardens. This was part of a whole 'water-culture' that included navigable moats around canal-cities which were themselves laced by waterways and surrounded by merchants' water-gardens and navigable lakes flanked by villas, tea-houses and pagodas.

The hundreds of industrial settlements established by Peter the Great and Russian aristocrats in the Urals and elsewhere at the end of the seventeenth, and beginning of the eighteenth, centuries, exhibit standard grid patterns of streets flanked by workers' log-cabins surrounding a central water-power dam and production facilities. Each suburb, be it Ukrainian, Belarussian or Russian, had its own church and institutional core with the works offices and owners' or agent's mansion at the centre and the whole often surrounded with defensive walls.

In all of these cases a coherent industrial archaeological study could only come from a total assessment of the complete industrial and associated complex and not just from the functional elements of a site. In recent decades considerable advances have been made in the study of social and spatial archaeology and these can fruitfully be employed in any wider chronological specialisms developed for the study and evaluation of the industrial archaeological resource.

TICCIH News

Your chance to shape the future of TICCIH

Elections will be held at this November's TICCIH congress in Taipei to determine the President and Board of TICCIH for the next three years. Under the TICCIH constitution, the composition of the Board is decided at the General Assembly. All National Representatives are entitled to vote so it is very important that TICCIH members contact their National Representatives to discuss potential candidates for the Board, but also to state their preferences once the candidates are known.

Under the constitution at least one fifth of the Board must also seek re-election. This year, TICCIH President Professor Patrick Martin is standing again, Helmut Albrecht, Dag Avango, Iona-Irina Iamandescu, Belem Oviedo-Gamez and Jaime Migone must stand for re-election, while Gràcia Dorel-Ferré and David Worth, who are co-opted Board members, may also choose to stand. Of the current Board members, José Manuel Cordeiro has indicated that he will not present again.

Any fully paid-up member of TICCIH is entitled to stand for election to the Board. They must be proposed and seconded by two other paid-up members, and the proposals should be received by the General Secretary, Stuart Smith (stuartsmith@chygarth.co.uk) at least one month before the election so that the slate of candidates can be circulated and publicised.

It is very important that TICCIH members make their views on the new Board known to their National Representatives and to encourage candidates to step forward for election. This is a great opportunity to influence the future of TICCIH, and to ensure that it has the drive and energy to tackle the challenges facing the organisation over the coming years. You will be able to find information on National Representatives as well as all the candidates for the elections on the TICCIH website. It will be worth checking regularly as it is likely to change closer to the time of the Taipei congress.

The General Assembly in Taipei will be notable as Stuart Smith's last as General Secretary of TICCIH - a post which he has held for 26 years. He has announced his intention to stand down from the Board, although he will continue to work closely with TICCIH, especially in Asia. Dr Stephen Hughes has agreed to stand for the position of General Secretary.

Miles Oglethorpe and Dag Avango

Report

Archaeologists document the Klondike gold rush

John Baeten

The author worked as an archaeologist for the U.S. Forest Service for about 10 years and is now in Michigan Tech's Industrial Archaeology Master's program, with an interest in mining technologies, industrial landscapes and mapping human activity within a GIS.

At the turn of the 20th century Fairbanks, Alaska was home to the last great North American gold rush. Experienced miners from the Klondike set off on foot and on steamer from Dawson, settling near a shallow bend on the northern banks of the Tanana River in Alaska's interior. Originally these miners focused solely on displaced placer gold, located near streambeds and valley floors, but they later shifted their focus upstream and upslope searching for the source veins of the yellow-stuff found in hard-rock deposits. For the past three years archaeologists from Michigan Technological University and the University of Alaska Anchorage have been working with the Bureau of Land Management conducting archaeological surveys within historic mining areas in the Fairbanks region.

These surveys have produced meaningful data, including both material culture and landscape features that help archaeologists to better understand the workplaces and broader workspaces of these miners.

Our methodology takes shape prior to our summer field season, as we conduct background research during the school year, helping to get a better grasp on the archaeological features that we might encounter during the field season. This research consists of: cataloguing information relating to specific mines within government documents and trade journals, looking for evidence of structures and other development work on historic maps, and analyzing aerial imagery for signs of cultural activity on the landscape. These pre-field activities allow us to focus surveys around known "hot spots", providing for a more efficient examination of the historic claims.

The eastern region of the Fairbanks Mining District experienced concentrated placer and hard-rock mining activity over a span of nearly 100 years. This activity created archaeological features that are evident in both material culture and within the landscape in the form of abandoned machinery, structures, pits, cuts and waste rock piles, telltale signs of their historic technologies and mining systems that we are now discovering during our investigations.



Students and faculty documenting the interior of the Hi-Yu stamp mill.

Report

These miners left tools that reflect a chronology of technological change and economic development; as increased funds flowed into the interior, miners switched from simple wood-fired, steam-powered boilers, hoists and shovels, to larger, sophisticated diesel and electric powered engines, bulldozers and dredges. Recognizing these technological changes helps us better understand the origins of the surrounding landscape features present in the historic workspaces.

Change is also evident in the landscape, moving from older ephemeral hand-dug pits to more extensive bulldozer cuts. The landscape features reflect the evolving mining systems used in both placer and hard-rock operations. In the field these features sometimes appear to be almost random arrangements, criss-crossing the terrain. Making sense of these landscape features is difficult, but by using a GPS unit we mapped these pits, trenches and ditches and patterns of prospecting and development within the workspace became apparent. These patterns not only show the extent of mining activity but also the miners' acute sense of the local geology, as the pits and trenches trend in the same direction as the veins holding the gold. After recording over 500 of these prospect pits and trenches, we've become quite familiar with them and their patterns have become almost predictable in the field; if we find one pit, we have a pretty good clue to where the next one is going to be.

