Bulletin

THE INTERNATIONAL COMMITTEE FOR THE CONSERVATION OF THE INDUSTRIAL HERITAGE

TICCIH

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From the TICCIH post-conference tour of Saxony and Silesia: the suspension bridge of 1827 at the Mala Pane ironworks, Ozimek Poland.
Photo: Mark Watson

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Inside:
After industrial closure: strategies for environmental and economic recovery

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Opinion

Dr Benjamin Fragner

The exhibition *New Uses in Old Industrial Buildings*

■ A couple of months have passed now since the time of the congress in Freiberg, but in Prague we quite recently had the opportunity to revisit that experience. In January 2010, the exhibition *New Uses in Old Industrial Buildings* (Neuer Nutzen in alten Industriebauten) opened in the main foyer of the newly-opened building of the National Technical Library. The opportunity to present the exhibition in the Czech Republic was agreed with Axel Föhl, the curator of the exhibition, just before the concert at St. Nicolai, during the opening of the TICCIH congress.

I am writing about this now because the exhibition received a very favourable response, and reflecting back now that some time has passed I am able to identify three important experiences, not just in connection with this exhibition but that are characteristic for the direction of TICCIH's activities, that are consistent and have meaningful repercussions.

First there is the growing level of interest among the professional and the lay public in the theme of new uses for industrial heritage; such events are thus one of the means by which the public begins to take an interest in and become concerned about caring for industrial heritage. The advantages and drawbacks that this can bring about, for example, in connection with the developer crisis, were persuasively identified by Keith Falconer in moderating the session A 2 – Creative Re-Use: Industrial Heritage, Building Assessment, Real Estate and Brownfield Redevelopment. This was one of the most meaningful parts of the congress (see, for example, the related paper by Mark Watson and Miles Oglethorpe), because it focused on activities that are of key significance for not just the propagation but the practical handling of industrial heritage in the years to come (this includes the issue of the degree of architectural intervention). This is now a fundamental issue for the situation in the Czech Republic. For this reason the exhibition that travelled here from Freiberg fitted perfectly with the ongoing discussion about where the boundary lies behind the new uses we are calling for and the abuse that often occurs. This is a very relevant theme and one that we will evidently be focusing on increasingly in the future.

The second experience that we were able to take away with us from Freiberg and for which we are directly grateful to Helmuth Albrecht is how the theme of the congress was linked to the setting of the university, which served not only as the venue for the talks but also as an environment in which students were able to become involved, and that contributed to a less formal atmosphere.

The Prague exhibition attempted to reproduce some of this, for example, by locating the exhibition within the university campus in Prague-Dejvice, literally a crossroads setting for a number of universities. The authentic environment of the National Technical Library also, for the wider professional public attending the exhibition, represented a refutation of local concerns that are reluctant about following German examples as a prudent approach to the conservation of industrial heritage.

And here undoubtedly lies the third aspect or experience from the meeting in Freiberg that came with the exhibition to Prague some months later: An effective and persuasive argument for the conservation of industrial heritage is the opportunity for comparison, to make references to foreign examples, and to unify value measures, all of which then is buttressed by the authority of TICCIH. I can confirm even on the basis of just this exhibition that this approach is proving its worth.

Note: The exhibition 'New Uses in Old Industrial Buildings' (Neuer Nutzen in alten Industriebauten) opened as part of the TICCIH congress on 31 August 2010 at St. Nicolai Church in Freiberg. In October, as part of the International Biennial 'Vestiges of Industrial' it was presented in Brno (with the support of the National Heritage Institute), in January it was shown in Prague at the National Technical Library, and in the spring it will open at the Michal Mine in Ostrava.

TICCIH news

■ ICOMOS-TICCIH

Between 5th and 10th October, delegates gathered in Valletta, Malta for meetings of the ICOMOS Scientific Council and its Executive and Advisory Committees. TICCIH attended the latter, and was able to update friends and colleagues in ICOMOS on recent progress, of events at our congress in Freiberg, and of the election of our new president and board members.

For some time, ICOMOS and TICCIH have been working on a joint document on the protection and conservation of industrial heritage. This has its origins both in the agreement between the two organisations in London in 2000, and in TICCIH's Nizhny Tagil Charter of 2003. Within ICOMOS, the initiative had been led by Dinu Bumbaru (former Secretary General), and at the request of the General Assembly, the Advisory Committee had been asked to evaluate the draft and consider how it could take the process further.

It was agreed in Malta that a core editorial group composed of the National Committees of Australia, Canada, Cuba, Mexico and Spain, together with the International Scientific Committee on Theory, should re-examine the initial draft and make recommendations to the Advisory Committee, abiding by the universal review process that applies to all ICOMOS doctrinal texts. Dinu Bumbaru will continue to have a key role in this process.

All feedback is expected to have been received by mid-December, after which the editorial group will work on a revised text, the deadline for completion being mid-April 2010, just in time for the joint ICOMOS-TICCIH conference at Broken Hill in Australia.

