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 Over the last decades, Berlin's image as an industrial city has been replaced by its new reputation as a creative metropolis.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.

Active industry / Berlin produces

© SenStadtUm, photo: Wolfgang Bittner

Vacancy / Berlin inspires

© SenStadtUm, photo: Ulrich Reinhecker

Creative uses / Berlin electrifies

© Tempelhof Projekt GmbH

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

This folder is a joint project of Berlin's Senate Department for Urban Development and the Environment (SenStadtUm) and the Berlin Center for Industrial Heritage (BZI)
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Cover picture: © Regionalmanagement Berlin Schöneweide, photo: David von Becker

Urban development

Berlin's Industrial Heritage
Substantial past – Sustainable future

© 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-developmental 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

© Regionalmanagement Berlin Schöneweide, photo: David von Becker

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".

Advertising poster for industrial settlement, ca. 1914

© SDTB, AEG Historical Archives

Technical infrastructure at Gleisdreieck (traffic junction)

© SDTB, photo: Kirchner

"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)

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.

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Advertising poster for the lightbulb

© Historical Institute, Deutsche Bank, Frankfurt am Main

Headquarters of Deutsche Bank in Berlin, 1929

"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)

© SDTB / Berlin Center for Industrial Heritage, photo: Nico Kupfer

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.

"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)

© Andreas Muhs

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.

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Concert in E-Werk

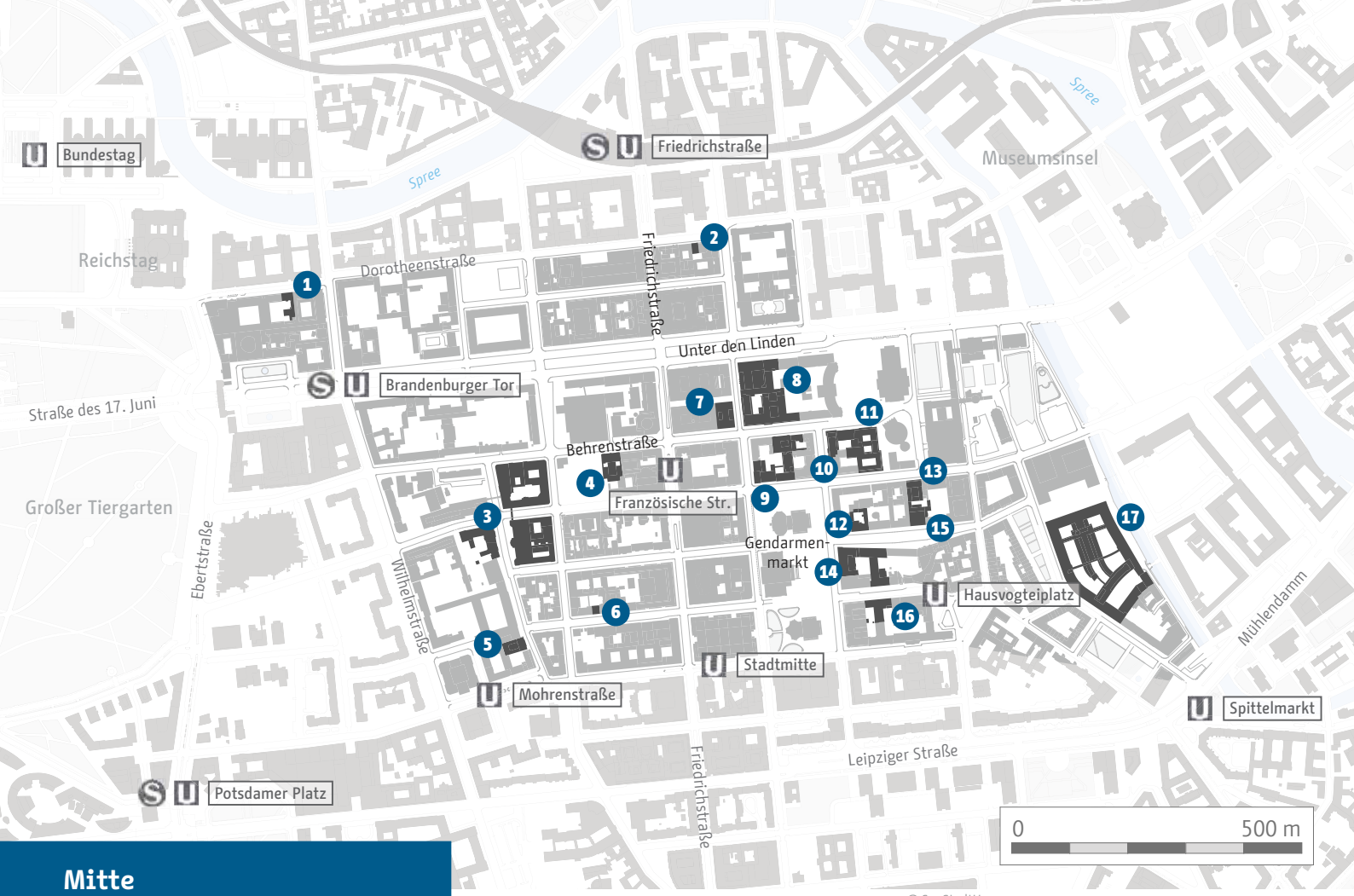
Berlin electrifies

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.

The Berlin Center for Industrial Heritage (BZI)

In order for an awareness of the possibilities to develop, and for them to take shape, information, reprocessing and communication are required. The BZI, a joint project of the University of Applied Sciences HTW Berlin and the Foundation of the German Museum of Technology, serves Berlin as a motor whose engagement has already accounted for an expansion of the development potential in many sectors: urban development, the economy, tourism and culture. In cooperation with Berlin's Senate Departments and private and public initiatives, BZI elaborates concepts and strategies, networks the sites and stakeholders both internally and externally, organizes public events and does basic scientific research. It takes an unusual approach to the concept of tourism and employs the new media.

"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 conglomeration 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)



Mitte

Banking District

Banks play a central role in industrial development – and they were particularly important for pre-financing the capital-intensive buildings and facilities of the "Electric Revolution". Every large company had its own "house bank". Cross-sectoral consortia were established for many projects and a network of holding and subsidiary companies spans the world to this day. Berlin's historical banking district still includes the original headquarters and company buildings of important governmental as well as private financial institutions.

An overview of important sites

1. Deutsche Hypothekenbank
2. Preußische Hypothekenbank
3. Deutsche Bank
4. Schaafhausen'scher Bankverein
5. Bankhaus von der Heydt „Kleisthaus"
6. Deutsche Bau- und Bodenbank
7. Berliner Bank
8. Disconto-Gesellschaft
9. Berliner Handels-Gesellschaft
10. Pommersche Hypotheken-Aktienbank
11. Dresdner Bank
12. Bankhaus Ebeling
13. Handelsgesellschaft J. Dreyfuß & Co
14. Seehandlungsgesellschaft
15. Bankhaus Mendelssohn & Co
16. Bankhaus Hardy & Co
17. Reichsbank

Since the early 19th century an ever larger share of Germany's world of finance migrated to the nation's new centre of power located between Behrensstraße to the south, the grand boulevard Unter den Linden to the north, the stock exchange and the Royal Court further east and the Bundesrat (Federal Assembly) to the west. Together they formed a banking district in the northern part of Friedrichstadt.

Flourishing financial center on the Spree

The importance of Berlin as a financial metropolis increased as the city's political and industrial development continued apace. The first impetus came when Prussia regained its independence in 1815. After the founding of the Reich (empire), the new capital attained equal footing with the, until then, dominating German financial centre in Frankfurt am Main. Banks moved from the Main to the Spree, existing institutes were upgraded and new ones were founded. After the "Founder's Crisis" had been surmounted, a further extensive influx of banks followed in the 1880s and the financial metropolis Berlin was able to establish

an international profile. The worldwide depression of 1929 represented an important interruption, followed only a few years later by the dissolution of Jewish owned banks. The Second World War and the political reorientation after 1945 stripped the banks located in the eastern part of the city of much of their importance.

The financial scene

Prussia's two state financial institutions were the "first on the scene": the Königliche Hauptbank (Royal Central Bank), which was founded in 1765, and the Seehandlungsgesellschaft (Maritime Trade Association), instituted by Frederick the Great in 1772. The latter, which was under the control of the Ministry of Finance after 1807, became an influential state bank sponsoring trading companies, the expansion of the railways and emerging Prussian industries. Berlin's banking district became firmly established when the older banks were joined by the Deutsche Bank, the Dresdner Bank and the Nationalbank für Deutschland.

Investment in the city

The city's rapid growth also contributed to the attractiveness of the flourishing financial centre. In particular, the expansion of the new state infrastructure system led to the growth of capital requirements. Examples include the Berlin U-Bahn (subway) and, not least, the Kraftwerk Klingenberg (power plant). The Berlin magistrate took out foreign loans to finance that project and contracted AEG to do the planning and execution.

Global businesses

With the "Electrical Revolution", Siemens and AEG quickly established themselves as global players and secured access to markets on practically every continent. Major and private banks, which formed cross-sectoral consortia in conjunction with industrial enterprises, supplied the pre-financing for transnational projects in which all participants were shareholders.

Electrifying the world

The German electrical industry's Latin American projects were among the largest foreign investments of German capital before the First World War. The Deutsche Überseeische Elektricitäts-Gesellschaft DÜEG (German Overseas Electricity Company), which was founded in Berlin in 1898, acquired the first concessions for power plant construction and the electrification of tramways in the capital cities of Buenos Aires, Montevideo and Santiago de Chile. The Chairman of the Supervisory Board was Arthur von Gwinner from Deutsche Bank; AEG provided the power supply technology and Siemens the machines. Subsidiaries that took their orders from Berlin or London were responsible for the local management of the systems.

Prestigious palazzi

The well-preserved buildings in Berlin's historical banking district bear witness to the founding years of Germany as the quintessential export nation. As they grew ever larger, the major banks added ever more elaborated facades to their buildings. Some of the smaller private banks like Bankhaus Mendelssohn exude an extraordinary nobility to this day.

As Berlin lost its importance as a financial centre after 1945, the majority of the buildings were repurposed for uses as ministries, political and cultural facilities and hotels. The Berliner Handels-Gesellschaft´s building boasts an astounding continuity as a bank: during the time of the German Democratic Republic it served as the head office of the Staats- und Außenhandelsbank der DDR (GDR's Foreign Trade Bank); today it houses the Kreditanstalt für Wiederaufbau KfW (Development Bank).

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

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State-owned bank: The Königliche Hauptbank, which was converted to the Reichsbank, began construction of a giant building complex in 1934 at Werderscher Markt.

Major bank: Along with other large banks and numerous private banks, the Berliner Handels-Gesellschaft was a shareholder of DÜEG.

Private bank: In 1893, Bankhaus Mendelssohn & Co moved into a new building next to the original company's headquarters.

Learn more

Literature: Pohl, Hans (ed.), Geschichte des Finanzplatzes Berlin, Frankfurt am Main 2002 (German only)

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

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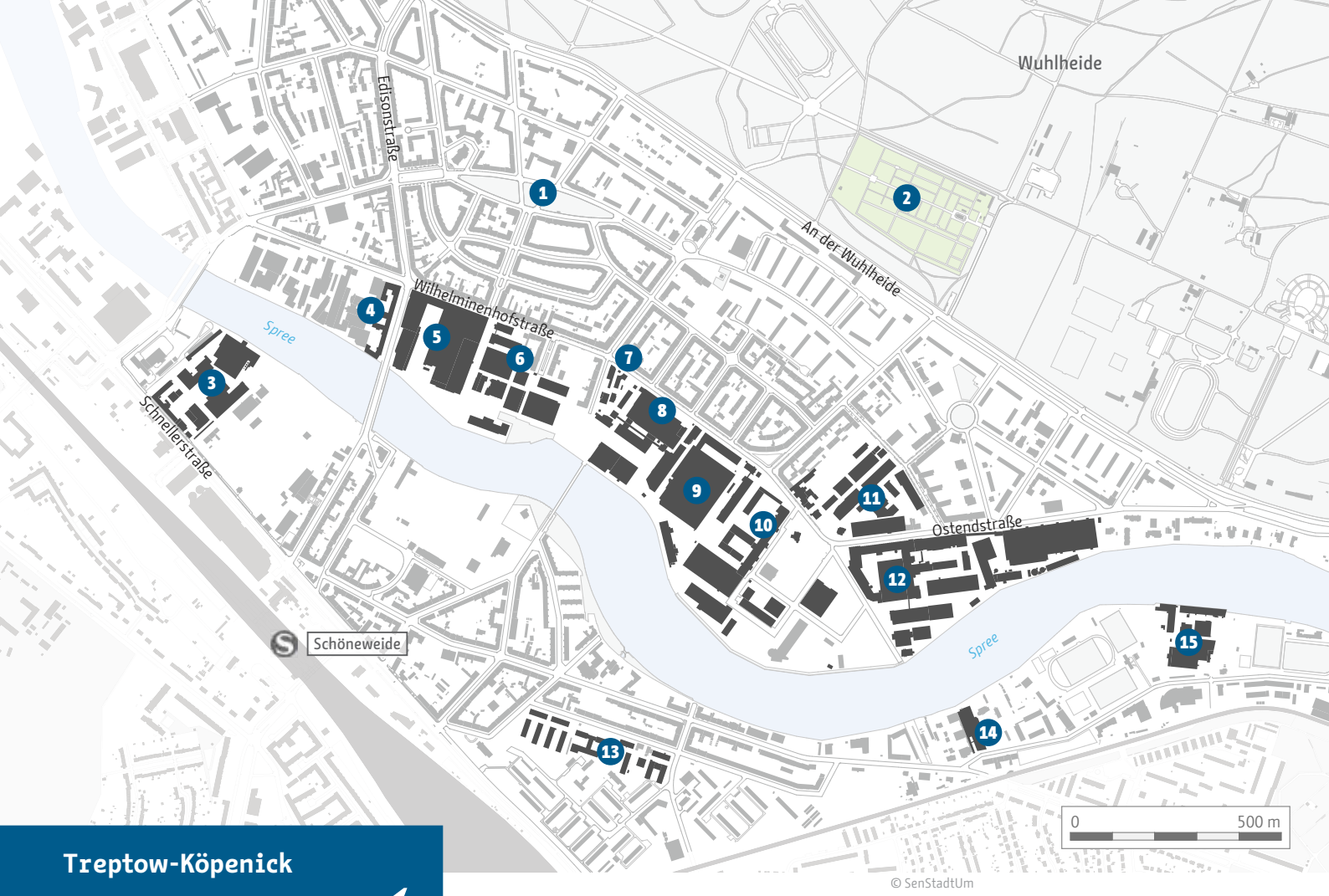

Treptow-Köpenick

Schöneweide

Beginning in the 1890s, a new city district with industrial production and a housing development was established on the "Schöne Weyde" (beautiful pastureland) outside the gates of Berlin. After the political transition in 1990, the majority of the industries were closed; numerous new industrial settlements came and went, some remained. The transition is still in full swing today. This city district has 20 years of experience with social urban development; after 2006, the University of Applied Sciences HTW Berlin moved into the area and, since 2011, economic development, including in the cultural and creative sectors, has seen a burst of activity.

An overview of important sites

1. Housing estates with community facilities
2. Cementery including sepultures of the Rathenau family
3. former brewery Borussia and VEB Bärenquell
4. Spreehöfe, former lamp factory Frister
5. Rathenau Halls, former Transformer Factory Oberspree TRO
6. Visitor Centre Industriesalon Schöneweide
7. Sculpture foundry Knaak, former substation Oberspree
8. former power station Oberspree
9. Cable Works Oberspree, KWO
10. HTW Berlin – University of Applied Sciences
11. BAE Batterien GmbH, former AFA
12. Peter-Behrens-Haus, former car factory NAG
13. Documentation Centre NS Forced Labour
14. Free Waldorf school, former textile factory Otto Schneider
15. former Batterienfabrik Pertrix

Schöneweide, with the local districts of Oberschöneweide on the northern and Niederschöneweide on the southern bank of the Spree River, was one of the preferred settlement areas for Berlin industries at the end of the 19th century. The area, which had been named "Schöne Weyde" in 1598, was until that time only sparsely settled and boasted plenty of affordable land with access to the Spree River, which, together with the railway, was an important means of transport for industry.

Towards new riverbanks

Even today the waterside location is advantageous – admittedly under new auspices. This city on water with its special industrial cultural atmosphere is very attractive to so-called creatives from Germany and abroad. New industries move in here and the close proximity to the university (HTW) facilitates the formation of useful interconnections. In this way innovative ideas can emerge once again in these traditional locations.

Both sides of the Spree River

Niederschöneweide already had its own railway station on the Berlin-Görlitzer line and was able to react more quickly to the needs of industry than the northern bank area. The large-scale Borussia-Brauerei (brewery), which operated under the name VEB Bärenquelle after 1945, had indeed already settled here as early as 1882 – to this day its towers inform the silhouette of the riverbank. Additionally, the Otto Schneider textile factory and the Pertrix Works, as well as the railway's broad expanse of track beds and depots and workshops, are all vestiges of the municipality's industrial expansion. A forced labour facility built in 1943, in which a documentation centre dedicated to the life and working conditions of the prisoners has been housed since 2006, represents the dark side of Berlin's industrial heritage.

In 1889 the "Grundrentengesellschaft" (Basic Pension Society), which was headed by Carl Deul, bought the lands from the Wilhelminenhof manor estate on the northern bank of the Spree: the process of subdivision was immediately begun and, by building the first bridge over the Spree as well as both roads and rail tracks. By setting up its own electricity supply, building more bridges and establishing a connection to the Rummelsburg railway station to the north, this new industrial area soon surpassed its southern neighbour. With the additions of the power plant, the AEG Cable Works, the Niles Factory that later took over production of transformers, automobile production facilities, a battery factory and the Frister Lamp Factory, Schöneweide became one of the most important locations for Berlin's electrical industry.

Winds of change

After the end of the Second World War, production in Oberschöneweide continued apace. The factories, which were conducted as VEB concerns (State-owned) and had around 30,000 employees, assumed a prominent role in the GDR´s electrical industry. Immediately after reunification in 1990, a massive reduction of staff was initiated whereby a majority of the employees were affected. In order to ameliorate the negative effects, neighbourhood renewal programs were set up, including the complete renovation of the estates (up till 2010).

Actors and their visions

The medium-sized BAE Batterien GmbH (former AFA) and the now privately run Cable Works are two of the industrial businesses that have been operating at their present locations since their founding. The establishment of new active industries in Schöneweide after 1990 has until now been only moderately successful. Today, Schöneweide is mainly characterized by small and medium-sized enterprises in the fields of optics, mechanical engineering and energy efficiency.

The arrival of University of Applied Sciences HTW Berlin in 2006 represented a quantum leap for the area. Proximity of universities and companies is today considered one of the key factors for future economic development – a concern which has, since 2011, been taken up in a strategic and cooperative way by local investors, founders and companies. These efforts enjoy the support of the Berlin Schöneweide Regional Management, a project set up by the district in order to help and guide Start-Ups as well as established businesses to settle and develop in the area, promote cooperation between business and science and strengthen the regional public relations efforts. In addition, Schöneweide's creative scene has boosted the district's reputation as a place of arts and culture, thereby increasing its prominence and status within the city.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

Aerial view of the AEG Cable Works Oberspree (KWO), circa 1928

Aerial view of Oberschöneweide, 2011

The Wilhelminenhof campus of HTW Berlin – University of Applied Sciences in the renovated part of the former AEG Cable Works Oberspree (KWO) was officially opened in 2009.

Learn more

Visitor Centre: Industriesalon Schöneweide, www.industriesalon.de (German-English planned)
Regionalmanagement Berlin Schöneweide, www.schoeneweide.com (German only)
NS Forced Labour: Documentation Centre, www.topographie-des-terrors.de (German/English)

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be Berlin

Prenzlauer Berg

Brewery district

Berlin was apostrophized as the "Brewery metropolis" because it ended up playing a special role at the beginning of the 20th century: as a place for the production and consumption of beer. Since that time, competition has led to increasing consolidation in the sector and only a few breweries have been able to survive to the present day. However, like the small Berlin breweries that defended their turf against the "lager beer" of the large Bavarian breweries by introducing their "Berliner Weiße", today's new microbreweries, which produce their specialities for a local market, have been able to succeed on their own.

An overview of important sites

1. Groterjan, Milastraße 2
2. Prater-Biergarten, Kastanienallee 7-9
3. Kulturbrauerei, formerly Schultheiß, Schönhauser Allee 36 (and other entrances)
4. Weißenburger Brauerei E. Lewin, Kollwitzstraße 54
5. Pfefferberg, Schönhauser Allee 176 (further entrances on Christinenstraße)
6. Königstadt-Brauerei, Saarbrücker Straße 24
7. Bötzow-Brauerei, Prenzlauer Allee 242
8. Aschinger's Bierquelle AG, Saarbrücker Straße 36-38
9. Schneider-Brauerei, Am Schweizer Garten 82-84

The Barnimkante, which is a hillside that lies to the north of old Berlin, has a gentle slope but is still distinguishable. In contrast to the sandy lowlands of the ice age "Urstromtal" (glacial valley) with its high water table, the Barnim Plateaux has, since the middle of the 19th century, been a great location for the construction of vaulted cellars for storing and cooling beer.

Berlin's thirst for beer

Up until the time that "Bavarian beer" was introduced in Berlin by Leonard Hopf around 1828, the Berlin breweries brewed top-fermented beers. These were produced by numerous small breweries as "Berliner Weiße" and were served fresh because they did not store well. The beer imported from Bavaria was bottom-fermented, which meant it could be stored longer and was therefore capable of being produced on a year round basis for storage purposes. This "lager beer", which had till then been unknown in Berlin, arrived at a time of dynamic industrial development in the city, where ever more newcomers had ever more thirst. The new beers, which could be produced on an in-

dustrial scale in large breweries, were able to dominate the market within only a few decades and the industrial metropolis Berlin subsequently became one of the largest "brewery metropolises" in the world.

A trip through the breweries

The size and profusion of Berlin breweries can be inferred from the many adjacent locations in southern Prenzlauer Berg: The "Bairischbier-Brauerei Pfeffer" started things off by building its cellars on Schönhauser Allee in 1842 and continuing to expand thereafter. In 1880 it took over the Prater bar, which was located somewhat farther to the north, as a place to sell its own beer. This conjoining of brewery and bar – in summer serving in the beer garden, in winter in a large hall – was subsequently attempted by many other breweries. Farther to the north, Schultheiß Brauerei followed suit and eventually grew from a small enterprise into a dominant large-scale brewery.

The breweries financed their expansions and fortified themselves against the competition by raising share capital, and, whenever the opportunity arose, attempted to thin out the market through take-overs. The "Aschinger's Bierquelle AG" for instance, which had 4,000 employees serving in its stand-up beer halls, became a giant of the industry that expanded to become the largest hotel and catering business in Europe up into the 1920s.

Smaller breweries like the Groterjan Brauerei, which was famous for its malt beer specialities, tried to keep pace. But it wasn't to be; barely ten years after completing a sizeable brewery, Groterjan went bankrupt in 1908.

Thirst for creativity

In the 1990s, many of the former breweries in Prenzlauer Berg were hotspots of the creative scene in Berlin and are in the meantime continuously being converted for other uses. The range of new uses is extensive: Many restaurants, cafés and clubs have taken over a portion of that space and in doing so are being somewhat true to the history of the area as a place for consumption and entertainment. Other factors include cinemas, theatres, ateliers, galleries, small museums, publisher's offices, schools and institutes, rehearsal rooms, sound studios and the offices of various artists. Hostels and new apartments or lofts are also in the mix.

The current users´ organizational structures are likewise varied: Sometimes an area will have multiple private owners, sometimes, as with the Kulturbrauerei, they are managed by a single entity. Alongside these, there are non-commercial projects like the Pfefferberg where a foundation and an association have joined together to provide a new use; or like the Königstadt Brauerei where a cooperative made up of local business people has created new jobs and modernized the building.

Enduring thirst

As attitudes changed at the beginning of the 21st century, people became more and more critical of large industrial food production. This, together with a growing demand for regional products, brought into focus a further possible analogy to earlier times: Like the traditional Berlin wheat beer breweries – such as the „Weißenburger Brauerei E. Lewin", which in the 1890s was located in a carriage house at Kollwitzstraße 54 – the microbreweries of today concentrate their efforts on a small and mostly local clientele. It has indeed become de rigueur in Berlin bars to have regional beers as part of their menu.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

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Large-scale brewery: Schultheiß; today, Kulturbrauerei

Microbrewery: Weißenburger E. Lewin; today, a gallery

Continuity of use: The Prater Biergarten opened in 1837 as the first beer garden in north Berlin and is still operating today.

