



CULTURE, GASTRONOMY AND INTERMODAL
TRANSPORT POLE FOR THE METROPOLITAN AREA
OF TUCUMÁN

LOCATION

REPUBLIC OF ARGENTINA-
PROVINCE OF TUCUMAN



METROPOLITAN AREA
OF TUCUMAN



HISTORICAL BACKGROUND OF THE RAILROAD AND PROJECT SITE

LAND ACQUISITION

In the second half of the XIX century, in the middle of the Argentine National Organization period, the National State faced the challenging task of connecting the humid pampas with the extra-pampean interior. In this context, the Central Norte Railroad -FFCN- was built as an extension of the Rosario to Córdoba Railroad, northward to San Miguel de Tucumán.

In March 1873, the company Telfener and partners, owner of the concession of the railroad from the province of Córdoba to the province of Tucumán, bought three adjacent lands in the city of San Miguel de Tucumán, destined to the construction of the Central Córdoba Station.



OFFICIAL INAUGURATION

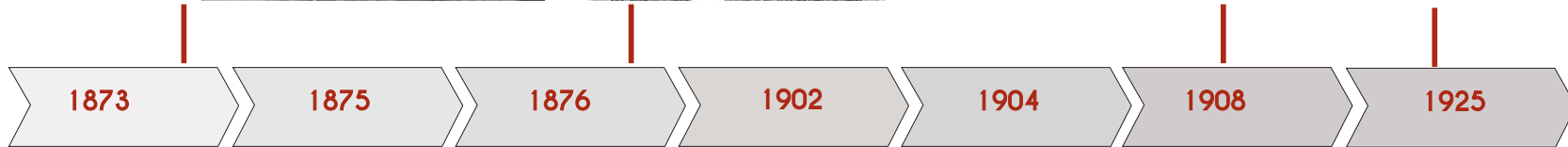
The Central North Railroad -FFCN- was officially inaugurated on October 31, 1876, with the arrival of President Avellaneda and his entourage to Tucumán.



EXTENSION TO THE NORTH

Tucumán and Salta were poles of irradiation of tracks that connected different points of the territory with each other, in addition to the bordering countries of Bolivia and Chile. The line that came from the south (Córdoba-Tucumán-Jujuy) and belonged to the Ferrocarril Central Norte continued northwards from Jujuy. In 1908 the railroad reached the border town of La Quiaca, and in 1925 the Bolivian and Argentinean

rails were joined. Thus, the Central Argentino was linked to Chuquisaca, Potosí, La Paz, Cochabamba, Oruro, Uyuni (all Bolivian cities) and the Pacific coast and from there it joined the railroad that went to Antofagasta, in Chile.



CONSTRUCTION OF THE STATION

Located on San Martín and Marco Avellaneda Streets, it was the first station in the provincial capital, which was followed by three other stations.

The design of both the station and the route was made by Architect Clodomiro Hileret together with Engineer José Telfener.



TALLERES TAFÍ VIEJO

Located 17 kilometers from the capital of Tucumán, its construction began in 1902 by the German company Streniz, under the presidency of General Julio Argentino Roca. In 1904 the transfer of

the sheds and machines that the state railroads had in the current Central Córdoba Station began.

CLOSURE OF RAILROAD BRANCHES

During Carlos Menem's presidency (1989), a "massive" privatization process was undertaken in which, among other public companies, Ferrocarriles Argentinos was included. In reference to passenger transportation, cargo, infrastructure or services, concessions were granted, in which the State would retain ownership of the assets. After a prolonged strike of railway workers, and under the slogan "branch that stops, branch that closes", the national government

proceeded in 1991 to dismantle the country's railway network. From that moment on, the Central Cordoba Station stopped providing passenger transportation services and started to provide only freight transportation services.



LAW 7535 AND RESTORATION

In 2004 the province passed Laws 7500 and 7535, both of which provide the framework for a Cultural Heritage Protection System. By means of the latter Law, the Station was established as a Cultural Heritage Asset of Tucumán.

In 2009 the building recovered its splendor after years of being closed and was recycled and inaugurated in August of that year.



THE STATE AS THE OWNER OF THE RAILROADS

The railroads became State property under the government of President Juan Domingo Perón. From that moment on, the Central Córdoba line was incorporated to the Ferrocarril General Manuel Belgrano.



REFUNCTIONALIZATION OF THE SHEDS

Under the government of Domingo Bussi, the railway sheds belonging to the Ferrocarril General Belgrano Cargas S.A. were refurbished and since then they have housed sports activities.

In 2002, municipal ordinance 3320/03 authorized the Nuevo Abasto Civil Association to install a Flea Market in those sheds.

SHEDS OF "COMPLEJO NICOLÁS AVELLANEDA- CHARACTERISTICS



COMMON BRICK MASONRY
BOTH SIDES PLASTERED
THICKNESS: 0.45 mts.



STRONG STRUCTURE ROOF SUPPORTS
ON MAMPOSTERY COLUMNS
THICKNESS: 0.65 mts.



TWO-WATER COVERING OF
CORRUGATED SHEET, SUPPORTED BY
METALLIC BRACKETS.



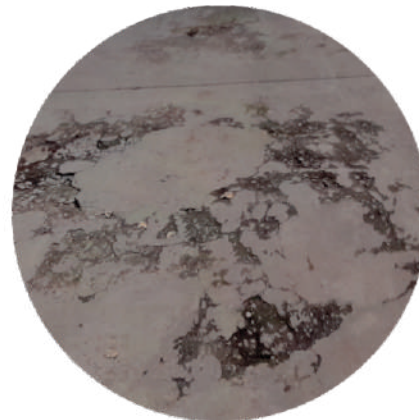
OPENINGS:
SEMICIRCULAR ARCHES WITH
FEW INTERIOR DIVISIONS.

Condition of construction:

The sheds are currently in use. They maintain their constructive authenticity. Only one of the sheds has renewed its metallic rafters.

In general terms, its facilities are suitable for the sports activities offered there.

It lacks lack of maintenance. The most deteriorated elements are the roofs, floors, plaster and carpentry, while the structure seems to be in good condition, so it is feasible to recover the facilities.



PREEXISTENCES TO BE INTERVENED: CENTRAL CÓRDOBA STATION



CENTRAL CÓRDOBA STATION: CHARACTERISTICS

Composed of three PARTS:

1. A two-story central part with tower (original PART).
2. North limit low part.
3. South limit low part with gallery with wooden skirts.

The latter are the product of additions through the passage of time, altering its authenticity, according to the needs.

Resolved in load-bearing masonry, as well as its multiple divisions.
The sheet metal roof is supported by metallic structures.

Italianate language:

- Rhythm of openings, pilasters and cornices.
- Presence of the tower
- Robust cushions, pilasters and cornices on the main front.
- Large windows with iron grilles, glass and latticework.
- Doors and windows with arches on the first floor.



PERSPECTIVE OF THE CENTRAL PART OF THE STATION

Condition of construction:

In general terms, its facilities are suitable and function as offices of the Belgrano cargo.

The low bodies in their limits: they are low aggregate constructions, where their doors, windows and roofs lack the same language as the original body. With absence of details and ornamentation.

Pathologies such as humidity in the walls, carpentry and broken gutters can be observed.

The materiality of the original body (brick walls, roof and carpentry) in general lines appear to be in conditions to be recovered.



