



THE INTERNATIONAL  
COMMITTEE FOR THE  
CONSERVATION  
OF THE INDUSTRIAL  
HERITAGE

[www.mnactec.com/ticcih](http://www.mnactec.com/ticcih)



Whipple Cast & Wrought Iron Bowstring Truss Bridge (1867), Normanskill, Albany County, New York, was patented by Squire Whipple in 1841 and was one of the first scientifically designed iron bridges in America. The photograph illustrates the quintessence of Whipple's revolutionary design - every member was mathematically sized to handle its respective load, resulting in an extremely light, material-efficient, gravity-defying structure. HAER Collection. Library of Congress. See Eric Delony's *Report*.

## number 28

Spring, 2005

### Inside:

A round-up of last year's activities in Latin America

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Two conferences on industrial tourism are taking place during the next few months. The first comes in July in Japan, the TICCIH Intermediate Conference with the central theme of Industrial Tourism and Community Building, and the second one is in Poland, in October.

Industrial tourism is an idea which has slowly grown in importance, but which is increasingly being discussed in many countries. Though only a few years ago it was almost unheard of, today Governments, local authorities, travel agencies and tour operators are showing an interest in its possibilities, especially for neighbourhoods and regions undergoing the painful structural changes known as deindustrialisation. In part, this is a consequence of the quantities of restoration projects, new museums, interpretative schemes, on the one hand, and articles, books and television programmes, on the other, which have helped convince a wide and non-specialist public of the value and pertinence of this heritage: of a world not far away chronologically, but conceptually as remote as the distant past.

Today's enthusiasm for industrial heritage means success for all of those who have fought for its recognition as part of our cultural heritage. Not so long ago it was unappreciated and few people saw its value. We have all had to endure the condescension or disinterest shown by the custodians of our heritage toward the remains of the monuments of production. We have sometimes had to be like apostles announcing the coming of an incredible future. Understanding has changed with the passage of time, as objects that once seemed commonplace have suddenly been appreciated as of historic value. But the fight for industrial heritage has not only been won in the cultural fields. Tourism and leisure have also been key factors, part of the reason behind these two conferences. Over the last twenty-five years, tourism has gone from a privilege for an educated minority to becoming almost a right for citizens of the more developed countries. Millions travel each year from one country to another, visiting parts of the world far from their homes. Many of these new tourists find art inaccessible, and they are reluctant to stray far from the great national museums or the most familiar monuments. Industrial heritage, on the other hand, is much closer to popular experience; it can be appreciated by anyone, machines and processes can be made easy to understand, and how things are made is explained much more readily than by visiting a modern factory. But what especially attracts people are the social aspects related to the world of manufacturing. The conditions in which people did their work and lived their lives awaken the curiosity, especially when compared with today.

Appreciation for the industrial heritage may be stimulated by explanations by people who spent their lives working in it. Industrial sites converted to museums are ideal for families, some members of which recall the past and while others find it distant and exotic.

Many towns and cities have grasped the touristic potential of an old factory, a mill, a mine, an abandoned canal or a disused railway, and these remains, in areas of de-industrialisation, may offer hope for the economic regeneration of the area. Edifices that once may have seemed terrible can be much more appreciated by people coming to them from outside.

Those of us who are interested in the industrial heritage as a historical document, or as testimony to a past activity, have to support any initiatives that enhances the continued existence of this material, while at the same time watching so that they are treated seriously, avoiding the danger that tourist use don't change them into theme parks in which the authenticity of the place is lost.

## Opinion

Eusebi Casanelles  
TICCIH President

## Industrial Tourism

# TICCIH news

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There is an on-line membership form on the web page.

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## Obituary

### Dr. E.V. Logunov, 1960-2004



Being a third year student of history at the Department of the Humanities at the Novosibirsk State University, Dr E. Logunov started his specialisation in the seminar on the history of Siberian industrial development. In the course of time he showed himself as a hard-working and persistent person, wielding a skilful pen, who strived to carry out imaginatively the task set by his scientific leader, using every possible means. For some time he worked as a member of the editorial staff of "Science in Siberia", a weekly publication of the Siberian Branch of the USSR Academy of Sciences. In January 1985 Dr Logunov started his work at the Department of the History of Soviet Society at the Institute of History, Philology and Philosophy, the

Siberian Branch of the USSR Academy of Sciences in Novosibirsk.

