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9.30 on Monday, August 29, 2022. Three years since the last one, plus an additional year’s delay, the participants of TICCIH’s XVIII Congress wait patiently for the event to begin. 200 people from 30 countries came to the great inland port of Montreal to share their experiences of industrial heritage and ideas about where it might be heading. Photo: Miles Oglethorpe

TICCIH PRESIDENT’S COLUMN

Miles Oglethorpe

Since the last issue of this Bulletin, so much has happened that it is difficult to know where to start. The most important observation is that we finally escaped the constraints of CoVid and started travelling and meeting again. For me, this has involved eventful trips to Ontario and Quebec in Canada, and to Asturias in Spain. The value of meeting in person and the spontaneity of the resulting interaction was overwhelmingly apparent. Real meetings with real people are back. Finding an optimum balance for our collaborative work in the future is going to be an interesting challenge.

Canada began with the delayed workshop on Petroleum Heritage in Oil Springs, Ontario, the world’s oldest operating oil field [see page 25]. The event was hosted and supported by Fairbank Oil to formally launch TICCIH’s global thematic study on petroleum heritage, and to explore its findings. This was an inspiring experience, boosted by the delegation from Bóbrka in Poland, another historic oil field with significant links to Ontario. The possibility of a Canadian/Polish collaboration emerged, potentially leading to a serial World Heritage nomination.

From the edge of Ontario to Montreal in Quebec, and the first major TICCIH congress in four years. I want to extend my heartfelt thanks and total admiration to Professor Lucie Morisset and her team for organising a truly outstanding conference. To have done so against the backdrop and swirling uncertainties of a pandemic was an extraordinary achievement. The venue, in the University of Montreal in Quebec (UQAM), was first
The congress app was a triumph, really improving the experience of being in a large congress with parallel sessions and stacks of documentation. All the work that was put into organising the presentations paid off, and there was a superb variety of topics and excellent papers. Crucially, all were within the same building, its sunny atrium filled each day with a tide of delegates round an unending supply of fresh coffee and cakes, ebbing and flowing as the program unfolded. Papers were interspersed by informed walks through the industrial landscapes of Montreal, where issues much debated in the congress, around deindustrialisation, valorization, re-use or gentrification, could all be clearly seen.

The profile of the participants was notably young and seemingly from a wide geographical area. On the other hand I was sorry that some of the people who have especially contributed to TICCIH in recent years could not make it, including founder Neil Cossons, our treasurer David Worth, Board members Massimo Preite, Iain Stewart and Jaime Migone, and the last two presidents Eusebi Casanelles and Patrick Martin.

One of the most important innovations was the introduction of a plenary session devoted to National Reports, organised by Dag Avango. This worked well, showcasing the work of TICCIH members across the globe to the whole congress as well as to consular representatives including Chile, Brazil and Japan.

For TICCIH, the General Assembly was a critical session, especially because of the need to update our statutes and associated voting procedures. It required a great deal of preparation by our Secretary General, Marion Steiner, working with Daniel Schneider on our membership, contacting national representatives and potential candidates for election (see article on page 19). We were delighted to welcome six new Board members, enhancing our geographical coverage and diversifying our expertise.
At the end of the meeting, I was delighted to sign a TICCIH National Agreement with Anica Draganić of Serbia.

On the TICCIH desk, Daniel Schneider of Michigan Tech with Mirhan Damir from Egypt, now a member of the TICCIH Board.

TICCIH has some major challenges to address as the post-pandemic era evolves, so we co-opted several people onto the Board with specific roles in mind. We will continue to do this as our work progresses. In the short term, we plan to revise the statutes, consider the role of specific office bearers and then hold an Extraordinary General Meeting to seek approval for our proposals within the next 12 months. We will keep you up to date on our thinking in forthcoming issues of this Bulletin.

Another major announcement was that the next congress will be at Kiruna in Sweden in 2025, beating an outstanding proposal from Porto in Portugal. This will be an opportunity to celebrate the 50th anniversary of TICCIH. In the meantime, it is good to know that there are intermediate and regional conferences, one of the most important being TICCIH Latin America in Monterey, Mexico, in October 2023.

Two weeks afterwards I returned to Europe and was delighted to be invited to the INCUNA 2022 congress in Gijon, Spain. INCUNA’s conferences draw on a truly global network well beyond Iberian industrial heritage. Given its reach, it was not surprising to encounter more of the organisers of the TICCIH Latin America congress, and I very much look forward to seeing them again when I come to Mexico next year.
How we talk about an industrial site changes once its industrial functions cease. It becomes an ‘industrial space’ of ‘former’ industry, and too often the industrial per se is lost, or at best becomes an aesthetic palimpsest. One reason this happens, I argue, is that unlike Shakespeare’s assertion that ‘A rose by any other name would smell as sweet,’ changing the name does change the valuation of a thing. We should thus be careful what words we use to describe industrial heritage.

A recent article in the Washington Post opened with the appeal, ‘The executive director of the chamber of commerce has tried to revive the image of the steel mill town where she has spent every one of her 82 years: Granite City [Illinois, USA] isn’t dirty, she’ll tell anyone who asks, it’s industrial’ (‘A post-Roe surge,’ July 14, 2022, italics added). The director’s message is quite parallel to Dieterich-Ward’s encouragement for us to ‘reconcile [the] two competing visions’ of decay and rebirth and indeed, to go ‘Beyond Rust’ (Beyond Rust: Metropolitan Pittsburgh and the Fate of Industrial America [2016], prologue). While TICCIH members certainly do, we may struggle in communicating that industrial heritage is—or should be—broadly appealing to the general public. Some of that public awareness of it is in fact coded in terms that are potentially socially distasteful, such as the illicit attraction of concept of ‘ruin porn.’

I propose that we should try and avoid the word ‘ruin’ and other words that evoke negative connotations. We should even stop referring to a site as, for example, ‘a former steel mill.’ No, it is a steel mill; it may not be making steel now, but to say it is gone and past is to offer that the visitor need not care as much about it. When you visit the remaining rubble of a medieval castle, it is not referred to as a ‘former castle’, nor is Stonehenge a ‘former’ religious site (or ‘former’ astronomical observatory, if you like).

Rather, we should be emphasizing traces of the past. Traces, and the related word ‘track’ (which as a verb is ‘the process of seeking’; as a noun is ‘the remains on the ground left by passage’) promote the idea of following or pursuit. ‘Traces’ open the door to investigation, curiosity, and options. This allows for what Edensor identifies as the
This discovery brought to light the area’s long hidden and forgotten Valongo, the focal point of Rio de Janeiro’s historic slave trade. In 2011, during excavation work in Rio de Janeiro’s port, the ruins of an old stone wharf were uncovered. Archeologists identified it as the Valongo, the site of the first recipients of African forced labor, but it was also the last

potential of industrial ruins: ‘Ruined space is ripe with transgressive and transcendent possibilities. Ruins offer spaces in which the interpretation and practice of the city becomes liberated from the everyday constraints which determine what should be done and where, and which encode the city with meanings’ (Industrial Ruins, 2005, p. 4).

But if we use the wrong words to describe those spaces and objects, we pre-emptively offer a vision that closes off the ripeness of those possibilities for their future. Indeed, the word ‘ruin’ brings to mind the Ozymandian sentiment of the ‘Two vast and trunkless legs of stone [that] / Stand in the desert. … Nothing beside remains’ (Shelley, ‘Ozymandias,’ 1818). The factory analogue sees weeds sprouting in the parking lot, rail lines silent, and paychecks no longer flowing. The public may be forgiven for perceiving that, ‘Round the decay / Of that colossal wreck, boundless and bare / The lone and level sands stretch far away.’ For an industrial ruin those ‘lone and level sands’ might be slowly cracking, weed-sprouting parking lots that used to house hundreds of factory workers’ cars, scrub forests growing up and around the old mill, brownfields where little will grow at all, or (perhaps worse) in a ‘preserved’ ruin, where ‘lone and level grassy lawns,’ meticulously maintained, sometimes with neatly-gravelled borders, separate the ‘ruin’ from the picnic area.

Calling a factory ‘idle’ or ‘abandoned’ evokes ideas of emptiness and void, or that which worthless and out of our control/power, respectively; an idle factory is a social ill and abandonment is something we must throw up our hands at. The factory might be ‘derelict’ or ‘destitute’, both of which have connotations of unfaithful, neglectful, hopeless, and severely impoverished. We too often tend to use words for industrial heritage which also have human qualities—and not good ones—that we ought to consider before using (Non-North American readers may wonder why I have ignored the obvious word, ‘valorization,’ which does have positive connotations. Unfortunately, this is simply not a word in North American English, and to some degree for most Anglophones, though Google ngrams indicate an uptick since 2010, so it may be arriving).

