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.

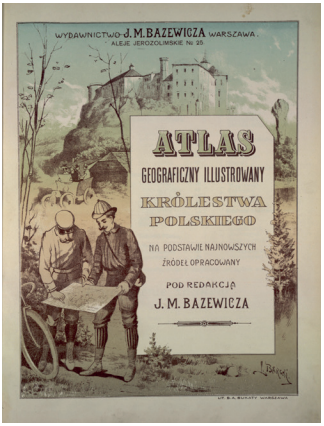
This is the second edition of the **Industrial Mazovia – the Land of Industrialists and Inventors**. The guide leads through places associated with outstanding visionaries of the industrial era. It brings closer the silhouettes of manufacturers whose roads intertwined inextricably with our region. Who were they? Bold pioneers, or rather risk-takers, who put their fate and that of their loved ones at stake. What obstacles did they face, what caused them, how did they affect the fate of Poland and Mazovia? This guide is the story of the heroes of flesh and blood who built modern industry in difficult times. We bring colorful, charismatic, brave, but sometimes tragic characters. Many of the characters described herein came from abroad and became Poles by choice. Some have exposed themselves to the invaders, others have been consumed by crises, economic transformations or progress. The guide follows in their footsteps and offers a story every bit as captivating as an adventure novel.

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 travelers 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.

In the footsteps of Mazovian visionaries

The guide showing the fate of the most outstanding industrialists connected with the area of contemporary Mazovia region is a continuation of the guide 'Industrial Mazovia'. This edition complements and further elaborates the content of the previous publication. At the same time, it provides an opportunity to dive into the history of families factory owners and workers in the context of the turbulent history of Poland in the nineteenth and the beginning of the twentieth century. The following aspects are not without significance: the political background, the situation in Europe, the effects of the Napoleonic wars, the decisions of the Congress of Vienna and even the role of Britain, an island state, which, however, continuously influenced the balance of power on the continent, trying to secure supremacy in the rest of the world and its colonies. Industry in Poland flourished under partitions, then it faded again. The effects of the retaliation, which were inflicted on Poles as a consequence of the independence uprisings, often pushed numerous enterprises to bankruptcy and their estates were turned into ashes. However, the market abhors a vacuum. In the place of the closed factory, another one was opened, someone else gained a monopoly, and new merchants and visionaries presented their claims for the previously confiscated property. All this happened against the background of a very multicultural society. To support this statement, it is worth referring to the Russian census of 1897. The population of the then Congress Poland was only 72% Poles. Alongside Poles lived and worked Jews, Germans, Ukrainians and Russians. A similar situation was related to the confession, although in this case it should be noted that the participation of Protestants gradually and clearly increased over the course of the nineteenth century. Poland under the partitions was characterized by a great will to gain independence. Among the many concepts for regaining independence, two polarized concepts were clearly marked. One assumed achieving a certain economic and political stabilisation, strengthening, and thus gaining a better position for possible 'renegotiations' of the Polish situation. The second rejected the consent to function under the yoke of the invaders and paved the way for liberation with a valiant and patriotic path. Today, looking back, being aware of the adversity and suffering inflicted on the Polish nation, we come to realize that Poles were not offered a chance to take advantage of conditions conductive to development of industry as, for example, English or French were. And yet, even deprived of statehood and independence, we were able to build modern industry and develop science. This guide tells the story of visionaries, risk-takers and inventors, including foreigners who have assimilated over time.

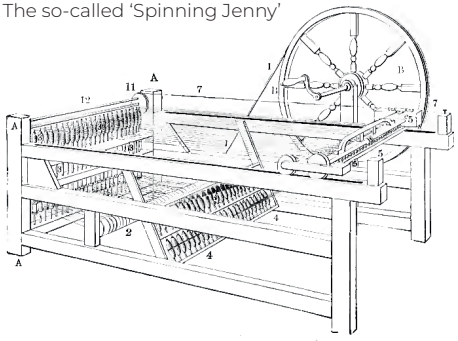


'The Atlas of the Kingdom of Poland', 1907, an outstanding sightseeing work. Currently, the collector's item, the Polona collection



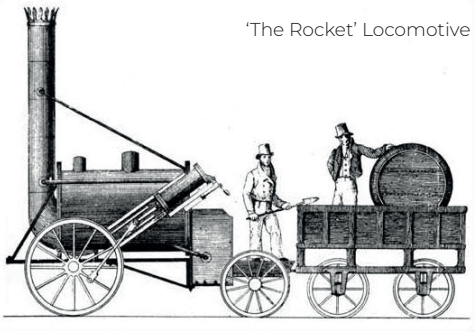
Industrial Revolution in Poland

The so-called 'Spinning Jenny'

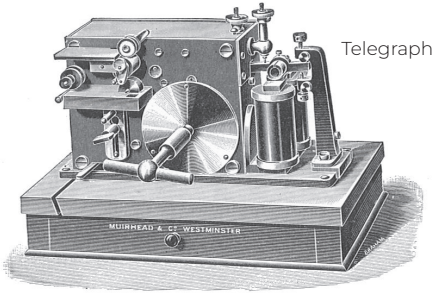


Industrialization in the Polish lands was not the same as the industrial revolution, which first covered the countries of Western Europe, with England at the forefront. The transition from an economy based on agriculture and artisanal manufacturing to machine production began in Britain in the 17th century. The beginning and the direct cause of this memorable change was the energy crisis (lack of firewood and coal), which was experienced on the islands as early as the 16th century. At that time, Poland did not suffer from similar shortages. In the 18th century, when further revolutionary discoveries were made in England[1], the Republic of Poland faced a catastrophic weakening, which dramatically resulted in the subsequent partitions of Poland – from 1772 to 1795. When Poles sought to regain independence, looking for a chance to restore the state alongside Napoleon, textiles and metallurgy were developed on an unprecedented scale in Western Europe. Apart from brown and hard coal, high-calorie coke was used to smelt crude steel. The mines, now supported by modern machinery, worked at full speed. In addition to metallurgy and mining, transport services and infrastructure have also developed. Roads, bridges and water canals were built. In the wake of the large sailing ships, steam ships began to depart from European ports. The exponential increase in world trade has led to the development of another mode of transport - rail. In 1804 Richard Trevithick's locomotive was put on tracks. When another bad news on the decisions made during the Congress of Vienna (1814–1815)* reached Poland, plans for the course of the railway were being made in England. The freight line connected Stockton and Darlington as early as 1825, and in 1832, when after the fall of the November Uprising, the autonomy of the Congress Kingdom was reduced to an illusory dimension, the passenger railway connected Liverpool with Manchester. The beginnings of the second half of the 19th century in the

'The Rocket' Locomotive



Telegraph



1 In 1733 John Kay invented the Flying Shuttle weaving machine, in 1764 James Hargreaves launched Spinning Jenny, and a year earlier James Watt significantly improved Thomas Newcomen's 1712 steam engine.

world were marked by, among others, the excavation of the Suez Canal (1859–1869), the popularization of Samuel Morse's discovery (electromagnetic telegraph), the invention of the telephone in 1876, and three years later the light bulbs. For the Kingdom of Poland (Congress Kingdom or Congress Poland), the second half of the 19th century was a temporary thaw in Poland following the defeat of Russian troops in the Crimean War, and soon after, the repercussions that fell on Poles with multiplied force – after the fall of the January Uprising. Although this longest and largest national uprising has gained the support and understanding of public opinion in many countries of the world, the repression that followed the fall of 1864 was dramatic. As part of the punishment, Tsarist Russia abolished the Council of State and the Administrative Council, downgraded the office of governor, cities that supported the uprising were taken away the city rights, pushing them into non-existence. Over time, the Congress Poland began to be called even the Vistula Country, which blatantly proved the degree of subordination towards the Russian administration and marginalization in the political arena.



William Bell Scott, 'Iron and Coal', 1855

It is important to be aware of the dramatic military-political events that have troubled the stateless Poland in order to extra appreciate the efforts of people who, despite the circumstances, have striven to build, create and persevere. More than in Western Europe, in the Polish lands, the situation of the manufacturers, even those who joined the group of the so-called industrial bourgeoisie, was fragile. It is worth mentioning, among others, the example of English industrialists operating dynamically in the Congress Poland, whose political situation deteriorated significantly after the defeat of Russia in the Crimean War, in which Great Britain was allied with the Ottoman Empire. This political context also affected Evans brothers, who were ultimately 'bought' by Lilpop and Rau. The rage of the Tsarist Russia reached, among others, an influential figure on the Polish industrial and transport scene, Count Andrzej Artur Zamoyski, the creator of the 'Steam Shipping Company on the Floating Rivers of the Kingdom of the Count of Zamoyski et Compania'. In 1863, after the assassination of Fyodor Berg (explosives were dropped on the carriage of the governor from the attic of the Zamoyski Palace), the count was expelled and deprived of property. Interestingly, the confiscated fleet became the beginning of Maurice Fajans' transport empire.

Foreigners are welcome

It should be emphasized that throughout the 19th century Poles saw the need to create industry and appreciated the opportunities for economic development provided by modern mechanization. For the Russian invader, the industrialization of Polish lands was both beneficial

and dangerous, due to the possibility of Poles becoming too independent. As Jerzy Topolski points out in 'Historii Polski' (‚History of Poland') (Wydawnictwo Poznańskie, 2015), Prince Franciszek Ksawery Drucki-Lubecki played an extremely important role for the Polish Congress Kingdom's economy. Already in the first years of the existence of the Congress Kingdom, the government tried to import highly qualified workers from the Prussian partition (they received incentives, among others in the form of land and tax reliefs). However, it was thanks to the efforts of the prince that the Congress Kingdom gained a favorable tariff in trade with Russia. The customs duty on goods manufactured in Polish factories was only 3%, and transit through Russia to China was free of charge. At the same time, goods from Prussia and Austria were burdened with a duty of 40% and more! Then the markets of the East opened up to the Congress Poland. Warsaw was an important production centre. More and more textile, metal and chemical factories were established here. Due to the importance of the city, there were also many establishments providing luxury items (galanteria, jewellery, table silver, etc.). Drucki-Lubecki, Minister of the Treasury and manager of mining and metallurgy, was the creator of a forward-looking plan for the development of heavy industry. He inspired the creation of the Land Credit Society (1825) and the Bank of Poland (1828). From 1830 to 1860, Warsaw increased its population by nearly 100,000. Around 1870, the economy of Congress Poland accelerated strongly. Let's refer to the data collected by Jerzy Topolski. Well, if we take as base production (agriculture and industry) its level from the turn of the eighteenth and nineteenth centuries, then in 1870 agricultural production increased by 57%, and industry by 100%, and in 1913 by 270% and 1900% respectively!!! The industry has grown almost twentyfold. Sustainable development of the railway lines, loans, guarantees and economic privileges led to the establishment of the German, English and even French middle class, whose representatives received a good education, had engineering knowledge and aspirations, but they lacked, for example, sufficient initial capital. It should also be mentioned that there was no labour protection in the Congress Poland. The worker worked 16 hours a day, and in addition to women and men, there were also young children. Such circumstances, although brutal, were favorable for the then manufacturers. In addition to Prince Drucki-Lubecki, Stanisław Staszic was a figure who had great merits for the economic and educational situation of Poland under the partitions. Member of the Educational Chamber of the Duchy of Warsaw (1808), Minister and then State Counsellor of the Duchy of Warsaw, finally Minister of the Congress Poland. From the historical perspective, he will be called a great reformer and pioneer of the cooperative movement, which he introduced within the scope of the Hrubieszów Agricultural Society. He was also the president of the Society of Friends of Sciences and an outstanding expert in geology. The result of this knowledge was Staszic's plan to expand the Staropolski Industrial District, the resumption of coal mining in Dąbrowa Górnicza and the launch of the first zinc smelters in the Congress Poland.