Here at the Institute through his intercourse with senior collaborators, he turned from a talented student into an independent researcher in a very short period of time. He worked hard in the archives, demonstrating the best qualities of the researcher, i.e. careful investigation of the sources, their precise interpretation, a broad view of the problem under study. Travelling a lot over the northern areas of the Tyumen region, he collected a unique material, including archive documents and current office papers of industrial enterprises and construction organisations, as well as statistics, data of social polls, conducted in accordance with original programs that he had elaborated himself. At that time his first scientific publications came into being.

He combined the work at the research institute with the study at the Department of History, the Kemerovo State University, where under the guidance of Prof Z.G. Karpenko he made his diploma paper on the history of the formation of the Western-Siberian oil and gas complex.

Thus, by the time of his move to Sverdlovsk in 1988 Dr Logunov became an independent researcher with clearly defined scientific interests. So in 1988 he was appointed Secretary in Science at the Institute of History and Archaeology.

For the last years Dr Logunov actively researched on the monuments of industrial heritage of the Urals. Dr Logunov prepared and published a number of scientific papers on the problems of industrial culture of the region. As Vice-President of the Association for the Conservation of the Industrial Heritage – a Russian national representative body of the International Committee for the Conservation of the Industrial Heritage – Dr Logunov carried out immense work helping scholars to establish close co-operation with museum workers, the representatives of local government and administrative bodies. He was engaged in the development of the proposals for unique monuments of industrial heritage. Dr Logunov was one of the initiators of the International Scientific Conference of TICCIH, "The Conservation of the Industrial Heritage: World Experience and Russian Problems", 1993; International Scientific Conference "Russia and West Europe: interaction of industrial cultures. 1700 – 1950", 1996; and XII International Congress "The transformation of old industrial centres and the role of industrial heritage", 2003.

He was a conscientious Board member of The International Committee for the Conservation of the Industrial Heritage (TICCIH).

The participation of Dr Logunov in international conferences evidenced his professional skill. Our foreign collaborators highly praised the papers presented by Dr Logunov at the conferences in Great Britain, Spain, Canada, the USA, Italy.

Sadly he was murdered aged 44 at home on 26 December 2004. He is survived by his widow and daughter.

## Membership

Thanks to everyone who has renewed their membership, and a final reminder to send the payment to Stuart Smith. Invoices were sent out with the Bulletin in January, but anyone who needs another copy should contact the Editor.

## Micheletti Award for Industrial Museums.

On the occasion of the 10th edition, the museologist Massimo Negri explains the history of the Award on page 4, while the Micheletti Foundation is publishing a brochure in English with updated information about all the winners and comments about the impact of this

recognition on the museums' life. Application forms for the 2006 edition of the Micheletti Award (as well as Participation Forms for the Bruxelles event) can be downloaded from the EMYA site: [www.europeanmuseumforum.org](http://www.europeanmuseumforum.org) Further information about the Micheletti Foundation can be obtained visiting their site: [www.fondazionemicheletti.it](http://www.fondazionemicheletti.it) A very exciting preview of the new museum of industry and labour project promoted by the Foundation is offered at the site: [www.musil.bs.it](http://www.musil.bs.it) We remind all readers that participation into the 2006 EMYA Awards (including the Micheletti Award) is restricted to museums open or substantially renewed in the period 2004-05.

■ Replacement and rehabilitation of old bridges has stimulated interest in their preservation and history in the United States. I'm sure that similar interests exist in other countries though my sense is that the situation may be better abroad. In the US, recent statistics suggest that half, if not more, of America's historic bridges have been lost in the last twenty years - two decades in which transportation and preservation consciousness was at the highest level. This is an alarming and sobering statistic. While we are not quite at the threshold of saving "the few surviving examples," we are fast approaching that point.

