



Opinion

European Museum of the Year, 1998

Ewa Bergdahl, Director of the Ecomuseum Bergslagen, Sweden

Industrial cultural heritage does not only consist of physical structures, in the form of factories, transport systems and houses. It contains non-material values and circumstances, which have become an integral part of the environment and of our day-to-day lives. In a recent Swedish government White Paper [discussion document], attention was drawn to this phenomenon, and the future management of the industrial society's cultural heritage was highlighted. A special effort will therefore be made during the next three-year period concerning the questions surrounding industrial heritage.

The White Paper formulated thirty-eight specific and important questions concerning industrial societies. These focused on the democratic aspect of cultural heritage, and pointed out the importance of a wide co-operation between all institutions involved in the cultural heritage sector. A broad discussion has recently been initiated throughout Sweden to develop new ways of preservation and narrative description. Various forms, which contribute to the illumination of the importance of industrial cultural heritage as a living part of a society, subject to change, will be developed and used.

Naturally, the Ecomuseum Bergslagen participates actively in this discussion. We do this from our standpoint as one of the newly-created museums which, during the last fifteen years, has worked intensively with the theme of industrial history. The museum encompasses seven municipalities, two counties, and a land area of over 7,500 square kilometres. This industrial landscape is characterised mostly by mining, early iron production and steel manufacture.

The museum's wide democratic structure permits many people from throughout the region to participate in these discussions, and thereby to define their own cultural heritage. This was one of the reasons which was especially mentioned by the jury of the European Museum Forum when the Ecomuseum Bergslagen was presented with the Micheletti Award for 'the best technical and industrial history museum' in June, 1998.

'The judges thought highly of the effective use made of volun-

teers as guides and interpreters throughout the ecomuseum's territory, and of the enthusiasm which characterised the whole enterprise, both by those who worked in it and also by those bodies which supported it financially'.

The democratic aspect in our industrial heritage is one of the most important questions of our time. The growth of wide collective organisations is a distinctive feature of the structure of the industrial society. Large-scale activities are yet another characteristic throughout industrial society, but even a kind of 'commonplaceness' can be said to be a distinctive sign for the industrial society. Consequently, choice and preservation criteria should be re-formulated in order to encompass these three aspects.

The Ecomuseum Bergslagen exemplifies a new line of thought within museums, as well as being a fruitful way of working which not only encourages participation but also clearly states the consistent importance of this wide participation.

The Ecomuseum illustrates that our work is not only a question of the way in which the physical collection and environments of industrial history are cared for and restored. It is more a question of how people identify their cultural heritage. The wide local involvement will also contribute to economic growth and create within the region a belief in the future.

Report

The preservation of the sites and monuments of industrial archaeology and programmes for their conversion into museums

Massimo Negri, Vice President, European Museum Forum

The recent inclusion of two new industrial archaeological sites

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

into the UNESCO World Heritage List is unquestionably an important benchmark for the growing importance given to the world culture of industrial monuments.

I am referring, first of all, to the mining and industrial complex of Falun, Sweden, around which in recent years the Bergslagen Ekomuseum has been developed, which comprises nearly 60 sites and an enormous area of forest where iron was extracted and treated at the end of the 12th century; a project of great scope which comprises a long and complex action of restoration, the interpretation of the places, archaeological excavations and revitalisation with the specific involvement of volunteers.

The other and more recent case, the working village of Crespi d'Adda, near Bergamo in Italy, is also of extreme interest, not only for the intrinsic quality of the monumental complex, but for the fact of its being in Italy, a country which has an enormous quantity of cultural assets, but where the level of historic-artistic heritage tends to overshadow any other element of heritage in the image communicated to the rest of the world. That one of the few sites of industrial archaeology recognised as a part of the cultural heritage of humanity as a whole is located in Italy, the cradle of classical archaeology, indicates from a global perspective of cultural heritage, the establishment of a more balanced hierarchy within the classification of monumental complexes.

