

# Chapter 13

## Memory and Place: Railroad Villages of the Railroad Company Noroeste Do Brasil (CEFNOB)

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**Abstract** This chapter presents the relationship between the memory and the Railway Villages of the Railroad Company Noroeste do Brasil (EFNOB). This discussion is carried out by a bibliographic and iconographic research as well as “in situ” surveys and interviews. The houses of the railway villages were built by EFNOB between 1907 and 1950 and later handed over to the employees while working at the company. The results highlight that such architectural complex represents the memory, the identity, the ways of living and building in this period. After the EFNOB extinction, the houses were sold to private persons. Through this research, we point out the significance of such historical and architectural heritage as strengthening for preservation by the Council for the Defense of Historical, Archaeological, Artistic and Touristic Heritage (CONDEPHAAT).

**Keywords** Railroad memory · Material culture · Railroad villages · Architectural heritage

### 13.1 Introduction

On November 15, 1905, the works of CEFNOB—Railroad Company Noroeste do Brasil—the station, the offices and the workshops begin in Bauru. CEFNOB was to come to power in 1910, and in November 1914, the Minister of Roads and Public Works suggested its expropriation, which was signed only on September 12, 1917 (Ghirardello 2002). The headquarters of the administration now called *Noroeste* was transferred from Rio de Janeiro to the city of Bauru, adding to its economic and political importance. With the new administration of the railway, the new station was also built and inaugurated on September 19, 1939 (Neves 1958, pp. 99, 124).

In view of the high number of workers (engineers, civil servants, and production workers) who arrived in Bauru to work for the Company, Vila Noroeste, and Vila

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Dutra were built. The typologies of their houses and their location corresponded to the occupation in the administrative structure hierarchy of the company.

The Railway Villages express historic, cultural, technological, political, architectural, and urban events. In addition, they constitute the individual memory and especially the collective memory, formed by social groups, spatially and temporally located. For Menezes (1992, p. 10), memory is “like a mechanism of recording and retention, a deposit of information, knowledge, experiences.” Still, memory can be understood “as a social construction and image formation necessary for the processes of constitution and strengthening of the individual, collective and national identity” (Menezes 1992, p.22).

And when these events are configured in space, architecture becomes its materialized expression that can be experienced, read, and remembered. Ruskin (2008) points out that we can live without architecture, “and worship without it, but we cannot remember without it.” Therefore, we must fight against oblivion, preserving the railway villages, which leads us to preserve collective memory, identity, heritage, and avoid forgetting its historical, architectural, and cultural importance.

In this context, the purpose of this work is to approach the CEFNOB railway villages in Bauru based on the memories of the ex-workers of the company, in a bibliographical and iconographic research.

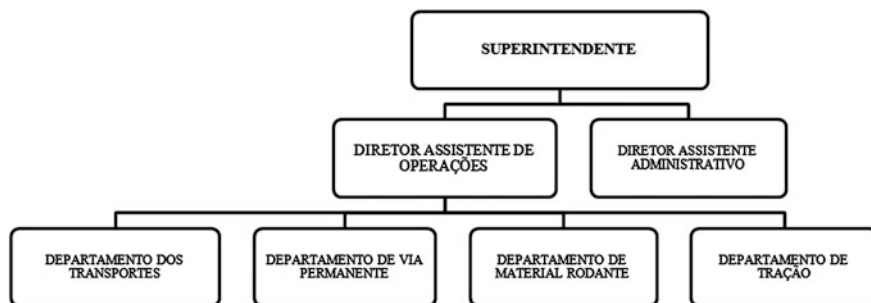
## 13.2 The Administrative Structure and the Work at EFNOB

The organizational chart of the EFNOB administrative structure expressed the division of labor and also represented the hierarchical levels of command.

In the Departments, there were the Managers, in the Sectors and Sub-Sectors, the Coordinators; below them, the operational employees (...). The EFNOB Director was located in the First Division, maximum rank in the company hierarchy; above him, only the Minister of the Federal Government, and above him, the President of the Republic (Amaral 2014).

“The departmentalization of work activities, as well as its hierarchization, gave shape to the company’s offices—furniture design, office layout, project and construction of the headquarters building—a typically Taylorist space” (Amaral 2014). The EFNOB Organization Chart, between 1917 and 1957, corresponded to four departments that constituted the administrative structure.

