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Trading Nations: Architecture, Informal Empire and the Scottish Cast Iron Industry in Argentina

Volume II

(Figures)

By

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List of Abbreviation

Institutions

AF	Archivo Follett (Follett Archive)
AGN	Archivo General de la Nacion (Argentina National Archive)
AySA	Agua y Saneamientos Argentinos S.A. (Water and Sanitation Museum)
BASC	Biblioteca America Santiago Compostela (America Library of Santiago de Compsotela, Spain)
BL	British Library

BMVB	Biblioteca Max Von Buch (Max Von Buch Library)
BTA	Biblioteca de Transporte Argentino (Transport Library)
BTO	Biblioteca Tornquist (Tornquist Library)
FMF	Fundacion Museo Ferroviario (Railroad Museum Foundation)
IGMTL	Ironbridge Gorge Museum Trust Library
MFA	Museo Ferroviario Argentino (Argentine Railroad Museum)
MLG	Mitchell Library Glasgow
NLA	North Lanarkshire Archives
NLS	National Library of Scotland
NRS	National Records of Scotland
RCAHMS	Royal Commission on the Ancient and Historical Monuments of Scotland
RIBA	Royal Institute of British Architects
SCA	Sociedad Central de Arquitectos (Central Society of Architects)
WPL	William Patrick Library

Railway Companies

FCBAyR/FCR	Buenos Aires and Rosario Railway
FCBByNO	Bahia Blanca and North Western Railway
FCBE/FCE	Buenos Aires and Ensenada Railway
FCBP/FCP	Buenos Aires and Pacific Railway,
FCCA	Central Argentine Railway

FCCC	Central Cordoba Railway
FCCyR	Cordoba and Rosario Railway
FCN	Buenos Aires Northern Railway
FCNEA	North East Argentine Railway
FCSSFyC	Santa Fe and Cordoba Great Southern Railway

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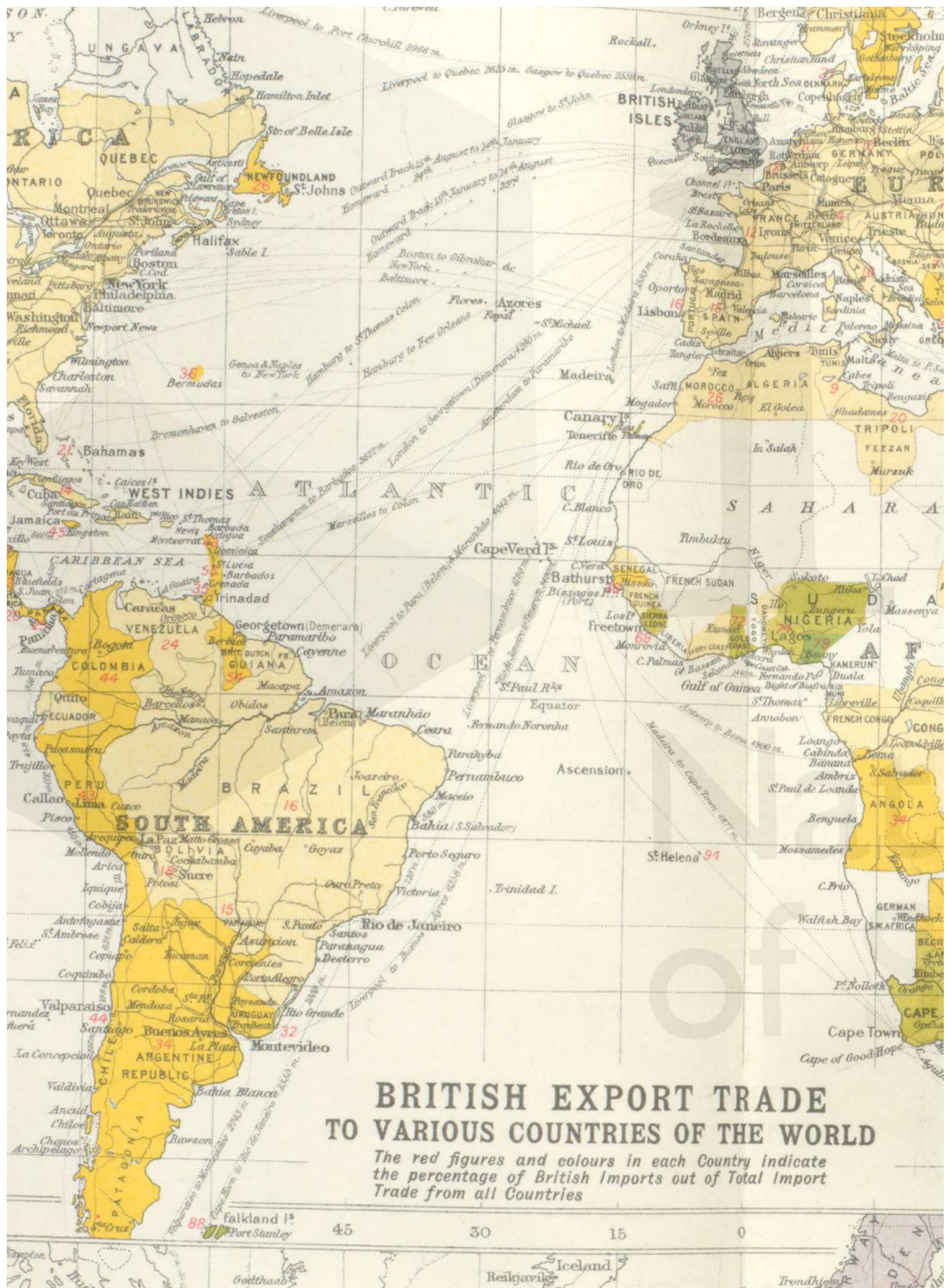


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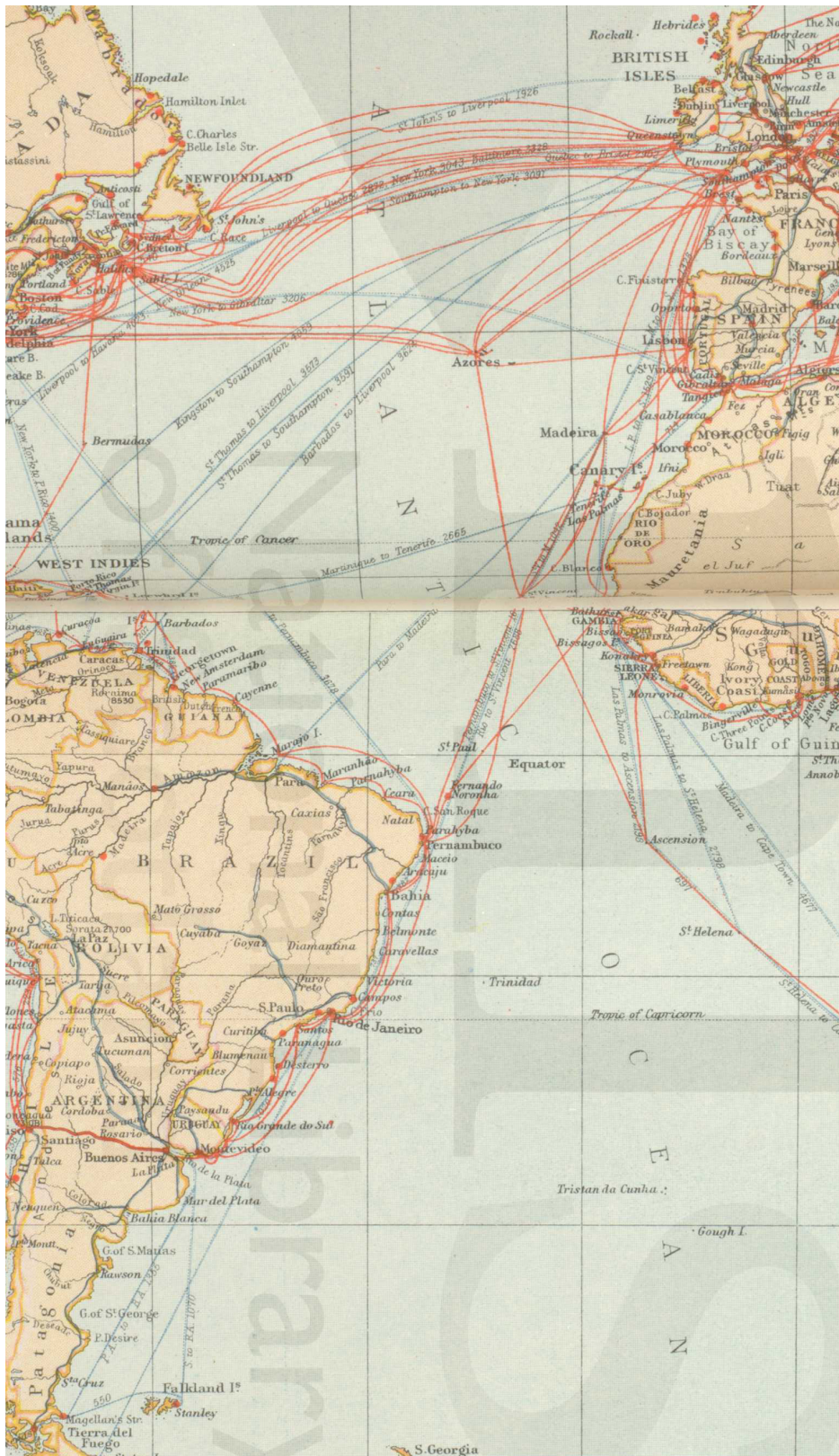


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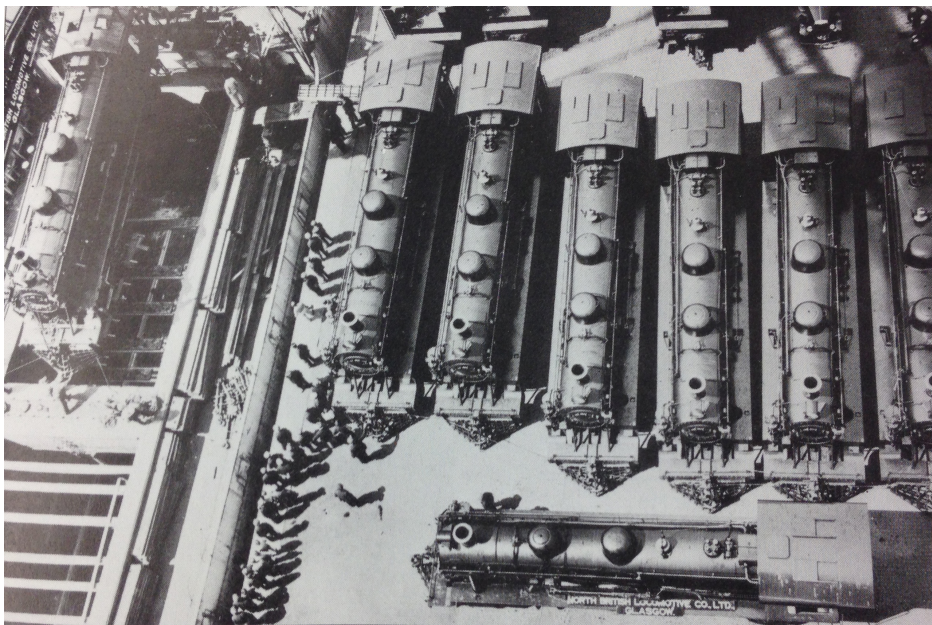


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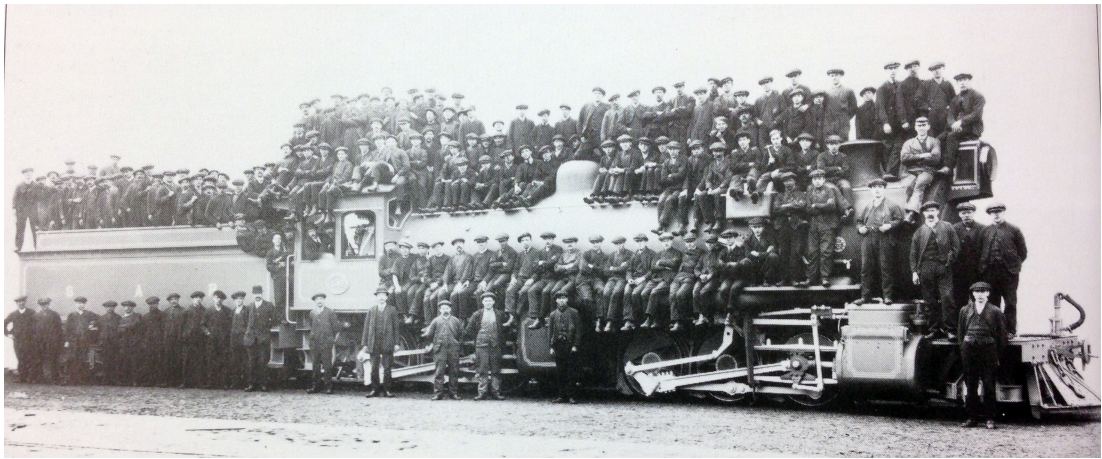


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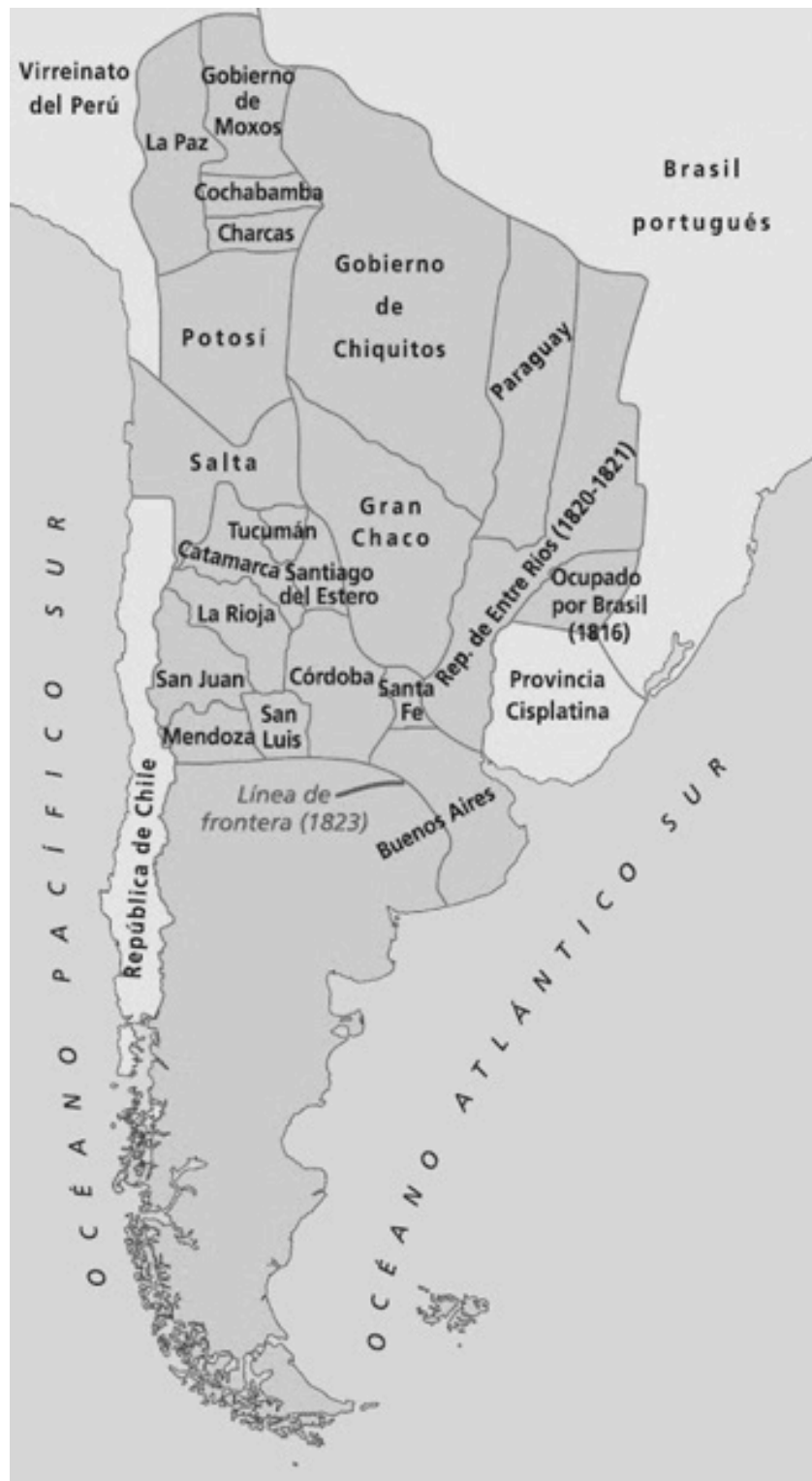


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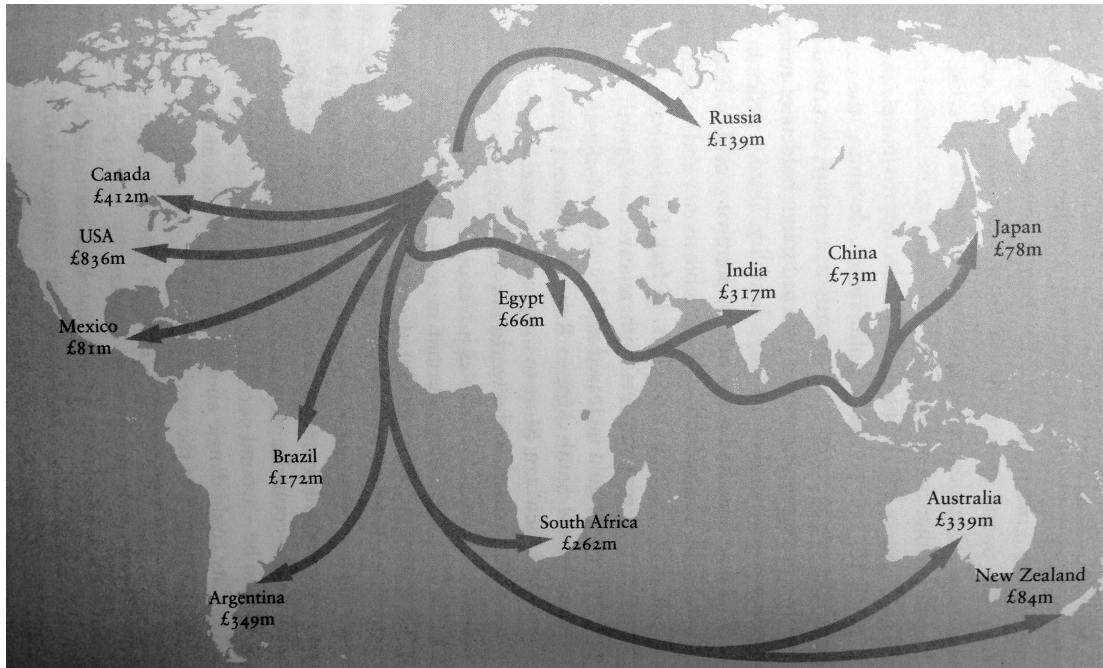


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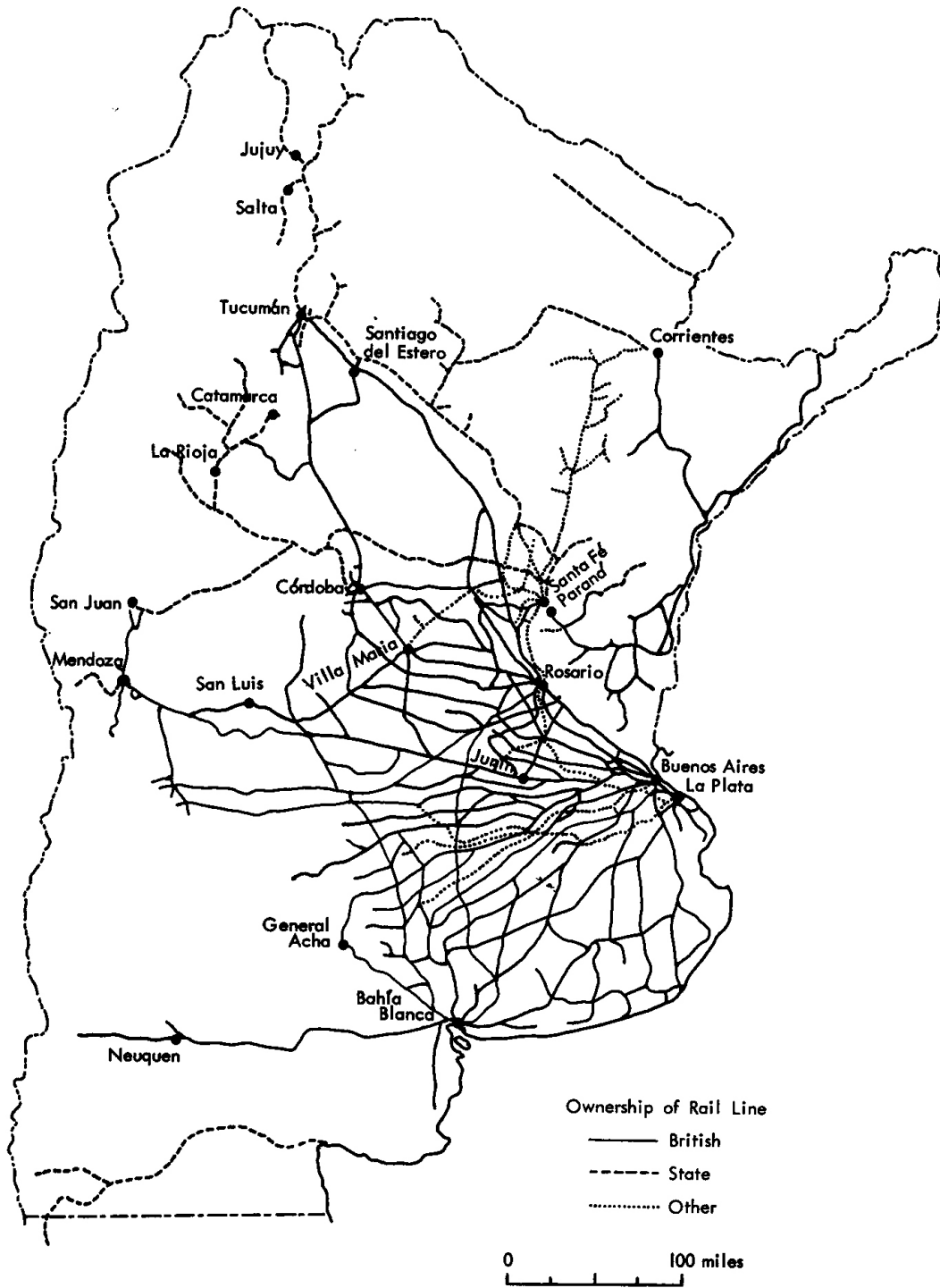


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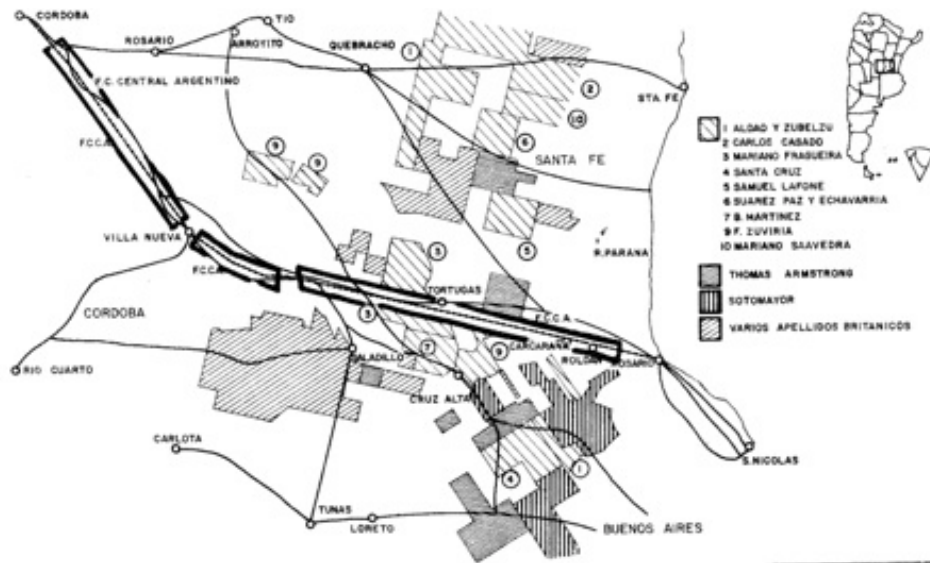


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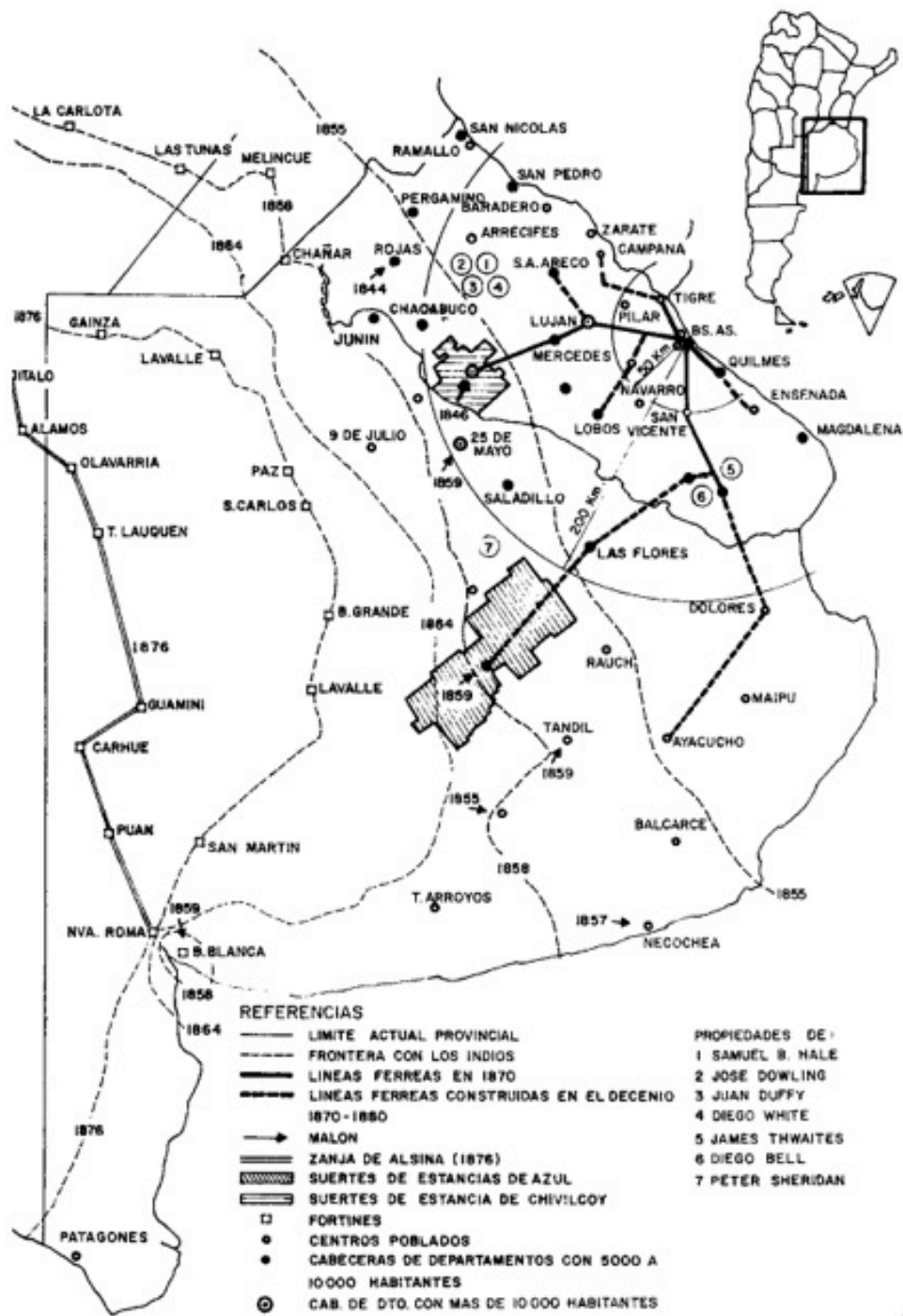


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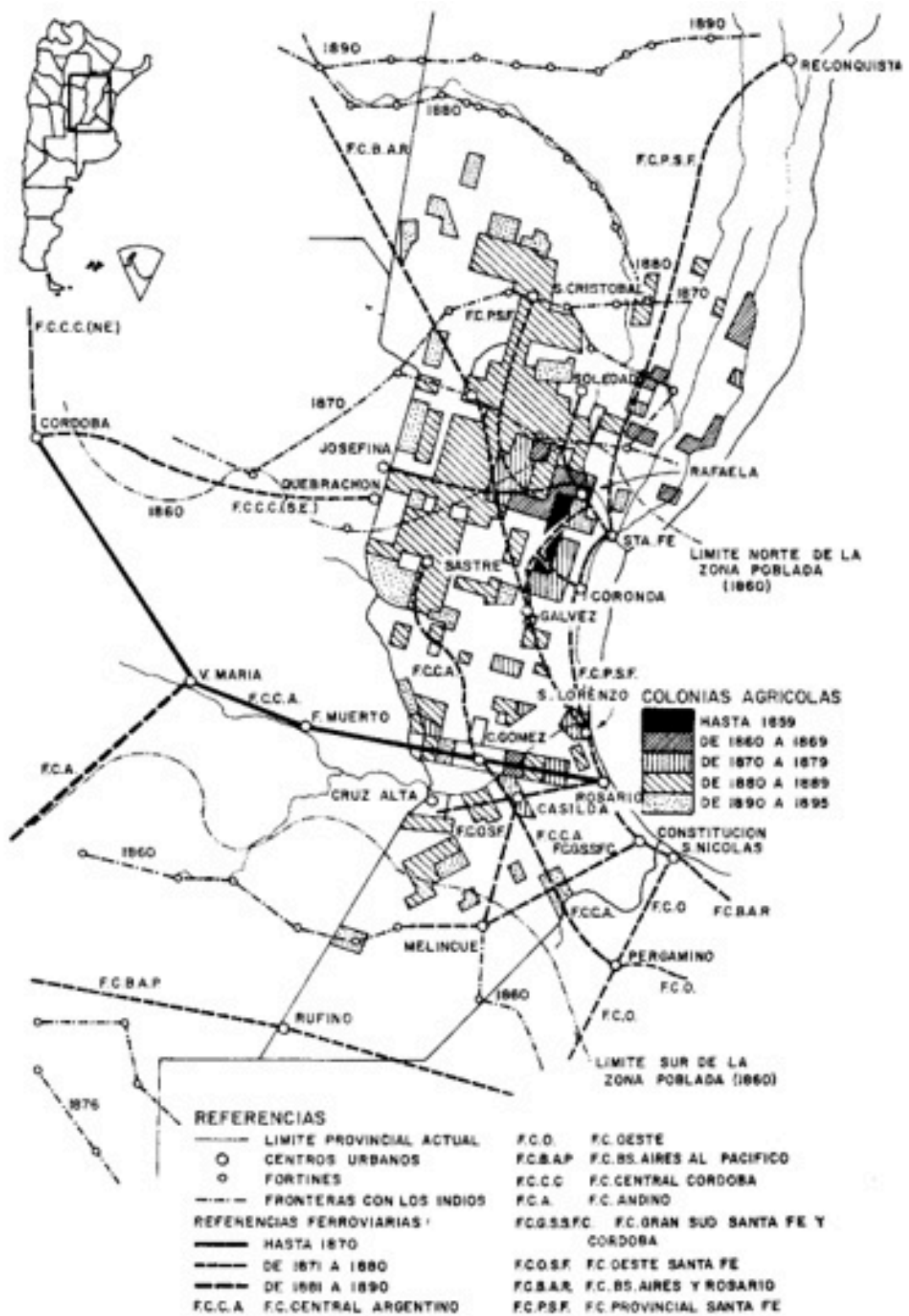


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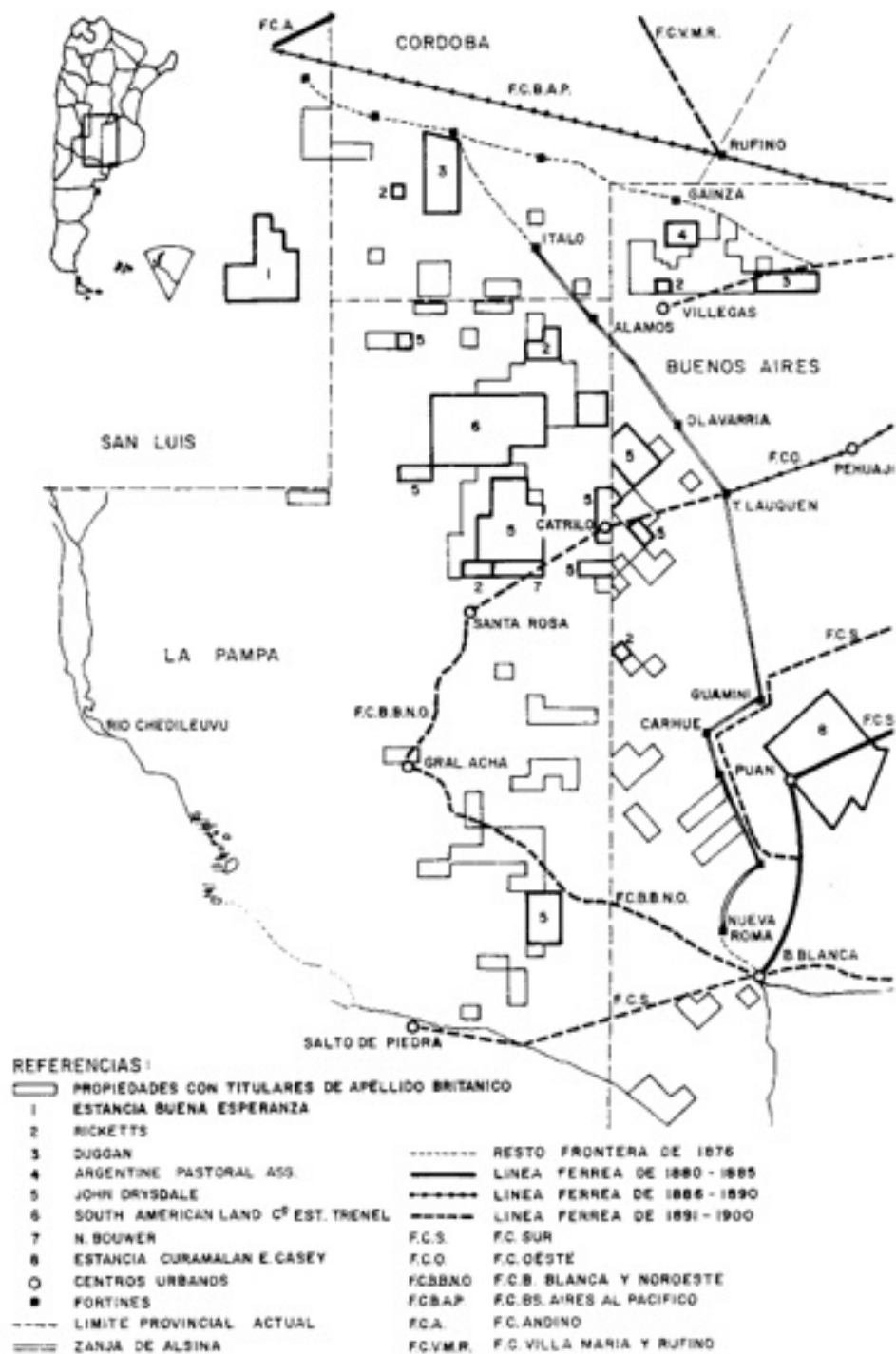


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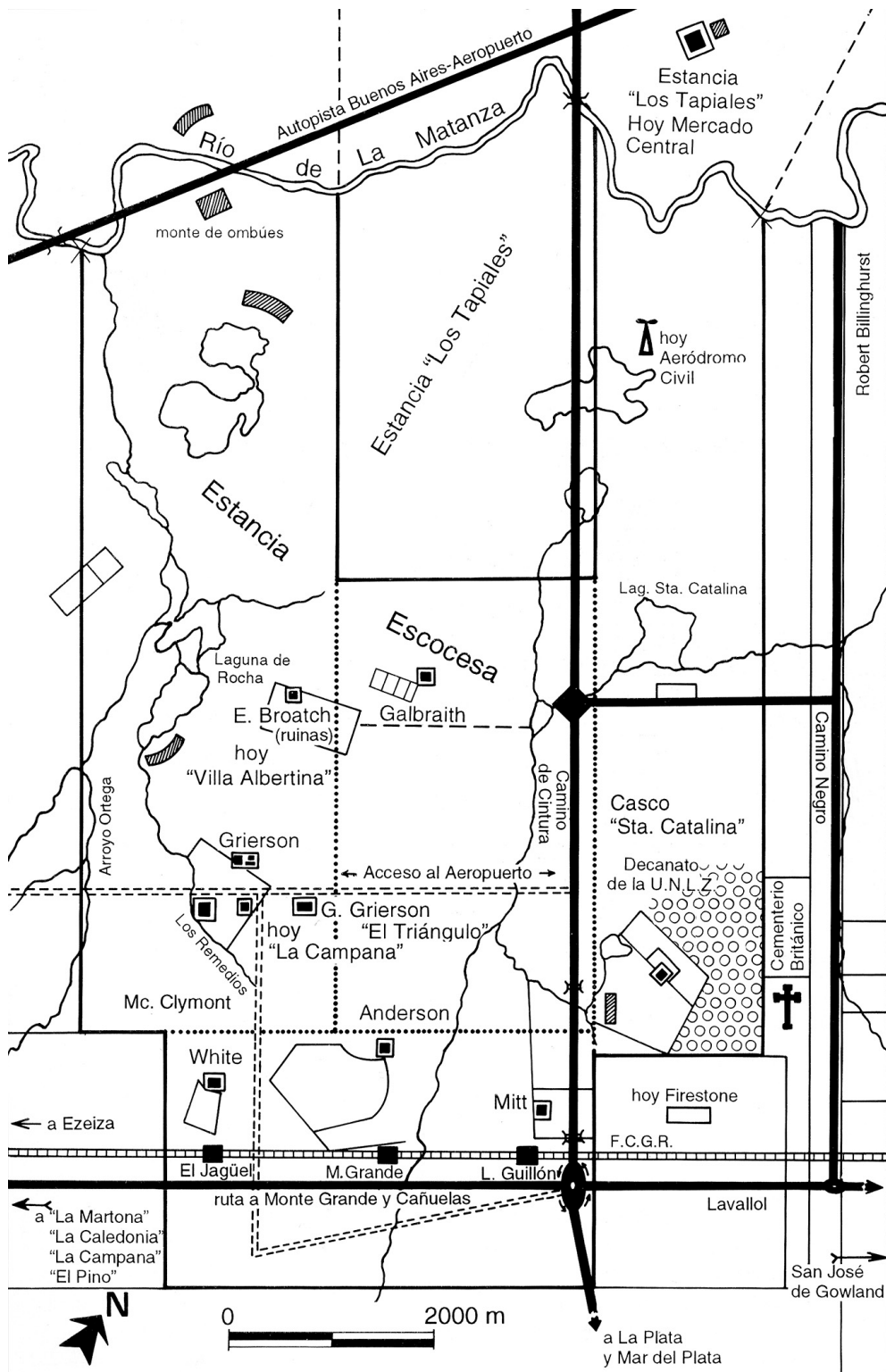


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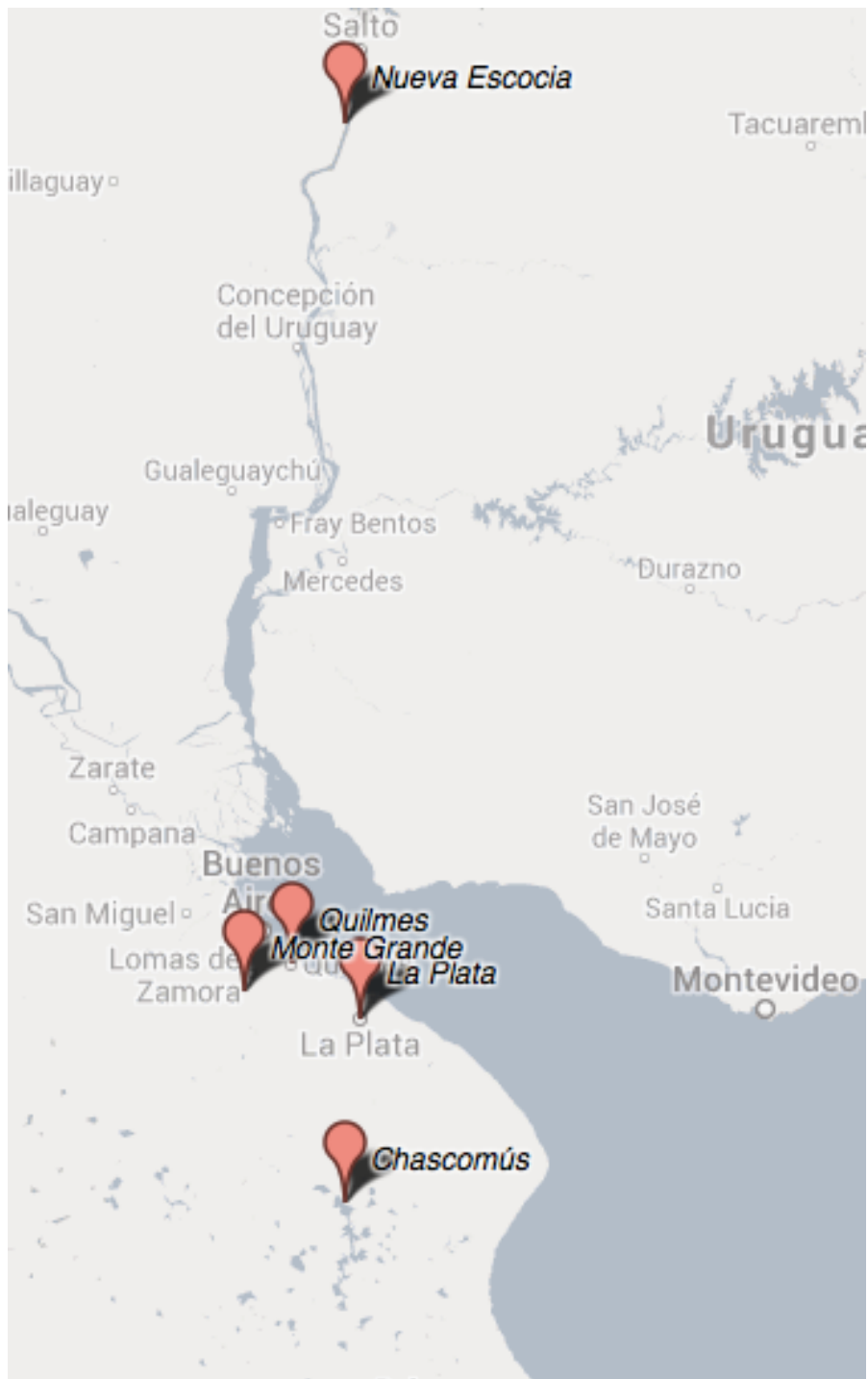


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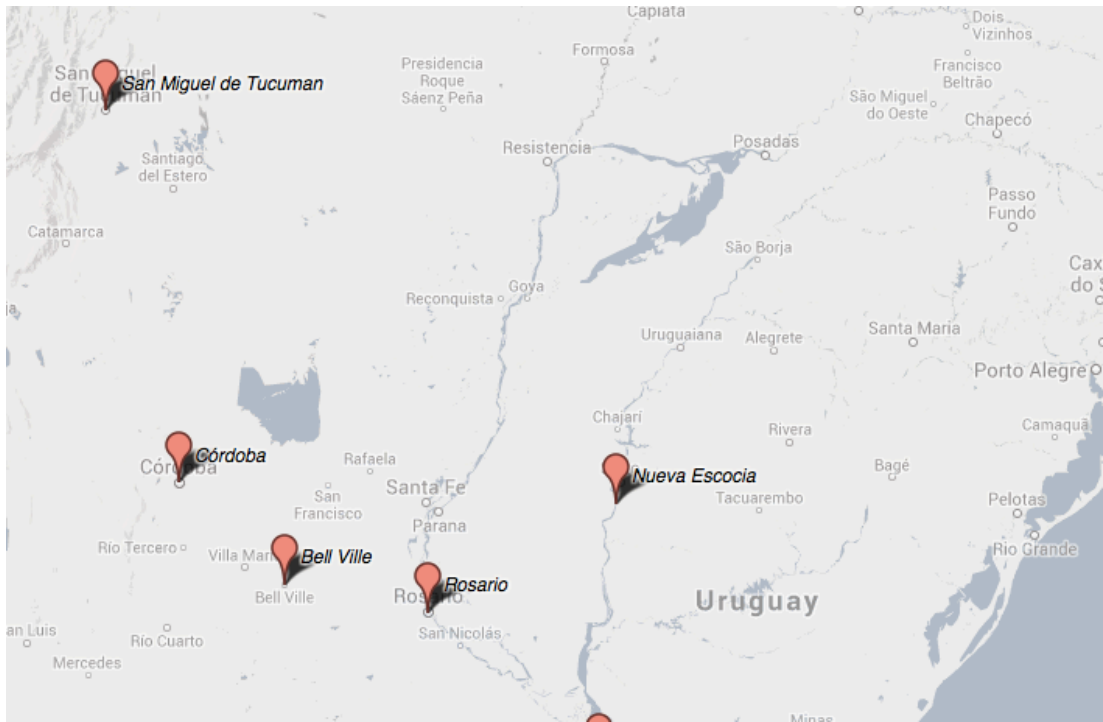


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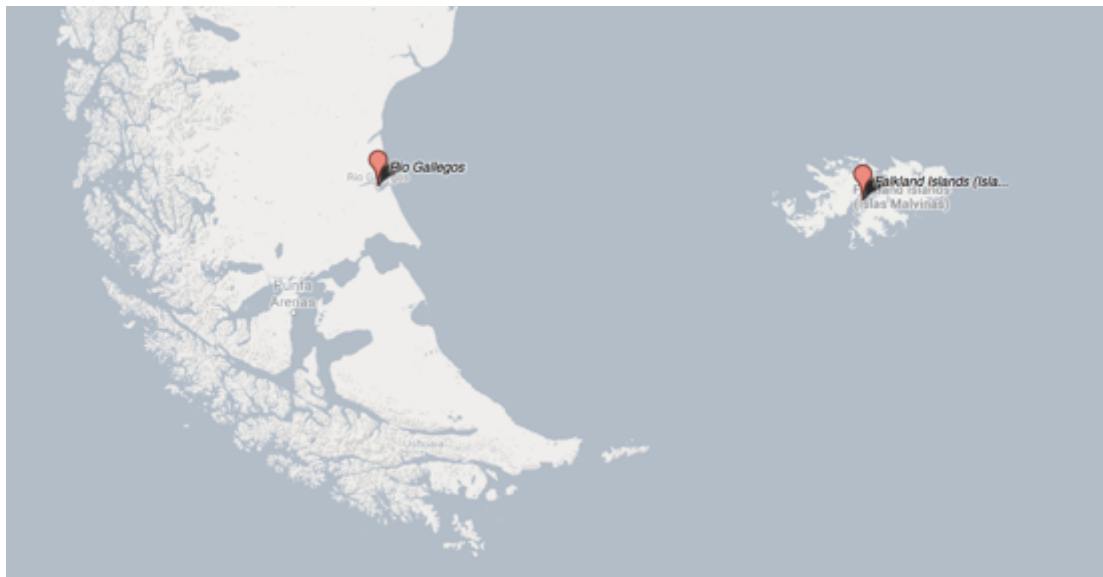


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Source: author using Google Maps. Map data ©2013 Google, INEGI, Inav/Geosistemas SRL, MapLink



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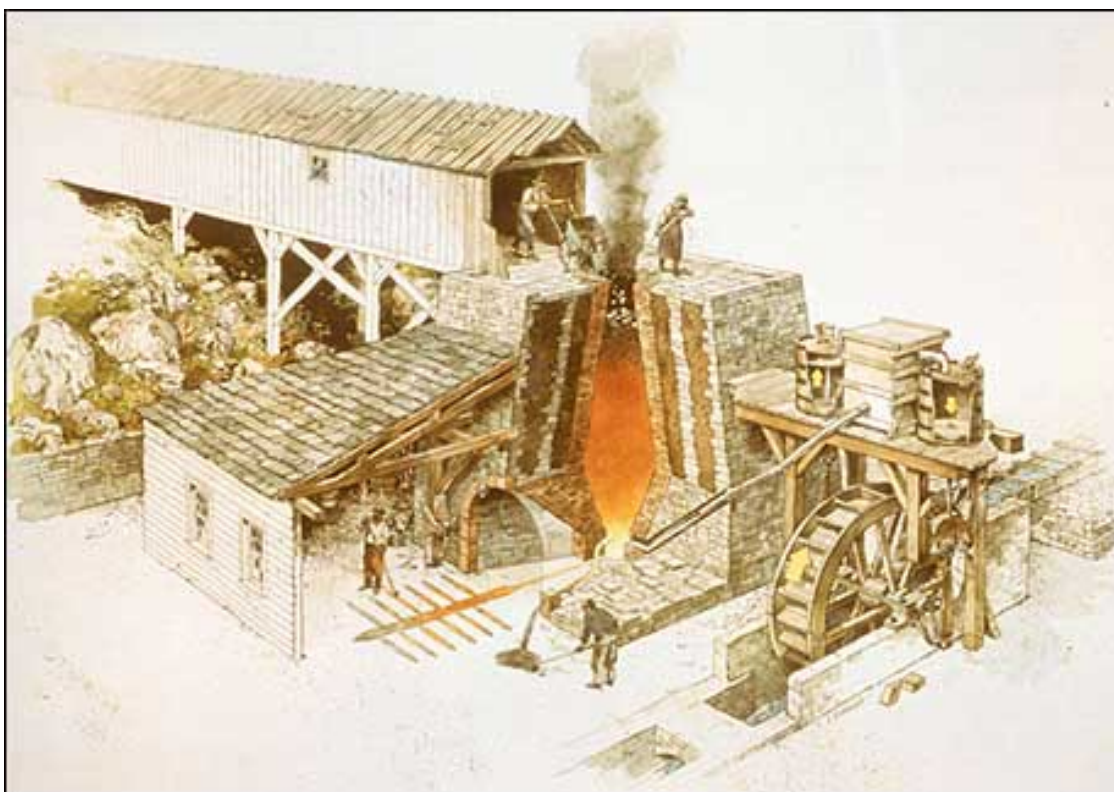


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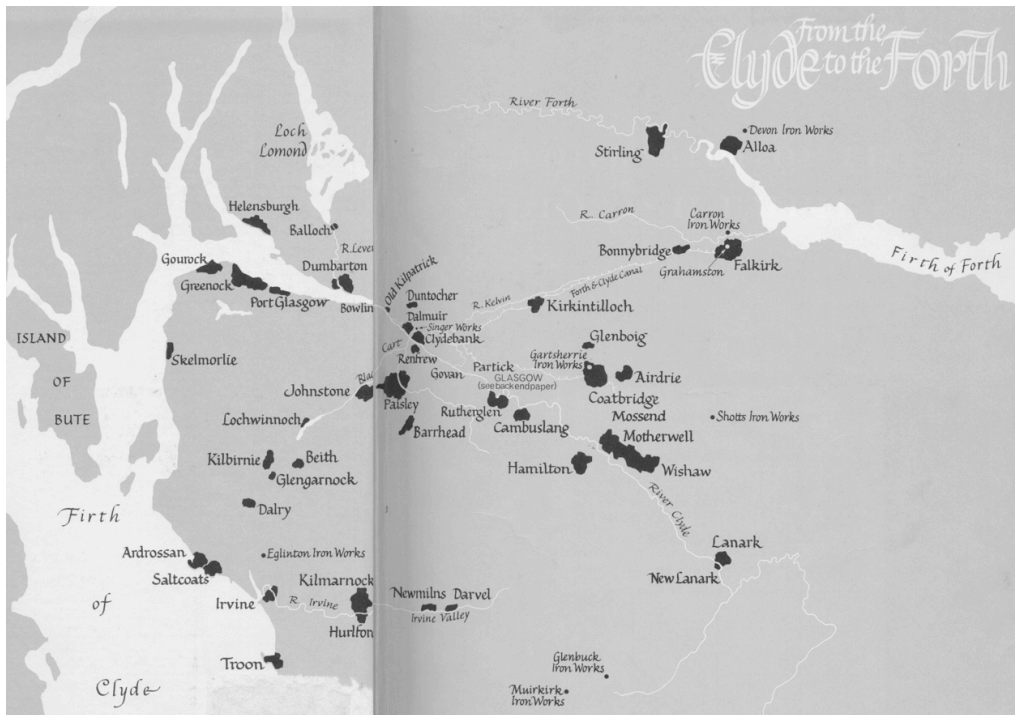


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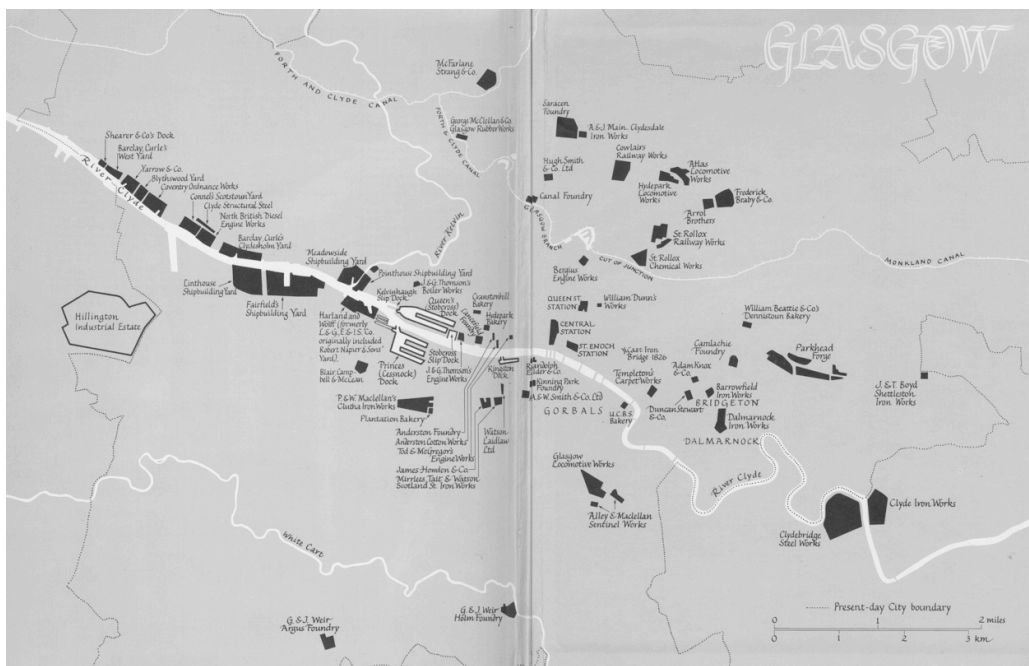


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STEWART'S MANUFACTURE OF CAST-IRON PIPING.