Even though the US has national historic bridge legislation (Title 23, Section 144(o)) enacted in 1987 (Surface Transportation and Uniform Relocation Assistance Act (STURAA), it is not working well to stem the loss of historic bridges. Hence, the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the SRI Foundation, the National Trust for Historic Preservation (NTHP), and the Historic American Engineering Record (HAER) of the National Park Service (NPS) organized an invitation-only workshop of experts to articulate and define the issues confronting historic

## Replacement/ Rehabilitation of Old Bridges?

**Eric DeLony**  
Chief (Retired)  
Historic American Engineering Record  
National Park Service

bridges. The workshop was held in Washington, DC on December 3-4, 2003<sup>(1)</sup>. In the spirit of stewardship, streamlining, and sound environmental and historic bridge management, the goal of the workshop was to provide federal and state transportation agencies, the Congress, and the interested public with recommendations and solutions on how to preserve this heritage at risk. Specifically, the purpose of the workshop was to articulate and define efficient and economical strategies for historic bridge preservation and management. The report (June 2004) can be found on-line at [www.srifoundation.org](http://www.srifoundation.org)

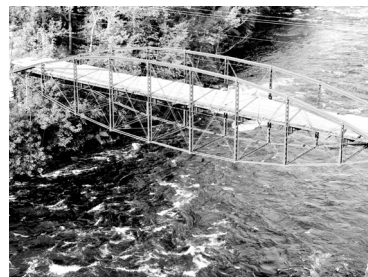
Transportation always has had significant



**Laughery Creek Bridge (1878), Aurora, Dearborn & Ohio Counties, Indiana, was fabricated by the Wrought Iron bridge Company of Canton, Ohio, another of the prolific metal truss bridge fabricating companies that competed in the fierce iron bridge market during the last quarter of the 19th century. With a construction depth of 40ft, Laughery Creek Bridge has an exceptionally long span of 300ft for a simply supported parallel chord truss. The bridge is the only triple-intersection Pratt surviving in the US. HAER Collection, Library of Congress.**



**Gothic Arch (1864), New York, New York. While the Civil War raged in the South, English architect Calvert Vaux and English engineer Jacob Wrey Mould were assisting American landscape architect, Frederick Law Olmsted, in completing construction of Central Park in New York, which included a collection of cast-iron arches separating equestrian from pedestrian traffic. Five of these elegant bridges survive, representing America's best collection of decorative cast-iron arches. While this type of bridge was common in Europe, especially England, they were an anomaly in the United States. American bridges were usually of parallel-chord truss construction made up of standard structural parts — angles, channels, plates, and eye bars held together by rivets and pins to facilitate shipping and assembly at the site. HAER Collection, Library of Congress.**



**Bow Bridge (1885), Hadley, Saratoga County, New York, fabricated by the Berlin Iron Bridge Company of East Berlin, Connecticut, is the only half-deck lenticular truss in the United States. The bridge was the winner of one of New York State's highly competitive Transportation Enhancement grants. The future of the bridge remains uncertain at press time pending a decision on whether the 119-year old structure should be rehabilitated to H-20 loadings or for light pedestrian and vehicular traffic. HAER Collection, Library of Congress.**

1. See "Forgotten Heritage: America's Steel Truss Bridges," *Bridge Design & Engineering*, Issue No. 37, Fourth Quarter 2004, London, p. 42-43, [www.bridgeweb.com](http://www.bridgeweb.com)

impacts on the historic built environment in countries throughout the world. For over a quarter of a century, industrial archeologists, preservationists, citizen groups, consulting engineers, highway officials and federal transportation authorities have been grappling with the rehabilitation or replacement of historic bridges. To avoid an impending crisis, at least in the US, one of the recommendations of the bridge workshop was formation of an historic bridge task force which is in the process of being organized. It has been suggested that TICCIH form an historic bridge interest group.

To this end I am proposing that an historic bridge session be convened at the next TICCIH meeting in Terni, Italy, September 10- 25, 2006, where not only a series of presentation can be made on current historic bridge scholarship and outstanding rehabilitations, but the formation of a special interest group could be discussed. Anyone wishing to share their ideas for either a presentation at TICCIH-Terni or formation of such a group can contact Eric DeLony via the TICCIH office [ticcih@gencat.net](mailto:ticcih@gencat.net)

■ 2004 was a highly productive year for work dealing with industrial heritage in Latin America. Several encounters and colloquia were organized on the subject and two national committees were created: one Brazilian, the other Peruvian, in addition to the Mexican committee organized in 1995 and the Chilean committee in 2000.

