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CONSERVATION OF THE INDUSTRIAL HERITAGE

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TITULO:

LA ANTIGUA ESTACION OAXACA DEL FERROCARRIL, DETONADOR DE
LA CONSERVACIÓN DEL PATRIMONIO INDUSTRIAL OAXAQUEÑO.

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SESION PLENARIA:

“A” PATRIMONIO INDUSTRIAL Y
TRANSFORMACIONES URBANAS

The Museum of the Mexican Southern Railway, was founded by agreement of the H. Cabildo of the Municipality of Oaxaca according to marks in its "Regulation of Creation and Operation" of the same one in the month of January of the 2004 and is product of the Managements before the Liquidator Committee of FNML that yielded under contract of “Comodato de Uso”, but of 40 thousand square meters of the Railway Set framed in the Zone of Monuments of the City, Declared Cultural Heritage of the Humanity. The H. Cabildo agreed to integrate the buildings that constitute the set like Cultural Heritage of the City and to enlist them like Monuments. They actively participate in the development of the Urban Project and Conservation the "FONDO LEGADO CULTURAL" branch of the Civil Association "FUNDACION COMUNITARIA". **(Image 1)**

This Program, additionally raises to contribute to the consolidation of the site like: A space of celebration of cultural events and educative activities with special reference to the own set and the Industrial Heritage of the state of Oaxaca; which is integrated, with extraordinary examples as the rescue of the Textile Factory of San Agustín Vistahermosa and it's hydroelectric plant; the mine of Taviche and the state railway system. Allowing that is the population the first beneficiary by the benefit of their own heritage.

- Space for the tourist-cultural visit, adding itself to the state tourist supply, main industry and motor of the economic activity of the State.
- In November 13, 2007, year in which Oaxaca will turn "475 Years as a city" and “20 years as Cultural Heritage of the Humanity”, will be a distance of 115 years between the last visits that made the Gral. Porfirio Diaz Mori, like President of the Mexican Republic and the consolidation of the Museum of the Mexican Southern Railway.

The actions that the Program raises base on the attention to the following general missions: To promote the Conservation of the Industrial Heritage that represents the Oaxaca Station of the Railway (Built Heritage, Movable Heritage, Natural Heritage, Documentary Heritage and Intangible Heritage).

Objective:

- To integrate the Oaxaca Station of the Railway and the District of the Exmarquesado to the dynamics of the Historical Center of the City of Oaxaca.

The process of modernization of the national railway system, initiate at the beginning of 1995, laid the way so that the private capital flowed to the railroads. These measures were possible thanks to the concession of the existing railway lines. The resulting companies of this process left of side the transport of passengers and also they suppressed the operation of some profitable sections that considered little or nothing.

The Mexican Southern Railway was finished constructing in 1892 and the Gral. Porfirio Diaz was put in functions at the end of that same year, being President of the Republic.

It is impossible to initiate this presentation without at least mentioning in few lines the historical meaning of this fact, thousand kilometers of routes, stations, people, objects and documents, landscapes involved by the fact of the appearance of the railroad in Oaxaca. (**Image 2**)

Why, do we have to protect this Heritage? The first way of transmission of the historical conscience occurs through the oral language, when of different ways communicated, and presents our values; also it is obtained with the graphical and written language, with documents, photography and drawings that become transmission channels of the registries of the cultural facts; but also we can transfer it when conserving the effective cultural patrimony, prolonging its permanence, not to have to resort to the two first forms of language, which are used when the heritage is lost. The Industrial Heritage is relatively a new integrated concept to universally recognized Cultural Heritage; this fortune was created from the Industrial Revolution at different moments in the world; to our times in some countries this effective continuous patrimony from half-full of century XIX; the mines, the factories, the railroad with the different machines to steam, diesel engine or electrical and its stations, the mills, the properties assembly plants, the street cars, the hydroelectric plants among other centers of production in the world that constitute the value of a time of progress of the humanity. A time of technological innovation and creativity that has gotten to become the symbol of the Western Civilization. (**Image 3**)

In the case of this program, the Conservation of the **Built Heritage**, under contract of "Comodato de Uso" with National Railroads of Mexico in Liquidation from the 27 of 2001 July considers marking two areas specifically: one to the South of longitudinal form to the layout of the routes denominated STRAIGHT OF VIA, divided in two polygons: one of 16.089,24 m² and others of 11.242,08 m² and the denominated North area of OLD STATION OAXACA with an area of 12.350,62 m², where is the main access. The railway set is complete, being one of the last ones in these conditions in Mexico, counts on the robust and sober Main Building; the offices of the Station master and the "Warehouse" constituted by one "crujía" of more than 180 mts. the one that has allowed to make different activities like exhibitions and conferences, the building is flanked by a tree of Higo of greater dimensions and by historical Ahuehuete.

