

“SOUTH BUENOS AIRES CITY’S POST-INDUSTRIAL LANDSCAPE”

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COMMENTARY

Towards end of XIX century, the City of Buenos Aires starts to experiment a differential growth that will last up to our days: the rich goes to the North¹, meanwhile the working class establishes in the South, near an industrial area that begins to develop around the river, the Riachuelo, where the important industries of the XX century concentrated, availing of a via in that time navigable connecting with the port, railroad and other important communication routes. At present, disaffected from their original use, these industries have been, in its majority, already abandoned, remaining only a few as witnesses of the recent past.

This text, dealing with the industrial archeology subject as a field of study concerned with investigating, surveying, recording oral, in some cases, with preserving industrial monuments. It aims, moreover, at assessing the significance of these moments in the context of social and technological history², turns the sight on an important industrial patrimony that remains out of the whole strategy of real estate development and tries to render a possible solution to revert the situation of lack of interest of this degraded sector of the city, articulating theoretical, empiric aspects. Takes a look at a historical, political, economic and social analysis – without leaving the side of environment, urbane and legal outlook among others – and putting in appraisal with the creation of an archeological park. This is the idea to secure the identity roots of the present generations living there since the recovery of the Riachuelo as transport means, of the old railroad traces that assemble there and the cases most paradigmatic of industries as starting point for a regional economic development founded again on working bases, with all the risks that this implies and with the alternative for a cultural tourism.

The case gives such as theories as a description of proceedings in relation with the research way of the Center for Urban Archaeology of the School of Architecture, Design and Urbanism. National University of Buenos Aires appointing a tool to promote the integral development of the south.

At the final discussion it brings questions about the continuity of industrial tourism by its own by its own and offer several possibilities generated by these kinds of post- industrial landscapes.

KEYWORDS: River, natural landscape, european immigration, urban transformation, industrializing proceedings, industrial landscape, crisis, post-industrial heritage, development strategies, cultural tourism, supported grown.

1.- This fact has its origin due to the yellow fever epidemic in 1871 and this moved the inhabitants of the city to leave their houses.

2. - R.A BUCHANAN, Industrial Archaeology in Britain, London, 1972.

PURPOSES

.- The revitalization of a degraded area beginning by a well understood tourism, under rigorous criterion of authenticity and not as the exploitation of a land by creating fictitious sceneries – as the case of the quarter La Boca in the city of Buenos Aires, but since the revaluation of industrial landscapes and its tangible and intangible patrimony, creating in that way a landscape circuit to promote the local and regional development.

.- The conversion old deactivated structures to idle and cultural spaces beginning by the evaluation and rehabilitation of the sites, machinery and infrastructure that fall in disuse so as to be able to better understand the societies of the past.

.- The available of Riachuelo as a navigable via and its adjacency as well as a recreative and cultural and to reinvidicate the train as a sure and comfortable transport media.

WHERE THIS PROPOSITION AND ANTECEDENTS GET TO

As to the area under examination, Riachuelo is not taken in its whole length only but it produces a cutting that covers the quarters of Barracas and Nueva Pompeya, on the southern part of the city of Buenos Aires because, luckily, they were not victims of urban renewal plans that lead to the clonation of successful models, rejecting the past or analyzing superficially, thus producing a feeling of eradication by the lack of identity.

For this research work it takes as antecedents the successful cases of industrial tourism developed by the system of the Science and Technique Museum of Cataluña, in Europe, and the case Pachuca and Real del Monte, in Latin America.



Image 1: General view of the Riachuelo river under Uriburu's bridge, where can be seen the ex factory of TAMET.

Source: Center for Urban Archaeology's Achievement (2002)

INTRODUCTION

The hydric bed Matanza- Riachuelo's case, who has a surface of 2240 square kilometers, is the collector of 60 affluents and it coincides with the most populated and industrialized region of the Argentina³, is known by these days due to a discussion originated in its jurisdictional superposition. Although it affects a part of the city of Buenos Aires and fifteen municipalities of the Province of Buenos Aires. The 64% of the Riachuelo belongs to the city of Buenos Aires, the rest and in descent order to the districts of Avellaneda, Almirante Brown, La Matanza, Lanús and Lomas de Zamora, nobody wants to be the responsible, so that exists a fail of effectivity on behalf of the authorities involved to avoid that its bed continues to contaminate. Both facts are indispensable to put in function a sanity plan within which the idea to recover its edges for recreative aims are implicit, what is not a small thing as "the citizens have the right to live in a healthy clean, balanced environment and apt for human development, and in case of a harming it should be repaired" (Argentinean National Constitution -Sec.41-, Constitution of the city of Buenos Aires -Sec.26- and Constitution of the Province of Buenos Aires -Sec.28-)

Meanwhile the discussion increases, the impunity and ignorance regarding the historical and archeological patrimony of the industry is each time higher, and therefore a lose of a great part of our undivided estate material is noted as there are not clear laws or policy mechanisms for a regulation of the indiscriminate destruction.

It is enough to mention two cases comprised within the present study of the analysis to see how alarming and chaotic is the context that made possible in the last six months the destruction of the railroad station – the station Dr. Antonio Saenz, who has has four rooms, waiting room, telegraph and box office, chief's office and local remittances, and begins of the buildings of dry mounting, with wooden structures and occlusions and coverings by corrugated plate, small, simple and austere constructions⁴- of the "Compaigne Generale des Chemins de Fer de la Province de Buenos Aires, and", the concession of which belongs to the Transportes Metropolitanos, and a lime factory in private hands, both built in the year 1907.

