

The mapping and conservation status of architectural remnants from the time of the Sorocabana railway at Avaré Ecological Station and in the rural neighborhood of Andrade e Silva

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SUMMARY

The Andrade e Silva station and Forest Garden were installed, respectively, in 1895 and 1939 in the municipality of Avaré, as support for the operation of the “*Estrada de Ferro Sorocabana*” [Sorocabana railway]. With the change in the layout of the tracks, the surroundings of the station, which was configured as a prosperous urban center, became a rural neighborhood, and the Forest Garden an Ecological Station. In this context, the article aims at the mapping and conservation status of the architectural remnants still present in these locations. The specific objective is to provide subsidies for public policy decision making: Review of the “*Plano de Manejo da Estação Ecológica de Avaré*” [Avaré Ecological Station Management Plan] (EEA), belonging to the “*Instituto Florestal*” [Florestal Intitute] (IF) of the São Paulo State government, and the “*Plano Diretor Municipal de Avaré*” [Master Plan of the Municipality of Avaré]. Methodologically, it focused on primary documentation (Railway Reports, IF Reports, notary's certificates and legislation), cartographic, iconographic documentation, interviews and *on-site* visits to map the area in relation to its original composition (period of the railway) and the current situation. The survey enabled the mapping of the architectural remnants present in the neighborhood, in the EEA, as well as the original route that had been taken by the railway. The iconographic rescue allowed to pinpoint the location of buildings that no longer exist. The survey made it possible to ascertain that some architectural remnants present in the EEA have been restored (chapel), others need restoration (in the neighborhood and elements along the old railway track bed), but all need to be integrated into a joint policy between city and state, as they are important part of the history, memory and culture of the municipality of Avaré.

KEYWORDS: Estação Ecológica de Avaré, Estrada de Ferro Sorocabana, Forest Gardens, Public Policies.

1. INTRODUCTION

The old perimeter of the Municipality of Avaré included the current municipalities of Itatinga, Cerqueira César and Arandu¹. The “*Estrada de Ferro Sorocabana*” (EFS)² [Sorocabana railway]³ arrived in this region at the end of the 19th century, and the “*Estação ferroviária Andrade e Silva*” (1895)⁴ [Andrade e Silva railway station] was the first to be implemented by the EFS in the municipality of Avaré (Figure 1)⁵. After its inauguration, a settlement of the same name was installed and, later, the “*Capela Bom Senhor Jesus*” [Bom Senhor Jesus Chapel].

¹Itatinga was dismembered from Avaré in 1896 (State Law No. 415/1896) (IBGE, 2020a); Cerqueira César was dismembered in 1965 (State Law No. 5,285 / 1959, established only in 1965) (CERQUEIRA CÉSAR, 2017); Arandu dismembered in 1964 (State Law No. 8,092 / 1964) (IBGE, 2020b). Map originally published in PRIMOS, ENOKIBARA (2020).