Info for the thirsty

Microbreweries in Berlin:
www.visitberlin.de/de/keyword/brauhaus
Book tip: Kürvers, Roder, Tacke (eds.), Hopfen & Malz. Geschichte und Perspektiven der Brauereistandorte im Berliner Nordosten, Berlin 2005

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

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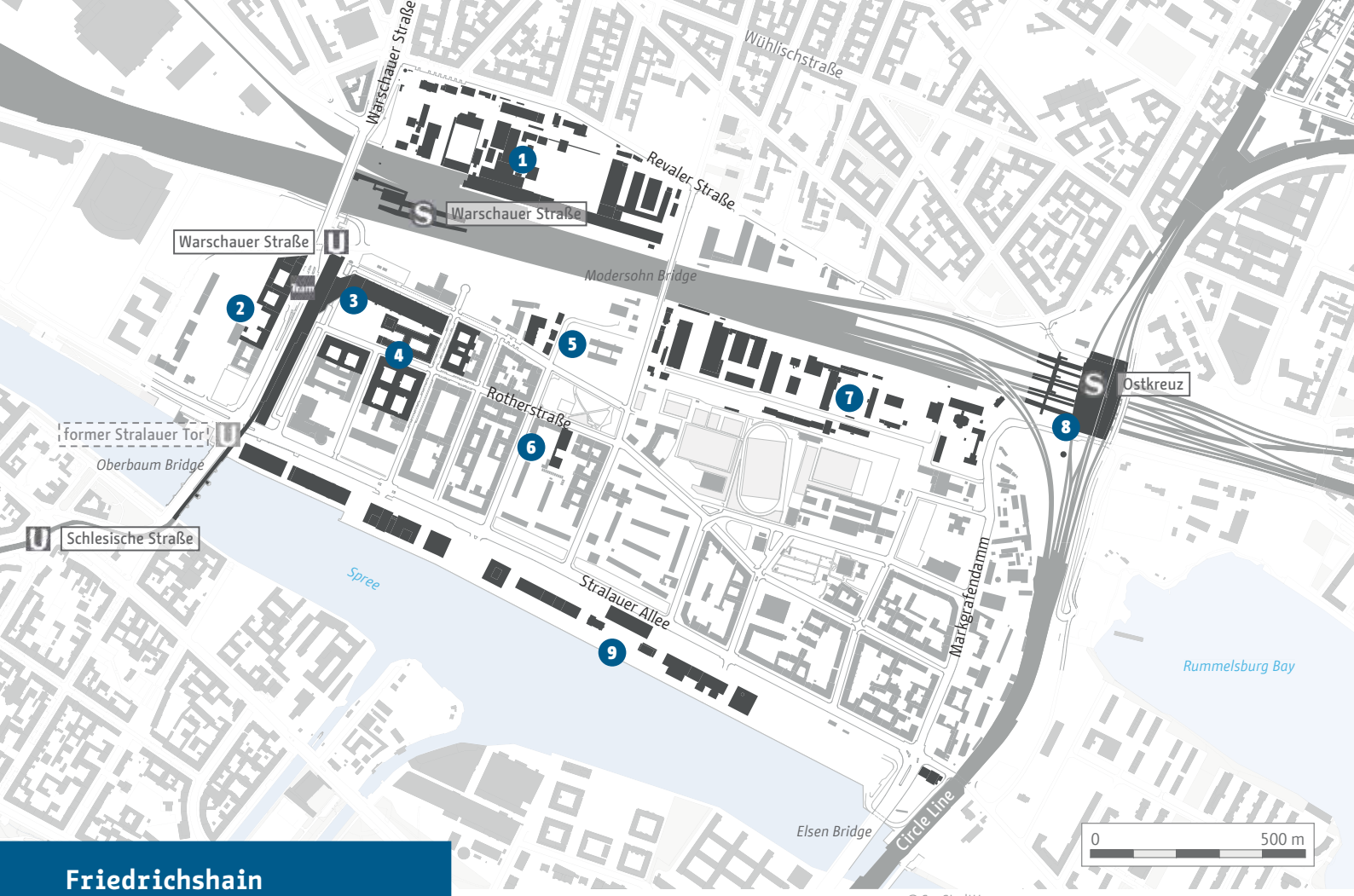

Friedrichshain

At Stralauer Tor

It would be exceedingly difficult to find a more diverse and distinctive collection of industrial buildings in one area: Port facilities and bridges, train stations and workshops, a water treatment pumping station, a substation for electricity supply and a switching and rectifier substation for the Berlin S-Bahn are all crowded together in the immediate area outside of the former Stralauer Tor (gate), between the Spree River to the south and the rail track bed to the north. And last but not least, a group of multi-storey factories as well as a residential neighbourhood for the factory workers.

An overview of important sites

1. RAW-Tempel, former Royal Railway Main Workshop II (RAW II)
2. Warschauer Straße S-Bahn station with track bed and signal boxes
3. Industriepalast (today: offices, hotel/hostel, businesses, retail shops and events)
4. Warschauer Straße U-Bahn station with carriage depot and the Oberbaum Bridge (in use)
5. former DGA / Osram / Narva (today: offices)
6. Pumping station XII (in operation)
7. Rudolfplatz
8. Transformer station at Rudolfplatz (in operation)
9. Royal Railway Main Workshop I (RAW I) with Rectifier and Switchgear Station (in operation)
10. Ostkreuz S-Bahn station (in operation) with water tower
11. former industrial port Osthafen (today: music, media, fashion)

This area was located outside of the Berlin Customs Wall well into the 1860s and was able to profit from its proximity to the city proper and its location on the river. A large number of the facilities and buildings that emerged here as part of the new urban infrastructural networks are still in use today; and the Rotherkiez neighbourhood is once again an attractive place to live. The factory workers of yesterday have been replaced by those in the creative economy of today.

The networked city

In 1853, the Berlin Waterworks Company, which was founded in London, used a site directly in front of the Stralauer Tor to begin its work on the first Berlin waterworks, which then opened in 1856. The system included a pump station, filter pools and reservoirs. The pumping station XII at Rudolfstraße 15, which remains in operation and still uses some of the pumps, motors and workshops from the first decades of its development, is the only thing left from the original system serving the large-sized area. The works, which were planned as of 1889 and, were one

of the twelve plants making up the Berlin "Radial System" that James Hobrecht began developing in 1869 for waste water treatment.

The railway

The area´s development was as much influenced by its proximity to the railway as by its advantageous location on the Spree. The grounds quickly became linked to the city railway and street car passenger transport system; in 1902 the Overhead Railway Company followed up with two more train stations at Warschauer Straße and Stralauer Tor as well as with workshops and carriage depots. The entire power supply for Berlin's S-Bahn is today regulated by the central control room at the Ostkreuz station.

Power supply

By the time the Berlin power stations had built a substation in order to begin supplying electricity to the area surrounding the pumping station, the whole neighbourhood had become a giant construction site. Being located directly on Rudolfplatz, the façade of the plant had to conform to the newly constructed residential buildings and match the level of quality that had been established by the contemporaneously built Zwingli Church and the already planned school building.

The Osthafen industrial port

While Rudolfplatz was coming into its own as a beautiful green area with residences and community buildings, construction of the Osthafen port was underway to the south. Beginning in 1907, what was up till then the largest port in the city was built on an approximately 1,400 meters long stretch of the banks of the Spree River between Oberbaum Bridge and the Circle Line (S-Bahn). Its warehouses, the buildings for the employees and administrators and, not least, its own power station and unloading facilities, eventually, in the years up to 1913, formed a significant building complex whose characteristic façades were oriented towards the river.

Light bulbs

During the same period as the construction of the port, the German Gas Light Company moved, in 1906, from its previously leased location at "Industriepalast" into its first multi-storey factory on Rotherstraße. The factory, which became well-known as the Osram Works D in the 1920s, began buying up additional properties immediately after moving in to its new building and slowly developed them over the years. In the plant that eventually spanned four whole blocks, the manufacture of light bulbs was steadily carried forward; it was only shut down when the company, renamed NARVA in the interim, moved production to Lichtenberg in 1992.

Continuity and change

The Osthafen was also closed in the early 1990s; this absence meant that after 1995 the overhead train stations and the carriage depots of the Berlin U-Bahn could resume operations once the Oberbaum Bridge was rebuilt. The RAW II was shut down in the mid-1990s but quickly benefited from the social transformation of the Friedrichshain district as it subsequently became the home of, inter alia, a skater hall, a climbing wall, various discotheques, beer gardens and bars, a flea market and an outdoor movie theatre. Whether there is a long-term future for these bottom-up creative projects is, however, uncertain. Two large workshops on the grounds of the former RAW I, on the other hand, have become the venue for experienced former S-Bahn employees who explain where the electricity for Berlin´s S-Bahn system comes from – during the period of the "Great Electrification", the GDR period and today.

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

The Osthafen industrial port developed into a music, media and fashion locale after being closed in the 1990s.

The former Royal Railway Main Workshop II – later called "Reichsbahn-Ausbesserungswerk II" (RAW II) – is well-known today as the "RAW Tempel".

Rudolfplatz, the heart of a little-known city quarter, is right in the middle of the industrial buildings and infrastructure facilities.

Learn more

How does the S-Bahn get its electricity?
BSW Gruppe Bahnstromanlagen S-Bahn, www.s-bahnstromgeschichten.de (German only)
Neighbourhood history: KulturRaum Zwinglikirche e.V., Forum für Kunst, Kultur und Geschichte, www.kulturraum-zwinglikirche.de (German only)

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

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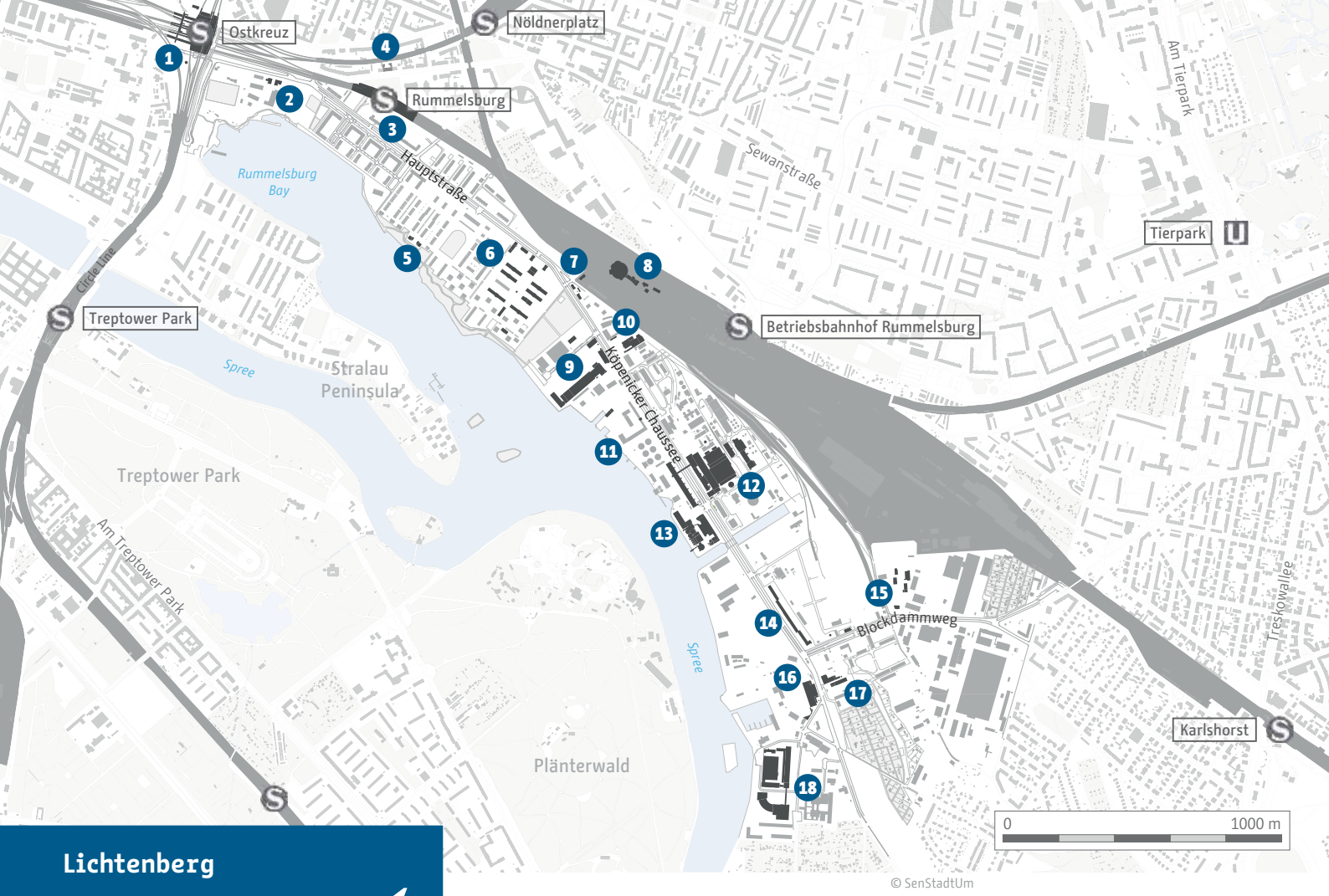

Lichtenberg

Rummelsburg

The "Straße der Arbeit" (Workers´ Street) ran all the way to Schöneweide and was for a long time one of Lichtenberg's most important industrial areas. Even today there is plenty of evidence of the former density of this industrial and energy producing landscape on the Spree River. Rummelsburg still has great significance for Berlin's electricity sector; new investment is being planned. And while the northern section has already evolved into an attractive waterfront residential area, many other buildings and properties have been in a kind of Sleeping Beauty slumber for years and are just awaiting the kiss of revitalization.

An overview of important sites

1. Ostkreuz S-Bahn station (in operation)
2. Stolte-Zementdielen company with model homes
3. Rummelsburg S-Bahn station (in operation)
4. lead foundry and machine works Juhl & Söhne
5. Orphanage
6. Workhouse / Prison
7. Railway housing estate
8. Locomotive roundhouse
9. Aceta / Agfa
10. Spratt's dog biscuit and feedstuff factory
11. River bathing facility
12. Klingenberg Power Station (in operation)
13. Cement works (in operation)
14. Gaswerk Lichtenberg II (gas works)
15. Gaswerk Friedrichsfelde
16. Rummelsburg Power Station
17. Interregional substation
18. Funkhaus Nalepastraße (broadcasting centre)

Rummelsburg Bay is formed by the Straulau Peninsula that extends into the middle of the Spree River. The commercial use of its lakefront areas began as early as the 17th century. The area developed rapidly for a number of reasons: proximity to the growing city, inexpensive land for building factories, as well as the readily available industrial water and goods transport possibilities offered by the river.

Industrial and Energy Landscape on the Spree River

The industrial development of the area gained momentum in the 19th century through the building of the Stralau-Rummelsburg railway station (called "Ostkreuz" since 1933), as well as through the expansion of the railway track system that ran parallel to both the Spree River and the arterial road to Köpenick and included a goods station and a shunting yard. In the middle of the 1920s, the main road Hauptstraße leading out of Berlin and its extension, the Köpenicker Chaussee, was deemed the "Straße der Arbeit" (Workers´ Street): in the mornings and evenings a stream of workers dominated the scenery.

Vestiges of work

Many of the buildings between Ostkreuz and Funkhaus Nalepastraße that have survived till today provide a good sense of the intensity of the work that characterized the area for more than two centuries. Work did not just determine the daily life in the factories but also the life of the 500 children in the Friedrich's orphanage that was established between 1853 and 1859. Twenty years after its completion, a municipal workhouse was attached to it – this then later became a prison and has now become an attractive waterfront residential complex on the Rummelsburg Bay.

Aniline and dog biscuits

The former site of the Corporation for Aniline Production lies to the south. That company had been established at the Spree location in 1867 by the chemists Paul Mendelssohn-Bartholdy and Carl Alexander Martius. It became known under its acronym AGFA, and its Photo Works, which was founded near the city of Wolfen in 1896, quickly became one of the largest factories for photographic products in Europe. The buildings from the "Spratt's Hundekuchen- und Futtermittelfabrik" (dog biscuits and feedstuff factory), which moved its operations from Berlin-Wedding to Rummelsburg in 1894, stand across from AGFA (which also went by the name "Aceta-Werk").

Klingenberg Power Station & Co.

One of the most significant sites for Berlin's energy industry sector was established further to the south in the 1920s. The first step was the installation of the Klingenberg Power Station which has been the object of continuous upgrades since 1925. The buildings from the early construction phase are still well preserved to this day. Neighbouring properties were given over to a greenhouse complex and a river bathing facility, which was heated by the waste heat generated by the energy production, as well as a cement works that took economic advantage from the use of waste material from the power station's boiler rooms.

Gas Works with housing estate

South of the power station's branch canal, some well-preserved buildings remind us of the activities of the Lichtenberg and Friedrichsfelde gas works, which were founded in 1913-14. Along with the production buildings between Köpenicker Chaussee and the wide railway track bed, the housing estate that was built in 1925-26 for the gas works' employees provides a real insight into the size and significance of the site.

Interregional energy

The end point of the energy landscape of Rummelsburg Bay is formed by both the Rummelsburg Power Station that was built from 1906 onwards and which boasts impressive façades from a 1920s upgrade, and the interregional substation on the other side of the street. This power station, which was built by the then "Elektrowerke AG", connected Berlin to an interregional electricity grid for the first time and in doing so ended the metropolis´ energy independence.

Prospects

The restoration of the "worker's houses" on northern Rummelsburg Bay is largely completed. Further south the active Klingenberg Power Station is undergoing improvements, and a new neighbourhood with commercial areas and verdant parks has emerged. "Space pioneers" are busy with clubs and summer events at the Spratt's and Rummelsburg Power Station sites, and in 2012 the waterfront property north of the "Funkhaus" became the home of the well-known passenger shipping company "Reederei Riedel" that built a new port for their excursion ships.

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

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Living in prison: The former prison on Rummelsburg Bay is today an attractive housing area.

Energy Landscape Rummelsburg: The gas works' housing estate along the former "Straße der Arbeit" is today in a kind of Sleeping Beauty slumber.

New prospects: The passenger shipping company "Reederei Riedel" has been operating its new home port in southern Rummelsburg since 2012.

Learn more

Book tip: Christine Steer: Rummelsburg mit der Victoria Vorstadt, Berlin 2010 (German)
Regional development:
www.stadtentwicklung.berlin.de/bauen/entwicklungsgebiete/de/rummelsburg.shtml

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

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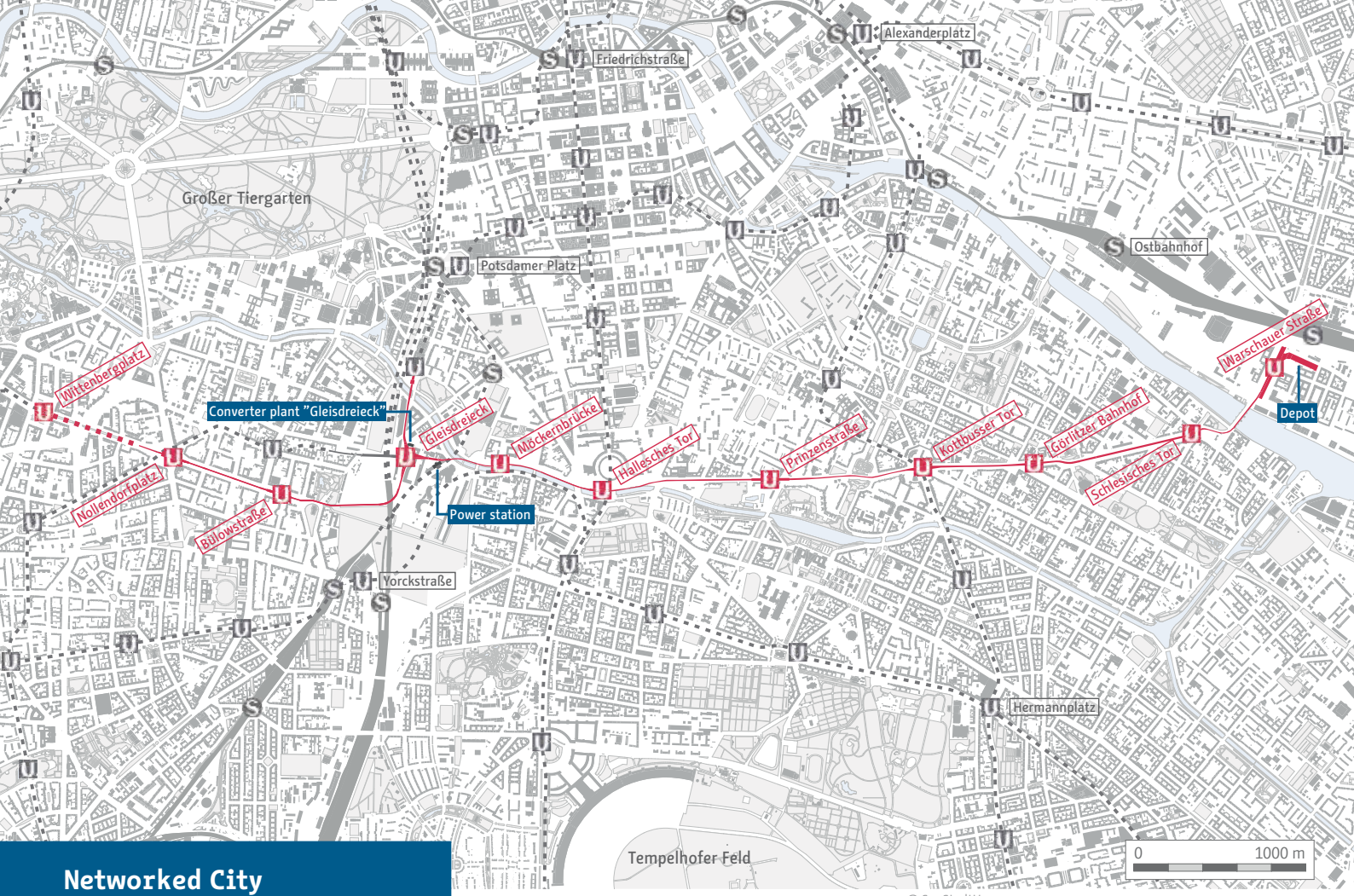

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Networked City

The Core Line of Berlin's U-Bahn

Twenty years passed between the initial concept for the Berlin underground and overhead railways and their realization. Nonetheless, at the beginning of 1902 the first German U-Bahn (subway) went into operation and quickly developed into one of the most important means of local transport. That the initial line was aboveground was controversial and some residents actually demanded that the just completed viaduct line should be closed. Today, the core line's overhead sections are an integral part of Berlin's cityscape and a significant manifestation of the process whereby Berlin became "Electropolis".

© Siemens Archives, München

Siemens introduced plans for a new, inner city rapid transit service as early as 1880, and after lengthy discussions and negotiations, construction on the first stretch finally began in 1896. In the meantime, Siemens had been gaining experience with the construction of the "Földalatti" subway in Budapest which, after the „Tube" in London and a small railway tunnel in Istanbul, was the third oldest underground railway in the world.

The long road to the Berlin U-Bahn

Siemens had enhanced its reputation through the Budapest project and by establishing an electric tram service in Lichterfelde. When the construction of the rapid transit system in Berlin finally began, it was able to put its construction and operational experience to good use. The core line of Berlin's U-Bahn ran aboveground from Warschauer Bridge to Nollendorfplatz; from there it continued underground in the direction of Charlottenburg. A direct current power station was built on Trebbiner Straße. Next to that power station, the railway tracks were routed right through the middle of a building.

Intense criticism

The project promoted by Siemens and Deutsche Bank underwent a setback when the first viaducts and train stations came on line. The unimaginatively engineered structures, which were new and conspicuous elements on the public streets, caused an outpouring of intense criticism. Even adding decorative elements to the completed sections failed to quiet the crowds. In the hope of gaining more public acceptance of the overhead railway, Siemens´ building department sought out renowned architects to participate in the construction of all future stations – which would be mostly to the west – as well as all further sections of the viaduct.

Architecture as narrative

The austere stations of the first generation, like those that can still be seen at the Warschauer Straße or the Görlitzer Bahnhof stations, are in stark contrast to the stations from the second phase of construction. The Bülowstraße station designed by Bruno Möhring is one of the most impressive; it shows just how far the "Gesellschaft für elektrische Hoch- und Untergrundbahnen" was willing to go to avoid having their project fail due to resistance from the critics. Möhring´s proposal won an 1897 architectural design competition and was carried out with only a few changes. The station and the adjacent bridge over the Potsdamer Straße both went into operation in 1902 at the same time as the core line.

Alfred Grenander

The Swedish-born architect Alfred Grenander had the greatest influence on the architectonic configuration of the Berlin aboveground and underground railways. His first draft designs were awarded a contract by the Overhead Railway Company around 1900 and from then until 1931 he went on to build the lion's share of the railway stations – he even made improvements to the trains themselves. He was, for example, responsible for the reception building at Wittenbergplatz that was built in 1911-13 as part of the station's expansion in order to enable it to serve three lines. In March 1902 that station, which up till then had a double track line, was the first to open for business on the section of the railway that ran underground.

Divided network

The building of the Berlin Wall in 1961 represented a major turning point in the history of the original railway line. Today's U1 was split off at the Oberbaum Bridge and travelled only as far as the Schlesisches Tor station. The original terminal station in the eastern part of the city at Warschauer Straße became useless. Listed as a protected landmark in 1977, it has to a large extent survived in its original condition. Today's U2 was split in two near Potsdamer Platz; the western line terminated at Gleisdreieck, the eastern part at what today is the Mohrenstraße station.

In 1972, diminishing ridership forced the closing of the section between Gleisdreieck and Wittenbergplatz, which then became an urban testing ground: Decommissioned U-Bahn carriages were used as salesrooms for a flea market in the Nollendorfplatz station and a Turkish bazaar was set up at the Bülowstraße station.

Active monument

After the fall of The Wall, the parts of the line that had been disconnected were reinstated and the overhead railway facilities gradually renovated. The stations and rail sections from Warschauer Straße all the way to Ruhleben are listed as historic monuments since 1995. Today, the core line of Berlin's U-Bahn once again plays a central role in Berlin's local public transport.

