

# Industrial and Railroad Heritage

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**Abstract:** This paper studies the context of the central area contiguous with the iron bed of medium-sized cities of the northwest region of São Paulo, in Brazil, namely: Presidente Prudente, Araçatuba, Birigüi, São José do Rio Preto and Marília. Not surprisingly, the ancient boundaries of railway lines crossing the countryside regions. These urban centers were developed by the expansion of the railway, but with the deactivation of the rail transport, its core areas went into obsolescence and deterioration process and, more recently, are suffering processes of modernization and productive restructuring. At the same time, amid the industrial landscapes and decaying railroad heritage, there are situations and dweller types able to reveal some imaginary, capable of triggering: surprises, dilemmas and entanglements in the analysis of urban composition, the modernization process and its consequent deterioration. Therefore, from the marginal uses present in each city of the northwestern country towns of São Paulo, we try explain a political and critical point of view of these urban areas. Thus, the marginal architecture is not only the expression of subaltern subjectivities, reflecting the complexities present in emblematic areas of public importance, affected by degradation processes, but also, the attempt to define a concept strategy: a destabilizing way of reading places filled with meaning, in the counterculture of the hegemonic space to make experimental projects.

**Keywords:** Marginality, São Paulo-Brazil, Heritage, Railway and Industrial Landscape.

## 1. Introduction

This work is part of a larger study, which aims to understand in several medium-sized cities in the northwest of São Paulo and the Midwest, urban areas of public importance, the affected deterioration processes as well as their intrinsic spatial partner relations, to envision the urban imaginary able to inform projects of architecture and urbanism in what we call "a challenge of radical experimentation"<sup>1</sup>.

However, we will focus here in the context of the central areas that are contiguous with the old railroads in five specific cities in the interior, some of them brought about by the arrival of the railroad, or developed by it. For now, we restrict our scope to the detection of what is left of the railway and industrial heritage, and the observation of situations and townspeople or types, uses and representations of a marginal culture present in the post-industrial landscapes of these urban sites victimized by the obsolescence of the railroad.

In this sense, we speak of crusted territories in the centers of some cities in the state of São Paulo, namely: Presidente Prudente, west; Araçatuba, Birigui, São José do Rio Preto northwest; and Marília, in the Midwest (Fig. 1). The selected areas were old rail yards and factories, which, after the obsolescence of rail transportation in Brazil, in many cases, are now targets of real estate speculation and urban modernization. Especially because today they are located in central areas endowed with a wide range of infrastructures.

At the same time, as we examine these non-specific purpose locations, we become aware of their profile of "other spaces". Punctuated by ruins of railway and factory buildings, or configured as large abandoned urban areas, those are places where urban nomads start out, homeless are sheltered, drug users hide themselves, prostitutes exercise their craft or even pedestrians permeate daily. Several streets cross these areas from neighborhoods heading downtown, thus providing to these areas the sense of a "third landscape"<sup>2</sup> [1].

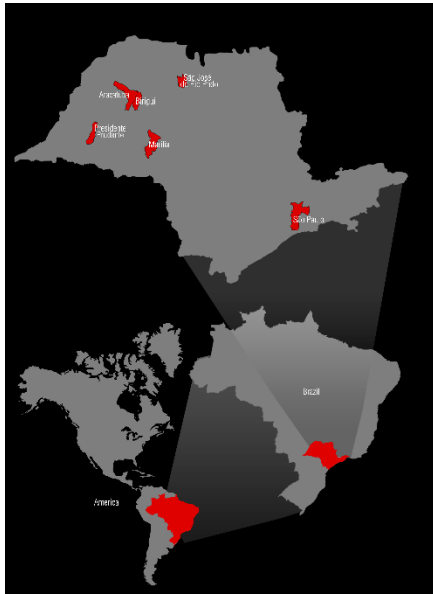
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<sup>1</sup> Under the title: "Marginal Architecture: a challenge of radical experimentation in urban areas of Sao Paulo's northwestern

country towns".

<sup>2</sup> CLÉMENT, G. *Manifesto del Tercer Paisaje*. Barcelona, G. Gili, 2002.



**Fig. 1** Location of Cities of Paulista Interior. Research Group: Project, Architecture and City – UNESP-Campus de Presidente Prudente-São Paulo-Brazil – (GPPArC).

*“Considering the idea of fluctuation and instability inherent in marginal spaces it is understood that these are an indomitable sea (the vague discomfort, the ambiguity and provocation) and one of the features desired by modern man, seeking ways to adapt to a civilizational system that is itself oscillating and unstable.”*<sup>3</sup> [2].

Given this understanding, we believe that maintaining the sense of a "place-reserve", located in many cases at the heart of these specific cities, may be a political-critical way to counterbalance the progress of a growing process of autonomization in substantial portions of the urban space of these municipalities. They are now punctuated by numerous closed residential neighborhoods and isolated by security systems, new private shopping centers and insulated industrial districts in peripheral areas.

For this purpose, we are imbued with the idea that the residual spaces along the railway of Presidente

Prudente, the old water towers of CEFNOB in Araçatuba, the ruins of the new train station in Birigui, the Civic Square in São José do Rio Preto and adjacent sections of railways in Marília, should continue as spaces at the mercy of the customs and representations of the passersby, as we will clarify later on. Thus, while these case studies are by themselves open to an unfinished project in time-space, they also allow us to drift in front of their many possibilities for the recreational and constructive understanding of the city<sup>4</sup> [3].

