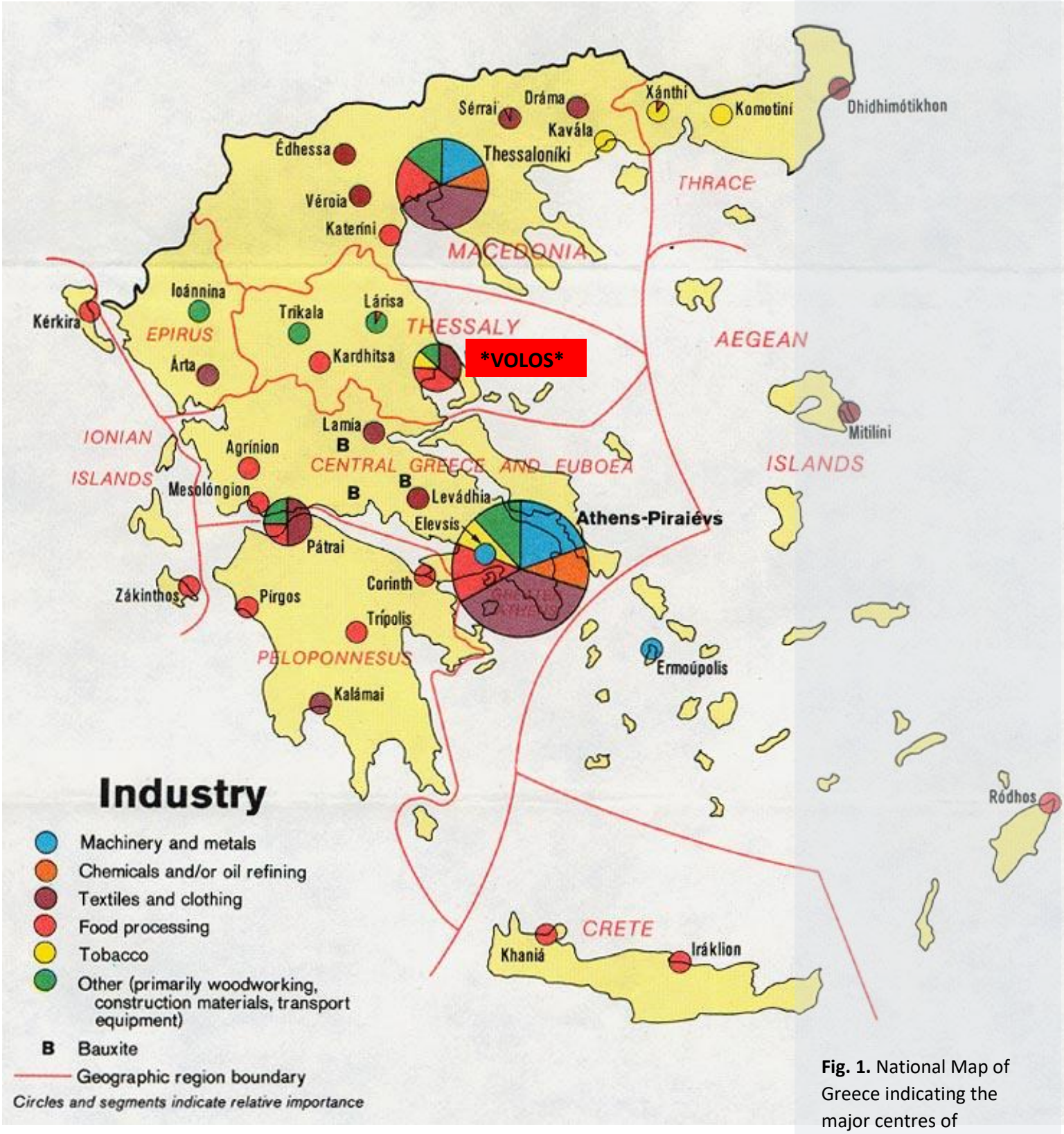


Fig. 1. National Map of Greece indicating the major centres of industrial production (1973).

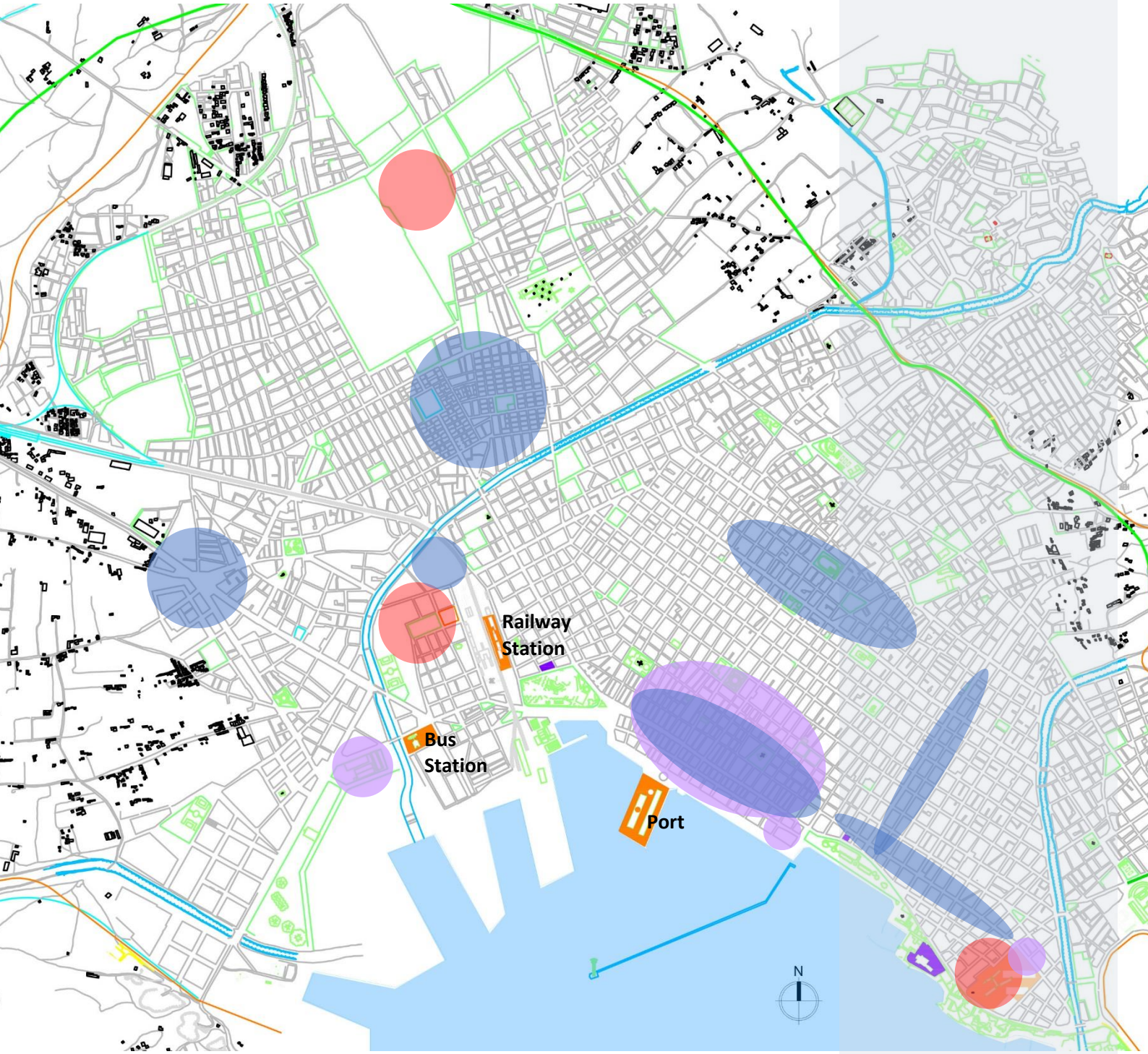
Source: "Greece – Industry," MapCruzin, accessed June 7, 2020, https://mapcruzin.com/free-world-industry-economy-maps.htm.

Fig. 2. National Map of Greece indicating the location of Volos and its relationship to national infrastructure (road network).

Source: "Greece road map," Highwaymaps.eu, accessed June 7, 2020, http://www.highwaymaps.eu/greece.

Fig. 3. National Map of Greece indicating the location of Volos and its relationship to national infrastructure (railways).

Source: "Railway map," OSE, accessed June 7, 2020, https://www.ose.gr/en/station-network.



Railway Station
Dock
Centres of employment
Cultural centres
Commercial centres

Fig. 4. City map of Volos highlighting current economic activity.

Source: M. Dimitriou 2019

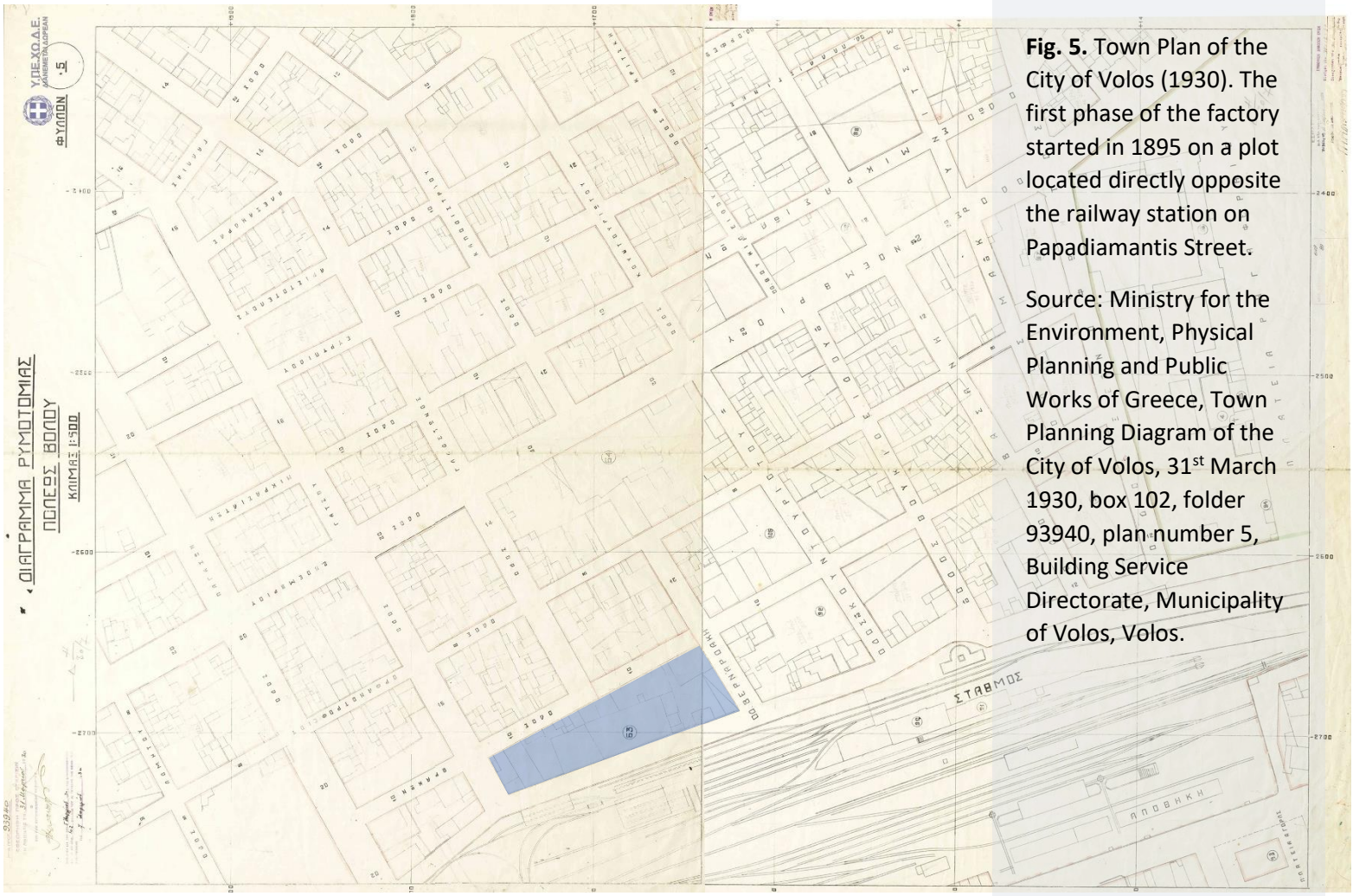


Fig. 5. Town Plan of the City of Volos (1930). The first phase of the factory started in 1895 on a plot located directly opposite the railway station on Papadiamantis Street.