Aleksander Gierymski, 'Piaskarze' ('Sandblasters', Aleksander Gierymski'), 1887, collection of the National Museum in Warsaw

Portrait of the Industrialist



'Bobbin fillers', Żyrardów, 19th century

In the second half of the 19th century, there were significant changes in agriculture, which in the following years contributed to supplying cheap labor. In 1861, Tsar Alexander II abolished serfdom, introducing a commutation of labor services in return, and then a commutation of rent. The National Government, in order to attract peasants to the January Uprising, promised the expropriation of peasants in the Congress Kingdom. Eventually, after the collapse of the uprising in 1864, the Tsar abolished the commutation of labor services and rent for the land owner. He introduced immediate expropriation of peasants and a uniform land tax, which, among other things, paid monetary compensation to former owners (nobles and clergy). As noted by Elżbieta Kaczyńska ('The History of Industrial Workers in Poland under Partitions', 1970), part of the nobility 'ate through' the compensation paid and fell into impoverishment, most often transferring into the the officialdom. However, many farm owners invested the funds gained, modernized agricultural production and not only multiplied the landowner's capital, but also collected significant amounts to develop business in industry. They invested mainly in sugar, but also in textiles and heavy industry. Parallel to these phenomena, there have been changes in craftsmanship that could not compete with machine and mass production. E. Kaczyńska estimates that between 1866 and 1897 there were more than 34 000 craftsmen transferred from small workshops to industry. At the end of the nineteenth century, the development of industry was so intense, and the needs of the labor force so great, that the manufacturers were forced to take new steps to drain the countryside from potential workers. This is what gave rise to the creation of workers, settlements, shelters or factory hospitals. The need to 'attract' workers to the perspective of factory work put pressure on the industrial bourgeoisie to ensure decent living conditions. Of course, these actions should not be considered in terms of hypocrisy or calculation. Building workers, settlements and providing for the basic needs of the working class significantly raised their standard of living. Over time, the ideas of positivist work at the grassroots and the calls of intellectual elites to improve the living conditions of manual workers also came to the fore. Slowly, the concept of health care and elementary science began to reach the upper classes of society.

Everyday Life in the Age of Industry

Looking at the fate of Mazovian manufacturers, it is worth trying to imagine the cultural and moral changes that took place in the background of the industrial revolution. One of the most obvious was the intense urbanization resulting from the mass migration from the countryside to the cities, and consequently the new working class. Although underpaid, it generated demand for mass commodities, often those that on the eve of industrialization were attributes of the upper class. Suddenly, thanks to mass production, people – so far clearly distinguished by their outfit from their

employers – were able to reach for the elements of the outfit 'reserved' so far only for the upper class – gloves, elegant shoes, a bowler or an umbrella. This was probably a shock to the nobility, the 'well-born' people. The representatives of the upper class in particular had to experience a certain cultural shock and acknowledge the circumstances as 'changes'. The *Empire* style of the early 19th century, propagated by the figure of Napoleon, faded with the end of the First Empire. The gap after its disappearance was filled with a style shaped under the influence of industrialization: eclectic and urban, with themes of *Historicism* imitating the best features of past styles. In architecture, *Neo-Gothic*, *Neo-Renaissance* or *Neo-Baroque* styles became more and more popular. Steel began to be used in the construction of the building, large-area glass elements were boldly included, and soon reinforced concrete was also widely used. In the construction industry, the so-called *typified* elements appeared, which allowed for the rapid erection of high buildings. Next milestones in architecture include the first metal and glass building (Crystal Palace, 1851), the use of a passenger lift (1852), the construction of an electric elevator (1880), and the construction of the Eiffel Tower (1889). The turn of the 19th and 20th centuries was illuminated not by gas lamps, but by light bulbs, which were soon installed in the first skyscrapers. The fin de siècle itself was characterized by rich and imaginative *Art Nouveau* ornamentation. Also the villas and tenement houses of Polish manufacturers gained *Art Nouveau* decorations in the form of rich stucco (leaves, fruits, flowers, ribbons). Another ubiquitous and strongly distinguished style in the urban space was *Art Déco*. This is the style of the interwar period and the Second Polish Republic, which has been preserved in such beautiful buildings as the Telecommunication and Telegraphic Office, Warsaw Hotel or the Horowitz tenement house in Warsaw. In order to feel the mood and aesthetics of that era, it is worth reaching for the cinematographic productions of that time – 'Metropolis' (Germany, 1926), 'Aelita' (USSR, 1924) or 'ABC of Love' (Poland, 1935).
Thanks to industrialization in the Polish lands, in particular in the area of the present Mazovia, fundamental changes have occurred and affected all areas of life.

We invite the readers to learn about the history of the most outstanding representatives of the former Polish industry, without which there would be no contemporary Poland.



CLOTHING FROM THE FIRST HALF OF THE XIX CENTURY.



CLOTHING FROM THE SECOND HALF OF THE XIX CENTURY.



CLOTHING FROM THE BEGINNING OF THE 20TH CENTURY

HENRYK ŁUBIEŃSKI

ŻYRARDÓW AND THE WARSAW-VIENNA RAILWAY



Feliks Łubieński (1758–1848)



Henryk Łubieński (1793–1883)

Among the representatives of the **Łubieński family** there were many famous personalities – landowners, traders, clergymen, lawyers and bankers. We will start the story of this influential family with **Feliks Łubieński,** who was Minister of Justice at the time of the Duchy of Warsaw. He chose Żyrardów as the main seat of the family. With the consent of the Prussian king, he exchanged his land property with the Prussian official, and so he came into possession of the Guzów estate, which included Guzów, the town of Wiskitki and 11 villages, including Ruda Guzowska – i.e. the areas of present Żyrardów. With his wife, Tekla née Bielińska, they had ten children, the most famous of which was **Henryk Łubieński**.

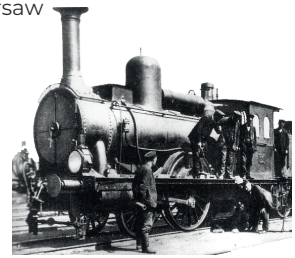
He permanently entered the history of the Polish economy as a co-founder of many industrial plants and private enterprises. After graduating from law studies in Warsaw and Paris, he became a state counselor and a member of the Parliament of the Congress Poland. He contributed to the development of Polish industry, including iron, weaving and sugar industry.

☆ Count Henryk Łubieński went down in history primarily as the founder of Żyrardów. Thanks to his own initiative the Linen Spinning Mill in Żyrardów was built. For this purpose, he donated land and materials for the construction of the first houses and factory buildings. He did not give up his plans to build the factory even despite the difficult political and economic situation after the outbreak of the November Uprising.

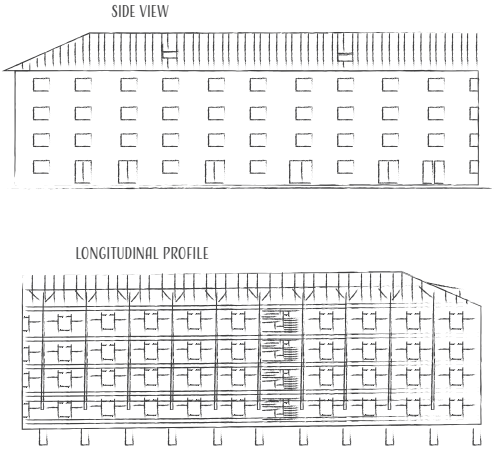


Common flax

☆ Count Henryk Łubieński was one of the initiators of the Warsaw-Vienna Railway and thanks to his activity, Żyrardów has a railway connection. The Warsaw-Vienna Iron Road was the first railway line in the Congress Poland and one of the longest in Europe at the time. Initially, it was planned to use horse-drawn traction, but it was ultimately decided to use steam locomotives instead. On 14 June 1845, the first section of the railway, from Warsaw to Grodzisk, was opened.



Steam locomotive running on the Warsaw-Vienna Iron Road



Steam mill in Solec – the first in the Congress Poland

1829 Henryk Łubieński served as the first director of the Bank of Poland and later, from 1832 to 1842, as its vice-president. This allowed him to carry out many business ventures, including the construction of the first modern Linen Spinning Mill in the family estate and thus the construction of Żyrardów.

1830 Together with his brother Tomasz, he opened the Łubieńscy Brothers & Co. trading house, which expanded its activity during the November Uprising, importing war materials and soldiers' equipment from abroad. During this period, he also founded gunpowder and saltpeter factories.

Łubieński Palace, fig. Polona



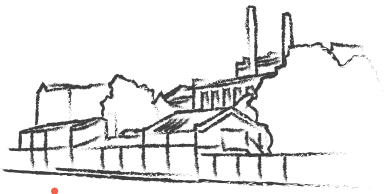
1834 On the initiative of Henryk Łubieński, a smelter plant was erected in Dąbrowa Górnicza. It was the largest metallurgical plant in Russia and the first smelter plant in the Congress Poland to use coke in the production of crude steel, which was a breakthrough in the technology at the time.

1835 Henryk Łubieński and industrialist Piotr Steinkeller were the first to intend to build the Warsaw-Vienna Railway, connecting Warsaw and other cities of the Congress Poland with the Dąbrowa Coal Basin.

1838 On the initiative of Łubieński and Steinkeller, the Warsaw-Vienna Iron Road Joint Stock Society was established with the initial intention of introducing horse traction

1842 Henryk Łubieński, Vice-President, and Józef Gabriel Lubowidzki, President of the Bank of Poland, were arrested. They were banned from financing private investment from public funds. The sentence was finally passed in 1848. Łubieński was sentenced to 8 years in prison, but eventually he was sent to Kursk, from where he returned in 1854.

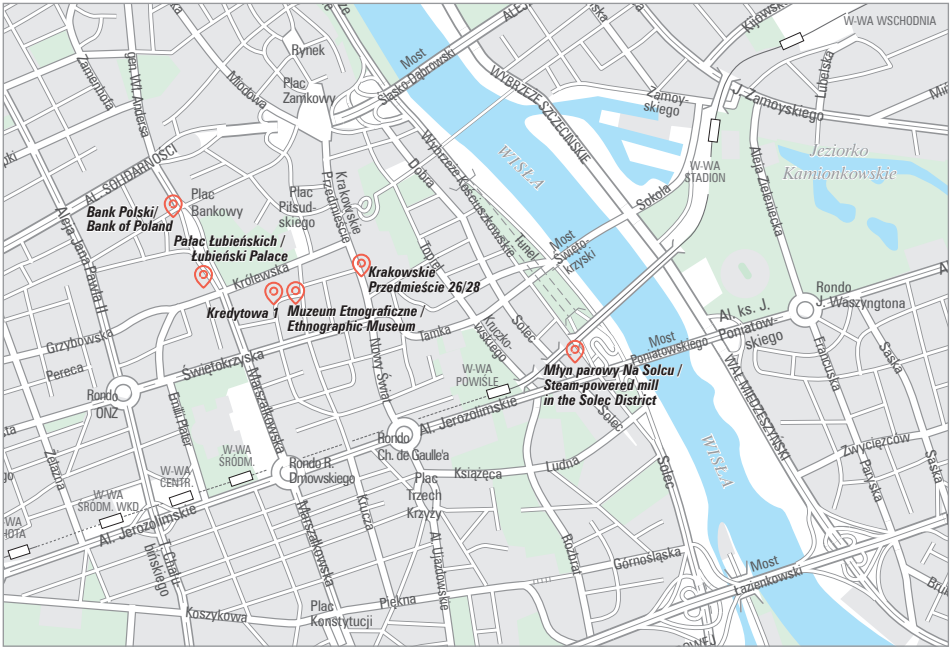
The tour following in the footsteps of Henryk Łubieński begins in the heart of Warsaw. At **Krakowskie Przedmieście Street no. 26/28** there is a beautiful *Neo-Baroque* gate of the capital's most famous university. In 1826, when Łubieński graduated from law school, the University was called the Royal University of Warsaw. We continue our walk to the **Ethnographic Museum** - not far away, because it is locaed at **Kredytowa Street no. 1**. **The Land Credit Society** operated in a beautiful tenement house designed by Henryk Marconi and Józef Górecki and co-founded by Łubieński alongside Prince Drucki-Lubecki. Łubieński has held prestigious positions before. Only 3 years after graduation, he was appointed Director and then Vice-President of the newly created **Bank of Poland**. The building of the bank was located at **Plac Bankowy no. 1**. This classicist building, built between 1825 and 1828 according to the design of Antonio Corazzi, can still be admired today. Unfortunately, two other wonderful objects can be visited only in our imagination. The first of them is the Rococo **Łubieński Palace**, that many years ago used to occupy a plot of land located at Królewska Street. It was the place where in 1830, the Łubieński brothers (Henryk and Tomasz) opened a trading house. The second object, which has not survived to modern times, is **a steam-powered mill in the Solec District** belonging to the Grain Products Society. It was located at the foot of the Vistula slope, near the viaduct leading to the Poniatowski Bridge. In 1825, landowners and industrialists founded the Grain Products Society, whose authorities included Henryk Łubieński. A year later, the construction of a four-storey mill began, a gigantic building that, despite numerous fires and changing fortunes, survived until World War II.



early 19th century
The first sugar factory in the Congress Poland (in the area of the then Russian partition) was established in Częstocice. It was founded by Henryk Łubieński, recognized as one of the Polish pioneers in the sugar industry.

