

**PARQUE DOS FERROVIÁRIOS, ARAGUARI (MG): FROM LANDSCAPE
DESIGN TO PUBLIC USE**

Received on: 03/28/2024

Approved on: 05/03/2024

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ABSTRACT: The research investigated the creation and management process of park Parque dos Ferroviários, located in the city of Araguari-MG (Brazil), by analyzing this object from the interrelational perspective of leisure, tourism, landscape, architecture, and urbanism. The transformations experienced by the space were analyzed, as well as the renewal process as a historic contemporary urban park in a protected area, clarifying the landscape project and management planning development aimed at fully adapting the space to everyday public and tourist use. The assumption was that looking at the architectural restoration and reuse of buildings alone would not promote an adequate social appropriation of the place, thus requiring an analysis of the critical contribution of leisure and tourism studies, so that the Parque dos Ferroviários emerges its potential for meanings.

KEYWORDS: Railroad. Landscape. Park.

**PARQUE DOS FERROVIÁRIOS DE ARAGUARI (MG): DO PROJETO DA
PAISAGEM AO USO PÚBLICO**

RESUMO: A pesquisa investigou o processo de criação e gestão do Parque dos Ferroviários, localizado na cidade de Araguari-MG, analisando tal objeto sob olhar interrelacional do lazer e turismo, paisagismo, arquitetura e urbanismo.

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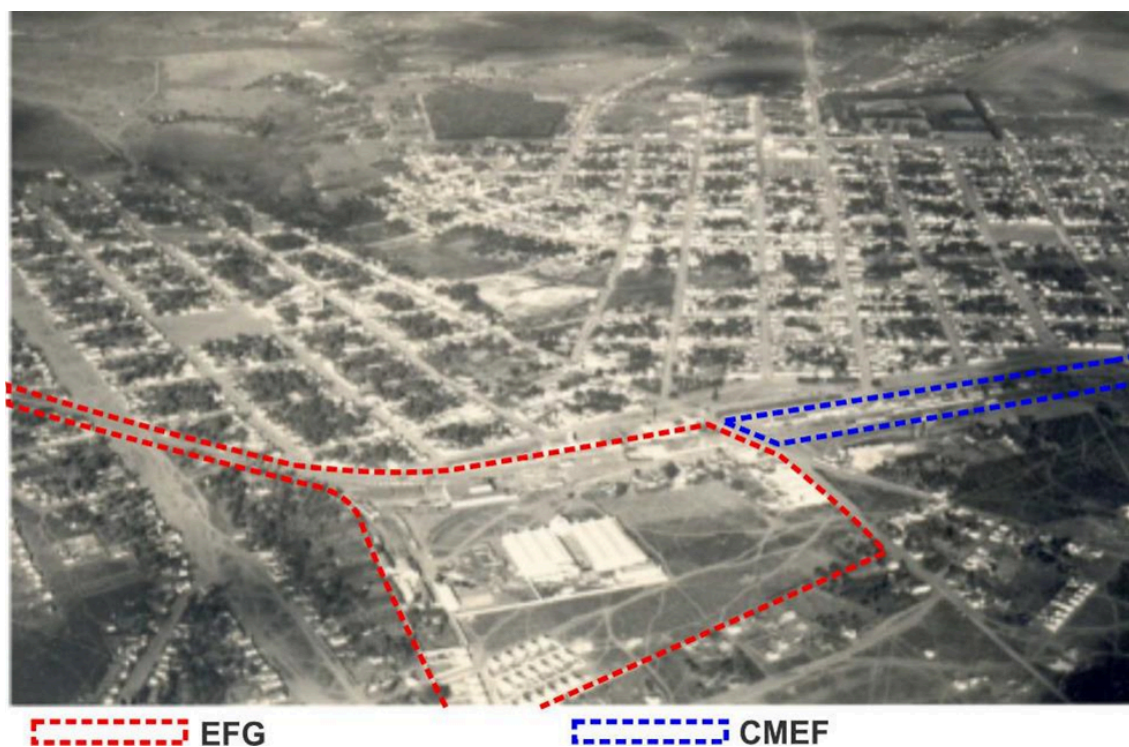
Analisou-se as transformações vivenciadas pelo espaço, bem como o processo de projeto para a reabilitação como parque urbano contemporâneo em área histórica protegida, esclarecendo o transcurso de elaboração do projeto da paisagem e de planejamento da gestão visando a plena adequação do espaço ao uso público cotidiano e turístico. Assentou-se no pressuposto de que o olhar sobre o restauro arquitetônico e ao reuso das edificações, apenas, não promoverá uma adequada apropriação social do lugar, sendo necessário uma análise da contribuição crítica dos estudos de lazer para que o Parque dos Ferroviários aflore sua potencialidade de significados.

