TICCIH is a complex institution that deals with a complex heritage. On the one hand, a great variety of industrial and technical sectors and on the other a reach that extends to the whole planet. Industrialization is a universal phenomenon and its sites are interrelated through transfers of raw materials, finished products, technology, people and knowledge. The heritage of one country is interlaced with another. TICCIH is an atypical organization, neither an association nor a federation of national associations. We could say it has developed a mixed formula. TICCIH is a diffuse entity, not defined by specific parameters such as number of partners or its activities or number of associations to which it is linked. Its great values are intangible and related to it being an institution that produces quality products, strengthen its value as a network and increase the value of its brand so that it with the passage of time it may be considered more serious as an institution that produces quality products, strengthen its value as a network and increase the value of its “stakeholders.” The Internet and other possibilities offered by the virtual world are valued assets and relationships. TICCIH is certainly an institution of the era of the communication and information society, an institution of the Internet.

TICCIH's task of making people aware and disseminating this consciousness has complemented the work already begun by the industrial archeology associations of the first industrialized countries where this movement began. TICCIH has made itself the world reference for the industrial heritage, has created a global network of institutions and individuals and lastly has spread its influence among national and international institutions with the goal of winning universal acceptance for the heritage. The recognition by ICOMOS of TICCIH as its partner expert institution is a good example of this, as is the list of new world heritage inscriptions agreed in Seville early in the summer. Without us industrial heritage would not enjoy the recognition it has today.

Over the past fifteen years TICCIH has made a substantial change in its organization. It has gained a legal status, published a regular newsletter and journal, adopted the Charter of Nizhny Tagil, has set up a website and created a logo which is recognized everywhere. In recent years we have expanded around the world, especially in the countries of Eastern Europe and Latin America. Without us industrial heritage would not enjoy the recognition it has today.

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Inside:
The damage modern miners do to historic mines

Outside:
The Spanish railways.

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Opinion
Eusebi Casanelles
TICCIH President

TICCIH: analysis and perspectives for the future

Restoration of the Harlan coach by the Friends of the Vilanova-i-la-Geltrú railway museum (see the report on the meeting of the TICCIH railway section on page 2). The coach was built for the Pullman Palace company by the Harlan and Hollingworth Co of Wilmington, Delaware (USA) in 1881. It is being restored after a long and varied career on the Spanish railways.

Photo: Museu del Ferrocarril de Vilaomna-i-la-Geltrú.

Bulletin 45: Butlletí 35 9/7/09 11:17 Página 1
New UNESCO world heritage

The 33rd session of the World Heritage Committee met in Swaziland last month and inscribed two new natural sites and 11 cultural sites on UNESCO’s World Heritage List - and withdrew one site from the List, the city of Dresden, to which many delegations to the Freiburg congress will be flying in August.

Several of the industrial sites which were inscribed were inspected and assessed by experts nominated by TICCIH last year. They included Nikos Belavilas, Michael Cotte, Jaime Cabezudo, Axel Föhl, Francisco Calzolaio, Robert Pascoliti, Peter Craughton, John Morris, Piero Lamberti and Michael Mendieta.

The newly inscribed sites related to industry include: the Shushhtar Hydraulic System in Iran, the Tower of Hercules Lighthouse at the entrance of La Coruña harbour in north-western Spain, the watchmaking town of Chaux-de-Fonds / Le Locle in Switzerland, and the Great Western Railway tentative bid, and vilanova-i-la-geltrú, Spain.

The meeting coincided with an exhibition on the Spanish railways to cope with up to six different rail diameters but specifically to connect with the European standard gauge at the entrance of La Coruña harbour in north-western Spain, the watchmaking town of Chaux-de-Fonds / Le Locle in Switzerland, and the Great Western Railway tentative bid.

The new interactive database is now active and anyone is encouraged to upload details of their favourite industrial sites. The page has a help section and is pretty self-explanatory. Like any inventory, it will become more useful as it grows, so please take time to fill in the details on the TICCIH web site and explain how this great project in your local groups and societies.