Dr Miles Oglethorpe

President Professor Patrick Martin has proposed that TICCIH form a preservation advocacy committee to consider requests for our support, such as the recent matters of Odda and the Rheinfelden Powerstation. perhaps using a system like ICOMOS' has a Heritage Alert system to help handle these kinds of actions in a formal way. These are two links to the ICOMOS Heritage Alert process, one describing the system (http://icomos-isc20c.org/id3.html) and the second an example of a particular case, showing the format of the response document (http://icomos-isc20c.org/sitebuildercontent/sitebuilderfiles/Asplund_Heritage_Alert_final.pdf). Professor Martin is soliciting volunteers for service on an advocacy committee for TICCIH.

■ Hydroelectricity and electrochemicals: call for assistance

The section for hydroelectricity and the electrochemical industry is working on a list of sites of historical importance. With limited resources, we depend on section members and others to provide us with information about such sites in their own countries and elsewhere. If you have information to share please send it to ticcih@nvim.no.

At the TICCIH Congress in Freiberg the section organised a session on "Hydroelectricity Heritage". The session focused on the recording and documentation of the sector's heritage, including the history of the electrochemical industry, which is closely related to that of hydroelectricity. The congress also included a session on "Power Stations: Technology and Society" and several other papers and posters dealing with hydroelectricity. Paper abstracts are available at www.ticcih2009.de.

The minutes from a section meeting, also held in Freiberg, are available at the section website, ticcih.nvim.no, along with other news and information.

■ UNESCO World Heritage process

I am pleased to report that TICCIH continues to play a role in the World Heritage listing process, in partnership with ICOMOS and their World Heritage Panel. The contributions of TICCIH members and expert assessors recommended by TICCIH in recent years have been welcomed by the ICOMOS center staff and directors. It has become regular procedure to call on us for insights into specialized sites and landscapes, and it is clear that will continue to be the case. Since the process is held in strict confidence, and the recommendations of the experts only go to the staff and panel, whose recommendations are forwarded to the UNESCO World Heritage Committee for final decision, it is not appropriate to identify sites under consideration or individuals who are serving in the process. I think it is fair to report that sites with significant industrial heritage components are in the mix of nominations currently under consideration, that I sat on the Panel throughout their discussions in early December in Paris, and that other TICCIH members served in various ways in the process this year. It is clear to me that our input is actively solicited and valued. And as James Douet suggested in Bulletin 45, the matching of specialists with tasks is made easier if you complete the "interest" section of the Membership Directory on the TICCIH website, identifying your areas of expertise.

Professor Patrick Martin, TICCIH President

■ *Outback and Beyond:* Broken Hill, Australia

Like a ridge of hills rising from the desert plain, the joint ICOMOS/TICCIH Conference Outback and Beyond looms on the calendar of great events for 2010. The future of historic towns, industrial heritage and the heritage of remote pastoralism will be discussed in April.

Broken Hill is a town and landscape that is typically Australian and offers the visitor a rich variety of experiences reflecting Australia's heritage. It is ideally suited as a venue for discussion on historic towns, industrial heritage and the heritage of remote pastoralism as many of these challenges are being addressed at Broken Hill.

Sir Neil Cossons, Life President of TICCIH, as Keynote Speaker will address the profound implications for cultures, communities and the future of their heritage arising from globalization over the past 300 years.

The Plenary speakers are: Deborah Boden on the need to develop a new tourism destination "offer" based on the Cornwall and West Devon Mining Landscape World Heritage Site; Gerald Takano, President and Principal of TBA West Inc. on the management of historic industrial towns in the Pacific, including the fishing town and former national capital, Levuka in Fiji; the lumber towns Samoa and Scotia in Northern California; and plantation towns such as the sugar mill town Honoka'a, in the Hawaiian Islands; Simon R. Molesworth, the chairman of the Executive Committee of the International National Trusts Organisation, who will draw on his family's pastoral experience on Rupee and Clevedale Stations not far from Broken Hill to discuss 'The challenge of the ephemeral: endeavouring to put principle in to practice when faced with the Outback Heritage'; and Professor Peter Spearritt, who is fascinated about how places market themselves and will conclude the conference by examining the marketing of Broken Hill over the last hundred years. The Conference website is ww.aicomos.com/2010-outback-and-beyond/

Dr Iain Stuart

■ Digital communications

The recent conference on the Heritage of Agriculture and Food, in Cordoba, Argentina, was attended by about 100 people. Most were from South America, with a small band from mainland Europe, and just myself from South Africa. I made an appeal to all present to facilitate future discussions and encourage networking:

(1) Please join TICCIH, and get involved with the one international organisation that speaks for industrial heritage. Remember – TICCIH acts as the Scientific Committee of ICOMOS on industrial heritage.

(2) Please join the Facebook group 'Industrial Archaeology' (you don't have to 'friend' anybody, or use Facebook for anything else). But it can be a good place to launch discussion forums.

