



Opinion

III Latin-American colloquium on the Rescue and Preservation of Industrial Heritage

Eusebi Casanelles i Rahola, President TICCIH

The III Latin-American colloquium on the Rescue and Preservation of Industrial Heritage organised in Santiago, Chile by TICCIH Chile began on 13 September, two days after the tragedy in New York. Just like all the other citizens of the world, we were shocked by the attack, but we were also surely able to grasp better the global reach of a terrorist act carried out in one particular city of the world by being with people from many countries, and to feel that everyone was affected equally.

It was the third meeting on industrial heritage at a continental level that has been organised, the first being Mexico in 1995 and the second Cuba in 1998 and, despite the absence of some people because of the above event, the colloquium was a success. More than 80 people came, the majority from Chile, Argentina, Uruguay, Peru, Brazil and Mexico. Many papers were presented and most of the participants followed the Congress sessions. It would be very difficult to sum up in such a short space all that was said, the only thing I can say is that the people from other continents were highly impressed by the quantity of industrial heritage that remains in this part of the world, especially in the field of mining, in which the outstanding elements are the nitrate and copper mines of Chile, the silver mines of Mexico, and the whole heritage of the railways. But papers were given on divers sectors of industry, such as lime kilns, others on the textile sector, and the food industry. I would like to make a special mention of the heritage of Argentina that reflects the economic power which country was for a large part of the 20th century. We saw slides of factories and warehouses of real quality and particularly various papers were presented on the heritage of viniculture that was, and still is in some areas, of great economic importance.

The colloquium finished with some visits to Valparaíso where we went up on the famous lifts, to the copper mines of Sewell, framed in the impressive cordillera, and afterwards we moved to the region of Atacama where we saw both an

industrial heritage and a desert area of great beauty.

I want to highlight the fine organisation of the meeting done mainly by Jaime Mingone and Tonino Pirozzi which, among other things, managed to publish a magnificent book of the proceedings just at the start of the meeting, and which I recommend to anyone interested in the subject.

The next meeting will be held in Peru in 2004, and with this guarantee of continuity one can be optimistic about the future of the industrial heritage movement in these countries, and particularly the establishment of TICCIH that was one of the objectives of my mandate as President.

Report

The sugar mills of Java

Rob Dickinson

Far away in Java, Indonesia, the scenario for industrial archaeologists is completely different to the usual situation in the United States or Europe. 70 years ago in the then Dutch East Indies, the sugar industry was 'state of the art', second only to Cuba in terms of production, a glorious proclamation of the power of steam. Arrays of new and not-so-new stationary steam engines powered the mills being variously used for crushing, pumping and even bagging while outside in the yards and plantations dozens of narrow gauge steam locomotives worked round the clock to bring in the cane.

Amazingly, in 2001 significant numbers of these mills (and many of their steam locomotives) work on in the traditional manner, hugely inefficient in modern terms given the age of the machinery and their labour intensive nature. True some mills have been modernised, many of the plantation lines have been ripped up, diesel locomotives have replaced steam in many cases and much of the cane is now trucked

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in, but there are mills like Olean near Situbondo in the east of the island where time has virtually stood still.

Not just the mills survive, many of the associated buildings dating from the time of initial mechanisation in the 1880s are present too. For 10 years I have run tours here for small groups of steam locomotive enthusiasts although these days many of those travelling have a wider interest in the sugar mills and their historical role. Fortunately, the management of the mills themselves is very supportive, as are the regional headquarters of the (mainly nationalised) industry. It is widely recognised locally that the days of the older mills are numbered and a number of outside bodies particularly the Centre for Urban Studies, Soegijapranata Catholic University in Semarang (contact Kris Prantono (krisprantono@hotmail.com) are taking steps to document the mills and their equipment and prepare plans for the conservation of key parts of the industry. Industrial archaeology is in its infancy in Indonesia and work on the sugar mills (which are of international interest) will hopefully spark local interest in other topics. There are railway museums in Jakarta and Ambarawa (the latter has operational steam locomotives) and the teak forest at Cepu still maintains part of its logging railway in an operational state although it sees little use.