LOWER PART WITH GALLERY
SOUTH BOUNDARY



LOWER PART
NORTHERN BOUNDARY



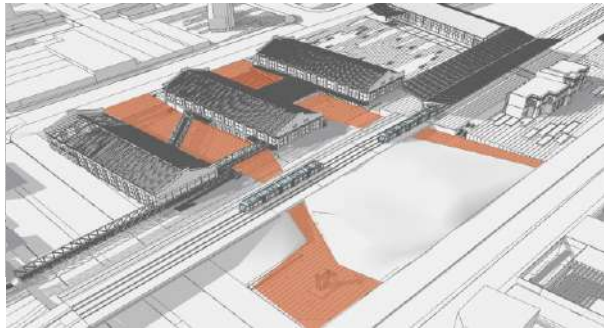
CENTRAL PART
PRESENT



CENTRAL PART
ORIGINAL

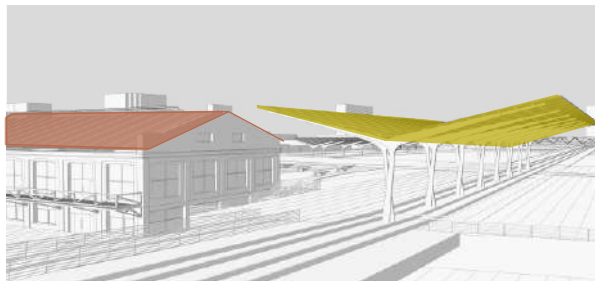
DESIGN STRATEGIES:

1. Opening of pedestrian circuit



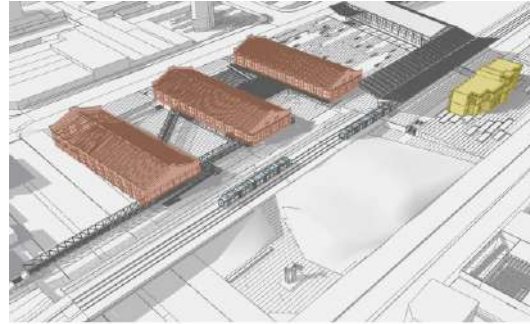
Three crosswalks are proposed, working with the topography of the site to overcome existing barriers. These crossings link significant points in the surroundings.

4. Reinterpretation of the shape of roofs



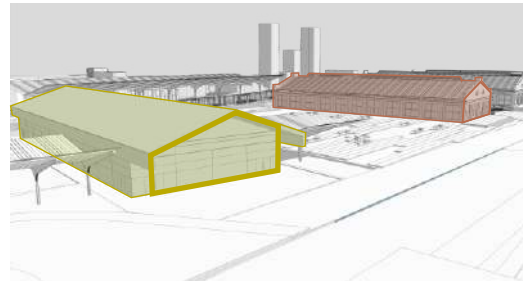
Generation of semi-coverings with a waiting function while maintaining the dry technique. The structure of these is formally opposed to the structure of the halls of the complex.

2. Conservation of existing buildings: RESIGNIFICATION



The aim is to maintain the identity of the site by preserving the exterior of the sheds and the central body of the station building.

5. Reinterpretation of existing volumes



Generating a new building that coexists harmoniously with the pre-existing ones, completing the whole. Both the surface and the profile are similar to the original buildings but with a more modern language.

3. Materials with an industrial railway imprint



Exposed brick, metal and glass are used to generate an industrial image on the site, in accordance with the original function of the sector.

The mezzanines, walkways, platforms and stops are made of metal structures.

6. Flexible container

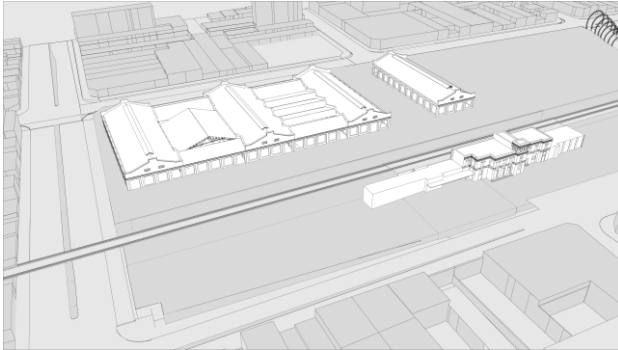


The sheds are designed as containers, intervened with dry constructions, which will allow their adaptation according to the needs of the moment.

PROJECT SEQUENCE:

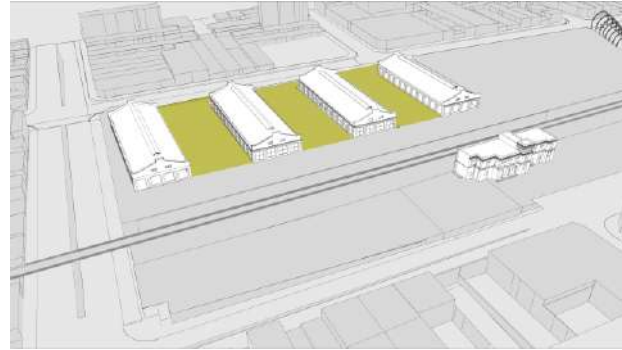
MORPHOLOGICAL ARGUMENTS:

1. Pre-existence survey:



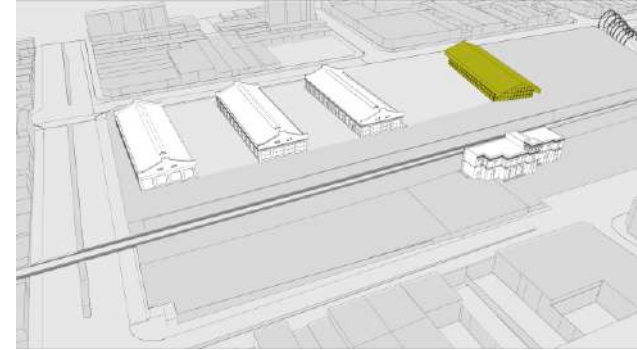
After a thorough analysis of the preexistence (railroad sheds, train station and railroad tracks) we observed some favorable points for intervention.

2. Recovery of the most representative ships:



We proceeded to preserve the original station building and the most representative sheds of the sector, seeking to generate a sequence of open and closed spaces in the complex.

3. Plot rotation: NEW BUILDING



The position of the last shed was reconsidered, maintaining its morphology, by translating and rotating it in such a way that it would serve as a frame for the pre-existing train station, now a museum.

4. Linkage between buildings by subfloors



The pre-existing sheds were extended into the subsoil in order to achieve a larger usable area inside the sheds and to allow connections between them and with the other side of the tracks.

5. Opening of pedestrian walkways in response to slopes and railroad tracks



6. Interior linkage: walkways, platforms and bridge



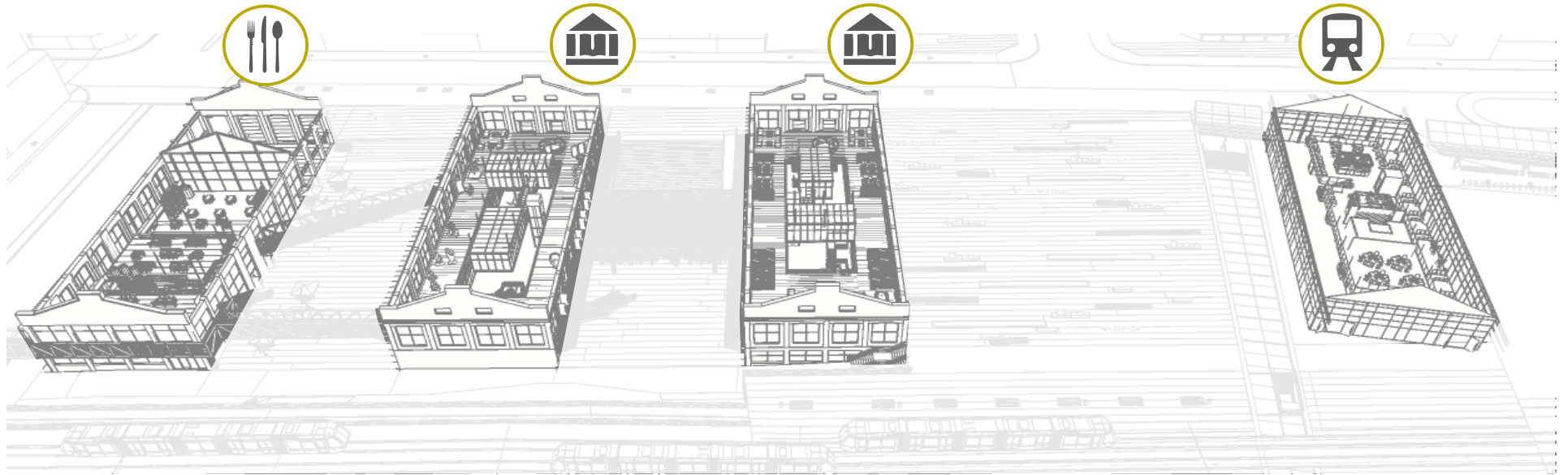
Finally, it was decided to connect the sheds with each other, thus making the whole complex more compact and allowing multiple possibilities of routes.