(3) Sign up for Twitter, and watch for (and contribute to) the latest news on industrial archaeology and industrial heritage, found on the internet and elsewhere, by following @indus_heritage or #indus_heritage. Use the latter (#indus_heritage) in your own posts to make them easier to find.

Dr David Worth, TICCIH Treasurer and S. Africa National Representative

■ Thanks to all the contributors.
Photographs are by the authors unless stated otherwise.

Can the World Heritage List protect South America's greatest mine?

Small is successful? How small mining towns tackle the problems left by mining

Peter Wirth
Leibniz Institute of Ecological and Regional Development (IOER), Dresden

■ Mining is an ambivalent issue for the affected towns and regions. In times of exploitation of mineral deposits the regions profit from the economic revival. Employment, growth, prosperity and a high prestige are going hand in hand with the extraction and milling of natural resources. Later, when mining comes to an end, the towns and regions get to feel the consequences of decline. Unemployment is coming up, poverty and social problems emerge, environment is polluted, image is "black", and a lot of people leave without prospects.

Problems like these concern large and small towns, central and peripheral regions, in the same way. The authors decided to address their investigations to small towns and peripheral regions because the destiny of this type of mining areas receives mostly low consideration by policy and research. In the project READY the development results of 17 small mining towns in six Central European countries were investigated. The finding is that only five of the towns achieved higher-than-average success in shaping new perspectives after mining. On the one hand this makes clear the dimension of the problems to be tackled. On the other hand the question is: Why are some towns more successful than others?

Gräfenhainichen in Germany and Bad Bleiberg in Austria represent the "successful group" of mining communities. In Gräfenhainichen, lignite mining started at the end of the 19th century and came to an end 1990. In Bad Bleiberg lead was extracted over hundreds of years, ending in 1993. Although both municipalities were hit hard by the negative impacts after the closure of mines, they tackled their problems in an outstanding way.

In Gräfenhainichen (8,000 inhabitants in 2004), the new town perspective is based on the emergence of two large lakes as a result of opencast lignite mining. Five decommissioned excavators form an event arena on a peninsula in one of the lakes, called Ferropolis. The idea was that this "city of iron" could become the nucleus for further town development. The town set on tourism, culture, recreation, and quality of life as developmental factors – with Ferropolis as a highly visible advertisement for the project.

In Bad Bleiberg, a small municipality with only 2,800 inhabitants (2004), mining legacies are used for spa tourism purposes. In 1951, a thermal water leakage from one of the pits laid the foundation for a thermal-therapeutic spa. Together with the stimulating climate of the high Alps valley above ground and the healthy climate below, Bad Bleiberg could start a new career as a spa resort. In 2005, a new spa centre was erected. The attraction of the spa is an old mining gallery with dust-free atmosphere for patients with lung diseases, directly accessible from the spa by an elevator.

The research project provides a set of answers to the question of successful structural change: Two factors are of special importance. Firstly, in the successful cases, leading actors like mayors could create the required capacity for action by forming core actor groups and wider networks. They are thus in a position to assemble the resources needed for formulating and implementing innovative strategies. Secondly, in the cases of success the mining legacies – often seen as an obstacle for further development – were revaluated and involved in new attractive projects. The mining heritage was interpreted as a chance for the future and its potential maximised.

The results of research allow partly a problematic and partly an optimistic prospect. The problematic prospect is that most of the mining towns are not characterised by a climate of innovation. Often they remain in a style of thinking and acting which is still connected to the "good old days". In such milieus, which are mostly persistent, it is hard to go in new ways. The optimistic perspective is that small mining towns are not doomed under bad development conditions. As the examples show, there are options to overcome decline and to create new perspectives.

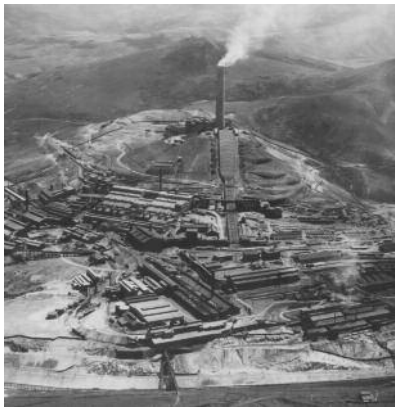
The article is based on the author's presentation at the XIV TICCIH Congress and draws on the results of the development and research project "Rehabilitation and Development in Mining Regions" (READY),funded by the EU INTERREG III B programme from 2004 to 2007. Partners from six European countries (Austria, Czech Republic, Germany, Italy, Romania and Slovakia). Basic research in Bad Bleiberg was done by the Karl Franzens University (KFU) Graz, Institute of Geography and Regional Science.