## 4th Latin American Colloquium for the Conservation of Industrial Heritage.

Lima, Peru, July 12–15

Over the course of three days, thirty speakers from Argentina, Brazil, Chile, Cuba, Mexico, and Spain delivered presentations dealing with topics such as re-utilization and threats to the heritage of the railroad, mining, sugar, and textile industries. What emerged was the urgent need to work on its revaluation, among cultural and governmental authorities and society as a whole. It is worth highlighting the interesting survey on Peruvian industrial heritage given by Wiley Ludeña in the keynote speech entitled: The Industrial Heritage of Peru: Memory without Memory. Furthermore, representatives from Chile (Jaime Migone), Mexico (Belem Oviedo), Argentina (Jorge Tartarini), and Cuba (Ana Cristina Perera Escalona) offered a panorama of the situation of industrial heritage in their countries.

In the Museo de la Luz (Museum of Light) two photographic exhibitions were on display. One dealt with the work carried out on Industrial Heritage in Chile with images by Jaime Migone. The other was on Industrial Heritage in the Mining District of Real del Monte and Pachuca in Mexico with images by Marco Antonio Hernández and from the Archivo Histórico y Museo de Minería, A.C. (Historical Archive and Mining Museum, Civil Association).

A visit was organized to sites of historical interest in Lima, such as the Cathedral and the Lima Cemetery with explanations given by architect Repeto, in addition to three visits to industrial sites. One of them was to the Fábrica de Hilados y Tejidos "Lucre" ("Lucre" Spinning and Weaving Factory) in the community of the same name near Cuzco. The factory was built on the foundations of a former workshop that belonged to the Catholic church during the colonial period. In 1861, Antonio Nadar's Fábrica de Paños y Casimires (Corduroy and Cashmere Factory) was established, which after his death became the "Lucre" Spinning and Weaving Factory. At that time the factory had housing for workers, a cinema, a theatre, and the manager's house.

## Work in Latin America on industrial heritage during 2004

**Belem Oviedo Gámez**  
National Representative Mexico

16, 1985, when Miguel Ángel Belarde purchased it with plans to convert it into a hydrotherapy clinic.

Two turbines are preserved in the electric plant, one J.M. Voith Heidenheim and the other Custer and Tomen Soc. (Lima, Peru). The oldest machine is a carding machine from 1861 manufactured by A. Mercier Bte. Luuviers. There is also a Grossenhainer Webstuhlfaont loom.

The venues of the upcoming Colloquia will be Argentina (2007) and Brazil (2010).

## Peruvian Committee for the Conservation of Industrial Heritage

As a result of the meeting in Lima, Wiley Ludeña carried out the task of contacting those who work on the industrial heritage

Photos: M. Hernández Badillo



Between 1973 and 1983 the factory served as a cooperative. However, low production, high costs, and the lack of management expertise contributed to the closure of the factory together with the electric power plant from 1890 with all of the equipment and machinery inside. It remained largely abandoned until August

of his country, creating in November 2004 the Comité Peruano de Conservación del Patrimonio Industrial or COPECOPI (Peruvian Committee of Conservation of Industrial Heritage). Its president and national representative before the TICCIH is Eduardo Ipinze and its vice-president is Wiley Ludeña.



## Brazilian Committee for the Conservation of Industrial Heritage and the First National Encounter on Industrial Heritage, Sao Paulo, November 17–20

After a year of intensive work including the creation of a network of individuals interested in the subject, the TICCIH Brazil was created at the beginning of 2004, formalized during the closing ceremony of its National Encounter conducted and sponsored by the Universidad de Campinas.

Those named to the Committee's Board of Directors were Cristina Meneguello as President and Representative of Brazil for the TICCIH, Henrique Telles Vichniewski



From November 10 to 12, the Museo Nacional de los Ferrocarriles Mexicanos (MNFM; National Museum of Mexican Railroads) in coordination with several institutions, including the Comité Mexicano para la Conservación del Patrimonio Industrial, A.C. (CMCPI, A.C.; Mexican Committee for the Conservation of Industrial Heritage), organized the Seventh National Encounter of Railroad Researchers. The keynote speaker was Mercedes López, a member of the TICCIH. The Encounter was organized by Teresa Márquez, Director of the MNFM and President of the CMCPI, A.C.

and Ronaldo André Rodrigues (Secretaries), Silvana Rubino and Simonne Teixeira (Academic Commission), Gabriela Campagnol and Moema Moreira Gontijo (Institutional Commission), in addition to the regional representatives in Brazil.