The Museu del Ferrocarril de Vilanova-i-la-Geltrú is one of two national Spanish railway museums. With the liberalisation of rail services finally taking effect in Spain, there is considerable interest in comparing the experience of conserving historic material used by the private rail operators that have replaced many national monopolies over the past ten to fifteen years. The need for inventories was a central issue, both of easily recognised fixed heritage and also of the vast amount of movable historic goods or assets still used on the railways, but which may become redundant or obsolete at short notice. TICCIH’s new international database was presented as one way of gathering comparative information on world railways. The other main issue discussed was the approach to inscribing railway heritage on UNESCO’s World Heritage List, with several differing strategies on offer for the complex task of identifying historic railways with their infrastructure, stations, rolling stock and so on and getting them recognised.

The meeting coincided with an exhibition on 40 years of automatic gauge changers, fitted on the Spanish railways to cope with up to six different rail diameters but specifically to connect with the European standard gauge at the frontiers with France, Spain and Portugal and to other countries. This meeting also included an exhibition on the Shushhtar Hydraulic System in Iran and its effect on the development of the Mesopotamian irrigation systems.

Thanks to all the contributors.

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Opinions expressed in the Bulletin are the authors’ and do not necessarily reflect those of TICCIH.

Editor: Stuart B. Smith OBE, ‘Chygarth’, the web page.

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Life presidents: Rambla d’Égara 270, Madrid, Spain, Mario Pesce, Valerio Polino of the International Association of Railway History (AIHF) noted the withdrawal of the state from railway conservation and the decline in volunteer participation, a trend partly offset by the rise of the tourist or heritage railway. This phenomenon is also visible in Mexico. José Luis Garcia, president of the AIHF, spoke of the problems of reconciling conservation aims with operational needs. In Britain, the GWR has been opposed by Network Rail on the national infrastructure company, and is unlikely to be put to UNESCO. On the summitary railway built between Vienna and Trieste and one of the earliest industrial World Heritage Sites, Günter Dinhobl, of the Austrian OBB railways, spoke of the problems of reconciling conservation aims with operational needs.

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The silver mines of Potosí, modern mining threatens an epic heritage

Dr Simon Timbrell
Department of Archaeology, Cambridge

The conquistadors were working the mines of Pocoro as early as 1538 and it seems likely that it was from here that the Spaniards first heard of the legend of neighbouring Potosí. The veins of Pocoro were so rich that by 1546 all the mines within the surrounding area were abandoned, and within a few years, Potosí became a town of 14,000 people and the single richest source of silver in the known world.

Although controlled economically by the Spaniards, prior to 1570 the Indians were free miners. They brought concessions on the mountain, and also worked for the Spanish mining entrepreneurs on a contract basis. Silver ores were crushed and ground by hand, or else by “water engines” supplied by long lines of boats or by “tobac engines” (the Spanish term for mills worked by animals or Indians in harness). However, the smelting of ore was still carried out by the Indians in the traditional pre-Columbian fashion, using small wind-draft furnaces called guanacos, fuelled by ichu grass. Contemporary accounts record the Corru lit up at night by the light of thousands of such tiny furnaces.

By 1556 the best veins of mainly ore were exhausted. To maintain the flow of silver, Spain had to secure imperial control of both the processes and the product. The colonial authorities dispatched the progressive Vicereine Don Francisco de Toledo to Potosí. Toledo reforms included the establishment of a new mint, smelting and refining furnaces in the town, protection of a conscript labour system (a form of the old milla tax) first imposed on local peoples by the Incas), and other technological improvements including the patio or mercury-silver amalgamation process developed in Mexico for the treatment of the new poorer fahlerz ores. The most immediate effect of the introduction of this process was to break the only remaining Indian control over production. Within a space of a few months 6000 native smelters were replaced by a few hundred refining workshops. Amalgamation was brought to Potosí in 1571, the timing being quiet important since this was linked to the discovery of the mercury deposit at Huancavelica (1500 kilometres north of Potosí) in 1566.

The earliest technical account of the Potosí process describes the ore being heated in vessels with brine prior to thorough mining with mercury stoplogs. It was then agitated until amalgamation was complete, following which the recovery of the silver and separated mercury was undertaken in the refining furnaces.