Gräfenhainichen. Event arena Ferropolis with decommissioned excavators as scenery.
Photo: IOER

US heritage conflicts with environmental mediation

Dr Bode Morin

As we are all aware, industrial heritage faces threats and challenges every day. One often overlooked challenge is the destruction of historic industrial sites undertaken during the remediation of environmental contamination. It is difficult to argue against correcting the ill effects of decades or even centuries of industrial activity. It is not simply a moral question, but makes good economic sense to attempt to put contaminated, inactive landscapes back into some form of safe productive use. But these are the same arguments for heritage preservation. Often the very reasons that make historic industrial sites significant, such as extensive production, technological sophistication, or longevity, are the root causes of serious environmental degradation. But neither heritage preservation nor environmental remediation should negate the other—both are key components of strong communities and both carry legal mandates in the United States.



Anaconda Copper Company Washoe Smelter, Anaconda, Montana ca. 1950. For many decades this was the largest and most productive copper smelter in the world, employed thousands of workers, and was responsible for several innovative processes.
Photo: Courtesy of the Marcus Daly Historical Society, Anaconda, Montana.

During the 1980s, all structures related to the smelter, except the stack, were demolished during remediation activities, most with little consideration for historic significance. While the stack itself is an imposing and impressive landscape feature, the barren hillside surrounding it belies the level of activity that existed at the site for nearly 80 years.

Among heritage protection laws in the US, the National Historic Preservation Act of 1966 (NHPA) states that with very few exceptions, federal government activities and non-federal activities requiring federal funds, licenses, or permits, must consider and mitigate potential impacts to sites and structures eligible for listing on the US National Register of Historic Places. While the criteria for eligibility are straight forward, application of those criteria and determinations of significance can be highly subjective.

Similar American laws exist to protect natural resources and cleanup industrial contamination, and most were written to force the party responsible for the pollution, if known, to pay for protection measures and cleanups. One law, the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), or "Superfund," requires the federal government to respond to environmental contamination at inactive or historic sites, provide administrative and legal oversight and, in the absence of an identifiable legal responsible party, fund the cleanup with petroleum and chemical tax revenues. The effort to federalize this type of environmental response even if a polluter has been determined and is willing or ordered to pay for it, can be quite extensive and require scientific, legal, administrative, engineering, political, and cleanup personnel from many federal and state agencies and private companies. Therefore, the types of responses to these extreme situations can become quite large, complex, and expensive, often in stark contrast to the amount of money and effort expended on historic preservation. (In a recent record-setting cleanup settlement, the American Smelting and Refining Company agreed in late 2009 to pay US$1.7 billion to cleanup over a century of mining and smelting operations.)

The threat to industrial heritage often lies in the management of these responses to very large environmental disasters. The "American system" approach to solving production obstacles requires a succinct understanding of a problem and a rational, technological, labor-saving, and economical solution. This problem-solving approach is often replicated including during environmental remediation activities. Engineers, with the support of funders hoping to minimize costs and federal officials and development-oriented community members largely insensitive to heritage, design cleanup solutions based on the simplest and most effective means available. The existing perceptions that structures and landscape features are more easily demolished than left in place and cleaned, and that environmental remediation has a moral imperative that trumps heritage, tend to support linear response plans. These are and have often been difficult arguments for heritage proponents to counter if posed as a finite choice between preserving a dirty, contaminated industrial structure or cleaning up the environment and many important American industrial structures have been lost to cleanup activities.

Legally, however, neither the NHPA nor CERCLA precludes the other. In fact CERCLA legislation requires the identification and compliance with other applicable laws and regulations in the planning and execution of remediation projects. These cases generally involve considerable federal involvement and therefore the requirements of NHPA apply requiring all parties to consider and mitigate the impacts to significant heritage. Although some environmental responders deny the existence of heritage laws, most at a minimum are aware that the laws exist but tend to fight full compliance as we in the heritage community would interpret and prefer because compliance would complicate remediation. The problem largely boils down to a matter of will and the subjective decisions over the significance of sites.

But environmental laws, in addition to requiring compliance with other applicable laws, also require a conscience effort to respect the wishes and needs of local residents who are often considered the "victims." Armed with a good understanding of CERCLA and NHPA, US residents can often make a strong case for some preservation and other community improvements to be included with alternative remediation plans. But it is a battle especially if heritage preservation is presented as the antithesis to a clean environment. While some industrial preservation in contaminated settings may require innovative cleanup strategies and extra funding, it is our duty to make sure that the important sites and structures of our industrial heritage are preserved.

conservation world wide

Proposal for the Global & Local Section of TICCIH

Dr. Györgyi Németh

Based on the outcome of the discussions of the session entitled In or Out of the Global Box? Industrial Heritage from Different Perspectives, which was held at the XIVth conference in Freiberg, speakers, participants as well as further supporters of the idea propose to establish a new section in TICCIH to accommodate the various needs of the global community of industrial heritage researchers and practitioners that nurtures and welcomes local initiatives for the study and preservation of the industrial heritage in a global context, with special attention to ecology and economy - the keywords of the Freiberg conference.

There is no doubt that globalisation is the great challenge of the 21st century, and a global approach is necessary also in the study, conservation and interpretation of the industrial heritage. Traditionally, industrial heritage is mostly investigated from a western European viewpoint creating a framework that contains specific regional traits at a much smaller extent. However, local issues not only capture the individual features of a community or a region but can also provide an additional key to the understanding of global characteristics.