What we can do, however, is to not look back, but to look forward. We can use words to describe the bringing back and re-something industrial sites: revive [to give life again], reactivate [to give motion again], restore [to put things back in their {proper} place], and of course our recent TICCIH conference in Montreal: reloaded. The problem, however, is that these words are generally not used on the ground when talking about industrial heritage sites.

The problem, of course, is that industrial ruins cannot be returned to a target date as historical ruins often can, nor can they, unlike more traditional ones, really be ‘preserved as found.’ In fact, it is the non-reactivation of these industrial spaces that preserves them. On the other hand, complaints about industrial grime and toxic pollution vie against the ‘danger’ that restored sites can become ‘too clean.’ Historic sites or objects may be taken ‘back’ and past their original state to become ‘too shiny;’ and heaven help a site that is revived, restored, and is actually successful, lest it become ‘Disney-fied’!

In the end, it is my contention that we alienate our field of industrial heritage to others if we mis-name its remains. If we cannot and perhaps should not valorize industry en tout, then we need to open up visitors’ curiosity before shutting down their interest by hitting them with industrial pollution, capitalistic exploitation, and ruinous consequences. Let us, then, speak of the traces of the industrial past and more fully pique visitors’ inquisitiveness.

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BRAZIL

AN INDUSTRY LIKE NO OTHER. THE POLITICS OF MEMORY IN RIO DE JANEIRO’S OLD SLAVE PORT.

Anne-Marie Broudehoux, University of Quebec at Montreal

In 2011, during excavation work in Rio de Janeiro’s port, the ruins of an old stone wharf were uncovered. Archeologists identified it as the Valongo, the focal point of Rio de Janeiro’s historic slave trade. This discovery brought to light the area’s long hidden and forgotten past, prompting renewed public interest and rekindling Afro-descendants’ demands for reparation. This article stems from over a decade of research in Rio’s port and is based on multiple historical, journalistic, empirical and ethnographic sources. It chronicles the debates over the interpretation of the district’s contested industrial past, and examines the power struggles behind the memorialization of the rare remnants of the slave industry, especially regarding persistent invisibilization and silencing.

During the three hundred years of the Transatlantic slave trade, the Portuguese settlement of Brazil imported more slaves from Africa than any other European colonial holding. Not only was Brazil one of the first recipients of African forced labor; but it was also the last
nation to abolish the institution, in 1888. By that time, Brazil had imported an estimated four million slaves from Africa or almost half of all slaves shipped to the Americas. Rio de Janeiro received more than half of the African captives brought to Brazil, making it the busiest slave trading complex in the Americas. Close to one million African slaves landed at the Valongo wharf alone, where they were fattened, sold and exchanged in nearby warehouses.

For centuries, the port’s main activities centered around the slave industry. Not only was the port a key landing site for human cargo but it was also the center of an extensive export and distribution center, requiring specialized infrastructures, in terms of wharves, warehouses, and transportation systems. The development of both the city and the nation rested in great part on the slave-based economy, which relied upon the bodies of enslaved Africans, exchanged as commodities, as well as on their unpaid labor.

Following abolition, several urban projects would do away with most material traces of this shameful trade. After successive waves of land reclamation, the Valongo became land-locked, was paved over, turned into a city square and given a new name. As the sugar and coffee industries replaced the human trade, a modern port was built further down the bay, and the old port fell into dereliction. Over time, historical amnesia and a conscious avoidance of racial issues in official discourse effectively managed to expunge most remnants of the slave industry from collective memory.

Upon its discovery, members of the Black Movement embraced the Valongo as a rare surviving trace of the slave trade, one that could be instrumental in their struggle for equality and reparation. They sought to protect the site against yet another invisibilization endeavor, especially from being paved over to make a parking lot, as initially planned. A civil society entity was established to oversee the site’s protection and petitioned UNESCO for the Valongo’s recognition as World Heritage.

Their efforts paid off and in July 2017, the Valongo was officially listed by UNESCO, in the same category (criterion 6) as Auschwitz and Hiroshima. This recognition not only underlined the Valongo’s outstanding universal value as the only known physical remain of the landing of African slaves in the Americas, but also highlighted its importance as a sensitive site of memory and suffering. In order to secure this title, UNESCO required that a memorial be established at the Valongo. The candidacy file had suggested that the memorial be housed in the Dom Pedro historical dock, adjacent to the old wharf, within its protected perimeter. It appeared a natural choice. Realized in 1871 under the direction of Brazil’s first black engineer, the dock was the first great civil work built in the empire without slave labor, and stood as the embodiment of post-abolition black empowerment.

In late 2017, a conservative tsunami radically transformed the Brazilian political landscapes in ways that would deeply impact the trajectory of the memorial. The new, right-leaning leadership did not enthusiastically embrace such global recognition of Brazil’s shameful past. As a result, all levels of government practically ignored the titling and would find multiple ways to quietly stall and derail the memorial project.

While UNESCO had identified the Valongo as a site of both national and transnational importance that should be managed by a federal entity, Brazilian authorities never wholeheartedly took on this responsibility. The Federal government refused to revoke the lease granted to the NGO occupying the Dom Pedro warehouse, in spite of the organization’s use of the site to host lucrative shows and parties. Critics claimed that such income-generating activities were promoting antisocial abuses of the Valongo, turned into a garbage dump and open-air toilet. They condemned the premature deterioration of the ruins, and the lack of respect expressed for such a sensitive site.

Upon pressure to act, the federal government chose to unburden itself, devolving the responsibility for the realization of the memorial to the municipal government. Critics saw this as an abdication of state responsibility, that clearly implied that the condemnation of slavery was neither valued nor prioritized by the federal administration. The city government taking the lead on the project raised concerns, especially under the leadership of right-wing evangelical mayor Marcello Crivella, accused of deep biases against Afro-Brazilians. His tenure was marked by the gradual withdrawal of funding for programs that protected and supported the black community. Civil society representatives, members of the UNESCO proposal team and leaders of the Black Movement appealed to the Federal Minister of Culture to reverse this transfer of responsibility, claiming it downgraded a project of transnational importance to that of a localized endeavor. They went as far as accusing Federal authorities of sabotaging the memorial project.

In the face of political disinterest and obstructionism, the Afro-descendant community and concerned sympathizers took upon themselves to become informal bearers of the memorial project. They devised various strategies to increase public awareness of the slave past, to attract media attention to the Valongo’s fate and to resist their re-invisibilization. Their main strategy was to occupy the site through various embodied practices associated with African identity, many of which historically banned, repressed or carried out in
secretly like jongo sessions, capoeira circles, or candomblé. Festive gatherings, music, poetry, gastronomy, arts, crafts or folklore, held at the Valongo or at the Dom Pedro warehouse helped bring positive attention to their struggle. Every year since 2012 on the first Sunday of July, a ritual washing of the Valongo Wharf is held. This purification ceremony symbolically washes the pain away from its stones and mourns the lost lives of those who forcibly landed there.

CONCLUSION

The story of the Valongo exposes the tensions inherent to the commemoration of a difficult and conflicted past and the conservation of a dissonant and admittedly unconventional heritage. It testifies to the highly contested and political nature of heritage and emphasizes the complex and important socio-political ramifications it can carry. The article also underlines the symbolic power of heritage. Conservative elites have striven to erode the wharf’s symbolic appeal, to lessen its universal relevance, and, by ignoring the Valongo’s global recognition, to neutralize its potential to effect important socio-political changes in Brazilian society. Yet, the Valongo continues to stand today as a unique material proof Brazil’s participation in the transatlantic slave trade as a reality than can no longer be denied. Grassroots memory agents have managed to exploit the unique power of this material testimony to undermine the amnesia that has blinded Brazilian society for over a century. By keeping the memorial project on the agenda, they have stimulated public debate, and began to transform the official historical narrative to allow the legacies of slavery to be integrated into collective consciousness.

On the eve of what could be a new wave of political change in Brazil, the Valongo remains in disarray without proper protection or interpretation. Still, the coming years may see the memorialization of the Valongo become an instrument of community empowerment, and a powerful tool in the nation-wide struggle for reparation and reconciliation.

**CANADA**

**PLANNED CONSERVATION OF FAIRBANK OIL FIELDS NATIONAL HISTORIC SITE**

Wendy Shearer FCSLA, CAHP

Nearly one hundred years ago, these historic oil fields in southwestern Ontario were one of the country’s first National Historic Sites, places valued by all Canadians. This designation conformed important recognition that the discovery of oil, in what became the first commercial operation in North America, and probably the world, made an unparalleled contribution to the economic development of Canada and internationally. The oil fields continue to be owned by five families with Fairbank Oil as the largest property owner. In August this year, a seminar here celebrated the site’s international status with the presentation of TICCIIH’s thematic study of the heritage of global petroleum production.

