



## Opinion

### Salzburg Railway Station Hall Threatened

*Ute Georgeacopol, Austrian National Representative*

Despite being a listed building, the only surviving railway station hall roof in Austria, the one covering the island platform and restaurant building at Salzburg's main railway station, is severely threatened by the Austrian Federal Railways' "Railway Station Campaign".

Salzburg's station was constructed in 1859/60 as the junction point and border station between the Bavarian and the Austrian railway systems. It originally largely served local traffic and had few direct trains (for instance the Orient Express from Paris to Constanta), and for this reason the station building was located to the side of the railway tracks. As a result of the huge increase in traffic, the platform areas in particular were extended in 1907/09, but the station building was left in its old position, only the interior being rearranged in a major reconstruction. In addition, a 52 m wide, 164.5 m long island platform was created with three end platforms at each extremity. The waiting rooms and a station restaurant are accommodated in the 25 x 46 m waiting room building on the island platform, and linked to the station building by means of a tunnel. The island platform is roofed by a central arched roof and two lateral open platform roofs. Contemporaries emphasised the early use of the space truss according to the H. Zimmermann system. Planning and construction management were the responsibility of Ladislaus Friedrich von Diószeghy (1859-1928), a graduate of the Vienna Technical University and civil engineer with the Imperial and Royal State Railways, while the detailed artistic work was in the hands of the architect Hans Granichstaedten. The ceremonial opening of the new railway station to the public in July 1909 was accompanied by an exhibition on the opening of the Tauern Railway, which was completed at the same time.

The arched hall roof and one of the two lateral platform roofs were seriously damaged in the Second World War, but were reconstructed in the original design in 1949. The destroyed interior decoration of the restaurant and the "Marble Hall" was sensitively reconstructed in fine marble, retaining the original proportions. This era of reconstruction is today only slowly beginning to be appreciated by art historians. Today,

the station appears neglected and obstructed by all kinds of "junk". A competition held by the Austrian Federal Railways, taking account neither of the iron hall as an industrial monument nor of the high-quality post-war architecture, has produced a project that destroys the original hall construction, and that at best integrates a small number of the main roof trusses of the hall.

For many years, a citizens' initiative has been campaigning for the preservation of the island platform and its buildings. Tourists and experts marvel at the magnificent stations in Budapest, Leipzig or London. While almost all Austrian railway stations dating from the 19th and early 20th centuries, in their time highly regarded designs by Austrian railway engineers and architects, were demolished after the bombardments of 1945, the Salzburg main station building and the hall over the central platform and dining room were reconstructed. The hall is the only surviving representative of the great "Austrian Iron Age". The station as a whole is the only example in Austria in which three architectural periods (1860, 1909 and 1949) exist alongside each to create a harmonious whole. The efforts of everyone involved should be aimed at preserving this ensemble.

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## TICCIH News

### TICCIH Membership reminder

Please remember to renew your membership in the New Year. This is especially important in a TICCIH congress year. A leaflet is enclosed with the Bulletin to send to the Membership Secretary, or alternatively pay using the form on the web site.

### Moscow 2003

The organisers of the TICCIH congress in Russia next summer have added a three-day post-conference tour so as to give delegates the chance to see some of the most interesting monuments and sites in the Urals. On July, 18-20 there will