Source: Ministry for the Environment, Physical Planning and Public Works of Greece, Town Planning Diagram of the City of Volos, 31st March 1930, box 102, folder 93940, plan number 5, Building Service Directorate, Municipality of Volos, Volos.

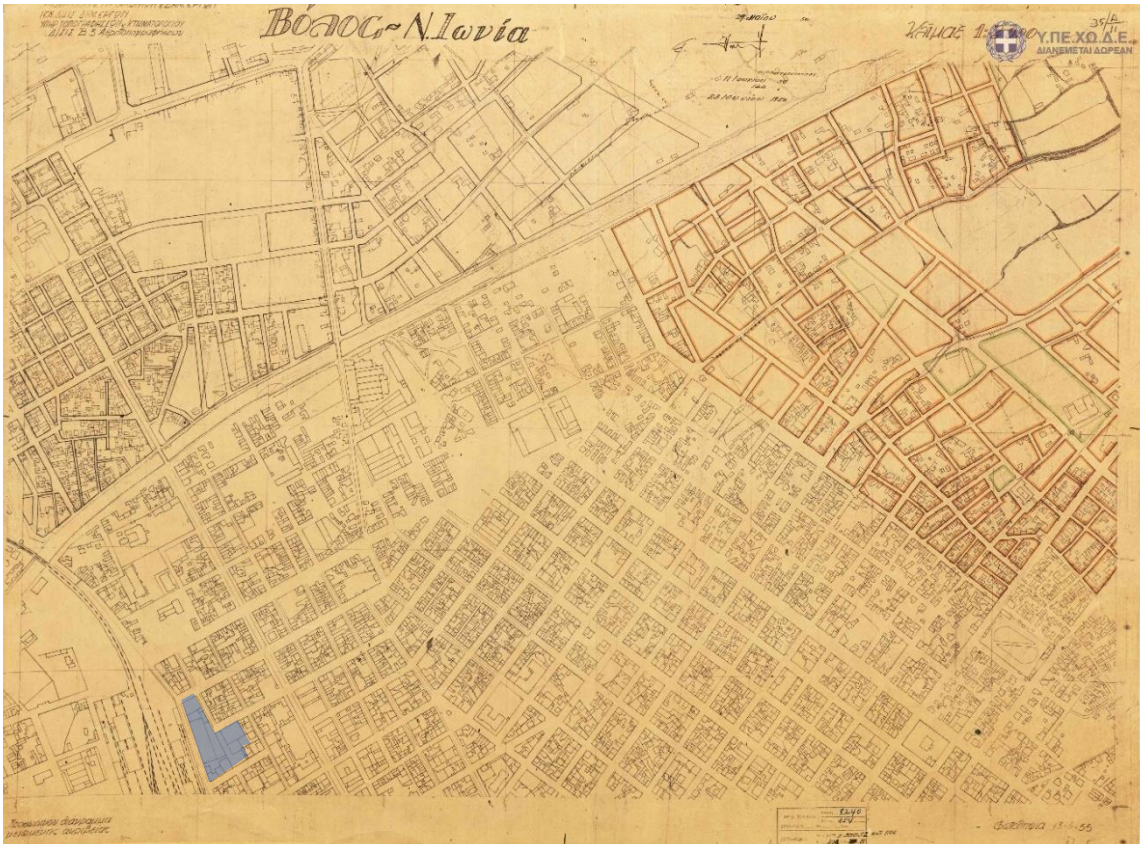
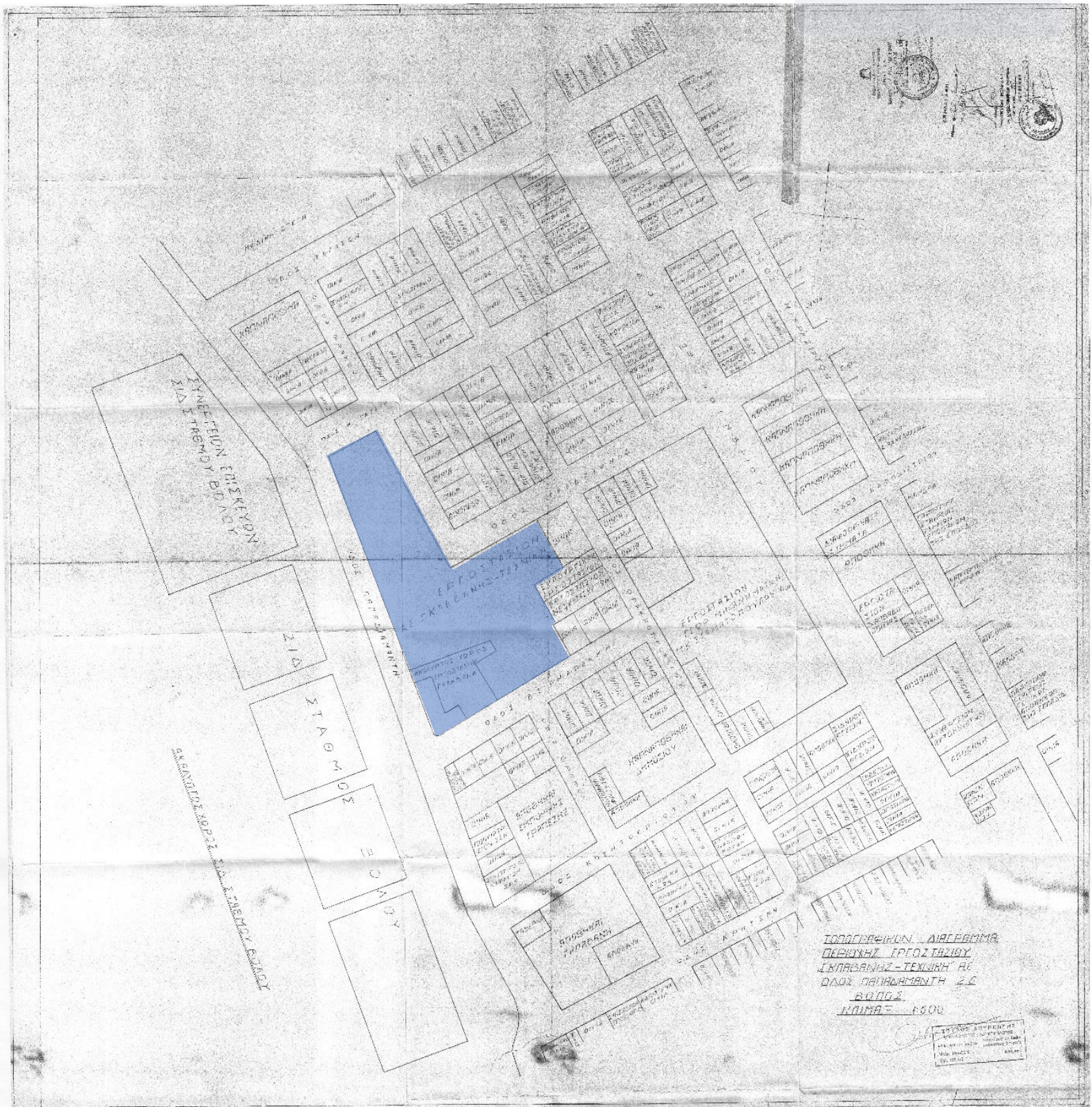


Fig. 6. Town Plan, City of Volos (1956).

Source: Ministry for the Environment, Physical Planning and Public Works of Greece, Aero-topography of the City of Volos and Nea Ionia, 23rd June 1956, box 144, folder 22924, plan number 1, Building Service Directorate, Municipality of Volos, Volos.

Fig. 7. Town Plan, City of Volos (1970).

Source: Ministry of Industry (now known as the Ministry of Economy and Development), ground floor plan, 25th February 1970, box 2254, folder 2252, Architectural Drawings, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.



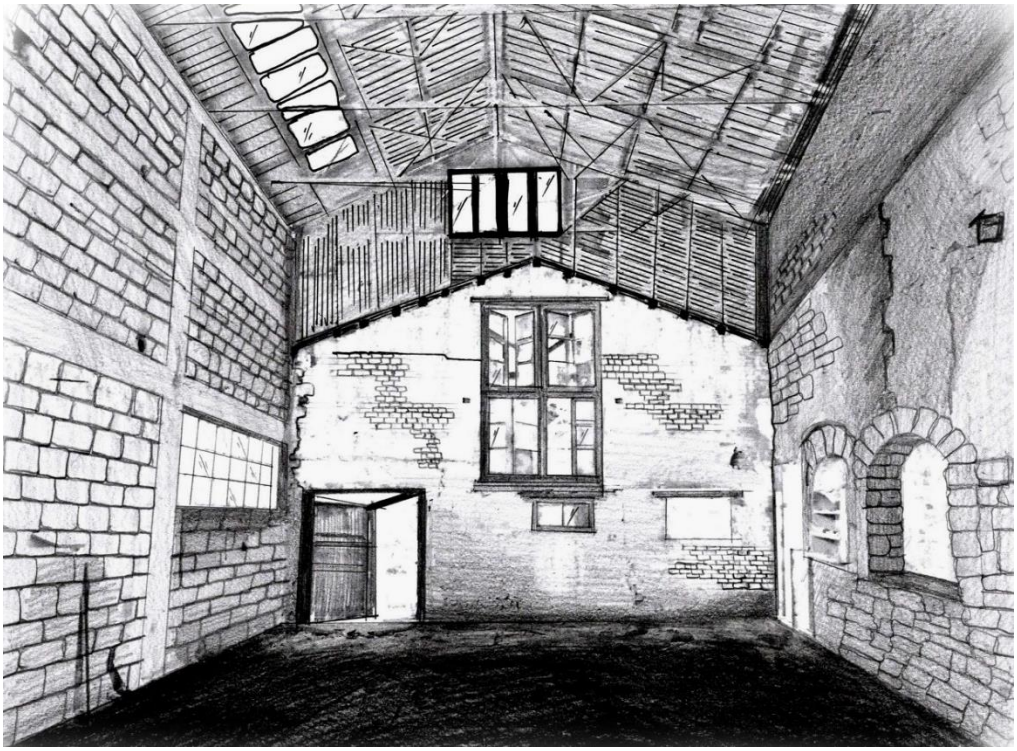


Fig. 8. Preliminary hand sketches showing the 'patch-work' of construction styles.

Source: Sketch by the author.

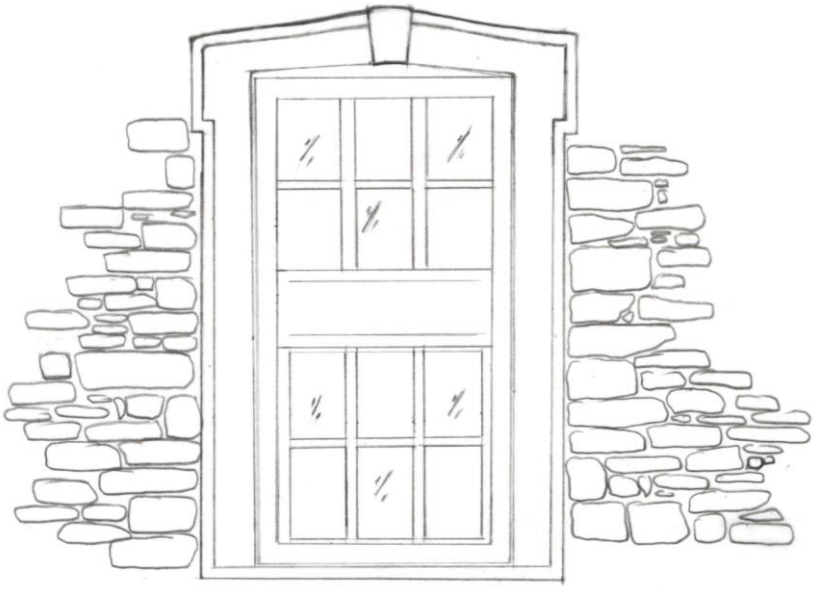


Fig. 9. Preliminary hand sketches showing construction details.

Source: Sketch by the author.

