



Opinion

Deutsche Gesellschaft für Industriekultur

Dr. Wolfgang Ebert

The Ruhr District is the most important example of an industrial landscape from the peak period of industrialisation. This urban agglomeration of 6.5 million inhabitants is characterised particularly by the large-scale plants of the mining industry. In the last 20 years the efforts to maintain a landscape constituting a monument to the industrial culture were very successful. It was now time to equip it also as an area of tourist interest in such a way that visitors and inhabitants of the region find good routes and ample information.

The Industrial Culture Route offers a core network made up of 19 so-called 'anchor points', representing the region's most important monuments of the industrial culture. Nine towering lookout points, twelve important workers' estates and six supra-regionally significant museums of technical and social history were brought together in this core network.

An extensive signposting system covering a circuit of approximately 400 km of roads, maps and guides and multimedia information packages shows tourists from near and far the routes to the attractions. All of the locations can be reached by various means of transport: car, bus or train, by a historic railway, by bike, on foot along hiking paths and even by passenger boats.

From the 'anchor points', 24 different theme routes branch out to further places of interest in technical and industrial history, facilitating discovery and adventure on less well-beaten tracks. For instance, the theme routes lead to the history of mining, colonies, entrepreneurs' villas or even to the history of the chemical industry.

At the North Duisburg Landscape Park anchor point there is a visitor centre for the western Ruhr District, and at the Zollern II/IV mine in Dortmund-Bövinghausen there is one for the eastern part of the District. The main visitor centre is situated in the Zollverein XII mine in Essen, the most important highlight of the Route and the symbol of the Ruhr District.

The inauguration took place on 29 May 1999. The Industrial Culture Route was first presented and promoted to the inter-

national sector at the Berlin 1999 International Tourism Fair. The project is led by the Association of Municipalities of the Ruhr Region, in collaboration with the German Society for Industrial Culture of Duisburg.

The Government of Nordrhein-Westfalen and the European Union supported the project with a substantial investment. The tourist economy is displaying considerable growth rates in the Ruhr Region. On the basis of regional structural policy, the tourist profile of the Ruhr Region is to be more sharply defined with the Industrial Culture Route and an economic policy impulse will be given.

Further extension is planned. In the next few years, a 'visitor mine' will explain to visitors, at a depth of 1000 metres, the arduous work of the colliery. An important additional step will be represented by the imminent inclusion into the UNESCO World Cultural Heritage List of the colliery landscape surrounding the Zollverein mine in Essen. This area, which used to be the largest mining landscape in the world, is to be the nucleus of development for a future 'National Industrial Culture Park', with which the touristic offer of the Ruhr Region will grow even further.

To this purpose, the Government of Nordrhein-Westfalen is also energetically promoting the project of a 'European Industrial Culture Route' in collaboration with the European Union. Under this umbrella, many touristic efforts involving the Industrial Culture in Europe are to be associated and developed.

Information: Besucherzentrum der Route der Industriekultur im Ruhrgebiet

(Visitor Centre of the Industrial Culture Route in the Ruhr District)

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NOTE: This document is a resetting of text and images from the original TICCIH *Bulletin*. It is not a reproduction of the original publication.

News

Federation of IA groups

Many members may have been confused by receiving invitations to meetings of the European Federation of Associations of Industrial Heritage, the second meeting of which was held in Barcelona in November 1998. This meeting, which was hosted by Josep Alabern i Velenti, President of the Associació del Museu de la Ciència i de la Tècnica i d'Arqueologia Industrial de Catalunya, was attempting to establish a European Federation of Associations of Industrial Heritage, a role which could easily be fulfilled by TICCIH. This meeting was not called by our Executive President, Eusebi Casanelles.

Following the Board Meeting in Cuba, which took into account previous discussions of the matter, and the last TICCIH Board Meeting in Paris, it was proposed that TICCIH should create a new Section, entitled European Coordination Section, according to the policy initiated by the Executive President after the full Conference in Greece, 1997. It will be different however from the already existing sections insofar as it will not be a thematic one but rather a section offering services within the frame of the European Union and of other European countries associated (under some circumstances) by the EU to its cultural action.