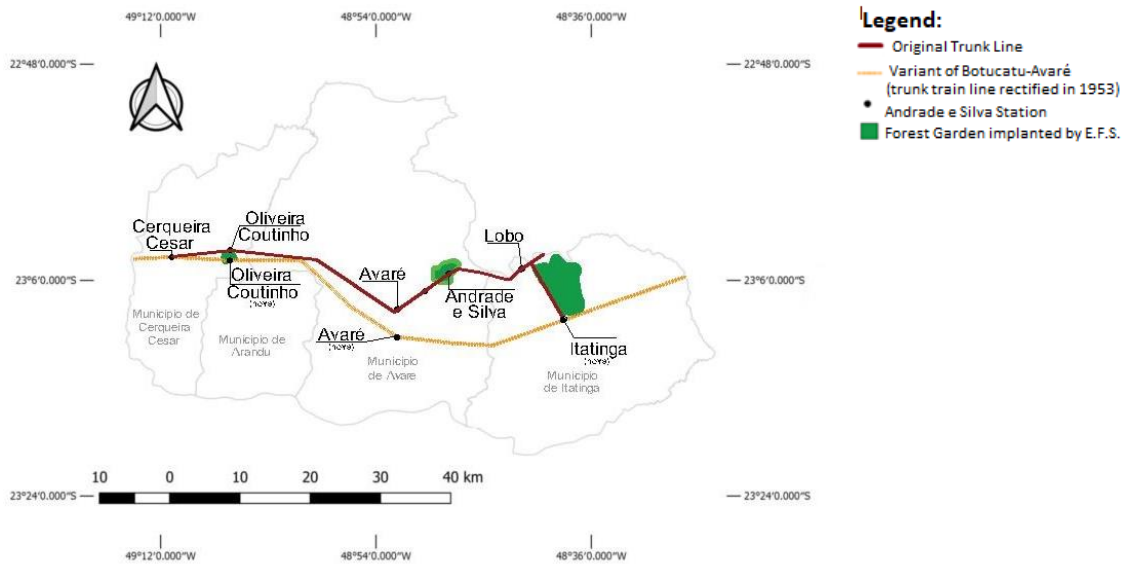
² On the history and nomenclature of the EFS, see article PRIMOS, M. P. G.; ENOKIBARA, M. A Estação Ecológica de Avaré e sua relevância como patrimônio arquitetônico, ambiental e cultural. Revista Nacional de Gerenciamento de Cidades, v. 8, n. 62, 2020, p. 150 a 166. DOI: 10.17271/231884728622020.

³In the period from 1919 to 1971 the company was called Estrada de Ferro Sorocabana (EFS), which in the text will be translated to Sorocabana railway (different from the period between 1907 and 1919, when it was leased by Trust Farquhar and called Sorocabana railway).

⁴Initially the station was called "Andradas", but later several names are found (Andradas; Andrade; Andrades; Andrade e Silva). This work will use the current nomenclature, Andrade e Silva.

⁵The Lobo station, although previously located at the Andrade e Silva station, was inaugurated a year later, in 1896 (BEM, 1998).

FIGURE 1: Lines, stations and Forest Gardens of the EFS along the original perimeter of Avaré and municipalities subsequently dismembered



SOURCE: IGC, 1945. IBGE Base Map, 2018; SIRGAS, 2000. Prepared by PRIMOS, 2020.

With the ever-increasing demand for wood for the supply of steam locomotives, as well as for the manufacture of posts and sleepers, EFS, like other São Paulo companies, implemented forest gardens attached to its railway tracks (DEAN, 1996; MARTINI, 2004).

In 1938, the EFS, which had already been acquired by the State government in 1904 (AVARÉ, 2000; SOUZA, 1982), acquired 700 bushels of land from Fazenda das Pedras to form the Forest Garden – “*Horto Florestal de Andrade e Silva*” (AVARÉ, 2000; BEM, 1998; SOUZA, 1982). In 1939, according to Souza (1982), eucalyptus, of the species *Eucalyptus saligna* and *Eucalyptus tereticornis*, were planted to supply the company.

In the 1940s, with the presence of the “*Horto Florestal*” [Forest Garden] and the station, the area started to receive a greater flow of people and Andrade e Silva became a promising urban center. In this period, it already had a school, two grocery stores, the Bom Senhor Jesus Chapel, a bandstand and a cemetery. There was also an infrastructure implemented by the EFS for the operation of the railway, such as water tanks, mechanical garage, shed, charcoal works, as well as a home for employees and for the station manager (ALMANAK LAEMMERT, 1919; IF, 2018; COMPANHIA UNIÃO SOROCABANA E ITUANA, 1897; ESTRADA DE FERRO SOROCABANA, 1924).

In 1953 the company's tracks were electrified and rectified. Andrade e Silva was excluded from the path and its railway tracks removed (BEM, 1998; GORNI, 2009). Away from the tracks, the inhabitants migrate to other places. Likewise, the Forest Garden that, after rectification, becomes of difficult access to the company, is leased to “*Companhia Agrícola, Imobiliária e Colonizadora*” (CAIC) for eucalyptus extraction (CODASP, 2020; SOUZA, 1982), from 1976 to 1982. In 1982, the land was transferred to the administration of the “*Instituto Florestal do Governo do Estado de São Paulo*” (IF) [Forestry Institute of the government of the State of São Paulo].