1827
In 1827, the goods were handed over to one of Feliks' sons, Henryk Łubieński. In the photo Palace in Guzów.





1834

Huta Bankowa was built in the village of Dąbrowa in the years 1834–1840 by the Bank of Poland, from which its name derives, photo from 1935.



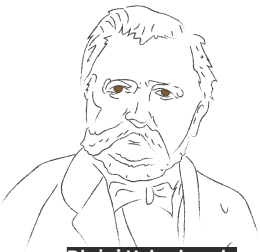
1883

Henryk died in Warsaw on September 11, 1883 as the last of the Łubieński brothers. He was buried in Wiskitki in the family grave.



BŁAŻEJ HABERBUSCH, KONSTANTY SCHIELE AND JAN HENRYK KLAWE

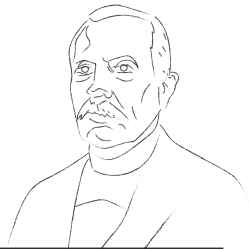
WARSAW BREWERIES



Błażej Haberbusch (1806–1878)



Konstanty Edward Schiele (1817–1886)



Henryk Klawe (son of Jan Henryk) 1832–1926)

The founders of **'Haberbusch and Schiele'** were **Błażej Haberbusch** and **Konstanty Schiele**. They worked together for Jan Schöffer, the owner of the once famous brewery in Warsaw. In 1846, two friends, together with Jan Henryk Klawe, who financed the entire project, bought a brewery at Krochmalna Street and started producing Bavarian beer. In the first years of their activity, their brewery produced about 20,000 pails of beer per year, or about 2,500 hectolitres of this beverage. The company brewed beer only seasonally, from late autumn to spring.

Over time, the brewery 'Haberbusch, Schiele and Klawe' became a family business. The partners eventually formed a family relationship. Haberbusch and Schiele married the daughters of Jan Henryk Klawe First, in 1847, Błażej Haberbusch married Anna Marianna Klawe, and in 1851 Konstanty Schiele married her sister Dorota Karolina Klawe. After some time, Jan Henryk Klawe gave up his seat to his sons-in-law and in 1865 left the company, moving to his estate near Ożarów.

☆ United Warsaw Breweries owned their own properties in Łódź, Kalisz and Białystok. More than 150,000 hectolitres of beer were produced in the factories, which accounted for almost 10% of national production.

☆ In the interwar period, the Warsaw Brewery had an impressive fleet of 25 own refrigerated train carriages, 19 trucks and 100 horses.



the NAC Archive

☆ Historic buildings – the Brewhouse, Laboratory, Manufacturer Willa and the 170-year-old cellars of the Lagering Cellar – have been restored in the former Warsaw Brewery. The history of Haberbusch and Schiele breweries has come full circle and craft beers have been brewed in Warsaw Brewery since 2021.



United Warsaw Breweries after revitalization



1846 Three partners: Błażej Haberbusch, Konstanty Edward Schiele and Henryk Klawe founded a brewery.

1898 The next generation took over the company. In 1877, Błażej Haberbusch transferred his shares to three sons: Henryk, Karol and Aleksander, and after a few years Konstanty Schiele followed in the footsteps of his partner and also gave his shares to his sons: Feliks, Kazimierz Ludwik and Karol. The new owners transformed the brewery into a joint-stock company with a capital of 1,500,000 rubles. During this period, the brewery thrived and underwent an impressive modernization.

1907 The company bought the brewery of the Joint Stock Association 'W. Kijok i Spółka' Before the outbreak of World War I, production not only satisfied the domestic market, but also effectively controlled the Russian markets.

1921 Five Warsaw breweries merged to form a new giant: the United Warsaw Breweries. The company was joined by breweries which, in addition to 'Haberbusch and Schiele', were pioneers of the large brewing industry in the Congress Poland.



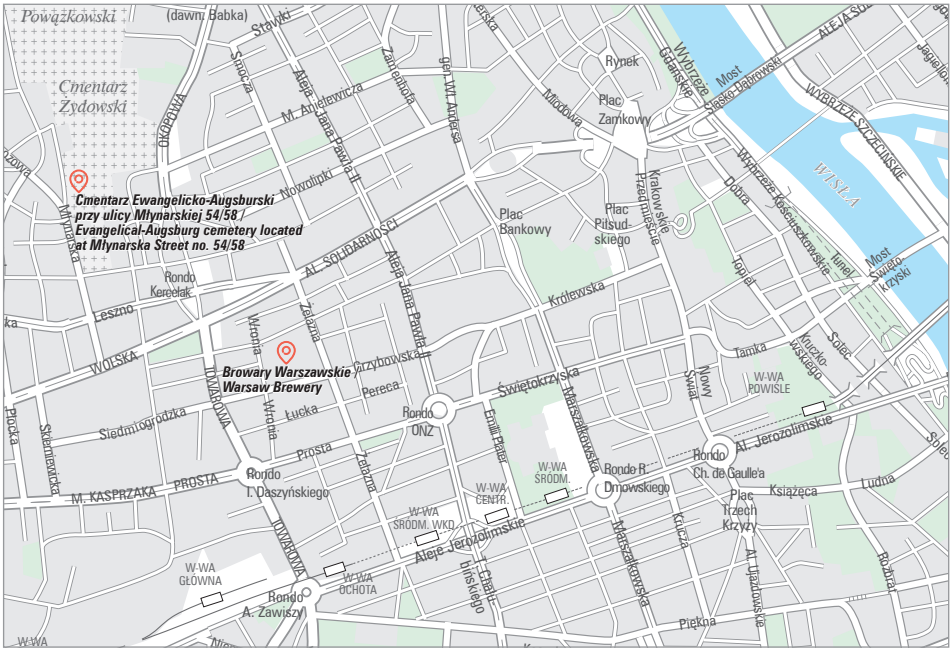
Advertising postcard, 1929, Polona archive

1946 After the end of World War II, the brewery was nationalized, but due to damage, it was not until 1954 that beer production resumed.

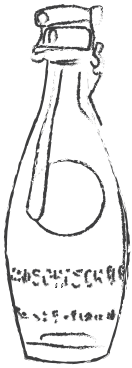
1968 The factory in Wola was merged with breweries in Wyszków, Ciechanów and Ciechomice, as a result of which one company was established under the name of Warsaw Brewery Factories.

1970 Warszawskie Zakłady Piwowarskie started producing the iconic 'Królewskie' beer.

1972 The first Polish bottles of Coca-Cola produced under an American license rolled off the production line in the Warsaw brewery.



1920s–1930s
The characteristic shape of the bottle from the interwar period, when the manufacturer operated under the name of 'United Warsaw Breweries Haberbusch and Schiele'.



1932
Archival photo, United Warsaw Breweries 'Haberbusch and Schiele' S.A. in Warsaw. Fire and rescue operation at the brewery at Grzybowska Street no. 58, NAC.



We can look for traces of the former brewery pioneers – Haberbusch, Schiele and Klawa – both in Warsaw and around Ożarów Mazowiecki. Near the second destination, in the **village of Duchnice**, an estate, acquired by Jan Klawe around 1850, still exists. Interestingly, the manor was bought years later by General Stanisław Kierbedź, and the estate was managed until his death by Antoni Szymborski, grandfather of the poet Wisława Szymborska. In Warsaw, before heading to the lively new version of the Warsaw Brewery, it is worth visiting the **Evangelical-Augsburg cemetery located at Młynarska Street no. 54/58**. Here rest in humble graves all three entrepreneurs. If a walk through the necropolis will make you melancholic or contemplative, a visit to **the Warsaw Brewery** (at Grzybowska Street no. 60) will surely restore the feeling of serenity and joy. The contemporary image of the former factory is a combination of a modern city with historic urban spirit. There are plenty of popular spots here, and brewing traditions are cultivated by the brewery located in the lowest part of the complex, whose brick walls are illuminated by a characteristic neon with a mermaid.



The grave of Konstanty Edward Schiele



The grave of Błażej Haberbusch

1936
Printed advertisement of Haberbusch and Schiele alcoholic products.





1939
Barricade under the brewery building at Żelazna Street no. 59, arch. Warszawski Tygodnik Ilustrowany 'Stolica' (arch. Warsaw Illustrated Weekly 'The Capital').

WILLIAM LINDLEY

PUMP STATION AND WARSAW FILTERS



William Lindley (1808–1900)



William Heerlein Lindley (1853–1917)



Joseph IV Lindley (1859–1906)

William Lindley was born in London as the youngest son of Joseph Lindley, assistant to the Royal Astronomer. His talent and longevity made him one of the most famous designers of water and sewage systems in Europe in the second half of the 19th century. He worked on surveys of the Mersey River and railways in Newcastle and Southampton. The construction of the Hamburg-Bergedorf railway turned out to be a groundbreaking task, following which he was nominated as Hamburg's chief engineer. He was highly acclaimed and, after years of professional work, he was joined in the engineering craft by his three sons, William Heerlein, Joseph and Robert Searles (the only one lacking in talent among his descendants). Over the course of more than 60 years of his career, William Senior has designed, supervised and advised on the construction of infrastructure in 28 European cities. Tsarska Russia also appreciated his craftsmanship, entrusting constructions in many important centers, including Warsaw.

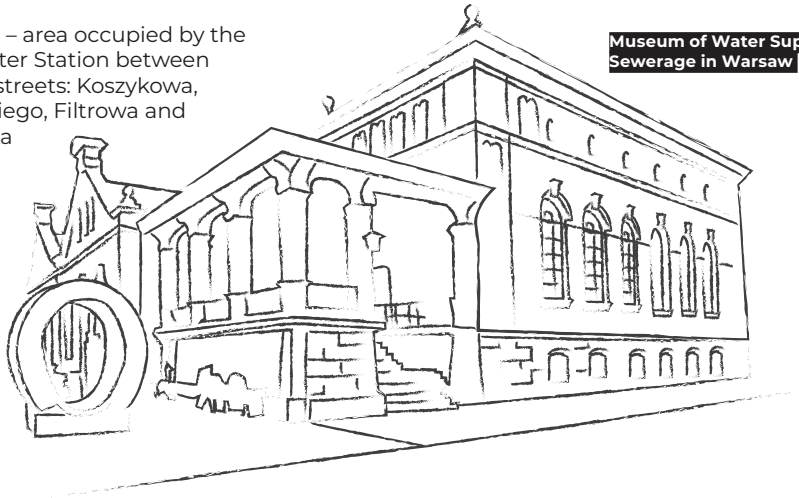
1876 The President of Warsaw and the Russian governor, Sokrates Starynkiewicz, commissioned him the design of sewers and filters. At that time, the 'Venice of the North', as Warsaw was called, limited access to clean water and inadequate water treatment facilities. William Lindley accepted the contract, while rejecting a lucrative contract with Sydney.

1878 The project of the municipal sewage and water supply network for Warsaw was created, and the construction of the infrastructure was taken over by the most talented of the engineer's sons, William Heerlein. The youngest of the Lindleys, Joseph, introduced further improvements to the network between 1888 and 1904.

1888 Clean water, pumped by steam machines, finally flowed in Warsaw taps.

1915 Withdrawing from Warsaw, Russian troops blew up the central spans of the Kierbedz Bridge, destroying the pipes through which water was sent to the right-bank part of the city. To provide the Praga district of the city with water, water was pumped from four artesian wells of Monopol at Ząbkowska Street.

36 ha – area occupied by the Filter Station between modern streets: Koszykowa, Krzywickiego, Filtrowa and Raszyńska



Museum of Water Supply and Sewerage in Warsaw

☆ Although Starynkiewicz sent Lindley's project to the newspapers to persuade Warsaw to invest, there were circles of people looking at the project as a conspiracy and a quackery tool aimed at: '(...) extermination of the Slavic population on the Vistula River'.