This Section will co-ordinate initiatives, exchanges and research programmes within the European Union. It will be open to any ideas from TICCIH members (National, Group, or individual) who are keen to take advantage of the International Committee for Cooperation projects and applications when related to the Brussels offices.

In order to join this Section you should be a member of TICCIH but no separate membership fee will be charged. In the short term the Board will designate a co-ordinator of this Section in a provisional capacity until the next Assembly of National Representatives. We would be pleased if you could make any industrial museums and associations within your country aware of this proposal as soon as possible.

We would therefore suggest that you do not provide any support to the proposals being put forward by the proposed European Federation of Associations of Industrial Heritage, particularly as their activities seem to depend on European funding whereas TICCIH has operated for nearly 25 years without any outside support.

— *Stuart B. Smith, TICCIH Secretary*

TICCIHY2K

It is now less than a year until TICCIH2000, the 11th International Congress which will take place in the UK from 30 August to 7 September 2000 (see p8). This will be a very important Congress with world-wide attendance, publication of papers and a chance to see some of the significant developments in

industrial archaeology in the UK in the Millennium Year.

Further copies of the Call for Papers are available from the TICCIH2000

Congress Administrator, 42 Devonshire Road, Cambridge CB1 2B, tel. +44 (0)1223 323437, fax +44 (0)1223 460396. Do not forget to submit your abstract to the Congress Administrator before 21 October 1999! The 2nd Announcement and Registration information will be sent out to every member in early January 2000. If you would like a copy and are not a member please make sure you are on the database kept by the Congress Administrator, Rosy Hayward, r.hayward@nmsi.ac.uk

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Report

Putting industry on the World Heritage List

Dr Henry Cleere, World Heritage Coordinator, ICOMOS

The World Heritage Convention

The UNESCO Convention concerning the protection of the world cultural and natural heritage, better known as the World Heritage Convention, was adopted in November 1972, and the first inscriptions on the World Heritage List were made in 1978; since that time the number of World Heritage cultural sites and monuments has risen to 465, in over a hundred of the 150 countries that have ratified the Convention.

The Convention recognises that "parts of the... heritage are of outstanding interest and therefore need to be preserved as part of the world heritage of mankind as

a whole." Article 1 defines the "cultural heritage" under three categories:

Monuments: architectural works, works of monumental sculpture and painting, elements and structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;

Groups of buildings: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science;

Sites: works of man or the combined works of nature and of man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological points of view.

No reference is made in these definitions to industry or technology, which most probably did not enter into the minds of those responsible for the drafting of the Convention. Nonetheless, the terminology used has made it possible for the "outstanding universal significance" of the industrial heritage to become recognised over the past quarter-century.

The fundamental touchstone of "outstanding universal value" is more precisely defined in the Operational Guidelines for the Implementation of the World Heritage Convention. A cultural property should:

- I- represent a masterpiece of human creative genius; or
- II- exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture, monumental arts or town-planning and landscape design, or;
- III- bear a unique or at least exceptional testimony to a civilization or cultural tradition which is living or which has disappeared, or;
- IV- be an outstanding example of a type of building or architectural ensemble or landscape which illustrates (a) significant stage(s) in human history, or;
- V- be an outstanding example of a traditional human settlement or land-use which is representative of a culture (or cultures), especially when it had become vulnerable under the impact of irreversible change, or;
- VI- be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance (the Committee considers that this criterion should justify inclusion on the List only in exceptional circumstances and

in conjunction with other criteria, cultural or natural).

These criteria are used by the International Council on Monuments and Sites (ICOMOS), which is recognized as an advisory body in the Convention, in the evaluation of all cultural nominations. Using its own resources, represented by its six thousand members around the world, and those of associated bodies such as TICCIH, ICOMOS assesses both the cultural significance of nominated sites in relation to these criteria and the state of their conservation, management, and presentation. These nominations, along with the detailed reports and recommendations of ICOMOS, are considered by the World Heritage Committee, which meets annually in the first week of December and is responsible for the final decisions.