International industrial tourism can help here in a number of ways. My tours have already featured in local magazines and newspapers which serve to make the general public and officialdom aware of the importance of conservation. At most sugar mills we expect to make a small payment, in some cases where facilities exist we have special trains which bring in significant revenue. At Cepu in particular we contribute significantly to the cost of maintaining the railway. At Ambarawa, the presence of foreign visitors has sparked greater local interest in the museum. The same needs to happen with the sugar mills although large visitor numbers are hardly practical while they continue to operate.

For someone who has been a regular visitor to the island for over 25 years, actually running a tour which visits places where a 'normal' tourist is never seen presents few problems beyond those faced by anyone who travels independently in the Third World. Hotels, restaurants and transport are perfectly adequate although mill operation is not to 21st century safety standards. It is a pleasure to have an opportunity to spend some money in the local economy which will benefit the ordinary people far more than the tourists staying in the beach resorts of nearby Bali. For more information on Java and its living steam industrial dinosaurs and seeing them at first hand please check the following web sites:

<http://dialspace.dial.pipex.com/javatour/tours/javatour02.htm>
<http://dialspace.dial.pipex.com/javatour/java1997.htm>
<http://dialspace.dial.pipex.com/steam/internat.htm>

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Industrial museological itinerary: structural axis of qualification and development of the Ecomuseu Municipal Do Seixal

The Industrial Museological Itinerary is one of the projects or structural axis of the Ecomuseu Municipal do Seixal's Qualification and Development Program, approved by Câmara Municipal do Seixal in 2001. The Program's accomplishment, within the space of about six years, is incorporated in the municipality's activities and in a forthcoming candidature to the III Community Support Framework of the European Community.

The Industrial Museological Itinerary's programming includes eight sites (some already museums) and the respective patrimonial resources. It is thematically diversified in what concerns to techniques and industries and extends from the 15th to the 21st century.

Old cork factory Mundet (Seixal)

Vale de Milhaços gunpowder factory – functioning gunpowder circuit (Corroios)

Corroios Tide Mill – conserved in working order (Corroios)

Pinhalzinho's Olive Press (Aldeia de Paio Pires) and Fogueiros's Olive Press (Amora)

Azinheira's limekiln (Seixal)

Siderurgia Nacional's Blast Furnace (Aldeia de Paio Pires)

Remaining structures from the old codfish's drying in Ponta dos Corvos (Amora)

The other project or structural axis of the Ecomuseu Municipal do Seixal's Qualification and Development Program is the musealization of Mundet, with the settlement of Ecomuseum's central museological services and it's several museological units qualification.

The Ecomuseu Municipal do Seixal's Qualification and Development Program is an instrument of planning and integrated intervention from Câmara Municipal do Seixal that comprises the cultural heritage and the municipality's museological resources that are under it's tutelage or administrated in association.

Nowadays, several programming processes inherent to the Ecomuseum's qualification program are simultaneously in progress, interventions of heritage's conservation and qualification in Corroios Tide Mill, Arrentela's Maritime Unit and Mundet.

In a geographically privileged territory, with natural resources

that, through the centuries, were object of populations' fruition, proto-industrialization and industrialization gave to the landscape the main marks of an extraordinary relationship between man and environment, taking advantage of the renewable energies and diversifying both the technologies application and the achieved products. Industrialization opened surprising ways to population growth and to the territory's transformation, at the same time it confronted society with multiple environmental, economical, social and cultural problems.

Graça Filipe – Ecomuseu Municipal do Seixal, ecomuseu.gf.cms@mail.telepac.pt

September 2001

ERIH – The European Route of Industrial Heritage: The Network and its Anchor Points

The European Route of Industrial Heritage is a network that, among other things, does joint advertising for an important historical subject with the aim of supporting former industrial regions to change their structure. Industrial Heritage Tourism in particular is to be promoted in these regions.