By defending a maintenance position of these free spaces, especially in the central areas of these cities, we are neither making reference to the "doing nothing" policy of architects Lacaton & Vassal<sup>5</sup> [4], nor coming out in favor of conservating rails and industrial heritage and then leaving them to be condemned to destruction, or even suffering from a acute symptomatic affection for the decadent, in a kind of "ruinophilia"<sup>6</sup> [5]. Instead, we aim to take a questioning attitude towards the detriment of the methods currently applied to the preservation of heritage. Thus, among other dynamics, the challenging strategy that we propose is considering the memories and the many forms of occupation of these places-in-between, then seeking alternatives to new settings in which the desire of the ordinary can live<sup>7</sup> [6].

It is true that the state of violence is relevant in the context of the cities of São Paulo because it is usually associated to the creation of controlled-socialization spaces. Those will not cease to take into consideration only the conversion of these former railways and industrial areas into places intended for trade, making those spaces an environment of institutionalized culture or even proper for the tourists' enjoyment. For both cases basic reforms in the Brazilian economic, political and social structure, which could ensure greater

<sup>3</sup> ALMEIDA, S. F. de.; SALDANHA, M. Ruína como resistência: um lugar estranho num promontório de desejos. *Revista Arq/a*, 112, mar./abr., 2014, pp. 108-111, p. 108.

<sup>4</sup> DÉBORD, G. Teoria da Deriva. *Revista Internacional Situacionista*, 02, dez., 1958.

<sup>5</sup> VASSAL, J. P. Jean Philippe Vassal conversa com José Adrião e Ricardo Carvalho, 24 março de 2006. *Jornal de Arquitectos*, 223, abr./ jun. 2006 pp. 50-63, p. 59.

<sup>6</sup> DOMINGUES, A. Ruinofilia. *Revista Arq/a*, 112, mar./abr., 2014, pp. 112-117, p. 112.

<sup>7</sup> DERRIDA, J. Uma arquitetura onde o desejo pode morar. In: NESBITT, K. (org.). *Uma nova agenda para a arquitetura*. São Paulo, Cosac Naify, 2006, pp. 166-172. This interview with Jacques Derrida was published for the first time in *Revista Domus*, in 1986.

distribution of income, health, education and better urban living conditions, are necessary. That said, we understand that some of the recent interventions, modernization and urban renewal of damaged areas in Brazil, have only generated misfortune of gentrification because they expel the disadvantaged populations of the place, in order to please the interests of hegemonic groups.

At the same time, the existence of large urban voids and scattered ruins as traces of a post-catastrophe city – understood as a "no man's land" – can stimulate increased crime and impunity, as it tends to configure obscured territories sitting very close to areas of intense movement in the centers of these cities. In addition, one must weigh that although in this study we use the act of walking as a methodological practice for the detection of rail and industrial heritage, searching for an encounter with "the other" - that is the one who wanders, uses or inhabits the marginal urban sites – can make one resign themselves from "facing many fears"<sup>8</sup>.

The task of numbering the main abandoned structures, old industrial plants and areas occupied by marginal uses along the rail in the above-mentioned cities is a work in process. An aim that does not stop here because it is imbued with the sense of wandering as a way to recognize a territory by the wanderings and through the development of "sensitive cartography" of space which, for subsequent, supports the making of experimental projects that take into account the perception, uses and representations of the experiences (nomadic-researchers, as well as nomadic-residents).

A sense of knowledge that makes the walk between the train tracks wandering through the trails and ruins to find imaginary that can compose projects that are the result of the lived experience of the researcher on the path. A survey that is going through the place, eye-to-eye, through the lens of the camera, the researcher's perspective and look in the eye of the marginal man who lives on the fringes of the railway (Fig. 2).



**Fig. 2 The Researcher's Perspective: Marginal Man beside the old railroad of Presidente Prudente. Research Group: Project, Architecture and City – UNESP-Campus de Presidente Prudente-São Paulo-Brazil – (GPPArC).**

<sup>8</sup> CARERI, F. Walkscapes ten years later. In: CARERI, F. *Walkscapes: o caminhar como prática estética*. São Paulo, Gustavo Gili, pp. 169-174, 2013, p. 170. "...fear of the city, fear of the public space, fear of infringing on the rules, fear of

*appropriating space, fear of overcoming barriers often times nonexistent and fear of other citizens, almost always perceived as potential enemies*" [12].



**Fig. 3** Pallets beside the São José do Rio Preto Old Trainstation. Research Group: Project, Architecture and City – UNESP-Campus de Presidente Prudente-São Paulo-Brazil – (GPPArC).

In this quest at the same time, it is necessary to map the traditional way study sites, it is also important to reveal the wanderings along the tracks, our encounters with the "others". These meetings come a new kind of recognition context. A psychogeography of the place, the cultural manifestations of subjects who pass through there. Human traits, agro-industrial wastes in a seedy area (Fig. 3), graffiti (Fig. 4), and numerous situations to describe.

In this manner, we present the five cities along with a brief history of urban formation, accompanied by the first results detected, through mappings and some photographs, in other terms, spatial conformations present in industrial landscapes and areas contiguous to the old railways of the following cities: President Prudente, Araçatuba, Birigui, São Jose do Rio Preto and Marília We also point out some uses and representations found in these areas in order to compose an overview of the

marginal culture of such places, which holds not only the physical aspects, but also the possible spatialities identified so far during our wanderings.