The departments, called divisions, were subdivided internally into sectors and subsectors. The First Division was directly subordinate to the board of directors. This department was composed by the Supervision, the Secretariat, the Warehousing, the Health Service and Accounting Sectors. The Second Division dealt with Rail Traffic and Complaints. The Third Division covered the Works and Production sectors. The Fourth Division brought together the Locomotives, Repairs, Deposits, and Cars.



**Fig. 13.1** Organogram and flow chart of the Noroeste do Brasil Railroad—EFNOB (1957). Source: Author

In 1957, the creation of the Federal Railroad Network (Law Number. 3,115, dated March 16, 1957) brought almost two dozen public railway companies from Brazil to be incorporated into EFNOB. In 1969, the Network was divided into four regional systems (the EFNOB network constituted the Central-South regional) and in 1976 they were divided into 10 Regional Superintendencies. “The organization chart of EFNOB, which already was not simple, became even more complex” (Amaral 2014).

The new ranking of work at EFNOB maintained the direction of the company in charge of the Superintendent and the following Departments were created: General Secretariat, Legal department, Operation Assistant, Public Relations, Operations Assistant Director, and Assistant Director of Administration (Fig. 13.1).

The location and typologies of the houses from the railway villages corresponded to the hierarchy of work in the organization of the administrative structure of EFNOB, thus defined: the house of the Superintendent, Director of the company; the houses for the engineers who corresponded to the engineers of the Departments of Transportation, Permanent Roads, Traffic, Rolling Stock, Traction and Commercial, for the Assistant Directorate of Operations; the houses for the administrative employees who corresponded to the Assistant Directorate of Administration; the houses for the Station Agents located in the different stations of the company; and the houses for the workers.

In order to achieve an efficient administration system, EFNOB had to take all measures aimed at “the best recruitment and selection of technical and administrative personnel and the perfect adaptation of all employees, whatever may be the nature of their functions and position in the hierarchical scale” (Azevedo 1950, p. 160).

Bolivar Roberto Coelho, a former EFNOB worker, reports that hiring employees for EFNOB was carried out “through a common strategy at the time: employees’ acquaintances and relatives used to be appointed to fill vacancies. To be the son or brother of a railroader was an important reference for the company and for the candidate.”

Also, on the work of EFNOB officials and workers, Bolivar Roberto Coelho points out that “The managers and engineers knew things on paper, while the effective hard work, the pain, to discover and solve problems, get their hands dirty with grease and meet deadlines, was up to laborers like him”.<sup>1</sup>

Regarding job stability, Adelmo Gonçalves Veloso,<sup>2</sup> Ex-laborer of EFNOB, points out that “railway companies presented themselves as providers of excellent jobs, with good remuneration, guaranteed payment at the end of the month and stability, which a private company did not offer.” However, in some interviews with Losnak (2004) with former employees of the company, they reported on the manual labor of the laborers and pointed out that the salary received from the company was not sufficient for the maintenance of the family, having to develop extra work outside office hours. Therefore, the laborers worked beyond eight hours a day, having little time to rest and put back their energies and to stay home with their families, which harmed their family life.

The beginning and end of the work day at EFNOB were marked by the company’s whistle and this marked the pace of the employees’ work, but also the pace of other people’s activities in the city. In this regard, Célio Losnak (2004) points out:

My father worked in the NOB and RFFSA workshops for about 20 years. We knew when he should leave home for work and when he was coming back, as a loud whistle blew through the neighborhood marking the beginning, the intervals, and the end of the workshop workers’ day. At the end of the working day, a multitude of men spread through the streets and gradually disappeared through the road network of Vila Falcão (Losnak 2004, p. 27).

In this context, for the quality, permanence, and control of the work of both the employees and the laborers, the railway company implemented some collective equipments such as “first aid to the injured in its eight medical posts, treatment in the five existing dental offices, therapeutic medication and surgical interventions in the hospitals of Araçatuba and Aquidauana, as well as in the Sales Gomes Sanitarium of Bauru” (Azevedo 1950, p. 168), besides building schools, railway villages, etc.