D. Y. Stewart, of Glasgow,

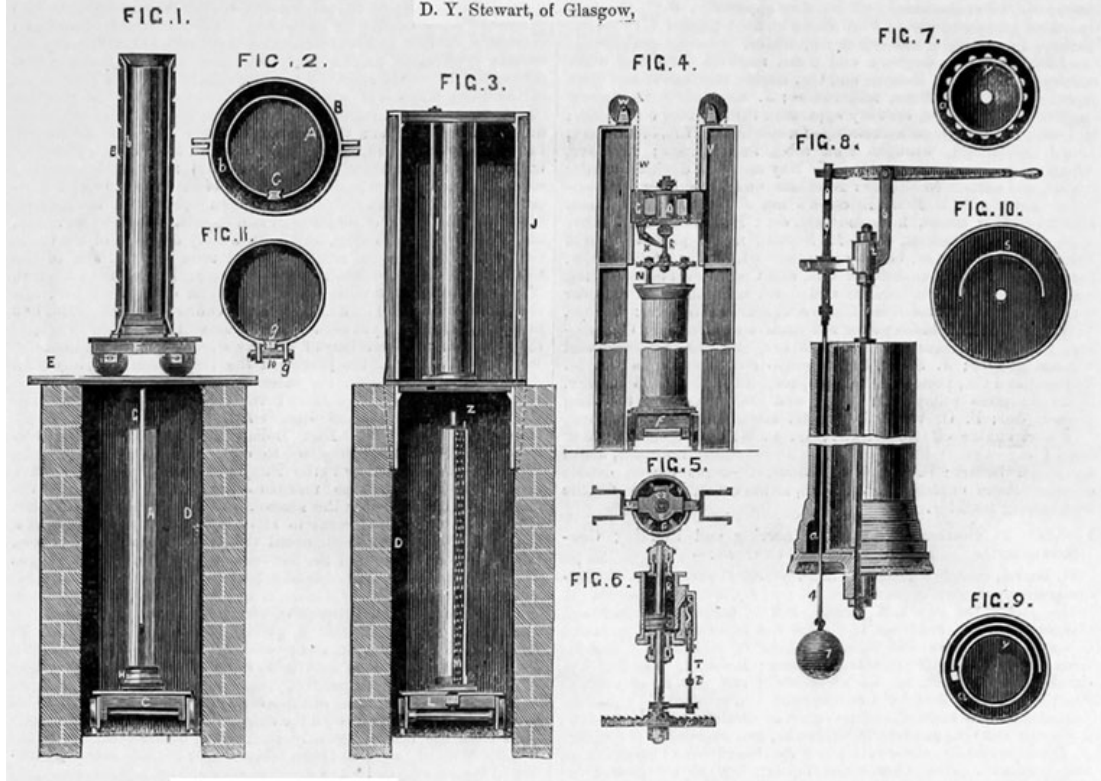
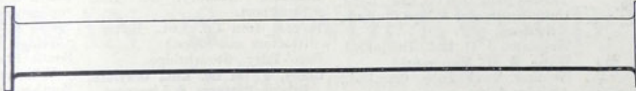
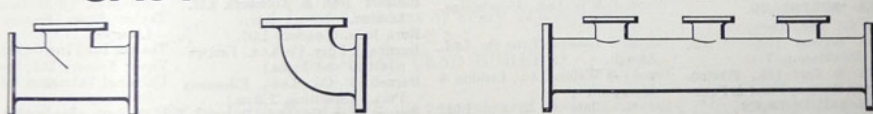


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Figure 2-6. Advertisement for Shaw & McInnes foundry. Source: 'Shaw and McInnes', https://www.gracesguide.co.uk/Shaw_and_McInnes (accessed September 18, 2017).

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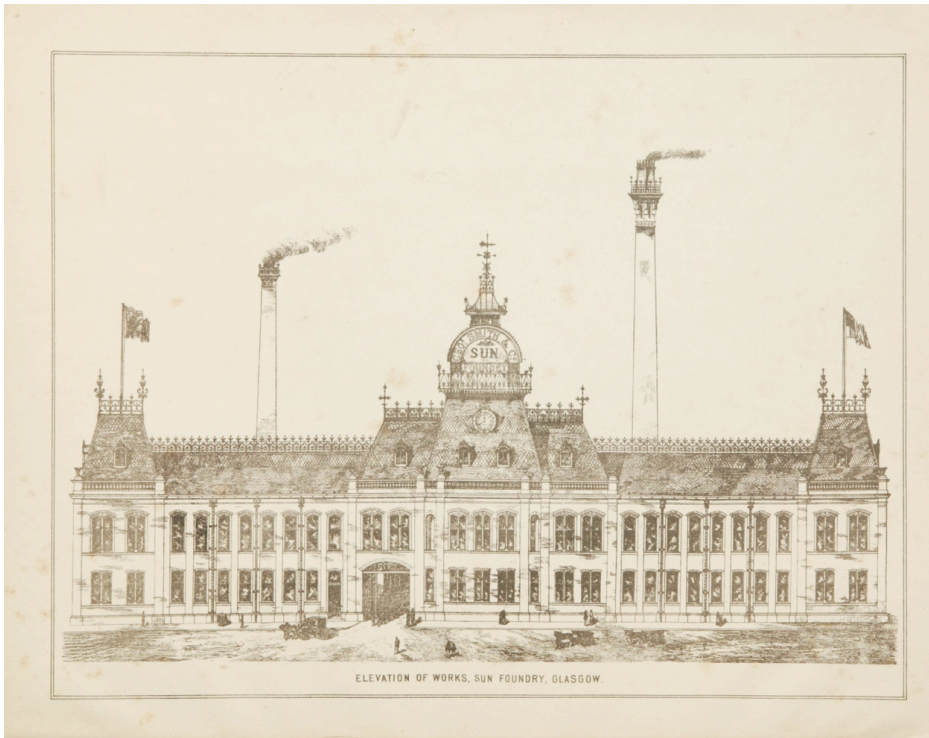


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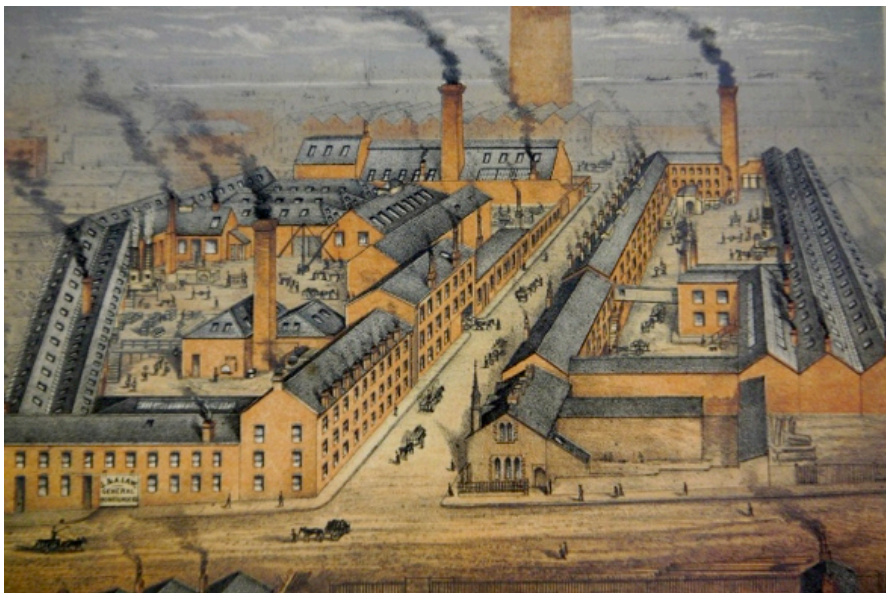
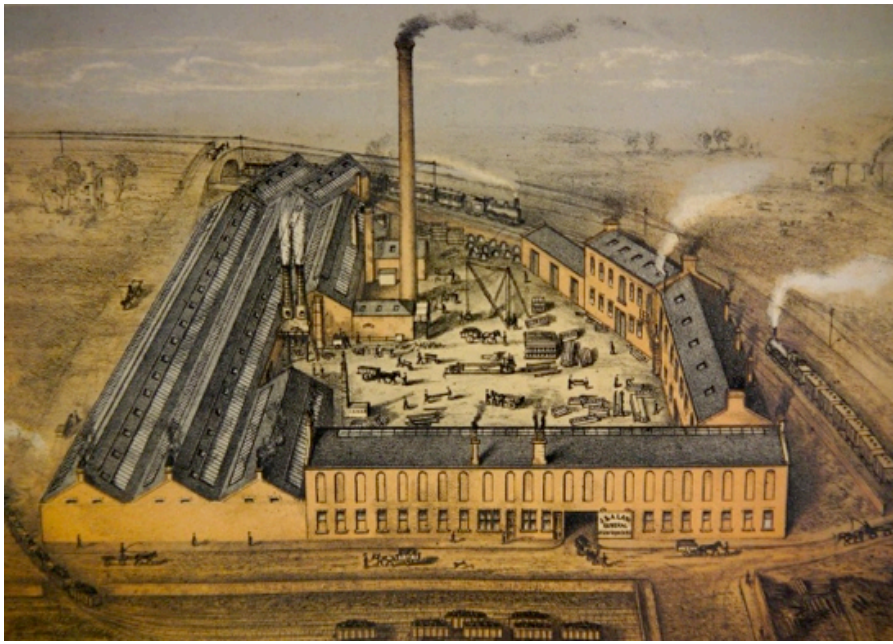


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Figure 2–20. Advertisement for Alex Findlay & Co., 1918. Source: ‘Alexander Findlay and Co’, https://www.gracesguide.co.uk/Alexander_Findlay_and_Co (accessed August 10, 2017).

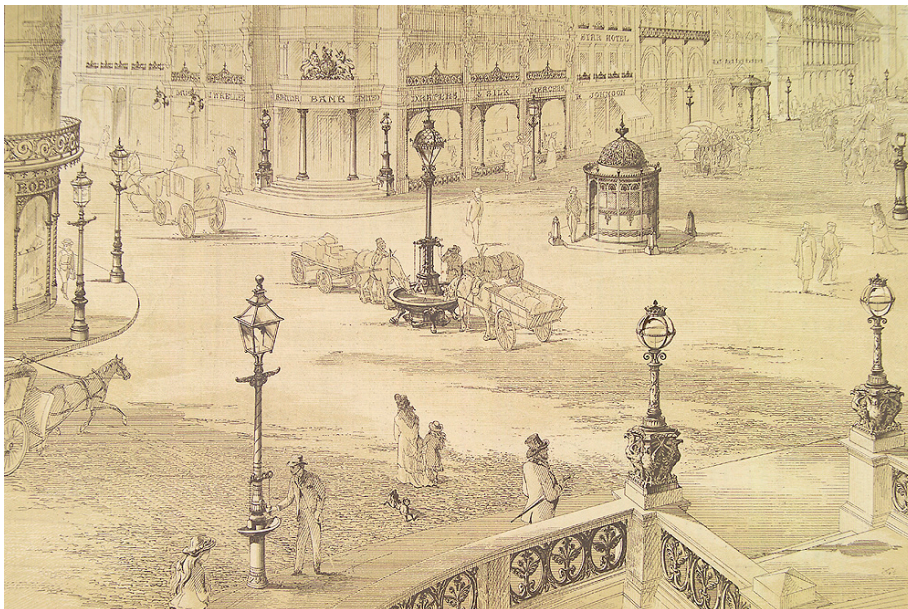


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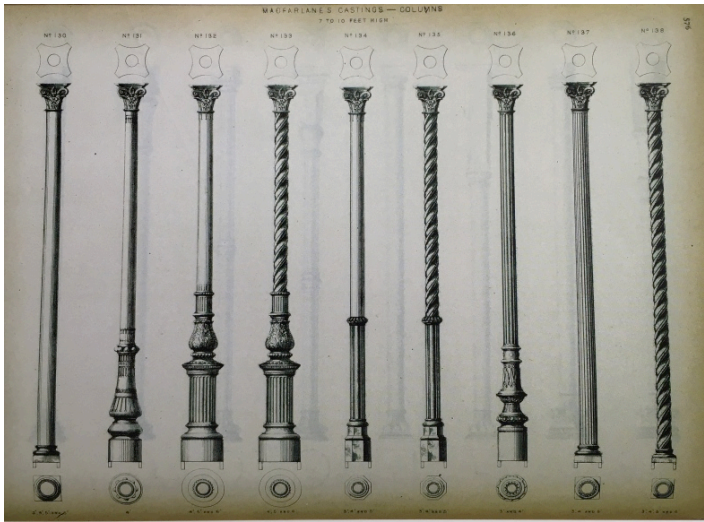


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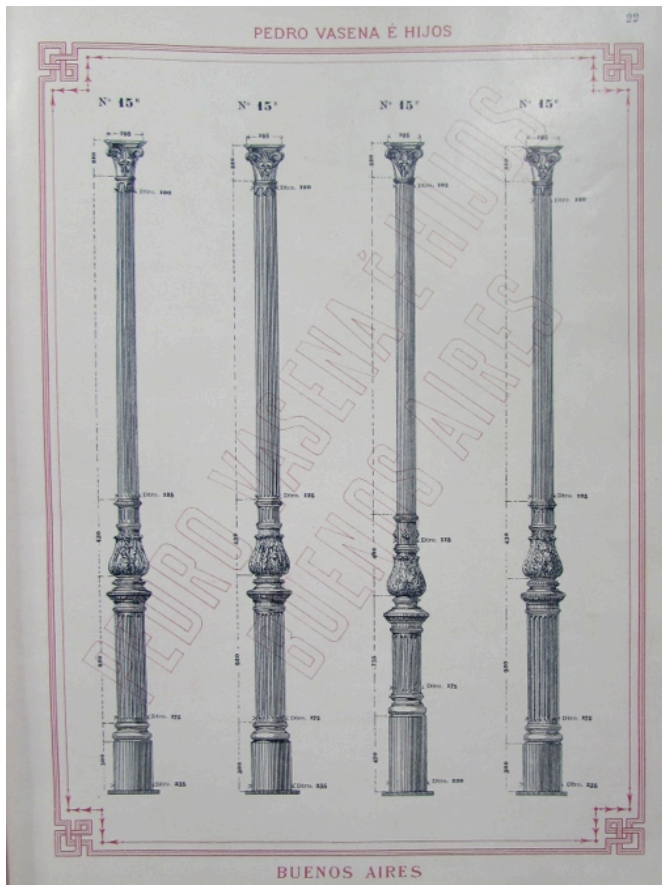


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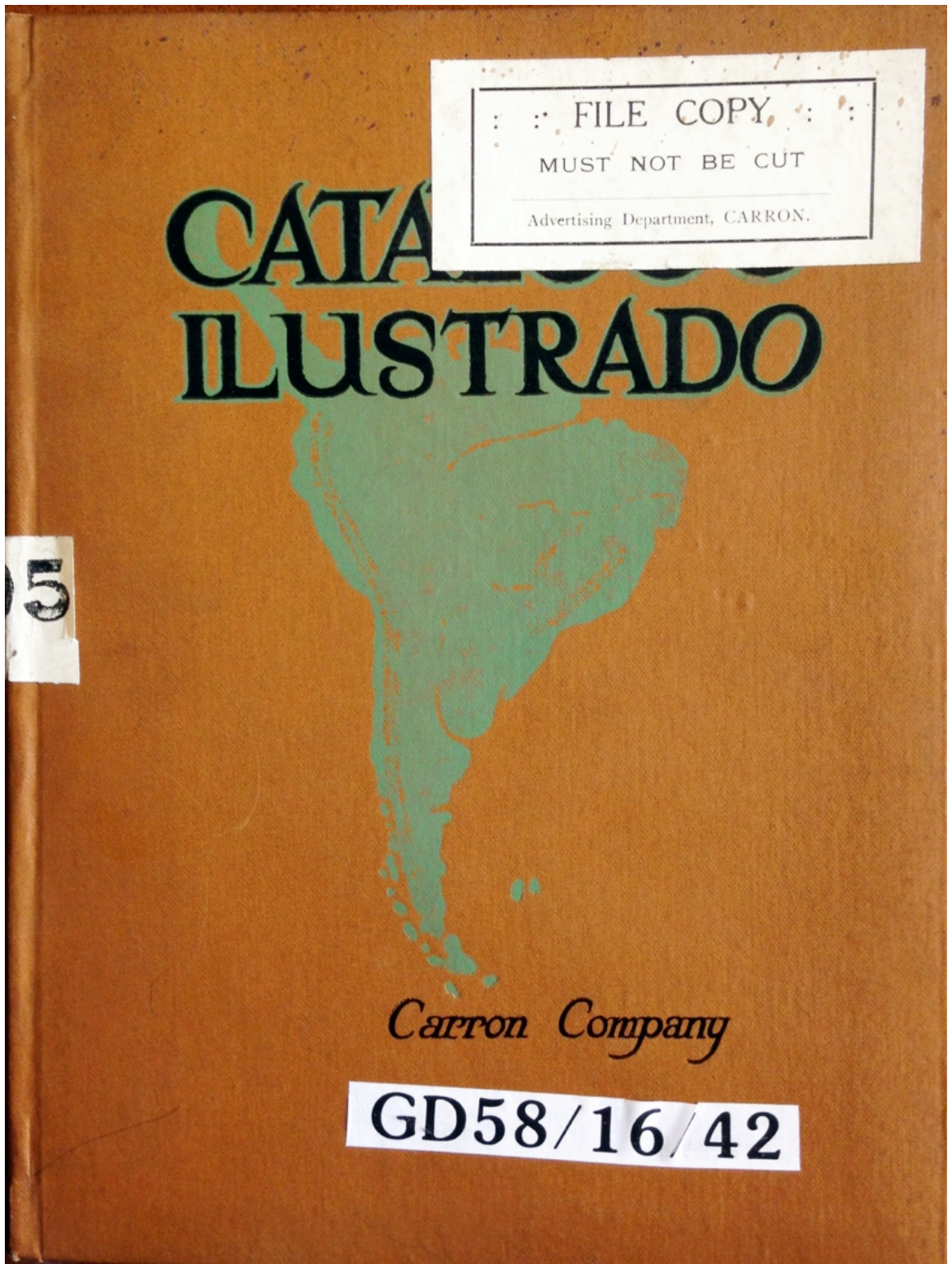


Figure 2-24. Front of Carron's South American Spanish catalogue, 1913. Source: NRS



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COMPañIA CARRON

FUNDADA EN 1759. INCORPORADA POR REAL PRIVILEGIO EN 1773.

PROPIETARIOS DE ALTOS HORNOS Y MINAS DE CARBÓN, FUNDIDORES EN GENERAL, INGENIEROS, FUNDIDORES DE LATÓN, ARMADORES, PROPIETARIOS DE DEPÓSITOS LIBRES, CONTRATISTAS del GOBIERNO DE LA GRAN BRETAÑA.

FABRICANTES DE TODAS CLASES DE

CHIMENEAS Y HOGARES, MARCOS DE GUARDA-FUEGOS, UTENSILIOS DE CHIMENEAS Y SOPORTES PARA LOS MISMOS; COCINAS ECONÓMICAS FIJAS PARA CASAS Y PORTÁTILES; ESTUFAS DE CALENTAR, RADIADORES (de vapor y eléctricos); ESTUFAS Y COCINAS DE GAS; APARATOS DE COCINA, al Vapor, Carbón, Gas ó Electricidad; ESTUFAS SIN HUMO, INSTALACIONES DE CUADRAS, CABALLERIZAS, ESTABLOS Y POCILGAS; BAÑERAS Y LAVATORIOS; ARTEFACTOS SANITARIOS; REQUISITOS PARA JARDINES, INCLUYENDO BANCOS, RODILLOS PARA ALLANAR, MESAS, &c.; VERJAS Y CERCAS; BALCONES, ESCALERAS DE SALVAMENTO ESCALERAS DE CARACOL, PÓRTICOS, y toda clase de obras ESTRUCTURALES; OBRAS ARTÍSTICAS DE FIERRO; ARTEFACTOS PARA AGUAS DE LLUVIA; Y TODA DESCRIPCIÓN DE OBRAS DE FUNDICIÓN, TANTO GENERALES COMO ESPECIALES, &c.

Talleres y Fundiciones: CARRON, en el condado de STIRLING, Escocia; y en Phoenix Foundry, Sheffield, Inglaterra.

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Figure 2-25. Carron's South American Spanish catalogue, 1913. Source: NRS

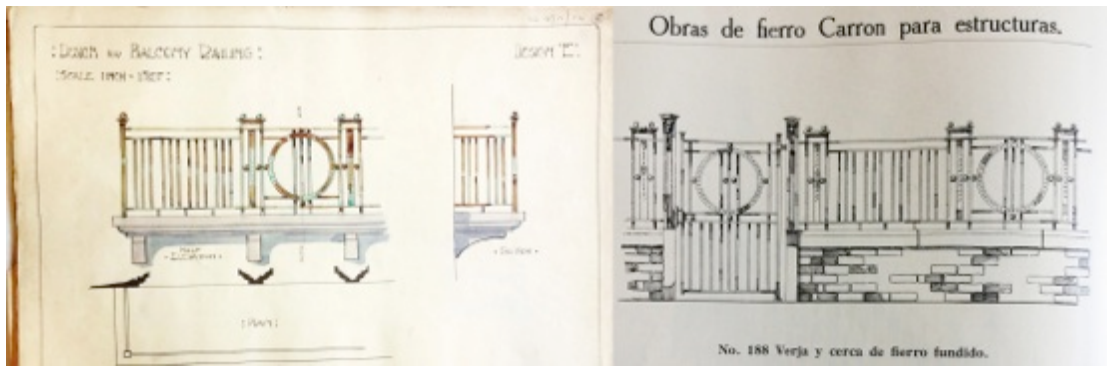


Figure 2–26. Carron Company’s design no. 188 for gate and railings. Left: ornamental drawings; right: trade catalogue for South America, 1913. Source: NRS

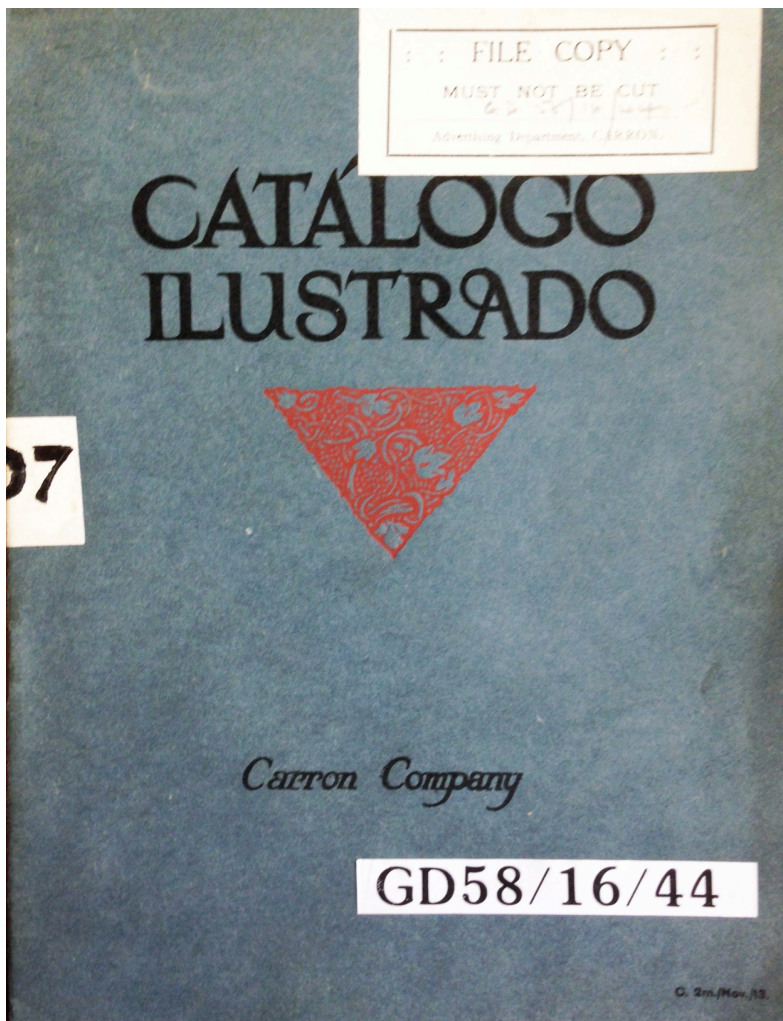


Figure 2–27. Carron’s South American Spanish engineering catalogue, 1913. Source: NRS

Máquina Carron de barrenar con alta velocidad.

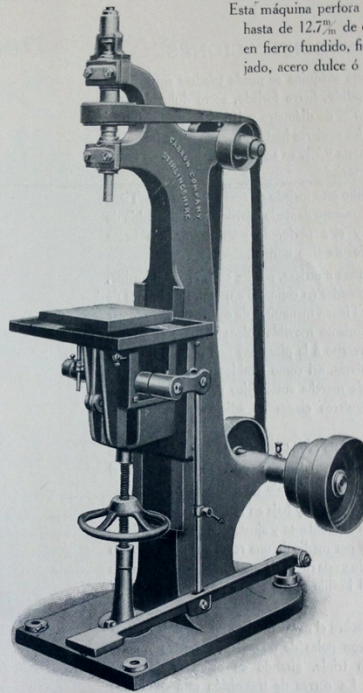
ESPECIFICACIONES.

El armazón principal es una pieza de fundición hueca, en forma de D, con caras verticales acepilladas para la mesa de movimientos en cruz, y provista con cojinetes ajustables de bronce de cañón para recibir el husillo. Este último es una pieza forjada de acero moldeado, de acabado exacto por máquina, manteniéndose siempre en la misma posición determinada. El árbol de la contra-marcha está conectado al armazón vertical por medio de un soporte fijo y tiene una polea escalonada triple, diámetros 187, 228 y 254^{mm} respectivamente por 54[%] de ancho. La polea motriz tiene 254^{mm} de diámetro por 57[%] de ancho.

La mesa está hecha en dos partes y hay una bandeja para recoger las virutas. La parte interior, que lleva la pieza que debe ser perforada, está adaptada sobre un carro vertical y se acerca á la barrena por medio de una palanca de pié, biela ajustable y manivela ajustable. Todo el aparato se alza y baja por medio de una rueda de mano con rosca. Hay un tope graduable para regularizar la profundidad de los agujeros según las necesidades.

La correa de transmisión está conducida al husillo por medio de poleas-guías. La máquina está completamente equipada con contra-marcha de techo, consistiendo de un árbol, dos soportes colgantes, poleas fija y loca, polea escalonada igual á la polea sobre la máquina, y desviador de correa de acción positiva.

Distancia entre el centro del husillo y el armazón vertical, 216^{mm}. Distancia entre la punta extrema del husillo y la mesa en su posición más baja, 457^{mm}.



Esta máquina perfora agujeros hasta de 12.7^{mm} de diámetro en fierro fundido, fierro forjado, acero dulce ó latón.

Altura extrema de la máquina, 1524 × 610^{mm}.

Espacio ocupado en el suelo, 1220 × 610^{mm}.

Para la exportación se necesitan dos cajas, de las cuales una contiene el armazón vertical, la mesa y la palanca de pié.

Dimensiones—largura, 1829^{mm}; anchura, 508^{mm}; altura, 1016^{mm}. Peso, completo con embalaje, 406 kilos.

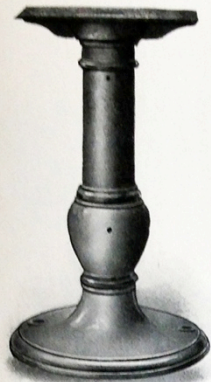
Caja No. 2 contiene el árbol de contra-marcha con polea escalonada y polea simple, contra-marcha de techo, completa, y la bandeja para la mesa.

Dimensiones—largura, 1422^{mm}; anchura, 558^{mm}; altura, 457^{mm}; Peso, completo con embalaje, 152 kilos.

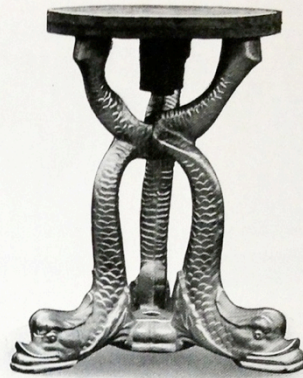
Precios á los que los soliciten.

Figure 2–28. Carron's South American Spanish engineering catalogue, 1913. Source: NRS

Piés de asientos Carron para salones de buques.



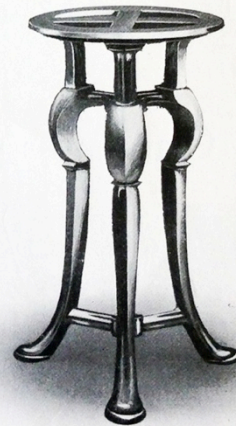
No. 21.
 Altura, 575^m/_m
 Peso, 15.87 kilos.



No. 26.
 Altura, 355^m/_m
 Peso, 16.78 kilos



No. 27.
 Altura, 358^m/_m
 Peso, 18.60 kilos.



No. 29.
 Altura, 358 y 435^m/_m
 Peso, 9.75 y 11.11 kilos.

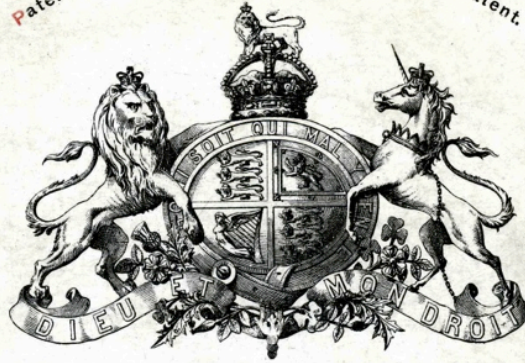
Pintados ó bronceados oro.

Precios á los que los soliciten.

Figure 2-29. Carron's South American Spanish engineering catalogue, 1913. Source: NRS

MACFARLANE'S CASTINGS.

Patentees by His Majesty's Royal Letters Patent.



Contratantes por Nomenclamiento al departamento Militar de Su Majestad Jorge V.



WALTER MACFARLANE Y CIA.,
SARACEN FOUNDRY,
POSSILPARK, GLASGOW.

672(085)
MAC

WALTER MACFARLANE,
JAMES POLT,
WALTER MACFARLANE, Junr.,
THOMAS BRIDGE.

Figure 2-30. Macfarlane's Spanish supplement, n/d. Source: IGMTL

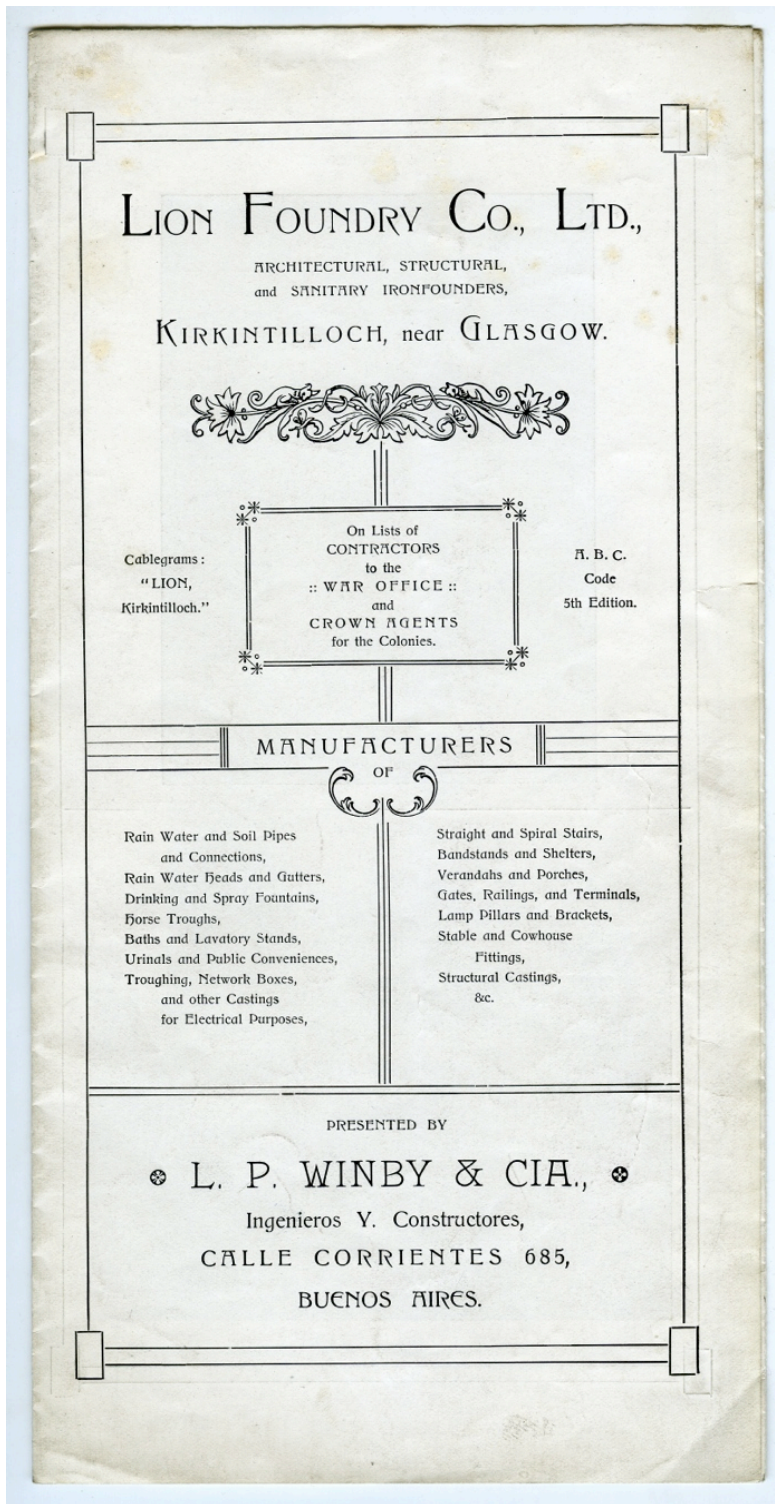


Figure 2-31. Lion Foundry brochure, n/d. Source: Lion Records Archives, WPL

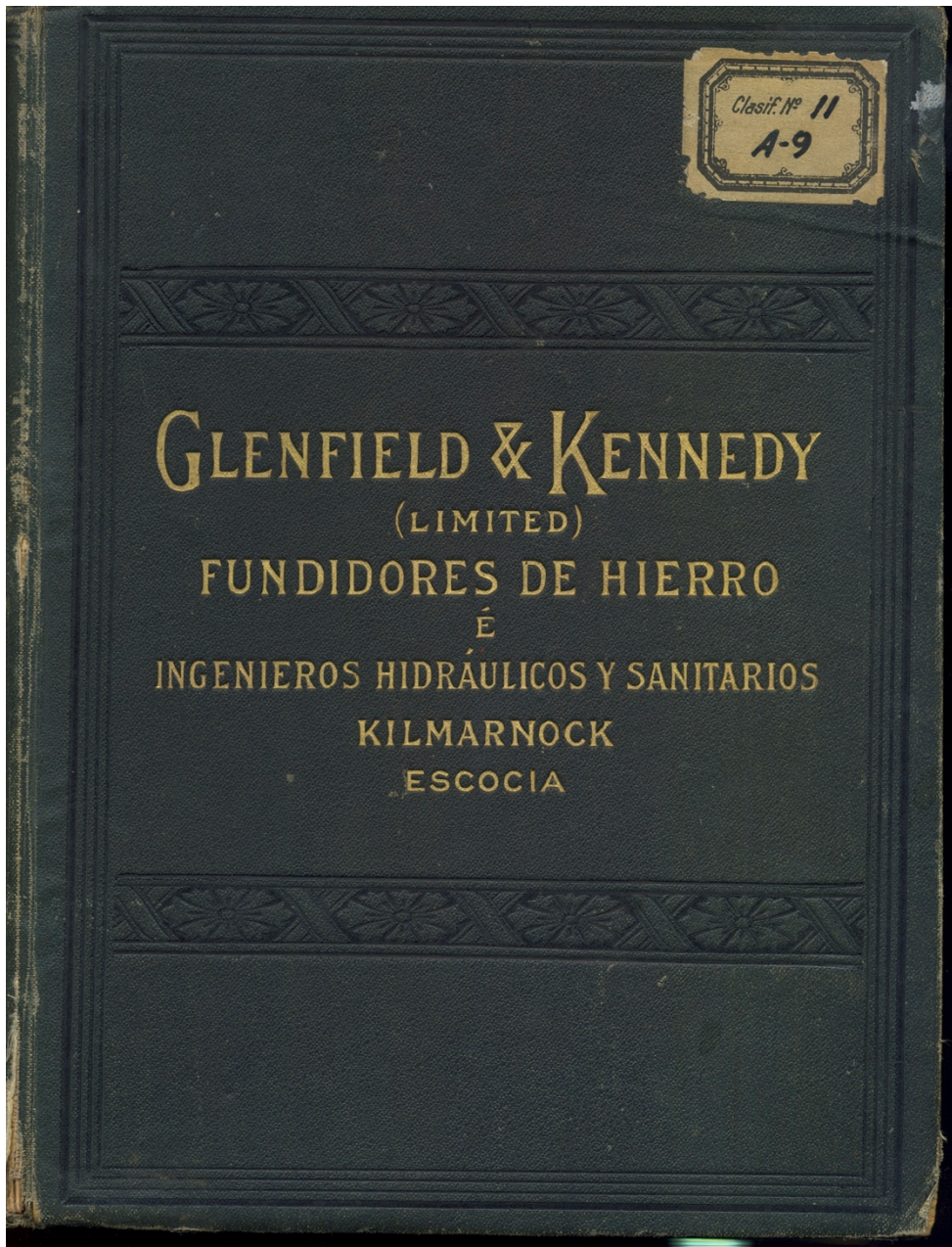


Figure 2–32. Glenfield & Kennedy Spanish catalogue, 1913. Source: AySA

**Figures for Section 3: Scottish Cast Iron in
Argentina. Case Studies**



Figure 3–1. Early print of Euston Station train shed, showing wrought iron roof and cast-iron brackets and columns. Source: Public Domain.

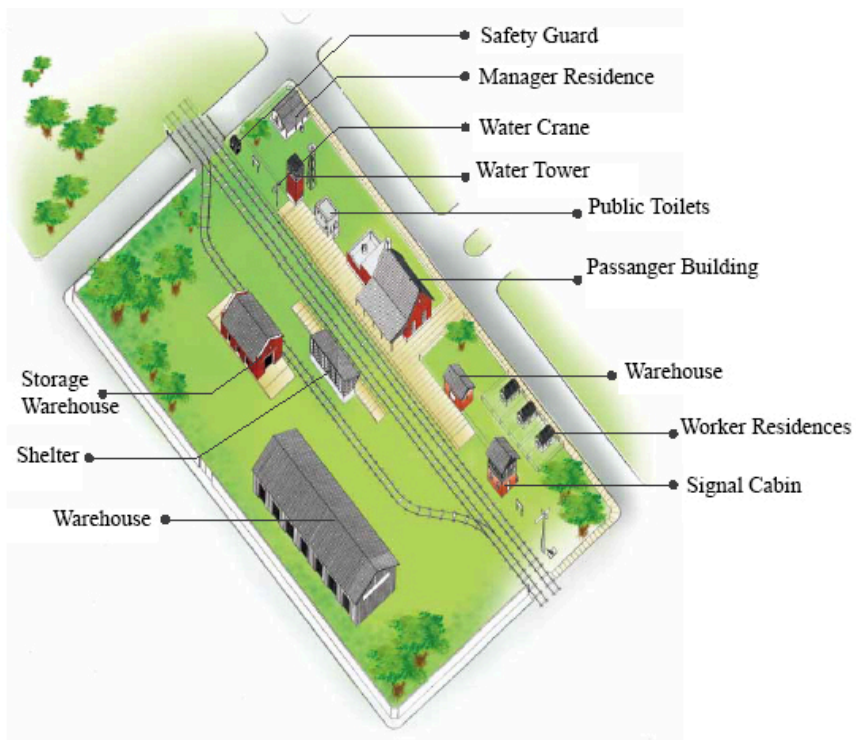


Figure 3–2. Scheme of typical intermediate station. Source: J. Tartarini, *Ferrocarriles Provincia Buenos Aires* (2009). Translated and adapted by author

Bricks manufactured in Scotland and branded for railways in Argentina



Brick found in Barrhead, Glasgow with FCO Argentinean railway initials (Unidentified maker)



Bricks with FCO initials found near Mechita Station, Buenos Aires.



Brick found at Castlecary Fireclay & Lime Works, Castlecary, (Stirlingshire) with FCCA initials



Brick found in Gartliston Works, Glenboig with FCS initials



This was found at the Weir Castlecary works. With FCCA initials



Brick found in Argentina with FCCA railway initials. Made by Glenboig Clayworks



Found at Stein Castlecary Works, Bonnybridge.



Brick found in Argentina, made by Boghead Brick and Fireclay Co Ltd, Bathgate.

Figure 3–3. Bricks manufactured in Scotland for railways in Argentina. Source: ‘Scotland’s Brick Manufacturing Industry’, <https://www.scottishbrickhistory.co.uk/scottish-bricks-manufactured-for-south-american-railway-networks/> (accessed July 1, 2017).

