

Berlin is an industrial heritage

Industrial buildings and facilities shape the character of Berlin's cityscape and, in doing so, determine not only the identity of the city but the everyday culture in the city's districts as well. Over the last decades, Berlin's image as an industrial city has been replaced by its new reputation as a creative metropolis. Although considered an industrial center right from its beginnings, in recent times Berlin's reknown as a city that accommodates both workers and inventors has enjoyed a true renaissance.

As a major centre of the Second Industrial Revolution around the turn of the 20th century, Berlin developed within just a few decades into one of the most modern industrial metropolises in the world. Its economic, technical and architectural innovative capacity set the standard internationally. High-tech products "Made in Berlin" conquered world markets. Even Berlin's public utilities infrastructure served as a guiding model throughout the world. Impressive structural and intellectual legacies bear witness to the times and represent a special cultural challenge for the present-day development of the city and its economy.

The continued use of existing production facilities in efficient and appropriate ways as well as the creative conversions or alternative uses of abandoned industrial areas are important tasks for the future development of Berlin. Under the concept "industrial culture" a cross-sectoral topic took shape and led the three senate ministries for urban development, economy and culture to join together to deal with a common concern. This concept with its own contentual and strategic input makes it possible to approach the classification and development of the existing facilities from a new perspective. By utilizing creative approaches, it can also lead to an innovative transformation of the city's image and enrich the tourist economy in the process.

Economic development is multifaceted

Industrial buildings, facilities and objects bear witness to the uniqueness with which companies developed in earlier as well as current times, how they acted both at home and in the world

marketplace and left their mark wherever they went. Technical innovations do not occur all on their own but are instead always embedded in a specific cultural context. The special network of technical and social innovations in "Electropolis Berlin", for example, decisively influenced the course of development in Germany and in other countries around the world. An industrial culture that sees that economic development is also a cultural process will take both the past and the future equally into account. It will reflect the current trends of a regional economic culture as much as it does its specific roots and its interconnectedness with the globalized world.

Develop something new out of the past

To create sustainable development means: preserve the cultural continuity of localities and plan the future with an awareness of their historical layers. Urban development that takes Berlin's industrial heritage seriously takes place within the conflicted areas of industrial politics, creative economies and regional culture and encompasses tangible as well as intangible aspects. Past innovations must remain identifiable in abandoned industrial areas; Berlin's industrial heritage consists of not only its active, but also and particularly its new and thriving industries. The continuity of use of many of Berlin's traditional industrial sites has particular value attached to it; here is a definite need for new concepts for dealing with industrial heritage.

Curiosity and fascination...

Industrial culture can also expand the horizons of cultural and touristy economies. By developing new interpretations it is able to broaden the classic program to include unusual sites and novel perspectives: The continual process of transformation and growth in a city becomes the subject matter that awakens curiosity about "unknown locales" and points beyond the beaten path. Second and third time visitors discover the Berlin beyond the Siegessäule (Victory Column) and the Brandenburg Gate, set new priorities and pursue different goals. The global interdependence of a metropolis and its emigrated populace becomes tangible – and thereby that topic becomes contemporary and socially relevant even for the younger generations that have themselves never experienced the classic industrial era in Europe.

More about Berlin's industrial heritage:

Berlin Center for Industrial Heritage (BZI)

Central networking platform for Berlin's industrial heritage
www.industriekultur.berlin

Interactive map about the industrial heritage in Berlin

www.karte.industriekultur.berlin

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für Stadtentwicklung
und Umwelt

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© Regionalmanagement Berlin Schöneweide, Foto: David von Becker

New prospects for urban development

Berlin is growing. People from all over the world come to this city. Berlin's popularity continues to grow, both for its traditional economic activity and because it has become the business location for new and creative ideas. Development requires space. Not least, the large number of historical industrial buildings and sites, which tell the impressive story of Berlin's development as an industrial metropolis, can provide this space – for the realization of new innovative ideas, as a location for traditional industrial enterprises or as a way to personally experience the city's thriving industrial culture. Many participants and experts are committed to the development and continued existence of Berlin's unique industrial heritage and to breathing new life into it. The purpose of this folder is to provide information to interested parties about this heritage and to enable them to network with the relevant contact persons.

Berlin has a greater number of outstanding historical exemplars of industrial development than practically any other European metropolis. Whether in Wedding, Schöneweide or Tempelhof – this city has made international economic and architectural history with its electrical industry, its mechanical engineering and railway construction, its telecommunications and wireless technology sector, its textile and fashion industry or even with its food processing engineering enterprises. At the start of the 20th century, Berlin was the greatest industrial metropolis on the European continent. That fact alone calls for responsible management of this industrial heritage and for the further creative expansion of this rich tradition of economic and urban development. The manifestations of the past represent the creative potential of tomorrow. Due to their unique character and variety, they can not only provide the space for the new and the unusual but can also serve as business locations for industry in the traditional sense.

Decisions as to whether a course of continued industrial utilization, conversion or alternative uses should be followed must be made for each specific site. For this, specialists are needed in order to establish their ideational, architectural and cultural

value, and, likewise, "minders" that are committed to the preservation of the cityscape must play their role. All the stakeholders of the city must work closely with one another on the future development of industrial heritage sites. The concept of industrial heritage thus creates an interdepartmental platform that brings together administrators from the economic, cultural and urban-development sectors and establishes contacts between dedicated experts, investors and culturally interested persons whereby a network with influence beyond Berlin is formed and the whole topic is grounded and shaped within a European framework.

I welcome and support any initiative that promotes the further development of industrial heritage in Berlin. They thereby not only make a cultural contribution but also promote the future viability and economic development of the city. The examples in the folder at hand show the wide range of possibilities. There is a lot to do but the effort is more than worthwhile for everyone involved.

Andreas Geisel
Senator for Urban Development and the Environment

Active industry / Berlin produces



© SenStadtUm, photo: Wolfgang Bittner

Vacancy / Berlin inspires



© SenStadtUm, photo: Ulrich Reinheckel

Creative uses / Berlin electrifies



© Tempelhof Projekt GmbH



Industrial cultural landscape of Schöneweide – urban flair in the outskirts

Innovation as the foundation

In contrast to the showplaces of the first Industrial Revolution, the industrial aspect of Berlin’s cityscape is not the result of the extraction and processing of raw natural materials but instead was produced by knowledge-based industries and their innovations and their well-connected stakeholders. At the end of the 19th century, while displaying a dynamism that was otherwise only known in North American cities, the young German capital developed within a few decades into what at times was the greatest industrial metropolis on the European continent.

The networked city

Berlin was always the laboratory for new urban infrastructures. As “Electropolis”, it became synonymous with the modern networked city in which technology and culture had a reciprocal relationship. The transport, water supply and communication networks also set the standards for quality. Behind these substantial structures could be found invisible, mental landscapes that were the consequences of technological and social innovation. The metropolis was the testing area for the introduction of new technologies and new consumer goods. This state of affairs is impressively reflected in utopian city-based narrations like Fritz Lang’s movie “Metropolis”.

The invention of electricity

Berlin was at the heart of the process of worldwide electrification, which was significantly expedited by the companies AEG and Siemens. Electric motors replaced steam power as the most important source of energy. With electricity, power could be efficiently transmitted over long distances. The new electrical systems and devices changed everyday life and perceptions of the city. With the advent of renewable energy, electricity has once again been “reinvented”. The “Electropolis Berlin” has the potential to again take the lead in the immanent transition to complete reliance on sustainable energy:

Think global, act local.

The city and the world

Berlin’s industrial development was always intertwined with global dynamics. Germany as the leading export nation is unthinkable without a world market. Electropolis Berlin’s network of stakeholders was always a part of the global economic and financial system. Indeed, at the start of the 20th century Berlin was considered a prototype for economic growth and success. The course of trade not only included pure technology but ideas and methods as well – a totally integrated project. Technology transfer and the migration of skilled workers is not a one-way street; they always go in both directions. It is only from a global perspective that the industrial history of Berlin and its present-day development can be fully explained and understood.



Former railway track bed of the Anhalter Bahnhof (train station) – industrial nature in the inner city

City on water

Pre-industrial Berlin was “built from a barge”. As the economic upswing led to its becoming an industrial metropolis, its available waterways were expanded and used in new ways. Most of Berlin’s industrial sites are on the water; raw material delivery, waste disposal and export required that access. Harbours, quays, locks and canals are the “conveyor belts” of the old and the new industrial culture. Future industrial development no longer requires rivers to be used to that extent; as a result, many places on the water have now become available for public spaces and for new uses. Riverbanks are no longer obstructions – they open up new avenues.

Variety and continuity

Berlin’s industrial heritage offers a multilayered coexistence of industrial facilities that are still used for their original purpose or have been creatively converted to other uses – or are simply vacant. Each of these conditions requires its own concept for dealing with the industrial legacy. On one hand, conditions must be created to allow the continued existence and further development of active industries while on the other, innovative ways must be found to enable conversion, interim use and alternate use without destroying the original character of the places in the process. The task of any sustainable urban development is to remain true to the identity of an industrial metropolis in order to assure local cultural continuity.

New issues, new plans of action

Numerous current examples show: The event and creative industries, but also historically inherited enterprises, seek cultural points of reference in the city. They ask new questions about old buildings; identity and distinctiveness are just as important as historical marketing in a globalized world. And these new questions lead to new plans of action. Pioneering regional pilot studies link the history of sites with recommendations for their appropriate development and configuration in the future. In this, basic archaeological research on industrial sites and the drafting of a recommended course of action go hand in hand, the complexity of the historical order of events becomes apparent and the meaningfulness of these connections becomes clear.

Berlin electrifies

Berlin has an almost magical attraction for people looking for that “other place” to pursue their dreams. The discontinuities of history are more noticeable here than in almost any other city. Empty industrial buildings are a source for a lot of low-cost space and open up windows of opportunity for new interpretations. The allure of the undiscovered inspires “space pioneers” to devise creative interim uses. Many former industrial sites are in the meantime being used long-term by the cultural, creative and event industries. The unusual spirit of these places fascinates visitors much as it does the city’s residents; it is part of a special quality of life in Berlin and the driving force for “alternative” tourism. Instead of the obvious, “urban exploration” seeks out “secret” places and stories of interest.

Advertising poster for industrial settlement, ca. 1914



© SDTB, AEG Historical Archives

Technical infrastructure at Gleisdreieck (traffic junction)



© SDTB, photo: Kirchner



© SDTB, AEG Historical Archives

Advertising poster for the lightbulb



© Historical Institute, Deutsche Bank, Frankfurt am Main

Headquarters of Deutsche Bank in Berlin, 1929

“Berlin companies have a great interest in the industrial history of the city. They are very concerned about preserving the artefacts of the bygone building culture but must also administer their buildings profitably. There are good concepts for the efficient and cultured advancement of Berlin’s industries; they are based on the mutual acceptance of business needs and the protection of historical monuments.”
Jochen Brückmann, Bereichsleiter Stadtentwicklung, Industrie- und Handelskammer zu Berlin (Divisional Director of Urban Development, Chamber of Commerce and Industry for Berlin)

Westhafen (Western Harbour – inland port)



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Concert in E-Werk

“Berlin is once again in the process of reinventing itself. As a result of the interplay of the creative scene, digital innovations, culture and science, and the unique sites of its industrial heritage, a new conglomerate of interests has formed in Berlin. The primary task of the BZI is to competently and inspirationally guide this development forwards”.
Tim Renner, Staatssekretär für Kulturelle Angelegenheiten, Berlin (State Secretary for Cultural Affairs, Berlin)

“Berlin is a business location in which tradition and the future are reflected in a multiplicity of ways. Some of the city’s many modern industries, which produce innovative products for the global market, are based in historical sites. Whether global player, traditional enterprise, innovative start-up or “hidden champion”: Berlin has a high level of competence – especially in the growing technology-related fields – which is manifested in an attractive range of goods. In order to ensure a future for Berlin’s industrial legacy, a targeted networking of companies, researchers and policy-makers is required.”
Guido Beermann, Staatssekretär der Senatsverwaltung für Wirtschaft, Technologie und Forschung, Berlin (State Secretary of the Senate Department for Economic Affairs, Technology and Research)

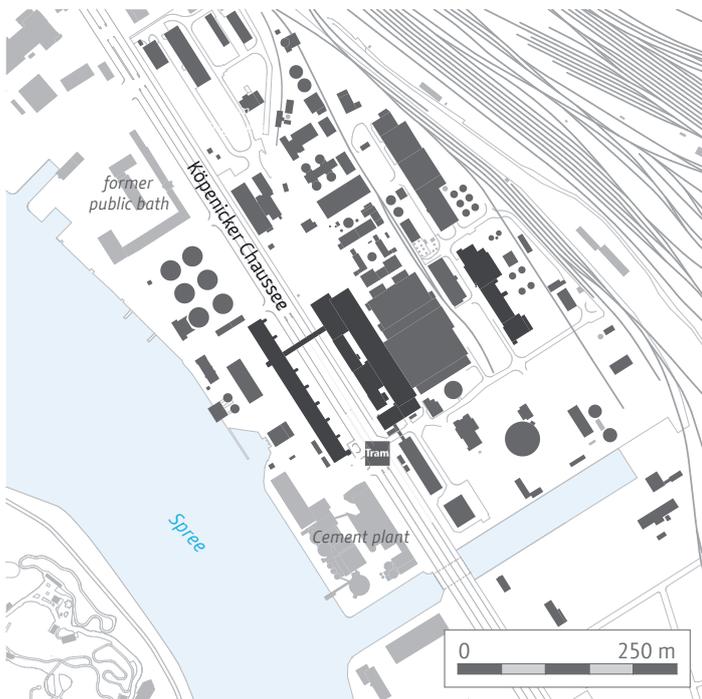
“Many industrial buildings and facilities are to this day being used for their original purpose or utilized by new industries. The thriving industries in the city underpin the authenticity of Berlin’s industrial culture; they are a unique selling point and a challenge at the same time. The heritage protection sector and the active users already work together sensibly and successfully on many sites. That should continue to be the case in the future.”
Prof. Jörg Haspel, Leiter des Landesdenkmalamtes, Berlin (Director of the State Office for Monuments)



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Klingenberg Power Station

When built in 1925-27, the Klingenberg Power Station was the most modern and efficient hard coal power plant in Europe. It was the last plant built by the well-known power plant designer Georg Klingenberg who had built power stations all over the world for AEG – hence the plant’s name. His brother Walter, together with Werner Issel, took over the architectural part of the commission. By the end of his professional life, Issel had worked on around 3,000 industrial design projects nationally and internationally. The Klingenberg power station, continuously in operation since 1927, is considered to be the two architects’ major work.



Köpenicker Chaussee 42-45
10317 Berlin-Lichtenberg

Built in / by: 1925-27 / BEWAG
Architects: Walter Klingenberg, Werner Issel
Listed: since 1977, monument and site
Current owner: Vattenfall Europe Wärme AG
Current use: Combined heat and power plant

Independent supply of electricity

The power station “Klingenberg” as well as the subsequently built power station “West” in Spandau were part of Berlin’s large-scale electrification project realized in the 1920s. Berlin’s electricity company BEWAG, which was founded as a municipal joint-stock corporation (AG) after the economic crisis and hyperinflation of 1923, was charged with reorganizing and expanding the supply and distribution of electricity in order to free the city from reliance on distant sources. The supply operations in the city of Berlin were combined with those from surrounding

areas, the grid was enlarged and new electricity distribution facilities were built. There were two strong arguments for building the two new large-scale power plants: first, that providing industry with sufficient amounts of cheap energy would stimulate the city's economic development and, second, the city could make money through the sale of the electricity. In order to finance the electrification program during the 1920s, the city endeavoured to secure foreign loans, most of which came from the USA.

Technical masterpiece

In 1925, AEG's building department was commissioned to do the planning. The technical layout of the plant fell within the province of Georg Klingenberg. He was responsible for promoting his own comb-shaped design for the powerhouse and boiler houses also at Berlin's new power plant. With an output of 270,000 kW, three large turbine sets, a pre-heater attached to the boilers and the innovative pulverized hard coal firing system with dedicated coal processor, the large-scale power station on Rummelsburg Bay was a prominent paragon of the European power plant construction sector.

The plant's architecture

The appearance of the power plant is dominated by the 40-metre high administration and social service building with the attached powerhouse – all built with a prestigious pillared façade. The street area is effectively enclosed by the long powerhouse and the substation running parallel to it – in addition, there is a cable bridge spanning across the two structures. While the structures along the street have been largely preserved in their original form, the boiler plant buildings were replaced and the coal processing facilities at the rear of the property have to a large extent been modified. The branch canal is nonetheless still used for the delivery of coal from the Spree River, and the power plant still has its own rail connection.

Visitor attraction

At the time of its completion in 1927, the Klingenberg power station was considered the most modern and efficient hard coal power station in Europe. At the 1929 World Exhibition in Barcelona it was depicted in the German electricity industry's pavilion. In Berlin, city and tourism advertising presented the plant as proof of the modernity and economic power of the young cosmopolitan city. Until well into the 1930s, residents and visitors were brought from the city centre to the Rummelsburg Bay several times a day so they could go to the lecture room in the high-rise as well as on guided tours through the powerhouse in order to experience the impressive facilities first-hand. The power plant was also popular for being the source of warm water that heated the water from the Spree in the public bath that had been built during the same period.