The degree of organization and coordination of the encounter made it possible for the participation of professionals as well as students, who also gave some well-received talks. The papers were published in a CD registered before the National Library, which was distributed to participants and was put on sale for any interested parties.

The subjects covered in the 28 papers were Industrial Archaeology; Preservation of Industrial Heritage; Industrialization, Work and Memory; Origins of Industrialization, City and Memory; Spaces and Everyday Work, and Workers' Housing. Two roundtables were organized on Memory, Preservation, and Industrial Archaeology, and the other on Heritage and its Work and Living Spaces. Participants included Beatriz Mugahyar, Edgar Salvadori, Telma de Barros, and Philipp Gunn.

A visit was organized to the Hacienda de

Café (Coffee Plantation) of Santa Gertrudes in the city of Cordeirópolis-Sao Paulo, preserving productive and social spaces, machinery, and processes from the coffee farming period in Brazil—in the second half of the 19th century to the 1950s. Also the site of production had other activities complementing coffee production that formed part of an industrial farming complex.

In Argentina, Jorge Tartarini has been working on establishing a nationwide organization with professionals in the different regions of his country.

In Mexico, after two years of restoration and adaptation of spaces of a former workers' hospital of the Compañía Minera de Real del Monte y Pachuca (Real del Monte and Pachuca Mining Company), the "Nicolás Zavala" Cultural Center was inaugurated. This includes the Museum of Workers' Medicine and the Archive of the Word preserving the oral history of those who participated in this productive activity. This project was carried out under the auspices of Archivo Histórico y Museo de Minería, A.C. and was coordinated by Marco A. Hernández Badillo and Belem Oviedo Gámez.

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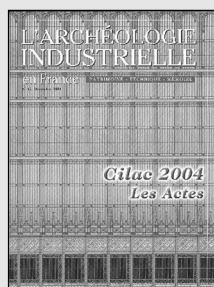
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## Publications

### L'archéologie Industrielle en France

N° 45, December 2004,  
CILAC, BP 251, 56007, Vannes Cedex, France  
ISSN : 0220 5521

The collected papers of Cilac's 30th anniversary conference at Le Creusot last September include the opening presentations by various European luminaries as well as the papers on the themes of industrial landscapes, the French state's approach to industrial conservation, current research directions, teaching industrial heritage, and two debates on interventions to historic industrial sites. The geographical ambit is France and its immediate neighbours, but the strong debate will be of interest to TICCIH members everywhere. Polish up your French.

## Europe

### EMYA and the Micheletti Award: the true story.

Massimo Negri  
European Museum Forum Director.

■ It is hard to imagine two personalities more different than Kenneth Hudson and Luigi Micheletti. The former: an anti-academic intellectual and gifted communicator in several languages, an extrovert with all the charms of a Victorian eccentric; the latter: a self-made man of few words, with little schooling, almost shy and more familiar with the dialect Brescia, where he was born, than with Italian. But they immediately liked each other. They both were outsiders, with no obligations to any academic circle. And they shared a great passion for the world of industrial work, for that smell of iron and coal which was part of the daily experience of industrial archaeology at the time. And both were men of great intuition. Kenneth was the grand communicator of industrial archaeology, a generous promoter of an endless series of initiatives including the launch of his famous European Museum of the Year Award, which found its first winner in 1977 in the Ironbridge Museum. Micheletti was among the first to collect systematically items related to the Resistance and to that Italian Social Republic (RSI) established by Mussolini in 1943 in Northern Italy as a desperate attempt to prolong the life to the Fascist regime. Micheletti had been one of the partisans fighting the RSI and a convinced militant of the Italian Left. He had the foresight to start a collection of machinery and to support industrial archaeology research when this subject was almost unknown in Italy.

But Luigi Micheletti died unexpectedly in 1994. In his last days he felt that the time had come to give international visibility to his struggle to establish a modern museum of industrial life in Italy, and in the same period Kenneth was aware of the necessity to add something new to EMYA. The first winner of the Micheletti award (1996), the DASA, was perfect for spreading the new message, the first museum in Europe with a permanent exhibition devoted to training, research and communication health in workplaces, a totally new concept which went far beyond the traditional field of industrial history and archaeology. And the impact of the Micheletti Award for the DASA was far beyond our expectations.

