

## **ABSTRACT**

A substantial change regarding the evaluation of Industrial Heritage has been produced in the last three decades, which has favoured to encourage its preservation, fostering through its study, the divulgation and action, a change in the social awareness of the need to safeguard it.

This Heritage has conformed subjects on which the present research is based, that aims to investigate the specific features and characteristics of the group of buildings which are arranged along the railway line. It was designed for communication of the population of Teruel and Alcañiz in the early XX century. Actually these buildings are not well known.

Since the late XIX century, the main interests were mainly French, tried to unite the colonies of the North Africa to Paris. Firstly, the Spanish government felt distrustful of opening new access to the natural barrier of the Pyrenees, but finally they agreed, understanding its advantages as a path to industrialization of the country and to give access to national products to the rest of Europe.

The study area that contemplates this thesis, corresponds to the trajectory of Teruel Alcañiz, that configured one of the sections of this ambitious project, that after years of hard work and effort was finally paralyzed in the early sixties, leaving abandoned and unfinished a great number of infrastructures and stations.

In the absence of specific data and sources for this project, this research has been based on the realization of a complete graphic uprising in all its branches, with the use of conventional methods, such as sketches, notes and photos, in coexistence with modern methods such as photogrammetry.

It's proposed to follow the method developed from the Industrial Heritage Plan, in relation to the line of research in the field of conservation of architectural heritage. Therefore, in the first place, an approach has been made to the historical, economic and rail context of the age, proceeding to study the intentions that allowed to carry out its execution, to get to understand the motives and circumstances that frustrated all the expectations for their achievement.

Making a more direct approach, after the exhausting collection of data and based on lecturing, an analysis of formal, stylistic and construction features has been made through a detailed description of the different building types that are found in the route of railway line enabling the individualized study of the different parts that configure their buildings.

Then, in view of the results obtained and up against the singularity of the techniques used in its execution, a first characterization of its materials has been undertaken by conducting different tests that have permitted to establish an approximation to the structural behaviour.

Based on the different strategies used for the realization of the buildings in other railway lines it has been studied if some geometric resource could be used in the design of these stations, which could help to outline it.

After the analysis and reflection of the data obtained in this research, we have tried to justify if these buildings would be appropriate of being considered part of the Industrial Heritage, enabling the use of this research as a documental base and an instrument to address future interventions, in maximum rigor.

To conclude, up against the notability of these constructions and the prominent danger of the disappearance that presents itself, it has been elaborated a catalog with all the abundant data obtained in the research, where all the buildings that exist today on the railway line are displayed, describing their specific traits, invariants and discordances between different models as well as their conservation status.

As a result, there is a characterization of each individual building, being a testimonial instrument of these constructions before the advanced state of ruin of some of them and the imminent danger of disappearances occur.