PLANIMETRY

PROPOSED SITE PLAN



Activities of the sheds:



ÁREA GASTRONOMICA: 1 350.0 mts2

SHED N° 1

Basement: 1 000.0 mts2

Kitchen
Warehouse
Toilet

Living area

1° Living room 150.0 mts2

2° Living room 200.0 mts2

ÁREA FORMACIÓN CULTURAL: 1 945.0 mts2

SHEDS N° 2 Y 3.

Basement: 1 100.0 mts2

Reports/ Security control
Toilets

Administration offices
General warehouses
Temporary exhibitions
Classrooms/ Workshos for different uses
Classrooms with connectivity

Bar/Cafeteria
Coworking offices

Auditoriums
First floor / Mezzanine: 845.0 mts2

Multimedia room
Exhibitions
Library / Media Library

TRANSPORT AREA: 1 400.0 mts2

Ground Floor: 1 000.0 mts2

Information / Security control
Train ticket office
Airline ticket office
Commercial island / Cashier
Toilets

Deliveries
Luggage storage
Administrative offices

Living/waiting area
First Floor: 400.0 mts2

Bar / Cafeteria
Toilets
Private offices

Private

Public



ELEVATIONS OF THE URBAN DESIGN



ELEVATION OF 24 DE SEPTIEMBRE AVENUE



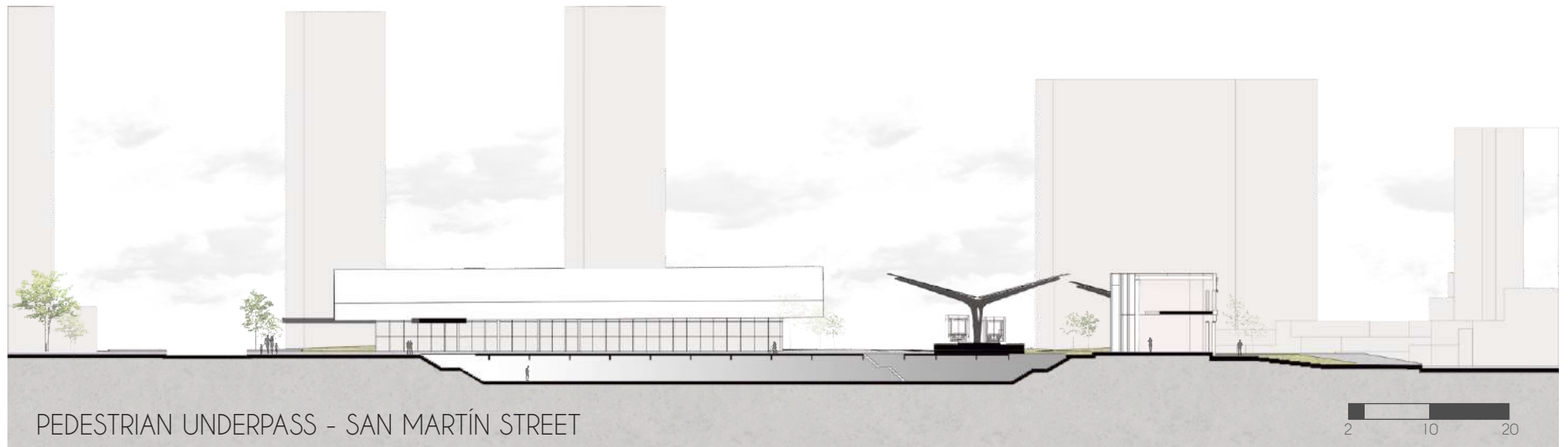
ELEVATION OF MARCO AVELLANEDA STREET



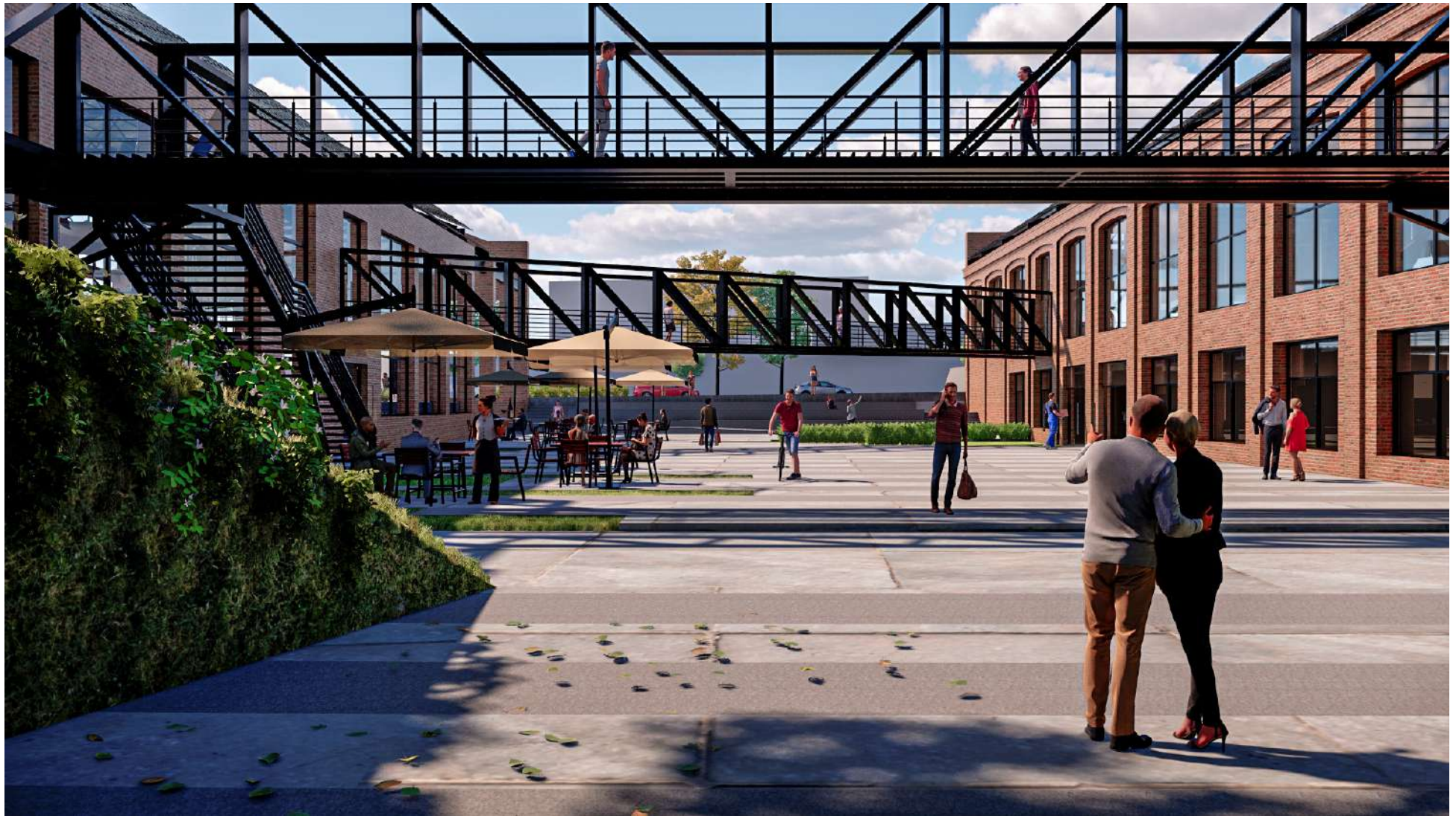
ELEVATION OF SUIPACHA STREET



SECTIONS OF THE URBAN DESIGN





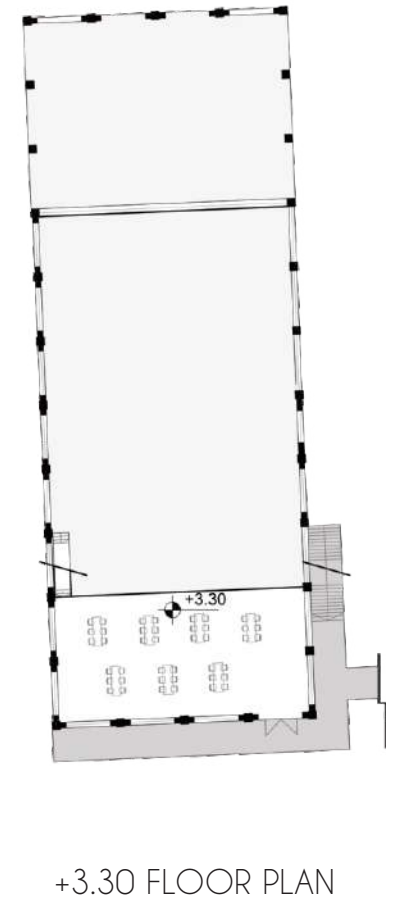
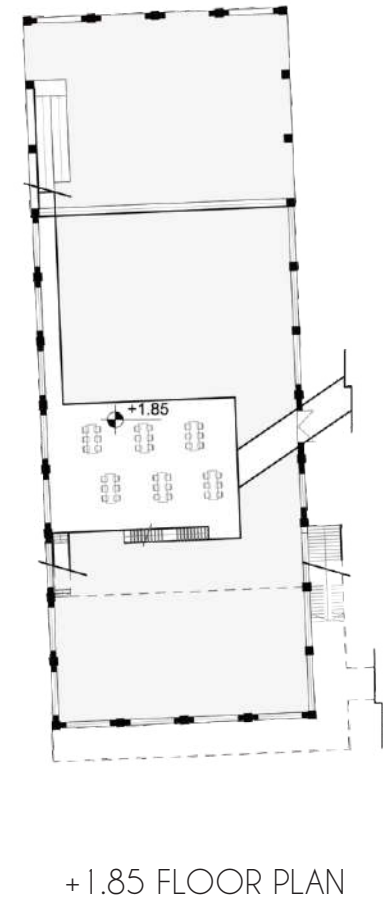
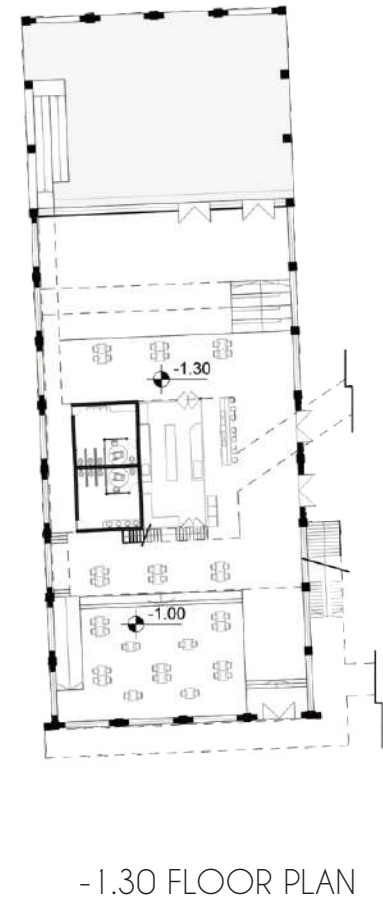
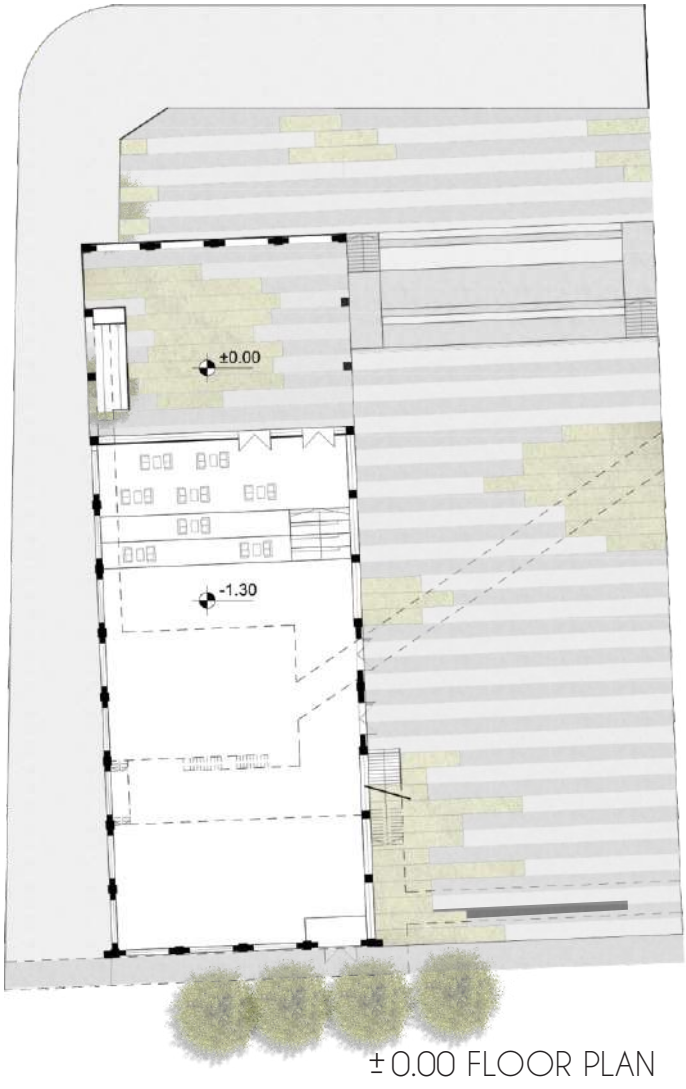
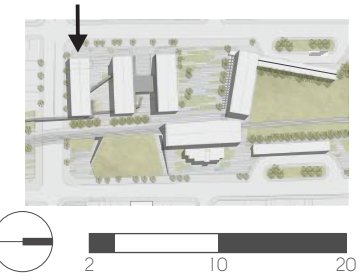