Although the IF continues with the production and extraction of wood, with surveys carried out in the area in 2006, a significant formation of species from the cerrado biome was found (IF, 2006). In 2010, through Decree nº 56.616 / 2010, the "*Horto Florestal de Andrade e Silva*" [Andrade e Silva Forest Garden] becomes a state conservation unit, giving rise to the "*Estação Ecológica de Avaré*" (EEA) [Avaré Ecological Station].

2. OBJETIVE

The present work aims at the mapping and conservation status of the architectural remnants from the time of the Sorocabana railway in the current Avaré Ecological Station and in the rural neighborhood of Andrade e Silva⁶ and its surroundings. The specific objective is to provide subsidies for decision making within the scope of public policies, such as the Review of the "*Plano de Manejo da EEA*" [EEA Management Plan] (scheduled for 2022) and the Review of the "*Plano Diretor do Município de Avaré*" [Master Plan of the Municipality of Avaré] (scheduled for 2020).

3. METODOLOGY

This research was structured in two parts. The first focused on information about the "*Estrada de Ferro Sorocabana*" (EFS) [Sorocabana railway station], the "*Horto Florestal*" [Forest Garden] and the "*Povoado de Andrade e Silva*" [Andrada e Silva Village]. In this stage, the research mainly used primary documentation, as well as cartographic and iconographic documentation, in addition to consulting state and municipal legislation and the current "*Plano de Manejo da EEA*" [EEA Management Plan].

In the second part, *on-site* visits were made to the EEA, the neighborhood and surroundings, with the objective of interviewing former residents, carrying out the survey (the mapping and photographic record by sectors) and verifying the state of conservation of existing buildings and architectural elements.

4. RESULTS

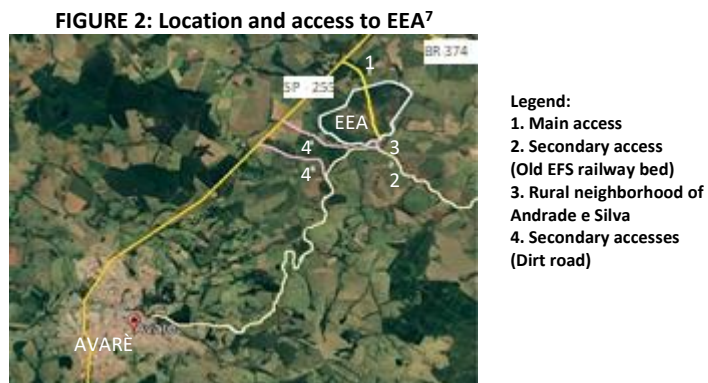
The search results are presented in two topics. The first locates the EEA with the main accesses in relation to the urban area of Avaré. The second locates and identifies the old remnants from the time of the "*Estrada de Ferro Sorocabana*" [Sorocabana railway] in the EEA, in the rural neighborhood of Andrade e Silva, as well as the path, buildings and railway equipment along the old railway bed. From this general survey, 6 sectors were defined for a more detailed survey to verify the buildings and architectural elements that still exist, as well as their state of conservation. From the iconography of that time, it was also possible to identify the likely location of buildings already demolished in some of these sectors.

⁶ This text is an integral part of the research conducted by Mariana Patty Guilger Primos in her Master's dissertation in progress in the Postgraduate Program in Architecture and Urbanism at the Faculty of Architecture, Arts and Communication of Unesp, Bauru Campus, entitled "*Os Hortos de Avaré*" (provisional title), under the guidance of Profa. Dra. Marta Enokibara. A preliminary part of the survey is contained in PRIMOS, ENOKIBARA (2020).

4.1. Location of the EEA with the main accesses in relation to the urban perimeter of Avaré

Located about 10 kilometers from the urban perimeter of Avaré, the EEA and the rural neighborhood of Andrade e Silva have access through the municipal dirt roads (Figure 2), the main one being connected to the João Mellão Highway (SP -255), close to Castello Branco Highway (BR-374).