PALAVRAS-CHAVE: Ferrovia. Paisagem. Parque.

Introduction

Parque dos Ferroviários, the object of this research, was created by municipal Law no. 6,426/2021 (ARAGUARI, 2021), on the operational railway area of the former Estrada de Ferro de Goyaz - EFG (later taken over by Rede Ferroviária Federal S.A. and granted to the private sector in 1996), in the city of Araguari-MG. The site was built from 1906 onwards, in the linear continuity of the Companhia Mogiana de Estradas de Ferro (where Araguari was the end of the line), aiming to connect Minas Gerais to Goiás state, the first railway connection between the southeast and the center-west of Brazil. The space is made up of buildings of different types and architectural styles, streets, maneuvering areas and railway branches, spread over approximately 124,000 m². Figure 1 shows the EFG railway yard in full use in 1944 (next to the demolished Companhia Mogiana de Estradas de Ferro – CMEF yard), and Figure 2 shows the yard seventy-eight years later, in 2022.

Figure 1: EFG and CMEF railway yards in 1944 in Araguari



Source: Araguari City Hall. Prepared by: Author (2022)

Figure 2: Urban insertion of the Parque dos Ferroviários in Araguari



Source: Araguari City Hall (2022)

The general purpose of the research was to develop an investigation into the creation and management process of Parque dos Ferroviários, aiming to analyze the guiding concepts of its implementation, the possible weaknesses of the Rehabilitation Plan (FAEC, 2022) actions, prepared by the public authorities, as well as the possibilities of contribution and interrelations arising from leisure as a science.

The following specific objectives were worked on:

1. Investigate the configuration and heritage process of the Architectural and Landscape Complex of the former railway Estrada de Ferro de Goyaz, especially regarding the values of its open spaces, which have still been little studied.
2. Critically analyze the Parque dos Ferroviários creation, the use of spaces rehabilitation plan, the landscape-urban design project, as well as the actions already carried out and planned initiatives.
3. Contribute to the construction of a critique that supports urban intervention and management actions towards heritage railway yards that consider the insertion of planning concepts and practices for adequate rehabilitation and social appropriation.

To this end, this study was structured into three parts: The first, of a theoretical nature, and the others the case analyses. The theoretical research sought to outline the interrelationships between the fields of architecture and urban planning, landscaping, leisure and tourism. This part involved a bibliographic survey of books, dissertations, theses, and scientific articles. The second part was based on the creation of a database on Parque dos Ferroviários through primary documentary sources, such as collections of projects on the area, documents already published, on-the-ground and overflight photographic records, legislation, acts of public authorities and dialogue with managers, since the research took place alongside the project and planning actions of the Park's

management, between 2021 and 2023. The third part sought to carry out a comparative and synthetic analysis between the Parque dos Ferroviários and two international parks of the same type, chosen because the railway theme was the guiding conceptual element. The research led to the discovery of: McCormick-Stillman Railroad Park (Scottsdale, USA) and Magyar Vasúttörténeti Park (Budapest, Hungary).

The Parque dos Ferroviários de Araguari area was originally built to fulfill an essentially functional purpose (Figure 3); however, the entire space became obsolete after its deactivation in the 1980s. The urban complex was listed as a historical-cultural heritage site of the municipality in 1989, inserted in the period of national industrial railway architecture appreciation, from then on entitled “Conjunto Arquitetônico e Paisagístico da Antiga Estrada de Ferro de Goyaz,” emphasizing the relevance of its complex and the relationship with the exterior space. The listing by the Instituto Estadual do Patrimônio Histórico e Artístico de Minas Gerais occurred in 2008 (IEPHA, 2008).

Figure 3: Settlement status of the EFG railway system



Source: Image extracted from Google Earth Software on August 8, 2023.