The idea originated in 1999 and the first project phase lasts until the end of 2001. In this period the system of this network has been developed by partners in a specimen region – consisting of Great Britain, the Netherlands, Belgium and the German Lander The Saar and North-Rhine Westphalia. This took place under the umbrella of the European Union INTERREG IIc community initiative. From 2002 the concrete setting-up will be begun – initially also in the described specimen area.

The network will consist of the most important and most attractive places of industrial heritage in Europe and they are called "Anchor Points". They stand also stand as symbols for "their" industrial landscape. Many further important places will be opened up - based on them – through regional routes. These contribute to opening up the special history of a region.

For the specimen area – which historically represents the heart of European industrial history – the anchor points have been selected in the first project phase by the partners. The quality of interpretation on site was equally important to the existing tourist infrastructure. Places have also been nominated, which have not yet been completely developed, but which have great potential for development and concrete plans for expansion, which will be converted in the first ERIH project phase.

As well as joint advertising for tourism, the ERIH network will also act as an exchange of experiences and encourage mutual further forward-looking development of the quality of sites and therefore of their regions.

The ERIH network consists in the first instance of the Anchor Points. How will they benefit from ERIH and what contributions will they make?

The most important effect in the first period consists of joint on-site advertising. Visitors will be canvassed on a reciprocal basis. There are many interested visitors, but rarely are the important places of the industrial heritage known to them. We want to improve this together and in this way lay the foundation for a tourist market. We have a mutual advertising brochure for this purpose and also a presence on the Internet, which is going to be developed into a tourist information system. Signs will draw attention to membership of ERIH. The anchor points will be in a position to offer these products and inform visitors about the network.

The marketing of each individual site will be improved for the benefit of all the partners in close cooperation with regional, national and international tourist organisations. Together we are stronger and the effects for the individual site will be greater. The target is bookable locally- and regionally-based tourism packages, which can also be booked internationally and in this way make sections and the whole range of the ERIH network available on the market. Collaboration of the anchor points with their tourist organisations is the basis of this.

In a transnational network the overall system is as strong as its local sites. ERIH intends to organise an exchange of experiences to help develop them further.

ERIH lives essentially on its concrete projects, which will be promoted, organised and financed individually and step by step:

1. Action: A travelling exhibition: "International Links to the Industrial History of Europe" (including a presentation of the ERIH network)
2. Studies and actions: Electronic Media for Interpretation and Information (Touristic Information System)
3. Studies on "People in the Industrial History of Europe"
4. Studies and actions: on "Improving the Quality of Interpretation"
5. Studies on "Industrial Heritage Marketing"
6. Studies and actions on "Multi-lingual Approaches to Industrial Heritage Tourism"
7. Studies and actions on "Structural Change and the Potential of Industrial Culture"

8. Studies and actions on: "Training the Hospitality"

ERIH will promote and help to organise these. Alternating partners from the network can and should take on the lead partnership and contribute with various financial packages.

ERIH also wants to form a national and transnational lobby for the subject of industrial history – and therefore for its sites. It is also a question of further financial promotion of the anchor points, which will be made more successful by virtue of the joint strength. It is also a question of the new and further development of sites that have potential, but have not been able to use it so far.

Finally ERIH wants also to assist the anchor points on site to offer on a regional level routes which will open up further sites in the industrial landscape. "Transnational Thematic Routes" on particular themes will help to support this interest. Both levels of the ERIH network can only grow out of the commitment of the anchor points.

Organisation

The ERIH network is to be established in the specimen area mentioned initially for 5 years. At the same time development in further areas of Europe will be urged. ERIH needs an organisational centre – the ERIH Secretariat will provide this, which could be located at the "NRW Tourist Association". At the secretarial are national representatives, who take on tasks which have to be dealt with nationally on site in the partner countries and ensure communication. A steering committee of the partners directs the work of the secretariat.

The ERIH Secretariat, Deutsche Gesellschaft fuer Industriekultur e.V.

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Worldwide

AUSTRIA

25 years Department of Technical Monuments at the Austrian Federal Office for the Protection of Monuments (1976 – 2001)

The brainwork with technical monuments in Austria started in 1925 with the establishment of a section at the Austrian Federal Office for the Protection of Monuments. In 1928 the first technical object was placed under Monuments Protection,

this was the Radwerk IV in Vordernberg, Styria, built 1846. This historical important object was used as a blast furnace for the production of iron. Today it is used as museum.

