The concept of the 'industrial landscape' has interested archaeologists, geographers and historians for years. Some wide ranging landscape surveys and area conservation schemes have shown the potential for this approach. But protection legislation in most countries deals with monuments in isolation, while national parks cover such large areas that fine detail in the landscape can seldom be considered. Industrial archaeologists still seem bound by a monument-based mind-set, and often have blind-spots when examining the total fabric of the environment. A truly holistic approach should encompass every aspect of a landscape's surfaces, boundaries, watercourses, vegetation, buildings, routeways.

New approaches to industrial landscapes continue to be developed. One important initiative has been the publication of the Register of Landscapes of Outstanding Historic Interest in Wales, the first document of its kind in the world. This was produced in 1998 by Cadw as the national heritage agency for Wales, with the Countryside Council for Wales and ICOMOS UK. The Register defines 14 landscapes of industrial interest, including the iron town of Merthyr Tydfil, the Blaenau Ffestiniog slate quarrying area, and the Parys Mountain copper mines. Although registration does not involve additional legal powers, it develops appreciation of the historic qualities of landscapes and is a material consideration for local authorities in preparing development policies.

In many cases the Register is being followed by further projects to record, study, conserve and interpret. The Blaenavon Industrial Landscape is included as one of the finest examples in the world of a landscape created by coal mining and ironmaking in the late eighteenth and early nineteenth centuries. The exposed upland of Blaenavon was virtually unsettled until a major ironworks was created there in 1788. Unlike almost all previous ironworks, it was built with three coke blast furnaces and was operated entirely with steam power. It became immediately one of the largest in the world. An associated landscape extends for 30 km2, all controlled historically by the iron company - consisting of iron ore patches, coal mines, limestone quarries, iron forges, brickworks, pathways, tramroads with their tunnels and inclines, reservoirs, leats, scattered workers' housing, and a grid-plan company town around the church, chapels, works school and ironmaster's mansion. These remains, when seen as an integrated landscape, reflect many of the key dynamics of the Industrial Revolution. A visit is on the programme of the TICCIH 2000 conference.

Understanding and management of the Blaenavon Industrial Landscape are being advanced through a partnership of local councils, government agencies and others. The main local authority, Torfaen, has commissioned a study to examine ways of managing the landscape and regenerating the area, and its official development plan now incorporates a statement that no proposals will be permitted which would prejudice the landscape's historical integrity. The Royal Commission on the Ancient and Historic Monuments of Wales is undertaking an aerial mapping survey, using digital techniques to plot the entire topography of the area. Further Landscape Characterisation studies will identify feature types, and define their management. The most important individual assets - Big Pit historic mine and the outstanding remains of Blaenavon Ironworks itself - are conserved and open to the public. Legal protection has been given to a range of features, through Conservation Areas, the Listing of 100 individual buildings, and the designation of 15 Scheduled Ancient Monuments, the highest level of protection for archaeological sites in the UK. These include extensive earthworks of former scouring, mining and tipping, one of which covers 40 ha. Further areas of geological and ecological value have been designated Sites of Special Scientific Interest. Nearly all of the landscape is publicly accessible, and interpretation is being developed through guided walks, site panels, publications and a CD-ROM.

Projects like those for the Blaenavon Industrial Landscape are challenging, but they show the potential through partnerships for the holistic evaluation and care of some of our most important historic industrial areas. At last, we are able not just to talk about industrial landscapes, but actively to study and conserve them.
News

TICCIH’s legal status. Following the June National Representatives’ meeting, TICCIH Secretary Stuart Smith has had discussions with DOCOMOMO, another voluntary international conservation organisation, which is dedicated to the DOcumentation and CONservation of MOdern MOVement architecture. (It is arguable which organisation has the more comprehensive acronym). Unlike TICCIH, it is legally registered in one country, and registering TICCIH in the same way, probably in Britain, may provide advantages in terms of its administration and in formal recognition for TICCIH and its aims and work.