In addition to recording cultural features we are also identifying potential hazards within the historic mining claims. These hazards often coincide with the archaeological features we get excited about, leading to conflicting moments in the field. The government personnel responsible for identifying potential mining hazards are environmental technicians; scientists who are savvy within their own field but generally fail to see the potential cultural value of an open shaft or a dilapidated mill site. This leads to many mining features being assigned a hazard value rather than a cultural one, often culminating with the removal of the feature prior to full archaeological documentation. We expect that our current project will lead to more nuanced appreciation of the features within historic mining landscapes managed by the BLM.

Our work in the Fairbanks area shows that there was an immense amount of historic mining activity located near this populated area, leaving a surprisingly well-preserved mining landscape. The integrity of the sites within the Fairbanks Mining District is astounding; standing gravity stamp mills, dredges, hoists, winches, boilers and cribbed shafts all located within 20 miles of Fairbanks proper. We hope to continue working in interior Alaska, documenting these workplaces and workspaces and uncovering more clues to the story that helped make Fairbanks the "Golden Heart City".



Features in the Fairbanks Mining District sometimes appear random and archaeologists use GPS units to make sense of their distribution.

Worldwide

Mexico

***La Constanca Mexicana*, the sleeping beauty of the Mexican industrial heritage.**

Mariano Torres, TICCIH-Mexico

Congratulations to the Public Works in Puebla, central Mexico, which has finally put in hand the refurbishment of the first cotton mill in Latin America, *La Constanca Mexicana*. An important endangered site is saved, revealing the different steps in its history.

It was erected between 1830 and 1834, and started work in 1835, almost the same time as European and American industrialization! In 1841 the *Semanario de la Industria Mexicana*, recorded that yarn was manufactured in the factory on 7,500 spindles, 300 workers producing 2,500 pounds of yarn daily.

This put Mexico onto a successful route to modern productive activity. *La Constanca Mexicana*, founded by Estevan de Antuñano and Gumersindo Saviñon (born in France), two courageous Mexican entrepreneurs, passed through different hands between 1848 and its closure in 1991. It was rebuilt several times lastly between 1905 and 1909. The final owner, Michel Barbaroux, left the building in the hands of his workers in 1960 when he fell into bankruptcy. A cooperative society composed of former workers managed the works without reinvesting until it finally closed in 1991.

“The rescue seeks to respect the original architecture and to adapt the space to create the conditions for the new use.” said Dr. Architect Cecilia Curro Castillo of the first step in the refurbishment of this enormous site. The work revealed the hydraulic system of the old mills built by the Dominicans to irrigate the lands of the hacienda, a network of aqueducts and canals that the nineteenth century industrialists adapted. They followed the layout of the hacienda when they built workers’ housing and the factory.

The work also highlighted the significant number of machines that are still within the factory and a beautiful set of paintings from the years of construction until the 1920s. All this needs to be secured, despite the polluted state of the factory space.

So far the overseers’ houses, close to the factory, have been restored. Ordinary workers lived in the nearby village. In front of *La Constanca* the social centre, with its theatre, has also been renovated and reused as a restaurant space. After a year’s work, the main court, chapel and stock houses are ready for new activities as the headquarters of the Philharmonic Orchestra and a music school. Next year work starts on the second part of this ensemble which will put the engine rooms on the path of recovery. A national industrial museum is on the horizon.

The rescue of this cradle of Mexican industrialization is a fact, despite the criticism of academic opinions who ask for clarification of the refurbishment criteria. The inclusion of this site in the UNESCO list is the expected next step for local authorities.



The formal entrance to the 1848 *La Constanca Mexicana* spinning mill.

Photo: Gràcia Dorel

Worldwide

Europe

The 2013 Micheletti award: applicants sought

The Award focuses on contemporary European history and its scientific, industrial and social heritage. Museums of 20th century history (social, political, military) can apply, museums of science, technology or industry, science centres, ecomuseums or interpretation centres. Hundreds of museums have already done so in the 17 years of activity of the Micheletti Award.



European Museum Academy

E-mail: europeanmuseumacademy@gmail.com

www.europeanmuseumacademy.eu

United Kingdom

Digitising industry: using the web to share data on industrial heritage

David Fleetwood

Industrial heritage is a diverse global resource, the understanding of which relies heavily on the opportunity to compare and contrast different examples and technologies. This is a process without borders, often reflecting the international nature of industry itself. New technologies offered by the internet are set to provide an opportunity to revolutionise this kind of analysis and an initiative co-sponsored by TICCIH is at the forefront of realising this opportunity.

This autumn's TICCIH congress in Taiwan will see the inauguration of Digitising Heritage, a new project designed to harness the unique knowledge of TICCIH members and other industrial specialists, bringing it together into a single web-resource. Initially, work has been carried out by the Hydrel specialist section of TICCIH focussing on the historic hydro industry in Scotland and Norway.

The resource will take the form of a website and online GIS-enabled database. It will be introduced to delegates in a workshop at the Taiwan congress in November. The intention is that other TICCIH specialist sections will be able to adapt the facility to

suit the requirements of their own subject areas. Thereafter, there is the potential for Digitising Heritage to be rolled out still further across the heritage sector as a whole.

A key driver behind the project has been the need for reliable comparative international datasets from which sound evaluation can be made in relation to the comparative value of industrial heritage sites in different countries. ICOMOS, which advises UNESCO on the built heritage, have in the past relied upon TICCIH to advise on industrial heritage issues, a relationship which was formalised in an agreement between the two organisations at the 2000 TICCIH Congress in London. A number of comparative studies by members of TICCIH have subsequently emerged, such as those on collieries, canals and bridges, and others, such as textiles, are under development.

