Industrial Mazovia

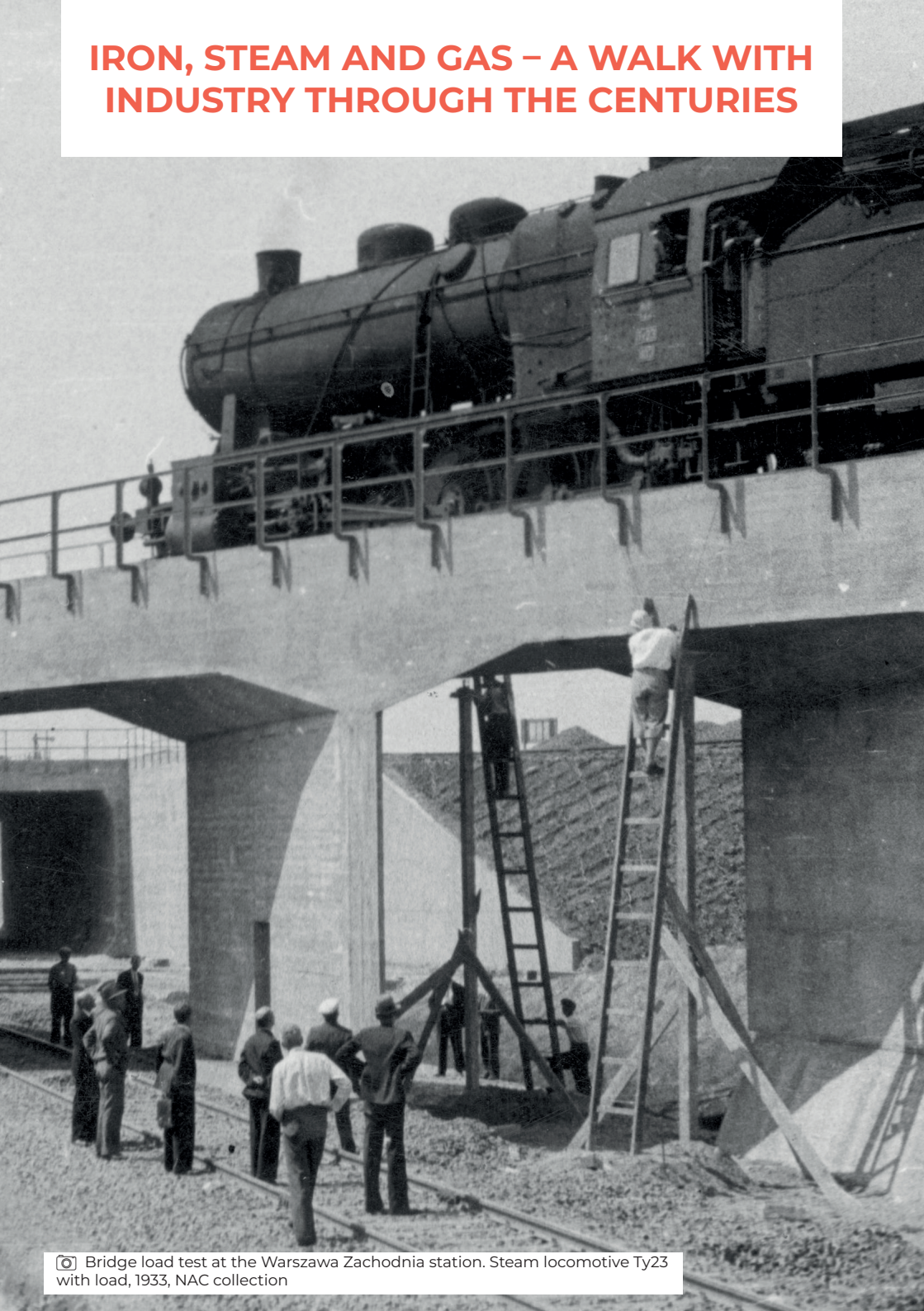
Mazovia. Today – the heart of country. During the formation of the Kingdom of Poland, it was a separate state for over three centuries. As the region's epicentre, the capital presents an enchanting melange of attractions and contrasts, with famous monuments as well as a business city that touches the clouds. Around it stretches an equally extraordinary land, with alluring landscapes of fields, meadows, and forests, picturesquely interwoven with the meander of blue rivers. It is an ideal destination for long or short bicycle trips, family kayaking, and forest hikes. A journey through Mazovia is a true adventure, its route marked by medieval castles, noble manors, churches of many faiths, fields of great battles and landscapes whose diversity has attracted filmmakers over the years. This world is a vast treasury of history, culture, and nature. Simply stand at its borders and say the magic words: Mazovia, open sesame! And then follow your chosen route.

This is **INDUSTRIAL MAZOVIA**, a journey through the history of industrialisation of Polish lands. This fascinating and multi-threaded expedition begins in antiquity, when the Mazovian Metallurgical Centre was one of the largest metallurgical centres in Europe. Further, the trail leads through epochs and towns on the map, from crafting centered around the royal court, through the first manufactories, to the activity of the Bank of Poland in the times of the partitions and the industry of the Second Polish Republic. It repeatedly encourages longer stays, such as in the unique factory settlement of Żyrardów or Radom, both packed with traces of the nineteenth-century industrial bourgeoisie wealth. This is also a journey dedicated to anyone who has at least once asked themselves the question 'how does it work?'. The revitalised former factories sites host plenty of modern museums, which in an interactive way present Mazovia from centuries ago and historical production technologies.

Industrial Mazovia is one of several thematic routes through which you can discover the heritage of Mazovia. It is worth getting to know them all. The trail of the Dukes of Mazovia is a journey to the land of medieval castles, gallant knights and wise and ambitious rulers who ruled Mazovia as an independent state for three centuries. The trail of the Battle of Warsaw 1920 is a journey through time and space proving that the battle from over a century ago is considered one of the most important in the history of Europe. Mazovia on Screen is a great choice for travellers and cinema lovers in one, while the Chopin Trail leads in the footsteps of one of the world's greatest composers, showing the places he loved, discovered, returned to and the landscape that shaped and inspired him.

Detailed information about Industrial Mazovia can be found on the website mazowsze.travel.

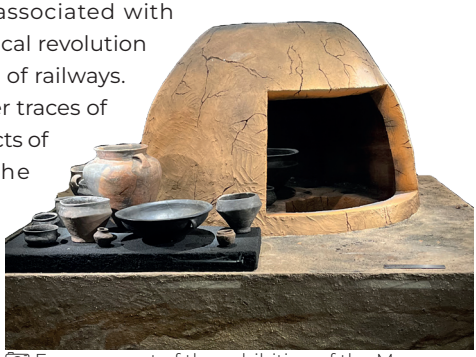
IRON, STEAM AND GAS – A WALK WITH INDUSTRY THROUGH THE CENTURIES



Bridge load test at the Warszawa Zachodnia station. Steam locomotive Ty23 with load, 1933, NAC collection

A long time ago in Mazovia

Industrial monuments are commonly associated with factories of the industrial era and the technical revolution that took place thanks to the development of railways. Mazovia, however, is a treasury of much older traces of industry. These include, among others, artifacts of prehistoric heritage from the area of the Mazovian Metallurgical Centre. The existence of the second largest metallurgical centre in 'barbarian' Europe has been revealed by the discovery of numerous settlements (approximately 240 archaeological sites) with traces of mass iron production. This extremely valuable and advanced industry was a product of Przeworsk culture, a community inhabiting from the 2nd century BC to the 5th century AD the lands of central and southern Poland.



Furnace, part of the exhibition of the Museum of Ancient Mazovian Metallurgy in Pruszków

In the Circle of Monarchy

The origins of the industry in relation to the Republic of Poland and Mazovia are mentioned primarily in the context of the handicraft industry, which began to grow when Warsaw appeared on the maps (around the year 1300). At the time of the transfer of the capital to Mazovia (in 1596), the production organised in guilds gained high intensity. The royal court and magnate courts were a source of demand for both basic goods (such as food and clothing products), as well as construction and luxury goods. The development of industry was facilitated by the location of Warsaw on the Vistula River, a very important transport corridor. In the 16th century, the capital city was the place where individual industries became more and more specialised, and the printing industry was created. The 18th century was the time of establishing manufactories, which were often led by specialists from Western Europe. Manufactories were located in Warsaw, but also in nearby towns (e.g. Kobyłka, Jeziorna). It is estimated that at the end of the reign of Stanisław August Poniatowski, there were about 50 manufactories in the capital and its vicinity (source: S. Misztal, 'Atlas Warszawy', 1998).



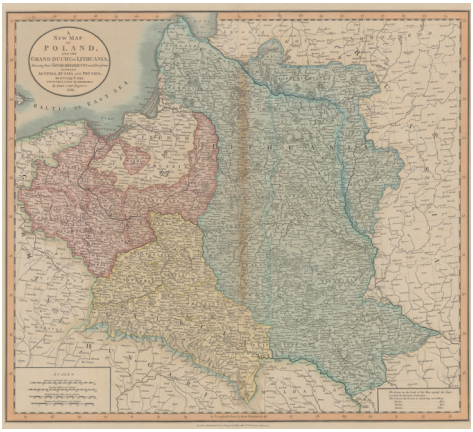
Map of Poland, 1706, Polona



Map of Poland from 1698–1730, Polona

Against the invaders

The dynamic development of the industry was hindered by subsequent partitions (in 1772, 1793, 1795), as a result of which the territory of the Polish state was divided between three invaders: Russia, Prussia and Austria. In 1795, Warsaw and the north of Mazovia were included in the Prussian partition, while the areas to the east and south fell to Austria. The rank of Warsaw fell significantly, and soon the city suffered from the destruction associated with the Kościuszko Uprising.



Map of the partitions of Poland, 1800, Polona

It was only the decision of the Congress of Vienna in 1815 to establish the Kingdom of Poland (the so-called Congress Kingdom) with its main centre in Warsaw, although dependent on the Tsarist Russia, gave a chance for the re-development of industry.

During the period of the Congress Kingdom, on the initiative of the Treasury Minister, Duke Franciszek Ksawery Drucki-Lubecki, several decisions inviting foreigners to settle in the Congress Kingdom were issued. They mainly concerned craftsmen, engineers and qualified officials. Specialists from various fields began to come to Warsaw and open their companies and production plants. Migrants from the West very often decided to stay in Warsaw permanently, gaining Polish citizenship in the second or third generation.



Postal map of the Kingdom of Poland, 1899, Polona

The beginning of the industrial revolution in Poland is associated with several important events. In 1818, first steam engines were installed in the factories. In 1825, the Land Credit Society was established, followed by the Bank of Poland, which began its activity three years later and supported the financing of domestic industrial initiatives. Until the outbreak of the November Uprising, the Congress Kingdom enjoyed good access to the Russian market that offered low custom tariffs. In 1864, serfdom was finally abolished, and cheap labour flowed into cities, including Warsaw, powering the capital factories. The importance of building the Warsaw-Vienna Railway (1840–1848), an important



View of the Bank of Poland, lithograph, 1834, Polona

development factor, cannot be overstated. The railway transported raw materials from Upper Silesia and the Dąbrowa Coal Basin, and other railway connections, St. Petersburg and Terespol, contributed to the intensification of trade with the East.

From the end of the 19th century until the outbreak of World War I, Warsaw and its surroundings experienced a significant growth. The development of industry and trade was accompanied by progress in the expansion of the communication network and urban society. Residents were kept coming. At the same time, for practical reasons, factories began to be moved beyond the borders of Warsaw to towns located next to railway lines, including to: Pruszków, Grodzisk Mazowiecki, Jaktorów, Żyrardów, Radziejowice, Mszczonów, Guzów, Ożarów, Mińsk Mazowiecki, Marki, Wołomin, Tłuszcz and Nowy Dwór. As a result, already before the First World War, the Warsaw Industrial District with its central point in Warsaw was formed. It is worth adding that during this period the Warsaw Industrial District in terms of the number of employees in the factory industry was in second place, after the Łódź Industrial District. Not without significance was the fact that there was a huge railway junction in Warsaw, where goods were transhipped from wagons with a standard Western European wheelbase to Russian wagons (with wide gauge).



Overview map of the Congress Kingdom, Jadwiga Wójcicka, 1885, Polona

Regaining independence, interwar period

After Poland regained its independence in 1918, the entire country was gripped by euphoria, however, the national economy continued to function in the reality of war economics (including the Polish-Bolshevik war) for the next two years. The government in Warsaw faced many challenges, including the integration of lands remaining under three partitions, the unification of the currency, galloping inflation and high unemployment rate. There was a shortage of factories and the import of goods was very expensive. Existing plants suffered from a shortage of coal and raw materials (Upper Silesia remained part of Germany until 1922). There was a shortage of skilled workers, and the market in Russia was closed. Entrepreneurs had to formulate development strategies and adapt the assortment to the new market conditions. At the same time, the authorities of the reborn Republic of Poland were particularly interested in the development of the arms industry, which, as a result of the the decisions of the partitioning powers, practically did not exist in the country. For many companies, at the beginning of their activity in free Poland, cooperation with the army was decisive.

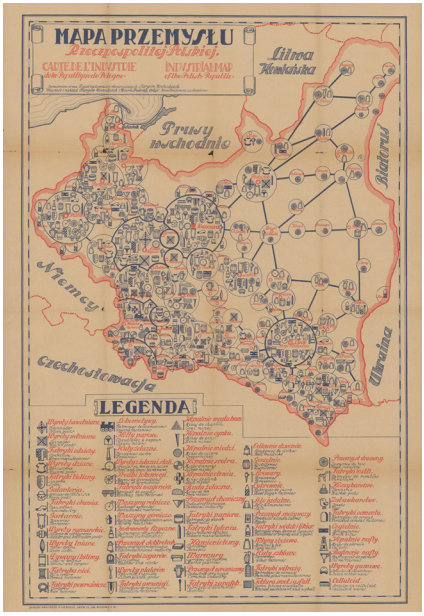
The interwar years were conducive to the development of industries such as power, machine and metal, chemical, food, paper and printing industries. In Warsaw, new factories were built, equipped with imported machines and production equipment imported from Western European countries. The development of modern industry in Warsaw in the interwar period was possible, among others, thanks to the expansion of the production capacity of Warsaw gas plants and power plants. The leading role was taken over by the gas plant in Wola (today's Kasprzaka Street), replacing the gas plant in Powiśle (Ludna Street). Founded in 1904, Powiśle power plant (Dobra Street) gained a railway siding from the Gdańsk Railway Station



Central Experimental Silk Station, Milanówek, 1926, NAC



Foundry of Figures and Statues of the Łopieński Brothers in Warsaw, NAC



Industry map of the Republic of Poland, 1921–1938, Polona

and eventually was passed to the Warsaw City Council. Over time, inflation has started to bring some benefits to industry. A part of the population, in fear of losing the value of money, invested capital in the industrial assortment. Factories also benefited from the weak purchasing power of domestic money by exporting goods (the phenomenon of the so-called inflation-driven export boom). Another production jump in the Second Polish Republic took place after the annexation of Upper Silesia. At the same time, the national economy as a whole has been subject to considerable fluctuations. The year 1923 was a time of hyperinflation, which severely impacted society. On the other hand, Władysław Grabski's reforms (treasure and currency) improved the situation, which already in 1924 led to a moderate balance of the state budget, hitherto heavily burdened with spending on the Polish State Railways and the army.



Passage of Fiat cars of Polish production during the competition. In the foreground Poland Fiat 508, the first on the right is Fiat 500 Topolino, NAC


Aircraft PZL.26, NAC

Between 1926 and 1929, factory production increased by about 43% (source: J. Kaliński, Z. Landau, 'Gospodarka Polski w XX wieku', 2003). The largest industrial complex of interwar Warsaw was the 'Lilpop, Rau and Loewenstein' manufacture (the complex of historic buildings has survived to our times, located at Aleja Prymasa Tysiąclecia 48A). The plants produced, among others, bus bodies, water supply equipment, locomotives, cars and laundry machines. The company supplied the Polish army and had a license agreement with General Motors. Industries have grown rapidly: automotive (production of cars under Fiat license, Citroën and Chevrolet assembly plants), optical and pharmaceutical.

Despite the great economic crisis, which in the 1930s covered the world's largest economies, Poland did not lack courageous entrepreneurs making strategic business decisions during this period. One of them was Jan Wedel, who in 1927 began the construction of a modern factory in Warsaw's Praga district. Before the Second World War, state-owned industry in the capital was mainly represented by multi-employer companies, which had their branches also outside Warsaw and Warsaw Industrial District. The biggest ones were: State Aviation Works (Państwowe Zakłady Lotnicze - PZL), State Tele- and Radiotechnical Works, State Armament Works (Państwowe Wytwórnie Uzbrojenia - PWU), State Engineering Works (Państwowe Zakłady Inżynierii - PZInż), State Uniforming Works, Polish Spirit Monopoly and Polish Tobacco

Monopoly. With regard to the aviation industry, it is worth adding that, in addition to State Aviation Works in Okęcie (flag airliner 'Karaś' and bomber 'Łoś'), Skoda's factory located in Warsaw's Rakowiec produced a licensed in-line engine for the Czech company 'Walter' for RWD-8 and RWD-13 aircraft, while the private company 'Szomański i S-ka' produced aircraft propellers.

It should be emphasised that in the interwar years, the development of industry in the suburban zone of Warsaw was faster than within its administrative borders. Many new industrial centres were established around the capital, mainly in the area of the then Warsaw region, e.g. Okęcie, Paluch, Czechowice (Ursus), Piastów, Milanówek, Rembertów, Legionowo, Modlin.



Warszawska Fabryka Guzików S.A. (Warsaw Button Factory) – Warsaw, Radzyminska Street, NAC

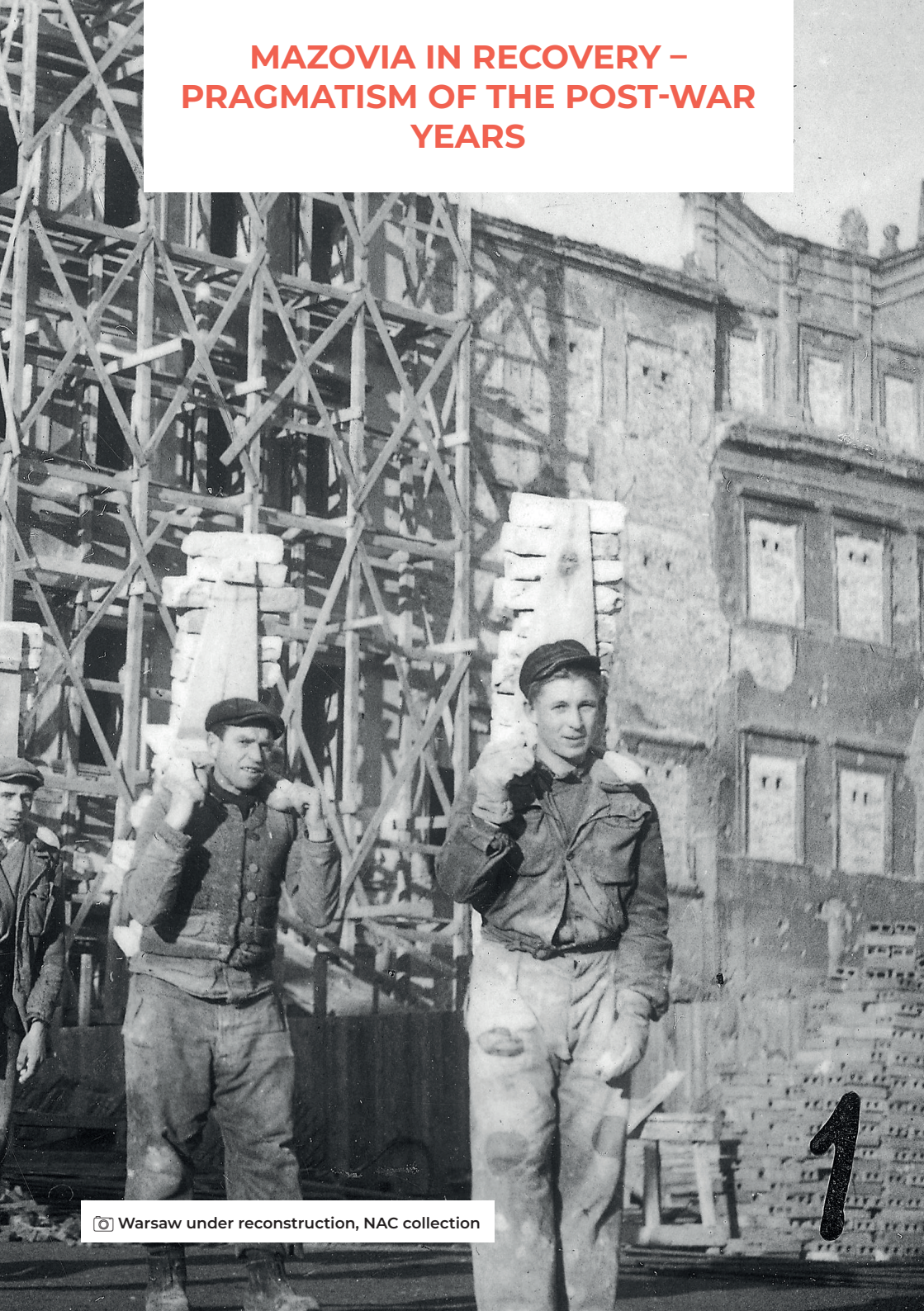


E.Wedel manufacture in Warsaw, NAC

Apart from Warsaw and its surroundings, significant industrial centres were located and developed, among others, in Żyrardów and Radom. The Żyrardów factory settlement reached its peak in textile production in the first two decades of the 20th century, but after regaining independence it was still ahead of the Warsaw textile industry. In the 19th century Radom developed a strong tanning industry. After the end of World War I, there were 36 tanneries operating here. In 1923, the Cigarette Factory was established, subordinated to the Polish Tobacco Monopoly in Warsaw. Four years later, the Weapons Factory (post-war Gen. Walter Metal Works, currently 'Łucznik'), producing VIS pistols and Mauser rifles. In the following years, the Ericsson phone factory (after the war – Radom Telephone Factory – Radomska Wytwórnia Telefonów, RWT) and the 'Bata' shoe factory (later 'Radoskór') were opened. Radom also was included in the Central Industrial District.

The era of the interwar period was closed by the brutal assault of the Third Reich on the Second Polish Republic. The scale of the war losses was enormous. According to post-war estimates, 84% of fixed assets were destroyed in the capital city alone. Not all factories under the Warsaw Industrial District were demolished, but most of them was stripped from machines by the Nazis. Losses in the civilian population of Warsaw alone (although they may be underestimated) reached about 650,000 people.

MAZOVIA IN RECOVERY – PRAGMATISM OF THE POST-WAR YEARS



Warsaw under reconstruction, NAC collection



Warsaw, 1:120 000 scale map of the city, A report on the losses suffered by Poland as a result of German aggression and occupation during World War II (1939–1945), Polona

After the end of World War II, the society faced a huge challenge of rebuilding the country. Warsaw was the most destroyed city in Europe. The 2022 ‘Report on the losses suffered by Poland as a result of the German aggression and occupation during World War II 1939–1945’ reports that ‘100% of railway stations, bridges, telephone and air infrastructure were destroyed. More than 90% of cultural sites, historic buildings, including religious buildings, hospitals and health centres, industrial buildings and railway infrastructure have been

devastated.' Withdrawing German troops plundered factories taking away the remaining raw materials, machines and production equipment. The extent of losses in industry can be compared to the regression in technological advancement to the mid-nineteenth century (S. Misztal, 1998). Warsaw was so destroyed that the relocation of the capital from Warsaw to Łódź was even considered.



Passenger Car Factory, assembly line, 1950s.

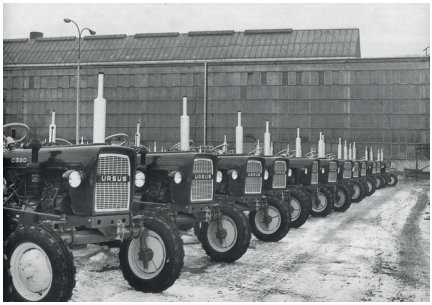
For example, the famous Schicht-Lever factory in Warsaw's Praga district at Szwedzka Street, former monopolist in the production of soap and washing powders and other oil products (soaps 'Jeleń Schicht', 'Biały Jeleń', 'Radion' powder) was practically stripped from its industrial equipment as a result of the withdrawal of the German troops. 90% of the machine park was destroyed or stolen by the invader. It was not until 1949 that a modest production of basic cleaning products – soap, washing powder, glycerin and a small cosmetics division – was launched in the surviving remains of the former factory.

The shape of the plans to rebuild the cities of Mazovia, including the capital, was influenced by the widespread nationalisation and takeover of power by the Polish Workers' Party, and since 1948 the Polish United Workers' Party. From the beginning of communist rule, the plans were consulted with Soviet architects and urban planners. In the case of Warsaw, the six-year plan was to restore the capital to 'the character of a working-class city, with a significant number of large and modern establishments'. The reconstruction plans were subordinated to ideological goals and the Soviet economic system, called 'command and distribution system' or centrally planned.

As a result of the Act on the Nationalisation of Industry of January 3, 1946, the largest industrial factories began to be taken over by the state. A year later, municipal enterprises were nationalised and smaller industrial establishments began to be taken over under compulsory state management (the so-called 'the Battle for Trade', during which factories employing between 15 and 50 workers were taken over).

Companies destroyed during the war were rebuilt practically from scratch. This was the case of the 'Ludwik Spiess and Son' (now Polfa Tarchomin) factory, which in the 1930s were the largest producer of pharmaceuticals in Poland. In the autumn of 1946, the United Nations Relief and Reconstruction Administration (UNRRA) granted Poland assistance in building a fully equipped penicillin plant to help the countries most affected by the war. This led to the production of penicillin in

Tarchomin in 1947 and insulin in 1953. The rebuilt plants were renamed Tarchomińskie Zakłady Farmaceutyczne Polfa ('Polfa' Tarchomin Pharmaceutical Works) and incorporated into the 'Polfa' Pharmaceutical Industry Union.



Ursus factory, 1970s.

The era of the Polish People's Republic is the time of central management and nationalisation of enterprises. The state monopoly covers international trade. During this period, mainly heavy industry developed, which was located mainly near mineral deposits and in the vicinity of large cities, due to the outlet market and access to a skilled workforce. In the case of Warsaw, industrialisation process proceeded as planned, sometimes taking on an absurd dimension. The capital city was the centre of energy, raw materials and spatially intensive industries, often burdensome for residents and the environment.

In addition to heavy industries, the reconstruction of the automotive industry began quite quickly. In July 1948, the construction of a factory in Żerań began. In 1949, due to the political situation (Cold War), the agreement with the Italian Fiat was terminated. A year later, the state-owned company 'Fabryka Samochodów Osobowych' (Passenger Automobile Manufacturer ') was established and a Polish-Soviet license agreement for the production of the M-20 Pobieda car was signed. As part of the agreement, the Soviet side guaranteed assistance in the design and construction, as well as equipment and start-up of serial production of the car.