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COMPañIA
DEL
GRAN FERROCARRIL DEL SUD DE BUENOS AIRES

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H. C. ALLEN

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COMISIÓN LOCAL, BUENOS AIRES:
GUILLERMO WHITE, PRESIDENTE
GEORGE T. CRANE
CHARLES H. KRABBÉ

GERENTE:
FRANK HENDERSON

Figure 3-4. Directory board of FCS railway in 1899. Source: C. del G.F. del S. de B. Aires, *Ferrocarril del Sud. Inauguración oficial de la prolongación de Bahía Blanca al Neuquén* (Buenos Aires, 1899)., first page

Scottish Cast Iron in the Railway System



Figure 3–5. Map location of Scottish cast iron in railway stations. Source: author

Scottish Cast Iron in the Railway System



Figure 3–6. Map location of Scottish cast iron in railway stations. Source: author

Scottish Cast Iron in the Railway System

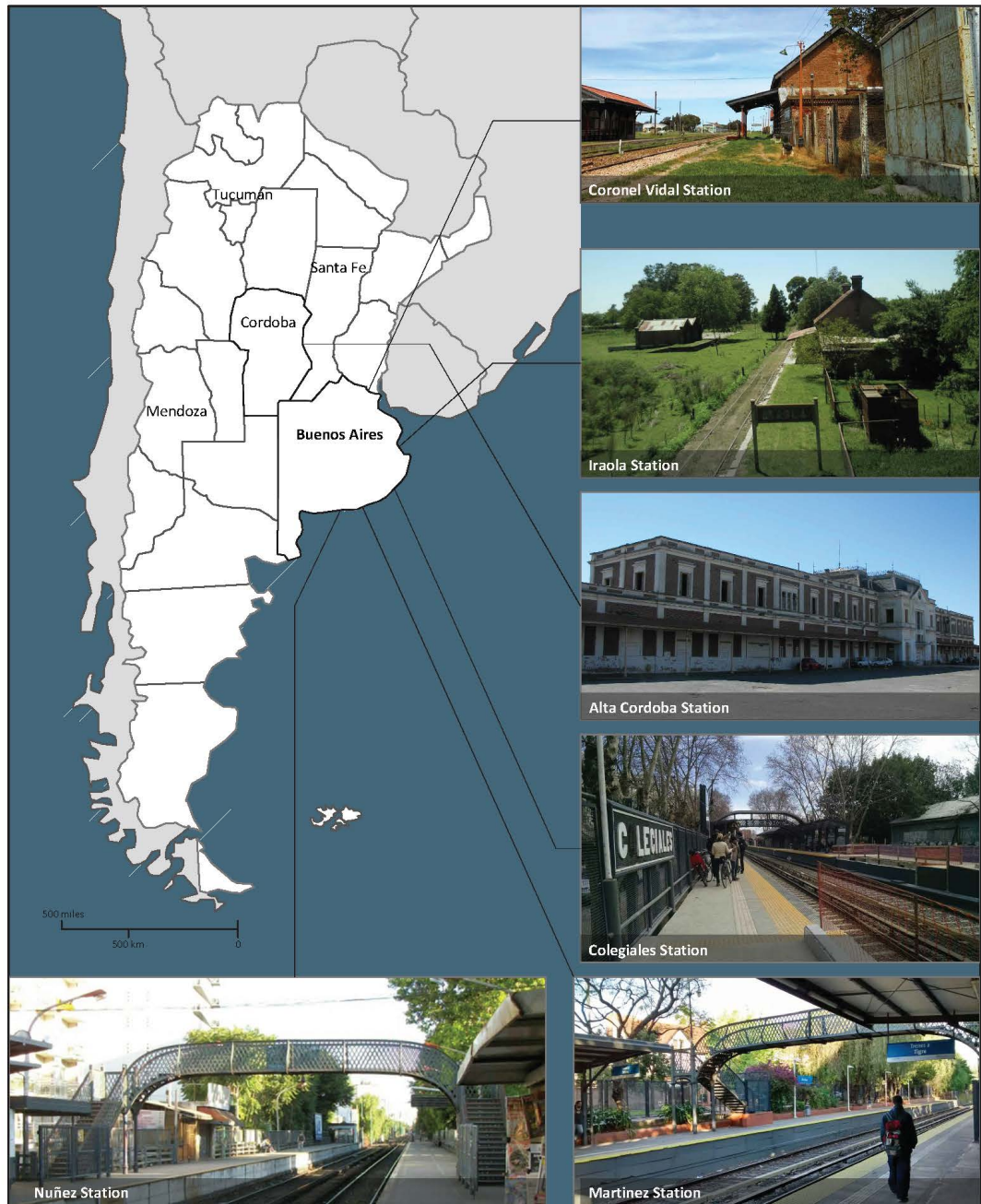


Figure 3–7. Map location of Scottish cast iron in railway stations. Source: author.

Scottish Cast Iron in the Railway System

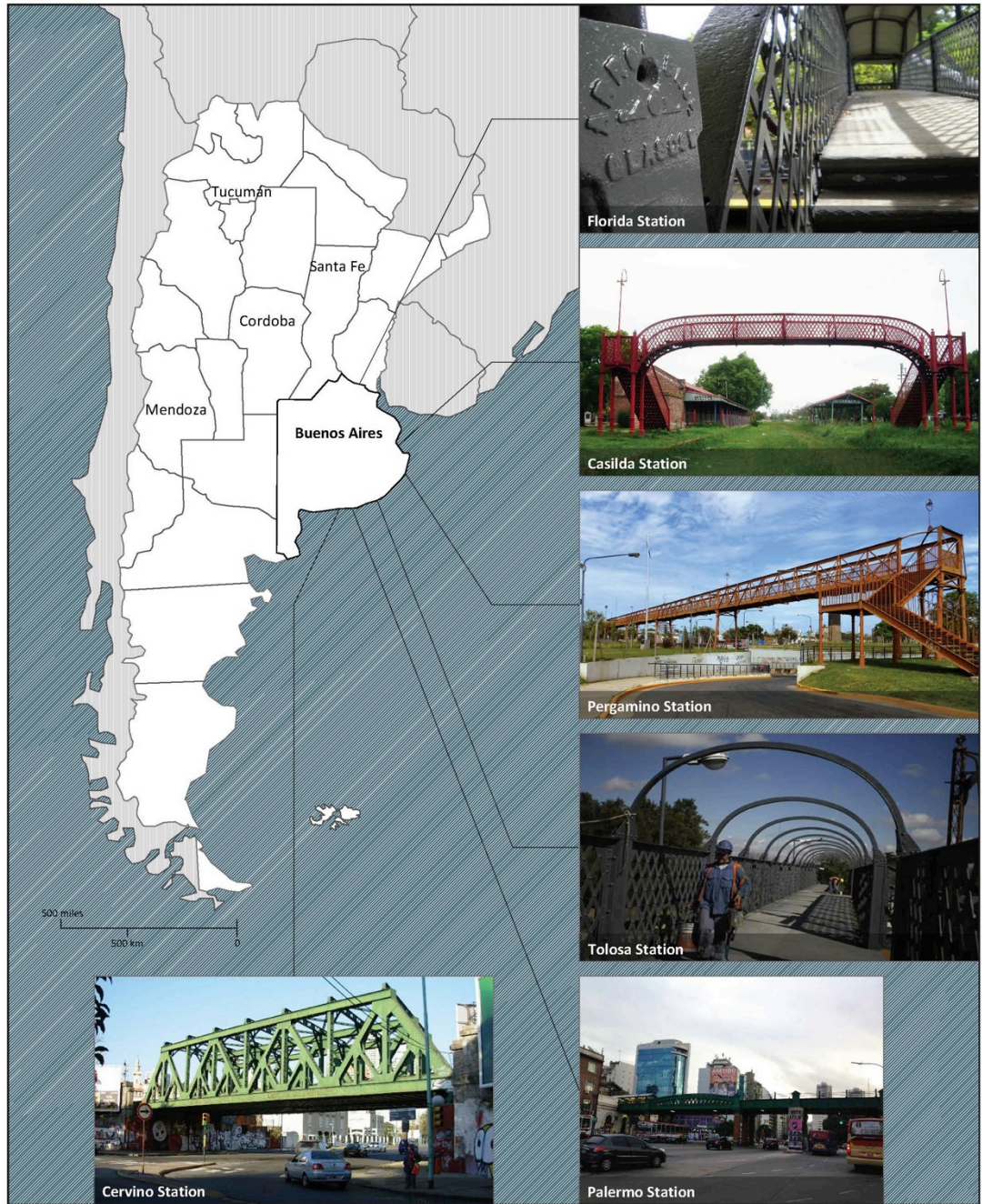


Figure 3–8. Map location of Scottish cast iron in railway stations. Source: author.



Figure 3–9. View of Britannia Square and Retiro Stations. Source: J.P. Pekarek, ‘Conjunto Monumental Ferroviario de Retiro’, <http://monumentos.cultura.gob.ar/inventario/conjunto-monumental-ferroviario-de-retiro/> (accessed September 1, 2017).



Figure 3–10. Plaza Constitucion 1. Source: AGN



Figure 3–11. Plaza Constitucion II. Source: ‘The Great Southern Railway Station at Buenos Aires’, <https://www.georgeglazer.com/prints/vista/buenosayres.html> (accessed September 3, 2017).



Figure 3–12. Plaza Constitucion under refurbishment (Plaza Constitucion III). Source: MFA



Figure 3–13. Roof railings Plaza Constitucion III. Source: AGN

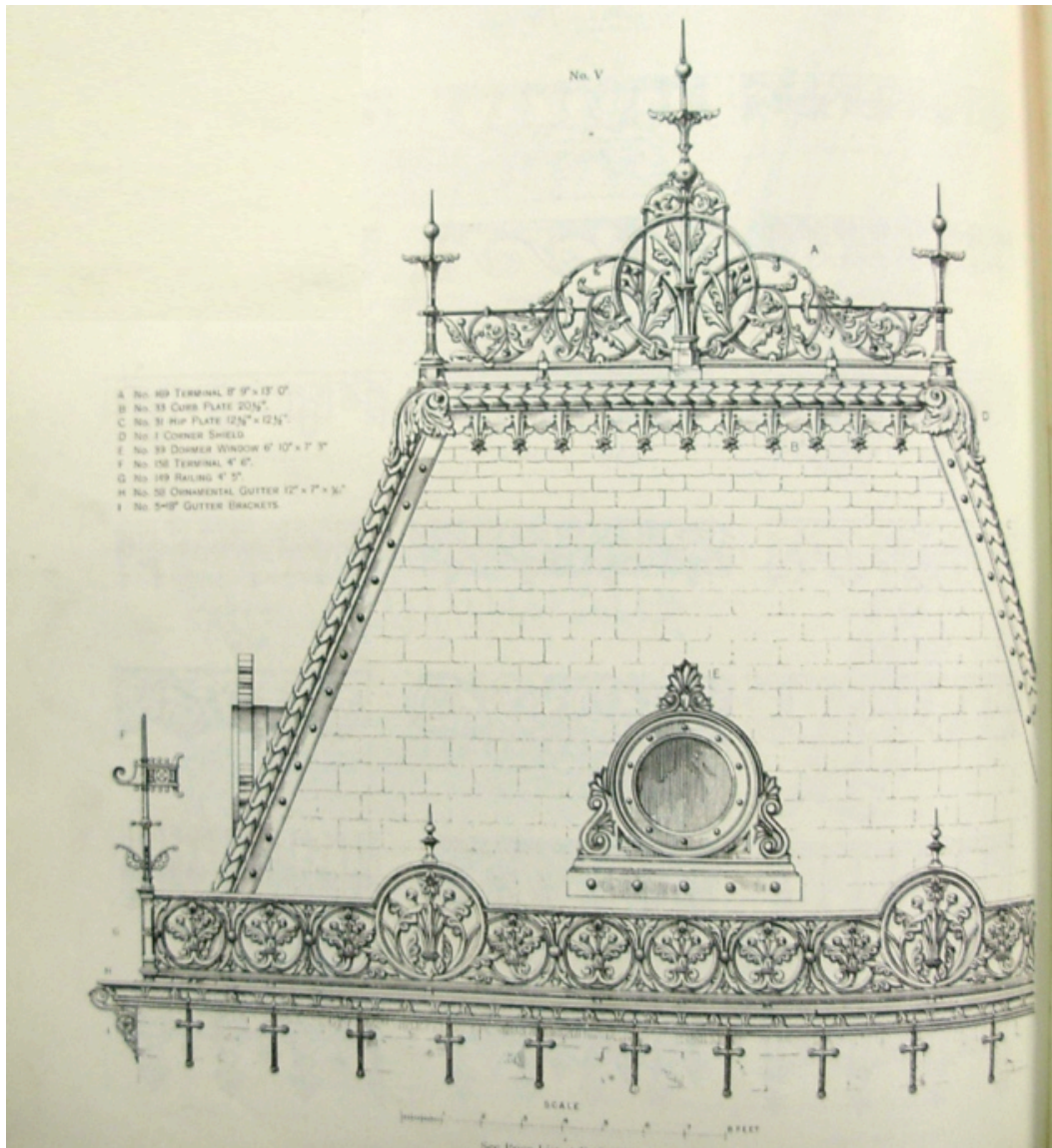


Figure 3–14. Macfarlane railing no.169. Source: Macfarlane's catalogue, 7th Edition, Vol 1, WPL

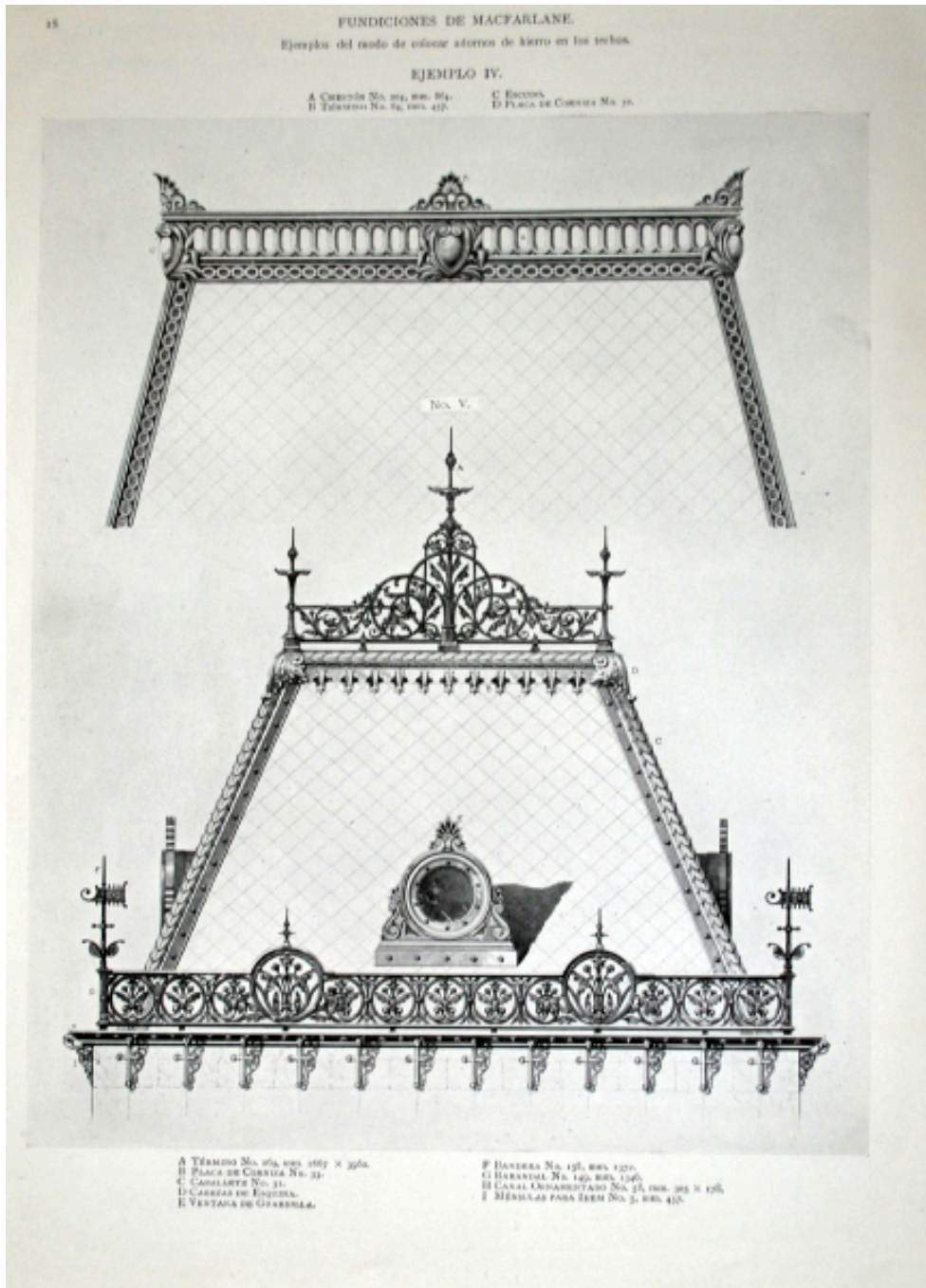


Figure 3–15. Macfarlane cast-iron railings used in Plaza Constitucion Station. Source: Macfarlane’s catalogue. Spanish Supplement. , n/d. IGMTL

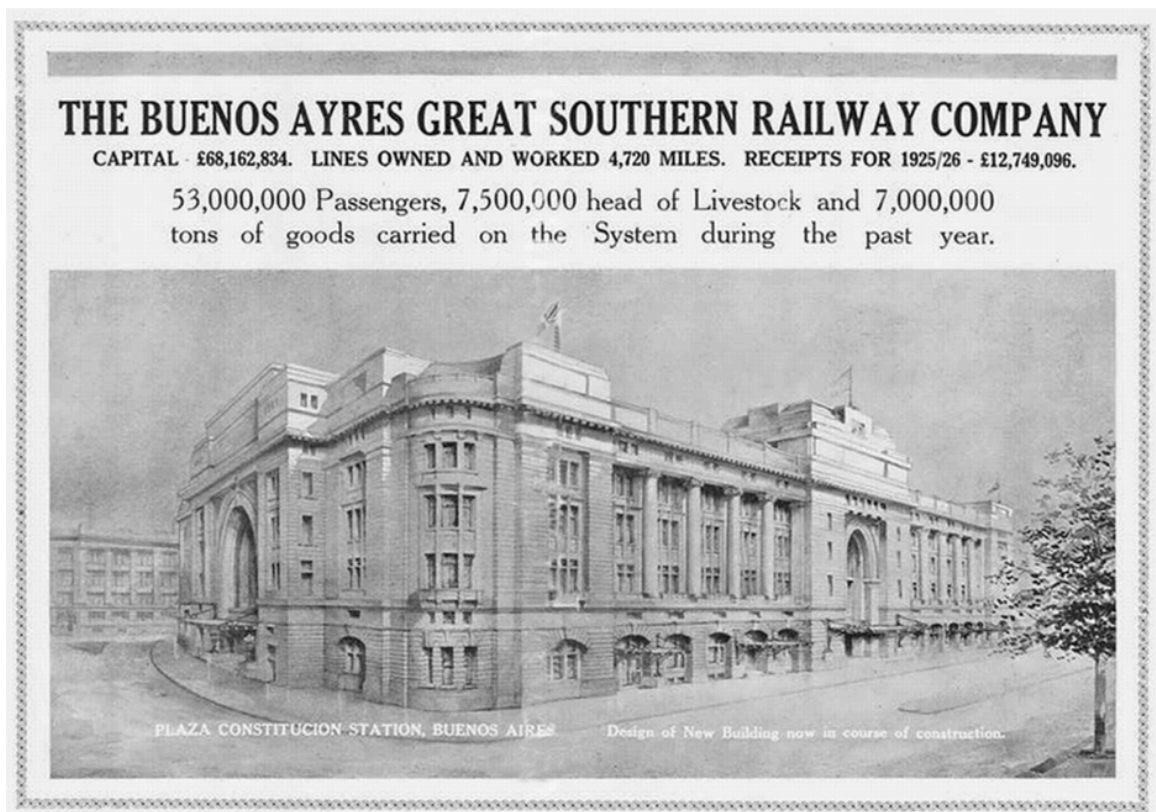


Figure 3–16. Project for Plaza Constitucion IV. Source: ‘Galería Fotográfica Estación Plaza Constitución Parte II’, <http://museoferroviario.flavam.com/galestplazaconstitucion02.html> (accessed September 5, 2017).

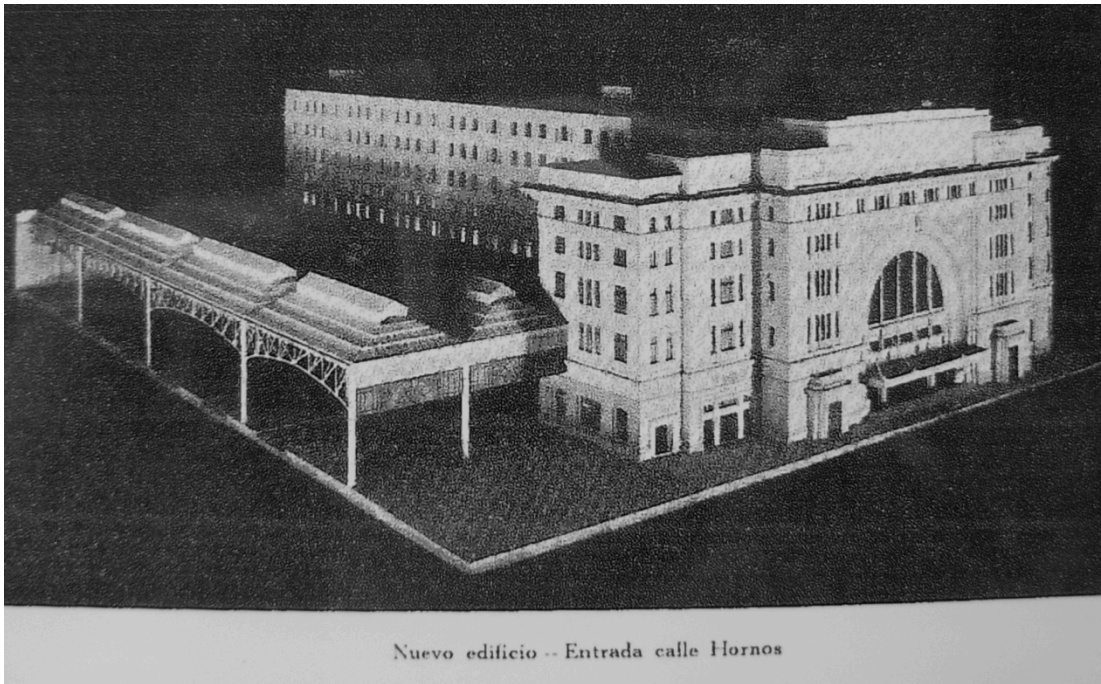
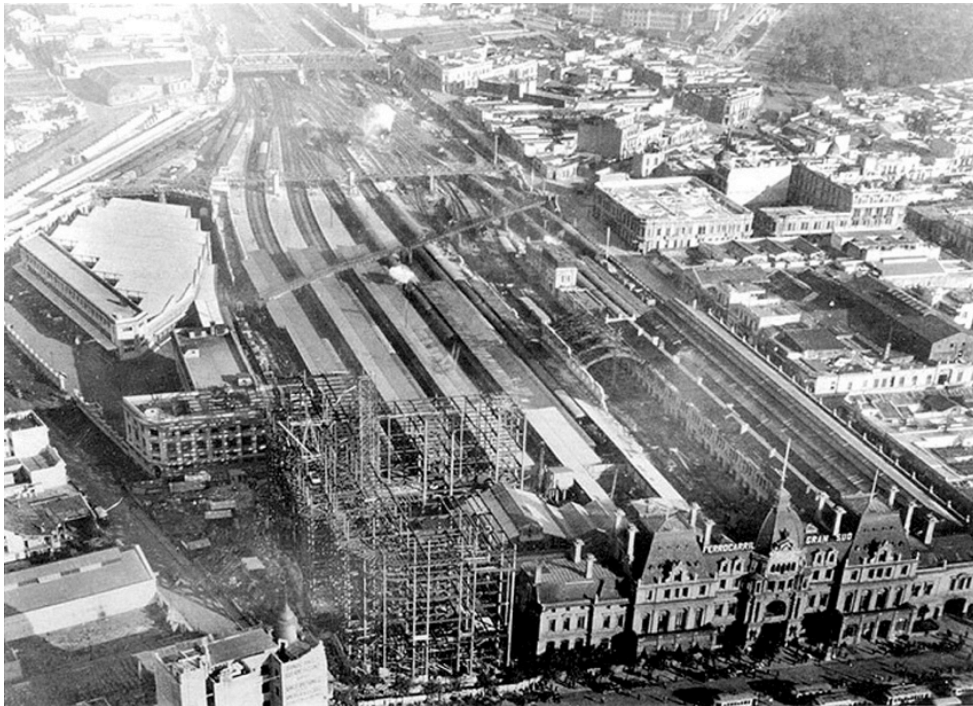


Figure 3–17. Model project for Plaza Constitucion IV showing part of the train shed and main entrance. Source: FMF



3–18. Plaza Constitucion IV under construction. Source: Ibid.



Figure 3–19. Grand hall interior Plaza Constitucion IV. Source: Photo Lucia Juarez



Figure 3–20. Plaza Constitucion IV (left) and Plaza Constitucion III (right). Source: Photo courtesy of Francisco Espinoza



Figure 3–21. Monumental scale of Plaza Constitución Station. Source: Ibid.

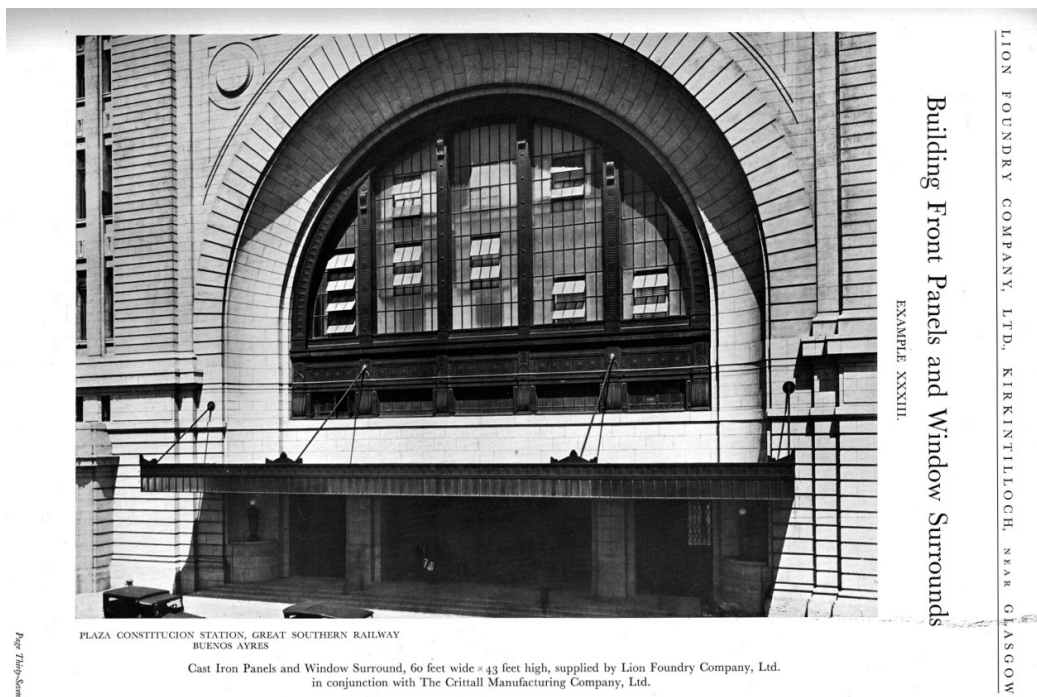


Figure 3–22. Cast-iron panels and windows in Lion Foundry’s casting catalogue. Source: WPL

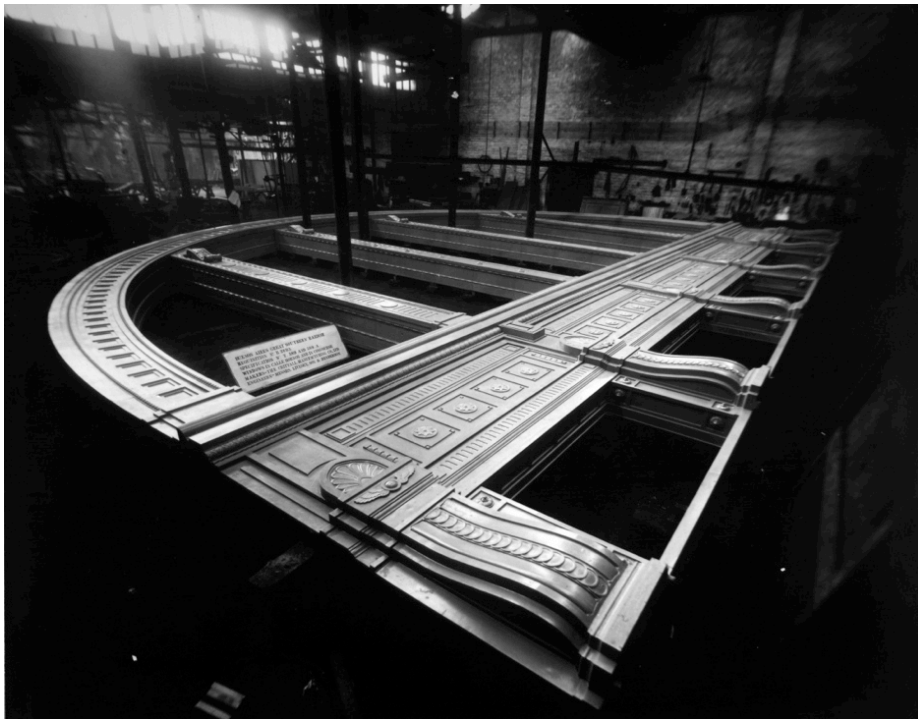


Figure 3–23. Cast-iron window in the Lion Foundry workshop. Bespoke design for Plaza Constitucion Station, main entrance. Source: Lion Foundry Records. WPL



Figure 3–24. Cast-iron windows in Plaza Constitucion IV, main entrance. Source: Photo Lucia Juarez



Figure 3–25. Cast-iron front details. Plaza Constitucion IV. Source: Photo Lucia Juarez

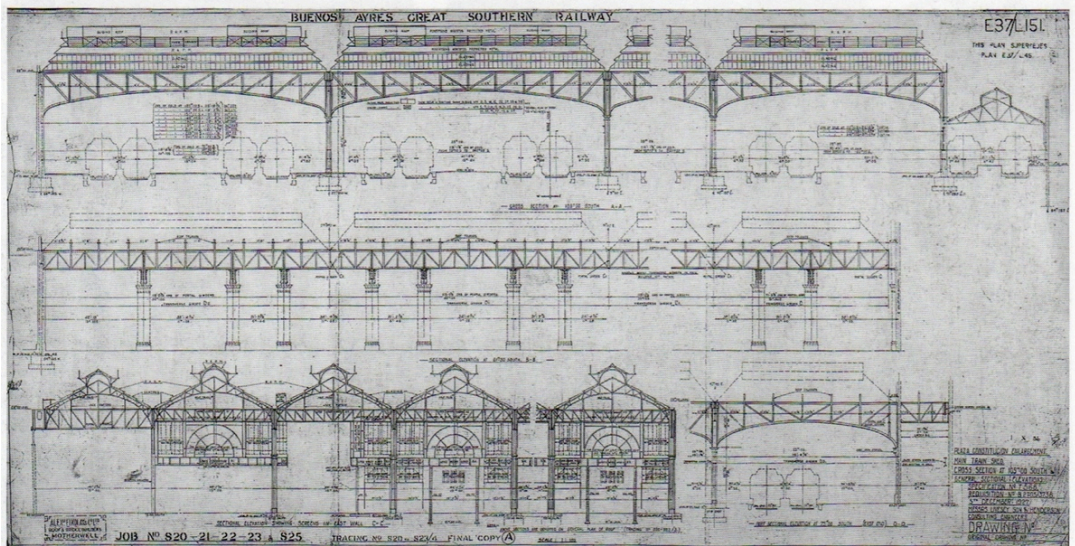
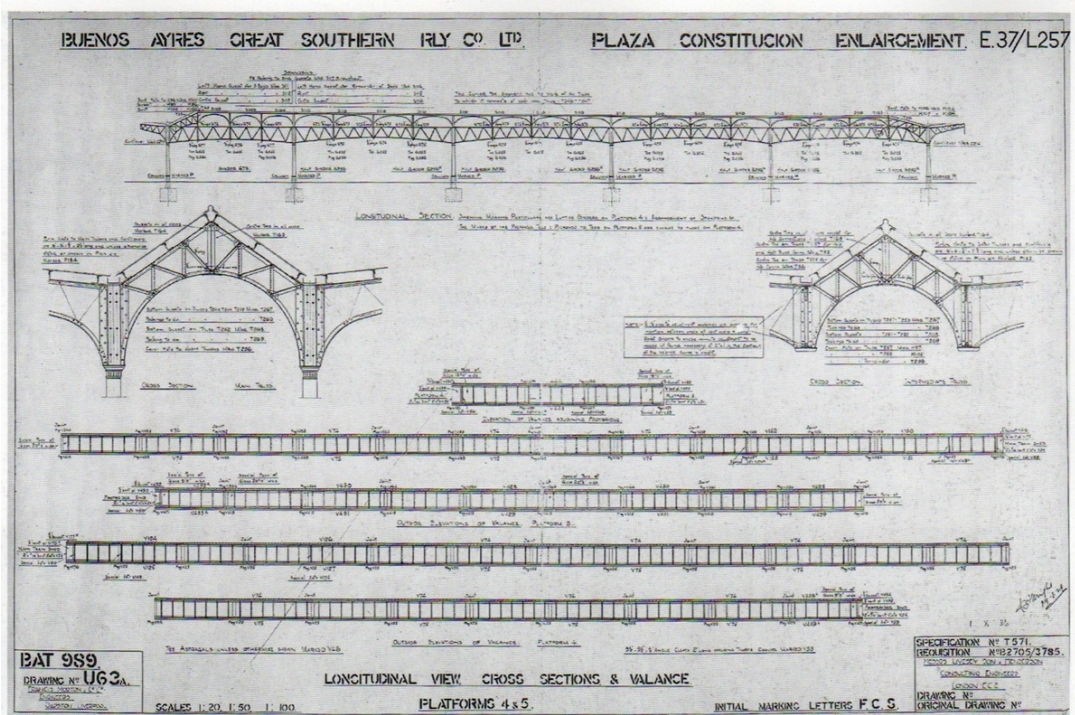


Figure 3-26. Plaza Constitución IV. Train shed project. Source: O. Iolita and R. Vassallo, *L'Architettura del Ferro. L'Argentina 1850-1930* (Roma, 2003).



Figure 3–27. Plaza Constitucion IV under construction. Source: Alex Findlay Company Records, NLA



Figure 3–28. External platforms. Source: Photo Lucia Juarez



Figure 3–29. External platforms showing combination of types of iron. Source: Photo Lucia Juarez

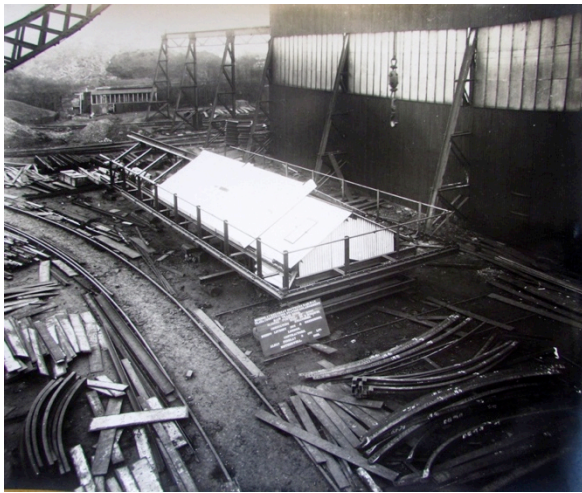


Figure 3–30. Train shed sections being assembled in the Alexander Findlay and Co. workshop before shipment to Argentina. Source: Alex Findlay Company records, NLA



Figure 3–31. Iron train shed being re-assembled on site in Plaza Constitucion IV. Source: Alex Findlay Company records. NLA



Figure 3–32. Plaza Constitucion train shed still in full use in 2014. Source: Photo Lucia Juarez



Figure 3–33. Plaza Constitucion train shed lateral walls with cast-iron window panels. Source: Photo Lucia Juarez



Figure 3–34. Victoria Station, Norwich, England. Source: Old postcard Lucia Juarez



Figure 3–35. Thorpe Station, Norwich, England. Source: Hugh Llewelyn, Norwich Thorpe.
<https://www.flickr.com/photos/camperdown/>



Figure 3–36. King's Cross Station, London. Half façade showing one semi-circular window.
Source: Unknown photographer. 'In Pictures: Kings Cross In The Fifties',
<http://www.londonreconnections.com/2013/in-pictures-kings-cross-in-the-fifties/> (accessed September 17, 1BC).



Figure 3–37. Union Station. Winnipeg, Canada. Source: ‘Go Exploring: Winnipeg, Manitoba’, <http://donsphoto.com/blog/2016/03/winnipeg/> (accessed September 10, 2017).



Figure 3–38. Train shed Glasgow Central Station. Source: ‘Glasgow Central Station, United Kingdom’, <http://www.railway-technology.com/projects/glasgowcentralstatio/glasgowcentralstatio3.html> (accessed September 12, 2017).



Figure 3–39. Retiro Station. Source: AF



Figure 3–40. Retiro Station FFCA, rear façade. Macfarlane lamp. Source: Photo Pablo Marzilio



Figure 3–41. Macfarlane lamp. Retiro Station. Source: Photo Pablo Marzilio



Figure 3–42. Macfarlane lamp. Retiro Station. Source: Photo Pablo Marzilio



Figure 3–43. Macfarlane lamp base with Macfarlane’s nameplate. Source: Photo Pablo Marzilio



Figure 3–44. Wall fountain made by Glenfield and Kennedy. Retiro Station. Source: Photo Pablo Marzilio



Figure 3–45. Wall pump made by Glenfield and Kennedy. Retiro Station. Source: J.P. Pekarek, 'Estación Terminal Retiro del Antiguo Ferrocarril Central Córdoba', <http://monumentos.cultura.gob.ar/inventario/estacion-terminal-retiro-del-antiguo-ferrocarril-central-cordoba/> (accessed September 2, 2017).



Figure 3-46. La Plata Station. Exterior. Source: FMF



Figure 3-47. La Plata Station seen in engineering advert for 1909. Source: Lucia Juarez



Figure 3–48. La Plata Station. Detail from roof. Source: Photo Carlos Amato, ‘Railway Station Roof at La Plata Station in Buenos Aires’, <http://friargatebridge.blogspot.co.uk/2015/01/railway-station-roof-at-la-plata.html> (accessed September 2, 2017).



Figure 3–49. Mitre Station. Source: Photo Lucia Juarez



Figure 3–50. Mitre Station. Cast-iron column made by Handyside. Source: Photo Cecilia Laskowski



Figure 3–51. Mitre Station. Train shed structure. Source: Photo Lucia Juarez



Figure 3–52. Mitre Station. Handside cast-iron brackets and columns. Source: Photo Lucia Juarez



Figure 3–53. Mitre Station. Column detail. Source: Photo Cecilia Laskowski



Figure 3–54. Haymarket Station in Edinburgh. Source: RCAHMS



Figure 3–55. Strathpeffer Station, Highlands, Scotland. Source: ‘Disused Stations’, <http://www.disused-stations.org.uk/s/strathpeffer/> (accessed September 6, 2017).

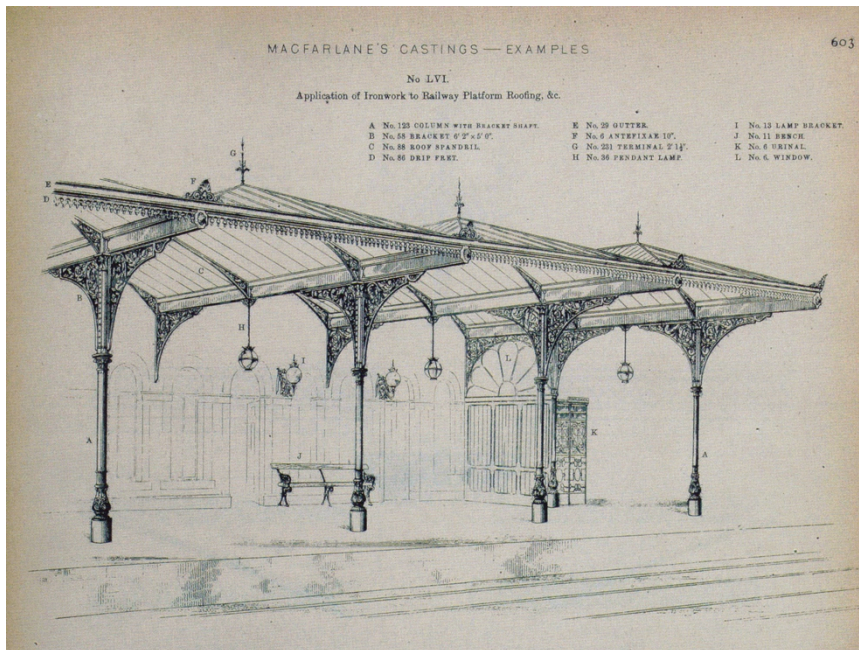


Figure 3–56. Example of application of ironwork on railway platforms. Source: Macfarlane's catalogue, 6th edition, p. 603

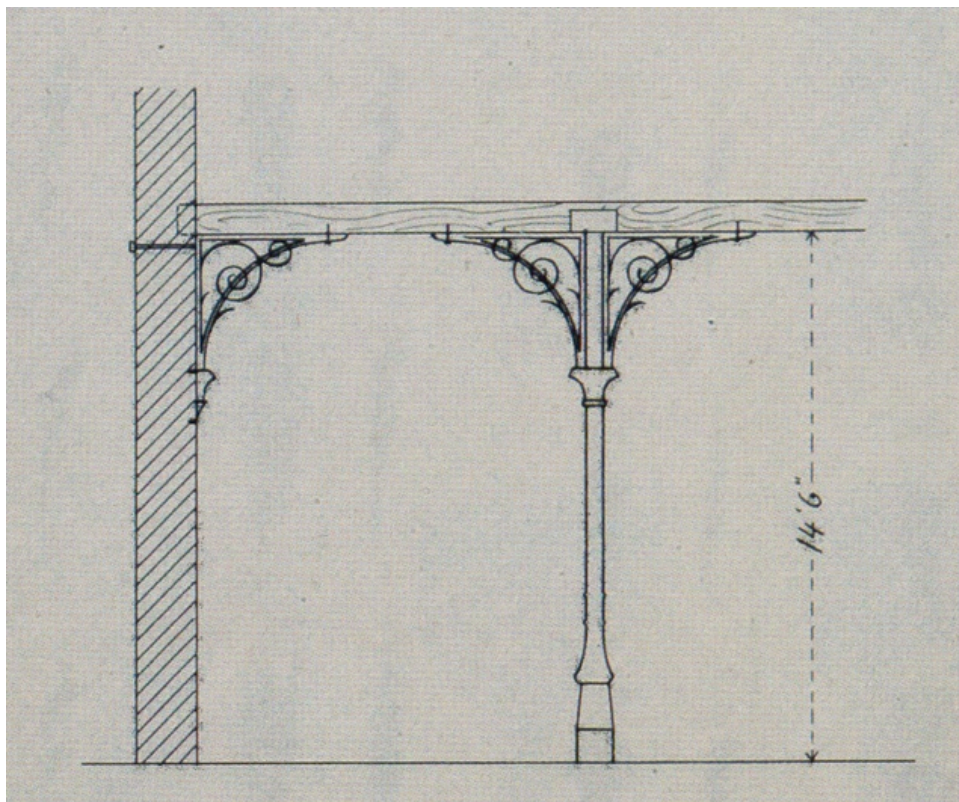


Figure 3–57. Example of section given by Walter Macfarlane. Source: Macfarlane's catalogue, 6th edition, p. 493



MAGFARLANE'S CASTINGS — EXAMPLES

No. LV1

Application of Ironwork to Railway Platform Hoofing, &c.

- | | | |
|--|----------------------------|------------------------|
| A. No. 12' COLUMN WITH BRACKET BRACKET | E. No. 20 GUTTER | I. No. 12 LAMP BRACKET |
| B. No. 12' BRACKET 6' 2" x 5' 0" | F. No. 6 ANTERIOR 10' | J. No. 11 BENCH |
| C. No. 40 ROOF SPANDREL | G. No. 221 TERMINAL 2 1/2' | K. No. 6 URINAL |
| D. No. 14 GRIP POST | H. No. 25 TRUSS LAMP | L. No. 6 WINDOW |

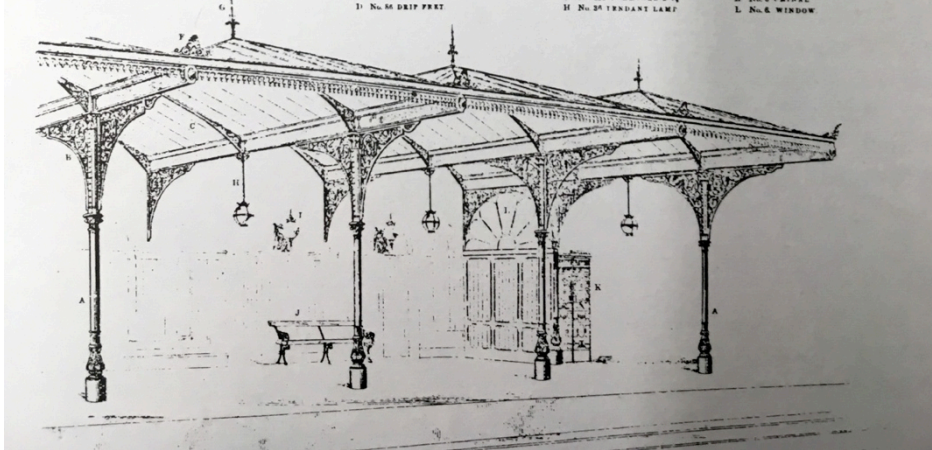


Figure 3-58. Typical intermediate station. Bras Station in Brazil and similar typology promoted in Walter Macfarlane's catalogue. Source: G. Gomes da Silva, *Arquitetura Do Ferro no Brasil* (Sao Paulo, 1988), p. 121



Figure 3–59. Lomas de Zamora Station (FCS). Source: FMF



Figure 3–60. Tandil Station platform area (FCS). Source: FMF



Figure 3–61. Rauch Station (FCS). Source: ‘Estación Rauch (F.C.S.)’,
<http://horizonteferroviano.blogspot.co.uk/2015/01/estacion-rauch-fcs.html> (accessed September 10, 2017).



Figure 3–62. Necochea Station. (FCS). Source: Photo Mario Antonio Lorenzo Tognó,
Plataforma14. ‘Pequeñas Travesías - Necochea (FCGR)’,
<http://www.plataforma14.com.ar/Togno11.html> (accessed September 10, 2017).

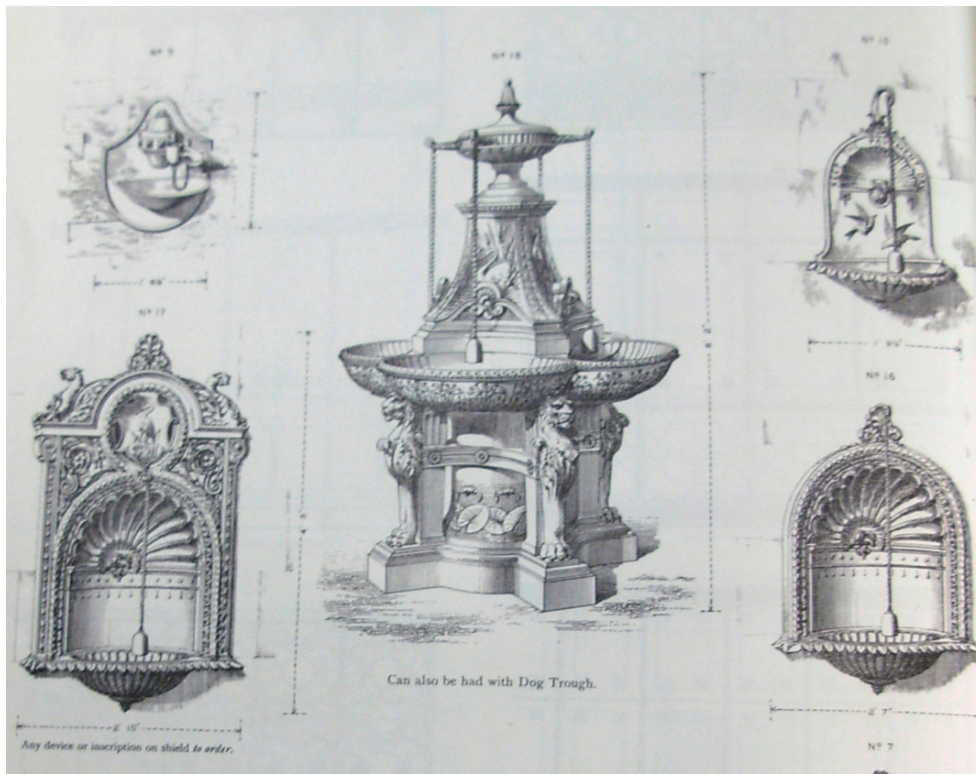
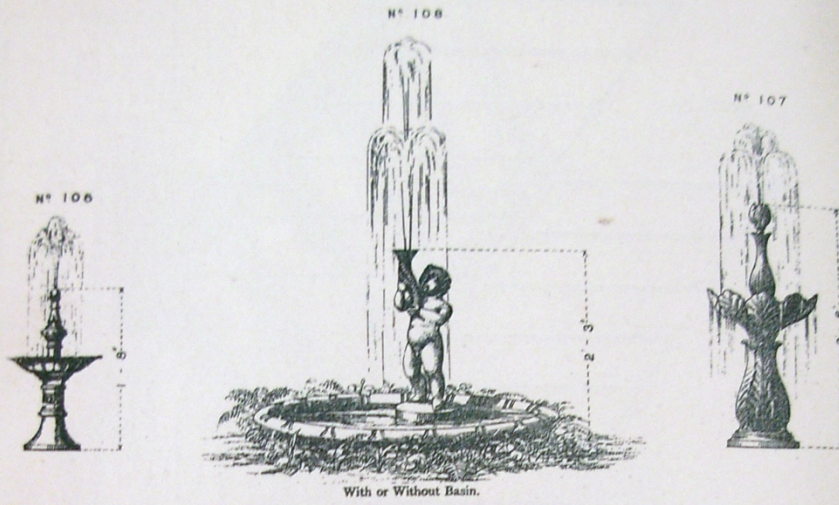


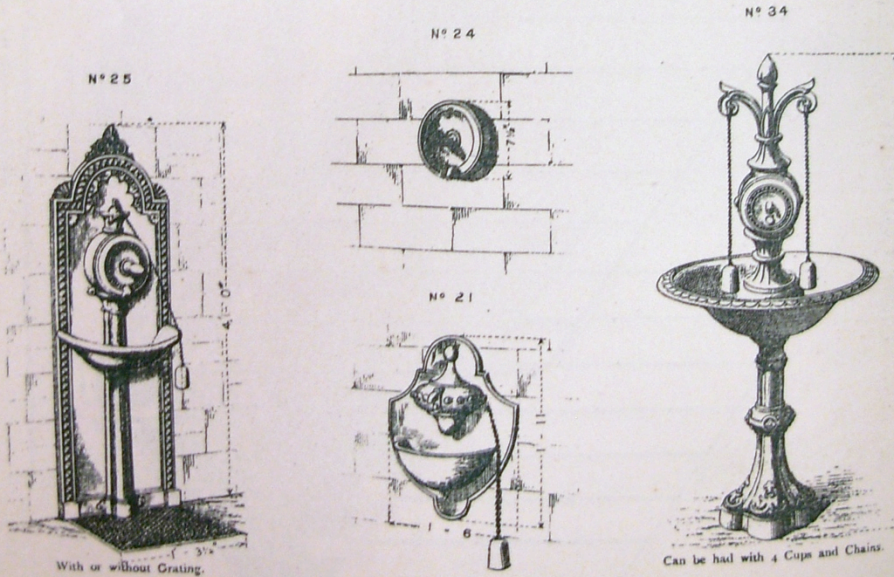
Figure 3–63. Macfarlane’s wall fountains. Source: Macfarlane’s catalogue 6th edition

LION FOUNDRY CO., LTD., KIRKINTILLOCH, NEAR GLASGOW.