Anti-water pipeline brochure, arch. Polona

☆ Before the Warsaw waterworks, the inhabitants of Warsaw obtained water from springs, ponds and streams flowing on the Vistula slope. The first wells were built around the 15th century. Subsequently, **water was collected in reservoirs**, among others, on the street with **the symbolic name of 'Nalewki'** (*in Polish – a place where water was poured*). The 'modern' Warsaw water supply project was entrusted by Tsar Nicholas to H. Marconi. He pomped the water from the Vistula River to the sedimentation tanks and filters located at the intersection of Dobra and Karowa streets, but the construction proved insufficient for the big city.

☆ Of Lindley's three sons, Joseph was particularly tied to Warsaw. He lived at Hortensji Street no. 5 (today Górskiego Street). It was an intimate residential area. In 1893, at the intersection of Hortensji and Szpitalna streets, a different, representative tenement house was built for the family of Emil Wedel.

☆ Bricks for the construction of the Warsaw sewerage system came from the famous Kazimierz Granzów Brick Factory in Kawęczyn. The products released by the factory were marked with the name 'Kawenczyn' or the letters 'KG'.

'Kawenczyn' brick

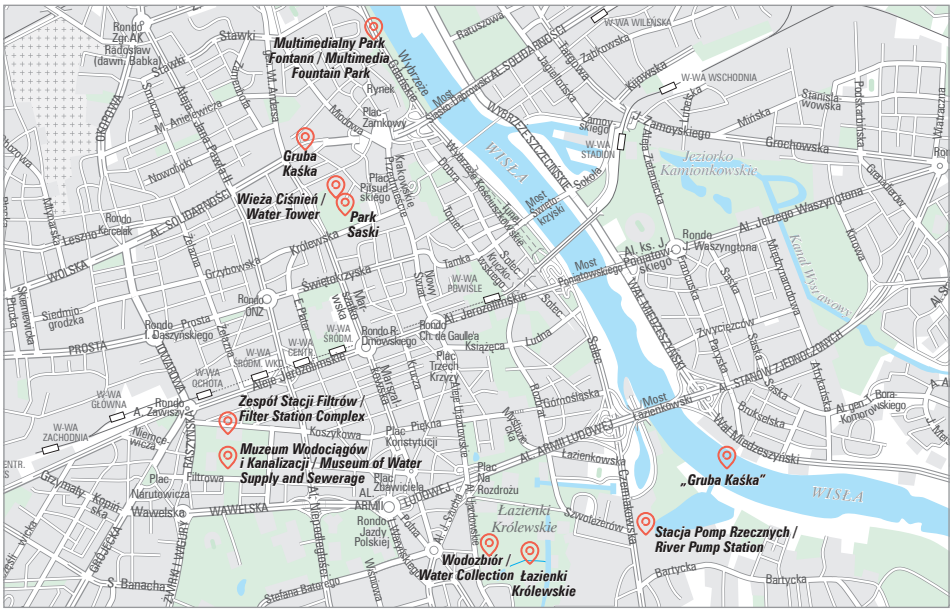


☆ The Filter Station houses the **Museum of Water Supply and Sewerage**. The museum is always available only online. However, it is worth trying to visit its premises in July and August during the Open Days of Warsaw Filters and during the Night of Museums. Address: Koszykowa Street no. 81, 02-012 Warsaw (mpwik.com.pl).

☆ **The bench of William Heerlein Lindley** in Warsaw created according to Brauman's design is located in the Multimedia Fountain Park on the Square of the 1st Armoured Division of the Polish Army (Skwer 1 Dywizji Pancernej WP).

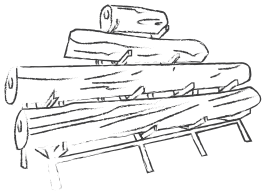


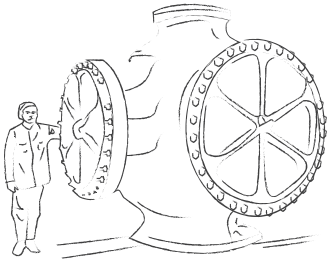
TOURIN THE FOOTSTEPS



A trip around Warsaw in the footsteps of the Lindley family and the history of the capital's waterworks is a wonderful journey through time and historic green areas. We start our tour at Koszykowa Street no.81, near the quarter **of the Filter Station Complex** (a historic monument). If you have tickets for the Warsaw Filters Open Days event, you can visit, among others, the technical building no. 2, in which **the Museum of Water Supply and Sewerage** is located. From Koszykowa Street we head by public transport to Łazienki Królewskie. Here we pass through the gate at Al. Ujazdowskie, we pass the Fryderyk Chopin Monument and head down to the **Water Collection**. The recently restored building from the 18th century predates the times of W. Lindley. More than 200 years ago, it served as a reservoir collecting water from nearby sources, which fed the Palace on the Isle and the nearby fountain. Although there are two more important locations in the area, access to them is limited. The first place is **the River Pump Station at** Czerniakowska Street no. 124. The historic residential house of the management is easily visible from the street. Second place is the so-called **'Gruba Kaśka'**, Warsaw water intake and the building of a municipal well in the Vistula riverbed is visible mainly from the Łazienkowski Bridge. If we decide not to visit any of these places, we are making our way to **Saski Park**. The temple towering above the greenery is **the Water Tower**, designed by Henryk Marconi, part of the water supply system, which lost its importance and eventually stopped working due to the William Lindley project. From Saski Park we are heading to the Gdańsk Coast. Along the way, it is worth stopping at Bank Square. In the lane separating the roadways of the Solidarności Avenue, the second, much older **'Gruba Kaśka'** stands. It is a classicist well from the end of the 18th century, designed by Szymon Bogumił Zug. The last stop is **the Multimedia Fountain Park**. It is the place where, on a stylized bench, we can sit and relax in the company of a sculpture of a gently smiling William Heerlein Lindley.

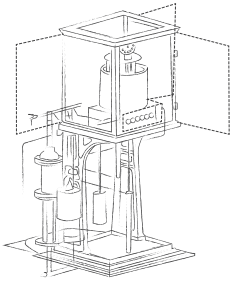
1605–1607
The first Warsaw waterworks. Water pipelines were made of pine and fir logs drilled inside and joined by iron or copper sleeves.





A casting made for the Warsaw waterworks by Bauerertz Brothers Steel Foundries and Engineering Works in Mijaczów.

1900
At Lipowa Street no. 2, a modern, enlarged station was built, which was located there until 1933, i.e. until the construction of the Water Meter Inspection and Repair Facility located at Niemcewicza Street no. 4. The figure represents a 'Venturi' type water meter.

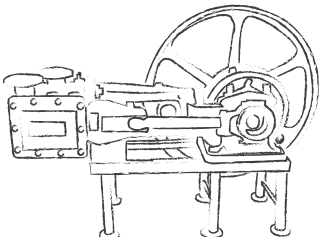




1924–1928
Construction of the Czerniakowski Sedimentation Tank.

Clothes of a diver who worked at the construction of the tank. The weight of one shoe is 10 kg.

1920
Horizontal piston pump
Length: 135 cm
Height: 110 cm
Manufacturer: S.A. des Atelier de Construction BRUCKHARDI.



LEOPOLD STANISŁAW KRONENBERG

COMMERCIAL BANK, THE WARSAW–TERESPOL RAILWAY AND THE VISTULA RAILWAY, WARSAW–VIENNA RAILWAY



Leopold Stanisław Kronenberg (1812–1878)

'The hardest thing is to make the first million, and the next come by themselves'–

– Kronenberg's favourite saying

Leopold Stanisław Kronenberg was one of the richest men of his time. He created a family empire, which included banks, mines, steelworks, sugar factories and railways. His father, Samuel Kronenberg (1773–1826), was a successful banker in Warsaw. After his death, the business was taken over by his wife, Tekla, and son Leopold, who in 1833 was entered on the list of merchants. The turning point in Leopold Kronenberg's career was to obtain permission to lease the tobacco monopoly.



The tomb of the Leopold Kronenberg family at the Evangelical-Reformed Cemetery located at Żytnia Street no. 42, the corner of Młynarska Street

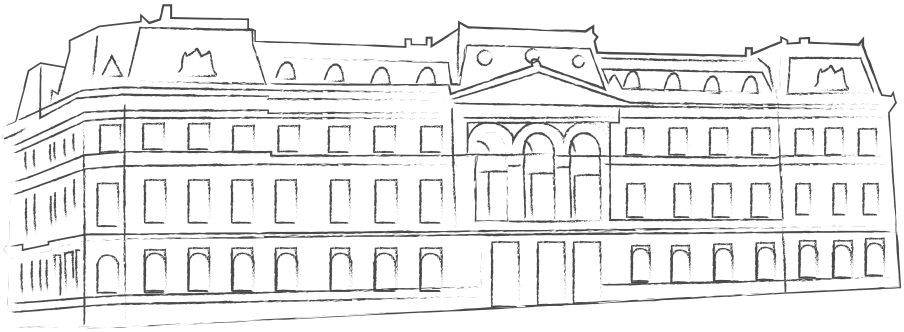
☆Kronenberg also invested in the sugar and mining industries. He owned three sugar factories: in Tomczyn, Ostrow and Walentynów, which in 1870 were transformed into the Warsaw Sugar Factory Society. It was the largest company in the sugar industry in the Congress Poland.

☆He was also the owner of an ironworks and the leaseholder of a coal mine. In 1874, he established the Warsaw Coal Mines and Metallurgical Works Society, the first joint-stock company in the Kingdom's coal industry to meet the heating needs of the Warsaw-Vienna Railway.

☆In 1870, Kronenberg founded the Bank Handlowy (Commercial Bank of Warsaw) and the Warsaw Fire Insurance Association, and five years later the Private School of Commerce. The Kronenbergs had large shares in, among others, the Coal Society and the Steam Shipping Company. They sat on the councils and management boards of many institutions, including the Warsaw Stock Exchange, the Merchant's Society, the Society for Water and Sewerage Affairs and the Warsaw Merchants' Association.

The decorative facade of the palace was the work of sculptor Leander Marconi, nephew of the famous architect, Henryk

The prestigious Kronenberg Palace even housed the Council of State and the Ministry of Foreign Affairs



1860 Leopold Kronenberg founded a tobacco factory in Warsaw, employing 700 workers. Thanks to profits from the tobacco monopoly and the support of French capital, he opened his own banking house, which enabled him to develop credit and financial services.



Historical headquarters of the Commercial Bank (Bank Handlowy) in Warsaw at Traugutta Street

1864 Kronenberg was granted a government concession to build a railway line from Warsaw to Terespol. It was the third railway line in the Congress Poland, after the Warsaw-Vienna and Warsaw-Petersburg Railways. The Terespol railway had 212 km of tracks and was built between 1866 and 1867. It connected Warsaw with Terespol and had a wide rail spacing, in accordance with Russian standards. It was a very lucrative order, guaranteeing income for the next few decades from the operation of the line.



'Friedriech Rembert' steam locomotive of the Warsaw-Terespol Railway

1869 Kronenberg took over the Warsaw-Vienna Railway and became its vice-president. The Kronenberg family managed the line for the next thirty years, developing the technical infrastructure and expanding the rolling stock. The railroad provided the family with huge profits.

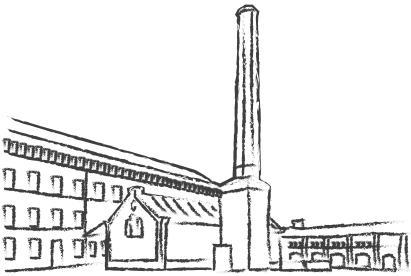
1874 Leopold Kronenberg obtained a concession for the construction of the Vistula Railway. The line consisted of 522 km of tracks and ran from Kovel through Chełm and Lublin, Warsaw to Mława. The main station of this line was located near the Warsaw Citadel. To get this contract, Kronenberg had to fight his biggest rival, Jan Bloch. The argument took place on the pages of Gazeta Polska, which he acquired in 1859.