At the height of activity and production in 1574 there were some 150 ingenios or water powered crushing mills at work, supplied by some 20 reservoirs, accompanying dams and leats, of which the cost of maintaining was said to be some 2 million pesos a year. By 1600 some $30.25 m worth of silver was arriving back in Seville (see the article on the Seville mint on page 7). Despite losses to piracy and considerable embezzlement en route, some 85% of all the silver leaving Peru still reached its destination. The greatest loss from the Spanish coffers was in the debt repayments to the English, Flemish and Genoese banks: unbridled borrowing to pay for Spain’s lavish domestic expenditure and European military campaigns meant that much of the silver from Potosí legally ending up in the hands of Spain’s enemies or competitors. The fortunes of Potosí reached a low point in 1818 coinciding with the drop in the silver price following the discovery of the Comstock Lode in Nevada. Following the collapse of the tin market in the mid 1860s and the closure of the state-owned COMBOL mine, production here has been small-scale and undercapitalised, though unemployed miners have since begun to trickle back since the Bolivian government introduced new incentives in the 1990s.

Currently up to 50 small mining co-operatives are working on the mountain. The problems of acute poverty for the majority of the Quechua living in Potosí remains the same, as do the conditions of mining, with collapsing tunnels, bad air, silicosis, and on occasions the use of child labour underground.

Looking from Potosí up to the Cerro Rico, Mining plans could remove much of the mountain. Photo Credit: Christophe Meneboeuf, Wikipedia Commons

The silver mines of Potosí have been designated a World Heritage site by UNESCO. The area is said to be backing restoration projects for about 2000 colonial buildings. However, the kilometres of leats, reservoirs, mills, tunnels dating from the time of Vicereine Toledo, alongside earlier remains of mines and native guano furnaces, remain largely unreconnoitred, and threatened by the activities of small-scale mining undertaken by the co-operatives. More significant still is the threat to the whole site from a plan to opencut the mountain. If this went ahead, mining would effectively remove what has become over centuries a national emblem, and with it World Heritage title. Not surprisingly, more than 97% of those polled in Potosí said they were against this plan, the alternative of large scale underground mining to dig the mountain out from the centre, thus preserving both its shape and surface remains. (www.unesco.org/courier/2000_03/uk/dici/txt1.htm)

There is a real and urgent need to document this site properly. As a precursor to this, and at the very earliest opportunity, a small fact-finding mission should be organized to assess the surviving industrial archaeology and at the very earliest opportunity, a small fact-finding mission should be organized to assess the surviving industrial archaeology and cultural heritage. Particulars of the site might be interested. The time to act is now. Contact: sot410@cam.ac.uk

This article is a much shorted summary of the author’s paper ‘‘Potosí, the Mountain: Potosí Mining in South America’’ in the Journal of Mining History volume 14 (4) 2008.
The Cerro de San Pedro mines, San Luis Potosí, Mexico

Miguel Iwadare
National Representative, TICCIH Mexico

Cerro de San Pedro is a mining town located in a canyon at the doors of the Sonora Desert whose origins date back to 1592 when rich deposits of gold and silver were discovered. The region was soon inhabited by Spanish families and miners who brought large groups of Indians from Central Mexico. The sudden population of Cerro de San Pedro by groups of very different ethnic origin created a new and vibrant culture. Lack of water caused the establishment of a new administrative seat in a nearby valley, the city of San Luis Potosí, which became the capital of a large territory. At the end of the Colonial period, the richness of the mines had converted San Luis Potosí into the third largest and richest city in New Spain and an important neuralgic commercial center.

Cerro de San Pedro had three important baronies. The last one started in the early 20th when the ASARCO (American Smelting and Refining Company), property of the Rockefeller family arrived to San Luis Potosí. ASARCO ended its operations in 1947 and dismantled all its installations, including the railway. Nowadays Cerro de San Pedro has a population of only 150 inhabitants, some of them still working as miners.