## 2. Presidente Prudente

Presidente Prudente (Fig. 5 and 6) is a municipality in the west of the State of São Paulo, with just over 200,000 inhabitants. It originated in 1917 with the arrival of the railroad, the Sorocabana railroad (EFS), and its economy was initially based in activities such as the production and processing of coffee and cotton - which permitted the implementation of beneficiary industries of these products in the city<sup>9</sup> [7].

Back then, the railroad played the important role of structuring the urban growth of Presidente Prudente as well as being an important means of transportation for people and goods. However, with the passing of time, the economic development coupled with the opportunity

<sup>9</sup> SANTOS, E. V.; FIORIN, E. Presidente Prudente: Patrimônio e Marginalidade ao longo do leito férreo. In: XII Congresso Internacional de Reabilitação do Patrimônio Arquitetônico Edificado - CICOP - Bauru - São Paulo, 2014, Bauru-SP. *Annals*

*of the 21st International Congress on Architectural Patrimony Rehabilitation. The Daily Dimension of the Patrimony and the Challenges for its Preservation.* Bauru-SP, UNESP-FAAC, 2014, pp. 277-286.



Fig. 5, 6 Presidente Prudente and the railroad view in red. (GPPArC).

for modernization transportation through roads, led to an obsolescence of the use of trains; it caused the abandonment of the railway network in the State of São Paulo, including in Presidente Prudente that had its railway complex gradually disabled. Since then, the central area of the city suffered some interventions that have accelerated the deterioration of some emblematic spaces, such as the construction of an overpass and inserting of a camelódromo (informal trade center) in the square in the site of the old terrace of the season. Such actions threatened the preservation of the city's memory, expressed in the public areas and the old railroad and factory buildings.

The end of the rail transportation of passengers in 1999 and its complete deactivation resulted in greater obsolescence of the railway complex and its surroundings. To overcome the line barrier that cuts the city center – east to the west of the city – the government only worried about cars. Pedestrians have few alternatives, and these are still precarious. There is a small tunnel under the tracks with proper internal illumination, but it is limited by gates at both ends, which are only open from 6am to 10pm, for security reasons. Besides, that specific period, pedestrians have to use other means to go from one side of the city to the other. Another alternative sits at the end of Julius Tiezzi Street, where there is an old HEET turnstile. Even without any function for it, dozens of people daily "cross the line". The lack of maintenance and care leaves the place in a state of deterioration. The walls are defaced, there are many boulders, vegetation covers the

tracks; the transposition of the iron bed is almost impossible for people who have walking disabilities.

Recently, the buildings that served the railway complex have changed their uses. The building of the old railway station, now houses the consumer protection service; the buildings of the IRM – Collected Industries Matarazzo – currently shelters the Matarazzo Cultural Center; warehouses, annexed to the train station became deposits for the Cimcal Company; other industrial sheds became deposits for a beverage company (Wilson Beverages); a cement warehouse; mechanics' garages and a religious center (Fig. 7).

As for the abandoned buildings, with no function, they end up succumbing to its elements at the mercy of degradation - doors and broken windows, garbage spread. Those who use them do so uniquely as a place of passage for marginal uses are vagrants, homeless people, drug users, prostitutes and transvestites.

Some residual spaces along the railroad, with no destination, can appear to have become invisible to society, such as spaces pregnant with the marginal culture of the place. Thus, the subaltern subjectivities own are these damaged areas, they are considered a great opportunity to show some form of belonging to the place. Moreover, it is not difficult to find traces and fragments of these subjects: blankets, mattresses, clothing, pots, pipes, cigarette butts scattered in different areas (Figs. 8-10), in addition to spray-painted walls and boxcars, with inscriptions such as "there is *no use trying to appear, you have to be because the world is different from across the rail*"(sic).



Fig. 7 Mapping Railway and Industrial Landscape in old railroad of Presidente Prudente (GPPArC).



Fig. 08, 09, 10 Tracks of Marginality in old railroad of Presidente Prudente (GPPArC).

### 3. Araçatuba

Araçatuba (Fig. 11; 12) is a town in the northwest of São Paulo State, with nearly 200 thousand inhabitants. It originated in 1908, with the arrival of the railroad Northwest Brazil Railroad Company (CEFNOB) and its economy had its basis on farming activities, such as for coffee, oilseeds, especially for cotton - which enabled the implementation of beneficiary industries of agricultural products in the city [8, 9] followed by livestock and currently the sugarcane industry - especially the sugarcane production<sup>10</sup>.

The railroad has been the driving force behind the creation of the city of Araçatuba, later contributing to its strength in livestock even in a period when a considerable road infrastructure was already available for the city. Its deterioration process started from a lack

of investment and a disinterest of the government over the rail bed of Araçatuba, which ended up being disabled, and the tracks that used to cut the city center were then completely uprooted. Later on, the municipality, and recently the private sector, financed interventions that, on the one hand reurbanized the downtown area entirely, but on the other hand accelerated the deterioration of some emblematic spaces, therefore compromising part of the preservation of the memory found in public areas, old railroad and factory buildings (Figs. 13 and 14) of that city.

The official announcement of the withdrawal of the railroad tracks from the city center and the transfer of these out of the urban area were made in the early 1990s and, since then, several proposals have been designed for the region of the railway terrace. Among those

<sup>10</sup> MELO, A. P. Z.; FIORIN, E. Araçatuba: Patrimônio e Marginalidade ao longo do antigo leito férreo. In: XII Congresso Internacional de Reabilitação do Patrimônio Arquitetônico Edificado - CICOP - Bauru - São Paulo, 2014, Bauru-SP. *Annals of the 21st International Congress on Architectural Patrimony*

*Rehabilitation. The Daily Dimension of the Patrimony and the Challenges for its Preservation.* Bauru-SP, UNESP-FAAC, 2014, pp. 269-276.