Text: Thorsten Dame & Nico Kupfer, January 2014
Translation: Barry Fay, 2015

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Cover picture: The aboveground viaduct leaves the Landwehr Canal shortly after the Hallesches Tor station and plunges into the urban canyons of Gitschiner Straße. Photo from 1902

The station Görlitzer Bahnhof is a typical example of the austere nature of the first generation of Berlin's overhead railway stations.

The Bülowstraße station with its art nouveau style is part of the second generation of stations on Berlin's Core Line. Photo from 1902

The aboveground Nollendorfplatz station was used as a flea market during the West Berlin period.

Info for friends of the U-Bahn

Book tip: Hattig, Schipporeit: Großstadt-Durchbruch. Pioniere der U-Bahn. Photographien um 1900, Berlin 2002 (German only)
Berliner U-Bahn-Museum in the Olympiastadion station on U2, www.ag-berliner-u-bahn.de

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

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Kreuzberg

At Gleisdreieck

In the 1920s, Egon Erwin Kisch described the area as a "sea of tracks", and for Joseph Roth it was a "landscape of iron and steel that went as far as the eye can see". Nevertheless, after WW II the facilities of the Potsdamer and Anhalter Railway Stations, over which the aboveground Gleisdreieck Station towered, were cut off from the railway network. Having lost its function, the area fell into disrepair, becoming a wild and weedy biotope in the process. The establishment of the German Museum of Technology marked the beginning of its revitalization, which later intensified after the turn of the millennium and continues to the present day.

An overview of important sites

1. Siemens´ Administration Building
2. Portal of the Anhalter Railway Station
3. Maggi House
4. Royal Railway Division Berlin
5. Pump station for the Radial System III
6. Post Office SW 11
7. Gleisdreieck electrical current converter plant
8. Society for Indoor Markets and Cold Storages (Kühlhaus II)
9. Post Railway Station / Post Office SW 77
10. Overhead and underground railway power plant
11. German Museum of Technology (GMT)
12. Orenstein & Koppel administration building
13. Anhalter locomotive facility (today, GMT)
14. Anhalter Goods Station (today, GMT)
15. Mix & Genest factory building
16. Yorck Bridges

The area around Gleisdreieck is part of the Kreuzberg district at the boundary of Schöneberg and comprises the former Anhalter and Potsdamer Station as well as their surrounding areas. Located on a man-made plateaux, these railway grounds, which have been redeveloped into a series of parks, are bordered to the east by Möckernstraße and to the west by Flottwellstraße.

High Ball!

The "Städteordnnung" (Cities´ Organizational Reforms) of 1808 restricted Berlin proper to the area within the Akzisenmauer (customs wall). The measure suddenly freed up space beyond the city´s borders and enabled the Berlin-Potsdam Railway (1838) and the Berlin-Anhalt Railway (1841) to build lines reaching as far as the city´s perimeter at the respective times. All subsequent building and development in that area was substantially influenced by the development of the railway zone and its ever-broader expansion to the south. Even the Hobrecht land-use plan for Berlin (1858-62) had to take this

development into account and be revised accordingly.

The first large-scale reconfiguration of the zone took place between the end of the 1860s and the beginning of the 1880s. The railway facilities were fundamentally reconfigured in order to keep up with the sharp increase in traffic volume. Prestigious railway station concourses for passenger transport were built north of the Landwehr Canal, while the facilities for freight transport and the maintenance of the rolling stock were relocated to the area south of the Landwehr Canal. Around 1900 a new urban traffic carrier, the aboveground and underground railways, was added to the mix. Its central rail junction building – the "Gleisdreieck" (triangular junction) – was built between the Anhalter and Potsdamer goods stations.

Siemens and Co.

The "Telegraphen-Bauanstalt von Siemens & Halske" (Telegraph Construction Company) was founded in 1847 at Schöneberger Straße 19, which was right next to the Anhalter Passenger Railway Station. The first workshops of the globally active mechanical engineering firm Orenstein & Koppel had since the 1889s also been located in the area, namely, adjacent to the Anhalter Goods Station. In response to a growing need for space, both companies eventually moved their operations to outlying areas of Berlin. The companys´ boards of management and the technical offices, however, for which prestigious administration buildings were built, remained in the city centre near the government district.

Cut off

The Second World War and the German partition caused a major disruption in the area´s development. The railway stations in the western section of Berlin were cut off from their connections and became to a large extent useless. Only a section of the Anhalter Goods Station´s loading road and the Post Railway Station were still to a limited extent serviced by the railway. Because the GDR Reichsbahn (State Railway of the German Democratic Republic) had the legal responsibility, but also because there was no longer any use for the rest of the railway facilities, nature was able to "recapture" the area over the decades. It became the hangout for dog owners, city adventurers and botanical enthusiasts as well as the scene of clandestine activities.

Actors and their visions

The impetus of German reunification led to a step-by-step transformation of the area around Gleisdreieck that began with the 1982 founding of the German Museum of Technology. The biggest transformation, however, was the creation of the Park at Gleisdreieck till 2013. These areas, which had previously been inaccessible to the public, were now nicely intergrated into the city landscape. At the same time, the Post Office station facilities and the industrial buildings beyond the railway area, e.g. the Kühlhaus II (Cold Store), were repurposed for new uses such as exhibition spaces or event locations.

The former Siemens Building now houses a 4-star hotel and the Royal Railway Division Berlin, which likewise is near the Gleisdreieck, has since 2006 served as the European corporate headquarters for Bombardier Transportation. In light of current residential building projects and the reconstruction of the Anhalter Goods Station loading road as part of an expansion of the German Museum of Technology, the transformation of the area into a meeting place of technology, history, business, culture and art is far from complete.

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

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The Anhalter Passenger Station was torn down around 1960; only its portal was preserved at Askanischer Platz.

Relics from the railway like the old buffer-stop seen here were intentionally integrated into the park design to give the impression of a kind of "railway wilderness".

The former administration building from O&K currently serves as a prestigious office building for various companies.

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

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

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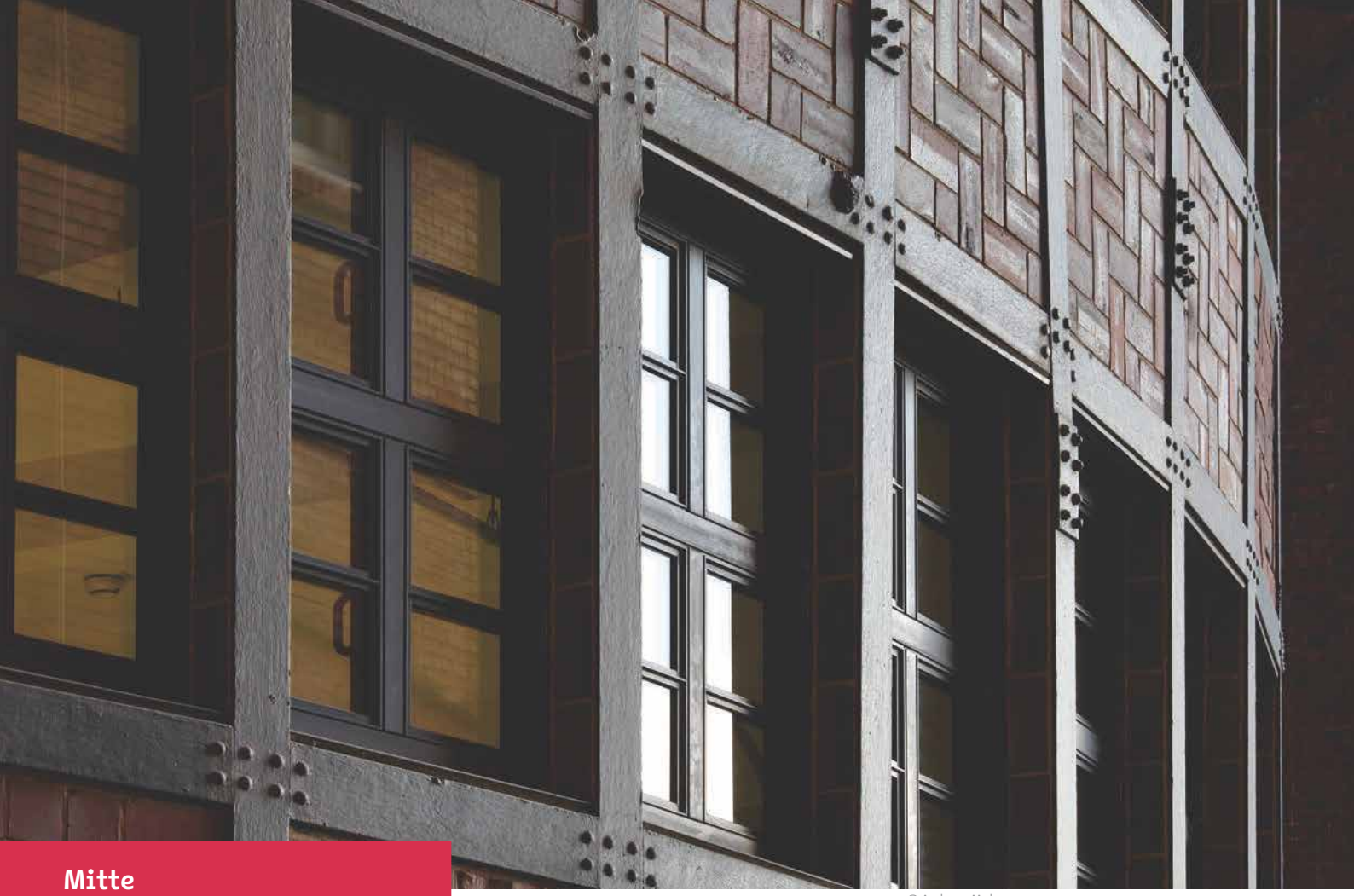

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Mitte

“E-Werk” in the Buchhändlerhof Substation

This building on the periphery of the former East – West border became famous in Berlin’s techno-scene as the “E-Werk” in the 1990s. Built between 1924 and 1928 as the “Buchhändlerhof” substation on the fundament and foundation walls of one of Berlin’s first power stations, it also represents one of the most distinctive memorials to Berlin’s electrification policy in the 1920s. In 2004-05, it gained a new lease on life: nowadays, events are put on in its old halls and on the roof of this spectacular building complex, while the old switching station has been taken over by office desks.

Mauerstraße 78-80, im Hof (courtyard)
10117 Berlin-Mitte

Built in / by:	1924-28 / BEWAG
Architect:	BEWAG Building department
Listed:	since 1987, monument and site
Current owner:	private, SEF Select Evolution 2 Ltd. & Co. KG
Current use:	Event location, offices, residences, BVG

Energetically into the future

The German history of state-supplied electricity began in February 1884 when the Magistrate of Berlin awarded the concession for the construction of an urban electricity supply. In that very same year, two companies, which shortly thereafter were renamed AEG and Berliner Elektricitäts-Werke, laid the cornerstone for an initial power station at Gendarmenmarkt. At the behest of the municipality a second station was then built on Mauerstraße in 1885. Reasonably priced interior block areas where the small two-storey buildings could be easily integrated

into the surroundings were chosen as construction sites. The technology was based on patents and models from New York, where Thomas Edison's first public power station had been connected to the grid in 1882.

The Electropolis and its grid

In the face of growing electricity use, the power plant was regularly expanded and eventually a supplementary plant was built. In 1898, a five-storey building for housing accumulators for energy storage was erected next to the apartment house on Mauerstraße that belonged to the property. Just as a lack of space at the power station locations in Berlin's inner city was becoming increasingly problematic, the technology of three-phase electrical power made it possible for the energy to be produced on the city's outskirts and transmitted from there to the inner city. This method was first utilized in Schöneweide in 1897. It required so-called substations to be built for the electrical service areas: At these points the three-phase current was transformed for transmission and distributed to the local grid. From that point on, the plant at the Mauerstraße operated both as a substation and a power station.

From power station to substation

In 1924-28 the 1885 power station was converted into a pure substation: the building was upgraded and provided with a uniformized façade. The supplementary plant was replaced by a new building. The courtyard passageway between the two buildings was maintained and a bridge was built over it. The central control room was moved to a quadrant-shaped building with staggered floors located in the courtyard. When operations commenced in the new substation in 1928, the site was called "Buchhändlerhof" (bookkeeper yard), a name that referred to the neighbouring offices of the „Korporation der Berliner Buchhändler" on Wilhelmstaße at the time. The station was closed down and emptied of all technical machinery in the middle of the 1980s.

Technopolis

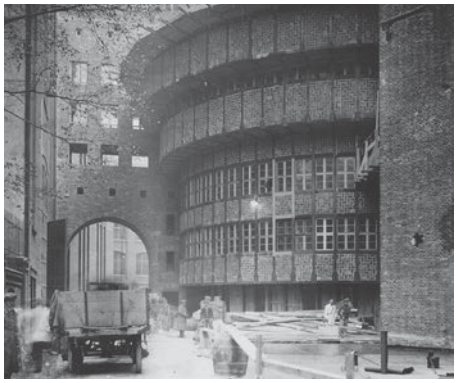
In the transitional times after the Cold War ended, Andreas Rossmann and Ralf Regitz from the nightclub "Planet Club" discovered the abandoned site in 1992. They were looking in the "Wild East" for a place for the subculture to "party". Their first project, the "Evidence Party", took place in February 1993 in today's Halle F with the music label "Low Spirit" and the DJ "Westbam". As a result of its success and a fascination with the location, a concept was developed which led to the opening in April 1993 of the club "E-Werk". It quickly became an important venue for the incipient Berlin techno-scene. "Guests, artists and crew", went the legend, "filled the political and institutional free spaces in the Berlin of the "post-reunification" period with non-reproducible creativity – and partial insanity."

ewerk reloaded

After the club closed in July 1997, numerous ambitious attempts to create a long-term use were unsuccessful. Eventually a feasibility study for a conversion into an office complex was positive; parallel to that, the club crew was also brought into the picture. Since completion of a two-year renovation in the summer of 2006 the site has been used as:

- An event location: Two halls for events and the Skylounge with a capacity of 20 to 2,000 persons.
- Office space: The infrastructure conforms to the latest standards.
- Apartments: Twelve apartments from 110 to 160 m² on Mauerstraße.
- BVG: There continues to be a rectifier station for electricity supply to the U-Bahn (subway).

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015



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Cover picture: Façade of the central control room in the courtyard

Elektropolis: The substation in 1928

Technopolis: The "E-Werk" was a well-known club in the 1990s

ewerk reloaded: The event area in Halle C

Learn more

ewerk GmbH: Site history, online tour and photo gallery at www.ewerk.net (in English, too)
Literatur: Thorsten Dame, Elektropolis Berlin. Die Energie der Großstadt, Berlin 2011; BEWAG (ed.), Elektropolis Berlin. Historische Bauten der Stromverteilung, Berlin 1999 (German only)

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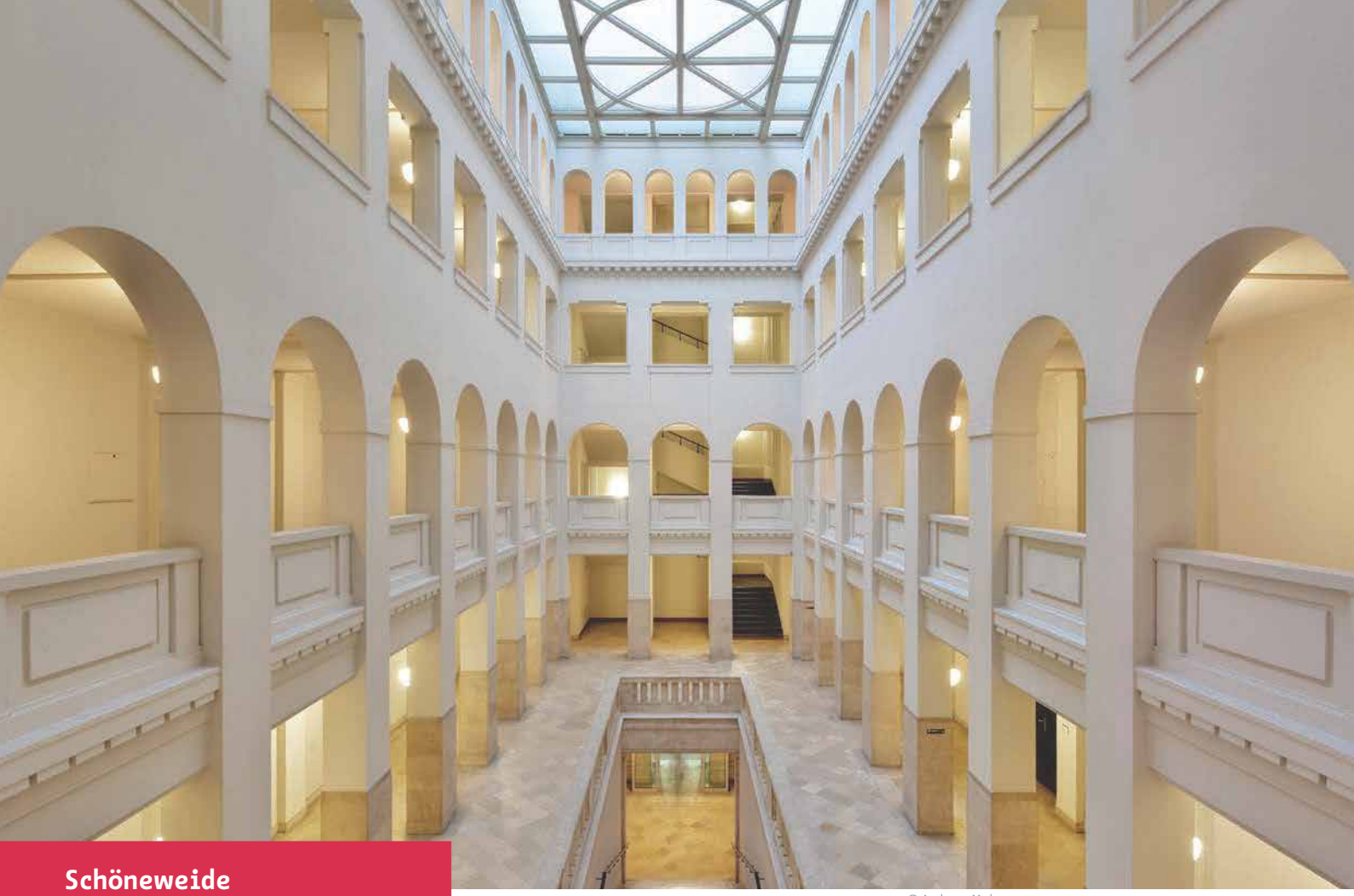

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Schöneweide

Peter Behrens Building, former NAG

This 1917 master work was designed as the factory for the "Nationale Automobil-Gesellschaft (NAG)" and conveys the exigencies of this AEG subsidiary: As the first among equals, the building dominates the industrial section on the Spree River. To its high-flying automobile production came Telefunken and a successful factory for television electronics. Today, this impressive factory building by Peter Behrens and the large site between Ostendstraße and the Spree, have great potential that is just waiting to be realized. There are also great properties next to University of Applied Sciences HTW Berlin are available for use by start-ups and global players.

Ostendstraße 1
12459 Berlin-Schöneweide

Built in / by:	1916-17 / AEG subsidiary NAG
Architect:	Peter Behrens
Listed:	monument and site
Current owner:	private, the British Comer Group
Current use:	business, production, university

The "City Hall" of the industrial neighbourhood

As the terminus of the factory section impressively standing in the line of sight from Wilhelminenhofstraße, the Peter Behrens building, with its high tower, distinctive gables and characteristic pillared façade, looks like the "City Hall" of Oberschöneweide. The reason for the planning and construction of this large building complex during the war was the military´s need for transport vehicles. AEG´s automobile construction was only supplemental to its cable production business and therefore was not able to meet the demands of such a large contract – subse-

quently that division branched off into an independent company.

AEG builds autos

Upon moving into the new factory building, the AEG subsidiary, which was founded in 1901 under the name „Neue Automobil-Gesellschaft", adopted the new, patriotic-sounding name "Nationale Automobil-Gesellschaft". The three-winged, multiple storey factory, which had two halls in the courtyard and a distinctive water tower, was designed by Peter Behrens. The distinguished atrium, which is enclosed by four-storey arcades, was a perfect fit with the urban tone of the new automobile factory.

AEG decided to enter the automobile construction business around 1899 at the beginning of the "Electrical Crisis" in order to buttress the company and to better utilize their metal and rubber factories in Schöneweide. Additionally, Siemens and the Schuckert Works had forged ahead in building electric buses and automobiles and AEG wanted to make up ground in that area. NAG´s business was able to flourish well into the middle of the 1920s partly because their sporty motorcars gained recognition for their speed and reliability on the racetrack. Their utility vehicle division also had great success with novel tractor-trailers and buses. It merged with Siemens´ Protos-Automobilwerk and shortly thereafter conjoined its production with Presto, Dux and Büssing. For NAG, which by then was experiencing problems of its own, this consolidation process did not lead to the success it had hoped for.

Radio and television

AEG quit the automobile business in 1934 and turned the NAG location over to the production of Telefunken radios, radio tubes and television sets. Oberschöneweide retained a special significance on into the 1990s as a centre of the development and production of radio, television and telecommunications technologies. The factory, which after 1945 was upgraded and run as a state-owned operation (VEB), produced the picture tubes for the Television Set Factory in Staßfurt and the Institute for Telecommunications moved into the former Frister Lamp Factory on the Treskow bridge. In 1993, Samsung took over the television electronics factory, which had 9,000 employees, and, utilizing only 800 workers, continued production up until 2005.

Actors and their visions

Samsung sold the entire complex at Ostendstraße 1-14 to the British company Comer Group. Most of the Peter Behrens building is under lease to, for example, HTW for study programs like the Gameslab Berlin and to small and medium-sized enterprises that use the building for production. The area in need of renovation behind the Peter Behrens building accommodates a variety of uses, from transport companies to a boot manufacturer. Some of the site's newer buildings are being used for small commercial enterprises but a large percentage of them are vacant.

The historical Oberspree industrial belt is expected to be developed as an industrial and commercial area in the future. After years of postponed investment, the current owner is working in conjunction with the Berlin Schöneweide regional management project and the Berlin Administration on a concept for creating commercial space for companies that can closely work with HTW Berlin to develop and produce new products and services. Abandoned polluted areas and conflicts of use between residential and business interests comprise some of the attending challenges to this project.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

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© Regionalmanagement Berlin Schöneweide, photo: David von Becker

Cover picture: The distinguished atrium of the Peter Behrens building is enclosed by four-storey arcades.

The great metropolitan structure at the end of the Wilhelminenhofstraße: The three-wing, multi-storey NAG factory with its distinctive water tower, by Peter Behrens.

In addition to the patent for the „Klingenberg Wagen", which was built in 1901, AEG also appropriated its inventor in order to more quickly develop its own models.

The Aman Ullah Room – Royal accents in the former automobile factory

Learn more

Visitors´ Centre: Industriesalon Schöneweide, www.industriesalon.de (German only)
Economy today: Regionalmanagement Berlin Schöneweide, www.schoeneweide.com (German only)
NAG automobiles: German Museum of Technology, Road Traffic division, www.sdtb.de

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Schöneweide

BAE Batterien GmbH, former AFA

BAE Batterien GmbH, together with the cable works on the other side of Wilhelminenhofstraße, is among the last of the traditional businesses in Oberschöneweide. Accumulators and batteries have been manufactured there for more than 100 years, the power of which has brought energy and life into the history of this great industrial neighbourhood on the Oberspree. As was the case during the foundation period, any concept of energy storage must be built on innovation and world market demand. With this, an inheritance that is also embodied in the remaining historical buildings remains intact.

Wilhelminenhofstraße 69-70
12459 Berlin-Schöneweide

Built in / by:	ca. 1899 / Gesfürel
Architects:	Ernecke and Pietsch
Listed:	partially, monuments and site
Current owner:	private, BAE Batterien GmbH
Current use:	Active production

Energy storage for the world market

The construction in 1899 of the "Accumulatoren-Werke Oberspree" on a property between Slabystraße to the north and Wilhelminenhofstraße to the south marked the beginning of the „Gesellschaft für elektrische Unternehmungen" (Society of Electrical Enterprises), which was under the leadership of the company Loewe. A streetcar manufacturer in Moabit that belonged to a Loewe affiliate was ready to absorb much of the company's output and any production beyond that could be sold on the world market. After the "Electrical Crisis" had weakened Loewe's

electrical division, it merged with the larger AEG. The factory on Wilhelminenhofstraße was bought by the "Accumulatoren-Fabrik Aktiengesellschaft" (AFA), a company that was connected to AEG and Siemens through its main production plant in the city of Hagen.

Electrifying upswing

Buttressed by the market power of those large electrical companies, AFA developed in subsequent years into a leading European supplier of big and small energy storage devices, having numerous foreign branch offices. The factory in Hagen was dedicated to manufacturing larger accumulators, most of which were produced to customer's specifications. The mass production of small portable accumulators was established in Schöneweide; after 1904 these were sold under the brand name VARTA.

The adjacent property on Wilhelminenhofstraße had already been taken over after two years and the factory was expanded. When in 1913 it succeeded in taking over the "Deutsche Edison Akkumulatoren-Company AG" (DEAC), the AFA could claim to be, along with the „Electric Storage Battery Co." of Philadelphia, the leading accumulator manufacturer in the world. This success was immediately manifested in the form of two distinguished buildings at the company's Berlin location: A management and administration villa was built at the corner of Ostendstraße while to the west a great "well-being building" was erected next to the already existing employee apartment building for use by the entire workforce.