The main access (identified with nº 1, in Figure 2), crosses the EEA giving access to the architectural elements inserted in it and in the rural neighborhood (nº 3), connecting to the secondary access (nº 2), which corresponded to the old track bed of the EFS.



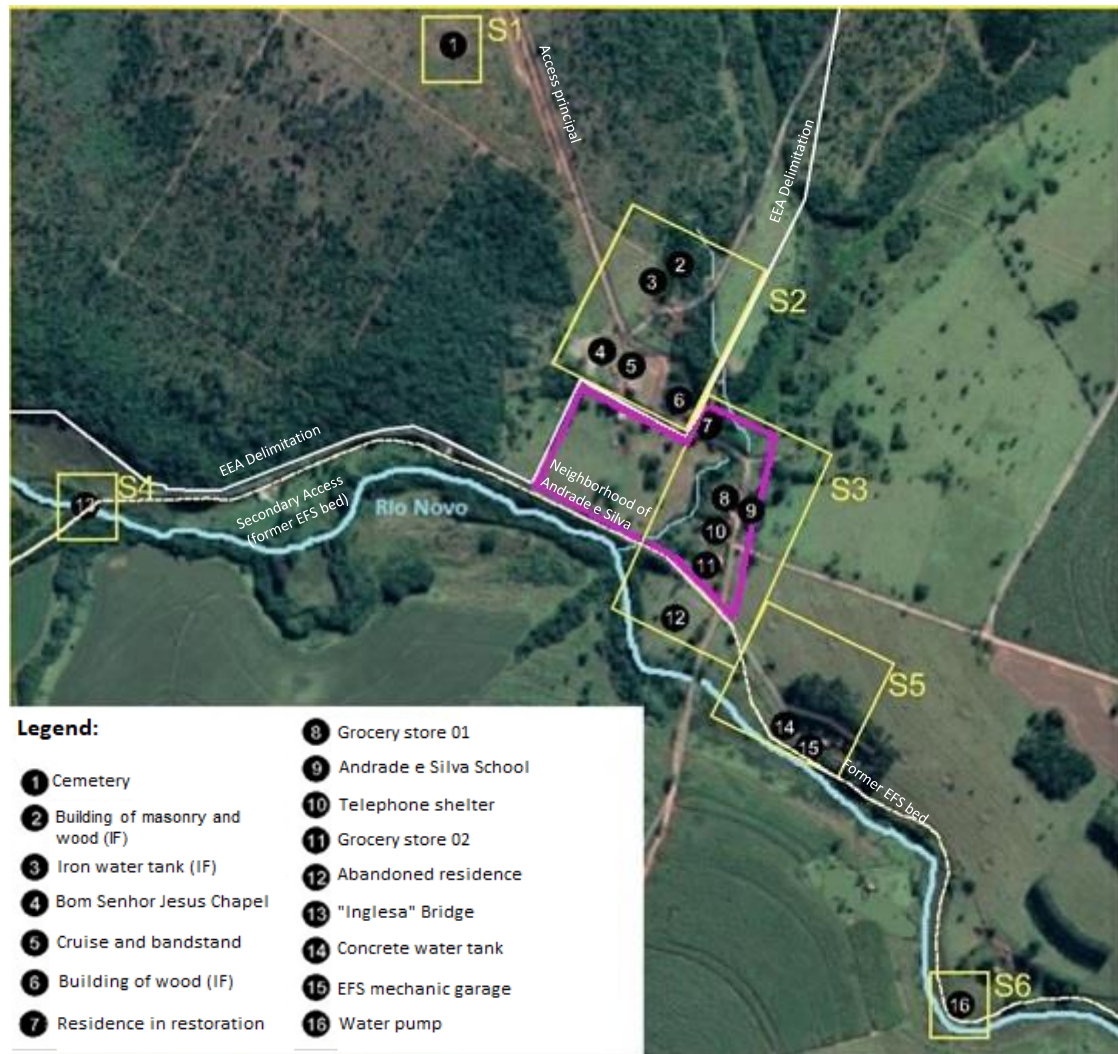
SOURCE: Google Maps, modified by PRIMOS, 2020.