A trip with the Kronenbergs around Mazovia is worth starting from the historical headquarters **of the Commercial Bank (Bank Handlowy)** in Warsaw (corner of Czackiego and Traugutta Streets). It is the oldest commercial bank in Poland, founded in 1870 by a group of investors led by Leopold Kronenberg. Bank Handlowy financially supported the construction of the railway network and the development of important industrial factories in the Congress Poland and in Russia. At the beginning of the 20th century, Kronenberg's bank recorded a turnover of 2 billion rubles, which was more than the budget of tsarist Russia. Right next to the bank Kronenberg built a magnificent residence, which unfortunately did not survive to present times. The palace was a symbol of his wealth. It was built in 1871 on the corner **of Królewska** and **Mazowiecka Streets**, according to a project ordered in Berlin. The symbol of the greatness of the Kronenberg family did not survive the war and wasn't rebuilt afterwards. The memorabilia after the Kronenberg family are kept in the **Museum of Warsaw** (Old Town Square 28-42), which, according to the wishes of its last representative, Leopold Jan, were handed over to the museum in 1983. The collection also includes souvenirs commemorating the construction of the Warsaw-Vienna Iron Road. The Kronenbergs were the founders **of the Warsaw Philharmonic**, whose building, located at **Jasna Street no. 5** in Warsaw, was erected between 1900 and 1901 under the direction of architect Karol Kozłowski. The building was modeled after the Paris Opera. Unfortunately, it was destroyed during World War II. At the same address after the war, in 1955, a new concert hall was opened. In the collection **of the Station Museum** (Towarowa Street no. 3) visitors can see artifacts directly related to the Warsaw-Vienna Railway, including mock-ups of railway stations, boards presenting the history of the creation of the Warsaw-Vienna Iron Road and rolling stock. To start a journey with Kronenberg, who in 1869 took over the Warsaw-Vienna Railway and became its vice-president, it is enough to buy a ticket from Mazovian Railways and, like a 19th-century investor, admire from the windows of the train the **railway station in Pruszków**, in Milanówek and the historic stations in **Grodzisk Mazowiecki**, **Międzyborów** and **Żyrardów**. The burial place of the Kronenbergs is the family chapel, which is located in the **Evangelical-Reformed Cemetery in Warsaw (Żytnia Street no. 42)**.

1861

The tobacco factory established by Leopold Kronenberg in 1861 was considered one of the largest of its kind in Europe. The introduction of excise duties on tobacco resulted in the liquidation of the factory in 1898.





1874

Leopold Kronenberg had six children: Stanisław, Władysław, Leopold and Tekla, who died under the age of one, Maria Róża and Rozalia. Portrait of Leopold's son with Józefina Róża and Leopold Jan, arch. Museum of Warsaw.

1878

In the Museum of Warsaw visitors can see the bust of Kronenberg from 1878 created by Teodor Rygier.





1900–1901

The Kronenbergs financed the construction of the Warsaw Philharmonic. Its rich facade was modelled on the building of the Paris Opera. The inaugural concert on 5 November 1901 was conducted by Emil Młynarski, ancestor of Wojciech Młynarski. The piano was played by Ignacy Jan Paderewski, arch. Polona

1955

Already after the war, in 1955, a new concert hall of the philharmonic was rebuilt and reopened.



EMIL WEDEL

CHOCOLATE LOUNGE AT SZPITALNA STREET AND CHOCOLATE FACTORY IN THE PRAGA DISTRICT



Karol Wedel (1813–1902)



Emil Wedel (1841–1919)



Jan Wedel (1874–1960)

Wedel's sweet history began in 1851 on Miodowa Street in Warsaw. At that time, a German confectioner, Karol Wedel, founded the first confectionery in the capital, together with a small chocolate factory. Like many other foreigners, he came to the Congress Kingdom with the intention of opening his business. Foreign craftsmen were then encouraged to come to Warsaw with numerous privileges, such as freedom to settle, exemption from taxes or military service. Over time, in the second or third generation, newcomers from the West assimilated and became Poles. The Wedel family is a good example of that policy.

'The Wedel House' at Puławska Street no. 28 was built between 1935 and 1936 according to the design of J. Żórawski as one of three houses created by Jan Wedel for factory workers. It was a luxurious building that was built according to the principles of Le Corbusier.



The oldest Chocolate Lounge in a tenement house at Szpitalna Street no. 8, with a magnificent, sophisticated interior, was called the 'Mr. Wedel's chocolate box'.



Chocolate Lounge with a Distinctive Neon

The plot of land located at Wołowa Street no. 7 (currently Zamojskiego Street), with the intention of building a new factory, was bought by Emil Wedel in 1898 from the Dmowski family. However, it was not until 1927 that Jan Wedel, after taking over the management of his family company, began the **construction of a new factory in Warsaw's Kamionek District**. The factory was opened in 1931, but individual departments and production lines were gradually moved from Szpitalna Street no. 8 until 1934.



Historic exhibits in the Museum of Warsaw

Wedel Factory in Warsaw's Praga district



1851 Karol Wedel opened the first confectionery with a small chocolate factory on Miodowa Street in Warsaw. Under his leadership, the company thrived, gaining the recognition of customers.

1872 Emil Wedel became the owner of a chocolate factory and a confectionery. On the day of his wedding to Eugenia of Böhm, he received the company as a wedding gift from his father, Karol Wedel.

1878 Emil Wedel's handwritten signature appears on every chocolate bar. Over time, the signature 'E. Wedel' became the trademark of the brand.

1894 Opening of the company shop and café on Szpitalna Street no. 8, i.e. the 'Old-fashioned Shop'.

1923 after the death of his mother, Jan Wedel took over the family business. Importantly, in order to take a managerial position in his father's factory, Jan had to first practice and patiently climb the company ladder. In 1932, 'Emil Wedel and Son' changed its name to 'E. Wedel Chocolate Factory Joint Stock Company'.

1926 By order of Jan Wedel, one of the most popular advertising graphics in Poland was created – the silhouette of a boy riding a striped zebra, carrying chocolate bars. To this day, the neon with the boy riding on the zebra is located on the roof of the oldest E. Wedel Chocolate Lounge at Szpitalna Street in Warsaw.



1927 Construction of a new factory in Warsaw's Praga district began. Jan Wedel not only expanded and modernized the establishment, but also provided its employees with social care. The factory offered its workers dentist services, nursery and kindergarten for children with the possibility of going to the factory spa in Świder. In addition, the factory purchased an RWD-13 aircraft, which became a flying advertisement for the company.

1936 Jan Wedel, inspired by his journey through France, began the production of milk marshmallows covered with the original Wedel chocolate, i.e. Ptasie Mleczko® ('bird's milk').

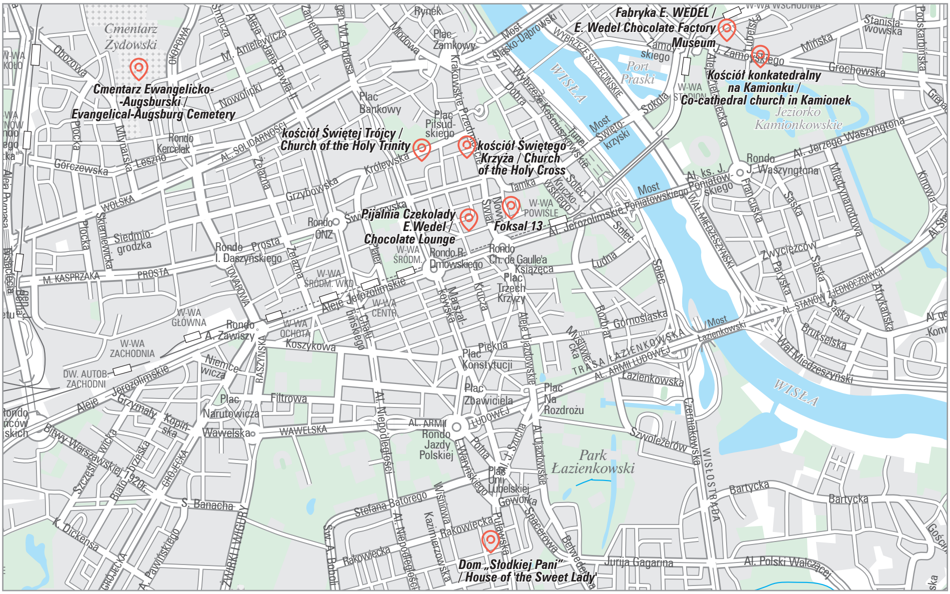
A trip in the footsteps of the Wedel family around Warsaw is worth starting **with a tenement house located at Szpitalna Street no. 8 and the famous Chocolate Lounge**. This 'Old-fashioned Shop' was visited by, among others, Henryk Sienkiewicz, Bolesław Prus and Jarosław Iwaszkiewicz. During the Warsaw Uprising, Jan Wedel's sister, Zofia Żochowska, organized a field kitchen in the tenement house. Here, time stands still, the tenement house survived the Second World War, and luckily, its interiors, like in a time capsule, maintained the atmosphere of the pre-war Warsaw cafe. Strolling through Krakowskie Przedmieście, it is worth visiting **the Church of the Holy Cross**, which houses a tabernacle decorated with gold donated by Michalina Czernecka, Jan Wedel's wife. In this church in 1960, crowds of Varsovians said goodbye to Jan Wedel during the funeral mass. Throughout the entire period of the People's Republic of Poland, employees ordered masses for the soul of the late Jan Wedel. All Wedel family members are buried in a **family tomb at the Evangelical-Augsburg Cemetery on Młynarska Street** in Warsaw. In the **Church of the Holy Trinity** at Stanisława Małachowskiego Square no. 1 visitors can admire stained glass windows funded by the Wedel family. The smell of chocolate will lead you to the right bank of the Vistula River, to the Praga District of the city, where since the 1930s. the Wedel factory has been operating. **E. Wedel Chocolate Factory** at Zamoyskiego Street no. 28/30 was built according to the design of the architect Józef Napoleon Czerwiński. Nowadays, it houses the **'delicious' E. Wedel Chocolate Factory Museum**, focusing mainly on chocolate, but also on the history of the Wedel family (fabrykaczekolady.pl). Next to the factory there is **a co-cathedral church in Kamionek**, the construction of which was financially supported by Jan Wedel. During the war, the Wedel factory sent parcels to prisoner-of-war camps and helped the patients in the Ujazdowski Hospital. After the end of World War II, the factory was nationalised and became part of the 'establishments' of 22 July by E. Wedel. In pre-war Warsaw, the colloquial name 'lex E. Wedel' was used, thus defining the Polish Parliament Act of 1933, which gave the possibility to benefit from a tax credit for newly erected buildings. In practice, the tenements were subjected to general renovations. This was the case, among others, with the **tenement house at Foksal Street no. 13** in Warsaw, which Jan Wedel

1932
Stanisław Lewandowski, sculptor artist, in his studio in front of the plaster model of the statue of Christ the King intended for the tomb of Emil Wedel's family, 1932, NAC.



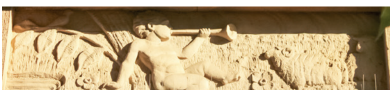
1936
Copper bas-relief on the front of the historic 'Wedel House' – Tiger (1936), author of the bas-relief: Stanislaw Komaszewski.





rebuilt in the modernist style and in which he installed the first panoramic elevator in the capital. Walking around Warsaw, it is worth visiting **the 'Wedel House' at Puławska Street no. 28**. From a distance, passers-by can recognize it by the characteristic neon sign of E. WEDEL CHOCOLATE located on the roof of the building. When the work was finished, the factory owner, Jan Wedel, was always dropped-off by the driver to **Narbutta Street no. 7**, **house of 'the Sweet Lady'**, his long-time partner and then his wife Michalina Czernecka. The tenement house was built in 1937 according to the design of architect Zdzisław Mączeński. They lived here together. On the facade of the tenement was placed a bas-relief depicting a shepherd playing on the trumpet to the grazing sheep. After the introduction of the Bierut decree, this tenement house, as well as other properties, was taken from the owners and seized by the state.

1945
Jan Wedel lived at Narbutta Street no. 7 until the outbreak of the war. The tenement house included the apartment of his partner, Michalina Czernecka. They had known each other for many years, and they married in 1945, when Wedel was 71 years old, while his beloved was 60. In the photo the relief sculpture at Narbutta Street no. 7.