Recently, the potential of Digitising Heritage was formally recognised by Scotland's First Minister, Alex Salmond, when he delivered a keynote speech at a conference on renewable energy in Bergen, Norway. During his visit to Norway, Mr Salmond met with Randi Bårtvedt, Director of the Norwegian Museum of Hydropower and Industry and a joint interview about the project can be viewed on **YouTube**. This level of political engagement is a major opportunity which could help industrial heritage to significantly raise its profile internationally.

The hope is therefore that, by utilising free digital and web resources, Digitising Heritage will help TICCIH to reach a wider audience across and beyond the industrial heritage sector, and that the resulting resource will be flexible, scalable and portable. The prototype site will allow data to be collected, displayed and interrogated online and will provide some case studies of potential outputs for the information, all of which will be demonstrated at the workshop in Taipei.

This will provide an opportunity for members of specialist sections to feed into the development of an online toolkit which will allow for the creation of individual web-sites across specific themes. For this reason, it is hoped that individual sections may consider nominating a representative to liaise with the Digitising Heritage Project to ensure that feedback from users is as detailed as possible and that individual specialist section web-sites can be established as quickly as possible.

Digitising Heritage is specifically designed to be able to provide a flexible resource into which any approved user can contribute, harnessing expertise and knowledge across the world. Whether this is in developing the role of TICCIH in advising ICOMOS and UNESCO or in helping to develop a project to engage a local school with its industrial heritage, the vision is that this project has the potential to provide TICCIH members and other industrial heritage activists with an extra resource to support their work. Perhaps most important, there is the possibility that it can help breathe new life into TICCIH's specialist sections, some of which have become a little moribund in recent years.

Worldwide

UK Heritage Lottery Fund (HLF) offers big grants for two important sites.

Neil Cossons

Elsecar Newcomen engine

A grant of £425,000 has been offered by HLF for the conservation of the Newcomen-type beam engine at Elsecar near Barnsley, South Yorkshire. This is the oldest steam engine in-situ at its original location anywhere in the world. The Elsecar engine has been in the top ten industrial sites on the England Heritage At Risk Register. The grant represents 83% of the project costs, the remainder having been raised locally.

Elsecar was the industrial powerhouse of the successive Earls of Fitzwilliam from nearby Wentworth Woodhouse and the surroundings that remain today include iron-works, workshops, a canal, colliery and the Fitzwilliam's family railway station. The village itself is an excellent example of an industrial model village, one of the earliest in England.

Ditherington Flax Mill, Shrewsbury

The second HLF grant is a first round offer of £465,300 as a prelude to a grant of £11,686,000 to the iron-framed flax mill at Ditherington, Shrewsbury.

Built in 1796/7, this is the world's first iron-framed building, a five storey flax spinning mill combining for the first time cast-iron columns and cast-iron beams supporting brick jack arches, thus creating a fire-proof building without the use of any wood in its construction. The mill was used for flax spinning until the 1880s when it was converted into a maltings.

Empty since the 1970s, there have been a number of abortive proposals for regeneration. English Heritage acquired the derelict buildings in 2005, and has since been working with Shropshire Council, the Friends of the Flax Mill, architects Feilden Clegg Bradley Studios, and the Homes and Communities Agency to find a new use for the site. The goal is to create a long-term future for the historic buildings and for the community of which they have so long been a part.

A first round offer means the project meets HLF criteria for funding and that the project has potential to deliver high-quality benefits and value for Lottery money. In this case the initial funding will pay the costs of developing the conservation project into a detailed proposal sufficient to release the remainder of the grant and enable work to begin. A period of two years is allowed in which to achieve this. The application was in competition with other supportable projects, so a first-round pass is an endorsement of the outline proposals. Some initial conservation work has already been carried out by English Heritage, ensuring the building is weatherproof and identifying those issues that will require major attention.



The Elsecar engine was built in 1795, draining water from Elsecar New Colliery until 1923 and remained in working order until the 1950s

Worldwide

Can London's Battersea Power Station be preserved?

Stuart Tappin
Stand Consulting Engineers
www.standengineers.eu

The continuing uncertainty about the future of one of the most famous cases for re-using an industrial building, Battersea Power Station on the banks of London's Thames River, was discussed at a recent public forum. The last owner, Treasury Holdings, went into administration at the end of 2011. Since its closure in the early 1980s, a succession of redevelopment schemes have failed to proceed.

A number of recent articles in the general and technical press had asked whether it was finally time to demolish the power station to 'free up' the site for complete redevelopment. The Twentieth Century Society has long campaigned for its retention at the heart of an appropriate development and I helped them arrange a recent conference on 20th April 2012 at the Building Centre in London under the heading "Heritage and Re-generation".

Keith Garner, an architect and key member of Battersea Power Station Community Group, summarised the sorry story of the failure of the previous owners and their master plans. He said they have failed because they were overambitious and failed to really understand the power station and its surroundings. An

alternative approach is needed to open the power station to groups and organisations that will then generate an income and attract other users into the building.

My paper covered the condition of the structure based on previous meetings with the design team and visits to the site. The majority of structural problems are, as can be expected, due to water ingress through the brickwork which has led to corrosion of the steel frame. All these repairs can be dealt with by following good conservation-engineering practice. The four reinforced concrete chimneys were the subject of much discussion in 2005 when the original planning application for their demolition and replacement with new reinforced concrete was first proposed. My view then was that further study and investigations were needed to explore a repair option and that the case that there was no alternative other than to replace had not been sufficiently made. This is still my view.