4.2. Area with old remnants and surveyed sectors.

After an *on-site* survey, together with interviews, it was found that currently, the area that encompasses the rural neighborhood of Andrade e Silva (former urban center), the EEA (former “*Horto Florestal*”) and the secondary road (in the old EFS track bed section) are home to architectural remnants from the railroad period (Figure 3).

⁷ Map originally published in PRIMOS; ENOKIBARA (2020).

FIGURE 3: The Mapping of buildings and architectural elements of historical interest present in the EEA and in the rural district of Andrade e Silva



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020.

4.2.1. Sector 1: Cemetery

Sector 1 consists of the old Andrade e Silva cemetery. The site, owned by the municipality, is located within the limits of the EEA, and is accessed through an extension of the main access. Although inactive and abandoned, in the aerial photo of the site it is possible to assess the probable perimeter of the old cemetery and some elements still present (Figure 4) as remnants of the wooden and wire access portal, in addition to grave identification plates and a cruise (IF, 2018).

Figure 4: Aerial photo Sector 01: cemetery, portal, identification plate and cruise.



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020. PHOTOS: ACERVO DE PRIMOS, 12/07/2020.

According to the “*Plano de Manejo*” [Management Plan], the cemetery is characterized as an area of “Historic tourism, memorial” (IF, 2018, p. 08). With sporadic visits, it is more used in religious rites such as the holiday of the Dead, when the Bom Senhor Jesus Chapel procession takes place at the old cemetery (IF, 2018).

4.2.2. Sector 2: set of buildings linked to the old Sorocabana railway and the Catholic Church

Within the limits of the EEA, Sector 2 (Figure 5) is composed of buildings and elements linked to the old Sorocabana railway (water tank in iron, residence in masonry and wood, and residence in wood), in addition to buildings and architectural elements that, even in the EEA area, belong to the Catholic Church (in addition to the Bom Senhor Jesus Chapel, a bandstand, and a cruise). In sector 2 there are also buildings after the operation of the EFS, such as buildings surrounding the chapel (restrooms, kitchen, lounge) and private shed (Figure 5 - letters A, B, C, D).

Figure 5: Aerial photo of Sector 2 (EEA), with the identification of the buildings and architectural elements present: wooden and masonry residence (2), iron water tank (3), wooden residence (6), Bom Senhor Jesus Chapel (4), bandstand and cruise (5). Buildings after 1953: restrooms (A), kitchen (B), lounge (C) and private shed (D).



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020. PHOTOS: PRIMOS COLLECTION, 08/09/2020.

The interpolation of sources such as DataGeo's Topographic Charts⁸, interviews with former residents, IF Reports, Giesbrechet (2016) and surveys carried out *on the spot*, show that many buildings and equipment were demolished in the 1990s and 2000s. Among them the "Sorocabana Office", a place used for administration of the area, both during the railroad's operating period and in subsequent administrations.

Despite being inserted within the limits of the EEA, the Bom Senhor Jesus Chapel (Figures 6 and 7) is owned by the Sanctuary of São Judas Tadeu of the Archdiocese of Sant'Ana of Botucatu. It is believed that it was a donation from Bento da Silveira Franco (IF, 2018). Currently, as we can see in the aerial view (Figure 5) around the chapel, a kitchen, restrooms, hall for events and parking were built. The chapel celebrates masses on the second Sundays of every month, as well as Catholic festivities, such as the three-day Feast of Praise to Bom Senhor Jesus, bringing together about 1,000 people. It is indicated by the Management Plan⁹ as an important tool for conserving traditional country and Catholic culture. In 2015 it underwent restoration and recovery of its frescoes (IF, 2018).

Figure 6 and 7: Facade and interior of the chapel "Capela Bom Senhor Jesus" after restoration



PHOTOS: PRIMOS COLLECTION, 04/19/2019 and 09/24/2019.