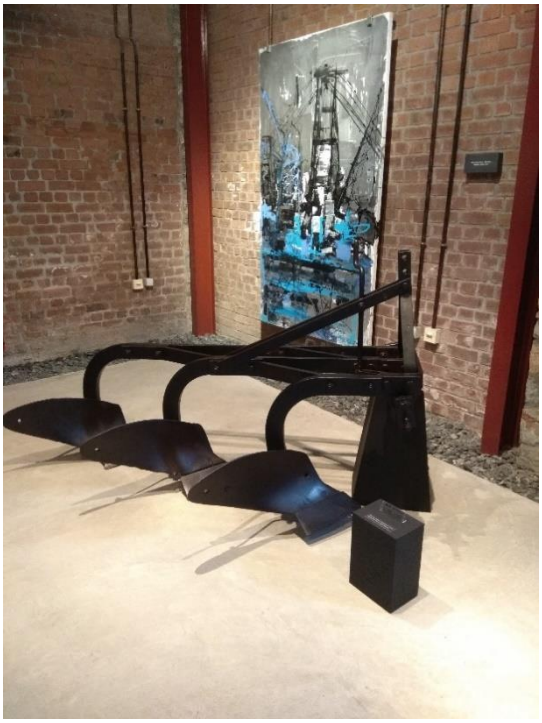


Fig. 10. Farming Plough and Water Pump (final products) constructed by Glavanis Ironworks. Thought to date to the 1920s.

Source: Photographs taken by the author.

Fig. 11. Thermal processing moulds for shaping the 'wings' of the farming ploughs used by Glavanis Ironworks.

Source: Photographs taken by the author.

Fig. 12. The Machine Shop, view from Papadiamantis Street. Note the load bearing structure of the Machine Shop which belongs to one of the earliest surviving assets on site.

Source: Photograph taken by the author.

Fig. 13. Foundry Workshop, view from the interior.

Source: Photograph taken by the author.

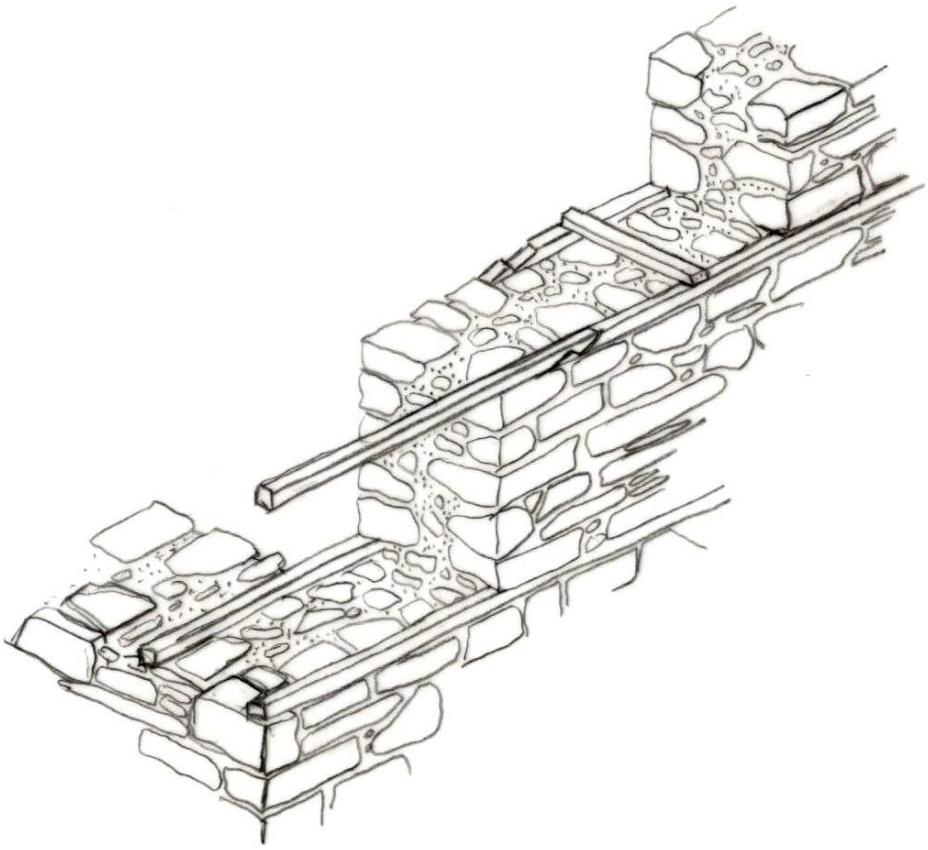


Fig. 14. Sketch showing the masonry construction: randomly placed stones set in earth mortar bound at intervals by horizontal or vertical timber tying grids (with an infill of brick).

Source: sketch by the author.

Fig. 15. (left) Photograph taken in 1960 for promotional and advertising use, illustrating both the industrial premises and the products.

Source: Exchequer Records, Business files of Glavanis Ironworks, Evidence 93/12, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.

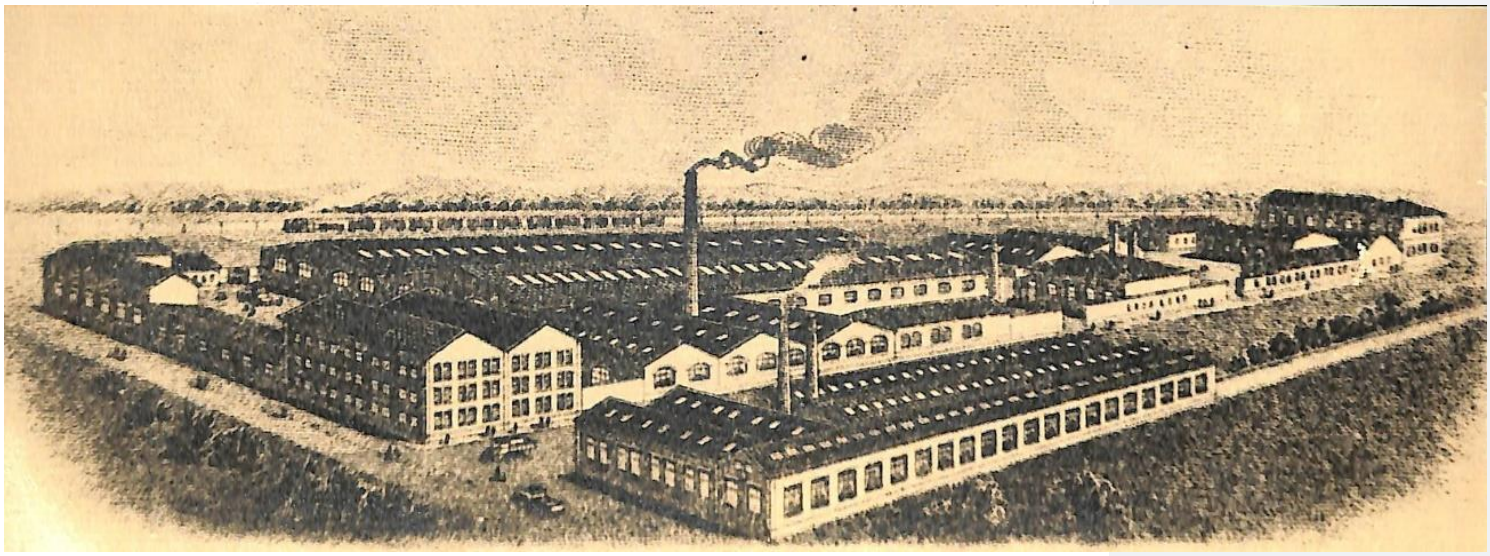


Fig. 16 (down): The premises of Glavanis Ironworks just before the Greco-Italian War of 1940.

Source: Exchequer Records, Business files of Glavanis Ironworks, Evidence 93/12, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.

Fig. 17. Intact interior decoration including woodcarvings on the doors, shutters, and partitions.

Source: Photograph taken by the author.

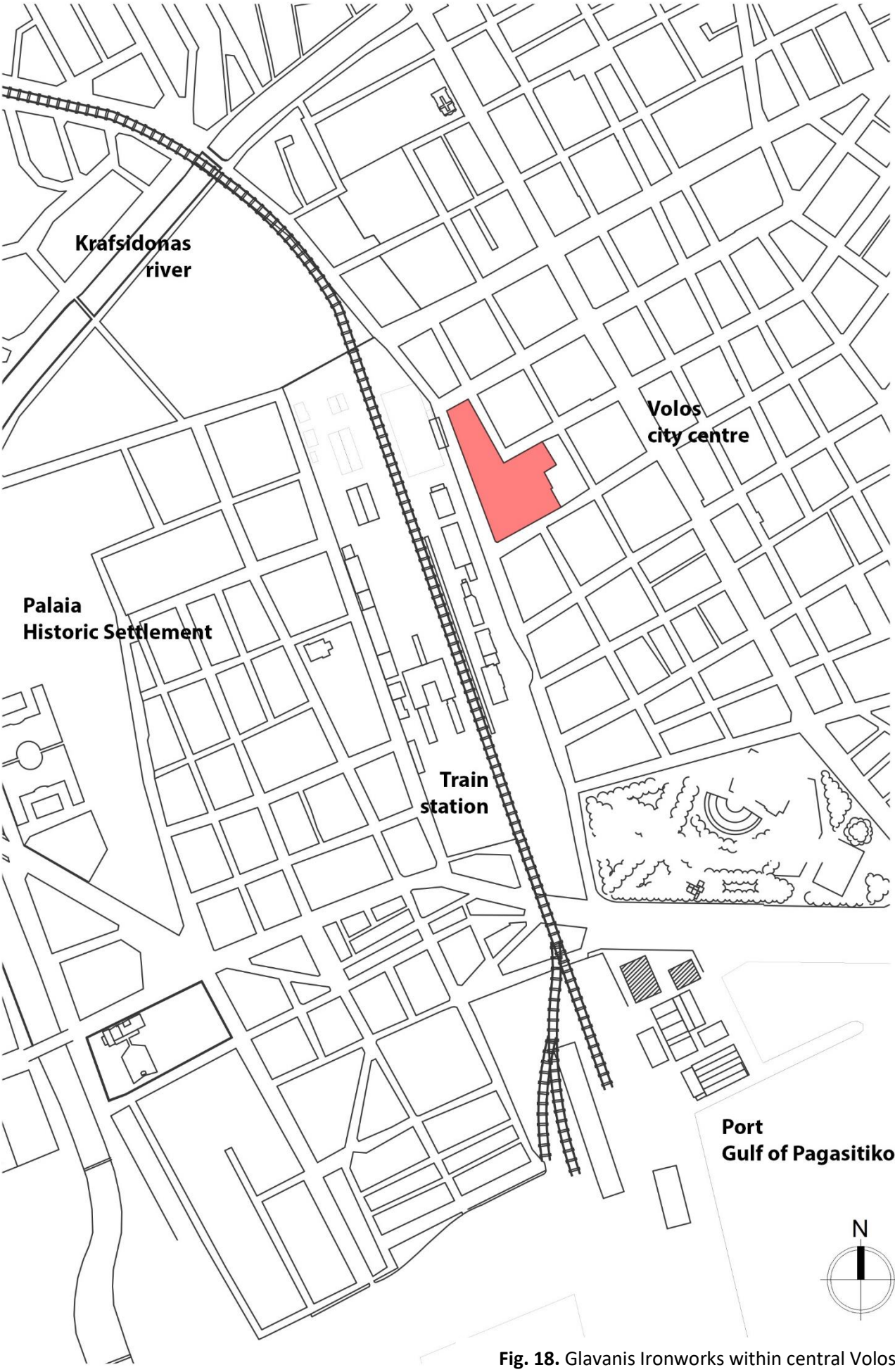


Fig. 18. Glavanis Ironworks within central Volos
Scale 1:500 / Source: M. Dimitriou 2019