SPRAY FOUNTAINS



DRINKING FOUNTAINS.



PRICE LIST AT END OF CATALOGUE.

Figure 3-64. Lion Foundry drinking fountain. Source: Lion casting catalogue, vol.1, 3rd edition



Figure 3–65. Tandil Station. Cast-iron brackets and columns (FCS). Source: ‘Estación Tandil’, <http://horizonteferroviario.blogspot.co.uk/2014/04/estacion-tandil.html> (accessed September 10, 2017).



Figure 3–66. Tandil Station. (FCS) Sheds with cast-iron gutters, water heads, ears and pipes. Ibid.



Figure 3–67. Tandil Station (FCS) cast-iron ornamental heads. Source: Ibid.

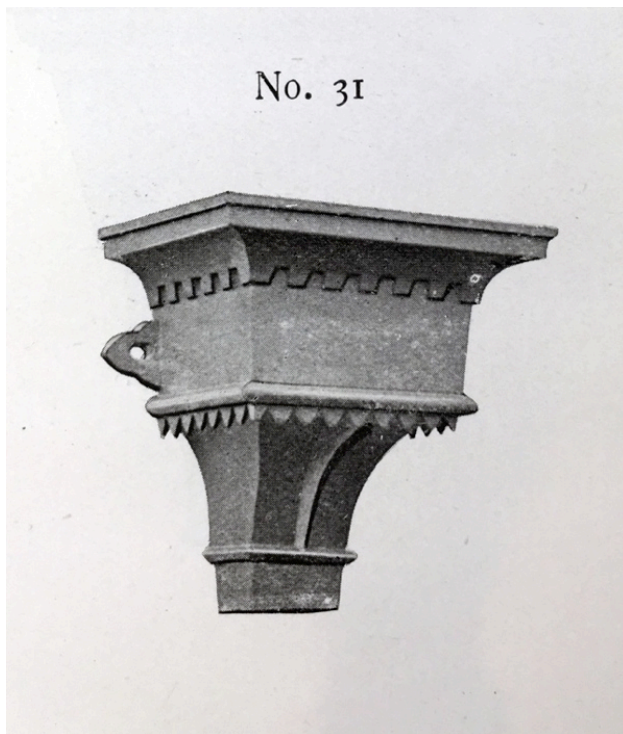


Figure 3–68. Macfarlane cast-iron ornamental head model no. 31. Source: Macfarlane's catalogue, 7th edition (Section 1, supplement for rain–water pipes and connections, ears and heads), p. 23

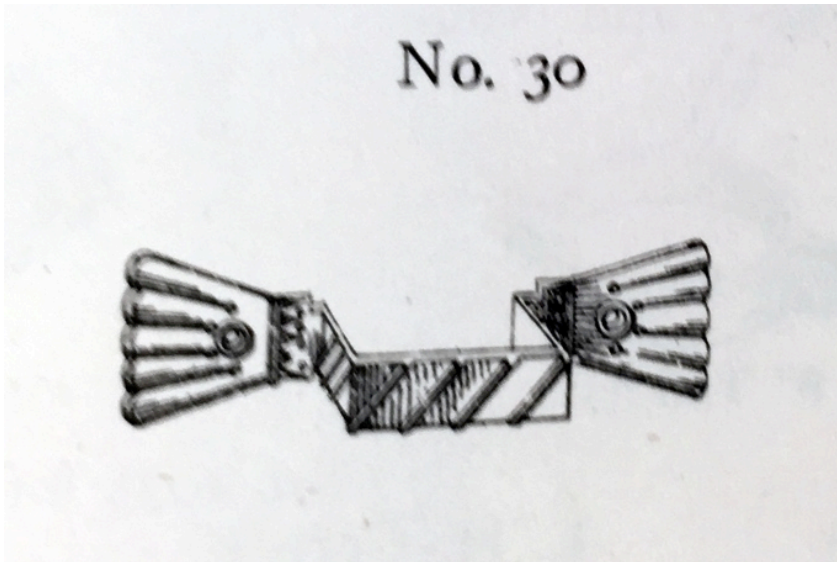


Figure 3-69. Macfarlane cast-iron ornamental ears model no. 30. Source: Macfarlane's catalogue, 7th edition (Section 1, supplement for rain-water pipes and connections, ears and heads) p.19

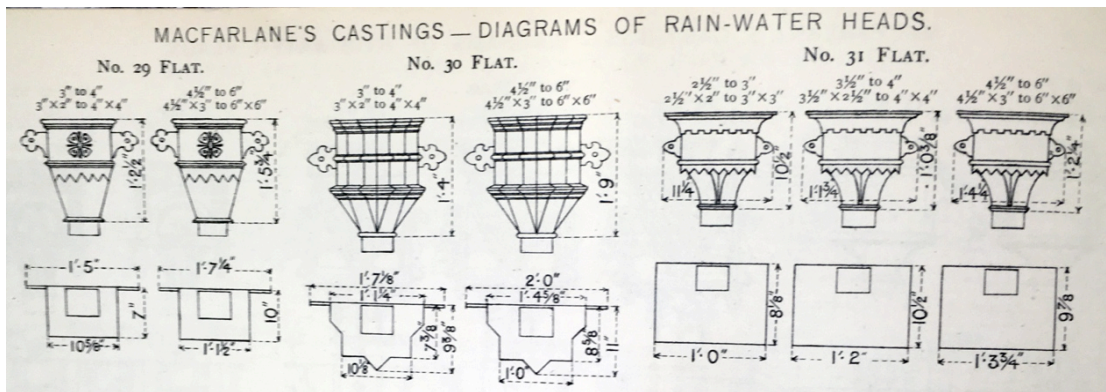


Figure 3-70. Macfarlane's casting diagram of rainwater heads. Source: Macfarlane's catalogue, 7th edition (Section 1, supplement for rain-water pipes and connections, ears and heads), p. 41.

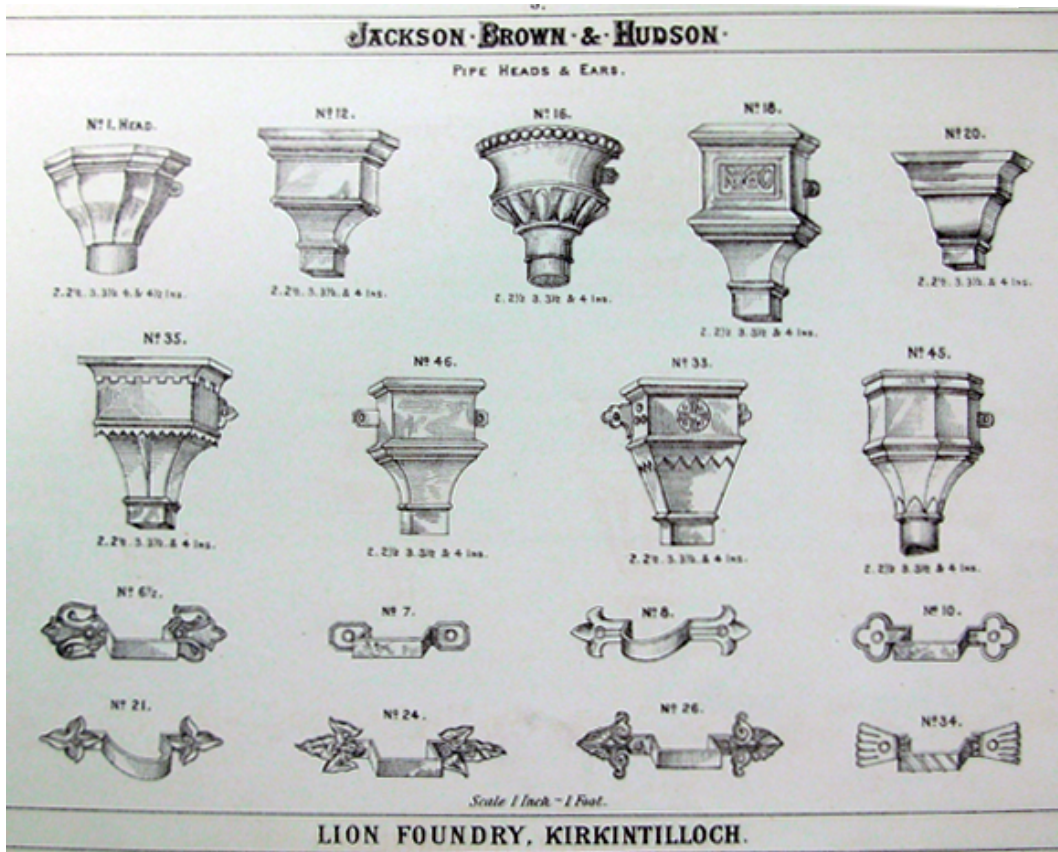


Figure 3-71. Pipes heads and ears. Lion Foundry casting catalogue. Source: Lion Foundry catalogue (1881). WPL

N. S. W. R.
Standard Cast Iron Tanks.

Drawing N°97-3.

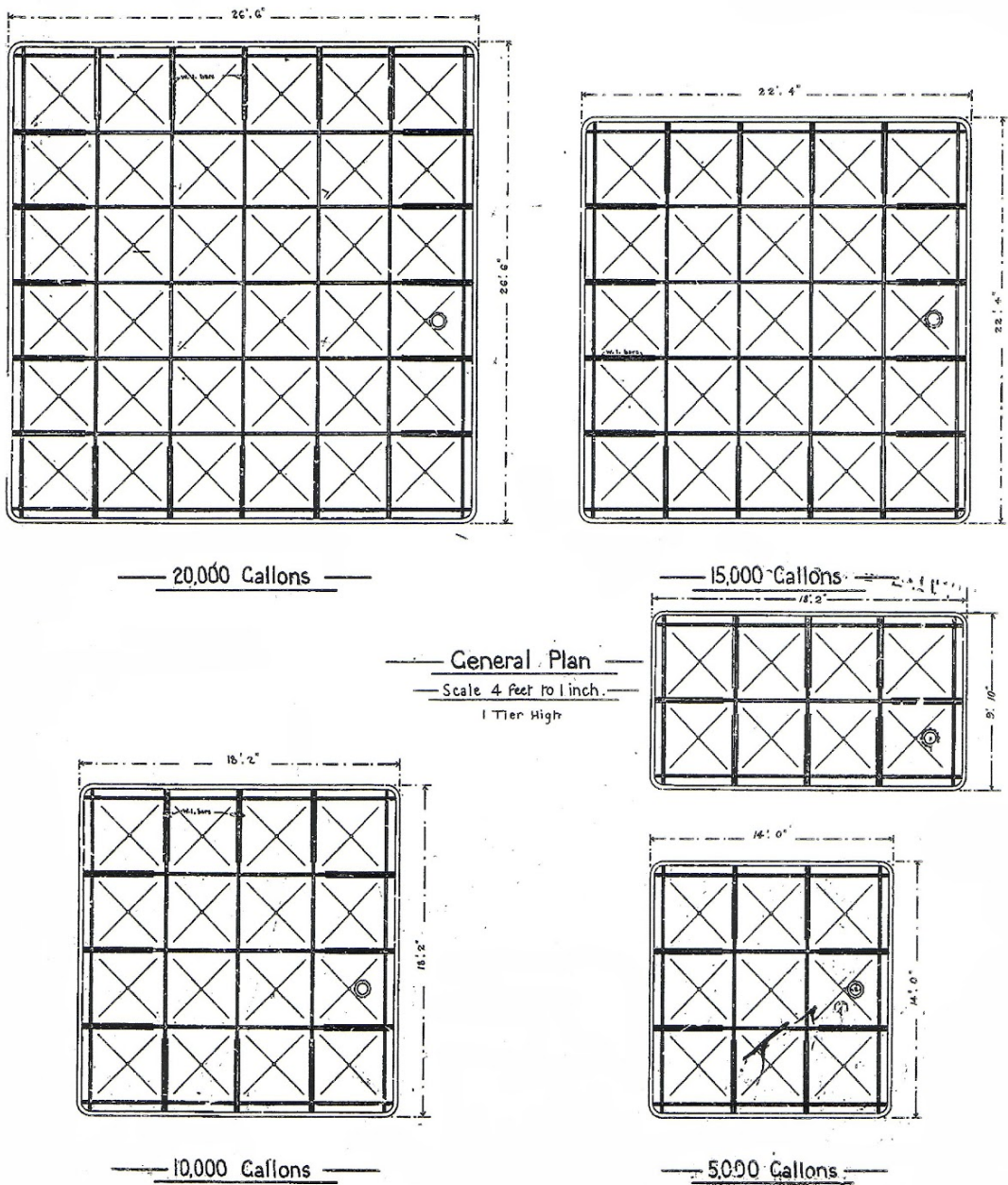


Figure 3-72. Cast-iron water towers, standard typology. Source: 'NSWR Water Facilities Part 3 - 1892 to 1915', <http://gshsignal.blogspot.co.uk/2012/03/nswr-water-facilities-part-3-1892-to.html> (accessed September 11, 2017).

N. S. W. R.

Steel Stands for Standard Cast Iron Tanks

Scale 4 feet to 1 inch

Details 1 1/2 inches to 1 foot.

*See new Standard
1907*

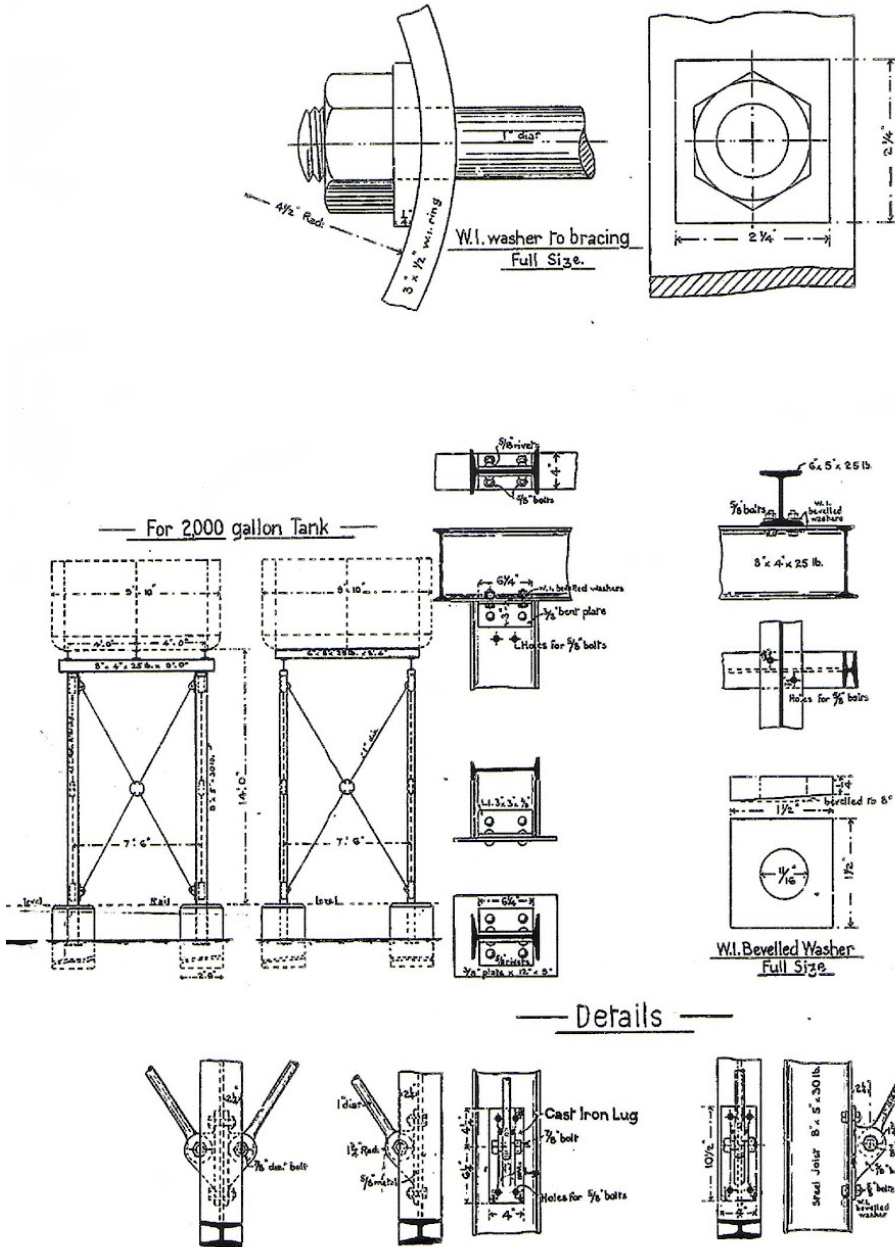


Figure 3-73. Cast-iron water towers, standard typology. Source: Ibid.



Figure 3–74. Cast-iron water tank Rauch Station (FCS). Source: Estación Rauch (F.C.S.)



Figure 3–75. Iron water tank at Fulton Station (FCS). Source: Federico Guerrero, <https://www.panoramio.com/photo/30861467>



Figure 3–76. Coronel Vidal Station (FCS). Source: Photo Pablo Marzilio



Figure 3–77. Water crane at Escobar Station made by Brandon Bridge Building. Source: Pablo Marzilio



Figure 3–78. Nameplate on water crane. Escobar Station. Source: Pablo Marzilio



Figure 3–79. Monte Grande Station. Festivities with British flags. Source: ‘Monte Grande de Ayer’, <https://web.archive.org/web/20160909162640/http://montegrandeayer.com.ar/estacionfiesta.htm> (accessed September 12, 2017).

FERRO CARRIL DEL SUD

SECCION URBANA



ESTACION MONTE GRANDE

MAPA DE LA SECCION URBANA

CONSTITUCION



REFERENCIAS
 EN CONSTRUCCION
 - - - - - PROYECTADO

El servicio más frecuente de trenes en la República.

Trenes rápidos á cortos intervalos,
Boletos de abono mensuales á precios reducidos, con
grandes rebajas para familias, estudiantes, aprendices, etc.

La Sección Urbana de este Ferrocarril está formada por los pueblos de residencia más pintorescos y de mayor porvenir. — Situaciones altas. — Parajes saludables. — Pueblos de recreo, llenos de atractivos y que ofrecen toda clase de comodidades para las familias que deseen pasar un día de campo. — Villas para obreros, preferidas para residencia por su proximidad á la capital.

Consúltense nuestro horario y pidase el precio de los abonos en la oficina de Informes calle Cangallo N° 568, Buenos Aires, en la estación Plaza Constitución ó en cualquier estación de la línea.

PERCY CLARKE,
GERENTE

Figure 3–80. Buenos Ayres Great Southern advertisement 1913. Source: J. Tartarini, *Arquitectura Ferroviaria* (Buenos Aires, 2000), p. 146

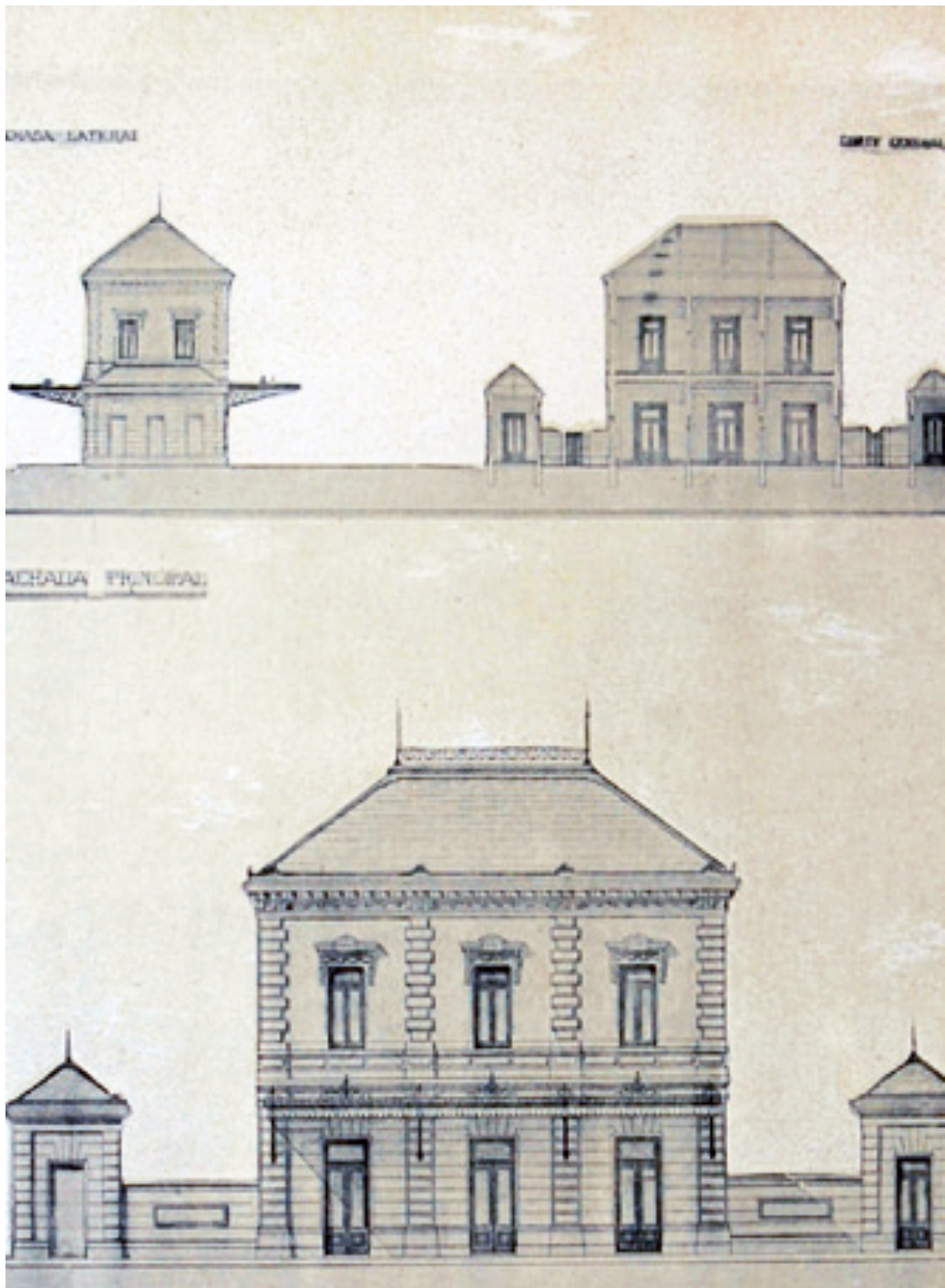


Figure 3–81. Monte Grande Station project. Source: ‘Los Orígenes de Monte Grande’, <http://www.revistametro.com.ar/EstebanEcheverria/contenidos/3/files/publication.pdf> (accessed January 1, 2017).

MACFARLANE'S CASTINGS — EXAMPLES

No. LXVIII.

This is an example of a class of old buildings not uncommon in the thoroughfares of our towns and cities, and whose bald uninteresting appearance detracts greatly from their commercial value. The Example on following page shows the improvements effected by means of our Cast Iron Enrichments, at comparatively little cost and without the serious interruption to business which would be incurred by rebuilding.

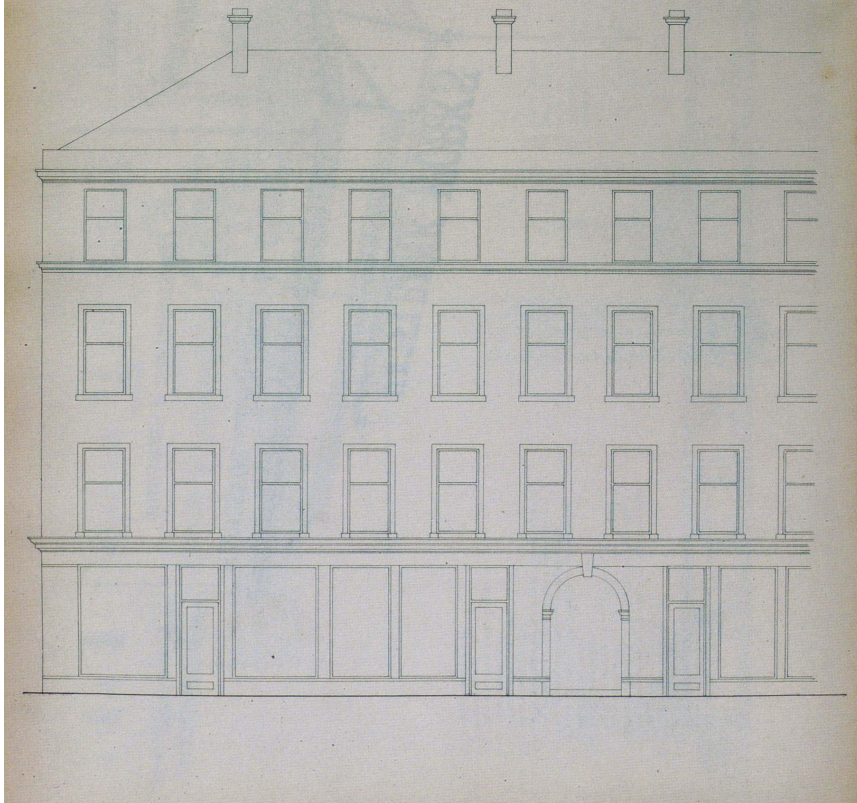


Figure 3-82. Example of undecorated building. Source: Macfarlane's catalogue, 6th Edition, p. 624

MACFARLANE'S CASTINGS — EXAMPLES

No. LXIX.

Showing same building as on opposite page but with the addition of Cast Iron Enrichments, Mansard Roof and Timber Architraves.

- | | | |
|---|---|-------------------------------------|
| A No. 488 TERMINAL 11'0" x 7'6" sq. WITH FLAGSTAFF AND COPPER EAGLE | J No. 103 RAILING 1'10 1/2" | R No. 39 LAMP BRACKET 1'6" |
| B No. 106 TERMINAL 8'3" | K No. 10 GUTTER CORNICE | S No. 466 TERMINAL 1'10" |
| C No. 84 TERMINAL 1'6" | L No. 89 TRUSSES 1'6" WITH No. 302 TERMINAL BETWEEN | T No. 908 RAILING 2'2 1/2" |
| D No. 109 TERMINAL 8'9" x 7'9" sq. | M No. 283 BALCONY 1'7 1/4" | U SIGN LETTERS |
| E No. 149 RAILING 4'11" WITH BANISTER | N No. 79 ENRICHMENT 9" | V No. 140 SPANDRIL ARCH WITH FRIeze |
| F No. 84 CRESTING 1'8" | O No. 281 BALCONY 1'10 1/4" WITH BRACKETS | W No. 118 COLUMN 8" |
| G No. 33 CURB PLATE | P No. 468 ENRICHMENT 10 1/4" x 3'6" | X No. 165 COLUMN 12" |
| H No. 103 RAILING 3'9" | Q No. 17 ENRICHMENT 9 1/2" WITH No. 90 TRUSSES AT SIDES | Y No. 993 GLAZING FRAME |
| I No. 402 DORMER WINDOW | | Z No. 878 GLAZING FRAME |

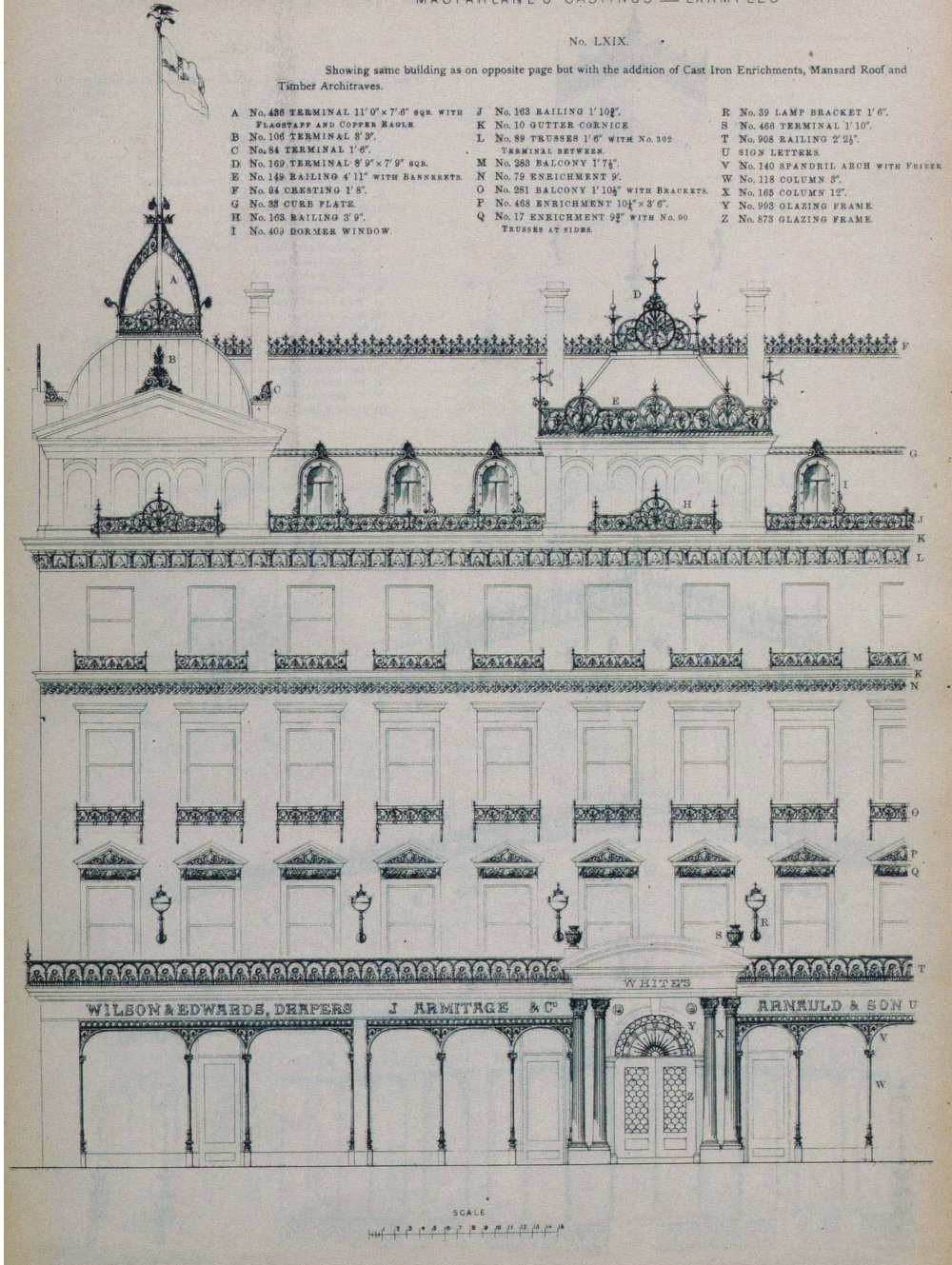


Figure 3-83. Example of building decorated with Walter Macfarlane cast-iron elements. Source: Macfarlane's catalogue, 6th Edition, p. 625



Figure 3–84. Monte Grande Station. Macfarlane cast-iron brackets. Source: Photo Lucia Juarez

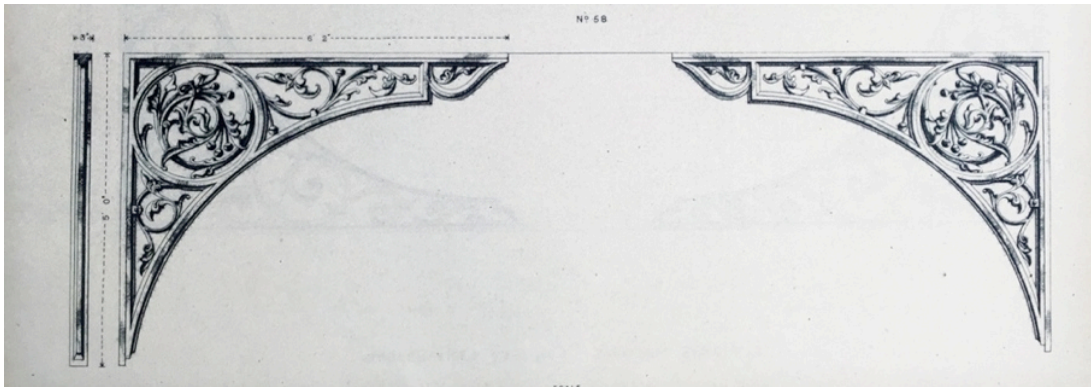


Figure 3–85. Monte Grande Station. Macfarlane cast-iron brackets, model no. 58. Source: Macfarlane's catalogue, 6th Edition, Vol.2, p. 525

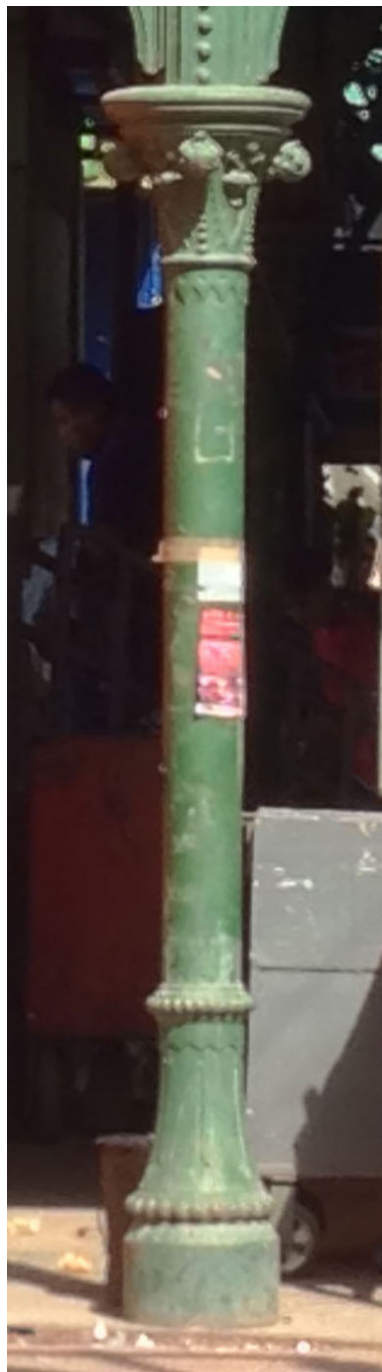


Figure 3–86. Monte Grande Station. Cast-iron column. Source: Photo Lucia Juarez

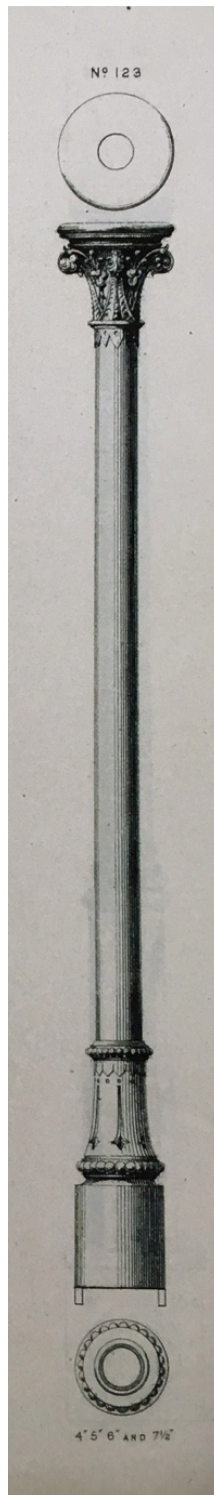


Figure 3–87. Monte Grande Station. Cast-iron column, model no. 123. Source: Macfarlane's catalogue, 6th Edition, Vol.2, p. 579



Figure 3–88. Floral bracket designed by Charles Driver in 1867 for Dorking Station. G. Biddle and O.S. Nock, *The Railway Heritage of Britain: 150 Years of Railway Architecture and Engineering* (London, 1983), p. 202

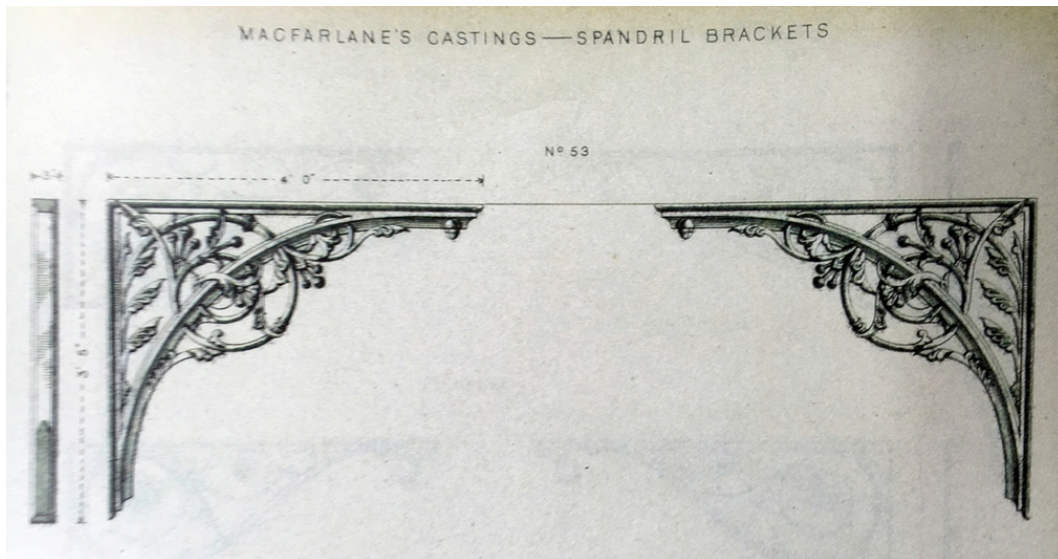


Figure 3–89. Floral bracket designed by Charles Driver in 1867, Walter Macfarlane model no. 53. Source: Macfarlane's catalogue. 6th Edition, Vol.2, p. 522

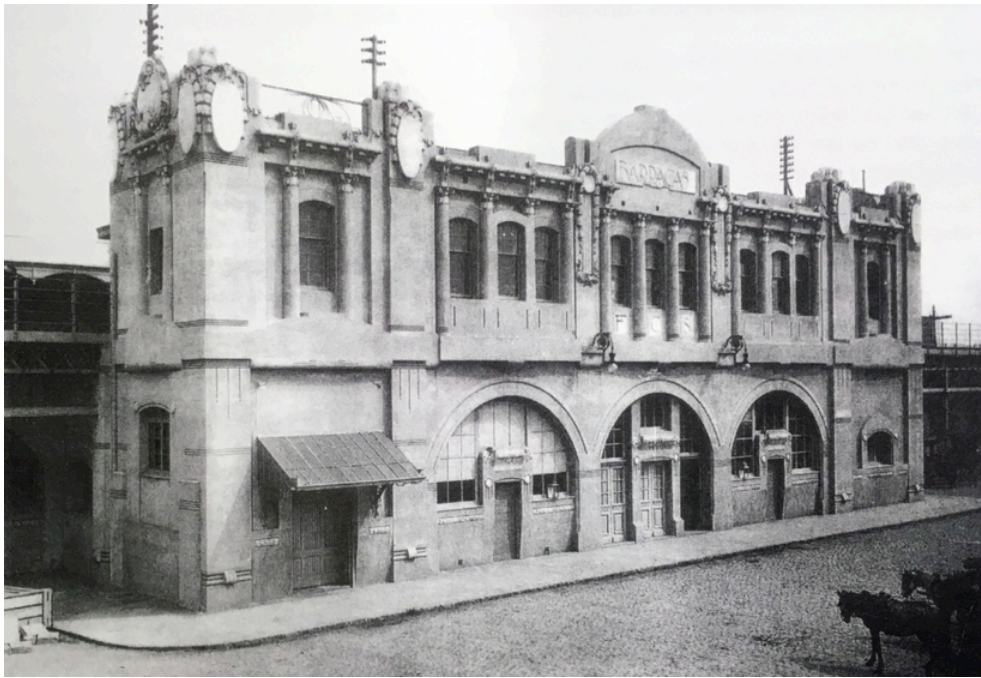


Figure 3–90. Façade Hipolito Yrigoyen station (FCS). Source: J. Tartarini, *Arquitectura Ferroviaria*, p. 114



Figure 3–91. Façade Yrigoyen Station (FCS). Detail cast-iron lamp. Source: Photo Ariel Arocena, ‘Galería Fotográfica Estación Hipólito Yrigoyen (Ex Barracas al Norte)’, http://flavam.com/museo_ferroviano_ranchos/galesthyrigoyen.html (accessed September 12, 2017).

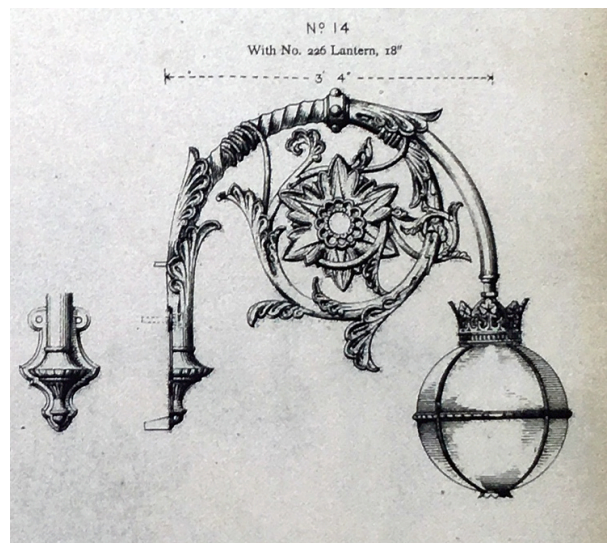


Figure 3–92. Macfarlane lamp model no. 14. Hipolito Yrigoyen station. Source: Macfarlane’s catalogue 6th Edition



Figure 3-93. Walter Macfarlane lamp designed by Charles Driver. Source: *The Builder* 23,1865, p. 29. NLS



Figure 3–94. Central Station of Buenos Aires and Ensenada Port Railway. Source: AGN



Figure 3–95. Empalme Lobos Station. Source: Gustavo Durante, GFDL, <https://commons.wikimedia.org/w/index.php?curid=5844191>

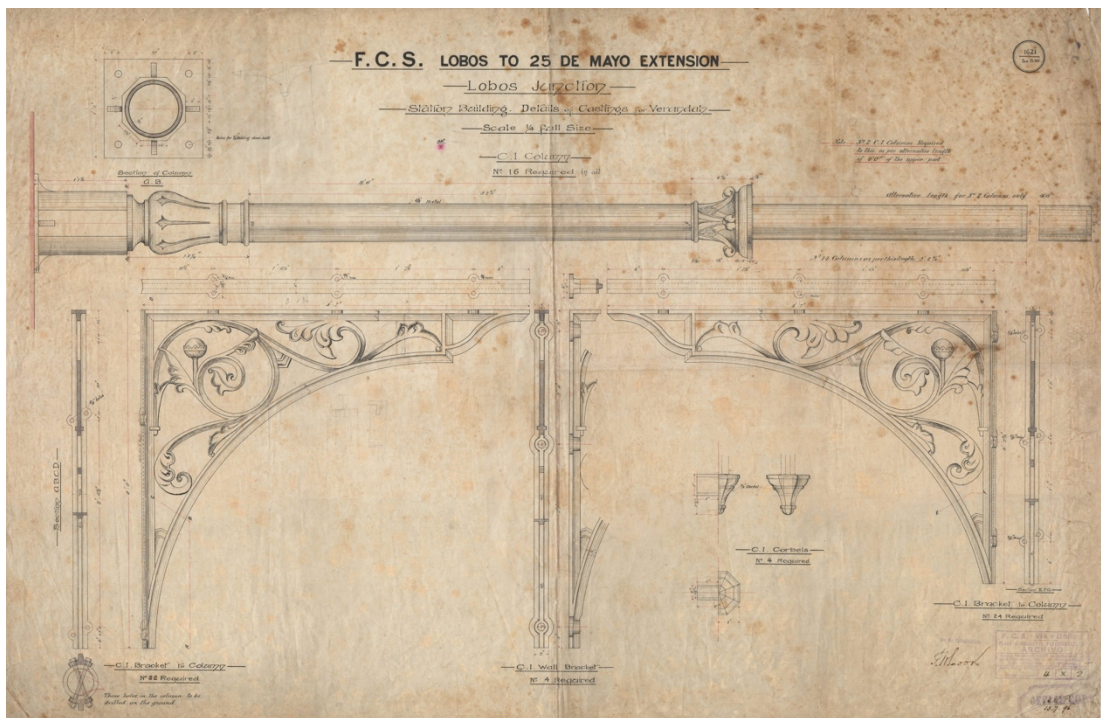


Figure 3-96. Lobos Junction. Original drawings made for Lobos Junction showing cast-iron columns and brackets. Source: Photo courtesy of Luis Benitez

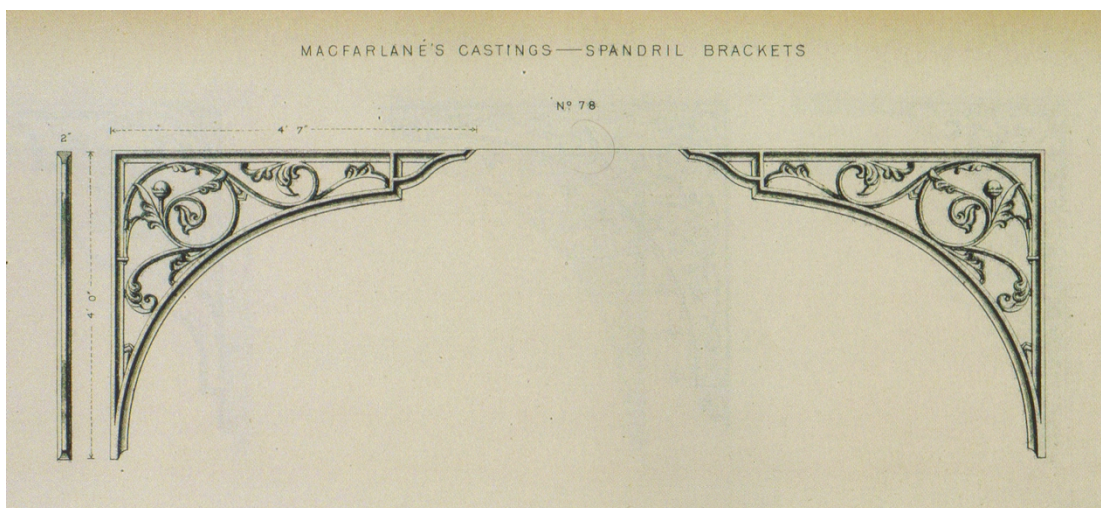


Figure 3-97. Macfarlane's cast-iron columns and brackets. Model no. 78. Source: Macfarlane's catalogue, 6th Edition, Vol.2, p. 524, model no. 78



Figure 3–98. Lobos Junction station. Detail of cast-iron brackets. Source: Photo Luis Benitez



Figure 3–99. Lobos Junction station. Cast-iron brackets and columns. Source: Photo Luis Benitez



Figure 3–100. Lobos Junction station. Wall fountain. Source: Photo Luis Benitez

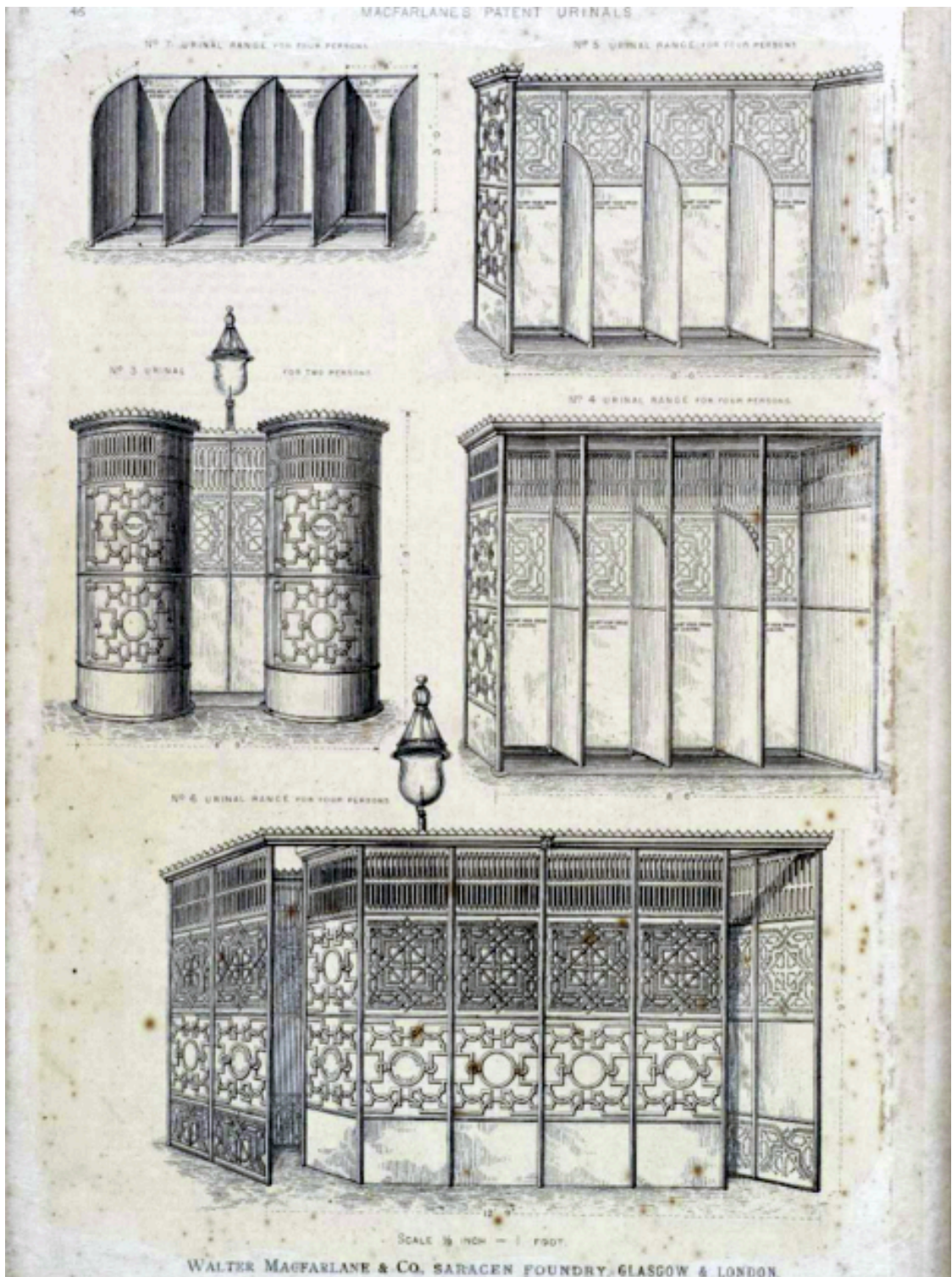
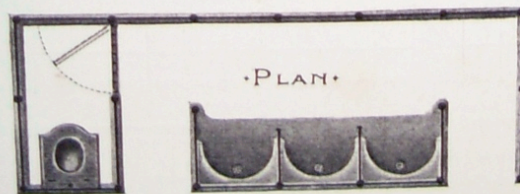


Figure 3–101. Macfarlane’s cast-iron urinals. Source: Macfarlane’s catalogue, 5th Edition, p. 46.
WPL

LION FOUNDRY CO., LTD., KIRKINTILLOCH, NEAR GLASGOW.