Second meeting of the proposed federation of European IA groups. A second meeting was held in November to discuss the possibility of each of the associations of individual heritage and of industrial museums in Europe. Representatives from 27 different organisations came to Barcelona for the weekend meeting, including the Secretary of TICCIH, and the national representatives from Spain, Finland and Russia.

EC Raphael Programme themes for 1998. The European Commission has announced the categories of project which it will support next year through this significant programme for increasing international collaboration in conservation. As usual, they must include project members from at least three EC countries, and from associated states from eastern Europe which are intending to accede to the Community in the next few years. The sections are 1. Conservation, protection and evaluation of collections of objects through establishing networks of pan-European co-operation; 2. Projects aimed at mobility and training of professionals; 2.3. Projects for the exchange of experience and information; 3.1. Support for projects of international co-operation between institutions or operators in development and accessibility to heritage; 3.2. Help for projects which make the public aware of cultural heritage. Under these very general headings are more specific conditions, which are rather more helpful. Unlike previous years, there is nothing specifically aimed at industrial heritage, and management issues seem to form the core of this year’s Programme. The deadline for presentation is 30 March, 1999. Information from local authorities or European Commission DDG X, Rue de la Loi 200, B-1049 Brussels, Belgium.

Hunting for funds at the European Union offices in Brussels All TICCIH members wanting to apply for financial support on occasion of their participating in joint international projects in response to European research programmes should remember that the Board decided (at an informal meeting in Havana, in September 1998) to entrust Dr Maria Teresa Maullari an additional task: that of helping those who need it to get information on the programmes or on the ways in which files should be prepared.

We should underline that such an offer is limited to the cases in which a project will be presented as a TICCIH initiative - not as an application connected with members’ strictly professional research activities. Applying for European funds under TICCIH’s flag can be viewed as a means of making TICCIH better known to the European administration (hardly true now) and to offer the Directions Générales in Brussels an opportunity of recruiting experts on industrial heritage among the applicants, hence helping TICCIH members increase their personal fame. Dr Maria Teresa Maullari

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Among the many images one receives during education, there are always some which are very concrete and precise which stay frozen on the retina, waiting to be seen for real. For many people, the turbine factory of AEG has been one of these. With this idea, I have wanted to establish the true proportions, in every sense of the term, of this model factory. One could define the situation in Germany at the beginning of the century as a period of transformation toward a vertiginous industrialisation. We find arising not only outstanding buildings, but also ideological debates of great intensity.

The foundation of the Deutscher Werkbund in 1907, under the slogan ‘fabric follows form’ pointed toward the need for a close link between art and industry, while not ignoring the differences between them. Throughout the profound theoretical discussions over the search for models of action, appears the singular personality of Peter Behrens (1868-1940) who, without renouncing an academic training and an admiration for the figure of Karl Friedrich Schinkel, was able to confer an attitude which changed the dull artistic sense of an industrial site, inheriting the factory typologies of the nineteenth century, into a synthesis of architecture and technology.

The majority of his constructions and projects have a precise time and a place: the city of Berlin in the years between 1908 and 1915. This activity coincided with his position as artistic consultant to AEG (Allgemeine Elektrizitäts Gesellschaft) where, as well as moulding the corporate image, he was responsible for design and production, including the realisation of manufacturing complexes in the age of the great expansion of German industry.

The harmony between Behrens and the founder of AEG, Emil Rathenau (1837-1915) was strengthened by the avant garde will that they had to develop the products and the factories of the new century. The various buildings commissioned by AEG fall into three categories: industrial buildings, residential districts, (frequently annexes to the production complexes), and administrative buildings. They aspired, however, to define a model of the city, with an overall typology and character. Under this plan were projected underground railways (S-Bahn), raised metro stations (S-Bahn/U-Bahn), viaducts, bridges, grand exhibition halls, etc., all aimed toward creating the grand city (die Grossstadt).

In Berlin, AEG occupied large sites situated in four neighbourhoods of the city. The same scale permitted putting into practice a renewal of forms, all driven from the classical spirit, often expressing the disappearance of certain principles and the redefining of a new language, always making clear that the new typological values are based on a knowledge of the historical elements and of civil architecture.