Go with the times

As the backbone of the electricity and heat supply in the eastern part of the city, the power plant underwent further expansion after 1945. After 1961, it was modified to conform to the new standards in power generation. In the process, the smaller flues on the boiler facilities' roofs were replaced with 140 metre high chimneys that inform the power station's silhouette to this day. In the 1970s/80s, the old boiler facilities were replaced with new high-volume structures and the coal pulveriser and powerhouse were rebuilt. The present-day electricity supplier has plans for a new building at the Klingenberg location to house a heat and power generating plant utilizing gas and steam turbines. The district has parallel plans for revitalizing the area around Blockdammweg: the goal is to establish a lively urban area with new businesses and diversified green spaces.

Text: Thorsten Dame & Marion Steiner, January 2014
Translation: Barry Fay, 2015



© BEWAG Historical Archives, Vattenfall Europe, Berlin



© BEWAG Historical Archives, Vattenfall Europe, Berlin

Cover picture: After going under the cable bridge, the view opens up to include Klingenberg Power Station's powerhouse and the administration and social service building.

Group of visitors at the Klingenberg Power Station, 1934

Brochure for guided tours of the power station, 1934

Learn more

Literature: Dame: Elektropolis Berlin. Die Energie der Großstadt, Berlin 2011 (German only)

Vattenfall's new construction projects:
www.vattenfall.de/klingenberg (German);
http://www.worldconstructionnetwork.com/projects/vattenfall---klingenberg-combined-gas-and-steam-power-plant-berlin-germany/ (English)

District Plans: www.berlin.de/ba-lichtenberg/buergerservice/bauen/bauen044.html (German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Friedrichshain

© SenStadtUm, Landesdenkmalamt Berlin, photo: Bittner 2006

Knorr-Bremse

Georg Knorr invented the single chamber brake at a time when the dynamism of the metropolis was being accelerated by new means of transport like the overhead railway and the electric trams. His company attracted strong partners, and the use of Knorr brakes quickly became widespread on the city streets. Two world wars were not able to apply the brakes to the company – brakes, it seems, were needed all over the place. In 1993, Knorr-Bremse AG concentrated its Berlin production in Marzahn and, with the exception of their original headquarters, sold their buildings in Friedrichshain and Lichtenberg.



Neue Bahnhofstraße 9-17, Hirschberger Straße 4
10245 Berlin-Friedrichshain, 10317 Berlin-Lichtenberg

Built in: 1903-04, 1913-16, 1922-27
 Built by / Architect: Knorr-Bremse AG / Alfred Grenander i.a.
 Listed: monuments and site
 Current owner: private: Knorr-Bremse AG, Berggruen Holdings; public: DRV Bund
 Current use: offices, Internet store, administration

Brakes from Boxhagen-Rummelsburg

When Georg Knorr bought the “Carpenter & Schulze” brake factory from his previous employer it was in financial trouble. With frugality, patience and technical developments, the former chief engineer subsequently revived the business. It had originally been located in Tiergarten but he had moved it to a small factory in Britz. During the same year he had come up with the idea of a new single chamber brake, a design that aroused the interest of, among others, the large railway companies and the nas-

cent overhead and underground railway firms. Even Isidor Loewe, whose “Union-Electricitäts-Gesellschaft” (UEG) had gone into the entrepreneurship business, realized the potential and convinced Knorr to build a new factory in partnership with him and his financially powerful “Gesellschaft für Elektrische Unternehmungen” (Corporation for Electrical Enterprises).

Parent Plant

The multi-storey factory, which was built in 1903-04 on Neue Bahnhofstraße and accommodated 170 employees, was gradually expanded to neighbouring properties through 1916. This resulted in the company becoming a giant, 160-metre long complex running between Neue Bahnhofstraße and the rails of the Circle Line. The architect Alfred Grenander was commissioned to do the expansion. He had already gained a formidable reputation for his work on factories and administration buildings at the Loewe premises in Moabit and for his work for the overhead railway company in conjunction with Peter Behrens and Alfred Messel. Grenander rebuilt the buildings along Neue Bahnhofstraße from the ground up and designed a prestigious façade for them, the focal point of which was the administration building.

Further expansion

A new large contract from the railway spurred a massive expansion utilizing the adjacent grounds eastwards of the Circle Line rails that had already been linked to the “Parent Plant” by an underpass since 1917. Beginning in 1922, Grenander constructed a monumental new building with four towers to house this new “Main Works”. In addition to its locations in Friedrichshain and Lichtenberg, Knorr-Bremse AG also utilized the facilities of the Hasse & Wrede mechanical engineering factory, in which it had bought a 50% interest at the beginning of the 1920s – a holding that increased to 90% by the

1940s. Including the E. Köhler & Co North German Rubber Factory that had also been merged into the company, Knorr now had 8,500 employees, making it the third largest metal and mechanical engineering company in Berlin.

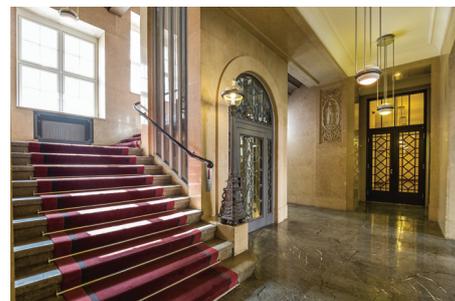
Everybody needs brakes

Along with the railway’s rolling stock, a large percentage of German lorries were equipped with Knorr brakes; the military was an important customer as well. In 1940-42, the “Baustab” (construction staff) of Albert Speer built a monumental new building in Marzahn for Hasse & Wrede in which production has continued to the present day. After WW II, the operations east of the Circle Line were run as the VEB (state-owned) Brake Works, operations to the west by the “Sowjetische Aktien-Gesellschaft” which also included the VEB Messelektronik (measuring electronics) in its buildings. The Knorr-Bremse AG relocated to Volmarstein and Munich in 1945 where it grew into a global company with over 90 locations in 27 countries.

Current uses

In 1991, Knorr-Bremse AG retook control of their traditional factories in East Berlin. Since then, it manufactures brake systems for rolling stock and commercial vehicles at the Marzahn location. Production in Friedrichshain and Lichtenberg was shut down in 1993 and all the buildings were sold except for the original headquarters at Neue Bahnhofstraße 9-10, which in 1995 was converted into a representative office with a company museum. The remaining parts of the original factory came under new ownership again in August 2012, were gutted, and have in the meantime been rented by the Internet store Zalando. The former Main Works in Lichtenberg currently houses the Deutsche Rentenversicherung Bund (pension insurance).

Text: Thorsten Dame & Marion Steiner, July 2014
Translation: Barry Fay



© Knorr-Bremse AG



© Andreas Muhs



© Knorr-Bremse AG

Cover picture: Knorr-Bremse AG’s “Parent Plant” in Neue Bahnhofstraße designed by Alfred Grenander.

Original headquarters in Neue Bahnhofstraße: Entrance area of the administration building

The “Main Works” built east of the Circle Line were connected to the “Parent Plant” by an underpass under the railway tracks.

The factory in Marzahn, which was built by the construction staff of Hitler’s chief architect Albert Speer in 1940-42, has been in continuous operation till the present day.

Book tips

- Engel, Helmut: Standort Berlin-Ostkreuz.** Historische Knorr-Bremse. Industriekomplex im Wandel, Berlin 2000 (German)
- Pohl, Manfred: Sicherheit auf Schiene und Straße.** Die Geschichte der Knorr-Bremse AG, München 2005 (German)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

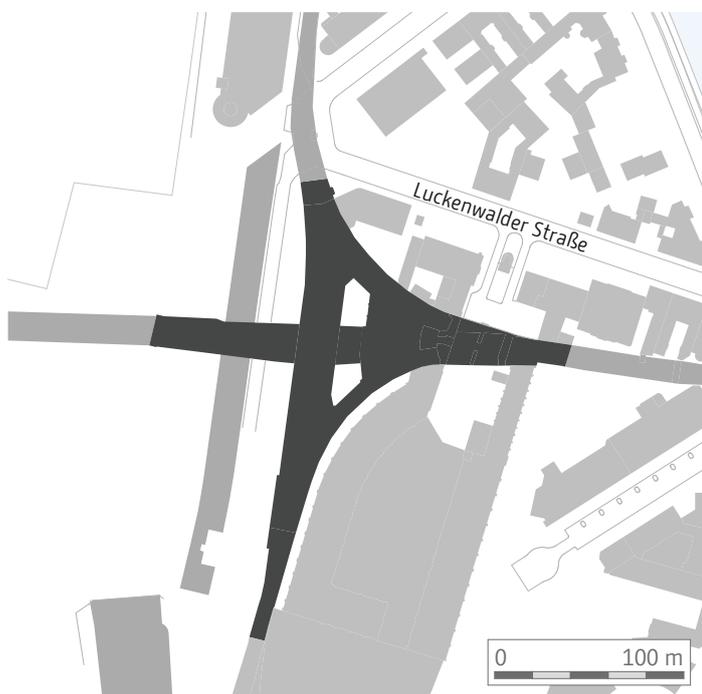


Kreuzberg

© Berlin Center for Industrial Heritage, photo: Nico Kupfer

Gleisdreieck Station

The Gleisdreieck Station (triangular junction or wye) was built between 1899 and 1901 as the central branch hub of the Berlin overhead and underground railways. Converted into a joint interchange station in 1912/13, it became an important term in Berlin slang: You either went via "Gleisdreieck" or you changed trains at "Gleisdreieck". In the literature of the interwar period to the overhead railway station served as an allegory for a technologized world "that rotates a thousand times faster on its axis as the day-and-night cycles would have us think", as Joseph Roth put it in his "Bekenntnis zum Gleisdreieck" (in Praise of Gleisdreieck).



Luckenwalder Straße 10963 Berlin-Kreuzberg

Contractor:	Hochbahngesellschaft
Built in / Architect:	1899/1901, Gustav Kemmann
Reconstruction / Architect:	1912/1913, Sepp Kaiser
Listed:	since 1995, as a site
Current owner:	public, Berliner Verkehrsbetriebe BVG

How Gleisdreieck got its name

Berlin's overhead and underground railway began regular operations in 1902. Gleisdreieck was at the centre of the first rail "network". The routes from "Knie" (today's Ernst Reuter Platz), Potsdamer Platz and Warschauer Brücke came together at this juncture located between the Potsdamer and Anhalter goods stations. At this time, however, there was no railway station there. Gleisdreieck was purely a central branch hub having only a carriage hall with three rails and a signal box. Construction of

Gleisdreieck was carried out according to a proposal by Gustav Kemmann and was considered at the time to be a true engineering feat. A scale model of it was indeed displayed at the 1904 St. Louis World Exhibition. The outstanding distinguishing feature of the Gleisdreieck was the fact that the individual rails ran at different heights whereby the oncoming trains did not cross paths at the same level.

The 1908 overhead train accident

Gleisdreieck was not only considered to be an efficient branch hub but also a safe one. Paradoxically, it was at Gleisdreieck that the worst accident in the history of Berlin's U-Bahn took place. On 26 September 1908 a train en route from Potsdamer Platz to Warschauer Brücke went through a stop signal and collided with another train that was also headed to Warschauer Brücke. The latter train was knocked off of the overhead viaduct and crashed onto the courtyard of the Society for Indoor Markets and Cold Storages. Eighteen people died in the accident and at least eighteen more were seriously injured.

Conversion to a joint interchange station

The traffic volume was already increasing immensely during the first years of the Berlin U-Bahn's operation. As a result, plans for reconstructing Gleisdreieck as well as for an additional line section to Wittenbergplatz had been under deliberation since 1907. The accident pushed the reconstruction plans for Gleisdreieck to the forefront and the project was completed between May 1912 and June 1913. The extension line to Wittenbergplatz, on the other hand, did not begin operating until 1926. The new "Gleisdreieck" railway station was built as an interchange station in which the platform halls cross at right angles and at different heights. The design of the station, which to this day is still preserved, originated from the Swiss architect Sepp Kaiser.

A mirror of world history

The station was badly damaged during the Second World War. Reconstruction took place without any substantial changes being made; only the damaged viaduct bend was no longer bricked up but instead cast in concrete. As a result of the Berlin Wall being built, the present-day U2 U-Bahn line was cut off from Potsdamer Platz in 1961. Because the number of passengers then decreased considerably on the western part of the route, the Wittenbergplatz – Bülowstraße – Gleisdreieck line was shut down completely and the station became merely a through-station for what today is the U1 line. After 1983, the lower platform served as a terminus for an experimental magnetic train line (M-Bahn) that went as far as Kemper Platz and in doing so used part of the old overhead rail line.

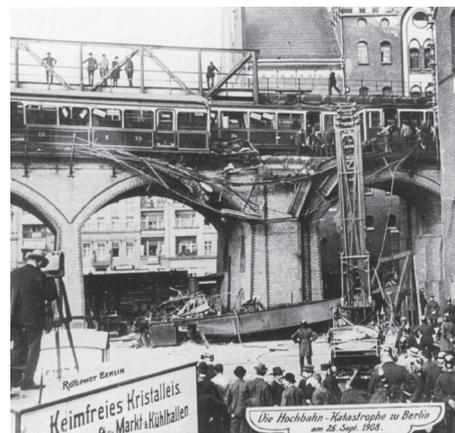
Back in the middle

When the Berlin Wall fell in 1989 it spelled the end of the M-Bahn at Gleisdreieck. Its rail lines were dismantled and after November 1993 the U-Bahn once again travelled to Potsdamer Platz via Gleisdreieck. Two years later the entire station became a heritage protected site. Between 2006 and 2012, the railway facilities were comprehensively renovated and the station was upgraded to a barrier-free zone. Since 1993, consideration has been given to establishing a connection at Gleisdreieck to a newly planned S-Bahn line whose route will lead to the Berlin Hauptbahnhof (central railway station). Realization of this new section of the S-Bahn is, however, not expected before 2025.

Text: Nico Kupfer, January 2014
Translation: Barry Fay, 2015



© Siemens Corporate Archives



© BVG Historical Archives



© SDTB, Historical Archives

Cover picture: View of the Sepp Kaiser designed station from the Ostpark

Gleisdreieck in its original form as a plain central branch hub shortly after its completion in 1901

The overhead railway accident of 1908: one of the U-Bahn carriages lies wrecked in the courtyard of the refrigerated warehouse I.

Gleisdreieck after being converted into an interchange station. Taken from the same location as the picture above

Learn more

German Museum of Technology, Trebbiner Straße 9, 10963 Berlin, www.sdtb.de
Berliner U-Bahn-Museum, Rossitter Weg, 14053 Berlin, www.ag-berliner-u-bahn.de
(German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Kreuzberg

© Berlin Center for Industrial Heritage, photo: Nico Kupfer

Kühlhaus II

In 1902, Carl Linde himself described the “Gesellschaft für Markt- und Kühlhallen“ facilities (Society for Indoor Markets and Cold Storages – MaK) between Trebbiner and Luckenwalder Straße as “venturous enterprises”. Although apparently very oversized considering the expected market demand at the time, the facilities nevertheless had to actually be expanded within the first decade in order to satisfy Berlin’s increasing “hunger for ice”. It continued in operation until 1978, but nowadays the listed Kühlhaus II building has become an event and exhibition site.



Luckenwalder Straße 3 10963 Berlin-Kreuzberg

Built in / by: 1900-01 / MaK
 Architects: Kampffmeyer, Stiehl (Kühlhaus I & II)
 Listed: since 1989, as a monument
 Current owner: Kühlhaus am Gleisdreieck GmbH
 Current use: Events and exhibitions

The Electropolis´ icebox

In the course of industrialization, and especially through the emergence of the electrical industry at the turn of the century, Berlin rapidly developed into a metropolis. “Spree-Athens is dead and Spree-Chicago is in the making,” observed the great industrialist Walther Rathenau, son of Emil Rathenau the founder of AEG. The corresponding growth of Berlin’s populace made new and greater demands on the food supply. In contrast to the USA and England, a “boom” in cold stores initially failed to materialize. Thus a degree of uncertainty was evident in Carl Linde’s

speech when he presented the Society for Indoor Markets and Cold Storages' new facilities to the members of the VDI (Association of German Engineers) in 1902.

Cold and germ-free into the future

The foundation stone for the Society for Indoor Markets and Cold Storages' buildings was laid at Gleisdreieck in 1900. The business began operating as early as 1901. It consisted of the Kühlhaus I, an office building on Trebbiner Straße as well as the Kühlhaus II on Luckenwalder Straße. The powerhouse was located between the two Kühlhaus buildings directly next to the eastern branch of the overhead railway, which bisected the factory property.