According to Herculani et al (2016) the wooden building is considered "historic heritage" (HERCULANI *et. al.*, 2016) the IF proposes its recovery to serve visitors. It is currently closed and without maintenance (Figures 8 and 9). In its surroundings it is possible to observe remnants of the railroad, such as bricks with the EFS emblem (Figure 10) and parts of rails that, probably, could be a branch to transport wood from the old "Horto" [Forest Garden] to the railway.

⁸ The DataGeo's Topographic Charts bring information of what existed before, as buildings no longer exist

⁹ The EEA Management Plan was published by the Forestry Institute in 2018. The Plan aims to preserve the area, focusing on the cerrado biome, indicating ways of using the soil of the surrounding properties, in a way that does not harm the regeneration of flora and fauna. In addition, it indicates interest in the preservation of cultural heritage, as well as the chapel, cemetery and the "Inglesa" Bridge.

Figures 8, 9 and 10: Facade of the residence in wood, interior and brick marked by the EFS



PHOTOS: PRIMOS COLLECTION, 04/19/2019 and 08/10/2020.

4.2.3. Sector 3: Andrade e Silva neighborhood

Sector 3 consists of the Andrade e Silva neighborhood, with six buildings identified as being from the railway period. The private residence (indicated as nº 7, Figure 11) is undergoing restoration with minor modifications to the original project. The nº 12 corresponds to a residential building, currently abandoned. The building which was built to house a telephone (indicated with nº 10, Figure 11), according to interviews, was the only means of communication in the neighborhood, it was private and external to the owner's residence. The neighborhood still has buildings after the dismantling of the track bed of the EFS, such as the “*Congregação Cristã do Brasil*” [Christian Congregation of Brazil], private homes and stables (Figure 11, letters E, F, G, H).

Figure 11: Aerial photo of Sector 3 (Andrade e Silva neighborhood), with the identification of buildings and architectural elements: Restoration residence (7), abandoned residence (12), grocery stores (8.11), school (9) and building to house the telephone (10). Buildings after 1953: Private residences (E and H), “*Congregação Cristã do Brasil*” (F), private stables (G).



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020.
PHOTOS: PRIMOS COLLECTION, 24/09/2019 and 10/08/2020.

Grocery stores, or “sales” (IF, 2018), were important elements for the development of the urban center of Andrade e Silva. Currently, the grocery store, identified by nº 8, uncharacterized and disabled. On the other hand, nº 11 is still active, and despite the precarious conditions, it still preserves details and characteristics of the period, such as the window's frame, windows with the glass outside the shutter and low relief ornaments on the facade (Figure 12).

Figure 12: Grocery store details still preserved



PHOTOS: PRIMOS COLLECTION, 10/08/2020.

The former “*Escola Municipal do 1º Grau*” [Municipal Primary School], in the neighborhood of Andrade e Silva (Figure 13), was initially male, and later open to both sexes. Without information about its inauguration and opening date, it is believed that the school started its activities in 1896, a year after the implementation of the railway station, as State Law nº 448/1896 specified the hiring of teachers for the school. It remained active until the mid-1960s. The existing building is in poor condition, and the various interventions have made it uncharacteristic. According to the 1938 image (Figure 13), the school had a front staircase facing the municipal road. Currently, in place of the old staircase there is severe erosion and the frontal access has been closed (Figure 14).

Figure 13: Andrade e Silva School, 1938



SOURCE: EDUARDO DELAMONICA, 2012.

Figure 14: Andrade e Silva School, 2020



PHOTOS: PRIMOS COLLECTION, 10/08/2020.

Despite the precarious conditions, the school still preserves characteristics of the period, such as the windows with the internal shutter, frames on the doors and windows and ornaments (Figures 15 and 16).

Figures 15 and 16: Details of the school's external ornaments and frames preserved



PHOTOS: PRIMOS COLLECTION, 10/08/2020.

4.2.4. Sector 4: “Inglesa” Bridge

Sector 4 refers to the “*Ponte Inglesa*” [“Inglesa” Bridge], located over the “*Rio Novo*” [Novo River] (Figure 17), and was installed by the EFS for the passage of the tracks. Made of iron (structure) with wood (base, for the passage), today it makes up the Municipal Road (where the former EFS track bed used to pass). In spite of its precarious conditions, in 2006 it was indicated as a historical asset of Avaré, and was declared by the municipality through Decree nº 2.118, of 07/01/2009.

