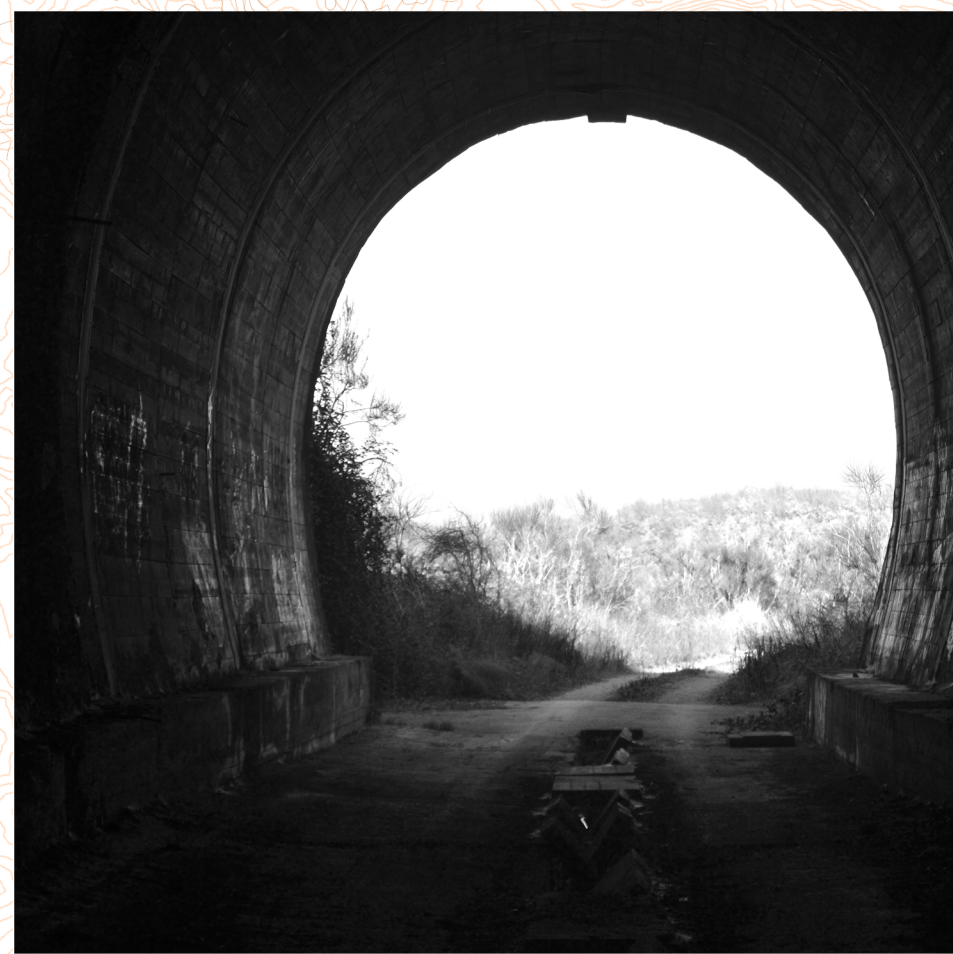
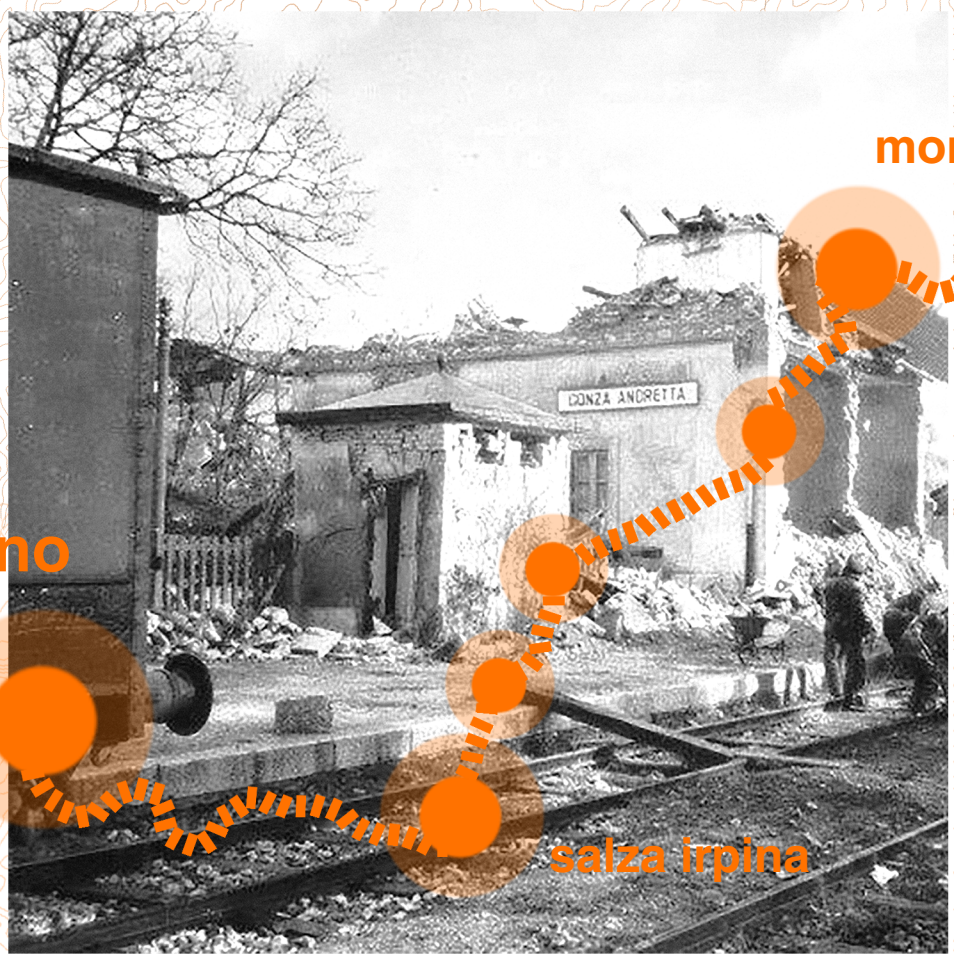
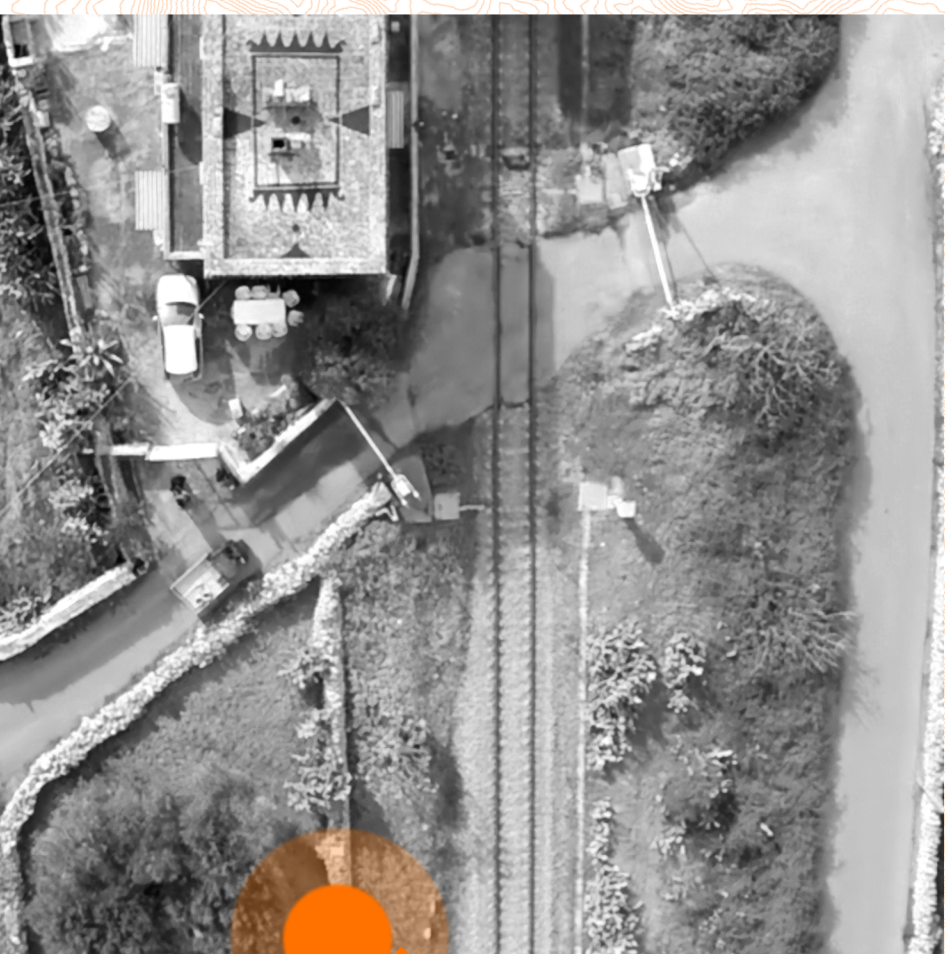
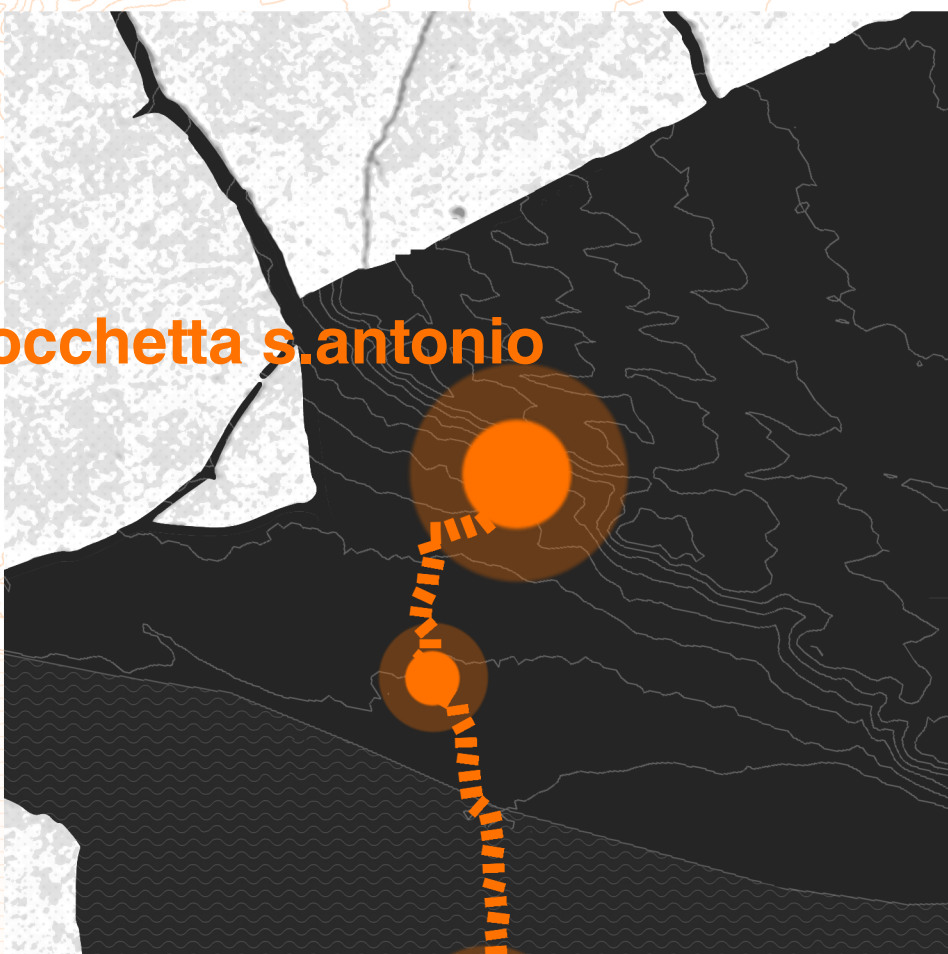


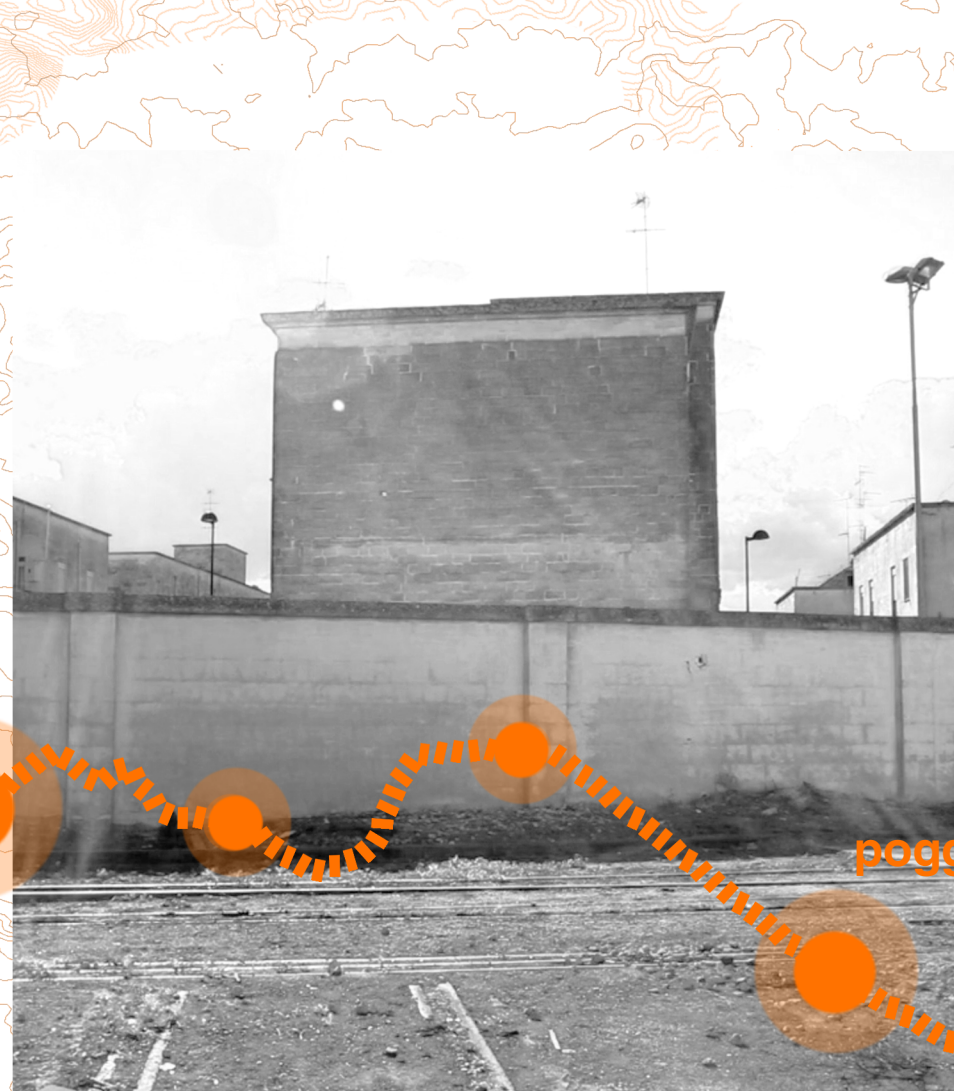
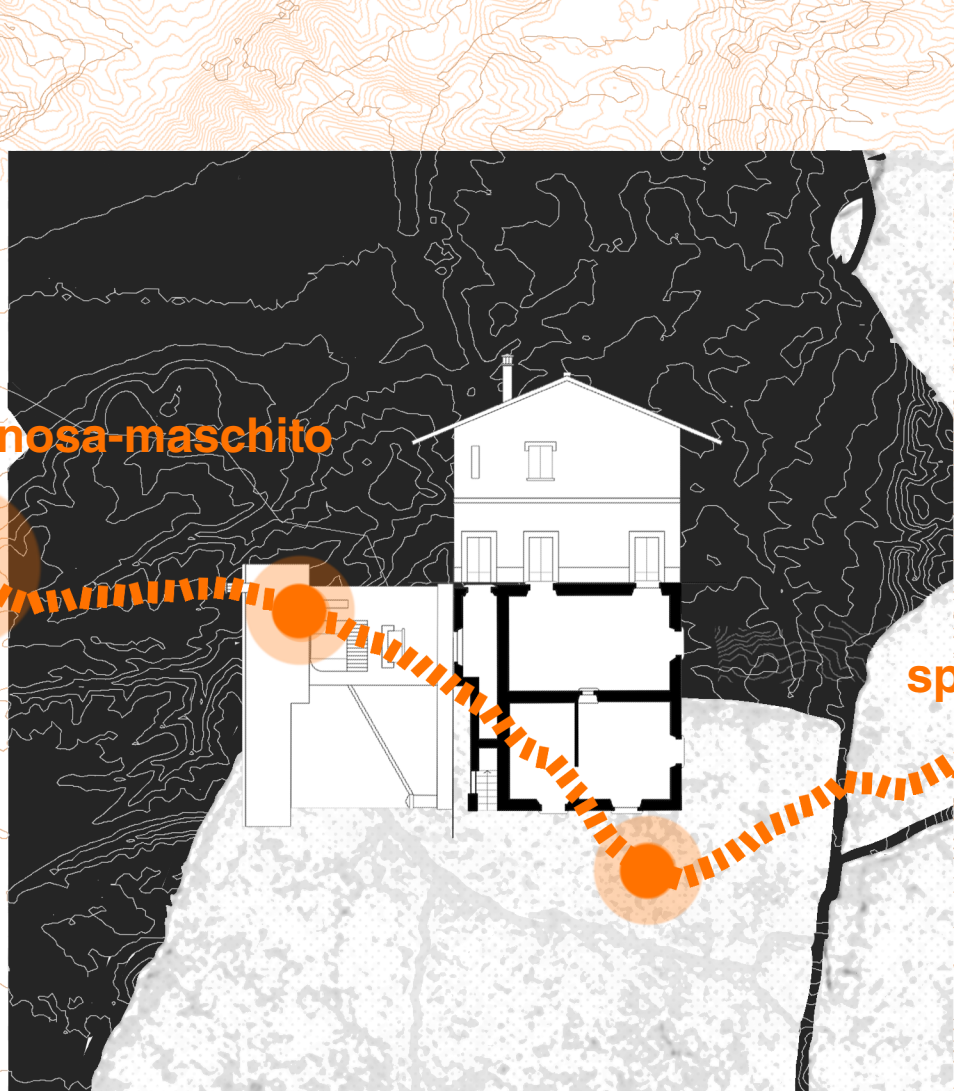
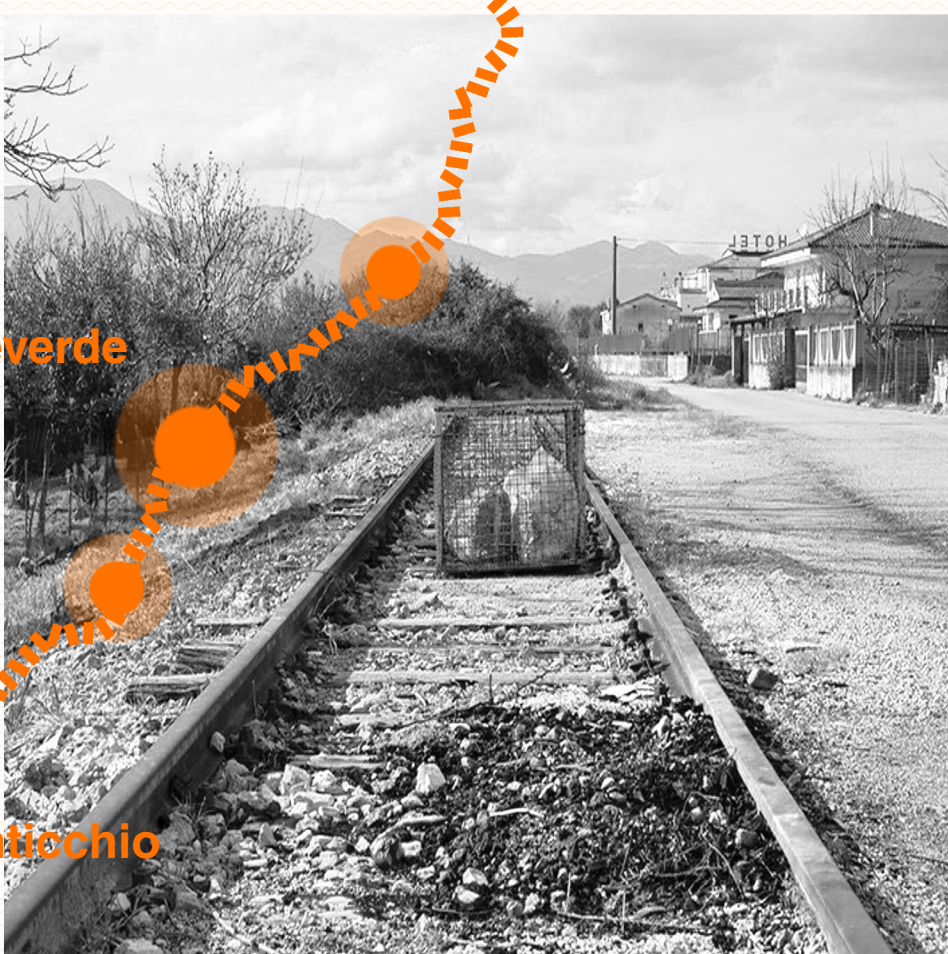