### 13.3 The EFNOB Railroad Villages

Habitation is a differentiated property that presents a range of characteristics concerning its quality (functional, comfort, construction type, duration, equipment, etc.), its form (individual, collective, object of integration in the set of (rent, owner, tenant, etc.)) (Castells 1982, p. 179).

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<sup>1</sup>(apud Losnak 2004, p. 38).

<sup>2</sup>Adelmo Gonçalves Veloso, a native of the rural region between the states of Minas Gerais and Rio de Janeiro, came to Bauru brought by an older brother, started working for Noroeste in the 1940 s in the heavy work of assembly of steam locomotives in the workshops From NOB (apud Losnak 2004, p. 39–40).

Habitation is the place, the house where one lives, the dwelling where man stays most of his day, therefore, it must provide comfort, security, warmth, privacy, tranquility. Its internal space should also provide the necessary area to house the furniture for the activities of sleeping, resting, cooking, personal hygiene, washing, socializing with family members and/or friends, among others.

The essence of living is to live with satisfaction in places or architectures with technologies adapted to social service, comfortable, safe, healthy, integrated in the architectural context, adequate to the physical–geographical conditions and the cultural reality of its inhabitants (Salcedo 2011, p. 163).

The quality of the habitation is not limited to the living space; it also encompasses the neighborhood, where collective equipment (school, hospital, parks, etc.), collective transport, basic commerce (warehouse, bakery, market, supermarket, etc.) and infrastructure should be developed through the activities of family members.

With regard to the habitations linked to EFNOB, these can be defined in two ways: the houses built for the workers of the contractors contracted by the company for the construction of the railway lines, and those properly built by the company known as railway villages.

### 13.4 Housing for Contractor Workers

The construction of the EFNOB railway line was carried out by contractors. Between 1905 and 1914, the company EFNOB contracted the contractors for the construction of the railway line (Moratelli 2009, p. 42, 62), and was responsible for the manpower used in the construction of the line. In this way, the company was free of the hiring of permanent workers to build this activity. Therefore, even before the operation of the Noroeste railroad, construction of the line had already provided enormous profitability to merchants, engineers, contractors and subcontractors, among others.

Attracted by the offer of work in the construction of the railroad and the expectation of improving their living conditions, workers arrived daily in Bauru, trains from Sorocabana, loaded with rails to the Northwest of Brazil (Moratelli 2009).

The line construction workers lived in temporary camps along the line, living in poor working conditions, subject to endemic diseases, long hours of work a day, clashes with Indians, even the growing number of workers dying.

Exploitation of the workforce was a good deal to contractors. Wages paid to workers could be low provided the region had a labor supply greater than demand, or if the recruitment process perfectly matched its cost and outcome. In addition, payments to workers were made after a long period of work or even after the completion of the contracted contractor. This condition enabled contractors and the railway company itself to expropriate the workforce even more (Moratelli 2009, p. 41).

Close to the workplaces there were warehouses that traded at high prices, foodstuffs, and utensils to the workers. “More than a profitable commercial establishment, the weapon also served as an instrument to keep the workforce at the construction site by permanently posting negative balances to the workers.” (Moratelli 2009: 41). These conditions tied the workers to the contractors.

### 13.5 Noroeste’s Railroad Villages

In order to attract and retain the engineers, workers, and technicians who would work for the company, EFNOB built collective equipment and residences that would create conditions for its permanence in the company; thus, warehouses, sanitary stations and hospitals were built, stadiums, railway villages, among others.

For the spatial organization, types and location of the railway villages, the company followed the system of industrial production: “the watchful eye of the chiefs finds correspondence in that of watchmen and neighbors; the orderly rows of machines, in the regular distribution of houses; the hierarchy of professional categories, in the differentiation of habitation.” The company also obtains control over the work and the domestic activity of the worker assigning habitation.

The search for control of the company on activities outside the work of workers reflected, on the one hand, the logic of control and time of general coordination of activities to industrial production; On the other hand, it indicated a search to shape and standardize the behavior of the worker, finding a parallel in the repetitive character of industrial production, which allowed him to reproduce the same model indefinitely with uniformity and precision (Finger 2008, p. 82).

In this Taylorist system, efficiency prevailed as an activity and time of work execution. Thus, being the houses near the workplace would have the rapid displacement of the worker to the place of work and its availability when requested by the company.