Fig. 19. Ground Floor Plan (Phase 1)
Source: M. Dimitriou 2019

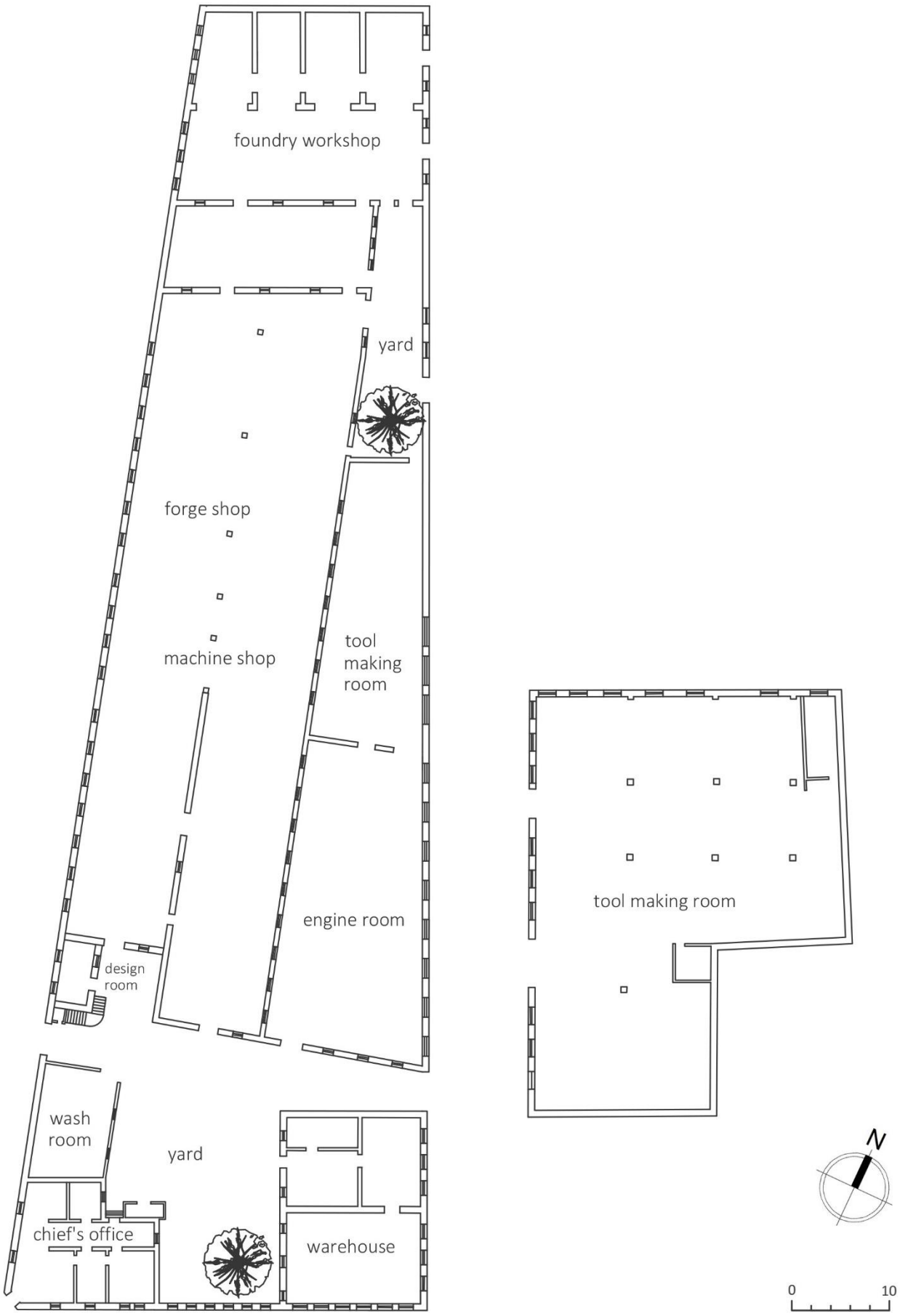


Fig. 20. Ground Floor Plan (Phase 2)
Source: M. Dimitriou 2019

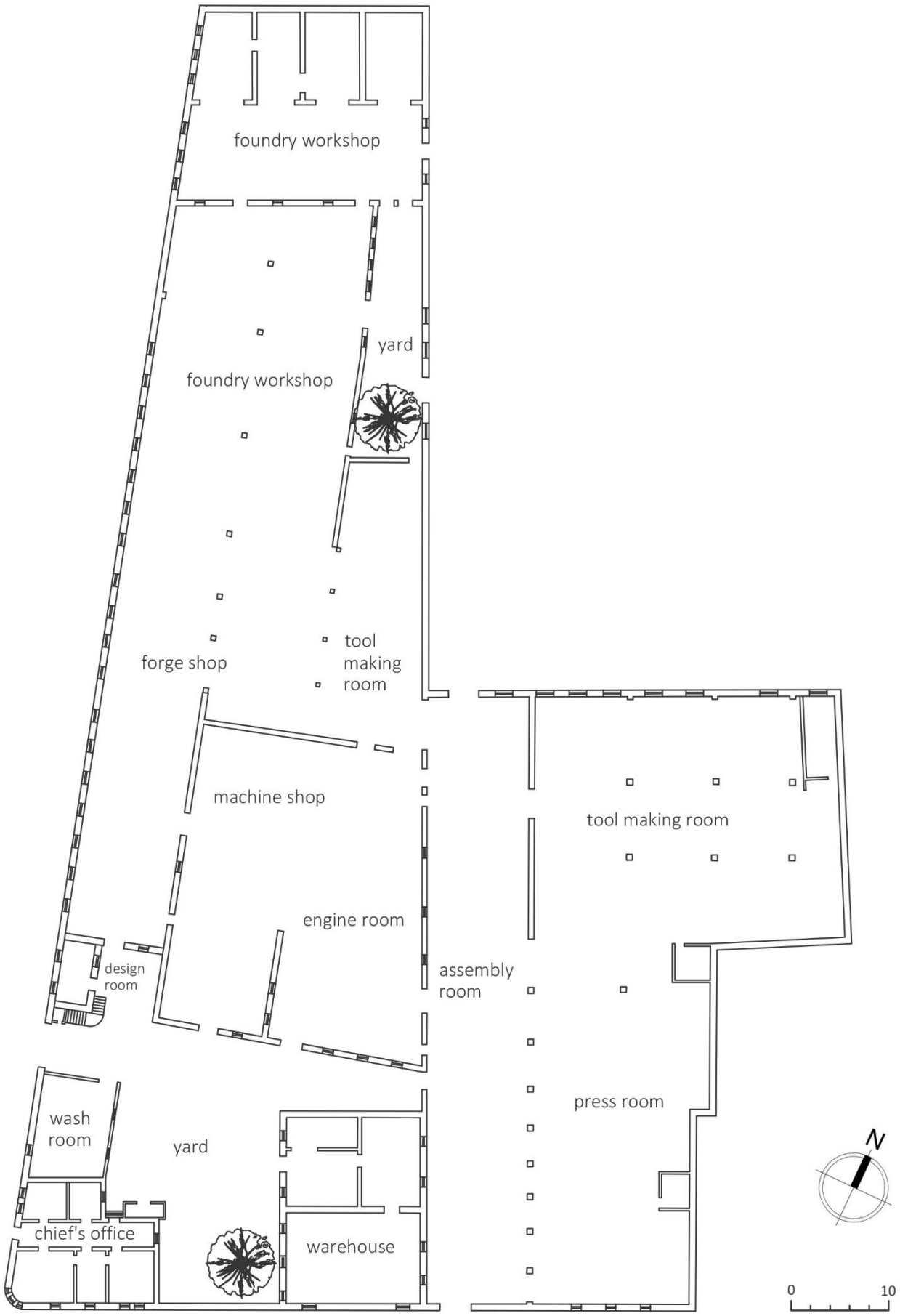


Fig. 21. Ground Floor Plan (Phase 3)
Source: M. Dimitriou 2019

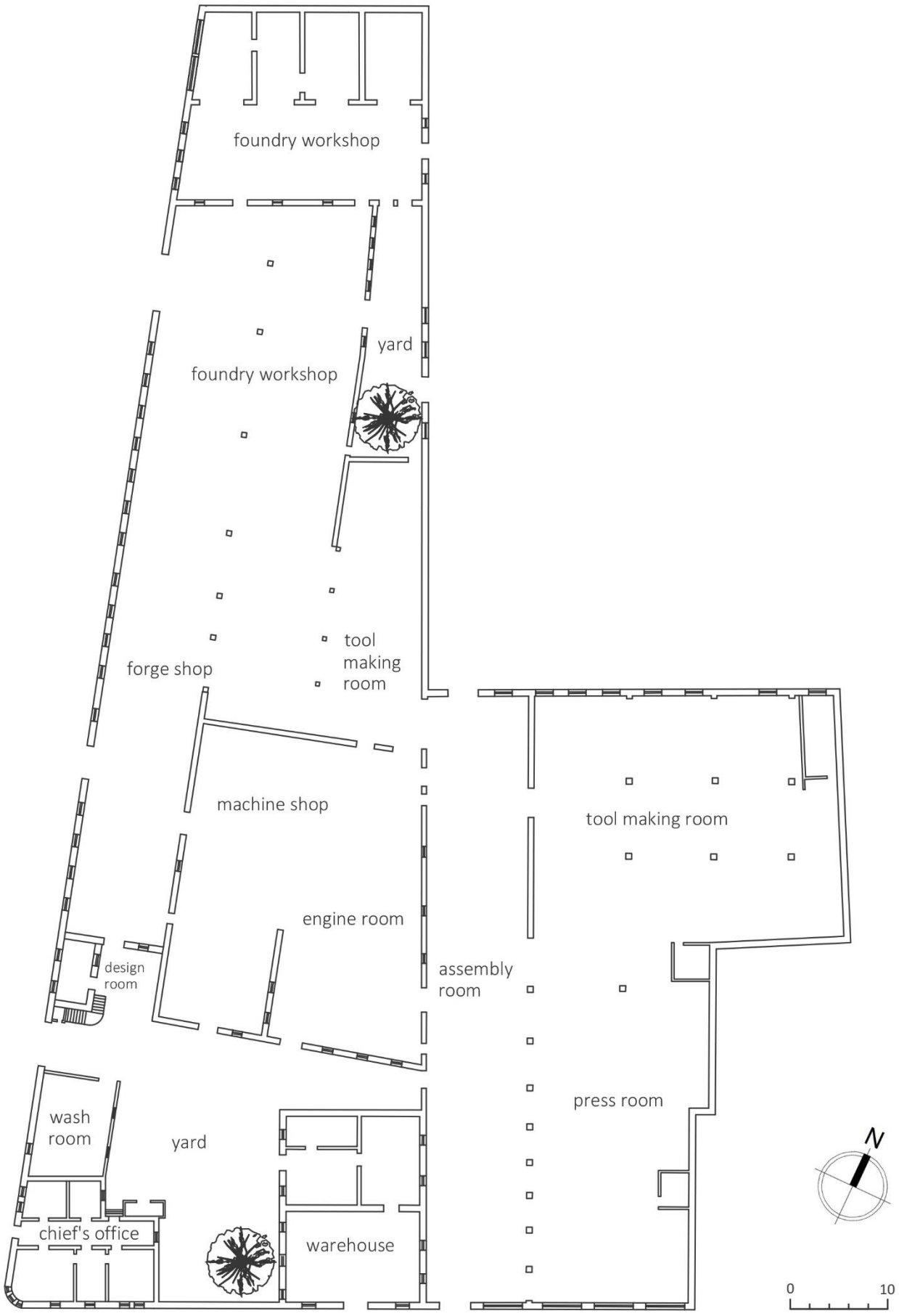


Fig. 22. Ground Floor Plan (current condition)
Source: M. Dimitriou 2019

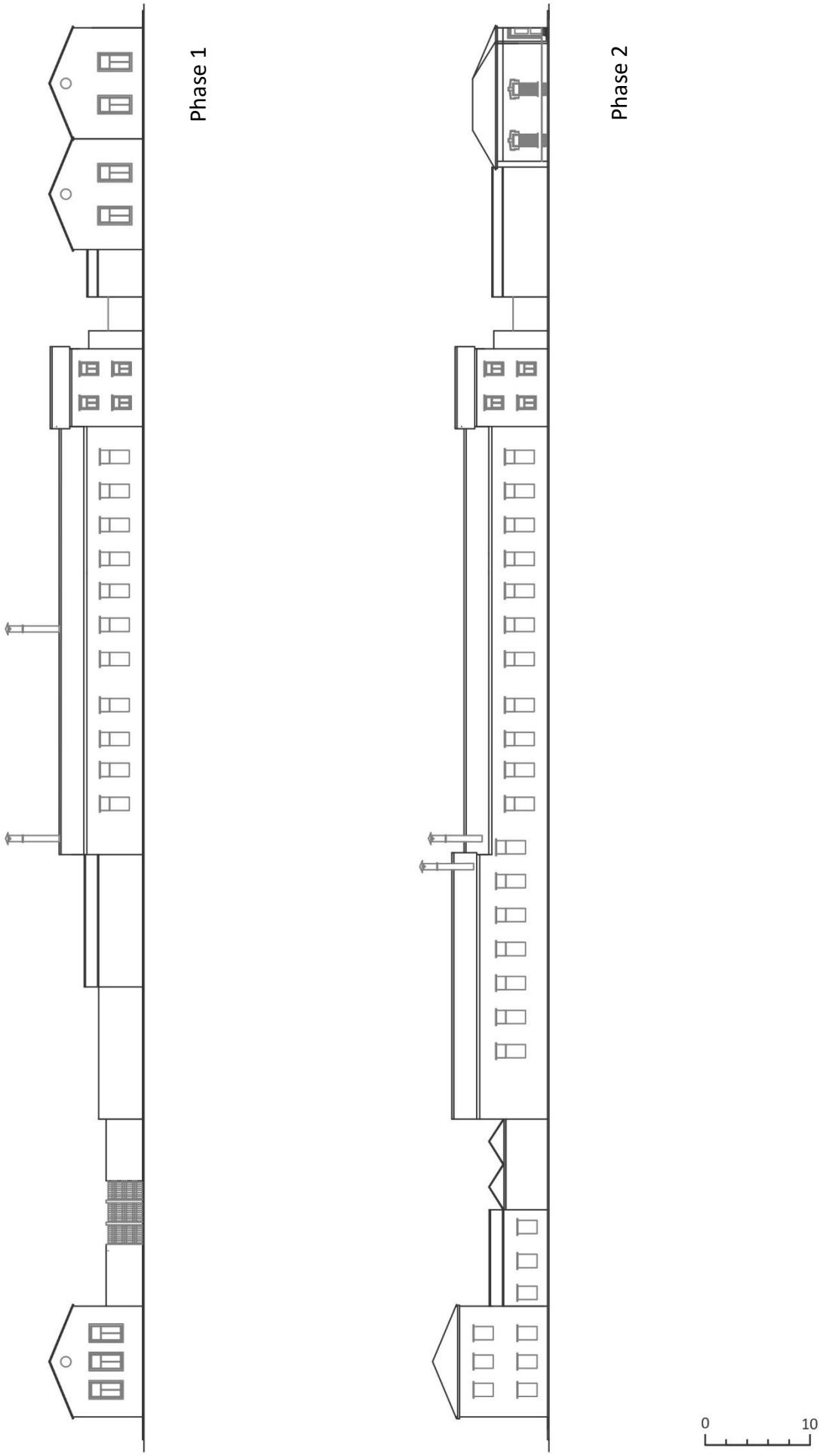


Fig. 23. Elevations Papadiamantis Street (Phase 1 and Phase 2)
Source: M. Dimitriou 2019

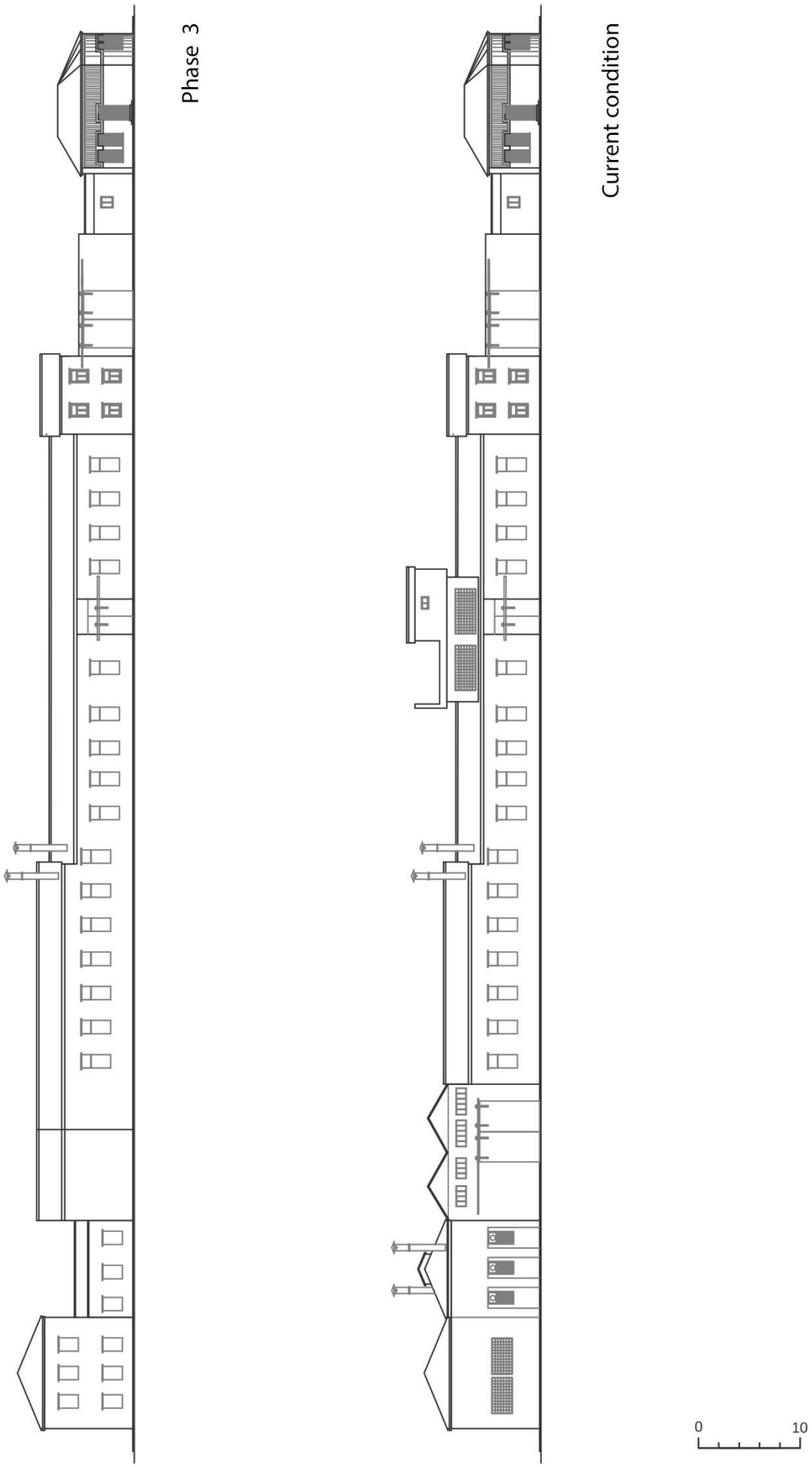


Fig. 24. Elevations Papadiamantis Street (Phase 3 and current condition)
Source: M. Dimitriou 2019

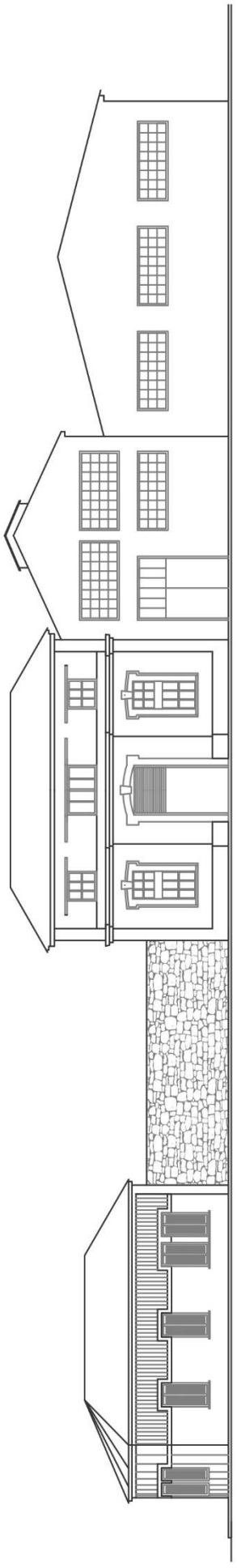
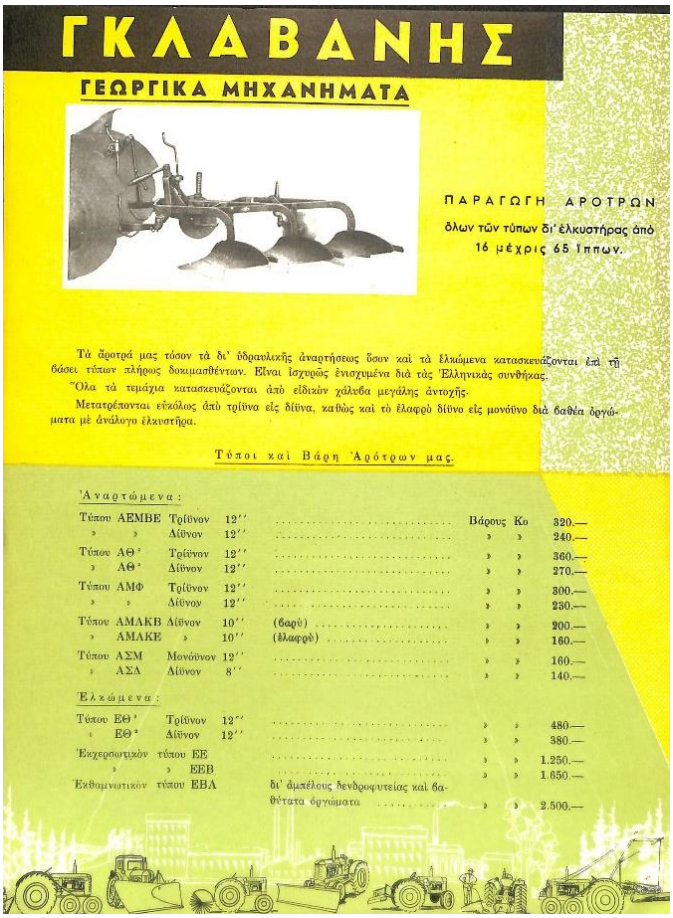