COMBINED URINAL AND WATER CLOSET.—No. 42.



The Urinal is fitted with Glazed Fire-clay Backs and Automatic-Flushing Cistern. The Closet has an Earthenware Wash-Down Pedestal and Pull Cistern, and the Door is fitted with Penny-in-the-slot Lock. The Roof is ventilated and covered with Wire-woven Glass.

Figure 3-102. Lion Foundry's urinals. Source: Lion Foundry Illustrated Casting catalogue, 3th Edition, p. 21. WPL



<https://canmore.org.uk/collection/427522>

Figure 3–103. Melrose Station. Cast-iron urinal made by George Smith. Source: ‘Melrose, Railway Station, urinal View’, <https://canmore.org.uk/collection/427522> (accessed September 13, 2017).

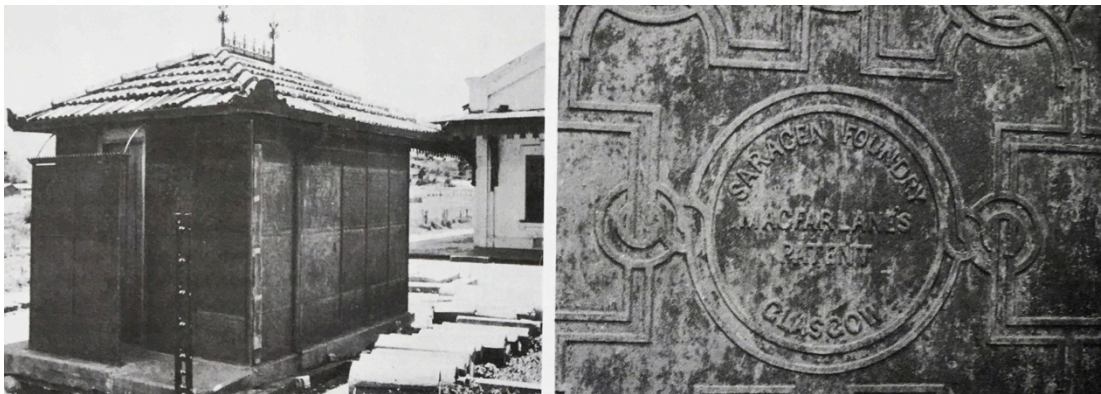


Figure 3–104. Macfarlane cast-iron urinals in Bragança Sao Paulo, Brazil. Source: Gomes da Silva, *Arquitetura Do Ferro No Brasil*, p. 127



Figure 3–105. Macfarlane cast-iron urinals at Tornquist Station (FCS). Source: ‘La ciudad de Tornquist, Buenos Aires, Argentina’, <http://caminandolapampa.blogspot.co.uk/2014/11/la-ciudad-de-tornquist-buenos-aires.html> (accessed September 13, 2017).



Figure 3–106. Macfarlane cast-iron urinals at Tornquist Station (FCS), panel detail. Source: Pablo Marzilio



Figure 3–107. Iraola Station (FCS). View from water tank with urinal on the right. Source: Photo Federico Guerrero



Figure 3–108. Macfarlane cast-iron urinal. Iraola Station. Source: Photo Federico Guerrero



Figure 3–109. Coronel Vidal Station (FCS). Source: Photo Pablo Marzilio



Figure 3–110. Macfarlane cast-iron urinals. Coronel Vidal Station (FCS). Source: Photo Pablo Marzilio



Figure 3–111. Macfarlane cast-iron urinal. Coronel Vidal Station (FCS). Source: Photo Pablo Marzilio



Figure 3–112. Macfarlane cast-iron urinal, detail. Coronel Vidal Station (FCS). Source: Photo Pablo Marzilio



Figure 3–113. Detail Macfarlane nameplate in urinals. Coronel Vidal Station (FCS). Source: Photo Pablo Marzilio



Figure 3–114. First Alta Cordoba Station. Source: Mauricio Juárez, ‘Estación Alta Córdoba Norte y Desvío particular YPF’, <http://www.trencordobes.com.ar/?cat=15&paged=2> (accessed September 14, 2017).



Figure 3–115. Alta Cordoba Station façade. Source: Photo Monica Ferrari



Figure 3–116. Alta Cordoba Station. Platform area with Walter Macfarlane cast-iron columns.
Source: Photo Monica Ferrari



Figure 3–117. Alta Cordoba Station. Macfarlane stamp on cast-iron columns. Source: Monica Ferrari



Figure 3–118. Alta Cordoba Station. Cast-iron railing on roof. Source: Photo Monica Ferrari



Figure 3–119. Restored façade of Alta Cordoba Station. Source: L.F. Quispe, ‘Tren de las Sierras (Parte I)’, <http://ferrocarrilesargentinos.blogspot.co.uk/> (accessed September 5, 2017).

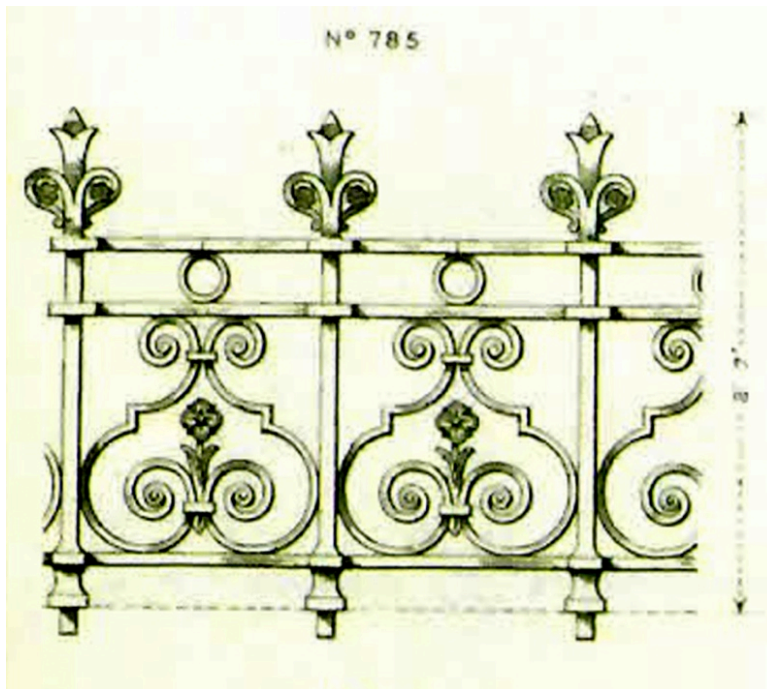


Figure 3–120. Macfarlane cast-iron railing for roof. Source: Macfarlane’s catalogue, 6th Edition

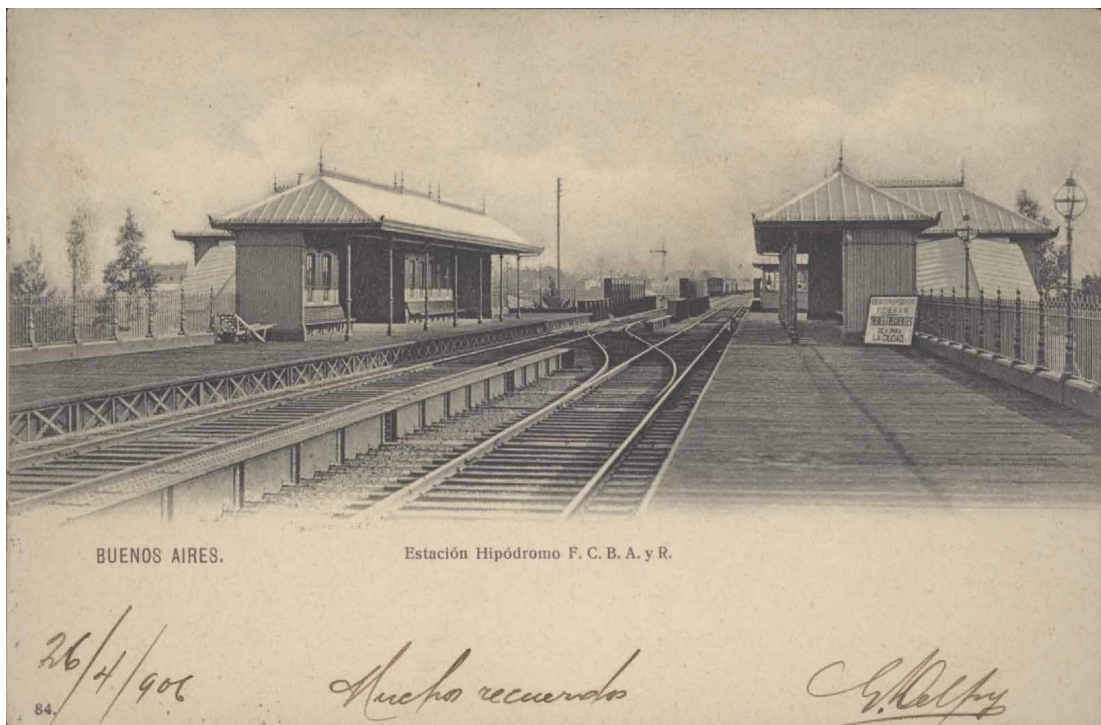


Figure 3–121. Old Hipodromo Station. Source: <http://www.ebay.co.uk/itm/ARGENTINA-BUENOS-AIRES-ESTACION-HIPODROMO-F-C-B-A-Y-R-N-84-RAILWAYS-/272035867990?hash=item3f5699ed56:g:J5IAAOSwT5tWKRK8>

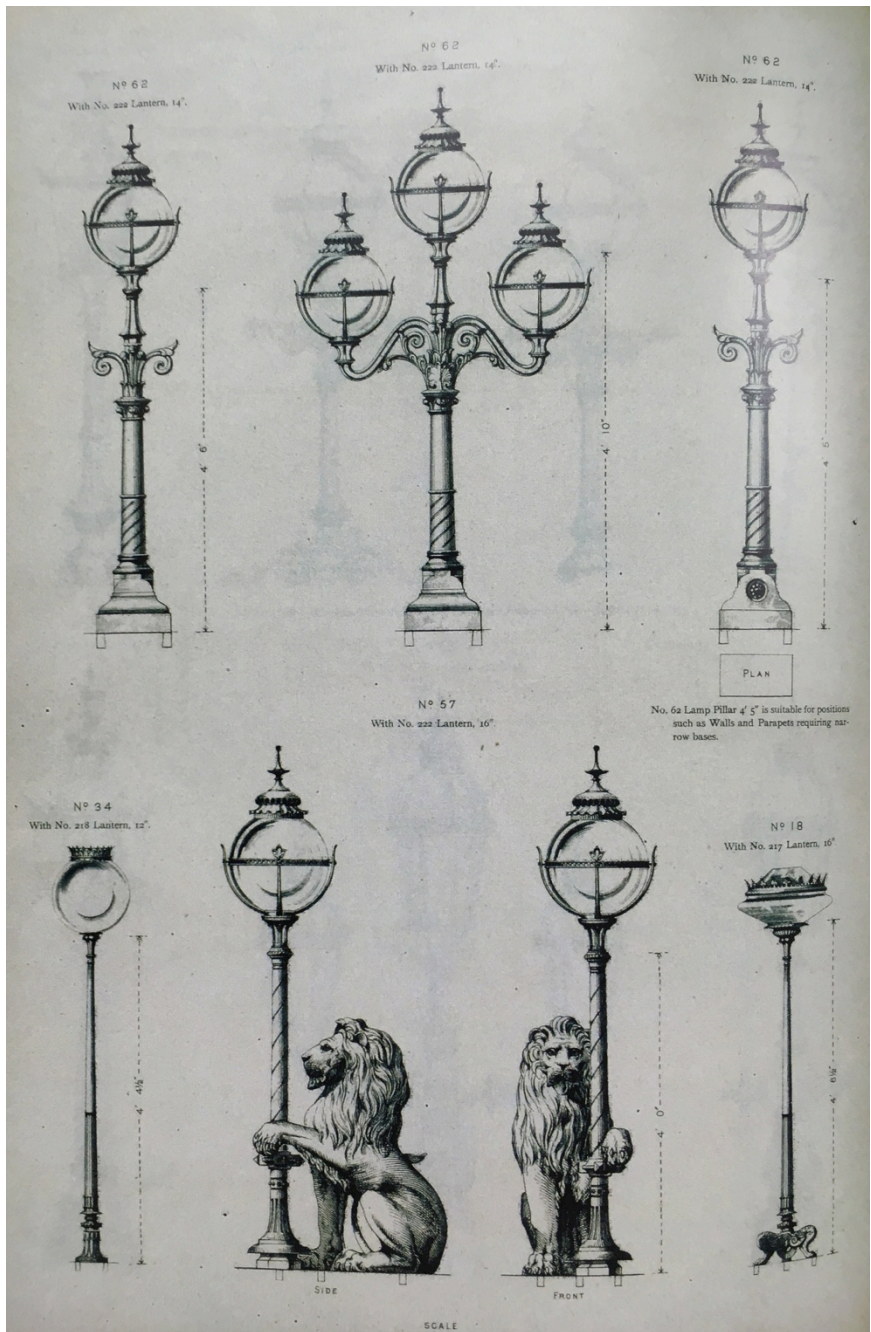


Figure 3–122. Macfarlane lamps similar to Old Hipodromo Station. Source: Macfarlane's catalogue, 6th edition, Vol 2, p. 444

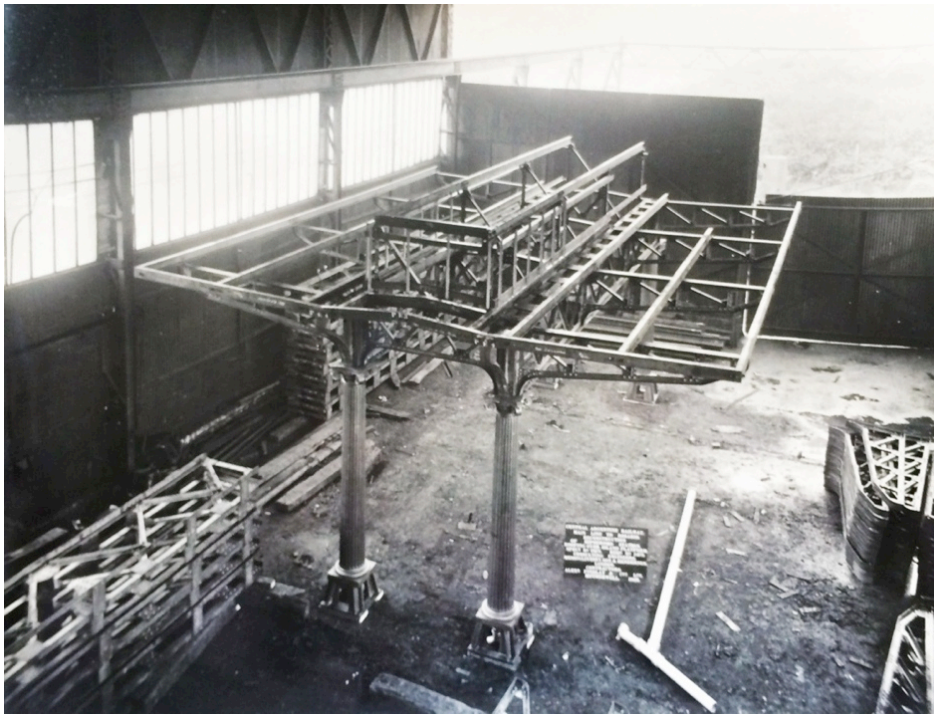


Figure 3–123. Cast-iron columns made by Alex Findlay and Co. for 3 de Febrero Station. Source: Alex Findlay Company records, NLA

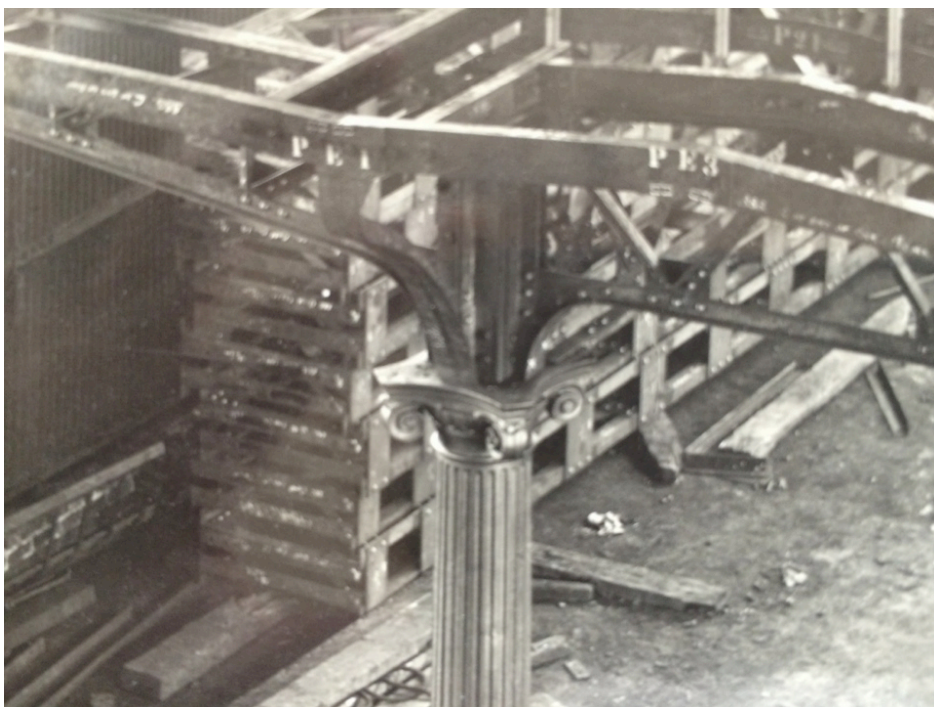


Figure 3–124. Cast-iron columns made by Alex Findlay and Co. for 3 de Febrero Station. Detail. Source: Alex Findlay Company records, NLA

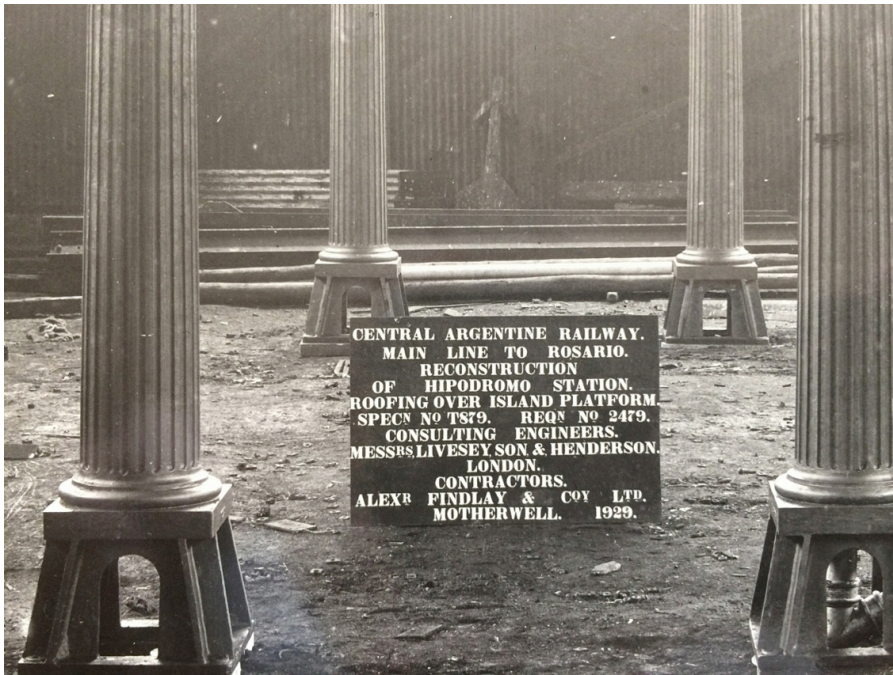


Figure 3–125. Cast-iron columns made by Alex Findlay and Co. for 3 de Febrero Station. Column base detail. Source: Alex Findlay Company records, NLA



Figure 3–126. Current view of Cast-iron columns made by Alex Findlay and Co. Source: De Geogast - Trabajo propio, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=38815690>

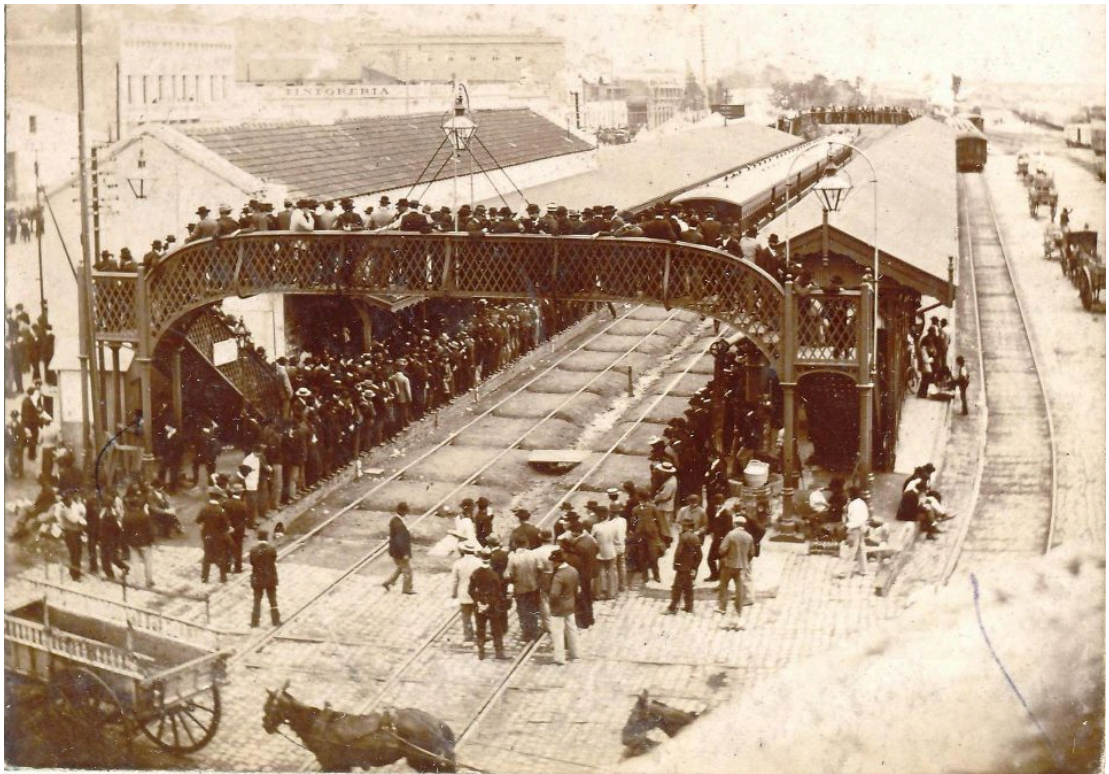


Figure 3-127. Old Retiro Station. Source: FMF

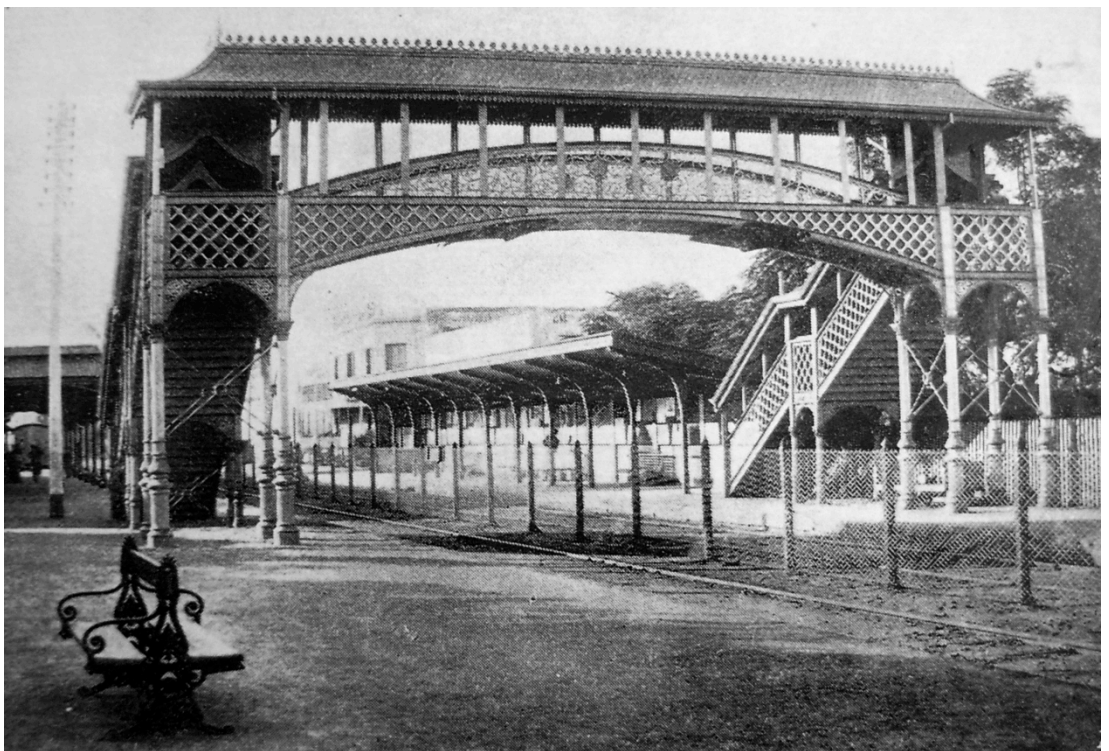


Figure 3-128. Lomas de Zamora after incorporating footbridge in 1905. Source: FMF

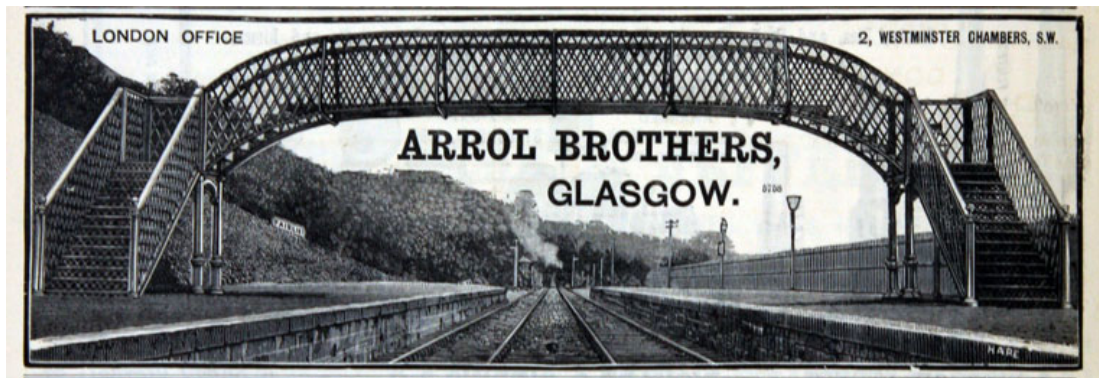


Figure 3–129. Arrol Brothers cast iron bridge in 1880's advert. Source: 'Arrol Brothers', https://www.gracesguide.co.uk/Arrol_Brothers (accessed September 13, 2017).

WALTER MACFARLANE & CO., GLASGOW.

TRADE  MARK.

Macfarlane's Castings,
PLAIN AND ORNAMENTAL.

Rain Water and Roof Castings, Railings, Gates, Straight and Spiral Stairs, Balconies, Lamps, Urinals, Closets, Columns, Brackets, Verandahs, Porches, Conservatories, Covered Ways, Bandstands, Railway Stations, Building Fronts, Arcades.

TWO GOLD MEDALS, CALCUTTA EXHIBITION.
See Illustrated Catalogue, containing 6500 Illustrations, Suitable for Home, Foreign, and Colonial use.
Contractors to H.M. War Department.
Walter Macfarlane & Co.
SARACEN FOUNDRY, GLASGOW.

FIRST-CLASS AWARD, INTERNATIONAL SANITARY EXHIBITION, LONDON.
Designs and Prices for all kinds of Ornamental Cast Iron Work—Structural and Simple—sent free on application.
Walter Macfarlane & Co.
SARACEN FOUNDRY, GLASGOW.





Figure 3–130. Walter Macfarlane 1880's advert showing footbridge. Source: 'Walter Macfarlane and Co', <http://www.gracesguide.co.uk/images/3/3b/Im18880106E-Macf.jpg> (accessed September 14, 2017).

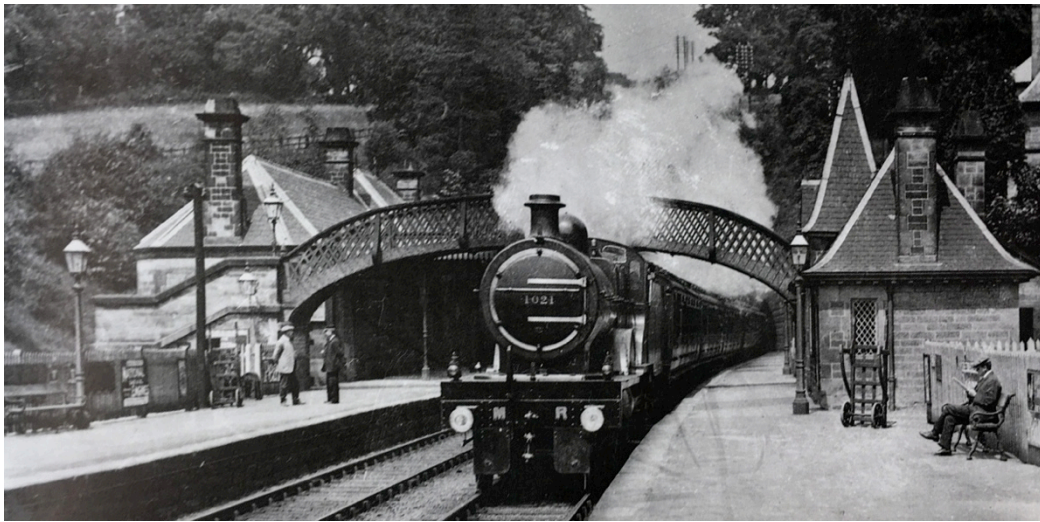


Figure 3–131. Footbridge Cromford Station. Source: Biddle and Nock, *The Railway Heritage of Britain: 150 Years of Railway Architecture and Engineering*, p. 77

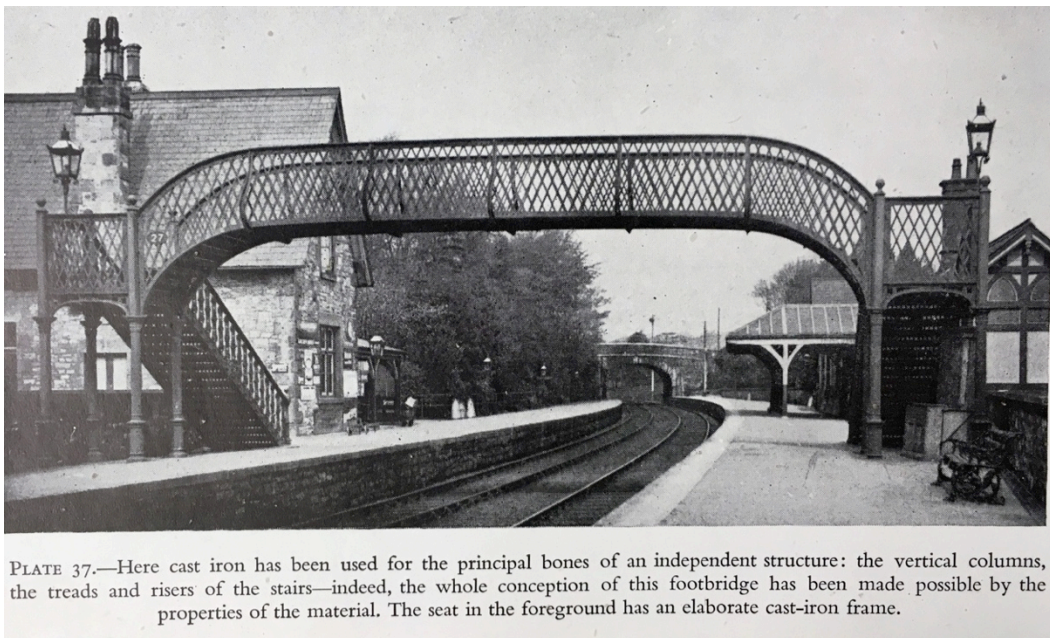


Figure 3–132. Macfarlane footbridge at Cark Station. Source: R.H. Sheppard, *Cast Iron in Building* (London, 1945), plate 37

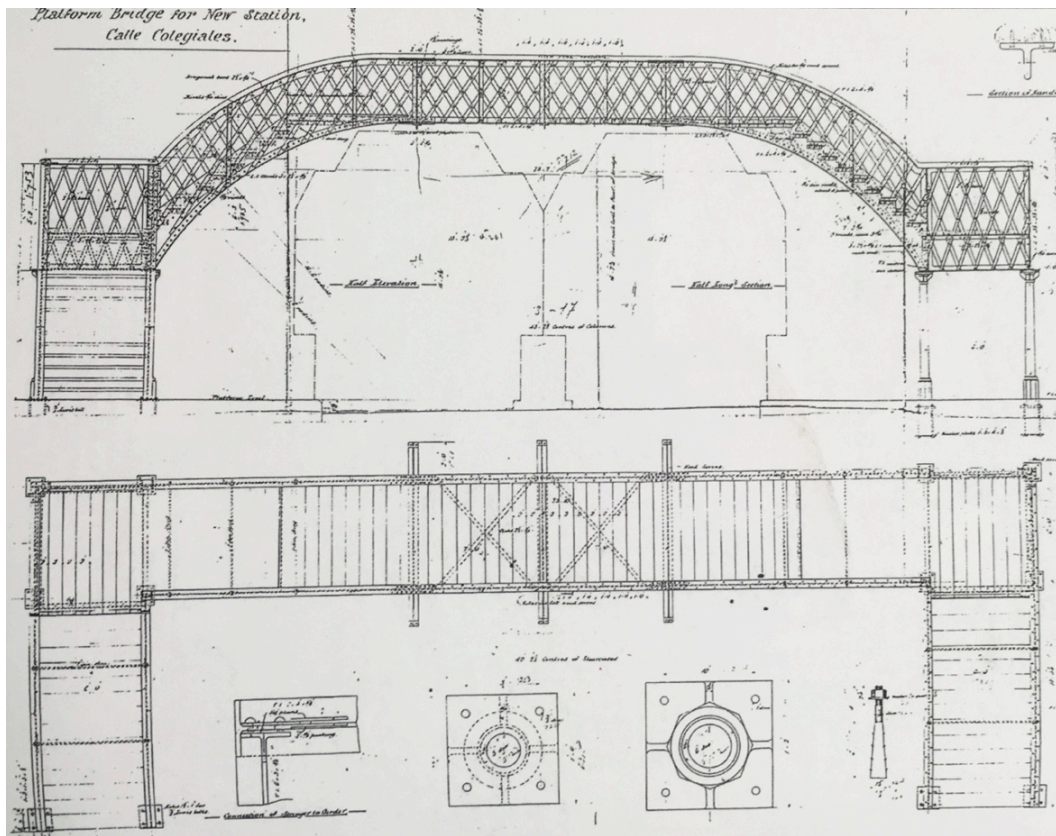


Figure 3–133. Footbridge designed for Colegioales Station. Source: Tartarini, *Arquitectura Ferroviaria*, p. 236



Figure 3–134. Colegioales Station. Source: ‘Quejas de los pasajeros porque inauguraron Colegioales con las obras sin terminar’, <http://enelsubte.com/noticias/quejas-de-los-pasajeros-porque-inauguraron-colegiales-con-las-obras-sin-terminar/> (accessed September 9, 2017).

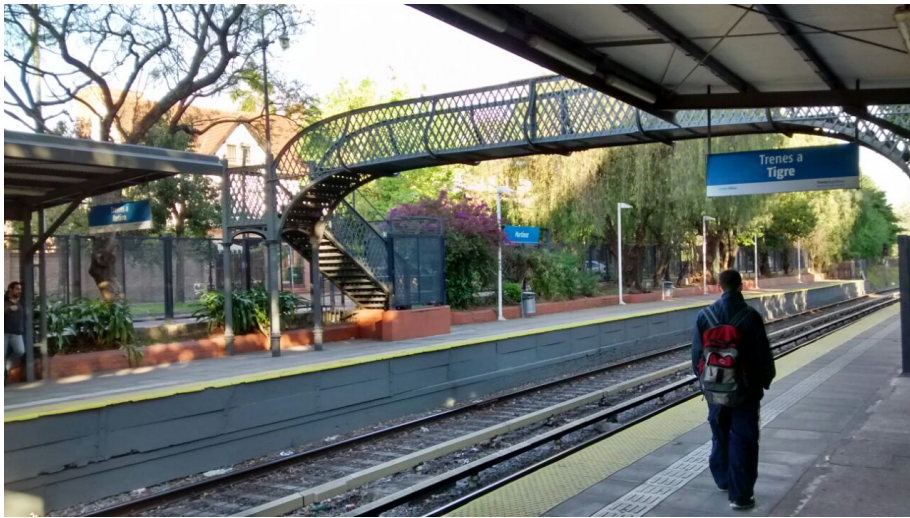


Figure 3–135. Martinez Station. Source: Corredores Ferroviarios - Trabajo propio, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=36479913>



Figure 3–136. Núñez Station. Source: 'Barrio Nuñez', <http://latidobuenosaires.com/nuñezbuenosairesbarrioargentinafotos.html>



Figure 3–137. Florida Station. Source: Pablo Marzilio



Figure 3–138. Casilda Station footbridge. Source: Pablo Marzilio



Figure 3–139. Casilda Station footbridge. Detail of cast-iron columns. Source: Pablo Marzilio



Figure 3–140. Pergamino footbridge made by Arrol Brothers. Source: ‘Estación Pergamino’, <http://arqueologiaferroviaria.blogspot.co.uk/2015/02/estacion-pergamino-fcofcca-buenos-aires.html> (accessed September 11, 2017).



Figure 3–141. Detail of cast-iron column Pergamino footbridge made by Arrol Brothers. Source: Ibid.



Figure 3–142. Pergamino footbridge made by Handyside. Source: Ibid.



Figure 3–143. Detail of Pergamino footbridge made by Handyside. Source: Ibid.



Figure 3–144. Pergamino footbridge made by Handyside. Source: Ibid.

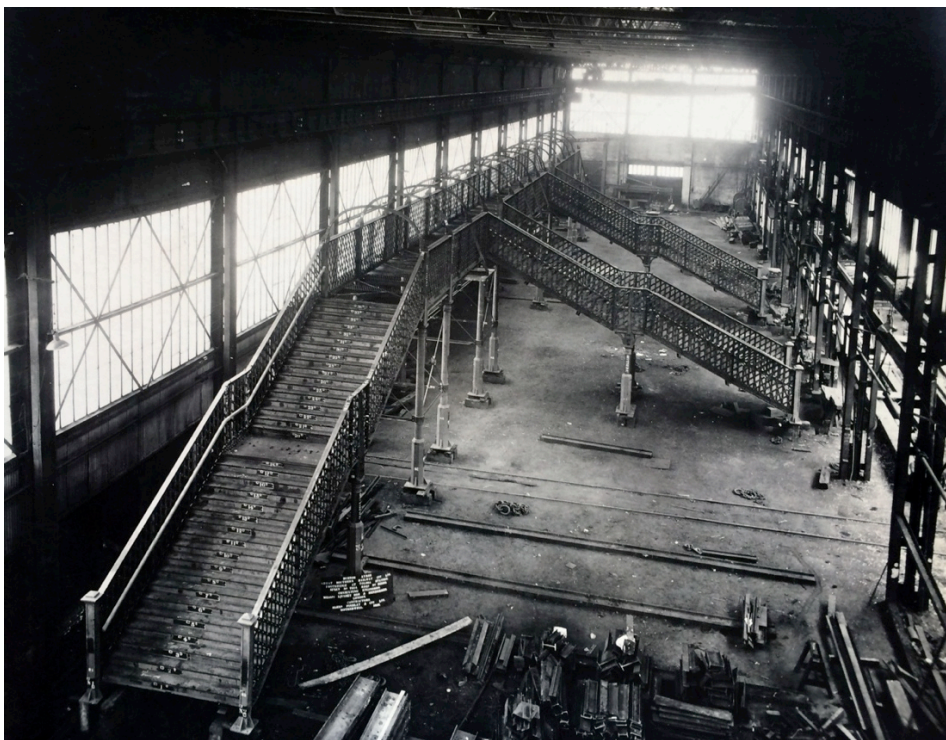


Figure 3–145. Tolosa footbridge made by Alexander Findlay. Source: Alex Findlay Company records, NLA



Figure 3–146. Tolosa footbridge made by Alexander Findlay. Source: Alex Findlay Company records, NLA



Figure 3–147. Tolosa footbridge in process of restoration. Source: ‘Recuperan el emblemático puente ferroviario de Tolosa’, <http://www.eldia.com/nota/2015-5-11-recuperan-el-emblematico-puente-ferroviario-de-tolosa> (accessed September 12, 2017).



