European Industrial Heritage

the international story

Peter Wakelin
(Not Barrie Trinder)
Figure 103. A barque conveying barrels of port wine, moored in the shade of the two-decked Luiz I Bridge of 1886 on the River Douro at Oporto.

Douglas Stockard

lings remain, among them the Ferrovo Borges Market of 1888, recently renovated as a council exhibition gallery, and the 'Patio das Nacões', a remarkable framework over the cloister of the Palácio da Bolsa, designed by the Portuguese architect Tostão de Oliveira in 1882. The two iron bridges over the Douro are the outstanding monuments of the industrial era in the city. The Maria Pia Bridge of 1877 has a 144 m (472 ft) deck for a railway track, 60 m (200 ft) above the river, and enabled its designer, Narciso Arce, to gain the experience that later enabled him to build the Garabit viaduct in France. The Luiz I Bridge, opened in 1886, has two decks for road traffic, with two spans of 392 m (1286 ft) and 174 m (571 ft). It was designed by T. Seyrig, and built by the Belgian company, Société Willebroeck of Brussels, replacing an iron suspension bridge of 1845 of which two granite columns remain on the right bank of the river. In 1870 the council of Oporto gave a concession for an urban railway line from Beiraria to Fox to what became in 1873 the Compagnie Cier: Americano do Porto a Fox (Oporto–Fox American Trans-
Duisberg 1995
Pontcysyllte Aqueduct and Canal
World Heritage Site

Peter Wakelin
European industrial heritage: the international story. Awareness.

New destinations for family outings and educational visits have appeared over the past half-century. Princecy palaces with their accumulations of old masters and fine furniture, elegant parks, and waterfalls cascading from mountains have been joined by show mines, steam railways, hydro dams on canals, water- and wind-mills that still grind flour, and former textile mills adapted to accommodate concerts or exhibitions. The industrial heritage is no longer a minority interest, but has taken its place with all idyllic mansions and captivating scenery as something that many people wish to experience.

Industrial buildings have been conserved and museums of industry established by varied agencies. By groups of former workers, by national and local government bodies of all political shades, by companies respectful of their traditions and, above all, by voluntary groups determined that the histories of their communities should not be lost. It is seen that the popularity of industrial heritage has increased as Europe’s relative standing in the global pattern of mining and manufacturing has diminished; industry has ancient origins but it grew to dominate the economies of most European countries from the eighteenth century. In the early twenty-first century we are witnessing the closure of the last deep coal mines in Western Europe, and the colossal machines recently used to extract brown coal have quickly become redundant. Huge plants that seemed eternal, ironworks, oil refineries, car plants, are coming to the ends of their days. Even cities and machines that seemed characteristic of the late twentieth century are becoming part of the heritage. In Hungary there is a museum of nuclear power generation, while Concorde supersonic airliners are displayed in museums in France and Great Britain. As industrial communities seek different directions they are aware that new growth may derive benefits from roots in the past. The European Route of Industrial Heritage exists to enable Europeans to share their past experiences of mining and manufacturing, and to show how we made things and how we moved them in recent centuries.

The ERIH website offers practical assistance for travellers. It also enables its readers to venture in imagination to the most distant parts of Europe. Those who study the website follow in the footsteps of travellers whose writings open up our understanding of the industrial past. From Richard J. Oger (1718–60), who visited England in 1753–55, this is a fascinating description of a country on the verge of industrial revolution. Arthur Young (1741–1820), the English agriculturalist, observed changes in agriculture as he passed from Lorraine into Alsace in 1789 (when he

Why industrial heritage?

1,300 sites
45 countries
13 theme routes
Meaning for family and community
Critical stage in human history
Deindustrialisation challenge
Inspirations
Warnings

Aberfan 21-10-2016 - 116 children and 28 adults killed
Who is it for?

- Decision-makers
- Wider interested audience
- But mostly YOU!
How to use it?

Toolkit for interpretation

Understanding context
Interpretation Plans

The success of the pan-Wales interpretation approach hinges upon an integrated presentation.
Introduction.
European industrial heritage: the international story. Awareness.
Europe before factories.
Long journeys in small ships: international trade.
The treasures of our earth.
Long-lived manufactures.
White gold: salt.
Coal & steam: the Industrial Revolution of the 18th century.
Changes after 1870.
Black gold: the rise of coal-mining.
Coal triumphant.
Metallic wealth.
The glow of furnaces and forges: ironworking.
Textiles: the processes.
There's magic in the web of it: silk.
Fabrics in variety.
Workshops of the world: engineering.
Ships for the world's trade.
Oil and motor vehicles.
From the depths of dark forests.
Our food & drink.
Luxury and utility: ceramics and glass.
Safe in harbour.
Inland navigation.
Progress comes on iron rails.
High roads.
Flying machines.
Living in cities.
Blue gold: water - making cities habitable.
Industrial heritage.
Our place in history.
Reflections.
Characterising industrialization

- Organic to mineral materials
- Continuous technological change
- New scale of organisation and capital
- Continuous growth in output
- Greater regional specialisation and trade
- Proletarianization
- Population growth
- Urbanization
- Growing material prosperity
Organic to mineral materials

Petite Rosselle mine, France
German Technical Museum, Berlin

Continuous technical change
Bochum, Hall of the Century

New scale of organisation and capital
Growing material prosperity

Poli Distillery, Schiavon, Italy
Understanding context

- Comparative stories
- International links in technology, people, materials and markets
Anonyme Skulpturen
Eine Typologie technischer Bauten
William Havell, Parys Mountain copper mine, Wales, c1803
What remains is a rich industrial and cultural legacy, a network of sites across Europe that conserve and interpret the continent’s industrial past. ERIH brings them together and brings to life the industrial past so that it can animate our future.