The Global & Local (G&L) Section proposes to handle issues related to the evaluation of industrial heritage in the transition societies of post-Soviet countries, to the study of architectural design and identity in third-world company towns, as well as to the preservation and interpretation of the heritage of industrial disasters like those in Bhopal or Chernobyl. Of the vast variety of local themes that should be addressed by global researchers of the industrial heritage, these are just examples to enumerate.

G&L Section aims to regroup industrial heritage professionals from various fields such as history, geography, archaeology, architecture, sociology, cultural anthropology, monument protection, museum studies and environmental science in order to establish a multidisciplinary framework for the community that will ideally be used for an extensive exchange of ideas and cross-country collaboration towards the better understanding of industrialisation as well as industrial heritage worldwide. The practical side of the section will be encouraged through common projects and interactions that not only serve to offer hands-on experience but also reinforce the theoretical background.

The joint conference of ICOHTEC, TICCIH and Worklab in Tampere will provide an excellent opportunity for would-be members of the section and all others who are interested in its activities to meet and continue discussion in a special session on the relation of global and local aspects in the study and preservation of industrial heritage. All comments on the proposal, suggestions for the modification of the title as well as the content are welcome.

gyorgyi_nemeth@yahoo.co.uk, bolverus@uni-miskolc.hu

A Torpedo station network

Miljenko Smokvina
Pro Torpedo Rijeka

The new TICCIH Industrial Heritage Tourism section at Freiberg was a proper place to present a proposition to attract more tourists to a neglected part of our industrial heritage. The proposal was connected with naval and torpedo heritage. The main question was, is naval, weapon or torpedo technology heritage part of a “common industrial heritage”, and what is our standing on it? As the discussion showed, we already have same navy heritage listed on UNESCO protected monuments list, and that many very respectable countries have War and Navy museums, and many Naval ships, submarines, or combat aircrafts and bombers, are listed and converted in interesting museums.

Torpedo technology heritage is a quite important part of Naval heritage. The torpedo invention in 1866 (Rijeka, Croatia, than Fiume, Austro- Hungaria), started a revolution in Navies around world. This underwater weapon changed established Navy doctrines, and became the most modern device in Navy warfare. The torpedo invention and its development was one of most advanced technological achievement of industrial revolution. The torpedo was a new technological device, it had controlled underwater trajectory, automatic regulation of depth, and had a propulsion engine capable of functioning under water too. Very soon the Rijeka’s Luppis Whitehead torpedo became the most desired Navy weapon.

The R&D of torpedo was done by thorough testing. Each new torpedo model was launched and tested to improve its performances, and every produced torpedo was launched in the sea to control if it is up to specifications. One of the most important parts of Rijeka’s torpedo factory was the station for testing and launching torpedoes.

Rijeka Torpedo factory started to export torpedoes to Navies of the world. After to the Austrian Navy, the invention was sold to British Navy who bought in 1871 a license to build torpedoes in Britain (Woolwich). The biggest customer was the German Navy, they bought 70 torpedoes in 1875, and the next year 150 torpedoes have been sold to France, Norway and Sweden, Russia and again to Germany. In 1877 it was sold 391 torpedoes, and the same was almost for next forty years. One peak was in 1905 when was delivered 810 torpedoes, mostly for France, Russia, Austria, Sweden, Italy, and in 1916 when the production was 1139 torpedoes, all for Austria and Germany.

The demand for torpedoes was so great, that Rijeka torpedo factory started to open affiliates all around world. The first was open in Weymouth, England, in 1891, in Newport, USA 1892, La Spezia in Italy in 1907, Russia in 1910, France 1913, Naples in 1914, and in Livorno in Italy in 1934.

So torpedo testing facilities can be found all around world. Many of these testing stations are abandoned, and have already found new uses, as the Torpedo Art Factory in Alexandria near Washington in USA, or in China, on Quingai Lake in northwest in Quingai province. Many others are around world in almost all costal states which had Navy with torpedoes.

Almost all have impressive constructions, they are on nice sea or lakeshore locations, and all connected will intriguing historical technological stories. The possibility of new use for this torpedo facility is a common question as in any industrial heritage revalorisation.

Long Loch station, Scotland

Lake Quinhai, China

Rijeka, Croatia

conference reports

Second TICCIH Meeting of Industrial Heritage Agrifood

Córdoba, Argentina, 4-7 November, 2009

Laura Ofelia Amarilla
Presidenta TICCIH Argentina

TICCIH's second conference on the heritage of food production was organized by the Argentine Committee of TICCIH, the National University of Cordoba and the College of Civil Engineers of the Province of Cordoba. It was prepared as a continuation of the first Conference which was organized by APIC in France in 2007.