Built between 1878 and the beginning of the 20th century by the cotton industrialist Benigno Crespi on the banks of the river Adda, Crespi d'Adda is even more interesting as it is unaltered in its physiognomy, made up of the great factory, houses for one or two families of workers, the church, the consumers' co-operative, the inn, the school, the theatre, the velodrome, cottages for the managers and technicians, the owner's villa, and a cemetery, which reproduces the same spatial and hierarchical relationships in the dimensions and arrangement of the small and unadorned tombs of the workers, surrounding the larger and decorated tomb of the manager, all dominated by the great mausoleum dedicated to the founder. The village has always been lived in, there has not been any substantial alteration through the modernisation of the domestic plant and technology, and as yet of the industrial plant, nor has the overall aspect of the site changed.

Notwithstanding that today the factory has a very diverse productive organisation, and that there has been a notable change in the population, there is still a nucleus of inhabitants descended from the original working community, and the whole place presents its original character, even in landscape terms. The village contains works by two important Italian architects of the period (Pliovano and Moretti), and it can be said to constitute one of the most outstanding Italian examples of industrial archaeology.

The two examples given show two diverse starting points and two different approaches to the problem of conservation.

With the Swedish case, the heritage is spread over a huge

area (some 100 km long by 50 km across), and is in several cases being brought to light as the result of lengthy works of excavation, still in progress. The instrument for the preservation and evaluation is that of a diffuse museum, resulting from a Swedish version of the ecomuseum of French origin, extremely interesting above all for the vitality of the participatory aspect, which is seen in shared accommodation in the area, researchers and specialists of various disciplines, enthusiasts, students, and pensioners.

In the Italian case, we are not looking at a process of conversion into a museum. The local community has lived through all the social and economic changes involved in the progress of a working community, hierarchically connected in a very rigid way to the founding entrepreneur, to a modern condition: the houses have become the property of the families, many have been sold to people from outside, and the village has really become an attractive place for families from the nearby big cities (Bergamo and Milan).

The social make-up has changed completely, as has the relationship between housing and production, the factory is still active, but the relationship of property has broken up - the village has become a purely residential structure whose inhabitants are no longer necessarily linked to the factory and, vice versa, those who work in the factory do not necessarily live in the village.

Today, protected by the laws for the care of monuments, Crespi d'Adda is preserved in time, above all by the sensitivity of the many generations that have lived there, of the various local governments that have succeeded one another, perhaps also by its distance from the mass tourism circuits though being located in an area, the middle part of the river Adda, of great historical and landscape interest which attracts many Sunday trippers.

We could say that Crespi has not needed to become a museum, it only needs to continue along the road it has taken and simply provide some kind of information for visitors and nothing else, but its documentary value today is exclusively environmental and architectural: the original social fabric is completely changed, the testimony to its technical history has vanished. This is an example of the methods of building, of architectural taste, and of the way of organising the work space, the way of life and the social organisation of industrial man in the context of paternalism at the end of the 19th century. But today it lives a story completely different from the original, in a social and economic context in which the option of the birth of a museum structure is not put in traditional terms.

Both the cases given constitute much more than a monument or a monumental complex, this is a case in fact of sites, entire environments, where the buildings are known primarily, if not totally, as a historical-industrial portrait.

Here we are particularly interested in sites, as this concept has been shown to be particularly significant in the preparation of a policy of protection, interpretation and evaluation of

industrial archaeology. This notion is gradually entering even at the methodological level of the work of research and documentation, and in particular in the preparation of inventories. Already in 1986, at the International Meeting 'Les Inventaires du Patrimoine Industriel' (Ministry of Culture - Heritage Direction, Paris), the importance of this approach to the cataloguing of the industrial archaeological heritage was being underlined, and the subject was returned to more strongly in the Colloquium organised in 1992 at Nantes, by the Council of Europe, 'Architectural heritage: inventory and documentation methods in Europe'.