After 1945, the authorities of Polish People's Republic also decided to rebuild the Arms Factory in Radom. From 1951, under the new name of Gen. Walter Metal Works, the factory manufactured TT pistols and PPS submachine guns under Soviet license. The production of 'Łucznik' and 'Singer' sewing machines and 'Facit' typewriters was also launched.

After the war, Płock experienced a rapid socio-economic development. The following companies were established: Płock Bridge Works Company (1945), Mazovian Refinery and Petrochemical Plants (1964), Harvesting Machinery Factory producing, among others, the Bizon combine harvester (1970) and Płock River Shipyard, which was the largest plant in Poland producing river rolling stock for inland navigation. After the political transformation, some of the factories were put into bankruptcy.

Between 1965 and 1970, most of the so far single-plant large enterprise based in the capital were transformed into multi-plant companies, forcing them to build their branches outside the city limits.

This happened in the case of the Wedel factory, which in 1949 was taken over by the state and was renamed the 22 July Confectionery Industry Plant (i.e. the July Manifesto). Due to the tradition and strong position of the Wedel brand, which was firmly rooted in the minds of customers, it was decided to combine the new name with the old one and so the Confectionery Industry Plant named after 22 July formerly E.Wedel was created (this was the subject of a dispute and trial brought by the Wedel family, eventually won by them in 1957 at the Commercial Tribunal in The Hague).

The Warsaw-based company comprised four factories in Mazovia:

- 22 July Plant, formerly E.Wedel
- Syrena Plant, formerly F. Fuchs
- Milanówek plant, formerly F. Pomorski
- Płońsk bread production plant.

During the times of the People's Republic of Poland, in the 1970s, an action was taken to merge large state-owned enterprises into even larger monopoly organisational units, the so-called Great Economic Organisations (Wielkie Organizacje Gospodarcze – WOG). These were usually factories of the same industry located in different parts of the country, with headquarters in the capital. In Warsaw, several such organisational entities were created, including: Scientific and Production Centre for Professional Electronics 'Radwar' (belonging to UNITRA), derived from the Rawar radio plants established in 1954, the Scientific and Production Centre for Light Aircraft PZL-Warsaw and the Industrial Optics Centre. It is worth adding that the UNITRA Association of Electronic Industry Enterprises had about 30 plants. Among them were such well-known brands as Diora, Fonica (producer of among others Bambino record player), Polam (producer of among others bulbs under the well-known Polamp brand), Polkolor (producer of cathode ray tubes), Tonsil or Warel. In 1975, more than 280,000 employees were employed in the Warsaw industry.



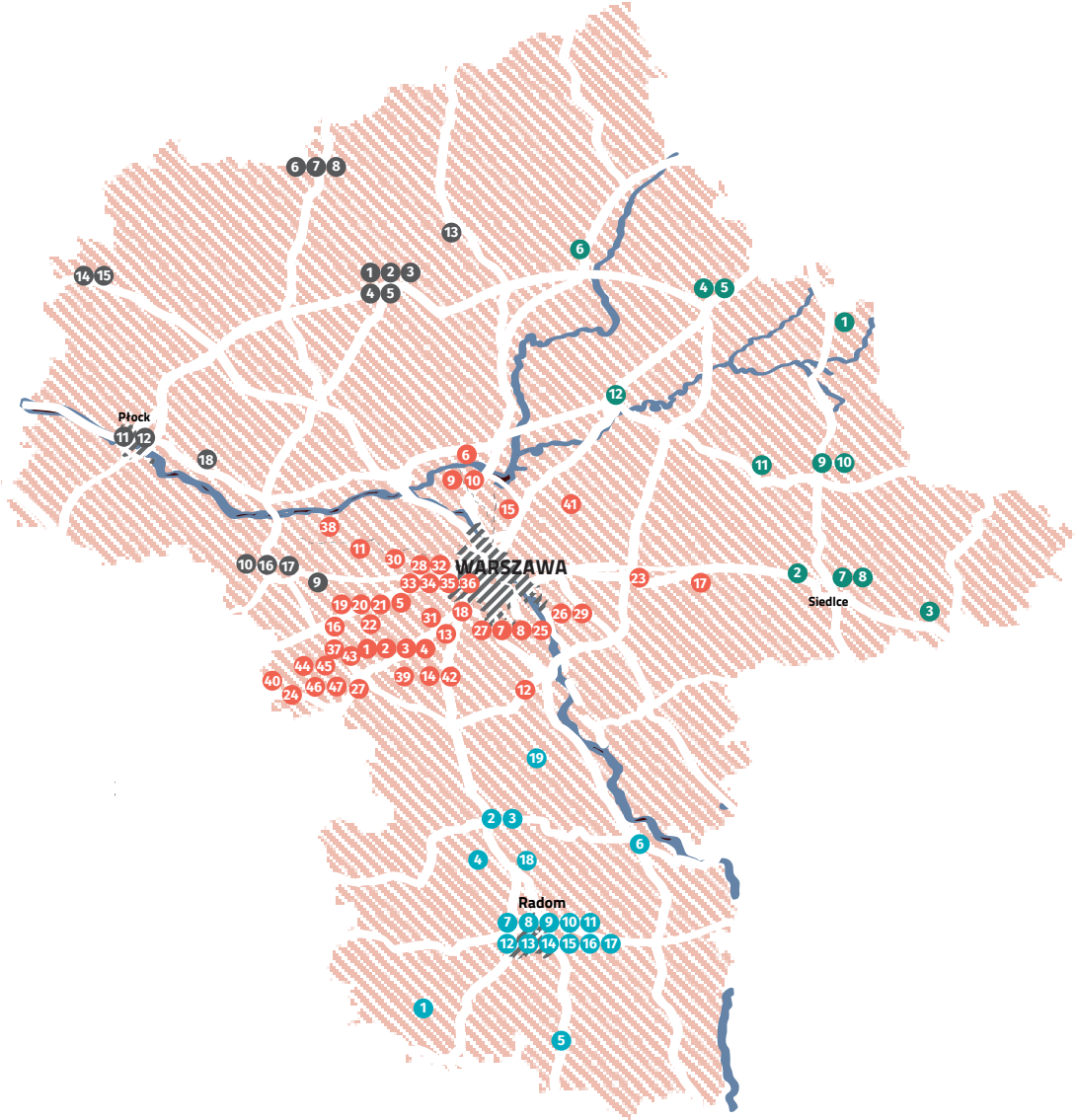
Passenger Car Factory, 1974



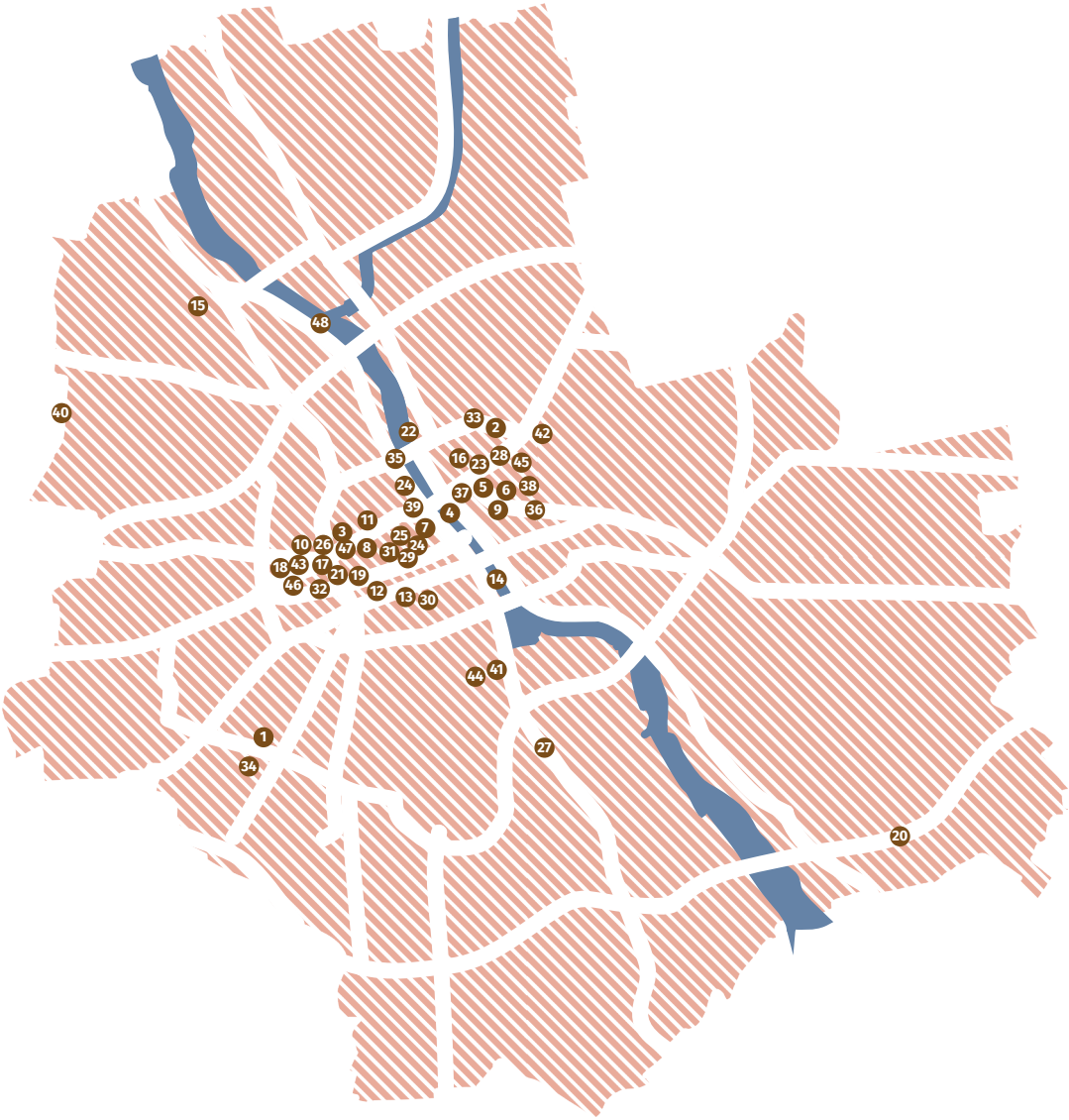
Unitra – Unizet in Warsaw, approx. 1975

For many brands of the Polish People's Republic, the year 1989 and economic transformation brought the end of their existence. Individual companies were privatised and entered the structures of international corporations.

Location of sites
on the map of Mazovia Voivodeship



Location of sites on the Warsaw city plan



AKADEMIA PIEKARZA GRZYBKI ('GRZYBKI' BAKING ACADEMY)



It is a unique educational and workshop project that combines the transfer of knowledge, skills and traditions. The presentation of the process of making bread is accompanied by the science of healthy nutrition. Recurring classes are dedicated to various groups: children, families, school trips or simply enthusiasts of quality baked goods. Guests form their own breads, rolls and confectionery. Often, under the supervision of specialists, they also prepare the dough themselves. Interestingly, children from the age of five can participate in educational workshops.

Malownicza Street no. 33, 02-272 Warsaw
+48 735 207 442 / akademiagrzybki.pl

AKCYJNE TOWARZYSTWO FABRYKI LAMP (LAMP FACTORY JOINT-STOCK ASSOCIATION)



The lamp factory was founded in 1879. Twenty years later, it was transformed into the Joint Stock Society, and at the beginning of the 20th century it could already boast of massive, three-storey production halls. The factory produced oil, gas and electric lamps, as well as stoves, pillows and various aluminum products. Dynamic development was interrupted by the First World War. After the war, it was still possible to obtain orders for service lamps for the police, the army and the Polish State Railways, but in 1929 the production buildings were purchased by the neighbouring soap and oil company 'Schicht'.

Szwedzka Street no. 20, 03-420 Warsaw

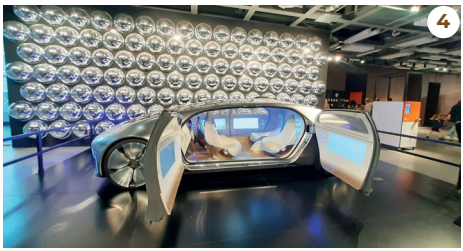
WARSAW BREWERY



An example of an interesting revitalisation of factory buildings. After World War II, existing since 1846 at Krochmalna Street, brewery was nationalised and moved to Grzybowska Street. Beer production began in 1954. This is where the famous 'Królewskie' beer was invented and where the first Polish bottles of Coca-Cola left the production line in 1972. At the beginning of the 21st century, part of the infrastructure was demolished, and in 2021 the largest revitalisation project in the capital was completed, as a result of which an unusual complex combining residential, service, office and gastronomic functions was created.

Grzybowska Street no. 60, 00-844 Warsaw / browarywarszawskie.com.pl

THE COPERNICUS SCIENCE CENTRE



Although it is not an industrial facility strictly speaking, it cannot be missed on the industrial map of Warsaw. The CSC is a unique zone of experimentation, where you can learn, among others, the secrets of electricity, inertia, fluids, cosmos, chaotic phenomena, human anatomy and physiology and many other areas of science. This is where the Robotic Theatre and the High Voltage Theatre, the planetarium, operate, and countless workshops are organised.

Wybrzeże Kościuszkowskie no. 20,
00-390 Warsaw / kopernik.org.pl

THE WARSAW FIRE BRIGADE EDUCATION AND HISTORY CENTRE



Established in 2008, it continues the tradition of the Fire Museum, established in 1903. It is located in the former headquarters of the 5th Branch of the Warsaw Fire Brigade (the oldest professional firefighting unit in Poland) from 1878. Interestingly, the facility is still used by the Rescue and Firefighting Unit No. 5 of the State Fire Brigade of the Capital City of Warsaw. Educational and exhibition rooms show the development of fire-fighting vehicles and rescue technology as well as fire-fighting equipment from the turn of the 19th and 20th centuries.

Karola Marcinkowskiego Street no. 2
03-722 Warsaw / +48 22 596 74 40

ELEKTROWNIA POWIŚLE (POWIŚLE POWER PLANT)



The power plant was launched in 1904 as a private one, and in 1933 it was placed under state supervision. It was also called the Warsaw Power Plant and the Municipal Power Plant. It worked until the early 1990s. Today, after a major revitalisation, it is a unique space. Part of the former power plant was occupied by apartment buildings and part by a modern office, commercial and service complex, which opened in 2020. The brick walls of the building, preserved chimneys and the steel construction of the former boiler hall, which were particularly exposed after maintenance, truly delight.

Dobra Street, no. 42, 00-312 Warsaw /
elektrowniapowisle.com

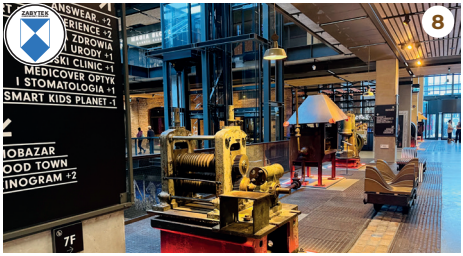
HOUSE OF ROLLS / BAKERY SPC



Bakery located in Grochów district was a significant and, for its time (1948), very modern investment. It was characterised by a high degree of automation. It had, among others, flour bag dump station, automatic flour sifters and four modern furnaces. The great factory building, called the House of Roll, had impressive dimensions of 50 m x 37.5 m, two ramps, as well as an underground level with a flour warehouse. The facade was initially decorated with two-colour plaster and clinker brick. Interestingly, the bakery has been operating for over 70 years, today as a Bakery and Confectionery Cooperative with an in-house store.

Lubelska Street no. 12/14, 03-802 Warsaw

THE NORBLIN FACTORY



One of the most successful industrial revitalisations in Mazovia. Originally, it belonged to the silver plating factory, which was a continuation of the Gustav Henniger's new silver factory that had existed in Warsaw since 1830. Norblin bought it only in 1882. Today, it is a modern space with offices, shops, restaurants, cafes, Food Town, an ecological bazaar, a boutique cinema and a museum commemorating the history of the facility.

Żelazna Street no. 51/53, 00-841 Warsaw /
fabrykanorblina.pl

MUSEUM CHOCOLATE FACTORY E. WEDEL



1851 **Karol Wedel opens the first confectionery with a small chocolate factory at Miodowa Street in Warsaw.**



The first company store with a chocolate lounge operates to this day in the E.Wedel tenement house built in 1893 at Szpitalna Street in Warsaw.



The collection of the Poster Museum in Wilanów includes many posters promoting the E.Wedel company. Since the beginning of the 20th century, the Wedel family has taken great care to promote their products, including by announcing competitions for the best poster.

By far the 'sweetest' place on the map of Mazovia's industrial heritage is the Chocolate Factory E.Wedel in Warsaw. Opened on International Chocolate Day, the museum is an absolutely unique place in Europe. What does the production process look like? Does chocolate taste different in liquid form than as a chocolate bar? What's the smell, the aroma? These and many other questions will be answered on an extraordinary sense-stimulating journey.

It all started in 1851. The legendary brand is associated with three generations of the Wedel family, which built one of the most powerful Polish companies. The family's eldest, Karol Wedel, started his business from a small manufactory together with a company confectionery. However, seeing his professional future in this business, he prudently sent his son Emil to Paris for a two-year internship. He explored the secrets of confectionery art there, and shortly after his return he took over the company as a wedding gift from his father. Quite quickly he built a magnificent tenement house at Szpitalna Street in Warsaw, moving the company's headquarters, factory, as well as opening a company store and a chocolate bar. Emil's son, Jan, took over the company in 1923. It was he who in 1931 moved the chocolate factory to Zamoyskiego Street in Warsaw, where it is still located today.



Neon sign with the traditional symbol of the E.Wedel Factory



Exposition on the tour route of the Chocolate Factory E.Wedel



Exposition on the tour route of the Chocolate Factory E.Wedel

For over 170 years, the company has been dynamically developing its business in Poland and abroad, offering iconic products such as Ptasie Mleczko®, Torcik Wedlowski (Wedel's signature chocolate wafer cake), plain and filled chocolates or Mieszanka Wedlowska (a classic selection of chocolate candies).

The Chocolate Factory E.Wedel is a kind of culmination of the company's beautiful history. On each floor guests discover the secrets of the unique chocolate making process, from the selection of cocoa beans, through their roasting, to the final packaging of the finished product. They will also learn about the extraordinary history of the company – a legend that would not have existed in Poland without the Wedel family. At each stage of the tour, guests are accompanied by unique aromas coming from both real production lines, which are part of the museum building, and from chocolate exhibits. The available exhibitions are modern and encourage to get involved, which makes the visit here really a one-of-a-kind journey. The exhibition is accompanied by a guide who introduces us to this fascinating process: from cocoa beans to the final product. In the designer's zone, guests not only learn how packaging is made, but they can also learn about the history of pre-war Wedel products. Finally, an additional attraction awaits – the chance of self-designing the packaging of Ptasie Mleczko® foams, which is later sent to the e-mail box. The Chocolate Factory E.Wedel is a space dedicated to elder and younger guests.

The modern building housing the museum part and the production line has been designed in such a way that it will accommodate families with children, as well as seniors and people with disabilities. For the youngest visitors, even a large chocolate-shaped exhibit has been prepared, on which you can jump!

At the end of the visit, everyone will be able to stop for something sweet at the E.Wedel Chocolate Lounge located at the main entrance, as well as take a look at the museum's souvenir shop. In addition, for all visitors there is an observation deck on the 6th floor, from which you can admire Kamionkowskie Lake and a beautiful panorama of Warsaw.

Chocolate Factory E. Wedel

Al. E. Wedla no. 5, 03-822 Warsaw (entrance from the Skaryszewski Park) / fabrykaczekolady.pl

J. FRANASZEK FACTORY OF COLORED PAPERS / FOTON



The paper upholstery factory was founded in 1829 by H. Rahn, a Viennese manufacturer. Under new management, the plant collapsed and was sold in 1873 to Józef Franaszek. A visionary entrepreneur quickly put the business on its feet. He produced upholstery, oilcloths and blinds. After the difficult period of World War I, in the 1930s, the plant again flourished and soon began the production of photographic papers. During World War II, the Nazis murdered many civilians, including the owners, on the premises of the plant. In 1949, the factory was rebuilt, however, already as the Warsaw Photochemical Plant 'Foton'.

Wolska Street no. 41/45, 01-201 Warsaw

J. FRAGET SILVER AND PLATED PRODUCTS FACTORY



Józef Fraget, born in France, and his brother led a modest bronze workshop in Warsaw (in the outbuilding of the Łubieński Palace). Soon, there were so many orders that the company had to hire employees – in 1840 there were as many as two hundred. The new factory was erected at Elektoralna Street and became a competition for the Norblin factory. The company produced cutlery, plates, candlesticks, selling them in company stores in Warsaw, Poznań and Łódź. After World War II, the factory was transformed into the HEFRA plant, whose products can be purchased today. Tourists can still admire Fraget's tenement house at Elektoralna Street.

Elektoralna Street no. 14/16, 00-139 Warsaw

LINDLEY FILTERS



It is remarkable that the technical facilities, which were built between 1883 and 1886 on the initiative of President Sokrat Starynkiewicz, continue to operate and serve as so-called slow filters – elements of the water purification system for Warsaw, the only surviving such facilities in the world. Designed by William Lindley and William Heerlein Lindley, they impress with their precision of workmanship and architectural mastery. At the time of the creation of the filters, Warsaw was the sixth city in Europe to have a modern water supply network.

Koszykowa Street no. 81, 02-012 Warsaw / mpwik.com.pl

'PHOTOGRAPHY FOR THE FUTURE' FOUNDATION



Virtual Museum of Photography run by the Foundation 'Photography for the Future'. The visitors will find here books about photography, old photos and, of course, many cameras. A large part of the collection is a gift from the late photojournalist Jan Mierzanowski, who has been expanding his collection since 1946. Foundation exhibits have been presented many times during various cultural meetings. The F10 Gallery operates alongside the foundation.

Noakowskiego Street no. 10 apt. 54
00-666 Warsaw / fotografia.org.pl

‘GRUBA KAŚKA’ AND ‘CHUDE WOJTKI’ – WATER INFILTRATION SYSTEM



Well visible from the Warsaw bridges, ‘Gruba Kaśka’ (‘Fat Kate’) started to operate on 22 September 1964. It’s nothing more than a pump extracting water from the bottom of the river. It is the only facility in Europe that has been built in a river current and uses a natural infiltration process. ‘Gruba Kaśka’ is assisted at work by ‘Chude Wojtki’ (‘Thin Wojtki’), that flush the water and loosen the bottom. Their name comes from the name of the engineer Jerzy Wojciechowski, who was distinguished by an extremely slim figure.

509 km of the Vistula, visible from the Napierkowski Bridge / mpwik.com.pl

TENEMENT HOUSE OF FURNITURE STORAGE JOINT-STOCK COMPANY



Initially, Adolf Wróblewski’s company dealt with the transport and storage of furniture. At the beginning of the 20th century, the company already had four large warehouses in Nowa Praga district. Particularly decorative facade decorates the tenement house at Inżynierska Street The early modernist decor referred to Romanesque architecture, especially readable within the window openings topped with semicircles. A well-preserved facility is now a space for creative work, artistic meetings and vernissages. It was also included in a revitalisation project called ‘Creativity Centre Nowa Praga’.

Inżynierska Street no. 3, 03-410 Warsaw

WARSAW STEELWORKS



Archival photo, 1979

The construction of the plant took place in the 1950s, although the idea of establishing a quality steelworks near the capital was raised in Prime Minister Kwiatkowski’s Planning Office. The steelworks complex covered almost 270 ha of land. Production began in April 1957. In the same year, the Hutnik Sports Club was established. Subsequently, a steel foundry, a steel mill with electric and marten furnaces, a forge, rolling mill and a drawing mill were launched. The main urban axis of the complex is the extension of Kasprowicza Street in the form of a wide avenue covered on the sides with green areas.

Kasprowicza Street no. 132, 01-949 Warsaw

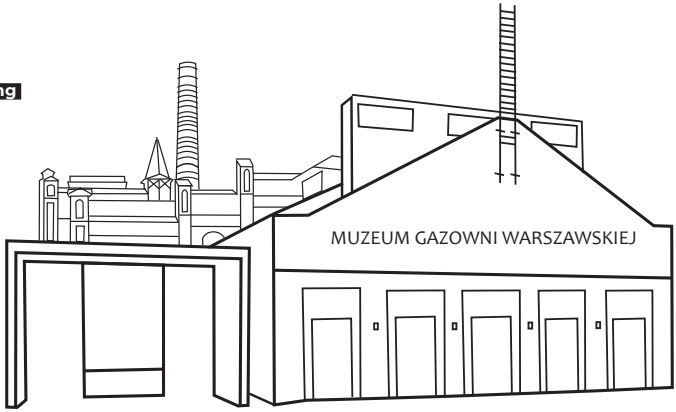
KOLEJKOWO WARSZAWA



Kolejkowo is more than just a railroad mock-up. It represents the whole world in 1:25 scale, recreated with attention to the smallest detail. There are towns and villages, bridges and streets, small houses and blocks of flats. And everything set in motion, waking up in the morning and falling asleep with the onset of the night, of course in high acceleration. The Warsaw exhibition carries on the traditions from Wrocław and Gliwice, although it is of course distinguished by characteristic recognisable objects of the capital. Kolejkowo includes, among others, the Gdańsk Bridge, the Saviour Square, the Warsaw Śródmieście Railway Station or the Royal Castle.

Sienna St. no. 39, 00-121 Warsaw / kolejkowo.pl

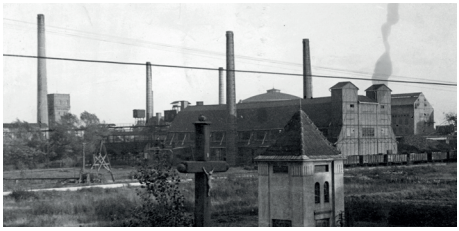
WARSAW GASWORKS MUSEUM



Gasworks Museum building former apparatus and compressor house

240 – the number of active gas lanterns in Warsaw today (Bielany, Mokotów, Wola, Śródmieście, Wilanów).

6500 – the number of active gas lanterns in Warsaw in 1928.



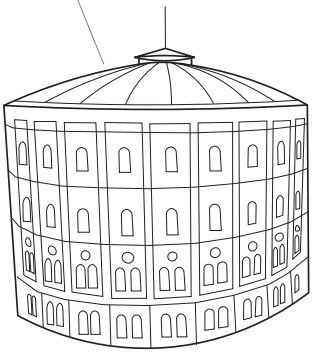
1932 – Municipal Gasworks in Warsaw – view from the intersection of Dworska Street (currently Kasprzaka Street) and Bema Street. In the foreground roadside shrine and transformer station, NAC



Jan Józef Ignacy Łukasiewicz (1822–1882) – Polish pharmacist, inventor, founder of the world's first crude oil mine, creator of the oil lamp and pioneer of the oil industry.