In attention to the Contract, the main building has been destined to the MUSEUM Of the MEXICAN SOUTHERN RAILWAY; giving guessed right a New Adaptive Use to the building; battle conducted under the principles of the Conservation of "the use adapts to the space and not the space to the use" among others. The H. Cabildo of the Municipality gives the instruction so that the buildings that compose the set were enrolled in the "Monument List of the city and that the Zone of the Station was integrated to the Polygon of the Historical Center". Additionally it approved unanimously the "Regulation for the Creation and Operation of the Museum of the Mexican Southern Railway" and its Consultative Advice which guides the actions of the institution. **(Image 4)**

The platform is another element characteristic of the Set, in it, is located the "Donají Train", a group of rolling stock acquired by the Municipality constituted by a locomotive to Diesel engine, a "vagón" of load, a car camping, the traditional caboos and a car of passengers, who were adapted with a system of video for projections and conferences.

The "Gardens" constitute an architectonic element of extreme importance because they manage to integrate to the Patio with the buildings and the main roads of the zone, in these, in addition to the gardening design are commemorative elements of the history of the railroad in Oaxaca, like the obelisk that identifies the date of the widening of the route in 1952 inaugurated by President Lic. Miguel Alemán V.

It is counted on the "Water Tank", even in operation to the date, giving service like water warehouse for the residents of the zone. The "Factory", presents/displays in its conserved good and complex structure, soot tracks of the steam engines and at the moment are in use to give maintenance to the machines that continue operating the railroad to the zone of Cuicatlán.

The **Movable Heritage**, takes a process of permanent conservation, when existing great amount of pieces product of the railroad culture, from the rolling stock, telegraphic changes of via, grates, bells, clocks, systems, etc. A process of Industrial Archaeology for the identification of the pieces has been made that it has given by turn out to count on an important heap. The **Documentary Heritage**, has been integrated by historical documents found in the site and by which the railroad community has contributed, counting now on an own collection of unique bibliographical photography and.

As far as the **Natural Heritage**, the area has consolidated like an Urban Park, improving substantially the quality of life of the inhabitants of the city, because this opening of the space, is comparable has "to have extended in but of 40 thousand meters the municipal territory". **(Image 5)**

The **Immaterial Heritage**, constituted by the uses and customs and oral history among other factors, is very well represented by the neighbors of the District that forged part of its history by the arrival of the railroad.

The Oaxaca Station of the Railroad, appears like the detonator of one of the ambitious projects but of Conservation of the Cultural Heritage of the city of Oaxaca, the "Corredor del Ex- Marquesado a la Alameda".

In the system "Zócalo-Alameda-Catedral", the evacuation of the informal commerce was obtained that settled down in the vacation seasons, took part the set integrally; the restoration of the Basilica concluded Cathedral, took part the temple of San Felipe Neri, has renewed the urban image of one first stage of the Avenue Independence, concluded the restoration and creation of the "House of the City", historical building where the

library "Andrés Henestrosa" constituted by but of 40 thousand units donated by the teacher.. The Corredor integrates by the connection of the "Avenida Independencia", natural access to the Historical Center of the city, in which 25 houses coexist, 77 commerce, health equipment, governmental offices, of education and services.

The program of work raised by the administration of the MFMS that has assumed the responsibility of the development of the integral project marks clearly the sense of the actions, and it has managed itself to combine the simultaneous accomplishment of the planning, the actions of conservation and the permanent use of the space which has credited to the salary had an attendance of but of 16 thousand people from its opening in May of 2002. (**Image 6**)

The Conservation of the Cultural Heritage begins with the deep knowledge of the goods. The District of the Exmarquesado, isolated of the city, as far as its urban dynamic socioeconomic development. From 1892, with brief interruptions, the Station had maintained its use original, serving of load to the city of Puebla and passengers to the city of Cuicatlán, in the State of Oaxaca, which is within the Zone Declared like "Reserve of the Biosphere".

The city of Oaxaca bases its economy on the Tourist Industry, has even been catalogued like one of the 10 better destinies in the world, by different the attractiveness that it offers, since it tells on archaeological heritage, historical and artistic of great quality. Now the Industrial Heritage extends the panorama to 20th Century as far as its temporary limit and to the District of the Exmarquesado, founded on a par of the city of Antequera on 16th century, in the territorial scope.