The World Heritage List in 1999

An analysis of the 465 cultural sites and monuments inscribed on the World Heritage List shows that 55% are in European countries, a figure that rises to 60% if those in Canada and the USA are added. The Asian inscriptions, most of them represented by sixteen in both China and India, account for 14%, and next come the Latin American/Caribbean region with 12% and the Arab states with 11%. Only 4% are situated in Africa and a mere 1% in Australia and Oceania, both vast regions of enormous cultural diversity and complexity. This means that, although the definitions of cultural heritage in the Convention are broadly drafted, suggesting that its authors saw this concept as being an all-embracing one, the process of compiling the World Heritage List has proceeded within a more restricted perception, deriving from largely European aesthetic notions.

Table I shows the sites and monuments already inscribed on the World Heritage List that were nominated either wholly or partly by reason of their contributions to industrial history and development. Several points emerge from this analysis. First, in the fourteen years from 1978 (when the first inscriptions were made) to 1991, only six sites with industrial connections were inscribed on the List, with none in 1979, 1981, 1983-85, and 1989-91. Secondly, the sites in the Table come from sixteen countries (two each in France, Germany, Mexico, and The Netherlands). Of those countries, fourteen are in Europe and only two elsewhere in the world.

Four of the towns - Potosí (Bolivia), Kutná Hora (Czech Republic), Zaca-tecas (Mexico), and Røros (Norway) - were nominated primarily by reason of their architecture and town plans. The Royal Saltworks of Arc-et-Senans are similarly on the List for their architectural qualities rather than their technological significance. In three cases - Rammelsberg/Goslar (Germany), Guanajuato (Mexico), and Banska Stiavnica (Slovakia) - the associated mining areas are included with the historic town in the nomination.

There are two cultural landscapes with industrial connections. Las Médulas (Spain) is an extraordinary landscape created by large-scale Roman gold-mining operations in the Early Empire, whilst the Hallstatt-Salzammergut landscape is the result of salt-mining that began in prehistory and continued uninterrupted until the present century.

TABLE 1 'INDUSTRIAL' SITES AND MONUMENTS ON THE WORLD HERITAGE LIST

Year	Name of property	State Party	Type of property inscribed
1978	Wieliczka Salt Mine	Poland	Historic salt mine (medieval to present)
1980	Røros	Norway	Copper-mining town
1982	Royal Saltworks of Arc-et-Senans	France	Buildings of royal monopoly
1986	Ironbridge Gorge	UK	Historic industrial landscape
1987	City of Potosí	Bolivia	Centre of mining industry
1988	Historic town of Guanajuato and adjacent mines	Mexico	Mining centre and mines
1992	Mines of Rammelsberg and historic town of Goslar	Germany	Mining centre and mines
1993	Historic centre of Zacatecas	Mexico	Centre of mining industry
	Banska Stiavnica	Slovakia	Mining centre and mines
	Engelsberg Ironworks	Sweden	17th century ironworks
1994	Völklingen Ironworks	Germany	19th-20th century ironworks
1995	Crespi d'Adda	Italy	19th century textile town
	Kutná Hora	Czech Republic	Historic mining town
1996	Le Canal du Midi	France	17th century canal system
	Verla Groundwood and Board Mill	Finland	19th-20th century board mill
1997	Hallstatt/Dachstein/Salzkammergut	Austria	Historic mining region
	Mill network at Kinderdijk-Elshout	Netherlands	Historic water-management system
	Las Médulas	Spain	Roman gold-mining area
1998	The Semmering Railway	Austria	Civil engineering
	Boat-lifts on the Canal du Centre	Belgium	Four steam-powered lifts
	D F Wouda Pumping Station	Netherlands	Large steam-pumping station

Also of significance is the distribution of these sites and monuments among the many sectors of industrial heritage. Metal mining predominates, with eight inscriptions - three associated with Spanish colonial silver mining (Potosí, Guanajuato, Zacatecas) and three with the medieval and later silver mines of central Europe (Kutná Hora, Rammelsberg, Banska Stiavnica). Metal production (in each case of iron) is represented by Engelsberg, Ironbridge, and Völklingen. The Wieliczka and Hallstatt sites are on the List because of their importance in salt mining, and Arc-et-Senans is associated with salt production. Riquet's great Canal du Midi is properly acknowledged, and the canals that played so vital a role in the Industrial Revolution have been recognised with the lifts on the Canal du Centre in Belgium. The crucial role of railways has been acknowledged through inscription of von Ghega's Semmeringbahn. The leading contribution of Dutch hydraulic engineers is shown by the sites in The Netherlands. Finally, paper and board production is represented by Verla and the 19th century development of the "company town" by Crespi d'Adda.