The Turbinenhalle was planned and built in less than a year in collaboration with the engineer Karl Berhard. This building, situated within the industrial complex of the turbine factory of Berlin-Moabit (Turbinefabrik, 1908-1916), is a magnificent example of how architecture itself invests an industry with the new role which it had to have within the modern city, under the desire for renewal. For the first time, the factory was raised to the same monumental category as other representative public buildings. It opened, then, the horizons of modernity to industrial installations. Moreover, in the interval between the realisation of this project and the Faguswerk (1925) by Walter Gropius, an old collaborator of Behrens; a set of positions and professional directions were settled that would later consolidate into the Bauhaus.
The functional requirements of the factory were very precise, with a single space in which the visible structural elements were adapted to the large dimensions and interior transparency which were required.

Behrens interpreted the assembly hall (Haupthalle) as a single nave 128m long (extended in 1939 to its current 207m), 25.5m wide and some 25m high at the main axis, against which stands a two-storey auxiliary building (Seitenhalle) of the same length but smaller scale, only 12.5m wide, which was for the preparation and initial assembly of the components.

The structure of the principal nave consisted of twenty-two articulated steel frames which rested on a plinth of reinforced concrete 1.6m above ground level. These were designed to support on the inside the two massive beams on which ran the 50 tonne bridge crane.

A distinction was established between the metal arches which are continuous with the formation of the structure of the roof, a symmetrical arrangement of 3+3 articulated planes along the central axis with a triangular rooflight along the top; with the window frames which admit the light; and with the base where the arches are articulated. Their progress defines the long elevation of the assembly hall (which faces the Berlichingenstrasse street); they separate the large sheets of plate glass fixed to the interior of the supports which give a smooth, flat interior with maximum transparency in which only the structural elements stand out. Outside, the structural arches appear formally as pilasters which slope forwards, connected at the top to the metal rings on which the roof structure is raised, and connected at the bottom, individually, with bases incorporated into the plinth around the building.

The presentation to the main street (Huttenstasse) is the best-known image. It reflects very well the sobriety of front as a defining and integrating element of the volume, and relegates the site annexe, of a different vocabulary and material (reinforced concrete), to a secondary level to indicate its subordinate position on the road. It should be mentioned, however, that in the original scheme of 1908, this second range was advanced with respect to the main hall. In compositional terms, the façade recalls Schinkelian classicism, with the presence of a pediment which, even though it is visually angled on six planes, is easily inscribed within a triangle if the roof light is incorporated, and which is decorated soberly with his own design of the company’s anagram and the name of the factory, engraved in the concrete.

The slope of the great central window rests on a discrete plinth, and meets on the inside the pediment, forming a single unit. Internally it is displaced with respect to the two wide pilasters which define the corner. The part of the massive false columns, (a metal structure on the inside covered by a layer of concrete), inscribed with horizontal bands and reducing progressively toward the roof, is of an extraordinary purity, and of a language which imprints ‘Temple of Work’ on the factory. Nevertheless, one cannot escape the criticism of the time, which considered it incongruous to have the roof structure traced in the polygonal tympanum, or the columns themselves, of non-load bearing concrete, since in reality these concealed the role of modern materials as products which by themselves guarantee stability.

In an article written later, (Uber die Beziehungen der Künstlerischen und technischen Probleme, 1917: ‘On relations between artists and technical problems’) Behrens counter-attacked: ‘Among the particular tasks of our period, one has to consider the pressing need to submit modern materials and our new constructions to the architectural norms. Only thus, in effect, will we be able to make apparent the impression of stability through the use of modern materials’.

In the same text he put forward his proposals with respect to the industrial architecture of the second decade of the century:

‘Our times have a different rhythm to those of other periods. We have taken to ourselves an urgency which does not tolerate rest and that prevents us from stopping over a detail. Travelling the streets in a fast vehicle, already we are unable to perceive the details of a building... Already the building tells us nothing of its whole. This way of looking at the external world, which has become a habit for us, whatever the situation in which we find ourselves, ends only in construction which, opposing surfaces as defined and tranquil as possible, presents no obstacle, except that of offering simply its conciseness.