In particular Artur Kostarezyk, dealing with the subject in general and on the basis of a programme of research on the rural architecture of Pomerania, distinguished between the 'Monument Record' for single monuments or groups of buildings, and 'The Card of a Place' for sites and ensembles. And he concluded in a way which, for me, was very opportune:

'We are all confronting the problem of the balance which has to be established between the status quo and changes in the constructed environment. This is the problem of the guidelines of all the policies for the conservation of the historic heritage. And that requires systematic solutions.

The holistic approach to the built-up heritage, in such a context, takes on the following meanings:

knowing something about everything instead of everything about something.

considering the processes of environmental change as natural.

investigating first of all any elements which determine the identity of the places in the organic process of transformation of the built environment

investigating what characteristics of the built environment can help us to understand or control to some degree the process of transformation.' (Council of Europe Publications, Cultural Heritage no. 28, Strasbourg 1993)

Within this framework, the realisation of the museum project becomes, therefore, one element of an integral process of consciousness, interpretation, conservation and evaluation. The museum is an instrument for the conservation of objects that are still outside the museum container, or which are themselves museum containers, and it is a field of action of those processes of 'heritage interpretation' which allow 'communication' of the heritage.

To consider the museum in this continuous and integrated relationship with the environment is surely a consequence of the museological revolution which followed the introduction of the concept of the ecomuseum, created on the basis of the theoretical formulation by Hugh de Varino and Henry Riviere, which gave rise to the Ecomuseum at Le Creusot, France, the first example of a 'lived in' museum rather than one merely

'visited'. But it is also the result of the problem raised by the nature of the industrial monument itself for the definition of a policy of conservation and museumisation. As elements of a new kind of landscape, the industrial landscape, industrial monuments continually bring up the problem of an overall appreciation which seeks to restore the sense of place, beyond the integrity of the single architectural element or of the infrastructure that constitute them.

An important source of information for understanding the growing interrelation between museums and the active conservation of industrial monuments is the latest generation of museums being presented as candidates for the European Museum of the Year Award (EMYA), a programme begun in 1977 and sponsored by the Council of Europe. It is emblematic that the winner of the first edition, in 1977, was the Iron-bridge Museum in England, which became the essential model for all the territorial museums in the industrial archaeology of the world.

It has not been intended to propose the museum as the one and only option for the survival of industrial monuments. The intention is simply to draw attention to the variety of situations presented at the continental level, within the sphere of the programme of the creation of museums, and at the same time to underline the tendency to a global approach, through 'complexes' rather than single monuments, toward the theme of the conservation and valuing of the diverse elements that comprise the industrial landscape.

Worldwide

Declaration in defence of the cultural heritage of the Altos Hornos of Vizcaya

Asunción Feliu Torras, Spanish National Representative

The recent resolution of 9th of September 1998 of the Departamento de Cultura of the Basque government to for the declaration of Listed Cultural Heritage, with the category of Monument, the Horno Alto 1 (Nº1 Blast Furnace) of the Altos Hornos Vizcaya SA company steelworks, has been a decision of great cultural significance.

The installations of AHV, and in particular its blast furnaces 1, 2 and 'Maria Angeles', are without doubt among the outstanding elements, in their time for their technology, and today as witnesses and symbols of of the Basque industrial revolution, and have been appreciated for their iconographic values by historians, engineers, artists and architects.

The iron and steel industry, and especially the installations of AHV, the most emblematic company of the century, began in 1902, and the works are an unmistakable symbol of identity whose permanence is needed by the Basque country. To preserve only Horno Alto 1, and demolish the rest of the compo-

nents, would cause the mutilation of the complex and convert it into a spoilt and isolated structure, without its context and offering a weak image.

For these reasons, the Basque Association for Industrial Heritage and Public Works, the Commission for the Defence of the Architectural Heritage, heading a group of other institutions, is pressing all the public and representative bodies to consider very carefully the great consequence of the decision to destroy the important part of Altos Hornos de Vizcaya. It is fundamental that these installations remain as evidence of their strong ..., and in a form sufficient to allow the creation of a museum of the place. It is vital, moreover, that the content and extent of the protected area is immediately extended, and the blast furnaces 1 and 2 and their surroundings are declared Listed Cultural Heritage.