The Museum of the Warsaw Gasworks is a unique object on the industrial map of Warsaw – interactive, modern, embedded in historical interiors and surrounded by machines of the former production system. The combination of innovative exhibition and industrial artifacts creates an extraordinary atmosphere and an authentic, exciting story about the technical revolution and gas industry, the former lighting of the capital and the lives of its inhabitants, which have changed with the possibility of using gas in their own homes. The museum also highlights the life and achievements of Ignacy Łukasiewicz, a pioneer of the global oil industry, an outstanding Polish inventor, and an independence activist. It is his sculpture, with a gentle, focused face, that greets guests near the entrance, on the steps of a gentle slope. The seat of the museum is a former apparatus building and a gas compressor station, which for many years served to compress gas and send it via collectors to recipients. Other buildings of the former gasworks in Wola, an extensive complex located between Kasprzaka and Prądzyńskiego streets, managed by ORLEN S.A., includes production buildings, a water tower, a fire station and a carriage house. They have been developed since the 1980s, when the needs of the developing capital and its inhabitants exceeded the efficiency of the first gasworks

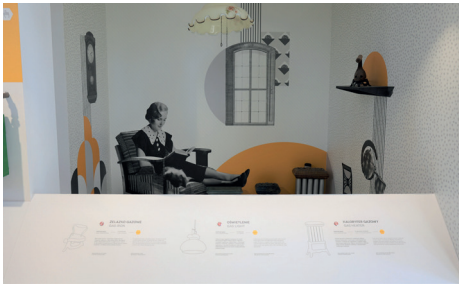
Wolskie Rotundy (built 1888–1912), called by Varsovians the Warsaw Colosseum, are former gas reservoirs. They do not belong to the Warsaw Gasworks Museum, currently there is no possibility of visiting.



at Ludna Street in Powiśle. At the beginning of the 20th century, the Wola gasworks had very modern equipment for those times, including strong vertical-retort furnaces, and in 1930 it received a modern Glover-West furnace, allowing for continuous production of gas while reducing the number of crew. The gas was obtained from hard coal transported by rail from Dąbrowa Coal Basin. It was stored in special tanks (Wolskie Rotundy), from which it was then pumped to the municipal network.

The times of World War II and the policy of the Nazi occupier significantly reduced the operation of the gas plants, which at the same time became a strong base for conspiracy activities, and during the Warsaw Uprising was a place of refuge for local residents fleeing the massacre of Wola.

The exhibition of the Gasworks Museum is divided into two clearly different parts. First, visitors have the opportunity to learn about the cycle of gas production and distribution – from the ground up and in the spirit of 19th-century industry. They are surrounded by interactive screens and projectors, but also historic machines, including devices for purifying gas from ammonia or transporting gas. Then, visitors move on to the part of the exhibition devoted to Warsaw from the beginning of the 20th century and the amenities and inventions that entered the lives of the capital's residents with a hit. Among



Interactive exhibition



Piece of gas meter



Rotary ammonia scrubber

the numerous curiosities gathered, visitors can admire, among others, a gas iron, a modern home gas refrigerator or a curling iron from 1914, heated by a gas burner.

Warsaw Gasworks Museum, Ignacy Łukasiewicz ORLEN Foundation

Krzyżanowskiego Street no. 7, 01-220 Warsaw / muzeumgazowni.pl

STATION MUSEUM



Warsaw-Vienna Railway Route on the map from 1849.



1845 – rolling stock of 8 steam locomotives, 58 coaches and 62 freight cars.

1848 – rolling stock of 35 locomotives, 87 coaches and 312 freight cars.

1890 – rolling stock of 287 locomotives, 432 coaches and 8718 freight cars, 2.5 million passengers.

1913 – rolling stock of 469 locomotives, 576 coaches, 15 778 freight cars, 13.3 million passengers.



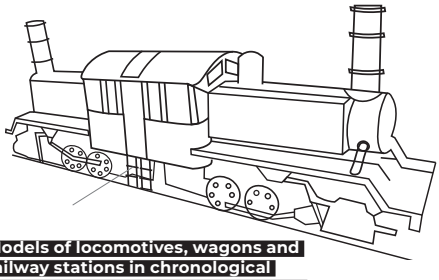
Electric multiple unit EW51 from 1936.



Fifty-seven units of rolling stock (steam, diesel and electric locomotives, passenger and freight wagons) can be admired in the museum station's open-air museum.

Who built the pioneering steam engine boiler? What was the speed of the first locomotives? Who travelled in the saloon car? These are just a few of the questions that can be answered at the Station Museum. The name itself attracts attention, because it is an interesting game of words. Because the museum is actually located at the Warszawa Główna station in part of the building of the former Warszawa Główna Osobowa station, from which the last trains left in 1997. The new passenger station has been operating next to the museum since 2021, and the old station building is one of the infrastructure facilities of the Warsaw-Vienna Railway from the 1880s.

Let's go back in time to the 19th century. Imagine the world before the Iron Age. Travel from city to city lasted forever, because usually people travelled with the use of horse-drawn carriages. The roads were of various quality, and after the rain some sections were drowning in mud – after all, they were not lined with asphalt at that time. It was only the railway that made the journey quick and comfortable. Of course, it also had a huge impact on economic development. Everywhere the railway appeared, there was an absolute revolution. It is enough to recall the struggle between the east and west coasts of the United States over who will be the first to build more railroad tracks. The exhibition at the Station Museum starts from this pioneering period, because it



Models of locomotives, wagons and railway stations in chronological order fill the first hall of the museum



Passenger Car Model, Station Museum

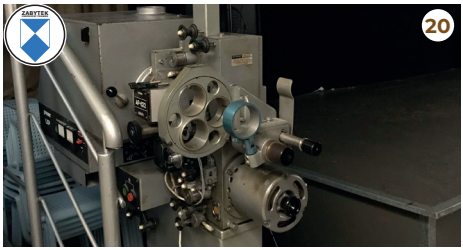
presents not only the Polish but also the international history of railway development. It is here that we can learn about the history of railways, especially the Warsaw-Vienna Railway, the Warsaw-Petersburg Railway or the Vistula Railway, their modernisation and electrification, as well as modern railways.

In the museum you will find a whole lot of exhibits, souvenirs, work clothes (uniforms and accessories, swords for parade uniforms, helmet of the railway fire brigade), badges, railway watches, flags of trade unions and railway associations from the interwar period, medals, personal documents of railwaymen, timetables, railway tickets, driver's patents and waybills Polish and foreign, signal boxes, semaphores, telephone and telegraph cameras, station clocks and watches, railway lamps and hand-held candle, carbide and oil flashlights, railway maps, models and railway mock-ups. For the youngest railway enthusiasts, the exhibition 'How the railway works' was created, where, thanks to modern multimedia devices and interactive installations, young enthusiasts discover the secrets of railways. There is also an 'Interactive colouring book' on which children's trains 'come to life'. The latest attraction is the 'Wagon of riddles' exposition in the interior of the E91 electric traction unit. Brain teasers, multimedia tasks, mechanical installations and the final train ride simulation with light, sound and 3D animation are waiting for participants. An important element of the entire exhibition is the open-air museum. As many as 57 rail vehicles were collected in it. The undisputed hits are the Ashx 01 saloon wagon, the armoured train consisting of the PzTrWg 16 armoured locomotive and the artillery wagon, and the only surviving examples of such locomotives in the world, such as the Pm3 series steam locomotive in the aerodynamic cover, the longest Polish Pu29 locomotive or the first Polish EW51 traction unit. Railway lovers will find here everything their soul desires: Polish, German, American rolling stock, locomotives, electric locomotives, diesel traction vehicles and wagons. Particular attention should be paid to the SN52 motor car (1955), the Fg series luggage and mail car (1908) restored in 2015, the snow plough and the Bi series passenger car (1928). For the sake of historical accuracy, it should be noted that the Railway Museum in Warsaw (originally known as the Rail Museum) was established in 1928. It changed its location several times, and finally settled at Warszawa Główna station in 1973. In its current form, it is a relatively young self-governing cultural institution, established by the regional Self-Government of the Mazovia Voivodeship and the Polish State Railways.

Station Museum

Towarowa Street no.3, 00-811 Warsaw / stacjamuzeum.pl

CINEMA CAFÉ FALENICA STATION



In the former building of the Falenica station on the route of the Vistula Railway in 2010, Cinema Café Falenica Station was established, which is a phenomenon not only on the map of Warsaw. This is a cinema in which during the screening the waiter will bring us a dessert, a drink or a cocktail. The station building was built in the 1930s. During the electrification of the Otwock line, all railway stops on the route gained a modernist twist. Next to it you can also see an abandoned wooden building of an older station from 1900.

Patriotów Street no. 44B,
04-912 Warsaw-Falenica / stacjafalenica.pl

THE RAILWAY BRIDGE AT THE CITADEL, CURRENTLY THE GDAŃSK BRIDGE



The bridge was built as part of the Circle Line for the Vistula Railway to connect the Warszawa Nadwiślańska station with the stations on the left and right banks of the Vistula River. The ring railway was a combination of wide-gauge railway lines in the Praga district of Warsaw. This daring undertaking was financed by the Vistula Rail Joint Stock Company managed by Leopold Kronenberg. The bridge was erected in 1875 as a two-level road-rail crossing by the company 'Lilpop, Rau and Loewenstein'. Immediately after World War II, in 1946, the bridge was rebuilt. The original bridgeheads of the railway crossing, which date back to the tsarist times, have survived.

Gdański Bridge, 00-280 Warsaw

WARSAW-VIENNA RAILWAY



The Warsaw-Vienna Railway started in 1845. Unfortunately, only few objects survived to our times. Among those that remain is part of the building of the former Warszawa Główna station, now the Station Museum, which is one of the infrastructural facilities of the former railway. Also interesting is the complex of buildings at Tunelowa Street no. 2. We will find there, among others, a railway workers' residential house and a pump station.

Towarowa Street no. 3 and Tunnel Street no. 2,
00-811 Warsaw / stacjamuzeum.pl

MUSEUM OF WARSAW PRINTING



A magical place not only for book lovers, which is a branch of the Museum of Warsaw. The Museum of Printing in its collections gathered artifacts of printing, graphic, editorial and bookbinding art, as well as machines and instruments used by former printers. The possibility of self-embossing commemorative printing on the vintage printing press is one of the attractions offered by the museum. The institution organizes educational classes in the field of book history, printing, history of graphic techniques or book creation intended for different age groups.

Ząbkowska Street no. 23/25, 03-736 Warsaw /
muzeumdrukarstwa.muzeumwarszawy.pl

ANTONINA LEŚNIEWSKA MUSEUM OF PHARMACY



The facility, which has been a branch of the Museum of Warsaw since 1985, was initially located inside a historic pharmacy operating since 1933. Its owner was Antonina Leśniewska. Over the years, the institution changed locations several times before finally finding its home on Piwna Street in the Old Town. The interior of the pharmacy was reconstructed. Visitors will find there, among others, an unusual collection of furniture, dishes and pharmaceutical tools.

Piwna Street no. 31/33, 00-265 Warsaw / muzeumfarmacji.muzeumwarszawy.pl

DIVING MUSEUM



Little-known, but definitely worth seeing, the museum gathers collections related to diving. From the most bizarre equipment from the 19th century to the equipment of scuba divers from the 1980s, however, this facility offers more than just exhibits. The museum also hosts gatherings and meetings of diving enthusiasts and film screenings. The institution was founded by a couple of divers Karina and Grzegorz Kowalski in 2006.

Grzybowska Street no. 88, 00-840 Warsaw
Fb: muzeumnurkowania

NEON MUSEUM



Absolutely unique on a European scale. A private museum that collects, explores and renews old neon lights. The permanent collection includes about 100 neons and advertising installations. Many of them were designed by outstanding representatives of the so-called Polish school of posters. The facility also conducts a campaign aimed at protecting old neon lights in the urban scenery. An example of a surviving artifact is the famous logo – the red Cepelia Rooster at 37 Grzybowska Street.

Palace of Culture and Science Main entrance from Marszałkowska Street, 4th floor, Plac Defilad 1, 00-901 Warsaw

MUSEUM OF POLISH MILITARY TECHNOLOGY



Capsule of M. Hermaszewski

The museum is housed in Fort IX 'Sadyba' of the Warsaw Fortress, which is one of the forts comprising the outer ring of the Warsaw Fortress. Built in the 1880s, it now performs exhibition functions. The outdoor exhibition, which covers an area of over 30,000 m2, features heavy equipment from the Polish Army and foreign armies. The museum also hosts presentations of military units. In the fortress casemates, visitors can see internal exhibitions, including original exhibits such as the TK-S reconnaissance tank or Polish 7TP tank.

Powsińska Street no. 13, 02-920 Warsaw / muzeumptw.pl

KONESER PRAGA CENTRE AND MUSEUM OF POLISH VODKA



4 million litres of spirit (equivalent to 40 million bottles of vodka) were kept inside the reservoirs of the new spirit warehouse.

150 types of vodkas and liqueurs were produced at the plant before 1914.

1897 – the first artesian well of Oligocene water in the Monopol filtration building was drilled in Warsaw.

1969 – during the Concorde's first flight, vodka Wyborowa was served on its board.



1905 – The Warsaw Treasury Wine Warehouse produced 2.5 million containers of alcohol and had a turnover of one million rubles.

Where does the name of the liquor store come from and why does it have to do with the Koneser Warsaw Vodka Factory? The story of the former vodka factory, known today not only in Warsaw, begins in 1919 when the State Spirits Monopoly supervising the production of vodka, including in 'Koneser' centre, was established. In 1936, the factory was nationalised. Immediately after World War II, the State Spirits Monopoly was reactivated (other names are: the Central Board of the Spirits Industry, then the Union of Spirits and Yeast Industry and finally the State Spirits Industry Enterprise, or 'Polmos') and right from the start it became an exclusive structure in the industry. Therefore, in the People's Republic of Poland, every liquor store was called a 'monopoly' store. The 'Koneser' vodka factory itself was also colloquially referred to as the 'Monopoly'. The oldest buildings of the factory were built between 1895 and 1897. At that time, the Warsaw Rectification and the Warsaw Treasury Wine Warehouse functioned here. In architectural terms, the monumental red brick building has many features of the Gothic style, including narrow windows, cornices, towering turrets and arched ceilings. Koneser was one of the first fully electrified factories and one of the most modern buildings in Warsaw. It had, among others, hydraulic lifts, an internal queuing system and a siding brought from Vilnius Railway Station (formerly Petersburg Railway Station).

The distillery enjoyed its golden age during the interwar period. It employed as many as 400 people and its production capacity reached 250,000 bottles per day. At that time various vodkas were introduced on the market, some of which still exist to this day: Wyborowa, Luksusowa, Żubrówka, Żytniówka and Siwucha. In 1923, the State Mint was located in the vicinity of the Koneser Centre, where coins, medals, badges and seals were minted. During the People's Republic of Poland era, the factory was reactivated. Production lasted until 2007, when the plant was finally closed. The premises were taken over by BBI Development, which revitalised post-industrial buildings, creating an original shopping and service centre and residential buildings in the 'soft lofts' style.

The Museum of Polish Vodka has been operating in this place since 2018. It is located in the original rectification building from 1897. At that time, it was the main building of the entire complex. The facility presents over 600 years of history of Polish vodka, its tradition and place in the modern world. The exhibition is available in seven languages. Guests can visit a virtual studio of a medieval alchemist, an inn and a manor house, and they will learn about the role that vodka played in politics and will get to know the work of a bartender. Exploring the exhibition, visitors will also learn about the evolution of vodka production technology, traditions and customs associated with it. The museum consists of five interactive galleries presenting, among others, the creation of the first distilleries in Poland, the historical prices of a glass of vodka, drinking customs at Polish royal and noble courts, as well as the origins of traditions such as the ‚one for the road' stirrup cup (strzemienny) or drinking to brotherhood (bruderszaft). The museum also offers a possibility to compose a unique recipe for tincture and getting to know the scheme of Jan Pistorius distillation apparatus. The museum gathered a collection of original bottles from different eras, including original, unopened bottles of vodka from the interwar period. An interesting fact is that some floors in the facility have been lined with materials from liquor barrels. The museum includes a cinema room, where



Inner courtyard of the Koneser Praga Centre



Exhibition of bottles in the Museum of Polish Vodka

a film about long-time employees of the vodka industry is played. Finally, the tasting takes place. Under the supervision of a specialist, visitors can compare the flavours of vodka from different ingredients. Visitors will surely enjoy spending their free time at 'Scena Kotłownia' which is an event space built on the furnaces of the former factory, 3/4 Koneser Bar serving original cocktails and infusions based on Polish vodka, and the restaurant named 'Setki Powodów' offers delicious food and live music. Interesting initiatives created on the premises of the former vodka factory also include Google for Startups Campus Warsaw or the Moxy hotel. The space of the complex is often used to organize various cultural events, concerts, fairs and art exhibitions. Interestingly, the Warsaw Vodka Factory 'Koneser' still exists, however, not in Warsaw, but in Warka.

Koneser Praga Centre

Plac Konesera no. 2, 03-736 Warsaw / koneser.eu, pvm.pl

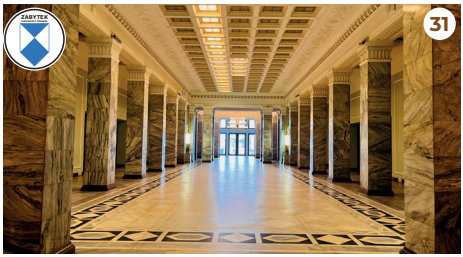
NATIONAL MUSEUM OF TECHNOLOGY



A wonderful collection of technical monuments displayed at the Palace of Culture and Science. The main exhibition is entitled 'The contribution of Poles to the world's technical and scientific heritage'. Chronologically, it leads through the epochs and subsequent inventions of Polish explorers between the 17th and 20th centuries. The exhibition also pays great attention to the language of technology, which consists of mathematics, the evolution of tool building, the development of technical drawing or the versatility of metrology. The rich exhibition impresses with the consistent narration of the set design, which organizes the presented issues and stimulates the imagination.

Plac Defilad no. 1, 00-901 Warsaw / nmt.waw.pl

PALACE OF CULTURE AND SCIENCE: A TECHNICAL PERSPECTIVE



Around the technical secrets in the palace a lot of legends arose. It was said that in the basement there is a nuclear shelter, a secret centre of state management, and even a secret railway. The fact is that this place is full of hidden gems. Among them, we can list until recently the fastest elevators in Poland, ventilation systems cooled with ice water, a small and large dispatching room located in the underground, from which air conditioning and electricity in the entire building are controlled until the present times.

Plac Defilad no.1, 00-901 Warsaw / pkin.pl

THE SUGAR INDUSTRY ASSOCIATION PALACE



The manor was erected in the 1870s on the property of the Kaczyński family. In 1907, one of the heirs opened a printing house, lithography studio and bag factory in the building itself and adjacent premises. Shortly after, the manor was leased and later sold to the Lublin Sugar Refineries board. The building underwent the first major renovation, which was renewed in 1935 by Mieczysław Broniewski, specialist in the field of sugar industry, who bought the building for his family residence. Since 2005, the palace belongs to the Adam Mickiewicz Institute.

Mokotowska Street no. 25, 00-560 Warsaw / iam.pl

PINBALL STATION FLIPPER MUSEUM



Although it is called a museum, the Pinball Station offers the atmosphere of a pub where old friends come, sharing a common passion – playing pinball. In a small space, a great collection of over 100 flipper and arcade games has been gathered, many of which have already undergone renovation and encourage visitors to play with a backlit screen and a transparent countertop, under which the shot ball rushes and performs various stunts. The fee is paid only at the entrance, and then you can play as long as you like. The place offers flippers of, among others, Terminator 2, Dirty Harry, Batman Forever, X-Files, Star Trek and Lethal Weapon 3.

Kolejowa Street no. 8A, 01-210 Warsaw / pinballstation.pl

‘POLLENA – URODA’ IN PRAGA DISTRICT



The history of the site dates back to the 19th century and is linked to the fats and oil industry company Schicht-Lever. At the end of World War II, the retreating Germans destroyed the factory, which was rebuilt in 1950 and started operating under the name ‘Uroda’ (‘Beauty’). In 1971, it was merged with ‘Pollena’. In 1995, it was taken over by the British PZ Cussons, but soon the factory was closed. Currently, it is a revitalised residential, office and service facility under the name BOHEMA – Strefa Praga.

Szwedzka Street no. 20, 03-420 Warsaw / warzelniabybohema.pl

POLISH SECURITY PRINTING WORKS (PWPW)



The history of Polish Security Printing Works dates back to the period of regaining independence and the strong need to mark state independence. In 1919, the government of Ignacy Jan Paderewski passed a resolution on the establishment of State Graphic Works (on the basis of, among others, J. Hirszowicz’s printing house on Jerozolimskie Avenue). A decade later, the construction of a magnificent production building on Sanguszki Street was finalised, however, already under the name of the Polish Security Printing Works. During World War II, the building was a place of fierce fighting. Production in the rebuilt walls started again in 1950.

R. Sanguszki Street no. 1, 00-222 Warsaw / pwpw.pl

STATE AVIATION WORKS (POLSKIE ZAKŁADY LOTNICZE – PZL)



The factory was established in Warsaw in 1928. From the very beginning, the State Aviation Works cooperated with the Institute of Aviation. The first Polish constructions were the inventions of the designer Zygmunt Puławski. PZL P.7 and P.11 fighters entered series production as the equipment of the Polish aviation in the years 1933–1939. The light bombers PZL.23 ‘Karaś’ and PZL.37 ‘Łoś’ were also produced here. In recent times, the works were privatised and sold, unlike the Institute of Aviation, which has been operating continuously since 2019 as part of the Łukasiewicz Research Network.

Krakowska Street, no. 110/114, 02-256 Warsaw / lukasiewicz.gov.pl

POLISH OPTICAL WORKS (POLSKIE ZAKŁADY OPTYCZNE – PZO)



Until recently, PZO was one of the favorite places of Warsaw urbex enthusiasts. The history of this place dates back to 1923, when Kolberg’s company bought a building on Grochowska Street. Interestingly, the company’s headquarters is located here to this day, however, the production was stopped in the late 1980s. In recent years, the building of the Polish Optical Works has undergone major revitalisation, but it still contains objects and memorial plaques telling the history of the place.

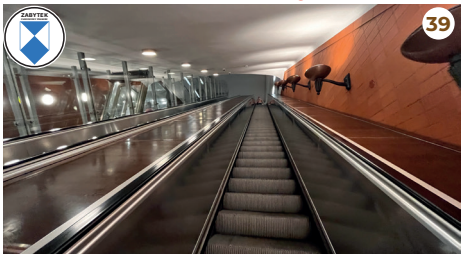
Grochowska Street no. 316, 03-840 Warsaw

PRAGA PORT



Built in the interwar period in the old riverbed of the Vistula river, the port consists of three masonry pools. It was used for transshipment of goods and as a winter port, which was taken over by the Żerań Port. Since the 1960s, the Praga Port has lost its role as a port space. At the same time, the ambitions of designers and investors, who perceived the area as a new city, were growing. This vision is being fulfilled in front of our eyes. In the area of Sierakowskiego, Krowia and Okrzei streets, apartment buildings are being erected, high office buildings are also planned, as well as the construction of private marinas and boulevards.
www.facebook.com/PortPraskiWarszawa

ELEVATOR AND ESCALATOR SYSTEM BELOW CASTLE SQUARE



The first escalators in Poland connected Świerczewski Avenue (today's Solidarności Avenue) with John's Townhouse at Castle Square. They have been operating since July 22, 1949, as well as the entire W-Z Route. They were made by the Moscow Mietrostroy factory. Their vertical height is 12 metres. The stairs also have three runs, with a capacity of 10,000 people per hour each. The interior of the tunnel, designed by engineer Henryk Stamatello, the main designer of the W-Z Route tunnel, strikes with elegance and attention to detail.
the W-Z Route Tunnel

SOHO IN PRAGA DISTRICT



An unusual place in Warsaw's Kamionek quarter. Inspired by New York's Soho, in the place of old post-factory buildings, a vibrant cultural hub and loft-style residential developments emerged. The first linen-yut factory was established in 1899. After World War I, weapons and ammunition were produced here, and in the first two decades of the People's Republic of Poland the legendary WFM M06 motorcycles and 'Osa' scooters left the production line. In 1965, the area was taken over by Polish Optical Works (PZO). Industrial activity in the facility was terminated in 1989.
Mińska Street no. 25, 03-808 Warsaw

TRANSATLANTIC HEADQUARTERS OF RADIOTELEGRAPHY



Archival photo from 1937

It was one of the most important investments of the Second Republic of Poland. Thanks to this initiative, the radio signal reached all the way to the United States. The transmitting station consisted of ten masts with a height of 126.5 m and guardhouses. Today, there is not much left from the headquarters: only the foundations of the masts, the 'vigilantes' and the residential buildings of the workers. A green tourist trail leads through the area of the former headquarters from Stare Bemowo to Stare Babice.
Płk. Kazimierz Leski Street, 01-485 Warsaw

WARSAW MECHANICAL WORKS



In 1947, the State School Equipment Factory was established. The factory located on Czerniakowska Street (3 halls) produced, among others, compasses, globes, showcases, scales, magnets and microscopes. Soon, in 1951, the buildings of the factory – including the employees – were taken over by the state-owned Warsaw Mechanical Works. From then on, diesel engines and parts for construction machinery were manufactured here, including oil pumps, filters, speed regulators, etc. Nowadays, brick buildings with a simple architectural design are in the hands of the developer.

Czerniakowska Street no. 89-93, 00-718 Warsaw

ROTUNDAS IN WOLA DISTRICT



These historic circular buildings are two former gas reservoirs that were built at the end of the 19th century after the start of coal-fired gas production. They were used until the 1970s. In the 1980s, the city switched to natural gas supplied from pipelines. Today, the owner of the rotundas is the Foundation of the Biernacki Family, which carried out the most urgent security works. In the future, rotundas are to undergo a thorough renovation. Then they can be adapted for entertainment and concert purposes and educational space.

Ignacego Prądzyńskiego Street no. 14A, 01-222 Warsaw / wolskierotundy.pl

VILLA OF CHEMICAL FACTORY WORKERS



A part of Targówek district, called Targówek Fabryczny, earned its nickname in the 19th century. Street names tell a lot about the history of the district: Siarczana (Sulphate), Chemiczna (Chemical), Naftowa (Oil), Hutnicza (Metallurgical) or Szklana (Glass). One of the largest companies in the area was the 'Kijewski & Scholtze' Sulfuric Acid Factory. All that's left after the chemical tycoon is the villa at Siarczana Street no. 6, built approx. in 1900 for Jan Chrysostom Kijewski. Renovated in 2018, the premises became home to the Targówek District Culture and Local Activity Centre.

Siarczana Street no. 6, 03-786 Warsaw

DOCUMENTARY AND FEATURE FILM STUDIO (WFDIF)



Archival photo of the operator, Polish Film Chronicle

WFDiF is the largest state-owned film producer in Poland, whose history dates back to 1949. The label consists of, among others, studios for sound processing and recording, workshops for the construction of decorations and staging, warehouse and workshop buildings. There are also two shooting stages (surface of 600 m 2, 8.5 m high), casting studio, make-up studios, wardrobes, props, etc. This is where the Film Archive with the collections of the National Film Archive is located. Educational projects, including workshops for young people, are a great attraction.