Figure 17: Location and “Inglesa” Bridge



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020. PHOTOS: PRIMOS COLLECTION, 24/09/2019.

4.2.5. Sector 5: infrastructure to support the old Sorocabana railway

Sector 5 (Figure 18) covers the operating area of the old rails, location of the railway station and infrastructure to support the railway, such as the water tank, mechanical garage and shed. Currently, there is only the concrete water tank from 1924, and the mechanical garage, completely uncharacterized, both implanted by the EFS. The sector also has buildings after 1953, such as a corral, leisure area and private residence (Figure 18, letters I, J, K).

Figure 18: Aerial photo of Sector 4 (private property), with the mapping and identification of buildings and architectural elements: water tank (14) and Sorocabana mechanical garage (15). Buildings after 1953: corral (I), leisure area (J) and private residence (K).



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020. PHOTOS: PRIMOS COLLECTION, 09/24/2019 and 08/09/2020.

The railroad support infrastructures are located in a private area. According to Giesbrecht (2016), the owners of the land provided a place for the implantation of the station and infrastructure such as the shed, water tank, mechanical garage and water pump to supply the neighborhood, Forest Garden and station (Figures 19, 20 and 21). The station, the shed and the private residence belonging to the landowners were demolished around the 1990s and 2000s.

Figures 19, 20 and 21: EFS shed, Andrade e Silva station and private residence (painting)



SOURCE: GUERREIRO family collection.

4.2.6. Sector 6: Water pump

Distant from the neighborhood and EEA, sector 6 (Figure 22) is composed only by the water pump implanted by the EFS in 1924 (SOROCABANA, 1924). Located on private land, and although disabled it still works. As of the end of this work, we have not yet been able to contact and access the site.

Figure 22: Aerial photo of Sector 4 (private property), with the approximate location of the water pump



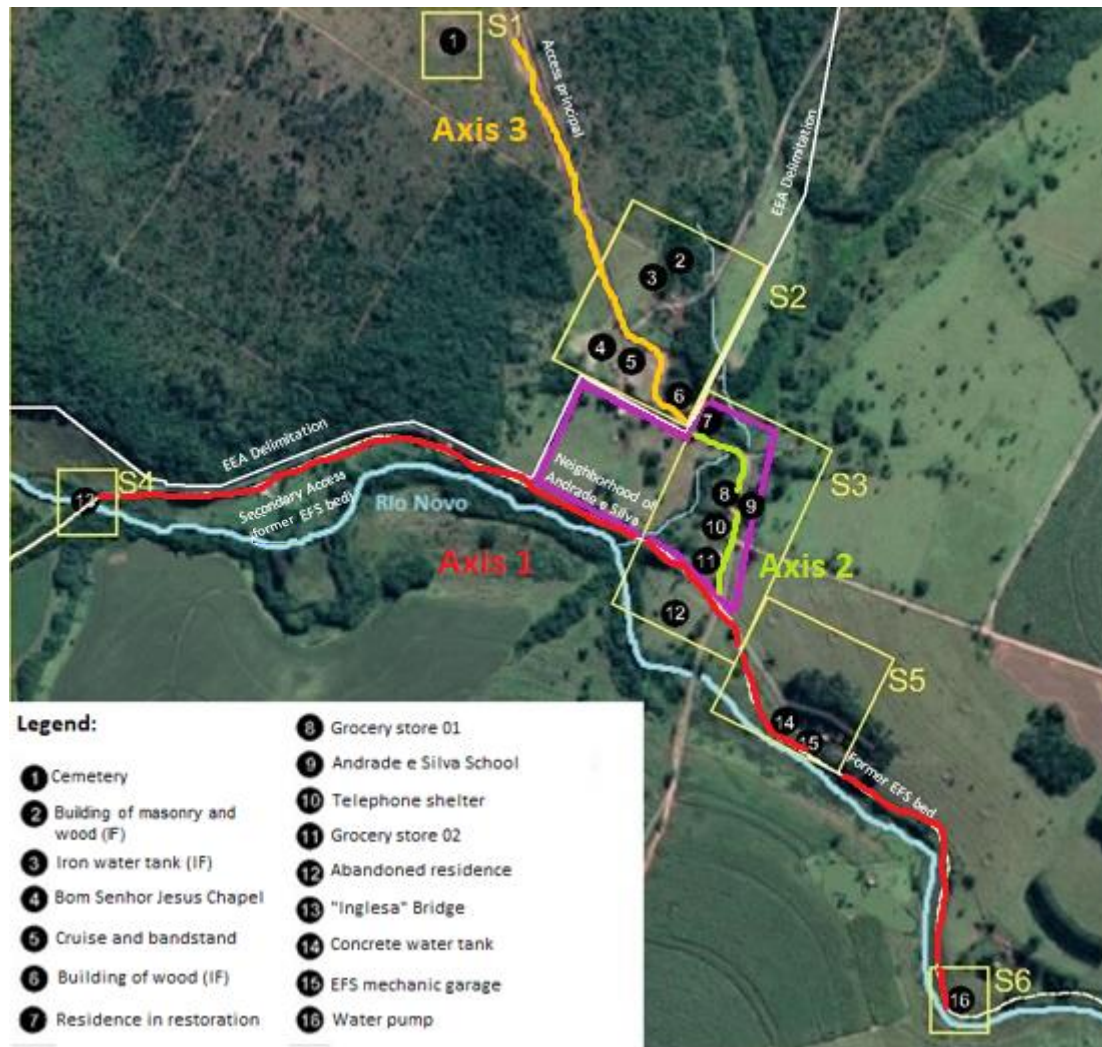
SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020.