2024
The E.Wedel Chocolate Factory Museum was established. The interactive exhibition astonishes visitors of all ages.



STANISŁAW LILPOP

‘LILPOP, RAU AND LOEWENSTEIN’ FACTORIES AND THE GARDEN CITY OF PODKOWA LEŚNA WITH WARSAW COMMUTER RAILWAY (WKD)



Stanisław Lilpop (1817–1866)



Stanisław Wilhelm Lilpop (1863–1930)

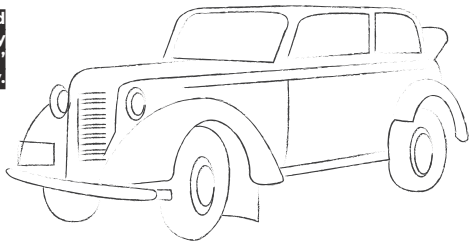
The Lilpop family played a significant role in the development of the Polish economy and industry. Members of this influential family were outstanding craftsmen, industrialists, architects, inventors and constructors. The first representative of the Lilpop family in Poland was an Austrian watchmaker, Antoni Augustyn Lilpop (1742–1815). The clocks bearing his name were known throughout Europe, and the establishment located in the capital city, run by successive generations of Lilpops, survived until the outbreak of World War II. Already in the second generation of the Lilpop family an outstanding representative of this house went down in history – we are talking about the grandson of Antoni Augustyn, Stanisław Lilpop. He was an industrialist and a talented constructor, who is considered one of the pioneers of industrialization in the Congress Poland. He created a business empire, which in the period of the Second Polish Republic experienced its greatest flourishing, producing train carriages, trams and cars for the Polish market. His son Stanisław Wilhelm Lilpop (1863–1930) left as his legacy the Garden-City Podkowa Leśna with the Warsaw Commuter Railway (WKD). Another prominent member of the Lilpops family was the architect Franciszek Bogusław (1870–1937), a colourful and important figure of the interwar period. He was a professor of the industrial construction at the Faculty of Architecture of the Warsaw University of Technology, a co-founder of the Association of Architects of the Republic of Poland and a designer of many significant objects, e.g. **Children’s Hygiene Institute at Litewska Street no. 8**, Warsaw Zinc Factory and other industrial complexes throughout Poland.

☆ Stanisław Lilpop was a constructor who designed the first mechanical reaper manufactured in Poland (he improved McCormick’s American reaper). In 1867, the so-called *American woman* received a silver medal at the International Exhibition in Paris.

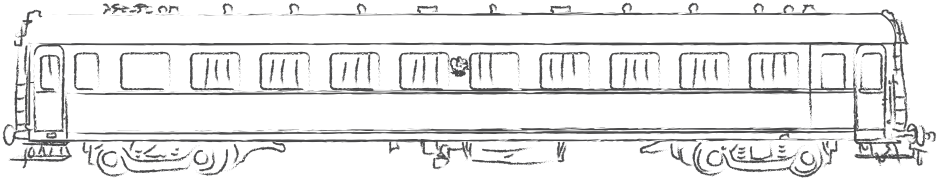


Production hall at the ‘Lilpop, Rau and Loewenstein’ factory

Car Opel Olympia assembled entirely in Poland in the factory 'Lilpop, Rau and Loewenstein' Joint Stock Company.



Lounge carriage produced by the Industrial Society of Mechanical Works Lilpop, Rau and Loewenstein in Warsaw



1854 Stanisław Lilpop, together with Wilhelm Rau, joined the Evans brothers, acquiring 60% of its shares. The company 'Evans, Lilpop et Comp', which included the Agricultural Machinery and Tools Factory at Świętojerska Street.

1866 Lilpop and Rau take over the remaining shares of the Evans brothers and change the name of the factory to 'Lilpop and Rau'. In the same year Stanisław Lilpop dies, and his wife, Joanna née Petzold, takes over the leadership of the company's management board.

1868 Baron Seweryn Loewenstein, a Belgian industrialist, joined the company. His contribution enabled the dynamic development of the company.

1872 The Joint-Stock Mechanical Works of Lilpop, Rau and Loewenstein were established, creating a modern joint-stock enterprise capable of raising substantial capital for further development. The following year, the company officially adopted the name Joint-Stock Industrial Company of the Lilpop, Rau, and Loewenstein Mechanical Works.

1873 The Company was the contractor of the second bridge over the Vistula River at the Citadel according to the project of engineer Tadeusz Chrzanowski. The bridge was two-level, there was a road at the lower level and railway tracks with two options of track gauges on the upper level: the Russian one - 1,524 mm wide and European standard, such as the Warsaw-Vienna line - 1,435 mm wide.

1881 As a result of the merger of 14 factories located in the Congress Poland and the Russian Empire, the company 'Lilpop, Rau and Loewenstein' created the first iron, steel and metal company in Poland.

1936 A license agreement with the American concern General Motors was signed, guaranteeing the company exclusivity for the production and sale of cars of the following brands: Opel, Chevrolet and Buick. In 1938, the company employed 3,500 people.



Chevrolet's advertisement from the magazine 'Theatre and Elegant Life', arch. the Mazovian Digital Library

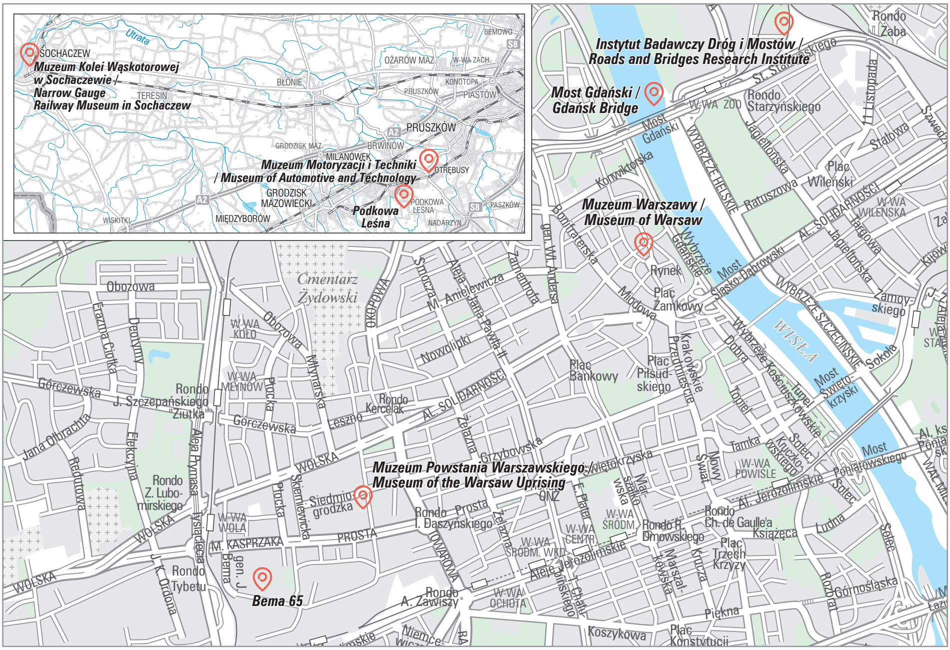
A walk around Warsaw in the footsteps of the Lilpop family starts **with the Museum of Warsaw (Old Town Square 28-42)**, where visitors can see a collection of clocks from the watchmaking establishment of Karol and Ludwik Maurycy Lilpop. Then take a walk over the Vistula and see **the Gdańsk Bridge**. It was built on the pillars of the bridge at the Warsaw Citadel, built by the Industrial Association of Mechanical Works 'Lilpop, Rau and Loewenstein' between 1873 and 1875. The bridge was destroyed by the Germans during World War II. In the 1960s, **the Gdańsk Bridge** was built in the same place. A fragment of the bridge built at the end of the 19th century by Lilpop was excavated from the Vistula River in 2009 and can be seen at the **Roads and Bridges Research Institute at Instytutowa** Street no. 1 in Warsaw. Then we head to the Wola district, where in the **Museum of the Warsaw Uprising (Grzybowska Street no. 79)** a replica of the 'Kubuś' armoured car, which was built and used during the Warsaw Uprising, can be seen. The chassis of the chevrolet model 157 was used for its construction and was manufactured by the car manufacturer 'Lilpop, Rau and Loewenstein' S.A. in Warsaw. In Warsaw's Wola district, at **Bema Street no. 65**, the only trace left after the 'Lilpop, Rau and Loewenstein' factory empire, that is five ceramic brick buildings erected between 1899 and 1903. These include factory halls, office and residential buildings with garages, which were entered in the register of monuments in 2006. These buildings are an example of factory architecture from the end of the 19th century. From Warsaw we are making our way to the **Museum of Automotive and Technology in Otrębusy (Warszawska Street no. 21)**, where visitors can see the **Opel 4** car and the only surviving copy of the Buick produced by the company 'Lilpop, Rau and Loewenstein' in Warsaw's Wola factory. In order to see the train carriages built by Lilpop, you need to **visit the Narrow Gauge Railway Museum in Sochaczew**. There you can meet, among others, train carriages from the 1930s, which were created in 'Lilpop, Rau and Loewenstein' Mechanical Works for Warsaw Commuter Railway. It is also worth going to **Podkowa Leśna**, whose history is inextricably linked to the Lilpop family. In the interwar period, Stanisław Wilhelm Lilpop persuaded the board of the company



1860
Advertising of the 'Lilpop and Rau' workshop of 1860.

1876–1900
One of the many clocks produced by the Lilpops. The fireplace clock of Ludwik Maurycy Lilpop kept in the Museum of Warsaw.





‘Strength and Light’ to run a railway line, i.e. today’s Warsaw Commuter Railway, through Podkowa Leśna and at the same time to create a company under the name ‘Garden-City Podkowa Leśna’. A souvenir after the Lilpop family is **the Stawisko villa** which Stanisław Wilhelm built for his daughter Anna and her husband Jarosław Iwaszkiewicz.

1927
‘Strength and Light’ Joint Stock Company started the construction of the first electric railway line in Poland. In 1927, the Electric Commuter Railway (EKD) connected Grodzisk Mazowiecki with the centre of Warsaw. Lilpop convinced the company’s financial director to run the line through Podkowa Leśna and initiated the creation of the company ‘Garden-City Podkowa Leśna’.



Podkowa Leśna Główna railway station in 1942, arch. Polona.

1944
Armoured car ‘Kubuś’ constructed on the chassis of Chevrolet model 157, from the factory ‘Lilpop, Rau and Loewenstein’.



ANDRZEJ ARTUR ZAMOYSKI AND MAURYCY FAJANS

SHIPPING ON THE VISTULA RIVER IN WARSAW



Andrzej Artur Zamoyski (1822–1871)

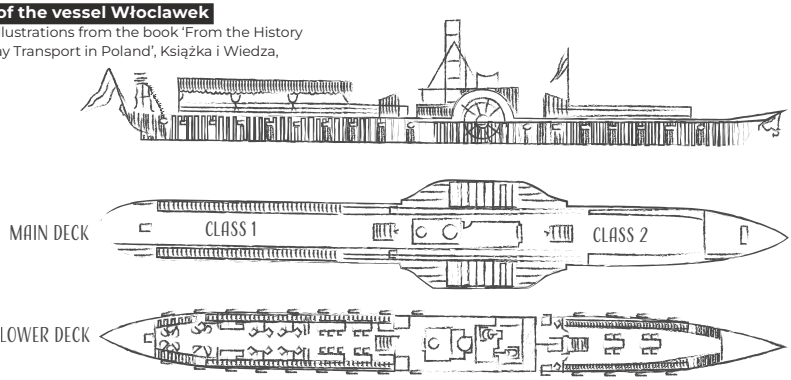


Maurycy Fajans (1827–1897)

Andrzej Artur Zamoyski – Count, political and economic activist in the Congress Poland. He was educated in Paris, Cracow, Geneva and Edinburgh. In 1854 he took the position of extraordinary secretary of the Council of State, then became its member, and a little later he took the position of deputy director of the Department of Industry and Crafts. In 1847 he lived in Warsaw. During this period, he led to the construction of a boulevard on Solec nad Wisłą, created the design of a permanent bridge over the Vistula and supervised the channelization of the river. He was also a member of the Committee for the Construction of the Vistula Bridge and the President of the Silk Company. From 1848, he organized river navigation and built mechanical workshops in Solec, which were later transformed into a factory of agricultural machines and tools and a foundry. With his work, he gained such deep trust of the landowners that in 1850 they entrusted him with the position of advisor to the Committee of the Land Credit Society, and then the chairmanship of the same. He was a co-publisher of 'Annals of the National Economy'. With a French engineer Edward Guibert he established 'Steam Shipping Company on the Floating Rivers of the Kingdom of Count Zamoyski et Campania' and received a monopoly over steam communication on the Vistula for twenty years. He started his own production of steamships and barges.