The Ontario Heritage Act provides legislation for designating a Heritage Conservation District (HCD) to manage changes to significant heritage properties. It gives authority to the local municipalities to review and approve activities in a designated area through issuing a heritage permit. The Oil Fields HCD Plan (2010) followed a HCD Study that created a detailed inventory of the equipment, structures, and landscape setting. It included a Statement of Significance and listed the heritage values and character-defining elements that must be safeguarded and conserved for future generations. The HCD is made up of a collection of individual features that together create a unique visual image of a working industrial landscape within a defined boundary. The rhythmic sounds and smells of an active oil field contribute heritage value to the HCD.

This evolved and continuing cultural landscape is one of variety, integrity, and rarity. One of the most outstanding values of the Oil Fields District is that they are still operating using much of the technology that was in use 150 years ago. It has many layers of early use, first by indigenous people who collected gum followed by surveyed roads and farm lots. The discovery of oil mid-19th century is set within this historic context.

The heritage resources consist of a limited number of residences, small barns and outbuildings located in clusters in the traditional mixed farmstead pattern. The equipment and structures for petroleum perform specific functions related to the full range of the oil industry activities, from the initial drilling and extraction primarily by means of a jerker lines system, to collection, storage and ultimately transporting the oil out of the district for distant refining.

The purpose of the HCD Plan guidelines is to provide direction for the property owners, the municipalities, other public bodies and for the community at large to guide on-going operations following best practices for heritage conservation in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2011). The intent of the Plan is to encourage the continued operation of the oil industry and to allow necessary ongoing changes in terms of repair, equipment, and efficient practices that will support the continuing operations.

The resources found within the HCD include pumping equipment, power houses, brine collection berms, buildings for vehicles and machinery, and a few residences. Landscape resources include rural agricultural lands consisting of open fields, a few managed woodlots,
The original discovery well location and its cultural landscape setting (August 2022).

tree lined fence rows and areas of naturalized vegetation, particularly along Black Creek.

To manage ongoing change, the priority for review and approval of planned changes focuses on the heritage resources ranked as key contributors to heritage value:

**Level One Resources** include unique heritage resources built to develop and produce the oil field:

- structures, such as power houses, sheds, stables, the foreman’s house
- any equipment used for drilling and production, all jerker lines, storage, and transportation equipment distinctive to the Lambton oil fields.
- the municipal rural road system with its historical names, alignments, and cross sections.
- the original driveway locations, lot patterns and perimeter property line fencerows, tree lines, major woodlots.
- archaeological features such as the gum beds, diggings, and other early extraction sites.
- the Fairbank boardwalk which crosses the valley of Black Creek that ensures the continuous working of the jerker lines during flood conditions.

**Level Two Historic Resources** have been added to the oil fields over the years to be used in day-to-day operation but are not an integral part of this operation:

- parking areas, fencing for work compounds
- laneways within the oil fields and outdoor work areas
- the folk metal sculptures created on the Fairbank property to celebrate the Fairbank legacy, and to interpret key sites to the public
- the brine disposal systems installed to satisfy more recent regulatory requirements
The jerker lines running to different well locations from a central pump house. Remnants of past farming practices remain including the concrete silo, individual trees, and fence lines. (August 2022)

- equipment not distinctive to Lambton oil fields, typically of post-war vintage.

- Level Three Supporting Resources have been added to the oil fields but were never part of the historical inventory of assets:
  - the exterior exhibits at the museum which do not contain heritage fabric
  - the stairs in the river valley on the Fairbank property
  - existing land uses (including residences and commercial enterprises) adjacent to and within the Heritage Conservation District that do not have any historical connection to the oil fields
  - vacant properties that do not represent the original lotting pattern from the development of the oil fields

A key part of the HCD Plan is to identify those activities that do not require review and approval through a heritage permit. These are focused on urgent repairs necessary to keep the oil fields in operation and includes allowing the introduction of replacement materials if used in the traditional manner. Requests for major changes such as additions or removals, are made through a heritage permit process and are discussed with the local Heritage Committee who advise municipal council regarding the approval.

The success of the Oil Fields Heritage District has been a result of cooperation between the province of Ontario, Lambton County and its municipalities, Fairbank Oil and the other private owners who carry on the legacy of the oil fields. These people are caring stewards of this rare, unique, and outstanding collection of heritage resources.

The Lambton County Oil Fields had an immeasurable impact throughout the world as more than 87 countries benefitted from the equipment and expertise developed here. The provincial designation using the Ontario Heritage Act provides an orderly process for their protection and care using best practices in heritage conservation as a guide.
INDONESIA

INDARUNG CEMENT WORKS PROTECTED

Dr Hasti Tarekat, Vice Chairperson of the Advisory Board of ANIH and Indonesia

The Municipality of Padang in West Sumatra took an important step in September to designate the former cement factory Indarung I of PT Semen Padang and the hydroelectric power station PLTA Rasak Bungo as protected sites. The Indarung I factory was established in 1910, originally as NV Nederlandsch-Indische Portland Cement Maatschappij (NIPCM), and the PLTA Rasak Bungo was established in 1908 to generate electricity for the cement factory. The Indarung I Factory is the oldest cement factory in Southeast Asia.

The next step is to propose both sites to be protected on the national level. The local stakeholders have been preparing adaptive reuse plans for the former cement factory Indarung I which will focus on educative programs. In the past several parties have shown great interest about the sites, modern Architecture Asia Network (mAAN) organized a workshop (2011), as well as Pan-Sumatra Network for Heritage Conservation (Pansumnet) (2015) in conjunction with Industrial Heritage at Stake Gathering in Sawanlunto. The results of the workshops could be potentially considered by the owner, PT Semen Padang, and the local authorities, in planning the future of these extra ordinary sites.

The designation of Indarung I, PT Semen Padang and PLTA Rasak Bungo strengthen the efforts to raise awareness about industrial heritage of West Sumatra, and Indonesia, after the designation of the former coal mining Ombilin in Sawahlunto as World Heritage site in 2019.
Since 1919, Canada has commemorated places, persons and events of national historic significance, so much so that in 2022, the national program of historical commemoration has more than 2,200 designations. Of the 971 national historic sites designated to date by the Canadian government, 134 meet the definition of the Nizhny Tagil Charter for the Industrial Heritage. Parks Canada Agency, as manager of some of these sites, has adopted a set of policies. Of the 174 sites administered by the Agency across the country, 21 sites relate to Canada’s industrial heritage. Some of the tools and approaches available to the Agency include Treasury Board policies and directives and, most importantly, the Cultural Resource Management Policy.

**Heritage at Parks Canada: A brief history**

In 1919, while the national historic commemoration program began, the preservation and presentation of the country’s heritage resources were the exception rather than the rule. While the advisory body, the Historic Sites and Monuments Board of Canada, recommends persons, places and events of national historic significance to the Minister responsible for Parks Canada, this designation was, at least until the 1950s, mostly a symbolic gesture of affixing a plaque. In short, the designated site was neither stabilized nor partially restored (see TICCIH Bulletins #95 and #96). After the Second World War, according to Robert Taylor, ‘the expansion of government activity and the appearance of nationalist sentiment combined to give federal cultural agencies a prominence that they had not previously had’. Legislation on historic sites, protection of built heritage, professionalization of the staff of Parks Canada’s historic services, and a substantial budget dedicated to the restoration and acquisition of sites transformed the situation. From that point on, protecting and safeguarding cultural resources and communicating national values and reasons for designation went hand in hand.
Reach no. 1 and Lock no. 2 are part of the Lachine Canal’s entrance near the harbour. In the background, the gigantic industrial buildings such as the former Ogilvie Flour Mills with its famous Farine Five Roses sign, a feature of the Montréal skyline.

As far as industrial heritage is concerned, the years 1967–1973 represent a significant phase when industries were studied or integrated into broad thematic studies. Then, in the 1980s, the introduction of cultural resource management principles codified in a more systematic and comprehensive way the safeguarding that had been carried out until then of the national historic sites administered by Parks Canada.

The Treasury Board Policy on Management of Real Property

In 1982, the federal government committed to protecting the heritage character of its inventory. Departments’ obligations for the conservation of federal heritage buildings under the Policy can be summarized as follows: evaluation of buildings to determine their heritage value; review of interventions that respect and preserve the heritage value of heritage buildings; and disposal, the process of ensuring that the heritage value is preserved, for example, through use for a new purpose.

Through the Federal Heritage Buildings Review Office (FHBRO), Parks Canada is responsible for guiding all departments in their conservation obligations. In this regard, many of the buildings administered by the Agency, and related to industrial heritage, are subject to these conservation obligations. These include the Gulf of Georgia Cannery (British Columbia) that commemorates the history of Canada’s West Coast fishing industry, the Sault Ste. Marie Canal Powerhouse building (Ontario) and the buildings of the Lachine Canal workshop complexes (Quebec), which are associated with the important role canals have played in the development of Canada, both commercially and industrially.