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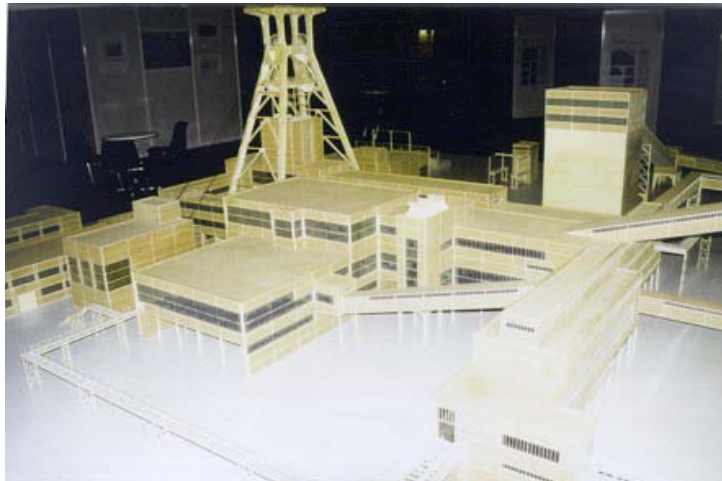
be visits to the cities of Kungur, to see old machine-building plant, ceramics factory and the world-famous Kungur ice-cave, Chusovoi where the last working Bessemer converter in the world can be seen and an open-air ethnographic museum, and to Solikamsk, which has a XIX century wooden saltworks, an operating underground potassium salt mine, and a complex of churches and monasteries from XVII-XIX centuries. The deadline for registration with paper proposals and abstracts has also been extended to February, 1, 2003. The conference website should be online by the time this goes to press.

### **A new national association in Spain?**

Twenty industrial heritage experts met at the Museu de la Ciència i de la Tècnica de Catalunya in October to examine the possibility of establishing a new Spanish national association. A working group was set up, coordinated by Miguel Angel Alvarez Areces, which will meet in the spring in Madrid to prepare a proposal for the constitution and activities of a future society for industrial archaeology in the Peninsular.

### **Salon du Patrimoine Culturel**

The TICCIH stand attracted a good number of visitors to the industrial heritage fair in Paris last month.



In 1998, the Austrian Bridge-building Museum was founded by Renate Theissl in Edelsbach, a very little village in Styria. For 18 months, that young woman has been working all alone on a large-scale model of the famous Zeche Zollverein XII in Essen, Germany, which has been exhibited from 28 October to 2 November in Leipzig at the "denkmal 2002" fair as an initiative of Axel Föhl. The model measures 6-7m on the base and 3,20 M to the very top.

## **Report**

### **Collaboration between industrial enterprises and museums**

*Antti Metsänkylä, Curator, National Board of Antiquities / The National Museum of Finland, Helsinki*

The promotion of industrial heritage is nothing new in Finland. Neither is the involvement of industrial companies in it, but the collaboration is now finding new forms. This article presents the collaboration initiated by the National Museum of Finland, which is a department of the National Board of Antiquities (NBA).

When the National Museum some years ago was searching for new ways to intensify the systematic acquisition of industrial consumer products, an idea of collaboration with manufacturers and importers of such products appeared as a natural means of solving the problem. The first step was to chart the collections of industrial companies. It became evident that collections either grow at random or the companies do not collect or preserve their own products at all.

A second step was to contact the Confederation of Finnish Industry and Employers (TT) who was favourable to the idea of intensifying the work on museum collections within industrial enterprises. On 15 October 2001, the NBA and the TT arranged a seminar entitled "Industrial products in museums" which focused on the problems of collections of industrial products also from the point of view of the companies. The feedback of the seminar was good, encouraging the organisers to continue the collaboration.

A second seminar under the title of "Industry and museums" was organised on 8 October 2002. The seminar concentrated more deeply on the following questions:

- how to collect and preserve industrial heritage
- how to activate industrial companies to work with collections
- how could the professionals at museums and archives promote the work on collections at commercial enterprises.

The collaboration on local level was considered very important. An interesting project on that field was presented, in which a curator based at the Museum of Central Finland in Jyväskylä rotates between one company museum and another. The curator shares her working hours between three or even more company museums that pay her salary in proportion to the respective hours of work. This model was considered as a good example for other regions.

A handbook for industrial companies, partly based on the

material of these two seminars, is under preparation by the NBA. Enterprises found this kind of guidelines on the field of cultural heritage very important.