It is known that since the second half of the 20th century, the Brazilian countryside have experienced a rapid urbanization process caused by the agricultural, commercial, and industrial sector expansion and by the modernization of transport and communication infrastructure. In cities, this new economic configuration reflected the need for a spatial reorganization of commercial and service activities, redefining the functions and meanings of urban equipment and spaces that were previously essential to their functioning. Significant areas, previously economically productive, became idle,

terrain vagues (SOLÀ-MORALES, 2002) in the midst of the consolidated urban space, generating incomprehension and even rejection by part of society. Examples include industries, warehouses, port areas, railway yards, and abandoned railway lines. The urban planning of Brazilian cities, which openly prioritizes the interests of capital over the public, has not kept up with these transformations and has practically failed to seek solutions aiming to restore the social function of these spaces.

The railway theme is an evolving field of cultural heritage development in Brazil, given that in the country, in 2023, there were 36³ museum spaces with this theme. Railway yards rehabilitated as urban spaces for leisure and culture are rare, with particular emphasis on the case of Piracicaba-SP and Campo Grande-MS (despite their scalar differences).

Thus, the railway system deactivated areas in Araguari are examples of this situation. These are areas full of historical and cultural value, significant architectural examples, relevant machinery, wide public open space and, due to their privileged central position and influence on the urban space, they leverage the implementation of a transformative urban intervention.

Rethinking the meaning of these areas in contemporary times is an opportunity to evaluate the way in which the city is built, allowing us to analyze current practices of landscape planning and management and present proposals that oppose the current way of planning the city. Thus, outlining strategies based on full future development.

Panzini (2013, p. 657) states that, in recent years, one of the most innovative aspects of urban and landscape culture was the search for possibilities of reintroducing natural elements into urban agglomerations and mentions that “the presence of road or rail infrastructure, deactivated or not, favors the creation of linear parks that, penetrating

³ Survey carried out on the IBRAM – Instituto Brasileiro de Museus website. Available at: <https://antigo.museus.gov.br/guia-dos-museus-brasileiros/> Accessed on: December 13, 2023.

the urban environment, form green corridors”. Identifying the possibility of landscape qualification in railway structures is one of the characteristics of the current period also mentioned by Macedo (2012, p. 12), who inserts this possibility within the plurality of formal and functional attributes identified in the landscape actions carried out in the contemporary period.

Therefore, it becomes relevant to bring together the scientific fields of Architecture and Urbanism and Leisure and Tourism, seeking to improve the processes of planning, landscape design and management, and the adaptation of spaces for the full promotion of leisure and tourism. Furthermore, highlight the importance of looking at the urban and landscape heritage management with a view to social inclusion, citizenship, and community and participatory engagement. That is, looking at the object through critical leisure, which corresponds to the possibility of personal and social development, of perception and reflection on people and the realities in which they are inserted. Therefore, demonstrating the importance of developing public use programs for heritage urban parks that expand connections with the communities directly involved, increasing the possibilities of social appropriation.

Development

Leisure is a complex, contradictory social phenomenon, capable of simultaneously providing individuals with moments of enriching social experiences from an educational point of view, or with tendencies towards reproducing what is socially established. This dialectic is easily observed in the dynamics of use of public spaces in Brazil (PACHECO; RAIMUNDO, 2014). Leisure is neither residual nor superfluous, because it is part of the constitutive and defining elements of a certain way of life. We can talk about the right to leisure in the city of our time, since the city itself –

beyond the leisure options that it can house and offer to its residents – is in itself a great leisure facility and, despite its problems and inequalities, is the object of disputes and controversies (MAGNANI, 2015).

The expansion of discussions on leisure occurs as a result of the accelerated social changes that Brazil is undergoing. Despite the discussions regarding the increase in free time and the reduction of working hours, which have made little progress, we can mention the increase in life expectancy (77 years, with elderly people becoming increasingly active) and the increase in the diversification of the urban population (generating new forms of sociability), as factors that support this expansion of Leisure as a science.

We saw in the 2020s, especially after the pandemic, that society has been seeking better leisure and tourism experiences (MAGALHÃES, 2021). A movement that can be explained by a series of factors, with emphasis on an exhaustion of mass communication stimuli that involved individuals. In addition to this psychological issue, the growth of cardiovascular health problems, sedentary lifestyle, obesity, among others, have led to walking, running, and swimming being prescribed by doctors today. To turn this movement into a positive and democratic social force for leisure is a huge challenge.