Success despite upheaval

The AFA, which since 1923 was under the leadership of Günther Quandt, was able to countervail the effects of the post-war business slump by adopting new production techniques from the USA and by merging with the equally innovative and young company "Pertrix". Two new buildings were erected almost simultaneously: the new Pertrix Works for Dry Batteries on the southern bank of the Spree River and, along the Ostendstraße, a large production hall with an innovative conveyor-belt method of production based on a design by Jean Krämer.

While the Pertrix Works were shut down at the end of the 1990s, the factory in Oberschöneweide continued in operation. Along with the cable factory, it is today one of the last of the traditional electrical industry companies doing business on the Oberspree. After 1945, AFA continued operations as the state-owned "VEB Berliner Akkumulatoren und Elemente-Fabrik" (BAE) and was also able to survive the great transitional period after 1989.

Activities and visions

Today's BAE Batterien GmbH is a medium-sized company with 180 employees that produces large batteries for stationary facilities like data centres, emergency power supply in hospitals, energy supply equipment and telecommunications installations, as well as for rail vehicles and forklift trucks. BAE, in response to the challenges presented by the transition to renewable energy, is planning an expansion into the lithium-ion battery field; for this there is a research collaboration with HTW Berlin.

The company uses its own history as an advertising expedient, is active in the city district and a member of the Schöneweide business circle. It participated in the "Long Night of Industry" (an open-house event) when it first took place in Berlin in 2012. This long-established company also supports the campaign by the Senate Department for Economic Affairs for strengthening the position of Berlin as an industrial location.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

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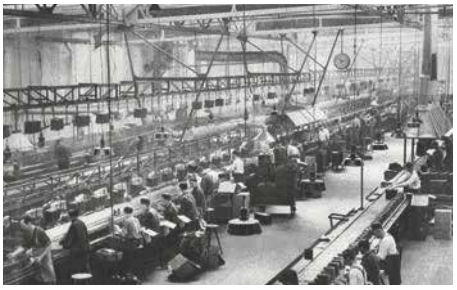

Source: 50 Jahre AFA, Jubiläumsschrift, Berlin 1938, p. 181

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Cover picture: Entrance to the company grounds with the old administration building and the former civil servants´ building.

Management and administration villa on the company grounds

View into the installation workshop with conveyor tables, circa 1926

Finishing stage in the large production hall of today

Learn more

Contact person at BAE:
Verena Jantke, Public Relations,
www.bae-berlin.de
History: Industriesalon Schöneweide,
www.industriesalon.de (German only)
Energy storage: Energy Museum,
www.energie-museum.de (German only)

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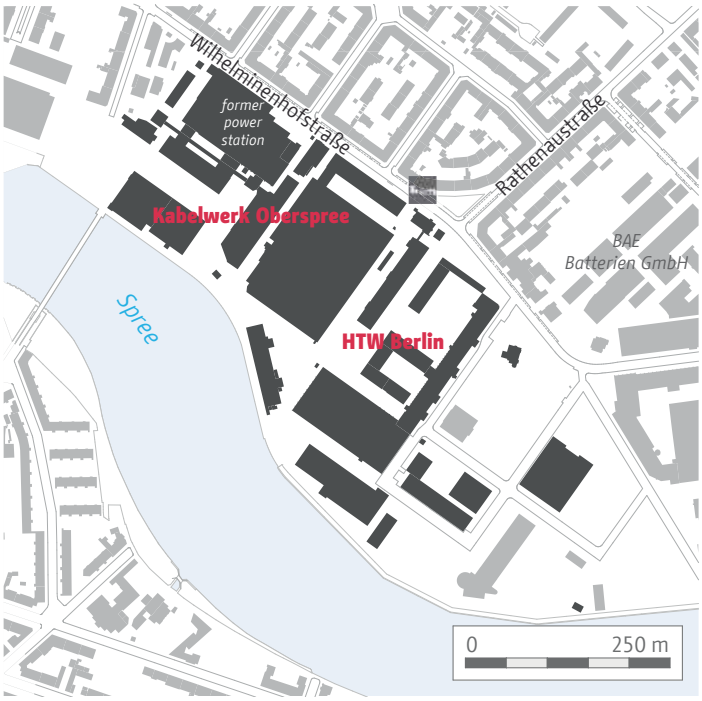
Schöneweide

Kabelwerk Oberspree KWO and University of Applied Sciences HTW Berlin

When AEG (Allgemeine Elektricitäts-Gesellschaft) began construction of its first cable factory in Schöneweide it faced stiff competition from the established market leaders Siemens and Felten & Guillaume. One hundred years later the factory is still operating and doing what it does best: producing cables and knowledge. Since 2009, the Kabelwerk (Cable Works) has been sharing its historical grounds with the HTW Berlin's new Wilhelminenhof Campus.



Wilhelminenhofstraße 76-77 (Kabelwerk) und 75 A (HTW)
12459 Berlin-Schöneweide

Built in / by:	beginning in 1896 / AEG and its subsidiaries
Architects:	Paul Tropp, Gottfried Klemm
Listed:	partially, monument and site
Current owner:	Kabelwerk: private; HTW: public
Current use:	Active production, university

A site for innovation with tradition

With the advent of new contracts in the middle of the 1890s, Siemens and AEG were able to free themselves from former ties and agreements. This dual move towards independence intensified competition, with both companies investing in the construction of new cable factories at the same time. As Siemens was laying the foundation stone for what would subsequently become Siemensstadt, AEG began work on its first exclusive cable factory in Schöneweide. AEG built a four-storey cable factory for producing low-current cables right next to its own

power station, which itself was under construction. Work on a large-scale hall for manufacturing high-voltage underground cables began in 1897. Soon, more halls and multi-storey buildings were added: a rubber factory for insulation material, a metal works with foundries, a rolling mill and sheet metal factory for the wires, as well as laboratories in which research could be carried out.

In order to utilize their installations even more efficiently and to be able to serve more markets, AEG also expanded its range of products. It began producing automobiles in 1901 whereby not only the metal works could be put to further use, but the rubber factory as well, which, in addition to insulation materials, also began making tires. Up until it built its own factory complex for the "Nationale Automobil-Gesellschaft" (NAG) in 1916-17, the individual production lines on the KWO grounds were closely intertwined and the spacious site was continuously being reorganized with new buildings, annexes and relocations.

Market leader

Through an efficient production policy, AEG was able to establish itself, along with Siemens in the northwest of Berlin and Felten & Guillaume in Cologne, as one of the three largest cable manufacturers in Germany. After converting into a VEB (state-owned) company named Kabelwerk Oberspree in 1952, it still enjoyed a position of great importance by virtue of its know-how and by being the primary cable producer in the German Democratic Republic with a large amount of international business.

When the factory was taken over by the British BICC Cables Ltd in 1993, the 5,000 employees that had worked there at the end of the 1980s had been reduced to hardly more than 2,000. Five years further on, that number had fallen to a tenth of what it had been before German reunification, with BICC finally declaring bankruptcy in 1999.

The Kabelwerk today

The German Wilms Group is the current owner of the Kabelwerk, whose geographical size has been reduced to that of the core of the former company grounds. The Wilms Group produces industrial goods in many locations around the world and has thereby firmly established itself on the world market. Both classic cables and modern glass fibre cables are produced at the Schöneweide factory. The company grounds are not open to the public for security reasons.

The HTW Berlin

The University of Applied Sciences HTW Berlin, which previously was spread out over five locations, opened its new Wilhelminenhof Campus on the renovated section of the KWO grounds. The site where cable and cars were being produced a hundred years ago is now being utilized for research by automotive and electrical technicians and mechanical engineers. The new campus´ unique scenery stimulates the university staff´s interest and inspires many initiatives, among which are both KRIK, a research cluster dealing with regional industrial heritage created by four professors from the academic programs of restoration, museology, and communication design in 2009, and BZI, which was founded in cooperation with the Foundation of the German Museum of Technology in 2011.

The university is considered the key component for future development of the Schöneweide district. It brings new and youthful people into the region and changes its image; there are alliances with important local companies and already the first successful spinoffs and ventures have emerged.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

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Cover picture: Good neighbourhood relations: Since the opening of the Wilhelminenhof Campus, the HTW Berlin and the active cable works share the historical grounds of Kabelwerk Oberspree.

High-voltage cable factory, jute cable production, 1898

View over the HTW grounds in the direction of the active cable works

The 1923 NAG sportcar Type C 4b is one of the highlights of Berlin's automobile production. Built in the adjacent Peter Behrens building, this car is on display in the foyer of HTW´s Building C. It is owned by the Foundation of the German Museum of Technology.

Learn more

Audio tour of the Campus Wilhelminenhof, www.htw-berlin.de
BZI: www.industrie-kultur-berlin.de
History of KWO: Industriesalon Schöneweide, www.industriesalon.de

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

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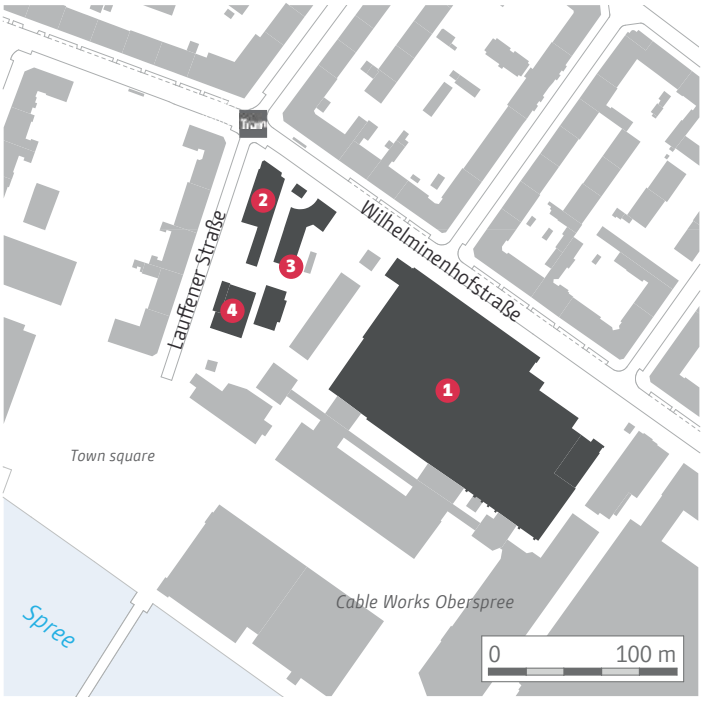
Schöneweide

Oberspree Power Station and Substation

The construction of the three-phase power station in Oberschöneweide in 1895-97 represented a foundation stone of the energy policy for that industrial neighbourhood. The power station (1) was considered a technical novelty and made that location on the Oberspree famous beyond Germany´s borders. By virtue of their innovative features, the neighbouring transformer station (2) and subsequently built substation (3) were also manifestations of the rapidly developing technology. A new building for ensuring safe operation was built in 1995. The historical landmark buildings are available for new uses.



Wilhelminenhofstraße 78
12459 Berlin-Schöneweide

Put into service:	1897, 1912, 1933
Building contractors:	AEG, BEW, BEWAG
Listed:	monument and site
Current owner:	Power station: Wilms Group; Substation: Vattenfall
Current use:	mostly vacant

Nodes in the public grid

At the International Electrotechnical Exhibition in Frankfurt am Main in the summer of 1891 an alternating electrical current originating from a 175 km distant hydroelectric power station in the city of Lauffen was delivered in lieu of the normally used direct current: This new technical innovation revolutionized public electricity supply. Power stations no longer needed to be built directly at the main supply points. Instead, electricity could be produced at a central location and delivered over long

stretches to the cities and surrounding townships without any appreciable distribution losses. AEG, which introduced that new technology in Frankfurt in conjunction with Oskar von Miller and the Swiss Oerlikon Engineering Works, was given a free piece of property in Oberschöneweide in 1895 so that it could be used as a base of operations for bolstering the city´s electric power supply and thereby promote the establishment of new industries on the Oberspree. The first large-scale consumers were the AEG cable factories next to the power station that, due to their energy-intensive production process, were especially able to profit from the new supply on offer.

The power station

The station, which went into operation in 1897, was one of the first alternating current power stations for public energy supply in the world and, with its subsequent expansions and modifications, has been largely preserved till today. The rapidly growing demand for electricity led early on to the addition of new machine halls to the plant. They were transversely attached to the machine hall built during the initial construction stage whose gable faced Wilhelminenhofstraße. Along with the Deptford power station designed by Sebastian Ziani de Ferranti that has not been preserved, these large halls, which merge into one another, count as typological outliers in the field of power plant construction.

The transformer station

As the new power station with its power lines running to the suburbs and the inner city of Berlin was being built, a substation and converter station were also being designed as part of the system for the first time. Their function was to transform and convert the alternating current for the areas connected to the grid. In 1912-13 a transformer station for enhancing the supply to the suburbs was erected on the adjacent property at the intersection of Wilhelminenhof- and Lauffener Straße. This small thee-storey building with a hipped roof thus became the point of departure for a series of power distribution buildings that sprung up in the communities around Berlin in order to convert the electricity from Oberschöneweide into the required voltage or type of current.

The substation

The decision to discontinue the operation of the power station on the Oberspree in 1933 meant that Oberschöneweide would have to build its own substation. A complex of buildings, which included a hall running the depth of the property and a distribution station on the street, was built next to the twenty year old transformer station. The substation, which was state-of-the-art at the time of its construction, included the first oil-less switching technology (also employed at a new plant in Rummelsburg) and only required about half the space as earlier versions.

Actors and their visions

The power station is part of the Kabelwerk grounds and therefore belongs to the German Wilms Group. It has been mostly vacant since 1999. A concert by the Berlin Philharmonic Orchestra in 2007 is one high point that deserves mention. The 1933 substation, which had been vacant for 20 years, found a new user in the middle of 2013: the renowned Knaak sculpture casting company. New uses for the substation and the older transformer station are in the works. The Regional Management project works with enterprises from the fields of arts and crafts and restoration and, in cooperation with the HTW Berlin University´s “Restoration of Technical Cultural Artifacts” department, is undertaking the building of a suitable centre.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

Cover picture: Façade of the power station along Wilhelminenhofstraße

The second substation in Oberschöneweide: The façade of the 1933 switching station had to accommodate the expansion of a small, already existing distribution grid station.

Overhead power lines and the new alternating current technology are the themes of the images on the power station´s cartridges.

View into one of the power station’s machine halls

Learn more

Industriesalon Schöneweide, www.industriesalon.de (German only)
Schöneweide Regional Management project, www.schoeneweide.com (German only)
Energy Museum, electric power supply technology, www.energie-museum.de (German only)

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

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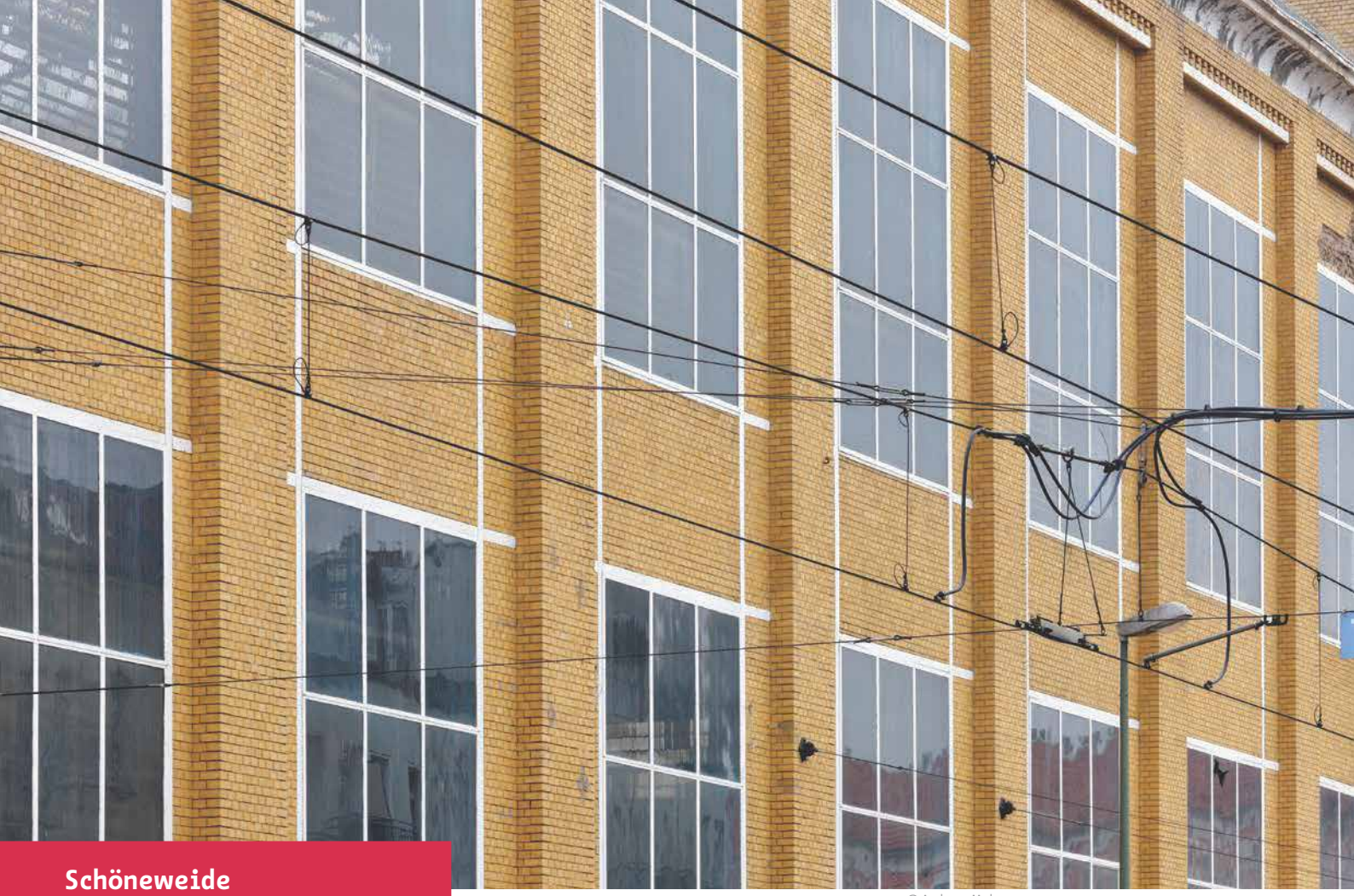

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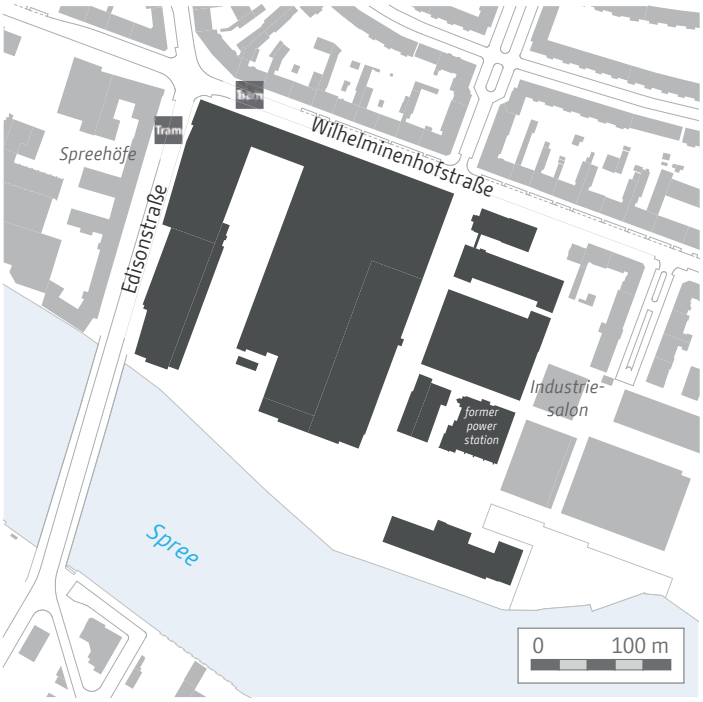
Schöneweide

Rathenau Halls, former TRO

AEG´s new transformer and oil switching equipment factory was built at the location of the German Niles Tool Factory. Together with the Frister Lamp Factory it defines the entrance to Oberschöneweide at the Treskowbrücke and, with its distinctive gable, serves as the curtain-raiser for the row of great industrial buildings along Wilhelminenhofstraße. The extensive grounds on the Spree River lost their cachet as an insider tip some time ago; the buildings are now divided into small spaces and rented to "space pioneers", artists and creatives for temporary use. The future development of the area, however, continues to remain uncertain.



Wilhelminenhofstraße 83
12459 Berlin-Schöneweide

Built in / by:	1898 / German Niles; after 1921 / AEG
Architects:	Paul Tropp, inter alia
Listed:	monument and site
Current owner:	private, Toruro GmbH & Co
Current use:	trade, artist studios, temporary use

The cathedrals of Schöneweide

In 1898, the German Niles Tool Factory established itself as the second largest factory on the Oberspree. Within a short time it was manufacturing machine tools, pneumatic tools and hydraulic presses and machines. The company, which was founded by German companies and banks and vested with an American license, relocated its production to Berlin-Weißensee in 1921. The building was taken over by AEG, which then moved its transformer factory from Berlin-Wedding to the Spree address.

Les Grandes Halles...

Among the Niles Tool Factory´s most prominent edifices are both the administration building along the Wilhelminenstraße and its adjacent hall complex, which today is referred to as the "Rathenau Halls". The initial construction phase, which was based on blueprints by Paul Tropp, consisted of the elongated assembly hall and seven hall bays at right angles to it. In 1915-16, the main hall was expanded as far as the Edisonstraße. Ten years after this expansion, which was architecturally inspired by Peter Behrens, the great transformer hall, which was the product of a collaboration between the architect Ernst Ziesel and the engineer Gerhard Mensch, was added. With a span of 35 m and a height of 22 m, it was one of the largest manufacturing halls in Berlin.

Defining the cityscape

AEG constructed additional buildings on into the 1940s for the production lines of their Oberspree Transformer Factory (TRO). Especially prominent for the cityscape are the former oil switch factory on the Spree River and the workshop along the Edisonstraße that has a vertically structured façade with narrow pillars. It, along with a social services and administration building, was eventually connected to the main transformer hall in 1941. Together with the former Frister Lamp Factory, they constitute the entrance to the region over the Treskowbrücke, which was built in 1903-04.

The company power station

The power and heating station in the centre of this extensive area is of particular interest. Built with an Expressionist flair in 1926-28, it allowed the transformer factory to be independent of the public energy supply, providing it with electricity until 1979. The transformer factory, which operated as a VEB (state-owned enterprise) after 1949 and in 1951 was given the honorary name "Karl Liebknecht", had around 4,000 employees and produced most of the GDR´s transformers, high-voltage switches and fuses.

Actors and their visions

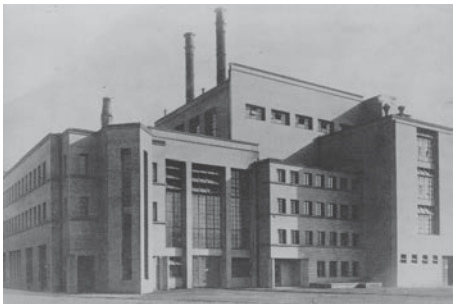
Two years after the privatization of the former GDR companies, AEG, as the former owner, took over the transformer factory in 1992 and attempted to modernize production and operate the business in its own name. The factory closed in 1996 when AEG was removed from the Commercial Register. The Irish firm Toruro GmbH & Co bought the premises in 2007. It then put the total of 55,000 m² on the rental market.

The complex marketed under the name "Rathenau Halls" is currently only rented out on a temporary basis because of the size of the halls and the condition of the roofs. The halls are now being used for things like internationally recognized fashion shows, music clips and film shoots. The area´s buildings, which are divided into small spaces, are rented to numerous creative professionals, artist studios and galleries. Many of them are active participants in the "Kunst am Spreeknie" art festival that has taken place in Schöneweide every year since 2008. The improved networking among the district's creatives is supported by the local administration via a project called "Schöneweide kreativ". The smaller halls are occupied by craft workshops and retail stores.

Open questions

The area has developed into a site for cultural and creative industries. A long-term utilization, however, has not yet been established. Among the issues that must be confronted are heritage compatible modification, financing and the long-term relationship with the creative temporary users.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015



Cover picture: Façade of the "Rathenau Halls"

The distinctive gable of the hall at the intersection of Wilhelminenstraße and Edisonstraße was built in 1915-16 and evidences the inspiration derived from the AEG Turbine Hall in Berlin-Moabit designed by Peter Behrens.

View into the bay of the "Rathenau Halls"

Along with the Klingenberg power station, the company power station of TRO represents one of the most significant structures produced by the architect partnership Klingenberg & Issel.

Learn more

Culture and history: Industriesalon Schöneweide, www.industriesalon.de (German only, English planned)
Schöneweide kreativ: www.facebook.com/schoeneweidekreativ und www.schoeneweide-wdm.de (German only)
Planning: Schöneweide Regional Management project, www.schoeneweide.com (German only)

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

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Schöneweide

Industriesalon Schöneweide

In 2009, concerned members of the Schöneweide community in partnership with local businesses founded a non-profit association with the goal of saving Schöneweide's last company museum. Today, the objects collected from the television electronics factory form the basis of the exhibition in the so-called "Industriesalon". The display depot is open to the public. The association wants to draw attention to Schöneweide´s significant industrial heritage and in doing so improve local development over the long term. Technology, history, discussions, personal recollections and music – Berlin's youngest museum is a place of encounters and discovery.