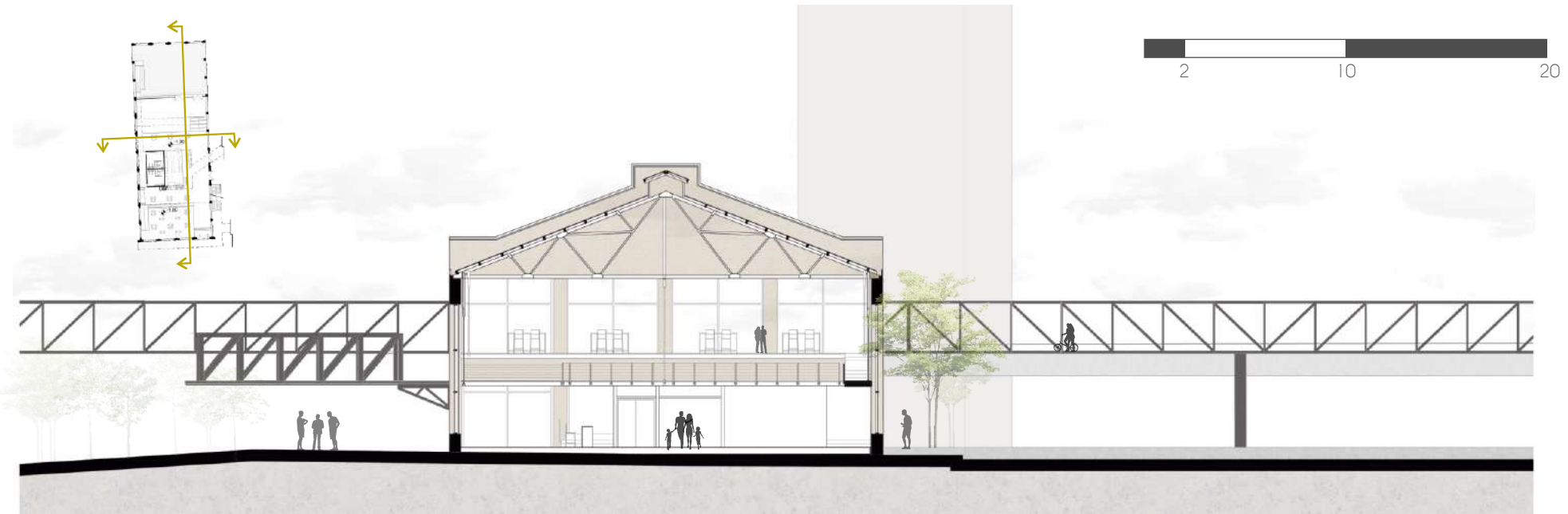




1ST SHED: GASTRONOMY







CROSS- SECTION



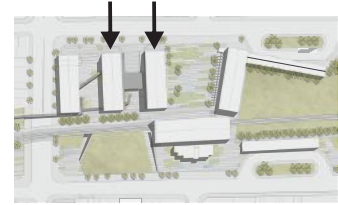
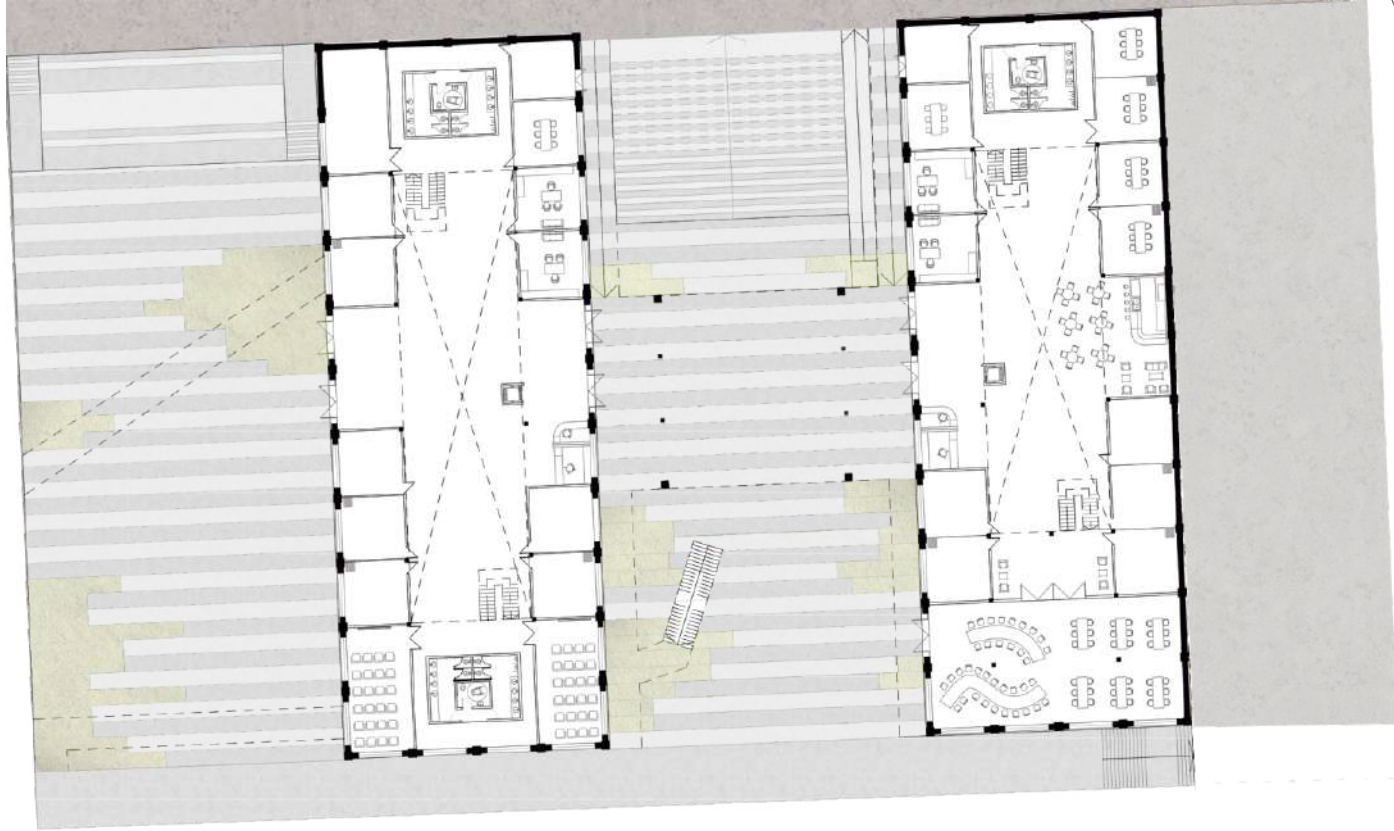
LONGITUDINAL SECTION