We can say that democratizing leisure implies democratizing urban space. And, if the subject is put in terms of daily life, people's everyday lives, there is no way to escape the fact: The space for leisure is urban space. However, we agree with Marcellino, who states that, “in the name of economy and functionality, the urban landscape has been greatly uglier” (MARCELLINO, 2012, p. 27). The gratification of contemplating urban spaces constitutes a stimulus to sensitivity. This analysis brings the concept of leisure closer to that of landscape (from the landscaping point of view), as

traveling around the city can be exhausting or, on the contrary, be a highly informative and pleasant experience for the senses. It makes sense, then, to understand the landscape as “the formal result of social and natural processes on a specific section of space, understood as a totality, as the place of life of different communities,” says Macedo (2012, p. 54).

But, for Rolnik (2000), nowadays, when leisure is reduced to the consumption of pleasure goods, cultural goods, tourist goods, it is not possible to imagine it as a simple experience. Since the city has become, in general, an inhospitable place, without any possibility of pleasure, instead of a place where people feel included in the harmony of an urban community, a situation that is made even worse because leisure is not experienced in a comprehensive way, as an idea of pleasure that permeates everyday life.

To improve public space, there is a need for an anti-exclusionary policy, which means organizing heterogeneity, not running away from it. It means organizing, defending, and encouraging coexistence between different people, reducing segregation and acting with solidarity. Furthermore, it is necessary to think about leisure embodied in the city, strengthening the relationship between one another, that is, leisure identified with the public dimension of the city (ROLNIK, 2000).

Thus, perspectives are opened for contributions from the Architecture and Urbanism field (especially Landscaping) on the theme of leisure, drawing attention to the need to consider better theoretically founded bases that result in clear programs for the design of public open spaces. Furthermore, we seek to situate leisure in the dimension that is appropriate for planning that considers the real variables that manifest themselves in everyday life.

It assumes that looking at the architectural restoration and reuse of the buildings in Parque dos Ferroviários alone, does not promote an adequate social appropriation of the place, and that an analysis of the critical contribution of leisure and tourism studies is necessary, so that the Park can manifest its potential for meaning. Projects such as Parque dos Ferroviários are projects that materialize the image of cities through emblematic cultural facilities, such as railway stations and large workshops. Anchor buildings that stage thematic project narratives, which include the recovery of memory, the revitalization of spaces, the promotion of fairs/events, exhibitions, mixed with museum technological innovations.

Actions that, as URRY and LARSEN (2021) say, deal with the conservation of a plebeian character (railways, industries), and not churches or other buildings of power, as it usually occurs. The product of urban reorganization in this type of cases, in addition to attracting new economic activities in its surroundings, has been making explicit the desire to conquer tourism activity as a generator of economic development and social transformation. This means that urban interventions consider any building with historical and symbolic value, such as railway stations and industrial buildings, as candidates to house new urban uses for culture, entertainment, leisure and, fundamentally, consumption (VARGAS; CASTILHO, 2015).

When tourism is presented as an economic activity, one must reflect on the role of the subjects who will lead this movement, favoring cohesion and the collective sense of inclusion, valuing local culture and the feeling of belonging. Therefore, it is necessary to consider that community-based tourism should be the guiding principle of economic activity, in which globalization is the backdrop, but does not impose its rules (IRVING, 2009).

The architectural complex of the old railway Estrada de Ferro de Goyaz, in Araguari, on an urban scale, easily stands out in the landscape. However, its obvious tourist attraction still lies solely in the passenger station with its eclectic architectural style, which has now been restored. Silva (2004, p. 45) justifies that “historical heritage is closely linked to the idea of authenticity, legitimacy, and heritage” and that “when it comes to built heritage, the taste for works of art and ancient architecture is added,” concluding that “in Brazil, this taste falls on the eclectic style of the late 19th and early 20th centuries.” The appreciation of industrial architecture in Brazil has been discussed, in fact, over the last five decades, and the listing of the complex by IEPHA in 2008 demonstrates this process at the state level. However, none of the workshops in the complex were restored, and IEPHA's inefficiency in such restoration work is evident, even more so in the countryside.