Fig. 25. Elevation Vernadaki Street (current condition)
Source: M. Dimitriou 2019

Fig. 26. Selling machinery to a wide range of clients in the cities of Larissa, Trikala, Karditsa, and Tyrnavos, as well as in Thessaloniki and Attica.

Source: Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.



ΓΚΛΑΒΑΝΗΣ

ΓΕΩΡΓΙΚΑ ΜΗΧΑΝΗΜΑΤΑ

ΠΑΡΑΓΩΓΗ ΑΡΟΤΡΩΝ
ὅλων τῶν τύπων δι' ἐλκυστῆρας ἀπὸ 16 μέχρις 65 ἵππων.

Τὰ ἄροτρά μας τόσον τὰ δι' ὑδραυλικῆς ἀναρτήσεως ὅσον καὶ τὰ ἑλκόμενα κατασκευάζονται ἐπὶ τῇ βάσει τύπων πλήρως δοκιμασθέντων. Εἶναι ἰσχυρῶς ἐνισχυμένα διὰ τὰς Ἑλληνικὰς συνθήκας.
Ὅλα τὰ τεμάχια κατασκευάζονται ἀπὸ εἰδικὸν χάλυβα μεγάλης ἀντοχῆς.
Μετατρέπονται εὐκόλως ἀπὸ τρίψυνα εἰς δίψυνα, καθὼς καὶ τὸ ἐλαφρὸ δίψυνο εἰς μονόψυνο διὰ βαθέα ὀργώματα μὲ ἀνάλογο ἑλκυστῆρα.

Τύποι καὶ Βάρη Ἀρότρων μας.