He himself was conscious of the loss of values as deeply-rooted as sensibility and time in the creation of a work of art. He ends by recognising the pragmatism which comes with living in the new mechanisation of the 20th century.

Nevertheless, that initial philosophy employed in the conception of the Turbinhalle: modernity and classicism, merited its distinction as a protected monument in 1956. It is one of the first industrial buildings of this century that has achieved this status. In 1978 it was restored by the current owners, the Kraftwerk Union group, and they maintained the original materials: iron, glass and concrete. Today it is completely integrated within the industrial fabric of Moabit in Berlin.

Nb: Two new exhibitions in Germany recently connect industrial and modern architecture with Behrens’ and Gropius’ work, and there are two books based on them: Peter Behrens, das Haupflagerhaus und sein Architekt, by Claudia Bruch, Oberhausen, 1998, and Fagus: Industriekultur zwischen Werkbund und Bauhaus, by Annemarie Paege, Berlin, 1997.
Building castles of the air: Schipol Amsterdam and the development of airport infrastructure in Europe, 1916-1995; Marc Dierikz and Bram Bouwens, The Hague, 1997, 342 p. Taking Schipol as a characteristic example, two Dutch historians examine the development of the airport in Europe, dividing their period into four phases. The rudimentary airports of the inter-war years were succeeded by more substantial infrastructure of hard runways and the airport equivalents of the first termini of the railway age: the Grand Central Air Terminal, in Glendale, California, recalls the luminous names of the earlier technology. By 1939, most major European and North American cities had their own airports. In the 1960s, air travel in the jet age was expressed architecturally in grand glass spaces, and many of the great architects of the period designed termini, before mass tourism, terrorism, commercial exploitation and ecological anxieties brought the modern airport to the current point of saturation.

Industrial Heritage - Resources, Practices, Cultures, will be the title of a new periodical appearing twice a year, beginning next June. While being produced at the Ecomusée de Creusot-Montceau les Mines and in Paris, the journal will be mainly supported by TICCIH, and will be conceived of as complementary to the TICCIH Bulletin already run by the Executive President Eusebi Casanelles and his team. Dozens of renowned and active members belonging to our Committee have already been or will soon be requested to be members of the Patronage Committee, of the Scientific Committee or of the Editorial Committee. As such they will be in charge of submitting (for possible publication) high quality papers written by themselves or arising from their scientific environment. The Journal will not constitute in any way a challenge to national periodicals already dealing with industrial heritage matters, even if some of them are from time to time devoting part of their pages to extra-national topics. The general frame of the issues will include: thematic transversal studies, monographs, proceedings (or at least part of them) of scientific meetings which have mainly involved TICCIH members, special sections concerning Latin America and Asia, books reviews, lists of received publications, and a voice on endangered sites. It will be richly illustrated. A leaflet with the subscription fees (including a reduced rate for TICCIH individual and group members) and describing the appearance, length and structural contents of the Journal is being prepared now and will be widely mailed to TICCIH members and potential readers of all countries involved in the industrial heritage business prior to launching the Review. Subscribing to TICCIH and subscribing to the Journal will be possible either jointly or separately. Louis Bergeron, President of TICCIH

Le patrimoine industriel en Europe (Industrial heritage in Europe), Patrimoine et architecture, N°5, July 1998. The papers given to a colloquium held in Geneva in May this year to celebrate 150 years of the Swiss federation have brought together portraits of industrial heritage in Germany, Russia, France, Poland, Britain, Greece and Belgium, with a consideration of the situation in the host country by Hans-Peter Bärttschi. He identifies three attitudes toward conservation of industrial archaeology in Switzerland which will be familiar everywhere: of industrial companies who see their heritage as a hindrance to their development, of a general conception of culture which does not consider the structures of production as cultural heritage, and a desire. Bärttschi considers especially Swiss, to cultivate an image of an ideal rural world and to reject industry as dirty and polluting. As well as the papers given at the Colloquium, there is an account of an exhibition mounted to compl-