A global strategy Conscious of the geographical and thematic imbalances in the List, the World Heritage Committee in 1995 formulated a Global Strategy designed to make it more truly representative. The guide-lines for this were drawn very generally, looking at interactions between humankind and the environment in a series of broad themes.

One specific area recognised as being under-represented on the List was the industrial heritage. The Industrial Revolution has made a significant contribution to the global heritage, in form of engineering and technological masterpieces of bridge design and construction, the spanning of continents by railways, the exploitation of mineral resources, and the creation of completely new categories of architecture. Having little expertise among its international membership in the field of industrial heritage, ICOMOS sought the collaboration of TICCIH in the preparation of authoritative comparative studies of different sectors of industrial heritage. So far studies of historic bridges, canals, railways, and "company towns" have been completed, and others are in progress on the food and non-ferrous mining industries.

The function of these studies is to serve as background material, to aid ICOMOS in its evaluation work and the World Heritage Committee in decision-making. They set out the general claims of the category of monument under consideration for inscription on the World Heritage List and a methodology for selection of those monuments and sites adjudged to possess the necessary qualities. They are accompanied by a descriptive of such monuments and sites, in some cases utilising a "scoring" system. All States Parties to the Convention are required to prepare "tentative lists" of heritage properties that they are considering as potential candidates for World Heritage nomination. It has been encouraging to see that industrial

heritage is figuring more and more prominently on these lists, undoubtedly under the influence of ICOMOS/TICCIH studies.

Monitoring the World Heritage

The World Heritage Committee is conscious of the need to ensure that the qualities that justified initial inscription of properties on the List are maintained. Every year it receives reports from various sources on deterioration or damage to World Heritage properties or inappropriate intrusions or re-use. Expert missions are despatched to prepare evaluations of the state of conservation of such sites and the Committee reacts vigorously, reserving the options of transfer to the List in Danger or even removal from the List entirely as sanctions. The potential of this form of international evaluation and, where necessary, censure should not be underrated. It has achieved some notable successes, such as the abandonment of the ill conceived aluminium smelting plant close to the classical site of Delphi (Greece).

This is a field for further study by industrial heritage specialists. One of the most destructive forces so far as the industrial heritage is concerned is the "prettification" of important monuments of the industrial heritage. Industrial monuments are being divorced from their social and economic context. No example can be more dramatic than the wholly inappropriate use proposed for the magnificent Tour-et-Taxis complex in Brussels (not yet on the World Heritage List, but a candidate of undeniable "outstanding universal value").

There can be no doubt that inscription on the World Heritage List raises public consciousness of the value of monuments and sites of any kind. This is especially true for the industrial heritage, which is exposed to ever-growing threats from insensitive administrations. Most communities in industrial areas are conscious of the importance to themselves of their material heritage: many examples of preservation actions by dedicated former workers and their descendants can be quoted to support this view. However, government planners at all levels are at best sceptical about and at worst hostile to such initiatives. The recognition by the world community of the "outstanding universal value" of parts of the industrial heritage can be of great significance, by heartening the local enthusiasts and alerting insensitive elected representatives and officials to the potential of conserving parts of that heritage.

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Editor's note: The TICCIH Textile Section is proposing to coordinate a comparative study of textile sites on behalf of ICOMOS. Any members interesting in taking part in this project should contact the Bulletin.

Worldwide

CANADA

Yvon Desloges, Canadian National Representative

Parks Canada has gone ahead with the Lachine Canal project. Its objectives are ambitious: restore the Canal and its locks and open it to navigation by the year 2002 and at the same time open an interpretation centre dealing with the Canal, the hydraulic power it generated, the industries this energy attracted and the urbanisation of that part of the island of Montreal which this activity had sustained. This multidisciplinary project, a Canadian government undertaking, is intended as a two phase venture with a total budget of 33 millions \$(Cdn) for the first of these two phases. The city of Montreal will also invest in parallel projects for an additional sum of some 40 millions.