In 1994, a Canadian mining company, Metallica Resources Inc. launched a mining project in Cerro de San Pedro, but this was highly contested. Many NGOs, mostly ecological, questioned the project arguing that it would pollute the air and water and destroy the fauna and flora of the region. Other organizations, like TICCIH and ICOMOS, questioned the protection of all the monuments and cultural landscape of the district in the middle of an open pit. Finally in 2005, after a long not-so-clear legal battle, the company began to work. The project comprised the exploitation of gold and silver deposits by a method called open-pit mining by opening a crater in the site. The run-of-mine ore is crushed and transported to the leach plants by aerial bands. Ground rock that contains no gold or silver is deposited in the mountains surrounding the pit and the gold is extracted by cyanidation in large ponds.

More than 373 hectares are being profoundly affected by the project, including the historic mines, the historic industrial infrastructure such as processing plants, workshops, laboratories, canals, bridges and housing complexes, some of them dating from the XVI century and most important, the hill that is represented in the coat of arms of San Luis Potosí.

Unfortunately, the case of Cerro de San Pedro has also been exposed in Patrimonio de la Industria #3, and presented in several ICOMOS and TICCIH academic events in Mexico, South America and Europe.

At the meeting of the World Heritage Committee in Seville in June, UNESCO postponed for one year the inscription to the World Heritage List to San Luis Potosí, Almadén (Spain) and Idrija (Slovenia) on the Intercultural Route of Mercury and Silver, because the Mexican dossier had some inconsistencies. Basically, the dossier failed to mention and register the mines and industrial monuments of San Luis Potosí (located in Cerro de San Pedro), as requested by local authorities, because the Canadian mining company was already working in the site. UNESCO questioned the inexistence of an operational guideline for the management of the mines and its surroundings, unaware that these are in process of being destroyed. On the other side, Almadén and Idrija registered all its mining properties along with the urban settlements and landscape surrounding them. Unfortunately, the case of Cerro de San Pedro is not unique. Small mining towns and cultural landscapes are at risk of disappearing in Peru, Chile, Argentina and other regions of Mexico and Latin America (see the article on Potosí, Bolivia) because the voice of the communities is minimized by the federal governments, who frequently seem to work for the big companies that promise economic benefits for the region. The fate of Cerro de San Pedro is uncertain, but the people of this community is still fighting to rescue what is left from its mines in order to preserve the memory of a region and its great industrial legacy.
Japan

The Industrialisation of Japan
Stuart B. Smith
TICCIH Secretary

For over 12 years, Stuart Smith, the General Secretary of TICCIH, has been working with Mr. Polk Kato, the author of a book on industrial archaeology worldwide, and they are now working with Prof. Neil Cossons and several foreign experts in order to put forward the idea of a world heritage site for the industrialisation of Japan based on Miyazaki and Yamaguchi. The project, supported by six prefectures and eleven cities, is possibly one of the largest world heritage sites to be considered and is already included on the Japanese World Heritage Sites Tentative List. There are remarkable survivals of the early attempts to provide European style furnaces and facilities, built entirely from illustrations in text books, in Kagoshima and Hagai, and archaeological remains in Saga. In Nagasaki you can see the development of the earliest buildings of an ironworks and shipbuilding yard, which is now the site of the Mitsubishi shipyard, with the complete survival of a ship repair dock sponsored by Thomas Blake Glover from Aberdeen, who was also instrumental in developing modern coal mining technology in Hashima and Takashima. Modern coal mining was further developed at Mine Port and Mineke mines which not only supplied local demand but also that of the Pacific fleet through Shanghai and exports into China.