Meanwhile, the National Museum continues to develop its collecting strategies. A starting point is to find out the gaps of the existing collections. A study of the most popular industrial products at different times is meanwhile under preparation as a basis for future work. Results of consumer inquiries, materials from polls and statistical information give a good idea of products that sell the best and consequently are the most popular. This information is needed to draw up a programme that will form a framework for principles of collecting objects of the immediate past at the National Museum. A collaboration of companies and professional museums will be done. The National Museum also takes part in the cooperation between museums in the Nordic countries (Denmark, Finland, Iceland, Norway and Sweden) through a network of documentation of present-day life, called NORSAM. ([www.maihaugen.museum.no/norsam/](http://www.maihaugen.museum.no/norsam/))

The collaboration between museums and industrial companies will be developed on two levels. The parties involved in the work on the different aspects of industrial heritage have initiated discussions in order to intensify the collaboration. In addition to this the collaboration on the local level will be encouraged. On both levels, the NBA and the TT are central parties, as well as TICCIH Finland, the Central Museum of Labour ([www.tkm.fi](http://www.tkm.fi)) and the Central Archives for Finnish Business Records (ELKA: [www.elka.fi](http://www.elka.fi)).

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See also :

NBA: [www.nba.fi](http://www.nba.fi)

TICCIH Finland: <http://www.ths.fi/teollisuusperinteenseura>

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## Congress report

### TICCIH seminar: The Industrial Heritage for the Future

*Dr Jacek Jaśkiewicz TICCIH-Poland*

An international TICCIH seminar, The Industrial Heritage for the Future was held on 9-12 October 2002 in Warsaw, Zyrardow, Lodz, Czestochowa and Bielsko Biala under the honorary patronage of Mr Leszek Miller, the Prime Minister. In the Seminar participated Mr Eusebi Casanelles, President of TICCIH, members of the Polish Parliament, representatives of Ministry of Culture, Ministry of Infrastructure, regional and local authorities, representatives of different industrial heritage organisations, museums, representatives of universities,



FOTO: Participants of the Lodz session in front of the textile factory of Karol Scheibler. Photo Stanislaw Januszewski

members of TICCIH and industrial heritage supporters. The Seminar was organised by the Polish Committee of TICCIH and supported by the Instituto Cervantes Varsovia, the Historic Monuments Documentation Centre, the Regional Centre for Studies and Cultural Environment Protection in Lodz, the Cultural Heritage Centre for the Upper Silesia in Katowice, the Federation of Scientific-Technical Association – The Council in Czestochowa, Mayors of towns Bielsko Biala, Czestochowa, Zyrardow and The Music Conservatory in Warsaw.

The first session in Warsaw was devoted to industrial heritage policy issues. The draft of a new act on cultural heritage conservation prepared by the Ministry of Culture was discussed. Several conclusions how to improve the conservation of industrial heritage were addressed to the Parliament, the Prime Minister, different ministries and other authorities. Once again the necessity to develop the National Strategy of Industrial Heritage Conservation was raised. The strategy in which, in a methodical way, all tasks and activities to enrich them will be explained, will help to mobilise all the possible resources for industrial heritage conservation. On the base of our experiences, this kind of strategy could be useful for many other countries of Central and Eastern Europe.

The following sessions held in different towns focused on the most important regional problems.

In Zyrardow, after visiting this unique linen textile industry complex within the town (8,000 workers) created on fields in 1829-1847 and later developed and still surviving in its original state, the participants of the Seminar discussed with the Mayor of the town the revitalisation problems not only of the factory buildings but also of the urban structures.

The session in Lodz concentrated on revitalisation and on the management of post-industrial complexes and housing settlements. The main example was the textile factory of K. Scheibler and the Ksiezy Mlyn (Priest Mill) workers' settlement. Several others examples in Poland and abroad were

also discussed. The participants visited the Central Textile Museum and Cinema Museum in Lodz, and the opening of the exhibition "Ksiezy Mlyn – an aerial view".

The Czestochowa session focused on education in industrial heritage issues. Also the chance of industrial monuments in regional development programmes was discussed. Several industrial monuments were visited. The region is known as an old Polish Industrial Basin, where casting traditions go back to the Bronze Age. The region played an important role in Poland in the time between the two world wars, where the main industries were concentrated.