Ἀναρτώμενα:

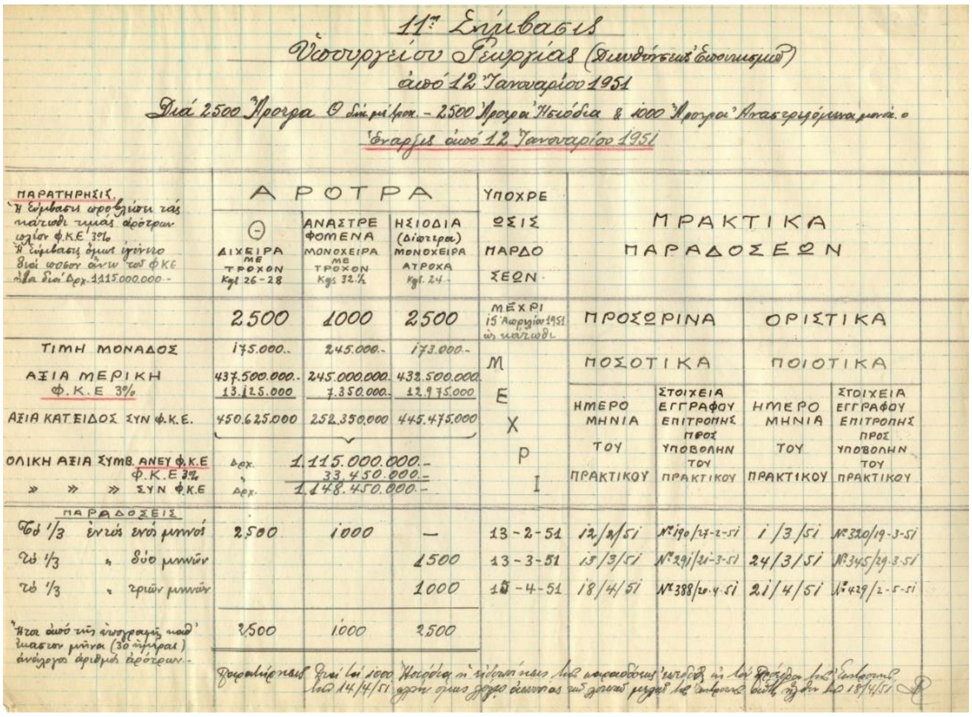
Τύπου ΑΕΜΒΕ	Τρίψυνον	12''	Βάρους	Κο	320.—
» »	Δίψυνον	12''	»	»	240.—
Τύπου ΑΘ'	Τρίψυνον	12''	»	»	360.—
» ΑΘ'	Δίψυνον	12''	»	»	270.—
Τύπου ΑΜΦ	Τρίψυνον	12''	»	»	300.—
» »	Δίψυνον	12''	»	»	230.—
Τύπου ΑΜΛΚΒ	Δίψυνον	10'' (βαρὺ)	»	»	200.—
» ΑΜΛΚΕ	»	10'' (ἐλαφρὺ)	»	»	160.—
Τύπου ΑΣΜ	Μονόψυνον	12''	»	»	160.—
» ΑΣΑ	Δίψυνον	8''	»	»	140.—

Ἑλκώμενα:

Τύπου ΕΘ'	Τρίψυνον	12''	»	»	480.—
» ΕΘ'	Δίψυνον	12''	»	»	380.—
Ἐκχερσωτικὸν τύπου ΕΕ			»	»	1.250.—
» » ΕΕΒ			»	»	1.650.—
Ἐκθωμιστικὸν τύπου ΕΒΑ		διὰ ἀμπέλους δενδροφυτείας καὶ βαθύτατα ὀργώματα	»	»	2.500.—

Fig. 27. Products included agricultural items, such as ploughs, harrows, and ginning machines, and a great deal of engineering and ironmongery.

Source: Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.

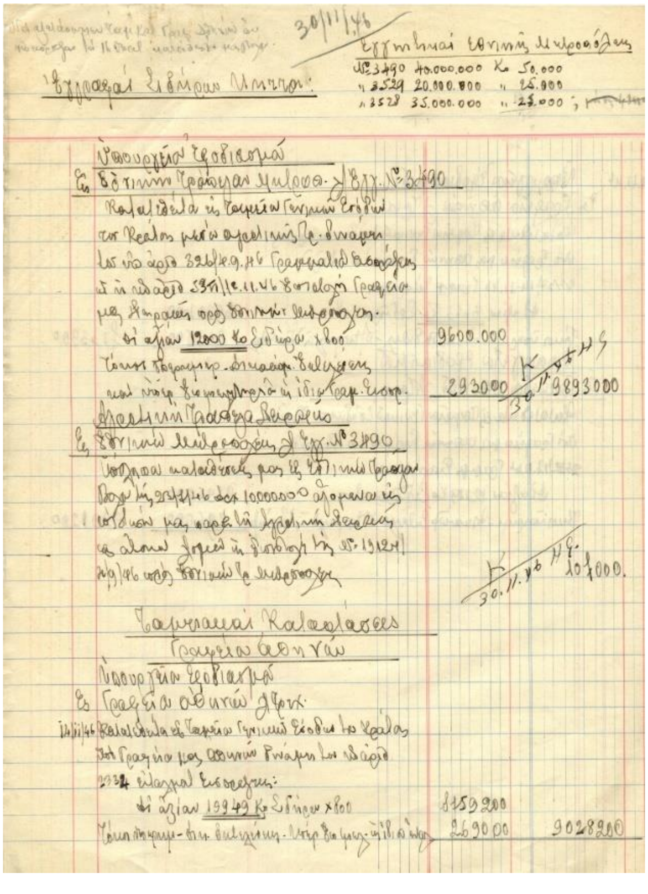


11η Σύμβασις
Υπουργείου Γεωργίας (Διευθύνσεως Εφοδιασμού)
από 12 Ιανουαρίου 1951
Διά 2500 Άροτρα Θ δίχειρα με τροχ. - 2500 Άροτρα Ησιόδεια & 1000 Άροτρα Αναστρεφόμενα μονόχ.
Έναρξις από 12 Ιανουαρίου 1951

ΠΑΡΑΤΗΡΗΣΙΣ. Η Σύμβασις προβλέπει τας κατωθι τιμάς αρότρων χωρίς Φ.Κ.Ε. 3%. Η Σύμβασις όμως εγένετο διά ποσόν άνω του Φ.Κ.Ε. ήτοι διά Δρχ. 1115.000.000.-	ΑΡΟΤΡΑ Θ ΔΙΧΕΙΡΑ ΜΕ ΤΡΟΧΟΝ Κγρ 26-28	ΑΝΑΣΤΡΕΦΟΜΕΝΑ ΜΟΝΟΧΕΙΡΑ ΜΕ ΤΡΟΧΟΝ Κγρ 32½	ΗΣΙΟΔΙΑ (Δίοστρα) ΜΟΝΟΧΕΙΡΑ ΑΤΡΟΧΑ Κγρ. 24.-	ΥΠΟΧΡΕΩΣΙΣ ΠΑΡΑΔΟΣΕΩΝ	ΠΡΑΚΤΙΚΑ ΠΑΡΑΔΟΣΕΩΝ: ΠΡΟΣΩΡΙΝΑ – ΠΟΣΟΤΙΚΑ: ΗΜΕΡΟΜΗΝΙΑ ΤΟΥ ΠΡΑΚΤΙΚΟΥ	ΣΤΟΙΧΕΙΑ ΕΓΓΡΑΦΟΥ ΕΠΙΤΡΟΠΗΣ ΠΡΟΣ ΥΠΟΒΟΛΗΝ ΤΟΥ ΠΡΑΚΤΙΚΟΥ	ΟΡΙΣΤΙΚΑ – ΠΟΙΟΤΙΚΑ: ΗΜΕΡΟΜΗΝΙΑ ΤΟΥ ΠΡΑΚΤΙΚΟΥ	ΣΤΟΙΧΕΙΑ ΕΓΓΡΑΦΟΥ ΕΠΙΤΡΟΠΗΣ ΠΡΟΣ ΥΠΟΒΟΛΗΝ ΤΟΥ ΠΡΑΚΤΙΚΟΥ
	2500	1000	2500	ΜΕΧΡΙ 15 Απριλίου 1951 ως κατωθι				
ΤΙΜΗ ΜΟΝΑΔΟΣ	175.000.-	245.000.-	173.000.-					
ΑΞΙΑ ΜΕΡΙΚΗ	437.500.000.-	245.000.000.-	432.500.000					
Φ.Κ.Ε 3%	13.125.000	7.350.000.-	12.975.000					
ΑΞΙΑ ΚΑΤ' ΕΙΔΟΣ ΣΥΝ Φ.Κ.Ε.	450.625.000	252.350.000	445.475.000					
ΟΛΙΚΗ ΑΞΙΑ ΣΥΜΒ. ΑΝΕΥ Φ.Κ.Ε	Δρχ. 1.115.000.000.-							
Φ.Κ.Ε 3%	33.450.000.-							
» » » ΣΥΝ Φ.Κ.Ε	Δρχ. 1.148.450.000.-							
ΠΑΡΑΔΟΣΕΙΣ								
Τό 1/3 εντός ενός μηνός	2500	1000	—	13-2-51	12/2/51	Νο 190/27-2-51	1/3/51	Νο 320/19-3-51
τό 1/3 » δύο μηνών			1500	13-3-51	13/3/51	Νο 291/21-3-51	24/3/51	Νο 345/29-3-51
τό 1/3 » τριών μηνών			1000	15-4-51	18/4/51	Νο 388/20-4-51	21/4/51	Νο 429/2-5-51
Ήτοι από της υπογραφής καθ' έκαστον μήνα (30 ημέραι) ανάλογος αριθμός αρότρων.-	2500	1000	2500					

Fig. 28. Correspondence showing the 11th Contract with the Ministry of Agriculture for the Supply of Agricultural Tools on 29th January 1951.

Source: Evidence 86, Folder 2864, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.



30/11/46
Εγγυητικαί Εθνικής Μητροπόλεως
Νο 3490 40.000.000 Κ. 50.000
» 3529 20.000.000 » 25.000
» 3528 35.000.000 » 25.000

9600.000
293000 9893000
10.000
30.11.46
8159.200
2690.00 9028200

Fig. 29. Document showing the material support Glavanis Ironworks received from the Ministry of Supply.

Source: Evidence 85, Folder 2864, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.

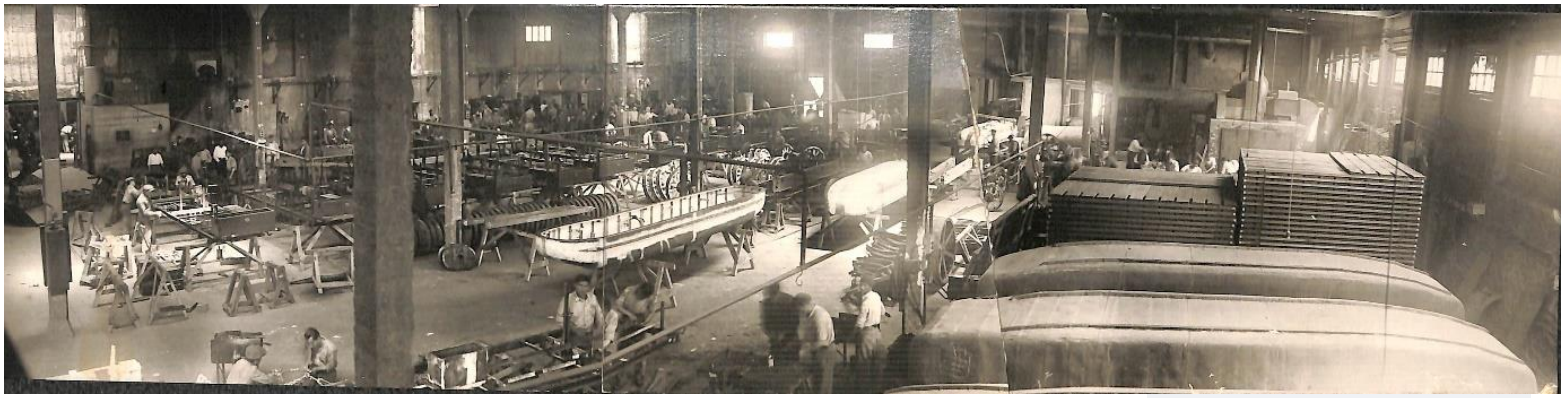


Fig. 30. Picture from the interior of the central assembly room.

Source: Evidence 93/13, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.

Fig. 31. Factory workers during their shift in the tool making room.

Source: Evidence 91/1 and 4, Tloupas Photographs, Archive of Glavanis Factory, Archives of Magnesia, General State Archives, Volos.

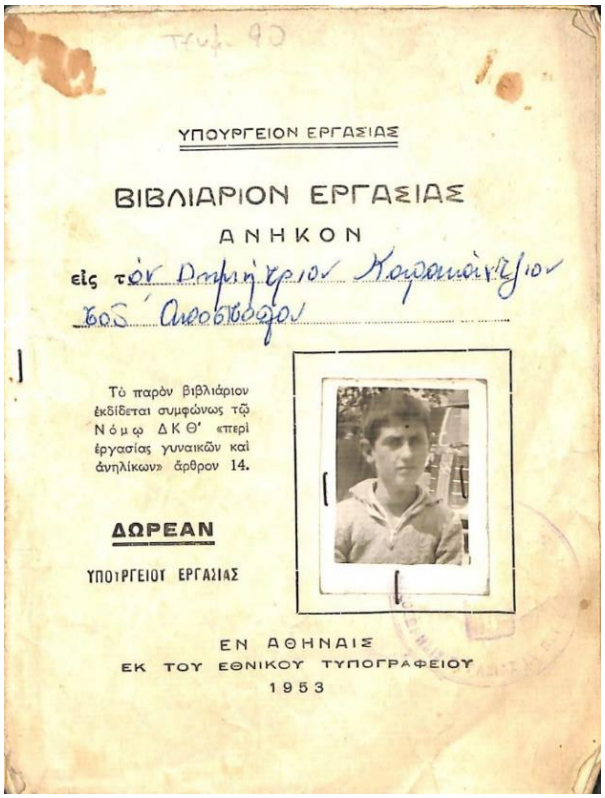


Fig. 32. Staff books showing the improvement of working conditions due to the formation of the Labour Centre.