Fig. 11, 12 Araçatuba and the railroad view in red. (GPPArC).



Fig. 13 Mapping Railway and Industrial Landscape in old railroad of Araçatuba (GPPArC).



Fig. 14 Mapping Railway and Industrial Landscape, and others recents developments in old railroad of Araçatuba (GPPArC).

chosen was the "Railway Cultural Center of Araçatuba City Hall" (1994), by the urban planner Antonio Crespo Arnot Queiroz. It consisted of three steps: the construction of the new railway station far from the urban area in 1992; removing the rails within the city in 1995; and then paving an avenue on the old route of the tracks, which along its path received the names Felizola Valdir de Moraes, Araçás and Governor Mario Covas.

In this proposal some buildings of the railway architectural complex were kept comprising the old rail houses, which would undergo reforms and adaptations to receive new uses, such as welfare and cultural entities sponsored by the Municipality. A "Rail Cultural Center" would take place in the former workshop of locomotives, a storage shed would be adapted to host the Open University of the Golden Age – UNA and the building of the modern railway station would turn into a tourist information point. The transfer of the railway line out of the city limits in 1995 also made it possible to improve links between the central city of neighborhoods, including removing a wall of CEFNOB that was used to protect the rail yard in the past yet causing trouble for the residents of the northern part of the city to access downtown.

Despite this intervention, some houses of the Railway Village were demolished to make room for the construction of the "Nelson Alves Reis" Urban Bus Terminal, while others seem to be abandoned today. The train station of modernist (Fig. 15) stamp went to host the Municipal Guard and the DEMTRA - Municipal Traffic Department – occupying the place to store everyday equipment such as road signs, beyond the box office of the Urban Terminal. Currently, extensive disused railway station platforms serve as a space for passagers heading downtown, the Avenue of Araçás and vice versa, as well as during the day, offer shade and protection from rain to pedestrians who walk on the avenue; but at night, the homeless possess this place. However serving different uses, much of the old railway buildings are quite deteriorated, lacking in

maintenance and going under the action of vandals. The opposite happens to the old warehouse storage, transformed in UNA, in which socio-cultural groups work with the elderly; the great state of conservation of this example is due to a private institution that has been managing the building since 2003.

At the same time, the "Rail Cultural Center", which was created in the former workshop of locomotives to be an attractive place since 2009 is restricted because of problems in its infrastructure and has its roof of wooden beams impregnated with termites and serving as a nest for pigeons. A beautiful warehouse now unoccupied and abandoned perhaps by the neglect of the government, interference of resources or because it was not adapted to more real needs of the site.

The old water towers of CEFNOB (Fig. 16) are an indication of the marginal culture of the place, where traces of the old railroad were tracks turned into asphalt. In the shadow of these, the homeless shelter themselves by making these residual spaces a house. Clothes are spread on poles stuck in the structure, benches become beds and the floor of the reservoir itself is an improvised bathroom. Nearby, prostitutes and transvestites profit walking alone at night, in conditions that facilitate theft.

As for factory buildings, abandoned after some time, they were acquired by other companies and, today, after undergoing adjustments and decharacterization, are home to new establishments. The complex of IRM – Collected Industries Matarazzo is occupied by COBRAC - Central Brazil Agricultural Cooperative (distributor of food products and agriculture) and the local network Rondon Supermarkets. In the former location of the Sanbra industries – the Brazilian Northeast Cotton Society – settled CAMDA, Agricultural Cooperative and a vertical residential building. In one of the old barracks of Anderson Clayton industries, a car was recently installed. The building of the former Seed Station, for a time, served as a deposit for the State Government and currently part of it is going to house an Agricultural Defense Office of the State of São Paulo



Fig. 15, 16, 17 Tracks of Marginality in old railroad of Araçatuba (GPPArC).

after a renovation. Another building, which received and stored agricultural products, was demolished leaving an empty land. At the intersection of the John Arruda Brazil and Waldemar Alves Avenues, where the former BRASMEN was located (already demolished), a Mac Donald's and the VIC Center Araçatuba shopping mall will be built. Finally, next to the "Rail Cultural Center" (Fig. 17), on land that formerly served as a rail switching station, a commercial mega-business – Havan department store national network from Santa Catarina – settled in 2012.

#### 4. Birigui

Birigui (Fig. 18; 19) is a town in the northwest of São Paulo with approximately 100,000 inhabitants. It originated in 1908, with the arrival of the Northwest Brazil Railroad Company (CEFNOB) and its economy was based on farming activities, then coffee, oilseeds, but especially cotton - which enabled the implementation of beneficiary industries of agricultural products in the city<sup>11</sup>.

In the 1940s, Birigui was one of the largest cotton producers throughout the northwest region of São Paulo. On Guatambu Farm - more precisely halfway between the cities of Araçatuba and Birigui - the cotton crop was a fully developed activity, which required the construction of a railway station for the flowing of coffee and cotton, namely the Guatambu Station, within the farm boundaries. Thus, several important

beneficiary industries were established in the city such as the multinational Anderson Clayton and Biol.

However, the international cotton crisis and the seasonality of the harvest made the city face numerous problems leading to huge unemployment rates. This situation caused a series of transformations that drove the economic interest of the city towards a strong industrial training focused on the production of shoes, which extends to the present day. Thus, today several industrial uses and services occupy the buildings of former beneficiary industries and agricultural products (Fig. 20; 21).