European programmes on industrial heritage was the main subject of the final session in Bielsko Biala. The location of the Silesia region close to the Czech Republic creates large opportunities for international cooperation, which is developing. Our countries having limited economical possibilities and are especially interested in developing international cooperation to save the most valuable, sometimes unique industrial monuments in the World. Some idea of supported projects were discussed.

As a concrete result of the Seminar, beyond the exchange of information and ideas, many conclusions were drawn, which we strongly believe will assist us to solve the industrial heritage problems in Poland in future.

The Seminar was covered by the Polish press and the Polish Radio and TV. The reports presented during the Seminar will be prepared in CDR version in English. All interested to receive it are pleased to contact the Polish Committee of TICCIH [ticcih@wp.pl](mailto:ticch@wp.pl)

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## Conference Reports

### CECOMM, October 2002 in Frankfurt, Germany

The second conference of European Communication Museums brought together representatives from postal and telecommunication museums in the Czech Republic, Denmark, Finland, France, Germany, Great Britain, Greece, Liechtenstein, the Netherlands, Norway, Portugal, Russia, Spain, Switzerland and Sweden, and an observer from Taiwan.

The Secretary of TICCIH attended, representing communication sites in Cornwall, and delivered a lecture emphasising the importance of the communication landscape and the preservation of original communication buildings as well as the preservation of equipment, people, and the importance of place. Cornwall is unique in having the Museum of Submarine Telegraphy at Porthcurno, several lighthouses, two Marconi radio stations, the Earth Satellite Station at Goonhilly and numerous radio beacons and other communication

sites, which are now being networked and marketed to communication enthusiasts. The Secretary then went on to say that TICCIH had failed to establish a communications sub group and he invited CECOMM to be an expert Committee on behalf of TICCIH in order to seek out preserved communication sites. It appears that there are several small sites in Norway and the fabulous Beam Radio Station at Grimeton in Sweden. There are also sites of communication interest in both Germany and France, and our Secretary had found only a few weeks earlier the terminus of the Great Northern Telegraph Company in Nagasaki, Japan, together with a submarine cable museum, also in Nagasaki, in historic buildings.

It was explained that TICCIH worked as an expert body on behalf of ICOMOS and would encourage putting forward historic communication sites as world heritage sites or encouraging individual governments to preserve them. There was general consensus that CECOMM would like to assist in this matter and they have asked Neil Johannessen of the British Telecommunications Museum in London to act as their correspondent. Neil Johannessen can be contacted on: [neil.johannessen@bt.com](mailto:neil.johannessen@bt.com)

CECOMM will be holding their next conference in Berne, Switzerland, in 2004. Further information from the CECOMM website at [www.cecomm.de](http://www.cecomm.de)

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## Worldwide

### Industrial Archaeology in South Africa

*David Worth*

The discoveries of diamonds, in Kimberley, and gold, on the Witwatersrand, transformed the economy of South Africa during the latter part of the nineteenth century, and it is the extractive industries that largely continue to underpin the country's economy. The newest industry to attract investment, and to become the new hope for job creation, is tourism. This market has long capitalised on South Africa's wealth of natural heritage, as represented by its National Parks. More recently, Robben Island, where many anti-government activists have been imprisoned over the centuries, has become a World Heritage Site, and 'struggle history' now takes its place as part of the commercialised heritage.

South Africa's industrial heritage continues to be largely neglected by the public, by professionals and by academics; as well as by commercial and political interests. It is more than a century since the curator of one of South Africa's premier museums recommended to a Select Committee on Colonial Industries that an industrial museum be established, yet there is still no national museum dedicated to science, technology or industry in the country.

There is little awareness that industrial sites can have "cultural

significance”, or “heritage value”. However, in claiming that industrial heritage is important, it has to be acknowledged that complaints about neglect of that heritage are magnified many times by the complaints of those who say that South Africa’s heritage generally does not reflect their cultural values, their heritage or their aspirations. As with so much in South Africa, it is the cultural values of European and other settlers, that have until recently predominated: that is, those of the colonists, not the colonised.

