bulletin

TICCIH

The International Committee for the Conservation of the Industrial Heritage

www.mnactec.com/ticcih

Lipasmata, West Dock, Piraeus
Photo: Nikos Belavilas

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Inside:
Railway trains, railway lines, railway villages

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MUSEU DE LA CIÈNCIA I DE LA TÈCNICA DE CATALUNYA

Opinion

Dr Nikos Belavilas

National Technical University of Athens
Vice President of the Greek TICCIH Board

Olympic Games and Industrial Heritage

A hundred and fifty days before the Athens Olympic Games, the city of Piraeus (the port of the Greek capital city) is being transformed into one of the two Olympic poles. A dozen stadiums and athletic centres are under construction and two new highways and the reconstruction of the Central Port complete the scenario for the Olympic projects. Piraeus is a city with a century and a half of industrial and maritime history. The industrial and port area is full of significant monuments. During the 10th TICCIH International Conference (1997) we had the opportunity to show the participants some of the wonderful factories and port installations of the late 19th and early 20th centuries.

Some of them our now victims of the Olympic Games. Unfortunately, the Greek Government did not manage to protect and incorporate the ruined and abandoned sites of industrial history in the master plan of 2004. Though a lot of serious proposals from the Greek TICCIH, the local Ephorates of the Ministry of Culture and academic institutions were presented in the first days, when it was decided that Athens would be the organising city of the 2004's Games, the final result was a lot of losses.

The new ring highway of the harbour passes in this very moment through the heart of the 19th century industrial zone of Piraeus, destroying a lot of small industries and equipment. The highway covered the Kifissos River. The building of the highway caused a catastrophe for the old hydraulic and traffic substructure. The linear landscape of the river with some 100-year-old trees, the first reinforced-concrete bridge (1902), two other iron bridges of the same age and the stone-build banks was replaced with new constructions for heavy traffic.

The wave of land investments around the Piraeus Olympic zone is very strong and nothing can stop it. Greece was not ready to protect important modern historical buildings, among them the monuments of industrial heritage. The "Lipasmata" fertilizer factory (1909), a site with an area of 25 Ha on the port's waterfront, was demolished on August 2003. A campaign for the factory was organised by the Greek TICCIH and the National Technical University of Athens, and Stuart B. Smith addressed to the Greek Prime Minister a letter of the TICCIH Board. Those actions were not enough to save the monument. The Greek TICCIH Board is asking since the summer for an urgent meeting with the Minister of Culture (who is the Minister responsible for the Games) but there has been no answer yet.

A month later, one of the main historical factories of Piraeus, the "Retsinas" textile factory, dating from the late-19th century, was ready to be listed as an industrial monument. The owner wanted to sell it as an empty plot. On Septembre 2003 a fire ruined the complex. The Mayor of Piraeus declared after the disaster that there was no necessity to restore the burnt remains.

The situation some months before the Games seems very bad. Piraeus has lost a great challenge to protect and re-use its monuments for the Games and for its future.

TICCIH news

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TICCIH is the world organisation 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 £15 and corporate membership £35. Payment to **TICCIH**, Lloyds TSB Bank plc, 27 Fore Street, Redruth, Cornwall TR15 2BJ, UK; Account No: 1351659, Bank Sort Code: 30 97 00.
There is an on-line membership form on the web page.

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

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Cover photo: An empty coal bucket hangs from the aerial ropeway in Longyearbyen, Svalbard, Norway, from where the photographer Larry Mishkar sends a report (page 6).

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■ **The interpretation of industrial spaces - can historic sites make good industrial museums?** This is the theme for the meeting that TICCIH will be coordinating within the three-day International Symposium 'Entertaining and Educating, Roles and Reality for Industrial Museums', celebrating the anniversaries of the Rhineland Industrial Museum Oberhausen and the Westphalian Industrial Museum Dortmund from 24-26 June, 2004. It will be held on the last morning of the meeting, on Saturday 26th. Short contributions are invited by four speakers and they will be followed by a discussion chaired by the TICCIH President Eusebi Casanelles. With a large number of participants from the industrial museum world expected to attend the symposium this is an opportunity to debate the formation of a permanent international section for industrial museology and interpretation within the framework of TICCIH. More information is on the back page of the Bulletin and in the TICCIH web page, and the full details will be published on http://www.industriekultur-kongress.de/ by the time this issue is posted.