Let's see what happens regarding the laws referred to the archeological patrimony, considering that gathers all the traces of man's existence and refers to the places where any human activity was performed and the structures and the vestige abandoned of any kind, be it in the surface, as buried, as well as the material related to them⁵, beginning with the short analysis of laws and regulations in force in Argentina.

The Act 9080 ratified in 1913 was the first national judicial regulation ruling in the subject of "archeological and paleontological ruins and beds of scientific interest" Through its nine articles established: the ownership character of the Nation, the grant of permission to explore, use and explore by Department of Justice, Ministry and Public Instruction of the Nation with advising of the National Museum of Natural History and that of Ethnographic Museum of the University of philosophy and contemplated the indemnification in case of perpetual slavery to conserve the ruins and the expropriation.

This law was in contradiction with that of the Civil Code and of the provincial legislations upon establishing the dominion of the Nation on the archeological patrimony without distinction of the jurisdiction they were in.

3. - Banco Interamericano de Desarrollo, Executive resume of Environment proceedings of the Hydric bed Matanza-Riachuelo, 1997

4.- Jorge D Tartarini, Railroad Architecture , Cedodal. Buenos Aires, 2001.

5. - International Documenta For The Archaeological Heritage Proceedings adopted in 1990 in Lausanne by the general assembly of ICOMOS, Art. 1).

Upon its announcing, the intention is to give only an approximated idea regarding the conservation of the patrimony.

When it was born, the industry was in full development and its architecture considered utilitarian - therefore, without constructive and/or typological values and its production material had not yet the strong present historical and symbolic charge. To include it within this law would have been unthinkable. Since its ratification, there were filed about thirty projects of National Patrimony Act and only in 2003 with the promulgation of the Act 25743 they was finally removed.

The Act n° 12.665 of 1940, creates the National Commission of Museums and Monuments and Historical Places, Defense of the Historical and Artistic Heritage of the Nation, related to the subject with the regime of the Act n°21 499 (B.O.21/1/1977) on the expropriation. This now depends to the Culture Secretary of the Nation and possesses a series of prerogatives such as: declaration of public utility of the places, monuments, real estates, furniture and documents of private dominion of the particulars and its possible expropriation; it is an authority to apply in the national order of all the matters of preservation of the cultural patrimony corresponding to the Nation, it classifies and formulates the list of private patrimony considered as historical or historical-artistic interest; it makes rules and instructions for museums for different effects, contracts restoration of the patrimony, etc. The inapplicability of them led the provinces to dictate their own rules on patrimony in spite of being in contradiction with the national law that yet had not been annulled, and at the same time numerous orders and decrees have been dictated within the municipal level tending to defend its patrimony. What heritage?

It is as from the act 21.836 (B.O. 14/7/1878) there is approved the Convention for the Protection of World Heritage, Cultural and Natural of the UNESCO, in the 17th Paris Meeting (16/11/1972), there is incorporated to heritage and it builds one of the first antecedents that define the industrial places, the production places, the means of communication and the industrial archives as patrimony to be preserved. Furthermore to the identification determined based on aptitudes to be evaluated, the industrial patrimony of the XX century is in danger to be destroyed because it does not present sufficient antiquity value.

Finally, the Act 25743 on “Protection of the archeological and paleontological patrimony” since its section 1 there is declared the objective of the law that is to preserve, protect and tutelar the archeological and paleontological heritage without stating clearly how to do it. Neither it clears up that the industrial beds are the repairers of this patrimony neither it refers to any industrial landscape consequent with the interaction of the man with the machine, nor of its sustained perseverance concerning the past and the present with the objective to leave it as heritage for future generations and what will last long. Not recognizing the industrial sites of historical relevance it cannot be determined as from the legal frame what patrimony deserves to be preserved how and for what.

So, the potentiality of local and regional development that offers us a vision of the patrimony is difficulted since the interpretation of the legal and managing criterions because they do not reach the history nor the identity.

HISTORICAL EVOLUTION

Due to the historical industrial development it is known that the first industries established in the area were the salteries, in 1815 there is established the first salting house of the area⁶.

There followed the frigorific industries and its derivatives, such as tanneries, grease and fat factories, two textile factories, a lime factory, heavy metal mechanics, small metallurgical workshops and an important factory of paints.

So, there was various industrial panorama towards end of the XIX century, since textiles (Gratty,Bozzala) up to small and medium metallurgic industries, among which there were outstanding the deposits of The Compañía Argentina de Hierros y Aceros (Pedro Vasena e hijo, Ltda.) founded by don Pedro Vasena in 1878, converts it in a most important Metallurgical company in South America and one of the industrial colossus of the country with a capital of 14.000.000 pesos national currency⁷, on the north margin of Riachuelo, then navigable. Situation that was reflected until not a long time ago towards both margins of the river, in the homogeneity of the constructions of industrial use and low dwellings with yards (patios) that intermixed, as well as the customs of its inhabitants.

In this arrabal or suburb, name it as you want, the Italian population towards 1904 was of 1176 persons, the argentines and others reached 1277, namely, the first one comprised 48% of the total⁸. The rest of the immigrants were composed by Greeks, Polish and Spanish.