The final development of the story is to be seen in the Yawata ironworks at Fukuoka where a fully integrated iron and steelworks was constructed from German technology and his team at Gerencia y Proyectos S.A., of Barcelona, a firm of the finishing building is recognized by UNESCO as the “oldest most advanced and complete industrial manufacturing plant in the world”. This claim is based primarily on the highly complex and precision-oriented industrial processes used in the production of coinsage as documented by Murray in the above-mentioned book. At Segovia this process was mechanized as the 14th such mechanised mint in the world, and today is the oldest and most complete still standing. Thus, the Segovia Mint was mechanically producing millions of identical high precision products, in series, in a specially built and completely departmentalized manufacturing plant a full 200 years before the Industrial Revolution. The Chamber of Commerce has also called for the Mint to be recognized as a World Heritage Site by UNESCO. The Association has recently updated its website www.segoviamint.org with hundreds of new photos of the reconstruction of the building, historic coins produced at the site, and modern coins which the members of the Association and the general public are able to strike themselves on a specially-built hammer striking press. The past, present and future implications of the historical importance of the building, its future use as a living and working museum of minting technology, and the participatory nature of the Association’s hammer striking program, all converge to make this a unique project with a distinctive European dimension. As such, the effort to install the museum contents and displays in the finished building is recognized by Segovianos as a “Feature Project” of the city’s candidacy to be the European Capital of Culture in 2016. It is important to note that while the reconstruction of the building has been fully financed by the three administrations (local, regional, and national), there is still no funding earmarked for the installation of the museum elements as shown up in the 2004 Museum Concept Plan. The

Spain

Resurrection of the Segovia Mint: Europa Nostra Prize - 2009
Dr. Glenn Murray

For years what has seemed like an impossible dream is finally becoming a reality. The famous Segovia Mint (1583) is being brought back to life, thanks to the 15 years of dedicated effort by the Friends of the Segovia Mint Association to get the project off the ground. The Association’s work to attract world attention to the restoration and museum development of the Mint has recently been given a boost with project director Dr. Glenn Murray being awarded the prestigious European Union Prize for Cultural Heritage / Europa Nostra Award in 2009, after being nominated for the distinction by the Segovia Chamber of Commerce. The award in Category 3 was for “dedicated service by individuals or organisations whose contributions over a long period of time demonstrate excellence in the protection, conservation and enhancement of cultural heritage in Europe”. The award requires the contribution to have a European-wide impact. Murray and the Association he leads have been recipients of many other prizes, the most recent being Segovian of the Year Award and the Peñafiel Medal. Murray has steadfastly promoted the restoration of the Segovia Mint for over 23 years when he first designed and presented the idea to City Hall in 1988. Reconstruction work finally began on February 14, 2007, now known and celebrated in Segovia as “Mint Day”. The Architectural project was designed by Eduardo de la Fe, and his team at Gemeria y Proyectos S.A., of Madrid, and is based on the Museum Concept Plan drawn up for Segovia City Hall by Dr. Murray as Technical Director of the Royal Segovia Mint Foundation, with the help of its Scientific Committee, in 2004. The construction work, being carried out by Volcastona-Valsico, is moving along quite well and should be finished by late 2010. Meanwhile, the Friends of the Segovia Mint Association continues to investigate and promote the Mint’s unique technological history. In 2004, TICCIH-Spain recognized the Segovia Mint as the oldest example of industrial architecture remaining in Spain, and made a commitment to seek international recognition for the plant. Shortly thereafter, Glenn Murray wrote an opinion in the TICCIH Bulletin (Winter 2004, n° 27, page 1) presenting the idea that the Segovia Mint is nothing less than the world’s oldest, still standing, industrial manufacturing complex designed specifically for in-series mechanical production. Now, the Chamber of Commerce and Industry of Segovia, using the extensive and well documented scientific and technological reasoning developed by Murray in a text which it has recently published, is requesting recognition of the facility by TICCIH and ICOHTEC as the “oldest most advanced and complete industrial manufacturing plant remaining in the world”. This claim is based primarily on the highly complex and precision-oriented industrial processes used in the production of coinsage as documented by Murray in the above-mentioned book. At Segovia this process was mechanized as the 14th such mechanised mint in the world, and today is the oldest and most complete still standing. Thus, the Segovia Mint was mechanically producing millions of identical high precision products, in series, in a specially built and completely departmentalized manufacturing plant a full 200 years before the Industrial Revolution. The Chamber of Commerce has also called for the Mint to be recognized as a World Heritage Site by UNESCO. The Association has recently updated its website www.segoviamint.org with hundreds of new photos of the reconstruction of the building, historic coins produced at the site, and modern coins which the members of the Association and the general public are able to strike themselves on a specially-built hammer striking press. The past, present and future implications of the historical importance of the building, its future use as a living and working museum of minting technology, and the participatory nature of the Association’s hammer striking program, all converge to make this a unique project with a distinctive European dimension. As such, the effort to install the museum contents and displays in the finished building is recognized by Segovianos as a “Feature Project” of the city’s candidacy to be the European Capital of Culture in 2016. It is important to note that while the reconstruction of the building has been fully financed by the three administrations (local, regional, and national), there is still no funding earmarked for the installation of the museum elements as shown up in the 2004 Museum Concept Plan. The
New industrial museums
Dr Geneviève Dufresne