The whole complex, which had a total temperature-controlled area of about 8,000 m², was right from the start the largest cold storage facility in Berlin. The same was true of the associated facilities for producing germ-free crystalline ice blocks (clear ice without bubbles or inclusions) in Kühlhaus I, which in 1903 had a maximum daily output of 150 tons. Despite already being of enormous size, Kühlhaus I was enlarged as early as 1906/07. As a result, ice production was increased to a maximum of 250 tons a day by 1915 at the latest. In addition, an air liquefying plant was installed and, around 1912, the MaK built a second factory on Scharnhorststraße in Berlin-Mitte.

High-tech and medieval

The architectonic design of the Kühlhaus buildings is in the style of "brick Gothic" from the Mark Brandenburg region whereby a conscious effort was made to create the impression of a medieval fortress. In contrast to the historical façade, the interior of the Kühlhaus buildings is based on a modern steel skeleton construction with reinforced concrete covered ceilings, the ones in Kühlhaus II having been produced by AG Lauchhammer.

Actors and their visions

Kühlhaus operations were shut down at least by 1978 and the factory complex sold to the Berliner Verkehrsbetriebe BVG (public transport company). In order to create space for a new building, the BVG tore down the Kühlhaus I in 1979 and the powerhouse in 1983. However, the Kühlhaus II and the administration building (including stables) that was built in 1908 for MaK on Trebbiner Straße have both survived. In 1983 the latter was renovated and has housed the German Museum of Technology ever since. One unusual architectural feature of the building is its "Horse Stairway" which was used to reach the horse stalls on the first and second storeys.

The Kühlhaus II building was declared a protected monument in 1989 and was vacant for many years thereafter. After the turn of the millennium it was purchased by the "Kühlhaus am Gleispark GmbH & Co. KG" with plans to develop it into a venue for artistic and cultural events. The early work of removing the old insulation and pipes began in 2004. In 2010 the steel skeleton construction was upgraded. Between the first and third storeys, parallel sections of the ceilings were removed so as to create a larger open space in the interior of the Kühlhaus: the so-called "Kubus" (cube) was created.

The first events, which were kicked off by the Polish cultural festival "PolPositionen", began taking place in 2011. As things stand, completion of the upgrading of the building is planned for the next years. In addition, the historical façade will also undergo a restoration.

Text: Nico Kupfer, August 2014
Translation: Barry Fay, 2015



© SDTB, Historical Archives



© Kühlhaus am Gleisdreieck Berlin GmbH & Co. KG, photo: Kolja Glasser



© Kühlhaus am Gleisdreieck Berlin GmbH & Co. KG

Cover picture: View of the Kühlhaus II from the courtyard in August 2013

Overall view of the Kühlhaus facilities on a MaK letterhead shortly after completion around 1901.

Interior view of the Kühlhaus II between the 1st and 3rd storeys, the so-called "Kubus" (cube)

Vision: Kühlhaus II's future appearance, Visualization by Phillip Jaedicke, May 2013

Learn more

German Museum of Technology, Trebbiner Straße 9, 10963 Berlin, www.sdtb.de
Kühlhaus Berlin Veranstaltungs GmbH, www.kuehlhaus-berlin.de (German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Kreuzberg

© Mövenpick Hotel Berlin

Mövenpick Hotel Berlin / Siemens House

For many Berlin residents the Anhalter station was the “Gateway to the South”; but it wasn’t only the “Riviera-Naples Express” that had its point of departure there: in 1847 the “Telegraphen-Bauanstalt von Siemens & Halske” was founded in a rear courtyard building right next to that railway station. Over the next 100 years that modest workshop grew into a global company and played an essential role as Berlin developed into the “Electropolis”. Signs of that development can still be seen today even though Carl Friedrich von Siemens no longer resides at Schöneberger Straße 3 – now there is a hotel there managed by Mövenpick Hotels & Resorts.



Schöneberger Straße 3 10963 Berlin-Kreuzberg

Contractor:	Siemens & Halske AG
Built in / Architect:	1914-15 / Karl Janisch, Hans Hertlein
Extension, Architect:	1929/30; Hans Hertlein
Listed:	since 1997, as a monument
Current owner:	private, Deko Immobilien GmbH
Current use:	Mövenpick Hotels & Resorts

Beginnings of a global company

Up until the time of the construction of the S-Bahn’s North-South Tunnel in the 1930s, the “Schöneberger Straße 33” building (previously 19) used to stand at the approximate spot where today the elevator for the S-Bahn station „Anhalter Bahnhof“ is found. In 1842, it was one of the first buildings erected outside of the Berlin customs wall in an area which had become an attractive building location upon the 1841 completion of the Anhalter station. In 1847, the “Telegraphen-Bauanstalt von Sie-

mens & Halske“ (Telegraph Construction Firm of Siemens & Halske) was founded in this building’s rear courtyard. Within just a few years the 1st floor workshop proved to be too small for the business and production was subsequently moved to a new location on Markgrafenstraße in 1852. Another factory in Charlottenburg was subsequently added. Siemens chose the time during which it was laying the foundation stone for the eventual Siemensstadt in Spandau to make an ostentatious return to the Anhalter station.

Back to Anhalter

Between 1899 and 1901, Siemens built a new administration building at Askaniischen Platz 3 for the company directors and the planning department. Designed by Karl Janisch, who was the director of the building department until 1915, the building had a deep profile but only a relatively small frontage façade. When the head office moved to Spandau the building was sold to the Accumulatoren Fabrik AG (AFA), in which Siemens and AEG were shareholders. After WW II it was rebuilt with an abridged street façade and, since 2009, has been the location of the Tagesspiegel’s editorial offices.

A new representative office

Despite having concentrated its business facilities in Spandau, Siemens did not want to give up its attractive address near Anhalter station and the government district. So between 1914 and 1915 it built a new administration building on the properties at Schöneberger Straße 3 and 4 directly across from its original location. Along with Carl von Siemens’ office, the Siemens House also housed technical offices and numerous exhibition and sales rooms. The original design for Siemens House was by Karl Janisch although some architectonic design elements have been attributed to Hans Hertlein, who became the director of Siemens’ building department in 1915. In 1929/30 the administration building was

enlarged through the addition of an annex on the neighbouring property. In contrast to the neo-classical street façade of the Imperial Era structure, the new annex by Hans Hertlein was built in a more functional, modern style.

Arisen from the ruins

Siemens House was badly damaged and partially burned during WW II. It underwent repairs until 1947, but international politics after the war’s end caused Berlin to increasingly lose its significance as an industrial centre. Like many companies, Siemens relocated its headquarters (to Munich and Erlangen) and concentrated its remaining Berlin activities in Siemensstadt. The Siemens House, too, was sold and its last occupant was the Corporation Tax Office. The building has been vacant since 1996.

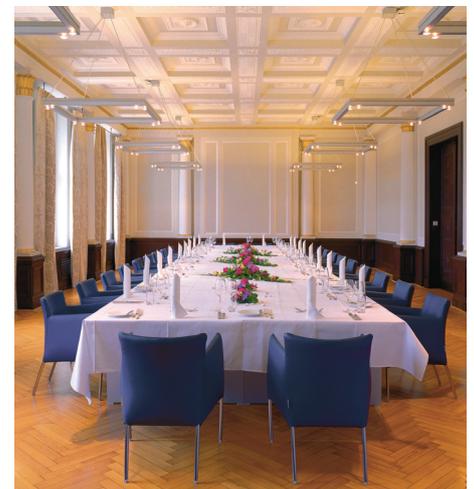
Hotel district with tradition

German reunification changed Askaniischer Platz and its surroundings from an outlying district near the Berlin Wall to a prime location in the centre of Berlin. The Mövenpick Hotel Berlin was inaugurated in the former Siemens House located in this new “old section” of town. When redeveloping the building, special attention was given to its historical significance. So it is that today the former Siemens’ reception rooms can lend a very special atmosphere to this four-star hotel. In addition, the hotel has a close working relationship with the German Museum of Technology and the Siemens Archives in Munich. All the while, the Mövenpick Hotel Berlin can be seen as further upholding the area’s tradition in that during the Anhalter station era the neighbourhood had likewise been graced by a range of hotels like, for example, the famous Excelsior.

Text: Nico Kupfer, January 2014
Translation: Barry Fay, 2015



Source: 50 Jahre AFA, Jubiläumsschrift, Berlin 1938, p. 62 (German only)



© Mövenpick Hotel Berlin

Cover picture: The Siemens House on Schöneberger Straße is today the home of the Mövenpick Hotel Berlin.

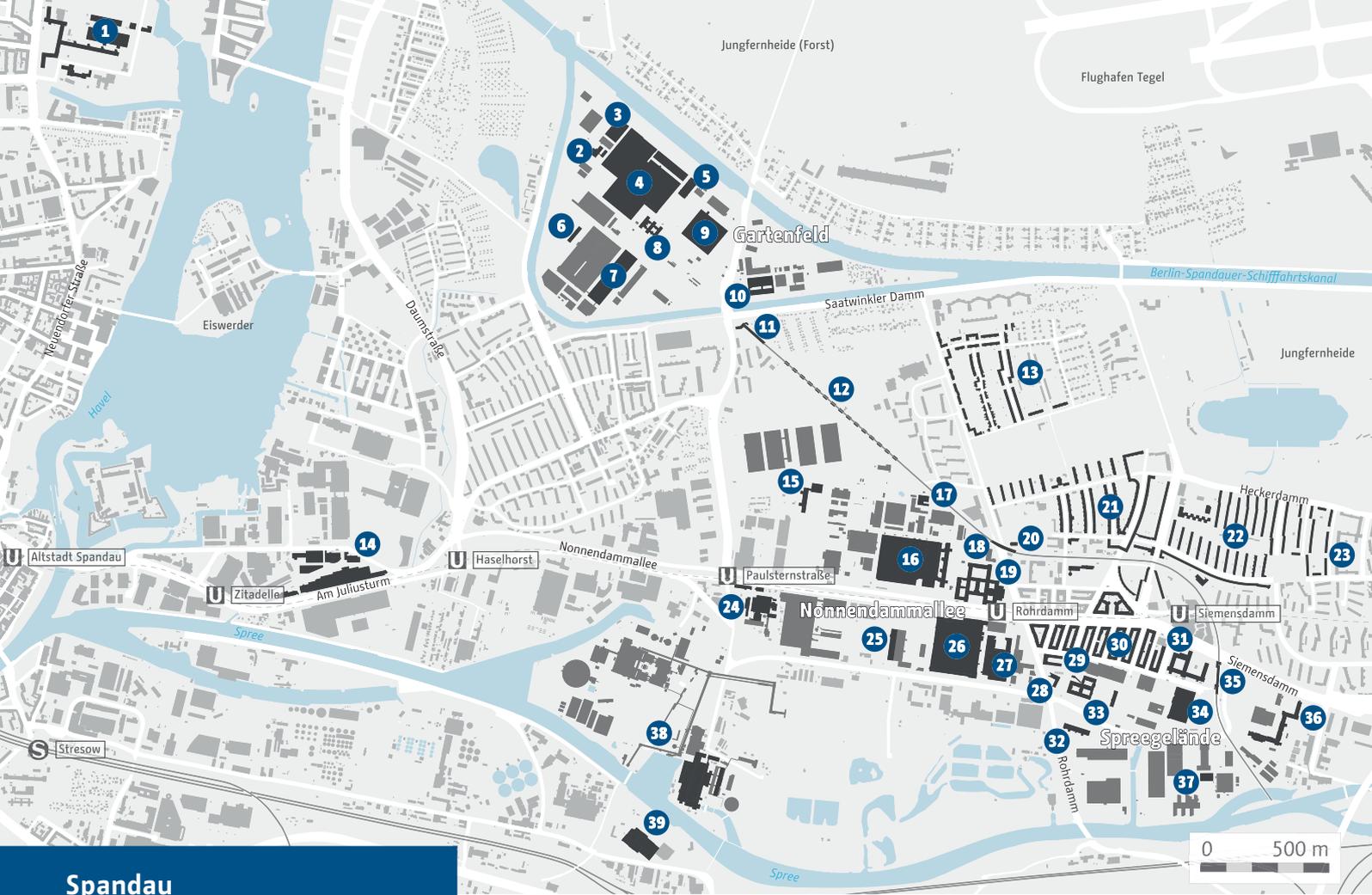
The AFA company headquarters at Askaniischer Platz 3 was originally built as Siemens’ main office by Karl Janisch

The restored Siemensaal serves today as a conference room.

Learn more

Mövenpick Hotel Berlin,
www.moevenpick-hotels.com/berlin
Siemens Corporate Archives,
www.siemens.com/history/de/
German Museum of Technology,
www.sdtb.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Spandau

Siemensstadt

The origins of this Berlin city locality can be seen in the name. The three major areas – Spree premises, Nonnendammallee and Gartenfeld – are connected by their own S-Bahn since 1929; a number of satellite areas complete the picture. To this day Siemens is Berlin's largest industrial employer and Siemensstadt remains one of the most impressive industrial areas in the city.

An overview of important locations

- 1 Aviation equipment factory
- 2 Heat and power plant
- 3 High-voltage laboratory
- 4 Cable works
- 5 Test facility
- 6 Chemical-technical laboratory
- 7 Fittings factory
- 8 Administration building
- 9 Metal works
- 10 Carpentry
- 11 Gartenfeld S-Bahn station (abandoned)
- 12 ,Siemens' Railway Line
- 13 ,Siemensstadt' Housing Estate
- 14 Aircraft engines factory
- 15 High-voltage testing laboratory
- 16 Schaltwerk high-rise production building
- 17 Surge current testing facility
- 18 Siemensstadt S-Bahn station (abandoned)
- 19 Main administration
- 20 Rectifier plant
- 21 ,Heimat' Housing Estate
- 22 ,Ring-Siedlung' (housing estate)
- 23 ,Am Goebelplatz' Housing Estate
- 24 OSRAM factory
- 25 Welding factory
- 26 Dynamo plant
- 27 Automobile factory
- 28 Plant fire department)
- 29 Research laboratory
- 30 ,Nonnendamm' Housing Estate
- 31 Wernerwerk-industrial high-rise
- 32 Wernerwerk IX (factory)
- 33 Wernerwerk II (factory)
- 34 Blockwerk (factory for signal boxes)
- 35 Wernerwerk S-Bahn station (abandoned)
- 36 Wernerwerk XV (factory)
- 37 Normalschuppen W540 (standard shed)
- 38 West / Reuter Power Station
- 39 Unterspree Power Station

How it developed

The Telegraph Construction Firm of Siemens & Halske began in a rear courtyard in Kreuzberg in 1847 while the first “First Relocation” of Berlin industry to the outskirts came later in 1872. In the mid-1890s both Siemens and its competitor AEG invested in new cable factories which required a large amount of space. While AEG moved to the Oberspree in the southeast in 1897, Siemens bought property on the Unterspree to the northwest.

The Spree premises

The aggregation of Siemens’ facilities began with the Cable Works going into operation in 1899. Planning for this major project fell to the engineer Carl Dihlmann, who had worked for Siemens since 1884, and the architect Karl Janisch, who served as the building department director and whose designs featured functional buildings in a conservative style that were ideal for production purposes – among them the Wernerwerk II, the Research Laboratory and the plant fire station.

When Janisch moved to Bayerische Stickstoffwerke in 1915, Hans Hertlein, who had worked in the building department since 1912, took over the directorship and continued his predecessor’s work. The Wernerwerk XV, which was expanded numerous times, shows how he developed his own approach in gradual stages until in the end his designs gained international recognition. Before WWI, Peter Behrens at AEG had helped industrial buildings achieve an unprecedented quality level but thereafter it was the Siemens buildings that set new standards.

Nonnendammallee & Gartenfeld

Siemensstadt’s first expansion after 1905 included a new main administration building, the Schaltwerk with its high-rise production building and the giant Dynamo Works. The Automobile Works, the Surge Current Testing Facility, a Welding Factory and the OSRAM Glass Works are among

the important buildings still intact in Nonnendamm and still in use by Siemens.

The second expansion after 1911 was on an island between the old and new Berlin-Spandau Ship Canals. The continued growth of cable production was again the catalyst for a new settlement that included its own administration building and more departments north of Siemensstadt.

Several “satellites”

The aviation equipment factory was built tens years after the Aircraft Engines Factory of 1927-28. Along with these, two power plants from the building division have also been preserved: The “West” power plant built in 1929-32 for BEWAG and the “Unterspree” plant that provided electricity for the underground and overhead railways founded by Siemens and Deutsche Bank.

The “Siemens Railway”

The S-Bahn that opened in 1929 and served three rail stations was not only a real boon for the company but also for many workers because not all of them could or wanted to live next to the factory and be that much more dependent on their employer. Since the route was closed in 1980, the search for a new use concept has so far been unsuccessful.

Living nearby

In 1927 around 3,000 employees lived in Siemensstadt; 95% of the workers came from other parts of the city. Siemens thus decided to subsidize the construction of residential areas, welfare facilities and churches – among them the “Ring Siedlung” that, as one of Berlin’s six widely dispersed Modernist Housing Estates, is listed as an UNESCO World Heritage Site.



© Andreas Muhs



© Andreas Muhs



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The large-scale company’s new main administration building served as a statement affirming that the new location would indeed be the centre of all of its activities, be it nationally or worldwide.

Siemens’ factory buildings – here the Wernerwerk industrial high-rise – set new standards in industrial construction after World War I.