The Canal, a 14 km waterway, was opened in 1825 and was definitively closed to navigation in 1970. During this period, it was enlarged twice and between 600 to 800 industries established along its shores. The first canal had seven locks whilst the last two had only five. Work has already started on locks five and four and on one of the bridges which crosses the Canal.

Lock number 5 in the town of Lachine, where all three entries of the different canals are still visible, is a remnant of the second canal and was unearthed by contractors under the supervision of archaeologists. Lock number four, a vestige of the last canal, will be restored to the period of its construction, the 1870's, whereas the bridge built at the beginning of this century by one of the canal's shoreline industries will be raised so as to let boats run freely. This will enable the preservation of the landscape as the bridge is near lock number three. Locks two and one have already been restored at the beginning of the 1990's by another federal government agency.

The interpretation centre was to be located in the Redpath Sugar complex which dates back to 1856. The refinery was the first sugar refinery in Canada; it had changed dramatically the scale of production and the landscape of the industrial corridor established alongside the Canal. However financial considerations, namely the cost of the restoration work, has deterred the federal government from going ahead on this part of the project. Several other options, all of which deal with various industrial complexes, are being considered for the moment.

Research is also going on as a five-year research program. While archaeologists are busy keeping the pace with contractors historical research is trying to find the material necessary for the interpretation centre. The research program has already turned up 13,000 photographs, maps and plans on various subjects and this probably represents but the tip of the iceberg. It has produced a geo-referenced map of the canal and of some of its most prominent industrial complexes, the final objective being the production of an atlas of the canal and of its industrial corridor.

This atlas should deal not only with the canal itself and the navigation thereon, but also deal with the distribution of the various industries, their production, energy (not only hydraulic but also steam and electricity), labour questions (distribution of genders, child employment, salaries, strikes, etc.). Although this might seem very ambitious in itself, because of the very important number of industries (600 to 800), another part of this study will deal with the links between industries themselves. It might be a well known fact that industrialists belong to the same organisations and clubs, what is less well known are the links that tie the industries to one another in terms of production.

For instance, let's use this example: one of the major industries alongside the canal was the Grand Trunk railway which later became the Canadian National, one of the two major railways in Canada. Its presence attracted a number of sub-contractors, namely for the production of switches and springs, cars of all sorts, passenger or freight. But passenger cars had to be comfortable so the Grand Trunk had to resort to wood workshops for benches and these in turn had to stuff their seats and thus had to use wadding for this purpose. All these productions are present in the immediate vicinity of the Grand Trunk complex. Moreover the seat stuffing had to be recovered by some kind of fabric. Dominion Textile was nearby; it operated the second largest textile factory in Canada and probably sold it leftovers to the wadding company.

The Canal also housed the largest shipyard in Montreal. Just across its premises was a cordage factory whereas a foundry beside it produced the engines. The links are here quite obvious. At the other of the Canal, in Lachine, the Dominion Bridge Company established itself in 1884. It had to be near the waterway because its largest production was shipped out but could not find the necessary land within the city of Montreal. There is however a link to be established between these three major industries. Trains and locomotives, ship hauls and bridges were all produced in steel; all needed to be painted. This is how the Sherwin-Williams company came to establish itself alongside the Canal. It was seeking industrial customers not domestic... The Dominion Bridge Company is still in production today as is a subsidiary of the Canadian National railway.

These few examples should be considered as limited indications as to the complexity of the Canal's industrial corridor. Out of 17 major industrial groups, 16 were known to be present alongside the Canal between 1840 and 1940; however recent research tends to indicate that the last production area, the tobacco sector, was also present in the corridor. The canal is considered as the birthplace of Canadian industry. No wonder it had been nicknamed at first 'Little Lowell' and after that 'Smoky Valley' by the inhabitants of the area.