1ST SHED: GASTRONOMY

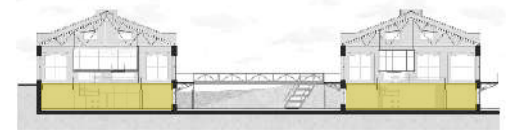


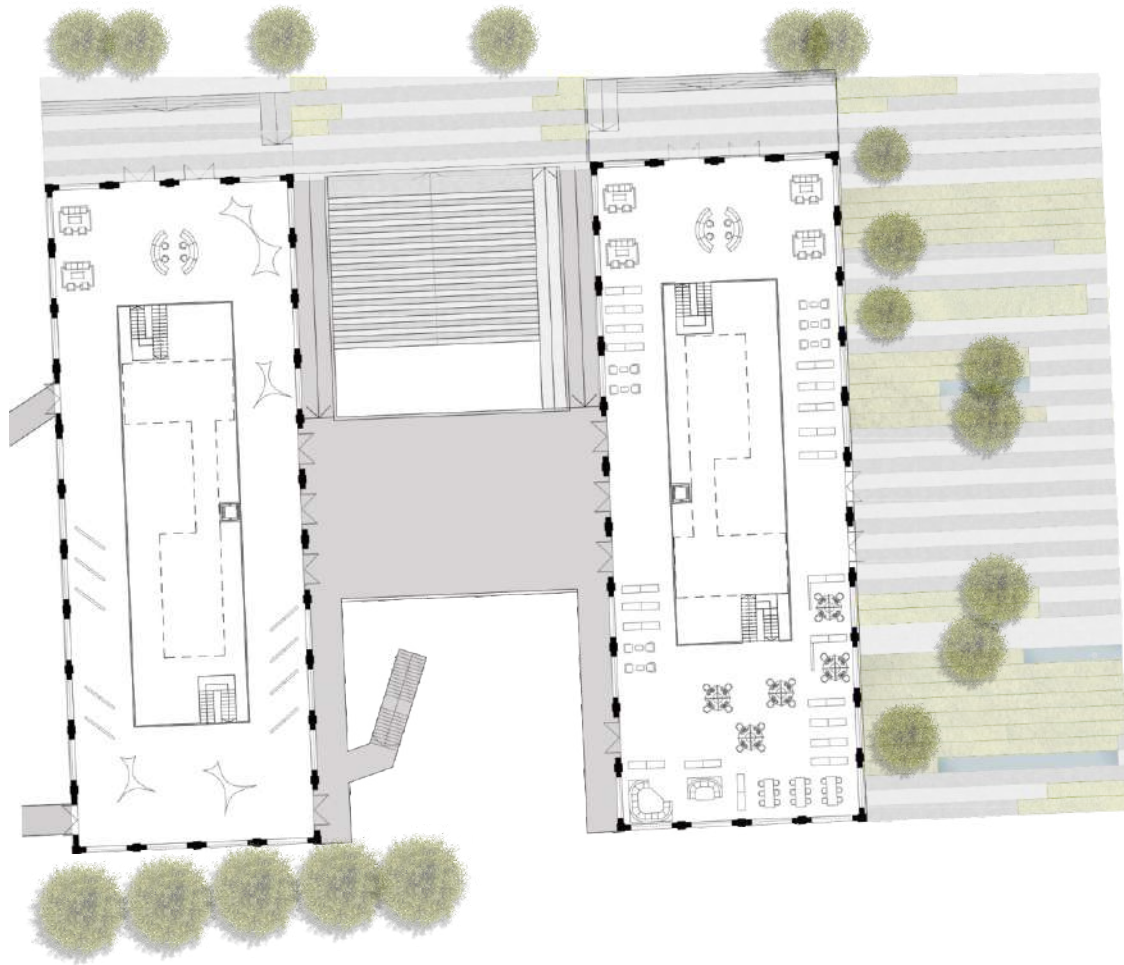
2ND Y 3RD SHED: CULTURE



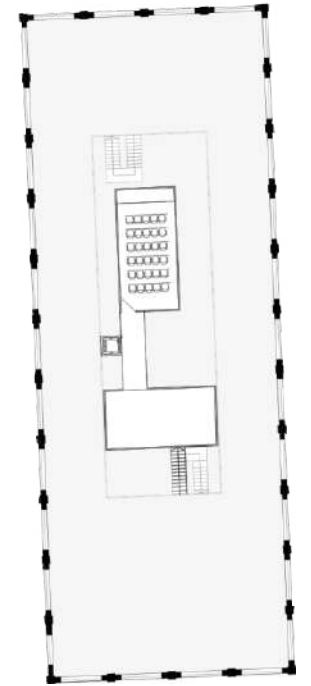
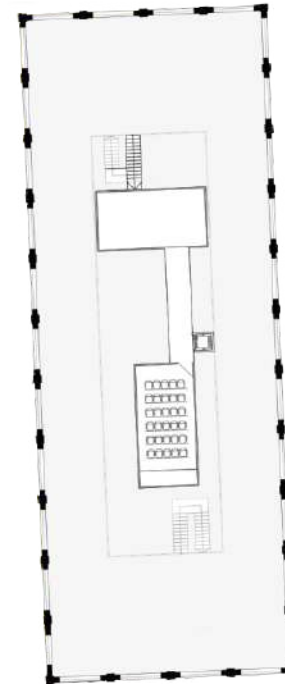
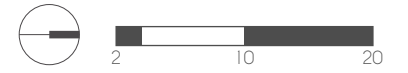
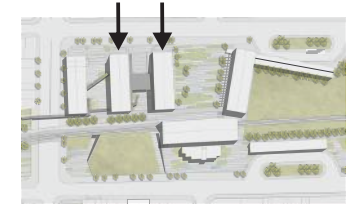