During the 2nd world war, and the years after, a certain stagnancy in the concern with technical monuments started. On the basis of the international activities on the area of industrial archaeology in the middle of the 20th century, the Department for Technical Monuments at the Federal Office for the Protection of Monuments was established 1976. In the following 25 years a card-index with over 3.300 technical buildings made possible a first selection of the most significant sites for protection.

During 1999, an amendment to the Monuments Preservation Law was passed which went into effect on January 1st 2000. The most important change for the Department of Technical Monuments affects the following areas:

For publicly-owned immovable properties, like state, municipality or community, religious orders, the current legal presumption of monuments preservation ends on Dec. 31st 2009. Lists will be made of these monuments which will be placed under Monuments Protection per ordinance. Privately-owned monuments will continue to come under the aegis of the current protection procedures.

The legislative amendment also affects the Department for Technical Monuments inasmuch as publicly-owned properties, which are possible candidates for technical monuments should be designated as such before the end of the year 2009. This particularly concerns traffic-related structures, like bridges, aqueducts, energy-production plants and other municipal complexes.

Certain state-controlled areas have already experienced changes in their protected monument status as a result of privatisation, in which a transitional limit of 5 years is set for placing the 'listing candidate' under protection. Thus, the protection-worthy buildings of the Austrian State Railways had to obtain their protected status decisions by the end of 1998. In all, around 180 buildings were documented, as well as three entire rail lines, (the Semmering Line in Lower Austria and Styria, the Wachau Line in Lower Austria and the Mitternwaldbahn in Tyrol).

Especially successful was the placement of the Semmering Line on the World Cultural Heritage List in 1998. The 40 km railway line was built 1848 – 54 as the world's first mountain railway after plans by Carl Ritter von Ghega. This places great demands on the preservation of this fully-operational mountain railway, such as the replacement of the parapet walls on the viaducts with appropriate natural stone.

The next privatisation scheme concerns monuments protection listing for buildings of the Vienna Municipal Works, like gas and electricity suppliers, tramways, subway, as well as buildings owned by the Austrian State Forests.

The following examples illustrate new uses of technical monuments:

Vienna, 18th district, Kreuzgasse 72-74, Tramway roundhouse:

Built in 1883 for the horse-drawn trolleys, it was constructed in 3 linked halls. The competition for restoration for new usage as shops and fitness studios, was won by the architectural partnership Szyszkowitz and Kowalski. The construction time was from the year 1999 till 2001.

Vorarlberg, Bürs, Lünensee Spinning Mill

The 6-storey factory was built with wooden buttresses and ceilings in 1836-38 for the firm Getzner, Mutter & Sohn. The rebuilding for offices and business in the year 1998/99 under preservation of the facade, including windows and inside constructions, shows a good example of a technical monument and a new usage.

Other focal points during the last years were the preparation of decisions to evaluate monuments, protection procedures, research work for determining areas to emphasize for protection and replying the numerous queries about protection worthiness, restoration techniques, rebuilding or usage possibilities, publications and television items.

The goal of the future is that efforts should be to link the new economic use and the historically and conservationally correct restoration; i.e. to answer the question: which measures are to be taken in order to satisfy the wishes of both parties? Monuments protection for buildings without preservation plans serves no useful purpose in the mid- to long-term, as only a small percent of the maintenance costs to keep massive structural damage at bay can be raised. Justification for the maintenance of technical monuments to the public can only be possible when credible revitalisation examples can be presented, in which people can recognize the prudence of the investment, such as the creation of jobs, housing and recreational facilities.

Austrian Federal Office for the Protection of Monuments

Department for Technical Monuments

Dipl.-Ing.Dr.techn. Richard Wittasek-Dieckmann

Vienna, 2001–08–10

Worldwide

ITALY

Associate networks for the development of mining assets

6-7 July 2001, Villar Perosa – Prali (Italia)

The Comunità montana Valli Chisone e Germanasca organized this two-day meeting with support from: Regione Piemonte; Provincia di Torino; the Luzenac Society (existing owners of the Prali mining site) and ICOM.