Reinbeckstraße 9
12459 Berlin-Schöneweide

Area:	600 m² over two levels
Exhibits:	History of the local large-scale industries
Owner:	private, rent-free right of use for 15 years
Uses:	Museum, visitor centre, events

Berlin's youngest museum

The GDR´s state-owned television electronics factory (WF) founded a company museum in the 1980s. Shortly after Samsung took over that factory in 1992, it closed the WF company museum which until that time had been housed in the tower of the Peter Behrens building. Samsung stopped production on those premises in 2005 and sold the property in 2009. The Industriesalon Schöneweide e.V was consequently created in order to prevent the WF museum exhibits from being lost to posterity. The collection was relocated to a neighbouring hall and once again made available for public viewing.

The stakeholders

In researching, analysing and depicting the little known industrial history of Schöneweide, the association works intensively with information from contemporary witnesses – former employees of the large-scale industries in Schöneweide. Members of the association include citizens that have a special interest in Schöneweide, the museology department of the neighbouring University for Applied Sciences HTW Berlin, as well as local companies that enjoy having access to Industriesalon´s photographic archives in order to connect their identity with Schöneweide's industrial heritage.

The hall

One of the Oberspree transformer factory's (TRO) former production halls, which was in an unheated and desolate condition at the time, became the new location for the WF collection. By engaging the help of former WF engineers, the collection could be put in order and lectures held whereby the exhibits are explained in detail. Harald Wolf, the then Senator for Economic Affairs, took over the role of patron. In 2011/12, the hall was thoroughly renovated and the owner granted the association a rent-free right of use for 15 more years.

The programme

- Visitor centre: Working with EU funds since 2012, the association has been developing ways to harness the local industrial heritage for the benefit of tourism. It has expanded the range of services provided to visitors and also offers guided tours.
- Exhibitions: The new permanent exhibition, which opened in 2013, provides an overall view of Schöneweide´s industrial history. On display are collectors´ items from the AEG era, as well as products from the former VEBs and from today's BAE Batterien GmbH.
- Electron (vacuum) tube display: A second permanent exhibition chronicles WF´s technical development, which, after 1960, had a significant impact on the electrical industry's production, research and development in the GDR.
- Researching local economic history: Each year one former large-scale enterprise is the focus of attention. The relevant information is mostly obtained from contemporary witnesses who are invited to the "Erzählcafé" (oral history method in a café setting). These conversations are then documented.
- Events: Using various formats, Schöneweide´s previous and current industrial culture is examined and elucidated. For this task, regional stakeholders including Schöneweide business leaders, the Regionalmanagement project and those in the creative scene are called upon to participate.
- Networking: Active member of the State Association of Berlin Museums and the district's Tourism Association; participation in the Long Night of the Museums; the Open Monument Day; and the Schöneweide „Kunst am Spreeknie" art festival.
- Rent: The salon and the exhibition hall can be rented for events (max. 100 persons); on-site catering is available.

Challenges

- Sustainable, self-supporting financing model for the association
- Teaching technology to the younger generation
- Upgrade regional touristic attractions locally in Schöneweide
- Integration into the European network of industrial heritage

Text: Marion Steiner, September 2013
Translation: Barry Fay, 2015

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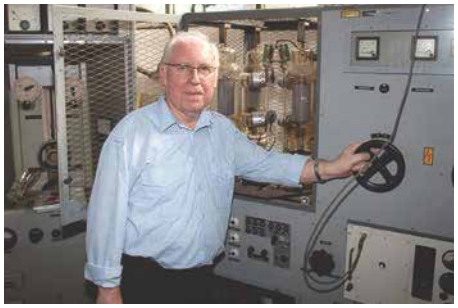

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Cover picture: Completely renovated in 2012, this hall is the home of Industriesalon Schöneweide since 2009.

The exhibits from the former WF company museum form the basis of the exhibition in the Industriesalon.

Interested persons can get information about guided tours and the events program at the new visitor terminal.

Contemporary witnesses are an important source of information when researching the history of Schöneweide´s large-scale enterprises.

Visitor information

Regular opening hours of the Museum and the Café at www.industriesalon.de and on Facebook.
Contact person: Susanne Reumschüssel, office phone: 030 53007042

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

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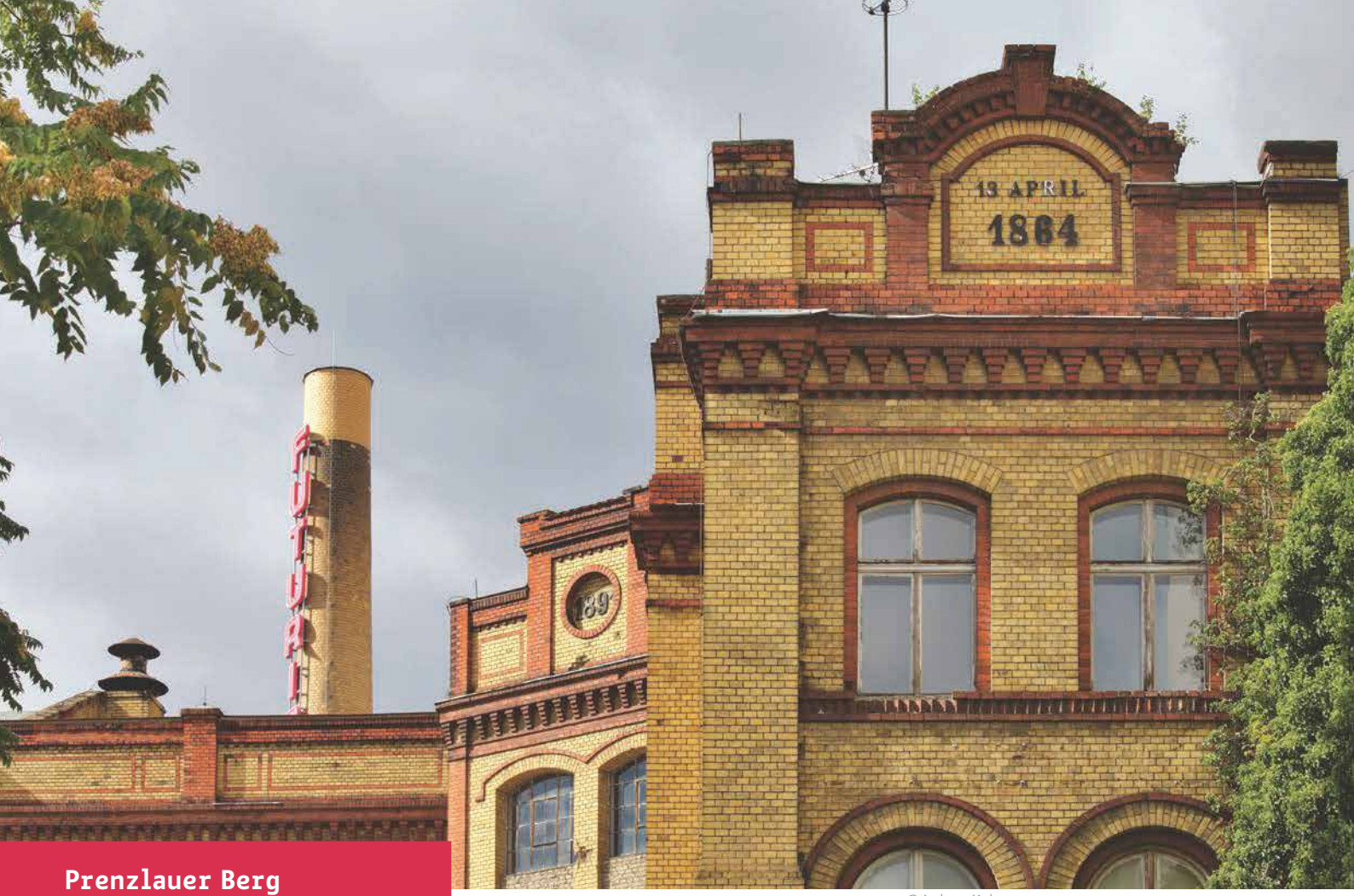

Prenzlauer Berg

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Bötzow Brewery

In 2014, the site of the first "Purveyor to the Royal Household" for beer could look back on 150 years of history. Around 1900, Julius Bötzow chose to build his "Castle of the North" on the industrial grounds of his brewery instead of in the mansion district on the Wannsee. That very property is now once again being developed with private capital, this time by Professor Hans Georg Näder, the global market leader in prosthetics. His plans include the construction of an innovative laboratory for medical engineering, while scrupulously focusing on the preservation of the "DNA of Bötzow" in the process. This DNA includes things like the story of Karl Liebknecht & Co. founding their Revolutionary Committee in the Bötzow beer garden.

Prenzlauer Allee 242
10405 Berlin-Prenzlauer Berg

Built in / by:	from 1884 / Julius Bötzow
Interesting figures:	approx. 6,000 m² basement vault
Listed:	monument and site
Current owner:	private, Prof. Hans Georg Näder
Current use:	bar, restaurant, art and culture

Entrepreneurial visions

The first brewery on the Barnim Plateaux was the Pfeffer, which during the 1880s was quickly joined by a host of other beer-masters. Among them was Julius Bötzow, the scion of a family with large property holdings that had become rich when Berlin´s rapid urban growth reached the northern outskirts and rural land was reclassified into land zoned for building. Julius Bötzow got into the beer business in 1864 through his uncle´s wheat beer brewery at Alte Schönhauser Straße 23-24, which had cellars for fermentation and storage as well as its

own pub on the near-by hillside. Demand soon outstripped the production capacities of the Alte Schönhauser Straße facilities and Julius Bötzow decided to consolidate the entire operation into one location.

Everything on the plateau slope!

In 1884, Bötzow had a brewhouse, power house, boiler room, workshops and stalls built on the sloping property on Prenzlauer Allee. The cellars were enlarged and the 6,000-seat beer garden offered a wide range of entertainment in ballrooms, pavilions and on stages. Up until 1927, the premises were continually being improved with lodgings, workshops, bottling plant, stalls, garages and restaurant buildings.

Largest private brewery

The financing for the building projects was provided by Bötzow from his private funds and the income from the brewery. He remained largely independent of the banks and was soon able to lay claim to owning the largest private brewery in northern Germany. In addition, he had been accorded the privilege of being able to conduct his business as the first Royal Purveyor of beer. The home that he eventually built was an expression of both of these accomplishments. The new villa, called the "Castle of the North", was built on the brewery premises in northern Berlin instead of in traditional mansion areas. It, along with the beer garden and related buildings, was destroyed during World War II.

The end of independence

The fate of converting into a joint stock company finally befell the Bötzows too in 1927. The family was indeed able to regain their influence on the running of the company around ten years later – but, alas, then came the war. Only the production buildings on the north-west part of the property were able to escape major damage. After 1945, these were used again for producing beer, now under the name Bötzow VEB (state-owned enterprise). After being shut down and gutted in 1950, they served as storehouses for food products.

Changing political contexts

The period after 1990 saw a series of changes: First, a wholesaler of "West" products moved in. Then, after the property was sold in 1995, a shopping centre was planned but never brought to fruition by a series of owners. Beginning in 2003, the creative scene from Prenzlauer Berg adopted the premises for temporary uses. A memorial stone for Karl Liebknecht, who co-founded his revolutionary movement in the beer garden, commemorates the political history of the premises.

The newcomer at Bötzow

In 2010, the Swiss businessman Prof. Hans Georg Näder bought the old brewery. He is the managing director of Ottobock HealthCare (medical technology) and the world´s leading producer of prosthetics. Ottobock had previously opened the Science Center on Potsdamer Platz in 2009: Under the motto "Discover what moves us", interactive exhibits help both lay people and experts to understand all aspects of physical mobility.

Future Lab for medical technology

The Ottobock Future Lab plans to open in 2015 at the Bötzow Brewery as a creative platform for 200 researchers, developers and designers. Parallel to that plan are ones for glass wheelchair manufacture, a hotel, cultural uses, a public park and, after 2015, new residential construction. Three food and drink companies have been on the premises since the spring of 2013 and regularly changing art exhibitions are put on display. The "DNA of the Bötzow Brewery", as Näder calls the architectural heritage, will be preserved.

Text: Thorsten Dame & Marion Steiner, September 2013
Translation: Barry Fay, 2015

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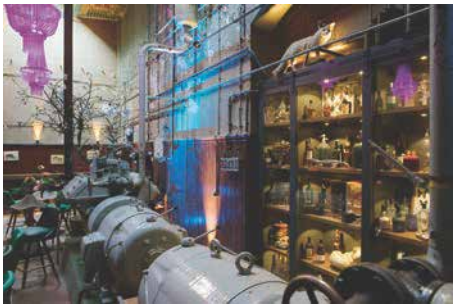

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Cover picture: The production buildings were able to escape major damage during WW II.

Overall view of the brewery around 1900, with beer garden and the "Castle of the North" (on the right)

Three food and drink businesses have been on the premises since 2013, including the bar „Le Croco Bleu".

Vision: Opening up the vaulted cellar and the idea for a modern spiral ramp walkway

Learn more

Bötzow Berlin GmbH: Prenzlauer Allee 242, 10405 Berlin, www.boetzowberlin.de
Contact person: Susanne Schirmer

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

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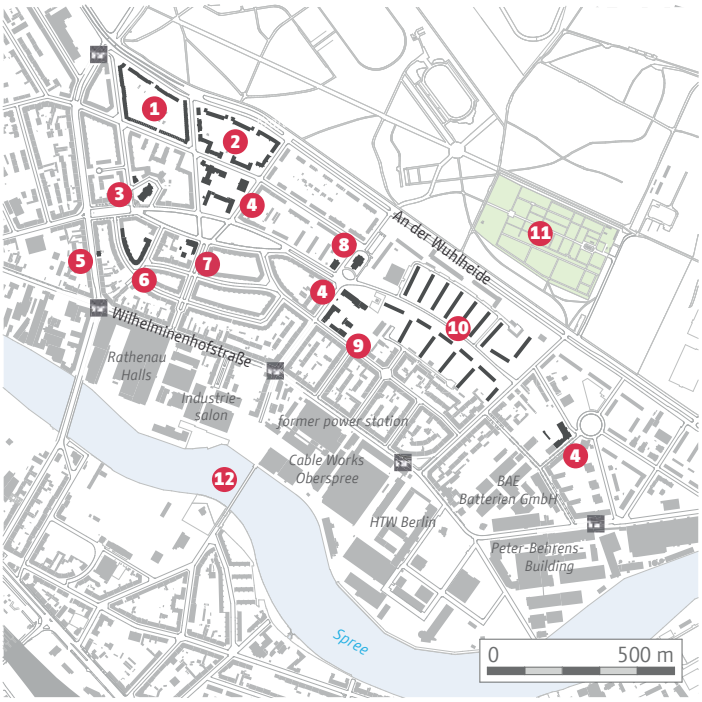
Schöneweide

Oberschöneweide housing estate

With industry came the people. In the mid-1890s, large-scale housing was established on the former „Schöne Weyde“ (beautiful pastureland) between the industrial belt along the Spree River and the Wuhlheide park. Together with the local industry, its development continued on into the 1980s. When the workforce in the Oberspree area underwent downsizing, the future of the residential neighbourhood became uncertain. Today, this historically rich housing estate has been for the most part redeveloped in an exemplary manner and is once again in demand, mainly by young families and people associated with the university.



Built:	beginning in the mid-1890s
Architects:	Behrens, Hamacher, Krämer, Stutterheim, inter alia
Listed:	partially, monuments and site
Current owner:	various concerns
Current use:	residential, municipal, school

Living and Working in Suburbia

When Oberschöneweide gained recognition as an independent rural community in 1898, the region was already in the midst of a boom. Less than a decade earlier, the “Grundrentengesellschaft” (Basic Pension Society) headed by Carl Deul began to develop the land and in doing so created ideal conditions for the suburbanization of Berlin’s industry. New factories led to an increase in the number of potential residents for whom a housing area between the industrial belt on the Spree River and the adjacent Wuhlheide park was set aside. From a starting number of 159 residents in 1890, an increase to more than 30 times that number took place within a decade, and that growth

continued well into the 1930s. The modest villa **(5)** at Edisonstraße 15, which was built by Carl Deul as a residence and business address, gives a sense of the beginnings. This two-storey building is deemed to be the oldest preserved residence in Oberschöneweide.

Community institutions

A land-use plan was established in 1902 in order to assure an orderly development of the large number of residences being built by different contractors, land developers and local businesses. The plan included a lenticular space in the centre of the residential area that was designed to serve as a kind of village green. The most important community institutions, including the schools, were all placed in close proximity to that area. These included the Municipal Council **(9)** – the board of which consisted of Deul and various company directors – the schools **(4)**, a post office **(7)** and two churches.

The St. Antonius Catholic Church **(3)** with its parish hall was located on a small square west of the village green with its orientation towards Edisonstraße. The Christ Evangelical Church **(8)** with its parish hall, on the other hand, was placed east of the village green on a line of sight with the "Kaisersteg" **(12)**, a pedestrian bridge over the Spree River.

The housing facilities

The parcels defined in 1902 were developed incrementally until well into the 1930s. After WW I, instead of detached housing, ever larger housing units were built on the narrow plots of land. The first and most famous of these is the one between Zeppelin-, Roedern- and Fontanestraße **(1)** that was designed by Peter Behrens and built in 1919. This project was followed in 1923 by another housing unit built next door on Fontanestraße **(2)**; its plans were drawn by Jean Krämer, who, like Behrens, was working under contract to an AEG construction subsidiary. Both housing complexes were oriented on their northern side towards the Wuhlheide park along the edge of which there was a cemetery **(11)** which was established by Emil Rathenau for use as his family burial grounds.

Development of the Oberschöneweide housing estate, which had 30,000 residents at the time, came to a halt in the 1930s, albeit only temporarily. The impressive housing complex by M.W. Baars on the corner of Goethe- and Parsevalstraße **(6)**, completed in 1930, is among the last residential buildings from that period. It was only in the post WW II years that a new large-scale housing construction program was begun in the area around Kottmeierstraße **(10)**. It provided housing for employees and their families in typical "Zeilenbau" buildings (in parallel rows).

Renovating the area

The fact that, in addition to the industrial buildings on the Spree River, the buildings and open spaces of the Schöneweide housing estate have also been renovated is the result of the area being designated an urban renewal area in 1995. The joint initiative of the state and the district, urban planning, monument preservation and neighbourhood development projects all served to slow down the depopulation that had begun at the end of the 1980s and eventually arrested it completely. Of the 24,000 residents living in the housing estate on Oberspree in 1978, only 17,000 remained in 1991; today, the area is growing again. It is now mainly young families, people associated with the university and students that go looking for places to live between the Spree River and the Wuhlheide forest.

Text: Thorsten Dame, Editing: Marion Steiner.
September 2013
Translation: Barry Fay, 2015

Cover picture: The Peter Behrens designed housing development between Zeppelin-, Roedern- and Fontanestraße, built as of 1919.

Carl Deul´s modest villa is deemed to be the oldest preserved residence in Oberschöneweide.

The Christ Evangelical Church east of the village green in the line of sight to the "Kaisersteg" (pedestrian bridge).

The school to the north of the village green is likewise one of the housing estate's most important social institutions.

Learn more

Renovation retrospective: Bezirksamt (District Office) Treptow-Köpenick, www.sanierung-osw.de

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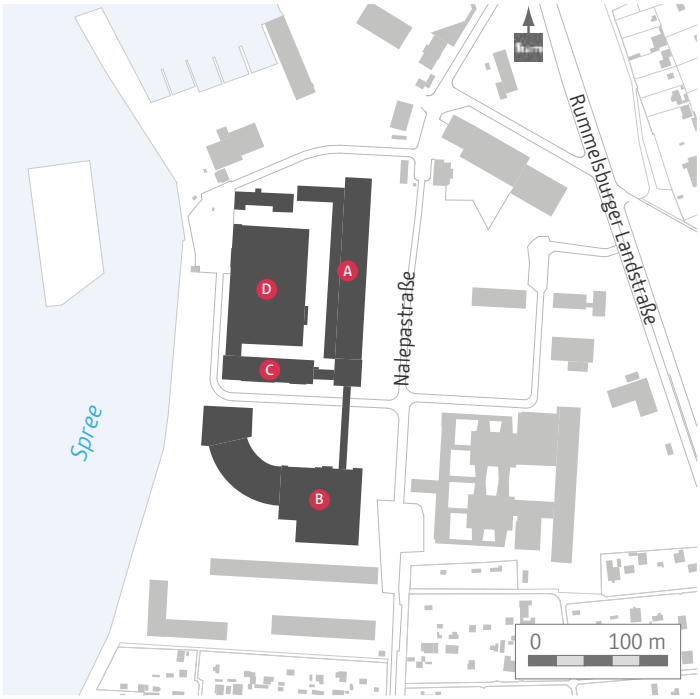
Schöneweide

Funkhaus Nalepastraße (broadcasting centre)

When the GDR´s "Haus des Rundfunks" (Radio House) broadcast its first program in December 1951, radio was an important propaganda tool for the competing political systems of the East and the West. After having grown into a kind of small city by the middle of the 1980s, the Funkhaus, which had operated day and night for almost forty years, was shut down in 1990. The two recording halls are to this day extremely popular with international artists because of their extraordinary acoustics. Other parts of the buildings at the traditional Spree River location are utilized by numerous tenants from the art and music fields.



Nalepastraße 18-50
12459 Berlin-Schöneweide

Built in / by:	1951-56 / GDR Rundfunk (Radio)
Architect, sound engineer:	Franz Ehrlich, Gerhard Probst
Listed:	monument and site
Current owner:	private, Keshet GmbH & Co. KG
Current use:	offices, ateliers, studios, events, film set

GDR's "Haus des Rundfunks" (Radio House)

In 1951, relations between the two halves of Berlin were extremely tense, not least because of the Berlin Blockade and the founding of the two separate countries. Until then, the East section had broadcast its programs from the Haus des Rundfunks in the British sector. The Soviet army occupied the building in May 1945 and had held on to it ever since. In addition, studios that were able to intercept radio-jamming signals were also set up in the city of Grünau in former boathouses.

A tuned woodworking factory

The architect Franz Ehrlich was made head of planning for the new Funkhaus complex on the Spree. Implementation of the concept, which was developed jointly with the sound engineer Gerhard Probst, began in 1951. Already existing buildings from a 1930s woodworking and veneer factory on the property were able to be adapted for the project's purposes, which meant that broadcasting could begin quickly because construction was able to be completed in only a few months. The basic reinforced concrete buildings were clad with a new brick façade and provided with accents like sandstone enclosing elements, pilaster strips and roof edges. Building **A** with its nine-storey tower was to a large extent completed in 1951; it was followed by Buildings **B**, **C** and **D** which were connected by elevated bridge structures.

Noise-free acoustics

Building **B** with its two broadcasting studios and curved annex, which houses small and large recording rooms for music and radio dramas, had a special importance for broadcasting operations. The studios, which are trapezoidal in shape, were built on their own foundations and carefully insulated to ensure that no sound could penetrate from adjacent rooms. The large recording studio on the upper floor with its sunken orchestra area is the highlight of the facilities. With its foyer and the equally impressive as well as acoustically effective wall and ceiling cladding, the studio was the perfect venue for presenting national and international orchestras during the GDR period. Today, international stars like Murray Perahia and Lang Lang make their studio recordings here.

Nalepa Sound

After a slight delay caused by a fire in Building **B**, the complex was inaugurated as the GDR broadcasting centre in 1956. The personnel responsible for programming increasingly came from Leipzig where in 1954 the Institute for Public Affairs and Journalism had been newly founded. The broadcasting centre developed through the 1980s into a small "radio city" with new administration buildings, workshops, stores and recreational facilities for use by the employees whose number had in the meantime risen to many thousands. The epithet "Nalepa Sound" that emerged at this time to describe the broadcasts from the Spree reveals the affinity to the location that had developed as a result of the long years of broadcasting. The work of the program managers, musicians and sound technicians came to a halt barely ten years later when the GDR state-owned broadcaster was discontinued.

Actors and their visions

In 1992, the Funkhaus was relegated to being a state-owned property under joint ownership of the newly formed East German States. Its sale to a private investor at the end of 2005 marked the beginning of a turbulent speculative intrigue that can be easily researched in the Internet. "Keshet Geschäftsführungs GmbH & Co. Rundfunk-Zentrum Berlin KG" has owned the Funkhaus since 2006. It plans to preserve the features of the building complex in accordance with its status as a listed monument and site while further developing this traditional location of Berlin's music and media industry into a "Centre for Music and Art". Current uses include:

- Rented offices, ateliers and workshops as well as rehearsal rooms and recording studios
- Current tenants: around 300 artists from various artistic fields and countries
- Renting out of the broadcasting halls, studios, foyers, etc. for recording, events or film sets

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

© Keshet GmbH & Co. KG

© Keshet GmbH & Co. KG, photo: Maric Juri

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Cover picture: View of the Funkhaus Nalepastraße from the Spree River

The large recording hall is about 900 m² with 16-meter high ceilings and has a unique sound quality that is in great demand by the international music industry.

The "Hörnchengang" (croissant passageway) connects the sound studios in Building B.

The "Milchbar" has an authentic 50s style and a Spree River view; it is a popular hangout for more than just the creative tenants.