As to the vial and services infrastructure, it was not entirely prepared to receive a great traffic of carriages, nor to shelter manufacturing establishments. It is known that towards 1904 the quarter had no pavement, only in 1910 the Avenida Sáenz, axis north-south of connection was tiled with tiles and granite and concrete basis. In 1907 the illumination was by gas supplied by the Cia. Rio de la Plata, it is only in 1913 that came the electric illumination⁹. The fluvial via was prepared, it implied a direct relation with the port, so was the railroad. A few blocks from there, there was Ingeniero Brian freight strand to where the multiple railroad ramifications arrived. Due to the proximity to the Riachuelo this strand operated as transference center where there was a great wharf. (Image2).

Towards 1930, the relationship between the communication via and the land improved; after several intentions to build some bridge that would resist the impact produced by the waters with the crescents originated by heavy rains, the bridge Uruburu or Alsina¹⁰ was constructed and so there were consolidated the principal arteries of transit and the nexus between the north and the south, between the Capital Federal and Lanus district.

Likewise, there existed a pedestrian bridge crossing the Riachuelo as a prolongation of the street San Francisco and resulted to be an alternative for the workers of this establishment and who were living on the other side of the river.

6.- Alfredo Montoya, How did the stock farm evolved in Virreinato's era, Buenos Aires, 1984.

7.- Adolfo Dorfman, History of the Argentinean Industry, Buenos Aires, 1970.

8.- Vicente Octavio Cutolo, History of the quarters of Buenos Aires, Buenos Aires, 1996.

9.- Ibid.

10.- From its contrasting language its character resulted to be dual due to the use of two riverheads of colonial style and of a bridge composed by iron structure. Meanwhile the structure brought from Germany presented a complex mechanism that made possible to raise the central part moving it to one and other sides allowing the pass of the ships that circulated there, the heavy heads projected by Jose Calixto Alvarez, who also projected within the same style the bridge La Noria, only corresponded with the access ramps of more than hundred meter of length.

The other important communication via was the railroad. Within this area converged two lines, that of the Ferrocarril Sud Oeste and Midland, of broad trail with English capital and the Compañía General de Ferrocarriles de Buenos Aires of narrow trail counted with French capital. The same than since 1865 had one ramification crossing through the lands of Lezama and Pereyra towards Riachuelo. The ramification was foreseen for moving the residuals of the city towards the Quema - the denomination of “residual’s railroad” and was known so due to its function- less known is its relation with the Matadero del Sur then, the present Parque de los Patricios, which project to move to Liniers was the reason of raise of the ramification and its replacement by a parallel line to Riachuelo that connected with the new site¹¹.



Image 2: General plan of the area: The Riachuelo, Urriburu’s bridge , freight strands , big factories, workshops and houses.

Source: Center for Urban Archaeology’s Achievement (2005)

11.- Graciela Silvestri, The river’s color, Buenos Aires, 2004.

USES OF THE GROUND AND EDIFICATION

The first code formulated for the City of Buenos Aires is that that was proposed by the Comisión de Estética Edilicia, dated as from 1925¹². This code does not include zonification of use of grounds, only regulations weave and for that purpose, it divided the urbane area classifying it in 6 district types one of them corresponds to the industrial weave.

It is enough to observe the image 3 to compare the evolution of this weave through the time and since the Codes of the Building of 1940 and 1959 and the Codes of Urbane Design 1976 and 2003.

Presently, this sector is still comprised within what the Code of Urbane design of the city of Buenos Aires calls area of industrial use though there are buildings that did said performance since many years they were deactivated without the productive point of view, they conserve the industrial architecture of big aisles but in their majority were re-used as deposit spaces, likewise coexisting with small workshops and chemical industries very contaminated, print shops and editorials, that, in its majority, have finally displaced textiles, tanneries and metallurgical.

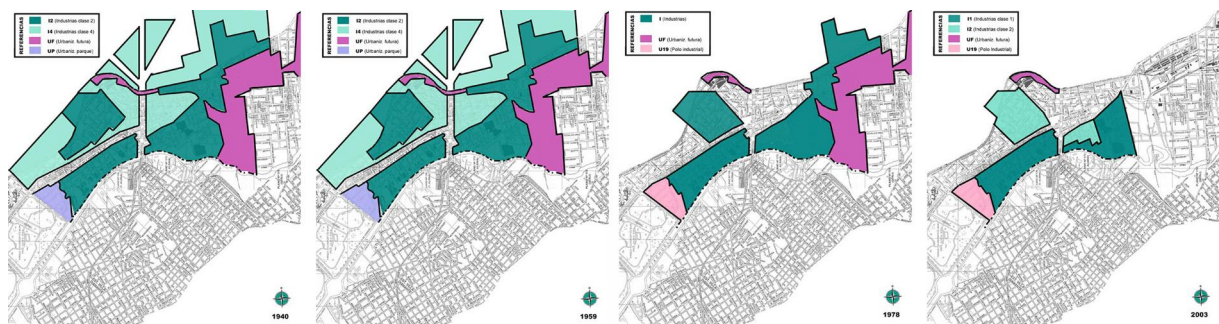


Image 3: Evolution of industrial weave through a re-elaboration of the Codes of the Building, years 1940 and 1959, and the Codes of Urban design of Buenos Aires City, years 1978 and 2003.