The next presentation looked at the site in its overall context now that the whole of the south bank of the river Thames is undergoing re-development. The new American Embassy, due for occupation in 2017 will have a major influence on the public perception of the area and its surroundings. Some funding from developers towards an extension to the Northern Line has already been secured. The £200 million contribution that is required from Battersea is part of the problem and Giles Dolphin, the former Head of Planning Decisions at the Greater London Authority, said the power station should be given to a heritage body with the contribution to the tube extension covered by a government grant.



A model of the current proposal shows the overcrowding of the historic site.

Worldwide

Two alternatives to the consented scheme were put forward. The first by SAVE Britain's Heritage with the architect Allies and Morrison would repair the listed building and use the un-roofed central boiler room as a venue for sports event or concerts. Other parts of the building could be let to smaller groups and this would quickly start to generate income and act as a catalyst for a long-term re-generation.

The second scheme, presented by Sir Terry Farrell was also based on a gradual growth rather than the 'big bang' approach. Farrell's scheme would undoubtedly be more controversial for conservation groups as it will involve the removal of significant parts of the elevations.

The discussion which followed reiterated concerns that successive owners had ramped up the value. The result is that the only way to make it financially viable is by cramming more onto the site. This is certainly the case with the Treasury Holdings proposal. Each scheme then fails as the economic boom and bust cycle goes around.

The winning bid for the site of £400 million from a two Malaysian developers seems to be based on implementing the Treasury scheme and therefore almost certain to repeat previous failings. The community group continues to lobby for the incremental approach that has been successful at sites such as Dean Clough Mills in Halifax and the Zollverein complex in Germany.



The view into the gutted interior of the former generating hall and two of the four chimneys, in 2009.

The TSS Earnslaw leaving Queenstown, New Zealand

The Earnslaw was designed by Hugh MacRea and built in 1912 by J McGregor & Co of Dunedin for New Zealand Railways. She was then dismantled and carried in sections to Kingston on Lake Wakatipu and there re-assembled. The Earnslaw is the largest steamship to be built in New Zealand and one of the world's last coal-fired passenger ships still in regular service. She was launched on 24 February 1912, a few weeks before the loss of the Titanic, and is formally recognised by the Institution of Professional Engineers of New Zealand as an important part of New Zealand's engineering heritage.

Photo: Neil Cossons



Worldwide

France

Three new mining sites added to UNESCO List Massimo Preite

On the occasion of the 36th session of the World Heritage Committee (St Petersburg, 24 June–6 July 2012), 26 new sites were added to the UNESCO List. Of these, three consist in mining sites or mining landscapes. The “Nord Pas de Calais Mining Basin” was listed in the category of evolved cultural landscapes, and two serial sites were registered: the “Major Mining Sites of Wallonia”; and “Heritage of Mercury Almadén and Idrija”. Their promotion to the List bears witness to the growing appreciation which the mining heritage has enjoyed in recent years.

In all three cases, the sites were registered under the criteria “ii” and “iv”. However, the assessments of outstanding universal value identify profiles of uniqueness and value which are very different from each other.

The Nord Pas de Calais Mining Basin consists of 109 separate components, spread over an area of 120,000 ha., incorporating mining pits and lift infrastructure, slag heaps, coal transport infrastructure, and mining villages including social habitats, schools, and religious buildings. However, reducing the multiplicity and variety of these exceptional heritage sites to a mere inventory would be overly simplistic. Rather, they are to be seen in their dimension as a living mining landscape, insofar as protecting evidence of past mining activity is part of a responsible process of economic and social transition, one that is highly respectful of fundamental and inalienable values, involving basic aspects of the local identity.

The Major Mining Sites of Wallonia consist of four 19th- and 20th-century coal mining sites (Grand Hornu, Bois du Cazier, Bois du Luc, and Blegny-Mine) which illustrate three distinct phases of industrialisation, each characterised by a particular system. The first period of industrialisation (from the 18th century until 1860) corresponds to the coke/cast-iron/steam system, while the second (1860-1960) relates to the steel/electricity/chemical/combustion engine system. The third period (from 1960, as a result of the 1952 ECSC Treaty) is characterised by de-industrialisation.

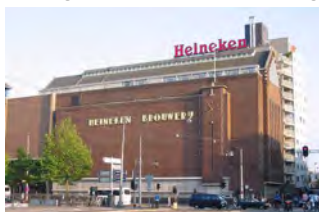
The uniqueness of the Heritage of Mercury lies in three main aspects: the mines at Almadén (Spain) and Idrija (Slovenia) are the world’s most important natural deposits of their kind, as well as the most significant accumulations of technology in the production of mercury in human history. Moreover, the two sites bear witness to intercontinental trade in mercury, which generated important exchange between Europe and America, over several centuries.

Museums



European Route of Industrial Heritage Annual Conference 2012

The ERIH Annual conference takes place from 12-14 September 2012 in Amsterdam, Netherlands ERIH Anchor Point Heineken Experience. The subject this year “Celebrating European Industrial Heritage” as our network is working on an ambitious project: the European Night of Industrial Heritage.



A first step is already made: On 30th June 2012 ‘ExtraSchicht’ in Germany, which this year will be organised for the twelfth time and ‘Industriada’ in Silesia, Poland (now in its third year), have entered into a cooperation and celebrate their events on the same date. Enthusiasts of industrial heritage will have the chance to indulge themselves with events organised in North Rhine-Westphalia (DE), Silesia (PL) and in Donetsk Region (Ukraine).

For more information, please visit the ERIH website (<http://www.erih.net/european-night.html>). During the ERIH Annual Conference several presentations about industrial events will be held and the delegates can discuss the idea of a Europe-wide celebration of industrial heritage under the patronage of ERIH.