Chełmska Street no. 21, 00-724 Warsaw / wfdif.pl

R-2 ‘PRAGA’ TRAM DEPOT



What happens to the tram when it leaves the route? What do washes and repair workshops for trams look like? You can learn all this by visiting one of the largest and oldest institutions in the capital, the R-2 ‘Praga’ tram depot. Its buildings were erected in the 1920s and were reconstructed after the destruction caused by the World War II. The building complex consists of a parking hall and an administrative and residential building. An interesting feature in the depot is an alarm gong made of an unexploded bomb from World War II.
Kawęczyńska Street no. 16, 03-772 Warsaw / tw.waw.pl

HERMAN JUNG BREWERY FACTORY COMPLEX



Herman Jung founded the brewery on Waliców Street in 1854. In the following years, he became the owner of three other breweries in Warsaw. His company, the ‘Herman Jung’ Beer Joint Stock Company, was trading on a massive scale. It employed up to 750 people and up to 2,500 in winter during the ice hauling season. Today, visitors can see the remains of a brick building (the former administrative building and the façade on Waliców Street) in the midst of the growing capital city. Unfortunately, recently the historic brewery gate fell prey to thieves ...
Waliców Street no. 9 and 11, Warsaw

MUNICIPAL TRAM POWER PLANT



Not everyone knows that the Warsaw Uprising Museum is located in the former building of the first tram power plant in Warsaw. Its creation is connected with the electrification of the Warsaw tram network, which began in 1903. The Neo-Romanesque power plant building was built between 1905 and 1909. In 1944, the object was bombed and then blown up by the Germans. In 1945, reconstruction was carried out. In 2003, the city authorities decided to hand over the building to the Warsaw Uprising Museum.
Przyokopowa Street no. 28, 01-208 Warsaw

STEAM SHIPPING ON THE VISTULA RIVER



Marina on the Vistula River, fig., 1897, Public Library of the Capital City of Warsaw

A major milestone in steamboat travel on the Vistula came in 1851 with the establishment of the Polish-French, Steamboat Navigation Company on the Navigable Rivers of the Kingdom, Count Zamoyski and Company,’ which launched the first regular passenger services. Another huge step was made when Maurice Fajans’ Steam Shipping Company was founded in 1875. With the development of steamship connections, ships with sailing propulsion disappeared from the Warsaw Vistula landscape. In the interwar period, on the banks of the Warsaw Vistula the following facilities were created: Praga Port and Port and Żerań Canal.
zeglugawarszawska.pl



LIST OF THE OLDEST CRAFT BUSINESSES IN WARSAW

The history of industry in Mazovia does not only consist of old factories and industrial buildings, but also craft businesses. On the map of contemporary Warsaw one may still find those that started their activity in the first half of the 19th century. Today, they enjoy almost the same interest as before. They symbolize tradition and quality, which does not mean that they do not take advantage of the achievements of new technologies. They are also an element of industrial and business culture at its best. The value of real craftsmanship cannot be overestimated.

1. **Studio of Decorative Art Łopieński Brothers**, 1862
   Poznańska Street no. 24
   00-685 Warsaw
   lopienscy.pl
2. **Cieszkowski – Hats and Caps Workshop**, 1864
   Al. Jerzego Waszyngtona no. 30/36 U8
   03-728 Warsaw
   pracowniacieszkowski.pl
3. **Ludwik Majlert's Farm**, 1878
   Wyspiarska Street no. 45
   03-031 Warsaw
   majlert.pl
4. **Repair of sewing machines: The Kempisty Co. Sławomir Dudik**, 1880
   Wspólna Street no. 54A
   00-684 Warsaw
   naprawamaszyndoszycia.pl
5. **Pluton Kawa Sp. z o. o.**, 1882
   Mińska Street no. 25 apt. 422
   03-808 Warsaw
   kawapluton.com/
6. **Jan Kielman Footwear Studio s. c.**, 1883
   Chmielna Street no. 6
   00-020 Warsaw
   kielman.pl
7. **Department Store Jabłkowcy Brothers S.A.**, 1884
   Bracka Street no. 25
   00-021 Warsaw
   dtbj.pl
8. **Tailor's Workshop Zaremba** 1894
   Wiejska Street no. 17
   00-480 Warsaw
   Facebook: Zaremba 1894
9. **Umbrellas – Witold Choynowski**, 1900
   Chmielna Street no. 6
   00-020 Warsaw
   parasolenachmielnej.pl
10. **Factory of Precision Machine Tools AVIA S.A.**, 1902
    Siedlecka Street no. 47
    03-768 Warsaw
    avia.com.pl
11. **POLYmedia - Z.P. POLY M.D.**, 1903
    Czechowicka Street no. 4
    04-218 Warsaw
12. **Józef Dudało Glassworks Company**, 1903
    Wiertnicza Street o.40
    02-952 Warsaw
    dudalo.pl
13. **Photography Studio Siemaszkowie**, 1919
    Grójecka Street no. 40
    02-320 Warsaw
    Facebook: Fotografia Siemaszkowie

14. **Confectionery Roman Pomianowski and Son**, 1920
Władysława Broniewskiego Street no. 12
01-779 Warsaw
cukiernia1920.pl
15. **Kowale Losu s.c. (W. Górski, J. Kamiński artistic blacksmithing)**, 1922
Wojnicka Street no. 2
03-774 Warsaw
kowalelosu.pl
16. **Bazarnik Sp. z o.o.**, 1922
Aleje Jerozolimskie no. 65/79
00-697 Warsaw
bazarnik.pl
17. **Leather products Andrzej Kłoda**, 1924
Międzyborska Street no. 80
04-010 Warsaw
andrzejkloda.com.pl
18. **Baryliński Ryszard, Brushmaking workshop**, 1925
Poznańska Street no. 26
00-685 Warsaw
19. **NOWEL Sp. z o.o. (Nowakowski Bakery)**, 1925
Szarych Szeregów Street no. 11
05-120 Legionowo
piekarnianowakowski.pl/pl
20. **Zagoździński Confectionery Workshop (Doughnuts from Górczewska)**, 1925
Górczewska Street no.15
01-186 Warsaw
pracowniacukiernicza.pl
21. **Rymarjo Upholstery Studio**, 1925
Radzyminska Street no.35
03-747 Warsaw lok. 2
rymarjo.waw.pl
22. **Iwona Hys-Malinowska Flower Shop**, 1928
Mokotowska Street no. 61
00-542 Warsaw
kwiaciarniamokotowska.pl
23. **Wawerska Bakery M. A. T. Błaszczak Spółka Jawna**, 1928
Trakt Lubelski no. 403
04-667 Warsaw
wawerska.pl
24. **Pallada Confectionery**, 1928
Smocza Street no. 27
01-048 Warsaw
pallada.pl
25. **Bookbinding and Paintings Framing by Krzysztof Jakubiak**, 1935
Poznańska Street no.14
00-680 Warsaw
26. **Wacław Omiotek Orthopaedic Workshop**, 1935
Michał Kajka Street no. 28
04-634 Warsaw
durski.pl
27. **Watchmaking Durski s.c.**, 1935
Antoni Madaliński Street no. 57/U2
02-544 Warsaw
durski.pl
28. **Irena Confectionery**, 1937
Zakopiańska Street no. 20
03-943 Warsaw
Facebook: Cukiernia „Irena”
29. **Ironer Anna Jurczewska-Wojtkiewicz**, 1937
Miedziana Street no. 3
00-814 Warsaw

ELECTRIC COMMUTER RAILWAY/WARSAW COMMUTER RAILWAY CHAMBER OF TRADITION IN GRODZISK MAZOWIECKI



It's not just for railroad lovers. The Chamber presents meticulously collected artifacts, such as photos and documents related to Electric Commuter Railway/Warsaw Commuter Railway activities, tickets, railway artefacts, vehicle accessories, items of technical equipment, models of rolling stock or mock-ups of stations and buildings. The English-made Electric Commuter Railway motor car from 1927 and the EN94 series electric multiple unit from 1972 are considered exceptionally valuable exhibits.

Stefan Batory Street no. 23, 05-825 Grodzisk Mazowiecki / wkd.com.pl/izba-tradycji

WARSAW-VIENNA RAILWAY, GRODZISK MAZOWIECKI STATION



The largest station built on the Warsaw-Vienna Iron Road. It was designed by Romuald Miller, the author of the designs of many other stations, in cooperation with Bronisław Brochwicz-Rogoyski, who is credited with the design of the first skyscraper in Warsaw. The building was erected between 1920 and 1925. It was built using the walls of an earlier station, called the 'barracks', destroyed during World War I. It represents the then popular manor style.

1 Maja Street no. 4
05-825 Grodzisk Mazowiecki

VILLA FOKSAL IN GRODZISK MAZOWIECKI



By many mistakenly considered a former railway station, it served as a depot house for travellers. It was erected in 1845 as an inn with a buffet for rail passengers, along with the construction of the first line of the Warsaw-Vienna Railway. It looks a bit like a locomotive, hence it is called a 'Locomotive'. It changed its functions many times. It housed, among others, an infectious hospital, a medical clinic and a branch of the National Heritage Institute. The villa is surrounded by a picturesque park with numerous natural monuments.

Bartniaka Street no. 28
05-825 Grodzisk Mazowiecki

HAEBERLE'S VILLA IN GRODZISK MAZOWIECKI



It was located on the premises of the 'Elephant' factory, whose main owner was Jan Haeberle. It was he who, with the establishment of his business in 1897, decided to build a villa. It housed offices and living quarters. In the 1980s, the office moved to another place, and the villa was abandoned. Currently, the historic building remains in the hands of the developer. There are plans for a comprehensive revitalisation of the villa.

Bałtycka Street no. 22
05-825 Grodzisk Mazowiecki

PRUSZKÓW II POWER PLANT BUILDINGS



This is an exceptionally original point on the map of industrial Mazovia, because it is part of a power plant that has never been commissioned. Its construction began in the mid-1980s and was never completed, considering the investment too expensive. The blocks forming the complex began to be dismantled, while the chimney, one of the tallest of its kind in Poland, remained 256 m high.

Grudów, 05-840 Brwinów

BRINE GRADUATION TOWER IN KONSTANCIN-JEZIORNA



The building, powered by brine from a nearby well, was erected in 1978. Originally, these wooden buildings covered with sloe branches were used to thicken brine in the course of the production of consumable and medicinal salt. Over time, however, it was noticed that the air around them creates a specific microclimate with healing properties. Konstancin graduation tower sprays brine extracted from a depth of 1750 metres! It has a positive effect on the nervous system, the endocrine gland system and the overall immunity of the body.

Sienkiewicza Street,
05-510 Konstancin-Jeziorna

DĘBE HYDROELECTRIC POWER PLANT IN KOMORNICA



The Dębe dam and hydroelectric power plant were built between 1957 and 1963 at the 21.6-kilometre mark of the Narew River. Damming the riverbed also created Lake Zegrze, which is now not only a place of rest, but also an important reservoir of drinking water. The power plant is managed by PGE Energia Odnawialna S.A. Visiting the place can be a real adventure, however, it should be kept in mind that it needs to be planned in advance. Four hydroelectric generator units with Kaplan turbines from Ganz are quite impressive. The dam itself, from which there is a beautiful view of Narew, is accessible to everyone.

Komornica, 05-135 Wieliszew / pgeeo.pl

HISTORIC WATER TOWER IN KONSTANCIN-JEZIORNA



The Neo-Gothic water tower in Konstancin, built of red unplastered brick in 1899, is one of the characteristic points of the city. It was created together with the entire water supply infrastructure on behalf of the Joint Stock Association of Improved Summer Villages. It was designed by Edward Lilpop. In the beginning, it provided water to the inhabitants. At the end of the 20th century, there was a cafe. It is a well-preserved building, rich in neo-Renaissance and neo-Gothic elements decorating the facade, surrounded by a beautiful fence. It is currently not used.

Żeromskiego Street no. 7,
05-520 Konstancin-Jeziorna

LEGIONOWO CHRISTMAS TREE BAUBLES



In the post-war years, a local Christmas tree baubles factory operated in Legionowo. Since 1954, it has been run by the Mękała family. The first factory was located at Warszawska Street, and then was moved to Batorego Street no. 29. The baubles were made entirely by hand. Although Christmas tree decorations are one of the most impermanent artifacts of glass art, to this day individual specimens have survived in home collections. Such a unique collection can be seen at the Historical Museum in Legionowo.

Historical Museum in Legionowo
Adama Mickiewicza Street no. 23,
05-120 Legionowo / muzeum.legionowo.pl

BUILDINGS OF THE FORMER 'MICHAŁÓW' SUGAR FACTORY IN LESZNO



The sugar factory was erected in the mid-19th century by the Piotrowski and Bersohn families. Soon after, the Bersohns bought the property and began to develop the factory. It was in this sugar factory that the first steam turbine in Poland was installed. Soon, next to the factory buildings, a palace and a park belonging to the Bersohn family were created. The residence was distinguished by, among others, beautiful neo-rococo decorations of the facade. World War II and post-war times caused the palace to lose its splendor and decline. Eventually, the building was bought by the bank and restored.

Fabryczna Street no. 5, 05-084 Leszno

STAR OF POLAND – launch and construction site in 1938, Legionowo



Archival photo, NAC

Star of Poland was a legendary work of the famous factory of balloons and parachutes from Legionowo. Existing for 19 years (1920–1939), the factory created, among others, balloons on which Polish pilots won the Gordon Bennett Cup. Made in 1938, the Star of Poland was the world's largest manned stratospheric balloon. It was supposed to break the record (22 km) of altitude set in 1935 by A.W. Stevenson. During the first launch, however, the balloon burst into flames, and the second never happened, as it was planned for September 1939.
szukajwarchiwach.gov.pl

WOODEN WINDMILL 'KOŹLAK' IN LININ



Considered to be the largest windmill of this type (i.e. a post windmill with a wooden structure that allows to adjust the entire object to the wind direction; construction existing in Europe since the 12th century) in Poland, was built in the middle of the 19th century in Warsaw's Wola district. When the steam mills were set up there, it was no longer needed. In 1916, it was purchased by the miller from Linin, Stanisław Klimek, who transported it by the Wilanów railway to Góra Kalwaria. A year later, it was installed in Linin, where it operated until 1951, when its sail-arms were broken. Currently, the windmill is picturesquely surrounded by apple orchards.

05-530 Linin

RASZYN RADIO AND TELEVISION BROADCASTING CENTRE IN ŁAZY



Standing 335 metres high, the tower was built in 1931 as a long-wave radio transmitter. At the time of its commissioning, it was the tallest mast in the world, and until 1962 it remained the tallest building in Europe. After the war, it was rebuilt in 1949 and serves to this day. Currently, it broadcasts popular radio stations and transmits digital television multiplex signals.

Łazy, Al. Krakowska no. 180,
05-552 Lesznowola/
radiopolska.pl/wykaz/obiekt/611

HISTORIC BUILDINGS OF THE BRIGGS AND POSSELT FACTORY IN MARKI



Almost until the end of the 19th century, Marki were a relatively small town, where crafts primarily developed. The situation changed in 1884 due to spinning mills built by the Briggs brothers according to the design of Edward Lilpop. The city also owes them the creation of a workers' housing estate, whose central and most architecturally impressive buildings were the building of the elementary school (today the Marki Cultural Centre) and the palace (in the years 1954–1977 the famous cinematographers' school operated there, today it houses a complex of schools).

streets: Barska, Jasna, Słowackiego,
Fabryczna, Al. Piłsudskiego, 05-270 Marki

RAILBIKES IN THE MAŁA WIEŚ PALACE



The route, on which the tracks run, is a preserved section of the Grójec railway launched in 1898. During World War II, it was a supply channel for the occupied capital, and after the war, it delivered material for its reconstruction. Today, you can take a beautiful tour of the surviving part of the track. The road leads through the Modrzewina reserve to the vineyard of the Palace in Mała Wieś. Tourists can use the train with three carriages, each of which has two benches and two bicycle-powered saddles.

Mała Wieś Palace
Mała Wieś no. 40, 05-622 Belsk Large,
+48 782 40 40 40 / palacmalawies.pl

WARSAW-VIENNA RAILWAY, RAILWAY STATION IN MIĘDZYBORÓW

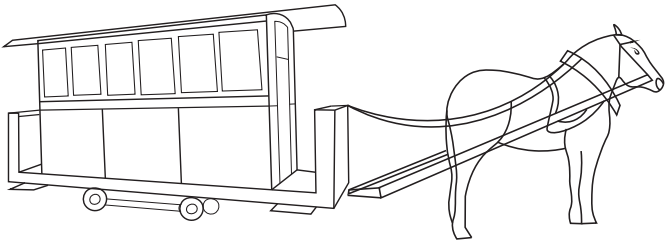


A small station building was erected between 1911 and 1913 on the Warsaw-Vienna Railway route. Today, the renovated building houses a company store of one of the regional bakeries and a Polish National Railway ticket office. The Międzyborów railway stop itself appeared under the name Czarny Borek as unopened in the train timetables for the summer of 1929 and the winter of 1929/1930. The timetable for the summer 1930 already included it under the name Międzyborów. The station began operating in the winter of 1930/1931.

Partyzantów Street no. 1A,
96-316 Międzyborów

HORSE-DRAWN TRAM IN MROZY

The tram operated six times a day for 59 years and the last one last left the station in 1967.



1.75 current length of the route

900 mm – track gauge

1908 – opening to passengers – patients

2012 – resumption of activity

2013 – the horse-drawn tram became a film set in the TV series ‘Ranczo’



Teodor Dunin (1854–1909) was a prominent Polish internist and social activist who initiated the establishment of a sanatorium in Rudka.



Sanatorium in Rudka, 1919, Polona

An absolutely unique attraction, this site stands out on the tourist and industrial map of both Mazovia and the whole of Poland. Riding a tram powered by horse muscle is an experience that is remembered for a long time. Although unusual today, at the beginning of the last century it was something completely obvious, providing the possibility of fast and trouble-free transport. The first horse-drawn trams appeared in the world as early as the 1830s. In Warsaw, the first such line was launched in 1866. It was the ‘Żelazna Droga Konna’ (Horse-drawn Railway) and its existence is reminiscent of, inter alia, the historic building of the former tram depot, called ‘Dom pod Syrena’ (Mermaid House), in Warsaw’s Praga district.

The history of the horse-drawn tram in Mrozy is inextricably linked to the construction of a hospital in Rudka, which was created in connection with the epidemic of tuberculosis raging at the end of the 19th century. The sanatorium, built between 1902 and 1908, was a few kilometres from the railway station where construction materials imported by train from Warsaw were unloaded. For the purpose of construction, in order to transport construction materials, a horse-drawn tram with a track gauge of 900 mm and a length of 2.5 km was built from the Mrozy station. The first patients appeared in Rudka on 29 November 1908, after the opening of the first wing of the hospital. On that day, in addition to building

materials, people were also transported: patients, employees and holidaymakers. Special wagons, similar to a horse-drawn tram, were donated to Rudka by Warsaw City.

And so began a story lasting almost 60 years, ending with the death of the coachman and the demolition of the track after 1970. The car itself can be seen for many years now at the Narrow-Gauge Railway Museum in Sochaczew. In Rudka, just over a decade ago, the only remnant of the tram were unexported wooden sleepers on some sections of the route. And so it would still be, if not for the enthusiasts from the Mrozy Friends Association. With the support of the local authorities of the municipality of Mrozy, the line was rebuilt in 2011. In the spring of 2012, the horse-drawn tram in Rudka went on the road again. Today, it is only 1.75 km long and connects the meadow near the railway station in Mrozy with the buildings of the former sanatorium. Almost the entire route leads through the nature reserve Rudka Sanatoryjna. The tram runs four times a year on selected Sundays and is managed by the Municipal Sports and Recreation Centre. Recently, an additional attraction of the horse tram stop are two railbikes.

Dresines also run on the route between Mrozy and Rudka Sanatoryjna. They are driven by muscle strength, but the comfortable and lightweight design makes it an ideal attraction for entire families.

When writing about the tram, it is impossible not to mention the sanatorium itself, which today is included in the list of monuments of the Mazovia Voivodeship. The design of the hospital was prepared by Warsaw architects Stanisław Lilpop and Karol Jankowski. The construction of the entire complex was completed only in 1927, but the sanatorium operated and received patients since 1908. It was visited by writers, actors and other creators, e.g. Melchior Wańkowicz, Wojciech Żukrowski, Teresa Bojarska, Hanka Bielicka, Kazimierz Brusikiewicz, Rena Rolska, Edward Dziewoński, Wojciech Siemion and others. For 92 years, the sanatorium dealt primarily with the treatment of lung diseases. It has changed its business profile since 2001; now it deals with less serious diseases of the respiratory tract and bronchi, it also conducts rehabilitation and a care and treatment facility. The hospital is still an active medical institution and this should be borne in mind when visiting it.



Railbikes



Horse-drawn tram



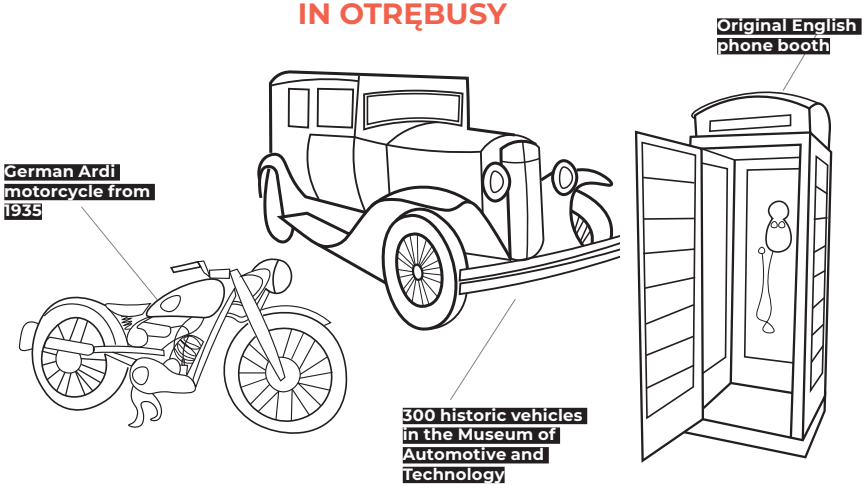
Original horse tram from a bird's eye view

Horse Tram

Tartaczna Street no. 4, 05-320 Mrozy / gosir.mrozy.pl/tram-horsepower

Tram rides take place on chosen Sundays from May to September. Registration and purchase of tickets are available online.

MUSEUM OF AUTOMOTIVE AND TECHNOLOGY IN OTRĘBUSY



1895 – **manufacture year of the American TITAN tractor, the oldest exhibit.**

1913 – **manufacture year of the oldest Mercedes-Benz truck.**

1919 – **manufacture year of the oldest Fiat passenger car.**

1928 – **manufacture year of the Oświęcim-Praga model, the oldest Polish car produced in series.**



Archive photo, motorcycling rally around Poland in 1931, NAC



Sobiesław Zasada, a several-time European champion, racing behind the wheel of the so-called Polish Porsche, i.e. tuned-up Porsche 911.

Passion and love for cars – they stand behind one of the most famous automotive museums in Poland, which was founded in 1995 on the initiative of Joanna and Zbigniew Mikiciuk. The collection itself has been growing since the 1970s. Today, the exhibition consists of about 300 vehicles, unusual due to their history or owners.

The collection includes, among others: President Bierut's Austin Six, Primate Wyszyński's Buick Wildcat, Jaguar that once belonged to Grażyna Szapołowska, General Jaruzelski's armored Peugeot or the BMW Adler Primus model used by government officials. There are cars of Lech Wałęsa, Maryla Rodowicz, Volvo 262 Bertone owned by Zbigniew Preisner or Fiat 125p that belonged to Aleksander Kwaśniewski. One of the most guarded cars of the Polish People's Republic, the Cadillac, which in the event of the overthrow of communism was to be used to transport from Poland Edward Gierek himself, is certainly worthy of attention. Other rarities include Joseph Stalin's ZIS convertible, the Mercedes 170V Ice Cream Halamy and many other cars, which were driven by, among others, Elvis Presley, Marilyn Monroe and Jan Kiepura. The oldest car – not only in the museum, but in Polish collections in general – is kerosene-powered J.A.G. from 1897. The oldest vehicle is a US-made Titan tractor from 1895. The oldest

truck is the 1913 Mercedes and the 1919 Fiat. Other interesting exhibits are the Ford Coupe, which is one of the greatest successes of the Ford Motor Company, BMX Dixi, which is a car known from Disney fairy tales, used by Goofy with Mickey Mouse, and Oświęcim-Praga model, which is the oldest car that was created in Poland, specifically in Oświęcim. The collection also includes luxury limousines from the 1930s, Mercedes, Opel, Horch or Packard cars, as well as Czech sports cars of the already forgotten Aero brand from the 30s and 50s of the last century. Formula 1 fans will appreciate the great collection of racing cars competing in the championships of the countries of the socialist camp in the 1970s and 1980s. Another section of vehicles are those well-known from the times of the Polish People's Republic, i.e. Fiat 125p and 126p, Warszawa, Trabant, Syrenka or the black Volga. American vehicles are proudly represented by Cadillac Eldorado and Ford XL. The exhibition also features Star 244 truck converted into papamobile transporting John Paul II during the first pilgrimage to the country in 1979.

A significant part of the exhibits is not only fully functional, but also road-legal. Apart from approx. 300 cars and trucks, visitors may also see armored vehicles (including reconstructions of tanks from World War II, e.g. the famous T-34, the Polish 7TP tank and the TKS reconnaissance tank), motorcycles (e.g. the legendary Junak), radios, telephone and photographic cameras, uniforms, posters, planes, baby strollers and bicycles, among which there are exhibits from the 19th century.

The museum also gives the vehicles their new life; they are carefully renovated in accordance with the principles and good practices prevailing at the time of their production.

The exhibits often leave the premises of the museum and go outside where they can be admired in their full glory. The museum is the initiator of numerous cultural events, such as 'A century of motorisation in Poland'. Moreover, it organizes many exhibitions across the country, including 'Last Sunday at the Main Station' and the annual 'Auto-Tour'. The vehicles can also be rented, which is why they can be seen in many films.





Historic cars



An archival photo, an international car rally of the Polish Automobil Club in 1937, NAC

The museum is known all over the world. Its fame reached the United States, England and France. It is the largest facility of this type in Poland and one of the largest in Europe.

Museum of Automotive and Technology

Warszawska Street no. 21, 05-805 Otrębusy
ph. +48 502257021, +48 504150817 /
muzeum-motoryzacji.com.pl

SILK FACTORY IN MILANÓWEK



1926, NAC archival photo

Silk from Milanówek is still synonymous with good taste and luxury. The world-famous hand-painted and printed silk fabrics have been produced here since 1924. It was then that Henryk Witaczek – today regarded as a legend of Polish silk-making – opened the Central Experimental Silk Station. Over the years, the company has changed its names and owners, today it operates as a company Jedwab Polski.

Brzozowa Street no. 1, 05-822 Milanówek / jedwab-polski.pl

MUSEUM OF GAMES AND COMPUTERS IN MILANÓWEK



A must-see destination for fans of 8-bit computers. It saves from oblivion and cultivates the memory of the wonderful inventions that made young game maniacs stay up all night in the 1980s and 1990s. The collection includes over 40-year-old exhibits and bibliography. The museum also renovates old microcomputers, repairs them and makes them fit for playing and teaching future generations. Pearl of Mazovia 2021 in the category Culture.