Industrial archaeology in the Deutsches Schifffahrtsmuseum, Germany

Dr Dirk Peters

From 1983-1998 the industrial archaeology department of the Deutsches Schifffahrtsmuseum in Bremerhaven has been recording and gathering documentation on buildings and installations connected with shipping in the German coastal states of Bremen, Lower Saxony, Hamburg, Schleswig-Holstein and Mecklenburg-Vorpommern. Navigational aids (lighthouses, semaphores), locks, wharves, cranes, warehouses, slipways, custom and pilot services, bridges, suspension ferries, tunnels, arsenals, forts, artificial canals, passenger and ferry terminals, sheds of the German Lifeboat Association and residential buildings all belong to the maritime shipping buildings which still exist on the North Sea and Baltic coasts and on the islands. Floating and mobile historical objects such as coastal sailing barges, tugs, floating cranes, lightships, icebreakers and grain elevators could only be sporadically registered in this research project, which was carried out in cooperation with the responsible Historic Monument Offices and which was sponsored by the Volkswagen Foundation.

Despite an increasing interest and commitment on the part of the public to save outstanding buildings connected with the history of shipping, and despite the progress achieved in recent years, the fact must be noted that much material evidence of our maritime industrial culture and working environment in Germany which is worth preserving is still disappearing.

The Deutsches Schifffahrtsmuseum in Bremerhaven is the National Maritime Museum of Germany and has the task to investigate scientifically all aspects of German maritime history, to collect important objects and to present them to the public by exhibitions, publications and other activities. The scientists of the museum are experts in various disciplines of maritime history and archaeology. They cooperate with their colleagues in Germany and in other countries and develop research programmes for the benefit of the maritime heritage of Germany. The results of the research programmes are discussed in national and international congresses, published in books and

scientific journals and thus available to all interested people. The exhibitions in the main building, the historic ships in the museum harbour and the interested objects in the open air museum are visited by hundreds of thousands of people every year. The Museum with more than a hundred real German ships and boats is the centre for the conservation and preservation of water-logged wood and shipwrecks.

The industrial archaeology department is working in close co-operation with the competent authorities for the care of historic maritime environments. There is good collaboration with other museums, institutions and private initiatives in this important field of maritime heritage. The results and research methods for this register of the maritime technical monuments of the German coastal states are available to everyone.

Although locks, harbour cranes and warehouses have been recognised as technical monuments and have been graded as physical evidence of the maritime industrial culture and working environment which is worth preserving, many interesting buildings are still disappearing today, above all when they are no longer used, have lost their proper functions and when industries are closed. Understandably, not all physical evidence can be used as a museum or can be saved from falling into disrepair or being pulled down. If a technical monument is to be preserved, it is important to mobilise the general public by setting up a private association to sponsor the preservation of a property which is threatened with demolition.

Dutch industrial heritage after PIE and '1996'

Erik Nijhof, Dutch National Representative

The Netherlands Institute for Industrial Heritage (PIE) proclaimed 1996 as 'Industrial Heritage Year', in co-operation with the State Department of Monuments Conservation. The year was an undisputed success: industrial heritage became a topic in the media with many articles and a twelve-part series on television (that was repeated three times) which attracted at its height 500,000 viewers; it was the central theme of Open Monuments Day, the National Biking Day, and the National Steam Festival with tens of thousands of participants. A large number of publications and activities have contributed to the general knowledge and sensitiveness of the value of industrial heritage; even this term has now become familiar.

But what happened after '1996', when the PIE also came to an end? The main trend was one of consolidation and institutionalisation, as is demonstrated by the following examples.

A new foundation (STABIEN) was created, especially (but not exclusively) for the registration and selection of movable heritage; it has worked for a register of old ships and trains. It works on a non-subsidised basis and has to provide for its own funds.