■ **Honoured Secretary** Stuart B Smith who has been the Secretary of TICCIH since 1986 has been given the British civil honour the Order of the British Empire (OBE) for his services to industrial archaeology. Apart from keeping TICCIH running for nearly twenty years, Stuart has been one of the leading figures in industrial archaeology and museums, in Britain and worldwide, working since the early 1960s on projects such as early development of Beamish Open Air Museum, the Ironbridge Gorge Museum, and the Trevithick Trust. Stuart retired from this in 2003 to concentrate on international consultancy work, especially relating to world heritage for which he is an expert consultant for ICOMOS.

■ **Barcelona meetings** The 2004 Trustees' meeting will be in Barcelona on 17 June, to coincide with the National Representatives' meeting that starts on the following day. Matters on the Agenda will include the two proposals that have been made to organise the next TICCIH conference in 2006, the publication of the national reports from the previous meetings, and relations with ICOMOS, which is considering the adoption of the Nizgny Tagil Charter approved in Moscow last year.
The two day meeting of National Representatives, the first for six years, will take place in the newly-built International Forum conference centre, designed by the Swiss architects Herzog and de Meuron. The visit will include a tour of the exhibitions in the Forum and a visit to historic industrial sites around Barcelona, where the conversion of industrial buildings for various cultural purposes has been a notable theme of recent years, the success of which the visitors can judge for themselves.
For the first time, representatives from national societies for industrial heritage have also been invited so that the value of a special TICCIH associations' section can be discussed, following the original idea of the defunct 'e-Faith' project that was promoted a few years ago.

■ **Contacts in India** After a lapse of some years TICCIH has a Correspondent in India. He is Divay Gupta, the Director of Programmes of the Architectural Heritage Division of the Indian National Trust for Art and Cultural Heritage (INTACH) and his contact details are on the TICCIH web page. He studied a few years ago at the Ironbridge Institute in Britain and has promised to send a report to the Bulletin on industrial archaeology in India where, despite shortages of resources, subjects such as the cotton mill towns of northern India and cast-iron buildings in Bombay do get investigated.

Friends try to save the High Line, Manhattan

Mary Habstritt

In New York City a project is underway to save a historic railway viaduct that is all that remains of Manhattan's only all-freight railway. Now known as the High Line, it runs for 22 city blocks along the western edge of lower Manhattan through the Chelsea neighbourhood and the Gansevoort Market Historic District. Once an area of factories and warehouses, Chelsea is now a vibrant locality mixing art galleries and artists' studios with residential lofts. The Gansevoort Market Historic District, the city's most recently designated historic district, still contains meat processing businesses but has seen many replaced by nightclubs. With the shadow of the High Line overhead, these neighbourhoods retain an industrial grittiness that a lot of people find appealing.

After merging several smaller railroads in the 1860s to form the New York Central and Hudson River Railroad, Cornelius Vanderbilt, a millionaire who built one of the largest transportation networks in North America, held two rail routes into Manhattan. In 1871 he consolidated passenger operations on the east side,

culminating at Grand Central Depot, and dedicated the rail line on the west side to freight. The West Side Freight Line was 13 miles long and ran from Spuyten Duyvil, just north of Manhattan, to St. John's Park, south of Canal Street.

It soon developed dense traffic even though it operated under severe handicaps, the greatest of which was a lack of space for freight yards and the need to locate much of the track on Tenth and Eleventh Avenues. When the tracks were first laid in the 1840s, much of the land was open fields. By the 1920s, the trains were sharing the avenues with pedestrians, horse-drawn wagons and automobiles, and the conflicts became intolerable. Even with a horseman carrying a red flag preceding each slow-moving locomotive down Tenth Avenue, so many accidents occurred that the street became known as "Death Avenue."

The city and the railroad agreed to separate the tracks from the street. The viaduct was built between 1929 and 1934 as the first stage of a larger project called the West Side Improvement, which eliminated 105 grade crossings. The New York Central's engineers not only eliminated the hazard of dangerous traffic, but found ingenious solutions to the problems of delivering freight cars to sidings built at the 2nd or 3rd floor levels of the factories and warehouses alongside. Several existing buildings still have tracks running into or through them. Much of the freight carried was foodstuffs, giving the railway the nickname, the "Life Line of New York." Further north the railway went through a cut or subway, from 35th Street to 60th Street, over which Riverside Park was built. This sunken portion of the line is now used by Amtrak, the national passenger railroad.