The meeting counted on the support of provincial, national and international agencies including the National Commission of Museums, Monuments and Sites (CNMMYLH), the Documentation Center of Latin American Architecture (CEDODAL), the Argentine Committee for Industrial Heritage (COAPI), the International Council on Monuments and Sites (ICOMOS Argentina), the International Center for Heritage Conservation (CICOP Argentina), the Faculty of Architecture, Urban Design, National University of Cordoba, the College of Architects of the Province of Cordoba, the Cultural Center of Cordova Technology, the Association of Friends of the Museum of Industry of Cordoba, the MNACTEC in Catalonia, the Association for Industrial Heritage of Champagne-Ardenne (APIC) and the Association of Industrial Archaeology Maximo Fuertes Acevedo (Spain).

The Organizing Committee received over a hundred presentations, and 88 were accepted by the scientific committee, among them contributions from Latin America (Argentina, Uruguay, Chile, Brazil, Mexico, Cuba), Europe (France, Spain, Italy), USA, Ukraine and South Africa. Also participating in the intense days were delegates from Argentina, Colombia and Venezuela. Such a call showed the interest in this specific industrial heritage.

The papers addressed all the matters raised by our organization, with contributions dealing with the industrial heritage of wine, beer and spirits, sugar, tea, coffee, maté, chocolate, of cereal and milk, meat, olives, fruit and vegetables. These were examined from the perspectives we had proposed: analysis, knowledge, conceptualisation, methodologies, inventories and all experience recovery and safeguard of the Agrifood Industrial Heritage, Sites, Buildings, Machinery and Production systems.

A look at the work presented shows the diversity of topics, from the landscape forms of the crops, vines, fruits, olives, the landscape that characterizes the industrial architecture of silos, dairy farms, or the meat industry, from villages that have arisen or concretized in terms of some of the food processing industries, to art portraying rural work, without neglecting the political connotations, social and economic issues related to this heritage.

The different aspects analyzed have left us a complex and fairly complete view of the subject. It ranges from research, through actions in the architectural and engineering industry, through the experiences of innovative proposals on how to work, restore and improve craft traditions in different products, to the recovery of memory of what is known as industrial heritage.

TICCIH Argentina accepted this task, considering that the issue could generate an interesting area for discussion of the issues related to the industrial food heritage of Argentina, and where they could expose professional and scientific work on this issue, and with the participation of numerous professionals whose work is related to foodstuffs. These expectations were generously covered through exhibitions, workshops and round table discussions, where we sought to strengthen international networks working in Industrial Heritage, as fraternization between colleagues, demonstrating that whatever the theme we develop the Agrifood Industrial Heritage is a heritage for everyone.

TICCIH Argentina is now grown in numbers, in work, in experience, developing strong links with professionals from other countries and other institutions, and we hope that our studies and our concerns about a property essential for the life of man on land is a contribution.

Industrial Strength: Conserving Canada's Industrial Heritage

Hamilton, Ontario , 21-24 October, 2009

Janet Wright
Conference Co-chair and National representative for Canada

Canada has no national organization dedicated to industrial heritage but this year the first steps in addressing this situation were taken. From October 21 to 24, 110 people involved in industrial heritage - architects, industrial archaeologists, developers, conservators, historians, planners, and museums professionals - gathered in Hamilton, Ontario to participate in the first major national conference on industrial heritage. The conference began with an opening reception held in the Hamilton Museum of Steam and Technology which is beautifully preserved, steam-powered water pumping station and the only surviving and intact waterworks dating from the mid 19th century in North America. The conference then moved to the sumptuous classical surroundings of the 1929 Canadian National Railway Station which now functions as a conference centre owned and operated by Labourers' International Union of North America where we listened to two days of formal sessions and panel discussions. Following a closing reception at the Paperbox Studios, which is a former paper box manufacturing plant converted to a multi-media arts centre, the conference ended with two field trips, one to Toronto and another to various hydro-electric, transportation and manufacturing plants in the Hamilton area.

The conference themes were wide-ranging but always with an emphasis on concrete case studies. The opening session entitled New Site Development: Brownsite to Heritage dealt with process of transformation from abandoned industrial plants to revitalized sites which both preserve a meaningful link with an industrial past while contributing to the economic and cultural vitality of a community. Sarah Gray's paper on the rehabilitation of small industrial buildings in Brantford Ontario presented a cogent, well-documented argument for the economic benefits of adaptive re-use over demolition. This was followed by a lively multi-disciplinary panel discussion focusing on the redevelopment of the Gooderham and Worts plant, which is a 5.3 hectare distillery plant with over 30 buildings dating from the 1859 to the 1927. The developer, industrial archaeologist and conservation architects were brought together to discuss the project from their differing perspectives for the purpose of gaining a clearer understanding of the complex and sometimes conflicting motives and objectives in a project of this scale and whether these objectives can (or cannot) be reconciled in a manner that is both meaningful heritage conservation and profitable commercial redevelopment. One session dealt with the subject of inventory, evaluation and public awareness and another focused on the complex challenge of industrial landscapes. There was also one paper by Robert Summerby-Murray which explored the intangible values associated with the industrial past of the Atlantic region of Canada and how these values are both preserved and transformed within the collective memory of the community. The final session looked at several interpreted industrial heritage sites - how they got started, how they have survived, and where they wish to go in the future. It was quite an inspiring and upbeat session as each of these projects was a relatively large, complex industrial site which had begun as small, locally-driven preservation initiatives. It included a Quebec gold mine in northern Quebec, an early salmon cannery located on the remote northwest coast of British Columbia, a copper concentrator plant on the southern coast of British Columbia, and the Historic Clay District in Medicine Hat, Alberta which consists of compact grouping of industrial plants associated with the clay products industry. In each case, these projects were initially regarded my many as impractical follies – too big, too expensive - but through perseverance, commitment, a clear vision, and slow but study progress, they have now become key contributors to the community's cultural identity and economic vitality.