BASEMENT FLOOR PLAN



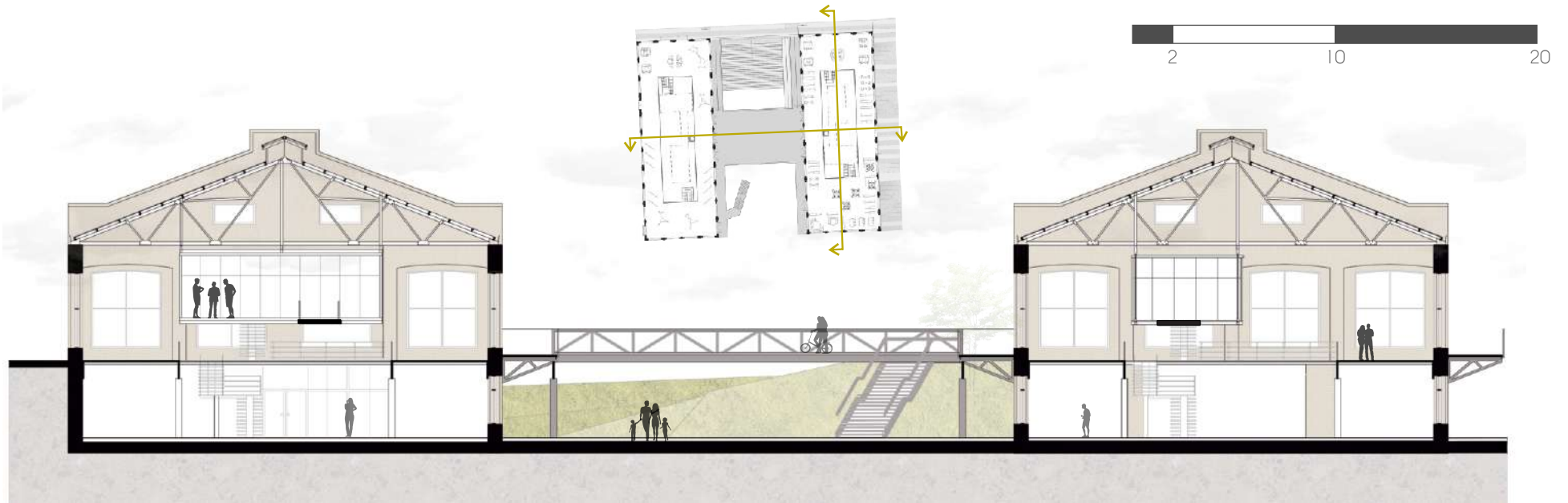


GROUND FLOOR PLAN

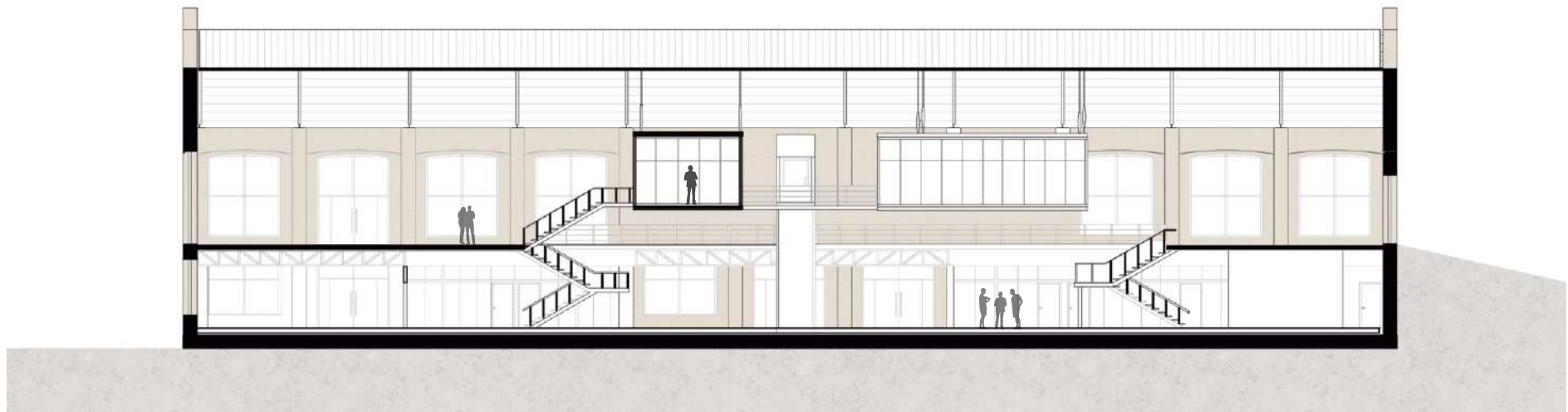


SUSPENDED PLATFORM FLOOR PLAN





CROSS- SECTION



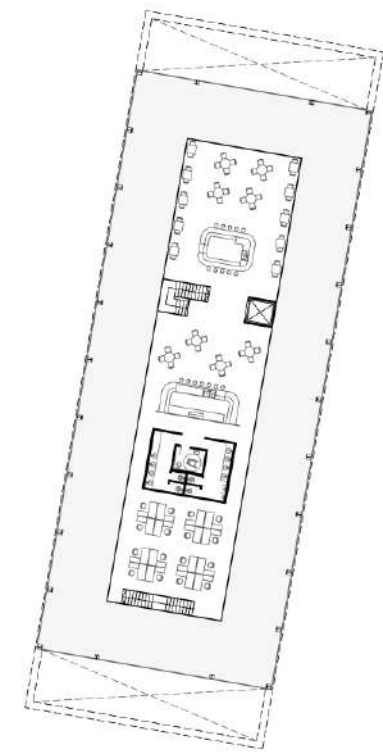
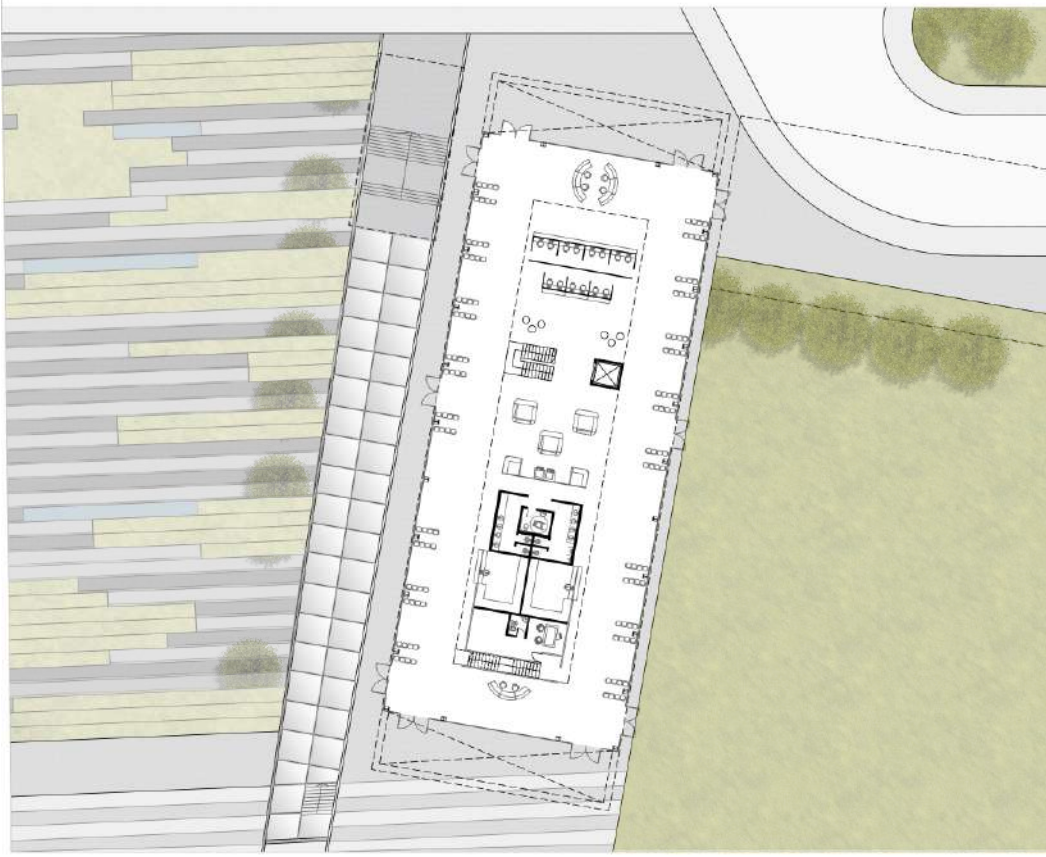
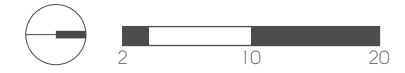
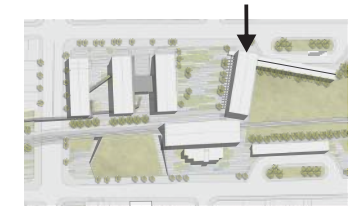
LONGITUDINAL SECTION