With the building of the interstate highway system and the growth of trucking, railways were used less and less to carry freight. The St. John's Park terminal was closed in 1960 and in 1968, Penn Central took over the New York Central Railroad. In 1976 the U.S. government formed the Consolidated Rail Corporation, or Conrail, from the remains of Penn Central and five other railroads. The last freight train made its way over the High Line in 1980 and it has remained unused since. A developer was allowed to demolish the southernmost half mile after compensating Conrail and paying for the demolition. Since then, ownership of the High Line has passed from Conrail to the railroad companies CSX Transportation and Norfolk Southern. In the meantime, wildflowers and trees have sprung up along the tracks, creating a wilderness in the city.

Photographs taken during construction in 1933 by George A. Fuller Co., a subcontractor to the American Bridge Co. Courtesy of archiveofindustry.com

"Trying to plan for the future without a sense of the past is like trying to plant cut flowers."

(Daniel Boorstin)

Friends of the High Line (FHL), a private non-profit organization formed in 1999, has proposed that a park be placed on the viaduct to provide open space in an area of the city which has almost none. The Promenade Plantée in Paris, a viaduct in the 12th arrondissement which has been converted to a three-mile long pedestrian park, has served as inspiration although the group's founders, Joshua David and Robert Hammond, look forward to a truly

Photograph during construction in 1933 by George A. Fuller Co., a subcontractor to the American Bridge Co. Courtesy of archiveofindustry.com

unique world-class design. An international design competition attracted 720 entries from 36 countries and culminated in an exhibition at Grand Central Terminal last July. The project has gained much support from the public and from local government in the past year with the city of New York committing $15.75 million to planning and construction in July and has made the park a centerpiece of redevelopment plans for the neighbourhood. The city also requested a Certificate of Interim Trail Use be approved by the federal government under the national Rails-to-Trails program. This would maintain the property easements along the rail line, recognizing the impossibility of recreating access should restoration of rail service be desired in the future, but allow it to be used as a parkway in the interim. A community input forum in October attracted nearly 400 interested citizens who wanted to discuss plans and express priorities for the park.

FHL is raising funds to continue the design process. Their timeline has a Request for Proposals being issued this winter to a select list of design firms and a preliminary design being selected by the autumn of 2004. Additional information on the project can be found at www.thehighline.org.

French railway villages, a little-studied and threatened heritage

Professor Gràcia Dorel-Ferré
Centre d'Histoire des Techniques de Paris

Apart from Professor Odette Hardy at Lille University there are few researches working on the subject of French railway settlements, and this is a pity, as they were an important phenomenon. At the end of the 1920s, the Companyia del Nord alone had thirty-five railway villages with a total population of 35,000 inhabitants. They were a social model for the period, with cottages and a vegetable garden of four or five hundred square metres, grouped into villages or cités. They were the work of the engineer Dautry who had an important role in the field of public transport, ending up as a minister.

The *cité* of Laon, which is still standing though today very much altered, was finished in 1929. It was built on land to one side of the rail lines, which had to be improved as it was badly-drained and irregular. It contained 215 houses built of concrete and 346 of timber, and 148 flats were planned for single men, distributed among the houses.

Dautry was interviewed by the local papers and he underlined the need to provided houses surrounded by an area of garden, necessary according to his point of view to be able to hang clothes and clean shoes outside the house, thereby keeping the inside clean. In the summer, the mothers could swing the smaller children while the fathers read the paper outside, and in the summer evenings they could eat in the garden and everything was kept clean, healthy and ultimately more pleasant.

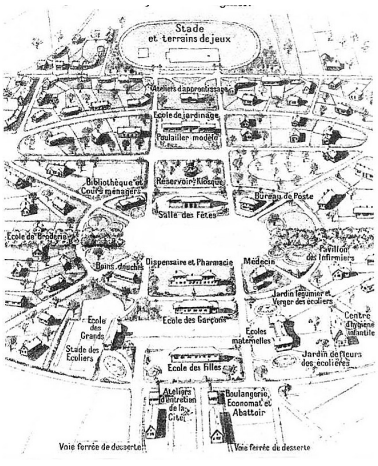
Dautry also explained why the houses were not like those in mining areas, lain out all in lines. He didn't want them to be identical; on the contrary, the roads were curved as in a village. The houses were of varied designs so everyone could give their own personality to their particular home. The houses of the supervisors and engineers, spread through the village, were larger and more attractive. The house of the station director was not in the middle among the employer's housing but on the other side of the lines, because the Company thought that too much familiarity between a director and a simple employee could be counterproductive.