The “Ring-Siedlung” (housing estate) was planned by a communal housing association during 1929-34. It has been a UNESCO World Heritage Site since 2008.

Book Tip

Rippe, Wolfgang; Schäche, Wolfgang: Die Siemensstadt. Geschichte und Architektur eines Industriestandortes, Berlin 1985 (German only)

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Wedding

Gesundbrunnen

For many years the “Gesundbrunnen” (health spring) was a popular destination and open space reservoir for the growing city. In the mid-18th century a healing spring opened here with the promise of rest and recovery for the Berlin populace and the locality took its name. A hundred years later, industrial enterprises and their workers moved into this still mostly undeveloped and inexpensive area outside the city and the district north of Berlin took on a whole new aspect. Many of the remnants of this extensive industrial development contain large spaces that can potentially give new direction to the neighbourhood’s development.

An overview of important locations

- | | |
|---|--|
| 1 Bus depot of the Allgemeine Berliner Omnibus AG (ABOAG) | 18 AEG facility on Ackerstraße |
| 2 Vault Factory Arnheim | 19 AEG facility on Brunnenstraße, today GSG Berlin |
| 3 BEWAG base station ‘Christiania’ | 20 Bus depot of the ABOAG |
| 4 Groterjan brewery | 21 Voltastraße II converter plant |
| 5 Hasse & Wrede | 22 Oswald brewery |
| 6 Arnimplatz net station | |
| 7 Tramway maintenance depot Gesundbrunnen | |
| 8 Bastianstraße converter plant | |
| 9 Wittler bread factory | |
| 10 Rotaprint | |
| 11 Gesundbrunnen rectifier station | |
| 12 Small switchgear station | |
| 13 Humboldt transformer station | |
| 14 Post office and telephone exchange Gerichtstraße | |
| 15 ‚Wiesenburg‘ homeless shelter | |
| 16 Schering, today Bayer AG | |
| 17 Liesen Bridges | |

When ‚Feuerland‘ became too small

The ‘Feuerland’ metal industry district outside the Oranienburger Gate traced its origins to the Royal Iron Foundry founded in 1804. Egells began production on Chausseestraße in 1825, and was later followed by Borsig in 1836, Wöhlert in 1842 and Schwartzkopff in 1852. With the expansion of the factories, the arrival of new enterprises and the new worker’s tenements, Feuerland soon reached its spatial limits – the metal industries of Berlin’s ‚First Relocation‘ to the outskirts went into gear. Among the new settlement areas was the section around Brunnen- and Badstraße in today’s Wedding.

The Nucleus of AEG

Wilhelm Karl Johann Wedding finished building an Engineering Works (18) between Acker- and Hussitenstraße in 1857. AEG took over the factory in 1887, bought the bordering stockyard and slaughterhouse and connected both blocks with Berlin's first subway. Almost simultaneously with the establishment of its Schöneeweide enterprises, AEG and the architects Franz Heinrich Schwechten and Peter Behrens developed the Wedding location into the nucleus of the company (19).

Best Connections

The AEG factory profited from the cluster of engineering businesses in Gesundbrunnen and was near the worker's districts and the new rail lines. To the south, a connection to the Berlin-Stettiner Railway existed since 1842, to the north to the "Verbindungsbahn" since 1851. The stockyard had its own freight station. Both the Ringbahn and Gesundbrunnen stations opened in 1872. To this day, Gesundbrunnen is one of the city's most important transport hubs – since the 1930s it also includes the S-Bahn's north-south link.

The size of the Berlin-Stettiner station (later Nordbahnhof), can still be imagined by looking at the track bed on Gartenstraße, which has been used as the "Park at Nordbahnhof" since 2009. At the north end, the impressive Liesen Bridges (17) span about 100 metres over a traffic space.

Neighbourhood Electricity

A rectifier station (11) and a small switch-gear station for the Circle Line (12) serve as reminders of the "Great Electrification" of the Berlin S-Bahn at the end of the 1920s. A converter plant (8) designed by Alfred Grenander and Alfred Walthmüller was built to provide the electrical current to the Neukölln U-Bahn, which included older stations at Volta- and Ber-

nauerstraße. The energy supply for the whole city sector was assured by transformer stations (13), base stations (3) and net stations (6).

Horse power

The maintenance depot of the tramway (7), which had established its first depot on an island in the Panke River in 1873, dates back to before electrification. As more and more carriage houses and workshops moved there, an arm of the river was filled in and the site on both sides of the newly created riverside road was extended. 'UferHallen AG' has rented the buildings on the west side to artists and small businesses since 2007; the following year, 'Uferstudios' rented space on the east side for dance studios and ateliers. The two properties of the 'Allgemeinen Berliner Omnibus AG' also bear witness to the time before motorization: The bus depot on Schwedenstraße (1) with its multi-storey horse stall and garages now serves as a business complex.

Conversions have a long history

Many old factories in residential neighbourhoods provide fresh impetuses for urban development: in the former 'Rotaprint' factory (10), for example, artists, social institutions and commercial enterprises have put down roots, the Oswald Brewery (22) was converted to house start-ups and a nursing facility moved into the Wittler bread factory (9).

But reverse conversions are also in evidence: When the homeless shelter 'Wiesenburg' (15) got into financial difficulties, workshops and factories began moving in around 1912: This facility with a boiler house, water tower and sleeping accommodations in sawtooth roof halls is only too perfect for industrial use.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



© SDTB, AEG-Archiv



© Thorsten Dame



© Andreas Muhs

The old AEG factories at Humboldthain – the factory for railway material is shown here in 1909 – are being marketed as commercial space by the GSG Berlin.

The former tramway workshop of Jean Krämer – the Panke river is to the left. Today, the site is utilized by the 'Uferstudios'.

The "Liesen Bridges" were built in the 1890s to provide a connection with the Stettiner Rail Station (today, Nordbahnhof); only the S-Bahn tracks are in use today.

Learn more

Mitte Museum: Pankstraße 47, 13357 Berlin, www.mittemuseum.de

Book tip: Rogge, Henning: *Fabrikwelt um die Jahrhundertwende am Beispiel der AEG Maschinenfabrik in Berlin-Wedding*, Köln 1983 (German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Wedding

Beusselkiez

In mid-19th century, the western area of Moabit between the railway lines to the north and the oxbow bends of the Spree River to the south provided the ideal conditions for the ‚First Relocation‘ of Berlin’s metal industry. The Preußische Seehandlung had built an iron foundry on the north bank of the Spree in 1837 before the construction of a rail line had begun. August Borsig soon followed suit – when he came, there was enough space for a stately villa and a park by Lenné. After the “second relocation” in the 1890s, Moabit remained an attractive location with a commercial tradition that still has a good future today.

An overview of important locations

- 1 Westhafen (port)
- 2 Small switchgear station Westhafen
- 3 Moabit power station
- 4 Großmarkt (central market)
- 5 Housing estate at Sickingenstraße
- 6 Goods yard Moabit with signal box and storage sheds
- 7 Water tower of the gas works Charlottenburg
- 8 Tramway depot
- 9 Ludwig Loewe AG, today Siemens
- 10 Turbine hall and lightbulb factory
- 11 Horse tramway depot
- 12 ‚Haus Wichern‘, residence for unmarried workers
- 13 Markthalle X (indoor market)
- 14 Wilhelmshavener Straße transformer station
- 15 Actien-Brauerei-Gesellschaft / Schultheiss Brewery
- 16 Post office and telephone exchange Lübecker Straße
- 17 Dr. Cassirer & Co AG cable works
- 18 Fleet depot of the Berliner Müllabfuhr AG (BEMAG)
- 19 Iron Foundry Jachmann
- 20 Ludwig Loewe drill and milling machine factory with boiler house
- 21 Berlin-Anhaltische Maschinenbau AG (machine factory)
- 22 Industrie-Palast Spree und Adrema-Works
- 23 Pumping station VIII
- 24 Laundry Heinrich Bergmann und Focus-Teleport
- 25 Dairy C. Bolle

Borsig: Pioneer of the relocation to the outskirts

Borsig began buying up properties in Moabit in 1842 because his flourishing machinery manufacturing company on Chausseestraße offered no possibility of expansion. In 1850, one year after building his new factory, he also took over the Seehandlung’s iron foundry. As more and more companies followed his example, Borsig became the pioneer of the “Second Relocation”: in 1898 he moved production farther to the north to Tegel Lake.

Loewe, AEG und Co

In the mid-1880s Carl Bolle established his dairy (25) on the bank of the Spree; to the west, the Dr. Cassirer Cable Works (17), which had moved from Schönhauser Allee, was built in 1898. In 1896 Ludwig Loewe AG began construction of a large factory just north of Huttenstraße (9), next to which was his daughter's factory, the 'Union-Elektricitäts-Gesellschaft' which merged with AEG in 1904 and today forms the core of Siemens' gas turbine production (10). Not far from Peter Behrens' turbine hall is a drill and mill factory belonging to Loewe (20) as well as the Jachmann iron foundry (19), a small "castle-style" factory that was built according to plans by Ferdinand Kallmann.

Water, gas, electricity, telephone

Pumping station VIII (23), which was built in 1887-89 beside the Gotzkowsky Bridge, includes a notable extension building by Oswald Mathias Ungers. A new commercial park now surrounds the water tower of the former Gas Works (7). A power station (3) that over the last century has been continuously renewed and expanded can be found on the Friedrich Krause Ufer while three generations of transformer stations (14) occupy a site between Wilhelmshavener- and Stromstraße. In the telephone exchange (16) built in 1909-12 by Louis Ratzburg and Otto Spalding a public viewing of the 1936 Olympic Games took place in a "big-screen area".

Daily life

Industry led to Moabit becoming a workers' district and any space not occupied by a company became the site of residential buildings. In 1894-95 Alfred Messel turned his back on the blueprint of typical Berlin tenements with his "Reform Housing" which he built for the Berlin Spar- und Bauverein (bank) (5), as did Otto Kohtz in 1913-14 with his residence for unmarried workers (12) with around

200 furnished apartments and a rooftop garden. The Markthalle X (13) opened in 1891 to provide the food for the growing populace.

Traffic with added value

The main-line and circle line railways, the wide track system of the freight yard (6) and the 1923 inaugurated Westhafen (port) (1) make up the transport system of Berlin's north which is as impressive as it is vital. Parts of the port and railway facilities are still used today for goods turnover; after 1965, the Berlin Großmarkt (central market) (4) moved into a property between the port, the rails and the Autobahn. That Moabit could still be reached with the tram until the mid-1960s is evidenced by two buildings that also illustrate the technical development of Berlin's local transport: The 1890-91 "Pferde-Eisenbahn" (horse railway) depot (11) to which a multi-storey stall was still attached and the new tramway depot (8) built when the carriages became electrified – its wide-spanned halls, the long row of entrances and the large patch panel all demonstrate the scaling-up that occurred when horses were replaced with electricity. Since 2003 the halls are filled with high-priced classic and sports cars instead of tram cars: the mixed concept, which includes a garage, workshop, car sales, an association, food services and a museum, received the state's Historic Preservation award in 2004.

Industrial location with a future

The area is part of the urban development concept of State Berlin for industrial areas. Since 2009 many local companies in the "Unternehmensnetzwerk Moabit" (enterprises network) are heavily involved in the areas development.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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© Andreas Muhs

The Moabit power station site combines buildings from different technical phases of development.

The Westhafen port began operations in 1923 and continues to be a part of the goods turnover system to this day.

This converted former tramway depot in the Wiebestraße received the Berlin Historical Preservation prize in 2004.

Learn more

Unternehmensnetzwerk Moabit:

www.netzwerk-moabit.de
(German only)

Quartiersmanagement Moabit-West /
Beusselkiez: www.quartiersmanagement-berlin.de (German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Charlottenburg

Salzufer

The Landwehr Canal that opened in 1850 lies at the centre of a tradition-rich industrial quarter in Charlottenburg; its northern bank is the Salzufer, which gets its name from a salt distribution centre previously located there. The new waterway and the curve of the Spree made the area very accessible and thus attractive to numerous companies. The Royal Technical University of Berlin, today's TU, which resulted from the amalgamation of predecessor institutions, represented the "salt in the soup" for the area, which still today is characterized by a mix of production and development, research and innovation.

An overview of important locations

- | | |
|--|--|
| <ul style="list-style-type: none"> 1 Charlottenburg Power Station 2 Refuse loading station of the Berliner Müllabfuhr AG (BEMAG) 3 Bus depot of the Allgemeine Berliner Omnibus AG (ABOAG) 4 Fraunhofer Institute for Production Systems and Design Technology 5 Siemens lightbulb factory; after 1921, OSRAM 6 Gebauer Bleachery and Machine Factory 7 Engineering factory Freund 8 Telephone exchange Northwest 9 Chemische Werke AG 10 Oxygen filling plant 11 Siemens factory in Charlottenburg 12 Cosmetics factory Alfred Heyn 13 Telephone factory Zwietusch 14 Royal Porcelain Manufactory 15 Eternit House | <ul style="list-style-type: none"> 16 Tramway maintenance depot 17 Post office and telephone exchange Warburgzeile 18 Exhibition building for worker welfare 19 National Metrology Institute of Germany 20 OSRAM House 21 Pepper House 22 Technical University of Berlin (TU) 23 Circulation tank (research facility of the TU) and lock 24 VDE House 25 Zille transformer station 26 Ruhrkohle House 27 Telefunken House 28 IBM House 29 Post office and telephone exchange Goethestraße 30 Hoechst House 31 Chamber of Commerce and Industry of Berlin |
|--|--|

Siemens' Intermezzo

The Salzufer quarter offered favourable conditions as a settlement area during the "First Relocation" which lasted into the 1890s. In 1861 Werner von Siemens bought a country home there and remodelled into a prestigious villa; in 1884 he donated part of that property for the founding and construction of the current National Metrology Institute of Germany (19). In 1883 his company built a Cable Works in Charlottenburg; a small group of its local administration buildings (11) are still standing today. At the end of the 1890s Siemens turned to the north where he began building "Siemensstadt".

Porcelain for the King

The Royal Porcelain Manufactory (14) joined the „First Relocation“ by moving from Leipziger Straße to Charlottenburg in 1868. KPM has continued production at that location ever since and also uses the old Ringofenhalle (kiln building) to house an exhibition about company history and porcelain production.

Chemical additives

The Linde oxygen filling plant (10), Alfred Heyn's factory (12) from 1956 that today is used by Nivea, and a group of buildings that belonged to the former Chemische Werke AG (9) are vestiges of the chemical industry. The Gebauer Bleachery and Machine Factory (6) served an intermediate role between chemical and machine production; some of the buildings originate from the 1860s and are marketed today as the "Gebauer Höfe".

The arteries of the city

Notable among the supply and disposal facilities in this city area are the power station (1) that has undergone successive upgrades since 1899, the 1920 "Zille" transformer station (25), three telephone exchanges (8; 17; 29) and Paul Baumgarten's refuse loading station (2). Additionally, grand transportation monu-

ments have also been preserved: the four-track "Deutsche Oper" U-Bahn station, the overhead viaduct of the Tiergarten S-Bahn station, the Zoologischer Garten Rail Station with Fritz Hahne's double-hall, the elaborate tramway depot of the Allgemeine Berliner Omnibus AG (3) and the remains of the Berlin-Charlottenburg tramway depot (16).

Research and development

The location's potential has always hinged on the existence of important companies and research institutions in the immediate vicinity. The Technical University (22) with its North and South Campus, the newly expanded site of the National Metrology Institute of Germany (19), the Heinrich Hertz Institute and the Fraunhofer Institute for Production Systems and Design Technology (4) form the core of a scientific and educational landscape that as „Campus Charlottenburg“ attracts new companies and organizations.

Representative offices

For many this rich district in the west of Berlin was an interesting location early on – and became even more so when Charlottenburg developed into the centre of West Berlin after the city was divided: e.g., to this day the Association for Electrical, Electronic & Information Technologies (VDE) still utilizes its 1931 headquarters on Bismarckstraße (24) and OSRAM (20), Pepper (21), Telefunken (27) and IBM (28) built new headquarters around Ernst Reuter Platz in the 1950s and 60s. Ruhrkohle AG also resided in the neighbourhood after 1959; its headquarters was planned by Paul Baumgarten, who also managed Eternit's (15) participation in the Interbau '57 project in the Hansa district.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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Charlottenburg Power Station with the "Siemenssteg" pedestrian bridge over the Spree.

Royal Porcelain Manufactory: Exhibition area in the old "Ringofenhalle" (kiln).

Historic buildings on the South Campus of the Technical University Berlin.

Learn more

IHK Berlin: Industrie- und Handelskammer, www.ihk-berlin.de
(German and English)

Regionalmanagement Berlin City-West: www.berlin-city-west.de
(German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de



Vernetzte Stadt

© SenStadtUm

The Berlin S-Bahn Power Grid

The trains serving Berlin's suburbs, the city and circle line were converted to electricity late in the history of Berlin rail transport. The triumphant advance of electric motors in local transport had begun forty years earlier with the tramway and the underground and aboveground railways. The "Reichsbahn" had indeed experimented with the new technology for decades but WW I prevented further tests so that the trains in and around Berlin ran on steam until the "Great Electrification" at the end of the 1920s. Many of the Berlin S-Bahn's electrical supply facilities have continued in operation to this day.