Source: Center for Urban Archaeology's Achievement (2005)

The reactivation of the real estates existing now in the city of Buenos Aires increased the value on those lands and now the square meter of a land quotes at 120 U\$, just the double of what it cost end of the decade 1990.

As to the plans of this sector, the recent was that of Urban Environment¹³, dedicating two sections, the 3.5 (3.5.1 and 3.5.1.1) the design of revitalization of the southern zone starting with a green corridor justifying its realization.

Due that the area is taken from the corridors at the Av. Amancio Alcorta and Av. Roca, as it only brings the vacant lands, unused railroad strands and the big open spaces and degraded buildings thus to allow all the urbane sectors involved to reach better levels of the environment quality and the continuity of the green axis of the Av. 9 de Julio incorporating the land of the Neurophysiquiatric Hospitals and the freight railroad strands in Buenos Aires and Sola in the quarters of Barracas and Parque Patricios.

12.- Odilia Suárez, Plans and codes for Buenos Aires 1925-1985, Universidad de Buenos Aires, 1985

13.- Environment Urban Plan, Government of the City of Buenos Aires, 2000

The section 4.5 (4.5.1 and 4,5.3) designs the order of industrial and mixed zones with the aim to empower the productive capacity through the promotion of the industrial activities, specially those of high technological contents, justifying its realization since the detection of the deterioration of the historic industrial area, through the deactivated industrial buildings on the edge of Riachuelo and the concentration of deposits in Parque Patricios and Barracas. Closed streets occupied by industries generating urbane barriers. Failure in complying with the sanitary rules and that of Industrial activity in the city. Conflicts between industries and neighbors due to contamination, unfulfillment of transit regulations and of truck parking in Parque Patricios, Pompeya and Barracas. In the southern zone predominates the lazy industrial equipment or sub used available for localization of productive activities, of services for industry and technological developments. On the other side, there are areas of historical patrimonial value to develop as touristic circuit. (Bridge Alsina and other buildings and sites). Clearing up under which institutional frame the management of these proceedings are realized -the Secretary of Economic Development is in charge to generate promoting policies and the Secretary of Urban Design will perform within the normative and design of the physical environments adequate for industrial localization -¹⁴, the truth is that the plan has never found an operative limit.

ENVIRONMENT

The city of Buenos Aires though the flatness had unevenness only it was smoothed ¹⁵ and its fluvial courses in the majority refilled, thus modifying its geomorphologic physiognomy. The Plan of an Archaeological Potential of the city of Buenos Aires¹⁶ undoubtedly shows this fact.

Within the sector, it was a very low zone. There already existed different theories in the XIX century with regard to the flood in the adjacent of Riachuelo. The rain waters of the basin of Riachuelo were conducted all the time to Rio de la Plata by two river-beds, the minor rains shelter and flow by a fortuitous small river bed of 3, 4 or 5 meters depth and a broad edge of several kilometers, this is the biggest river-bed of the Riachuelo¹⁷.

Towards 1945, it refills the brooks -due to the discontent of the neighbors of said quarters who does not support the stinking waters- were being directed the waters coming out from pluvial waste pipes and even of the sewers that were made during the I presidency of Irigoyen and then after 28 years and after having the work of waste pipes. Teuco today Enrique Ochoa three building companies, the last one Weiss and Freitag, they abandoned the work, the remedy worse than the illness the brooks¹⁸.

14.- Environment Urban Plan, Government of the City of Buenos Aires, 2000

15. It is enough to observe the quarters Nuñez or Belgrano that have been almost leveled and where may be seen these unevenness in a very particular way: ladders at the end of the streets that twist in a forced form. There remained only reliquaries in Barrancas de Belgrano and Retiro.

As to the blocked surface of the river the average would be about the third part of the whole city of Buenos Aires, because not only in the south there were brooks but towards the north there were important beds such as Veda brook, Maldonado and Saavedra lake, whose morphology gave birth to a quarter and a park based on them. Not to speak about what occurs with those so called Ecologic Reserve towards the east of the city of Buenos Aires, towards the north, near the University City and to the south of the Coast (Costanera), all this shows that the city of Buenos Aires is moving away from the river.

16.- Daniel Schávelzon and Mario Silveira, Plan of the archaeological potential of Buenos Aires, Buenos Aires, 2004

17.- Luis A. Huerger, Anales de la Sociedad Científica Argentina, Volume XXI, first semestre 1886, Buenos Aires, 1886

18.- Antonio R.Rejano and Juan Bossadone, El eco de Pompeya, Octubre 1945 p.5-10, Buenos Aires, 1945.

As to the environment contamination, the Riachuelo and its affluents receive daily 88.500 cubic meters of industrial wastes. Most of the problematic substances are of industrial origin such as: xenobiotics (abhorrent of the life)¹⁹. The hygienic sanitary situation is therefore, alarming not only due to the contamination of the waters but as well as to the ground contamination and to the pestilent odors.

ARCHEOLOGICAL POTENTIAL OF A POST-INDUSTRIAL AREA

Meanwhile, the local antecedents of the industrial archeology regarding the Riachuelo are under study of the archeologist, Marcelo Weissel in the area Boca-Barracas, performs an important work of rescuing archeology during the works of control of flooding and consolidating the edges as urbane expansion areas that left a null potential under ground and those realized by Carlos Rusconi on the second redepositions used for canalizing the Riachuelo and there appear very interesting data after comparing the present state with the cadastral sheets of 1940 where are observed brooks coming out from the primitive natural bed of the river.