The village ran itself, with a local council presided over by the chief engineer. He was in charge of the school, a very spacious and airy building with large enclosed courtyards, lavatories with running water, central heating and baths for the youngest. There were five classes for boys, four for girls and four for infants. This building has always been in use and is still in good condition. There were also extra-curricular classes for boys in drawing and geometry, metal working, woodwork, radio and gardening; girls, meanwhile, learnt to cook, sew and look after the house.

Also still standing are the baths, the doctor's house, the cooperative and the meeting house. The sports facilities, theatre and library were very well used even in the 1960s and 70s, and there was an intense communal life.

In all, the railwayman's *cité* of Laon was a pleasant neighbourhood, well-cared for with a strong cultural and communal presence. Around the 1970s, however, the French national railway company SNCF wanted to divest itself of this whole inheritance, which cost more than it was worth, and the houses were sold off cheaply to the inhabitants. In a short time the social facilities disappeared, and the new owners began to make alterations, adding porches, sheds or garages. The form of the village began to change and now it is hard to grasp what it was like in its heyday.

Obviously one cannot conserve everything. But the railway villages were of a piece with their times, the railwaymen represented a working-class elite, and all this is vanishing. Of the villages of the department of the Aisen, almost all were destroyed in the Second World War, most sabotaged by the railwaymen themselves, and they were rebuilt under different conditions. Few survive from the earliest period. No one is recognising that an entire heritage is being destroyed and soon few people will remember the social experience and professional impact that these people had.



The most outstanding of the railway villages was Tergnier, near Laon, which had a very unusual plan consisting of three circles like three concentric wheels. For its scale as much as for its plan, it was a model for others. Sadly, two thirds of the village was destroyed in the war and what remains is a pale shadow of what must have been like, a model town and an example of social integration.

The collections policy of the Fundación de los Ferrocarriles Españoles

Pilar Garcia Fuertes
Director of the Museu del Ferrocarril de Vilanova i la Geltrú

During 2003, the *Fundación de los Ferrocarriles Españoles* [the Spanish Railway Foundation, which is funded by the industry and coordinates the conservation of its heritage] worked on a proposal for the collections policy of fixed and mobile heritage related to railways for the national Madrid and Vilanova museums (Museo del Ferrocarril and the Museu del Ferrocarril de Vilanova i la Geltrú). Its objective was to create a frame of reference which would allow all the objects, vehicles, installations or buildings that have to be conserved to be defined and identified.

The study was carried out on the basis of the varied policies of conservation and acquisition of museum of this typology, the starting point for which was the work on acquisitions and inventories carried out by the *Museu Nacional de la Ciència i de la Tècnica de Catalunya*, of which Vilanova railway museum is a member and whose director is the actual President of TICCIH. During the last quarter of 2003, the *Fundación* also commissioned a report on the ways in which the different European countries conserve and manage their historic railway heritage so as to be able to establish a series of requisites and common strategies to guarantee the safety of this particular heritage in Spain.

Technical objects have two characteristics which differentiate them from the majority of historic things from the pre-industrial period. The first is that they were made of interchangeable components, and the second that they were mass-produced, particularly the case with items from the railway industry. These features mean that on the one hand it is rare to find an object that is completely unique, and on the other that it is possible to interchange parts between pieces.

In consequence, the conservation of industrial remains frequently involves the need to make a choice, since we are dealing with a heritage that is often repeated and of which all cannot be conserved. Another controversial theme is the possibility that objects in the collection

be put into in running order. Showing objects working can imperil their future conservation, but that is often how the public wants to see them.

The *Fundación* has therefore set out the objective of establishing a collections policy that fits with the strategy and mission of the two national railway museums, based on the care of a heritage as testimony and/or explanation of the influence of the railways on the social, technical or economic evolution of the country, for the benefit of the present and future society.