Figure 3–148. Handiside railway bridge in Palermo. Source: AGN



Figure 3–149. Handiside railway bridge. Detail of cast-iron columns. Source: Photo Lucia Juarez



Figure 3–150. Handyside nameplate on the Palermo bridge. Source: Photo Pablo Marzilio



Figure 3–151. Queens Road railway bridge in Hastings, England. Source: Biddle and Nock, *The Railway Heritage of Britain: 150 Years of Railway Architecture and Engineering*, p. 196



Figure 3–152. Railway Bridge for Calle Cervino. Alex Findlay and Co. Source: Alex Findlay Company records, NLA

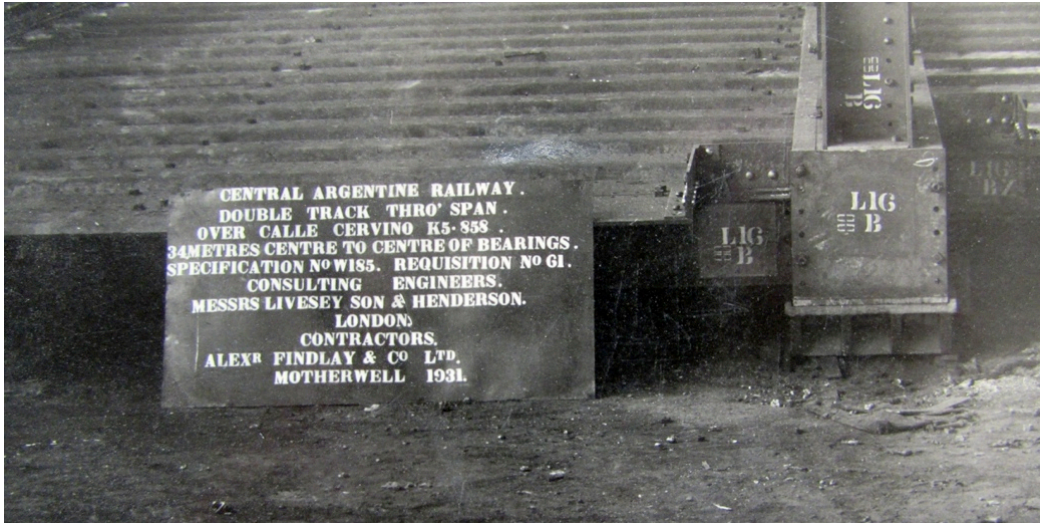


Figure 3–153. Detail of sign with information about Railway Bridge for Calle Cervino lying on Alex Findlay and Co. workshop. Source: Alex Findlay Company records, NLA

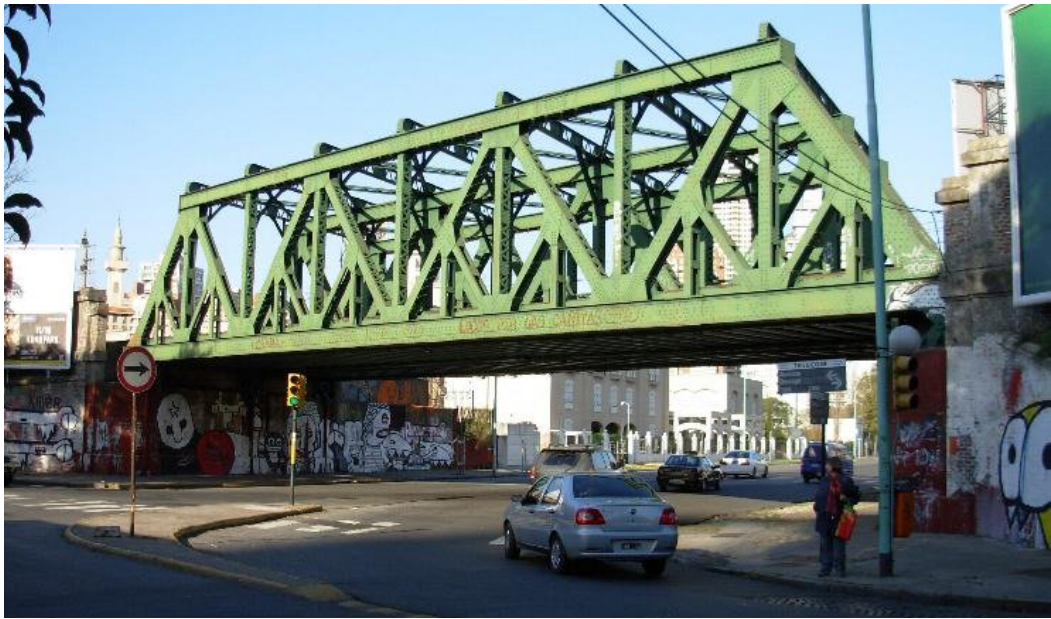


Figure 3–154. Bridge over Cervino Street made by Alexander Findlay Co. Source: Photo Ale Polvorines

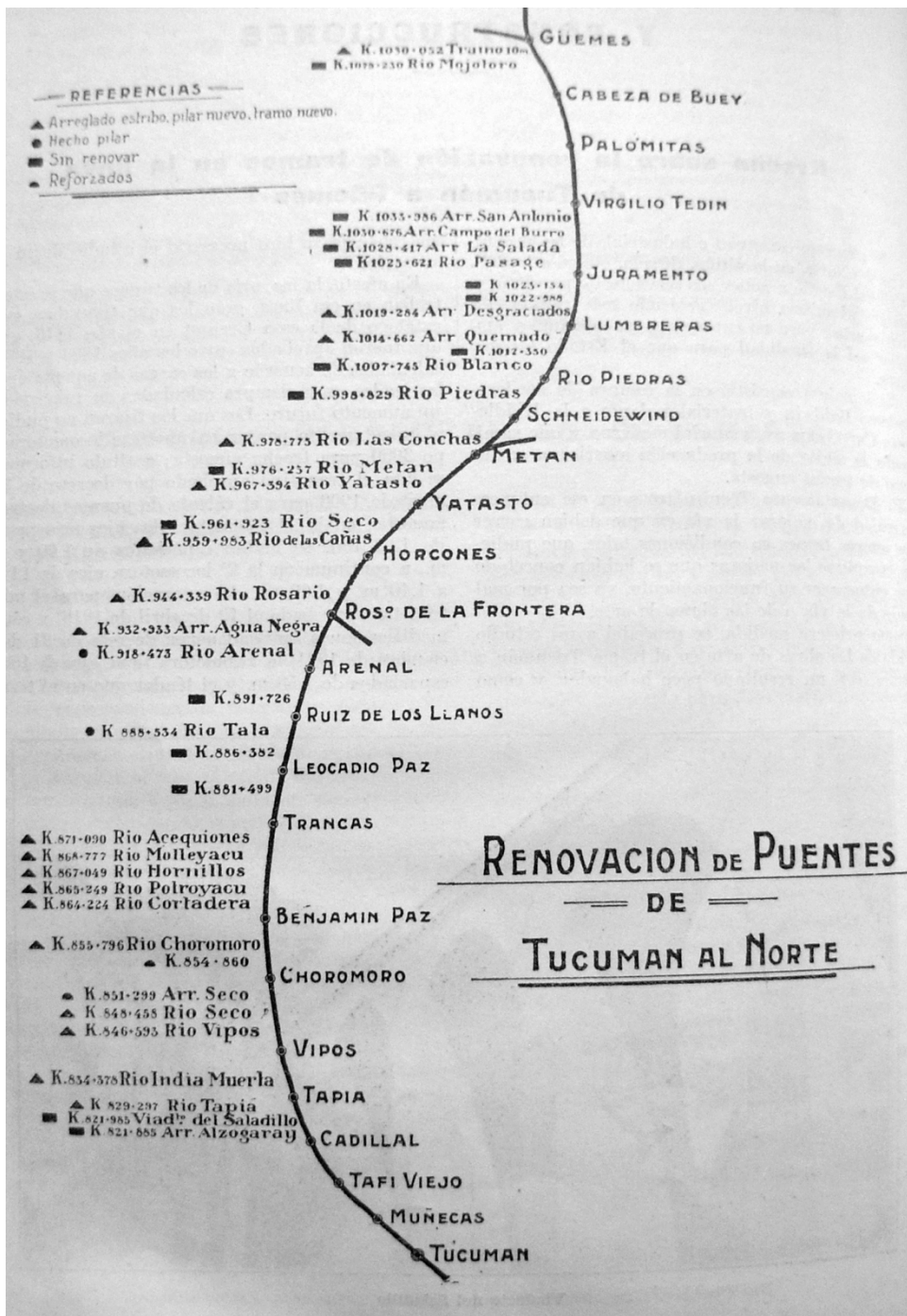


Figure 3-155. Survey of state railway bridges from Tucuman to Güemes. Source: *Bulletin De Servicio De Los Ferrocarriles del Estado*, p. 82, MFA

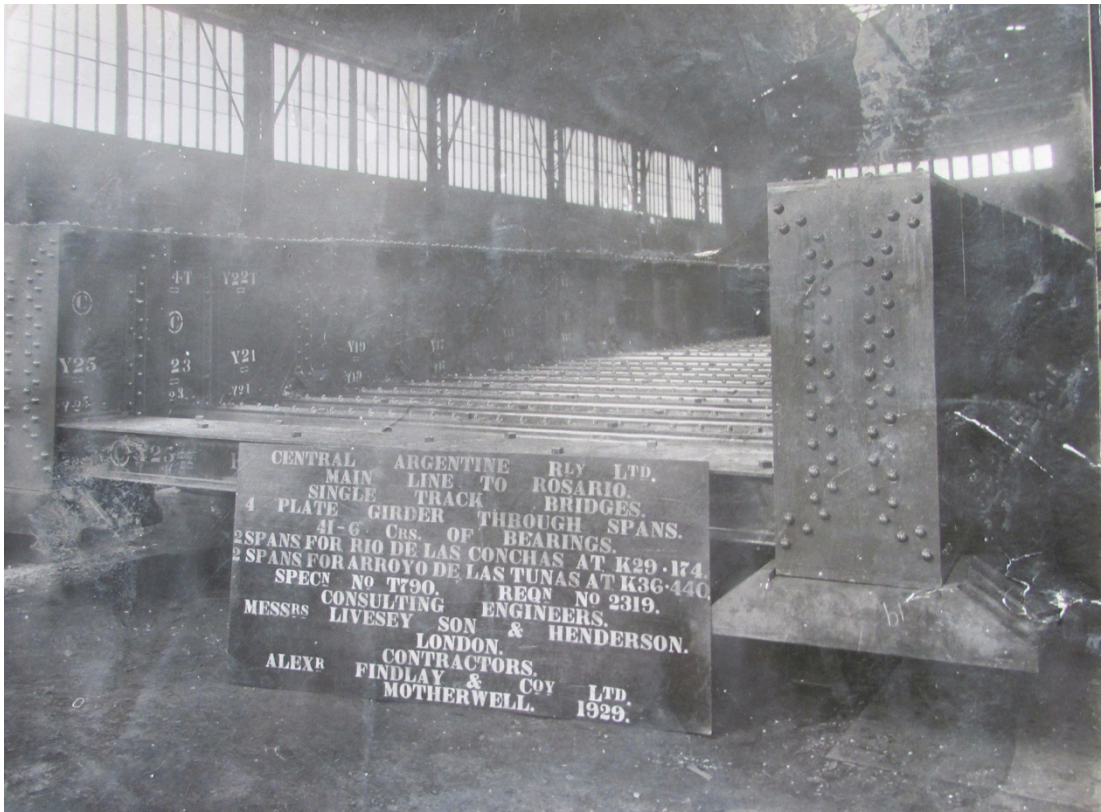


Figure 3–156. Alexander Findlay railway bridge to span Rio las Conchas. Source: Alex Findlay Company records, NLA

Scottish Cast Iron in Sanitary Works



Figure 3–157. Map location of Scottish cast iron for Sanitation projects. Source: author



Figure 3–158. Cast-iron pipes in Katrine’s aqueducts. Source: George Leslie Ltd, ‘Katrine Aqueduct Refurbishment’, http://www.waterprojectsonline.com/case_studies/2013/Scottish_Katrine_2013.pdf (accessed September 13, 2017).



Figure 3–159. First engine–house located in the water treatment plant in Recoleta in 1868. Source: J. Tartarini, *Documentos para la Historia del Saneamiento Argentino. El Patrimonio Bibliográfico y Documental de Agua y Saneamiento Argentinos.* (Buenos Aires, 2009)., p. 24



Figure 3–160. Plaza Lorea water tank. Source: AGN



Figure 3–161. General outline plan of the city, showing the main lines of intercepting sewers and storm waters conduits. Source: <http://www.atlasarchivo.com.ar/?page=archivo&id=11429>

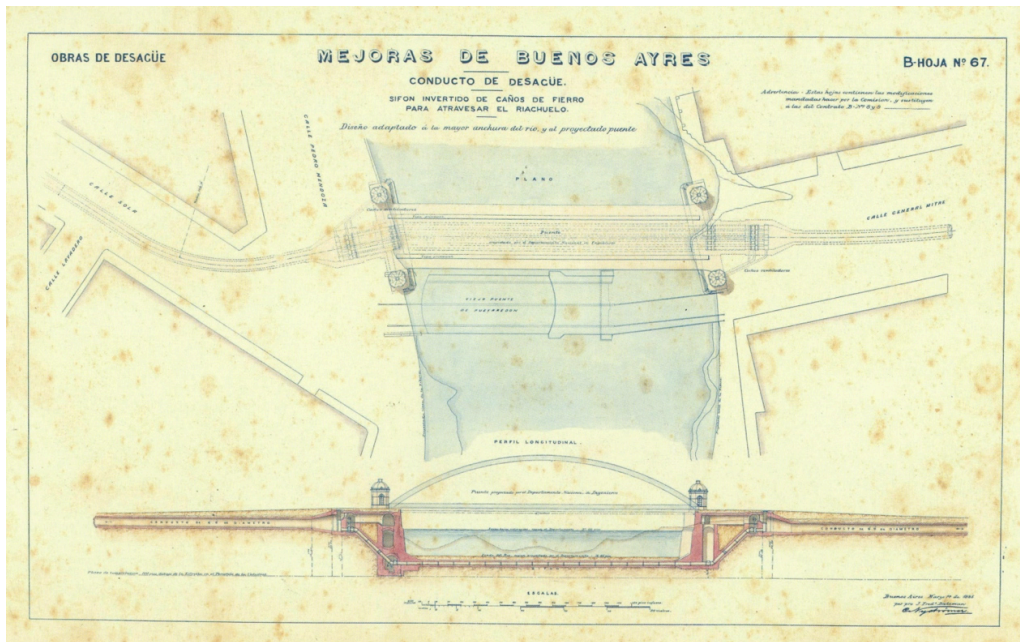


Figure 3–162. Siphon and cast-iron pipes to cross the Riachuelo River. Source: J. Tartarini, *Documentos para la Historia del Saneamiento Argentino*, p. 141

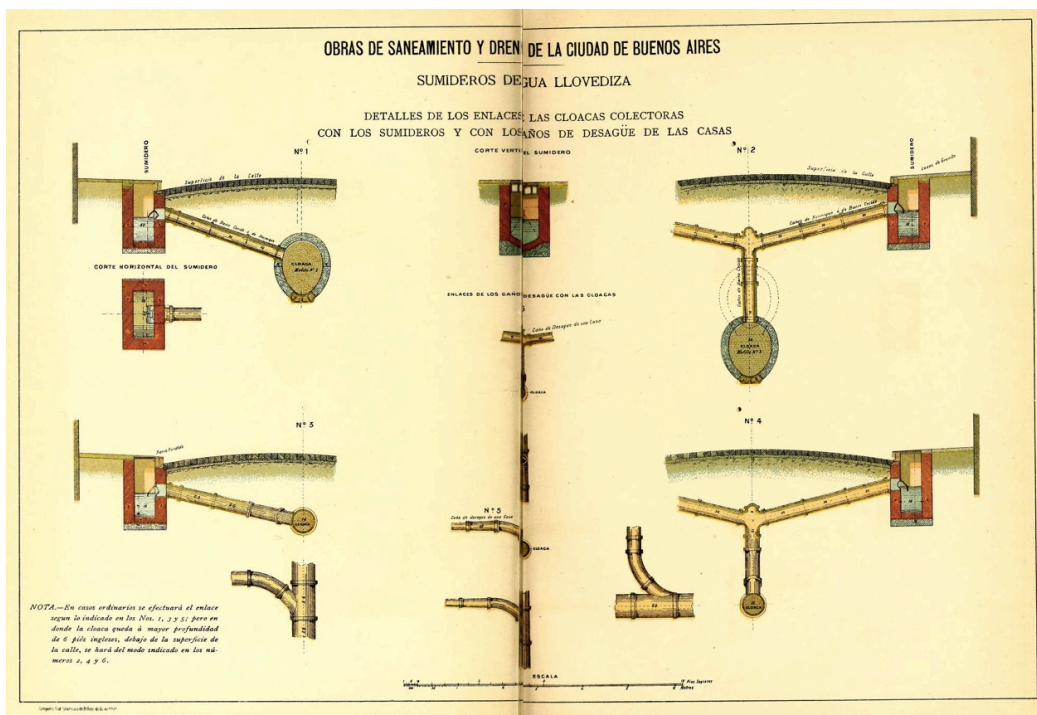


Figure 3–163. Detail plans of sewage and drain collectors showing cast-iron pipes. Source: *Censo general de la población, edificación, comercio e industrias de la ciudad de Buenos Aires : levantado en los días 17 de agosto, 15 y 30 de septiembre de 1887 (1887)*, p. 197

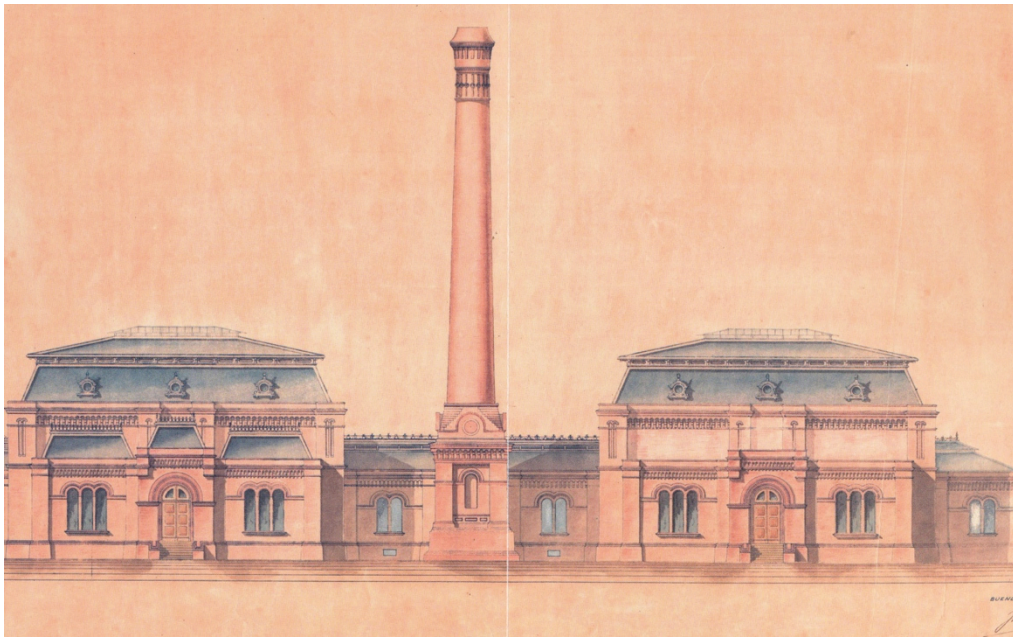


Figure 3–164. Engine houses in Puente Chico, Wilde. Source: *J. Tartarini, Documentos para la Historia del Saneamiento Argentino*, p. 141

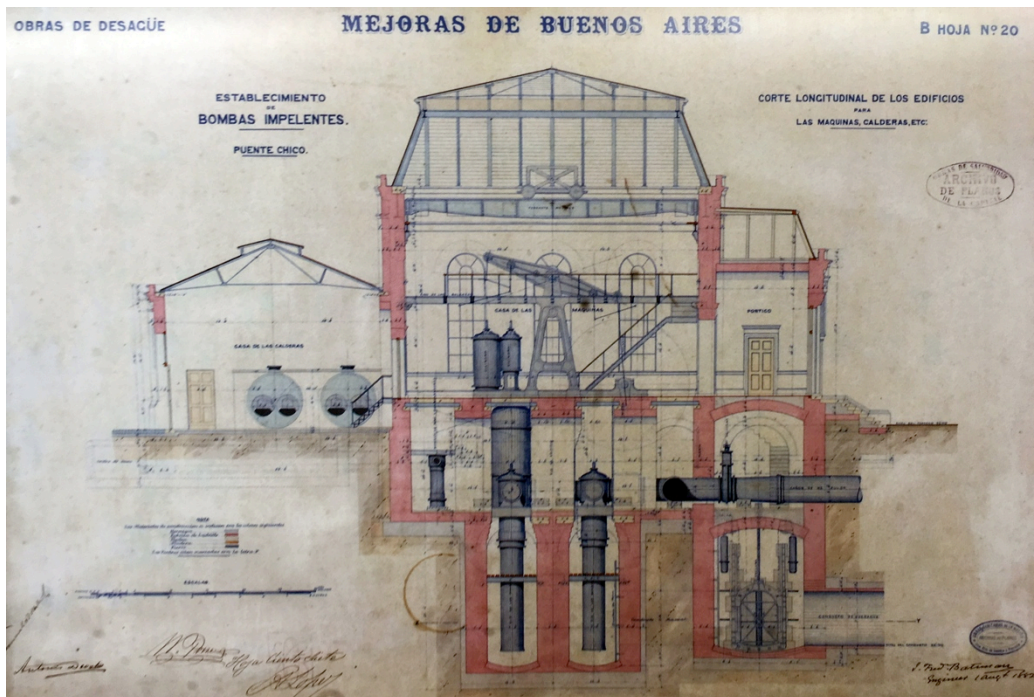


Figure 3–165. Section of engine houses in Puente Chico, Wilde. Source: *J. Tartarini, Documentos para la Historia del Saneamiento Argentino*, p. 133



Figure 3–166. Steven Bros cast-iron railings at Puente Chico, Wilde. Source: Photo Jorge Tartarini



Figure 3–167. Steven Bros cast-iron railings nameplate at Puente Chico, Wilde. Source: Photo Jorge Tartarini

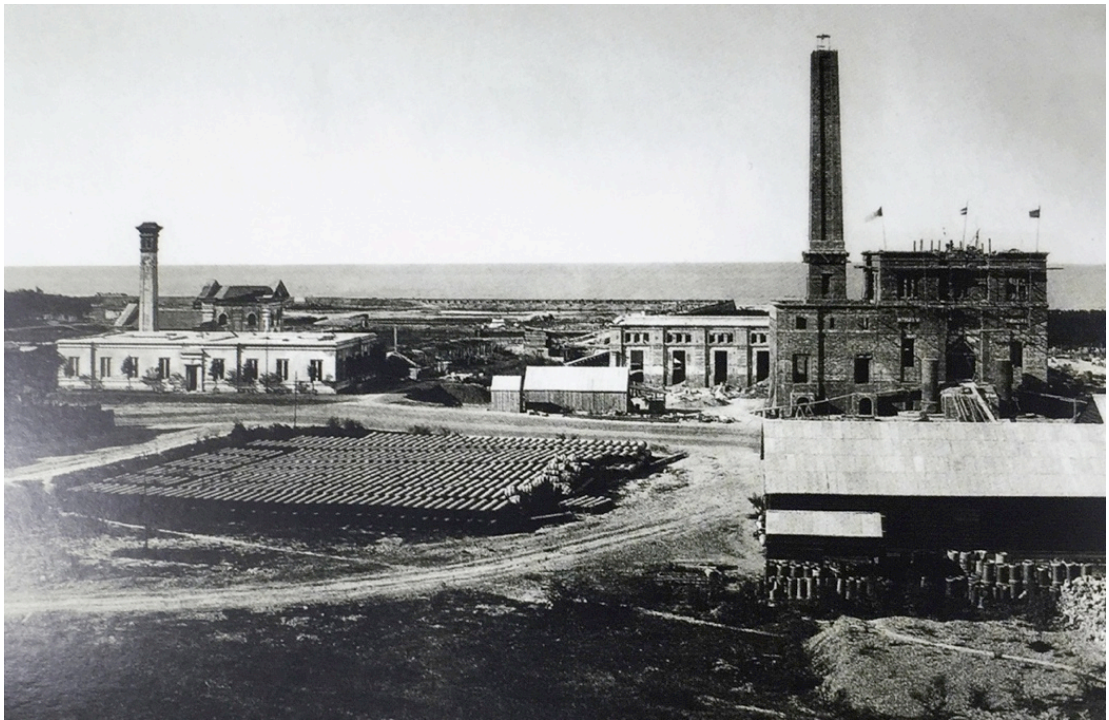


Figure 3–168. Recoleta’s water treatment plant under construction. Bateman’s project 1875.

Source: J. Tartarini, *El Palacio de las Aguas Corrientes. De Gran Deposito Distribuidor a Monumento Historico Nacional* (Buenos Aires, 2012), p. 51



Figure 3–169. General plan for water supply. Source: Tartarini, *Documentos para la Historia del Saneamiento Argentino*, p. 67



Figure 3-170. Cast-iron pipes for the sanitation system in Buenos Aires. Source: AySA

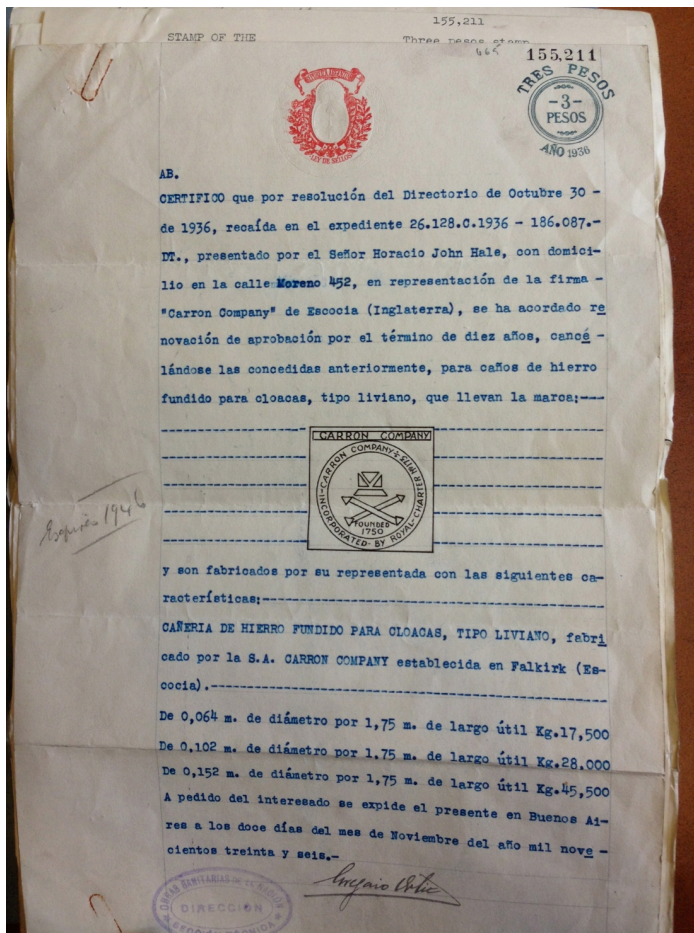


Figure 3-171. Ten years agreement to provide Carron's cast-iron pipes in 1936. Source: NRS

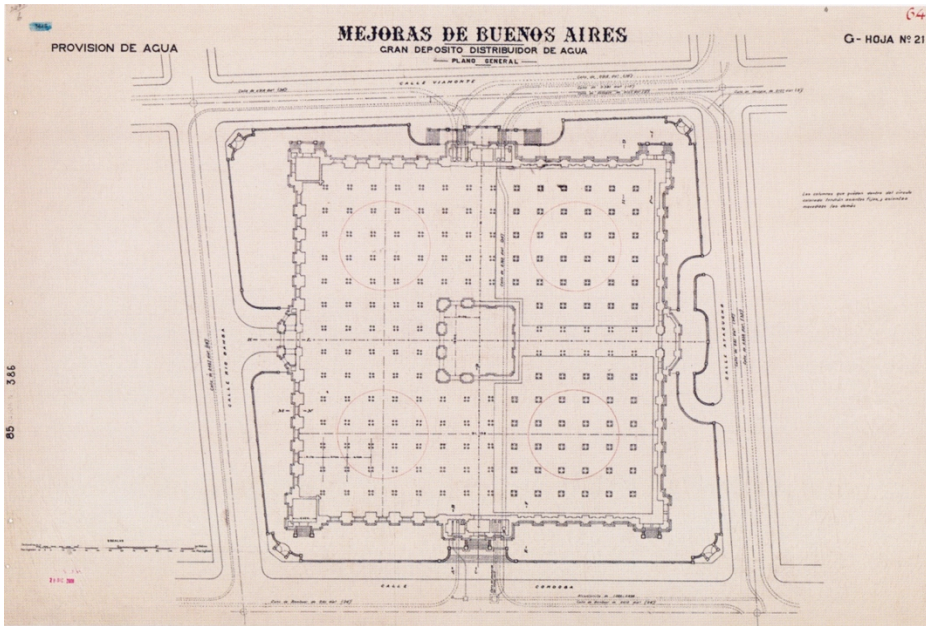


Figure 3–172. Floor plan for the Palace of Running Water. Source: Ibid., p. 106



Figure 3–173. Tender sent by Scottish firm Godwin of Motherwell. Source: Ibid., p. 97

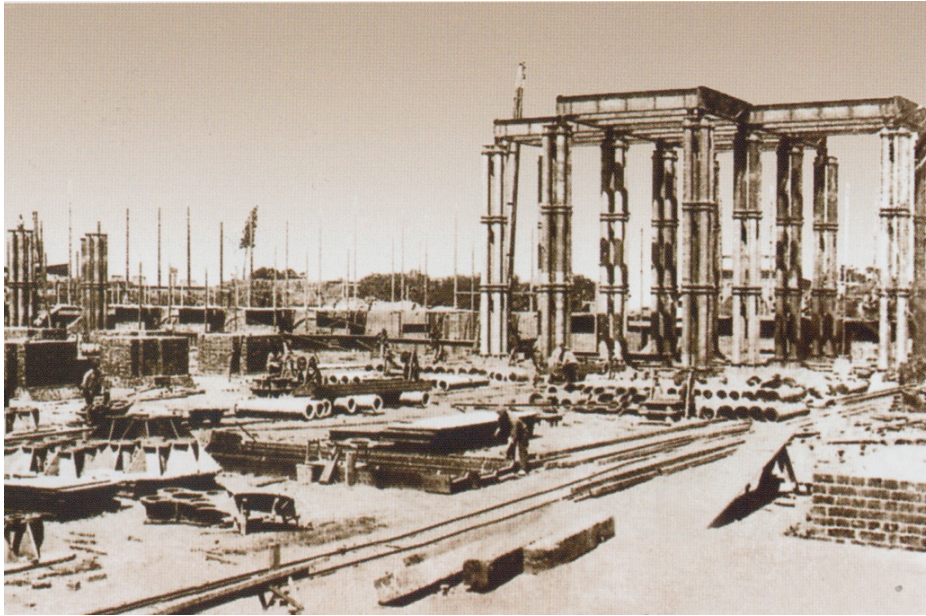


Figure 3–174. Water reservoir under construction. Source: Ibid., p. 162

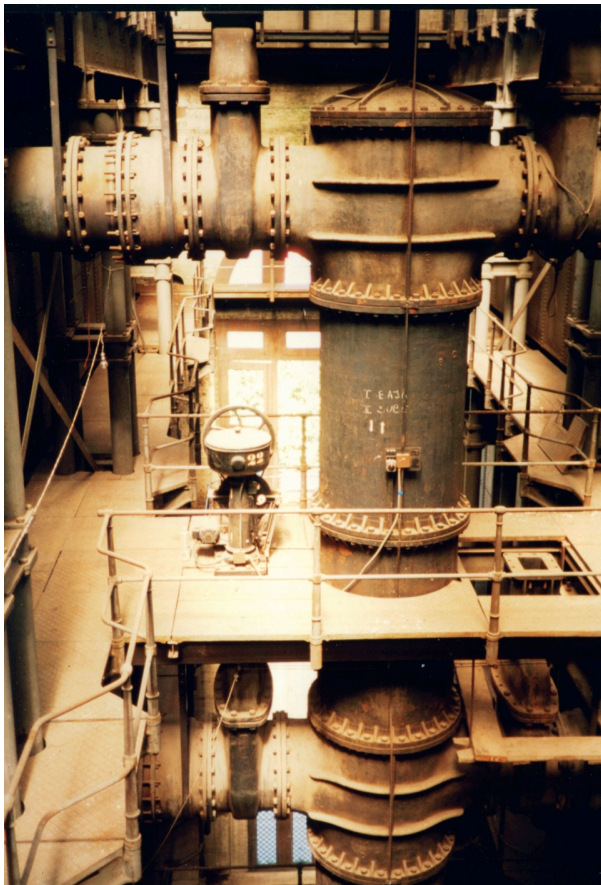


Figure 3–175. Pumping system provided by Glenfield & Kennedy. Source: Aysa



Figure 3–176. Glenfield & Kennedy pumps at the Palace of Running Waters. Source: AySA



Figure 3–177. Façade of the Palace of Running Waters. Source: Photo Lucia Juarez

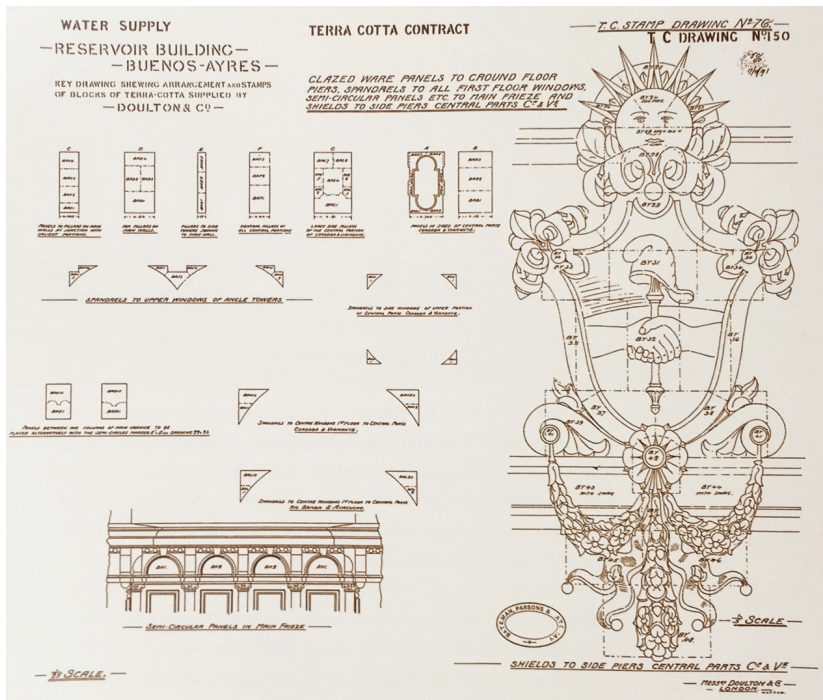


Figure 3-178. Plan for a provincial shield to be built in terracotta. Source: Ibid., p. 134



Figure 3-179. Cast-iron blind arcades and railings on roof. Source: Ibid., p. 189



Figure 3–180. Macfarlane railing design no. 132. Source: Photo Lucia Juarez

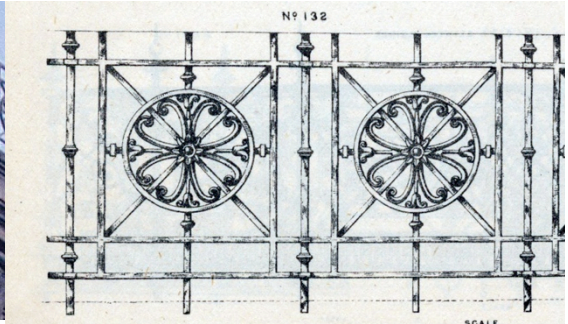


Figure 3–181. Macfarlane railing design no. 132. Source: Macfarlane's catalogue, 6th edition, p. 260



Figure 3–182. Macfarlane terminal model no. 462 four ways. Source: Lucia Juarez



Figure 3–183. Macfarlane terminal model no. 462/ four ways. Source: Macfarlane Casting Catalogue 6th edition



Figure 3–184. Example of a Macfarlane railing model no. 148. Source: Photo Lucia Juarez

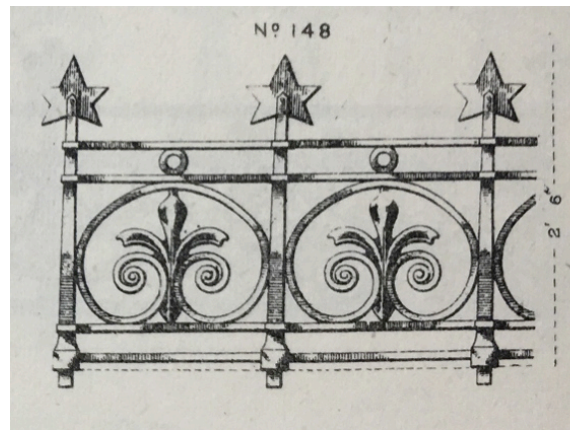


Figure 3–185. Macfarlane railing model no. 148. Source: Macfarlane's catalogue 6th edition

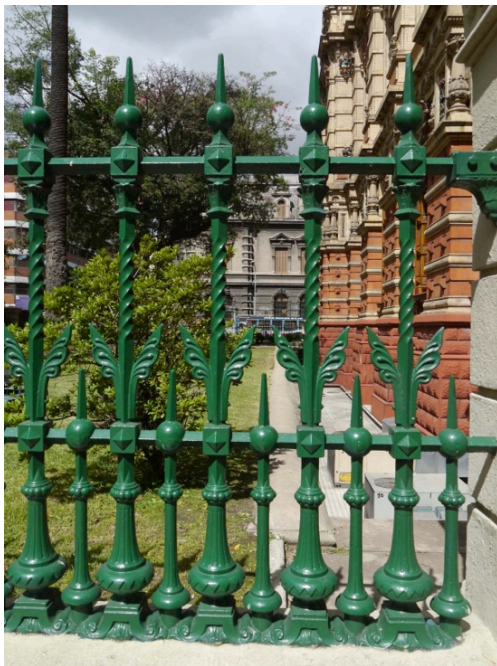


Figure 3–186. Macfarlane railing design no. 28. Source: Photo Lucia Juarez

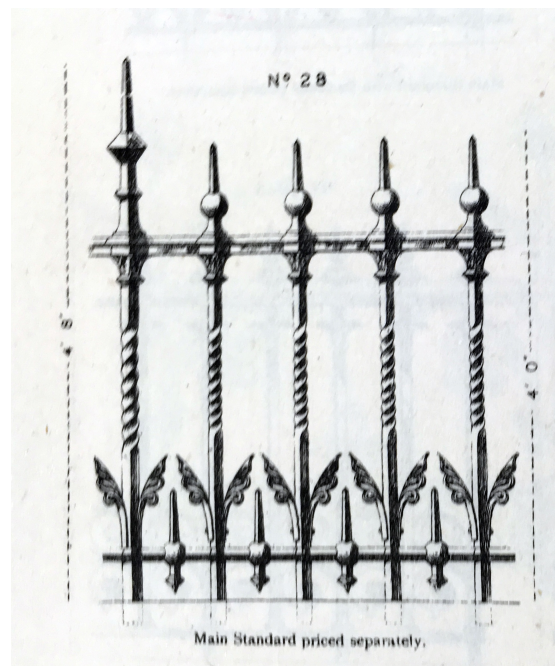


Figure 3–187. Macfarlane railing design no. 28. Source: Macfarlane's catalogue, 6th edition



Figure 3–188. Macfarlane gate using railing model no. 28. Source: Photo Lucia Juarez



Figure 3–189. Macfarlane railing design no. 28. Source: Photo Lucia Juarez



Figure 3–190. Macfarlane nameplate. Source: Photo Lucia Juarez

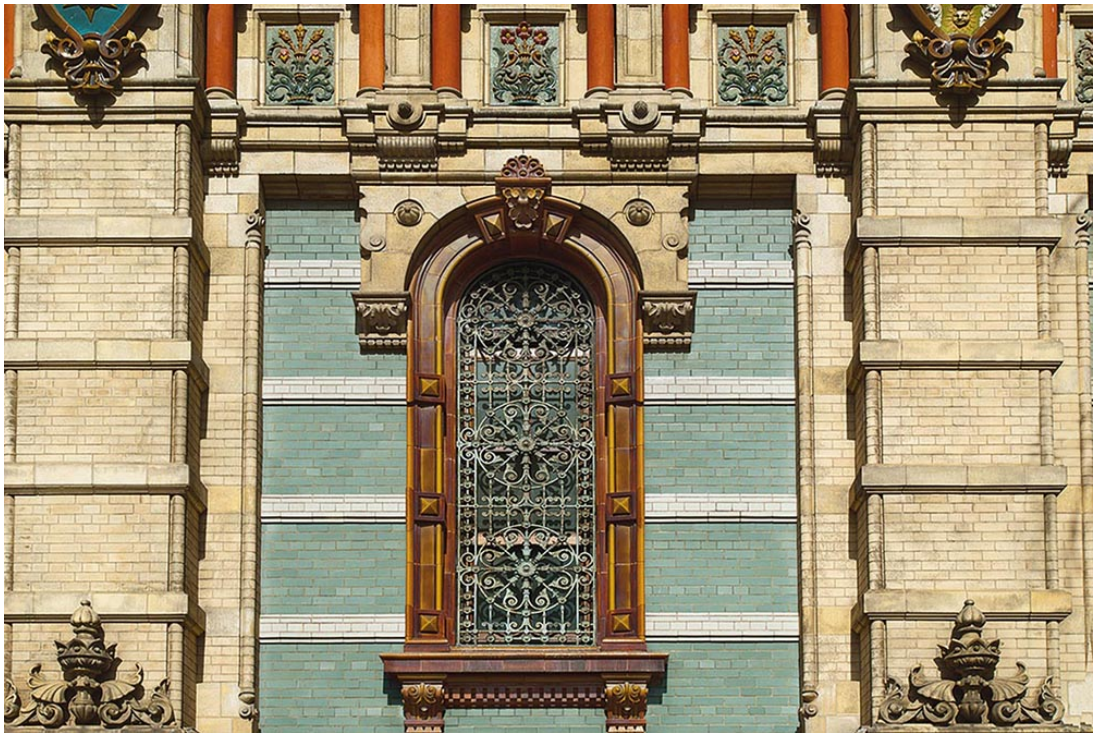


Figure 3–191. Cast-iron window. Source: Ibid., p.119

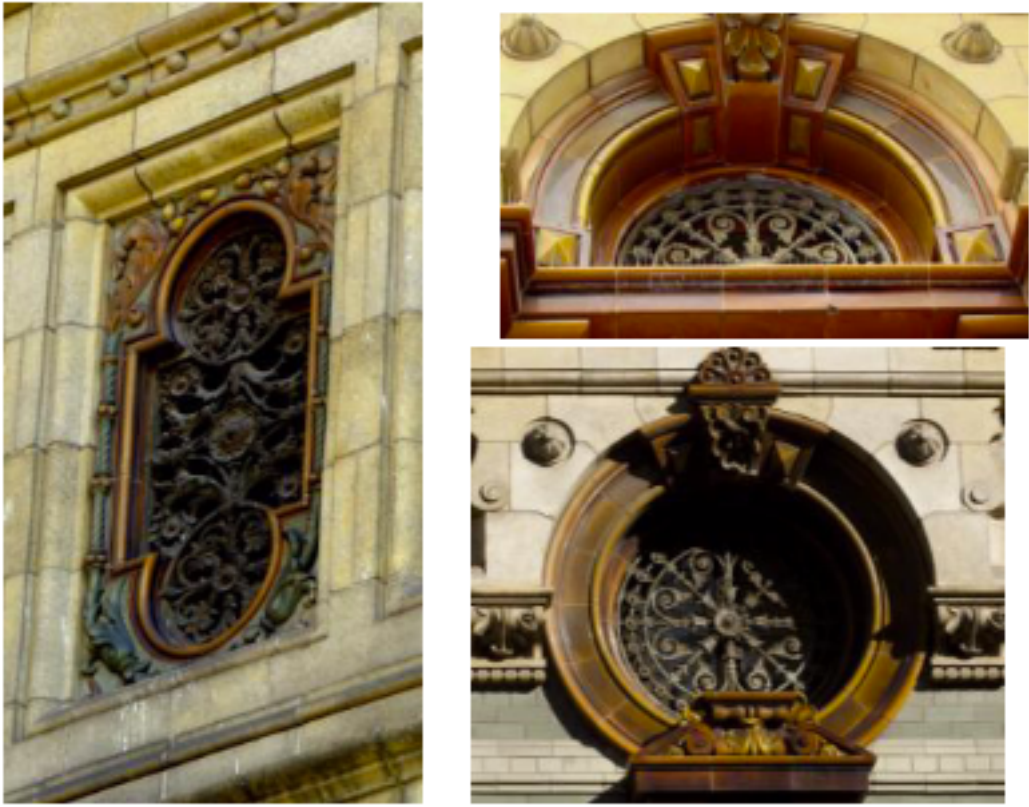


Figure 3–192. Cast-iron windows. Source: AySA (2012).



Figure 3–194. Cast-iron caryatides. Source: Photo Lucia Juarez



Figure 3–195. Cast-iron caryatides base showing nameplate. Source: Photo Lucia Juarez



Figure 3–196. Cast-iron caryatides, detail. Source: Photo Lucia Juarez



Figure 3–197. Macfarlane lamp. Source: Photo Lucia Juarez



Figure 3–198. Macfarlane lamp. Source: AySA

16,000,000 GALLON ELEVATED RESERVOIRS AT BUENOS AIRES

(For description see opposite page)

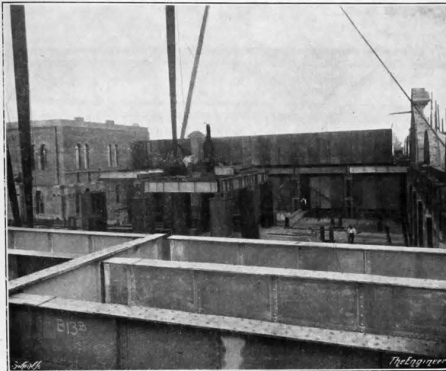


FIG. 4—CABALLITO RESERVOIR—SIDES OF No. 3 TANK COMPLETED

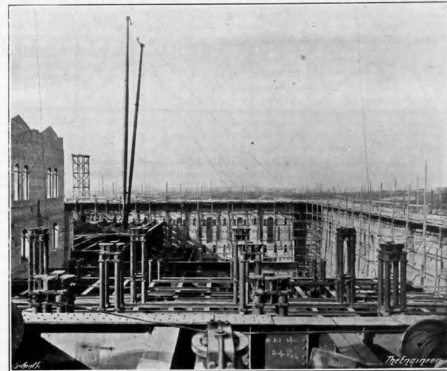


FIG. 5—DEVOTO RESERVOIR—COLUMNS AND GIRDERS UP TO FIRST FLOOR

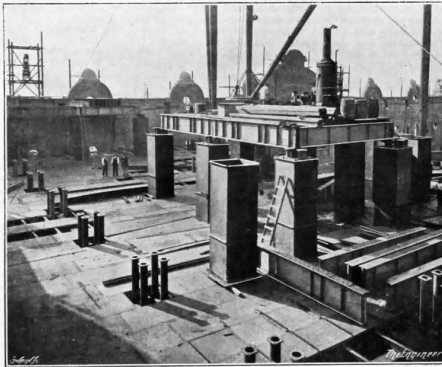


FIG. 6—CABALLITO RESERVOIR—SECOND FLOOR PLATING

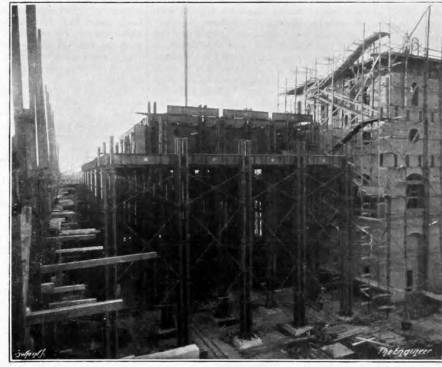


FIG. 7—DEVOTO RESERVOIR—ERECTION OF COLUMNS UP TO FIRST FLOOR

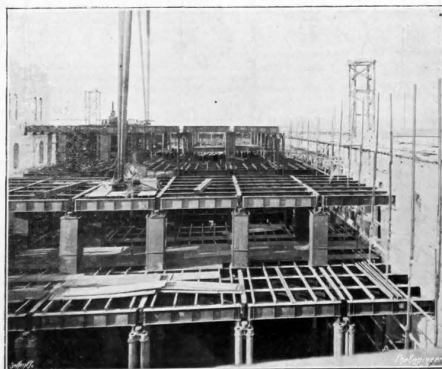


FIG. 8—DEVOTO RESERVOIR—ALL THREE FLOORS BEING ERECTED

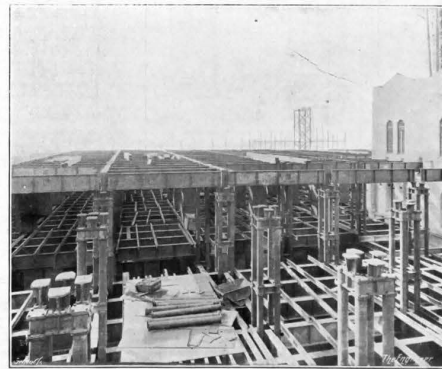


FIG. 9—DEVOTO RESERVOIR—ERECTION OF THIRD FLOOR GIRDERS

Figure 3-199. Caballito and Devoto reservoirs under construction. Source: *The Engineer*, 15 March 1918



Figure 3–200. Aerial view of Devoto Great Reservoir. Source: Aysa



Figure 3–201. Macfarlane gate at Caballito Reservoir. Source: Jorge Tartarini



Figure 3–202. Exterior of Crossness Pumping Station. Source: Ethan Doyle White, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=44443562>



Figure 3–203. Interior of Crossness Pumping Station. Source: Photo Felix Clay. <https://www.theguardian.com/uk-news/2016/jul/10/crossness-sewage-pumping-station-reopens-joseph-bazalgette-cholera>



Figure 3–204. Abbey Mills Pumping Station in 1868. Source: *The Illustrated London News*, taken from: P. Dobraszcyk, ‘Architecture, Ornament and Excrement: The Crossness and Abbey Mills pumping stations’, *Journal of Architecture*, vol. 12, no. 4 (2007)



Figure 3–205. Interior of Abbey Mill Pumping Station. Source: Photo Adrian Dunn.
<https://www.flickr.com/photos/adriandunn/15288805636/in/photostream/>

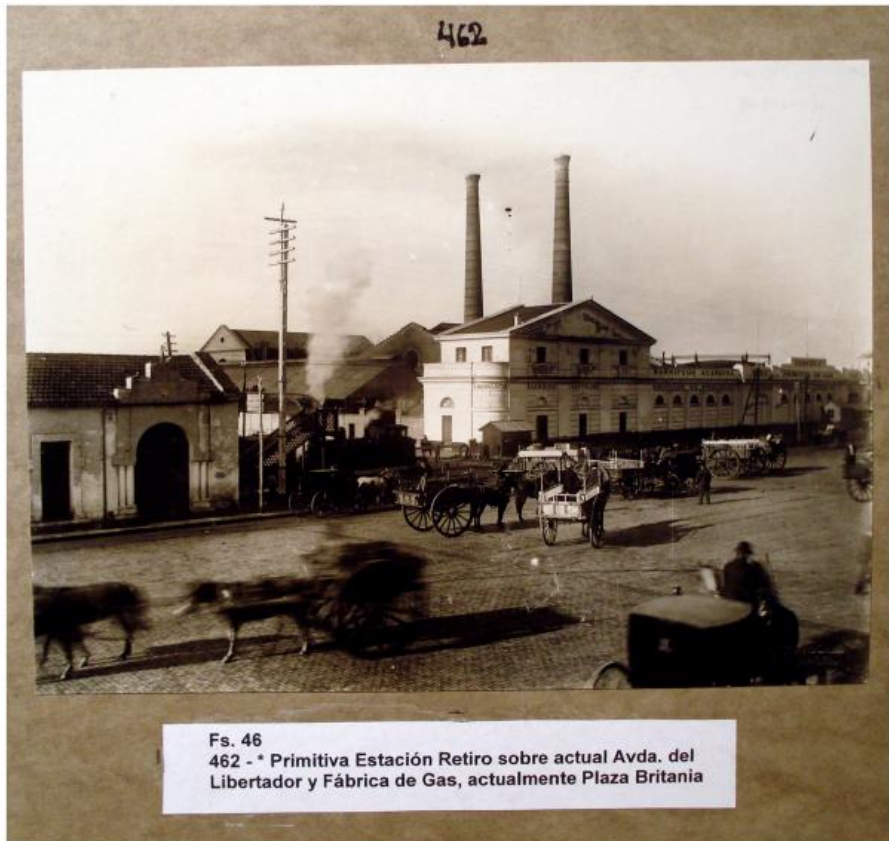


Figure 3–206. La Primitiva gas company. Source: AGN



Figure 3–207. Invitation to the inauguration of the sanitation works at Recoleta Plant on 15 May 1874. Source: Tartarini, *El Palacio de Las Aguas Corrientes*, p. 65



Figure 3–208. Crystal Palace premises showing fountains (reconstruction at Sydenham). Source: RIBA



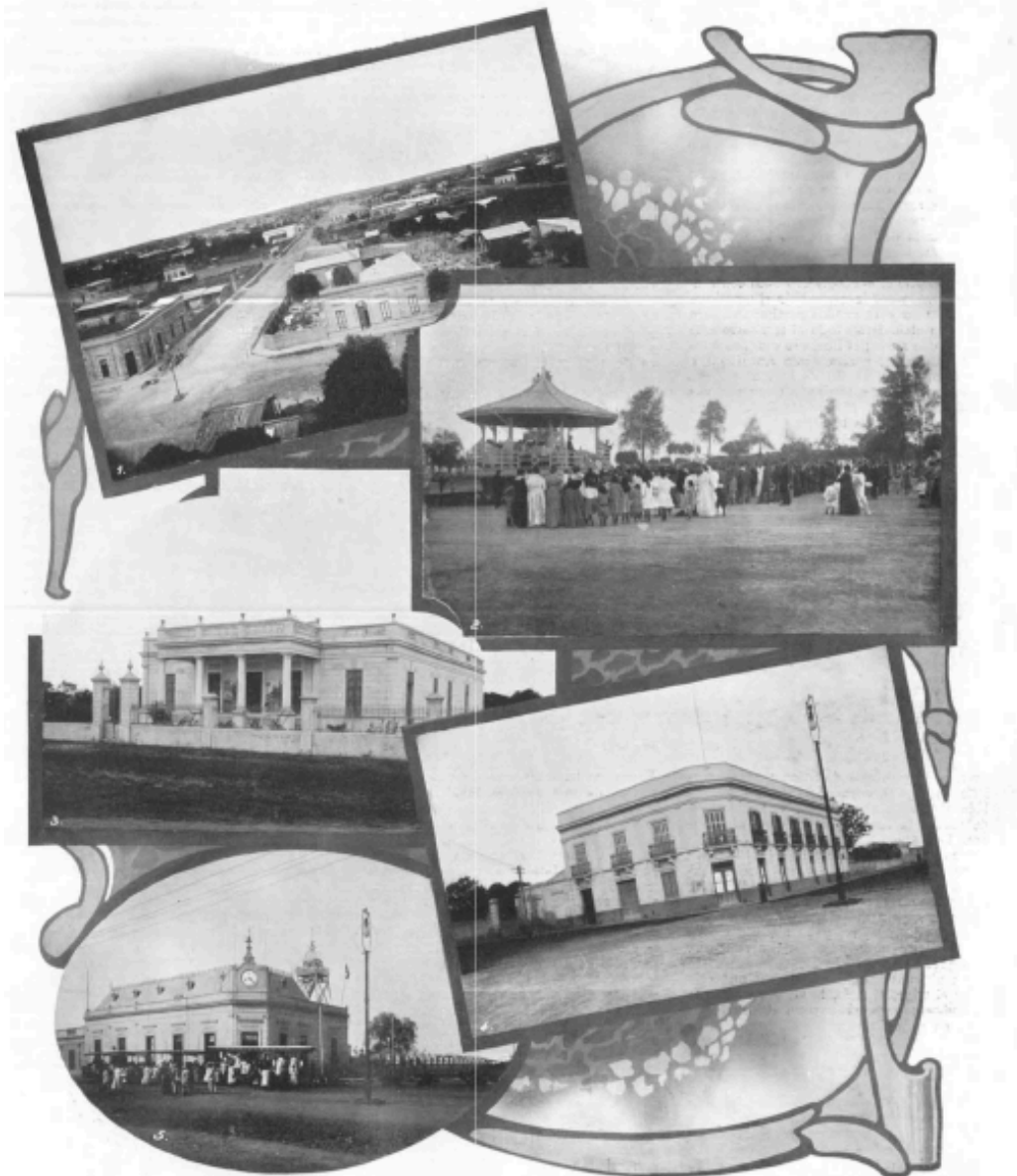
Figure 3–209. Crystal Palace interior showing fountains. Source: BL. <https://www.bl.uk/victorian-britain/articles/the-great-exhibition>.