Parks Canada Cultural Resource Management Policy

From the late 1980s to the early 1990s, there was a worldwide movement to protect, explain and appreciate the heritage of humanity and, in practical terms, to apply cultural resource management principles to these sites. In Canada, this movement culminated in the adoption of the Parks Canada Cultural Resource Management Policy in 1994. Revised and implemented in 2013, the Policy, and cultural resource management for that matter, are based on a series of principles and requirements to ensure that resources are identified and evaluated and that consideration of their heritage value is built into actions that may affect them. The Agency believes that cultural resource management is the best way to ensure the commemorative integrity of cultural heritage places. Although it is an internal policy, Parks Canada, as one of
the lead agencies for cultural resource management in Canada, encourages the use of this policy by other owners of national historic sites or places of heritage value.

In terms of the requirements of the Policy, exercises to identify and evaluate components and historical collections associated with industrial heritage sites have been conducted over the past decade across the country. These include exercises at the Gulf of Georgia Cannery (British Columbia), Lachine Canal (Quebec) and Sault Ste. Marie Canal (Ontario) where multidisciplinary teams of historians, archaeologists, collections specialists and other cultural resource management practitioners have worked to further identify and, through additional research, document and understand the most significant resources at these various national historic sites.

Concerning the assessment of impacts of interventions on cultural resources, the major investments made by the federal government in Parks Canada’s infrastructures since 2015 have made it possible to integrate this component into numerous projects. And among these, the industrial heritage elements have not been left out.

From the conservation and adaptation of buildings such as the Sault Ste. Marie Canal Stores Building and the Lachine Canal workshop complexes, to the rehabilitation and restoration of key components such as locks and navigation corridor walls of the historic canals, these major interventions have been the subject of detailed new historical research. One example is the Lachine Canal where the areas of intervention were extensive and where Parks Canada undertook studies to better identify and understand the cultural landscape component. Once again, the multidisciplinary work of the Parks Canada teams has resulted in a better knowledge and understanding of the various cultural resources and has allowed for a better evaluation of the impact of the work on their heritage value, a central component of cultural resource management.

Since May 2021, the toolkit for cultural heritage management in Canada continues to grow. In particular, Treasury Board’s review of policies and directives has expanded heritage obligations from ‘federal heritage buildings’ to ‘federal heritage properties.’ Most recently, Bill C-23 (Historic Places of Canada Act) was introduced to provide direction for the protection and conservation of Canada’s national historic sites and to provide the federal government with protection measures comparable to those offered by the provinces and territories and other G7 countries. These recent advances in heritage protection and preservation reflect the fact that it is an ongoing concern that continues to adapt to the context of our societies.

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**Greece**

**Sustainable Reuse of Tobacco Warehouses**

*Vasiliki Fragkoudi, PhD Candidate in Ionian University, Department of Tourism*

The industrial activity that developed in Greece at the beginning of the 20th century is directly related to the peculiarities, the prevailing social and economic conditions and the scale of industrialization concerning the southern end of the Mediterranean. Remnants of this activity are the tobacco warehouses located throughout Greece, in cities such as Agrinio, the island of Samos, as well as Central and Eastern Macedonia and Thrace.

The tobacco trade in Greece started as early as 1850, while the country was still under Turkish rule. It took on enormous proportions until a century later, when the trade went into a decline.

The commercial processing of tobacco leaves significantly affected the country, accelerating the construction of infrastructure (ports, embankments and the road network). It also created the tobacco warehouses, excellent examples of architecture, some of them unique even for the European area, which today they are an important part of our architectural stock and industrial heritage. For example, in Kavala there were 262 tobacco warehouses and 60 are preserved, in Xanthi 57 buildings are preserved, while in the city of Thessaloniki at least 88 tobacco warehouses have still not been demolished. These cities of northern Greece were tobacco-producing centers that developed trade agreements with the whole Europe.

The building stock reveals the volume and phases of production: From single-storey constructions we proceed to multi-storey buildings - with six or even seven floors, with skylights and gable roofs and from individual buildings to building complexes that cover entire cities, in order to cover up the demands of processing and sales.

The quality of the tobacco leaves of the region is so special that the method of processing, drying and storing them is included to the Intangible Cultural Heritage of Greece in 2020.

The warehouses are a building stock at the disposal of the local community, and properly re-used to refer either to the previous processes or to serve modern operational needs. Catering and hospitality businesses could well be created - highlighting the particular identity of these areas as tobacco centers of the last centuries, as is the case for example with the Spierer Tobacco Warehouse in Drama, which was converted into the Hydrama Hotel. The utilization is inspired by the prior use of the building, maintaining both the shell and the basic internal structure, the wooden columns, the large openings, while in the lobby of the hotel is held an exhibition with documents from the sale of tobacco. A similar practice was followed at the Tobacco Hotel in Thessaloniki, as one of the city’s oldest tobacco shops was transformed into a modern hotel.

In addition, it is possible to create cultural industries with the ultimate goal of development as well as the sustainability of buildings: A typical example is the tobacco warehouse that hosts the Tobacco Museum of Kavala (it is worth noting that it is the only one in the Greece) and the Municipal Tobacco Warehouse. In a 1910 building with Art Deco elements that has retained its character and construction, theatrical performances, book launches, educational activities and cultural events are created. Furthermore, a cinema-theatre hall, restaurants and dining areas, places that host educational activities, a youth or young artists center could well be integrated, thus providing the opportunity for the young people of the city and the surrounding prefectures for creative employment.

Finally, it is possible to create a Cultural Route which includes the remains of the industrial heritage structured around the Tobacco Warehouses. This route would include stations such as Agrinio and Volos (Central Greece) and cities of Northern Greece, from Kilkis and Thessaloniki to the eastern borders and the city of Alexandroupoli. Extending the route could also incorporate parts of Europe with a rich tobacco-producing past, such as Plovdiv, Bulgaria.

We should not overlook the fact that by utilizing green practices (solar energy panels, planted roofs, collection and filtration of seawater and rainwater) these facilities will be able to meet their energy needs immediately and at no particular cost, significantly reducing their environmental footprint and ensuring sustainable development.

ITALY

SYMBOLIC VALUE ENHANCEMENT, THE CASE OF THE AUTOMOTIVE HERITAGE

Dr Rossella Maspoli, Professor of Architecture Technology, Politecnico di Torino

The automobile has been a key manifestation of the Industrial Revolution since the 1900s. The possibility of creating significant urban forms and architectures has been affected by the success of the automotive infrastructural model, by the direct applications of innovative technologies, and by the connected environmental risks.

The automotive eco-system is currently undergoing a disruptive digital change, resulting from developments aimed at electric traction, automatic driving, continuous control, and always-on connectivity communication. The car will be conceived both as an extension of one’s own living space and as a hub of an integrated multimodal and sustainable mobility system. The technological and cultural change in the conception of the automobile will determine multidimensional and multisectoral transformations, rarely comparable in the history of the industrial world.

In the long transition of the automotive system, the manufacturing crisis of the third industrial revolution has already led to industrial abandonment in the traditional motor-towns. The phases of indiscriminate demolition or adaptive reuse have often led, in Stuttgart,
Wolfsburg, Turin, Coventry, Gothenburg, and Paris, to the loss of industrial legacy traces, such as the total removal of machinery and evidence of work, as well as the replacement and transformation of essential elements of architecture.

A part of this industrial heritage has become, over forty years, an essential resource for sustainable change towards the city of tertiary and commercial development, the knowledge economy, and creative industry. This process leads to heritage-led regeneration and supports the attractiveness of traditional manufacturing districts for new R&D and Manufacturing Technology Centres, for automotive and mobility innovation.

The historicization approach

The conclusion of the changing process of heritage sites, which has led to severe economic, social, and environmental issues, and the new orientation of the automotive eco-system induce unusual conditions for historicization. This must be intended as making it historic, introducing the legacy of the various forms of industrial cultural heritage, of a previous age, in the general enhancement of History. Memories must be systematized and enlivened, through projects that create new values, integrating the dynamics of the evolution of the territory.

In particular, the historicization of the automotive heritage concerns architecture and landscapes, working conditions and company organization, vehicles and brands, technologies and machinery for production processes.

The role and symbolic values, the emotional and social connections, have induced the actual fascination of historic cars, pushing the growing interest in all areas of motoring heritage. The immovable heritage consists not only of innovative typologies and technologies of factories but also representative offices, infrastructures, service stations, garages, showrooms as well as works of art linked to vehicle expansion.

The historicization approach, therefore, must envisage an integrated enhancement and communication of this complex heritage, considering the historic intersection between local and international products and processes, and addressing the current coexistence of territorial brand strategies (with the aim to safeguard and enhance material and immaterial heritage from a specific area, including tourism) and corporate brand strategies (to promote the history of the automotive brand as a factor of attraction and customer loyalty).

Cultural heritage knowledge is essential to recognise the automotive matrix in the reuse of architectural constructions and to document particularly the disappeared sites through historical sources (textual, graphic, multimedia archives). Analysis, strategies, and emotional contributions are connected to various fields to allow holistic reimagining, based on all embedded legacies.