Industrial Strength was co-chaired by Janet Wright who is the Canadian representative for

TICCIH and by Ian Kerr-Wilson who is Manager of Museums and Heritage Presentations for the City of Hamilton. Parks Canada and the City of Hamilton were key sponsors for the conference and additional support was provided by the Province of Ontario, Hamilton Tourism, Liuna Station and others. The success of the conference was owed much to the support of the City of Hamilton staff and to ICOMOS Canada which adopted this conference as the venue for its annual general meeting.

The prime objective of the conference was to bring together for the first time the widely-dispersed industrial heritage community in Canada, to learn more about what is going on in different parts of the country, and to create a forum of discussion to share ideas, experiences and to explore directions for the future. The secondary object was to initiate a discussion about the possibility of an ongoing network devoted to industrial heritage in Canada, a network which would in turn serve as the formal link with larger international community through TICCIH. The exact nature of this network is yet to be determined. Many of the participants are very involved in other organizations such as the Society for Industrial Archaeology (SIA), ICOMOS Canada, the Association for Preservation Technology (IPT) and others and the objective is not to supplant those relationships but to build a communication network within Canada that engages people with a common interest in industrial heritage from across the country and from a wide variety of disciplines and organizations. Following a small workshop and an open discussion with the conference participants, two commitments were made. The first was to retain the conference website (www.industrialstrengthconference.ca) and to rework it into a more general website which will provide the means to disseminate information and to create a central portal to other local and regional websites related to the field of industrial heritage. The second was to identify a location for a second national conference to be held in three years time. The website is currently the process of being redesigned and a tentative offer was made to host the second national conference in Nova Scotia in 2012. We all feel we are off to a good start.

Tour of the DeCew Falls Generating Station near Ste. Catherines, Ontario. The oldest still operation generating plant in Ontario, it was established in 1898 and expanded in 1903 and 1911.
Photo: Janet Wright

Third International Conference of the International Railway History Association: Railways in Transition – Eastern Europe Railways

Bratislava, 24-26 September, 2009

Dr Ralf Roth

In September this year the International Railway History Association (IRHA) held its Third International Conference on Railway History in Bratislava. The IRHA was established in 2002 as a joint initiative of railways, universities, scientific societies, railway and transport museums and cultural institutions as well as people interested in safeguarding the historic and cultural heritage of rail transport. One of its activities is conferences on international railway history. The first one was held in Semmering, Austria in 2004 and second in Lisbon in 2006. The edited papers are available in two separate volumes.

The papers of the third conference in Bratislava were arranged around five leading topics: Main lines of the historical development of railways in Eastern European countries; The political, geopolitical and economical context in Eastern Europe between 1945 and 1989; The impact of the transition starting in 1989 on the railways systems as a whole and the national railway companies in particular; The efforts towards technological and administrative modernisation and privatisation; and West European plans and visions for a Trans-European Railway Network.

In his introduction, Ralf Roth pointed out that even before the two world wars one can recognise particularities which distinguish the Eastern parts of the European railway network from the Western ones. They were characterised by wider and less dense populated territories. The network was constructed two or three decades later than in Western Europe. All in all Eastern Europe and its railway networks belonged to the so called "periphery" which formed a ring surrounding the states of France, Great Britain, Belgium, Netherlands and Germany. This network formed no homogenous entity and was not dominated by economic reason. The situation in Russia with its long distance lines for strategic reason is not comparable with the railways of other Eastern Europe countries. In Southeast Europe most of the railway lines were a relict of the Habsburg and Ottoman Empires with a totally different role of private investors and the state. A fourth power, Germany, influenced railway construction in West Russia, Poland, Czech and Slovakia. However, the breakdown of all four empires after World War One opened the way for an independent development of railways in the Baltic States, Poland and the Ukraine, and in many other parts of the Eastern Europe. The post-war state system reappeared under the rule of the Soviet Union.

Germany had been the focus of several papers. Of course the country is not seen as part of Eastern Europe but had once been an influencing power for the East. It was no accident that the so called Eastern Railway of the Prussian network was built with enormous support of the state serving the strategic interest of the growing power in this part of Europe. This was served by Jan Musekamp's inspiring paper "The Royal Prussian Eastern Railway (Ostbahn) and its importance for East-West transportation". One could also mention the Orient Railway and the activities of Deutsche Bank at the Balkan and Ottoman Empire, and not to forget railway king Henry B. Strousberg and his activities in Russia, Hungary and Romania.