With regard to the types of houses, these corresponded to the occupation of the employee in the hierarchy of the company’s administrative organization. For this, EFNOB configured three types: isolated houses, twinned houses and row houses, characterized by location regarding the workplace, by the implantation in the lot, by the materials and finishes used in the construction, the privacy, the needs program and the internal distribution of the rooms.

The isolated houses were intended for the company’s most senior staff (chief engineers, station managers, and senior administrative officials), “were large and served a more complex needs program, thus counting on a greater number of dependencies. They used to be located in the center of large lots, with balconies, gardens and backyards” (Finger 2008, p. 83).

The twin houses were intended for intermediate employees. In the case of EFNOB, these houses were intended for administrative officials and workers. Implanted in pairs in smaller batches, “they presented a greater simplicity, both in

relation to the program, and to the aesthetic finish (...). In many cases these typologies had frontal porches and lateral gardens” (Finger 2008, p. 83).

On the other hand, row houses, in general, were set up at the edge of the railway line on land near the station.

The choice of continuous buildings made it possible to save material, depending on the walls in common, and space, since the lots were divided into narrow strips. They had a restricted number of rooms, generally limited to a living room (living space), a kitchen and some rooms, all positioned to receive natural light, with openings on both sides (front and back), which allowed an efficient cross-ventilation (Finger 2008, p. 84).

The EFNOB, when building the villages, had hygienic, aesthetic and economic concerns, as stated in Noroeste’s Report (1921):

The Road will not be able to have good and stable personnel for its services until it can offer them, with fair and punctual salaries, good facilities for residence, with relative comfort and hygiene. In this way we began the construction of the workers’ houses at the points where their fault was most felt, obtaining for this Your Excellency’s approval of types that seek to harmonize aesthetic, economic and hygienic requirements. (Noroeste’s Report 1921, p. 15–16).

Hygienic concerns at the end of the nineteenth century were requirements of the State of São Paulo, which, through Decree Number 233, of March 2, 1894, established the Sanitary Code.<sup>3</sup> With regard to “habitations in general,” the regulations expressed: height of houses that “should never have more height than the width of the streets, except when they are out of the alignment of the streets, or in the case of construction or reconstruction in narrow and old streets.” The thickness of the walls should be at least 30 cm, it forbids alcoves, the sleeping quarters should not be less than 14 cubic meters free for each individual, all compartments should whenever possible have “openings to the outside, opening onto the street, gardens or interior courtyards so as to receive direct and diffuse light and reflected light, if not exceptionally, and in rooms not intended for the continuous residence of the inhabitants or dormitories,” the bedrooms should be kept away from the compartments intended for installation of the kitchens. Kitchens and bathrooms should have a smooth and impermeable coated floor and walls should be impermeable at least to a height of 1.50 m above the ground.

The Sanitary Code of the State of São Paulo influenced the creation of the Codes of municipal positions. The construction of the railway villages followed the Municipal Laws of Bauru (1906, 1913, 1929 and 1947) regarding the implantation in the lot, the spatial organization of the rooms, the use of the construction system and house finishing. Also, “the lots complied with the requirements of the

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<sup>3</sup>The State of São Paulo through Decree No. 233, March 2, 1894, establishes the Sanitary Code with regulations for: squares and streets, the houses in general and the collective houses; hotels and pension houses, houses of the poor classes, the unhealthy houses; factories and workshops, theaters, public feeding; bakeries, taverns and restaurants, butcher shops, markets, slaughterhouses, water supply, stables; bathrooms, barbers and hairdressers; wash houses, latrines and public urinals; sewage, hospitals and maternities; morgues; street accidents; cemeteries; immediate precautions against epidemic and communicable diseases; vaccination and revaccination.



**Fig. 13.2** Location of Vila Noroeste’s Villages and the Central Station. Source: Google Maps, June 2015. Organization: Author

legislation regarding the 88 by 88 per meter regular grid layout, including the squares” (Constantino 2006, p. 242).

The EFNOB railroad villages in Bauru included Vila Noroeste and Vila dos Operários or Vila Dutra.

### 13.6 Vila Noroeste

Vila Noroeste comprised the house for the Superintendent, the houses for the engineers, and the houses for the administrative staff. The village was located in the block bounded by the streets: Primeiro de Agosto, Nóbile di Piero e Azarias Leite. When EFNOB was in operation this street was closed and its access was made through the gate located at Primeiro de Agosto Street Fig. 13.2.