PORTUGAL

José Manuel Lopes Cordeiro, Portuguese National Representative

Maria Pia railway bridge at Porto, a work of Théophile Seyrig built by G. Eiffel & Co in 1875-77, was classified as an International Historic Civil Engineering Landmark in 1990 by the American Society of Civil Engineers (ASCE). On the 17th of June, the ASCE and the Portuguese Society of Engineers (Ordem dos Engenheiros) organised the plaque presentation ceremony, with the participation of several Portuguese authorities, Daniel Turner, the ASCE Presidente, and José Manuel Lopes Cordeiro, President of the Portuguese Society for Industrial Heritage, who was responsible for the classification of the bridge in 1990.

'A Century of Industry in the Northern Region of Portugal, 1834-1933' was the title of an exhibition held April-May 1999 in Santa Maria da Feira, near Oporto. Organised to commemorate the 150th anniversary of the Oporto-based Portuguese Industrial Association, the exhibition displayed historic documents and machinery. Copies of the 166 page catalogue, with 144 illustrations, can be obtained from: Associação Industrial Portuguesa, 4450 Leça da Palmeira, Portugal, Fax: +351-2-9987017.

The EPAL Water Museum, at Lisbon, celebrated the Museums International Day, last 18th May, with a visit to the several nuclei of the Museum — the Águas Livres Aqueduct, the Mãe d'Água and the Patriarchal reservoirs, as well as the Barbadinhos Pumping Station. In the afternoon, Prof. Louis Bergeron gave a talk on "Les musées industriels et leurs territoires: nouveaux concepts, nouvelles pratiques".

CHILE

Jaime Migone Rettig

The Chilean section of TICCIH was formed last year with eight members, and is developing a campaign aimed at having at least one member in each of the country's twelve regions. In December it is holding an exhibition in Santiago de Chile with the Centro Cultural de España entitled 'Hydraulic works in Colonial America', made by the Centro de Estudios de Obras Públicas y Urbanismo of the Spanish Cultural Ministry.

In Santiago itself, works on the extension to the Línea 5 of the Metro uncovered a section of colonial aqueduct from around 1780. The aqueduct carried water from the rio Mapocho to two public fountains, one in the Plaza de Armes and a larger one in the Plazoleta de la Iglesia de Santa Ana. TICCIH Chile with the archaeologists supervising the Metro excavation arranged for a 1.5m section to be accepted by the Museo de Santiago. The aqueduct consisted of ceramic pipes, glazed on the inside, 10-12cm wide and 50-70cm long.

SCOTLAND

The 1999 Micheletti prize of the European Museum of the Year Award for industrial museums, presented in Ljubljana in June, went to the Verdant Works in Dundee, Scotland, a flax spinning mill opened in 1833. The little-altered mill is run by the Dundee Heritage Trust, and demonstrates spinning, weaving of jute and flax on original working machinery, the products, and the associated history of the town.

Publications

The new review produced and edited by TICCIH President Louis Bergeron, Patrimoine de l'Industrie – Industrial Patrimony, appeared in the summer. The first number has twenty articles by writers from all over the world reflecting on the study and conservation of industrial heritage. Individual subscription starts at E/\$37 for TICCIH members in Europe, \$41 in the US and Canada, and \$43 the rest of the world. Other rates for non-members, students and institutions on request. Information from Ecomusée de la Communauté Urbaine Le Creusot-Montceau les Mines, 'Patrimoine Industriel', Château de la Verreries, BP53, F-71202 Le Creusot Cedex, France.

Events

First International Meeting on Industrial Heritage and its Museology

1-2 October 1999

Lisbon, Portugal

The central aim of the meeting, organised by the Lisbon Water Museum in cooperation with TICCIH Portugal, is to discuss how museums display industrial heritage. Sessions include 'New company museums', 'New industrial museums', and 'Recent experiences in industrial museology'. There are three different visits to industrial sites and museums in the Lisbon area. Details from EPAL - Empresa Portuguesa das Águas Livres, S.A., GIC- Ga-binete de Imagem e Comunicação, Av. da Liberdade, 24, 1250 Lisboa, Portugal, Tels. +351-1-347 52 05, Fax +351-1-347 32 30, www.epal.pt

IV Scientific Session of SEDPGYM (Spanish Society for Geological and Mining Heritage),