Ascensores de Valparaiso: Valor de un Patrimonio olvidado (The Lifts of Valparaiso, a forgotten heritage); Jaime Mingone and Antoine Pirozzi, Ediciones CONPAL-Chile, 1998. The urban lifts and funiculars of this Chilean city are explained as part of the country’s social and cultural heritage, and placed in the context of the technology world-wide. Sections cover their architectural antecedents, technical evaluation, a consideration of their cultural importance and the proposals to conserve them. CONPAL: tel/fax 56 2334 3 2113.


Cast-iron architecture in America - The significance of James Bogardus; Margot Gayle and Carol Gayle, 1998. Nineteenth century American inventor James Bogardus was known for his unique grinding mill and other patented devices, but his
enduring claim to fame is his cast-iron structures, forerunners of the modern skyscraper. A passionate advocate of iron’s strength, economy, suitability of ornamentation and fire resistance, he invented several radically new methods of construction and his buildings rose from Chicago to San Francisco and from New York to the Dominican Republic. This is the first book on Bogardus’ life and work and is a landmark achievement and a remarkable work of scholarship. With eloquence and clarity it describes how iron architecture re-made the face of American cities in the mid-19th century following the appearance of cast iron on the industrial scene in the 18th century in England and Europe. It documents the role played by Bogardus, who patented his method of construction in 1850, and championed its use in America’s growing cities. From the first self-supporting cast-iron fronts in America, the Millhau Pharmacy (1848) and Laing Stores (1849), to the Sun Building in Baltimore, prefabricated iron houses for gold rush California, and the Harper Buildings and Tompkins Market (1854-55), Bogardus constructed over three dozen cast-iron buildings and watched the popularity of his method spread across America.

Cast-iron architecture fell out of favour after the turn of the century, supplanted by the steel frame; cast-iron buildings languished, decayed and fell to the bulldozers of urban renewal in the 1950s and 60s. Only in recent years has 19th century architecture, including cast iron, come to be fully appreciated and the surviving buildings rescued, restored and recognised as landmarks, and such cast iron-rich districts as SoHo in New York have been given official landmark status. This book includes illustrations of every Bogardus building for which an image can be found. Stuart B Smith.

The third Bulletin of the Mexican committee for industrial conservation, CMCP, is devoted to presenting a picture of the national railways in Mexico. Railways were the means by which much of the material imported for the first factories in the nineteenth century were delivered to their destination, but they have latterly fallen from pre-eminence and now face privatisation. Despite the opening of a new National Railways Museum in a former station in Puebla in 1998, today hundreds of Mexican stations are decayed or disused, and in need of conservation.

Michael Mende has reported the publication of a number of new books on the history of different regional industries in Germany: Land de Arbeit, Bilder und Legenden eines Industrieveriers; N Bolbrinker, K Stutterheim and T Blume, Berlin, 1997, examines the now-glorious past of the food- and chemical-related industry of Saxony-Anhalt along the River Elbe based on the salt, potash and lignite deposits there. Das Finowtal im Barnim. Wiege der Brandenburgisch-preussischen Industrie; C Seifert, H Bodenschatz and W Lorenz, Berlin, 1998 celebrates the 300th anniversary of the former sitting mill and the remains of the Brandenburg copper, brass and iron industry. It is lavishly illustrated and focuses on the impressive structures which remain, in particular the large hall of the rolling mill which probably dates from Borsig and the 1840s.

The Lower Saxony iron ore mines were the focus of an essential project of armament and autarchy in the 1940s. The story of the mines is told in Bergbau in Salzgitter, Die Geschichte des Bergbaus und das Leben der Bergleute von den Anfängen bis in die Gegenwart; Salzgitter, 1997. Iron and steel making of the Ruhr around Dortmund is still very active, and is described in Feuerarbeit, Bilder aus der Dortmunder Hüttenindustrie 1850-1950; K Dahn-Zepffenfeld, Essen, 1998, the first in a series on the Ruhr iron and steel industry. Finally, the way of photographing industry at the turn of the century is shown in Photographieren im Bergwerk um 1900; B Ansohn, 1998. Drawing on a remarkable archive, it contrates on metal ore mines of the Upper Harz.