An overview of important locations

- 1 Borgsdorf converter plant
- 2 Hennigsdorf rectifier plant
- 3 Hermsdorf converter plant
- 4 Tegel rectifier plant
- 5 Spandau-West rectifier plant
- 6 Siemensstadt rectifier plant
- 7 Putlitzstraße small switchgear station
- 8 Böttcherstraße switching station
- 9 Pankow converter plant
- 10 Halensee rectifier and switchgear station
- 11 Charlottenburg Typ Ring small switchgear station
- 12 Tiergarten small switchgear station
- 13 Friedrichstraße rectifier plant
- 14 Markgrafendamm rectifier and switchgear station
- 15 Kaulsdorf rectifier plant
- 16 Schöneberg rectifier and switchgear station
- 17 Hermannstraße small switchgear and interlocking station
- 18 Rahnsdorf rectifier plant
- 19 Neubabelsberg rectifier plant
- 20 Nikolassee rectifier plant
- 21 Lichterfelde-West rectifier plant
- 22 Lichtenrade rectifier plant

Curious beginnings of a new technology

For its trade exhibition in Moabit in 1879 Siemens developed an electric miniature train on which the visitors could ride around the exhibition park. What was then considered a curious attraction was actually the birth of electrified trains. Only two years later, in May 1881, Siemens put the world's first electric tramway into operation in Lichterfelde, an exclusive suburb in the south of Berlin. Siemens had already proposed a large-scale train project in Berlin the year before: A rapid transit system was meant to keep pace with the fast growing metropolis. But only after 15 years of vigorous negotiations did work actually begin on the core line from Kreuzberg to Charlottenburg – a long wait

for technical innovations, but Siemens bridged the time gap by building the underground railway in Budapest.

Electrical late bloomer

The breakthrough was finally triggered by the next great trade exhibition in Berlin's Treptow Park in the summer of 1896. The "Great Berlin Tramway" had recently begun electrifying its lines and the go-ahead for building the above and below ground trains was already in the works. Only the Reichsbahn delayed modifying its long-distance and commuter trains – even though a custom-made railcar built by Siemens and AEG had in 1903 attained speeds over 200 km/h on a test stretch of the Royal Military Railway running between Zossen and Marienfelde. It wasn't until ten years later that the Reichsbahn included financing for the electrification of their stock in their budget but the war prevented the plans from being realized.

A multitude of advantages

The project was taken up again in 1919, mainly because it was so promising economically: The higher speeds and more rapid acceleration shortened travel times and the greater frequency of trips meant more travellers could be transported. In addition, the absence of soot and loud noise made the trains less annoying, and the electrical drive was much better suited for operating in tunnels than a steam locomotive.

First step towards the north

Most of the modification and new construction work necessary for electrification fell to the architect Richard Brademann, who had worked in the Reichsbahn head offices since 1914. In 1921 the decision was taken to supply direct current by means of a contact rail next to the tracks; the system had already proven its worth in the above and below ground trains. Three northern suburb lines were chosen for the test run. The routes to

Bernau and Oranienburg (began operations in 1924 and 1925) were provided with substations in small halls in which a rotary converter was mounted, and on the route to Velten (inaugurated 1927) small brick buildings with powerful mercury arc rectifiers were built.

The hubs of the network

The rest of the suburb trains and the city and the circle line were all modified as part of the 1926 "Great Electrification". In the process, a very important role was played by the rectifier and switchgear stations erected at the points where the suburb trains and the circle line crossed, among them the two large stations at Ostkreuz and Westkreuz with prominent control centres. The rectifier for the East-West connection was housed directly in City Rail viaduct, and for the Circle Line Brademann created a prototypical design that was repeated many times. Each suburb line had its own rectifier plant whose style evolved over years from an expressionistic design vocabulary to one reflecting modern tastes.

Subsequent users

After 1989 the supply and control technology was renewed and new users moved into the few stations that were no longer needed: A typical circle line building on Gervinusstraße now serves as a gallery, part of the Neubabelsberg rectifier plant houses the Berlin S-Bahn Museum and a group of active and former company employees research and give lectures about the S-Bahn's electrical supply in a former control centre on Markgrafendamm where they store their collection.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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Schöneberg rectifier and switchgear station: the most important station in the south of the city.

Friedrichstraße rectifier plant: with a connection to the city railway viaduct.

Prototypical circle line design of the Charlottenburg rectifier plant, Gervinusstraße: A gallery has moved into it.

Learn more

BSW-Gruppe S-Bahnstromanlagen:
am Markgrafendamm, Friedrichshain,
www.s-bahnstromgeschichten.de

Berliner S-Bahn-Museum:
im Unterwerk am S-Bhf. Griebnitzsee,
www.s-bahn-museum.de

Book recommendation: Dost, Susanne:
Richard Brademann (1884-1965).
Architekt der Berliner S-Bahn, Berlin

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

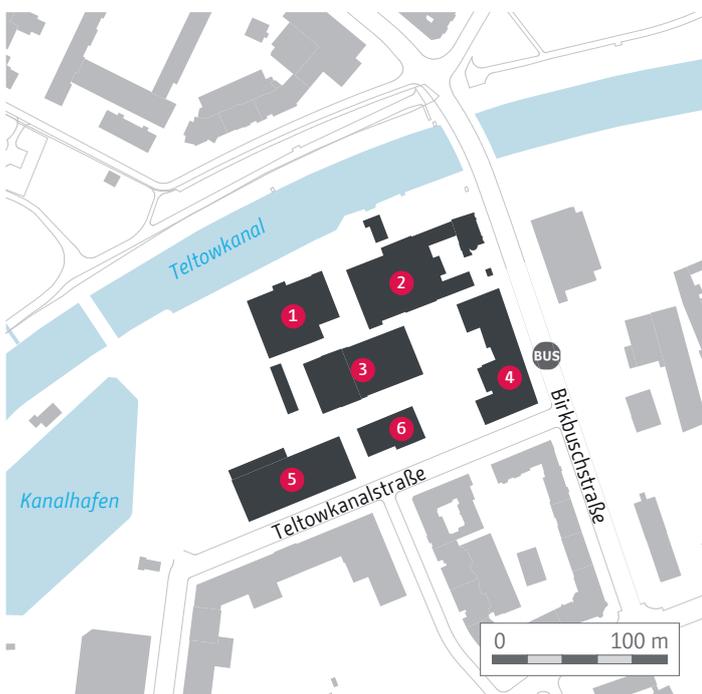


Steglitz

© Andreas Muhs

Steglitz Power Plant and Transformer Station

Steglitz manifests the multifaceted history of public electricity supply better than any other Berlin locality. The longing of Berlin's surrounding communities for economic and power-supply independence, which was rendered mute with the founding of Greater Berlin and BEWAG's large-scale building programme, is evidenced by a 1910 Steglitz building complex, parts of which are still original. During the Cold War, other facilities were added in order to secure West Berlin's power supply. After the "electrical reunification", most of the buildings lost their functions - in 2001 a museum collection was established in one of them.



Birkbuschstraße 40-44, 12167 Berlin-Steglitz
Teltowkanalstraße 9, 12247 Berlin-Steglitz

Built in / by:	after 1910, Gemeinde Steglitz i.a.
Architect:	Hans Heinrich Müller i.a.
Listed:	Protected monument and protected monument area
Current owner:	Vattenfall Europe, Stromnetz Berlin
Current use:	Transformer station: partially vacant
Power plant:	mostly vacant

Communal self-sufficiency

Following intense discussions about the prospects and feasibility of communal self-sufficiency, construction of the building complex next to Teltow canal began in 1910. The base and the transverse section of the tram station, which includes a workshop, have survived to this day in the interior area of the block (3). The communally operated Ice Works (3) could be accessed

over a narrow service road to the north, and the power plant (2) was situated on the canal.

Steglitz power plant

Following the example of Georg Klingenberg's power plant prototype in Heegermühle, the plant's boiler house was transversely attached to the powerhouse, the high gables of which were the facility's dominant feature. The switching house was placed on the longitudinal wall of the powerhouse so that, together with the administration building, it formed an intimate, half-open courtyard. Taken together, the brick-faced structures with their differing heights and orientations, vertically and horizontally divided facades, adjacent staircase towers and annexes, apses and pergolas, form a picturesque ensemble.

Nodes in the Greater Berlin grid

The complex lost its autonomy with the 1920 founding of Greater Berlin and its incorporation by BEWAG. Steglitz's electrical supply was integrated into the city-wide grid and the responsibilities of the Steglitz authorities were expanded as well. Thus the engineer Martin Rehmer, who till then had been the site's acting manager, took over operations at the new company and the architect Hans Heinrich Müller, who was the communal master builder that oversaw the power plant's construction, began working on BEWAG's construction program. In order to increase electrical supply, a small transformer station based on plans by Egon Eiermann was built on Birkbuschstraße in the late 1920s. This station, which was important both architecturally and in terms of the company's history, was later included in the plans for a new substation and modified during that construction in 1939-42. The resulting structure (4) is the largest substation built after the great Berlin building programme of the 1920s. Its design reflects the sensibilities of the 1930s and 40s.

West Berlin, an electricity island

The political division of the city also led to the partitioning of Berlin's electricity grid in 1952. The Western half thus became reliant on an autonomous "isolated operation", whereby the Steglitz facilities rose to the level of a technological laboratory and trendsetter. There the first outdoor switchyard for the connection to the present day Reuter-West power plant was built. The old power plant was subsequently converted to oil-firing, which entailed adding a row of oil containers at the canal harbour. The coal storage space that was then no longer needed became the location of the first West Berlin gas turbine facility (1). At the start of the 1970s an indoor 110 kV switching facility (5) was added and in 1986 a battery storage unit (6), which regulated the frequency in the West Berlin "Island grid" and served as the instant reserve until the electrical reunification, was put into operation.

Electrical reunification

During the 1990s West Berlin was again integrated into the transregional electrical grid. The power plant and the battery storage building in Steglitz were shut down but some of the transformer stations are still operating. While new uses are being sought for the power plant, the battery storage building was given over to the "Society for Collecting Historical Plant Components and Devices from Berlin's Electrical and Heat Supply Technologies", which was founded in 2001. The society, which consists of active and former employees of the supply company, has put more than 2000 exhibits on display. Signing up for a visit and a guided tour of this voluntarily managed collection can be done per e-mail.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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© Andreas Muhs

Cover picture: The powerhouse with its towering gables is the historically dominant feature of the Steglitz power plant site.

West Berlin's first gas turbine power plant with its yellow bricks and ceramic plates and the old power station inform the site's silhouette.

The 1939-42 Steglitz transformer station was the largest substation to be built since the great Berlin building programme of the 1920s.

The battery storage facility was the "heart pacemaker" of West Berlin's electrical supply. Since 2001 the building is the home of a museum collection covering the history of Berlin's electrical supply.

Learn more

Energie-Museum Berlin: Teltowkanalstraße 9, 12247 Berlin-Steglitz,
www.energie-museum.de
Tours are by appointment only:
info@energie-museum.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

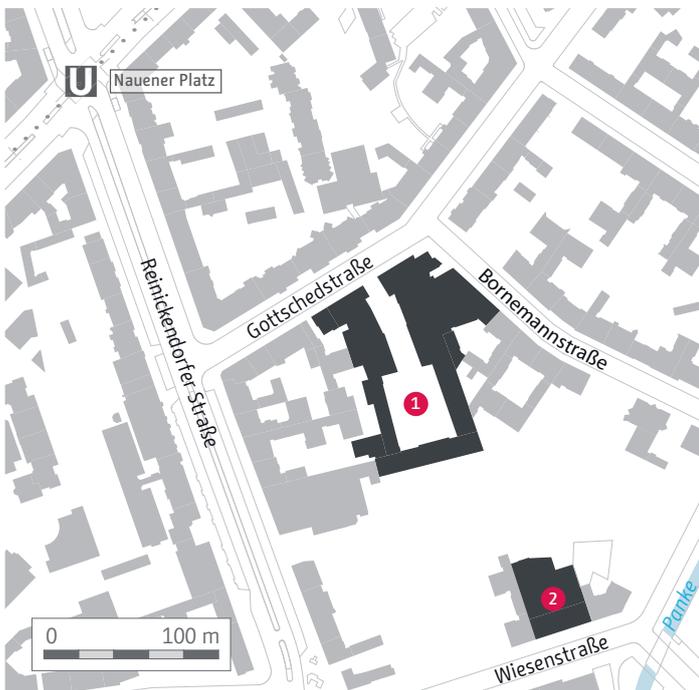


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Gesundbrunnen

Rotaprint

A striking sculptural cement tower stands at the corner of Bornemann- and Gottschedstraße – an unusual landmark in a section of northern Berlin mostly comprised of Wilhelminian style buildings. This conspicuous structure was built between 1957 and 1959 according to plans by Klaus Kirsten, a 28-year-old architect, to whom the traditional company “Rotaprint” gave the task of expanding its flourishing factory in Wedding. As computers began entering the marketplace, Rotaprint’s business suffered badly – today, model projects at the site have successfully resisted the marketing pressures from the real estate sector.



**Gottschedstraße 4, Wiesenstraße 29
13357 Berlin-Mitte**

Built in:	Factory compound: ca. 1905; Expansion: 1950s
Contractor:	Rotaprint AG
Architects:	Klaus Kirsten, Otto Block i.a.
Listed:	Protected monument and protected monument area
Land-owners:	Stiftung Edith Maryon, trias Stiftung (foundations)
Leasehold:	ExRotaprint gGmbH, Wiesenstraße 29 eG
Current use:	Art, culture, social affairs and commerce

Success and pressure go hand in hand...?

Rotaprint’s success story began in 1906 when the “Deutsche Maschinen Vertriebsgesellschaft” on Sophienstraße introduced its “Victoria” copying machine. The small-batch production took the market by storm and the company suddenly needed a new

factory. Space for development and production was found in the interior area of the block between Gottsched- and Wiesenstraße; the perimeter of the block was lined with Wilhelminian tenements. The first offset printing machine for small formats was introduced in 1922; the following year an electric motor was added. Success led to a name change in 1926: “Rotaprint” was born. The new technology defined the company’s image and the catchy brand name sold well worldwide.

Printing to beat the band

The small printing machine began its successful invasion of administration and business offices in the 1920s and, as a supplier of “war-relevant” machines, Rotaprint was provided with forced labourers for the production and sale of its offset printer until the allies bombed the factory to the ground. Despite 80% of the facility being destroyed, production was still able to start up again after the war. The residential buildings on Gottschedstraße were now gone, which allowed the company to build new factories out to the street level in 1951. In 1953, new halls were added in the middle of the block in which around 500 employees continued making the printers and worked to revive old business contacts. More than half of the machines were exported – Rotaprint was considered a model of West Berlin development.

Reflection of the 1950s

The company doubled its staff through the end of the decade and modernized the surviving old buildings. The damaged transverse section in the courtyard was rebuilt in 1956 and crowned with a glassed-in art room. 1957-59 Klaus Kirsten completed two towers that made good use of the limited space and served as promotional landmarks for the site. The young architect stacked glass-fronted concrete modules to form a five-storey workshop building facing Reinickendorfer Straße. He added a second tower on

Gottschedstraße that dominated that corner of the block. And on Wiesenstraße a second administration building was built that included an assembly hall designed by Otto Block.

A new era intercedes

In the 1970s, new copiers and computers with small printers changed office work and began the process of displacing the till then widely-used offset printer. Rotaprint suffered badly; Land Berlin took it over in 1980 and tried to find an investor for the business. It finally went bankrupt in 1989 and new plans were made for its future use. The northern section of the factory that includes the new buildings by Klaus Kirsten and a few old buildings (1) was given heritage protection status. To the south, only the complex by Otto Block remained (2). A large part of these cleared grounds became the site of a supermarket in 2006; Klaus Kirsten’s workshop tower was thus relegated to the second row.

Take the pressure off

After long negotiations, the non-profit limited liability company ExRotaprint purchased the leasehold for the northern protected area on Gottschedstraße; the land belongs to the “trias” and “Edith Maryon” foundations. On the basis of a leasehold agreement with the Stiftung Edith Maryon, an artist cooperative took over the protected building on Wiesenstraße 29 in 2009. ExRotaprint and the cooperative are effectuating use and management concepts with which the site, in cooperation with the foundations, is extricated from exploitation mechanisms of the real estate sector. ExRotaprint’s projects, which are geared to agreement and cooperation, and the renovation and maintenance work, which are sensible to the needs of the existing complex, are considered as best practice in the further development of Berlin’s industrial heritage.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



© ExRotaprint gGmbH



© ExRotaprint gGmbH



© ExRotaprint gGmbH, Foto: Carsten Eisfeld

Cover picture: The distinctive cement tower at the corner of Bornemann- and Gottschedstraße is an unusual landmark in that Wilhelminian section of northern Berlin.

The use and management concepts of ExRotaprint are considered best practice in Berlin and beyond.