Nonetheless, there is some activity among those interested in acknowledging and conserving South Africa’s industrial past. Much of this comes from the initiatives of companies who have established their own museums, such as Transnet’s railway museum at George, AECI’s dynamite museum at Modderfontein, and the De Beers funded diamond mining museum at Kimberley. In Mpumalanga, the gold mining town of Pilgrim’s Rest continues its struggle to survive as a viable site museum comprising the Diggings and the Reduction Works. Plans to hold a TICCIH meeting there this year to link with the ICOMOS meeting in Zimbabwe had to be postponed as the ICOMOS meeting was relocated to Spain.

Two of the ‘elder statesmen’ of Industrial Heritage in Cape Town have sadly passed away recently. James Walton had published on a broad range of subjects over many years, but his work on wind and water mills is of particular relevance to industrial historians. Terence Timoney is credited with single-handedly having documented the history of Cape Town’s waterworks, and with establishing a waterworks museum on top of Table Mountain. His passing leaves a huge question mark over the future of the museum.

Post graduate students are increasingly exposed to notions of industrial heritage. The Robben Island Museum runs a diploma course in Heritage and Museum Studies, in conjunction with two local universities, and attracts students from elsewhere in southern Africa, such as Zambia’s Livingstone Railway Museum. A study of pre-fabricated building materials, such as pre-cast concrete, decorative cast iron, and plaster mouldings, has recently been completed by Vanessa Bowen for a Masters thesis at the University of Cape Town. Also at UCT, the writer continues his PhD research into the archaeology of, and conservation issues arising from the study of ‘networked landscapes’. This work focuses on the distribution of commodities such as gas, in nineteenth century Cape Town, and grain in twentieth century South Africa.

The country’s National Heritage Resources Act (1999) replaced the National Monuments Council with the South African Heritage Resources Agency. Transformation has been slow, however, and resources are extremely limited. The new legislation allows the Agency to call for Heritage Impact Assessments, though sadly not Conservation Plans, and practitioners now have to learn to engage with this process. A draft Conservation Plan for the grain elevator at Cape Town docks (1924) is believed to be the first such plan to be drawn up for a twentieth century industrial site in the country.

There is no question that there is considerable potential for research into South Africa’s industrial heritage, with industries such as mining, fishing, wine making, fruit farming and processing, transport and public utilities all waiting to be assessed. The challenge is to encourage engagement with statutory authorities, and with the public they represent, in order to create a greater awareness of the richness of South Africa’s industrial heritage, and to ensure that it is properly and appropriately identified, assessed and managed.

Research Unit for the Archaeology of Cape Town, University of Cape Town, Rondebosch 7700, South Africa [dworth@ched.uct.ac.za](mailto:dworth@ched.uct.ac.za)

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## Conference Reports

### International Conference and Workshop on Industrial Archaeology, Romania

*Miles Oglethorpe, RCAHMS, Edinburgh*

In September 2002, the Romanian Ministry of Culture and Religious Affairs hosted an industrial archaeology conference based in Baile Herculane and Resita in the Banat region, which is situated in the south-west of Romania. The area possesses a wide range of industries, many of which are based on the region’s rich mineral deposits. The conference, which was organised by Irina Iamandescu, was the second in a series of workshops and conferences, and followed on from a similar gathering held in Bucharest in 2001. On this occasion, however, it was expanded by the Ministry to include a number of invited guests from overseas, amongst whom were Louis Bergeron and Eusebi Casanelles of TICCIH.

After assembling in Bucharest, a mixture of international and Romanian delegates was conveyed by bus to Baile Herculane, a beautiful but faded resort based on thermal waters emanating from the southern Carpathians. The first part of the programme took place at the Hotel Tierna, situated adjacent to a dam and hydro-electric power station above Baile Herculane itself, and surrounded by beautiful mountain scenery.