The railway heritage is particularly didactic, and allows the history of industrialisation, of transport and, in general, of the development of the contemporary world to be told. It is a source of knowledge and an educational resource for understanding an industrial societ. There will be a preference, therefore, for those installations, ensembles and objects, conserved in situ or in the museums, that constitute a sufficiently representative evidence of the world of work, of daily life or of the technological innovations that have been milestones in the progress of the railways and of society in general.

Important evidence for the history of the wide gauge railway in Spain has already been conserved, mostly in the collections in Madrid and Vilanova. The fixed and mobile heritage is the property of RENFE [the national Spanish rail operator], and is managed by the Fundación de los Ferrocarriles Españoles. But like many of the industrial museums of the last third of the 20th century, all sorts of things have been included in their collections, often with little selection or discrimination.

As a cultural foundation set up to research the railway heritage and it make widely accessible, and a pioneer of this philosophy in the area of the Spanish railways, the Fundación de los Ferrocarriles Españoles is promoting an inventory of all the historic property of the wide-gauge railway, fixed and mobile, that is capable of being preserved according to its historical, technical, artistic, educational, social and also emotional characteristics. Social, as well as technical and historical criteria, should be used in the selection of objects for this inventory. This inventory should be carried out by an interdisciplinary team of professionals from the industry, the museums and archives, and from the universities. In this context the British Railway Heritage Committee offers the best model of cooperation between the railway companies, the state and those interested in preserving historical property.

The Fundación de los Ferrocarriles Españoles will continue to make all the companies working in the railways aware of the importance of preserving the history of the railways. To sum up, the main lines of work of the acquisitions policy for historic objects of the Fundación are being laid out so as to aid their conservation and favour the understanding of this and future generations.

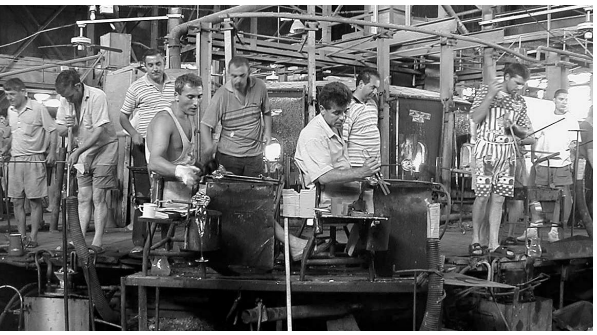
conference report

Industrial Archaeology Workshop in Cluj-Napoca, Romania

Mark Watson

The third in a series of Industrial Archaeology Workshops took place in Romania in September 2003. It was organised by Irina Iamandescu of the Ministry of Culture and Religious Affairs and Cristina Varzaru. The first in Bucharest in 2001 had been a breakthrough in addressing the subject for the first time. A second workshop in 2002 explored Resita in the Banat, an iron-working and coal mining district, and this opened to foreign as well as local delegates the great potential for further work in the subject. A clever stratagem is evidently at play, rotating the location so as to draw in the interest of local architects, archaeologists, historians and politicians and to give the subject a national (to a degree, international) stage.

The 2003 workshop was an opportunity to explore the riches of Transylvania. Like its predecessor, it began in Bucharest. A fleet of taxis brought participants, past some absurdly incomplete Ceacescu-era ministries, to Filaret. There the railway station (now a bus station) was the draw for a district of customs warehouses, a large formerly steam-powered electric power station and the Bragadiru or Rahova Brewery, subject to a development that prompts the question "what is and what is not authentic"?



Next day saw a coach tour across the country to Sibiu, and the Astra Museum of Traditional Folk Civilization. This open-air museum cannot be too highly commended to students of vernacular architecture and technology. Arrangement by type- horizontal water wheels, vertical water wheels, floating mills, fulling mills and so on- allow ready identification of regional variations. There then was an expert tour of the centre of Sibiu, with a demonstration of an outstanding urban conservation initiative promoting traditional building techniques. This is supported by publications, handbooks to building and paving materials, do's and don'ts. Grants are distributed to private owners, doors upgraded and clocks synchronised. The road to the lower town is spanned by a gothic cast iron bridge dated 1859.

Arrival in Cluj showed that here was a sophisticated Hapsburg-era city, its churches and opera house proudly flood-lit. Lectures were delivered in the Art Gallery in Banffy Palace near a museum created in a historic pharmacy that operated from 1573-1949.