On the second day a tour on the ERIH Regional Route Holland Route will enable delegates to visit sites in and around Amsterdam in historic buses.

Conference programme and registration can be found on the ERIH website (<http://www.erih.net/latest-news.html>)

Museums

The future museum of the shipyards and city of Monfalcone, Italy

Franco Mancuso

In 2014, Monfalcone on the Adriatic Sea, the northernmost port of the Mediterranean, close to Trieste, will inaugurate the new museum celebrating the shipyards and the city. It will be located in the former Albergo Operai, a large building erected in the early 1920's along the border between the company headquarters and the workmen's village of Panzano. The museum will be based on a project selected by public competition; within the year the project will be developed, and tenders sought for the construction, scheduled for completion the following year.

The competition was preceded by a report defining the contents and exhibition methods for the museum: for this the City relied on collaboration with the Italian Association for the Industrial Archaeology Heritage (AIPAI), which designated a dedicated team that completed its work last year. A new team was then appointed to follow the development of the project*.

AIPAI suggested that it was important not only to document 'the art of building ships' – wonderful ships indeed, among the most prestigious in the world – but above all to talk about how the city, the community that lives in it, the sea it overlooks, have been shaped over the past one hundred years by the presence of the shipyards: starting in the first decade of the last century when the brothers Alberto and Callisto Cosulich, ship owners from Trieste, decided to settle in Monfalcone to build the original nucleus of what would soon become one of the largest shipbuilding industries in the country.

The museum will therefore narrate how Monfalcone became the 'city of shipyards', and how the presence of the shipyard soon branched out into the city with the construction of the workers' village in Panzano – groups of homes for the workers, villas for the white-collar employees and management, hospitality structures for unmarried workmen and blue-collar trades, sports and health facilities, theatre, shops, public bathing facilities; how great artists and architects left significant traces of their talent in the architecture of the village, and at the same time in the living spaces of the ships with decorations and furniture designed by prestigious architects.



The new museum occupies the Albergo Operai, the Workers' Hostel.

It will talk about how workers reached remarkable levels of specialization, but also how they lived, where they came from, what their working conditions were like; and about how the shipyards became consolidated after the 1920's thanks to a diversification of production into the construction of airplanes, hydroplanes and trains, while producing cargo boats, ocean liners, military ships and submarines.

This fascinating and multifaceted adventure has led to the conception of an exhibition itinerary that takes into account the peculiarities of the Monfalcone museum. The first is that the museum is not only called upon to bear witness to the history of the past: it is in fact taking shape at a moment when history has not come to a standstill, and the places in which it has taken place are still intensely vital. Inhabitation rates are high and Panzano village is undergoing a significant urban renewal.

Museums

The museum will then document its history but will also talk about what it is today and what dynamic processes are underway; and, why not? the stories of its probable future.

The second peculiarity is that the museum is located inside the urban reality generated by the shipyards: this reality is vividly perceptible throughout the visit, walking through Panzano, past the houses, along the stadium and into one of its most symbolic buildings, the former Albergo Operai. All the time the presence of the shipyards, the cranes, the profiles of the ships under construction, will be present, behind the fences. Finally, the museum will be nurtured over time by objects and documents brought in by the vibrant community of civic associations in Monfalcone and by the institutions and people who have lived, are living and will live in the spaces and experiences of the shipyards and the city.

Given the particular characteristics of a museum that speaks of places, stories and functions, located, as we have seen, in one of the symbolic venues of the city's experience, it was proposed to create two different types of routes: the virtual itineraries, that could be enjoyed in exhibitions, installations or multimedia facilities inside the actual museum spaces (the former Albergo Operai), and the tour itineraries, that could be experienced by walking through the spaces and places of the city and region that were involved in the experience of the shipyards and the industrialization process.

* Members of the AIPAI team for the museum concept: F. Mancuso (leader), G. Ganis, A. Marin, G. Mellinato. Members of the Scientific Committee for the development of the project: F. Mancuso (chairman), G. Mellinato, M. Preite (AIPAI), and C. Bandera, G. Cuscunà, P. Devetta, M. Eliseo, P. Maschio.



The launching of the steamer Paganini.

Publications

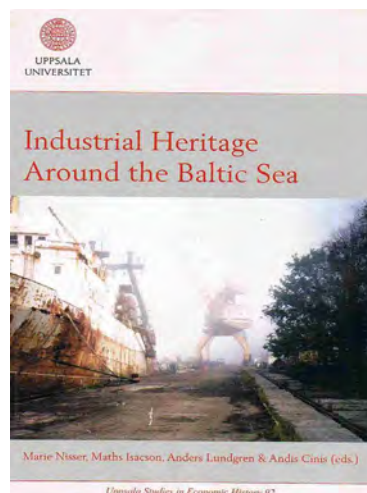
Industrial heritage around the Baltic Sea
Marie Nisser, Maths Isacson, Anders Lundgren &
Andis Cinis (eds.). 264 pp. Uppsala Universitet, 2012

The processes of urban and landscape renewal during the transformation undergone in the former Soviet republics on the edge of the Baltic and in the Nordic welfare countries over the last three decades is discussed in this collection of fourteen essays by researchers, teachers and doctoral students, half each from the Baltic countries and from Sweden. The work was carried out in a series of workshops and field visits between 2001 and 2007.

The economies of Lithuania, Latvia and Estonia were devastated in the years either side of the collapse of the Soviet system in 1989, and then saw the sudden impact of privatisations and inflows of western investment capital. Denmark, Norway, Sweden and Finland have also experienced economic depression and de-industrialisation in varying degrees, Finland being affected more by the Soviet disintegration, while Norway discovered oil reserves in the North Sea.