In 1997 it went to the Municipal Museum of Idrjia, one of the first museums in Slovenia to get an honour from EMYA, a museum on the preservation of the ancient

mercury mines there. The Ecomuseum of Bergslagen in Sweden won the Award in 1998, and I still cannot forget the enthusiastic participation into our Ceremony of a crowd of volunteers working in that museum.

1999 brought us to the Verdant Works in Dundee, an interpretation centre which tried to give an impulse to the difficult process of revitalization of this old Scottish industrial centre. The following year it was the turn of Induction, a museum in the Netherlands whose very original interior design brought visitors back to the atmosphere of Northern European Expressionism.

2001 it was the year of the English Mill's Cork Museum - Silvers, Portugal, a factory of cork items which was reconverted into a museum as well as a leisure centre with a restaurant, a bar and a series of meeting rooms which are an important point of reference in the social life of the area today.

In 2002, the Micheletti Award went to the Ceramics Museum of Sacavém in Portugal where a large furnace has been very well reconverted into a museum devoted to the local ceramic industrial tradition. Among the main features of this museum is a very detailed trail for blind people and a strong accent on the women's labour movement. 2003 saw the victory of the Villingen-Schwenningen - German Uhrenindustrie-museum. It is an original presentation of the step-by-step manufacturing of a historic alarm clock and a multitude of clock industry products made in this region. The case of the Herring Era Museum - Siglufjörður - Iceland, winner of the 2004 Award, is very different: here we have a small place devoted to an economic activity which, in the public imagination, is one of the main features of the Icelandic culture, even though as a matter of fact it does not exist any longer, due to the disappearance of the herring. The judging panel felt that it was an excellent example of a balanced view of a technical, industrial and social history.

Year 2005 will mark the 10th Anniversary of the Micheletti Award, and the winner will be announced (together with the EMYA Winner) in a particularly promising and meaningful ceremony in Brussels, the capital city of Europe.

The Micheletti Awards are contributing to build up a network of new museums dedicated to the history of work, to the relationship between science and technology as well as to the mise en valeur of industrial heritage, a strategic factor of urban rehabilitation: museums where a new interpretative approach to collections is experimented together with an imaginative reuse of industrial building and cost effective forms of organization.

## Italy

### A new online magazine in Italy

Anna Maria Stagira

■ The first issue of "Culture e impresa" (Cultures and business) can be found at [www.cultureimpresa.it](http://www.cultureimpresa.it). The magazine, which will be issued four times a year, is promoted by Milan Centro per la Cultura d'impresa and Genoa Ansaldo Foundation, two non-profit-making institutions aimed to promote the historical and archival heritage of businesses.

Published both in Italian and English on the Internet only, the magazine intends to reach an international public concerned with business culture, and mainly with business history and archival science, industrial archaeology and oral sources. It is supported by ICA-SBL (International Council on Archives - Section Business and Labour). Among the subjects contained in the first issue is social responsibility, memory, business culture in small and medium size companies, Barilla historical archive, and the relationship between business and the city told through images and the words of the poet Giorgio Caproni.



Happier times for Eugene Logunov (third from right) and the other members of the TICCIH Board in Terrassa in February, 2003. Photo Jaume Matamala

## Spain

### Electricity, a century-old industry

Dr Joan Carles Alayo Manubens  
Industrial engineer.  
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■ The electrification of the Iberian peninsular began at the end of the 19th century in Catalonia, a country that has been characterised by industrialisation, mainly through the textile industry which used thermal and hydraulic energy. Barcelona was the first city to experiment with electricity, prompted by interest in research into new technologies that the School of Industrial Engineers, founded in the city in 1850, encouraged.

A Gramme machine was installed that year to light the gabinete de física at the School, the first time in the whole country that electric light had been used in a permanent way. Other installations soon followed this pioneer, normally in factories or workshops which had steam engines or hydraulic turbines to which the electric generating sets could be joined. The first company to produce and distribute electricity and manufacture electrical equipment was founded in Barcelona in 1881, the Sociedad Española de Electricidad, and the year after it built a second generating station in Madrid. Demand for electricity since then has driven the progressive electrification of the whole country.