5. CONCLUSION

The Andrade e Silva neighborhood developed between the train station and the Forest Garden. After the rectification of the tracks in 1953, the promising urban centers suffered from the evasion of most of its residents. This process continued more pleasantly over the following years, and today the region (neighborhood, EEA and surroundings) has few inhabitants.

The study pointed to 16 remnants from the railroad era, in addition to the location of buildings, connected to the railroad, which no longer exist. The remainders are distributed in three axes (Figure 23). Axis 1 - Sectors 4, 5, 6 raised (Figure 23), which includes the old railway track bed and some remaining elements that functioned as a support structure along it: iron water tank, concrete water tank, bridge and shed. Axis 3 - Sectors 1 and 2 survey (Figure 23), inserted in the current EEA, which houses the office and residences connected to the EFS Forest Garden (state); the chapel, bandstand and cruise, belonging to the Catholic Church; and the cemetery, belonging to the municipality. And Axis 2 - Sector 3 survey (Figure 23), formed by Andrade e Silva neighborhood, with grocery stores, school and residences.

Figure 23: Aerial photo with split axes



SOURCE of the base image: Google Maps. Survey, identification and insertion of data in the image by PRIMOS, 2020

What can be seen in this survey is that Axis 2, more than being between Axes 1 and 3, was the connecting element between the parts. The grocery stores were close to the station (Axis 1), and the homes and school were along a path towards Axis 3, where the chapel, bandstand and cruise will be installed, next to the offices and residences of the EFS. Further on, away from the old urban centers, the cemetery would be installed.

There is, therefore, clearly the presence of remnants of an urban center (current rural neighborhood of Andrade e Silva) that articulated next to the railway (current secondary road) and its infrastructure (part on the railroad and part on the EEA).

The recovery of these remnants, detected by the survey, are shown as important elements for the rescue of the history, memory and culture of the municipality of Avaré. Vegetation recovery in the EEA has been carried out by the "*Plano de Manejo*" [Management Plan], through the "*Instituto Florestal*" [Forestry Institute]. Some elements have already been or are being restored (chapel, private residence), are listed ("*Inglesa*" Bridge), or are considered of "historical value" (the wooden residence in the EEA), but all would need joint actions among the state, municipality and private individuals.

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