Figure 3–210. Crystal Palace interior showing gazebo (reconstruction at Sydenham). Source: RIBA8548. Architectural Press Archive / RIBA Collections.



Figure 3–211. London’s Exhibition of 1862 showing bandstand in the premises. Source: RIBA68901. RIBA



RESISTENCIA, CAPITAL DEL CHACO.

1. Resistencia à vista de pájaro. 2. Comenzamiento del Centenario Chileno. 3. Una quinta. 4. Casa Gobierno. 5. Estación del Ferrocarril.

Figure 3–212. Images from Chaco. Source: R. Lloyd, *Impresiones de la República Argentina en el siglo Veinte: su Historia, Gente, Comercio, Industria y Riqueza* (London, 1911), p. 841



Figure 3–213. Bandstand in Parque Flores. Source: Ibid.



Figure 3–214. Bandstand in Independence Square in Tandil, Buenos Aires province. Source: <http://www.clasf.com.ar/tandil-plaza-independencia-foto-postal-antigua-en-argentina-5591091/>



Figure 3–215. Bandstand in Rivadavia Square in Bahía Blanca. Source:

<http://www.clasf.com.ar/bahia-blanca-plaza-rivadaviagente-postal-antigua-en-argentina-5591106/?p=1>

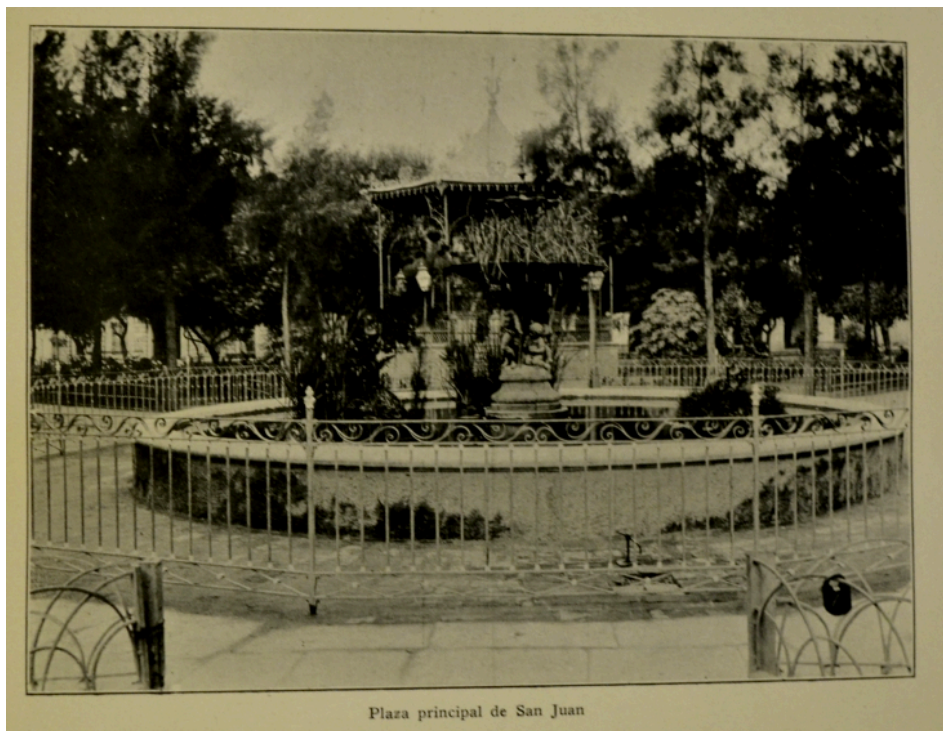


Figure 3–216. Bandstand in Central Square in San Juan. Source: M. Chueco, *Album de la Republica Argentina. Primer Centenario* (1910).



Figure 3–217. Bandstand in Libertad Square in Santiago del Estero. Source: <http://www.clasf.com.ar/postal-antigua-plaza-libertad-santiago-del-estero-circa-1939-en-argentina-5753019/?p=1>



Figure 3–218. Bandstand in Salta. Source: AGN



Figure 3–219. Barrancas de Belgrano Bandstand. Source: Photo Lucia Juarez



Figure 3–220. Tango in the Barrancas de Belgrano Bandstand. Source: Photo Santiago Filipuzzi for La Nacion Newspaper. <http://www.lanacion.com.ar/1980362-milonga-de-la-glorieta-en-barrancas-otro-icno-internacional-del-tango>



Figure 3-221. Bandstand models. Source: Spanish Catalogue Supplement n/d, IGM TL

Obras de fierro Carron para estructuras.



No. 400 Kiosco de Música.

Esta fotografía muestra el kiosco de música erigido por la Compañía Carron en la ciudad de Cleckheaton, Inglaterra. Presenta una notable apariencia y reúne en alto grado las calidades que caracterizan todas las producciones de Carron. Al pedir detalles por esta clase de obras de fierro estructurales, se ruega á los clientes indiquen las dimensiones del proyectado kiosco y den alguna idea del precio á que deberán corresponder los diseños que se solicitan.

El techado puede ser cubierto de zinc, tejas de cobre, tejas de asbestos, etc. El enverjado ó baranda y los sostenes pueden ser de fundición ó de fierro forjado.

Se remite una selección de otros diseños á quien los solicite.

Las obras estructurales de la Compañía Carron incluyen puertas de entrada y cercas, barandas, portales y pórticos; kioscos de música; balcones; escaleras rectas, en espiral, y de salvamento; columnas y soportes ornamentales; piezas terminales y cimbras; balaustres, etc.

Figure 3-222. Carron Company bandstand in Carron South America catalogue. Source: NRS



The Edinburgh Gazette.

Published by Authority.

TUESDAY, OCTOBER 26, 1869.

FOREIGN OFFICE, October 19, 1869.

THE Queen has been pleased to approve of Senor Francisco T. Barry as Consul-General in London for the Republic of the Equator.

The Queen has also been pleased to approve of Mr Frederick E. Cobb as Consul at Port Stanley for the North German Confederation.

The Queen has also been pleased to approve of Mr John H. Steuart as Consul at Turk's Island for the United States of America.

DUBLIN CASTLE, October 13, 1869.

His Excellency the Lord Lieutenant has been pleased to appoint John A. Blake, Esquire, to be an Inspector of Fisheries in Ireland.

DUBLIN CASTLE, October 22, 1869.

The Lord Lieutenant has been pleased to approve of the appointment of Richard Fetherston H., Esq., to be a Deputy Lieutenant for the County of Westmeath, in the room of the Lord Castlemaine, deceased.

DUBLIN CASTLE, October 26, 1869.

The Lord Lieutenant has been pleased to give of the appointment of Robert Preston Bayley, Esq., Rookwood, Athleague, to be a Deputy Lieutenant for the County of Roscommon, in the room of John Woulfe Flanagan, Esq., deceased.

(C. 1286.)

Board of Trade, Whitehall,
October 20, 1869.

The Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a Despatch from Her Majesty's Minister at Buenos Ayres, enclosing the following Instructions for Foreign Exhibitors at the Exhibition to be held at Cordoba in the year 1870 :—

THE CORDOBA EXHIBITION OF 1870.

INSTRUCTIONS FOR FOREIGN EXHIBITORS.

The National Government, by Decree of the 25th inst., has ratified the following regulations as drawn up by Messrs Oliviera and Arenales on the part of the committee of Directors :—

Art. I. Any one may exhibit machinery applicable for new industries, such as the manufacture of cloth, woollens, paper, sugar, liquors, &c. ; or for agricultural purposes, as steam-ploughs, pumps, harrows, thrashers, corn-shellers, presses, and machinery for flax industry. Also machinery for mining, for Artesian wells, for brick-making and tiles ; samples of cast-iron articles for ornament or use, models of architecture, of woodwork of every kind, of water-supply and drainage of lands, as well as everything relating to agriculture, mining, or public conveyance, and roads.

Art. II. All these articles will be admitted duty-free in the Custom House at Rosario, to which part they must be forwarded, with the mark "E. N.," and consigned to the Rosario Committee or to the agents of the exhibitors, who will hand them over in proper form to the Directing Committee.

Art. III. The freight by the Central Argentine Railway from Rosario to Cordoba, and all other expenses en route, will be defrayed by the National Government on going out, those on the return having to be defrayed by exhibitors in case the articles are not sold in Cordoba.

Art. IV. The space necessary for the machinery and the objects mentioned in Art. I., will be given free to exhibitors within the building of the Exhibition, and they will also be allowed every facility, as long as it does not interfere with the order and the rules of the Exhibition hereafter to be issued.

Art. V. The period for sending a list of the articles intended to be exhibited, stating the amount of space required in square metres or yards, will close on the 1st of December of this year. Foreign exhibitors should, on or before the above date, send written applications to Argentine diplomatic agents, consuls, or agents accredited by the Commission, who will remit them at once to the Commission, so that the latter may receive them the first days of January 1870, so as to enable articles to be exhibited to reach Cordoba about the middle of March same year.

Art. VI. Exhibitors in Paris may address to the Argentine Minister, D. Mariano Balcarce, 5, Rue de Berlin ; in London, to M. B. Sampson, Esq., Argentine Consul-General, 1, George Street, Mansion House, E.C. ; in the United States, to the Argentine Minister at Washington, Dr Don

Figure 3-223. Call for participation Cordoba's Exhibition. Source: *The Edinburgh Gazette*, 26 January 1869



Figure 3–224. Exterior of Cordoba’s exhibition site. Source: J.C. Grassi, *Una Historia del Progreso Argentina: Crónicas Ilustradas de las Exposiciones y Congresos siglos XIX-XX* (Buenos Aires, 2011), p. 57



Figure 3–225. The Art Journal on London’s 1862 exhibition. Source: Andy Savage, <https://www.flickr.com/photos/99112770@N00/17091954497>.

Scottish Cast Iron in Parks and Public Spaces



Figure 3–228. Map location of Scottish cast iron in parks, squares and public spaces. Source: author

Scottish Cast Iron in Parks and Public Spaces



Figure 3–229. Map location of Scottish cast iron in parks, squares and public spaces. Source: author



Figure 3–230. Independencia Square in 1812. Source: De Gerflores, <https://commons.wikimedia.org/w/index.php?curid=21292037>.



Figure 3–231. Independencia Square. Source: <http://www.lagaceta.com.ar/nota/573593/ciudad/calles-empedradas-prevalecian-tucuman-vio-llegar-primer-tren.html>.



Figure 3–232. Old postcard showing Handyside fountain located on the north side of the Plaza Independencia. Source: Olga Paterlini



Figure 3–233. Handyside fountain located on the south side of the Plaza Independencia. Source: Buschiazzo, Mario J., ‘La destrucción de nuestros monumentos históricos’, *Revista de Arquitectura, SCA*, febrero de 1940, Num. 230, pag. 65/72. Taken from: <http://www.skyscrapercity.com/showthread.php?p=18143062>.



Figure 3–234. Independence Square. Source: R. Lloyd, *Impresiones de la República Argentina*, p. 767



Figure 3–235. Handyside fountain in Independencia Square on south side. Tucuman. Source: Photo Lucia Juarez



Figure 3–236. Handyside nameplate on fountain, Independencia Square. Source: Photo Lucia Juarez



Figure 3–237. Handyside fountain in Independencia Square. Detail. Source: Photo Lucia Juarez



Figure 3–238. *The Art Journal* on London's 1862 exhibition. Source: Andy Savage, <https://www.flickr.com/photos/99112770@N00/17091954497>.



Figure 3–239. Handyside fountain design no. 19 in Main Square Cartago, Costa Rica. Source: S. Orozco, ‘Delfines, Leones y Tritones. Fuentes Victorianas de Hierro en Plazas y Parques de Costa Rica (1868–1880)’, *Herencia*, vol. 29, no. 1 (2016)



Figure 3–240. Handyside fountain no. 19 at Stavanger Square, Norway. Source: Bjorn Hell Larsen, taken from: <https://www.flickr.com/photos/99112770@N00/6035960146/in/photostream/>.



Figure 3–241. Handyside fountain no. 19 at Temple Newsam House in Newsam Park in Leeds.
Source: <http://friargatebridge.blogspot.co.uk/search?q=+Temple+Newsam+House+>.



Figure 3–242. Handyside fountain after installation at Sarmiento School in the 1870s. Source: Angel Paganelli compiled by Ferrarri Roberto, <http://www.fotohistoria.net/tucuman.htm>.



Figure 3–243. Handyside fountain no. 15 at Sarmiento School. Source: Photo Lucia Juarez

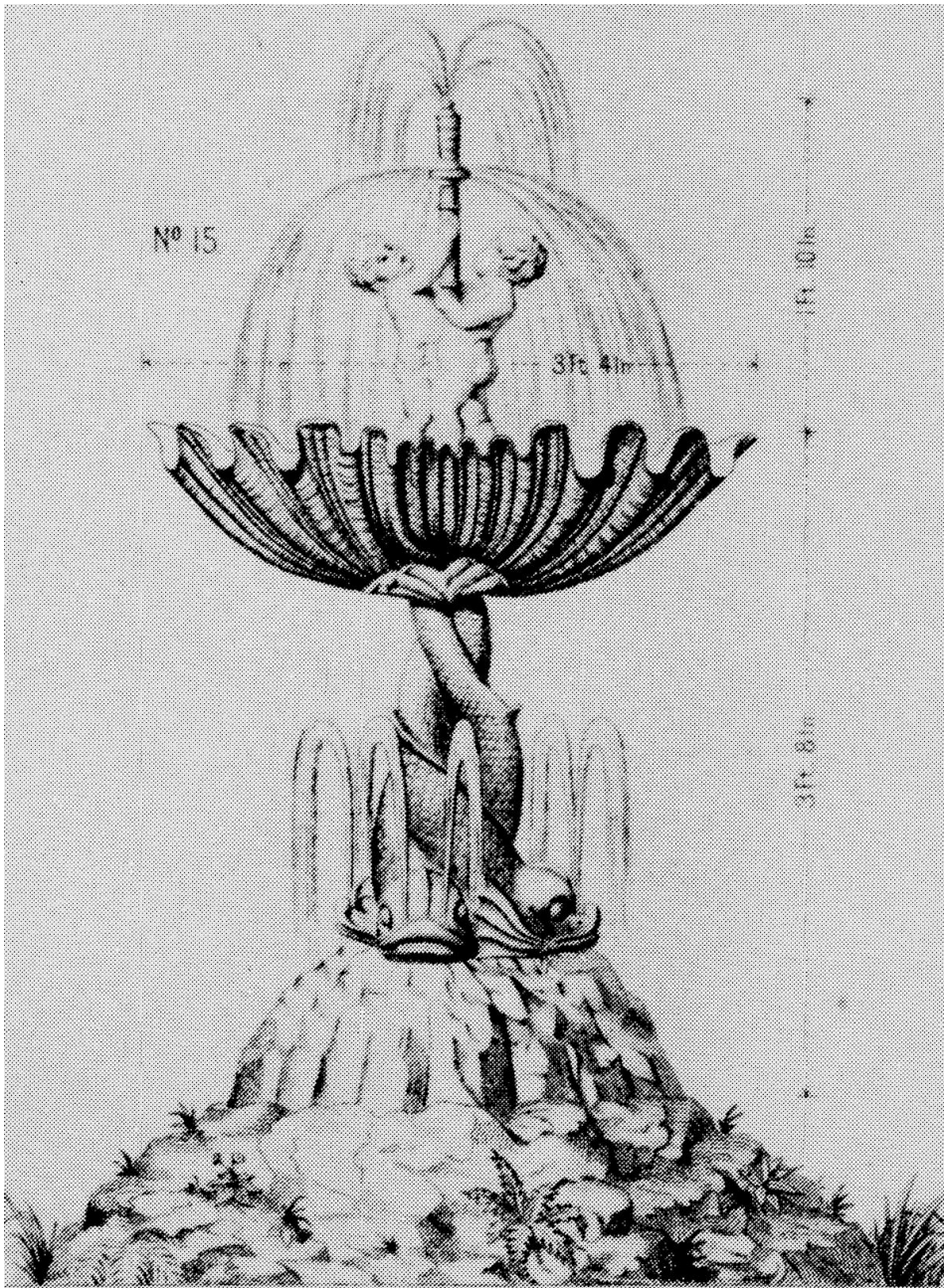


Figure 3-244. Handyside fountain design no. 15 from Handyside catalogue. Source: Andy Savage

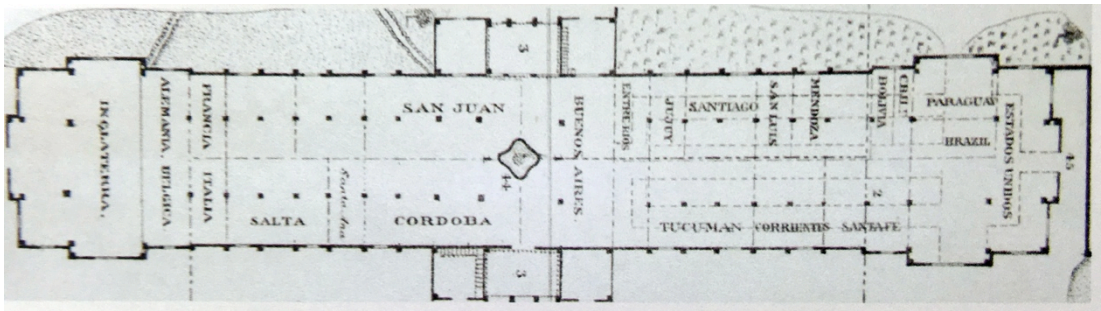


Figure 3–245 Cordoba exhibition plan showing central location of Handyside fountain design no. 15. Source: Museo Historico Sarmiento. Taken from J.C. Grassi, *Una Historia del Progreso Argentino*, p. 62



Figure 3–246 Drawing of interior of the Cordoba exhibition showing Handyside fountain design no. 15. Source: Ibid, p. 61



Figure 3-247 Drawing of interior of the Cordoba exhibition showing Handyside fountain design no. 15. Source: Ibid, p. 62



Figure 3–248. Handyside fountain no. 15 at Prince Alfred College. Source: ‘Restored Andrew Handyside Fountain at Prince Alfred College, Adelaide, Australia’, <http://friargatebridge.blogspot.co.uk/2011/05/restored-andrew-handyside-fountain-at.html> (accessed September 1, 2017).



Figure 3–249. Handyside fountain no. 15 at St George's Pearson Park Conservatory, South Africa. Source: ‘Fountain in Pearson Conservatory’, <http://friargatebridge.blogspot.co.uk/2012/01/fountain-in-pearson-conservatory-st.html> (accessed August 3, 2017).



Figure 3–250. Macfarlane water trough, design no. 27. Source: Macfarlane’s catalogue, 6th edition, p. 419



Figure 3–251. Macfarlane water trough, design no. 27. Source: Pablo Marzilio.



Figure 3–252. Nameplate on Macfarlane water trough. Source: Pablo Marzilio



Figure 3–253. Shield with description. Source: Pablo Marzilio



Figure 3–254. Old postcard showing Walter Macfarlane Paraná Station from the Entre Rios Railway Company. Source: Pablo Marzilio



Figure 3–255. Walter Macfarlane Paraná Station from the Entre Rios Railway Company. Source: 'Parana - Estación Ferrocarril General Urquiza', <http://www.regionlitoral.net/2016/07/parana-estacion-ferrocarril-general-urquiza.html> (accessed September 4, 2017).

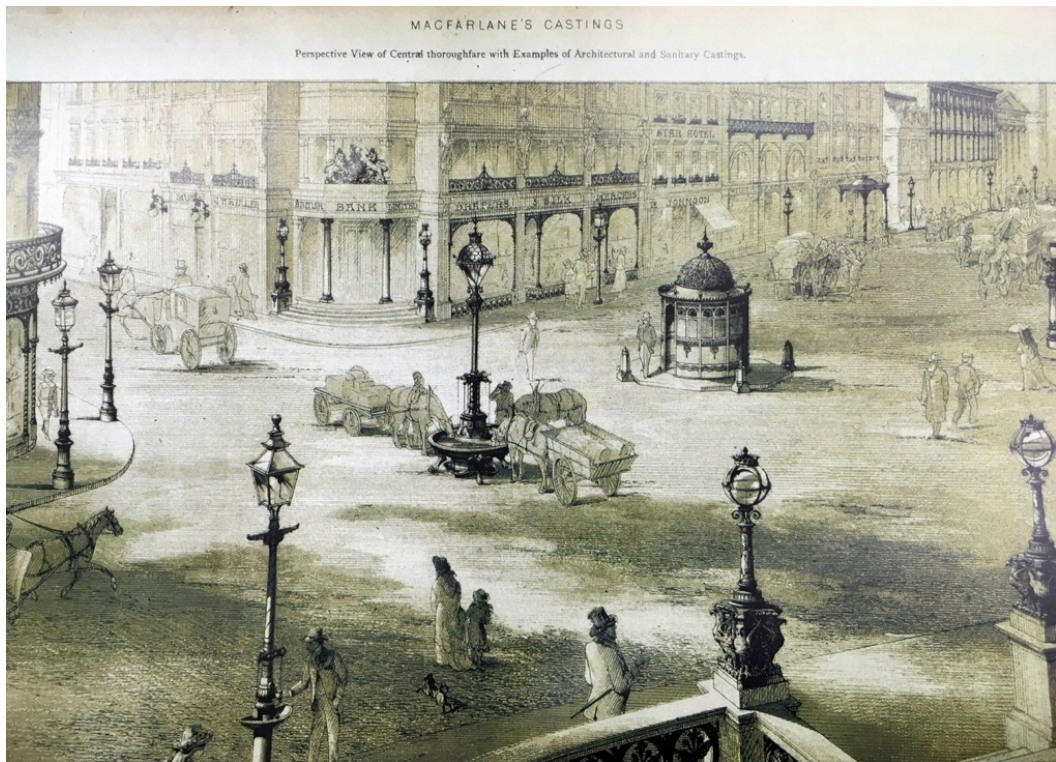


Figure 3–256. Image of Walter Macfarlane catalogue showing, in the centre, water trough design no. 27. Source: Macfarlane’s catalogue, 6th edition

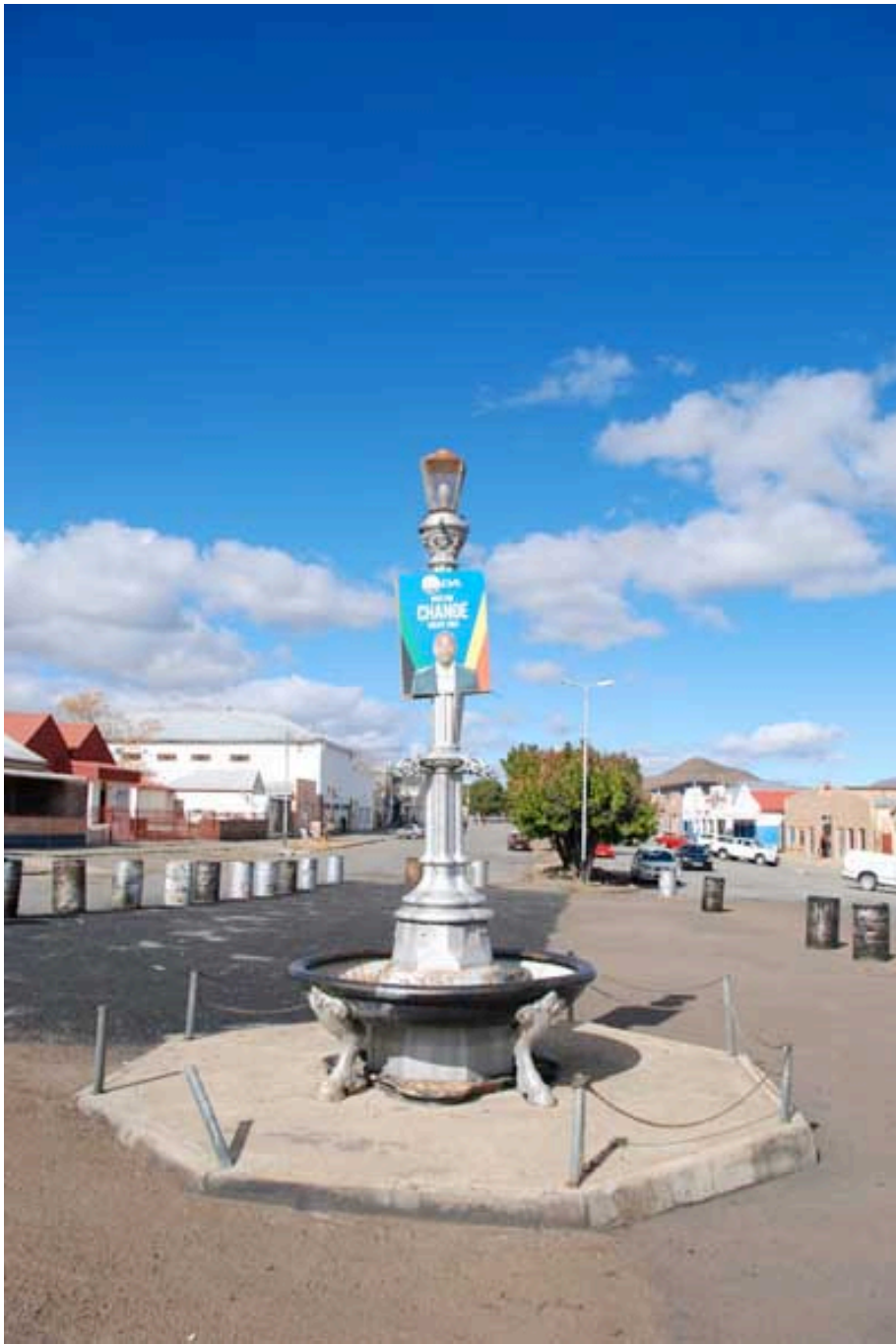


Figure 3–257. Macfarlane memorial drinking fountain, Cradock, Eastern Cape, South Africa.
Source: W. Martinson, ‘Memorial Drinking Fountain Cradock, Eastern Cape’,
<http://www.artefacts.co.za/main/Buildings/bldgframes.php?bldgid=13480&startnum=11> (accessed August 5, 2017).



Figure 3–258. Commemorative shield. Macfarlane drinking fountain, South Africa. Source: Ibid.



Figure 3–259. Macfarlane nameplate on memorial drinking fountain, South Africa. Source: Ibid.



Figure 3–260. Alexander Munro memorial drinking fountain. Source: Janilye, ‘Alexander Munro 1812-1889’, <http://www.familytreecircles.com/alexander-munro-1812-1889-nsw-34108.html> (accessed August 6, 2017).



Figure 3–263. Cast-iron gazebo in 3 de Febrero Park in 1882. Source: ‘Arquitectura de exteriores 1. Parques y Jardines’, *Summa*, vol. 3, no. 83, p. 58



Figure 3–264. Gazebo made by George Smith in 3 de Febrero Park. Source: Photo Lucia Juarez



Figure 3–265. Railing detail of gazebo made by George Smith in 3 de Febrero Park. Source: Photo Lucia Juarez



Figure 3–266. Interior detail of gazebo made by George Smith in 3 de Febrero Park. Source: Photo Lucia Juarez



Figure 3–267. Column detail of gazebo made by George Smith in 3 de Febrero Park. Source: Photo Lucia Juarez



Figure 3–268. Nameplate on column base in gazebo made by George Smith in 3 de Febrero Park. Source: Photo Lucia Juarez



Figure 3–269. Old postcard showing gazebo made by George Smith in 3 de Febrero Park. Source: Lucia Juarez



Figure 3–270. The Palms Avenue in 3 de Febrero (Palermo) Park. Source: AGN

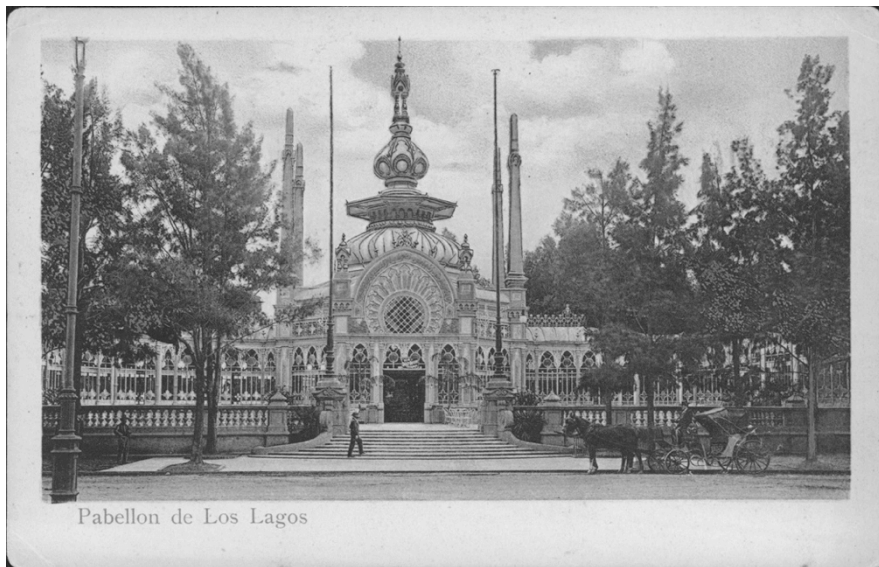


Figure 3–271. Lakes Pavilion. Source: AGN

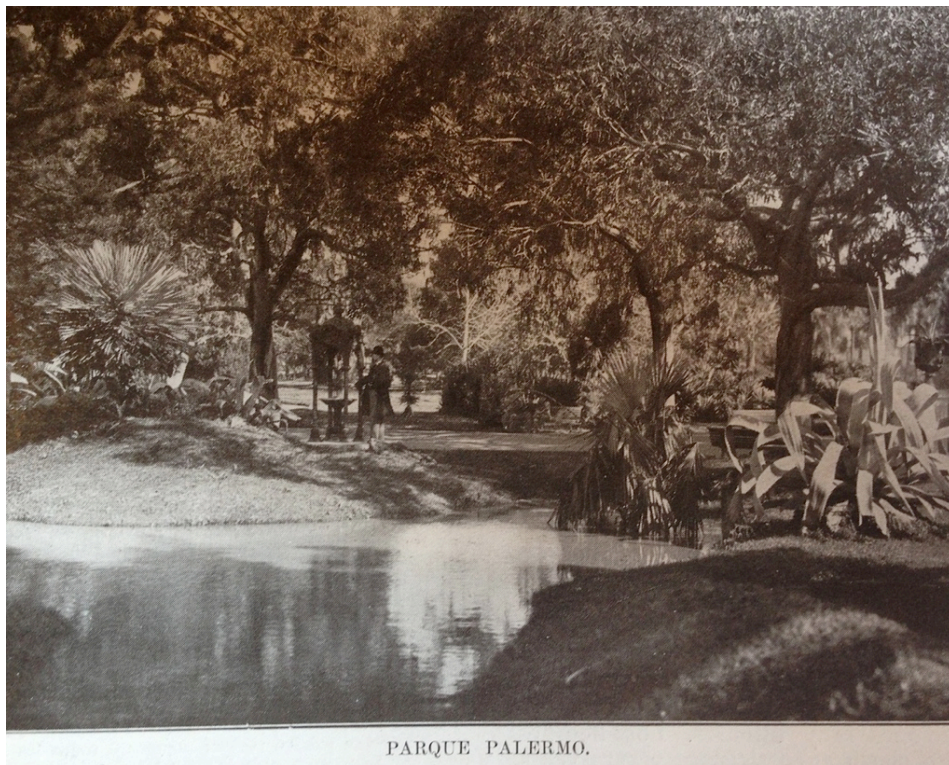


Figure 3–272. Macfarlane drinking fountain design no. 8. Source: Lloyd, *Impresiones de La República Argentina En El Siglo Veinte: Su Historia, Gente, Comercio, Industria Y Riqueza*, p. 416

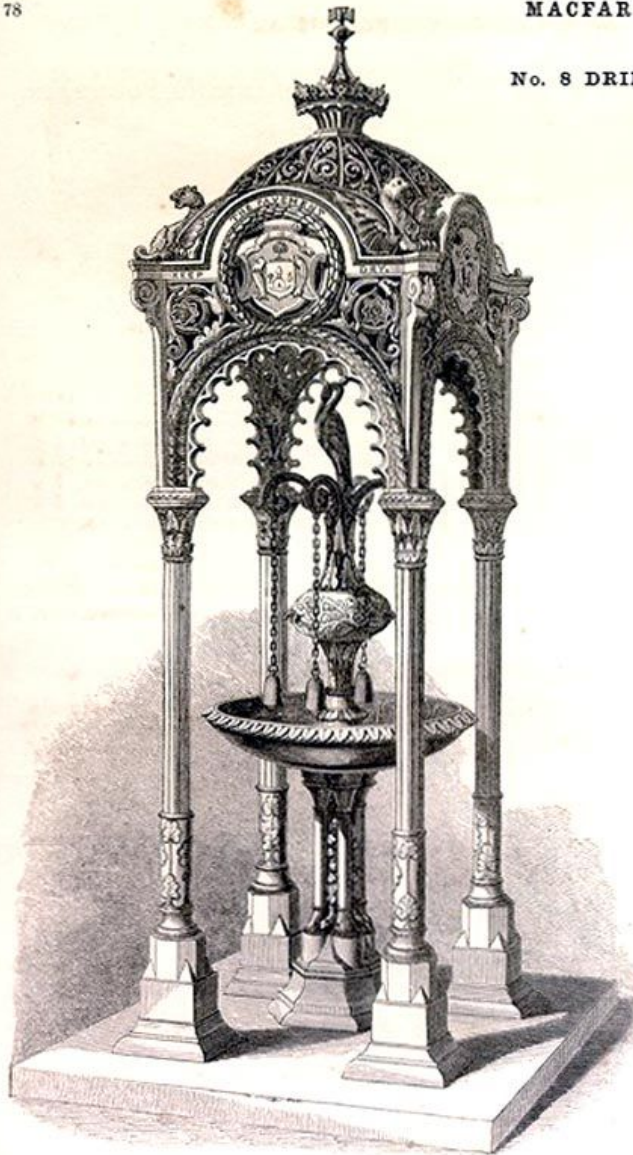


Fig. 147.



Fig. 147 represents our No. 8 DRINKING FOUNTAIN, 9 feet 6 inches high. The structure consists of four columns, from the capitals of which consoles with griffin terminals unite with arches formed of decorated mouldings, encircling ornamental shields. On two of the sides provision is made for receiving an inscription; whilst on the other two sides is the useful monition, "Keep the pavement dry." Surmounting this is an open and highly enriched dome, the apex being occupied by a crown. Under the canopy stands the font, with basin 2 feet 6 inches in diameter.

Price, complete, ready for fitting up, with four water supply taps, and four drinking cups, delivered in Glasgow:—

£27 10 0

Scale, 1 inch—1 foot.

Figure 3-273. Macfarlane drinking fountain design no. 8. Source: Macfarlane's catalogue, 5th edition, vol.1 (1863), p.78. Taken from: P. Dobraszcyk, *Iron, Ornament and Architecture in Victorian Britain: Myth and Modernity, Excess and Enchantment* (Surrey, 2014)., p. 108



Figure 3–274. Cast-iron benches in 3 de Febrero Park. Source: AGN



Figure 3–275. Cast-iron lamps in 3 de Febrero Park. Source: AGN

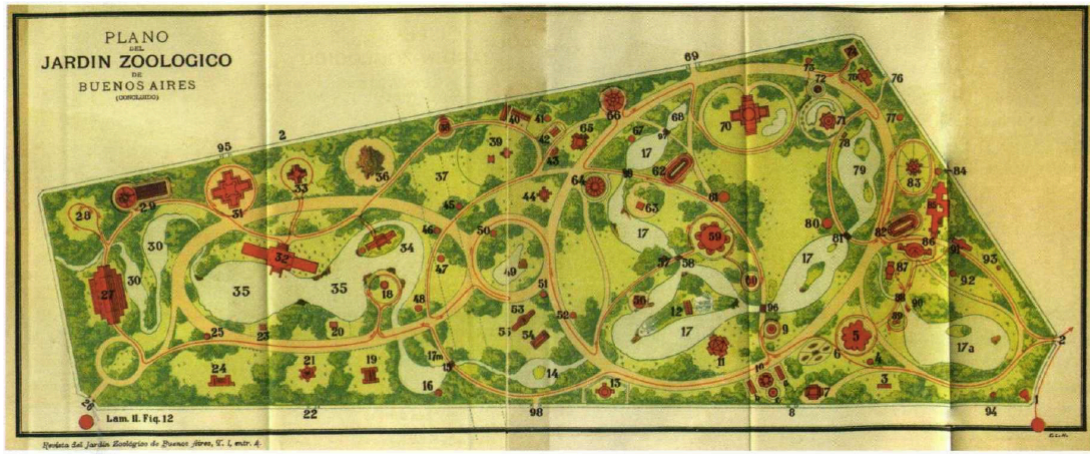


Figure 3–276. First zoo map. Source: M. Díaz and C. Fernandez, ‘Jardin Zoologico de Buenos Aires’, *Patrimonio* (2012)

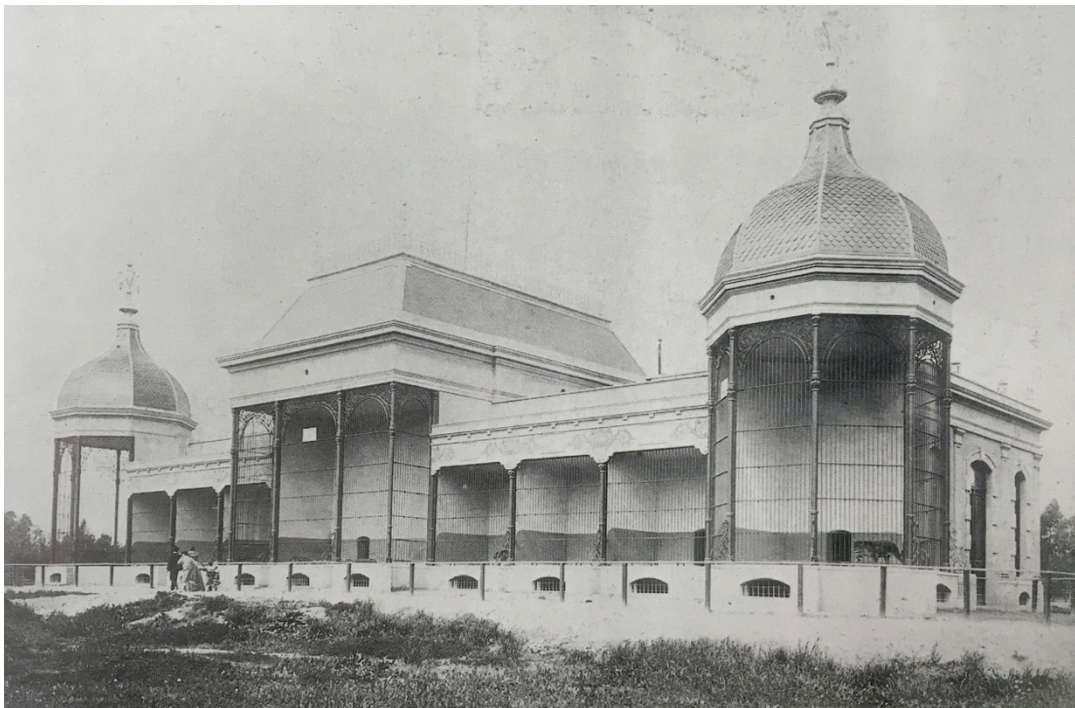


Figure 3–277. The lions' pavilion. Source: AGN



Figure 3–278. Walter Macfarlane bandstand design no. 249 in Buenos Aires Zoo. Source: Photo Lucia Juarez



Figure 3–279. Detail railing, Walter Macfarlane bandstand, Buenos Aires Zoo. Source: Photo Lucia Juarez



Figure 3–280. Detail columns and brackets, Walter Macfarlane bandstand in Buenos Aires Zoo.
Source: Photo Lucia Juarez



Figure 3–281. Nameplate, Walter Macfarlane bandstand in Buenos Aires Zoo. Source: Photo Lucia Juarez



Figure 3–282. Roof detail, Walter Macfarlane bandstand in Buenos Aires Zoo. Source: Photo Lucia Juarez



Figure 3–283. Walter Macfarlane bandstand and lake at Buenos Aires Zoo. Source: AGN



Figure 3–284. Bandstand in Cordoba zoo. Source: AGN



Figure 3–285. Walter Macfarlane design no. 249 in Priory Park, Great Malvern. By Philip Halling. Source: From geograph.org.uk, CC BY-SA 2.5, <https://commons.wikimedia.org/w/index.php?curid=7327285>



Figure 3–286. Walter Macfarlane bandstand no. 249 at the Edinburgh International Exhibition, 1886. Source: ‘A military band plays in the band stand at the International Exhibition in Edinburgh.’, <http://www.gettyimages.co.uk/detail/news-photo/military-band-plays-in-the-band-stand-at-the-international-news-photo/3299976?et=zgKMcp-3RkNUg8GwguJ-Qg&referrer=http%3A%2F%2Fwww.gettyimages.fi%2Fdetail%2Fnews-photo%2Fmilitary-band-plays-in-the-band-stand-at-the-international-news-photo%2F3299976#circa-1886-a-military-band-plays-in-the-band-stand-at-the-exhibition-picture-id3299976> (accessed August 8, 2017).



Plate 26: MONTPELLIER GARDENS, CHELTENHAM

Figure 3–287. Walter Macfarlane bandstand no. 249 at Montpellier Gardens, Cheltenham, England. Source: Scottish Ironwork Foundation



Figure 3–288. Walter Macfarlane bandstand no. 249 at Bognor Regis, England. Source: ‘The bandstand at Bognor Regis’, <http://www.geograph.org.uk/photo/3053535> (accessed August 8, 2017).



Figure 3–289. Walter Macfarlane bandstand no. 249 at East Park in Wolverhampton, England.
Source: ‘Bandstands return after £800m lotto grant’,



Figure 3–290. Walter Macfarlane bandstand no. 249 at Bramley Park, Leeds, England. Source:
‘Bramley Park’,
http://www.leodis.net/display.aspx?resourceIdentifier=2003217_58524722&DISPLAY=FULL.
(accessed August 13, 2017).