Source: Archive of Glavanis Factory, Loulis Museum, Keratsini.

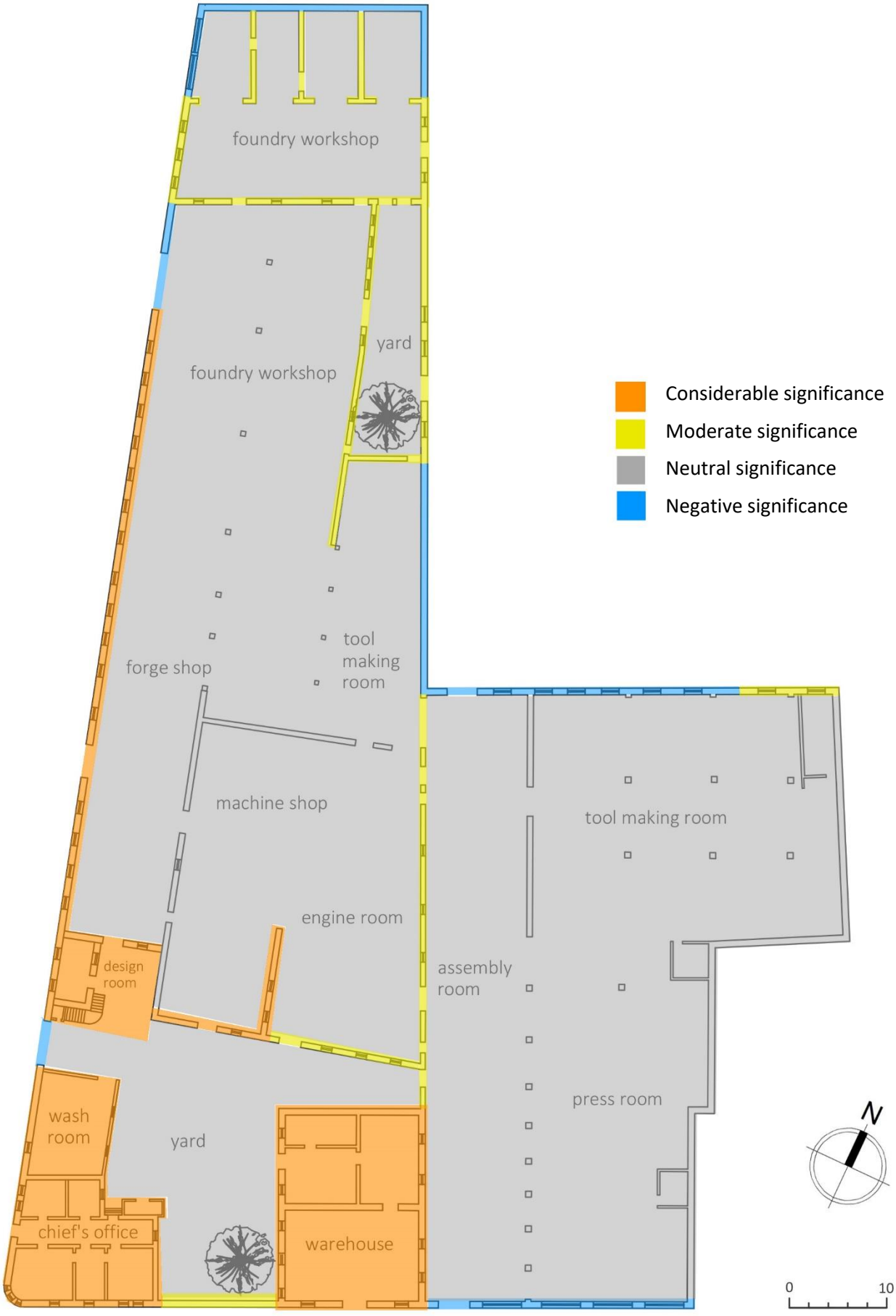


Fig. 33. Mapping the level of significance
Source: M. Dimitriou 2019

Fig. 34. Vegetation growing on the plot and out of the historic fabric could also lead to further structural deterioration.

Source: Photograph taken by the author.

Fig. 35. The walls are generally sound, but vegetation may cause further degradation.

Source: Photograph taken by the author.

Fig. 36. Many of the current buildings have no roof or covering, which makes them vulnerable to the weather conditions.

Source: Photograph taken by the author.

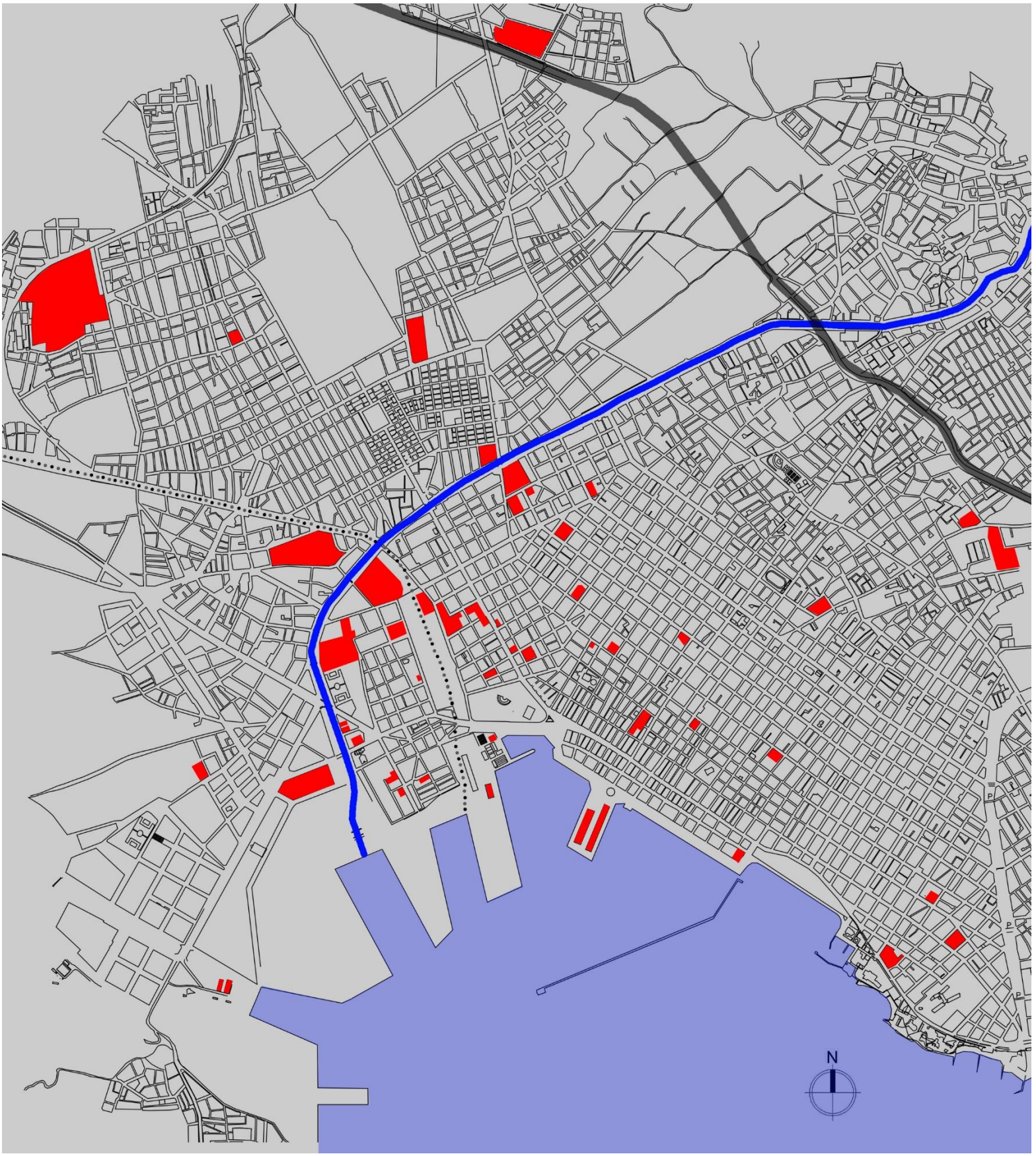


Fig. 37. Network of industrial buildings in Volos
Source: M. Dimitriou 2019
Scale 1:5000

Fig 38. Herman Spierer Tobacco Warehouses - the complex is converted into the Municipal Town Planning Office and the Municipal Centre for History.

Source: Photograph by the author.

Fig 39. The former Electric Company used nowadays as a Theatre and Municipal Dance School - before and after.

Source: (above) Kostas Zimeris Archives nr 0062, Volos's Municipal Centre for History and Documentation; (below) photograph by the author.

Fig 40. Matsagou Tobacco Factory prior to conversion.

Source: Photograph by the author.

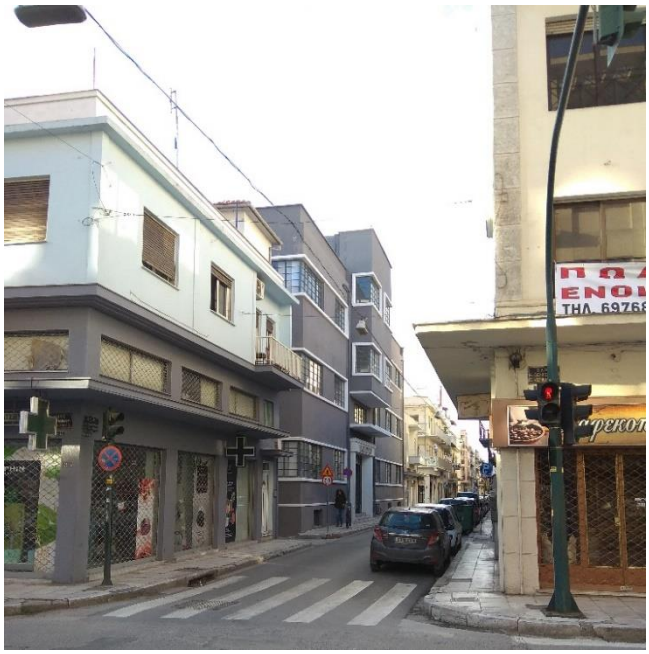


Fig 41. Matsagou Tobacco Factory after conversion, accommodating the School of Economics.

Source: Photographs by the author.

Fig 42. Interior of the Matsagou Tobacco Factory before conversion.

Source: Kostas Zimeris Archives nr 2375, Volos's Municipal Centre for History and Documentation.

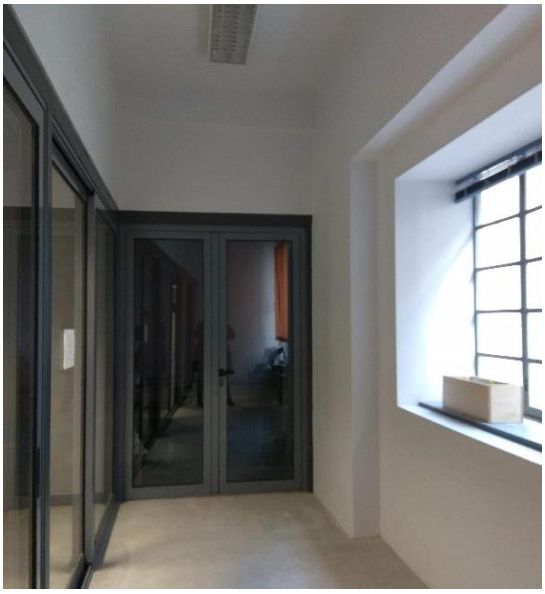


Fig 43. Matsagou Tobacco Factory today accommodates the School of Economics.

Source: Photographs by the author.

Fig. 44. (left) Former Papastratos Tobacco Warehouse – before.

Source: Dimitris Letsios Archives nr 0530, Volos's Municipal Centre for History and Documentation.

Fig. 45. (down) Papastratos Tobacco Warehouse today houses the Central Administration and the Department of Pedagogy. Photographs below show the remaining decorative features after conversion.

Source: Photographs by the author.