28-30 October 1999

The conservation and rehabilitation of mining landscapes; mining history – inventories and prospecting; geological heritage; museums, geological parks and mines. Inscription by 30 June, 1999 - 15,000 pts/E90.36 (students 50% discount) Contact Manuel López Sanchez, Escuela Univ. de Ingeniera Técnica Minera, C/. Cova-donga, 24, E-14200 Belmez (Cordoba), Spain, tel: +34 957 580025, fax: +34 957 580644

World Congress of Conservation and Monumental Heritage, XII General Assembly, ICOMOS, Mexico

18-23 October, 1999

The XII General Assembly of ICOMOS is in Mexico this year, with the world meeting of the scientific committees of ICOMOS in various localities. For the first time a session devoted to industrial archaeology has been included, organised by the TICCIH National Representative of Mexico, Maria de los Angeles Rodríguez. Contact Arq. Carlos Flores Marini, Mazatlan.190, Col Condesa, CP 06140, Mexico, DF; tel/fax +52 525 277 3166 and +52 525 272 4128, icomosmex99@compuserve.com.mx

NAMHO 2000

14-18 July, 2000

First international conference of the National Association of Mining History Organisations, in Cornwall, Great Britain. Organised by the Carn Brea Mining Society and Camborne School of Mines, who would like to receive proposals for papers from other countries. Contact Maureen Holmes, Carn Brea Mining Society, Rivergarth, Bar Mea-dows, Malpas, Truro TR1 1SS, NAMHO@csm.ac.uk

Heritage Forum International

20-22 June 2000, London

Congress and heritage trade fair, has the themes Heritage Master Plans, Heritage in Danger and Heritage and Tourism. TICCIH would be interested in the possibility of sharing a stand in the exhibition section. Information from SJS Business Services Ltd, Company House, 37 Church Lane, Lowton Warrington, Cheshire WA3 2AS, UK www.heritage-forum.com

TICCIH 2000: The Millennium Congress

30 August – 3 September 2000

3-7 September post-conference tours

First announcement and Call for papers

The next full TICCIH conference will be in London, Great Britain, and promises to be a major event and an important opportunity to consider the state of industrial heritage at the opening of the new century. The academic programme is being managed by Dr Barrie Trinder. Plenary sessions will be held on 'The Industrial Revolution of the Eighteenth Century' and 'Mass production and consumerism 1850-2000'. Two sessions will be for professional workshops each with eight groups discussing a wide spectrum of themes relating to methodology and management, and to various other topics. Abstracts are invited for papers based on research or archaeological evidence, outstanding conservation initiatives, or international archaeological collaboration. They should be submitted to TICCIH2000 Congress Administrator, 42 Devonshire Road, Cambridge CB1 2BL, UK, tel +44 (0)1223 323437, fax +44 (0)1223 430396, no later than 21 October 1999.

From 3 September there is a choice of regional tours, with the presentation of further papers, to Cornwall: non-ferrous mining and the Cornish experience; Wales: the presentation and interpretation of coal-mining sites; and to Scotland: the sustainable development of industrial sites. The Congress ends in Manchester on 7 September, for a final meeting and reception as guests of the British Association for Industrial Archaeology (AIA), whose annual conference is there from 8-14 September. The Association has invited TICCIH delegates to remain for this event.

Languages: English and French. Registration will be around £275 for the London Congress, including meals, study tours, a copy of the History of Technology in Europe and the Congress Transactions, and £150 for each of the tours. Accommodation costs are not included, and will range upwards from £30. For more information, contact Rosy Hay-ward, TICCIH2000 Congress Co-ordinator, The Science Museum, London SW7 2DD, UK, tel: +44 1223 323437, fax: +44 1223 460396; ticcih2000@nmsi.ac.uk

Cette annonce aussi disponible en français.

Archaeometallurgy in Central Europe

12 and 13 September, 2000, Herl'any, Slovakia. Call for papers

Research results related to the beginnings of metals production and working, in E Europe and elsewhere. German and English. Registration \$150. Proposals for papers by 15 February, 2000. Prof. Ing. L'ubomír Mihok, Hutnícka fakulta, Technická univerzita, Letná 9, 042 00 Kosice, Slovakia, tel +421 95 602 3151, fax +421 95 6022752, pribul@tuke.sk