History of Architectural Conservation, Jukka Jokilehto, Oxford, 1998, 384p. The now-retired director of the ICCROM architecture course provides an up-to-date account of the evolution of modern conservation theory, and relates it to international collaboration in the protection of historic buildings and the present consequences world-wide.
Conservation

- Images from American industry. The American government records agency, the National Archives and Records Administration, is putting digitised images of photos from its archives onto a website. Among the recently digitised images which will be available are photographs of civil works projects in the north-western states between 1900-52, images by Lewis Hine, the important American campaigner against the industrial exploitation of child labour, taken between 1908 and 1912, and American Civil War engineering drawings including diagrams and blueprints of forts. More are added each month. They can be accessed through the NARA Archival Information Locator (NAIL) at www.nara.gov/nara/nail.html.

- The European Fair for Architectural Preservation, denkmal ’98. This large conservation trade fair held in Leipzig in Germany claims to be the only one in the world to encompass all the complexities involved in the preservation of historic buildings; and has UNESCO as its patron. The October event included a European Exchange for Training in the Preservation of Historic Buildings, at which 38 training centres were represented, as well as a programme of events and talks. The denkmal Börse is an interesting market in historic properties in Germany, which showed growing demand this year for industrial sites. www.denkmal-leipzig.de

- Steam in Finland. Suomen Höyrykongreysit, the new Steam Engine Society of Finland, was set up last year to bring together the various steam enthusiasts, promote conservation, and keep a register of alle steam engines, from toys to stationary industrial engines, which survive in the country. A festival was held in August last year in Porvoo which there were steam trains of the Porvoo Museum Railway Association, traction and stationary engines of the Steam Engine Society, and steamships of the Finnish Steamer Yachting Association. Porvoo is on a pre-historic trading route, where the river crosses the Great Shore Road, Finland’s main highway at the beginning of this millennium. A steam boat service had already been established there before the first railway arrived, and the traditions of the archipelago steamers are continued today by a steam ship which on the National Board of Antiquities’ register of heritage vessels. The Society wants to establish contacts with corresponding groups in other countries. The secretary is Tapani Laaksomies, Rudolfinte 21 D 19, 00870 Helsinki, Finland, steam.tlaaksom@nettilinja.fi and their website is at www.helsinki.fi/~kknuuitti/steamers/hoyylaivat.html

- ‘Industrial heritage – memory, heritage, future’ was the theme of the December national conference of the Riksantikvarieämnet, the National Heritage Board of Sweden. Papers included discussion of ‘the future network society’, and ‘the soul of the company’, as well as a new Nobel museum planned for Stockholm.

Museums

- Industrial museums prize. For its Micheleletti Award to the best new technical or industrial museum, the European Museum of the Year Award (EMY), this year chose the Ekonomuseum Bergslagen, in Sweden. The main award went to the Conservation Centre, which is a new approach toward explaining the philosophy and techniques of conservation initiated by the National Museums and Galleries on Merseyside, in Liverpool, England.

- A new museum of the gunpowder industry. The gunpowder factory of Barcarena in Portugal was established in 1729 by a Dutchman, António Cremer who, as was typical under ancient régime industrial enterprises, was given a monopoly on its production by the state. Remarkably, it was still operating in 1972 when an explosion killed several employees and finally brought its closure. Now the original works, the Fábrica de Baixo, is being opened as a Museum of Black Powder. A second phase will include the former diesel and steam engines and occupy the original 18th century water-powered mill building. The museum will form part of a Science and Technology Park. APPI, Departamento de Ciências Históricas e da Educação, Universidade Portucalense Infante, Dom Henrique, Av. Rodrigues de Freitas, 339, 4000 Porto, Portugal.
ICOMOS conference on ‘Façadisme and Urban Identity’
28–30 January, 1999