In the contemporary city, the city's image as a whole is a fundamental part of attracting capital. Therefore, historical justifications contribute to the creation of this image. Reflecting on the city (including Araguari, with Parque dos Ferroviários) based on this perspective leads approximately to the idea of a theme park and the sociological concept of “disneyfication” (BRYMAN, 2007). “Disneyfication is not about the influence of the Disney entertainment company but rather the diffusion of the principles exemplified by its theme parks,” says Bryman (2007, p. 280), namely, performative work, merchandising, hybrid consumption, and, what interests us, **thematization**. Although thematization for Bryman (2007, p. 16) is about “covering institutions or objects with a narrative that, essentially, has no relation to the institution or object to which it is applied,” therefore, different from Parque dos Ferroviários, which has the railway activity at its origin, capitalist **consumption** is essential to the concept.

“Consumption, and, in particular, increasing the propensity to consume, is the driving force behind Disneyfication” (BRYMAN, 2007, p. 19).

“Thematization provides a veneer of meaning and symbolism to the objects to which it is applied.” “The expectation is that they will become more attractive and interesting than they otherwise would be.” “From the point of view of the consumer of the themed environment, the theming offers the opportunity to be entertained and to experience new sensations” (BRYMAN, 2007, p. 33). In the context of Parque dos Ferroviários as an object of cultural tourism, the sale of *souvenirs*, experiences such as themed trains, among countless consumption strategies that could be applied, will insert it into what the author calls the “entertainment economy,” or “experience economy” (BRYMAN, 2007, p. 35).

The concern is that tourism promotion actions aimed at consumption tend to transform the value of public spaces into exchange value, surpassing the value of use, of promoting citizenship. Transformation resulting from the drive away of local residents and the increase in the number of tourists capable of consuming what is on offer (PADILHA, PACHECO, 2020). It is worth considering, as Santana (2009) does, that the cultural landscape can be reproduced as possible consumer products due to its spectacular character, exoticism and exclusivity (within each context).

But it is necessary to overcome the paradox that arises between protecting knowledge spaces through their absolute preservation (safeguarding them intact for the future), conserving them by opening them up for use as recreation by new forms of mass tourism (democratizing their consumption), or conserving them for use as recreation by minority tourism capable of paying high amounts (protected for the enjoyment of socioeconomic elites). In other words, it is necessary to determine a priori what the form of appropriation will be and by whom it will be done in each ecosystem considered (SANTANA, 2009, p. 125).

Parque dos Ferroviários, when we understand that its theme is railway history, offers a new way to solve this space, which is considered degraded. However, it is

worth noting that this alternative, especially when it relates to public spaces or built heritage, can increase the possibilities of social exclusion, not meeting the expectations of appropriation of all age groups, changing the place image, and eventually accelerating its deterioration (CASTILHO, 2010). In the case in question, what defines the contemporaneity of the space is the industrial railway heritage, generated by the railway, a technological innovation from the 19th century. The railway was the space characterizing element, which, however, no longer depends on it and its economic group.

The Parque dos Ferroviários creation is the result of a strategy for the space continuity, now as urban heritage, but without “a process of making it sacred” (URRY; LARSEN, 2021, p. 40). Having found its current vocation, leisure and tourism planning become structural to its survival. Hence the importance of considering landscape heritage, which is nothing more than cultural heritage, far beyond “natural” heritage (DIAS, 2014). The design approach must therefore focus on the potential for environmental rehabilitation of exterior spaces, the open air. The “empty” spaces between the buildings (full), originally train shunting yards, are, in fact, the spaces that ensure the understanding of the entire complex as an urban park.

