

# The Cultural Heritage for Transportation and Industry

## New Conditions for the Work of Preservation

We have to preserve history almost synchronously with the present time. If not, there will be no historic evidence of our period of time.

Fewer artefacts may be collected or preserved physically and therefore we must instead make continuous investigations about contemporary life by means of fieldwork as a method. The work will be more like a contemporary research made by specialists.

The transportation systems operate internationally. Working with the cultural heritage therefore has to be performed in international cooperation too. Transportation is a very difficult subject to get a hold on because transportation is movement rather than a physical and static artefact.

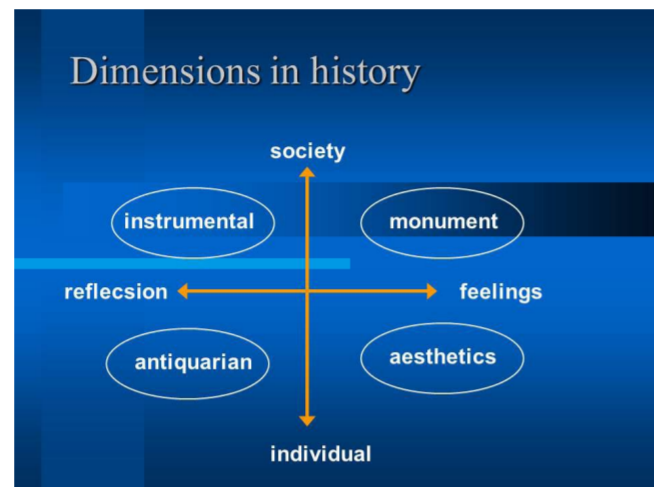


About history  
Friedrich Nietzsche 1844-1900



**Monumental**  
**Antiquarian**  
**Critical**

Vom Nutzen und Nachteil der Historie für das Leben 1873  
(On the Use and Abuse of History for Life)



Ways of preservation

The artefact is genuine  
(Museum preservation in total or partly, conservation of relicts, reuse of buildings and machines)  
Documentation as an alternative

Save artefact:

|                                   | Production | Transportation |
|-----------------------------------|------------|----------------|
| Commodities                       | Yes        | Yes            |
| Production unit                   | Yes        | Yes            |
| Production/transportation Product | Yes        | Yes            |

- The history is disappearing
1. Use and throw away
  2. Countless artefacts (supermarket = 200.000 numbers)
  3. Complicated systems
  4. Big and coherent systems
  5. The digital informations are gone
  6. Lack of stores at museums

- The present day documentation
- + All details
  - + All relations
  - No nostalgia (= fewer money)
  - No distance in time (what is important?)
  - Problems with privacy
  - (-) For specialists

- A "standard" documentation  
(middle sized factory, 200 employed, not high tech)
- 2.000 pictures
  - 10 hours video
  - 30 meter archive (paper)
  - 100 interviews (about the present and back in time)
  - 40 GB data
  - 200 artefacts
  - 3 months observation (ethnographical data)
  - 2 years of manpower

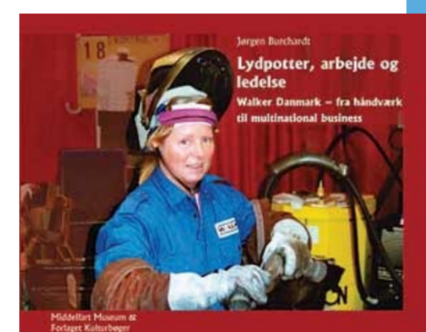
- The future is international
- + Specialisation (=cooperation cross borders)
  - + The history is international (more genuine)
  - No nationalism (= fewer money=we have to be more effective)
  - > More research (is more expensive, but gives better quality)

### Examples on documentation

#### Factory for the automotive business



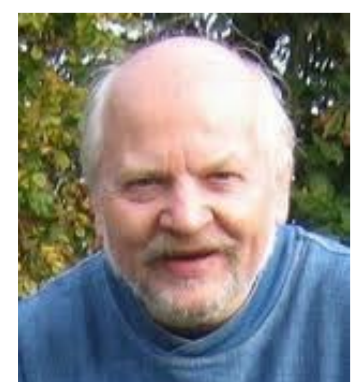
#### Royal Shipyard, Copenhagen



#### Road building



#### Factory for bus building



### Jørgen Burchardt

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Jørgen has been director of the Danish Road Museum and is now working as senior researcher for Danish technical museums. For now he is working at the project "Road transportation 1947-1980". He has a long production within the analysis of the industrialized society: more than 60 books and reports besides more than 200 articles, papers, book reviews, exhibitions and historical movies. The areas of interests are broad within culture-history. Many of his books are monographs of business history covered in a broad cultural history based on a foundation of economic research and statistics. His background is an education as engineer followed by studies in ethnology at the University of Copenhagen and continuing education at the Royal Institute of Technology in Sweden and Deutches Museum in Germany.

Newer books and articles relevant to transportation are:

*Lydpotter, arbejde og ledelse. Walker Danmark - fra håndværk til multinational business.* (Work and management in the exhaust system business). 2008, 160 p. Middelfart Museum.

En rullende revolution - ballondækkets historie (A Rolling Revolution - the History of the Baloon Tire) in: *tekniskMuseum.dk* Årbog 2008, 2009, p. 18-25.

*Lige ud ad landevejen. Med hestevogn og bil på amtens veje 1868-2006.* (The history of the Danish highways 1868-2006). 2006, 383 p. Danish Road- and Bridge Museum.

*Teknologiske paradigmer som forklaring på modstand mod ny teknologi* (Technical Paradigms as an Explanation of the Resistance against new Technology). Paper, Tekniskhistoriska dagar, Sweden 2006.

Opfindelse, teknisk modenhed og teknologisk gennembrud. Eksempler fra introduktion af nye motorer til busser. (Invention, technical maturity and technological breakthrough. Examples from the introduction of new motors to busses). In: *Årbog for Danmarks Tekniske Museum* 2005 (2006), p. 24-38.

*En dansk bushistorie.* (A Danish bus history). 2005, 184 p. included *En bus bliver til.* (A bus is made) (DVD 52 min.). The Museum of Southern Jutland.