Learn more

Regular architectural guided tours, www.nalepastrasse.de
Insider tip: Milchbar, small 1950s style bar, Building C, on the water

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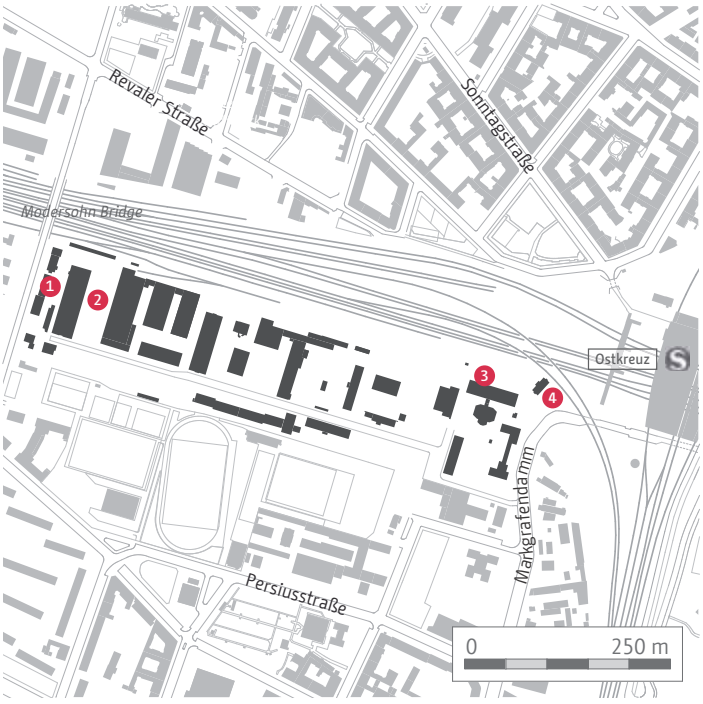
Friedrichshain

Railway Main Workshop I and Markgrafendamm Rectifier Station

While the Main Workshop II has in the meantime become well known far beyond Berlin as the "RAW-Tempel", its older sister next door has so far remained undiscovered. On the other side of the Modersohn Bridge, the grounds of the former "RAW I" run along the stretch of rails as far as Ostkreuz and consist of both somewhat overgrown and rough terrain as well as areas of very high quality.



Markgrafendamm 24 (workshop area)
10245 Berlin-Friedrichshain

Built in:	from 1870, incremental development
Built by / architects:	The Royal Railway Building Division / Richard Brademann i.a.
Listed:	partially, monuments
Current owner:	private, mainly Deutsche Bahn AG
Current use:	business premises, warehouses, workshops

A reserve of space for future development

When the Niederschlesisch-Märkische Railway's plans for a large-scale workshop premises were presented for approval, they appeared to be completely disproportionate to the needs of a company that shuttled trains between Berlin and Breslau. For the company, however, they appeared reasonable because it wanted the area to be large enough to accommodate a relocation of their central workshop in Frankfurt an der Oder to Berlin

should the need arise. In fact, a consolidation of all operational facilities on the "Eisenbahn-Hauptwerkstatt I" grounds never occurred but the premature building plans did indeed prove to be prescient in that they secured extra space for a protracted period of time that the company and its successors were eventually able to utilize. Even today, a number of early original buildings still border these grounds, which in the meantime have experienced many transformations: To the west, a group of buildings at the foot of the Modersohn Bridge have been preserved – among them is an apartment building for railway workers, a canteen and a small storage and workshop building **(1)** – and to the east, there is an abandoned residence and administration building for railway employees **(4)**.

The "Great Electrification"

Between these two poles – and alongside some fragments of old halls and a high-rise slab that was constructed for railway service departments and research institutes – stand two constructions that emerged in the 1920s for the electrification of Berlin's S-Bahn. The initially more inconspicuous of the two was newly built to the west of the area in 1927 as a workshop for the electrical facilities that supplied power to the railway – its size was then lengthwise doubled in the 1930s **(2)**. The slender hall with a two-storey surround and the equally basic as well as effectively structured brick façade was built according to plans drawn by Richard Brademann, who also took over responsibility for the planning of the Rectifier and Switchgear Station at Markgrafendamm **(3)**. This building complex was likewise part of the "Great Electrification" program for Berlin's City Railway Line (Stadtbahn), the Circle Line (Ringbahn) and the suburban lines. Its function was to transform the electric company´s alternating current into the direct current required by the Berlin S-Bahn company and distribute it to its supply grid. It additionally served to oversee a group of un-manned rectifier stations that were arranged along the electrified lines: taken together, this made it an essential building block of the new electricity supply grid for Berlin's S-Bahn system.

Control room as stage

At the heart of the mostly automatically or remotely controlled facilities was an oval control room built for the day and night service personnel by Richard Brademann. An artistically designed ceiling light provided uniform illumination. The basic oval-shaped interior with its switches and instruments arranged on panels was deemed to be particularly user-friendly in the 1920s, and technical arguments were also being made for the use of indirect lighting. Still, like the architects of Berlin's electric company before him, Brademann availed himself of every opportunity to convert a control room based on functional requirements into a theatrical stage upon which the control room director and the technology would work together like choreographed dance partners.

S-Bahn electric current in action

Areas no longer being used by the Deutsche Bahn AG will be given over to other uses in the medium-term. In the meantime, some of the unused buildings are being used for storage, and in two of the only partially used work halls **(2)**, S-Bahn experts can be found expounding on the historical development of the Berlin S-Bahn power supply since the "Great Electrification", through the GDR period (when the S-Bahn serving West Berlin was also run by the GDR) and up to the present. On a space of over 500 m^2, interested visitors can experience historical remote control systems, rectifiers and many other original facilities in action.

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

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Cover picture: North façade of the Markgrafendamm Substation

Photo of the control room from 1928

The group of buildings at the foot of Modersohn Bridge illustrates the early years of construction on the grounds.

The railway grounds with the Brademann hall are also the headquarters of the initiative "BSW Gruppe Bahnstromanlagen der Berliner S-Bahn" which explains the history of electrification of Berlin's S-Bahn.

Learn more

BSW Gruppe Bahnstromanlagen der Berliner S-Bahn: Exhibition, Archives, Tours, www.s-bahnstromgeschichten.de (German only)
Book tips: BSW Freizeitgruppe Bahnstromanlagen: „Große Elektrisierung 1928-1929", Berlin 2008 (German)
Dost, Susanne: Richard Brademann (1884-1965). Architekt der Berliner S-Bahn, Berlin 2002 (German)

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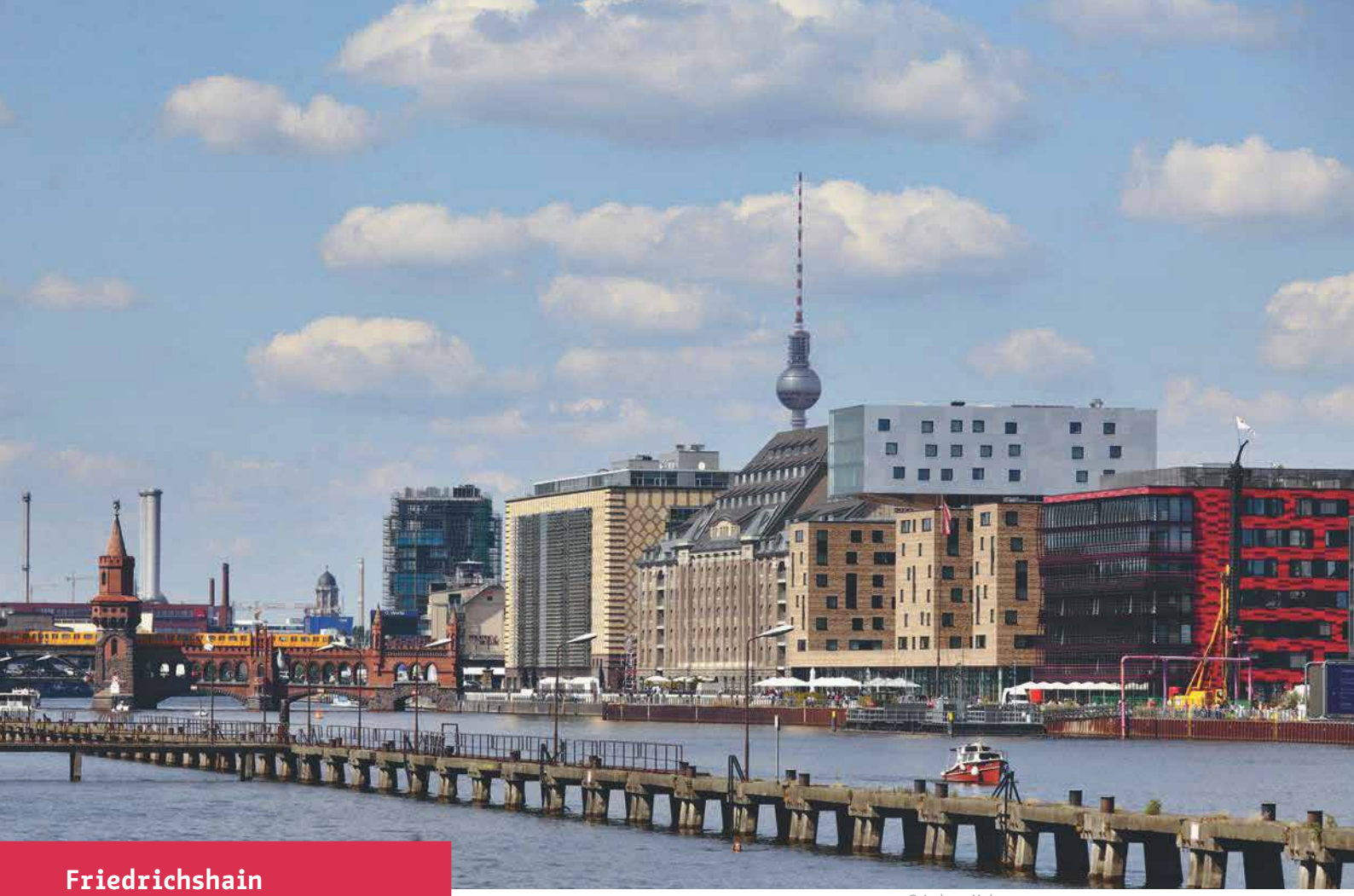

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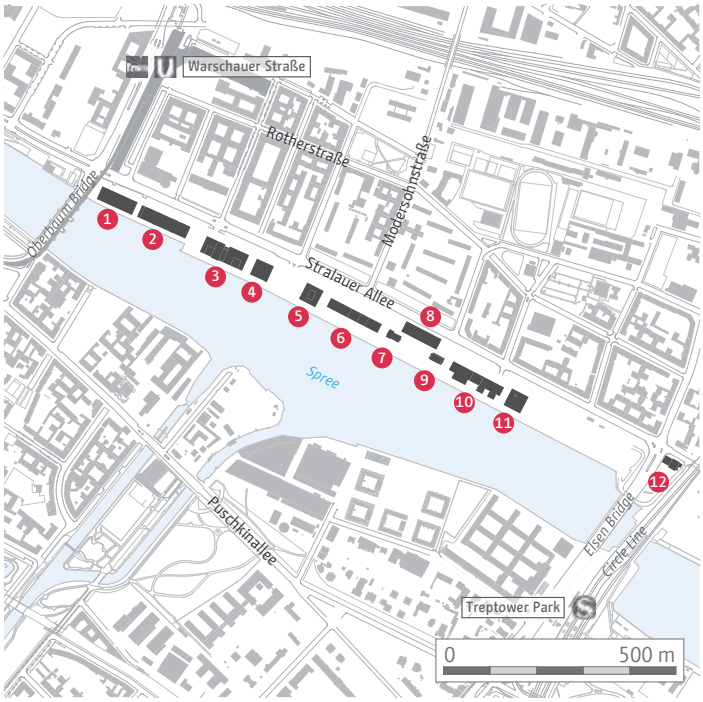
Friedrichshain

Osthafen industrial port

Towards the end of the 19th century it became clear that the ability of Berlin's existing inland ports to handle the transhipments of goods in the industrial metropolis would soon be exceeded. New ports were to help in the distribution of goods. Planned as the counterpart of the Westhafen, the Osthafen (East Port) continued to operate into the 1990s. In 1961, it became part of the GDR border security system. At present, the former port area in the heart of Friedrichshain-Kreuzberg is an attractive location for the music, media and fashion industries. As things have gone, the grand schemes of the 1990s have been set aside.



Stralauer Allee 1-16, Alt-Stralau 1-2
10245 Berlin-Friedrichshain

Built in / by:	from 1907, City of Berlin i.a.
Architects:	Friedrich Krause, Oskar Pusch i.a.
Listed:	monuments and site
Current owner:	mostly private, individual properties
Current use:	offices, showrooms, hotels, restaurants

A transhipment point on the river

When in 1907 the work began on the Osthafen along Stralauer Allee all the objections that had till then been raised had finally been dispensed with through long and patient negotiations. The railway administration expressed its objections because it needed to protect its position in Berlin's freight transport business and insisted that there had to at least be good connections between the water and the rails. The city, however, vehemently pursued the plans because it saw the growing volume of Berlin's inland shipping as a very positive development. In addition, the

proposed stretch of riverbank had been in its possession since 1893 and the Spree's exceptional width of 170 metres at that point made a great spot for a port.

An overall ensemble...

Responsibility for carrying out the work was given to the director of urban planning, Friedrich Krause, a man who had previously gained experience in Stettin and was an expert on complex port structures. The Berlin Osthafen port also needed to include a railway tunnel leading to the riverbank and an independent power station for supplying the electricity. When work was completed in 1913, the port stretched between the Oberbaum Bridge and the Circle Line Bridge and, with a total length of around 1,400 metres, was the largest port in Berlin at the time of its completion. At the centre were a three-storey administration building **(9)** and a likewise three-storey social services building **(7)**. Two identically constructed warehouses **(6** and **10)** and two adjacent outdoor storage areas were then built according to a symmetrical design concept. A fuel depot comprised the terminus to the west; to the east, the port's own power station **(12)** was its counterpart.

... with two big brothers

Due to their location and size, two further warehouses stand out in the port area. The first is the grain elevator **(2)** with its six storeys and high roof that towers above its eastern neighbouring buildings while still remaining faithful to their design attributes. The second is a Kühlhaus (cold storage) built in 1928-29, which is also called the "Eierkühlhaus" because of the large number of eggs that have been stored there. In contrast to the granary, however, it was designed according to the modern ideas of its time. Built as a reinforced concrete skeleton, the support structure was reduced to the minimum number of columns; the largely solid walls were divided into sections of diamond-shaped patterns made of bricks. The last big change in the port while it was still functioning was the building of the Elsen Bridge, which had the effect of separating the port's power station from the rest of the port facilities. According to current plans, the building, which in the meantime is vacant, will be torn down to make way for the Stadtautobahn A100 (city freeway) extension.

Waterfront Redevelopment

In order to initiate the revitalization of the Osthafen area, public and private funds in the millions have been invested in the reconstruction of the buildings. Universal Music Germany **(1)** was the first to take up residence in 2002, followed by MTV **(6)** in 2004. After massive demonstrations against the "Mediaspree" development concept at that time, and because of an anyway weak economy, the plans for a high-rise building on the Elsen Bridge that had been proposed in the 1990s have in the meantime been scrapped. The Osthafen is now characterized by numerous new buildings next to the historical ones. Much of the technical equipment like cranes, loaders and tracks has disappeared in the process of conversion.

Music, media, fashion

MTV's European headquarters in 2007 **(5)** and the "Fernsehwerft" (TV Dockyard) in 2009 **(8)** established Osthafen as a media centre. With the addition of the "Labels 1" **(10)** and "Labels 2" **(11)** showrooms, and the Labels 3 and 4 that are still in the planning stage, the fashion sector has provided another mainstay for the area. A lifestyle hotel by the Spanish chain NH Hotels, built in 2012 **(3)**, and the German Coca-Cola headquarters, built in 2013 **(4)**, are the two newest buildings. They along with numerous agencies and some restaurants enlarge the spectrum.

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

Cover picture: View of the Osthafen including Oberbaum Bridge, Eierkühlhaus, the grain elevator and new buildings

The Osthafen in December 1927: Because of a sudden cold snap many towboats and cargo barges were stuck in the city's ports.

The port's former power station is marked for demolition to make room for the Stadtautobahn A100 (freeway).

An hotel by the Spanish chain NH Hotels is one of the most striking new buildings in the historic port area.

Learn more

Leitbild Spreeraum (German only):
www.stadtentwicklung.berlin.de/planen/stadtplanerische_konzepte/leitbild_spreeraum/
English version (Concept for the Spree area) (similar):
http://www.stadtentwicklung.berlin.de/planen/stadtentwicklungsplanung/en/wasserlagen/raeume/spreeufer.shtml

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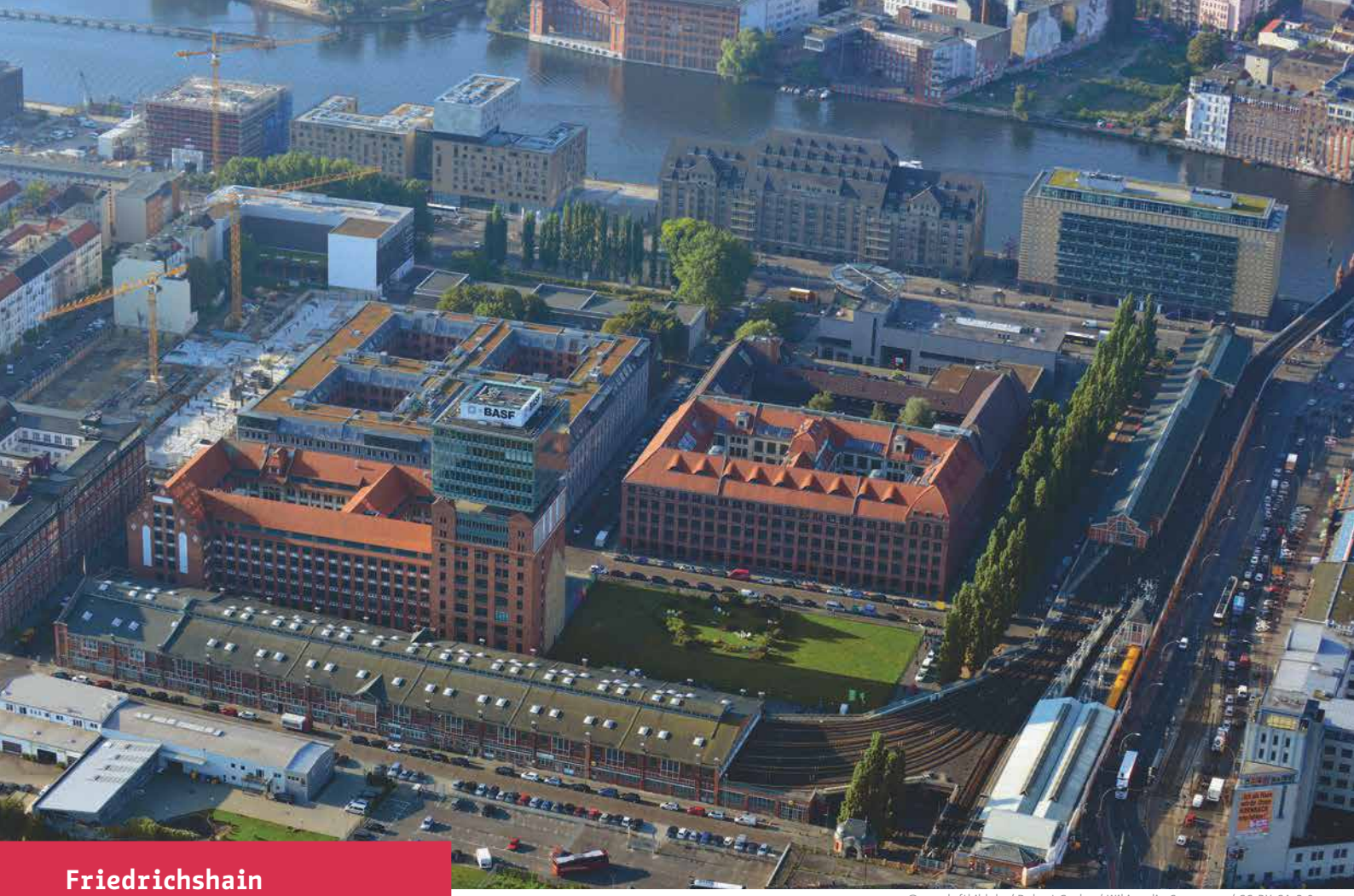
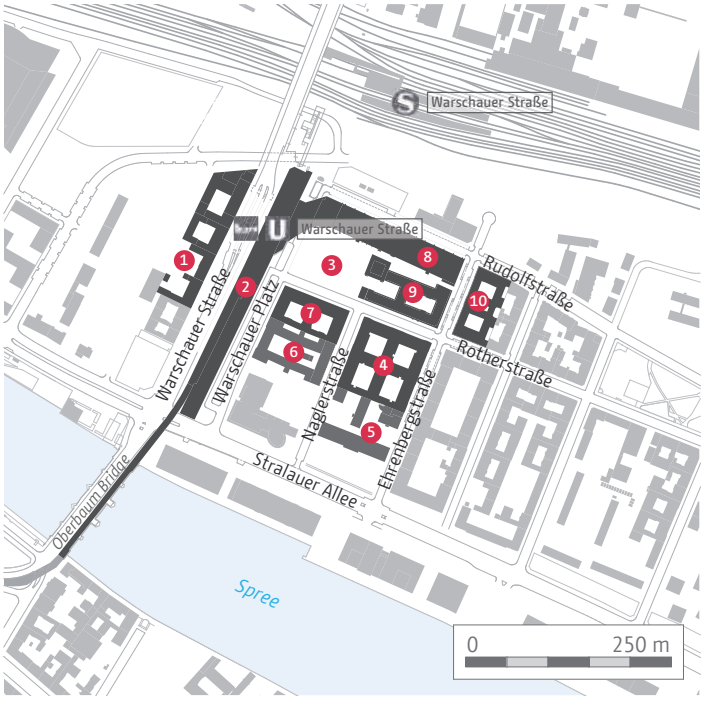


Friedrichshain

Lightbulb quarter

The history of German lightbulb manufacturing is exemplified by the Rotherkiez neighbourhood. Amidst ongoing contention with the overhead railway for available properties, that location saw the construction of a company building complex that was designed to harmonize with the existing residences and included publically accessible roads. After WW I, the "Lampenstadt" (Lamp city) became the headquarters for OSRAM; then during the GDR period, NARVA set up production here. The complex has been marketed as "Oberbaum City" since its 1992-2000 conversion.



Rotherstraße, Naglerstraße, Ehrenbergstraße, Rudolfstraße
10245 Berlin-Friedrichshain

Built in / by:	after 1906, DGA
Architects:	Walther, Kampffmeyer, Dernburg
Listed:	monuments and site
Current owner:	mainly HVB Immobilien and BVG
Current use:	offices, hotel/hostel, business, U-Bahn

From gas lamps to electric bulbs

In the 1880s, Carl Auer von Welsbach had been able to improve on the efficiency of gas lamps and his company flourished. Then, in the 1890s, he came up with the idea of employing a wire made of osmium and wolfram as an innovative improvement to the conventional carbon filament lamp and eventually marketed it under the name OSRAM in 1906. In order to meet the growing demand, his company "Deutsche Gasglühlicht AG" (DGA) leased space in the new "Industriepalast" **(1)**, which was equipped with its own freight transport link and stood opposite

the railway station **(2)** and the overhead railway workshops.

Large-scale construction site

Plans for the company´s own multi-storey factory, which was to be located on the other side of the overhead railway, began even while the relocation into the "Industriepalast" was underway. The construction property had previously been staked out by the "Industriestätte Warschauer Brücke GmbH", and the development of the entire area between the railway tracks and the Spree River had already begun: A residential area emerged around the new Rudolfplatz, to the south of which the Osthafen industrial port was under construction, and to its north the overhead railway laid claim to property for the purpose of building more carriage depots. DGA´s first building **(4)**, which was built in 1906 according to plans by Wilhelm Walther, took up half a block, the other half being occupied by a Ludwig Hoffmann designed school that had been built previously **(5)**. Part of the adjacent block to the west was reserved for another school: the Höhere Webschule **(6)** (college for weaving). The DGA, which wanted to expand its production, promptly took over the remaining northern part of the property and in 1907 commissioned the architect Theodor Kampffmeyer to design a new building with two courtyards **(7)**.

Territorial disputes

Concurrently, the DGA attempted to become the proprietor of the block across from its own but came into conflict with the overhead railway, which had already secured a part of the property for itself. Between 1907 and 1909, two buildings were constructed next to one another: the overhead railway company's carriage depot **(8)** and the first section of a new DGA factory **(9)**, the commission for the design of which was given to Kampffmeyer. Only half of the large-scale factory with its central tower could be built because of disagreements with the Overhead Railway Company. When in 1910 more space was needed, the DGA turned to a location on Ehrenbergstraße where, in 1913-14, it eventually built a new administration building **(10)** according to a design by Hermann Dernberg.

OSRAM & NARVA

After WW I, the DGA, the AEG and Siemens combined their lightbulb production with the formation of the company OSRAM GmbH. In addition to the administration, both filament production and the research division were set up in Friedrichshain, while AEG took over the production of the sockets in Moabit. The shipping and central quality assurance divisions were located in Siemensstadt, as was the glass production after 1927. After 1945, work at the OSRAM Works on the Rotherstraße was continued under the name "Berliner Glühlampenwerk (BGW)". In the 1960s, a glass annex in which the burning life of lightbulbs was tested was added to the top of the tower and, when the trade name NARVA was introduced a few years later, this annex became known as the "NARVA cube" and soon came to be a shining emblem of the company's success even beyond the local area: it had in the meantime established itself as the GDR's largest lightbulb manufacturer and exported its products to over 50 countries.

The "Oberbaum City"

After the lightbulb production was moved to Lichtenberg in 1992, a number of the decommissioned factory buildings were completely gutted and the façades were renovated, a process that lasted until 2000. Tenants of the new-seeming offices and commercial spaces in the historical complex include both established companies as well as young, creative businesses from a variety of economic sectors.