The selection and conservation of immovable objects is now more firmly entrusted to the State Department of Monuments Conservation, where a well-known veteran in this field, Peter Nijhof, exerts supervision.

A special foundation is still active in editing publications on industrial heritage, with the contribution of private money for each individual project.

And, perhaps most important, the Dutch Federation of Industrial Heritage (FIEN), covering nearly all organisations of volunteers, is still consolidating its position. It now consists of sixty-two organisations with more than 9,000 members, operating on a local or thematic basis. It has acquired some subsidies from the Ministry of Culture that enables a minimum level of practical activities, such as sending out a bulletin, etc. Contacts with the associated organisations are maintained by a series of consultative sessions for each region.

The proper decisions on selection and conservation, however, are taken by the municipalities and it is on this level that most of the conflicts arise. The very large complexes, especially, are a constant matter of concern. When these are recognised monuments, such as Van Nelle in Rotterdam, that is on the UNESCO list, much is done to find a good use for the buildings that will be restored with the combined efforts of private and public (municipal) money. This will become a centre for new and young entrepreneurs in the field of 'design'. The same applies to the two big buildings of Philips Cie. in Eindhoven, one of which now functions partly as a similar centre for young designers and partly as the municipal library. Another milestone was the incorporation of the old wrought-iron roof of the Den Bosch station into a new construction, for which a protracted legal fight was waged by one of the FIEN volunteer organisations.

But behind these spectacular successes many controversies are debated on the municipal level, and these are complicated affairs in which local and financial interests are often stronger than the arguments of the cultural value of industrial heritage. In Utrecht, for instance, the last remaining buildings of the once-important metallurgy sector, Stork-Jaffa, will be demolished for the greater part, and these kinds of things are no exception. Much attentiveness is still needed.

TICCIH Mining Section news

Richard Williams, section secretary

Portugal: Associacao Portuguesa da Arqueologia Industrial (APAI) published the first issue of its review, *Arqueologia and Industry*, in July 1998. The 200 page review contains contributions from Holland, Italy, Spain and GB. A summary of the work of the Associacao since 1980 is also included. The abstracts are published in Portuguese and English. Copies can be obtained from: Associacao Portuguesa da Arqueologia Industrial, R. Arroios, 96-30 Esq. 1150 Lisboa, Portugal. For further details see the APAI web page: www.cp.pt/apai

Mexico: The Archivo Histórico y Museo de Minera, Pachuca,

Hidalgo and Industrial Heritage Consultancy of Camborne, Cornwall, GB have produced outline proposals for the conservation, protection and presentation of the heritage in the Mineral del Monte – Pachuca District of Hidalgo State and the establishment of heritage tourism. The district is of international importance for its silver production and contains a wealth of mining heritage dating from the 16th century to the present day. Included within the proposals is training in industrial archaeological techniques and of local people in new skills.

The Anglo – Mexican team will present a paper on the project at the ICOMOS meeting to be held in Mexico in October. For information on the project, contact heritage@eurobell.co.uk or ahmm@hgo1.telmex.net.mx

Britain: European Mining Heritage Network: The first meeting of the European Mining Heritage Network (MINET) was held in Cornwall, GB on 22 and 23 January. This is a pilot project to create co-operation between European mining heritage sites. There are five participating countries in the initial project, Britain, France, Ireland, Italy and Spain, and it is intended to be a prototype for a major European initiative developing mining heritage as a cultural itinerary. The partners will work together to assist in both the creation of new mining heritage centres and in the development of existing ones. All aspects of the social heritage of the mining industry plays a key role in the initiative. Contact: Alan Kilday, Director, ECTARC, Llangollen, LL20 8RB, Wales/Cymru, UK. tel: +44 1978 861 514; fax: +44 1978 861 804; e-mail: ectarc@aol.com

Blue Hills Tin Streams: The Cornish Stamps and water wheel at the Blue Hills Tin Stream Works at Trevellas Combe, St. Agnes, Cornwall, has been restored. Set amongst spectacular scenery on the north coast of Cornwall, the site has been the scene of tin production for many centuries. The small complex has been designed to demonstrate all the processes in the traditional production of tin in Cornwall from the initial crushing of the ore under the water-powered Cornish Stamps to its smelting into the bright, silver-coloured metal. A visit and guided tour is highly recommended. Contact + 44 1872 553 341.