The concepts and methodologies applied in the region to the remains of industry have developed, starting with the preservation of outstanding monuments and moving on, over the years, towards the wider use of this heritage to create new workplaces and activities. In the process, international collaboration has also grown and has probably reached a more advanced state in the Baltic region than any other part of the world. In this, the role played by Marie Nisser was instrumental.

This very readable collection of essays examines the course by which industrial heritage comes into being and is assimilated or rejected, drawing on case studies of some of the most remarkable production sites in Europe.



James Douet

Conference Reports

6th Latin American Colloquium for the Conservation of Industrial Heritage
São Paulo, Brazil, July 3-6, 2012

Gabriela Campagnol

Assistant Professor of architecture and design at Texas A&M University, Texas, USA, and founding member of TICCIH Brazil

Two years later than expected, the 6th Latin American Colloquium for the Conservation of the Industrial Heritage finally took place this month in the city of São Paulo, Brazil. Coordinated by Ademir Pereira dos Santos and Eduardo Romero in the SESC Vila Mariana, Belas Artes University, and Cinemateca Brasileira, with twenty-two experts in seven roundtables and over 80 speakers from Brazil, Argentina, Mexico, Chile, Uruguay, USA, Portugal, Spain, Italy, and Belgium.

In the opening conference, Jaime Migone, TICCIH representative from Chile, offered a panorama of the preservation of the industrial heritage in his country. Beatriz Kühn, associate professor at the University of São Paulo, addressed the closing conference. The roundtables discussed (1) preservation of the industrial heritage: current issues; (2) labor and industrial heritage; (3) heritage, industry, art, and design; (4) prospects for the study of the industrial legacy; (5) industrial heritage, mining, and coal; (6) panorama of the railway heritage; and (7) actions to preserve the railway heritage.

Participants included Patrick Viaene (Belgium), Jorge Tartarini (Argentina), Belem Oviedo (Mexico), José Manuel Lopes Cordeiro (Portugal), Domingo Cuellar (Spain), and Cristina Meneguello (Brazil). Julián Sobrino Simal, from the University of Seville, Spain, made an important contribution arguing for the necessity of a strategic plan for the preservation of the industrial heritage: "a bad strategy is better than no strategy."

Conference Reports

The architect Marcelo Ferraz, one of the leaders of the award-winning Brasil Arquitetura Studio, and who is carrying out the pioneer “industrial archeology” legacy of the Roman-born Brazilian architect Lina Bo Bardi, presented three successful projects of adaptive reuse of industrial heritage buildings in Brazil. The KKKK Complex (1996-2001), in Registro, on the southern coast of São Paulo; the Bread Museum in Ilópolis (2005-07) and the Route of the Mills in southern Brazil; and the Engenho Central Theater in Piracicaba, a former sugar warehouse, inaugurated last March. Before presenting his projects, Ferraz protested against the word recycling, preferring terms like rehabilitation and revitalization to define his design approach. As an architect, Ferraz defended the respect to the existing and spoke about “architecture full of memory.”

During three days, students, academics, researchers, and professionals of museums and governmental agencies of municipal, state and national level, such as the IPHAN (The Brazilian National Institute of Historical and Artistic Heritage) gave some well-received talks that covered subjects such as conservation, theory, management, visual archeology and history.

It was definitely a great opportunity to reveal the richness, complexity and threats of the Brazilian industrial heritage. On the other hand, the exchange of experiences in the Latin American context and the discussion beyond the Brazilian problems and

achievements were disappointing due to the lack of foreign participation. Non-Brazilian speakers presented only half a dozen among the 87 papers. Furthermore, the debate on the architectural value of the industrial heritage and the design approach regarding the adaptive reuse are still incipient.

Post-conference tours were organized to the traditional industrial areas of São Paulo, such as Maria Zélia worker village, Cinemateca, a former slaughterhouse (abattoir), SESC Pompéia, a former drum factory converted into a sport and cultural center by Lina Bo Bardi, and Paranapiacaba, a company town established in the mid-nineteenth century by the São Paulo Railway, a privately owned British company, over the Atlantic’s green mountains to transport coffee beans from inland plantations to the port of Santos on the southern coast.

Representatives from TICCIH Brazil, Mexico, Argentina, Chile, Portugal, Spain and Belgium met on the third day to discuss the results of this event. Mexico is willing to host the next Latin American colloquium in 2013. Despite the absence of Colombia representatives in this event, professionals and institutions in this country have expressed interest in hosting a conference in Bogota.



Cinemateca Brasileira, which is the institution responsible for the preservation of Brazilian audiovisual production.

Conference Reports

III meeting of the TICCIH Railway Section, Lousado, Portugal

José Manuel Lopes Cordeiro

This meeting took place at the Lousado Railway Museum, a branch of the Portuguese National Railway Museum, located in Lousado railway station, at the junction of the Minho Railway with the Guimarães Railway, in the county of Vila Nova de Famalicão. The Lousado Museum occupies the old workshop complex of the former Guimarães Railway Company (1883-1927). The National Railway Museum (NRM), inaugurated in 2007, is a multi-centred museum institution with headquarters in Entroncamento and diverse museum branches distributed throughout the country.

The central issue discussed in the meeting was the conservation of the railway heritage, movable and immovable. Judite Roque discussed the NRM conservation and restoration service, in particular the restoration of the train that carried the Portuguese royalty in the late nineteenth and early twentieth centuries, which was shown at the 2010 international exhibition "Royal Class, Regal Journeys", in Utrecht, Netherlands. Rafael Salvador Ortega presented the newly renamed Railroad Museum of Catalonia, which will integrate all the aspects concerning divulgation, culture, education and also technological and innovation related to the railway world. Ana Cabanes and Domingo Cuéllar presented the work of the Madrid Railway Museum, in particular the creation of a thesaurus which will allow the analysis, characterisation and control of objects and documents that are part of the railway heritage.