The formal beginning of the electrical industry in Barcelona coincided with its birth in other cities such as London and New York, but as in many other places, electricity was already being used by then in factories and commercial establishments. Electricity has been used in Spain for 125 years, and there are now museums in many different places dedicated to electricity and to the collection and display of obsolete machinery from the industry. Notable are those at Bolarque, created in 1975 by Union Fenosa in an old hydraulic generating station beside the Tajo river; the one in Figueres, established by Hidroeléctrica de l'Empordà in 1988, in a former offices of the company; and the museum made by Unión Fenosa in 1990 at La Coruña, in Galicia, to mark the centenary of the introduction of electricity to that city.

An important part of the technology used here came from multinational companies that promoted the electrification of the country to sell their products. I think this provides us with a good reason to start a TICCIE Electricity and Electrification Working Group to connect the similar and contrasting experiences of electrification in

different countries. Bringing together the varied experiences of the historians of the technology will provide us with greater knowledge of the spread of the technological network dedicated to electrification.

I suggest that those interested in this proposal exchange their points of view to that we can progress forward in the most effective way, and I look forward to hearing from fellow researchers.

## Finland

### Historical Finlayson building destroyed in Tampere

Tuija Mikkonen

■ The 1852 Värjäämö dye house was an essential element of both the historical Finlayson area and the monumental industrial landscape of Tammerkoski rapids in the city of Tampere. In January 2005, this central piece of landscape and history was torn down despite being in areas declared as protected by the Finnish authorities. The site will be occupied by a six-storey block and only a small piece of the old Värjäämö building will be kept and restored as a relic.

James Finlayson, born in Glasgow, had been serving as a cotton-mill expert in Russia for twenty years. In 1819 he came to Tampere and a year later set up a textile factory on the west bank of Tammerkoski.

Finlayson left the business in 1836 but the cotton mill became an important factor in the industrialisation of Tampere. Many industrial buildings for different purposes were erected around the west bank, now known as the Finlayson area. Today the old red-brick factory buildings from previous centuries have found new uses as restaurants, shops, cinemas, museums, schools and offices.

Värjäämö itself dated from 1852-58 and was one of the oldest buildings in the area. Originally it was built as a dye house. Soon after it was built, it helped the company survive a difficult period by enabling production of better-priced dyed textiles. After the textile industry moved away from the city centre, the building was owned by a Finnish private insurance company Varma through its investment company.

In 1984, Värjäämö was unintentionally omitted as a historical monument in the Tampere inventory of historic buildings. Based on this incorrect report, a new city plan was ratified in 1995 giving the owners an opportunity to tear down the old dye works and to replace it by a modern block of flats, breaking the harmonious industrial scenery of the west bank of Tammerkoski. The city authorities did not correct the mistake even though the real historic value of the building was soon revealed.

An open appeal was arranged to save the building attracting thousands of supporters. Images of the fine old works can be seen on the campaign website [www.varjaamo.org](http://www.varjaamo.org). The question was discussed in TV programmes and in major



Only a small piece remained when the 1852 dyehouse was pulled down on the west bank of Tammerkoski in January, 2005. To the right, a weaving hall from the 1860s; to the left, 1916 workshop building of Tampella on the east bank of the rapids, now occupied by Tampere museums. (Photo: Kimmo Antila)

Finnish newspapers. Demonstrations against the destruction were arranged in Tampere – all without result. The insurance company Varma and the city of Tampere firmly wanted to capitalize the historical surroundings of Finlayson area on Tammerkoski rapids. An important piece of the Finnish industrial landscape has disappeared.

## TICCIH Conferences

More conference information at  
[www.mnactec.com/ticcih/news.htm](http://www.mnactec.com/ticcih/news.htm)

### Norway

#### Industrial Heritage – Contemporary Challenges: De-industrialisation. Approaches to Contemporary Industries

TICCIH Norway, Stavanger  
21-24 April 2005

■ This conference addresses ways

of interpreting large-scale technological systems as industrial heritage. It focuses on the specific challenges of documentation and representation of complex structures. The issues raised will increasingly confront people working in academic and technological-industrial museums. The relevance for government bodies and businesses with stewardship over large technological infrastructures is evident. The event takes place at the Norwegian Petroleum Museum in the Norwegian oil capital, Stavanger. Excursions to some of the country's central processing plants for natural gas and aluminium, as well as older brewing and fish-canning establishments, are included. Conference language English. Number of participants is limited to 60