With a view over the grass plaza, the engineers of the 1950s worked on their drawing boards and in turn could themselves be observed making their intellectual contribution to the development of the printing machine.

The cantina serves as a meeting place for the movers and shakers of the artistic, social and commercial projects based at the site.

Learn more

ExRotaprint gGmbH:

Gottschedstraße 4, 13357 Berlin,
www.exrotaprint.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

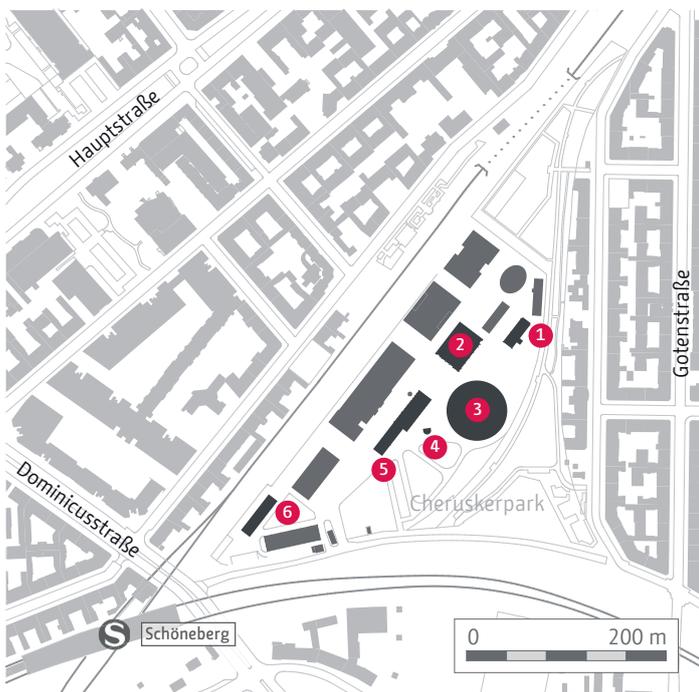


Schöneberg

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Schöneberg Gasworks

Already within the first year of its founding in 1824, the Imperial Continental Gas Association (ICGA) was able to find two customers in Hannover and Berlin that wanted to modernize the street lightning in their inner cities with the advanced gas technology from England without having to take on the economic risks that the young technology entailed. The Schöneberg Gasworks, a major investment, was built in 1871 in Schöneberg, an area that to this day provides outstanding transport connections. Energy and mobility are also obligatory concerns for the present day users of the EUREF Campus that, as a new site, continues to develop.



Torgauer Straße 12-15
10829 Berlin-Schöneberg

Built in / by:	from 1871 / ICGA
Planning:	L. G. Drory, R. Cramer, A. Messel i.a.
Listed:	Protected monument and protected monument area
Current owner:	EUREF AG
Current use:	Offices and science centre

Technology and capital from England

In an 1825 contract with the Prussian Interior Ministry ICGA took on the responsibility for the financing, construction and management of the gasworks and the associated distribution networks; in return, the purchase price of “illuminating gas” from this private concern was guaranteed and it was promised a concession for the use of public land and a monopoly until 1847. This process was repeated in 1853 with the Berlin Waterworks Company and in 1884 with the German Edison Society,

even though problems had quickly arisen with the ICGA. In only four years the ICGA had built a gasworks on Gitschiner Straße, laid the lines and converted two thirds of the inner city's oil lamps to gas or had put up new streetlamps – they later were only willing to accept new operating regulations and an expansion of the supply area if the city would extend their contract and agree to a new price structure.

Urban competition

The dispute continued – and the city decided to build its own gasworks, but had to wait for the expiration of the monopoly before utilizing it. This led to bitter competition between the city and the company; the resulting lower prices increased the demand for gas to such an extent that both businesses thrived and invested in rationalized large-scale plants. In 1871 ICGA built the Schöneberg Gasworks on a property that was easy to supply with coal because of the local train connections. Workshops, offices and residences were built next to the retort house and the purifier building (6); one novelty was the telescopic gasometer without the brick facing enclosure. In 1877 it was expanded with a second container that, with 35.000 m³ capacity, could hold four times as much gas.

Drory, Cramer und Messel

The entire gasworks was again redesigned and enlarged at the beginning of the 1890s. Leonhard George Drory was responsible for the operational layout, the engineer Richard Cramer for the construction and the architect Alfred Messel for the forms and facades. The machine and boiler house with its prominent water tower (5), and parts of the large retort house (2) demonstrate the quality with which the ICGA built its industrial buildings. In 1898 the retort house and the purifier facility were again enlarged, followed by a new forge (1) in 1900 and a new workshop in 1904. In 1908 the site

produced 200,000 m³ gas – an output that was beyond the capacity of the two old gas holders. Thus the ‚Berlin-Anhaltische Maschinenbau AG‘ (BAMAG) constructed a new, approximately 80 m high telescope gasometer (3) whose 160,000 m³ capacity made it one of the largest in Europe.

Hostile takeover

The onset of World War I forced ICGA to declare bankruptcy scarcely three years after going into operation – no English company was welcome in Berlin! The site was bought by the Teltow township in 1918, then went over to the ‚Deutsche Gasgesellschaft AG‘ and later to the city. In 1940 Berlin took over the Schöneberg Gasworks, which for decades was able to hold its own against the municipally owned GASAG by maintaining its own facilities. Extensive damage during World War II led to the decision in 1946 to shut down the gas production facilities. The gasometer continued to function until 1995; a central workshop and a GASAG training centre was later added.

The EUREF Campus

In 2007 the Berlin EUREF bought what in the meantime was a listed property; since 2009 companies and research facilities that want to establish themselves in the fields of energy and mobility have moved there. A high rise is supposed to be constructed inside the gasometers support frame while energetically optimized office buildings are springing up on other unused areas. The listed buildings serve as meeting places and also as examples of local history: Along with the Technical University, a café has also been established in the machine and boiler house; in the forge, a restaurant; in the retort house, event spaces, and the small „Schleusenhaus“ (4) holds the „Info-Point“ for the growing site.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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Cover picture: The approximately 80 metre high gasometer serves as the site's landmark to this day.

The machine and boiler house with the prominent water tower

The large retort house with the new extensions.

The old forge with outdoor restaurant area

Learn more

Books: Lepiorz, Stephan; Bezirksamt Tempelhof-Schöneberg (Hg.): Das Gaswerk Schöneberg in der Torgauer Straße, Berlin 2005. (only German)

Euref-Campus: www.euref.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

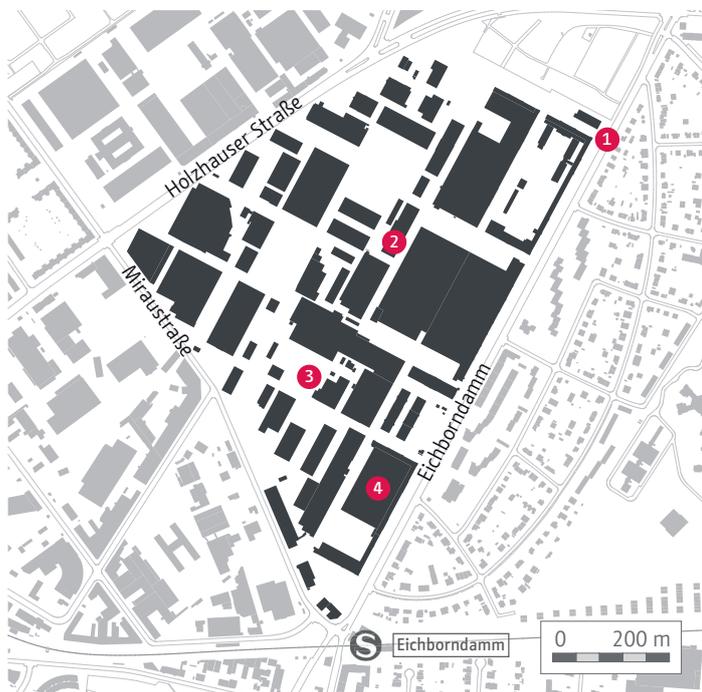


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Reinickendorf

German Weapon and Munitions Corporation (DWM)

The development and utilization of the giant industrial area in Borsigwalde is closely tied to German military and political history: Two times the resident armaments businesses supplied arms and ammunition to German soldiers, and two times they were obligated by the Entente and the Allies to convert their production to civilian goods. Nowadays parts of the buildings are used by archives dedicated to history and remembrance. In the centre of the area, active industrial production is again represented by a manufacturer of brass rods, profiles and wires.



**Eichborndamm 105-177, Miraustraße 10-42
13403 Berlin-Reinickendorf**

Built in/ by:	from 1906 / DWM
Architects:	Paul von Gontard, Alfred Kühn i.a.
Listed:	monument and site
Current owner:	Various concerns, individual properties
Current use:	Archive, production, business park

Armaments on the city periphery

Ludwig Loewe had already begun manufacturing arms in Berlin in 1870; in 1896 he founded together with the “Mauser Works” and the “Deutschen Metallpatronenfabrik AG” from Karlsruhe the “Deutsche Waffen und Munitionsfabriken (DWM)”. In his search for expansion opportunities he followed the example of Berlin industry by moving to the outskirts of the city. He found a more than 30 hector, undeveloped property north of Charlottenburger Weg (today, Eichborndamm) that was situated near enough to the Berlin-Kremmener Railway that it could be easily

accessed by a freight track and, with the station that opened in 1894, was also conveniently reachable by his employees.

900-metre frontage

Planning for the new site fell to Paul von Gontard, DWM general director, and scion of a prestigious Berlin family of architects. The construction contract went to the Boswau & Knauer concern. The property was developed in steps from south to north until the street frontage of the factory was 900 metres long. Along with new workshops, a company power plant and administration and community buildings, the first large sawtooth roof hall with a two-storey encircling construction was built from 1906 to 1907. This combination proved successful, which led to its being used many times. The first example was expanded in 1912 to a length of 220 metres according to plans by the architect Alfred Kuhn and furnished with a stout corner tower – an urbane kickoff for that facility with its unimpeded view of Eichborndamm Station.

The Treaty of Versailles

After being vigorously pursued from 1915 to 1918, the enlargement of the factory abruptly ceased when the war ended. The Treaty of Versailles prohibited arms production in Germany so the factory had to convert its production. Under the new name “Berlin-Karlsruher Industrierwerke AG” it now manufactured household appliances, cutlery, ball bearings and the like. In 1928 Günther Quandt took over the ailing business; he streamlined production, shut down unprofitable departments and rented the complex of halls to the south to “General Motors”.

World War II

The site once again became active in the production of armaments when the National Socialists began preparing for war, and after 1936 the company reverted to calling itself “DMW” again. The factory

area was expanded along Miraustaße to the north and DWM was joined by the “Mauser Works” and the “Dürener Metal Works” at the Borsigwalde site. A number of forced labour camps were built around the factory grounds and another one at the Schönholz Railway Station.

Civil(ized) uses

Weapon production was permanently discontinued after 1945. The “Deutsche Dienststelle” (1), which maintains records of the former German Wehrmacht members killed in action or prisoners of war, moved into the northern section of the factory. New civilian products and a civilian name were sought for the remaining production facilities. The abbreviation “DWM” was kept but it now stood for “Deutsche Waggon- und Maschinenfabriken GmbH”. The company received contracts from the Berlin U-Bahn and produced the bodies for BVG’s double-decker buses. In the 1970s, the battery company “Varta” moved to the premises and built a new hall within a two-storey encircling construction at the southern tip. The Archives of the Land Berlin (4) moved into that hall after its decommissioning and a one year rebuilding phase; the renovation, which conformed to heritage protection principles, was awarded the district’s “Constructors Prize”.

The Archives, the “Deutsche Dienststelle” and the Berlin-Brandenburg Economic Archive (2) have made the former weapons factory into one of the most important constituents of Berlin’s research environment. Retail stores, workshops, small businesses and sports facilities now occupy the other areas. In the centre, a KME Brass Germany GmbH works (3) conveys an impression of the original production dominated character of the entire area.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



© Andreas Muhs



© Andreas Muhs



© Andreas Muhs

Cover picture: The characteristic main façade of the DWM came about in 1912 in the course of the expansion of the old buildings from the site’s development phase of 1906-07.

North Miraustaße: In contrast to the earlier buildings, the new buildings of the 1930 and 40s were constructed in a plain brick style.

A KME Brass Germany GmbH factory manufactures brass rods, profiles and wires at the centre of the former DWM grounds.

The Land Archive became the new occupant of the Varta House in 2011. An air conditioning specially designed for the valuable inventory was installed during the reconstruction.

Learn more

Landesarchiv Berlin:

www.landesarchiv-berlin.de

Berlin-Brandenburgisches Wirtschaftsarchiv: www.bb-wa.de

Forced Labor App: www.berliner-geschichtswerkstatt.de/app.html

www.stadtentwicklung.berlin.de

www.industrie-kultur-berlin.de

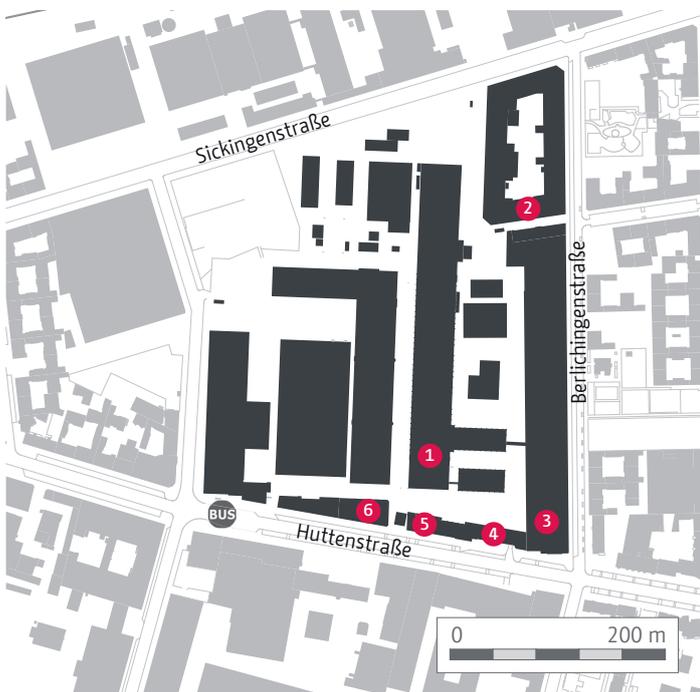


Beusselkiez

© Andreas Muhs

AEG Turbine Factory

The AEG turbine factory, which was built in 1909 by Peter Behrens, is one of the best-known landmarks of “Electropolis Berlin” and part of a giant building block on which the history of industry is still being written. What has been achieved there seldom occurs in high-tech fields: Turbines have been continuously produced for worldwide buyers for over a century. It all began with Ludwig Loewe’s “Union Elektrizitäts-Gesellschaft“, which merged into AEG in 1904. It then merged its power plant division with Siemens to form the “Kraftwerk Union AG“ in 1969, which devolved completely to Siemens in 1977.



Huttenstraße 12-16
10553 Berlin-Moabit

Built in/ by:	from 1896 / UEG and AEG
Architects:	Theodor Rönn, Johannes Kraaz, Peter Behrens i.a.
Listed:	Protected monument and protected monument area
Current owner:	Siemens
Current use:	Turbine factory

A license to build turbines

Ludwig Loewe & Co purchased a large property on the north side of Huttenstraße in 1888. The area to the west was reserved for a machine tool factory; operating in the eastern part was the “Union Elektrizitäts-Gesellschaft” (UEG), which was founded jointly by Loewe with Thyssen and the Thompson Houston Electric Company from the USA. At the start of the 20th century the German “electrical crisis” began: Many companies and partici-

pating banks ran into difficulties because of consolidations in the market and rising prices and were forced to quit. The UEG joined a syndicate with AEG; the following year a fusion took place. AEG thereby took over not only the site, but also UEG's technologies, patents and licenses, among which the Curtis steam turbine had the greatest potential. The licenser for that turbine was General Electric from the USA, with which AEG immediately negotiated new contracts and concluded marketing agreements.

Building with a message

AEG concentrated its turbine production at the Huttenstraße site. As demand for the new turbines continually grew, the retrofits and extensions on the turbine hall (1), which was originally built by the architect Theodor Rönn for UEG, were no longer adequate. It was imperative that production be completely reorganized and the factory massively enlarged. In the meantime, AEG had contracted the architect Johannes Kraaz to build a new lightbulb factory (2), but from a long-term perspective he appeared not to be the right choice in terms of providing the buildings with an added promotional value. The company thus hired the architect Peter Behrens as an "artistic advisor". He took over the coherent designing of factories, promotional materials and exhibition buildings, established AEG as a strong brand on world markets and at the same time offered a programme of integration to the employees. In addition, in 1908 he planned the new powerhouse for the power plant on Huttenstraße built to satisfy the company's growing energy needs, while at the same time served as the exhibition venue for the new turbines.