Besides the potential that still exists under the ground, it may be seen from the river's landscape that many buildings come loose meanwhile rest of the materials of an industrial past show singular characteristics and values.

The following chronology will take into account a case of the final of the ninetieth century and others pertaining to different decades of the twentieth century in those paradigmatic cases of industries from which can be obtained data for its posterior evaluation.

GRATTY. Av. 27 de Febrero between Av. Saenz north and Erézcano.

The company was established end of the century in Puente Alsina occupying an extension of 4 hectares and arriving to be one of most important textile factories in Argentina²⁰.

This textile of Belgian capitals founded in 1898 was followed by another one of Italian capitals, Bozzalla-Ubertalli, a few blocks of the other- Both conformed the only textile factories comprised within the area.

This company employed women's work hand, being it towards end of the XIX century, in Buenos Aires, to increase the small budget of a worker it was necessary to avoid all kind of things considered superfluous. Another alternative was the work of the woman and the children²¹.

In so many products, there were developed woolen stuff and cashmeres of high quality, with machines brought from Europe without customs²² cost.

Gratty persists after the first world war but an uneasiness of the textile industry starts in 1925, with the promulgation of the Act 11.281 reducing the 10% of customs rights for the tissues²³ and the competence of foreign goods at low prices makes ten factories to auction their installations and stop the work, immobilizing a capital of five millions²³.

19.- Alejandro Malpartida, La cuenca de Matanza-Riachuelo, Buenos Aires, 2001.

20.- Maria Marta Lupano, Espacios del género volume II, Rosario, 1994.

21.- Ibid. See on page 191, Where the author describes the thesis realized by Pablo Stomi, where can be seen the opposition of the Catholic Institution, on women's work.

22.- There was a strong demand for export meat destined for the European market that was possible to comply with thanks to the frigorific industry. This cargo left for Europe in cargo ships which afterwards had to compensate at their return with a "ballast" that was resolved as per the introduction in the country of the machinery and materials destined for building sector.

23.- Adolfo Dorfman, History of the Argentinean Industry, Buenos Aires, 1970

Presently, they subsist within a great green space and in ruinous parts of the aisles and the chimney of purely characteristic shapes of the manufacturing Centre-European architecture made of bricks.

Likewise, and in spite of the state of the installations, they were taken over by families of scarce incomes.

CAL- CHAQUI. Av. Alcorta and Perito Moreno.

The original building started in 1907 and until not a long time ago conserved almost all the elements of the place when it was in function allowing decode how did the factory operated technically.

To the first lime factory to which were added other constructions on the same ground during the decades 1940 and 1950: the cement factory “Oso Blanco” and the coatings “Camuati SAIC”, company that even today operates and keeps their central offices in a sector of said manufacturing establishment, though their productive sites have been transferred over twenty years ago to Benito Juarez, south of the Province of Buenos Aires- very near to Sierras Bayas and a place of mineral extraction for the use of building and chemical industry and to Villa Mercedes, in the Province of San Luis, where it is favored by the policy of industrial protectionism.

Though it was important as to the operative system and the logistic employed it never got to be an example of wholly modern factory because the conception of the process was not entirely mechanized. The reading of the machines existing there as well as the archives photos tells it.

Likewise, in 1985 the complex suffers from fire in which resent parts of the original structure. The factory closes definitively after a false intention to update the machinery and equipments because at any rate it was difficult to compete in the market. The transport of the limestone represented a high cost and even more so when the railroad that excepted the payment for this and other raw materials destined for the industry disappeared leaving miles of kilometers without transit.

At any rate, great part of the installations have been demolished in the last six months, still there are conserved guideposts of the epoch of great vertical stoves of the type of burning by rows- though in ruinous state of conservation-, its machinery in general, the raw material and even processed products and what is even more important: its archives have been sold as scrap.

TALLERES METALURGICOS SAN MARTIN (TAMET). Diógenes Taborda 1.533.

This is perhaps and among all the cases the most interesting one as it shows much more than the others of its type. Let us see why.

Leaving aside what happened, on the same grounds there appeared in 1926 it was built on the grounds where there were deposits of the firm Vasena since 1890, epicenter of the tragic week in 1919: on December 2, where about 2500 workers of the important metallurgic firm declared a strike. They requested increase of wages of about 10 and 40% for working-day of eight hours, primes for the work on Sundays and extra hours and the reincorporation of the workmates fired due to their guild activities.

Pressed by the executives, the government had to supply police force to control the convoys and in one of the habitual shots died one of the police officers. The indignation on behalf of both forces was one of the factors that hurried the acts to take place in the tragic week. This was the most extensive and cruel strike that occurred in the country²⁴.

The origins go back to the two modest workshops established one in 1882 by Antonio Rozzónico at Rivadavia Street 3281 and another by Messrs. Jose Ottonello and Luis A, Huelgo, en 1883 at Bartolomé Mitre Street 2300, the first one as mechanic workshop and machine construction and the second one as bolts factory. Twenty years later the house of Ernesto Tornquist & Cia. Ltda. enters into the partnership with the others, bringing the Talleres Mecánicos “El Ancla” in which they were interested, forming then the line Rezzónico, Ottonello and Cia. The workshops of the new firm were installed on the property that now is the factory “General Bosch” in Avellaneda and which up to then belonged to the formerly mentioned company “El Ancla”.