#### All information:

<http://www.museumsnett.no/htm>  
or from Harald Tønnesen,  
[harald@norskolje.museum.no](mailto:harald@norskolje.museum.no)

### 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. The main sessions will be devoted to A. Industrial Tourism and the role of NPO/NGOs, B. Technology Transfer from the West to the East (especially Japan) and its Impact on the Industrial Heritage, C. Industrial Heritage, D. The Preservation of Industrial Cultural Assets and their Use as a Tourism Resource, E. Revitalizing Communities through Industrial Tourism -- case studies in

Japan, and F. Industrial Tourism in the world. Conference language English

**Contact:** Akira Oita, National Representative of Japan, [oita@suac.ac.jp](mailto:oita@suac.ac.jp)  
[www.congre.co.jp/TICCIH.ifitjapan2005/index.html](http://www.congre.co.jp/TICCIH.ifitjapan2005/index.html)

### Poland

#### European industrial heritage and tourism: Engineering Heritage for the Future.

TICCIH Intermediate Conference,  
11-13 October, 2005, Kielce,  
Łódź, Warszawa. Call for papers

■ Sessions on regional development, new tourist trails, creation, promotion and touristic products using resources of the engineering heritage. Contact: Dr Julian Kołodziej TICCIH Poland, [ticcih@wp.pl](mailto:ticcih@wp.pl)

## World Conferences

### Spain

I International Conference of Paleosiderurgy and Industrial Heritage Recovery: Iron, History and Heritage,  
San Sebastian, Spain.  
11-14 May, 2005

■ Conference centred in the influence of paleosiderurgy studies the impact of the history and evolution of the iron industry on civilization's progress, and the notable initiatives taken around the recovery of industrial heritage focused on the matters of leisure, tourism, culture, countryside and economic-territorial development.

**Contact:** INASMET, Ana Olaizola, Mikeletegi Pasealekua, 2, Parque Tecnológico / Teknologi Parkea, E-20009 SAN SEBASTIÁN, Spain  
T: +34 943 00 36 78  
[paleosiderurgia@inasmet.es](mailto:paleosiderurgia@inasmet.es)

### Finland

34th Annual SIA Conference  
International Association of Transport Museums  
conference "Technology and Customers - Man or Machine?"

Lahti and Helsinki  
May 29-June 3, 2005.

■ The conference agenda raises

questions for transportation and communication museums. Advances in technology will pose a challenge to the provision of exhibition and museum services, as well as to the upkeep of collections. Post conference tour to St Petersburg.

**Contact:** Tiina Jantunen T. +358 3 814 4513, [tiina.jantunen@lati.fi](mailto:tiina.jantunen@lati.fi)  
[www.lahti.fi/museot/konferenssi/index.html](http://www.lahti.fi/museot/konferenssi/index.html)

### United States

34th Annual SIA Conference,  
Milwaukee, Wisconsin,  
June 2-5, 2005.

■ This German-American city in the Midwest was once home to such industrial behemoths as Allis-Chalmers and still hosts much manufacturing, including Harley-Davidson motorcycles and Miller beer which we hope to visit. The city also boasts a large number of moveable bridges. Detailed information is available on the website, [www.sia-web.org](http://www.sia-web.org). Online registration begins approximately six weeks before each event.

### China

XXII ICOHTEC International Congress of History of Science: Globalisation and Diversity: Diffusion of Science and

Technology throughout History,  
Beijing,  
24 - 30 July 2005.

■ Registration closed 20 December 2004 but check web site; deadline for abstracts: 15 April 2005. The congress website with the first circular at <http://2005bj.ihns.ac.cn>

**Contact:** Alexander Keller  
[agk@leicester.ac.uk](mailto:agk@leicester.ac.uk)

### Italy

XX Symposium of CIPA, the ICOMOS & ISPRS Committee on Documentation of Cultural Heritage

Turin  
27 September - 1 October, 2005  
Call for papers

■ Conservators, architects and art historians, scientists and practitioners will report on the advances of inventory and monitoring in their countries, while technical experts report on up-to-date methodologies, on easy and low-cost methods for inventories, surveying and photogrammetry, new advances in photography, aerial and geophysical prospecting, and information technology, for application in the heritage conservation and planning sciences. Conference web page [www.cipatorino2005.org/index.php](http://www.cipatorino2005.org/index.php)