Dworcowa Street no. 2/12, 05-822 Milanówek / mmgik.org

WARSAW-VIENNA RAILWAY, MILANÓWEK STATION



Archived postcard from before 1929 by Polona

The appearance of a railway stop on the Warsaw-Vienna Iron Road in Milanówek in 1900 was of fundamental importance for the development of this town. Convenient access from Warsaw, excellent climatic conditions, a large forest complex and relatively low cost of plots of land – all this attracted not only fans of Sunday city escapes, but also investors. Today, the station building has undergone a thorough modernisation.

Warszawska Street no. 32, 05-822 Milanówek

CANDY FACTORY L. POMORSKI AND SON IN MILANÓWEK



One of several fudge factories in Milanówek. Its history began even during the tsarist era, when the later founder, Feliks Pomorski, as a seven-year-old boy, was sent to study at his uncle's factory in Zhytomyr. In 1921, he founded a confectionery factory in Poznań, which he moved to Milanówek during World War II. When the factory was rebuilt after a fire in 1952, it was nationalised and merged with Wedel's factory. However, the owner did not give up and continued to produce fudge elsewhere in Milanówek.

Piasta Street no. 15, 05-822 Milanówek / krowki-pomorski.pl

WATCHMAKING WORKSHOP IN MIŃSK MAZOWIECKI



The watchmaking, optical and jewellery workshop owned by Lucjan and Leszek Dąbrowski was established in 1936 and survived until the end of the 1980s. The exhibition is a 99% faithful reconstruction of the original workshop, which was initially located on Warszawska Street near Kilińskiego Square. Its original furnishings and equipment were donated to the museum by Alicja Dąbrowska, daughter of Lucjan Dąbrowski.

Stefana Okrzei Street no. 16,
05-300 Mińsk Mazowiecki / mzm-minskmaz.pl

KONSTANCIN BREWERY IN OBORY NEAR KONSTANCIN



The buildings of the former brewery, designed by Władysław Marconi at the end of the 19th century, belonged to the manor complex entered in the register of historic monuments. Nevertheless, it is worth remembering that Obory has a long brewing tradition, dating back to some sources of the 18th century. The facilities of the old brewery are preserved in excellent condition. Currently, it is planned to revitalise its buildings and adapt them to exhibition and event functions.

Literatów Street no. 47,
05-520 Konstancin-Jeziorna

THERMAL WATER EXTRACTION AND UTILIZATION SYSTEM



The geothermal facility in Mszczonów was established as the third one in Poland. The geothermal water extracted here since 2000 has been used for heating, recreational purposes (the Mszczonów Thermal Baths opened in 2008) what is unique on a European scale. In Europe, only two locations have geothermal water sources extracted from such depths which are characterised by low mineralisation, allowing them to be classified as fresh waters – in Mszczonów and in the German Erding near Munich.

Warszawska Street no. 52, 96-320 Mszczonów / termy-mszczonow.eu

OTWOCK RAILWAY STATION

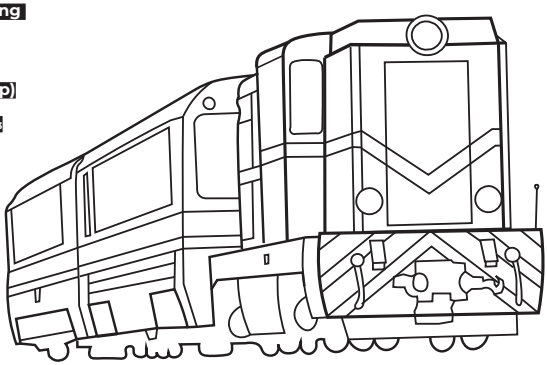


The early modernist building of the station was built on a small hill, thanks to which its shape is additionally distinguished from the surroundings. The bright facade of the lower floor and the soaring clock tower are decorated with coherent decorative elements. The slender window openings of the tower intriguingly contrast with the dial of the clock. The red, mansard roof gives the whole manor house its charm. The station once welcomed summer visitors arriving in this direction, today it is also a showcase of the city, and recently it has been entered on the list of monuments.

Orla Street no. 1, 05-400 Otwock

PIASECZNO-GRÓJEC NARROW-GAUGE RAILWAY

Diesel locomotive with the following parametres:
mass: 32 t
maximum speed: 36 km/h
maximum power: 330.8 kW (450 hp)
number of cylinders: 12
engine cubic capacity: 26,600 cm³



1895 – first press release on the planned railway construction

1898 – start of construction and passage of the first train from Keksholmski Square to Piaseczno

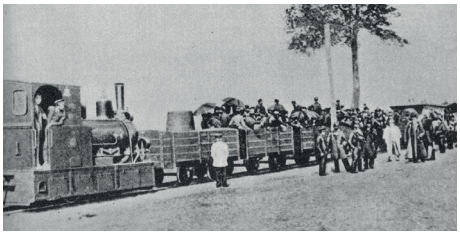
1916 – introduction of steam traction

1936 – connection between the Grójec railway and the Wilanów railway

1949 – railways taken over by the Polish National Railways

1973 – complete transition to diesel traction

1991 – closure of passenger services



The train of the Grójec Railway at the Nowoaleksandryjski Route (currently Puławska Street) in 1899, the NAC

One of the three narrow-gauge railways operating in Poland running on a track gauge of 1000 millimetres. The Piaseczno-Grójec Narrow-Gauge Railway (formerly the Grójec Railway) is located in the immediate vicinity of Warsaw, and its route leads through the southern areas of the Warsaw Metropolitan Area. From the entire network of narrow-gauge railways operating south of the capital only Piaseczno – Nowe Miasto nad Pilicą section has survived, and rail traffic between Piaseczno and Tarczyn is still in operation. In the high season, the railway invites individuals and organised groups for sightseeing tours combined with relax on the edge of the Chojnowskie Forests.

Once, the train started in Warsaw, at the Square of the Lublin Union (Plac Unii Lubelskiej). It used to have two routes. The first, initially the main one, led from Warsaw to Góra Kalwaria. Its construction began in 1898. The Piaseczno – Góra Kalwaria section was closed in 1971 and then dismantled. From 1914 the second route ended in Grójec, and in later years it was extended to Nowe Miasto nad Pilicą. This railway transported agricultural products from the Grójec manors and bricks from the surrounding production facilities to Warsaw, which at that time was in great need to get them. The Varsovians used to take this route on the May weekends.

'Tygodnik Ilustrowany' (Illustrated Weekly) in 1927 mentioned about these excursions in the following words: 'We manage to get to one of the Grójec railway stations quite early without being too crowded. There were 11 people in the eight-seater section of the carriage – still relatively acceptable. We get off in a picturesque village among forests. What a relief it is to breathe! Gone are the grey smoke, the yellowish clouds of dust, and all the inevitable trappings of a summer day in the city. The air is clear, pure, and light. It is hot, certainly, but there is no comparison to the heat in Warsaw! A large group of people – men and women of all ages – steps off the train with us. Everyone is cheerful and in high spirits. They march together toward the forest. Children in the lead! Later, there will be tennis – for they have brought rackets and balls. Everyone has a hearty appetite. Roast chicken, hard-boiled eggs, pickles, bottled coffee, vodka. Everything tastes delicious and disappears in no time.'

The history of the narrow-gauge railway began at the end of the 19th century, when the famous Warsaw tailor who dressed the Polish aristocracy – Eugeniusz Paszkowski – received a concession to construct w railway line from Keksholmski Square, along the Aleksandryjski Route (currently Puławska Street), to Góra Kalwaria via Piaseczno. Paszkowski was not the richest man in the neighborhood, so he invited wealthy partners to form a company: Duke Stefan Lubomirski, Count Tomasz Zamoyski and reportedly unofficially tzaddik Alter from Góra Kalwaria. The most dynamic development of the railway took place in the interwar period. It absorbed the Wilanów railway into its structures, thanks to which it became the basic means of communication and transport in the southern areas of Warsaw, including the Piaseczno and Grójec regions. It had a positive impact on the development of the towns through which the train passed. After World War II, it was said that every tenth brick used to rebuild Warsaw was brought by the Grójec railway from the brickworks in Gołków. The last scheduled passenger train departed on this route in 1991 and the freight train in 1996. In 1994, the railway was entered in the register of monuments of the former Warsaw and Radom voivodeships.



Piaseczno-Grójec Narrow-Gauge Railway Station



Piaseczno Miasto Station. Historic rolling stock

1994 – entry of the Grójec railway in the register of monuments

1997 – establishment of the Grójec Narrow-Gauge Railway Restaurant Society (now Piaseczno-Grójec--Narrow-Gauge Railway Society)

2004 – the Piaseczno Narrow-Gauge Railway Association obtained a licence to transport passengers as the first operator of narrow-gauge railways in Poland.

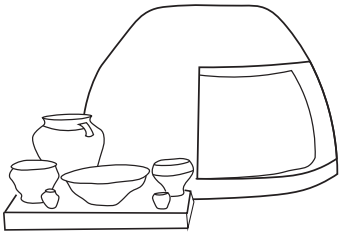
2023 – the 125th anniversary of the Narrow-Gauge Railway

Piaseczno-Grójec Society of the Narrow-Gauge Railway

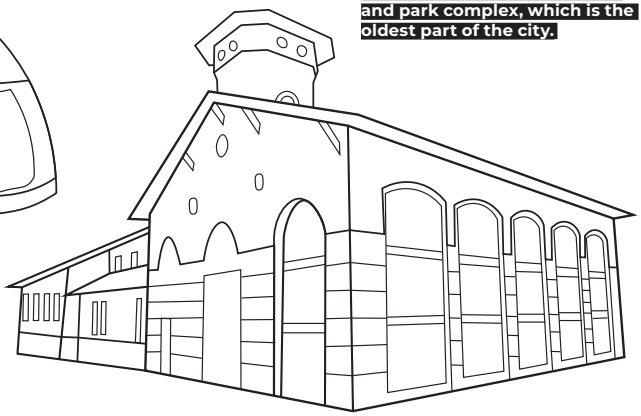
Sienkiewicza Street no. 14, 05-500 Piaseczno
+ 48 22 7567638, +48 607155188 /
kolejka-piaseczno.pl

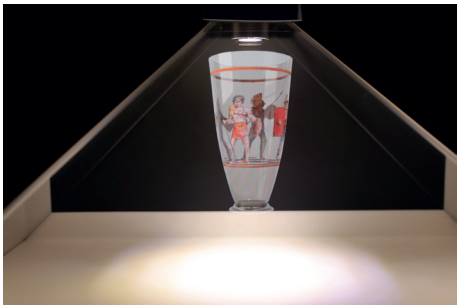
STEFAN WOYDA MUSEUM OF ANCIENT MAZOVIAN METALLURGY IN PRUSZKÓW

The exhibition is enriched by faithful reconstructions, including a potter's oven.



The museum is located in the 19th-century Potulicki palace and park complex, which is the oldest part of the city.





Imported glass cup made in Egyptian workshop.



The population living in the areas of western Mazovia at the turn of the era maintained lively economic contacts with the Roman Empire.

An expedition in the footsteps of industrial Mazovia is a journey primarily along the trail of post-industrial facilities, although not always! A great example is the Museum of Ancient Mazovian Metallurgy in Pruszków, which tells the story of a time when not much was known about industry ... In the restored interiors of the manor outbuilding of the Potulicki Palace, thanks to the combination of new technologies with classic exhibition solutions, visitors can travel back to a metallurgical settlement from the turn of the era. Multimedia, reconstructions and original monuments allow guests to interactively discover the secrets of everyday life of the former inhabitants of today's Mazovia – preparing for the expedition of warriors, iron smelters and potters, amber craftsmen, horn workers and weavers working in their workshops.

Pruszków was chosen as the seat of the museum not by accident. It was here and in the immediate vicinity that the Mazovian Metallurgy Centre, dating back to the turn of the era, was discovered in the 1960s and 1970s. It was an incredible sensation. Its discoverer, Stefan Woyda, established the museum and served as its director for more than three decades.

The permanent exhibition 'Before the dawn

– the Mazovian Metallurgical Centre from the turn of the eras' is a combination of interactive elements and original monuments. Thanks to them, guests immerse themselves in the story they are told, and the atmosphere created by sounds and scenery allows them to travel through time. Individual parts of the exhibition seem to emerge from the darkness like illuminated islands, while tools and old ornaments shine at times not like iron, but gold. The exhibition was awarded the first prize in the 'Mazovian Museum Event – Wierzba' competition in the 'Exhibitions organised by smaller museums' category. Even though the museum is not large, one of the best archaeological exhibitions in Poland has been created within its limited space.

It is also worth paying attention to the Mazovian Metallurgical Centre, about which this museum tells. The term refers to a group of about 240 archaeological sites discovered in western Mazovia, within which sediments with traces of mass iron production were recorded. The creator of this economic phenomenon was the population described by archaeologists as the population of Przeworsk culture. This community lived at the end of antiquity (2nd century BC – the beginnings of the 5th century AD) in the lands of central and southern Poland. It is identified with the Vandal tribes known from the records of Roman historians. The flagship settlements of the Mazovian Metallurgical Centre are large, long-lasting residential and economic facilities with a separate production zone where iron was produced. Next to them, there were smaller, short-lasting sites, not directly related to the metallurgy. In addition to the settlements, there are also several cemeteries from this area.

Mazovian metallurgical activity was based on local, easily accessible bog iron. Iron smelting was carried out in single-use smoke furnaces, which makes it easier to estimate the scale of production today. At the largest sites of the region, traces of several to several thousand furnaces were recorded. The total number of smelters is estimated at 120-150,000. The peak of activity of the metallurgical centre took place in the 1st and 2nd centuries AD. The amount of iron produced by the Mazovian metallurgists exceeded the local demand for this raw material. It is assumed that its trade resulted in intensive economic development of the region. It can be proved by the luxury products discovered on the spot, e.g. a glass cup with images of fighting gladiators imported from the Roman Empire was found in Zaborów.



The museum exhibition has many interactive elements.



Thanks to sound effects and scenography, guests can travel through time.

Stefan Woyda Museum of Ancient Mazovian Metallurgy

Jana Pawła II Square no. 2, 05-800 Pruszków / mshm.pl

NATIONAL CENTRE FOR NUCLEAR RESEARCH IN ŚWIERK



It is one of the largest research institutes in Poland, employing 1,100 people and housing the country's only operating nuclear research reactor called 'Maria'. The history of the institution dates back to 1955, when the Institute of Nuclear Research was established. At that time, the construction of the 'Ewa' reactor began, followed by the zero-power reactors 'Maryla', 'Anna' and 'Agata'. 'Maria' was launched in 1974. It is a reactor of a completely Polish construction. Visits are available for organised tour groups only.

Andrzeja Sołtana Street no. 7,
05-400 Otwock / ncbj.gov.pl

PODKOWA LEŚNA GŁÓWNA RAILWAY STATION BUILDING



Archival photo, Polona

An intimate station building was erected in 1927. It consists of a brick booth with a bay window and a large, open waiting room. The pediment above the bay window is decorated with elements referring to the Polish Renaissance. To this day, the object has not changed its function. Podkowa Leśna Główna is a station of the Warsaw Commuter Railway, which serves several thousand passengers every day.

It is located at Jana Pawła II and Brwinowska Streets in Podkowa Leśna

GLASSWORKS IN OŻARÓW MAZOWIECKI



Founded in 1907, the glassworks ceased to operate in 2001. Initially, the plant supplied glass dishes to Warsaw hospitals and pharmacies. The owners, the Kamiński family, took great care of their employees by building several residential houses, a library and a community centre for them. Today, a beautiful mural serves as a reminder of the glassworks. The administration building, the so-called factory counting office, also survived.

Poznańska Street no. 167b,
05-850 Ożarów Mazowiecki

FORMER RAILWAY ROLLING STOCK REPAIR WORKS IN PRUSZKÓW



The historic complex of former repair plants, which operated here until 1991, is today a large logistics park. On the edge of the former Railway Workshops is the seat of the Dulag 121 Museum. It was created to commemorate 650,000 Varsovians who were exiled after the Warsaw Uprising to the transit camp created here. Among the souvenirs, photos and interactive exhibitions, visitors can also see a large mock-up of the area of the former workshops.

3 Maja Street no. 8a, 05-800 Pruszków /
dulag121.pl

WARSAW-VIENNA RAILWAY, RAILWAY STATION IN PRUSZKÓW



Trains have been passing through here since 1854, i.e. since the creation of the section of the former Warsaw-Vienna Railway to Grodzisk Mazowiecki. It was one of the first stations built in the Russian partition. The original station, destroyed during World War I, replaced the building from the interwar period, built in the manor style according to the design of Romuald Miller.

Sienkiewicza Street no. 2, 05-800 Pruszków

TABLE PORCELIT WORKS IN PRUSZKÓW



Today, the only surviving trace of their existence, aside from the porcelain products still available, is the eclectic Teichfeld Palace, also known as the Porcelain Villa. Built in 1872, it served as the residence of the family of the owners of the faience factory. After the war, it housed the State Institute of Glass and Ceramics and a model factory of porcelain. The works, which was closed in 2001, enjoyed the biggest growth in the 1960s and 1970s. Currently, the historic building is in the hands of a development company and undergoes conservation works.

Teichfeld Palace, Al. Armii Krajowej no. 77, 05-800 Pruszków

ST. MAJEWSKI STATIONERY AND SCHOOL SUPPLIES FACTORY IN PRUSZKÓW



The pencil factory was established on the initiative of Stanisław Majewski in 1889 in Warsaw. It was moved to Pruszków in 1894. Its greatest development took place between 1930 and 1939. In 1937, at the World Exhibition in Paris, POLONIA 340 graphite pencils won a gold medal. After the period of the People's Republic of Poland, in 1995, the name of the company 'St. Majewski' was reinstated. The company remains a leader in the production of school supplies (its products include the most famous Bambino crayons), and on the occasion of the 125th anniversary of its existence, it has changed its headquarters, which is now located at ... Kredkowa Street.

Kredkowa Street no.1, 05-800 Pruszków / st-majewski.pl

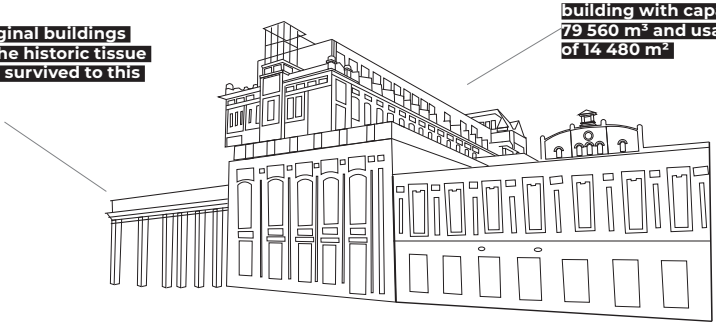
HISTORIC WATER TOWER IN PRUSZKÓW



The monumental railway water tower was built during World War II by the Germans as part of the modernisation of the railway station. It was erected on a square plan with a side length of 11 metres and a height of almost 30 metres. Interestingly, it supplied residents with water until 2001. Next to the tower there is a small staff room.

Sienkiewicza Street no. 2, 05-800 Pruszków

FACTORY SETTLEMENT IN ŻYRARDÓW



2012 – The factory settlement was declared a Historic Monument.

3 million – the number of bricks Karol Dittrich donated from his own brickyard for the construction of the Church of Our Lady of Consolation.

H&D – the initials found on many bricks in Żyrardów manufactured in the brick factory of Karol Teodor Hielle and Karol August Dittrich.



There are around 300 registered historic sites in Żyrardów, most of which are residential buildings.



Philippe Henri de Girard (1775–1845) – a French engineer, founder of the factory settlement in Żyrardów, inventor of, among others, a modern spinner and flax combing machine.

Żyrardów, formerly known as 'Little Łódź', was founded by the Łubieński family in 1830 as a factory settlement next to spinning works which was moved here from Marymont near Warsaw at the time. The urban plan preserved to this day is one of the most outstanding industrial monuments of Mazovia. It received the name Żyrardów in honour of Philippe de Girard, the first technical director of the factory, inventor and constructor of, among others, a spinning machine and a water turbine.

The linen factory was launched in 1833. Unusually for those times, in the original period, the owners maintained a lot of social sensitivity and the workers hired at the factory had good social conditions. A well-deserved worker could get a place in a brick house made of red brick, which was quite a feat, and a huge distinction at the same time. The people in charge of the factory put a lot of emphasis on education. Five schools were built for this purpose: the first in the city centre (today called the old one), two factory schools (one for the children of the executives and the other for the children of the workers), a women's school and a Jewish school. The social sphere was complemented by a kindergarten for workers' children, which could accommodate 1200 toddlers. It was a forerunner on a European scale, the first building of its kind in modern Europe. In addition, workers employed in the Żyrardów factories enjoyed free medical care provided by the English in a newly built factory hospital, modeled on the most modern hospitals

in Dresden, with central heating and lighting. A laundry and bathhouse were built, where residents could take a bath after a hard day's work. This was an absolute phenomenon and certainly contrasted with the conditions that the workers had in the textile factories of Łódź as well. In 1914, at the dawn of World War I, the factory was one of the world's largest spinning mills for linen and cotton.

The factory settlement survived the interwar period and the Polish People's Republic. Unfortunately, after 180 years of operation and several years of attempts to heal it, the factory finally collapsed in 1997, which began the most gloomy period in the history of Żyrardów, with very high unemployment and lack of funds. Today, the former factory settlement consists primarily of lofts and shopping galleries. One must admit they have been restored with painstaking care and are exceptionally well maintained. Architects and conservators preserved the original layout of the settlement, which made it pleasing to the eye to this day. In 2012, by regulation of the President of the Republic of Poland, the factory settlement in Żyrardów, as a model example of spatial organisation of a 19th-century industrial centre, was declared a Historic Monument.

The largest building in the factory was Nowa Przędzalnia (the New Spinning Mill) building from 1913, one of the world's first reinforced concrete construction buildings. It is almost 130 m long and exceeds the height of a ten-storey block. On its roof there was a fire reservoir and a garden. The building was converted into lofts. On the so-called Small Market Square there is an octagonal pavilion of the former pumping station, whose shape is associated with Romanesque buildings. At the southern end of the factory site, in the former building of the linen spinning



Mural on the building of the Philippe de Girard Linen Museum.

mill, the Szpularnia restaurant was created, in which the original architectural elements of the factory were preserved. In front of it stands the Pregnant Spinner Monument by Maksymilian Biskupski, erected in tribute to women employed in spinning linen in factories. It commemorates the bloodily suppressed five-day spoolers' strike in 1883, the first general workers' uprising in the Congress Kingdom. The Nowy Świat district of workers' housing estate, built in stages between 1867 and 1910, is located next to the churches. It was built with low-rise buildings made of red brick, next to which there are brick and wooden outbuildings. 130 residential houses, 19 service buildings and more than 60 outbuildings have been preserved, many in very good technical condition.

Tourist Information Centre

1 May Street no. 45, 96-300 Żyrardów / zyrardow.pl



Panorama of Żyrardów from 1899 (367 cm long, 140 cm high) was presented at the World Exhibition in Paris in 1900, earning the factory a prestigious Grand Prix award.

THE DRAINAGE SYSTEM OF THE KAMPINOS FOREST



The drainage process of the Kampinos Forest began in the mid-19th century, and its aim was to make the forest swamps available to agriculture. At that time, the Łasica canal (to this day the main of the Kampinos National Park watercourse) and the canals flowing into it were created: Olszowiecki, Zaborowski and Ł-9. However, their digging was an infamous card in the history of the Kampinos Forest. The canals caused drainage of the swamps. With the creation of the national park in 1959, drainage ceased. Step by step, however, smaller or larger hydrotechnical objects began to be erected.

The Kampinos National Park/
kampinoski-pn.gov.pl

BRICKWORKS IN RADZIEJOWICE



The beginnings of the brickworks in Radziejowice date back to 1870, when the owners of the Żyrardów factory built a factory on land leased from Krasiński family and began to exploit clay deposits. The brick produced here was intended primarily for the needs of the dynamically developing Żyrardów factory and the factory settlement being built next to it. An interesting fact is that the manufacturers launched a narrow-gauge railway for the transport of bricks. Today, from Sienkiewicza Street, one can admire a selection of historic buildings enclosed by a stylish fence.

Przemysłowa Street no. 2, 96-325 Radziejowice

WARSAW-VIENNA RAILWAY, RAILWAY STATION IN RADZIWIŁŁÓW



A unique point on the Warsaw-Vienna Railway line, as it used to be a Russian border station with Austria-Hungary. The first railway station was built here in the middle of the 19th century. The present building belongs to a group of similar buildings, created in place of railway facilities destroyed during World War I. Built according to the design of Romuald Miller in the interwar period, it survived World War II. Revitalised between 2011 and 2012, it impresses with elements of national style.

Warszawska Street no. 27, 96-332 Radziwiłłów

WOŁOMIN GLASSWORKS



Operating since 1905, the Wołomin glassworks is today the only one in Poland and one of the few manufacturers of heat-resistant borosilicate glass cookware in Europe. Founded by mill owner Szlama Kon, the glassworks was awarded a special order of merit in 1912 as an official glass supplier to the Tsarist Court. At that time it was one of the largest glassworks in the Congress Kingdom. Today, the factory in Wołomin produces the world-renowned Termisil brand glassware.

Termisil Glass Sp. z o.o.,
Wileńska Street no. 68A, 05-200 Wołomin /
termisil.com

HISTORIC WATER TOWER IN TARCZYN



The Tarczyn water tower with a deep well can be seen from the windows of the Piaseczno-Grójec Narrow-Gauge Railway. This is one of the most interesting objects on the route. Built in 1914, the tower stands at Tarczyn station (station located east of Tarczyn, between Ruda and Józefów). In addition to the water tower, the site also features a historic wagon repair workshop. Together, they form a railway station complex listed on the register of monuments.

Ruda, Kolejowa Street no. 2, 05-555 Tarczyn

DIESEL LOCOMOTIVE 409DA-271 IN ŻYRARDÓW



Until the 1980s, the track near the former linen factories was used to transport production materials between the branches of the factory, as a siding of the Warsaw-Vienna Railway. However, the railway infrastructure is not the only remnant of the former track. Out of thousands of locomotives once in service, only one has survived – saved from the junkyard thanks to the involvement of local enthusiasts. It underwent a thorough revitalisation and now it decorates the square in front of the Museum of Linen, where it gracefully welcomes tourists.

Dittricha Street no. 18, 96-300 Żyrardów

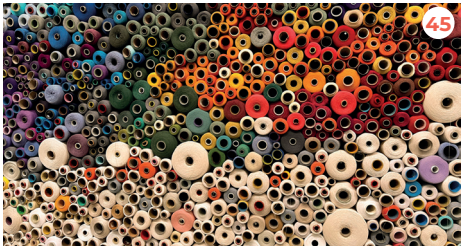
WARSAW-VIENNA RAILWAY, ŻYRARDÓW RAILWAY STATION



The first station in Żyrardów was built in the Swiss style (designed by Jan Jakub Gay). However, the building did not meet the requirements of the railway administration and in 1884 it was replaced by a barracks station building in the so-called brick style. In the first years after regaining independence, the Żyrardów railway station was rebuilt from the ruins into which it was turned by fighting during World War I. Constructed according to the design of Romuald Miller, it was nothing like the previous building. He visibly referred to the manor style and the 'national style' defined by some architects at the time.