The full and wide-ranging programme accommodated papers from both Romanian and overseas, and included contributions from England, France, Germany, Hungary, Italy, Poland, Portugal, Russia, Scotland, and Spain. To the visitors, the Romanian papers were especially interesting, revealing both the extent of industrial heritage in Romania, and the struggles that are occurring to ensure a secure future for many of the most important industrial sites. Since the fall of Ceausescu in 1989, rapid and continuing de-industrialisation had afflicted Romania, creating many familiar problems.

The academic programme was augmented by field visits to

some important industrial sites, which included early hydro-electric power stations, and a working coal mine at Anina, the latter containing a huge early 20th-century steam winding engine that was manufactured in Budapest. However, one of the most extraordinary sites was in the Rudăria Valley where a sequence of 22 horizontal water mills are still intact, many being still in use grinding grain. The mills and associated timber dams have been preserved by the villagers in partnership with the Romanian Museum of Traditional Folk Civilization at Sibiu. There was consensus among delegates that this site was worthy of international recognition not only because of its own innate quality, but also because of the way it had been preserved.

The conference moved on to the industrial town of Reșița, and although the academic programme continued, further visits were possible. These included a railway engineering works, and the spectacular mountain railway from Anina to Oravița. Completed in 1862 and covering a distance of 33km, the line comprises 9 viaducts and 14 tunnels (2,084m), and passes very slowly through a beautiful landscape interrupted periodically by coal mines, and even the occasional uranium mine. Having been serenaded on departure by a brass band of railwaymen, this unique journey was made even more special by a stop during which delegates were invited to disembark onto the track and personally inspect one of the more spectacular viaducts.

At the conclusion of the conference, the bus returned most of the non-Banat delegates to Bucharest. However, one further delight awaited en route in the form of a brief visit to the Museum of Traditional Folk Civilization, known as 'ASTRA', in Sibiu. Many buildings, including wind and water mills, have been reassembled at this site, and it requires at least a whole day's visit to do it justice.

The conference was a hugely rewarding experience, and many of the delegates hope to manage a return visit to attend next year's conference, which is to take place in Cluj (Transylvania).

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## Conference Reports

### JAPAN

#### International conference on Landscape Frontiers in Kitakyushu City, Kyushu district, October 2002

*Stuart B. Smith*

The conference drew together a wide range of professionals from the fields of architecture, engineering, planning, ecology and landscape architecture and also those involved with industrial archaeology and tourism. The theme of the con-

ference was that cooperation between professionals would lead to better landscapes in the future, but the writer was able to emphasise that it was only by studying and understanding past landscapes, using examples from Ironbridge, Shropshire, and Cornwall, that one could start to preserve or develop these landscapes for future generations.

There were visits to the first western shipyard to be built in Japan, still complete with its cast iron rack and pinion slipway, winding engine and Cornish boiler, which survives intact although in latter years electric motors have been added. This is recorded as a National Monument. After inquiries were made, it was very exciting to stand at the cable landing hut of the Great Northern Telegraph (China and Japan Extension) Company, where on 12 August 1871 a submarine cable was in operation between Nagasaki and Shanghai and Nagasaki and Hong Kong.

Nagasaki also has the surviving buildings of the first aerated bottled water plant in Japan, of which the future is not yet determined, and also the massive Mitsubishi shipyard complex. Here, Mitsubishi have preserved in an original 1870s foundry building an extremely exciting museum of their own engineering history showing how western technology was introduced and then improved by local engineers. There is a licence agreement between Mitsubishi and Parsons for building the first marine turbine in Japan, and the construction of the first iron warship in Japan.

However the highlight of the Nagasaki tour was the nearby island of Takashima, where Mr Glover built the first western style coalmine in Japan, the shaft of which is still preserved. There appears in Japan to be a total reluctance to carry out archaeological investigation on any site after 1870 as the emphasis seems to be on the heroic Edo period. Eventually the island of Takashima boasted an extremely large modern coalmine, most of which has been demolished in the last ten years.