In Paris, looks at the familiar ‘solution’ to adapting historic buildings to new uses by the extreme method of retaining only the outside elevations. Though probably less common for industrial than for residential buildings, perhaps because the internal spaces are often more flexible, this is a phenomenon also found in industrial heritage. The conference explores its causes and inquires what place it has in the strategies for urban areas. Languages: French and English. Registration: Gwenaëlle Boudin, Secretariat ICOMOS International, 49-51 rue de la Federation, 75005 Paris; tel. +33 1 4567 6770; fax, +33 1 4566 0622; icomos@ccp.jussieu.fr

TICCIH 2000: The Millennium Congress
30 August-3 September 2000

The next full TICCIH conference will take place in the United Kingdom, starting with a Grand Reception at the Science Museum in London on 30 September followed by three days of working sessions there, including plenary sessions, thematic seminars and exhibitions, combined with visits to and events at major industrial heritage sites in the London area. 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 papers on associated themes, to 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 and textiles. The Congress will terminate in Manchester on 7 September, for a final meeting and reception as guests of the British Association for Industrial Archaeology (BIAA), 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; ticcih2000@nmsi.ca.uk

Preservation of the Engineering Heritage - Gdansk Outlook 2000
7-10 September 1999

In Gdansk, Poland. Preliminary invitation and call for papers. The meeting aims to draw together relevant specialists to achieve an interdisciplinary overview of current research and to explore the benefits of conserving the engineering heritage. Sessions include Engineering Heritage, Engineer and Conservator, Heritage Identity/Diversity, Transportation Heritage, Hydro-engineering Heritage, Technology and Heritage. Proposals for papers should be submitted by December 31, 1998. The official language is English, and the registration fee is US$350. Details from Waldemar Affelt, Politechnika Gdanska, Wydzial Budownictwa Ladowego ul. Narutowicza 11/12, 80-952 Gdansk, Poland, tel/fax +48 58 347 2705, fax +48 58 347 2044, afew@pg.gda.pl

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, Department d’histoire et de sciences politiques, Université de Sherbrooke, Sherbrooke, QC, Canada J1K 2R1, or fax +1 (819) 821-7385.

22-28 September 1999

In Hungary, centred on Budapest and Miskolc. This will form part of the celebrations of the 50th anniversary of the relocation of Europe’s oldest mining academy in Miskolc. The main theme of the conference will be the heritage of the mining and iron industries, paying attention to processes, to the economic, social and cultural impact of industry, to industrial landscapes, and to the problems of preservation, interpretation and re-use. The particular circumstances of East- and East-Central Europe will be in the forefront. There will be a pre-conference tour to Somogyfalfu; where 10th century bloomer sites have recently been discovered, and to the 1950s metallurgical complex at Dunanszabos on 21 September. Registration takes place in Budapest on 22nd with tours on the following day in Budapest.

On the 24 September delegates leave for the World Heritage Site of Schenowitz in Slovakia, proceeding on the 25 to Miskolc, where sessions will take place. The official languages will be Hungarian and English. Cost is US$250, excluding accommodation but including the excursions between Budapest and Schenowitz and Schenowitz and Miskolc. Applications should be made by the end of September. Details from György Németh, University of Miskolc, Department of Hungarian History, H-3515 Miskolc – Egyetemváros, Tel +36 (46) 565 111/91-94, fax +36 (46) 362 983, bolvene@gold.uni-miskolc.hu

ICOMOS Symposium International
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 No.190, Col Condesa, CP 06140, Mexico. Tel/fax +52 525 277 3166 and +52 525 272 4128. icomosmx@compuserv.co.com.mx

Deutsche Schiffahrtsmuseum
17 and 18 September, 1999

The industrial archaeology of the coastal areas of Germany: the recent state and conservation strategies for an type of industrial heritage which is everywhere engangered by dramatic changes in logistics. Dr Dirk Peters, Hans Scharoun Platz 1, D27568 Bremerhaven, fax +49 471 4820 755.