### 13.7 Superintendent’s House

The Superintendent, Director of EFNOB, worked in the First Division Department, the highest rank in the company hierarchy. This position was delegated by the Minister of Federal Government and/or President of the Republic.

The referred house of the Superintendent in Bauru was part of Vila Noroeste, being located at Primeiro de Agosto Street, 2–31, in the Center of the city of Bauru, at the block between the Nóbile Di Piero and Azarias Leite Streets, near the former Noroeste’s station building (Figs. 13.3 and 13.4).



**Fig. 13.3** Superintendent's House, 1928. Source: Brasil (1928, v. 1)



**Fig. 13.4** Superintendent's House, 2012. Source: Authors' collection (2012)



The house was built with an excellent construction standard in 1925, set back from the boundaries of the lot, with a built area of 542.50 m<sup>2</sup> and a land area of 1,785.40 m<sup>2</sup>. The house was situated in the center of the lot. It was accessed through a gate, and walking from the front garden to the side porch, one would find themselves in the living room which led to the dining room, from where a corridor that gave access to two dormitories with a bathroom, two more rooms and the kitchen could be accessed.

### 13.8 Engineers' Houses

The one-story houses and two-story houses built to an excellent standard for EFNOB engineers were located at Nobile di Piero Street no 31, 32, 33, 34 and 35 of Vila Noroeste. These houses were built between 1907 and 1950, to house the headquarters of EFNOB's senior engineers, who were the heads of the Departments of: Transportation, Safety, Permanent Road, Traction and Rolling Stock (Sanches 2015).

The engineers who were to live in the houses were chosen by the Superintendent and stayed in the house while they were on the post, paying a token rent that was discounted on the payroll (Ribeiro 2015).

The lots ranged from 529.49 to 832.78 m<sup>2</sup> and the built areas ranged from 284.88 to 394.41 m<sup>2</sup> (Sanches 2015). The one-story houses and the two-story houses were set back from the lateral and front boundaries of the lots, with refinements of a high construction standard. Single-story houses could be accessed from their front; a large garden led to the balcony, and from there, one would reach the rooms, which in turn gave access to the bedrooms and bathrooms, to the dining room, to the kitchen and to the staircase to the upper deck. The upper deck housed a bedroom, closet, intimate room, dresser, and a bathroom. The farms, too, could be accessed through the front. The large garden led to the balcony which in turn led to the living room, dining room, kitchen, bathroom, and staircase. On the upper deck the bedrooms and bathroom were located (Figs. 13.5, 13.6, 13.7 and 13.8).

**Fig. 13.5** Two-story houses da Vila Noroeste. Source: Azevedo (1950)



**Fig. 13.6** Residence no. 33. Source: Ribeiro (Março, 2015)



**Fig. 13.7** Residence no. 34 na Vila Noroeste, 2013. Source: Sanches (March 2015)



**Fig. 13.8** Residence no. 35 na Vila Noroeste, 1960. Source: *Revista NOB* (no 290, 1960)

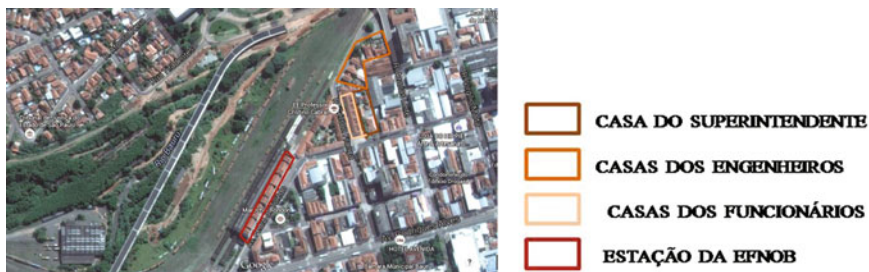


### 13.9 The Administrative Staff's Houses

The houses for administrative staff were located at Nobile di Piero Street, numbers 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12 of Vila Noroeste, in the city of Bauru (Fig. 13.9).