Maurycy Fajans, merchant and industrialist. He was a representative of Count Andrzej Zamoyski's steam shipping company on the Vistula River, then (since 1864) he became its director. In 1871, after the dissolution of the company, he acquired some of the vessels, including the steamer 'Płock'. He was also the owner of the Steam Shipping Workshops in Solec. After the expulsion of Count Zamoyski from the country, he became his successor. As we read in *Tygodnik Ilustrowany (Illustrated Weekly)* (No. 26 of 1908), in an article entitled '*The Jubilee of Steam Shipping on the Vistula River*': '(...)The new buyer was the luckiest of all the previous owners of steamers on the queen of our rivers. Having introduced a flexible administration, gradually increasing the number of vessels, Fajans soon becomes wealthy.' Three steamers: 'Wisła', 'Sandomierz' and 'Narew' gave rise to the M. Fajans Steam Shipping Society, which, thanks to skilful management, grew and until World War I led the way among carriers on the rivers of the Congress Poland.

Interior plans of the vessel Włoclawek
Sketch based on illustrations from the book 'From the History of Inland Waterway Transport in Poland', Książka i Wiedza, Warsaw 1978.



1848 Zamoyski established the 'Steam Shipping Company on Floating Rivers of the Kingdom of Count of Zamoyski et Compania'.

1850 During this period, a more attractive appearance and interior design of passenger ships was introduced. On the 'Płock' and 'Włocławek' steamships, interior walls were covered with panelling made of noble wood species, mirrors and paintings of well-known artists were displayed.

1851 The first permanent passenger ship connection to Ciechocinek by the ship called 'Sandomierz'. The next regular seasonal cruises took place to Zawichost.

1857 At the initiative of Zamoyski, a river shipyard was built in Warsaw, the so-called Steam Shipping Workshops in Solec. In addition to repair work, the shipyard constructed the first steamers according to its own designs.

1862 The company already owned 9 steamers and 20 barges – passenger steamers 'Płock', 'Włocławek', 'Niemen' with French machines from Gâcha in Nantes company, 'Pilica' and 'Narew' with Belgian machines from the Sering factory, three domestic steam tugs and one from a French company.

1863 After the fall of the January Uprising and the expulsion of Zamoyski from the country, all his property was confiscated by the tsarist government. The company was liquidated.

1871 The company's assets (three steamers) were bought by Maurycy Fajans, establishing the shipping company 'Maurycy Fajans and Sons'.


Passenger steamer 'Płock', bought by M. Fajans together with its twin 'Włocławek', built for the Warsaw-Ciechocinek section

☆ In 1911, on the basis of the 'Maurycy Fajans and Sons' company, a large joint-stock company named 'The Warsaw Trade and Shipping Society', was established with capital estimated at the time at over 1 million rubles.

Although the image of the 19th-century water infrastructure on the Warsaw section of the Vistula River is poorly defined, it is worth going for a walk through the boulevards. Such a walk can shed light on this matter, and at the same time it will be a real pleasure. The first stop is **Port Praski** located at the Vistula Old Town. In the interwar period, three pools with brick waterfronts were built here. They were used for unloading cargo ships and as a winter port. Currently, luxury apartment buildings designed in the loft style are expanding on the area adjacent to the former port. Other traces of history related to the Warsaw section of Vistula are bridges. Of the eleven currently existing, only four were rebuilt after the war in part or in full on surviving pre-war bridge struts.

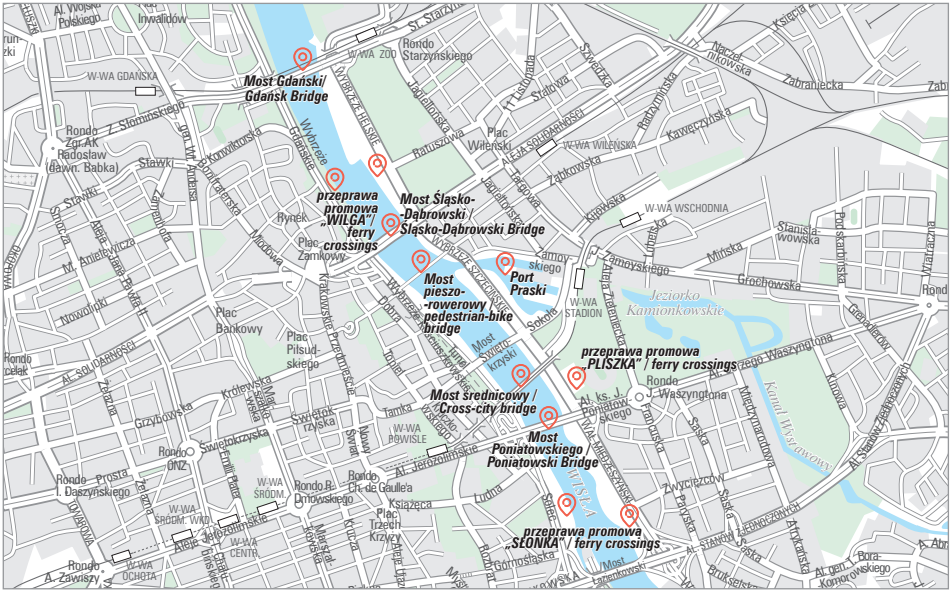
Designed by Mieczysław Marszewski, **the Poniatowski Bridge** was put into operation in 1914. It was destroyed twice, for the first time by retreating Russian troops (1915), and for the second time by the Nazis (1944). The present appearance of the bridge is the result of its reconstruction in 1946 according to the design of S. Hempel. **The Śląsko-Dąbrowski Bridge** was erected between 1947 and 1949 as part of the W-Z Route on the pillars of the Kierbedzia Bridge that was blown up by the Nazis. **The cross-city bridge** is a railway bridge that in 1931 connected the Central Railway Station with the Eastern Station. In turn, the two-level **Gdańsk Bridge**, with its beautiful neon sign 'NICE TO SEE YOU', is part of the inner-city bypass and was built on the pillars of the first bridge under the Citadel. Although no longer by a side-wheeler, you can still move around the Warsaw Vistula. The Vistula shores are connected by three **ferry crossings** in the summer time: 'SŁONKA' [Cypel Czerniakowski (floating bridge) – Saska Kępa (beach)], 'PLISZKA' [Poniatowski Bridge (waterfront) – National Stadium (beach)] and 'WILGA' [Podzamcze Fontanny (floating bridge) – ZOO (beach)]. A wonderful tour route also leads through a fragment of the Batory water trail. **'Zefir' ship** carries 100 passengers on board. The typical route is



1930–1939
Passenger ship 'Goniec' during a cruise on the Vistula River, arch. NAC.

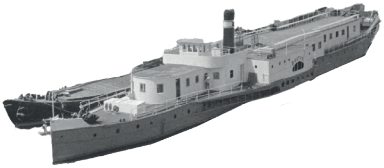
1933
The illumination of river vessels (in the foreground side-wheeler 'France') and the display of fireworks at the YMCA floating marina. In the distance, the tower on the beach 'Poniatówka', arch. NAC.





Żerań (harbour at the Cementownia 02 stop) – Żerań Canal – Lake Zegrzyńskie – Serock and return. Finally, it is worth mentioning the latest attraction on the Warsaw Vistula. It is, of course, **a pedestrian-bike bridge** – 452 m long, futuristic in appearance and connecting downtown with Praga district.

1947
Inland waterway vessel 'Bałtyk' on the Vistula River in Warsaw, arch. NAC.



2012
Water station – Płock marina, one of the last historical units related to steam shipping on the Vistula. A tender for the restoration of the station has been announced, and a public collection has started. The idea did not come to fruition and in 2012 the station burned down.

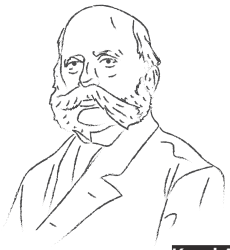


KAROL TEODOR HIELLE AND KAROL AUGUST DITTRICH

LINEN FACTORY IN ŻYRARDÓW



Karol Teodor Hielle (1822–1871)



Karol August Dittrich (1819–1886)

Karol Teodor Hielle (father) and **Karol August Dittrich** – German industrialists, since 1857 owners of the Żyrardów Linen Factory. Both contributed to the dynamic development of the factory and increased its productivity, as well as to the improvement of the social conditions of its workers. Hielle came from a family of manufacturers with a long weaving tradition, living in the Czech Sudetenland. He studied in Prague and Leipzig. After a banking practice in Italy, he worked for his grandfather's company 'Joseph May & Söhne'. Dittrich, on the other hand, came from the lower middle class of Saxony. August's father invested heavily in his son's education and development, who after graduating from school associated his professional life with textiles. He worked for the Harkort brothers. Under their supervision, he gained enormous experience, which allowed him to become a savvy businessman in the future. Hielle and Dittrich's paths crossed in the 1840s. On 1 January 1849, they set up a company called 'Hielle & Dittrich'. They invested all their money to buy the factory in Żyrardów. They took a risk and, as we know, they succeeded.

1830 Łubieńscy founded Żyrardów as a factory settlement at spinning mills moved here from Warsaw's Marymont. The settlement is one of the most outstanding industrial monuments of Mazovia. It was named in honour of **Filip de Girard**, the first technical director of the factory, the inventor of, among others, a spinning machine and a water turbine.

1833 The linen factory in Żyrardów began production. Unfortunately, it was unprofitable for years to come.

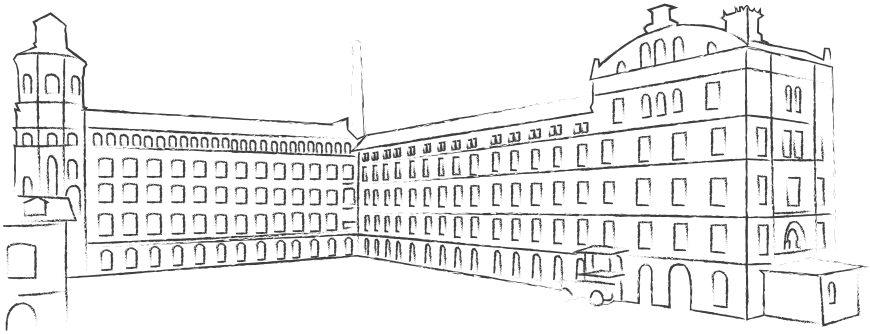
1857 The factory was bought from the Polish Bank **by Karol Hielle** and **August Dittrich**. Samuel Fränkel's counter-offer was rejected.

1914 At the dawn of World War I, the factory was one of the world's largest spinning mills for linen and cotton.

1997 After the period of the People's Republic of Poland and after several years of restructuring efforts in the period of the Third Republic of Poland, the textile factories eventually went bankrupt.

400 **almost as many listed historic monuments, including both buildings and movable heritage objects**

Today, the building of the Former Old Spinning Mill, entered in the register of monuments, performs residential, commercial, service and hotel functions.



Uncommonly, Hielle and Dittrich demonstrated high social sensitivity. Workers employed at their factories were provided with good social conditions. Every well-deserved worker could get a place to live. There was a strong emphasis on education, with five schools and a kindergarten included. Workers employed at Żyrardów factories could use free medical care, provided by the English physicians in a newly built factory hospital. The settlement premises were also fitted with a bath and laundry room. Unfortunately, in the following years living conditions deteriorated significantly.

In the spring of 1883, wages were reduced. Therefore, on 23 April of the same year, the largest strike in Żyrardów and the first mass strike in Poland began. Spoolers went out into the streets to manifest. Gendarmerie forces were not enough, so the Russian army was called to suppress the strike. Three people were killed and several were injured. On 28 April, Karol Dittrich agreed to the conditions of the spoolers, ending their rebellion.



Monument of the Spinner by M. Biskupski

In 1900, at the World Exhibition in Paris, Żyrardów was presented as a model city in which factories, public buildings and residential housing estates form a unified urban complex. Żyrardów was awarded the Grand Prix Main Prize.



Magnificent panorama of Żyrardów from 1899 (length 367 cm and height 140 cm)

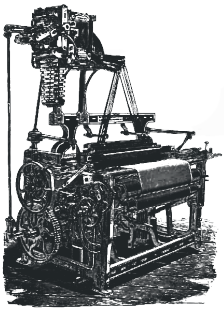
The greatest value listed in the list of historical monuments is the preserved original plan of the historic urban layout of the settlement city for handling linen production – for all processes, from spinning mills, weaving plants, including jacquard ones, to bleaching and printing colourful fabric ornaments.