Fig. 46. Papageorgiou Textile Factory - Loulis mill – before.

Source: Kostas Zimeris Archives nr 0531 and 2585, Volos's Municipal Centre for History and Documentation.

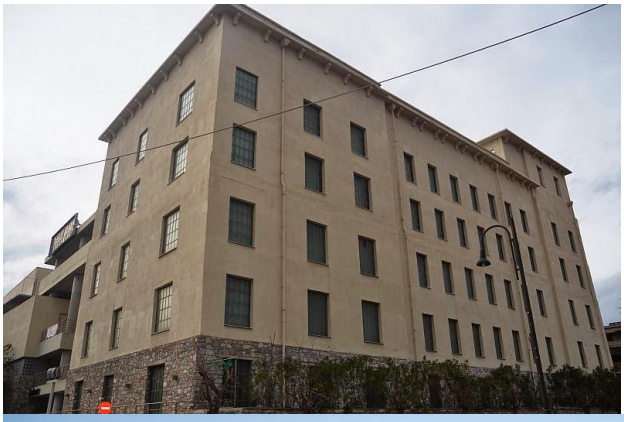


Fig. 47. Papageorgiou Textile Factory - Loulis mill converted into an entertainment centre 'Village Centre' – after. Following reconstruction, the saw-tooth roof has been maintained and is among the very few features that could remind us of the historic site.

Source: Photographs by the author.

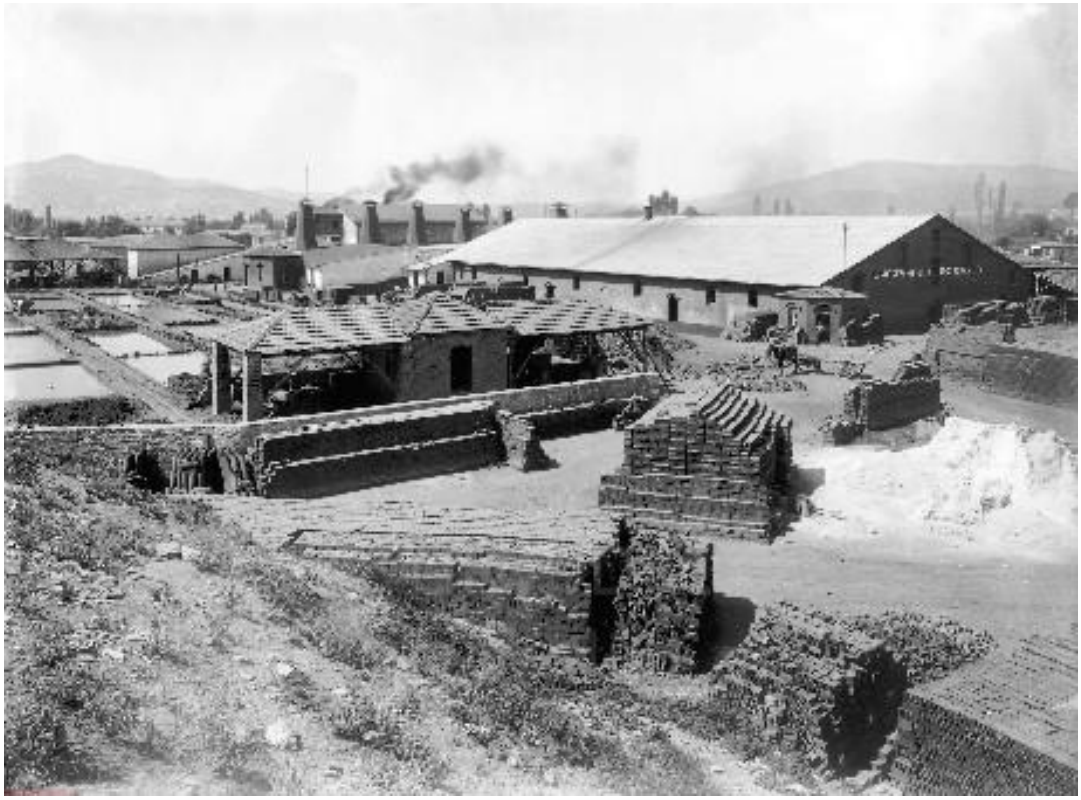


Fig. 48. The Tsalapatas Rooftile and Brickworks Factory – before.

Source: Kostas Zimeris Archives nr 5955, Volos's Municipal Centre for History and Documentation.

Fig. 49. The Tsalapatas Rooftile and Brickworks Factory transformed into an industrial museum and cultural centre – after.

Source: Photograph by the author.

Fig. 50. The imposing Hoffmann kiln remains a factory installation and is among the best-preserved features.

Source: Photograph by the author.

Fig. 51. The Silk Factory Etmetzoglou transformed into a cultural centre – before and after.

Source: Silk Factory Museum Archives.

Fig. 52. The Silk Factory Etmetzoglou is among the very few cases where industrial machinery survives intact and remains as an exhibit.

Source: Silk Factory Museum Archives. The last photos are by the author.

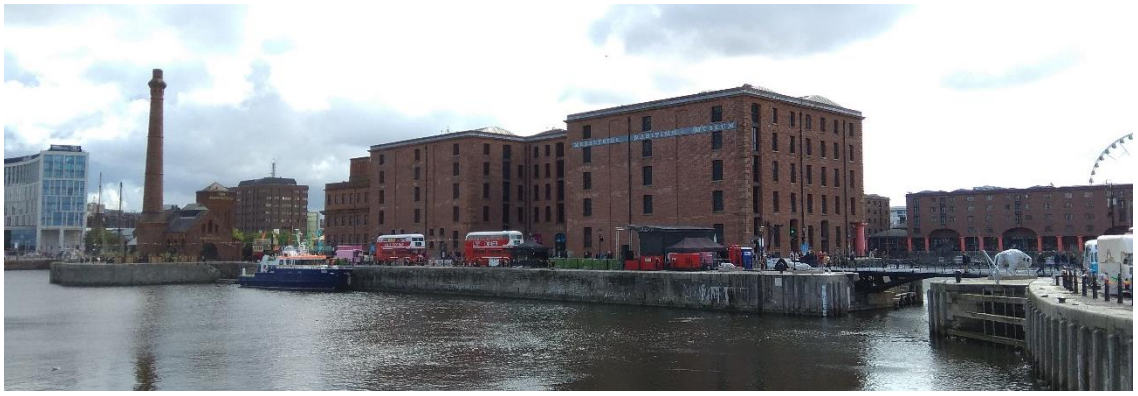


Fig. 53. The Albert Dock has been transformed into a cultural centre including the Merseyside Maritime Museum, The Conservation Centre, and the Tate Gallery

Source: Photograph by the author.

Fig. 54. Conversion of part of one warehouse stack into the Tate Liverpool by James Stirling, Michael Wilford, and Associates.

Source: Photograph by the author.

Fig. 55. James Stirling photograph.
View of Warehouses, Liverpool, England, undated.

Source: CCA, James Stirling/Michael Wilford Archive.

Fig. 56. James Stirling photograph. Oriel Chambers, Liverpool, England, 1950.

Source: CCA, James Stirling/Michael Wilford Archive.

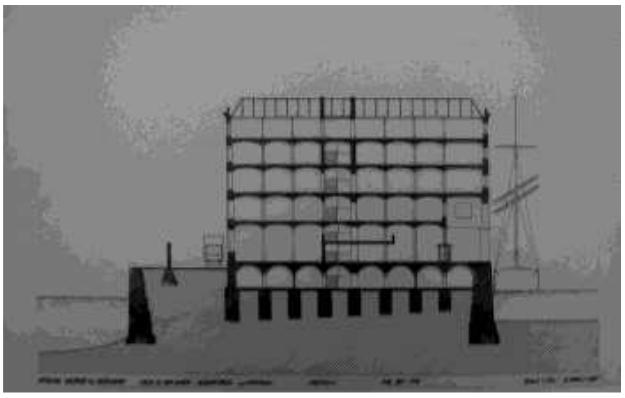


Fig. 57. Section with foundation pilings indicated.

Source: CCA, James Stirling/Michael Wilford Archive.

Fig. 58. A column capital detail.

Source: Tate Archives.

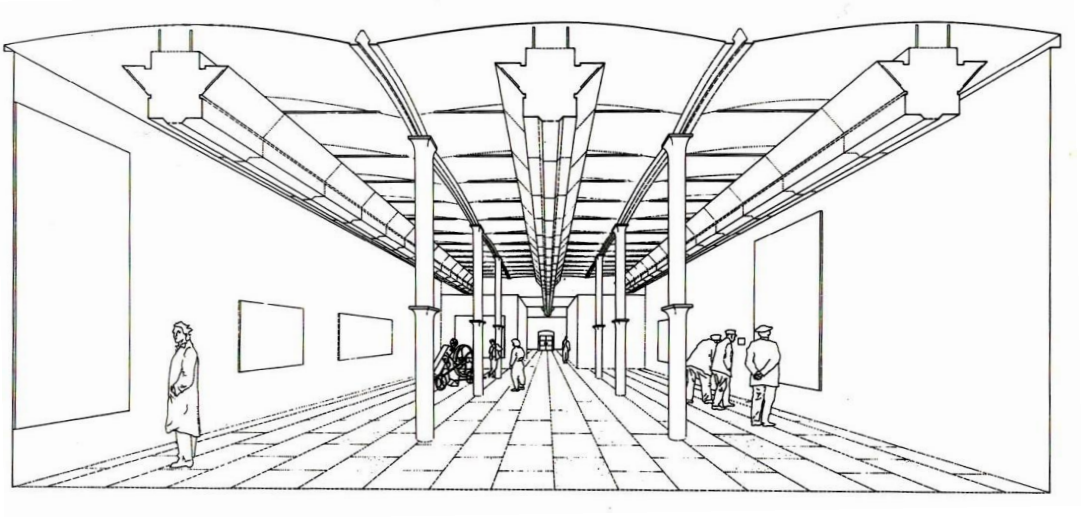


Fig. 59. In the Tate Liverpool galleries, ventilation duct and lighting units are combined, providing all the gallery services without altering the existing building fabric.

Source: Jenkins, *Clore Gallery Tate Gallery Liverpool*, 14.

Fig. 60. Power station, Duisburg North Landscape Park. Series of 'Water Towers' by Bernd and Hilla Becher.

Source: Photo taken by Kerstin Barndt.

Fig. 61. Garden in the ruin of the Sintering bunker, Duisburg North Landscape Park.

Source: Photo taken by Kerstin Barndt.

Fig. 62. Red Dot Design Museum, conversion by Norman Foster – Foster & Partners Architects.

Source: Foster and Partners Archive.

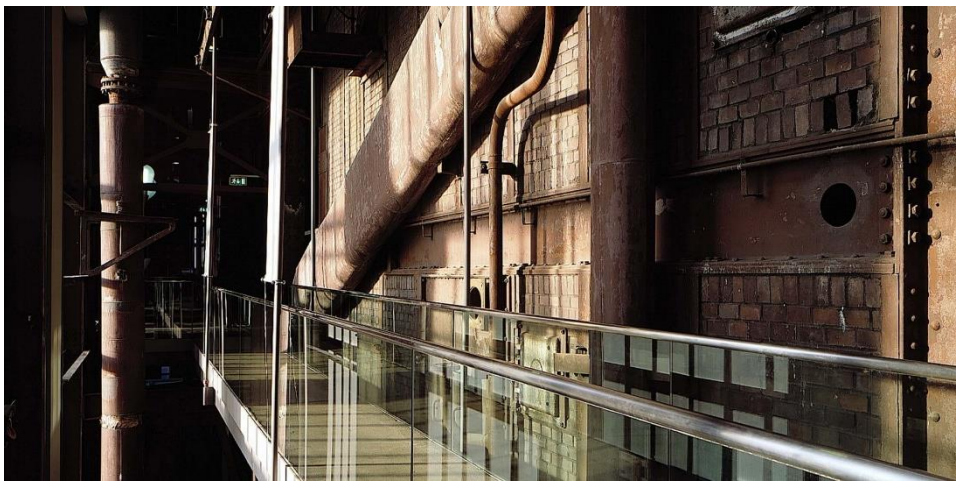


Fig. 63. '*Foster, to his everlasting credit, has retained not only the machinery, but the whole ethos of the place. Asbestos and dust have been removed but the patina remains.*'

Source: The Times.

Fig. 64. The conversion of the old Maynard's Factory into the Toffee Factory – before and after.

Source: Xsite architecture LLP.