The locomotive works SC Remarul SA was founded in 1870. Its main business today is the repair of German, Austrian and Swedish locomotives, diesel and steam, the latter likened to women by the Director of the enterprise. The practised manoeuvring of workers around the hammers in the forge seemed almost like a ballet. There cannot be many factories in Europe where the riveting of locomotive boilers may be seen. Local TV captured the visit for broadcast that night.

Next day a visit to the Clujana leather works and shoe factory, dominated by a big shoe on a tall tower, led to a more depressing reflection on the impact of privatisation, sale to a UK company and prompt liquidation. Several of the leather presses were demonstrated but more than enough shoes are in stock and the tannery is derelict.

Turda saltworks was known to the Romans as Potaissa. Deep within the hill the 18th century Tereza bell mine adjoins two 19th century trapezoidal mines of solid salt that dwarfed visitors. The salty environment has preserved the wooden horse-powered hoist mechanism. Also in Turda a glassworks, Sticla SA, had busy teams of skilled workers turning out a bewildering array of glassware.

"Water is Life!" proclaims the Museum of Water established outside Cluj by the Water Sewage County Independent Administration in 1992. There the importance of clean water to the expansion of this and other cities is explained. Centrepiece is a double-piston pump made in Brasov in 1934 operated by a Francis turbine in a part of the system erected in 1898.

Somesul Rece Hydro electric power station is one of several in Romania that predate by two decades the use in the UK of hydro power for municipal electric

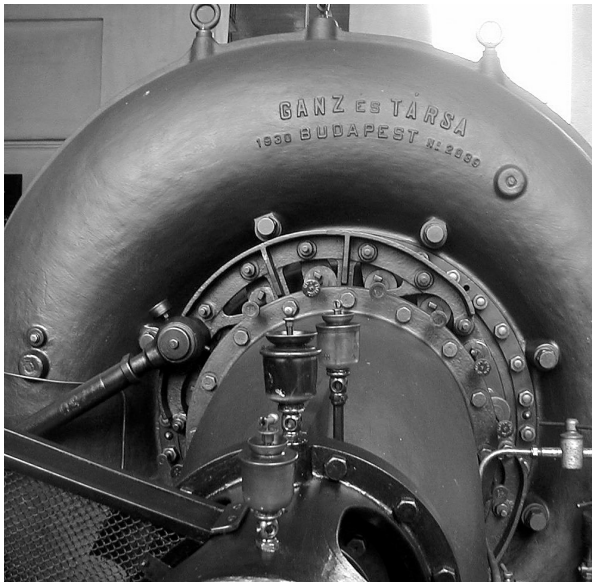
Forge of the Remarul Locomotive Works, Cluj.
Sticla Glass Factory in Turda.
Somesul Rece Hydro electric power station and Ganz turbine.
Photographs by Mark Watson

world wide

supply. Sebes and Baile Herculane are others. Completed in 1906 it retains well-oiled Ganz turbines that generated 1200 KW. However a large Ceacescu-era hydro-electric scheme has denied the station sufficient water to operate again. A museum is planned that hopefully will be as forward-looking as the water museum. The day concluded at a charming and well-preserved village of iron-workers houses, Rimetea.

Rosia Montana has an ancient history in the mining of gold in Dacian and Roman times. Archaeological Work by Toulouse University has unearthed a wealth of Roman artefacts and technology. A park of Californian, English and other stamps, crushing mills and floatation cells preserves evidence of 19th century technology. It was disconcerting to note that a large proportion of the houses in the village has recently been bought by a mining consortium, the inhabitants encouraged to relocate to new settlements built for the purpose at a greater distance from the anticipated disruption, noise and dust. A vast area will be covered by tailings from an open cast mine that will in the process erase the archaeology of past mining efforts. Such is progress.

Participants from Hungary, Poland, the Czech Republic, Germany, Portugal and the United Kingdom were well impressed by what they saw and heard, not least an a capella performance by "Junior VIP". It was remarked that the quality of the many papers has risen since 2002, and likewise the technology used in the presentations. Problems of conservation sound familiar but there is no lack of enthusiasm. A further workshop in north or eastern Romania is proposed by the Ministry for 2004 that will continue the good work.