The cultural system of the automobile heritage

In these perspectives, the project Torino Automotive Heritage Network (TAHN) promotes the enhancement of a cultural system of the au-
The project is aimed at the reconstruction and dissemination of a cultural system of the automobile legacy in the region, from heritage recognition in physical/virtual tour, concerning experiential and narrative tourism, to references for research. The references are technical and architectural drawings, work and enterprises documentations, patents, car collections, sites of car factories, and company towns.

In the case of Turin, the preserved and transformed historic factories, from the early 1900s to the mid-century, represent about 40% of the total. The lost immobile heritage is generally catalogable, and can be returned in textual and virtual forms (such as augmented reality) to increase the public engagement and cultural interaction.

**The edutainment perspective**

In this perspective, edutainment (educational and entertainment) is a hybrid communication form to create new interest, in synergy between the educational cultural value and the attractiveness perspectives, using multimedia technologies, living history, and exhibition products.

Brand identity assumes essential importance in historic motor-towns, both for the industrial relaunch of automotive R&D (often delegated to new companies and different territories for industrial production), and for post-industrial promotion of historic factories. Brand identity in the automotive sector can link to the rediscovery of the industrial past, aiming to make heritage a vivid and real experience, in particular for the younger generations and the new immigrants.

Edutainment strategies may be used in a sector where historical products and industrial brands take on a very high symbolic role, avoiding an increasing ‘Disneyfication of culture’. In Turin, the strategy is tested at the former Lingotto works, a factory of high symbolic value in architecture and FIAT car production, through a multimedia exhibition Lingotto lives & relives (2020) continuously present in various spaces of the shopping center in the preserved factory.

The opening of scenarios for the transmission of industrial culture in extra-museum spaces, in which it is latent and not perceived by people, is a complex and risky strategy, but it emerges as essential to re-open the processes of historicization and collective participation. The automotive heritage constitutes a particularly favourable field of experimentation, opening up to the research of international significance in historic motor-towns around the world.

**Contact**
The 100th issue of Industriekultur | Zeitschrift für Denkmalpflege, Landschaft, Sozial-, Umwelt- und Technikgeschichte” (Journal for the Preservation of Monuments, Landscape, Social, Environmental and Technical History) has just been published, with a country focus on Chile, the land of mineral resources, railways and company towns.

Since the first issue, the journal has covered changing focal themes. With topics such as Working Girls, rubbish and scrap, industrial halls, textile and coal and steel industry in transition or industrial cultural landscapes, as well as dozens of country specials. The journal is published in German in the Ruhr region and takes a close look at the industrial heritage scene in each issue. A vital international network, including the TICCIH community, provides articles and photographs worth reading every quarter.

Sir Neil Cossons, pioneer of the preservation and interpretation of industrial heritage in Great Britain and TICCIH Honorary President, congratulated the 100th issue: 'Industriekultur offers insights into all aspects of the industrial landscape, not only in Germany but all over the world - always perceptive, informed, intelligent, and to the point. It is without equal! Long may it continue!'

Professor Massimo Preite stated: 'The question is: how to explain the enormous interest that Industriekultur enjoys even among readers unfamiliar with German? The elegant graphics, the quality of the pictures and the originality of the many industrial buildings and sites illustrated are not sufficient reasons to explain this undeniable success. If the journal has become an indispensable point of reference in the international debate on industrial heritage, this is due to the unexpected fortune of its title, which, although untranslatable, has become a theoretical and interpretative concept that has come into permanent use and which the international scientific community cannot ignore.'

The magazine is published by Klartext-Verlag in Essen. The magazine’s website www.industrie-kultur.de provides up-to-date information on events, conferences and excursions in the industrial heritage scene in Germany and Europe.

Anyone can request the 100th issue (3.2022) as a PDF free of charge from: Norbert Tempel Indukult.net@gmx.net
IMPRESSIONS AFTER MONTREAL

Oana Tiganea, Politecnico di Milano, Italy

The 18th TICCIH Congress was held in Montreal, Canada, from August 28th to September 3rd, and proved to be once again the perfect platform for interdisciplinary and multi-cultural interaction for all those passionate about the issue of industrial heritage; a living database concerning the newest approaches, practices, and topics of the research, interpretation, preservation, and further enhancement of this complex patrimonial typology. Thus, professionals, specialists, and educators from many disciplinary fields (e.g., architecture, urban planning and urban history, engineering, preservation, history, geography, archaeology, sociology, IT, cultural heritage studies and management, etc.) represented both the academic world at a global scale as well as various local realities through the presence of different public and private actors.

This aspect was perfectly mirrored in the congress structure and organization, giving space and voice to the multi-disciplinary approach of the industrial heritage, a principle in which the TICCIH foundation is deeply rooted.

The proposed activities during the entire week in Montreal mixed the regular sessions with moments of direct interaction and debate for the participants through round tables, panel discussions, book launches (‘Meet the author’ section), and public talks. All of these were structured following two main principles: on the one hand, the main proposed themes of the Congress and on the other, the geographical regional structuring of the presentations, underlining the common problems of new emerging areas in the field of industrial heritage (i.e., Latin America; Central-Eastern Europe; North Africa; Asia with a particular focus on Taiwan etc.), interlinked quite well to the overall global discussion. For further details, all sessions, the variety of presentations, and the profiles of the participants can be easily accessed on the official site of the Congress, which for sure perfectly fulfils the role of an Open Access database.

The round tables and workshops proposed at Montreal presented a great interest among the participants and, in my opinion, signaled a shift in paradigm of what industrial heritage will become for the future, anticipating some of the topics of interest for the years and challenges to come such as ‘changing landscape of industrial heritage education – Innovative and creative pedagogical approaches in industrial heritage learning’; ‘industrial heritage conservation and climate change’; ‘reinterpreting industrial heritage from a global perspective: sharing industrial heritage glocally’; and ‘evaluating the global heritage of oil and energy production’, just to name a few.

The overall debated arguments at the Congress underlined a further evident shift in the scale of approach to industrial heritage, combining and interlinking more than ever the ‘big picture’ (global perspective) with the ‘small’ local reality, the theoretical research with the practical application in real life situations, and its impact at a multi-scalar level. It also underlined a shift in research scale understood as the necessity to deal more than ever with Big Data gathering, analysis, interpretation, and use. From this perspective, the workshop ‘Big-data geospatial heritage infrastructures and industrial heritage’ organized by the Michigan Technological University – Industrial Heritage and Archeology Program illustrated well the versatility of the digital tools within the research process of the industrial heritage. Still, maybe it stressed even more the social and cultural potential of using such tools in the local participatory processes of community acceptance and enhancement of its own industrial legacy.

Another appreciated aspect at the TICCIH Montreal Congress, were the early bird visits around Montreal that supported in an explanatory and interactive manner topics and themes presented during the Congress and linked directly with Montreal (and Canada’s overall) industrial heritage, sustained by social gatherings in places of significance for the local industrial legacy.

If, after the TICCIH Lille Congress in 2015, I felt included in the wider international network of the industrial heritage confirming my path in this field, the TICCIH Montreal Congress strengthened this sense of belonging that will stimulate further collaborations and interactions with no limitations based on age, race, gender, or culture.

Looking forward to meeting you all at the next TICCIH Congress in Sweden!

Contact
RETOOLING TICCIH: 2022 GENERAL ASSEMBLY AND OUR WORK PROGRAM FOR THE NEXT YEAR

Dr Marion Steiner, TICCIH Secretary General

When I became TICCIH Secretary General in 2019, among my dearest missions (see TICCIH Bulletin #88) I stated the creation and consolidation of networks beyond the Western world aiming at contributing to the creation of a more inclusive, more global, younger and also more female TICCIH. An important step has now been taken at our General Assembly celebrated on 2 September 2022 during the Congress in Montréal, with the non-competitive election of the Board for the new term 2022-25, and the announcement of major points of its work program for the first year.

The decisions taken at the General Assembly have been prepared for a long time via intense networking and conversations with colleagues around the world I had the pleasure and privilege to lead and accompany over the past three years. Of course, we were able to take advantage of the digital communications revolution imposed by the pandemic, which enabled us to address new thematic lines on which TICCIH has not been focusing on until now. I particularly remember the meetings with colleagues in India, Mexico, Spain, Greece and Uruguay, as well as with the newly created TICCIH Africa, among many others. Also, TICCIH’s first Global Members Meeting we organised on 3 September 2021 (see the program here), at the date when the General Assembly would have taken place if the Montréal congress had not been postponed for a year due to the pandemic.
Personally, these conversations were the most enriching experience during the pandemic, and I want to take this opportunity to warmly thank every single person who was involved, sharing their time, screens and living rooms. You have been a fundamental part of my daily interspecies life with my dog Igor here in Valparaiso during these really tough times.