Cité internationale de la dentelle et de la mode, Calais (International City of lace and fashion of Calais)

This new museum has been in preparation for many years and opened in June 2009. The museum is installed in a remarkable building, a former mechanical lace works comprising three buildings forming a U-shape. This was the Boulart factory, active up to 2000. Its generous space allows for a complete presentation of the technical aspects of lace production, in particular thanks to the exceptional collection of Lussewens looms, purchased over several years and, for the most part, still in working condition. The Alain Moatti & Henri Rivière team of architects was selected by a jury of councillors and professionals in the spring of 2004. The Pascal Payeur studio is responsible for the scenography and museography. A contemporary construction facing the quays, the town and the port acts as a figurehead to complete this structure. On the façade, a screen-printed design of Jacquard cartouches symbolises machine-made lace and emphasises the project’s emblematic aspect. From the outset, the museum was anxious to associate the Calais lace-makers still working, and the local population. The city of Calais has also acquired another old lace-making factory and the local population is being involved to guarantee the correct treatment of the annex collections, in particular the textiles.

Musée du sel (Salt museum) Salins-les-Bains

Since January 2008, the salt-works at Salins-les-Bains have been placed on France’s tentative list of potential world heritage sites as an extension of the Arc-et-Senans site, on UNESCO’s world heritage list since 1982 (see TICCIH News, Ed.3 At that date, the principal justification for listing was Arc-en-Perce’s exceptional architecture, designed by Claude-Nicolas Ledoux. Today, the extension of the world heritage perimeter gives Arc-et-Senans itself more sense, since it cannot be understood without association with the works at Salins, to which its linked by a ‘saumoduct’ some twenty kilometres long. The site at Salins represents a history of salt production dating back to the Middle Ages. The restoration of the Salins works and the creation of a new museum are of course an integral part of the world heritage candidature. The project has received the support of the European Union, the French State, the Franche-Comté region and the Jura department. The conservation and interpretation of the collections are placed under the direction of the Musées des techniques et culture comtoises.

The salt-works at Salins-les-Bains represent one of the major sites of French industrial heritage, given total statutory protection in November 2008. The new museum opened its doors on the 18th April, the visitors discovering the restored site of salt production and new exhibition spaces. The itinerary will comprise a range of visitor experiences (Halle 1, Halle 2, Halle 3, Halle 4, Halle 5, Halle 6).

China

Mining Heritage in China
Que Weimin
World Heritage Research Center, Peking University

■ P.R. China discovered, developed and has utilized mining for over 2000 years. China possesses many mining heritage sites around the country, although without one mining project in the UNESCO World Heritage List. On the national heritage protected level in China, as well as 11 National Protected Monuments managed by the National Cultural Heritage Bureau, the National Mining Park system was set up in 2005 by the National Tourism Resources Bureau. This plays most important role to protecting the mining heritage in China, as well as the whole industrial heritage.

The first list of National Mining Park consists of 28 sites, distributed through 20 provinces, especially along the eastern side of the country (see map).

Among the 28 Mining Parks, nine are metal-mining sites (gold, iron, precious metal and mercury); 12 are non-metal mining (coal, oil, salt, kaolin and mica); two sites are usual stone quarries and five are special stone extraction (marble, balin, Shoushan, jade, diamond).