The expansion of the footwear industry, from the 60s, boosted the establishment of new businesses in the city, such as providers of specialized services, institutions devoted to the training of skilled labor, suppliers of components and representatives of machinery and equipment. The formation of a major industrial conglomeration, known nationally and internationally, responsible for the city's nickname: Brazilian Capital of Children's Shoes, is noticeable in this period.

In Brazil, the rapid economic growth in the second half of the twentieth century through the expansion of the industrial sector, closely relates to the great incentive of road transportation, following the implementation of the automobile industry in the country. This motivated a decrease of rail network and brought then rising of the first questions about the future of the tracks, which cut through the cities served

<sup>11</sup> ROSA, A. S.; FIORIN, E. Birigui: Patrimônio e Marginalidade ao longo do antigo leito férreo. In: XII Congresso Internacional de Reabilitação do Patrimônio Arquitetônico Edificado - CICOP - Bauru - São Paulo, 2014, Bauru-SP. *Annals*

*of the 21st International Congress on Architectural Patrimony Rehabilitation. The Daily Dimension of the Patrimony and the Challenges for its Preservation.* Bauru-SP, UNESP-FAAC, 2014, pp. 287-295.

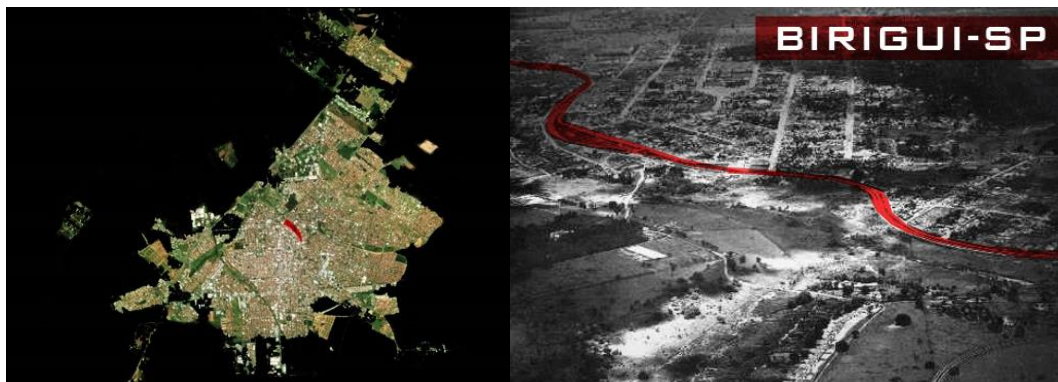


Fig. 18, 19 Birigui and the railroad view in red. (GPPArC).



Fig. 20 Mapping Railway and Industrial Landscape in old railroad of Birigui (GPPArC).



Fig. 21 Mapping Railway and Industrial Landscape, and others uses in old railroad of Birigui (GPPArC).



Fig. 22, 23, 24 Tracks of Marginality in the New Railway Station of Birigui (GPPArC).

by the railway. Numerous highways such as the SP-300 (Marechal Rondon State Highway) serves Birigui ever since, allowing connections with the road network of the major cities of São Paulo. At the same time, this road served as a barrier to the occupation of the region beyond the asphalt, bringing together the urban core eastward, an obstacle to the growth of the city in that direction.

Then the government announced the withdrawal of the rails under the excuse that they were cluttering the city center and hindering the passage of pedestrians and cars – an excuse added to the lack of investment in the rail sector. The old route of the railway was paved and the train line itself was removed. In this sense, there are few remnants in the architectural and urban terrace; barely any trace of the old station stands where now sits a school building. Only a staircase remains as a monument to the station's memory. Now Guatambu Station lasts only as an old railway house, specifically the former head of the station and a part of the old boarding platform, grown over by shrubs, located in front of that house in a rural area of the municipality.

In 1970, a new station was placed in Vila Real, today, Vila Isabel Marin as a substitute of the demolished old train station of 1969, sitting about six kilometers away from the first. The new railway station built for a modernized city does not have much use nowadays, and is currently an emblematic example of the

abandonment of the railroad heritage, at the mercy of decay. With the increasing indifference of the government, it shelters homeless people and delinquents. Tarred and very dirty, with several personal objects around the tracks and the platform is an urban area where, during the day, silence is absolute, but at night, unforeseen forces prevail and shape the marginal culture of the place (Fig. 22; 23; 24).

## 5. São José do Rio Preto

São José do Rio Preto (Fig. 25; 26) is a city in the northwest of São Paulo, with more than 400 thousand inhabitants. It originated in 1820, with the arrival of the first explorers of the São Paulo northwest, interested in farm and animal husbandry. From 1820 until 1892 the city's economy was basically subsistence. With the arrival of the railway in 1912, the Araraquarenses Railroad (EFA) was at the thrust of its development. In the 1930s began the industrialization of the city with the operation of several industries located along the route of the railway. Linked to cotton growing, intended for processing, and the manufacture of oil and textile industry products<sup>12</sup> [10].