In Oaxaca, the urban territory is saturated, the percentage of open spaces and of recreation it presents a serious deficit, specially in the sector the south where the estate of the Station is located; the Coordination of Municipal Urban Planning, once having reviewed the Partial Plans of Development, considered that formally Zone of Development Controlled with vocation of Urban Park was declared Cultural Educative Equipment, action promoted by the Municipal Citizen Council and the Direction of Ecology, by instructions it express of the Municipal Presidency. The site has authenticated this vocation, to have been a social point of contact like Station, has become a Center of Promotion of the Regional Culture. (**Image 7**)

Daily they are received to students of located primary and secondary institutions in Central Valleys of the State, so that they make visits organized to the Set. The meetings organized by the Civil Association have become traditional "Friends of the Mexican Railway of the South. The "Oaxaca's Cycling Movement " (MOBIDO), found in this space its center of concentration, for the routes by the city in bicycle, where they have met up to 600 participants in a day. This association caused the opening of new line of investigation: the Project of "Green Routes", which consists of recovering the rights of via which they were left without use in different sections as the case from the branch from Tlacolula and Zaachila, the proposed use is the one to occupy them as footpaths for the use of pedestrians and vehicles nonmotorized, program recognized in other countries like successful. During the summer activities coordinated with other museums in the city have been carried out. The space has been used stops: social meetings and breakfasts, tributes, exhibitions of greater stature, breeding ground and even for concerts of music and projection of films. In general the population of the city specifically sees

beneficiary with the correct use of the space and the residents of the district and the tourists who have increased their visits to this "new" center of attraction that will turn 115 years in the 2007, integrating itself thus to the different commemorations that will be provoked in Oaxaca. From the made activities, the inhabitants of the District have been integrated themselves, the contact with them settled down when it was made, for the first time, a census of population and house, which allowed to identify different aspects like: the identification of the old settlers but, the ages and sexes, the transport means mobility and preference, the vocation of the district, the different proposals from use for the communitarian station, activities that are made, the necessities of services public and the opinion on the opening of the Museum. **(Image 8)**

One stands out as it demonstrates clear of the success of the program, the integrated salary, the Museum of the Mexican Railroad of the South, within program MARAVILLARTE, by third consecutive year, whose object is to foment in new the generations the visit to the museums of Art, Science and History, which meant the consolidation of this Cultural Center recognizing it the level of the Cultural Center Santo Domingo, the Museum of Contemporary Art of Oaxaca, the Philately Museum and other institutions of international prestige. **(Image 9)**

A tangible sample that the program has been successful is the answer that it has given to calls to participate in different national and international forums, where has shared the experience, emphasizing the VII Congress of the World Heritage Cities Organization (WHCO) made in Rhodes, Greece and VIII the Colloquy made in the city of Cusco, Peru; the participation in the "FORUM OF CITIES" summoned by the American Network of Heritage Cities made in Cartagena de Indias, Colombia; in the "CONGRESS the INTERNATIONAL OF FOUNDATIONS FRACTALS" in Madrid, Spain. As well as in IV Congress of the Industrial Heritage made in Lima, Peru; and in the Congress of the TICCIH & Industrial Tourism in Nagoya, Japan.

The experience shows the range of development possibilities that offer to a program of Conservation of the Cultural Heritage which is not isolated of urban dynamics, but on the contrary, it becomes detonator of the urban development. The Old Oaxaca Station of the Railroad is an example of urban progress because it has been an integrating project, that is to say, has looked for the relation between questions of environmental, social, cultural and economic type. He has been foresighted (vision to future), characteristic that is important pilfers wishes to check the progress and effectiveness of the proposal. He has been distributed, to the salary taken into account the sharing of the specific conditions (social, economic and environmental) of the population within the city; and it has been developed with originating information of multiple interests within the community, that is to say, that the reliable, valid indicators but and of greater influence they have been those that have been obtained from the participation of the great range of representatives of the community. This program contributes the experience in different actions: **(Image 10)**

- To promote new economic activities in the communities where are located the properties inherited from parents.
- To put in use these goods, destining them to uses with social demand and of market being able to maintain the goods rehabilitated in good conditions.
- To make use efficient of the resources public who destine themselves to the preservation of the cultural patrimony.

- To improve the management of the patrimony when promoting the most intense and sustainable use of the rehabilitated properties inherited from parents.
- To promote the social participation in the process of decision making.
- The systematic consideration, when seeing the program like a complex problem that it requires of a effort properly planned, taking into account all and each one from the parts that composes it and the risks that are run when not giving an integral solution him.
- The strategic thought and vision of future. The municipal public administration must understand and adopt an approach based on the lasting strategic administration that it becomes serious in a serious planning and with vision of long term that opens new perspective to the community, that allows to delineate successful schemes of negotiation, without the change of municipal authorities is a restriction in the process to identify, to propose and to orchestrate programs and projects of medium and long term with blasting characteristics of the development.
- To integrate multidisciplinary equipment with described personnel and vocation on watch in the different levels from work: government (federal, state and municipal), society and specialists. In the case of this program the level of the members of the work party is of doctorate and masters in architecture, conservation of the built heritage, studies and management of the city, urbanism, environment , marketing research, museography and sustainable development.

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