New TICCIH Board members

The TICCIH Comms Team was another great occasion to work closer with some younger TICCIH colleagues, and it is from this group that Leonor Medeiros from Portugal, who made a huge contribution to the elaboration of the TICCIH Communications Plan (to be published soon), and Mirhan Damir from Egypt, who in addition co-created TICCIH Africa in parallel, have emerged as candidates to the new TICCIH board. From the networking in Spanish, Carolina Castañeda, who is in close contact with the main IH networks in Spain and beyond, and Camilo Contreras as host of the next TICCIH Latin America Congress that will be celebrated in Monterrey, Mexico, in October 2023, have also turned into dear partners for TICCIH International over the past years. The same is true for Moulshri Joshi from India and Yiping Dong from China, who make great contributions to TICCIH networks in Asia, collaborating with ANIH, mAAN, ICOMOS and our other board members from the same world region.

We invite you to read the mission statements of our six new board members and their visions for TICCIH’s future on the following pages. Looking at the composition of the TICCIH Board for 2022-25 (https://ticcih.org/about/board/), we have diversified the geographic mix of experiences, backgrounds and disciplines, from the academic as well as the professional fields, and personally, I’m particularly happy not to be the youngest board member anymore.

Collaborative Working Program

For our Work Program for the next year, two mayor points include the revision of the current statutes and a new Constitution for TICCIH, and the critical revision of the TICCIH Nizhny Tagil Charta that will have its 20th anniversary next year. For both issues, we are now setting up specific commissions, and more are to come. Collaborative, horizontal and proactive ways like this will enable us to share the workload more equally between all Board members, each with clearly defined missions and tasks, and we would also like to involve more people from the global TICCIH community.

We have a lot of things to do in the future, especially when we want TICCIH to go ever more global. In particular we want to integrate and learn from the viewpoints put forward by colleagues from the so-called global South, when it comes to climate change, global justice, female and decolonial approaches to the interpretation, conservation and management of industrial legacies. This type of discussions will also prepare us for the celebration of TICCIH’s 50th birthday, and perhaps inspire a second volume of the TICCIH book to highlight non-Western perspectives, approaches and projects on industrial heritage that help building the “networks of care and solidarity” Moulshri recently alluded to in her speech at the INCUNA congress in Spain, and that are so crucial to make the world a better place.

If you want to know more about the General Assembly, you can read the minutes here. We have uploaded them so that every TICCIH member can access them without restrictions. If you have any questions or doubts, suggestions, or want to become an active part of the Retooling TICCIH process, please let me know.

Yours sincerely, y hasta pronto.

Bis bald, à très bientôt.

Marion

Contact
THE NEW TICCIH BOARD MEMBERS

Below are the brief biographies and mission statements of the new members of the TICCIH Board.

CAROLINA CASTAÑEDA

PhD in Architecture at the Technical University of Madrid (UPM) in its Conservation and Restoration of Architectural Heritage, I also studied at University of A Coruña (Spain) and University of Ferrara (Italy). Currently, I have refocused towards the Public Sector as Architect at the service of local councils, although my professional experience also spans the private and academic sectors. Carolina is a Board member of TICCIH-Spain and INCUNA Association, among others. As researcher, I have participated at UPM, UCM or CSIC in various projects on architectural heritage and published in journals such as Industrial Archaeology Review, Cuaderno de Notas or Li-maq, as well as books and contributions to digital media.

Mission Statement

My background and connections with the ibero-american academic communities, along with the current guidelines for the understanding and repurposing of industrial heritage, have mainly defined what I may consider the keys of my mission to the Board:

• the influence of industrial heritage in our cities in today's vision of the 2030 SDG's as a new opportunity to rethink 21st century spaces and urban design;

• gender perspective, as a transversal subject that interlinks, not only the understanding of industrial heritage but also paves a way to redefine its adaptive reuse and environmental design;

• and the potential of enhancing the links between the Iberian Peninsula and Latin-American countries, which has already been initiated in TICCIH through the Latin American Colloquium.

CAMILO CONTRERAS

PhD in Social Sciences. Professor-Researcher in the Department of Cultural Studies at El Colef since 1992, Monterrey, Mexico. Nationally recognized as a Level 3 Researcher (the maximum before professor emeritus) in the National System of Researchers. He is co-founder of the networks Industrial Heritage of Mexico, Conservation, Studies and Dissemination (PIMCED) and the Committee for the Conservation of the Industrial Heritage of Nuevo León. He has had academic stays at the Universities of Oviedo, Spain; Marseille, France; and Birmingham, UK. Every year he is co-organizer of the International Congress of Industrial Heritage in Monterrey, Mexico.

Mission Statement

The main objective is to promote the cohesion and networking of people and groups that work around the industrial heritage in Latin America and the Caribbean. This includes all sectors: academic, social, government and private. It is also important in this objective to facilitate the participation in international forums of people from countries in the region that until now have not been included due to lack of resources and other circumstances.

The key activities:

• Form a directory in each of Latin America and Caribbean country with people and groups that work around industrial heritage.

• Establish a network with nodes in the different subregions.

• Create a collective work program with the participation of the people of the region that includes objectives, activities and specific times.

• Create a permanent communication vehicle in the region.

Contact
MIRHAN DAMIR

Damir obtained her PhD in heritage conservation and building history from the Bauhaus-Universität Weimar, Germany in 2022. As an architect, and heritage conservator, she is experienced in research and teaching in academic institutions in Egypt, Germany, and Jordan. Damir is part of TICCIH CommsTeam and a founding member of TICCIH Africa. She currently works as a lecturer at the Faculty of Fine Arts, Alexandria University in Egypt.

Mission Statement

Realizing the scarce interlinkages of African and Arab countries to the global industrial history, my mission for TICCIH is to transform this status from omission into inclusion.

As the acknowledgment of industrial legacies still lags in official, scholarly, and public sections in African and Arab regions, I would like to contribute to the awareness-building on industrial legacies and draw attention to TICCIH’s role in supporting governments, research institutions, and civil society organizations. By using my experience and ambitions as an academic, I aim towards building networks to support capacity building programs and promote industrial heritage through education, research, and conservation projects.

In engaging multidisciplinary members from the Arab and African regions in the TICCIH international platform, I hope to contribute to raising voices of Western(de)centric networks to support shedding light on new narratives and discourses related to industrial heritage. The aim here is NOT to establish a counter-group, but rather to communicate together so we can establish a fair platform for knowledge exchange and reinterpretation admittance.

Contact

YIPING DONG

Yiping Dong is an architectural historian, architect, critic, heritage researcher, and curator. As the first TICCIH member from China in 2003, she has actively been involved with the growth of the research community in China on Industrial Heritage. Her research investigates the theory and history of industrial spaces in the mechanical ages, the transnational process for modern industries, and the connection to the local context, particularly in the Yangtze Delta region textile industry. She also worked on the adaptive reuse of industrial buildings, the interpretation of industrial heritage sites, and critical heritage studies, particularly heritage valorization.

Mission Statement

The Industrial Heritage in China is part of globalization and is deeply rooted in the local cultural, geographical, and industrial context. IH in China has widely integrated with industry upgrading, urban regeneration, museum study, and ecological and sustainable development for regional development. Cross-culture research with an interdisciplinary approach to industrial heritage is essential to understanding industrial sites’ significance. The IH study and conservation should benefit the sustainable development of industrial communities.

- By organizing research-sharing events with TICCIH in future, I wish:
  - To consolidate the foundational research on IH in China with TICCIH via documentation, inventory, value study, and interdisciplinary approach to interpreting the industrial heritage
  - To link the current thematic studies of Industrial Heritage with the sites in China.
  - To support the nomination for UNESCO WHC in the Asia Pacific region.

Contact
LEONOR A. P. DE MEDEIROS

Archaeologist, PhD in Heritage & Industrial Archaeology from Michigan Technological University, USA, and MA in Heritage Management from the Ironbridge International Institute of Cultural Heritage, University of Birmingham, UK. I am Assistant Professor at the School of Social Sciences and Humanities, NOVA University of Lisbon (NOVA FCSH), researcher at CHAM - Centre for the Humanities, and president of APAI - Portuguese Association of Industrial Archaeology.

You can find me working in the documentation, interpretation and inventory of industrial sites, and participating in citizen initiatives for cultural heritage, even doing science communication. I dream of implementing a project for the creation of new methodologies in the inventory, study and management of industrial landscapes that leads to the heritage-led sustainable development of their communities.

Mission statement

My mission with TICCIH aligns with my experiences as a young professional. I aim to aid in implementing improved methodologies for public engagement with industrial heritage, through increased communication and interaction, promoting the inclusion of the wider society in decision processes and conservation efforts. I aim to reinforce TICCIH’s capabilities on education and training, namely through world-wide access to resources and increased relations with school curricula, to put this knowledge to use in current global issues. And I aim to contribute to a more representative and connected TICCIH, helping to remove barriers to access and facilitate contact, with and between members, through mentorship programs.