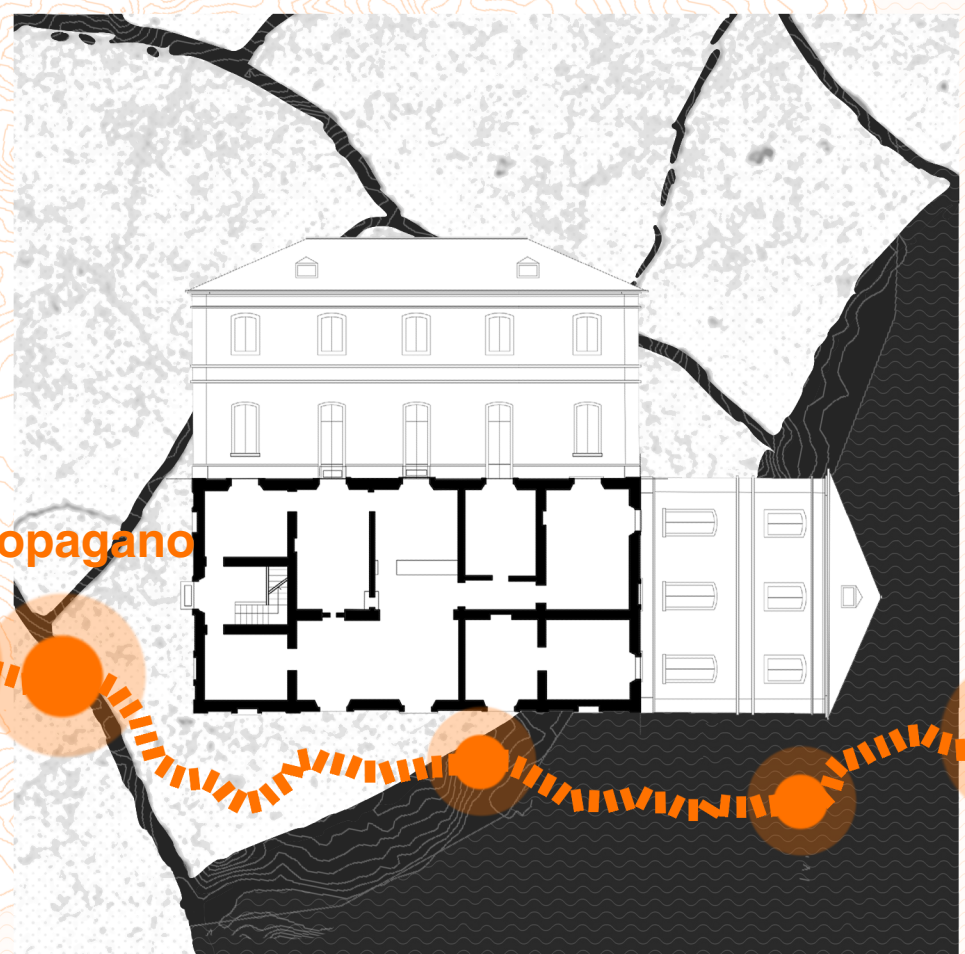
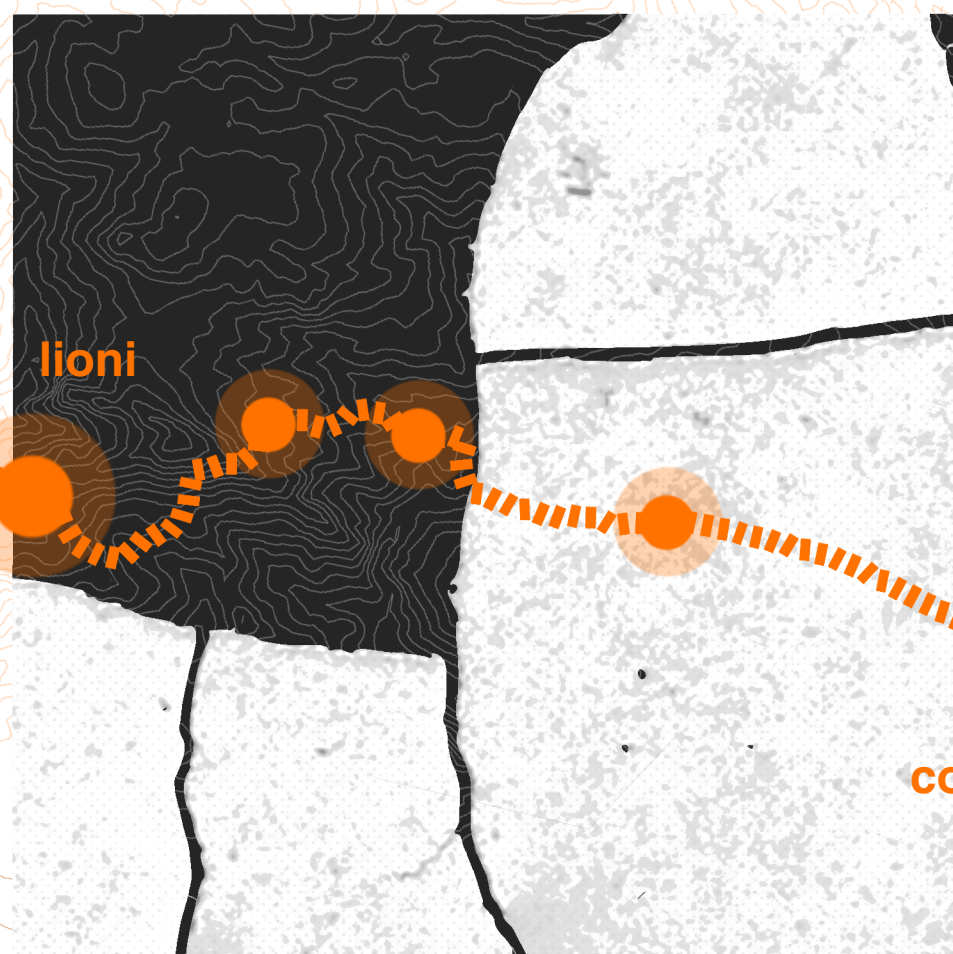
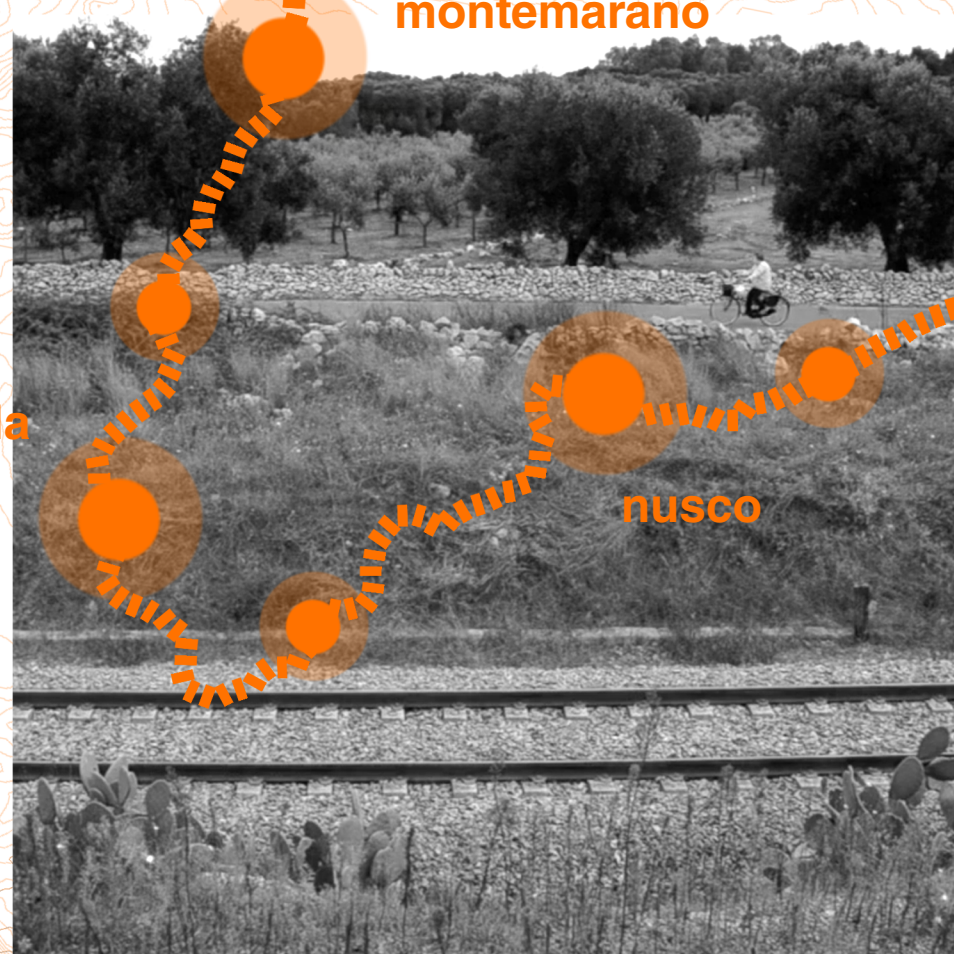
# mapping fragile landscapes along the slow-paths



free spaces along abandoned railways try to grasp of the new areas to no-program use, with the aim