For scientific exhibition, research and tourism, the Mining Park has influenced the society gradually. The second list of National Mining Park is going on the process for nomination.
Indonesia

Asian Industrial Heritage and other stories: an introduction to the modern Asian Architecture Network (mAAN)

Moulshri Joshi

What was being referred to as a loosely-knit network of modern architecture enthusiasts, mAAN in Asia is slowly emerging as a dynamic collaboration of architects, historians, conservationists, anthropologists, sociologists, landscape architects, artists, students and teachers from over a dozen cities in Asia working towards re-establishing and refreshing the way people connect to their built heritage. Over the years, mAAN has had memorable rendezvous with industrial sites...sometimes by chance but almost always by design, as the vast effect that industrial sites have on the collective cultural heritage of Asian cities they are difficult to exclude in any study of cities. The mAAN Macau Declaration (26 July, 2001 www.m-aan.org) shares this belief and concern very vividly. “Industrialization, urbanization, westernization, colonization, decolonization and nation-building: these phenomena have variously defined Asian modernism. Modern Asia excelled through sustained interactions with the West, which has had a constant presence in our collective consciousness. This shared experience of the world unites us as Asians. The history of dealing with the West, with our neighbours and with ourselves, is manifested in the myriad forms of our architecture. The history of modern architecture in Asia is the history of how Asians have become modern. As I write this introduction to mAAN - a precursor to the mAAN-TICCIH formal meeting at the forthcoming Freiberg Congress - a huge social experiment is already underway in Padang, Indonesia (“International Design Workshop: The Great Cement Factory Revitalization” 29 June - 8 July, 2009). PT Semen Padang, the oldest and one of the largest cement manufacturing companies in Indonesia, has initiated cooperation with mAAN to guide the revitalization process of their 100 year old factory plant of Dutch parentage & Danish manufacturing in West Sumatra. In its efforts to evolve an inclusive and educational agenda in industrial revitalization - which can be used as a model for development for other such sites, mAAN is acting as the catalyst in the change by connecting industry to community, education to practice, legacy to memory and past to the future, simultaneously. Over a hundred people combining students, academics, historians, architects, conversation architects, landscape architects, planners, policy experts, film makers, engineers and project managers, are engaged in an intensive creative exploration. Teams are exploring diverse interventions while a dedicated group is documenting the process in various media, languages and for a mixed audience as an extension to mAAN’s role as an engine for disseminating information in the public realm.

This methodology of generating collaborative enterprises between members and to implement research into practice is unique to mAAN. This also reflects mAAN’s understanding that its team is “huge group of diverse individuals with specific skills and knowledge and that mAAN is able to bring these people together for positive & proactive purposes from both theoretical and practical perspectives”. The confidence to believe that the mAAN team is in a position to script a new dream for such denuded sites across Asia comes largely from the success of the Great Shanghai Factory Revitalization Workshop held at the abandoned industrial estate by the Huangpu river in Shanghai in 2004. After conducting inventory building field school in Mosel, Uttar Battr, Samarkand and Malacca, the case of industrial site in Shanghai came to mAAN’s notice where the government was making preparations to demolish the structures. Over 70 students from China, India, Japan, Indonesia, Malaysia, Singapore, Italy, Macedonia, Mongolia, Korea and Turkey under the guidance of architects & professors from various universities camped at the factory site for a fortnight, exploring through design & discussion ways to revitalize the historic site and reestablish its links to the city. The outcomes of this collaboration were as fascinating as the process itself. Not only were numerous creative strategies engaging with the historic site established, this collective energy became the catalysts for the eventual revitalization of the factory that was awarded the UNESCO Asia Pacific Award for Conservation of Cultural Heritage.


Peru

The new blog Industrial Heritage in Peru (http://patrimonioindustrialperu.blogspot.com) has hews from the Comité Peruano de Conservación del Patrimonio Industrial (Peruvian committee for industrial heritage), and information on the conservation of industrial heritage. As well as being informative, the blog aims to push Peru’s industrial heritage into the wider discussion of cultural heritage in the Andean state. Everyone is invited to visit the site and make comments, send photos and create links with their own sites.