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

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Cover picture: The lightbulb quarter from the north; the Osthafen is in the background. Photograph from September 2012

The carriage depots (No. 8) by Alfred Grenander

The courtyards from Building No. 4 with red bricks and a Slovenian calc-tufa fountain

A five-storey annex invokes the "NARVA cube" that was built on the roof in 1963 and is today once again the emblem of the former Lampenstadt.

Book tips

Liewald, Horst: Das BWG. Zur Betriebsgeschichte von NARVA – Berliner Glühlampenwerk, Berlin 2001 (German)
Luxbacher, Günther: Massenproduktion im globalen Kartell. Rationalisierung in der Glühlampen- und Radioröhrenindustrie bis 1945, Berlin 2003 (German)

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Lichtenberg

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.

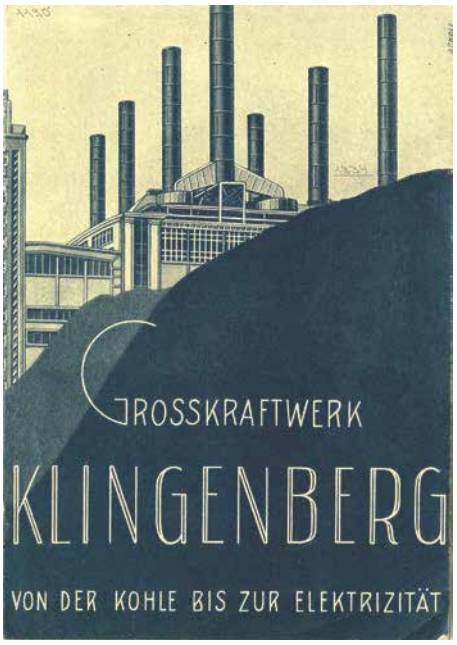
Visitor attraction

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



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)

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Friedrichshain

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-Electricitaets-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

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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)

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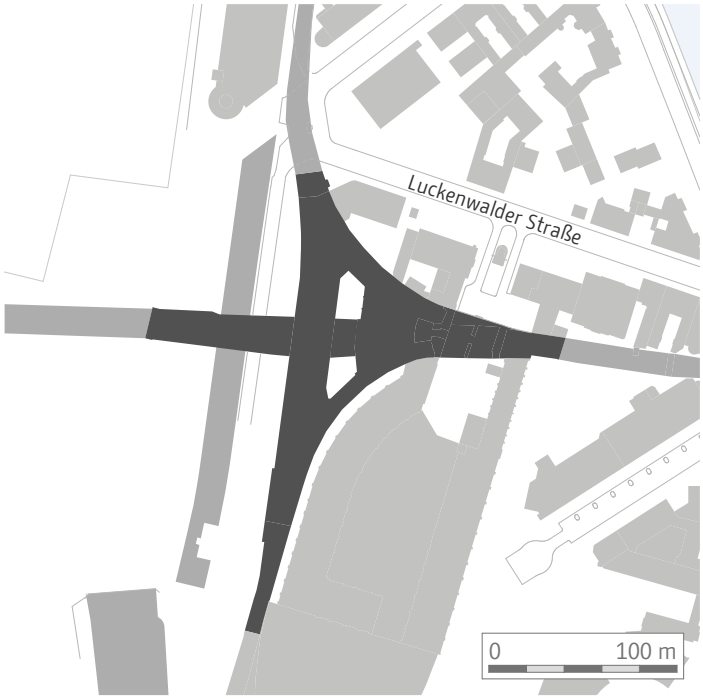
Kreuzberg

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.

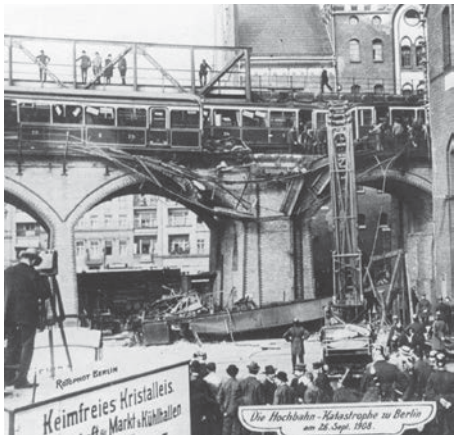
A mirror of world history

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



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

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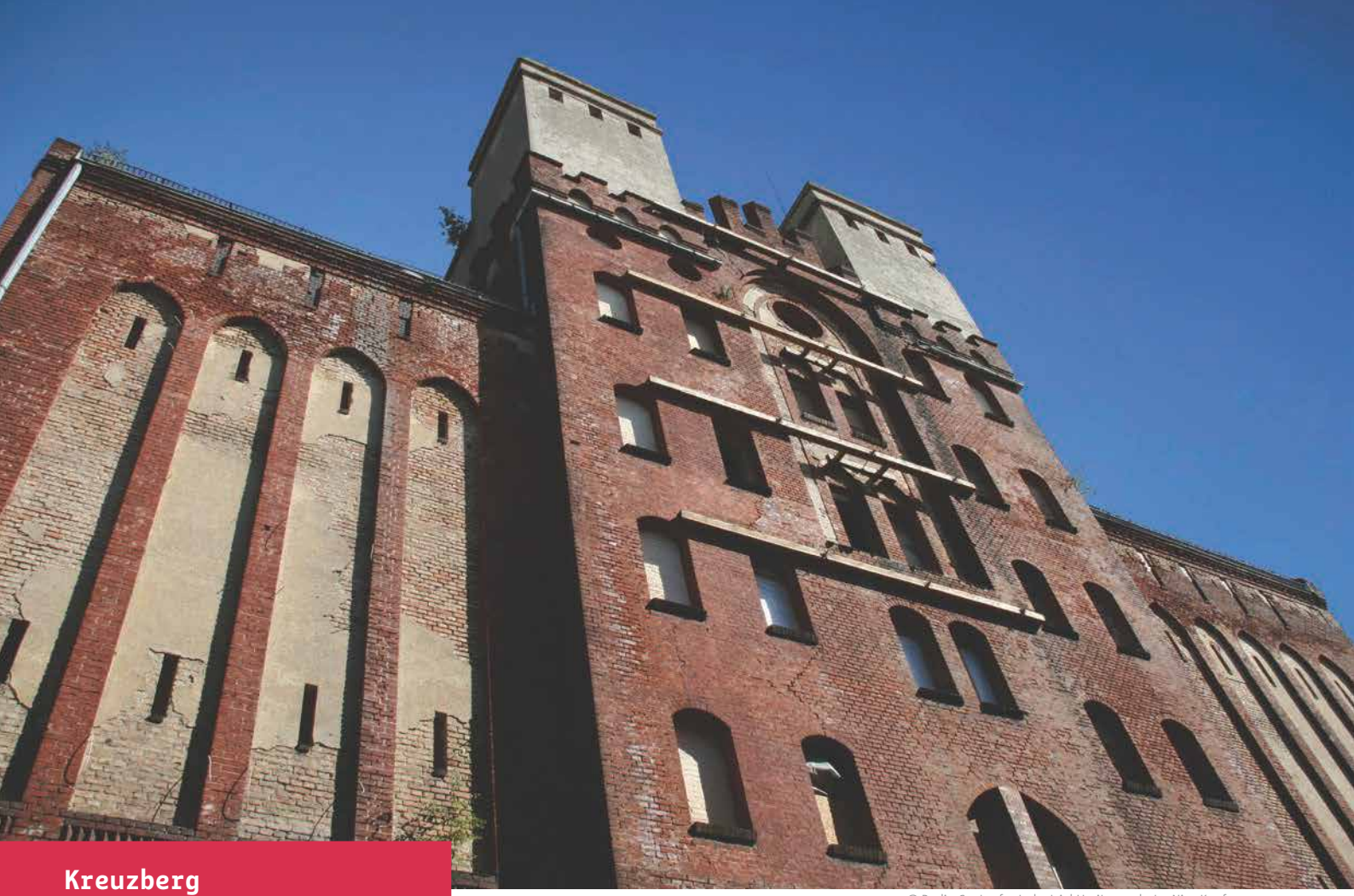

Kreuzberg

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 coved 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 "PolPositions", 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

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© 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

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Kreuzberg

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, Deka 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 "Schöneberg 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 Askanischen 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 Askanischer 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 Askanischer Platz 3 was originally built as Siemens´ main office by Karl Janisch

The restored Siemenssaal 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

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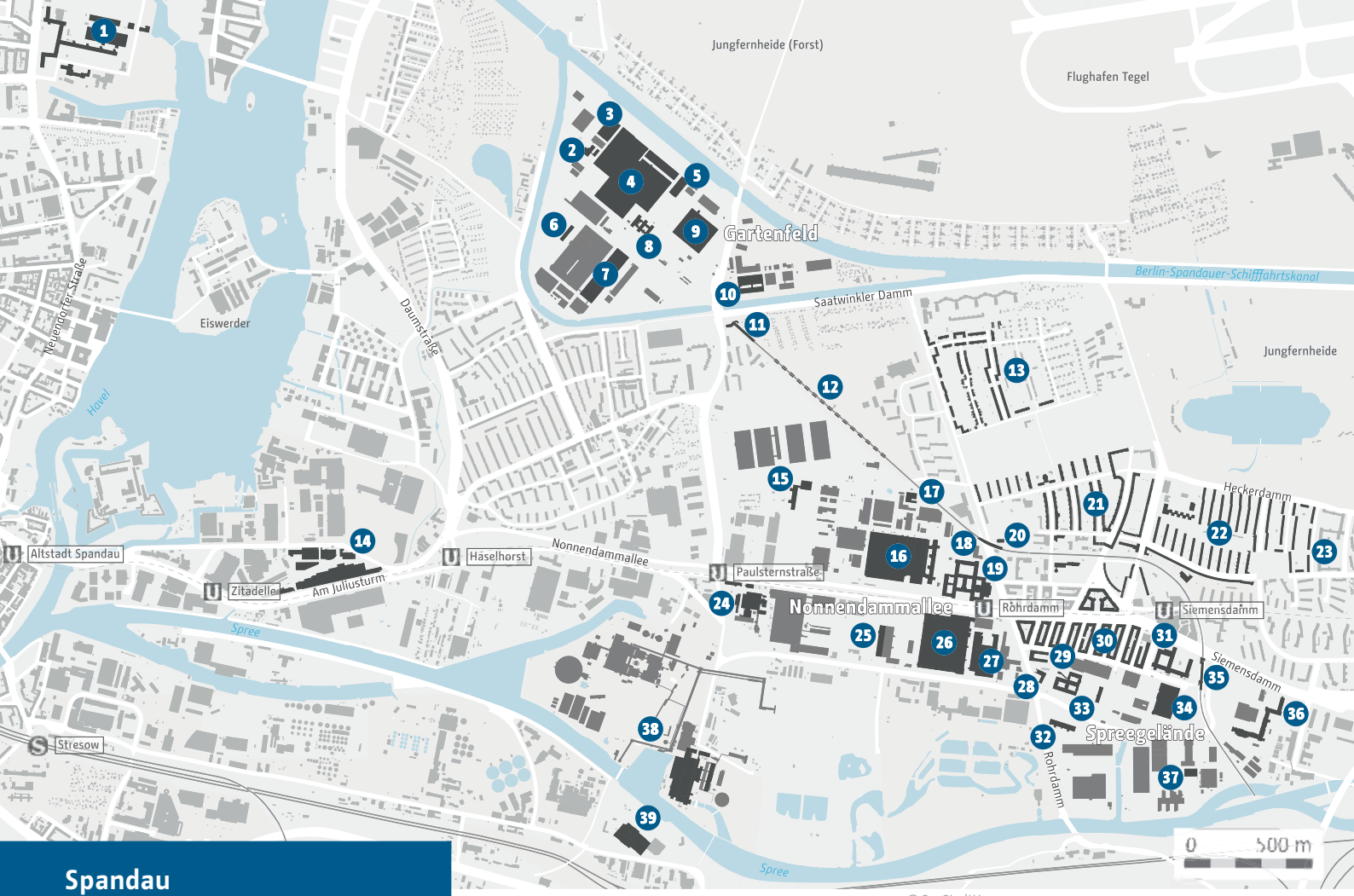

Spandau

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 decide 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.

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

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

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

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

bzi Berliner Zentrum Industriekultur
Europäische Union „Investition in Ihre Zukunft" Europäischer Fonds für regionale Entwicklung
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be Berlin

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)
2. Vault Factory Arnheim
3. BEWAG base station ‘Christiania’
4. Groterjan brewery
5. Hasse & Wrede
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
18. AEG facility on Ackerstraße
19. AEG facility on Brunnenstraße, today GSG Berlin
20. Bus depot of the ABOAG
21. Voltastraße II converter plant
22. Oswald brewery

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 Schöneweide 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 switchgear 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 Watthmüller was built to provide the electrical current to the Neukölln U-Bahn, which included older stations at Volta- and Bernauerstraße. The energy supply for the whole city sector was assured by transformer stations **(13)**, base stations **(3)** and net stations **(6)**.

Horse power

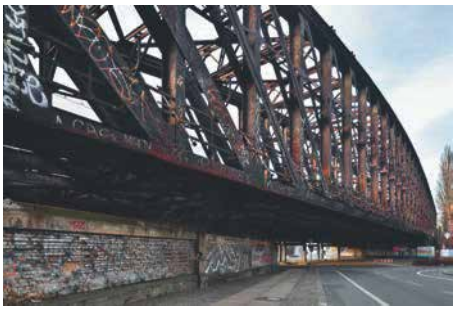
The maintenance depot of the tramway **(7)**, which had established its first depot on an island in the Panke River in 1873, dates back to before electrification. As more and more carriage houses and workshops moved there, an arm of the river was filled in and the site on both sides of the newly created 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



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

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be Berlin

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 Ratzeburg 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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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

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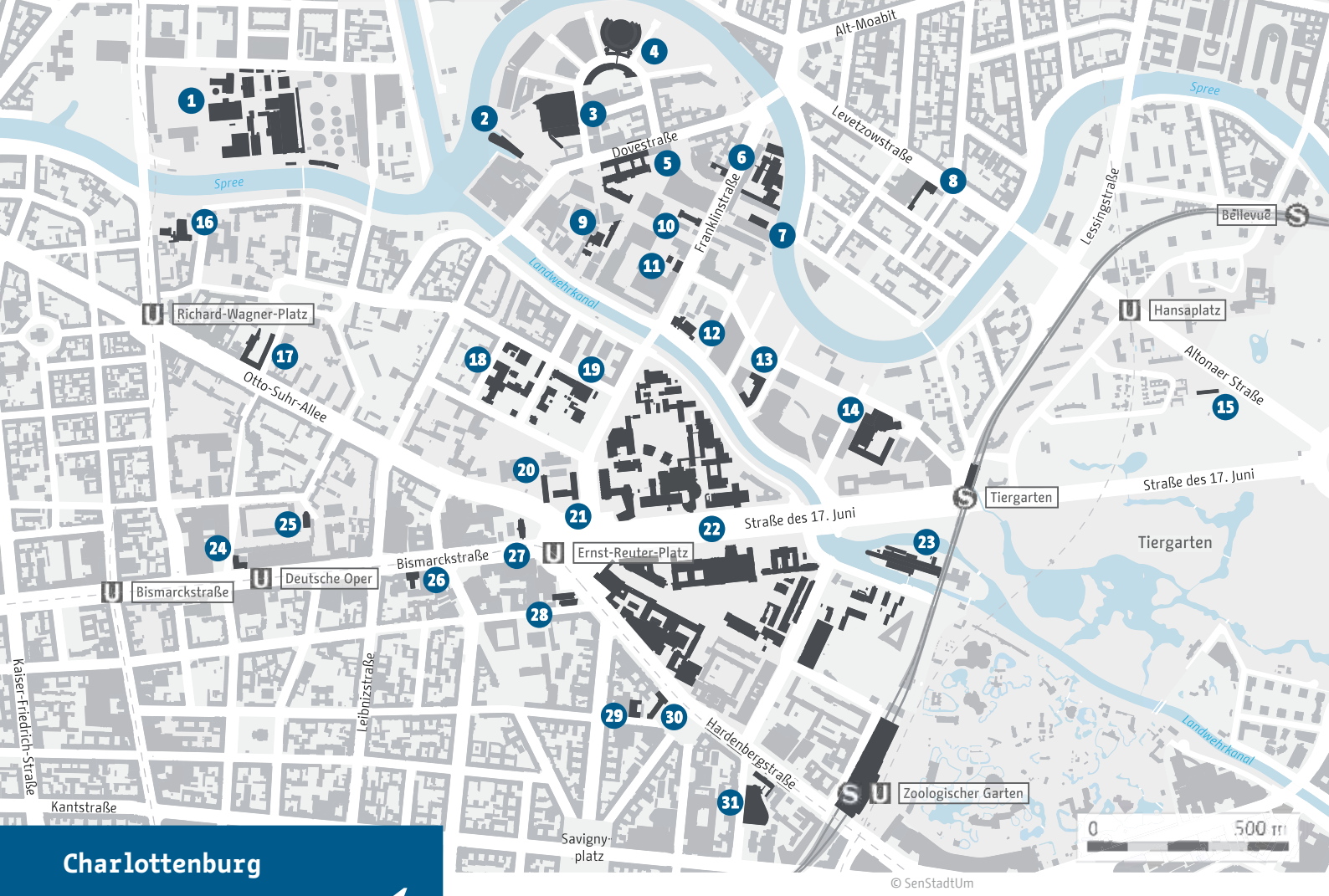

Charlottenburg

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

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
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 monuments 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

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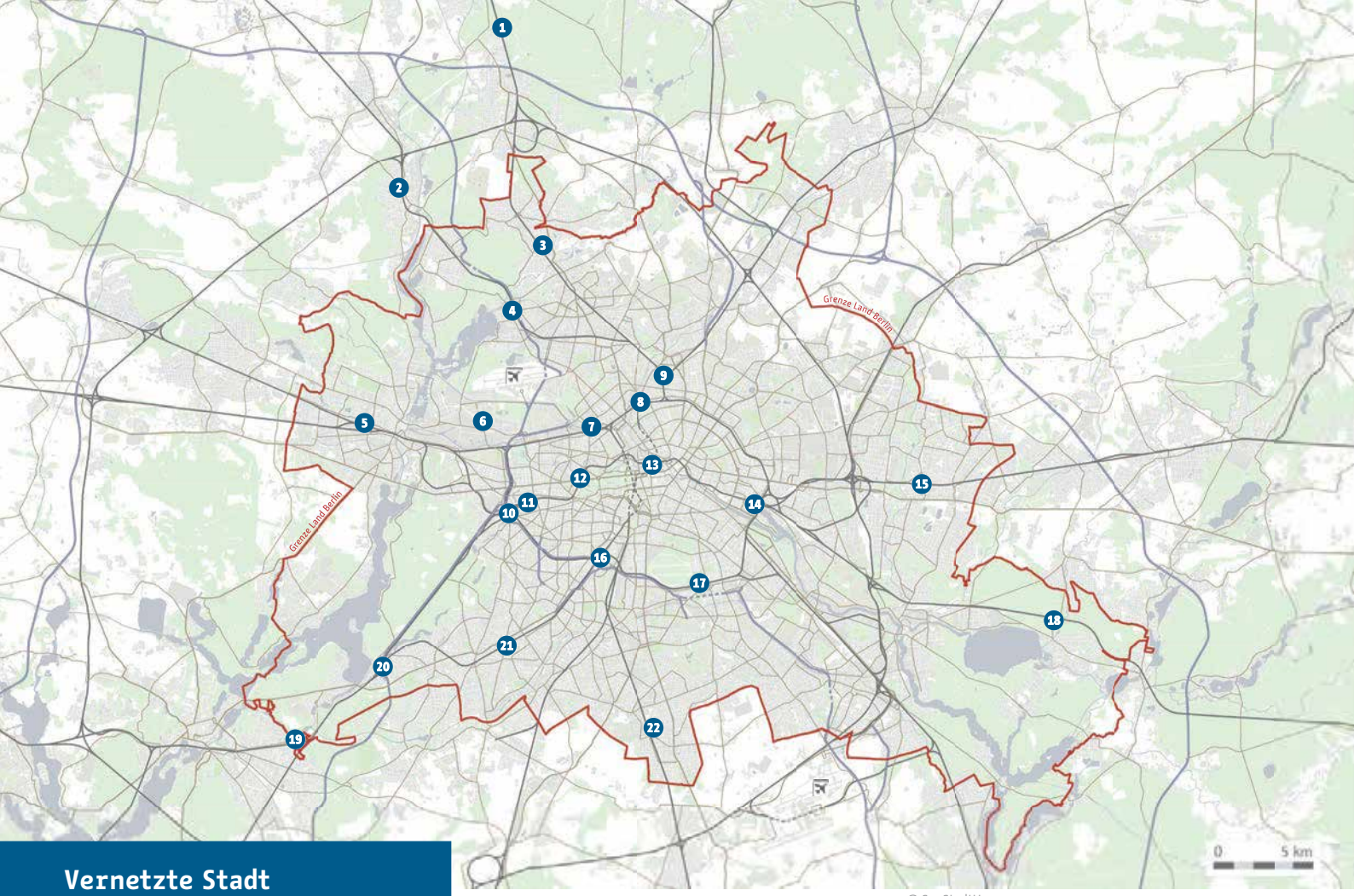

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Vernetzte Stadt

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 shorted 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

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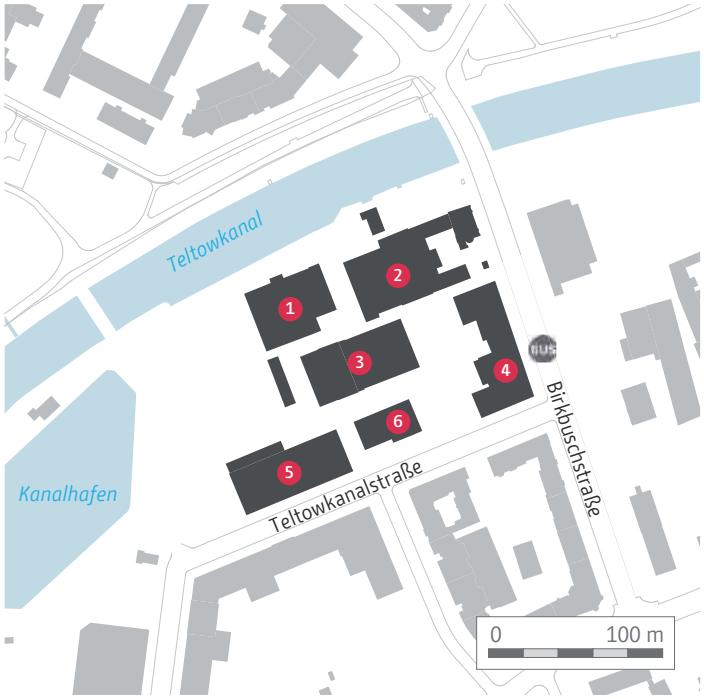
Steglitz

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, apsides 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.