The most notable industries located along the railway were IRM – Collected Industries Matarazzo (mid-1930s), the Sanbra – Brazilian Northeast Cotton Society (1930), the multinational Anderson Clayton (1930), the multinational Swift SA of Brazil (1944) and the Cotonifício Rio Preto S/A (1948). However, in the

<sup>12</sup> SOUZA, J. A.; FIORIN, E. São José do Rio Preto: Patrimônio e Marginalidade ao longo do leito férreo. In: XII Congresso Internacional de Reabilitação do Patrimônio Arquitetônico Edificado - CICOP - Bauru - São Paulo, 2014, Bauru-SP. *Annals*

*of the 21st International Congress on Architectural Patrimony Rehabilitation. The Daily Dimension of the Patrimony and the Challenges for its Preservation.* Bauru-SP, UNESP-FAAC, 2014, pp. 251-259.



Fig. 25, 26 São José do Rio Preto and the railroad view in red. (GPPArC).

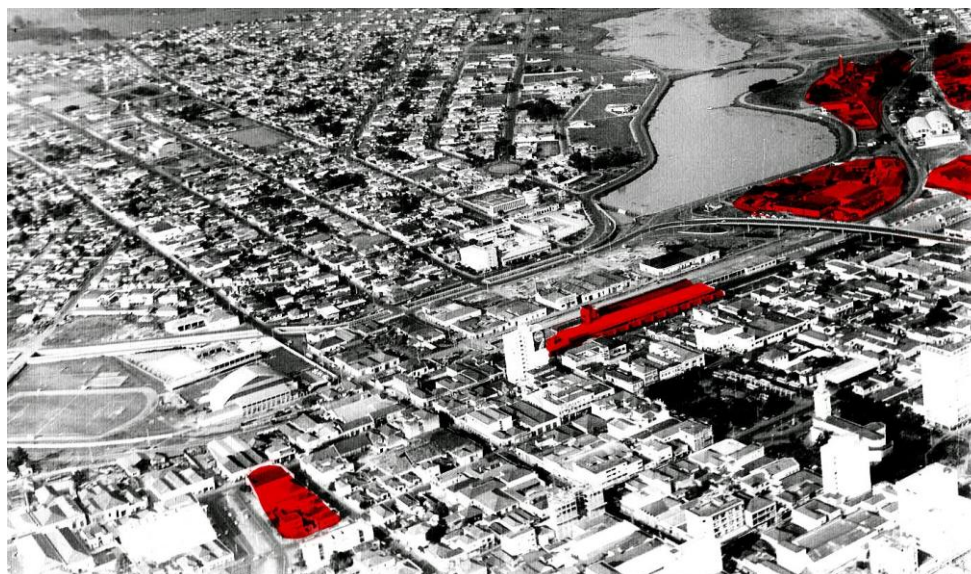


Fig. 27 Mapping Railway and Industrial Landscape in railroad of São José do Rio Preto. (GPPArC).

second half of the twentieth century, with the cotton crisis in international markets of cotton, many of these plants were closed (Fig. 27; 28).

With the growth of the city since the 1940s public opinion charged by an urban plan that delineated the commercial and residential industrial areas. Therefore, the end of the 1950s marks a major change in the urban landscape of São José do Rio Preto, with the establishment of a progressive urban model that aimed to reorganize its road layout and reshaped the appearance of all its squares. This was a time of great modernization in the name of so-called "creative destruction."

Years later, the intent of modernization led to the annihilation of the old terrace of the railroad (Paul S. Harris Square) and the acquisition of adjoining land

(such as the ones occupied by a pastry production plant), for the construction of a modern bus station, in front of the old art-deco Railway Station building. In addition, a contest for the realization of a Civic Square behind the train station started in order to value the region and modernize the immediate vicinity of the railway line, the territory of the old factories and grain beneficiaries.

Currently, the Civic Plaza, which was partially built, expresses the marginal culture of the place, mostly occupied by delinquents (Fig. 29; 30; 31). In São José do Rio Preto the changes occurring in the city center and in adjacent areas of the railway may have contributed to generate the abandonment of the railroad buildings and the construction of modernized projects, which at the time ignored the memory of their urban formation. Currently, what can be found near the

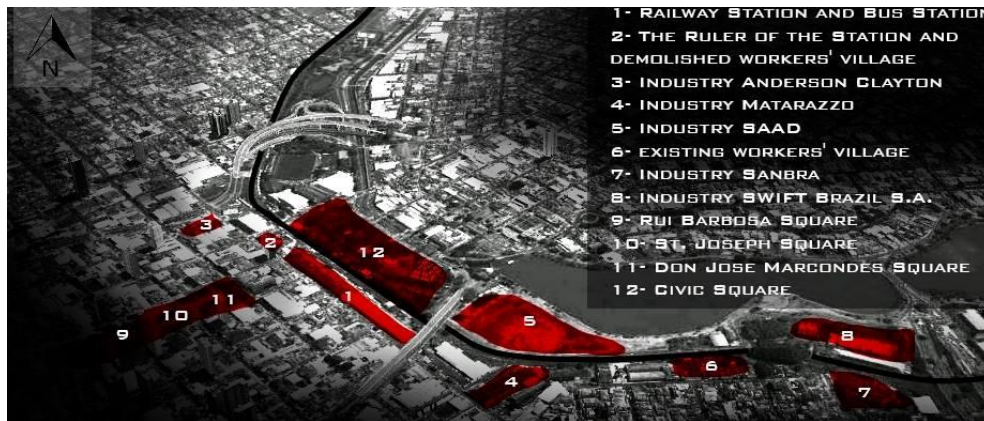


Fig. 28 Mapping Railway and Industrial Landscape, and others uses in railroad of São José do Rio Preto (GPPArC).