The Deutsches Museum has opened two new exhibitions with industrial themes, *Wasserbau*, on hydroelectricity and its associated structures, and *Brückerbau*, on bridges. The webpage of the Museum is at www.deutsches.museum.de

Publications

Historical industrial equipment in Greece, N. Belavilas, et al, ed., Athens, 1998. Research for this survey was carried out during 1995-6 in seven Greek cities, Piraeus, Lavrion, Hermoupolis, Voises, Parra, Naoussa and Goumenissa, and involved twenty-five industrial units of the period 1850-1950. It covers nine important sectors, water and electrical power, mines and metallurgy, machinery, chemicals, silk, agricultural products, tanning, bricks, and paper, with a systematic survey as well as archival and bibliographical documentation, and an evaluation of the mechanical equipment. The work was undertaken by an interdisciplinary team from the National Technical University of Athens and the Centre for Neohellenic Research. The study also formed the basis for a documentary entitled 'Silent Machines', which attempts to present the value of hellenic industrial history to a wider public, and includes film of about fifty historical industrial sites from all over the country. Contact N Belavilas,, fax: +30 301 7723592.

Hungarian industrial heritage: Industrial landscape, by Jozsef Hajdu, a photographic record, with text in Hungarian; and the History of the Market Hall in Budapest, by Gergely Nagy, in Hungarian and German.

La Revue, published by the Musée des Arts et Métiers, N°23, June 1998 has an interesting article by Lilliane Hilaire-Pérez on the attempts by John Kay, inventor of the flying shuttle, to exploit his invention in France from 1745, after being frustrated in England. For its effect on the system of controlling technical innovations through the Bureau du Commerce, the author describes Kay's attempts to commercialise his inventions as a turning point in French industrial history.

The SIA Newsletter, Winter 1998, includes a useful three-page guide to recent publications in the US and elsewhere on industrial history, including sections on water transport, automobiles, buildings and structures, iron and steel, textiles, power generation, railways, and other industries, and news about industrial heritage and conservation in North America. It also reports the compilation of a directory of textile historians by the Pasold Research Fund in England for, among others, scholars of economic and business history, technology, machinery and mill architecture. Those interested in being included in the online directory should contact Mary B Rose, Dir., Pasold Research Fund, Dept. of Economics, The Management School, Lancaster University, Lancaster LA1 4YX, GB, fax: +44 1524 594244, e-mail m.rose@lancaster.ac.uk Copies from the Editor, Patrick Harshbarger, SIA, Department of Social Sciences, Michigan Technological University, Houghton, Michigan 499431-1295, USA, e-mail: phsianews@aol.com

Events

Society for Industrial Archaeology

3-7 June, 1999

In Savannah, Georgia, USA. Sites include the Historic Railroad Shops of the Central of Georgia Railroad, the oldest train repair complex in the States. Call for papers on all subjects, with a southern focus on maritime archaeology and Antebellum/New south industrialisation, including military history, agriculture and industrial slavery; landscape studies; and future directions in industrial archaeology. Details from Mark Finlay, Dept of History, Armstrong State Univ., Savannah, GA 31419, USA, tel 912 921 5642; e-mail: mark_finlay@mailgate.armstrong.edu

Canadian Historical Association

5-7 June 1999

The 78th Canadian Historical Association meeting will take place at Sherbrooke in Quebec's Eastern Townships at nearby Lennoxville. Themes of particular interest to TICCIH members will include 'Historical Consciousness and Historical Practice Today', 'The Material World' and 'Communications and Society'. Proposals for papers need to be submitted by 15th September 1998. Details to Peter Gossage, Département d'histoire et de sciences politiques, Université de Sherbrooke, Sherbrooke, (QC), Canada J1K 2R1, of fax +1 (819) 821-7385.