In 1909, greatly amplified the former activities transforms in a Stock Society under the name Talleres Metalúrgicos and with a capital of 1.300.000 pesos sealed gold issued and integrated in its totality by Argentinean subscribers. Thirteen years later, in 1911, there comes to integrate the entity “Arbed Terres Rouges” of Luxemburg that represents the consortium Minero Metalúrgico the most important of the world, increasing its capital to 3.300.000 pesos sealed gold. With this new impulse the company continued increasing its importance and in 1925 acquires the major part of the business of workshop “San Martín” ,Mercantil and Rural Company S.A reforming its ordinances under the denomination S.A. Talleres Metalurgicos San Martín.

Afterwards, a new purchase, that of the factories and business of the ex firm “Compañía Americana de Hierros & Aceros” (Pedro Vasena e hijo Ltda. Founded by Pedro Vasena in 1870, it is converted into the metallurgical company most important in South America and in one of the industrial colossus of the country, with a capital of 14.000.000 pesos national currency. At present and due to what was agreed at the Shareholders General Assembly on June 27 1934, the S.A. Talleres Metalúrgicos San Martín “TAMET”. has a capital of 14 millions pesos of national currency of legal course in shares of \$100 national currency each, to which were integrated 10.285.000. The company possesses in the surroundings of Buenos Aires two power plants with the respective deposits for the storage and cargo wharf on the Riachuelo, called “General Bosch” and the other one “San Francisco” which together occupy a surface of 141.383,18 square meters and dispose of a potency of 6.100 H.P ²⁵.

Its growth and development was possible due to the industrialization process that in Argentina has developed in a short time and very quickly. This company, an example of modern industry was not conceived only on its processes but also on the formal organization of its members related to the aim to produce commodities materials and where it is seen clearly the way in which it is installed in the great technical, rationalized and modern society, some islets of harmony and plenitude in which there may be rejected and eliminated the constructions that weigh over the daily life: the house and holidays ²⁶. TAMET granted credits for their workers, it had a library, vacation’s campus and a club with own football team.

This big metallurgical empire from which only is conserved this place in the quarter of Nueva Pompeya, the two rests, in the district of Avellaneda was partly demolished and partly occupied by people of low incomes, meanwhile the place La Noria very near the homonymous bridge has been plundered.

Since the decade of 1980 it starts to fall due to the economic retraction among other factors and TAMET could not subsist within this context abandoning definitively their installations in the mid 1985.

25.- Revista de Arquitectura de la Sociedad Central de Arquitectos, October 1936, p.526-531, Buenos Aires, 1936.

26.- Edgar Morin, Sociology, Madrid, 1984.

In coincidence with the decade 1990, this industrial establishment passed then to an import company and same assigned big aisles for a new use, that of deposit of containers. This company does not invest for the maintenance of the great structures. Perhaps that is how the great foundry stoves subsist with a logotype of the metallurgical firm, and even a tank of water very characteristic of this type of industrial constructions.

Finally, and after the crisis of end of the year 2001, the import firm abandon the installations and same passes to a new food company that also use these spaces as deposit, makes amplification of the great aisles and at the same time renewing the occlusions.

Fortunately subsists the offices that were built in 1929 by the building company GEOPE, *Compañía General de Obras Publicas S.A.* was a building company same as that of Weis and Freitag developing the German industrial model of statist capitalism or national company being it different from the English model of free firm in 1947, during the first presidency of Juan D. Peron it was put in State's hands under the dubious supervision of an organism depending on the Industry and Trade Secretary, the DINE (*Dirección Nacional de Industrias del Estado*) as it was considered that the company responded to the nation. In 1957 it passed to private hands through a public auction same as other companies that belonged to the DINE. Its president, engineer Ludwig Freud "whom the United States considered as Nazi number one of Argentina", being he the principal of the German Social Help, a Hitlerian institution occupied to give political asylum in Argentina to the soldiers condemned at the Nuremberg suit due to their participation in the Second World War²⁷. It conserves almost it's furniture but unfortunately the achievements has been losted completely.

ALBA Centenera 2790.

It corresponds to the year 1936 and is the product of a very clear modern thought referring to the conception of spaces. It was built by the important Scandinavian firm Christiani & Nielsen.

It will not be attended herewith this particular case as it is similar to the rest of the cases studied and likewise here the railroad was a determining factor for its installation – as the ground is crossed by a desviation of the ramification deactivated today and goes along the ex Belgrano line of railroad that was connected with those mentioned before. This low level was considered between stations Dr. A. Saenz and Villa Soldati, for the exclusive pass of the freight trains, it was constructed to avoid the pronounced ascent that had the passenger services, the bridge on the street Tilcara was at a closed curve and as in those times many forestall products were transported, such as joists and round legs, the sliding could produce accidents and a congestion of local services²⁸.

Though it suffered successive modifications through the time that make difficult to read the evolution of the site, unless we enter into the corresponding plans.

The company is standing now but its industrial site within the industrial park in the Province of La Rioja.

27.- Silvano Santander, *Técnica de una traición*, Buenos Aires, 1955.

28.- Jorge Supremo Siri, *Our "trochita" II*, Buenos Aires Province, 1997.

WORKER'S HABITAT

As part of the process of the industrialization of the sector is the one that comes out from the subject of lodging, which scarceness was increasing in the measure that the factories were expanded.