The signature of new era

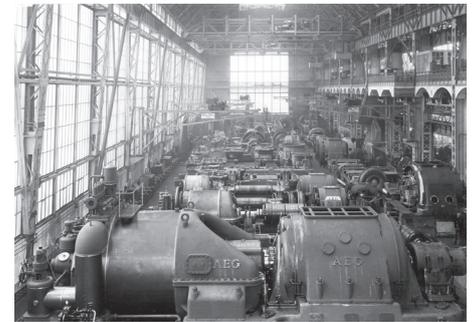
In light of his initial successes and the praise conferred on him by Kaiser Wilhelm II, AEG entrusted Peter Behrens with a comprehensive building pro-

gramme at all of its sites. First up was the turbine hall completed in the winter of 1909 in Moabit (3). Using typical industrial materials like iron, glass and concrete, Behrens' first large-scale concept for AEG succeeded admirably, receiving accolades from both professional circles and the cultural milieu. Apart from the structural designer Karl Bernhard, who was involved in the construction process and criticized that the building's gable side shows too little of the support structure, reviewers saw the hall as not only the ideal embodiment of the company but as a new tourist attraction as well. For them was Berlin a pioneer of a new "industrial culture" and the buildings by Messel and Behrens were the signature of this new era: The critic Karl Scheffler declared "It won't be long until Baedeker will be giving stars to a genre of buildings that it earlier considered unworthy of notice."

Work assignment

Behrens' hall was extended a second time between 1969 and 1971 to accommodate the construction of gas turbines, and an overspeed and acceleration bunker was attached to the old, modest extension building built from 1939 to 1941. An administration building (4), through the gateway of which a view into the depot was possible, had already been built on the lateral in 1957. The intensity of industrial activity is still on view to this day. Along Huttenstraße Siemens utilizes the old buildings from Loewe and UEG (5+6); new buildings for development, administration and production have been built on Wiebestraße and in the inner area of the block. Even the former lightbulb factory by Johannes Kraaz continues to be assigned work: A Federal Employment Agency "Jobcenter" has moved into the listed building.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



© Siemens AG



© Andreas Muhs



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Cover picture: Peter Behrens' AEG turbine hall is one of the best-known milestones in the 20th century history of architecture and industry.

View into the ongoing production in the turbine hall, interior shot from 1912

The sensible glass façade on the courtyard side of the turbine hall.

Theodor Rönn's old turbine hall quickly became too small to satisfy the growing demand.

Book tip

Buddensieg, Tilmann (Hg.): Industriekultur. Peter Behrens und die AEG. 1907-1914, Berlin 1979 (German only)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

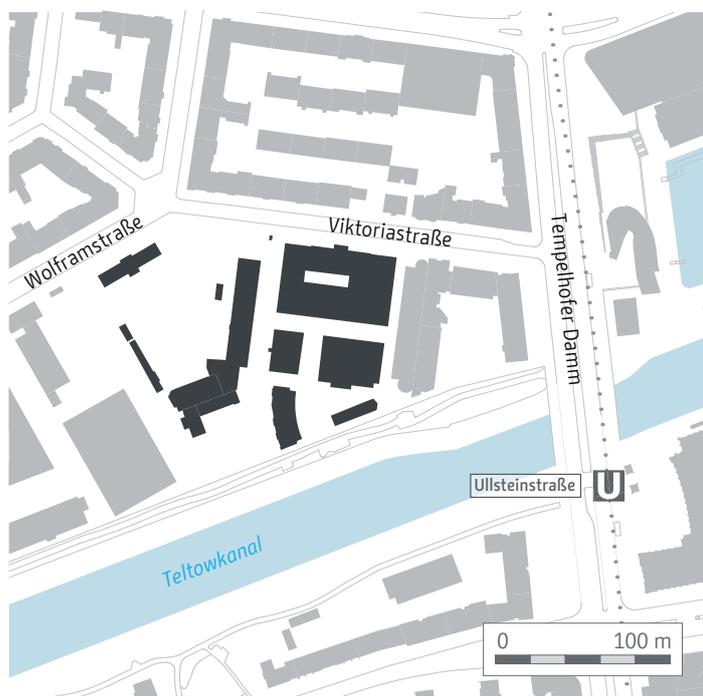


Tempelhof

© Andreas Muhs

ufaFabrik

Berlin became a film city early on: In 1895, the year of the Lumière brothers' first screening in Paris, Max and Emil Skladanowsky introduced their new "Bioskop" projector. They presented a film in the ballroom of the "Feldschlösschen" restaurant that had been shot earlier in the restaurant's garden. The long process from self-referential documentary film evening to the German "dream factory" is closely associated with the name UFA. By far the darkest phase was the Nazi period with its propaganda; nevertheless, in the middle of the Cold War a new "dream laboratory" emerged from the ruins of the Viktoriastraße site.



Viktoriastraße 10-18 12105 Berlin-Tempelhof

Built in / by:	from 1921 / AG für Filmfabrikation
Architect:	Otto Kohtz i.a.
Listed:	no
Current owner:	Land Berlin; Leaseholder: Internationales Kultur Centrum ufaFabrik e.V.
Current use:	Cultural centre, ecological and social projects

Power and money create film city Berlin

The impetus for the founding of "Universum-Film Aktiengesellschaft", abbreviated UFA, came from politics and high finance. In the summer of 1917, Erich Ludendorff promoted the establishment of a Reich sponsored film company to support the German film industry and thus war propaganda, the solid financial footing for which was provided by Deutsche Bank. The goal: Consolidate existing companies and move into film production,

distribution and screening as quickly as possible.

The film studios

UFA's production centre was on Oberlandstraße 26-35. Bruno Buch, who had established a good reputation as an industrial architect, planned the first building. On top of a two-storey base structure that had rooms for props, dressing rooms, film workshops and copying rooms he built high glass ateliers in which filming could be done in daylight. As talkies began superseding silent films during the 1920s the noise from the Circle Line trains and the airport became a problem. The architect Otto Kohtz undertook the modifications and provided the glass ateliers with a brick enclosure that was elevated on columns and a covering made of pumice stone concrete slabs. Now that the studios were completely dark, shooting was done with artificial lighting.

The AFIFA-Fabriken

In 1921 the "Aktiengesellschaft für Filmfabrikation" (AFIFA), which was located on a property at Viktoriastraße 10-18, offered to take over film post-processing, which up to that time was being done in the studio's base structure. The AFIFA was in close proximity to the studios and could take over the whole spectrum of film development, from cutting to copying to screenings in their own cinema hall. Later, new studios also came to AFIFA for audio-mixing so that eventually the site was covered with one and two-storey buildings. The purchase of the nearly bankrupt UFA by the media mogul Alfred Hugenberg effectively brought the AFIFA site into UFA's orbit while AFIFA itself also became an affiliate of his national conservative enterprise.

The Nazi Party's instrument of power

Ten years later the Nazi Party took over UFA and, after 1942, concentrated the Reich's entire film industry under its roof.

Thus the country's leadership gained direct access to the studios, the technical production, distribution and the cinemas that had all become part of the exploitation chain since UFA's founding. This included film screenings in the grand Marble House as well as in the giant "UFA Palast am Zoo" or in the elegant "Universum Kino am Lehniner Platz". After 1945 the vast UFA company was stripped of power and split up: The DEFA took over the studios in Babelsberg that had been built in the 1920s to support the Oberlandstraße site, the AFIFA moved to a new location in Wiesbaden, and the Tempelhofer Studios were occupied by the "Berliner Union-Film" in 1964.

New "Dream Laboratory"

The AFIFA grounds in Tempelhof had fallen to the Bundespost and lay fallow until they were eventually occupied by a commune and thereby reactivated. The group had founded the "Factory for Culture, Sport and Handcrafts" on Kurfürstenstraße in 1976 and realized how perfect the old film lab premises were for their project. The buildings were repaired and reconstructed. What emerged were apartments and workshops, an organic store and a bakery, a children's farm, a school, and sports and seminar rooms. The former cafeteria and the old cinema, which went back into operation in 1981 and which was expanded to include two smaller cinemas in former dubbing studios in 1986, are all being used today as theatres and event spaces. CHP units were installed and numerous solar power generators were built for energy-efficient and ecological management purposes. With its intelligent building control system, rainwater usage and green roofs and facades, "ufaFabrik" is considered an exemplary example of reutilization. It is the role model and source of inspiration for socially and ecologically engaged successor projects.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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Cover picture: Entrance area of today's "ufaFabrik" on Viktoriastraße

The film studios on Tempelhof's Oberlandstraße are being used for shooting films to this day.

The buildings on the former AFIFA grounds on Viktoriastraße 10-18 were saved from impending demolition.

The UFA film studios on Lehniner Platz were built between 1926 and 1928 by the architect Erich Mendelsohn and, since 1981, serve as the home of the Schaubühne theatre.

Learn more

ufaFabrik Berlin: Internationales Kultur Centrum ufaFabrik e.V., www.ufafabrik.de

Filmmuseum Berlin: Deutsche Kinemathek – Museum for Film and Television, www.deutsche-kinemathek.de (German and English)

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

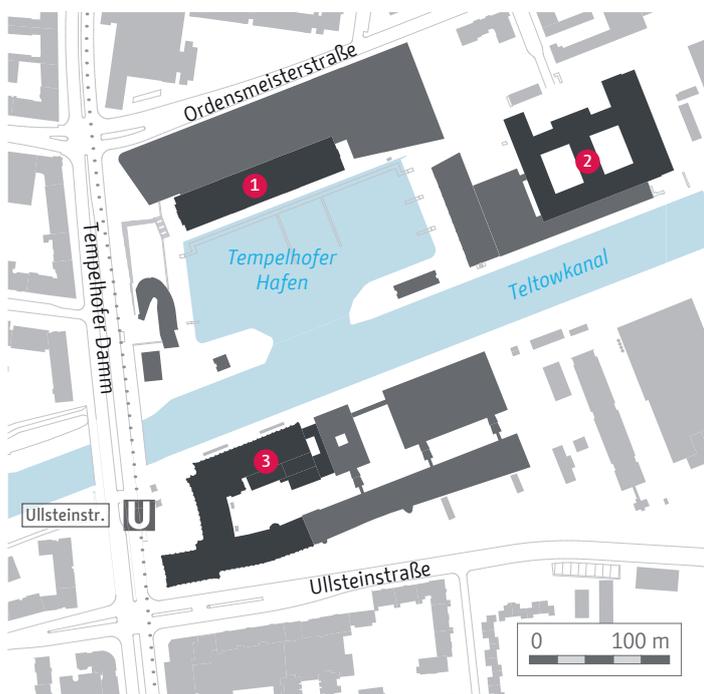


© Andreas Muhs

Tempelhof

Tempelhof Inland Port

The Tempelhof port on the approximately 40 km long Teltow Canal, which was inaugurated in June 1906, ensures the provisioning of Berlin's southern area. The giant warehouse (1) attests to the intensity of the goods turnover, and the telegraph factory of Lorenz“ (2) and the Ullstein House (3) profited as well from the location on that important transport hub. With those and the UFA film processing workshops to the west, the area not only tells the story of Berlin inland navigation, but also illustrates Berlin's ascent to Germany's media capital – a development that exposed its dark side during the Nazi period.



Tempelhofer Damm 227-235 12099 Berlin-Tempelhof

Built in / by:	from 1906 / Teltow District, Conrad Lorenz AG, Ullstein Publishing House
Architects:	Christian Havestadt, Max Contag, Karl Stodieck, Eugen Schmohl i.a.
Listed:	Protected monument and protected monument area
Current owner:	Various concerns, individual properties
Current use:	Commerce, retail, offices, doctor's offices

Lifeline in Berlin's south

The opening of the Teltow Canal, which took 6 years to build and included numerous ports, was a milestone in the development of southern Berlin's periphery. That large-scale project boosted the goods turnover in the region, enabled new industrial areas to develop and simultaneously served neighbouring

communities as an outlet channel for rain and brackish water.

The Tempelhof inland port

Aside from the Schönow building port, Tempelhof was the most important port on the canal. Built according to plans by the engineers Christian Havestadt and Max Contag, it lay from six to eight metres below street level, from which access was provided by a ramp. The port basin, which was designed for 10 to 12 barges, was connected to the canal by a narrow ship's channel; a bridge for the towing locomotives servicing the canal towing boats ran over the entranceway. After the completion of the canal, from 1906 to 1908 the district built a technically state of the art four and five-storey storehouse. Grains could be unloaded as bulk material by means of a bucket elevator and automatically transported to the top floor. From there it went its way through the underlying floors where it was weighed and cleaned before finally landing in the attic where it was dispersed into storage chambers. Various loading equipment at the port's edge, including numerous portal cranes, lorry ramps and a track from the Rixdorf-Mittenwalder Railway, ensured that the flow of goods was fast and efficient.

The Telegraph Equipment Factory

Up to the outbreak of WWI, C. Lorenz AG had established itself in telegraphy, telephony and radio but now needed a large factory to supply the military. The Karl Stodleck designed Telegraph Equipment Factory was consequently built at the Tempelhof Port from 1916 to 1918. Stodleck planned a five-storey facility with a hip roof as the main building, which to this day still forms the eastern end of the port. In the run-up to WWII the factory was expanded to the opposite side of the canal – work started in 1938. The buildings and their pillar façades along the periphery of the block have survived to this day. The halls on the ca-

nal bank and the connecting bridge leading to the north bank site have vanished.

Ullstein Publishing House

When in the 1920s space became limited in Berlin's "newspaper district", the Ullstein Publishing House decided to move its printing plant from Kochstraße to Tempelhof. Based on plans by the architect Eugen Schmohl, in 1925-1927 this became one of Europe's largest and most modern printing facilities. The constructors wanted the seven-storey building to embrace its industrial character instead of trying to hide it. Yet Ullstein did expect numerous visitors, and turned to an elaborate design as a way to be certain that they would be properly impressed with the size, power and modernity of his company. Guests and salaried employees accessed the concrete structure with its expressionistic red brick façade through the main entrance into a giant foyer, from which the pressroom's rotating machines could be viewed. The entrance for the circa 1000 wage labourers was situated in a "tempietto" crowned with an owl by the sculptor Fritz Klimsch. From there they went through a reception hall into the upgraded two-storey cellar that housed the storage space, the communal rooms and the canteen, which had a small terrace that opens onto the port to this day.

New users, new buildings

Renovation of the harbour and the warehouse began in 2007; a shopping centre moved into the two lower floors, offices and professional practices into the upper floors. The Lorenz factories are today business parks and, after the printing plant closed, the Ullstein House was remodelled for the "Mode Center Berlin". All around the port area many cafés and restaurants profit from the waterside locations and the industrial cultural setting.

Text: Thorsten Dame & Marion Steiner, June 2015
Translation: Barry Fay, 2016



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Cover picture: Panorama of the Tempelhof port; view from Tempelhofer Damm towards the east

The conservative appearance of the warehouse with its natural stone plinth, half-timbered gables and mansard roof make it hard to imagine that here is a highly modern technical structure made of iron and concrete.

The main building of the former Lorenz Telegraph Equipment Factory forms the eastern end of the port.

The Ullstein House on the south side of the Teltow Canal dominates the Tempelhof Port.

Learn more

Book recommendation: Hahn, Peter; Stich, Jürgen (Hg.): Teltowkanal. Stationen, Wege, Geschichten, Badenweiler 2006

Deutsches Pressemuseum im Ullsteinhaus (under construction):
www.dpmu.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

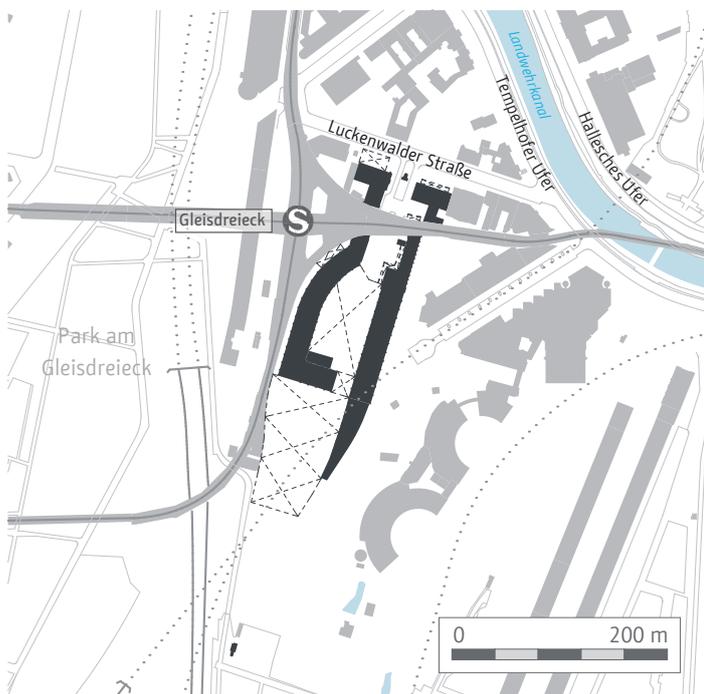


Kreuzberg

© Station Berlin

Post Railway Station / Post Office SW 77

The Post Railway Station, which was built on the narrow property between the buildings of the Society for Indoor Markets and Cold Storages and the U-Bahn's "Gleisdreieck", was Germany's largest parcel distribution facility. More than 50 percent of the total Berlin parcel volume and an even greater amount of the transit traffic was processed through the Post Railway Station and the associated Post Office SW 77. As the last of the remaining railway stations in the Gleisdreieck area, it continued to operate into the 1990s. Since the 2000s the Post Railway Station is, as "Station Berlin", counted among Berlin's premier event locations.