Tomáš Nigrin's paper "Cold War Crisis on the

events

Railway: the Impact of the Construction of Berlin Wall on the Railway Traffic in Berlin" referred to the bizarre situation of a socialist railway company (Deutsche Reichsbahn) that had business in the capitalistic market of West Berlin. Ralf Roth, Peter F. N. Hörz and Marcus Richter picked up the development of railways in the Eastern parts of Germany after World War Second and after the breakdown of the Iron Curtain. Since the political changes since 1990 Europe has made an effort to reconnect severed railway lines, to repair and restart decommissioned and blocked East-West connections. The audience of the conference discussed the problems of this transition accompanied by shrinking railway networks, reduction of employment and serious problems in financing the railway infrastructure. But also the conference discussed the outlook and optimistic views that railway could survive when the new management face the problems and that there not necessary an end of railways has to be envisaged.

It is obvious that a modern and reunited Europe cannot exist without a unified and modernised transportation system in which the railway has an important part to play. As envisaged in the TEN projects of the EC and based on the modernisation of railways there existed extrapolations of the progress in mobility and it is estimated that the time-space correlation of Europe will further on shrink – also in its Eastern part. But in between is a transition period of unknown length – not only for the East but also for the South which began their modernisation efforts 30 years ago.

The role of the EU and international organisations as the UIC in railway reconstruction in Eastern Europe was addressed by the paper of Kevin Sutton and in Paul Véron's key-note speech. Véron, UIC Director of Communications, highlighted the key role of UIC from 1945 to the 1990s in order to maintain a close cooperation between Western and Eastern European railways in the professional field, and create a harmonised basis for railways modernisation after European reunification.

Publications

Industrie archäologie – TICCIH National Reports on Industrial Archaeology – the Current Situation Worldwide

Sächsisches IndustriemuseumIWTG/TU Bergakademie Freiberg, 2009. Ed. Helmuth Albrecht, Norbert Tempel and Alexander Kierdorf.

The Freiberg team continued to do TICCIH proud with the publication and presentation to delegates of the national reports. The situation in 22 countries is summarized in this polished production (a twenty-third, from Italy, can be read on the TICCIH web page) backed by plenty of photographs. An important contribution to the historiography of international industrial conservation.

TICCIH Conferences

For all conference information consult www.mnactec.cat/ticcih/agenda.php

Australia

Outback and beyond: the future of historic towns industrial heritage and pastoralism
Broken Hill, New South Wales, 22-25 April, 2010

■ Australia ICOMOS annual conference in association with TICCIH Australia. Broken Hill, New South Wales. Registrations are now open. Information on Pre-Conference and Post-Conference Tours is on the website and will be updated as details are available.

Spain

Industrial heritage tourism
Terrassa, 28-30 May, 2010

■ Part of an international project to develop tourist routes using internet and mobile technologies. Museu de la Ciència i de la Tècnica de Catalunya. Info: ticcih@gencat.cat

Finland

'Reusing the industrial past', a joint international conference between TICCIH and ICOHTEC with Worklab
Tampere, 10-15 August, 2010.

An important conference between the two world organisations for industrial and technological history, its archaeology and heritage. Organised by the Museum Centre Vapriikki and the University of Tampere. the programme will include scientific and plenary sessions, business meetings and tours. Info: www.tampere.fi/english/vapriikki/index.html

World Conferences

Croatia

The City of Rijeka and its Shipbuilding Heritage: Call for papers
Rijeka, 22 - 23 April, 2010

Conference gathers experts in shipbuilding heritage to gather together and present their papers and exchange ideas regarding the shipbuilding industry and its logistics. Maritime and Historical Museum of the Croatian Littoral. Info: info@protorpedo-rijeka.org, www.protorpedo-rijeka.org

Portugal

1st International Meeting European Architectural History Network (EAHM
Guimaraes, 17-20 June, 2010

Scholars sharing research objectives in architectural history gather in Portugal. Info: www.eahn2010.org

China

II UNESCO-ICCROM Asian Academy for Heritage Management, Urban Heritage and Tourism: Challenges and Opportunities
Macao, 1-3 December, 2010

Managing change in historic urban areas, adaptive re-use of heritage resources, interpretation, tourism, contributions to host communities. Info:www.ift.edu.mo/news/aahm2009/conferences.htm, aahm2009@ift.edu.mo

Industrial heritage tourism through a world network of Torpedo testing stations can be attractive for local communities and international Navy and industrial heritage experts.

The new synergy for this system of Torpedo testing stations can be better achieved, if more stations can be connected in a network. Each station has its own story, and has its own value and significance. But the common story of torpedo R&D connects them all, and today's modern tourist, visiting all remote places, and all the time on the move, can find this part of industrial heritage interesting.