This seminar saw the inauguration of the second stretch of talc gallery in the Prali Talc Museum, i.e. the Gianna gallery, now linked to the Paola gallery. The architectural project and the museum fittings of the Paola gallery were taken care of by the Dipartimento di Progettazione architettonica of the Politecnico di Torino in 1998.

The aim of the meeting was to examine and compare different experiences at both local and European levels so as to understand the advantages and mining patrimony difficulties of Associate networks between museums and “ecomuseums” and the differing existing cultures in the territory.

The seminar offered a multidisciplinary comparison and took advantage of the participation of: architect planners, European project experts, local administrators, personnel responsible for museums and “ecomuseums” who work in environments characterized by Associates and systems acting in the network. Discussions took place regarding the planning of models and improving working methods to the Associates advantage and to boost social, economic and culture decline in different communities.

The Seminar concluded with a guided tour of “Scoprinièra”, the Prali talc mine museum that includes the Paola and Gianna galleries, the people’s museum that offers a service and documentation centre.

A social evening was organized in the Paola gallery consisting in a theatrical performance telling a story of Sepulveda. “Scoprinièra” periodically organizes theatre shows that are met with great public success. The Talc Museum, that is also the Waldenses community (Chisone and Germanasca valleys) Museum, is part of the Turin Province Ecomuseum and is operating since two years.

To book visits contact: “Scoprinièra”, Località Paola, 10066 Prali (TO) – Italy, T. / F. +39 0121806987

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Worldwide

JAVA

Conservation proposals for Java sugar mills

Our institution, Soegijapranata Catholic University, Semarang, Indonesia is trying to coordinate this conservation project first step by proposing museum and conserved suga mills in Java and holding the international conference of 'Railway Heritage of Indonesia; Past Present and Future' in early November.

Those all will be connected with a touristic development in Indonesia.

First of all we try to raise international funding to support this idea. The Dutch government hopefully will help to fund the feasibility studies of this matter. Others think that we seriously cry for help funding is Recording and Documenting sugar mills in Java. We have approximately 50 sugar mills remaining dated in the beginning of 19th century, 10 of them gradually closed down due to economic crisis in 1997 that caused the farmers to plant other plantations rather than

sugar canes. As the result is less and less sugar cane farms.

The government try to sell the mills that have already closed down to the private sector, the problem is no legal regulation for protection of the sugar mills buildings. Most of the mills located in the main road that have high economic value. The idea is try to do recording and documenting, give this research to the local government and ask for regulation and protection of historic monuments. We tried to attract our research on documenting and recording sugar mills in Java but so far we haven't met the research funding body to support.

Krisprantono

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Worldwide

GREAT BRITAIN

Ship preservation in Britain

The National Maritime Museum in Britain advised against ship preservation on the grounds that it is horrendously expensive. This is partly due to the experience of conserving the famous sailing ship Cutty Sark (1869) in dry dock at Greenwich. Only recently, this ship has had severe financial problems. Despite this, a number of smaller vessels have been preserved. The twin screw steam tug Portwey is presently restored to working order and in summer is able to make visits round the coast of South-East England. She was built in 1927 at Govan on the Clyde and is managed by the Steam Tug Portwey Trust, www.stportwey.co.uk. The preservation of vessels of this size is not uncommon. The former Mersey Ferry MV Royal Iris is now on the River Thames but is in a sorry state, only able to move vertically with the tide. She is a rather unusual vessel, built in 1951 in a very modern style reflecting the taste of the 1951 Festival of Britain. Her present owner is currently hoping to restore her for nightclub and party use on the Thames.

Despite the expense, some large warships have been successfully preserved. HMS Warrior (1860) may be seen in Portsmouth along with HMS Victory (c.1759) and HMS Belfast (1938) may be visited in London. Also I K Brunel's innovative passenger ship the SS Great Britain (1843) is maintained in dry dock in Bristol. The paddle steamer Waverley (1947) and motor vessel Balmoral (1949) regularly operate round the coast of Britain carrying passengers and Waverley has recently been rebuilt. The saving of Great Britain and Waverley may both be considered successful ventures.