Joana Almeida Ribeiro spoke about the origin, history and affirmation of the Lousado Railway Museum in the context of the slow formation of the National Railway Museum. Domingo Cuéllar and Francisco Polo presented the Railway History Program of the Spanish Railway Foundation, which has developed an intensive research work on the building, identity and the legacy of railway settlements in Spain. Jairo Fernández Fernández, from the Railway Museum of Asturias, presented a research project developed since 2005 on the incidence of occupational subgroups in the management model of the railway work. Daniel Conde spoke of the campaign against the destruction of the Tua Railway, in Trás-os-Montes, due to the construction of a dam that will submerge it, and presented a tourism project as an alternative. Manuel Tão, from the Association of Friends of the National Railway Museum, presented a set of alternatives policies for a new railway museology in Portugal, based on successful experiences in Europe. Finally, José Luis García Rubalcava, president of the TICCIH Railway Section, explained the recovery of the railway heritage of Aguascalientes in Mexico and its possible classification as a World Heritage Site by UNESCO.

After the meeting, participants visited the Nine Railway Museum, another National Railway Museum branch in Vila Nova de Famalicão where, among other interesting rail equipment, is the oldest locomotive in Portugal, acquired in 1856 from William Fairbairn & Sons. The author, one of the organisers of the meeting with TICCIH Spain, promised to publish the discussions which followed the presentations.



You are invited to participate in the TICCIH Congress 2012 in Taiwan. 4/11/2012 - 11/11/2012

XV TICCIH Congress: Post-Colonialism & Reinterpretation of Industrial Heritage' The meeting looks at the close connections between historical, political, racial, environmental, economical, technical, and social questions of industrial heritage.

Time Table Registration

TICCIH organises, every three years, a general conference in which a wide range of policies and issues are discussed, scientific papers presented, and elections for the leadership are held. Recent meetings were held in Russia in 2003, Italy in 2006 and Germany in 2009. The XVth International TICCIH Congress 2012 in Taiwan is the first one to be hosted in Asia. We hope through this Congress to promote conservation work and build up a closer network for the industrial heritage in Asia.

TICCIH also promotes the work of specialized sections such as hydropower, textiles, food production, mining, railways, historic mints, tourism, and global/local sections, which also hold their own focused conferences and meetings. Both national and regional TICCIH groups hold conferences all over the world, to provide a platform for exchanging professional knowledge, technology and related research, as well as to draw more public attention and awareness for conservation progress in the future.

Conference Reports

4th International Congress on Construction History, Paris, 3 - 7 July, 2012

Edoardo Currà
Professor, Università di Roma Sapienza
edoardo.curra@uniroma1.it

After Madrid (2003), Cambridge (2006) and Cottbus (2009), the 4th International Congress on Construction History took place in Paris, hosted by the most relevant French institutions involved in the construction history studies.

The Écoles Nationales Supérieures d'Architecture Paris-Malaquais, Paris La Villette and Versailles as well as the Conservatoire National des Arts et Métiers (CNAM) called a large community of established scholars and doctoral candidates to participate, historians of technology, of art, of architecture, of law or of economy, or archaeologists and anthropologists, as well as established practitioners, politicians, technicians and artisans... And they came in numbers!

The objectives were: (1) to bring together technical approaches to construction history, already well established and dynamic, while developing its social and cultural dimensions, (2) to identify and initiate new fields of research and (3) to bring teacher-researchers from the various continents closer together. The high quality of debates and paper presentations was also guaranteed by the Scientific Committee and the Honour Committee made up of leading experts in construction history.

The program was really full of activity. The five days international congress alternated plenary sessions and thematically organized parallel paper sessions (just nine groups of six sessions). Historical/construction site visits and moments of relaxation and exchange completed the program, including a photographic exhibition on the subject of the re-construction in France af-

ter the Second World War, and an unforgettable Haute École dressage at the Academy of Equestrian Arts - Royal Stables of Versailles built by Jules Hardouin-Mansart.

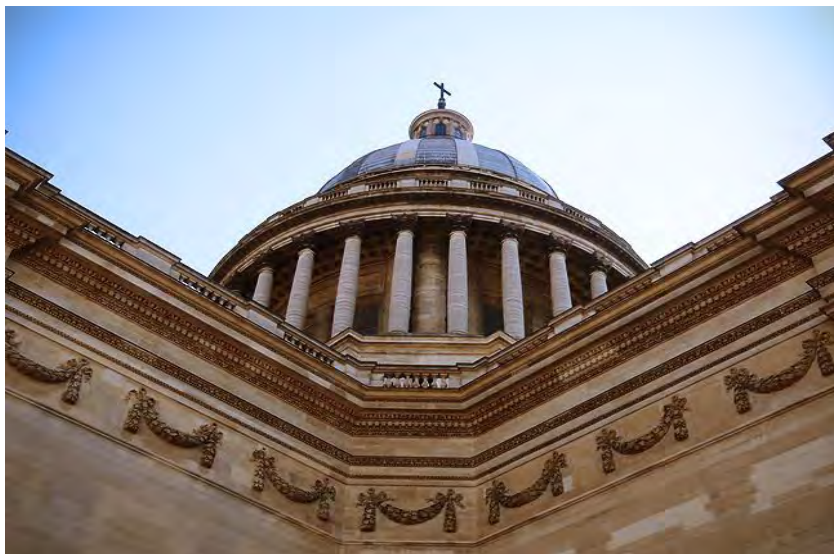
All the sessions were characterized by a bright debate and a lot of presentations got a notable consensus. In addition during the plenary sessions and (why not?) in the coffee break, we asked each other: how can the construction become the centre, the heart of our way to "make construction"?