Contact

MOULSHRI JOSHI

I have been associated with TICCIH since 2007 and have contributed in local, regional and international capacities towards the study of industrial heritage as a practicing architect, teacher and as a professional volunteer at various organisations such as ICOMOS, mAAN (modern Asian Architect network) and ANIH (Asian Network of Industrial Heritage). With this background, there are three facets I would like to focus on as a member of the TICCIH Board:

- Establish a critical practice. I refer to ‘critical’ in two senses – one, being critical as a mode of enquiry, raising and addressing urgent questions and including communities conventionally overlooked in formulation of ‘heritage’ and two, in a more technical (nuclear!) sense and with reference to the Committee itself as a self-sustaining network.

- Establish an active presence in India and Asia. This is crucial and overdue. TICCIH needs to shift its attention and point of view to ‘other’ parts of the world that continue to remain industrial, de-industrial, re-industrial and post-industrial – often all at once like India.

- Establish programs of study of industrial heritage with focus on short term, online courses for a broad range of students, enthusiasts and practitioners through collaboration between existing membership.

A wealth of experience and expertise rests with the membership of TICCIH, and yet training and education in the field of IH remains something TICCIH is not seen to be active in. Post-pandemic, it is possible to set up meetings without large resource mobilization and at the same time, hands-on learning such as field schools and immersive programs are more valuable than before.
WHO WOULD LIKE TO EDIT THE TICCIH BULLETIN?

James Douet

The 100th issue of our Bulletin comes out next year, and I am going to pass its production on to a someone fresh. The Board of TICCIH would like to hear from anyone who is excited by the possibilities that the role of editor offers. This is a paid position (the Board will clarify the financial side and explain what is involved and the conditions for taking it on), which typically takes between 25 and 35 hours once every three months. I will be happy to overlap with the new editor to explain how I have done it until now, and to help them work out their own preferred way of taking it forward.

The work entails issuing a call for contributions and contacting possible authors to invite articles on subjects which you think are interesting for our readers. As they come in, the articles need to be checked and edited, and then assembled into a simple Word document. This is sent, with the images, to Daniel Schneider at Michigan Technical University. He lays out the new issue and sends back a draft for final checking, before mailing it to our members.

A reasonable level of English is of course necessary in producing a publication whose contributors, overwhelming, have a different first language. That said, I can only praise the quality of the texts that come in from all round the world, and which have rarely needed much correcting from me.

Everybody reading this is very welcome to consider taking on the job. I have found it stimulating and exhilarating. It is a way to know everyone who has anything interesting to say in our field, and to be known by them, and to help and promote our association. The editor has to work closely with the Board, but they are also free to pursue their own ideas about what the Bulletin should and could be covering.

Anyone interested should either contact the President or Secretary directly by December 1, and they are welcome to write to me for a more informal explanation of what the position entails.

Contact

TICCIH’S WORKING GROUP ON BUSINESS ARCHIVES.

Francesco Antoniol, TICCIH Italy

As we anticipated in the TICCIH Bulletin #96 (2nd Quarter 2022), our association has started a new path of activities aimed at the debate on business archives. From the shared idea, between INCUNA and Virginia Studio Associato, the Facebook group TICCIH’s WORKING GROUP ON BUSINESS ARCHIVES was born, with the precise purpose of connecting people who work on corporate documentary funds, on real and concrete issues relating to the description, management, enhancement and digitization of this important sector of industrial heritage.

The general principles from which this idea was born are set out in that issue of the Bulletin. The need arose after the first online meeting between the founding members, for the comparison on real cases for the sharing of intervention practices and of reflections that help the development, in the whole community of industrial heritage experts, of interventions that start from a common knowledge base. They have also the possibility of being transmitted to the largest number of professionals for a fruitful comparison on the method of intervention of each.

Sharing that must not be limited to the community of experts but which, at the appropriate time, must extend to the largest number of interested parties so that they become a critical mass useful for increasing the visibility of these actions to safeguard and disseminate the documentary industrial heritage.

In line with this understanding, INCUNA has recently completed the first digitization step of the documentary collection relating to the Fábrica de Mieres, part of the largest and most important documentary heritage of Hunosa, which has recently been opened to the public.
In addition to the direct reflection and digitization of the fund, in accordance with the guidelines currently in force in Spain, and preparatory to the publication of documents on the PARES portal (Portal de Archivos Españoles), this pilot action allowed the development of an idea of a similar intervention in Italy which involves a part of the fund of structural engineering drawings preserved by the Fondazione ing. Lino Gentilini.

The foundation keeps the documentation produced by the design company SEPI (Studi Esecuzione Progetti Ingegneria). It presented a project which was financed by the Fondazione Cassa di Risparmio di Trento and Rovereto, entitled Viaducts, Bridges and Railways Across the Brenner. Engineering works in the Trentino of the Twentieth Century, which aims to digitize part of the graphic drawings relating to the design of large infrastructural works, motorways and railways. This is for the interested public, and for a scientific reflection and a correct application of the rules for the digitization of these particular types of graphic works which are generally in a large format and produced on tracing paper or heliocyopy support.

An important part in this project is reserved for relations with INCUNA and TICCIH, which are the two scientific partners. From the constructive dialogue between the experts attributable to the two associations, the foundation expects to develop theoretical and practical indications for the correct digitization of this particular type of documents, indications, it is hoped, that take into account the greater number of experiences gained throughout the community of experts in which INCUNA and TICCIH are well established. The project will end in March 2024.

A first step to join this community is to join the Facebook group with a short presentation and to express your experience there. For those who do not use social media, an extract of the discussions will be produced on a frequent basis, and sent via email to interested parties (please write, for registration with a short presentation to the author.

Finally, we believe that this activity, initially born as a sharing of a passion between friends and interested in the industrial heritage of Spain and Italy, will evolve into two concrete experiences of description and enhancement. It can also be a good example of international cooperation such as the one hoped for during the recent discussions on the possible creation of a European organization of the TICCIH.

Contact

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The legacy of the global production of petroleum presents arguably the widest gap of any industrial sector between an unquestionable historical importance, and the number and age of protected or conserved original sites. In 2008, the owners of what may be the oldest authentic working oil field in the world, Fairbank oil field in southern Ontario, Canada, approached TICCIH to examine this discrepancy by producing one of its thematic contextual studies, in the hope that an international perspective might help identify and evaluate the most significant sites. This in turn could assist UNESCO in considering possible World Heritage nominations.

The report was published in 2020, and can be downloaded from TICCIH.org. It was finally presented formally, after a two year delay, at a seminar in Sarnia, Ontario, in August, organised and hosted by Fairbank Oil Fields and kindly supported by the local County of Lambton.

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The TICCIH thematic study was discussed in the opening session, and then possibly the three most important sites of early oil production, from Ontario, Pennsylvania (USA), and Bóbrka (Poland) were compared and contrasted, with the key role of

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A natural seep at the bottom of a well on the Fairbank oil field. Photo: Miles Oglethorpe
played by Canadian oilmen in transferring early extraction techniques between them.

The afternoon session introduced opinions from international experts on World Heritage of the values of the surviving historical sites in this sector, and the options for nominating one of them and getting it inscribed on UNESCO’s list. Professor Boguslaw Szmygin, president of ICOMOS Poland, stressed the outstanding significance of the oil heritage, and suggested that a joint or serial nomination between his country and Canada could illustrate these. Dr Christophe Rivet, president of ICOMOS Canada, considered how to engage the next generation of practitioners, who may be more concerned about environmental sustainability, in understanding the value of the extractive sites. He noted that ICOMOS currently has a ban on extraction activities in World Heritage properties as a result of this policy, which could conceivably be applied to the Fairbank oilfields, from which petroleum is still produced. Finally, Dr Dinu Bumburu, Policy Director of Heritage Montreal and former ICOMOS International Secretariat, and Dr Miles Oglethorpe, TICCIH president, suggested ways in which the challenging heritage of oil production, might still find recognition on the World Heritage list in the future.

On the following day, the thirty participants visited the extraordinary landscape of the Fairbank oilfield, described in Wendy Shearer’s article on page 7, as well as other sites related to the petroleum industry, historic and still active, in southern Ontario, a region in which extraction and refining continue to this day.
SWITZERLAND

RAILWAY HERITAGE PRESERVATION CONFERENCE ETH ZURICH, 23-25 JUNE 2022

Toni Häfliger

As one of the most revolutionary inventions of the 19th century, the railway shaped the world like almost no other technical achievement. It revolutionised movement in space across borders and was a major driving force behind industrialisation. It still drives change today and is equally subject to it. This dynamic raises a variety of questions in the context of national and international railway monument preservation, which have become more topical in 2022 - also in the context of 175 Years of Swiss Railways.