France

Bias in Favor of Ancient Architecture Wreaks Havoc on Iron and Concrete

An excerpt from the Le Monde Editorial of February 28, 2004 (Translated and reprinted in the Guardian Weekly, March 11-17, 2004)

■ '…The elegant 310m-long railway shed erected behind the Gare d'Austerlitz by Eugène Freyssinet (1879-1962) in 1927, is … threatened by demolition as a result of the Paris City Council's redevelopment of the area. His most famous construction, the colossal airship hangars (300 m long and 60m high) in Orly, on the outskirts of Paris, were destroyed during the second world war.

Of France's 40,000 listed buildings, a mere 1,000 were erected in the 20th century. It could be argued that such a proportion is only normal: the buildings of that century need to prove their worth, and future generations will form their own judgment and protect them if necessary. But given the

rate at which bulldozers are being allowed to wreak indiscriminate destruction, one wonders if anything will be left for posterity to judge.

The prime targets of the demolition gangs are examples of industrial architecture, which were often innovative from a technical point of view and whose aesthetic worth is now beginning to be recognized. Economic restructuring implemented from the 1980s on had the effect of devastating many sites occupied by such "old industries" as textiles, steel, and coal.

Local authorities often allowed buildings to be demolished so as to create green spaces without giving a thought for these "industrial chateaux," which were the focal point of town planning and remain impregnated with collective memories.

Also in the 1980s some of France's neighbors adopted a different approach. In Germany many examples of extraordinary industrial architecture were preserved. The ironworks at Völkingen, in the Saar, were put on UNESCO's World Heritage List in 1994. An identical policy towards such buildings was adopted in Germany's industrial heartland, the Ruhr.

In 1994 France's then culture minister, Jacques Toubon, commissioned a report on the country's industrial heritage that were most at threat. The report's findings were shelved. To a large extent, France does not care about its architecture of the last century and a half.'

Thanks to Mary Habstritt for sending this item.

Great Britain

Whither British industrial archaeology?

June seminar

■ A meeting jointly organised by the British AIA and English Heritage called 'Understanding the Workplace: an agenda for industrial archaeology in Britain' has been arranged for the 25-26 June, 2004 at Nottingham University. It aims to produce an agreed national research framework for the archaeology of the industrial period along the lines of those already published for Iron Age and Roman archaeology. A major theme of the conference will be the social context of industrialisation. Invited speakers will give papers including: status and hierarchy in mill and factory; production and consumption; the role of the colonies; agriculture as industry; the country house estate; urban communities; landscapes of outworking; the role of excavation in the study of industrial settlements; religion and welfare; death and burial; sport and entertainment; and transport for industry. The changing statutory framework and the role of the archaeological consultant will also be considered, and there will be plenty of time for debate.

Contact AIA@le.ac.uk.

events

TICCIH Conferences

More conference infomation at
www.mnactec.com/ticcih/news.htm

Germany

International Symposium at the Rheinische Industriemuseum, Oberhausen and the Westfälische Industriemuseum, Dortmund:
Entertainment and education: Challenge and reality of industrial museums
24-26 June, 2004
Call for papers

■ Four papers are invited for a special session at the RIM in Oberhausen on Saturday morning, June 26, on the role and future work of a TICCIH industrial museums section. Session in English
There is also still space for two papers in the session "Food and nutrition - a new challenge for museums" in Oberhausen on Friday afternoon, June 25. English/German translation available.
A special birthday conference organising with TICCIH by two networks of historic sites in one of the most interesting areas for industrial archaeology and museology in the world. There will be plenary sessions at Oberhausen on Thursday 24, and at Dortmund on Friday 25, with round table sessions that day at sites of the Westphalia museum Hannover Colliery, Bochum, the Old Henrichenburg Ship Lift, Waltrop, the Zollern II/IV Colliery, Dortmund and Henrichshütte Iron and Steelworks, Hattingen.
Further information
(from the end of March) at www.industriekultur-kongress.de and the TICCIH web page.