And more, concerning teaching and pedagogy, it was confirmed the need to expand the teaching of construction for architects and engineers. From this point of view, over the last few years, many universities and schools of engineering and architecture have developed history courses within programs dedicated to construction and restoration. There the cultural dimension, intrinsically related to the historical prospect, informs the practice of the "design project".

With the words of the different speakers, we can confirm, after Paris, the role of the network put together and reinforced by the congresses. It had to support research, teaching and learning, also in pedagogical construction.

The concluding session remarked these matters and Tom Leslie the opportunity to invite the people of construction history in Chicago for the 5th ICCH congress in 2015 (already with defined outlines of the event).

Finally we congratulate, for the success of the event, the Organization Committee, Robert Carvais, André Guillerme, Valérie Nègre, Joël Sakarovitch, with the National Support Group and the Honour and the Scientific Committees. The last thanks are for the Academic Secretary of the Congress the ever-present/helpful/gentle Tricia Meehan.



The Pantheon, the other Parisian masterpiece of construction. The triple dome was completed in 1790, the church being converted into a mausoleum the following year. This was the dome from Léon Foucault which hung his pendulum in 1851, thereby demonstrating the rotation of the earth.

Events

2012

Netherlands - ERIH Annual Conference 2012

12/9/2012 - 14/9/2012 At the ERIH Anchor Point Heineken Experience: "Celebrating European Industrial Heritage" and the ambitious project: THE EUROPEAN NIGHT OF INDUSTRIAL HERITAGE

<http://www.erih.net/latest-news.html>

USA - Preserving the Historic Road

20/9/2012 - 23/9/2012 Indianapolis. International submissions welcome. Call for Papers till June 15.

<http://www.historicroads.org>

Spain - XIV Jornadas Intenacionales de Patrimonio Industrial y 2ª Conferencia Internacional sobre Patrimonio y Desarrollo Regional

26/9/2012 - 29/9/2012 Patrimonio Industrial y Paisajes Culturales. Memorias del Desarrollo. Gijón, Asturias. CfP.

<http://www.incuna.org>

United Kingdom - ARTEFACTS 2012

7/10/2012 - 9/10/2012 Academic and museum-based scholars of science, technology and medicine interested in the use of objects in research. National Museum of Scotland, Edinburgh.

<http://www.artefactsconsortium.org>

Guatemala - GUATEMALA 2012

17/10/2012 - 19/10/2012 IV ENCUESTRO SOBRE PATRIMONIO INDUSTRIAL, Museo del Ferrocarril, Ciudad de Guatemala

Opinions expressed in the Bulletin are the authors', and do not necessarily reflect those of TICCIIH. Photographs are the authors unless stated otherwise.

TICCIIH

President: Professor Patrick Martin, Professor of Archaeology Michigan Technological University, Houghton, MI 49931, USA
e: pemartin@mtu.edu, t: +1 906-487-2070

Secretary: Stuart B. Smith OBE, 'Chygarth', 5 Beacon Terrace Camborne, Cornwall TR14 7BU, UK
t: +44 01209 612142, e: stuartsmith@chygarth.co.uk

Editor: Articles and news of recent and future events should be sent to the Editor, James Douet, C. Girona, 173, 5 3, Barcelona 08037, Spain, e: editor@ticcih.org

Bulletin layout & design: Don Durfee e: ticcih@mtu.edu

ISSN: 1605-6647

Spain - II Jornadas Andaluzas de Patrimonio Industrial y Obra Pública, Cadiz

25/10/2012 - 27/10/2012 Conference on the Heritage of the first Andalusian industrialization and the beginnings of the Industrial Revolution in the Cadiz Bay. CfP.

http://www.fupia.es/index.php?option=com_content&view=article&id=203&Itemid=78

Taiwan - XV TICCIH Congress: Post-Colonialism & Reinterpretation of Industrial Heritage

4/11/2012 - 11/11/2012 The meeting looks at the close connections between historical, political, racial, environmental, economical, technical, and social questions of industrial heritage. Info and timetable: Contact: Dr. Hsiao-Wei Lin

<http://www.arch.cycu.edu.tw/TICCIH%20Congress%202012/index.html>

France - Machines and Men: International Colloquium

19/11/2012 - 20/11/2012 Technical innovations in coal mining. Mining History Centre, Lewarde, Nord-Pas de Calais. CfP

2013

Canada - Big Stuff 2013 - Call for Papers

25/9/2013 - 27/9/2013 Triennial international meeting focused on the challenges and triumphs of conserving our large technology heritage. Canada Aviation and Space Museum and Canada Science and Technology Museum, Ottawa.

http://www.sciencetech.technomuses.ca/english/whatson/bigstuff_conference.cfm

TICCIIH is the world organization for industrial archaeology promoting conservation, research, recording and education in all aspects of industrial heritage. It holds a triennial conference and organises interim conferences on particular themes. Individual membership is £20, corporate membership £40, and student membership £10.

There is an online membership form on www.ticcih.org

The TICCIIH Bulletin welcomes news, comment and (shortish) articles from anyone who has something they want to say related to our field. The Bulletin is the only international newsletter dedicated to industrial archaeology and the conservation of the heritage of industrialisation. The TICCIIH Bulletin is published online to members four times a year.

Back issues can be downloaded as a pdf file from the TICCIIH web site, www.ticcih.org.