Results Obtained

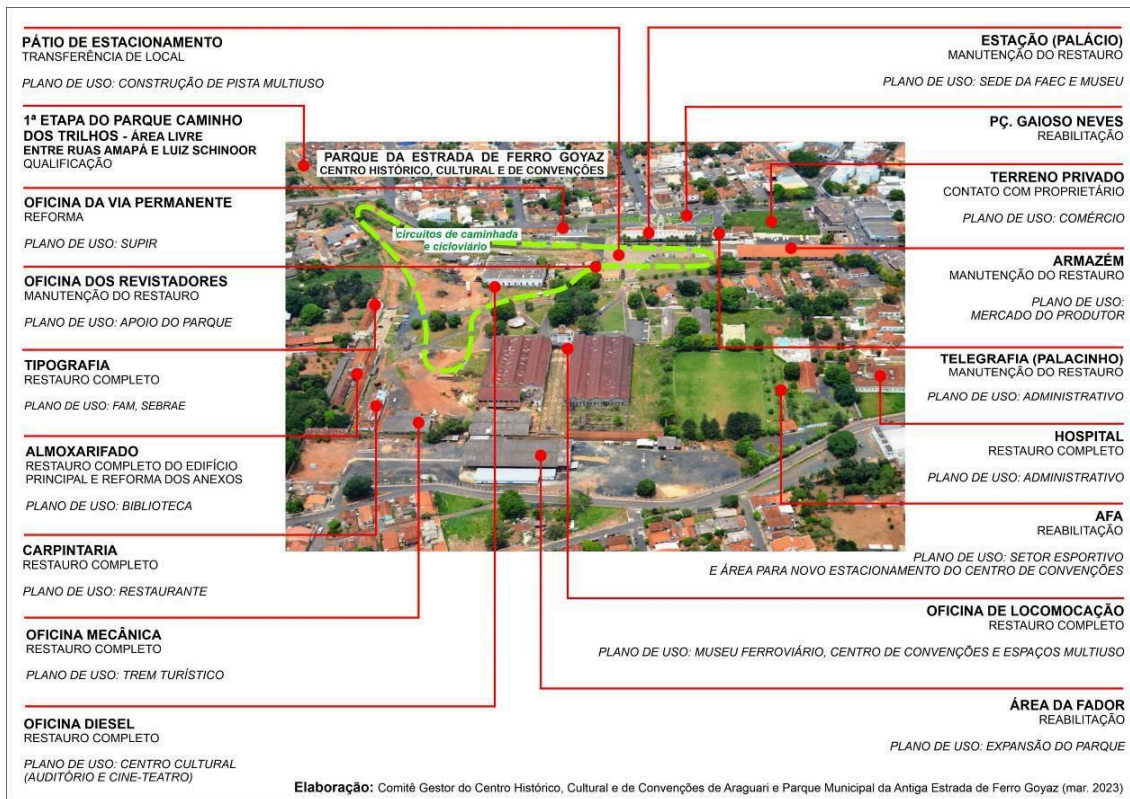
Since the listing process, the urban area renewal has been hampered by the lack of interest of the public administration, which, despite recognizing them as special listed areas, has acted in a lethargic and uncoordinated manner. After localized restoration actions on some buildings (station, warehouse, and inspectors' workshop), only in 2021 a rehabilitation plan was drawn up (FAEC, 2022), as well as the area legal configuration as an urban park and the development of the urban and landscaping project. The term

“rehabilitation” was used based on the definition by Castriota (2007), who defines it as an intervention model that starts from the understanding of the reality on which one wants to act, in which:

heritage policies are no longer limited to simply formulating control strategies for areas to be conserved, but begin to outline broad strategies for their development, which are precisely based on their character as conserved areas (CASTRIOTA, 2007, p. 22).

The rehabilitation plan (Figure 4) published by the Fundação Aragarina de Educação e Cultura – FAEC, provides special guidance on the new uses to be included in the building restoration projects, namely: Administrative uses of the City Hall itself, housing secretariats or departments; cultural uses, with galleries, auditorium, theater, museum, and use for events; local headquarters of civil society organizations and strategically determined spaces for concession of cafeterias and restaurants. Although it guides rehabilitations for institutional use, the plan was not drawn up in a participatory manner, much less were the proposals constructed on a collaborative basis, thus missing the chance to generate greater community involvement at that time.

Figure 4: Proposed Use Plan for the Parque dos Ferroviários



Source: FAEC (2022)

The landscaping project (Figure 5) sought to promote external interconnection between the buildings, using existing paths and proposing new ones, generating a walking circuit and a cycling circuit that cover the entire area, enhancing the complex integration, permeated by new trees originating from the Cerrado and Atlantic Forest biomes. A railway-themed playground (Figure 6) and sports equipment are added to the program. The existing railways (branches) were preserved in the project and constitute the guiding element of the Park's landscape (Figure 7).