Józef Piłsudski Square no. 1, 96-300 Żyrardów

PHILIPPE DE GIRARD LINEN MUSEUM IN ŻYRARDÓW



One of the most interesting places cultivating the linen traditions of Żyrardów, illustrating the history of the linen industry on Polish lands. It is located in one of the factory halls of the former Bielnik, which was once part of the production complex of the Żyrardów factory. The museum is decorated with themed murals. The 'Woven screens' exhibition, Europe's first and only exhibition presenting the technological process of screen printing, is absolutely unique.

Dittricha Street no. 18, 96-300 Żyrardów / muzeumlniarstwa.pl

MUSEUM OF WESTERN MAZOVIA IN ŻYRARDÓW



Located in the historic villa of Karol Dittrich from the end of the 19th century, the museum presents the history of Żyrardów and its textile factories as well as the tradition and material culture of the former inhabitants of the city. Permanent exhibitions include the magnificent panorama of Żyrardów from 1899, the living space of the Żyrardów working class family from the beginning of the 20th century and the gallery of works by Józef Rapacki. A branch of the museum – the office of the writer Paweł Hulka-Laskowski is located nearby.

Dittricha Street no. 1, 96-300 Żyrardów
Facebook: Muzeum Mazowsza Zachodniego w Żyrardowie

WATER TOWER AT THE RAILWAY STATION IN ŻYRARDÓW



Located near the station of the former Warsaw-Vienna Iron Road, the tower has been abandoned for many years. It was built approx. in 1925 according to a typical design from the 1920s (similar towers are located, for example, at stations in Sochaczew, Radomsko, Konin, Nasielsk, Pilawa, Biała Podlaska). Its authorship is attributed to Bronisław Brochwicz-Rogoyski and Romuald Miller. The structure of the tower is reinforced concrete. Architecturally, it refers to the so-called Polish Baroque.

Polskiej Organizacji Wojskowej Street no. 1, 96-300 Żyrardów





1

HISTORIC IRONWORKS IN CHLEWISKA

1811–1825 a sheet metal rolling mill and a nail factory were established in Chlewiska (the raw material for production was supplied by a blast furnace in Aleksandrów, built as early as 1727).



1882 – the construction of a coal-fired blast furnace began, which worked until 1940, giving 5 000 tonnes of pig iron per year.



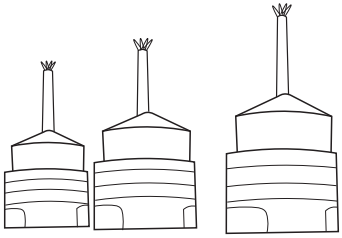
Ludwik Kazimierz Broel-Plater – entrepreneur and industrial animator in Chlewiska at the turn of the 19th and 20th centuries. He was the son of a November insurgent whose property was confiscated. He worked as a labourer in France, and thanks to his knowledge of iron production, he built a steel empire, which, however, did not resist the market crisis of 1900.



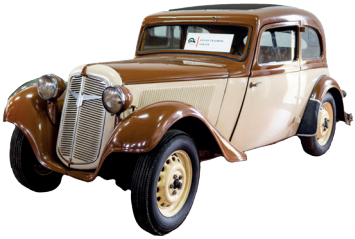
The blast furnace

Chlewiska is the place where the only charcoal-fired blast furnace in Central Europe operated until World War II. It was this furnace that powered the ironworks, which has been inactive since 1940 and is unique among Europe's industrial heritage sites. Established here in 1957, the Museum of Metallurgy and Machinery Industry (now the Historic Ironworks) operates as a regional branch of the National Museum of Technology in Warsaw.

The development of Chlewiska is associated with iron metallurgy. Production began here as early as the Middle Ages. In the 17th century, Chlewiska's estate included forges in Stefanków and Aleksandrów. By the 19th century, it had expanded to encompass blast furnaces in Nadolna, Stefanków, and Chlewiska, a puddling plant and rolling mill in Pawłów, and finery forges in Koszarów. During the 19th century, Chlewiska became part of the Old Polish Industrial Region. The smelter itself, comprising a blast furnace producing 13 tonnes of pig iron per day, a roaster and an extraction tower (the so-called water balance hoist), was built between 1882 and 1892 by the French Metallurgical Society. The end of its activity was associated with the outbreak of World War II. In 1939, the Germans took over the factory. At the end of the same year, in order to prevent the occupiers from producing steel, Polish metallurgists cooled the blast furnace with a full load. It stands like this to this day.



The museum's collection also includes vintage cars, motorcycles, sewing machines and metalworking equipment.



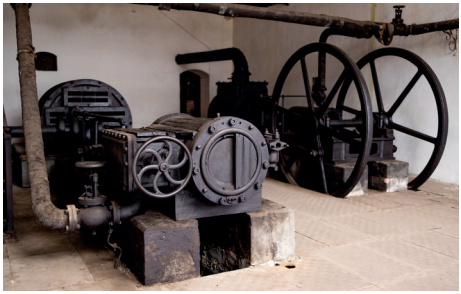
Although several decades have passed, we can still see the preserved unique architectural form of the steelworks buildings, referring to the Neo-Romanesque style – the buildings were made of split stone with brick details. They are set in a technological sequence, so visitors can get to know the old process of smelting and processing iron, especially since the interiors hide preserved devices of the blast furnace assembly. Currently, the buildings include several production and auxiliary buildings. At the entrance there is a concierge, horse-drawn scales and a laboratory and administrative building, followed by a forge and mechanical workshops. On the left side there are three 19th-century ore roasters, i.e. special charcoal ovens. On the right are the buildings of the blast furnace, to which they adhere: a lift tower with a water elevator (water balance hoist), blower halls and blower heaters, and a casting hall with a cast iron. At the back there are: model shop building, charcoal storage and bath.

Since 2009, the vacant rooms of the former steelworks buildings are used to house permanent exhibitions, moved from the former Norblin Industry Museum in Warsaw. Here, visitors can see well-known brands of cars and motorcycles from the 20th century as well as se-ing and metalworking machines. There are also machines for armament production and a device for straightening rifle barrels. The opportunity to visit the former shoemaking work-shop is also a very popular attraction.

A beautiful, two-hectare utility and exhibition complex, which includes historic buildings that are the remains of a former ironworks, located on vast green areas, is an ideal place for organising events. The museum offers a wide range of them. It is worth coming here for a rally of historic vehicles or a family picnic. The flagship event is the August Iron and Steel Festival, during which demonstrations of iron smelting in a traditional bloomery take place. Since 2017, the museum has been a field branch of the National Museum of Technology in Warsaw.



Old ironworks buildings



Preserved machines

Ironworks

Szkolna Street no. 34, 26-510 Chlewiska / nmt.waw.pl/oddzial-w-chlewiskach/

THE REINFORCED CONCRETE PIŁSUDSKI BRIDGE IN BIAŁOBRZEGI



Poets and prose writers such as Agnieszka Osiecka, Jarosław Iwaszkiewicz and Stanisław Dygat wrote about it. The almost 250-metre bridge over the Pilica River, built between 1932 and 1936, once connected the Warsaw Voivodeship with the Kielce Voivodeship. In the interwar period, the structure designed by engineer Wacław Straszyński was the largest crossing of this type in Poland. Created on the occasion of the 80th anniversary of its existence, the illumination of bridge spans gives the construction an unusual character, especially after dark.

CHRUŚCIECHÓW DISTILLERY



The estate in Chruściechów belonged to the Arkuszewski family. At the end of the 19th century Marian Antoni expanded his estate. In 1907, Arkuszewski built a modern red brick distillery, decorated in accordance with the industrial fashion of the time. It distilled spirit mainly from potatoes and cereals. In the following years, the manor and the surrounding park were also expanded, according to the design of Zygmunt Słomiński, the later Mayor of Warsaw. The manor also hosted Witold Gombrowicz, a writer related to Arkuszewski. The distillery has survived to this day, although its surroundings are difficult to access and overgrown with shrubs.

Chruściechów 2, 26-806 Chruściechów

WATER MILL IN BORKI BIAŁOBRZEGI



In a wooden mill, grain was ground already in the 17th century. A modern mill was erected at the beginning of the 19th century, and in the mid-20th century millstones were replaced by a cylindrical grinder. Its milling capacity is approx. 5.5 tons per day. Its additional source of energy is a water turbine. Interestingly, the mill works to this day and impresses with its picturesque location. It offers customers, among others, wheat flour and rye of varying degrees of grinding. Owners also breed pond fish, such as carp, grass carp, pike or Crucian carp.

Sosnowa Street no. 2, 26-800 Białobrzegi / mlynbocianek.pl

HISTORIC POTTERY OVEN IN IŁŻA



Iłża was an important pottery centre in the late 16th and early 17th centuries. However, the historic furnace comes from a later period. Its oldest part is a stone enclosure probably erected in the first half of the 19th century by Kacper Pastuszkiewicz. The object has great scientific value. A feature unique on a national scale is its preserved limestone casing, designed to protect against accidental fire.

Wójtowska Street no. 63, 27-100 Iłża / muzeumilza.pl

KOZIENICE POWER PLANT



The second largest coal-fired power plant in Poland. Its chimneys are already permanently inscribed in the landscape of the Kozienice land. The first of the ten blocks was commissioned in 1972, the last one seven years later. In 2017, a new block with the highest capacity so far was installed. Currently, the Kozienice Power Plant is owned by Enea Wytwarzanie.

Al. Józefa Zielinskiego no. 1
26-900 Świerże Górne

SASKI BREWERY IN RADOM



The brewery, with its palace and administrative building, was erected between 1879 and 1896. Over the years, the 'Browar J. Saski i Spółka Radom' brewery has been successfully operating here. After World War II, it was nationalised and in the 1990s it was taken over by the Żywiec Group. The following years brought many changes. Eventually, the revitalisation of the brewery began, which resulted in the creation of the Radom Brewery project.

Limanowskiego Street no. 29, 26-610 Radom

'POD BIAŁYM ORŁEM' PHARMACY



The pharmacy was located at Żeromskiego Street no. 5, in a two-storey tenement house from 1835 designed by the Polish painter and architect Stefan Baliński. The ceiling painting featuring the image of the white eagle – likely the work of K. F. Hoppen – served as a trademark. This motif was transferred to the original labels and apothecary vessels. After the modernisation and adaptation of the historic Gąski and Esterki tenement houses, the historic pharmacy with its equipment were passed to the collection of the Radom History Museum.

Museum of History of Radom, Rynek no. 4/5,
26-600 Radom / muzeumhistoriiradomia.pl

TRZEBIŃSKI PRINTING HOUSE IN RADOM



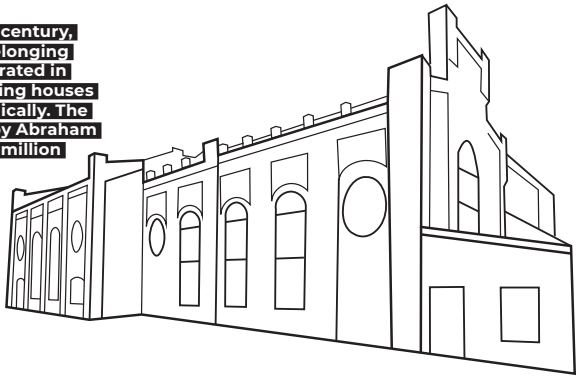
A pearl hidden in the heart of the city. Set in the 19th-century buildings of the Radom down-town, a small red brick building was designed by one of the best architects of the time, Professor Adolf Szyszko-Bohusz. From 1920, the Printing and Lithographic Department of Jan Kante Trzebiński, considered one of the pioneers of the printing industry in Radom, operated inside in its interiors. Today, the historic building stands abandoned.

Żeromskiego Street no. 28, 26-600 Radom

10

MAZOVIAN CENTRE FOR CONTEMPORARY ART ‘ELEKTROWNIA’ IN RADOM

At the beginning of the 20th century, many factories and plants belonging to Jewish entrepreneurs operated in Radom. Brickyards and printing houses were developing very dynamically. The ‘Firlej’ brick factory, owned by Abraham Dena, produced ap-prox. 2.4 million bricks!



1901 launching the Radom power plant (in 1903 in Warsaw and in 1907 in Łódź).

58 – the number of arc lamps, located on the streets at a distance of 44 m, flashed in 1901 in Radom.

60% of the plant’s equipment was dismantled and exported to Russia during World War I.

1902 – in Radom, electricity was used by the Bernardine church, a men’s gymnasium, a trade school, a governorate government, a magistrate, a civic resource, an officer’s club, 54 shops, 5 restaurants, 5 workshops and 47 private apartments.

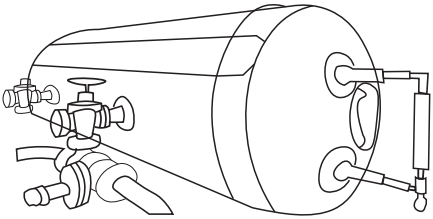
150 rubles – the cost of constructing a power plant comparable to the cost of constructing a cathedral in Radom.



Restored interiors

Contemporary art favours the raw character of post-industrial sites. It is hardly surprising, then, that there is no shortage of examples of their conversion into galleries and spaces dedicated to creative activities. Both artists and visitors benefit from the revitalisation of post-industrial sites. Among the post-industrial facilities in the Mazovia region that have been given a new lease on life, the ‘Elektrownia’ Mazovian Centre of Contemporary Art in Radom certainly stands out. It is an example of the remarkable revitalisation and adaptive reuse of a post-industrial site – a project to which the renowned director Andrzej Wajda, among others, contributed. But let us start at the beginning.

The power plant has been the pride of Radom and its inhabitants since 1901, when it was launched. Similar plants located in nearby Warsaw or Łódź were established only a few years later, which indicates the high position of the city among the industrial centres of the Congress Kingdom and testifies to the high effectiveness of the authorities, both regional and municipal. The heating plant, which underwent modernisation several times, operated, with only brief interruptions, until 1998. A few years later, the idea emerged to house the Centre for Modern Art in the old power plant. The first exhibition opened here already in 2006 on the occasion of the 80th birthday of Andrzej Wajda, the Honorary Citizen of the City of Radom, who had already donated several dozen works to the Museum





Power plant building

of Contemporary Art a few years earlier. The reconstruction of the old power plant building and its adaptation for exhibition spaces lasted until 2014. Subsequent investments followed, transforming Radom's 'Elektrownia' into a modern art venue of true European standing.

As part of the adaptation of the historic Neo-Gothic red-brick building, new wings were added to the south and west, and a coal furnace area of approximately 100 m² was also converted for exhibition purposes. A distinctive feature and symbol of the Centre is a cloud-shaped neon sign atop the new section of the building, created by Thorsten Goldberg, a German visual artist and renowned creator of public art.'We have moved from the factory to the factory of imagination', as it was said during the official opening of the Power Plant. Today, 'Elektrownia' is a wonderful exhibition space, where exhibitions of Polish and foreign artists are organised. Today, it offers a splendid exhibition space hosting works by both Polish and international artists. The 'Elektrownia' holdings comprise a vast collection from the former Museum of Contemporary Art, along-side works assembled between 2005 and 2014, featuring artists such as Tadeusz Brzozowski, Jerzy Nowosielski, Henryk Stażewski, Stefan Gierowski, Rajmund Ziemski, Wojciech Fangor, and many others.

The activity of the institution includes education in its broadest meaning, both for children and young people, as well as for adults – countless workshops on various topics are organised here. The 'Elektrownia' also has a library and a modern cinema equipped with an advanced sound system, the hall of which is almost a perfect copy of the private studio cinema near Paris owned by the creator of 'Star Wars', George Lucas.



Restored interiors



Restored interiors

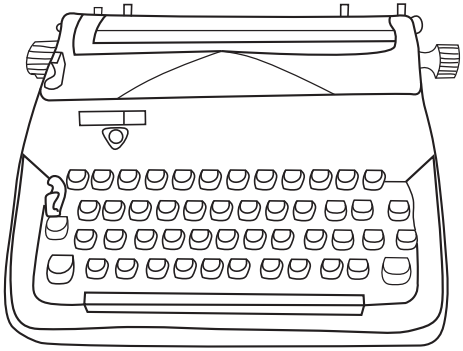
The modern, open spaces of the 'Elektrownia' complex invite its visitors to spend interesting time and enjoy the atmosphere of the place, which is created on the one hand by industrial history and architecture, and on the other hand by the spirit of modern art and interdisciplinary experience of contemporary culture in its various dimensions.

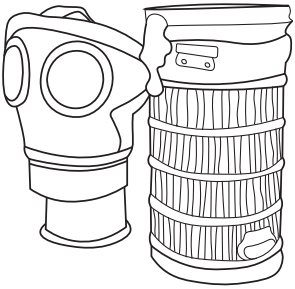
Mazovian Centre for Contemporary Art 'Elektrownia'

Mikołaja Kopernika Street no. 1,
26-600 Radom / mcswelektrownia.pl

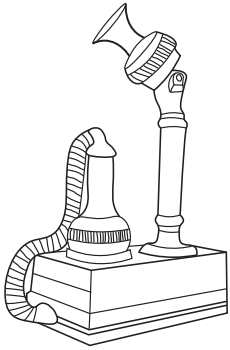
RADOM INDUSTRIAL SYMBOLS TRAIL

These were different models of typewriters, not only the Łucznik 1301, which is one of the symbols of this trail. The device was manufactured by Gen. Walter 'Łucznik' Metal Works. Initially in a manual version, then electric, and finally in a portable (suitcase-style) model. The machines were produced in various language versions, including those for the Arabic alphabet.





Gas mask wz. 24. It was the first mask on the equipment of the Polish Army. They were produced until 1939, they were also used during the September Campaign.



Malwa's phone. This is a product from Radom Telephone Factory. The project from 1978 referred to the design from the turn of the 19th and 20th centuries and was highly appreciat-ed by customers.

After regaining independence, Radom began to flourish in the era of the Second Polish Republic. Entering the Central Industrial District, it became a key production hub and a manufacturing base supporting the revitalised Polish army. Factories producing weapons, telephones, and footwear were established, alongside tobacco processing plants and a municipal gasworks. In 1934, a railway line connected Radom to Warsaw. Cultural life also thrived in this multi-ethnic city (where Jews made up 30% of the population); the 'Teatr Rozmaitości' (Variety Theatre) was founded, and new cinemas, libraries, and publishing houses opened. This era of prosperity was cut short by World War II, which led to the demise of many factories. The post-war years were a time of reconstruction and the resumption of operations at major industrial plants – now under a centrally planned economy. Former factories began producing goods for the domestic market as well as for export to the USSR and Eastern Bloc countries. Finally, the 1990s marked a period of systemic and economic transformation. This era proved difficult for many of Radom's industrial plants, few of which survived the market changes. Today, the recently expanded Radom Industrial Symbols Trail serves as a reminder of the city's flagship industries and famous

products. It offers a concise journey through industrial history. Twenty-three castings of Radom-made industrial products adorn the city centre and the Old Town. Each sculpture is a 1:1 scale replica of the original! Additionally, plaques with detailed descriptions accompany each installation. Other sites along the route include:

- Cigarettes from the Radom tobacco factory, known locally as 'Tytoniówka'. Located on Tytoniowa Street, near the factory entrance, are replicas of cigarette packs from nationwide famous brands, including 'Radomskie', 'Popularne', 'Stołeczne' or 'Klubowe';
- Łucznik road racing bicycle. A model produced from 1929 at the Radom Arms Factory, it was used by Polish cyclists in numerous competitions;
- Floor tiles. The tiles produced by the 'Marywil' Ceramic and Cement Products Factory were a popular decorative and utility element of Radom townhouses;
- Paint Rafil GR-TIX. A popular product of Radom Paints and Varnishes Factory RAFIL, was intended for use in difficult weather conditions;
- Occasional table. These distinctive pieces of furniture were manufactured by the 'Johann Kohn & Co. ' Bentwood Furniture Factory. On the emblematic table, there is a cup of coffee and a pastry, a so-called 'radomianka';
- Gas kitchen 333. This is the work of the Radom Metal Products Factory 'Polmetal'. The saucepan model standing on it, in turn, refers to the products of the Enamel Vessels Factory;
- Phone camera CB-49. The characteristic model produced until 1963 in Radom Telephone Factory was made of black bakelite;
- Homogenised cottage cheese. Legendary Rolmlecz product, produced since 1974;
- Household scale WD-2. It helped homemakers measure products to a weight of 2 kg. Produced in 1984 at the 'Radwag' Precision Mechanics Plant in Radom;
- 'Bratek' telephone. Manufactured at the Radom Telephone Factory between 1978 and 1980, it could be used as either a desk phone or a wall-mounted phone!
- Vis wz. 35 pistol. The most famous product of the Radom Arms Factory. It entered serial production in 1936. It was issued to the professional personnel of the Polish Army;
- Sofix boots. The effect of experience in the footwear industry. Polish athletes performed in sofixes during the Winter Olympics in Calgary;
- Łucznik padlock. Another renowned product of the Gen. Walter Metal Works.



Military bike Archer type XX. Another famous pattern produced in the Weapon Factory. It had rifle holders and masking colours.



Sewing machine Łucznik KL. 82. It was the first machine for home use, produced in the Gen. Walter Metal Works.

Radom City Centre
symbole.radom.pl

‘ŁUCZNIK’ WEAPONS FACTORY IN RADOM



This is the site that brought Radom renown both at home and abroad. Massive arms manufacturing facilities were established here between 1923 and 1926. Production included not only weaponry but also sewing machines, typewriters, and – prior to World War II – bicycles. The first product manufactured by FB Radom was the wz. 98 carbine. The factory complex consists of over a dozen buildings connected by a network of lanes; today, the site houses offices and small service businesses. The factory itself has relocated to new premises at Aleksego Grobickiego Street no. 23

1905 Roku Street, 26-610 Radom

IWANGOROD–DĄBROWA IRON RAILWAY IN RADOM



The eclectic building of the Radom station was built in the 20th century, replacing the previous building. Even in the 19th century, the railway connected the nearby Dęblin (then Iwangorod) with Dąbrowa Górnicza and Dąbrowa Coal Basin (hence the name of the railway), serving primarily to transport coal to factories. The building itself – monumental and imposing, and enriched during the interwar period with references to the Polish Renaissance – underwent a complete interior reconstruction in the 1980s and 1990s.

Władysława Beliny-Prażmowskiego Street no. 2, 26-600 Radom

KARSCH AND WICKENHAGEN TENEMENT HOUSE



Ludwik Karsch started building his estate by establishing a tannery. Despite political adversity, the industry grew rapidly in Radom. In the 1860s., the production tripled, and the young generation of heirs became rich enough to build an intimidating splendor, a family tenement house at the present Constitution Square. Modeled on the Kronenberg Palace in Warsaw, this monumental tenement house was erected between 1881 and 1882. Today, it is easily recognisable both for its opulence and for the Gombrowicz bench located at street level on one of its corners.

Pl. Konstytucji 3 Maja no. 5, 26-600 Radom

RADOM INDUSTRIALISTS’ CREDIT SOCIETY



A representative Neo-Gothic building erected in 1897 according to the design of August Załuski. It was established as the seat of the Loan Fund of Radom Industrialists. Its entire history is connected with finances, because the headquarters of various banks were located here. Today, it is the headquarters of Bank Pekao S.A. It is not only the building’s exterior that delights the eye, but also its interior. On the ground floor, beyond the vestibule, a large section of the original flooring – framed by modern tiles – has been preserved, alongside a cast-iron staircase with a railing.

Piłsudskiego Street 15, 26-610 Radom

THE WATER TOWER



Built between 1926 and 1927, the water tower is now one of the city's landmark historic buildings. Once part of the municipal water supply system, it served its original purpose until 1983. Following revitalisation between 2009 and 2011, it now houses offices. The front boundary is beautifully defined by a wall featuring four massive columns, while the entrance is adorned with a gate boasting wrought-iron leaves and topped with the coat of arms of Radom.

Słowackiego Street no. 102, 26-604 Radom

GLASSWORKS 'CZECHY' IN TRĄBKI



The local glass and crystal factory, founded at the turn of the 1830s and 1840s, by Czech Ignacy Hordliczek. In the second half of the 19th century, it was one of the largest in the Russian partition. Its products (crystals, services, tableware, packaging glass, perfumery, pharmacy and laboratory) were known and sought after abroad. The owners took great care of their crew, for which an entire estate was built with houses, a school and places to rest. The glassworks complex today comprises historic 19th-century structures alongside buildings erected in the 20th century. Since 2011, the plant has operated as part of the Italian group Zignago Vetro.

Osadnicza Street no. 8, 08-440 Trąbki

RAILWAY ROLLING STOCK REPAIR WORKS IN RADOM



Archival photo from the construction of the Warsaw-Radom railway, 1934, Polona

Railway Rolling Stock Repair Works is one of the oldest continuously operating industrial enterprises in Radom. It was established shortly after the opening of the Ivangorod-Dąbrowa Railway to serve as its mechanical repair facility. The complex of buildings is situated between Słowackiego and Mazowieckiego Streets. The workshop halls were erected in an industrial style with Neo-Gothic influences. Notable structures include an imposing office building combining Renaissance and Baroque features, a water tower, and a guard-house with a wooden turret.

Mazowieckiego Street no. 2, 26-610 Radom / zntkradom.pl

WARKA BREWERY



Warka is a true legend of Polish brewing, whose traditions date back to the 15th century. This is also evidenced by the etymology of the town's name and the local brewery's flagship brand: in professional brewing terminology, a 'warka' (brew) is a unit of measurement for a single batch of beer. The Warka brewery, built between 1973 and 1975, is currently owned by the Żywiec Group.

Gośniewska Street no. 65, 05-660 Warka / grupazywiec.pl/brewery/browar-warka/





MILLER'S HOMESTEAD IN THE VILLAGE OF DREWNOWO



This majestic post mill, dating back to the late 19th century, serves as a distinctive landmark in the area. Its striking silhouette has become a symbol of the Boguty-Pianki municipality. The windmill is part of a historic miller's homestead and operates as a branch of the Fr. K. Kluk Museum of Agriculture in Ciechanowiec. The two-story structure, built on a nearly square plan, is equipped with a single pair of millstones and a bolting system for producing fine flour. Remarkably, the mill remains fully operational!

07-325 Drewnowo-Ziemaki, branch of the Fr. Krzysztof Kluk / muzeumrolnictwa.pl

CHOPIN DISTILLERY IN KRZESK



The Chopin Distillery, with a history dating back to 1896, is an intimate, atmospheric facility surrounded by the orchards and fields that provide the raw materials for its production. It is here that a world-renowned, luxury spirit is created through the processes of fermentation, distillation, and rectification. A distinctive feature of the distillery complex is its red chimney bearing the inscription 'Chopin'. The unique interiors of this historic distillery can be visited by prior appointment.