Croatia

In Croatia, the TICCIH representative Miroslavo Sinovina, the president of Protorijstvo, is now the vice president, after 6 years hard work. His place as president has been taken by Danis Gavoric; who will announce further information about the next meeting on shipbuilding heritage in Rijeka during the XVI congress in Freiberg.
Devon Mining World Heritage Office. Mining Museums, and the Cornwall and West campus in Cornwall, Geevor and King Edward organised by a group affiliated to the University trips. This year was the eighth meeting, international audience. The meeting is devoted share the product of current research with an providing for peripatetic gatherings, in which to history interests which has, since 1985, been The Congress itself is a loose network of mining and social history, archaeology, heritage conservation and interpretation, be it in Argentina, Portugal, France or Australia. The Congress itself is a loose network of mining history interests which has, since 1985, been providing for peripatetic gatherings, in which to share the product of current research with an international audience. The meeting is destined to 42 research papers and a couple of field trips. This year was the eighth meeting, organised by a group affiliated to the University of Exeter and supported by the university’s campus in Cornwall, Geevor and King Edward Mining Museums, and the Cornwall and West Devon Mining World Heritage Office.

During the Congress, the conservation of industrial heritage was at the forefront of discussion on subjects which included the Moat Pit at Culross, in Fife (Scotland), when Donald Adamson from the University of Glasgow explained the archaeology and interpretative potential of the intertidal shaft which provided access and a shipping point for coal from 16th century underground workings; the interpretation and public access to 20th century, wolfram mining on ecclesiastical estates in northern Portugal (Júlia Meixedo, Instituto Superior de Engenharia do Porto); the 15th century copper mine and associated settlement at São Domingos, also in Portugal (Maria João Ramos P. Silva), and the future for copper mining heritage in South Australia (Sue Drew, a geologist with the state government). Many presentations also highlighted the value of research touching on conservation, for example the detailed work on the archaeology of late-medieval silver mining in Les Cévennes (Gard - France) carried out by Marie-Christine Bailly-Malté of the French CNRS, or the technology and archaeology of blasting, using gunpowder, in the mines of Le Thillot (Vosges – France) as early as 1617 (Francis Pierné, a research associate at the Sorbonne / Université de Paris). Presentations covered the economics of mining whilst others examined the social aspects of and its impact on the community, be it health, safety or identity. Inevitably, for a Congress held in Cornwall, the occupational identity of the Cornish in mining fields across the globe was touched upon by many speakers. In their introductory lecture, Paul Deakin of the Institute of Cornish Studies and Area Dykes of the World Heritage Office, emphasised Cornish identity and its links to international mining which might form the basis for a proposed expansion of the World Heritage inscription. The subject was later broadened to focus by Philip Payton, also from the Institute of Cornish Studies, in respect of comparisons between Grass Valley (California) and Moonta (South Australia), and differing roles ethno-occupational identity played in those communities from the 19th century to the present day. Gender too played a part in ethnic identity, emphasised in the role of women and immigrant workers in the Provençal coal mines over the same period, resulting in a retention of a rural identity for mining communities despite their close proximity to the city of Marseilles (Hanna Diamond).

All the presentations were of the highest quality, and stimulated lengthy discussion. It was literally wall-to-wall international mining history and archaeology for four days. It is hoped to publish the proceedings of the Congress on the Web if not in book form. Monitor the Congress web pages at the University of Exeter – http://ex.ac.uk/history/minerals/index.php - for further details.

**TICCIH Conferences**

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

**World Conferences**

Germany

Archaeology of bridges
Regensburg, 5-8 November

- Development of the construction of bridges, from prehistory to early 19th century.
- Info: bridges2009@t-online.de

Slovakia

3rd International Conference of the International Railway History Association
Banská Bystrica, 24-26 September

- Info: www.irk-bv-byast.com/

Czech Republic

5th "Velesí of Industry" Biennial
Centre for Industrial Heritage
at the Czech Technical University (VČP)
Prague, 9-10 October

- The usual sharp programme of exhibitions, an international expert conference and cultural events, the objective of which is to explore current themes in the field.
- Info: vcp@fht.cvut.cz, www.industrialhistory.cz

Serbia

14th annual World Canals Conferences
Novi Sad, 23 - 25 November
First call for papers.

- Waterway managers, professionals in related fields, users and opinion leaders meet for a full programme of technical sessions and site visits; a unique opportunity to discover the Danube.
- Info: www.euromapping.com