Differently to the English company towns the scale in which they were created not only was inferior as it did not count with the infrastructure of common services.

As to the lodgings realized by private organisms there are only oral or written testimonies. This is due in great measure to the precarity of its constructions.

Vasena had near his deposits on the Riachuelo some lodgings of which the only thing that is known is that "the area is inhabited and Vasena built there lodgings for workers, it concerns a marsh with small water lines that had not been closed"²⁹, meanwhile the dwellings developed by the Textil Gratty lowered its model of doubtful protectionism³⁰ it is known that the building was risen into 3 independent blocks, subdivided in its turn in high and low. Each block has 30 rooms, representing in altogether a total of 90 rooms. The quantity of persons that lives in the 90 rooms is about 600, in which figure are included men, women and children³¹.

In change, there is still in force a workers quarter product of a strategy on behalf of the catholic church - "The devotion and determination of the Vicentine ladies of the parish allowed the creation of the Barrio Obrero Nuestra Señora de Pompeya, created by their initiative. It was inaugurated on September 17, 1922 with the attendance of the president of the republic Dr. Roque Saenz Peña and his wife, Teodolina Lezica de Alvear, the mayor Anchorena and other special guests³². This quarter lies between Alberto Einstein Street, Trafal, Cachi and Romero occupies one block and in spite of the advanced deterioration that it shows – especially the tower of central water with its clock and its caverns and altar – generates an urbane space of great quality.

To conclude workers lodging subject, the "villa miseria" is an alternative of a dwelling not wanted. Towards 1929, after an economic crisis, thousand of persons without employment have accumulated, living in conditions of extreme poverty giving place to generate marginal quarters or villas miseria.

The villa miseria was the concreting of the utopia of a better life near the factories for the migrations coming out in its majority from the interior of the country or from the bounding countries such as Paraguay, Bolivia and Peru.

What is certain that this development of the marginal quarter extended to the low zones until they overpassed the predictable limit. Without services nor adequate infrastructure, the conditions of life were infrahuman, and a culture of shared codes for the different groups living there.

29.- Graciela Silvestri, *The river's color*, Buenos Aires, 2004.

30.- Those who at first solved the problem of dwellings of their workers later attempted against their claims, repressing them firmly .See Maria Marta Lupano, *Espacios del género* volume II, Rosario, 1994.

31.- Ibid.

32.- Vicente Octavio Cutolo, *History of the quarters of Buenos Aires*, Buenos Aires, 1996.

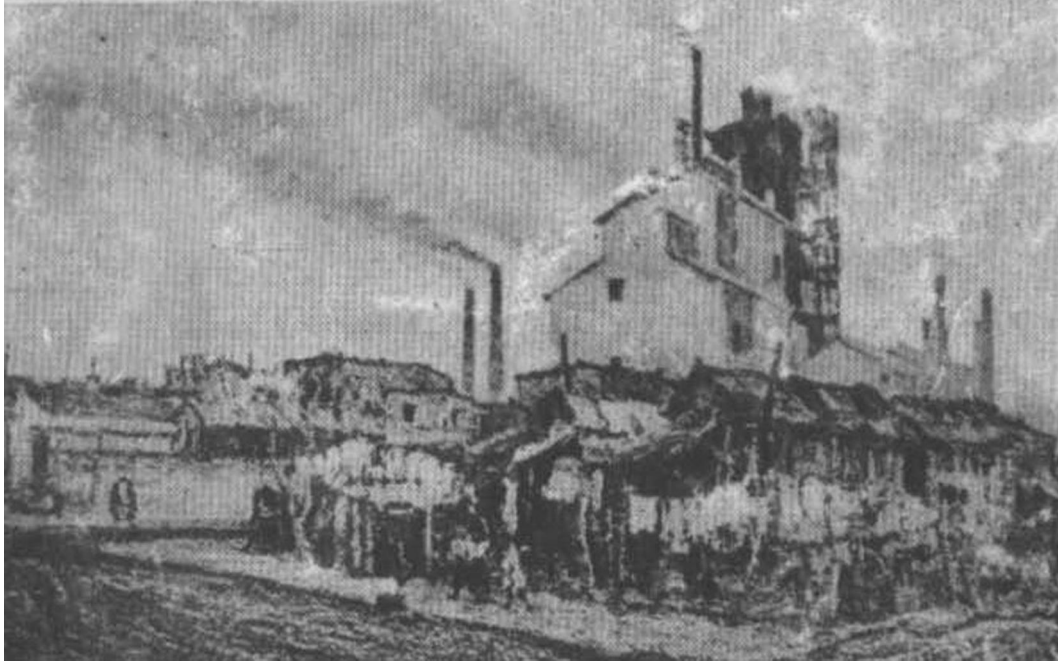


Image 4: "The factory", Pío Colivadino 's painting from 1920's decade where can be seen Cal-Chaqui Working plenty besides a marginal quarter .