Krzesk-Majątek no. 63, 08-111 Krzesk-Majątek / chopinvodka.pl/o-gorzelni/

MUSEUM OF FIREFIGHTING IN KOTUŃ



Housed in the Volunteer Fire Department station, this museum is a branch of the Regional Museum in Siedlce. Its collection comprises 1,326 items, including 500 technical objects and 826 pieces of historical and artistic significance. It holds Poland's largest collection of manual fire pumps. Visitors can also view horse-drawn fire wagons and water tankers, fire trucks, firefighting, alarm, and lighting equipment, breathing apparatus, and other devices. A major attraction is the opportunity to operate a manual siren and hear the sound of a 'tyfon' – a vintage pneumatic siren.

Wiejska Street no. 9, 08-130 Kotuń / muzeumpozarnictwakotun.pl

THE MEAT HALLS IN OSTRÓW MAZOWIECKA



A historic Neo-Gothic building that once housed the town's meat halls – a marketplace for meat trading. Constructed from fired ceramic brick, it served as a meat market from its completion in 1903 until 2003. Today, this industrial space hosts exhibitions organised by the Municipal Cultural Centre. It is a venue for the Centre's various activity groups, as well as lectures, guest meetings, concerts, conferences, and film screenings. Additionally, the town's first art gallery operates in the basement, within the former cold storage area.

Pocztowa Street no.12 07-300 Ostrów Mazowiecka / jatkimdk.pl

OLD POWER PLANT IN OSTRÓW MAZOWIECKA



The former municipal power plant, commissioned in 1929, served its original purpose until World War II. It fostered the growth of local industry and provided lighting for residents' homes. Damaged during the war, it functioned merely as a power distribution station until the 1980s, after which it stood abandoned and fell into disrepair. Today, however, it is a city landmark. Revitalised and equipped with modern facilities, this stylish building now supports the activities of local cultural institutions.

11 Listopada Street no. 7, 07-300 Ostrów Mazowiecka

MARKET HALL IN SIEDLCE



The Market Hall was built in the early 20th century near the town's marketplace. This masonry building, designed in an eclectic style, features an elongated rectangular layout. Although the magnificent structure suffered significant damage over time – including during successive wars – it has recently been restored to its former glory and given a new purpose. A private investor modernised over 1,500 square metres of space, preserving the site's unique atmosphere while establishing a modern craft brewpub within. It has become a trendy destination in Siedlce, a place that delights food lovers!

Brofaktura, Armii Krajowej Street no. 5
08-110 Siedlce / brofaktura.pl

NATIONAL RADIOACTIVE WASTE REPOSITORY



The National Radioactive Waste Repository, located in Różan on the Narew River, has been in operation since 1961. It is situated within a former Russian military fort built between 1905 and 1908. The waste deposited at the facility originates in Poland from the production and use of radioactive isotopes in medicine, industry, and scientific research. While the repository is not open to the public on a daily basis, educational events are occasionally organised.

Przemysłowa Street, 06-230 Różan / gov.pl/zuop

PODLASKA VODKA DISTILLERY POLMOS S.A. IN SIEDLCE



The history of the Siedlce Polmos distillery begins in 1896. At that time, the tsarist authorities, after taking over the factory, included it in the State Spirit Monopoly. After World War II, the factory was significantly expanded and modernised. It was finally privatised in 2003. Among the buildings of the factory visitors can see fragments of original buildings made of red brick. The famous Chopin vodka is produced nearby, in the distillery in Krzesko belonging to Polmos.

Kolejowa Street no. 10, 08-110 Siedlce / chopinvodka.pl

‘ELŻBIETÓW’ SUGAR FACTORY



Sokołów Podlaski owes the establishment of its sugar factory in 1848 to Elżbieta Hirschmann. The factory – only the second of its kind in the entire Congress Kingdom –grew at a remarkable pace, and the town’s economic standing was further solidified by the construction of a railway line in 1887. Generations of residents worked at the refinery, settling in the working-class district of Elżbietów (named after the founder). Production at the historic factory ceased in 2003. The valuable post-industrial red-brick structures underwent a comprehensive renovation, which was completed in 2020.

Industrial Park, Fabryczna Street no. 1
08-300 Sokołów Podlaski

KRUSZEWSKI BROTHERS’ BELL FOUNDRY IN WĘGRÓW



Bell-founding traditions in Węgrów date back to the 19th century. Antoni Włodkowski’s bell foundry was already operating here at that time. Following his death in 1920, it was taken over by the Kruszewski family. The secrets of the bell-founding craft have been passed down from generation to generation. To date, over 2,500 bells have been cast in Węgrów. They ring out not only in many Polish towns and cities but also in countries as far-flung as Rwanda and Papua New Guinea.

Ludwisarska Street no. 14, 07-100 Węgrów / kruszewscy.pl

SOKOŁÓW PODLASKI RAILWAY STATION



The Siedlce- Sokołów Podlaski-Małkinia railway line was established in 1887. In Sokołów Podlaski itself, between modern Lipowa and Wolności streets, there was a railway station, a water tower, a goods ramp and workers’ houses. The railway accelerated the development of the city and the ‘Elżbietów’ Sugar Factory, but at the end of World War II the Nazis blew up the station. In the post-war years, the building was reconstructed, but the railway line slowly lost its importance. After the liquidation of transport services and its renovation, the building began to function as the Municipal Public Library.

K. I. Gałczyński Municipal Public Library
Kolejowa Street no. 7A, 08-300 Sokołów Podlaski

WORKERS’ GLASSWORKS IN WYSZKÓW



Many of the glassworks’ founders and early employees were workers recently dismissed from the ‘Kijewski i Scholtze’ factory, which had been swept by a wave of strikes in 1905. The glassworks’ buildings were erected just six weeks after the founding act was signed. In 1907, a representative of the Haberbusch breweries contracted the entire output. The Workers’ Glassworks underwent modernisation – gradually, albeit with interruptions – producing green, semi-white, and orange glass. In the post-war era, the plant was nationalised, while from the 1990s onwards, it passed into the ownership of successive private corporations. The tradition of glassmaking continues here to this day.

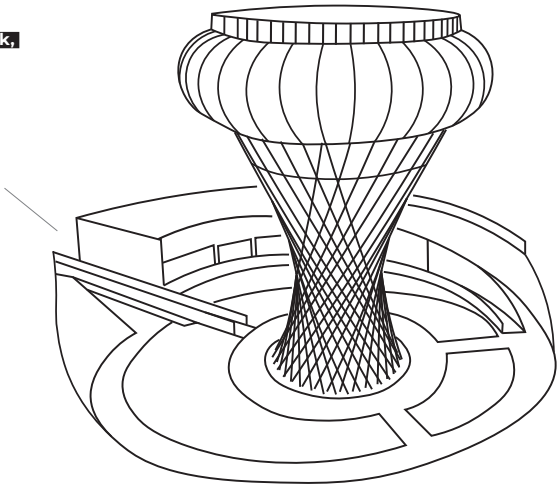
Ardagh Glass S.A., Zakolejowa St. no. 51, Wyszków



1

TORUS – SCIENCE PARK AND TOWER IN CIECHANÓW

An elevated water storage tank, commonly known as a water tower. Originally a technical structure featuring a water reservoir in its upper section filled by pumps, it is today a preserved monument of engineering.



143 m above sea level – location of the reservoir; the average location of Ciechanów is 118 m above sea level.

3 years – only for this period the reservoir was used.

1560 m^3 – reservoir volume.

22 metres – the height of the base on which the reservoir called Torus is placed.





Science Park, exposition

Mushroom, tire, torus. It was placed in 2013 by The World Geography on the 5th place of the list of the most unusual towers in the world. In the ranking, it defeated famous towers from the USA, France, Japan, Thailand and Canada. One of the most characteristic buildings in Mazovia, unique not only because of its architecture, but also because of its history. The Ciechanów water tower – as it is known – was never actually a water tower. In reality, it was built as a tower-style water balancing reservoir. It was never fully utilised for its intended purpose, and even its partial use was short-lived.

The reservoir was built in the 1970s. At the time, it was a cutting-edge technical innovation. Nothing of its kind had ever been seen in Poland before. A steel structure was chosen for the project. Architects from Miastoprojekt Budopol, including Michał Jerzy Bogusławski, collaborated with several institutions to devise a solution designed to store water overnight, when demand was lower. The aim was for the stored water to relieve the load on the municipal network during the day. Construction began in 1974. The openwork structure consists of 64 pipes inclined at a 60° angle to the base, forming a circular hyperboloid of one sheet. At the top sits a torus-shaped ring composed of 32 curved pipe segments. The entire structure weighs

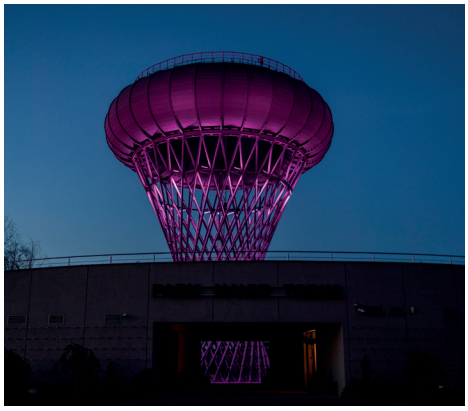
165 tonnes. The facility was commissioned on 29 July 1976. One of its key features was that it was maintenance-free, requiring neither electricity nor human intervention. Unfortunately, the tower was taken out of service after just three years. After almost 40 years, the building was revitalised. The structure was reinforced, cleaned and painted, and the torus was covered with a new titanium-zinc plating. The tower was illuminated and a fountain was built around it. The idea for the investment was not focused solely on the tower, but on making it the starting point for a science park. A modern two-storey building of the Torus Science Park was built next to it.

The science park offers fantastic fun, especially for families with children. Here, visitors of all ages, young and old alike, can experiment, explore, and discover the principles and relationships governing physics, mathematics, technology, and architecture. It is a place that appeals to enthusiasts of both the exact sciences and the arts. The exhibits are designed to highlight interdisciplinarity, showing the connections between concepts across various scientific fields. The exhibition is interactive, blending learning with great fun. Visitors can, for instance, see how water towers work, witness the practical application of Bernoulli's principle, or experience optical illusions. The park also features the Cafe Pitagoras. Activities, workshops, and science picnics are organised throughout the year.

Torus – Tower and Science Park

Płocka Street no. 34, 06-400 Ciechanów / parknaukitorus.pl





The tank coat is designed from 5 mm thick steel sheet.

BRICKWORKS CHIMNEY



The chimney is a historic remnant of a former brickyard that was originally administratively part of Gostków. In the late 19th century, the facility produced not only bricks but also drainage pipes and double-grooved roof tiles. The brickyard changed owners several times and fell into German hands during World War II. In 1961, part of the Gostków territory was incorporated into Ciechanów, and in the 1970s, brick production ceased due to the depletion of local clay deposits. The historic chimney, which towers over the Bloki district, remains as a legacy of the brickyard.

17 Stycznia Street no. 58, 06-400 Ciechanów

CIECHAN BREWERY IN CIECHANÓW



One of the oldest breweries in the Mazovia region, it was originally established as a ducal brewery in the 18th century. However, its golden age occurred in the second half of the 19th century, when Karol Machlejd and Maurycy Blumenthal became its owners. Today, the facility, part of Marek Jakubiak's holding company, is one of the few in Poland to brew beer using a natural fermentation process in open vats. Tours of the brewery are available by prior telephone appointment, and the ticket price includes a beer tasting at the on-site Ciechan pub.

Kilińskiego Street no. 8, 06-400 Ciechanów
Facebook: Browar Ciechan

FORMER SUGAR REFINERY COMPLEX



The sugar refinery was built near the village of Szczurzyn between 1880 and 1882, commissioned by a Warsaw-based joint-stock company whose principal shareholder was Count Łubieński. The facility was designed by the Schürrs – an Alsatian father-and-son team of architects. The layout was remarkably modern, featuring a system of machinery distributed across five separate buildings. The brick structures incorporated iron components manufactured at Bernard Hantke's steelworks in Częstochowa. Of the entire complex, the best-preserved structures are the former production building and the historicist-style mansion that served as the management and administrative headquarters.

Augustiańska Street, 06-400 Ciechanów

PX48-1784 STEAM LOCOMOTIVE MONUMENT IN CIECHANÓW



The historic Px48-1784 narrow-gauge steam locomotive serves as a technical monument commemorating the history and heyday of the Mława Commuter Railway, which operated from the 1920s through the 1980s. The locomotive was built in 1954 at the 'Fablok' factory in Chrzanów. It weighs over 20 tons and measures nearly 7 metres in length. In the past, it ran on lines passing directly through Ciechanów, as well as in other parts of the country. The machine owes its current appearance to a comprehensive renovation carried out in 2017.

square at the intersection of Sienkiewicza Street and Fabryczna Street, 06-400 Ciechanów / umciechanow.pl, mlawa.pl

THE MUNICIPAL MEAT HALLS IN MŁAWA



This is a distinctive feature of Mława's historic architecture, linked to the trade and socio-economic life of the era. The building dates back to 1905. Despite its utilitarian purpose, the building was notable for its rich ornamentation. Its design prominently featured 14 wooden posts reinforced by 7 relieving arches. The interior layout was designed so that a main corridor led to 24 butcher stalls, equipped with ice storage chambers, and 23 sales tables. The entire space was covered by a roof featuring a glazed wooden framework. After more than 120 years, the halls continue to serve as a marketplace.

F. Żwirki Street no. 22, 06-500 Mława / mdkmlawa.com

MILLS IN MŁAWA



The first mill in Mława, a steam-powered one, was built between 1866 and 1868. Although it survived World War II (having previously housed the Talmud-Torah Jewish school), no trace of it remains today. The same applies to the mill erected around 1919 on Szewska Street no. 4, which ended up within the ghetto boundaries during the occupation. One of the few mills still standing is a facility built in the 1930s. It houses the headquarters of the Mława Milling Works (Mławskie Zakłady Młynarskie). This historic building is located at Narutowicza Street no. 8.

Narutowicza Street no. 8, 06-500 Mława

LELEWELÓWKA IN MŁAWA



An 18th-century wooden granary, a wonderful example of economic architecture and the only remnant of old age buildings. The building features log-cabin construction set on a stone foundation. All windows are of the double-casement box type and fitted with shutters. The structure is topped by a 'broken' roof – specifically the Cracow style – covered with wooden shingles. From 1876 onwards, it was owned by the Lelewel family. Today, it stands as one of the city's most valuable historic landmarks.

Warszawska Street no. 44, 06-500 Mława / mlawa.pl

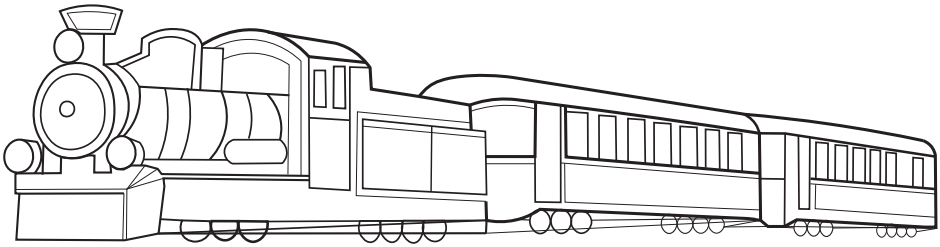
MUSEUM OF VOLUNTEER FIRE BRIGADES IN NIEPOKALANÓW



The museum is unique because it shows the history of firefighters in habits. It is located under a monastery – a sanctuary in Niepokalanów, where a volunteer fire brigade unit was established in 1931. It operates to this day, has professional equipment and is one of the best in Poland. The exhibition is located in the firehouse building. The most important exhibits include Minerva fire truck, horse-drawn fire pump and hand pumps from the 19th century.

Paprotnia, M. Kolbego Street no. 5
96-515 Teresin/
niepokalanow.pl/klasztor/muzeum

10 MUSEUM OF NARROW-GAUGE RAILWAY IN SOCHACZEW



226 **units of rolling stock stationed at the museum.**

140 **junits of rolling stock on display in the open-air exhibition.**

Rolling stock restoration – often involves removing old paint layers and rust spots, and applying oil-based paint in the final color scheme.

Brake van – a service wagon adapted to carry railway personnel on a freight train.

1937 **the first PKS M1 motor train entered service on the tracks in Sochaczew.**

2026 **– the museum's fortieth anniversary.**



George Stephenson (1781–1848) was a British engineer who was one of the first to build steam locomotives. He is considered to be the 'father of the steam railways'. The most famous machine he designed was called 'The Rocket'.

Exploring Mazovia by narrow-gauge train? Why not! The Sochaczew narrow-gauge railway offers a unique way to travel around the region. Its tracks run directly from Sochaczew to the Kampinos Forest. A trip on this 'Retro' train is an unforgettable adventure. The route is short (18 km), and the train travells at a leisurely pace (approx. 15 km/h). The train is hauled by either a Romanian-made Lxd2-342 diesel locomotive or a restored Polish Px29-1704 steam locomotive from 1929 – the very same one that appeared in the fifth episode of the iconic Polish TV series 'Alternatywy 4'. The journey itself is a delight, offering the added pleasure of sightseeing along the way. From the train, passengers can admire the Bzura River valley and the famous fortified church in Brochów – where Fryderyk Chopin was baptised – as well as take in the beauty of the Kampinos Forest. The excursion also includes a picnic in a clearing at the 'Osada Puszczańska' (Forest Settlement) by the Łasica Canal in Tułowice.

This is what it looks like today, and how it used to be?

The narrow-gauge railway in Sochaczew was launched in 1922. It transported timber from the Kampinos Forest which was needed to rebuild the city ruined during World War I. For its construction, materials from the demolition of the German field railway were used, and then it was combined with the rebuilt line of the

On November 30, 1984, at 3:35 PM, the last train of the Sochaczew Commuter Railway departed to Wyszogród. It was at this time that the hands of all station clocks were symbolically stopped, which are now presented at the museum's permanent exhibition entitled 'Station clocks'. 'The history of the Sochaczew narrow-gauge railway 1922–1984'.



The Retro Train, photo by Tomasz Kurowski



Wilcze Tułowskie Station, photo: Marta Przygoda



Exhibition at the Narrow-Gauge Railway Museum in Sochaczew

so-called forest railway, leading through the Forest to the marina on the Vistula River. In 1922, a 16-kilometre section with a rail spacing of 750 mm was opened for public transport from Sochaczew to Tułowice, and in 1923 lines were extanded to Piaski Królewskie in the Kampinos Forest and the village of Kamion (Wyszogród station). The entire railway route at that time was over 32 km long, including five stations and nine passenger stops From 1922 to 1930, this railway was known as the Sochaczew Local Government Narrow-Gauge Railway, and from 1930 to 1939, its name was changed to the Sochaczew District Railway. During the September Campaign of 1939 and the Battle of the Bzura, Sochaczew and its surrounding areas suffered extensive damage – with the notable exception of the railway, which remained intact. From 1949 onwards, the line was known as the Sochaczew Commuter Railway. Towards the end of its operational life, trains ran along the full route to the Kampinos Forest only on Tuesdays and Fridays, coinciding with market days in Sochaczew. It stopped to operate in 1984.

After the railway ceased to operate, a museum was established at its former headquarters and station in Sochaczew. Known as the Narrow-Gauge Railway Museum in Sochaczew, it currently operates as a branch of the Station Museum in Warsaw. Permanent exhibitions document the history of the Sochaczew narrow-gauge railway, while temporary exhibitions cover diverse themes – though most are related to railways in a broad sense. An Educational and Tourist Centre opened at the museum site in 2015. The spacious building houses several rooms dedicated to exhibition, educational, and tourism activities. In past centuries, narrow-gauge railways played a vital role in both passenger and freight transport. Today, they evoke both curiosity and emotion. Sochaczew is home to 226 units of narrow-gauge rolling stock, including 140 displayed outdoors, making it the largest collection of its kind in Poland. Visitors can view various types of locomotives and carriages (such as a passenger car from the Rudka-Mrozy line, Poland's last horse-drawn tram), as well as historic station and rolling stock equipment and railway traffic control devices.

Museum of Narrow-Gauge Railway in Sochaczew

Licealna Street no. 18, 96-500 Sochaczew / kolejkasochaczew.pl
mkw.e-sochaczew.pl

FORMER MUNICIPAL POWER PLANT WITH CHIMNEY



The Płock municipal power plant began producing energy for the city in 1929. The power plant had two H. Cegielski's boilers and two BBC generators with a capacity of 960 kW each. At the beginning of its operation, it powered the homes of 3,400 recipients, but its load was constantly increased thanks to improvements. After the destruction caused by the war, in 1954, a more modern power station was opened in Podolszyce. Until today, the building's solid and facades have been preserved in very good condition, giving testimony to the breakthrough period in Płock's development.

Kolejowa Street no. 8, 09-401 Płock

MŁAWA COMMUTER RAILWAY IN PRZASNYSZ



The railway was created for the needs of the sugar factory. The route between Mława and Maków Mazowiecki is the last narrow-gauge railway of northern Mazovia. Recently, its sections have been revitalised for tourism. Tracks were renovated, platforms in Przasnysz, Leszno and Górki were restored, rolling stock was repaired. In Czernice Borowe, an HF steam locomotive (factory number 14252) has been set up as a monument, alongside an operational train consisting of a locomotive and an open-sided summer carriage. It is possible to travel by train on the Czernice Borowe–Klewki section, while the Przasnysz–Krasne section can be traversed using railbikes.

przasnysz.um.gov.pl / mlawa.pl

REFINERY (PKN ORLEN) IN PŁOCK



The Płock refinery is one of the largest and most modern petrochemical production plants in Central and Eastern Europe. Its buildings were erected in the 1960s. When production started in 1964, the complex was one of the few in Europe at the time that combined the production of fuels with the production of petrochemicals.

Chemików Street no. 7, 09-411 Płock/ orlen.pl

KASZTELAN BREWERY IN SIERPC



Beer was brewed in Sierpc as early as the 16th century, and not only for the needs of the local population, but also for export purposes. In the 19th century, there were three breweries here, however, the one currently in operation was built in the 1970s. In 1972, its construction was completed and beer production started. Next to the brewery, one of the largest malthouses in Europe was established. The plant is currently owned by a large international brewing company.

Świętokrzyska Street no. 27, 09-200 Sierpc / carlsbergpolska.pl

REGIONAL DAIRY COOPERATIVE ‘SIERPC’



The beginnings of the activity of the District Dairy Cooperative in Sierpc date back to 1927, when the local farmers and landowners jointly established the Sierpc dairy. Initially, it produced butter and thick cream, and before the outbreak of World War II cheeses were also included in its offer. Currently, the cooperative produces Swiss, Italian and Dutch cheeses and butter.

Żeromskiego Street no. 2a, 09-200 Sierpc / osm-sierpc.pl

REPSZ MILL IN SOCHACZEW



Preserved in almost unchanged shape, the still-functioning mill probably comes from the second half of the 18th century. In 1906, it was purchased by the Repsz family, which permanently entered the history of Sochaczew. During World War II, their mill housed the command centre of the Home Army structures, where also Jewish families found their hiding. Until recently, the water mill on Utrata River operated and produced flour using a historic mechanism.

Młynarska Street no. 4, 96-500 Sochaczew

FACTORY OF ARTIFICIAL SILK IN SOCHACZEW



The Chodaków Chemical Fiber Factory, known as ‘Chemitex’, manufactured artificial silk. Its origins, involving a slightly different name and a French investor, date back to 1927–1928, when the first production line was launched. Before the outbreak of World War II, the factory employed over 2,000 workers and underwent modernisation and expansion, reaching a daily output of 1,740 tons of viscose yarn. Nationalised after the war, it remained in operation until 1999. Some of the buildings were taken over by the company Terplast, while others are owned by the municipality.

Chodakowska Street no. 10, 96-503 Sochaczew

WILKANOWO MILL



Initially as a windmill, over the years rebuilt into an electric mill, it works to this day, producing flour without chemical additives. The first one was built in 1908 by Franciszek Gruszczyński. Rebuilt following the destruction of of World War I, it survived the Second War, after which it was taken over by the state for several years. Apart from this period, it is still in the hands of the Gruszczyński family. The mill is available for sightseeing for children and young people by appointment (organisation of educational activities).

Wilkanowo 35, 09-460 Mała Wieś/ mlynwilkanowo.pl





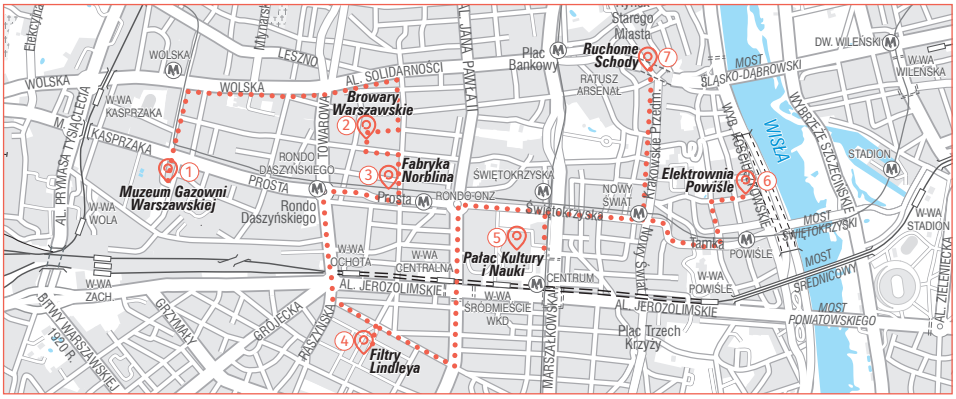
№ 1 IN THE INDUSTRIAL HEART OF WARSAW

The best place to start exploring industrial Mazovia is its heart: Warsaw. Many will surely be amazed by the magnificent sites the capital has to offer. Some impress with their modernity (the Warsaw Gasworks Museum), others with their engineering ingenuity (the Lindley Filters, the Palace of Culture and Science, and the elevator and escalator system beneath Castle Square), and other places with their successful revitalisation and adaptive reuse. The proposed route is short (under 10 km) and can be covered on foot, by bicycle, by car, or via public transport. It is important to consider the accessibility of the sites, particularly the Lindley Filters, which are open to visitors only on special occasions.

Length of the route: **10 km**

Travel time without sightseeing: **3 h**

Travel time with sightseeing: **9.5 h**



The tour starts at the (1) **Warsaw Gasworks Museum**, which is interactive, modern and yet set in historical interiors. In many ways, it expresses the idea of industrial tourism, because it combines an interesting history with a technical thought and a modern approach to sightseeing.

From the museum we move towards (2) **Warsaw Brewery**, which underwent the largest revitalisation in the capital. Thanks to this, today it creates a complex combining residential, service, office and catering functions. Along the way, we pass a magnificent complex of buildings of the Municipal Tram Power Plant and the seat of the Warsaw Uprising Museum. The (3) **Norblin Factory** is within easy walking distance. It is now, among others, a shopping mall, a place for social meetings, an entertainment and dining space, as well as a museum dedicated to the history of the place. It's a great entertainment for the whole family.