2ND Y 3RD SHED: CULTURE



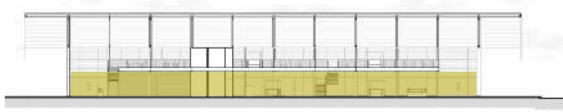
NEW BUILDING: TRANSPORT

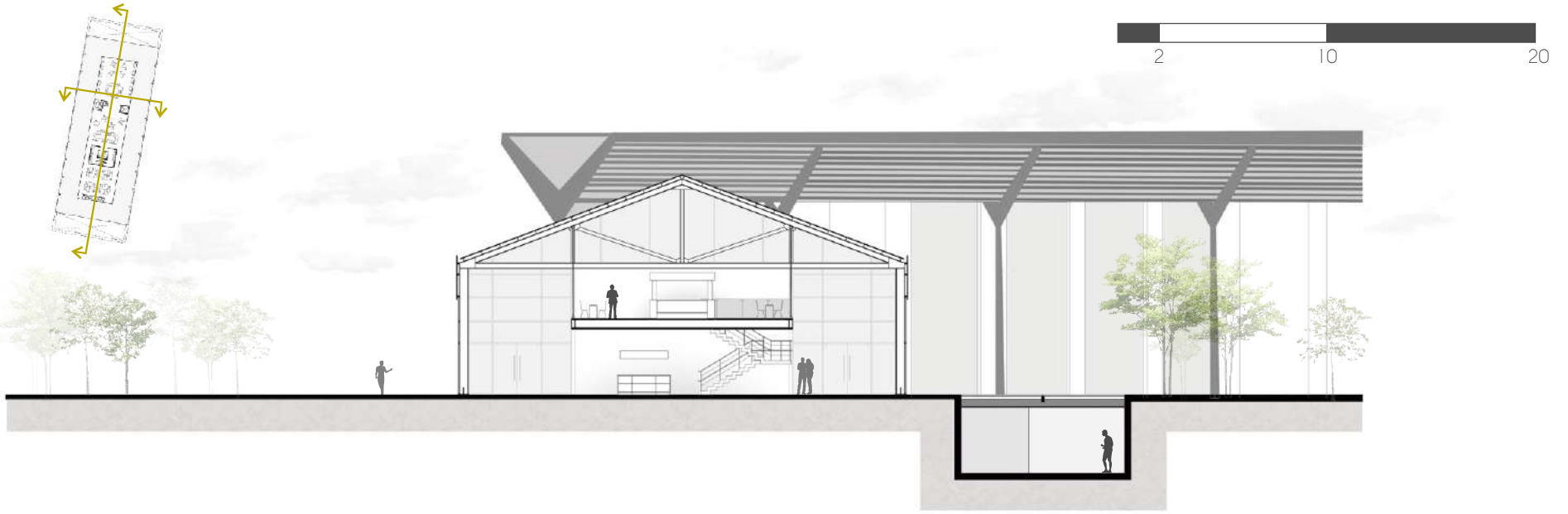




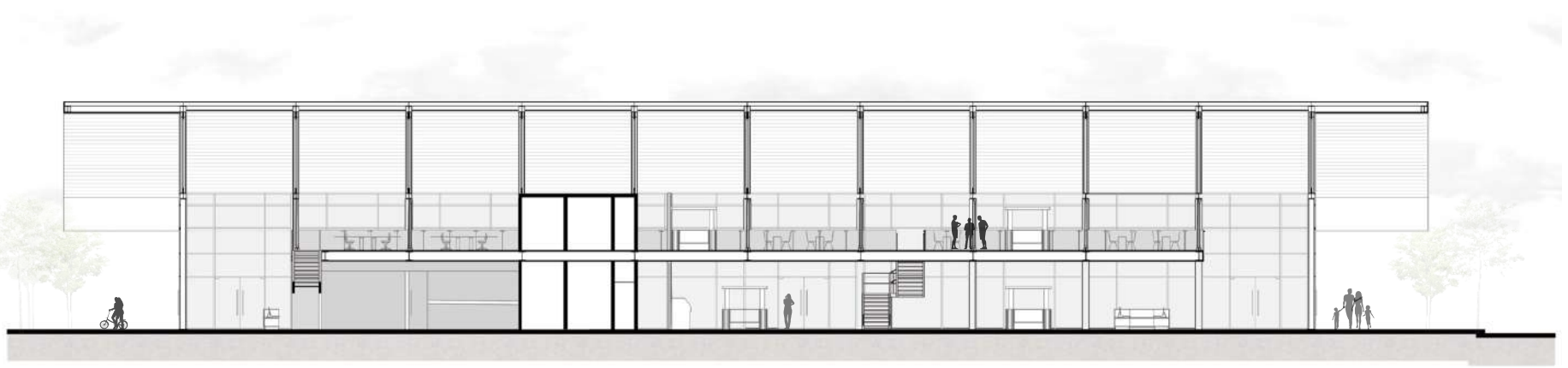
GROUND FLOOR PLAN

MEZZANINE FLOOR PLAN





CORTE TRANSVERSAL

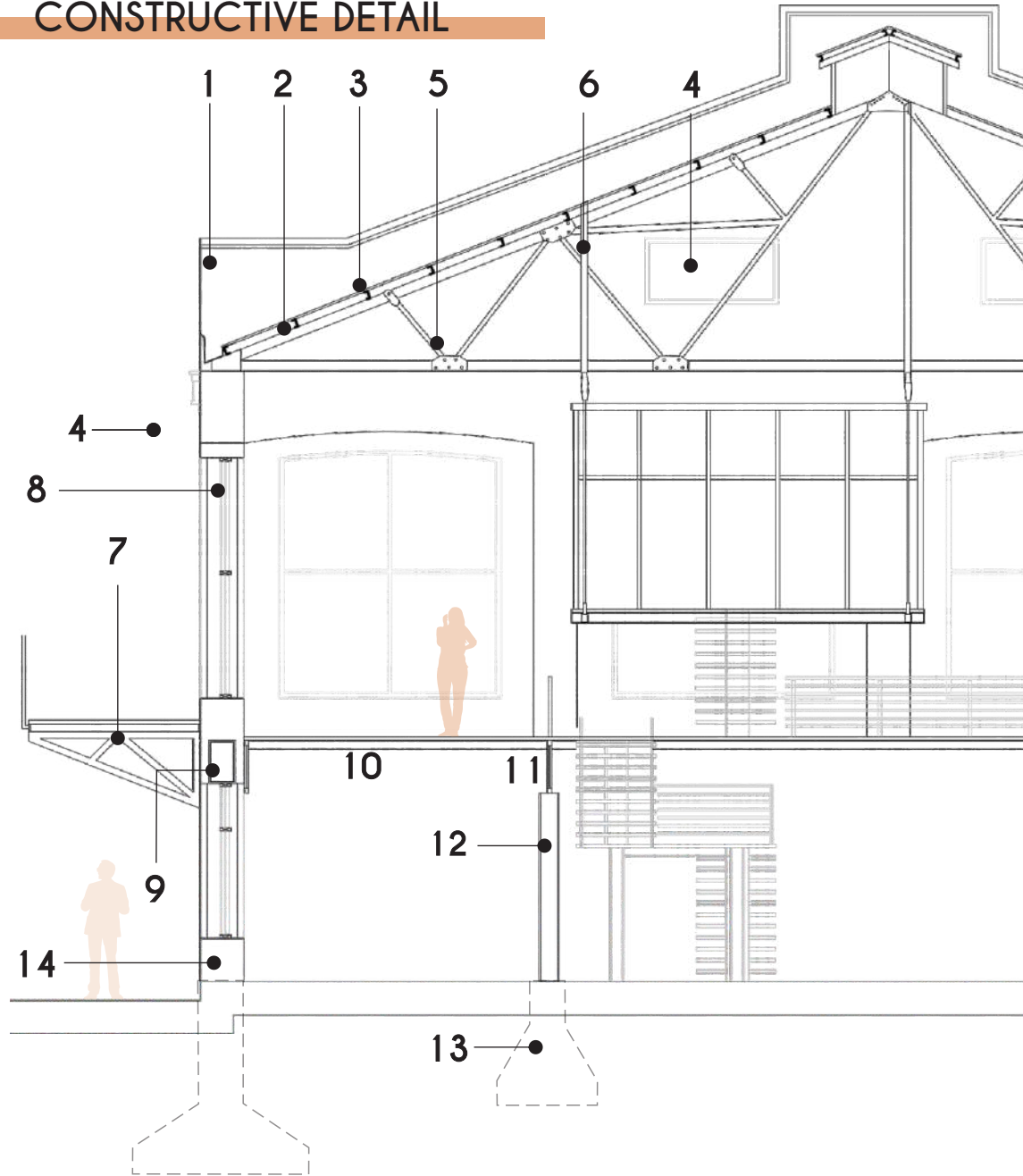


LONGITUDINAL SECTION

NEW BUILDING: TRANSPORT



CONSTRUCTIVE DETAIL

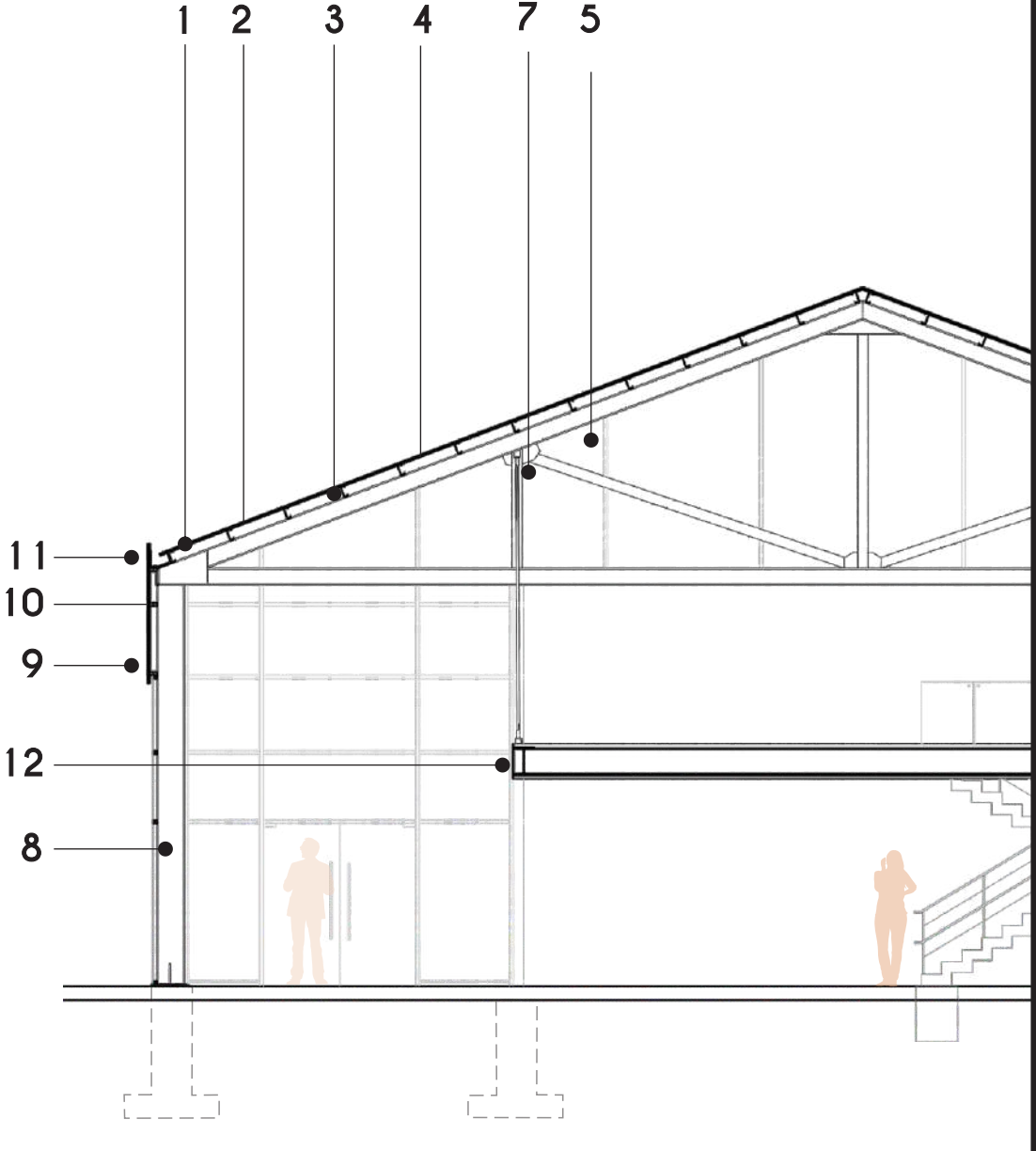


Shed Profile- References:

1. Load of Common Brick
2. Metal belts: C profile
3. Galvanized sheet metal cover
4. Glass Carpentry
5. Reinforced Metallic Cabreada to hang mezzanine.
6. 10mm Steel Tensioner
7. Metal Bracket
8. Framed Glass Carpentry
9. Intermediate horizontal chaining of H^oA^o.
10. Secondary beams: IPN 100mm profile every 0.60m.
11. Main beams of the mezzanine:
composite steel beams h= 0.80m.
12. Metal columns: IPN C profile 300 x 300.
13. Base projection for steel columns
14. Brick clad H^oA^o column, 0,65m x 0,65m.

Shed Profile- References:

CONSTRUCTIVE DETAIL



New building Profile- References:

- 1. 2mm Corten Plate Cover
- 2. Glass Wool
- 3. Metallic belts: C profile of 12 welded.
- 4. 8mm OSB board
- 5. Reinforced metal purlin for mezzanine hanging
- 6. Structural Glazing Glass Carpentry
- 7. 10mm Steel Tensioner
- 8. Metallic columns: IPN C 600 x 600 profile.
- 9. Metal uprights on facade structure.
- 10. Welded 12" Structural Tube Belts.
- 11. Corten Steel Plate 1mx2mx0.01m
- 12. Metallic mezzanine: IPN C Profile 400 x 400.