Seeing the enormous size and importance of the British merchant fleet even as late as the 1960s, what is surprising is the absence of a representative ocean-going freighter or dry cargo ship. The United States has a Liberty ship the SS Jeremiah O'Brien (1943) www.ssjeremiahobrien.org and the Victory ship SS Lane Victory (1945) www.lanevictoryship.com. Germany has a full-sized merchant ship the MS Cap San Diego (1962) preserved on the River Elbe near Hamburg, www.capsandiego.de.

In Britain, we have only the small coastal steamer Robin (1890) which for many years sailed under the Spanish flag as the Maria. She is presently in a ruinous state and fears have been expressed that her preservation will prove impossible on financial grounds. As far as merchant ships are concerned Britain seems to have turned her back on the twentieth century and all but forgotten she ever had the world's largest merchant navy. Here cargo ships are so unfashionable.

Robert Carr

Events

TICCIH conferences

Germany

Third meeting of the TICCIH Paper Section and 'The Watermark Route' project

26-28 April, 2001, Bergisch Gladbach

Hosted by the Bergish Gladbach paper museum, part of the Reinisches Industriemuseum network, the meeting will continue the very successful series of meetings between paper museums and people interested in the conservation of the paper industry. The theme of the meeting will be the relationship between paper museums and the paper industry, in the past and also the future. Visits to historic paper mills in the Cologne area will be an important part of the meeting. www.mmp-capellades.net/watermarkroute

Spain

International meeting of the TICCIH Mining Section

11, 12, 13, 14 April 2002, Terrassa, Barcelona

Hosted by the Museu de la Ciència i de la Tècnica de Catalunya, in association with the Trevithick Trust

Following the successful conference of the Textile section last year, the first full meeting of the Mining Section of TICCIH will combine papers on the conservation and interpretation of historic mining sites with a full programme of visits. The proposals by TICCIH for international coal mines sites for ICO-MOS will be publicly presented and discussed. The meeting will also establish the basis for its future work, research and study. Registration will be 90 Euros for members and 100 Euros for non-members, and will include reception and meals for the full days of the conference.

All the information necessary to register is on the TICCIH web page, including booking accommodation. Places are limited so people interested in attending should contact the address below.

TICCIH Mining Section meeting, Museu de la Tècnica i de la Ciència de Catalunya, Rambla d'Egara 270, 08221 Terrassa, Spain; T: +34 93 736 8966 F: +34 93 736 8960 TICCIH@correu.gencat.es

Russia

TICCIH XII International Congress: 'Preservation of industrial heritage and rehabilitation of old industrial centres'

10-14 July, 2003 in Moscow, and 14-18 July post-congress tour to NizhnyTagil in the Urals

The next full TICCIH Conference will be an opportunity to see some of the most interesting as well as spectacular industrial heritage sites in the world. Papers are invited on the above theme. The official language will be English, but papers also in French and Russian, with simultaneous translation of plenary sessions. Study visits in Moscow and cultural programme include the Kremlin, the Bolshoi Theatre, and the Moscow river. Post-congress tour of the famous mining and metallurgical sites in the Urals, including a helicopter trip over the 1882 Ust-Borovsky salt works. Details will be sent out in December 2001. Eugene Logunov, Institute of Material Culture, PO Box 65, Ekaterinburg, B-109, Russia 620109, tel: +7 3432 297874 fax: +7 3432 297731 logunov@online.ural.ru

Other events

Netherlands

IV International Congress on Social History, The Hague, 27 February – 2 March, 2002

International Institute of Social History, Cruquiusweg, 31, 1019 Amsterdam, T: +31 20 668 5866, kho@iisg.nl

France

World Heritage - Industrial Heritage

19, 20, 21 september 2002, Saline royale, France.

See the web site <http://patrimoine.saline.free.fr>

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