The completely deserted island of Hashima is once again a coal mining island, now totally deserted, but with the unenviable reputation of having been the island with the highest population density on earth as at one time 26,000 people lived on the island. All that remains are the crumbling tower blocks packed close together, and the ruins of the colliery with its power houses and winding engines. Landing on the island is not allowed because of the dangerous structures, but here is a gaunt monument to an extreme example of industrialisation with whole families living in incredibly cramped premises, and because of the exposed nature of the site many of the shopping areas were underground. It is still owned by the Mitsubishi Company who are a little ashamed of their record in this area as many of the workers were Chinese or Korean, and although not slave labour as they were paid quite high wages and had the highest density of televisions anywhere in Japan, anyone must reckon that the conditions of working and living were extremely inhospitable.

Shortly after this in 1866 Platt Brothers of Oldham were in-

vited to the area and built a complete textile factory with 120 roving frames and 100 looms. Sadly this factory no longer survives, though one carding machine is still preserved in the excellent on site museum, together with one iron column from the factory which is arguably the first structural iron component to be introduced into Japan, thus being the forefather of every high rise building in this high tech country. The remains of many of the other early industries, such as the iron smelting furnaces and the summer house of Lord Shimadzu, are preserved in a sort of garden plus open air museum at Shoko Shuseikan. They are keen to increase the awareness of the introduction of western technology into this area and have drawn up plans for the rebuilding of part of the textile mill and possibly the re establishment of the iron furnaces, and have entered into an agreement with Kagoshima University who will carry out historical and archaeological research before these plans go forward.

Returning to Tokyo, a meeting had been arranged with the Japanese Industrial Archaeology Society, including Professor Oita, who is the Japanese Representative of TICCIH. It was suggested that an intermediate TICCIH conference should be held in Nagoya to coincide with an international technical exhibition which is taking place there in 2005. TICCIH's Japanese colleagues will put the proposal at the General Assembly of TICCIH in Moscow in 2003.

Thanks are due to Koko Kato who organised the entire expedition and who is now organising the Hokkaido International Mining History Congress in Japan in 2003. Further details of this can be found at [www.imhc.2003.com](http://www.imhc.2003.com)

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## Books received

*Uomini e macchine: La Forgia di Terni*, Gino Papuli, Istituto per la Cultura e la Storia d'Impresa 'Franco Momigliano', 2002

This is the biography of the huge 12,000 ton hydraulic press at the Terni forge in Italy, which was erected in 1935 and finally stopped working in 1993. In a remarkable story of technical conservation, it was conserved, dismantled and now stands as a five-story monument in the middle of the Piazza Dante in Terni.

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## Searches and researches

*Readers are welcome to send requests for information to the Bulletin*

### Record production

The Sociedad Pathé Frères built a factory in the port of Pasa-jès or Pasaia in Spain around 1916-1918 in the area between Eskalantegi Kalea and Maiatzaren Lehena, near to the railway line. I'm looking for any old photos showing this record factory and will be very pleased to get it even a photocopy will be nice.

André Brunel, Paris, [mandrel@club-internet.fr](mailto:mandrel@club-internet.fr)

### Cement works

The introduction of the rotary cement kiln at the end of the XIX transformed the production of Portland cement. These machines are reputed to be the largest moving machinery parts in the world. I'd like to contact anyone interested in the diffusion of this technology from the US where the kilns were perfected to other countries.

Rosa Gasol, [rmgasol@menta.net](mailto:rmgasol@menta.net)

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## Events

### TICCIH conferences

#### Germany

II conference of the TICCIH Textile Section, Rheinisches Industriemuseum Euskirchen textile museum, 3 - 6 April, 2003  
Call for papers.

The textile section is a meeting place for experts and enthusiasts of textile industrial monuments to exchange information and to establish new contacts. The meeting will be held in Euskirchen (Cloth mill Müller) – with day excursions to Ratingen (Cromford spinning mill – an other site of the Rhenish Industrial Museum) and Verviers (Cloth manufactory Dethier – «Centre de la laine et da la mode»). English will be the language of the meeting.

The two main themes of the meeting are: A. Significant historic textile sites. National surveys and the world-wide list. Possibilities to present the significant historic textile sites to the public. B. Transfers of technique, knowledge and capital in the historic textile industry.