Fig. 29, 30, 31 Tracks of Marginality in the Civic Plaza (GPPArC).

railway line are: some old industrial warehouses in ruins; the Station Master's house, although he no longer uses it, remains preserved; Swift of Brazil SA, which was recently restored and turned into a theater; and the Railway Station, which remains untouched, even without proper maintenance.

Thus, if the railroad was, for many years, the driving source for growing the city's economy, over time, the modal lost its importance due to the diversification of the economy and the consequent importance that road transportation gained. Despite not having been totally disabled for cargo transport, the railway station and its immediate surroundings act as an abandoned area and are considered barriers to the development of the city. Recently, following a derailment with fatalities, the public mulls the removal of tracks and the construction of a rail contour.

## 6. Marília

Marília (Fig. 32; 33) is a municipality in the Midwest of the State of São Paulo with a population of 230,000 inhabitants. It originated in 1916, when the Paulista Company planted a wooden sign on these lands with their initials (CP), indicating that there would be construction of a new railway station. Its economy was based on the agro-industrial activities, initiated by coffee, silk spinning and oilseeds and especially cotton – which enabled the implementation of beneficiary industries of agricultural products and raw materials manufacturers in the city -, followed by the food industry – especially the production of candy, cookies and peanuts<sup>13</sup> [11].

The railway structured the urban growth of the city of Marília, also being an important means of transportation for people and goods. However, with the

<sup>13</sup> PÁTARO, A. D. R.; FIORIN, E. Marília: Patrimônio e Marginalidade ao longo do antigo leito férreo. In: XII Congresso Internacional de Reabilitação do Patrimônio Arquitetônico Edificado - CICOP - Bauru - São Paulo, 2014, Bauru-SP. *Annals*

*of the 21st International Congress on Architectural Patrimony Rehabilitation. The Daily Dimension of the Patrimony and the Challenges for its Preservation.* Bauru-SP, UNESP-FAAC, 2014, pp. 260-268.

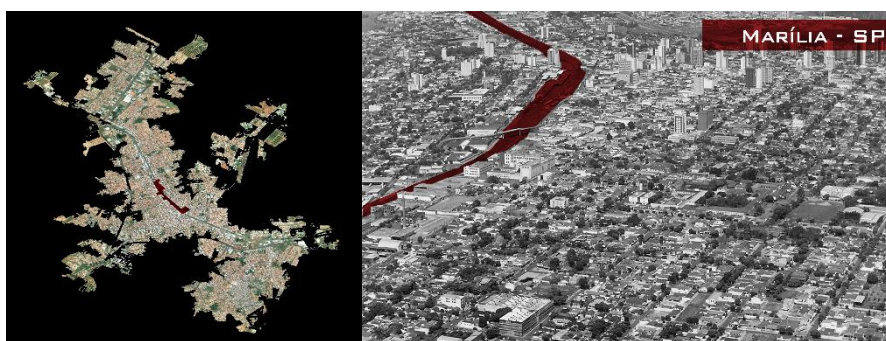


Fig. 32, 33 Marília and the railroad view in red. (GPPArC).

passing of time, the economic development coupled with the opportunity for modernization stimuli for road transportation, leading to an obsolescence of the use of trains, causing the consequent abandonment of the railway network in the State of São Paulo, forcing Marília's rail yard to end up being disabled. The train tracks, however, are still crossing the city. A trace of memory that is preserved, despite the recent actions of government, and especially the real estate market to occupy and deface some of the railroad and factory buildings.

In the cities of the north and Midwest of the state of São Paulo, including Marília, the ideas of "modernity" and "progress", will start a series of projects in an attempt to mimic the large urban centers. In this context, there is the construction of an overpass, as in other cities in the interior, to transpose the "barrier" that the railroad came to represent after its downfall safely. The fiasco of its construction resulted in its destruction, years later.

The obsolescence of the railway, however, accelerated the deterioration of the adjacent central areas, and today the train station, underused since the 1980s, is sealed. An underground pedestrian walkway, used by harboring vagrants and beggars during the cold nights, was also closed in the 1980s. Railhouses were demolished and in its place on the terrace of the Station, "Don Hugo Bressane de Araújo" Urban Bus Terminal was built, marking the opening of the administration of Mayor Abelardo Camarinha in 1988.

Out of complex that housed the imposing industrial sites responsible for the first phase of economic strength of Marília, only two were demolished. The

Sanbra - The Brazilian Northeast Cotton Society – left only its chimney, a vestige of its existence in the landscape. The headquarters of multinational Anderson Clayton was completely removed and in its place, is located an important avenue of the city. The ancient complex of IRM – Collected Industries Matarazzo – was segmented and partially demolished, now houses a home building materials, a timber, a hotel, a nightclub (in the building of the old thermoelectric and chimney) and the facilities of the Brazilian Social Security Service. The industrial complex of the Zillo Industry today houses a depository for building materials, a supermarket and a metallurgical industry. The old shed of locomotives that had been used as car parking since its retirement, was demolished in 2012. In the surroundings, the building of coffee producer Montolar, which after its closure in the 1960s, served as a private depository, was renovated in 2003 and currently houses a bank branch (Fig. 34; 35).

After the demolition of the viaduct, part of the railroad underwent a reform. A strip of approximately 400 meters in length received landscaping treatment, paving and fountain. The renovation of many vacant warehouses of the Industries Avenue forced the re-occupation of this region. Today, these spaces hold: the Central Agricultural Cooperative of the South of Brazil and the Marília Fire Department. In the block between the Av. Sampaio Vidal and Catanduva and Piratininga streets remain the ruins of the factory site of a silk mill. A place that serves as a space for graffiti, billboards and propaganda, but that awakens the attention of the private sector.