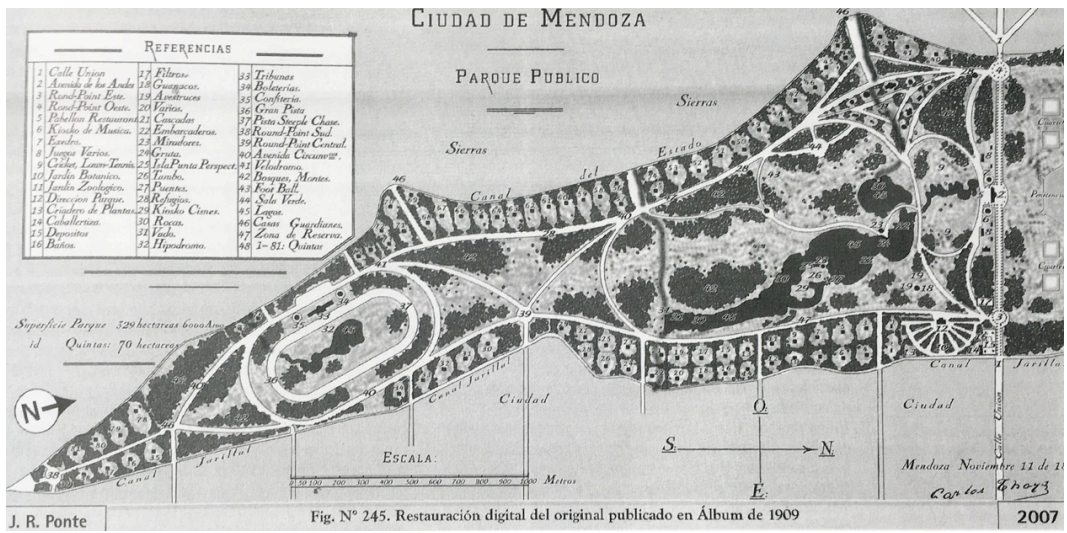


Figure 3–291. Original plan made by Charles Thays for San Martín Park in Mendoza (digitised by J.R. Ponte). Source: P. Favre, *Escenarios del Poder. La Escultura en el Parque General San Martín* (Mendoza, 2015), p. 19



Figure 3–292. J. & A. Law cast-iron electric lamps in San Martín Park. Source: Favre, *Ibid.*, p. 45



Figure 3–293. J. & A. Law bandstand after installation, and beginnings of work around the rotonda. Source: Ibid, p. 54



Figure 3–294. Rotonda recently finished with added benches, pot plants and cast-iron lamps.Source: Ibid, p. 55



Figure 3–295. Public celebrations around the bandstand. Source: Ibid, p. 57

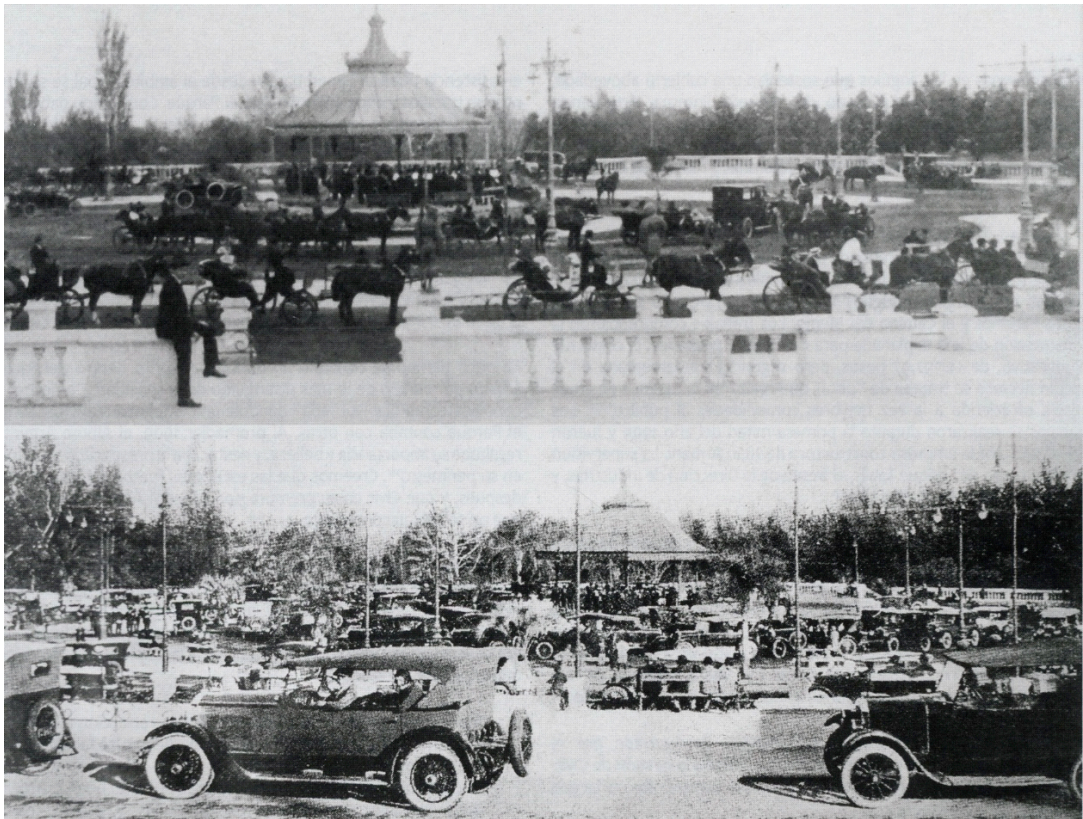


Figure 3–296. Public celebrations around the bandstand. Source: Ibid., p. 55

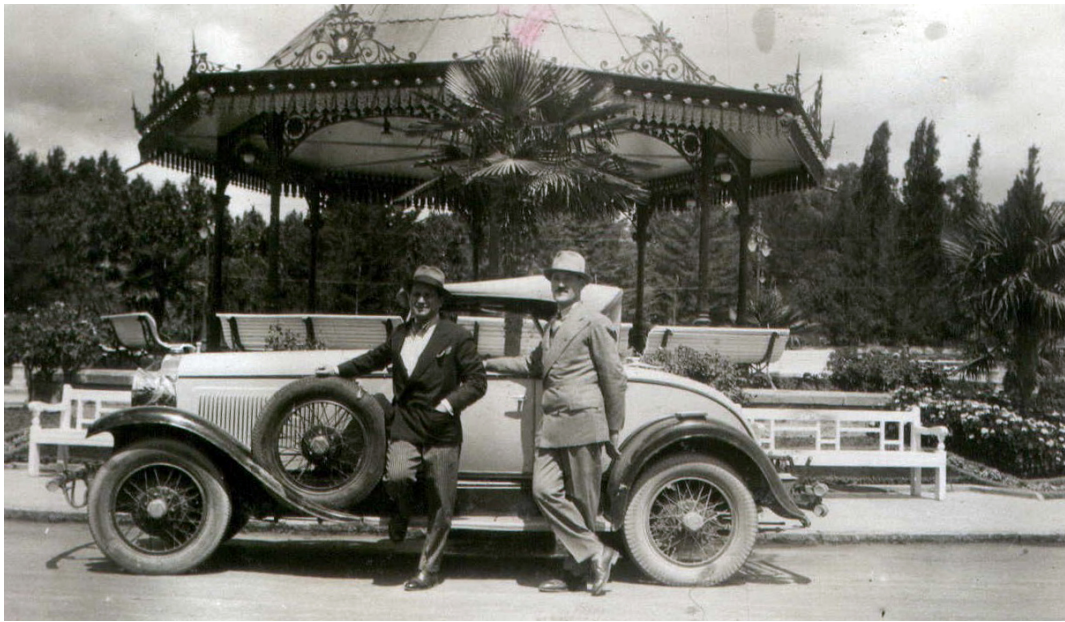


Figure 3–297. J. & A. Law bandstand in more detail. Source: Patricia Favre

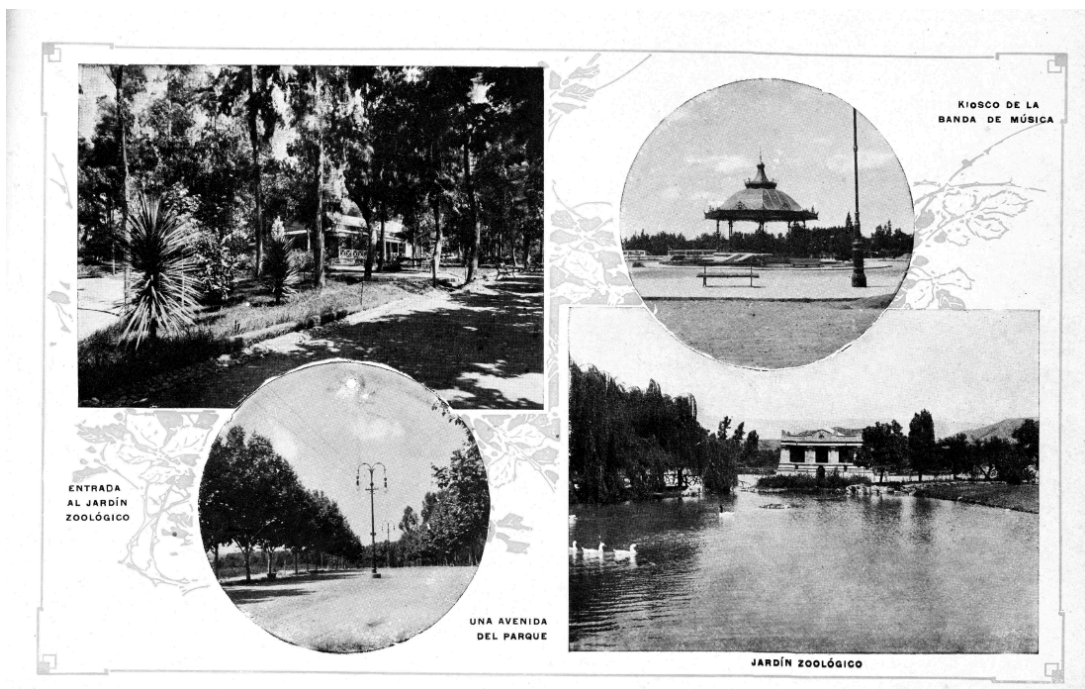


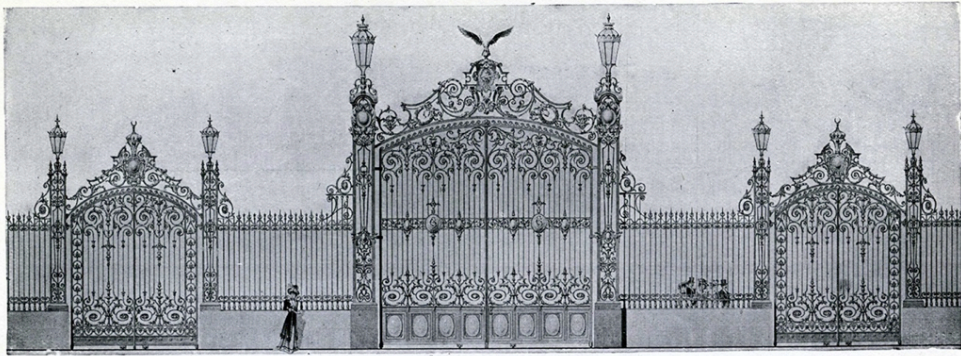
Figure 3–298. J. & A. Law electric lamps and bandstand. Source: *Album de Mendoza published to commemorate the Industrial Exhibition of the Centenary*



Figure 3–299. Ward Jackson Park bandstand. Source: ‘Ward Jackson Park Bandstand’, <http://www.hhtandn.org/relatedimages/1369/ward-jackson-park-bandstand-glass-plate> (accessed September 1, 2017).



Figure 3–300. Walter Macfarlane gate in San Martin Park just after it was installed. Source: Ironwork Foundation



Esta puerta es de nuestro diseño y construcción reciente. Es solamente una de muchísimas puertas semejantes, cuya ejecución ha sido confiada a nuestra casa. Las dimensiones de la puerta central son: anchura, m. 6,617; altura de la abertura, m. 6,934; altura extrema, m. 9,753. Las dimensiones de las puertas laterales son: anchura, m. 4,188; altura de la abertura, m. 4,801; altura extrema, m. 6,782. La barandilla tiene m. 3,108 de altura, y descansa sobre un muro de m. 1,118 de altura. Estas dimensiones sirven para dar una más exacta idea de la magnitud de la entrada que no hace apenas la pequeña ilustración. A nuestros amigos que necesiten obras de esta clase tendremos mucho gusto en someter diseños y precios, al recibo de los pormenores del caso.

Figure 3-301. Walter Macfarlane gate illustration. Source: Walter Macfarlane Spanish Supplement n/d., p. 9, IGM TL



ENTRADA AL PARQUE DEL OESTE

PARQUE DEL OESTE.—Esta es la obra más grande y magnífica que ostenta la Ciudad de Mendoza y que puede exhibir con orgullo la República. Abarca una extensión de 600 hectáreas y se halla situado en la falda de la Cordillera de Los Andes, circundado de hermosas avenidas, todas iluminadas á luz eléctrica, con millares de frondosos árboles y plantas, los cuales se elevan hasta los primeros cerros de esta inmensa cordillera, ofreciendo un panorama soberbio. Tan sólo las portadas de bronce que se ven en la fotografía, construidas en Inglaterra, costaron \$ 25.000,00 oro. Contiene el Parque un Jardín Zoológico, un rompoid alrededor del cual circulan los

carruajes y un gracioso kiosco en el centro del mismo para la Banda de Policía. Además, un Ferrocarril Liliputiense que lo recorre en todas direcciones á nivel ó por tuneles, partiendo de la preciosa Estación que se ha construido á la entrada. LAGO DE REGATAS — Está situado dentro del mismo Parque, mide más de un kilómetro de largo por 100 metros de ancho, con pequeñas isletas cubiertas de árboles y plantas. Una monumental tribuna de piedra, hierro y mampostería, con capacidad para 3.000 personas, dotada de amplios buffets y salones para familias, completan esta obra grandiosa que constituye, sin disputa alguna, el Parque más extenso y pintoresco de la República.

Figure 3-302. Walter Macfarlane gate and J. & A. Law lamps in the main entrance of San Martín Park. Source: *Album de Mendoza published to commemorate the Industrial Exhibition of the Centenary*



Figure 3–303. Aerial view of San Martín Park entrance. Source: ‘Parque San Martín’, <http://elportaldemendoza.com/en/blog/park-general-san-martin/> (accessed September 12, 2017).



Figure 3–304. 1853 cast-iron post box. Source: L. Parry, ‘Britain’s oldest red postbox is still in use after 161 YEARS - and still bears Queen Victoria’s initials’, <http://www.dailymail.co.uk/news/article-2594153/Britains-oldest-red-postbox-use-161-YEARS-bears-Queen-Victorias-initials.html> (accessed August 3, 2017).



Figure 3–305. Different models of post box. Source: The Postal Museum, <http://postalmuseum.org/discover/collections/museum-collection/>.



Figure 3–306. Fluted Pillar Box. Source: Photo Howard Wilson, ‘Historic British post boxes, in pictures’, <http://www.telegraph.co.uk/expat/expatpicturegalleries/11755163/Historic-British-post-boxes-in-pictures.html?frame=3383679> (accessed September 10, 2017).



Figure 3–307. Stamp showing Penfold pillar box installed in Uruguay. Source: ‘Buzón vecinal 1879’, https://colnect.com/en/stamps/stamp/427043-Buzon_vecinal_1879-Uruguay (accessed September 10, 2017).



Figure 3–308. Handyside post box. Source: ‘The Handyside Postbox’, <http://www.bbc.co.uk/ahistoryoftheworld/objects/tMpaKbhDQGqMu4aS6wNMDw> (accessed September 4, 2017).



Figure 3–309. Royal Mail pillar box at Machan Engineering workshop. Source: ‘From pillar to post: How Royal Mail builds Britain’s letter boxes - and why they look exactly the same now as they did 160 years ago’, <http://www.dailymail.co.uk/news/article-2479115/How-Royal-Mail-builds-Britains-iconic-letter-boxes.html> (accessed September 4, 2017).



Figure 3–310. Red pillar box at Machan Engineering workshop. Source: Ibid.

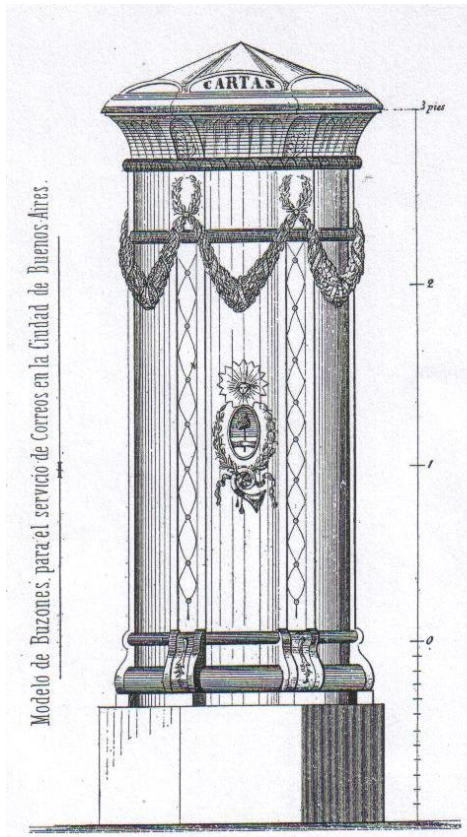


Figure 3–311. Pillar box design for Buenos Aires. Source: M. Uldane, ‘Historia de los buzones en Argentina’, <http://buzonela.weebly.com/historia.html> (accessed September 15, 2017).



Figure 3–312. VR London ornate pillar box, 1850s. Source: British Postal Museum & Archive from London, UK. Uploaded by oxyman, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=11743477>.



Figure 3–313. Red pillar box in Buenos Aires made by Vasena. Source: Photo Carlos Amato.
<https://www.flickr.com/photos/81909228@N07/20821821060>



Figure 3–314. Red pillar box made in Buenos Aires centre. Source: Photo Lucia Juarez



Figure 3–315. Red pillar box made by TAMET in Palermo, Buenos Aires. Source: Photo Lucia Juarez



Figure 3–316. Detail of red pillar box made by TAMET in Palermo, Buenos Aires. Source: Photo Lucia Juarez



Figure 3–317. Table Mountain post box in South Africa. Source: <https://www.flickr.com/photos/marksutherland/4606913403/in/photostream/>



Figure 3–318. Handyside pillar box in Malta. Source: Photo Sludge G. <https://www.flickr.com/photos/sludgeulper/4448724166/>



Figure 3–319. K1 designed in 1921 by the Post Office. Source: BT Archives, H. Bouckley, ‘The stamp-selling Vermilion Giant, Gilbert Scott’s classic K6 and more: The history of the red call box’, <http://home.bt.com/tech-gadgets/history-of-the-red-telephone-box-kiosk-11364141615834> (accessed March 15, 2017).



Figure 3–320. George Basevi’s painting of Eliza Soane’s tomb. Source: Ibid.



Figure 3–321. K2 designed in 1924 by Giles Gilbert Scott. Source: Ibid.



Figure 3–322. Painting a K3 telephone kiosk outside Belfast General Post Office, 1936. Source: Ibid.



Figure 3–323. K4 Telephone kiosk. Source: ‘The Telephone Box’, <http://www.the-telephone-box.co.uk/kiosks/k4/>. (accessed April 3, 2017).



Figure 3–324. K4 Telephone kiosk. Source: Ibid.

Kiosk No 6 | **K6**
Designed by
Giles Gilbert Scott | 1935

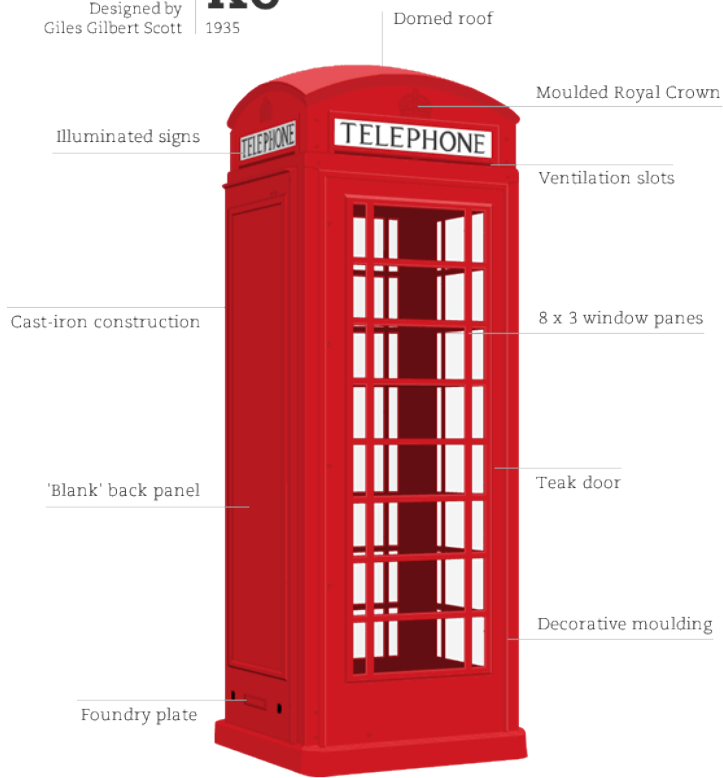


Figure 3–325. K6 Telephone kiosk. Source: ‘The Telephone Box’, <http://www.the-telephone-box.co.uk/kiosks/k6/> (accessed April 3, 2017).

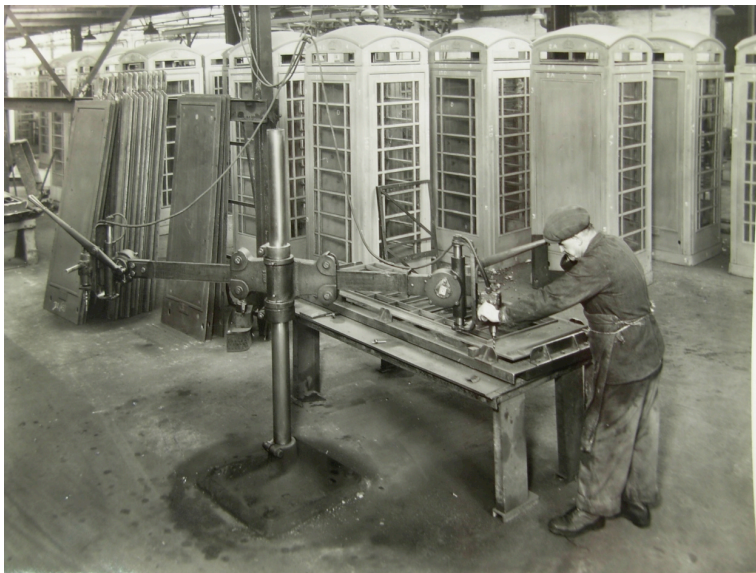


Figure 3–326. Worker assembling K6 telephone box at Lion Foundry. Source: Lion Company Records, WPL



Figure 3–327. K6 Telephone box at National Library in Buenos Aires capital. Source: Photo Lucia Juarez



Figure 3–328. K6 Telephone Lion Foundry's nameplate. Source: Photo Lucia Juarez



Figure 3–329. K6 telephone box converted into a small library in Emilio Mitre Square. Source: ‘Con gran alegría, los vecinos de Maschwitz inauguraron la bibliocabina de la plaza’, <http://www.eldiadeescobar.com.ar/cultura/34706> (accessed September 3, 2017).



Figure 3–330. K6 telephone box made by Carron Company in Buenos Aires. Source: Photo Lucía Juárez



Figure 3–331. K6 telephone box made by Carron Company in Buenos Aires. Source: Photo Lucia Juarez



Figure 3–332. K6 telephone box made by Lion in Tucuman. Source: Photo Lucia Juarez



Figure 3–333. K6 telephone box made by Lion Foundry in Buenos Aires. Source: ‘A reminder of home in Argentinian capital’, <http://www.kirkintilloch-herald.co.uk/search?query=A+reminder+of+home+in+Argentinian+capital&p=headr> (accessed April 12, 2017).

Scottish Cast Iron in Private Buildings



Figure 3–334. Map location of Scottish cast iron in private buildings. Source: author



Figure 3–335. Hume Palace under construction 1891. Source: AGN



Figure 3–336. Hume Palace. Source: Photo Lucia Juarez



Figure 3–337. Hume Palace in 2014. Source: Photo Lucia Juarez



Figure 3–338. Cast-iron balcony at Hume Palace in 2014. Source: Photo Lucia Juarez



Figure 3–339. Walter Macfarlane cast-iron gate at Hume Palace. Source: Photo Lucia Juarez

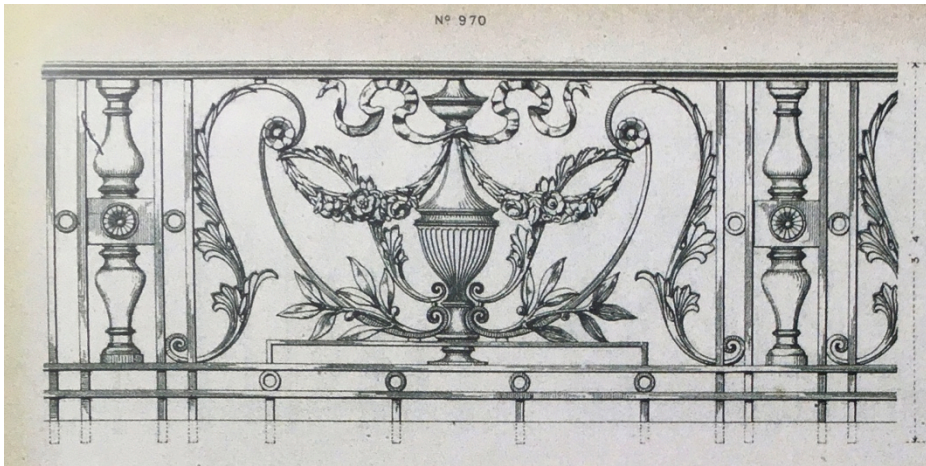


Figure 3–340. Walter Macfarlane railing design no. 970 at Hume Palace. Source: Macfarlane’s catalogue, 6th edition



Figure 3–341. Walter Macfarlane nameplate on cast-iron gate at Hume Palace. Source: Photo Lucia Juarez



Figure 3–342. Former Álzaga Unzué Palace. Source: De Fulviusbsas - Trabajo propio, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=37671951>



Figure 3–343. Estancia Huetel. Source: ‘Estancia Huetel’, <http://www.acciontv.com.ar/soca/unzue/huetel/visita.htm> (accessed August 4, 2017).



Figure 3–344. Staircase Walter Macfarlane model. Source: ‘Four Seasons Hotel Buenos Aires’, <https://www.cntraveler.com/hotels/argentina/avellaneda/four-seasons-hotel--buenos-aires> (accessed September 4, 2017).



Figure 3–345. Álzaga Unzué Palace. Source: G. Oliveri, *La Mansión, Álzaga Unzué, Four Seasons Hotel Buenos Aires* (Buenos Aires, 2008).



Obra de hierro, inclusive montantes para lámparas, de la escalera principal de una Casa Municipal, ejecutada recientemente por Walter Macfarlane y Cia., Saracen Foundry, Glasgow. Pidan detalles.

Figure 3-346. Walter Macfarlane cast-iron stair. Source: Walter Macfarlane Spanish Supplement n/d, p. 1, IGM TL



Figure 3–347. Macfarlane gate in Sacred Heart College, Tucuman. Source: Photo Lucia Juarez

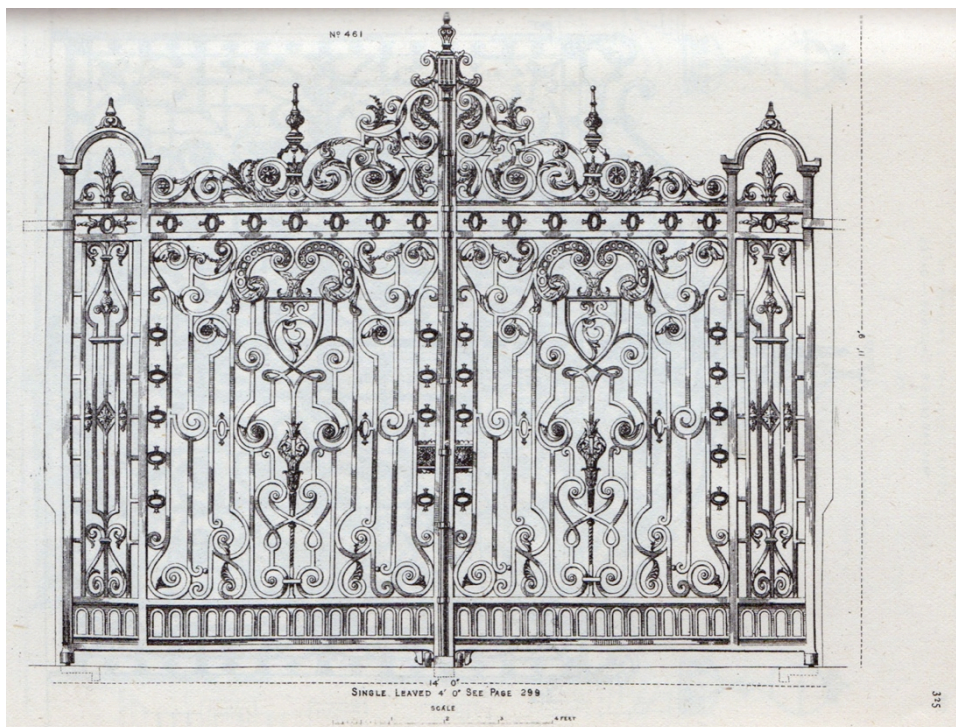


Figure 3–348. Macfarlane design no. 461. Source: Macfarlane's catalogue, 6th Edition p. 325



Figure 3–349. Macfarlane gate in Sacred Heart College, Tucuman. Source: Photo Lucia Juarez

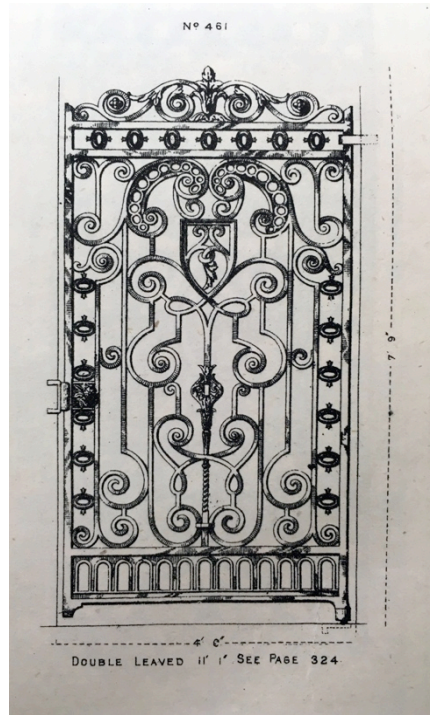


Figure 3–350. Macfarlane design no. 461. Source: Macfarlane's catalogue, 6th Edition p. 299



Figure 3–351. Nameplate on Macfarlane gate in Sacred Heart College, Tucuman. Source: Photo Lucia Juarez

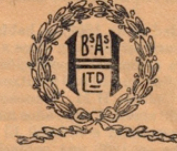
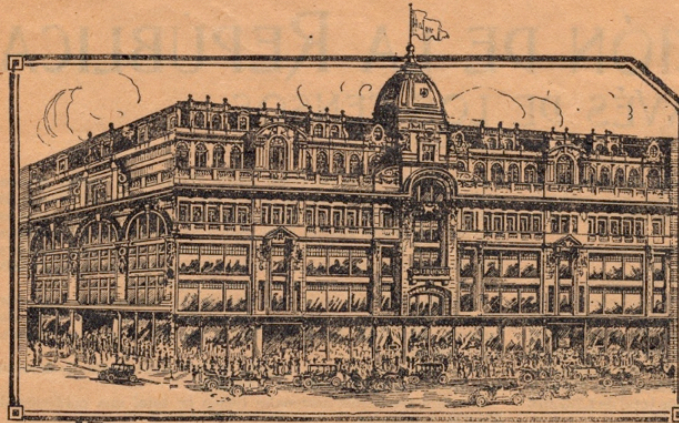


<https://canmore.org.uk/collection/355398>

Figure 3–352. Gardner's warehouse. Source: ‘Comercial Glasgow. Offices and Warehouses’, <http://www.scotcities.com/warehouses.htm> (accessed July 1, 2017).



Figure 3–353. The lift at Gardner's warehouse. Source: By Zeddy -, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=17340175>.



Harrods

Árbitro de elegancias en nuestro ambiente, constituido en centro de Suprema Distinción, destaca como vinculo de sus relaciones con el público una norma invariable de comodidad y de buen tono, que inspira toda nuestra organización comercial, con creaciones de tan notable transcendencia como la instalación de la **sala de lectura** para los viajeros de la República Argentina que visiten nuestra casa en Nueva York (Quinta Avenida, 276).

Poderoso reflejo del progreso económico del país, *Harrods* inaugurará en este mismo año el nuevo edificio que abarca toda la cuadra de San Martín, de Paraguay a Córdoba, instalando en él, con arreglo a las más modernas leyes de confort, higiene y seguridad, nuevos Departamentos que harán de *Harrods* la primer casa de su género en Sud América.

En concordancia con sus éxitos, *Harrods* ha implantado una serie de reformas de carácter social que, beneficiando directamente a su personal, ha servido como código para el ejemplo y la legislación inmediata.

Honrando su prestigio como Casa de **Moda, Calidad y Distinción**, *Harrods*, impone con sus creaciones, sus novedades, sus fantasías, el dictado de su buen gusto innato y crea en el arte de vestir la última palabra de la elegancia.

Harrods

FLORIDA - PARAGUAY
SAN MARTÍN - CÓRDOBA

RESTAURANT HARRODS

Servicio

"A la carte" y "A prix-fixe"

DE HORA 11 A HORA 14.

Servicio de Te

DE HORA 15 A HORA 19.

Menos los Sábados.



Figure 3-354. Advert for Harrods in local newspaper in Buenos Aires. Source: Lucia Juarez



Figure 3–355. Maple and Co. principal entrance in Tottenham Court Road, London. Source: 'Maple Company,' *The Illustrated London News*, June 17, 1893.



Figure 3–356. Façade of Maple Store in Buenos Aires. Source: Photo Lucia Juarez



Figure 3–357. Detail of cast-iron front in façade, Maple Store in Buenos Aires. Source: Photo Lucia Juarez



Figure 3–358. Carron cast-iron ornamental railings design no. 215. Source: Carron Company Structural Book, NRS



Figure 3–359. Carron cast-iron railings design no. 215. Source: Photo Lucia Juarez 2014



Figure 3–360. Carron Company stair and lift case. Source: Photo Lucia Juarez



Figure 3-361. Carron stair and lift case. Source: Photo Monica Ferrari 2013

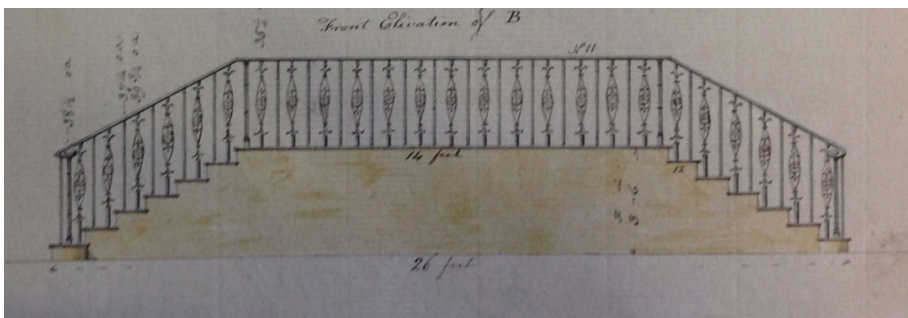


Figure 3-362. Carron design for railings (1820-1869). Source: NRS

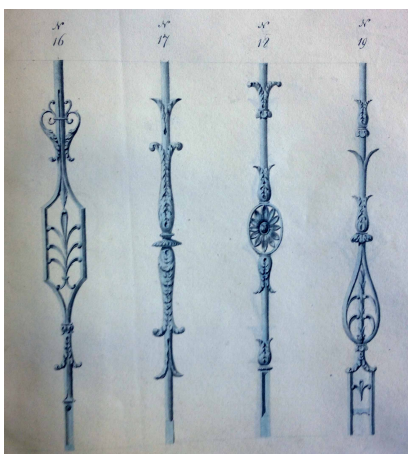
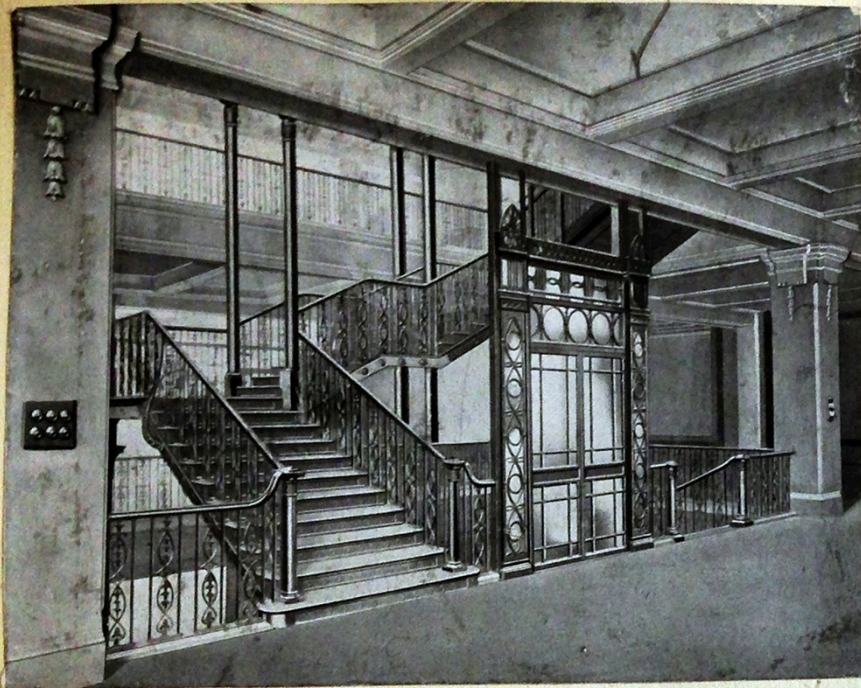


Figure 3-363. Carron design for railings (1820-1869). Source: NRS

76

No.



Maples

Figure 3-364. Carron Company *Structural Book* 1924. Source: NRS

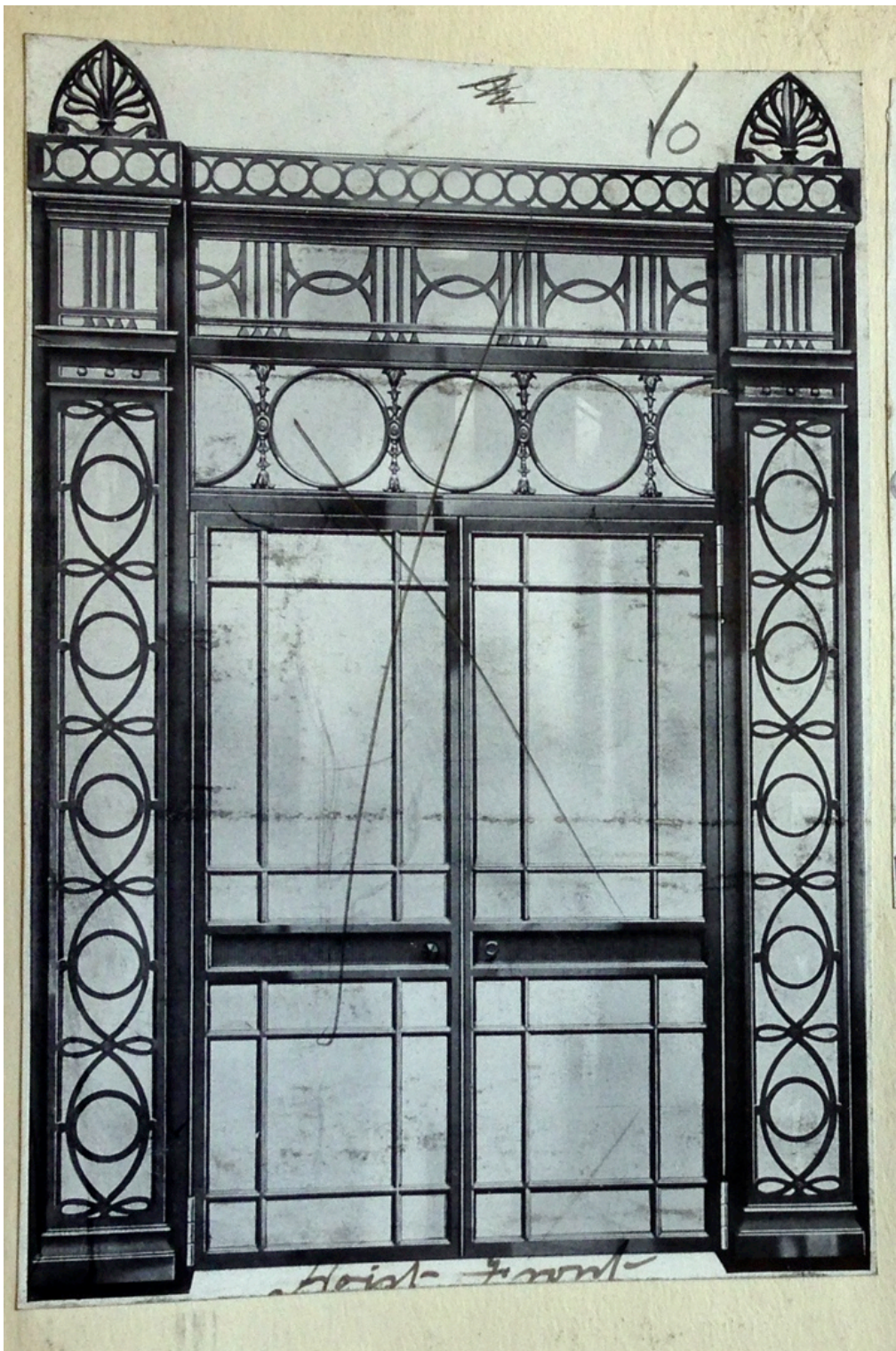


Figure 3-365. Carron lift case for Maple Store. Source: NRS



Interior Balcony Railing and Staircase in background executed by Carron Company at Messrs. Maple & Company's Premises at Buenos Aires

Carron Company have at their command the services of a staff thoroughly experienced in the design, construction and erection of Balcony Railings, Verandahs, Canopies, Stairs and similar Structural Ironwork for Private or Public Building, Hotel, Cinema, Institution, etc.

Figure 3-366. Carron Company catalogue 1938, p. 37. Source: NRS

Figures for Appendix A



Figure A–1. St Andrews' Scottish Presbyterian Church. Designed by the Scottish architect Richard Adams. Source: J. Dodds, *Records of the Scottish Settlers in the River Plate and their Churches* (Buenos Aires, 1897)., p. 185

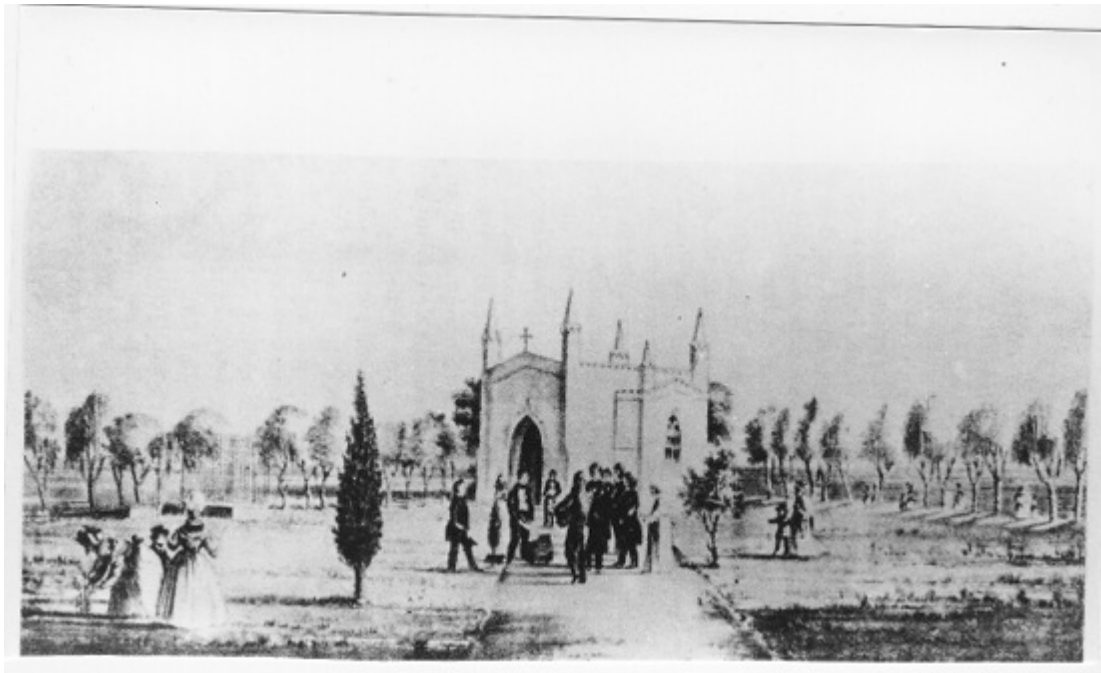


Figure A–2. Richard Adams. Chapel in the Protestant cemetery in Buenos Aires. Source: <http://www.archivopayro.org.ar/archivos/arquitectura/html/photo.php?photo=9>

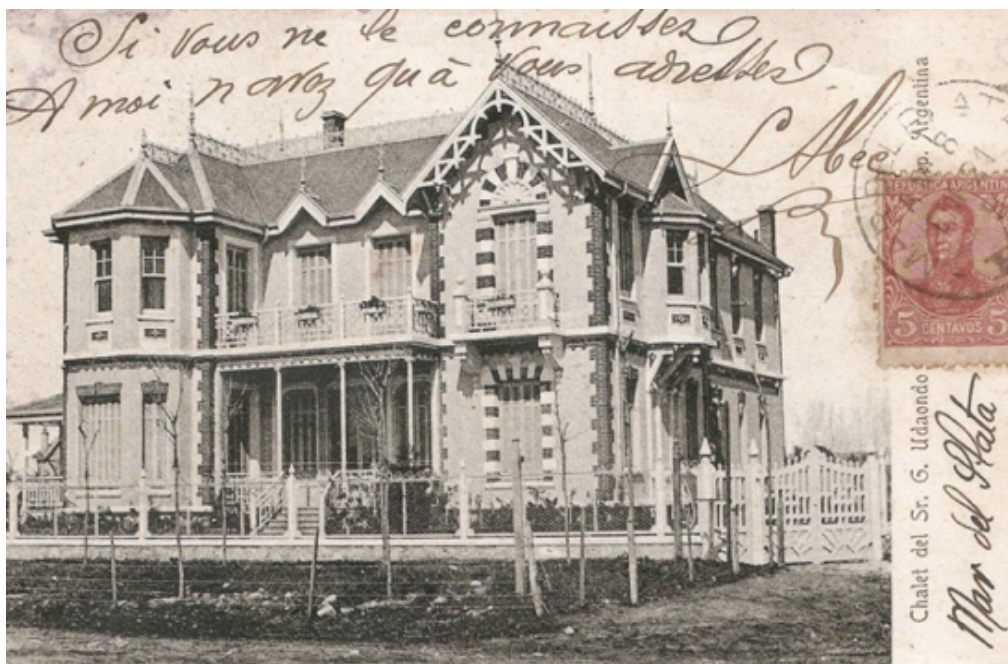


Figure A–3. Chalet Udaondo in Mar del Plata built in 1905. Charles Evans Medhurst-Thomas (1872–1952). Source: http://fotosviejasdemardelplata.blogspot.co.uk/2013/07/chalets-marplatenses_10.html

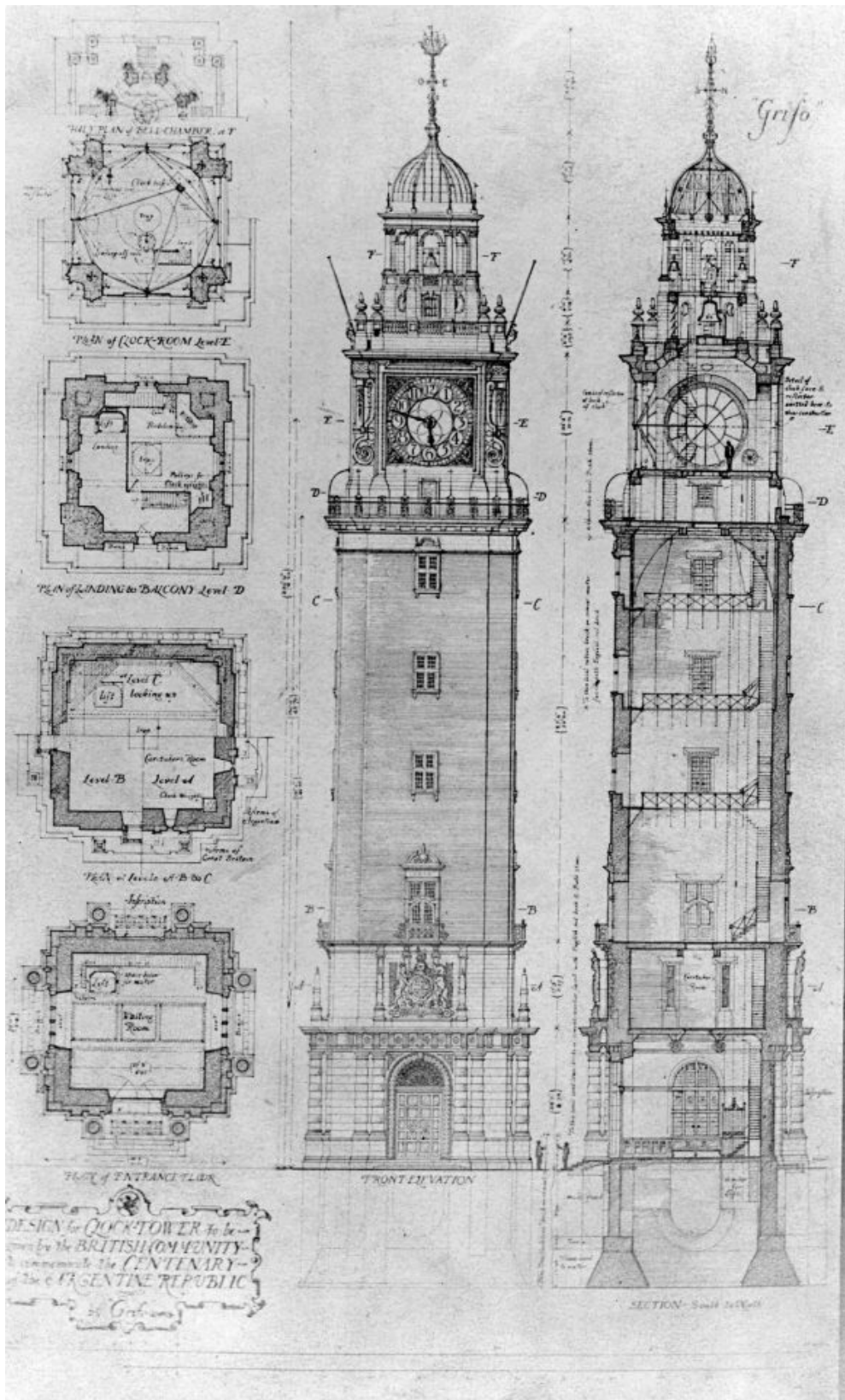


Figure A-4. Plans for Britannia Tower. Source: AGN



Figure A-5. Central Cordoba Railway station in Retiro. Source:
<https://commons.wikimedia.org/w/index.php?curid=26160144>



Figure A-6. Helbert Boyd Walker's residence in Rosario. Source: 'Boyd Walker (1855 – 1910)', http://www.callesderosario.com.ar/boyd_walker.htm (accessed December 12, 2015).



Figure A-7. Bristol Hotel. Source: http://fotosviejasdemardelplata.blogspot.co.uk/2010/11/blog-post_04.html



Figure A-8. Galvan Port. Source: <http://ingenierowhite.com/de-los-trabajadores-que-construyeron-los-ferrocarriles-en-bahia-blanca-1905-1918/>

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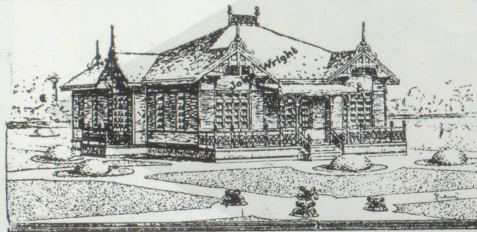
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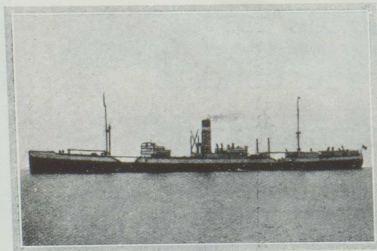


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Figure A-9. Advertisement for John Wright's pre-fabricated structures. Source: Anonymous, *Argentina Commercially Considered* (London, 1918), p. i

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