Contributions on these topics are invited. They should not extend aprox. 20 minutes, summaries should be submitted

by the end of January 2001. Please send proposals to the organisation committee:

Detlef Stender, Rhenish Industrial Museum, Cloth Mill Müller, Carl-Koenen-Str. 25b, 53881 Euskirchen-Kuchenheim, Germany fax +49/2251/1488-120 tel +49/2251/1488-111 d.stender@lvr.de Information and an application form are at [www.mnactec.com/ticcih](http://www.mnactec.com/ticcih)

## Russia

TICCIH XII International Congress: 'The transformation of old industrial centres and the role of industrial heritage.'

10-12 July, 2003 in Moscow, and 13-18 July post-congress tour to NizhnyTagil in the Urals. General Assembly July 17.

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 by the . The official languages will be English 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. For details, see [www.ticcih2003.ur.ru](http://www.ticcih2003.ur.ru) or the TICCIH web page. Congress Secretariat Natalia Krasnogor, Institute of History of Material Culture, PO Box 65, Ekaterinburg, B-109, Russia 620109, tel: +7 3432 462352 fax: +7 3432 297731 [ticcih2003@ural.ru](mailto:ticcih2003@ural.ru)

## Other events

### Canada

Montreal, a continental and trans-oceanic turntable, 1850-2000

29 May - 1 June 2003, Montreal (Quebec) Call for papers

The Association Quebecois pour le Patrimoine Industriel (AQPI) and the Canadian Railway Historical Association (ACHF/CRHA) are the co-organisers of the 32nd Annual Conference of the Society for Industrial Archaeology (SIA).

Montreal's industrial infrastructure really began to flourish after the 1850s, but its origins date to the first decades of the 19th century, when its privileged location at the heart of a transportation network led to the establishment of several manufacturing sectors. The city's industrial heritage includes railway and port installations, bridges, canals, power plants, engineering works, thoroughfares, tunnels, viaducts, and the metro, as well as a number of factories for the manufacture of textiles, food products, rolling stock, iron and steel products.

Guided tours of Old Montreal, the newly-opened Lachine Canal, the Port installations, as well as various residential,

commercial, and industrial neighbourhoods, will emphasise the evolution and diversity of the city's industrial heritage and its contribution to the cultural enrichment of the urban landscape through the recent recycling of several buildings and structures.

Presentations in French or English, as simultaneous translation will be offered in most sessions. General information will be updated regularly on the SIA web site ([www.ss.mtu.edu/IA/sia.html](http://www.ss.mtu.edu/IA/sia.html)), and James Bouchard - telephone: (514)251-5148 / fax: (514)251-5126 / e-mail: [jamesb@aei.ca](mailto:jamesb@aei.ca)

## Japan

Sixth International Mining History Congress In Akabira, Hokkaido

26-29 September, 2003. Call for papers.

See article in *Worldwide*. There will be a pre-congress tour that covers Japan's representative tourist spots (e.g. Kyoto and Nara) and a post-congress tour visiting the nation's representative mine-related historic sites (e.g. Kyushu and Tohoku region).

Secretariat for the 6th International Mining History Congress Local

Organising Committee

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## USA

21st Century Preservation - Conservation and Craftsmanship

Association for Preservation Technology International 2003

Portland, Maine, September 17 - 20 2003

With an ever-increasing global perspective, Preservation in the 21st Century must be applicable in local, regional, and international contexts. Historically, the confluence of locally abundant materials and the skills and craftsmanship which evolved to utilize them, shaped the maritime, agricultural and building trades, and altered the natural landscape. These forces have resulted in a sense of place that is distinct at the local, regional and international level.

Conference Topics: Maritime Preservation, Traditional Buildings and Landscape Preservation

Abstracts are due February 3, 2003. Conference Chair APTI 2003, C/o Turk Tracey & Larry Architects, LLC, 92 Exchange Street, Portland, ME 04101 [www.apti.org](http://www.apti.org)



## **Patrimoine de l'industrie / Industrial patrimony**

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