Luckenwalder Straße 4-6
10963 Berlin-Kreuzberg

Built in / by:	1908 to 1913 / Kaiserliche Oberpostdirektion Berlin
Architects:	Postbaurat Wilhelm Walter; Regierungsbaumeister Martini
Listed:	Individual listed building
Owner:	PREMIUM Group / PREMIUM CAPITAL OHG
Current use:	Trade shows and events

The Dresdner Bahnhof

The Berlin-Dresdner-Railway-Company (BDE) was founded in 1872 as a rival to the Anhalter Railway on the connection to Dresden. The passenger station inaugurated by the BDE on Luckenwalder Straße between the Potsdamer and Anhalter Goods Stations was a provisional solution. Financial problems led to the Prussian State Railway taking over operations as

early as 1877, whereby it redirected passenger transport to the new Anhalter Station. The provisional passenger station was closed down and demolished in 1884. The U-Bahn's Gleisdreieck built between 1899 and 1902 later occupied a section of those premises, to which was added the post railway station after 1908.

Parcel shipment hub

By 1900 the Post's parcel traffic had increased to such an extent that the large passenger stations like the Anhalter Station could no longer adequately process it. Berlin's Regional Post Directorate thus decided to build a new Railway Station for parcel distribution on the last available construction site in the Gleisdreieck area. Following the establishment of rail connections with the Potsdamer and Anhalter Stations, the Post Railway Station went into full operation in 1913. Between 1931 and 1940 the Post Railway Station procured a parcel conveyor and distribution system that could handle between 200,000 and 400,000 deliveries per day.

The station was badly damaged during WW II. The original architectural design of the two elongated packing halls was for the most part retained during reconstruction. The front buildings on Luckenwalder Straße, however, were replaced by a much simpler version after the war. The Post Office Station became particularly important during the time of the divided Germany because of its role as West Germany's central parcel distribution point.

Electric island

A comparatively extensive system of tracks with overhead wires was part of the Postbahnhof's facilities. The Post procured its own small electric locomotives from AEG and Siemens for its operations. These shunted the Post carriages or connected whole post trains together. A special feature of the electric

system was its twofold adjacent pantograph design. This special construction was necessary because for technical reasons the traction current could not, as was usual, utilize the train tracks for the return circuit. The electrical system was only discontinued at the end of the 1960s when it was replaced with diesel locomotives.

From parcel hub to creative hub

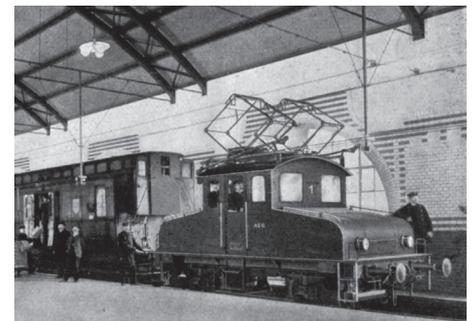
The Postbahnhof was shut down in the mid-1990s. Vacant for an interim period, the Deutsche Technikmuseum used a section of the station from 1997 to 2002 as a depot for its newly acquired AEG archive. Other Postbahnhof locomotives have also found their way into the museum: The AEG electric locomotives 1 and 2 are in the museum depot; one of the O&K diesel locomotives is used for the museum train.

Today the former post railway station is in the private hands of the Premium Capital OHG. Under the name "STATION Berlin" it is available year round as an event venue. The PREMIUM fashion trade fair, one of the most important events during the Berlin Fashion Week, takes place here two times a year. This international fashion trade fair, which first took place in the disused U-Bahn tunnel at Potsdamer Platz in 2003, found a new home in 2005 at the post railway station at Gleisdreieck. The founders of PREMIUM acquired the real estate two years later and, under the lead management of Guder & Hoffend Architects, extensively redeveloped it in the following years. In addition to PREMIUM, STATION Berlin is the venue for numerous other trade fairs, events and conferences including the Art Contemporary Berlin, the Berliner Fahrradschau, the Tribute to Bambi and the re:publica.

Text: Nico Kupfer, August 2015
Translation: Barry Fay, 2016



© SDTB / BZI, Foto: Nico Kupfer



© SDTB



© SDTB / BZI, Foto: Nico Kupfer

Cover picture: View into the inner courtyard with the viaduct for the U-Bahn line U1

The western packing hall seen from Trebbiner Straße: The Post carriages were unloaded onto the tracks in the hall's upper storey.

Post locomotive 1, which was manufactured by AEG, in the receiving area of the packing hall: Of special note are the two adjacent pantographs on the roof of the locomotive.

The post railway station's own signal box is today being used as a kiosk in the Park at Gleisdreieck.

Learn more:

Deutsches Technikmuseum:

Trebbiner Straße 9, 10963 Berlin,
www.sdtb.de

Station Berlin: Luckenwalder Str. 4-6,
10963 Berlin, www.station-berlin.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

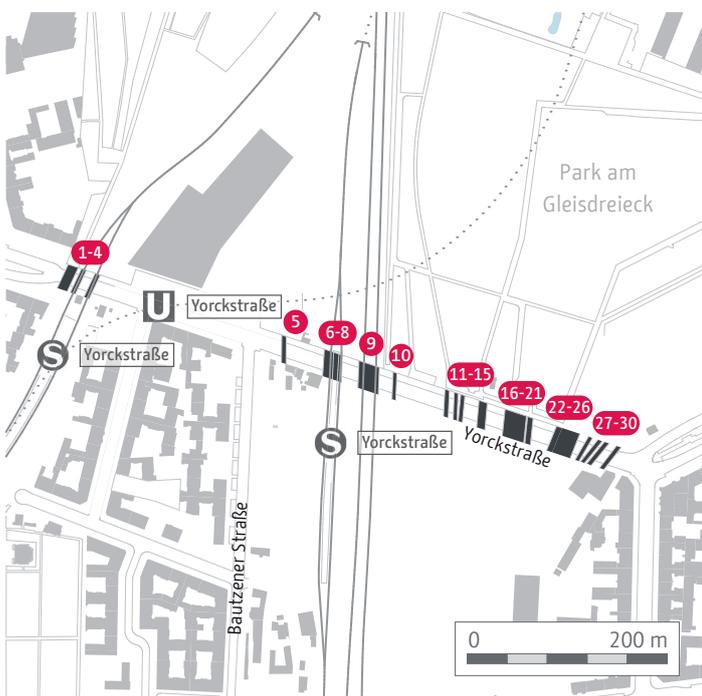


Schöneberg

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Yorck Bridges

Starting in the mid-19th century Berlin grew into one of the largest urban centres in mainland Europe. For the Potsdamer and Anhalter Railways this meant not only increased passenger and freight traffic but also a conflict of interest with Berlin urban planning policies. The railways' drive for expansion literally "crossed" the original Lenné Plan for the urban design of Berlin's southern region. The result of this conflict is still manifested today by the remarkable series of parallel bridges spanning over Yorckstraße.



Yorckstraße 10965 Berlin-Schöneberg

Built in / by:	from the 1870s and 80s onwards / diverse railway companies
Listed:	Individual listed monument, not including the new bridges built after 1945
Owner:	Deutsche Bahn AG, Land Berlin
Current use:	Railway, pedestrians

Urban planning for southern Berlin

In 1839 the landscape architect Peter Josef Lenné was commissioned with the urban planning of the then residential town Berlin. The plans also encompassed the Schöneberg and Tempelhof "Feldmark" (marked fields) which didn't become incorporated into Berlin until 1861. In 1844 Lenné presented a land-use plan that provided for East-West running "boulevards", the so-called "Generalzug" which comprised a series of streets and

squares that were to be named after generals and battles from the War of Liberation. The Generalzug was also a component of the land-use plan from James Hobrecht that came into effect in 1862. Even at this time, however, it was clear that building the streets in straight lines would not really be possible.

Expansion of the railway

The Potsdamer and Anhalter railways, which opened in 1838 and 1841 respectively, were continually expanding their facilities from the very start. At the beginning of the 1860s it became clear that a fundamentally new organization of the rail stations would be necessary to deal with the growing traffic demands. This included separating the freight and passenger traffic, in the course of which two new large freight stations would be built south of the Landwehr Canal, which had been completed from 1845 to 1850. For the realization of these plans the railways needed a spacious area that would not be split up by the Generalzug or other street routes.

The compromise

After lengthy negotiations, the land-use plan was finally revised and the Generalzug in the area of the railway stations was relocated about 380 metres to the south. The demands of the Potsdamer and Anhalter Railways thereby prevailed. In return, the railways were obliged to construct the intersection of street and railway routes at different levels. The Anhalter Railway responded by raising the whole railway area between the Landwehr Canal and the future Yorck Bridges from three to four metres. According to an annual report, the foundation work for the Anhalter Railway's bridges began in 1873. The oldest currently surviving bridge (5) from the Dresdner Railway was probably built in 1875. That railway company was added to the area at the start of the 1870s. The Potsdamer Railway's bridges, on the other hand, only came

into existence after the nationalization of the railroads in 1880.

The Yorckbrücke today

In the golden age of the railway area around Gleisdreieck there were more than 40 bridges spanning Yorckstraße. Today, however, there are "only" 30. Bridges numbers 3, 4, 7 and 8 are S-Bahn routes. The quadruple tracked bridge 9 was built in 1995 to form a connection to Berlin's new Main Station. The Deutsches Technikmuseum's Museum Railway rolls over bridge 21. The rest of the historic bridges of the Potsdamer (1-4), Dresdner (5-10) and Anhalter Railway (11-30) are, however, no longer used for railway traffic. Some of them have not been adequately maintained since the 1940s and are currently in bad condition. In the meantime, the question of tearing down the bridges is being seriously discussed.

New connections

In 2011/13 the "Park on Gleisdreieck" opened on the railway property most neglected since the partition of Germany. A new perspective thereby arose concerning the preservation and use of the historic Yorckbrücken. As a connection between the Park at Gleisdreieck and the North-South green belt extending farther to the south, the bridges can provide cyclists and pedestrians with a safe way of crossing the extremely busy Yorckstraße. As a first step, bridge (10) was already provisionally opened for use in 2014. The renovation of four further bridges (11, 14, 15, 17) started in 2016.

Text: Nico Kupfer, June 2015
Translation: Barry Fay, 2016



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Cover picture: "Keine Rinderzucht auf Regenwaldboden" (no cattle in rain forests) - Yorck Bridges as Kreuzberg blackboard.

The former Dresdner Railway bridge 5 renovated in 2012.

Ornamented support link over one of the so-called cast iron "Hartung'schen" pillars. Bridge 11 in 1905.

One of the Yorckbrücken (10) serves today as the connection between the Park at Gleisdreieck and "Flaschenhalspark" (bottleneck park).

Learn more

Deutsches Technikmuseum:

Trebbiner Straße 9, 10963 Berlin,
www.sdtb.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de

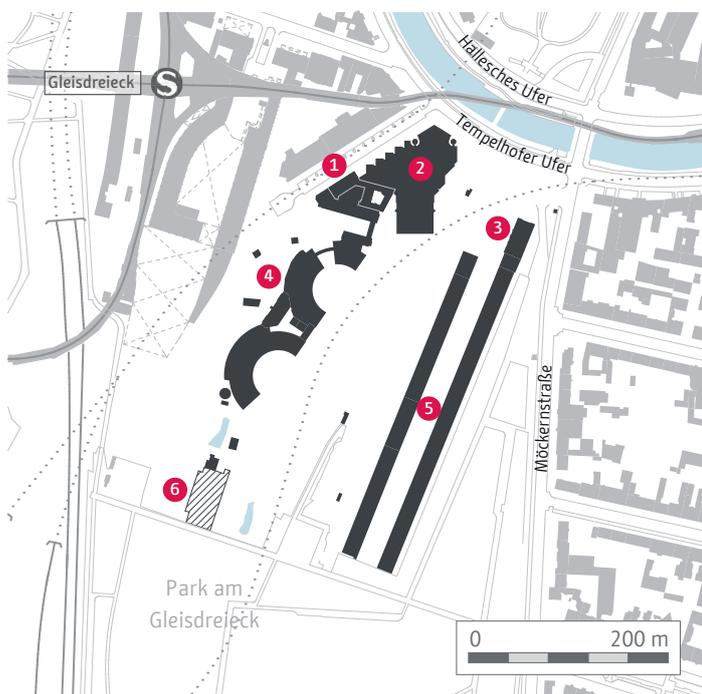


Kreuzberg

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Anhalter Station and German Museum of Technology

The “Anhalter”, which opened in 1841 and was substantially enlarged in the 1870s, was once one of Berlin’s largest and most important railway stations. For the philosopher Walter Benjamin it was the “motherly grotto of railways”. Even today old steam locomotives still occupy the Anhalter depot’s historic engine sheds, but they no longer belong to the Berlin-Anhalter Railway but instead to the German Museum of Technology. This “Museum for Explorers” opened in 1983 and has continually expanded until it is now one of Europe’s greatest technology museums.



Trebbiner Straße 9
10963 Berlin-Kreuzberg

Built in / by: from 1872 onwards / BAE
 Architects: Franz Schwechten (3), Paul Faulhaber (4)
 Heritage protected: Architectural monument (3), listed building sector (4)
 Current owner: Land Berlin
 Current use: Museum of Technology

In the beginning there was the railway

The Berlin-Anhalt-Railway-Company (BAE) began operating its first railway line between Berlin and Köthen in the duchy of Anhalt in 1841. The line’s northern terminus was the Anhalter Railway Station, which until the start of the 1870s lay within the confines of a property north of the Landwehr Canal. Its capacity, however, was soon exceeded by the increasing traffic volume. Thus in 1871 the BAE decided to rebuild the railway station

and enlarge its premises. The result was practically a totally new station. Only the facilities for passenger and postal traffic remained at the area north of the Landwehr Canal. The further development included building a large goods station and a depot for maintaining the locomotives on the area south of the canal between Möckernstraße and Trebbiner Straße.

South of the canal

Construction of the maintenance depot with its engine sheds I and Ia (4), as well as the workshop between them and the civil servant building, began in 1874. The central feature of the new freight station was its “Ladestraße” (loading road) with two elongated goods sheds (5). Franz Schwechten, who was also responsible for the famous new Anhalter Passenger Station, designed the representative administration buildings (3) of the Ladestraße. The freight sheds were used for transferring goods from the street to the rails and vice-versa. In 1880 the opening of the new reception hall at Askanischen Platz for passenger traffic signalled the completion of the Anhalter Station’s re-building.

From private to state-owned railway

In 1882 and 1886 respectively, the Prussian State Railway took over BAE and continually expanded the railway installations during the following decades. The freight sheds that were originally about 210 metres long were lengthened to around 325 metres in a series of steps ending in 1907. With the inclusion of an old customs shed, the length of the eastern distribution sheds reached 450 metres. The maintenance depot was also expanded in response to increasing demands. The individual construction phases can still be identified today in the structural elements of the engine sheds. In 1898 a large carriage-cleaning shed (6) was built on the depot grounds; each

of its four tracks was able to accommodate a complete D-Zug (express train). Part of this shed is preserved as a ruin in the Museum Park.

From railway station to museum

The division of Germany after WWII robbed Anhalter Station of its former importance, whereby it fell into disuse. It was only after the founding of the German Museum of Technology in 1982 that the area’s development took a new direction. In 1983 the museum opened in the former administration building of Carl Linde’s Society of Indoor Markets and Cold Storage (1). The maintenance depot was subsequently restored in keeping with its landmark status and has housed the permanent exhibition “Rail Transport” since 1987/88. In 1990 the Science Center Spectrum moved into the eastern administration building (3) of the Ladestraße. The western administration building was badly damaged in WWII and the arcades had already been demolished for the construction of the U7 line. The cornerstone for the museum’s New Building on the Landwehr Canal (2) was laid in 1996. This provided the historic area not only with an urban accent but also added two new permanent exhibitions on Aerospace and Navigation to the museum’s collection. The transformation of the former railway grounds to a technological cultural forum is still far from complete. In August 2015 the new exhibition “The Network” opened in restored eastern freight sheds. Utilizing the western freight sheds for a further expansion of the museum is also in the planning stages.

Text: Nico Kupfer, August 2015
Translation: Barry Fay, 2016



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Cover picture: German Museum of Technology’s New Building on the Landwehr Canal; to the left, the Anhalter bridge, the Science Center Spectrum is in the background.

The administration buildings of Franz Schwechten’s Ladestraße shortly after its completion around 1880.

View of engine shed Ia from the water tower. The Ladestraße can be seen in the background.

Not only trains! The German Museum of Technology comprises 14 departments; here the recently revised permanent exhibition “Telecommunications”.

Learn more

German Museum of Technology:
Trebbiner Straße 9, 10963 Berlin,
www.sdtb.de

www.stadtentwicklung.berlin.de
www.industrie-kultur-berlin.de