of making relationships with the large territorial skeleton of settlements far from metropolitan areas that stands up to abandoning, to the loss of inhabitants and production activities. leaving the past made of stories and of people who lived in those places, crossing landscape with railways along bridges, galleries, little rail yards and booths, between urban and countryside.



reactivate abandoned railways tracks with the slow-paths strategy is the focus of our research project on the transformation dynamics triggered by the reuse of the dismissed artifacts in a moving geography, enhancing the italian fragile inner landscape, between infrastructures and anthropic space. slow-paths are the catalysts for the reuse of the old railways in the composite palimpsest of the fragile landscape, in that archipelago of inner areas where new lifestyles free these places from abandonment and neglect.



[the XIX century landscape [...] had been shaped by the railways, in that places where a mountain and a tunnel, a gorge and a viaduct, a river and a steel bridge bound in brotherhood, in their uniqueness they confirm that nature, put through the triumph of technical civilization, has not fallen into an unknown and shapeless abyss, since the characteristic of the landscape has not remained the mere construction of the single bridge or tunnel, but that the river or the upstream they stood aside not as a loser in the presence of the winner, but as a friendly power]

dolf sternberger, 1938



[the landscape is everything a map fails to grasp of the world and to express in terms of the separation between subject and object, placing some distance between them]

franco farinelli, 2018