Fig. 34 Mapping Railway and Industrial Landscape in railroad of Marília. (GPPArC).

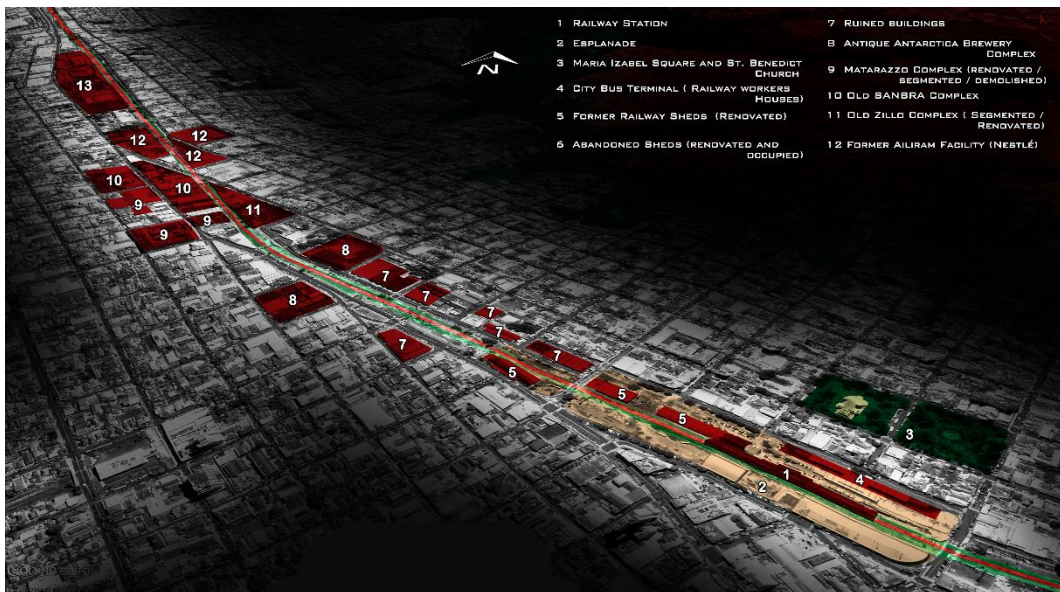


Fig. 35 Mapping Railway and Industrial Landscape and other uses in the railroad of Marília. (GPPArC).

Thus, we understand that the reforms implemented by the government in the old overpass fragment was to enhance soil and other initiatives that were sought to gentrify the open spaces (there are several others that remain along the railroad), often at cost of the destruction of the historical heritage of the rail and manufacturing complex.

At the same time, perhaps, they were responsible for an urban democratization process that has taken place during some periods. During the day, different sections of the population use, the state government service agencies located in one of the old sheds. During the

evening, thanks to the creation of a open air market, which runs on Thursdays from 5pm to 10pm, some adjacent stretches of the railway are used as spaces pregnant of sense (eminently public), as families come to walk, feed or acquire differentiated products, mingling with the townspeople of all different kinds. However, during the nights and early mornings of other days of the week, either the old platform of the train station or the other adjacent stretches of the railway (Fig. 36; 37; 38), are the spaces that reveal the marginal culture of the place where one can observe prostitutes and hustlers, homeless sleeping, traffic incidents, use of drugs and vandals.



Fig. 36, 37, 38 Tracks of Marginality nearby the deactivated railway buildings in Marília (GPPArC).

## 7. Some Considerations about Marginal Architecture

The construction of the railroad mapping and industrial heritage in some areas already highlighted the cities in the northwest of São Paulo, as well as the images and imaginary places where we walked was likely to report some projects under the concern of call challenge of radical experimentation.

In other words, we could compose projects that were the result of the experience lived by the researchers on the path that had been done. A strategy, which will be briefly described, but which required hours of study from researchers. For example, in Presidente Prudente city the existence of various street furnitures improvised on the edge of the railway brought about a

kind of multipurpose chair as experimental design (Fig. 39). In Araçatuba, the old water tower was re-designed to be a shelter for the homeless who already occupied the place (Fig. 40). The abandoned trainstation of Birigui we thinking in an equipment was thought to be used by graffiti artists who have occupied the place (Fig. 41). In Sao Jose do Rio Preto, pallets discarded to the line border served to compose a project for the homeless who inhabited the Civic Square (Fig. 42) and in Marília was thought a strategy for space occupation of the railway during the day in which the free market is held in place (Fig. 43). Ideas that inform the Marginal Architecture that is revealed in these urban areas studied. Ways of thinking project on the banks of discipline, challenging the status quo and counter the hegemonic space.



Fig. 39 Project of Red Multipurpose Chair beside the railroad of Presidente Prudente (Bruno Vinicius da Palma Novaes and Evandro Fiorin GPPArC).



**Fig. 40** Project for existent Old Water Tower for homeless in Araçatuba (Ana Paula Zonta Melo and Evandro Fiorin GPPArC).



Fig. 41 Project for equipment to graffit artists in trainstation of Birigui (Ananda Soares Rosa and Evandro Fiorin GPPArC).



Fig. 42 Project for Homeless at Civic Square of São José do Rio Preto (Júlia Amarante de Souza and Evandro Fiorin GPPArC).



**Fig. 43** Project for strategic occupation of old rail line of Marília beside the street market (Alex Daniel Ribeiro Pátaro and Evandro Fiorin GPPArC).

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