Preservation of the Engineering Heritage – Gdansk Outlook 2000

7-10 September 1999

in Gdansk, Poland. An interdisciplinary overview of current research and exploring the benefits of conserving the engineering heritage. Sessions include Engineering Heritage, Engineer and Conservator, Heritage Identity/Diversity, Transportation Heritage, Hydroengineering Heritage, Technology and Heritage. Provisional proposals received from forty-one speakers in nine countries. The official language is English, and the registration fee is US\$350. Details from Waldemar Affelt, Politechnika Gdanska, Wydział Budownictwa Ladowegao, ul. Narutowicza 11/12, 80-952 Gdansk, Poland, tel/fax +48 58 347 2705, fax +48 58 347 2044, e-mail: affew@pg.gda.pl website: <http://pg.gda.pl/~pehgo2000/>

Association for Industrial Archaeology

10-12 September 1999, at Chatham, Kent, Great Britain; tour and visits 12-16 September

Based beside the historic Chatham Naval Dockyard. Call for papers on the industrial archaeology of London and the Thames Estuary, or other topics world-wide; send proposals to Tim Smith, 30 Gaveston Drive, Berkhamstead, Herts HP4 1JF, GB, by 30 April 1999. Details from Conference Secretary, Ja-

net Graham, 107 Haddenham Road, Leicester LE3 2BG, Great Britain; or AIA@le.ac.uk

TICCIH Intermediate Conference: 'Economic Structure in Change, Industrial Heritage in Danger' 25-28 September 1999; pre-conference tour 22-25 September

in Hungary. The heritage of mining and iron industries, the economic, social and cultural impact of industry, industrial landscapes, and the problems of preservation, interpretation and reuse, focusing on the particular circumstances of East-Central Europe. Registration in Budapest on 22nd on the 24th, delegates leave for the World Heritage Site of Schemnitz in Slovakia, proceeding on the 25th to Miskolc, for the working sessions. Over forty papers proposed, and delegates from eighteen countries. Official languages will be Hungarian and English. US\$250, excluding accommodation but including the excursions between Budapest, Schemnitz and Miskolc. Deadline for final participation forms the end of May. Details from Györgi Németh, University of Miskolc, Department of Hungarian History, H-3515 Miskolc – Egyetemváros. Tel +36 (46) 565 111/21-34, fax +36 (46) 362 963, e-mail: bolverus@gold.uni-miskolc.hu

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/. Covadonga, 24, E-14200 Belmez (Cordoba), Spàin, 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. This will now include a session on industrial archaeology chaired by TICCIH Secretary Stuart Smith. Contact Arq. Carlos Flores Marini, Mazatlan.190, Col Condesa, CP 06140, Mexico, DF; tel/fax +52 525 277 3166 and +52 525 272 4128 e-mail: 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 Meadows, Malpas, Truro TR1 1SS, e-mail: NAMHO@csm.ac.uk

TICCIH 2000: The Millennium Congress

30 August – 3 September 2000; 3-7 September post-conference visits

The next full TICCIH conference will be in Great Britain, starting with a Grand Reception at the Science Museum in London followed by three days of working sessions. Times will be arranged for meetings of the TICCIH Board, National Representatives and a General Assembly. From 3 September there is a choice of regional tours with the chance to present on associated themes:nd text Cornwall: 'the landscape of hard rock metaliferous mining and the heritage of communications', Wales: 'the landscapes and heritage of coal and iron mining and the problems of de-industrialisation', and to Scotland: 'preserving the heritage of iron, engineering ailes'. The Congress s end 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 the TICCIH delegates to remain for this event. For more information contact Rosy Hayward, TICCIH2000 Congress Co-ordinator, The Science Museum, London SW7 2DD, UK, e-mail ticcih2000@nmsi.ca.uk