We continue south along Żelazna and Koszykowa Streets. The (4) **Lindley Filters** come into view. Built in the 19th century, they still serve Warsaw today. Tours are rare but offer an extraordinary experience – it is worth checking when the facility holds an open day. Next stop on the route is the (5) **Palace of Culture and Science**, with its mysterious underground network. Continuing through Warsaw's city centre, we reach the Vistula River and another shopping complex: (6) **Elektrownia Powiśle** (Powiśle Power Plant). We conclude our tour with a ride on Warsaw's (7) **oldest escalators**. This serves as a perfect introduction to exploring the Old Town, an urban complex that, it is worth remembering, was almost entirely rebuilt following its wartime destruction. Notably, it is listed as a UNESCO World Heritage Site.

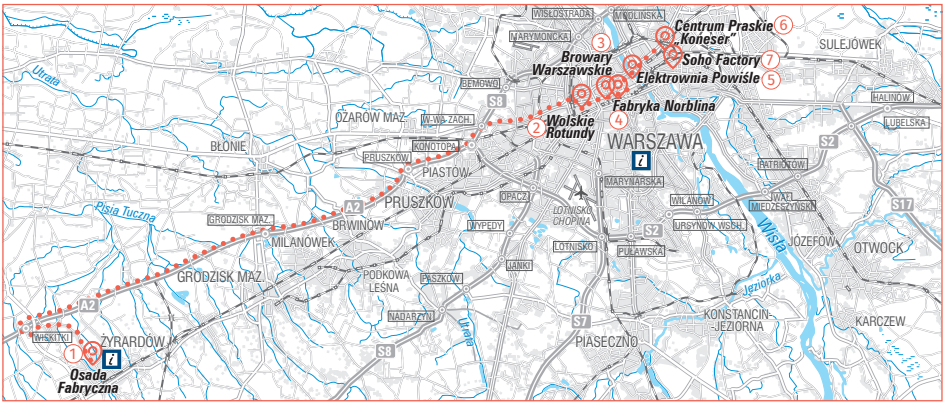
№ 2 NEW LIFE – SPECTACULAR REVITALISATIONS

The modern face of industrial Mazovia would look completely different were it not for spectacular revitalisation projects. These initiatives restore the 'genius loci' to entire towns, such as Żyrardów, and imbue specific sites with a unique character. Adapted for new functions, these places once again teem with life, blending a historic atmosphere with modernity. Although the proposed route is quite long, it is perfect for an unforgettable weekend getaway or a packed, minute-by-minute day trip. While the itinerary largely focuses on Warsaw, it would be incomplete without including Żyrardów, located just 50 km from the capital.

Length of the route: **67 km**

Travel time without sightseeing: **2 h**

Travel time with sightseeing: **9 h**



The tour begins in (1) **Żyrardów**, a city where you can feel the spirit of history at almost every step. We are surrounded by the magnificent architecture of both the former workers' housing estate, which today also performs residential functions, and the former factory buildings – currently the modern lofts and shopping malls. It is worth visiting the Tourist Information Centre. From Żyrardów to Warsaw it is best to take the A2 motorway. We begin our tour around the capital by visiting the (2) **Rotundas in Wola district**. These fortress-like brick structures once served as gas storage tanks. Today, following revitalisation, they house exhibition spaces. While not open to the public on a daily basis, they make a striking impression even from the outside. Next, we head toward the city centre and the shopping complexes that symbolize the capital's industrial heritage. Remarkable mixed-use complexes, combining retail, dining, residential, and office spaces, have emerged from the revitalisation of the (3) **Warsaw Breweries** and the (4) **Norblin Factory**. We continue our journey toward the Praga district. In the Powiśle area, the (5) **Powiśle Power Plant** stands out, particularly for its beautifully restored brick walls, towering chimneys, and the steel structure supporting the upper level. We conclude the tour on the right bank of the Vistula River at the (6) **Koneser Praga Centre**. This site is home not only to the Polish Vodka Museum – housed in the original rectification building – but also to the Google for Startups Campus, luxury lofts, a hotel, and a vibrant public space often filled with music, song, dance, and crowds of people. The final stop on the tour is (7) **Soho** in Warsaw's Praga district. Inspired by New York's Soho, this area has transformed old factory buildings into a bustling hub for culture, entertainment, and business.

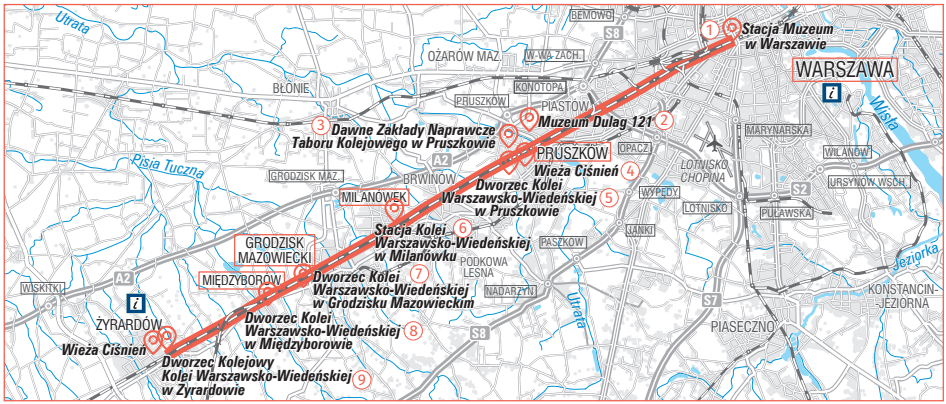
№ 3 WARSAW-VIENNA RAILWAY TO ŻYRARDÓW

How about visiting the industrial Mazovia by rail? This is certainly the best way to get to know the historic Warsaw-Vienna Railway. Its official opening, considered by many to be the beginning of the era of coal and steam in Poland, took place on June 14, 1845, when at 3:00 PM, a train consisting of 15 wagons set off for Grodzisk. Along the route from Warsaw, through Pruszków, Grodzisk Mazowiecki, to Żyrardów, there are buildings associated with the Warsaw-Vienna Iron Road to this day.

Length of the route: **33 km**

Travel time without sightseeing: **0.5 h**

Travel time with sightseeing: **4–8 h**



It is best to start the trip at the (1) **Station Museum** located in the freight part of the former Warszawa Główna Osobowa station building. Here we will learn the history of the Warsaw-Vienna Railway. We continue our trip on the train of the Mazovian Railway going to Skierniewice. From its windows travellers will see various objects related to the first railway line on the lands of the then Congress Kingdom and at the same time the longest continuous railway line constructed in Europe at the time. The first important stop is **Pruszków**. Still from the train you can see the logistics park on the site of the former (3) **Railway Rolling Stock Repair Works.** Today, this place is no longer related to the railway, but it is worth coming here to visit the unique (2) **Dulag 121 Museum**. It was created to commemorate 650,000 Varsovians who were expelled to a Nazi transit camp, created here after the Germans took over the Works. In Pruszków, there is also located a (5) **historic station** and right next to it a nearly 30 m high (4) **historic water tower**. It is worth making here a brief stop during the journey. Next on the route we pass the (6) **railway station in Milanówek** and the (7) **historic stations in Grodzisk Mazowiecki and** (8) **Międzyborów** to finish the train journey in (9) **Żyrardów**. Almost all stations passed along the way (except the railway station in Milanówek and the station in Międzyborów) were erected in the interwar period, in the manor style designed by Romuald Miller. The original buildings were destroyed during World War I. The route ends in **Żyrardów**, which is a must-see on the industrial map of Mazovia. Unique in its character, the buildings of the **former factory settlement** create an unusual atmosphere of the city. There are **two museums to visit: Philippe de Girard Linen Museum and the Museum of Western Mazovia.**

№ 4 INDUSTRIAL PRAGA DISTRICT

Warsaw's Praga district is a mecca for industrial architecture enthusiasts. Unique and possessing an inimitable atmosphere, it was long forgotten and neglected but is now regaining its former glory. Its original architecture – unlike that of Warsaw's left bank, which was almost entirely rebuilt – is striking and holds fascinating stories linked to the city's industrial past. It was here that the oldest buildings of the 'Koneser' Vodka Distillery were erected, and where the legendary Jan Wedel relocated his factory. Today, it is also the site where one can admire the results of some of Poland's most spectacular post-industrial revitalisation projects.

Length of the route: **5.7 km**

Travel time without sightseeing: **1.5 h**

Travel time with sightseeing: **5 h**

The proposed route is short, making it perfect for a walk. The best way to reach the right bank of Warsaw is by metro. We begin to discover the industrial character of Warsaw's Praga district in Nowa Praga, at the site of the legendary (1) **Pollena-Uroda** complex. Today, this is **BOHEMA – Strefa Praga**, a revitalised space for living, working, and leisure. We continue along Szwedzka Street, entering Stara Praga. It is here, on Kawęczyńska Street, that one of Warsaw's oldest and most fascinating institutions is located: the (2) **R-2 'Praga' tram depot**, the only one on this side of the Vistula. While not open to the public on a daily basis, it does open its doors for special occasions, such as the Night of Museums. However, the complex of historic buildings, with its network of tracks at the front, is a truly impressive sight. The same applies to the nearby (3) **Koneser Praga Centre** – an amazing space created by embracing the area's industrial spirit. We leave 'Koneser' and walk along Ząbkowska and Markowska Streets to reach Targowa Street. After crossing it, we arrive at the (4) **Warsaw Fire Brigade Education and History Centre**, which carries on the traditions of the **Firefighting Museum**. While activities for school groups are organised here regularly, individual visits are possible on special occasions, such as the 'Praga's Birthday' celebration. Continuing along Zamoyskiego Street, we come across the monumental buildings of the (5) **Wedel Factory**. This site is not only an active production plant and a chocolate lounge but also home to the Museum – Chocolate Factory E.Wedel, featuring a variety of interactive attractions. On the way to 'Soho in Praga', we pass the buildings of the (6) **Polish Optical Works** (PZO), which have undergone revitalisation in recent years. We reach the final stop of our tour – a cultural, entertainment, and business hub created on the site of old factory buildings, inspired by New York's Soho. While there, it is also worth checking out the current exhibitions at Soho Art Space.



№ 5 THE MAZOVIA BREWERIES AND DISTILLERIES TRAIL

Warka, Kasztelan, Królewskie, Polmos – these are just a few of the brands with roots in the Mazovia region. Wouldn't it be interesting to follow the trail of their history? The Mazovia Breweries and Distilleries Trail was created with enthusiasts of amber-hued spirits and other alcoholic beverages in mind. It is also highly recommended for those fascinated by production processes, as it offers a unique opportunity to tour active industrial facilities. While the map of the Mazovia province is dotted with historic breweries and vodka distilleries, only a few open their doors to tourists. Nevertheless, they are all worth visiting, especially since pubs and restaurants serving their products can often be found nearby. As the trail is extensive, it should be viewed more as a curated selection of Mazovian sites linked to alcohol production rather than a linear one-day itinerary. It is best explored over several days, perhaps combined with visits to other industrial sites in the region, or by dropping in on the breweries and distilleries during other trips.

Length of the route: **382 km**

Travel time without sightseeing: **6 h**

Travel time with sightseeing: **2 days**



We start our adventure with Mazovian breweries in (1) **Sierpc**. Although the brewery operating here today under the Carlsberg brand was established in the 1970s, brewing traditions date back to the 16th century. One of the oldest in Mazovia is the (2) **Ciechan Brewery** – another on our list. Upon previous appointment, you can visit the brewery, and the ticket price includes beer tasting in the Ciechan pub operating at the spot. (3) **Warsaw Breweries** are waiting for us in capital city. The historic buildings used to produce, among other things, the famous 'Królewskie' beer. Today, however, it is an extraordinary commercial and service space in which you can still feel the spirit of history. Just like in Praga Koneser Centre, where the Poland's only (4) **Museum of Polish Vodka** operates. Modern and interactive exhibition presents over 600 years of history of Polish vodka, its tradition and place in the modern world. It is located in the original rectification building from 1897. In southern Mazovia, a (5) **brewery in Warka**, belonging to the Żywiec group, operates successfully. As in the case of Kasztelan from Sierpc, although brewing traditions go back several centuries, the plant operating today is located in new building created in the 1970s. The tour ends at the eastern part of the region. (6) **Podlaska Vodka Distillery Polmos S.A.** in Siedlce awaits us there. Unfortunately, its buildings can only be seen from the outside. However, the situation is different in the case of the (7) **Chopin vodka distillery** in nearby Krzesk. This intimate, atmospheric facility surrounded by orchards and fields can be visited upon previous appointment. Here, we can see how the world's finest spirit is crafted through the processes of fermentation, distillation, and rectification.

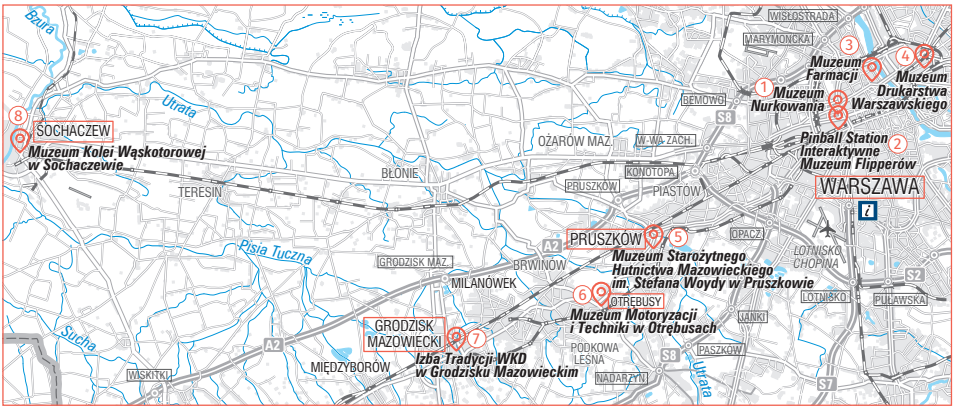
№ 6 FOR SMALL AND LARGE CONNOISSEURS

Trains, cars, flippers, diving and more – this route is so diverse that everyone will be satisfied, but the selection of objects has been made for hobbyists. On the route there are unique places on a national scale specialised in very specific fields, where you can meet real enthusiasts who want to share their knowledge, experience and passion with their visitors. It is also a great option for a family trip, because there are a lot of attractions for the youngest. The route is long (over 90 km), but partly runs in Warsaw. Apart from the capital, it is recommended as a car or railway route, as all towns are located on the Warsaw Commuter Railway route.

Length of the route: **94 km**

Travel time without sightseeing: **2.5 h**

Travel time with sightseeing: **9 h**



The trip starts in Warsaw. The first gem on the route is the (1) **Diving Museum**. In addition to the original exhibition, it is a place for organising film screenings and meetings of lovers of underwater depths. Another place, (2) **Pinball Station**, is a great place to have fun. Although called a museum, it is an extraordinary space filled with the atmosphere of a pub, to which old friends come, sharing a common passion – playing flipper games. This is an absolute phenomenon on the tourist map of Poland. In Warsaw, visitors can experience what it is like to be a real pharmacist. This experience is provided by the (3) **Pharmacy Museum** named after Antonina Leśniewska, one of the first Polish pharmacists. The opportunity to emboss the commemorative print on the historic printing press in the (4) **Museum of Warsaw Printing** will surely be a lifetime memory. We leave Warsaw and move further south-west. In Pruszków, we head to the (5) **Museum of Ancient Mazovian Metallurgy**. It is a unique place on the industrial map of Mazovia, because it tells the story about the times when not much was known about the industry yet. Next we go to Otrębusy, known primarily from the (6) **Museum of Automotive and Technology**. Born out of passion and love for cars, it is a treat for lovers of vintage cars. There are two other railway-related facilities on the route: The Warsaw Commuter (7) **Railway Chamber of Tradition** in Grodzisk Mazowiecki and the (8) **Narrow-Gauge Railway Museum in Sochaczew**. It is worth coming here in the season, when there is a tourist train to Tułowice located on the edge of the Kampinos Forest.

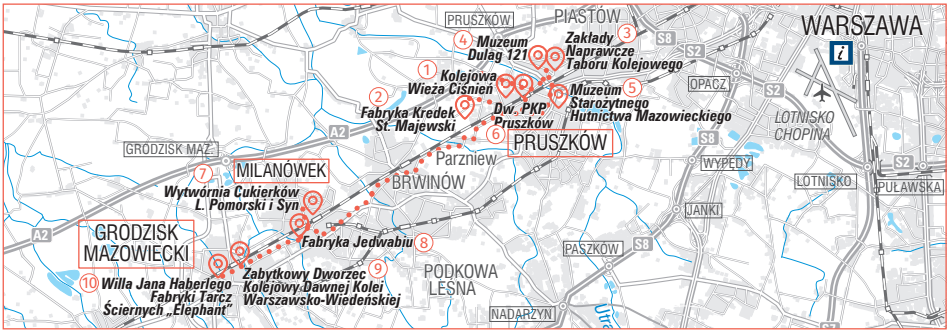
№ 7 WARSAW'S SUBURBAN TOWNS

The industrial spirit of Mazovia has largely been preserved in the towns surrounding Warsaw. It is here that one can see the greatest number of historic buildings, as well as factories that remain in operation to this day. Although the route is not long, it features over a dozen sites of interest. It is ideal for a bicycle trip that can be combined with a train ride along the Pruszków – Milanówek – Grodzisk Mazowiecki line.

Length of the route: **31.7 km**

Travel time without sightseeing: **2 h**

Travel time with sightseeing: **4.5 h**



The route starts at the Pruszków railway station, which is a monument from the times of the Warsaw-Vienna Railway. On the other side of the tracks we can see a (1) **monumental railway water tower** built by the Germans during World War II. Next we go to (2) **St. Majewski Stationery And School Supplies Factory**. We cross to the other side of the highway in the village of Koszajec, heading toward the chimney of the Pruszków power plant – a facility that was never actually completed. Continuing along Promyka Street, we reach the site of the former (3) **Railway Rolling Stock Repair Works**. At the edge of these former railway workshops stands the (4) **Dulag 121 Museum**, which commemorates hundreds of thousands of Varsovians expelled by the Germans from Warsaw after the fall of the Warsaw Uprising and sent to the Nazi transit camp established here, a significant site well worth visiting. We then return to the other side of the railway tracks. There, housed in the manor outbuilding of the Potulicki Palace, is the (5) **Museum of Ancient Mazovian Metallurgy**. It is worth lingering here to explore the museum, where a blend of modern technology and traditional exhibition design transports visitors back to a metallurgical settlement from the turn of the eras. We head back to the (6) **railway station** and continue on to **Milanówek**. In Milanówek, we cross the tracks on Warszawska Street to reach the (7) **Candy Factory L. Pomorski & Son**. This is where the famous Milanówek 'krówki' (cream fudge) are produced. While in Milanówek, it is also worth seeing the silk factory complex, which has been producing world-renowned hand-painted and printed (8) **silk fabrics** since 1924.

The last one on the route is **Grodzisk Mazowiecki**, to which we go by train or bike on 3 Maja Street. It is best to start the visit with the (9) **historic railway station of the former Warsaw-Vienna Railway** and the so-called 'Locomotive' of **Villa Foksal**, which once served as a depot for travellers. Then, along the tracks, we drive to the villa in the former (10) **Elephant Abrasive Shield Factory**. The route ends in the **Warsaw Commuter Railway Chamber of Tradition** (31.7 km) next to the final station of the trip.

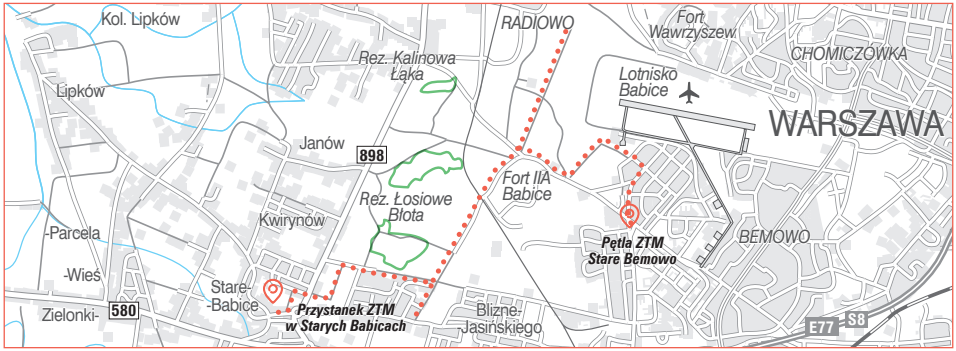
№ 8 IN THE FOOTSTEPS OF THE TRANSATLANTIC RADIO STATION

An interesting tour in the footsteps of the Transatlantic Radio Station erected in the interwar period. Perfect for a walk and bikes, great for a family hike with history in the background. Launched in 1923, the radio station was a huge investment at that time. Spanning a length of 4 kilometres, the complex featured ten pairs of steel truss radio masts, each reaching a height of 126.5 meters! The radio station in Grimeton, Sweden, is a UNESCO World Heritage Site. Unfortunately, the Transatlantic Radiotelegraphic Broadcasting Centre Babice did not survive World War II. Destroyed by the Germans in 1945, it is still a subject of interest to enthusiasts. It was the lovers of this type of monuments who founded the Transatlantic Radiotelegraphic Broadcasting Centre Cultural Park Association.

Length of the route: **6.3 km**

Travel time without sightseeing: **2.5 h**

Travel time with sightseeing: **3.5 h**



The route starts at the ZTM bus stop under the old town hall in Stare Babice. It leads to the new town hall, next to which there is an original metal plate from the tower No. 10 of the **Transatlantic Radio Station**, which was saved from oblivion by Col. Eng. Ireneusz Dobiech. Wandering the trail further, we reach the historic war cemetery from the times of World War II. Then we follow a winding road through Babicki Forest to Decowskiego Street. To the north of this road, a short distance away is the Łosiowe Błota reserve. At the border of Warsaw, the trail leads to the left, while following the access trail to the right leads to a guy-wire anchor (which held the mast in place), passing one of the station's original guardhouses, the so-called **'czuwajka'**, along the way. The main route runs straight through Las Bemowski on the road that forms the border of Warsaw. It's where the radio masts stood. They remained solid, huge foundations, and information boards were erected at each of these points. On the trail we can also see other 'vigilantes'. In the interwar period, not a single tree grew here. Behind the railway tracks on the right side of Płk. Kazimierz Leski Street, we see the **Epidemiological Response Centre of the Polish Armed Forces**. It is an inaccessible object, subject to a photography ban. At the turn, it is worth going to the forest, because there are further ruins and remains of the radio station and a large information board. The trail reaches Radiowa Street. The daredevils can continue on a straight overgrown path to discover more remains of the masts and another guardhouses. The marked route leads to the buildings at 26 and 27 Radiowa Street, where radio station employees lived. Interesting facts for nature lovers: on the west side of the route there are two nature reserves through which the tourist trail leads.

№ 9 INDUSTRIAL RADOM

Sewing machine, bicycle, telephone – these are just a few of the industrial symbols of Radom, which are located in the urban space, often intriguing tourists. The industrial history of the city, both pre-war and post-war, fascinates lovers of this subject, and makes an excellent starting point for a walk around Radom.

Length of the route: **8.2 km**

Travel time without sightseeing: **3 h**

Travel time with sightseeing: **5 h**



We begin our walk at the revitalised (1) **water tower** building. As it currently houses offices, the interior is not open to visitors. However, the masonry fence and the entrance, featuring a wrought-iron gate topped with the Radom coat of arms, are well worth a look. We head north along Słowackiego Street and turn left into J. Ruzik Park. Continuing past the park along Graniczna Street, we reach Mazowieckiego Street. After crossing the railway tracks, the monumental **Radom railway station** building comes into view. We then follow Traugutta Street to the **historic power plant**, which now houses the (2) **'Elektrownia' Mazovian Centre of Contemporary Art**. An interesting exhibition is sure to await us there, and we might even catch a film screening in the atmospheric arthouse cinema. While there is plenty to see at 'Elektrownia', we press on, retracing our steps slightly to Piłsudskiego Street. Here stands another Neo-Gothic building, formerly the headquarters of the (3) **Radom Industrialists' Credit Society** and now a bank branch. It is worth stepping inside to view a large section of the original flooring and the cast-iron staircase with its railing. Just a few hundred metres away, in a courtyard behind a gateway on Żeromskiego Street, lies another gem hidden in the heart of the city: the (4) **Trzebiński Printing House**. Although currently abandoned and somewhat neglected, it still captivates with its style and architecture. We have just over a kilometre to walk to reach the penultimate stop on our route, located on Limanowskiego Street: the (5) **Saski Brewery** complex, comprising the brewery itself, a small palace, and an administrative building. The Radom Breweries ('Browary Radomskie') are now in operation here, and tours are available on various occasions. The highlight of our tour is the site that made Radom famous both at home and abroad: the former premises of the (6) **'Łucznik' Arms Factory.** Today, the area situated between Młodzianowska, 1905 Roku, and Grzecznarowskiego Streets and the railway tracks is the 'Strefa Łucznik' (Łucznik Zone) – a modern business and service district.

№ 10 CYCLING TO THE KAMPINOS FOREST

A route perfect for a family trip with children, with excellent rail connections. It incorporates sections of the VeloMazovia and Kampinos Cycling Trail networks. Its key asset is the combination of visiting industrial sites and experiencing the natural beauty of the Mazovia region. The route runs over flat terrain, mostly along roads with low or very low traffic volume. As it is not long (under 35 km), it makes for an ideal day trip. During the season (April to September), it is well worth combining the ride with a trip on the Sochaczew narrow-gauge railway.

Length of the route: **33 km**

Travel time without sightseeing: **3 h**

Travel time with sightseeing: **6 h**



The tour starts at the railway station in Sochaczew, on the VeloMazovia route. Following it, we reach the first attraction – the ① **Narrow-Gauge Railway Museum in Sochaczew**. This is where the Retro trains go to the Kampinos Forest, but we continue the bike tour. Riding along the VeloMazovia trail, we pass the town square, dominated by the towering ruins of the Castle of the Mazovian Dukes. It is worth taking a moment and climb the slope located on the right bank of the Bzura River – a beautiful panorama of the area stretches from here. We continue on to **Chodaków**. Today it is the Sochaczew district, once symbolised by ② **Chodaków Chemical Fiber Factory 'Chemitex'**. Its buildings were partly taken over by another company, and partly belong to the city. This area is perfect for Urbexers. Literally on the other side of the road no. 580 we will see the ③ **Repsz mill** from the second half of the 18th century, still operating. It is one of the oldest and most interesting constructions of the Sochaczew land, the history of which is inextricably linked with World War II. We leave Sochaczew and follow the Royal Route towards Żelazowa Wola, where we return to the VeloMazovia trail. Next, along with the Kampinos Bike Route, it will lead us to the ④ **Olszowiecki Canal**. This is an important element of the Kampinos Forest drainage system created in the mid-19th century, an infamous investment on the pages of the history of this area. From here, we are already close to the parking lot in Granica and the Open-Air Museum of Kampinos Forest Architecture located right next to it. After leaving Granica, we drive towards the intersection where the Kampinos Bicycle Route and VeloMazovia again separate. If you want, you can go left and reach the main canal of the Kampinos Forest – **Łasica canal in Górki**. That's an extra 5.7 km one way. The tour ends at the ⑤ **Museum of the Volunteer Fire Brigade at the monastery-sanctuary in Niepokalanów**. The facility is located in the firehouse building, because the Volunteer Fire Brigade is still actively operating here. The museum can be visited upon telephone appointment.

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