An international conference was held on this from 23 - 25 June at the Swiss Federal Institute of Technology (ETH) in Zurich to shed light on and discuss the manifold challenges and opportunities of this young branch of heritage conservation. The event was organised by the SBB’s Monument Preservation Unit - on the occasion of its 20th anniversary in cooperation with the Chair for Construction Heritage and Monument Preservation at the ETH Zurich; project partners were the Swiss Federal Office of Culture and ICO-MOS Suisse. The SBB Historic Foundation, also founded 20 years ago, was represented with a conference contribution.

The conference met with great interest and was fully booked, many of the papers as well as the digital presentations are available at www.railway-heritage.ch. For the first time, representatives of all four railways currently inscribed on the World Heritage List were gathered together. We are now evaluating the conference, with the aim of producing conference documentation and possibly initiating research projects. It is planned to hold a follow-up conference in two years.

BOOK REVIEWS

COMMENORATING COAL MINING WORLDWIDE: INTERNATIONAL MUSEUMS, HERITAGE CENTRES, AND SITES RELATED TO COAL MINING


Reviewed by Dr Bode Morin, director, Anthracite Heritage Museum, Scranton, Pennsylvania

Margaret Faull, former director of the National Coal Mining Museum of England, has accomplished a remarkable feat with Commemorating Coal Mining Worldwide. Over the span of a decade, she surveyed and documented nearly all coal heritage locations across the globe including accessible mines, tourist mines, heritage areas, underground tours, museums, equipment, domestic and social sites, and disaster and labor memorials. In all, 432 individual sites from 48 countries on six continents were included with ample color photography. The assemblage was formed through a combination of individual visits, internet surveys, and direct submissions by the heritage entities. She writes in the abstract, ‘[This book] is not a straightforward account of the history of coal mining but rather an examination of how that history has been presented by different institutions and cultures.’ (p.xix)
While not intending to serve as a global history of coal, Ms. Faull’s introduction provides a broad overview of coal history including technology, surface features, workforce, disasters, operational mines, and museums with a description of the types of sites she will explore in the book. The effective context is well supported by a bibliography and a concordance which lists eighteen broad themes, such as ‘Memorial, coal-mining disasters and major accidents’ and ‘Winding engines’ and then indexes those locations that contribute to the categories. The sites are organized by country, and both are presented alphabetically. Further, each county chapter begins with an overview of its coal reserves and history. Not surprisingly the distribution of heritage sites trends toward western countries that had early coal field developments and later saw the growth of industrial heritage, but there are an impressive number of sites from East, Southeast, and South Asia, South America, and South Africa. Germany has the most listings at 137, with the UK at 54, Japan at 29, and the US at 26.

Partially contextualizing the sheer number of sites, the author explains that the explosive growth of railroads and imperial expansion needed strategically stationed coal around the globe to support intercontinental empires in the mid-19th to mid-20th centuries. While many pre-industrialized nations had a developed coal industry, imperial demands quickly expanded its production. She also describes the rise of industrial coal use from the early developments in Britain to its growth in Europe and meteoric global expansion as industrialization spread around the world. This period is followed by the ultimate decline of coal and the formation of industrial heritage, conservation, and the recognition of significance. Status achievements, such as those sites inscribed on the World Heritage list are noted in their descriptions.

For obvious reasons related to an already sizeable book, the author does not include maps, and only briefly mentions pollution, the decline of coal, and alternative energies in the introduction. However, Ms. Faull does discuss the latter topics in individual site descriptions when they’re relevant. For instance, the author mentions air pollution in Serbia due to the use of antiquated electrical generation equipment, renewable energy exhibits in Ireland, and the importance of chimney development that allowed the early spread use of coal with the dispersion of smoke.

Again, while not intending to serve as a global history of coal, reading the site descriptions does develop a broad history through the values, preservation, commemoration, and cultural interpretation of these places. This includes the use of slaves, POWs, women, and children in mine workings; the development of highly specialized equipment to work poor lignite mines in areas politically and economically cut off from better quality coal; and memorials to horrific mine accidents and disasters. Further, Ms. Faull describes some of the more unique experiences in coal heritage including huge open-cast excavators and the F60 in German open-air park-like museum settings, the Czech Coal Safari, which is a driving tour through an open-cast site, and the now-closed Denniston Experience which offered visitors an opportunity to actually work coal underground in New Zealand. Further, the book also explores more unconventional approaches to heritage including the Nord Pas Calais waste heaps that are protected components of the world heritage landscape and the use of underground mine pools to heat above ground public buildings at a former mine in Poland.

This impressive and useful compendium inspires a sense of awe considering the sheer number of places dedicated to coal heritage. Understanding that heritage sites represent only a small fraction of the actual number of coal mining and processing locations edifies the fact that coal was a very significant energy and mineral for so many cultures and places across the globe.

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DAVID STACEY. ART AND INDUSTRY: SEVEN ARTISTS IN SEARCH OF AN INDUSTRIAL REVOLUTION IN BRITAIN


Reviewed by Betsy Fahlman, Arizona State University

In Art and Industry: Seven Artists in Search of an Industrial Revolution in Britain, David Stacey considers a series of paintings from between 1780 and 1830 that are significant artifacts of the early Industrial Revolution. These were artists who responded ‘consistently and extensively to the impact of new technology’ in their renderings of cotton mills, industrialists and miners, the iron industry in Coalbrookdale and Wales, copper mines, canals, and slate quarries. His approach is alert to workers, labor conditions, patrons, and broad social issues.

Stacey begins his chronicle with Joseph Wright of Derby and his portrayals of the Cotton Mills at Cromford where, in 1771, Richard Arkwright built ‘the first water-powered and mechanized cotton mill.’ In John Opie’s unusual double portrait, Cornish Gentleman and a Miner, the artist pictures a steam engine ‘one of the most significant and potent symbols of the Industrial Revolution.’ A miner hands a piece of copper ore to an investor, reminding viewers that new technologies transformed the copper and tin mines of Cornwall.

Coalbrookdale by Night by Philippe-Jacques de Loutherbourg, ‘perhaps the best known painting of the period of industrial development in Britain,’ is the subject of Chapter 3. The artist’s apocalyptic scene vividly evokes the Darkshire of Charles Dickens’s novel Hard Times (1854).
Penry Williams, the son of a stone mason who later studied art at the Royal Academy Schools in London, painted a striking interior view of the Cyfarthfa Ironworks at Merthyr Tydfil at night, one of several works commissioned by William Crawshay II, the ironmaster at Cyfarthfa. The Crawshays were proud of their business achievements and invited several artists to make drawings of the ironworks. Not part of Crawshay’s commissions was another painting by Williams documenting riots over a reduction in wages in 1816 which provides unusual documentation of labor unrest.

The chapter on William Havell considers the Welsh copper industry, particularly the mines on the Isle of Anglesey, one of the principal sources of copper ore in Britain in the late 18th century. Havell’s impressive canvas was inspired by the sublime excavations of the Parys Mountain Copper Mine. The owner, Thomas Williams, was a ‘tough, influential entrepreneur’ who ‘controlled one-fifth of British copper smelting,’ and whose business interests comprised ‘about half of the capital invested in the trade.’ Worker conditions were appalling, and Williams’ employees were poorly paid in an industry that relied on manual labor and primitive technology.

Joseph Mallord William Turner’s Canals—from Lancaster to Dudley is the subject of the sixth chapter. Turner ‘more than any other artist of the period… recognized the social and technological changes that were taking place in Britain.’ The Industrial Revolution unfolded before him and he ‘understood the transformative impact these changes were having.’ Turner was inspired by the nation’s navigable canal and river networks, a linked system which enabled more efficient transportation of raw materials and finished goods. He had a keen eye for the contrasts of historical structures and modern technologies that signified progress for investors.

Henry Hawkins’s spectacular view of the Penrhyn State Quarry provides a dramatic conclusion to Stacey’s tight chronicle. His painting comments forcibly ‘on the social order and conditions at the celebrated quarry,’ which was ‘the largest of its kind in the world.’ The site attracted tourists and artists as it was notable ‘for both its size and depth and for the unusual landforms that the excavation produced.’ Only a few years after Hawkins’s painting, the quarry produced 75,000 tons of slate and employed nearly 8,000 men. The fortunes of George Day Hawkins-Pennant who owned the quarry derived from his Jamaican sugar plantations, worked by enslaved peoples, and the deplorable conditions of his Welsh workers.

Stacey’s Epilogue provides an efficient account of later artists who portrayed industrial themes. Also excellent is Stacey’s backmatter, including a timeline that charts technological developments between 1850-1835, national and international events, and artworks that portray industrial subjects. Also listed are twelve pages of fully captioned artworks not illustrated in the text, enabling an interested reader to readily locate other images via the internet, and a ten-page bibliography. Stacey’s compact volume provides a richly compelling account of one of the most historically transformative periods of modern history.