Figure 5: General layout of the Parque dos Ferroviários (project). In red, the remaining railway branches; in grey, the walking circuit; in orange, the cycle circuit; and in green, the permeable area (lawns)



Source: FAEC (2022)

Figure 6: Project representation for the children's playground at Parque dos Ferroviários, highlighting the “tube” toy in the shape of a train and the mini stage in the shape of a freight car



Source: FAEC (2022)

Figure 7: Examples of branches that run through the Park and enter the workshops, in this image the old Diesel Workshop



Photo: Authors (2023)

We observe that the public authorities have taken steps towards implementing the Park but have not yet presented a plan regarding socio-environmental activities (PACHECO and RAIMUNDO, 2014) and management and promotion of leisure and tourism. This concept of socio-environmental animation understands that sociocultural animation should encompass environmental interpretation actions in urban parks and can be strategies for renewing leisure in these spaces.

Specific heritage education actions have been carried out since the second half of 2023, such as walking tours (Figure 8), guided tours with theatrical sketches that cover the park area, scheduled by interested parties (schools and civil society organizations). Two public presentations of the project have already been held, one at the Casa da Cultura and another at the City Council, clarifying specific doubts, but without actually generating participatory involvement in the project and public use plan construction, such as the preparation of workshops.

Figure 8: Guided visits by students to the old Locomotion Workshop at Parque dos Ferroviários, aiming at heritage education



Photo: The author (2023)

In October 2023, an agreement was signed between FAEC and the History Institute of UFU – Universidade Federal de Uberlândia, aiming at the elaboration of technical services, like the development of materials and heritage education actions and the elaboration of the Park's museological plan, seeking to consider the entire property as an open-air museum, not concentrating planning on built museum spaces.

By analyzing the Parque dos Ferroviários project and the management forms and strategies in comparison with the international cases McCormick-Stillman Railroad Park and Magyar Vasúttörténeti Park, we can make the following considerations. The first, McCormick-Stillman Railroad Park (Scottsdale-USA), was created in 1975, as the largest American amusement park with a railway theme. It is a private park, with

common park equipment, such as walking trails, picnic areas, trails, children's toys, and it also has a railway museum, with a collection of steam locomotives, old wagons, among other machinery, and miniature train ride circuits set in the “Wild West” (Figures 9 and 10), therefore artificial and “Disneyfied.” It is a space guided by capitalist leisure and tourism, where leisure and tourism are entirely planned as a consumer experience.

As for leisure activity planning, in addition to train rides and visits to exhibitions, the Park offers programs for schools or groups providing guided information about railway history and the importance of heritage conservation, in addition to holding annual festivals, with themed exhibitions and musical/cultural events, such as summer, military veterans, Halloween, and Christmas themes.

Figure 9: Tourist map of McCormick-Stillman Railroad Park, USA



Source: MRP (2023)

Figure 10: McCormick-Stillman Railroad Park miniature train ride



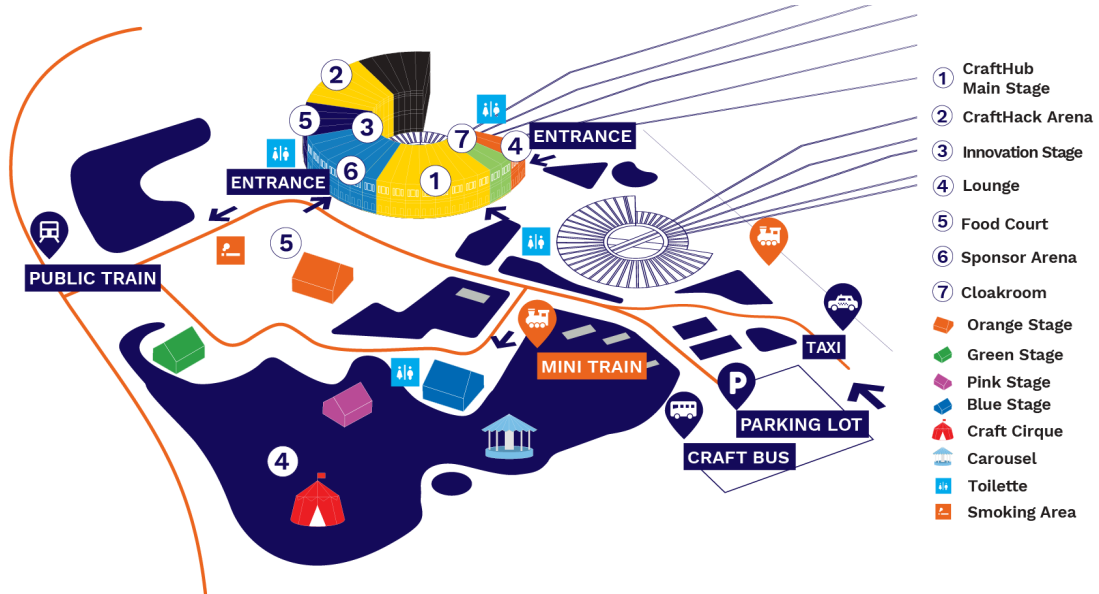
Source: MRP (2023)