Peru

IV Latin-American Congress of Industrial Heritage.
Centro Cultural de la Pontificia Universidad Católica del Perú, Lima
11-18 July 2004
Call for papers

■ The aim of the fourth TICCIH conference in Latin America is to stimulate interest in the industrial heritage of the region and to share the international experience of recent years. This will be the first chance to examine the industrial heritage of Peru, one that includes some remarkable early railways, as well as post-Columbian metal mines and the sites for the production of food and textiles. Official language Spanish. The first circular is under preparation
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www.mnactec.com/ticcih/peru.htm

Norway

Industrial Heritage – Contemporary Challenges: De-industrialisation. Approaches to Contemporary Industries
Stavanger
16-19 September 2004

■ Problems of the interpretation of large-scale technological systems as industrial heritage, focusing on the specific challenges of documentation and representation. Held at the Norwegian Petroleum Museum in the oil capital of Stavanger, with excursions to processing plants for natural gas and aluminium, and older brewing and fish-canning establishments.
Conference initiated by TICCIH Norway with the Norwegian Museum of Science and Technology, together with the Norwegian Petroleum Museum and the Norwegian Water Resources and Energy Directorate.
Contact: Harald Tønnesen,
Norwegian Petroleum Museum/Norsk Oljemuseum
P.O. Box 748. N-4004 Stavanger
T: +47 51 93 93 03
harald@norskolje.museum.no
www.norskolje.museum.no

Spain

IV Conference on industrial heritage, Sociedad Española para el Patrimonio Industrial
TICCIH España,
Museo de la Ciencia y de la Técnica de Cataluña, Terrassa
20-24 October, 2004
Call for papers

■ The re-launch of the Spanish association for industrial archaeology coincides with 20th birthday celebrations of the Museo de la Ciencia y de la Técnica de Cataluña, which will host the meeting. Paper sessions as well as pre- and post-conference visits to local sites including the Colonia Sedó, the Asland cement factory and converted industrial sites in Barcelona.
Contact: Marta Vidal
Associació del Museu de la Ciència i de la Tècnica i d'Arqueología Industrial de Catalunya
T: 93 780 37 87
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associaciomct@eic.ictnet.es
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Japan

New Developments in Industrial Tourism
TICCIH Intermediate conference
6-8 July, 2005

■ The conference will coincide with the 2005 World Exposition in Aichi Prefecture. Nagoya, at the heart of the World Expo site, has long been one of the manufacturing heartlands of Japan, but since 1996 the city has turned its industrial heritage into tourism products. A First Circular will be published in early 2004, but proposals for papers are already welcomed by the organisers. The proposed dates will include two days of meetings and one full day excursions, a chance to visit the Expo site, and there are a number of one and two-night post-conference tours planned.
Contact: Akira Oita
National Representative of Japan
oita@suac.ac.jp

Hungary

ICOMOS Hungary: The Venice Charter
Budapest-Pécs
22-28 May, 2004

■ Conference in honour of the Venice Charter, 40 years on, and to re-evaluate the father of conservation charters in th elight of the challenges to monument conservation in the 21st century. Closing date for abstracts 15 February, 2004.
Contact: Conference secretariat
Hungarian ICOMOS Committee
T: +36 1 212 7615
secretariat@icomos.hu
General office Kult-Turist Ltd
T: +36 1 218 6558,
info@kultturist.hu

US

SIA Annual Conference
Providence, Rhode Island
10-13 June, 2004

■ The early industrialisation of Southern New England, bridges and maritime activities in the area. The meeting will have papers plus the usual mix of visits to interesting industrial and historic sites, discussions and tours.
More information
www.siahq.org/conference/sia2004/providence.html

Poland

International Scientific Student's Workshop
Technology in the history of civilisation - thinking into the future
Dzierzoniów
3-5 September, 2004

■ Workshop addressed to students of Polish and foreign universities for an exchange of ideas and experiences and the development of co-operation between young scientists and technologists interested in the history of technology and in the conservation of cultural heritage.
Contact: Anna Broniewska de Bezdzieca, Foundation for the Open Museum of Technology, HP "Nadbór", Wybrzeże Wyspiańskiego 27, 50-370 Wrocław, nadbor@pwr.wroc.pl
T: +48 071/327-99-02
F:+48 071/321-03-61
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Great Britain

AIA Annual conference
University of Hertfordshire, at Hatfield, Herts
13-15 August, 2004
Call for papers

■ Industrial landscapes around Hertfordshire and the Lea Valley. The conference includes the Association's annual seminar Recent Research and Thinking in Industrial Archaeology on the first Friday of the conference. Visits to paper-making, gunpowder, and railway sites, among others, with an additional programme of visits and lectures extending to 19th August.
Contact: Simon Thomas
AIA@le.ac.uk
www.industrial-archaeology.org.uk/aconf04.htm