Source: Portada del libro Historia de la industria argentina. Adolfo Dorfman. Ed.1970

THE POTENTIAL OF THE AREA TRANSFORMANCE. GENERAL DIAGNOSTIC FOR THE PROPOSITION OF USES

Only from the registration of the industrial real estates that molded landscape's geography and gave place to the birth of the phenomenon of the industrializing it may be possible to enter into other questions that make the patrimony, or its conservation, preservation and security of the memory, to obtain spaces for visiting (museums or interpreting centers) that add to the offer of state tourism as the principal motor of the industry and to get the redistribution of the riches of territories starting from the public initiative and of the private sector.(Image 5)

It is exposed for the cases seen before its re-use in spaces for culture, idleness and living. So the remainders of the textile Gratty are destined to a center of interpretation of the industry and beginning of the course of the archeological park, the ex offices of TAMET so as the archives and library specialized in industrial matters and ALBA as a solution to the dwelling subject for the people that live near the margins of Riachuelo in extremely poor conditions, thus facilitating them the access to render their work related to tourism.

The low price of the grounds makes possible the expropriation of the adjoining areas to industrial real estates of patrimonial high value and in that way it may generate a post-industrial landscape as alternative for the cultural tourism and an exit of the stagnation of a marginal sector that may benefit the enforcement of the affected quarters, the integration of the different communities and the stimulation of the self esteem of the more popular sectors.

For this there is created a plan of managing objectives developed at short development (1.1-1-3), medium 2.1-2.3) and long term (3.1-3.3)

- 1.1 –To perform a diagnosis on the present potentiality of the site to learn the present state of conservation of same.
 - 1.2 – To define the potentiality and difficulties to estimate the site and to realize an economic evaluation of the commodities that integrate the patrimonial set and study the legal antecedents they are affected by.
 - 1.3 To put in force a program of formation of the local human resources in task of maintenance and conservation of the patrimony, this is given as per the opened courses and workshops for the community
-
- 2.1 To integrate different components of the archeological park in one unitary lecture of its condition of testimony starting with an outlined and museographic systematization that makes possible the integral interpretation of the site, its parts and function for educational and touristic-cultural aims.
 - 2.2 – To adequate the design of the urbane equipment and of the architectonic existing signaling.
 - 2.3 – To define channels of communication (presentations, pamphlets, etc., where the project is explained to potential consinee and investors).
-
- 3.1 To view the site as sustained task and to get its inclusion within the touristic passage
 - 3.2. To define strategies for the sustainable development of the site as per demand, of the potential that the site presents, may bring and the present offer.
 - 3.3. To determine the diffusion, promotion and position of the site in the educational, local, regional, national and international touristic market.

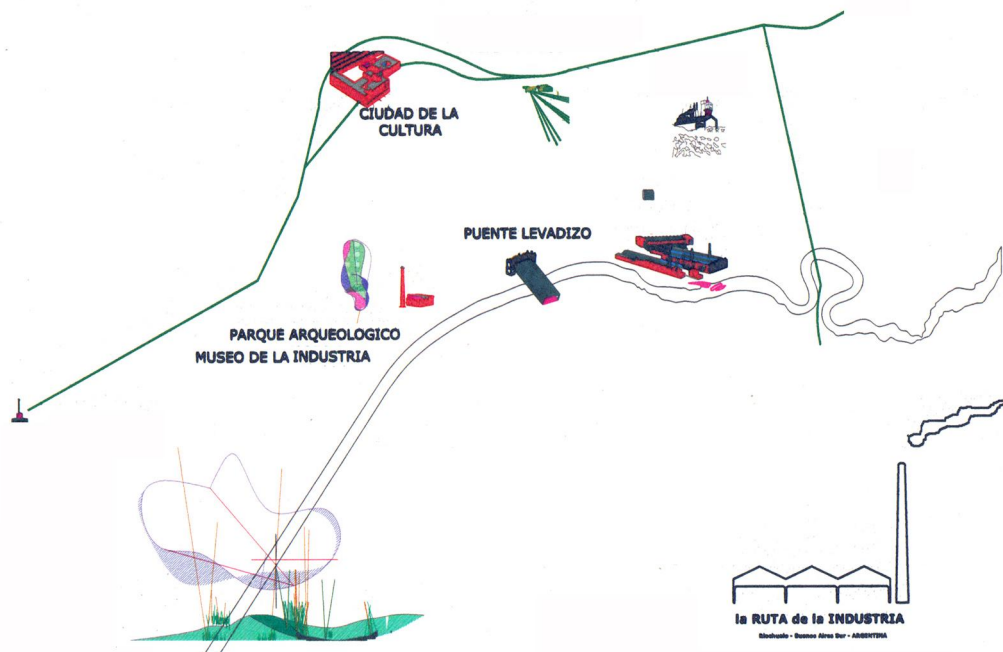


Image 5: Proposal for the area Barracas- Pompeya, with the more important industrial sites.

Source: Center for Urban Archaeology's Achievement (2005)

SYNTHESIS AND CONCLUSIONS

There is a time in our country where the work conditions were really hard and harder the replies to logical and reasonable requests.

There is a time based on work and progress, based on a process of industrialization that was developed so quickly as it declined and there followed with unfulfilled promises, where the political and economic situations did not make possible the subsistence of an industrial model. Afterwards there is a time a little calmer only nothing returned as it was before.

Finally, there may be a time also set on the base of work that will have nothing to do with the other type of relation with the industry since the adequate utilization of the inherited resources generating a new type of industry, the industry of the tourism and the continuity of the memory as per the careful use of its material remainders.

In that way, what today results a run not too conventional that starts there, where the time seems to have been detained because the plans of renewal have not been put into work because no private investor saw the sector apt for the profitable development. It presents here an area of opportunity.

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