The second, Magyar Vasúttörténeti Park, a free translation for Hungarian Railway Park, was opened in 2000, is located in Budapest, and consists of an area originally used for railway operations, consisting of a shunting yard and workshops, currently used as event spaces and museums, especially for locomotives (Figure 11). It is the largest open-air urban park with a railway theme in Europe, created to promote the railway history of that country. Although museum spaces are subject to paid access, their outdoor areas are freely accessible to the public, allowing for multiple leisure activities. The Park has a collection of locomotives that are on display in its roundabout (Figure 12), as well as wagons and other railway equipment. It also offers a miniature train ride.

The activity planning highlights educational programs for schools or groups, workshops for the restoration and maintenance of equipment and vehicles open to the public, periodic demonstrations of steam locomotives in operation, events for railway

workers and “open days” where access to museum spaces is free. The workshops have been refurbished and can also be rented for private events.

Figure 11: General layout of the Magyar Vasúttörténeti Park, Hungary



Source: MVP (2023)

Figure 12: Exhibition of locomotives at the historic roundabout of the Magyar Vasúttörténeti Park



Source: MVP (2013)

Both Parks are tourist and leisure destinations guided by the railway theme of their respective countries. Both have a variety of locomotives, wagons and other equipment, as well as offering the great attraction of a miniature train ride. However, although they share the common goal of preserving railway history, there are differences in their origins and the offered “experience.”

The use of the nostalgic railway theme in the American case proved to be a great attractor of public interest, and consequently of profitability for a private leisure enterprise. In fact, the burden of nostalgia and idealization of the past, is a factor of interest when talking about railways, also in Brazil. In the Hungarian case, the interest in the history of technology guided the implementation of all the equipment, as well as the Park. A strategy also used in the Parque dos Ferroviários plan was the use of large workshops as leasable spaces, which guarantees the generation of profit and helps with the economic viability of the Park.

Thus, Parque dos Ferroviários is similar to the Hungarian case, due to its genuine and non-artificial historical origin. The building use plan also has similarities, guided by museum and event spaces, as well as the intention of preserving the history of technique and technology. If in the American case, leisure is completely restricted and induced, in Parque dos Ferroviários, its essence is in public use (and should continue to be so), a common good for the people's use.

Final Considerations

The research showed that the railway industrial legacy is the current catalyst for transformations in the Park space. With its creation, the public authorities seek strategies to keep local memory alive, now valued as urban heritage. With the discovery of this new vocation, leisure and tourism stand out as fundamental to guarantee its

continuity, highlighting the role of Tourism as it is considered that a trip “brings some leisure project embedded in it” (CAMARGO, 2019, p. 11).

Railway history, when used as the basis for a theme park, is a strategy that must be meticulously crafted, in order to contemplate the current expectations of society, finding points of contact with every day and immaterial interests. The preservation of architecture in itself does not guarantee that it will be of interest to everyone, no matter how significant the existing examples may be.

In addition to “disinterested” leisure, that is, leisure without prior planning, the Park’s facilities presented in the Usage Plan, when in full operation, require planning of social activities (guided tours, fairs, celebrations, association meetings), artistic activities (workshops, music, drama, literature, manuals, dance) and, of course, games, sports and nature-related activities. Thus, centralizing and radiating the possibilities of critical leisure in the city.

The Parque dos Ferroviários project, given its imminent implementation (hopefully), must now look at such possibilities of leisure that correspond to the possibility of personal and social development. Understanding the importance of leisure in contemporary life means considering it a privileged time for experiencing values that contribute to changes in the social order.

Medeiros (1971), more than fifty years ago, already stated that leisure planning requires immediate and unavoidable solutions. Therefore, public use planning with socio-environmental activities, environmental education, a museum plan, among other participatory management actions, is necessary for Parque dos Ferroviários to achieve its due public appropriation.

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