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

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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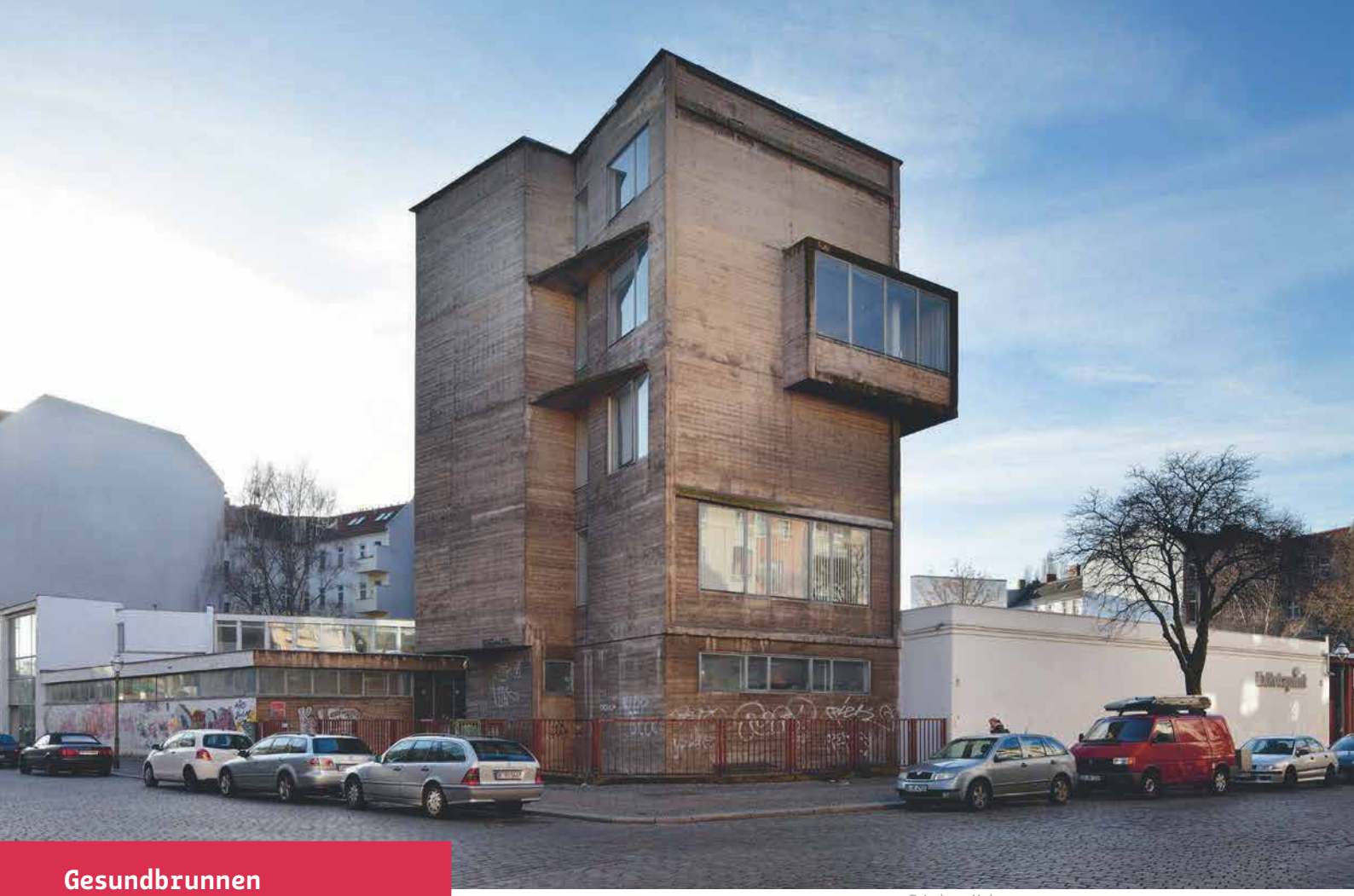

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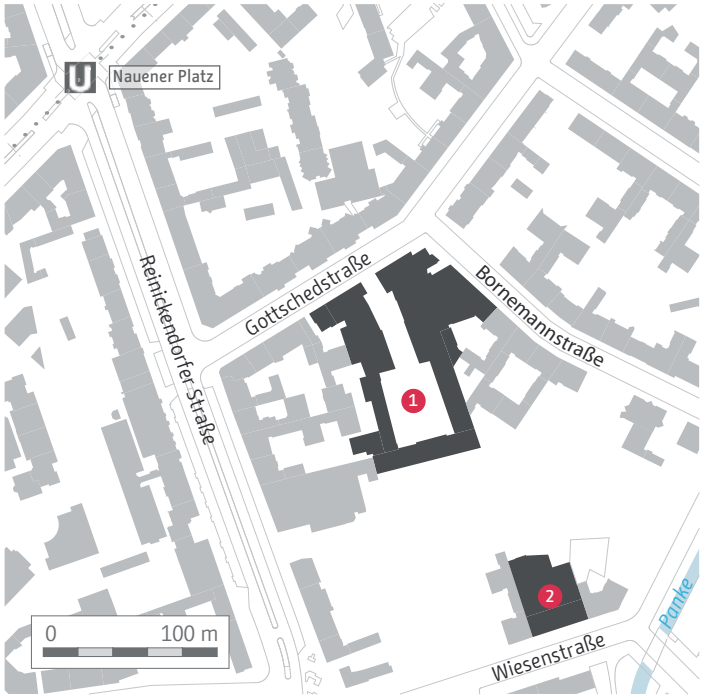
Gesundbrunnen

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 Vertriegsgesellschaft" 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 Gotteschedstraße; 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

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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

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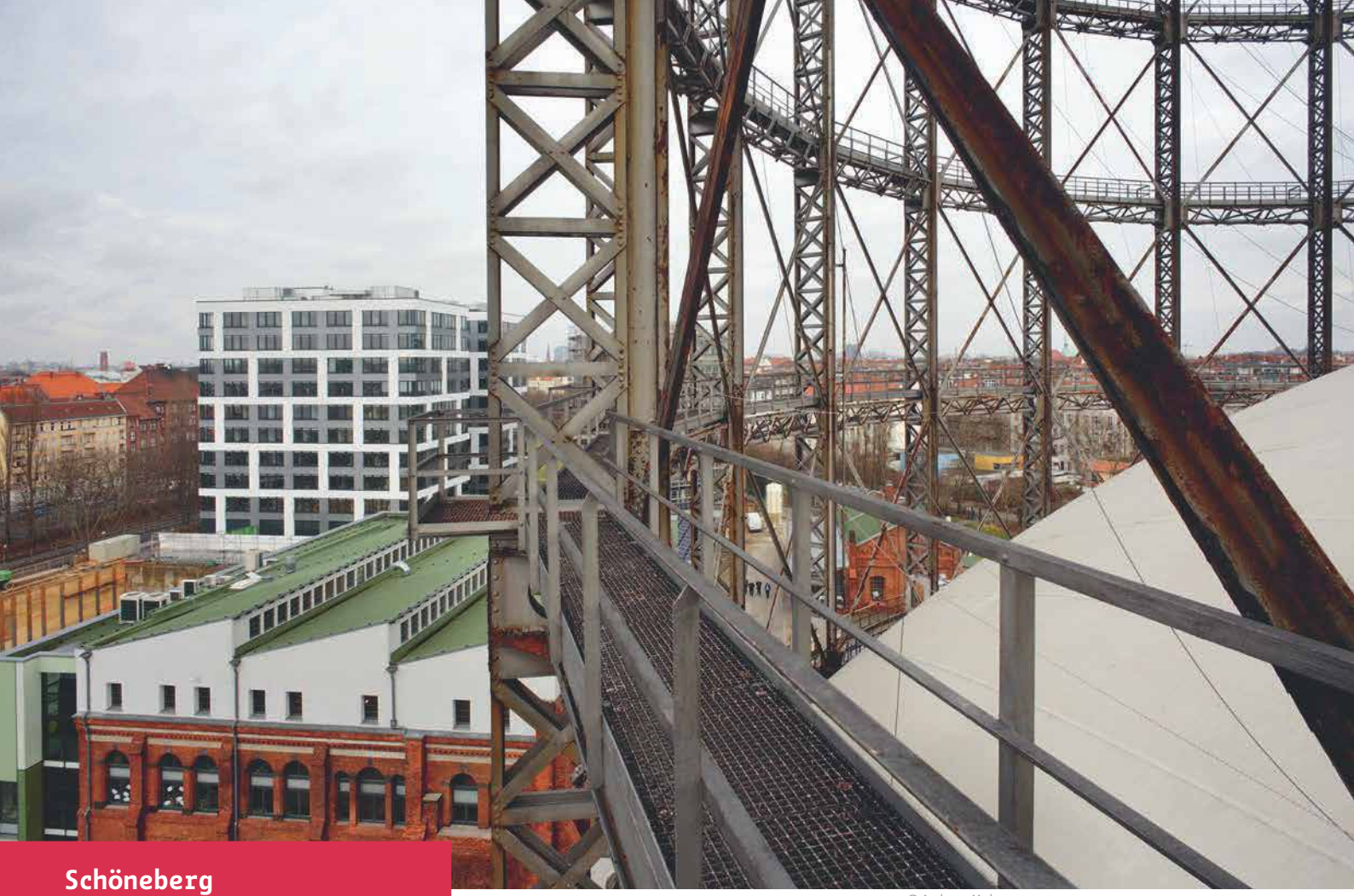

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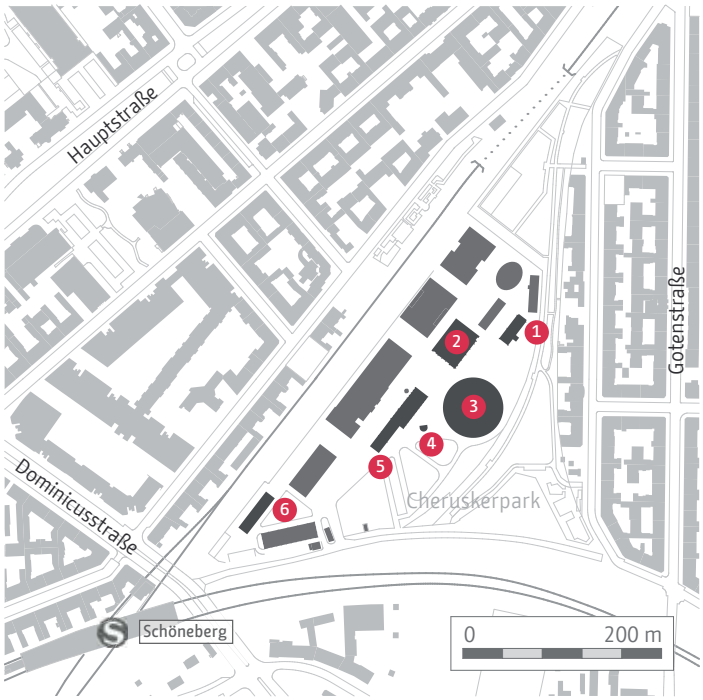
Schöneberg

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

bzi Berliner Zentrum Industriekultur
Europäische Union „Investition in Ihre Zukunft" Europäischer Fonds für regionale Entwicklung
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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 Industriewerke 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

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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 Miraustraße: 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

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Beusselkiez

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 Elektricitäts-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 Elektricitäts-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 licensor 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.

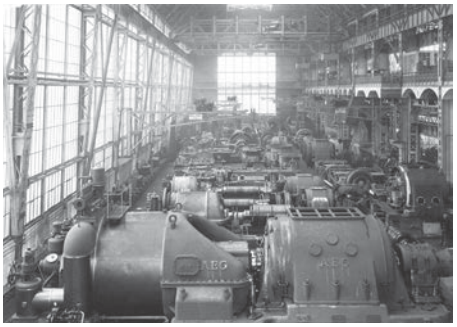
The signature of new era

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

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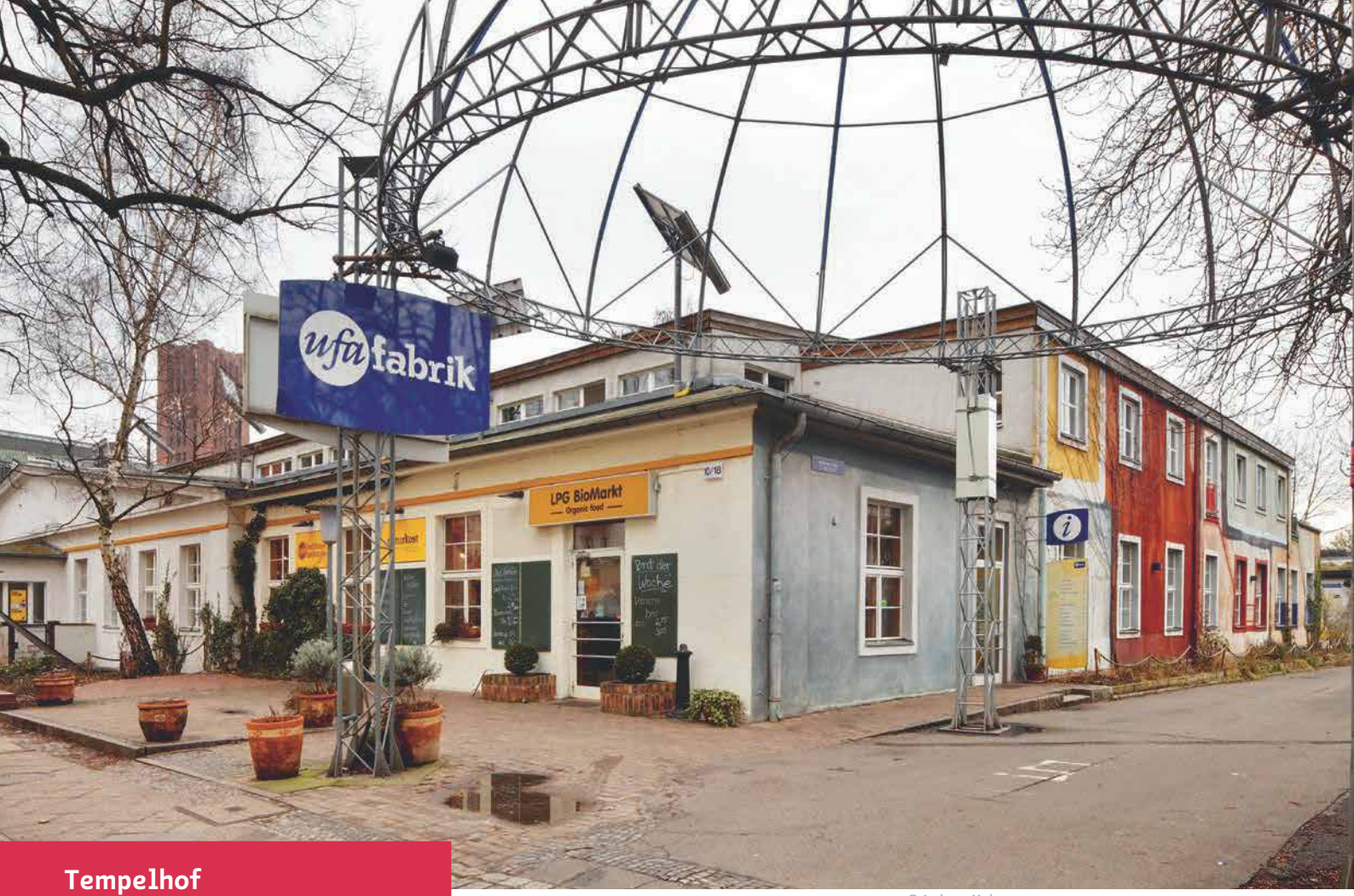

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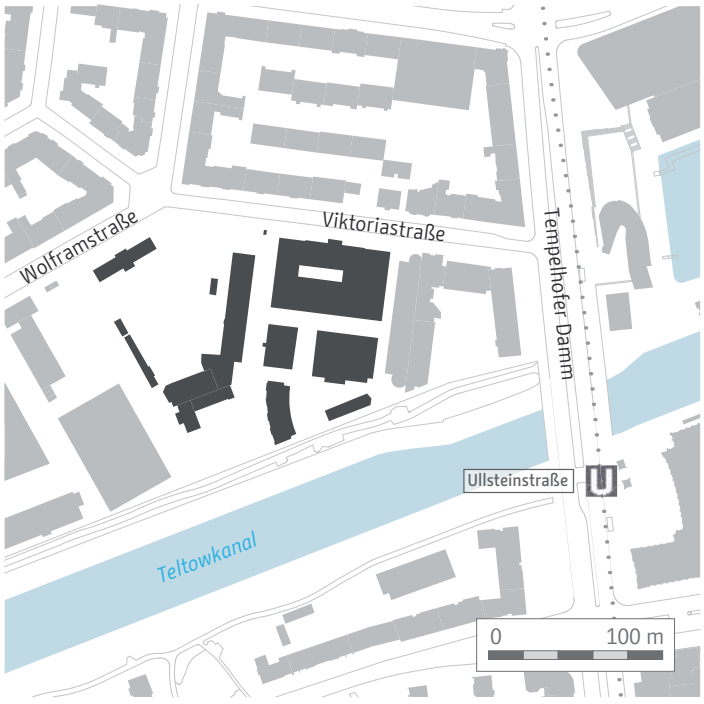
Tempelhof

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

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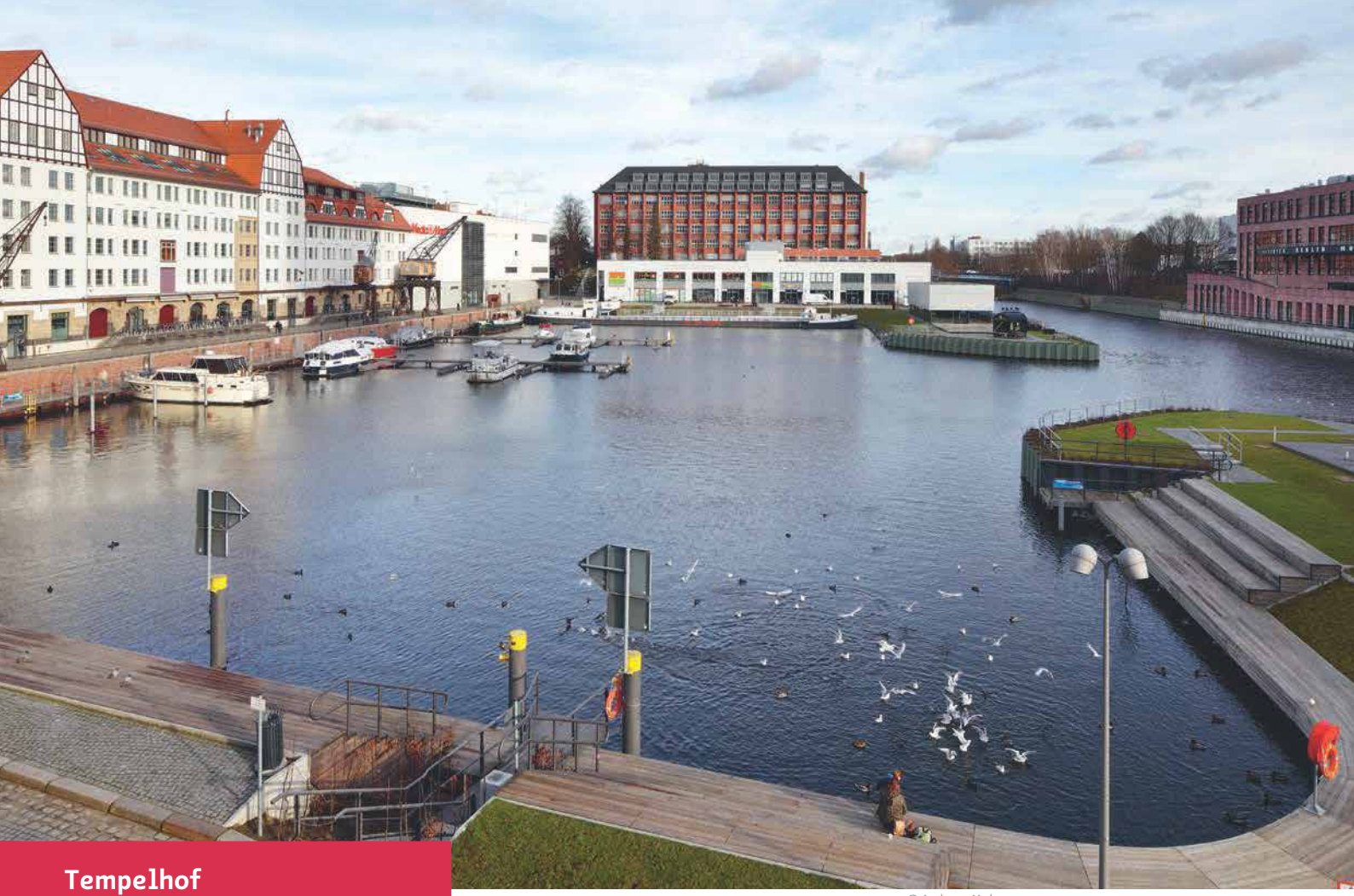

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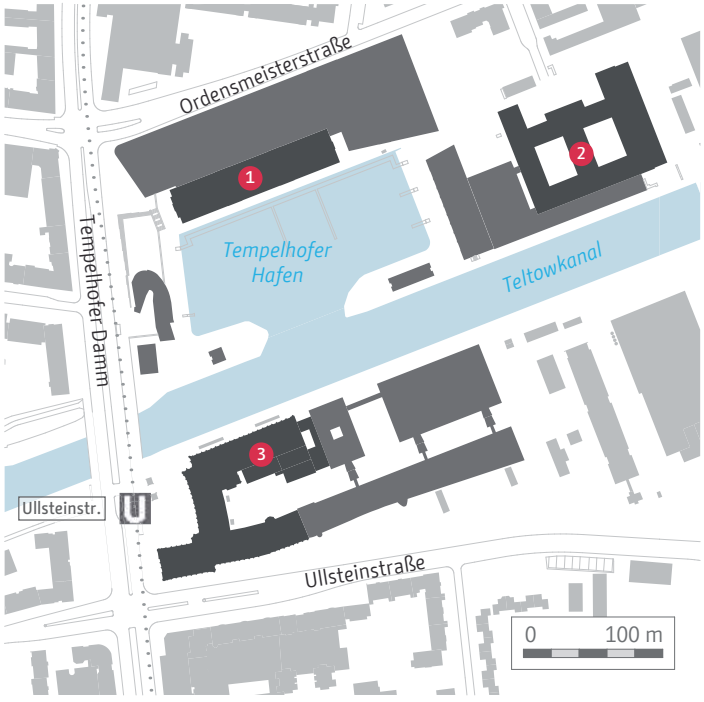
Tempelhof

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 canal 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

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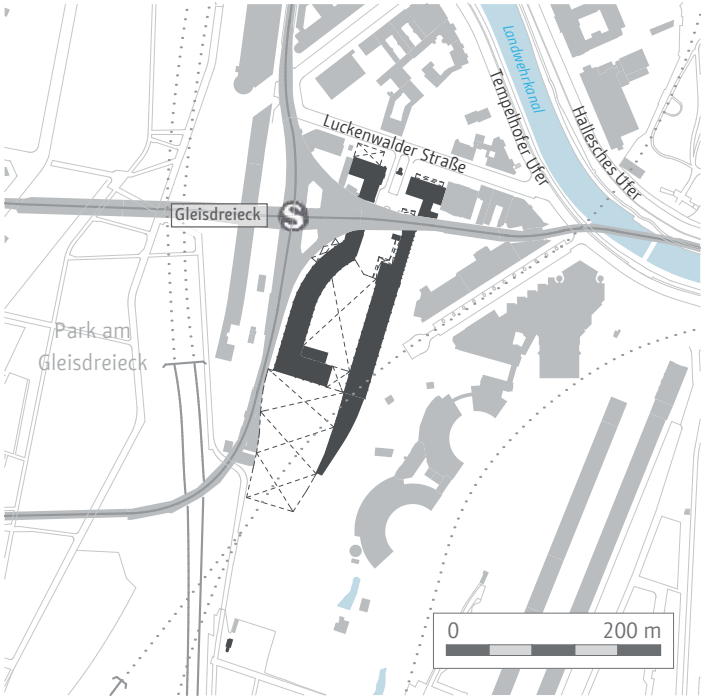
Kreuzberg

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

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 stations 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

bzi Berliner Zentrum Industriekultur
Europäische Union „Investition in Ihre Zukunft" Europäischer Fonds für regionale Entwicklung
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Schöneberg

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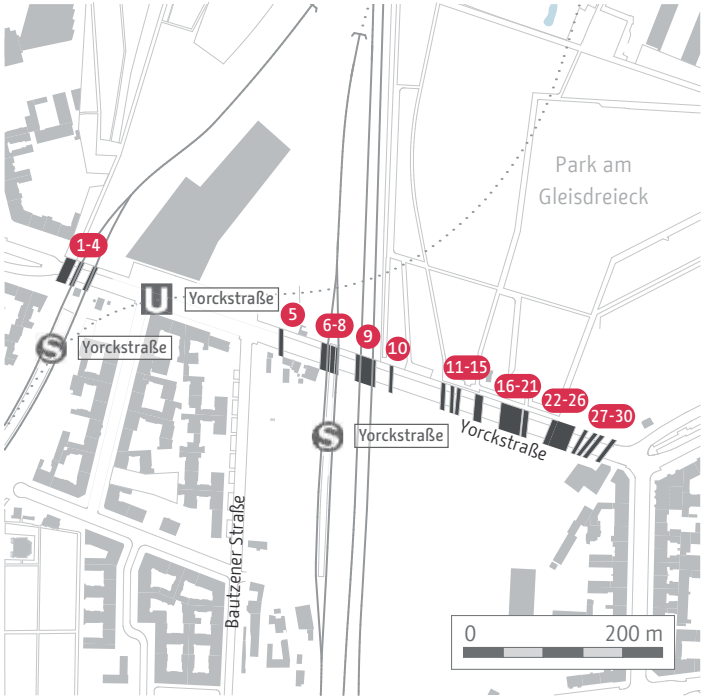
Yorck Bridges

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 Brigdes 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

bzi Berliner Zentrum Industriekultur
Europäische Union „Investition in Ihre Zukunft" Europäischer Fonds für regionale Entwicklung
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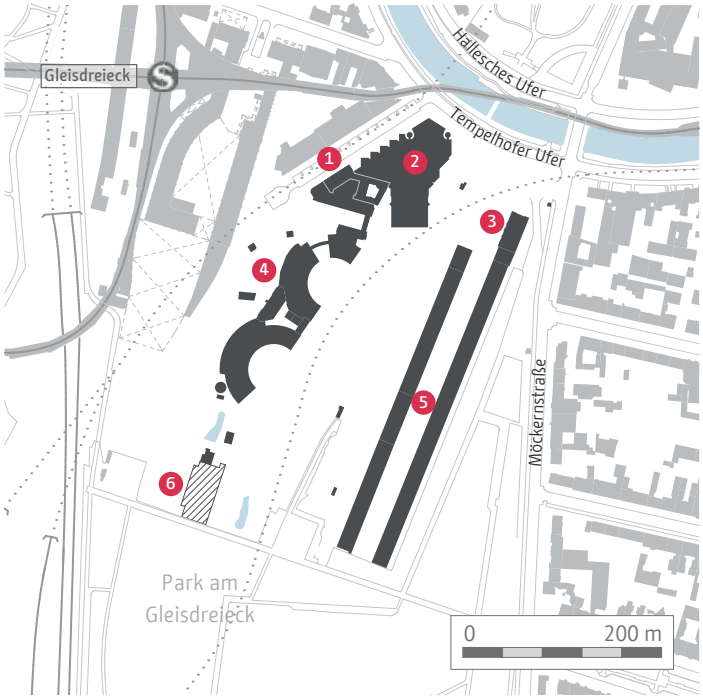
be Berlin

Kreuzberg

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 rebuilding.

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.

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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 adminstration 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

bzi Berliner Zentrum Industriekultur
Europäische Union „Investition in Ihre Zukunft" Europäischer Fonds für regionale Entwicklung
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