The typologies of the single-story houses were simple, twinned, built in masonry, recessed from the sidewalk and the lateral boundary of the lot, a typically industrial typology. The houses were built in 1921, and later in 1924 were renovated to meet the Sanitary Code (Silva 2015). After the reform of the nine houses, they had a front porch, a small garden surrounded by a low wall and a wooden gate leading to the house. All houses could be accessed through the main entrance. A path with hydraulic floor led to the balcony which on its turn led to the living room; through the living room, two bedrooms and also the kitchen could be accessed. The kitchen led to a hall which led to another bedroom and bathroom; also from the kitchen, an external corridor that led to the yard could be accessed, where a covered area can be found (Fig. 13.10).

All houses in Vila Noroeste were built with brick and lime masonry. On the roof, there were wooden structures and scissors, and the clay tiles were laid on the slats. The covering of the Superintendent's house and the engineers' houses featured



**Fig. 13.9** Vila Noroeste: location of the Superintendent's, Engineer's and Administrative Staff's houses. Source: Google Maps Map, June 2015. Organization: Author

**Fig. 13.10** Village of the Administrative Staff. Source: Author's Collection (Janeiro 2016)



several attic dormers. The houses of the administrative staff, however, had gable roofs.

Regarding the finishes, all the rooms had wooden floors and lining, except for the kitchen and bathroom. In the houses of the engineers and the Superintendent the walls of the kitchens and bathrooms had finished with decorative or white tiles and the floors were of ceramics. On the other hand, the floors of the kitchens and bathrooms of the administrative staff's houses were of hydraulic tile resting on slats and the walls covered with white tile.

All the windows in the rooms had wooden shutters, frames of wood and glass. Both the Superintendent's house and the engineers' houses had ample rooms, and the finishes of the floors, linings, frames, bathrooms, and kitchens were made of materials of high construction standard. The houses of the administrative staff had simple finishes, in addition to smaller rooms than the houses of the engineers and the Superintendent.

### 13.10 Vila dos Operários

Vila dos Operários was built according to two modalities: housing settlement produced by private investments and destined to the rental market and the housing set up by companies for their employees, which is the case of EFNOB.

Companies have expanded worker housing policies for the following reasons: (i) worker surveillance, often building them close to the workplace; (ii) to obtain the return of money to the company, since those who would later pay for the houses were the laborers themselves, directly or indirectly; (iii) work efficiency, and (iv) control over the life of the laborer, monitoring and shaping it according to the needs of the company (Villar 2005, p. 54).

### 13.11 Presidente Dutra Village

The Presidente Dutra Village, located in Bauru, far from EFNOB, was built in 1947 to meet the housing needs of the workers. According to Gabriel Pelegrina:

The village was built on a land bought by Colonel Lima Figueiredo who was the administrator of NOB at that time and the owner of the land was Mr. Salvador Fillardi. The incorporation of the neighborhood by the railroad company had a great electoral objective, because the Colonel put the name of the neighborhood in honor of the president of the time, President Dutra, and at the same time applied for federal deputy and was elected. The neighborhood was located far from the train station, isolated from the urban core, and included a special train - with two wagons - to bring laborers to work and their children to school (Dos Santos 2008, P. 70).

The row houses were deployed from the front, side, and back of the lot, built simply, with masonry of bricks, wood cover and ceramic tile, wooden doors. The houses were built according to eleven types, and the programs covered living room, kitchen, bathroom, and dormitories (Fig. 13.11).

Vila Dutra's houses were temporarily leased to the laborers, who remained in it during the time they worked for Noroeste, the value of the rent being deducted from their salary. The existing equipment included the church and a school.

### 13.12 Degradation of CEFNOB Buildings

In 1957, the S. A Federal Railroad Network expropriates the former EFNOB, opting for the name of RFFSA. In the following years the railroad, like the whole national railroad system, lives its slow agony motivated by the competition with the automotive vehicles, by disastrous administrations and by the state disinterest in direct investments. In the 1990s, RFFSA was privatized and Novoeste was granted its concession, and in 1998 Novoeste was merged with Ferronorte and Ferrobán. In

**Fig. 13.11** Vila Dutra.  
Source: Author's Collection  
(Janeiro 2016)



2002, new transformations took place, emerging in Novoeste from Brazil, until in 2006 there was a merger of Novoeste do Brasil and Brasil Ferrovias with América Latina Logística, ALL, which now only manages car transport on the line. After the extinction of EFNOB, the station and workshops were abandoned, the houses of Vila Noroeste and Vila Presidente Dutra were sold.

Adelmo Gonçalves Veloso, former laborer of Noroeste, expresses his indignation at the decadence and abandonment of Noroeste's buildings:

The other day I went to the workshops and was horrified. I should not have even gone there. Because sometimes I would see the station building, though I would not notice it. But there in the workshop, it is a tremendous thing (...) it's a crime what they did with the railroad (...). This is a crime in a country like ours. No one was made responsible for that. Everything was abandoned! (...) Don't even get me started on the station! It looks like a graveyard! Worse than a graveyard, because graveyards are cleaner, tidier, more beautiful. I was very sad about it all.<sup>4</sup>

At present, the old house of the Superintendent and the houses of the engineers are in good and regular condition; however, the houses of the administrative staff and those of Vila Dutra have been mischaracterized and are in a very poor state of repair. All homes were sold.

### 13.13 Landmarking

In view of the importance of the architectural set of the EFNOB, in Bauru, in the local, state and federal context, and of the historical cognitive, aesthetic formal, pragmatic or affective use of the buildings, the Bauru Railroad Park was considered a landmark by the Council of CONDEPHAAT and published in the Official Gazette

<sup>4</sup>(apud Losnak 2004, p. 108).

of the State on April 8, 2000 and later rectification published in the Official Gazette of the State on June 24, 2009, consisting of: Contiguous Office Buildings and Assistance Department to the east side of the station and located to the Primeiro de Agosto street, block 1, and the Nóbile Di Piero street, block 1; Set of the EFNOB Staff Village, formed by the following properties: House of the Superintendent, at Primeiro de Agosto street, number 2–31; Houses of the Engineers, at Nóbile Di Piero street, numbers 31, 32, 33, 34, 35; Houses of other Employees, at Nóbile Di Piero street, numbers 1, 2, 3, 4, 5, 6, 7, 8. (CONDEPHAAT, Process no. 30367, p. 46–47).

However, the approval of the Bauru Railway Park as a landmark realized by the CONDEPHAAT Council was not homologated by the São Paulo State Secretariat, and this overturning was not effective. The municipality of Bauru filed an appeal on this process of landmarking and awaits a new decision for the landmarking of CONDEPHAAT.

### 13.14 Final Considerations

The set of movable and immovable properties of the extinct CEFNOB constitutes the industrial property of Bauru and includes the Office Buildings and the DAF, Central Station Building, and the respective platforms; buildings of the workshops (Professional Training Center, located in block 1 of Alfredo Maia Street, Office Building of the Workshops, built around 1970; buildings of the Central Mechanics Workshops, among others, and the laborers villages of EFNOB (House of the Superintendent, House of Engineers, House of Administrative Staff and Houses of employees at the edge of the line).

The typologies of the houses of the railroad villages (Vila Noroeste and Vila Dutra) and their location corresponded to the hierarchy of work in the organization of the administrative structure of EFNOB. Vila Noroeste (home of the Superintendent, Engineers ‘and Employees’ houses) was located near the EFNOB Station to facilitate the rapid movement of staff and their availability when requested by the company. Both the Superintendent’s house, built in 1925, and the Engineers’ houses, built between 1907 and 1950, were built to a high standard. The houses of the Administrative Staff, built in 1924, and the houses of Vila Dutra, built in 1947, were single-story, simple, twinned, built in masonry, with typically industrial typology. The houses of the EFNOB Villages in Bauru express the social, economic, political, and technological organization of the company.

Most of the houses in Vila Dutra have been renovated, enlarged, and uncharacterized. For the House of the Superintendent, the Houses of Engineers, numbers 33, 34 and 35, and the Houses of Administrative Staff, numbers 1 and 2 that are still preserved, it is recommended that they be fully recorded. In relation to the other houses of Vila Noroeste that underwent reforms in their fronts and interiors, the landmarking of the fronts only and the volumetry are recommended.

Due to the importance of EFNOB in the economic, social, cultural and urban configuration of the city of Bauru, the influence on the formation of the cities of western São Paulo and transportation in general, as well as the configuration of the Railroad Villages, a Collective memory and a “railroad” identity that must be valued and respected to preserve history for future generations.

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