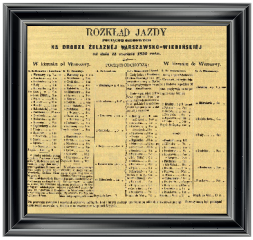
Żyrardów is a treat for lovers of Mazovian industrialism. Immediately after leaving the train, the tourist is welcomed by a unique railway station, designed by architect Jan Jakub Gay in 1845, and rebuilt by Romuald Miller (creator of railway station projects in Modlin, Grodzisk Mazowiecki and Pruszków, among others). Nearby there is also a **water tower** with typical architecture from the 1920s. The authorship of the project is attributed to Bronisław Brochwicz-Rogoyski – and to Romuald Miller as well. Żyrardów crème de la crème is located in the city center, which can be reached from the station by following the black signs of the walking trail. The **Nowy Świat** district of workers' housing estate, built in stages between 1867 and 1910, is constructed using low red brick houses, next to which are brick and wooden outbuildings. 130 residential houses, 19 service houses and more than 60 outbuildings have been preserved, and currently, are in very good technical condition. The **New Spinning Mill building** from 1913 is one of the first reinforced concrete construction buildings in the world. It is almost 130 m long, and its height exceeds a ten-storey block. The building was reconstructed into lofts. At the southern end of the factory area, the Szpularnia restaurant was erected, in front **of which stands the Monument of the Pregnant Spinner** by Maksymilian Biskupski, crafted in tribute to women employed in the factories. It commemorates the bloodily suppressed five-day spoolers strike in 1883. On the so-called **Small Market Square** there is an octagonal pavilion of the former pumping station, whose shape is associated with the Romanesque constructions of Ravenna. Going further along the black trail, we reach the Dittrich Park, where the **Museum of Western Mazovia** is located, which focuses primarily on the history of Żyrardów. The museum includes interesting sections of history, art, ethnography and iconography. It is located in the villa of Karol Dittrich, built between 1886 and 1896. Going north, you can walk to the **Philip de Girard Linen Museum** located in the former printing house of the Żyrardów factory. The main attraction are the machines and equipment originating from the linen factories. Most of them come from the 1970s and 1980s.



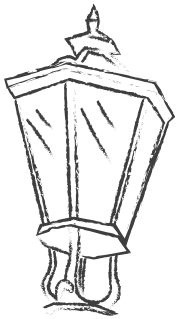
1833
Filip de Girard opened a linen factory and became its first technical director. Soon, the settlement was named after his name – Żyrardów.



1830s
Modern spinning machines from England were brought to the new factory. Industrial production began on July 24, 1833, and it is this date that determines the emergence of the Żyrardów linen industry.



1845
The Żyrardów factory was located at the Warsaw-Vienna Railway line (the Iron Road). Next to it there is a timetable from 1850.



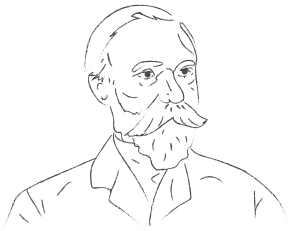
1909
Gas street lamps illuminated Żyrardów. Currently, their replicas are located in the representative points of Żyrardów **(Park of K. Dittrich, Partisan Avenue, the surroundings of the Merchants' Club and the railway station).** The first lighting in Żyrardów were four-flame gas street lamps, about 4 m high and pole shaft cast iron. At the top was a six-sided lamp head with glasses fitted in metal frames.



1975
The railway building in Żyrardów was entered into the register of monuments. It now houses a boutique hotel.

JULIAN JÓZEF RÓŻYCKI

PRAGA DISTRICT PHARMACIES, GYMNASIUM, MARECKA RAILWAY



Julian Józef Różycki (1834–1919)

Julian Józef Różycki was a devoted citizen of Warsaw's Praga district. In 1859 he obtained a master's degree in pharmacy and in the same year he bought a pharmacy, and not just any pharmacy, because probably it was the first one in Praga, founded between 1789 and 1795. It was located on Brukowa Street (today Okrzei Street) no. 31. Soon Julian Różycki became the owner of the second pharmacy, at Targowa Street no. 52. Both pharmacies, as well as the pharmaceutical and chemical laboratory founded next to the first of them, prospered very well and enjoyed great popularity among the residents of Praga. Różycki was also involved in industrial activities, setting up the first mineral water plant in Warsaw's Praga district. In 1892, he purchased the First National Factory of Medicated Plasters, which he later moved to Brzeska Street no. 16.

In 1895, at the suggstion of engineer Adam Dzierżanowski, he decided to invest in railways. Thus, the Society for the Construction and Operation of Railways was established with the capital of 1 million rubles. With the efforts of the Society, the Marecka Commuter Railway was built. Różycki was also known for his social and charitable activities. He also opened the existing Różycki Bazaar in Praga.

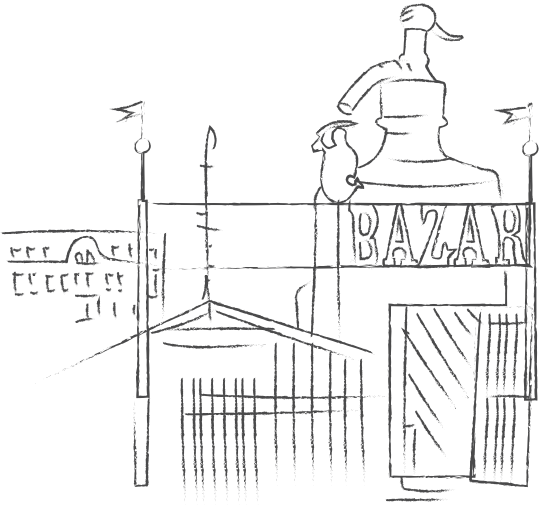
1834 In the year in which Julian Różycki was born, the city issued the first permit for a private market. The image of Warsaw and Praga itself began to change, as trade issues were regulated.

1860 Twenty years of great changes in Praga. The Petersburg Railway, Petersburg (now Wileńska) and Terespol (now Eastern) Railway Stations and a horse-drawn tram were created.

1870 Różycki starts funding of orphanages and nurseries for poor and orphaned children. They were established at Sprzeczna and Brukowa streets. Różycki also supported the creation of the so called 'children's garden' which was an open--air playground and park for children located at Szeroka Street. He organized a Penny Savings Fund for the poor.

1882 The tsarist authorities closed the Praga market located at Brukowa Street. Julian Różycki, who owned numerous properties and plots of land, offered merchants the opportunity to continue their trade on his property.

1901 The official opening date of the Różycki Bazaar. The market was very popular. Next to the main entrance with an iron gate was a kiosk in the form of a giant siphon – an advertisement of J. Różycki mineral water company.



The former panorama of the Różycki Bazaar was dominated by the advertisement of his mineral water factory

☆ Marki Commuter Railway was also the subject of many poems and songs.

'From Targówek all the way to Marki the train goes.
And from Marki all the way to Strugi goes another one.
It is welcome in Radzymin cause they now it very well'.

In 1907, Marki Railway carried 349,900 passengers. The last service of the line left the station in Radzymin on 31 August 1974 at 9:33 PM. The orchestra played the final goodbye.

By today's Square of Veterans of January 1863, Różycki opened a branch of the Infant Jesus Hospital – the Hospital of the Blessed Virgin Mary. This was the beginning of the Warsaw Praga Hospital's history.

☆ Różycki was the main initiator of the construction of the Praga Gymnasium at Okrzei Street, which in 1915 moved to **a new building at the corner of Jagiellonian Street and Solidarity Avenue. Today, the school still operates as the King Władysław IV General Secondary School**.



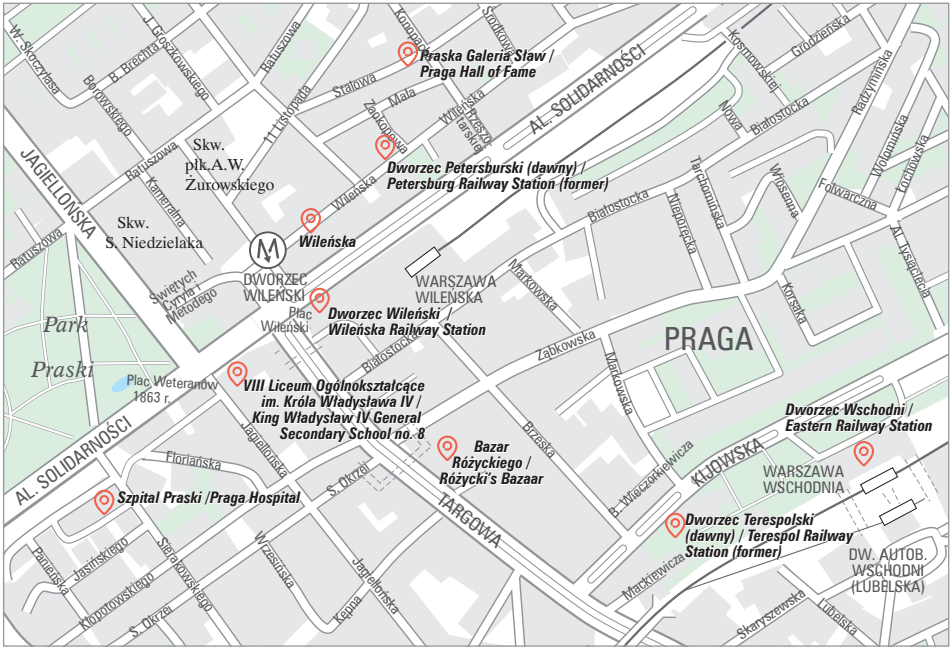
Commemorative plaque on the wall of the Władysław IV Gymnasium and Secondary School

☆ After the war, in a building located in Warsaw Praga that survived the war damage, Julian Różycki's grandson, Zbigniew Różycki, tried to arrange a pharmacy dispensary, but he did not receive the required permit. In his grandfather's pharmacy, a state-owned medical supplies distributor was set up. Later, at the end of the 1940s, on the plot of land at the corner of Brukowa and Szeroka streets, the Department Store, the so-called PDT Praga was erected.

☆ In his memoirs published in 1961 on the pages of the monthly magazine called 'Stolica', Jan Kraszewski wrote that in Praga district people did not have a prescription for 'a pharmacy' but 'for Różycki'.



Warsaw's Praga commemorating the creation of the Różycki's Bazaar at Brzeska Street no. 23



1855

Julian Różycki was the main initiator of the construction of the Praga Gymnasium, established in 1885. He obtained permission from the tsarist authorities to open the school and invested significant funds in it. It was one of the first public and free schools for young people from poor districts of Warsaw. Jagiellonian, 1908–1915, collection of the State Archives in Warsaw.





1944

The annex building of the men's gymnasium was dismantled from the side of Targowa Street. In later years, the connecting corridor between the annex and the main building was also dismantled. The building is currently the seat of the Władysław IV Secondary School no. 8.

There is not much left of the places associated with Praga district railway investments from the time when Julian Różycki co-created the Marki Commuter Railway. However, it is worth taking a look at old photographs to imagine what it once looked like. The first large railway station to be erected in Warsaw on the Praga side was **the Petersburg Railway Station**. It was erected at the present **Wileńska Street**, at the entrance of Zaokopowa Street, behind the building of the Directorate of State Railways. The station was built between 1859 and 1862 and was the final station of the railway line connecting the then capital of Russia, St. Petersburg, with Warsaw. In 1915, during the withdrawal of the Russians from Warsaw, it was burned down. After World War I, it was replaced by **the Wileńska Railway Station,** which had an entrance from the Targowa Street. For many years, the most important station in Warsaw was **the Terespol Railway Station**, also called the Brześć Railway Station, built in 1866 on the border of Praga and Szmulki. The station could be reached by carriage, by road from Wołowa Street (now Targowa Street). The station building, designed by Alfons Kropiwnicki, stood along the tracks and platforms, facing Kijowska Street, slightly closer to Targowa Street than the current **Eastern Railway Station.** It was a two-storey building. The main entrance is located in the central part, and above it there is a balcony supported by columns. The ground floor is divided into halls for three classes of travelers. The building was damaged during World War II and demolished during the Polish People's Republic. Only a single fragment of the east wing survived from the entire station building. On the other hand, the former tram depot was located on Inżynierska Street no. 6. Other places that owe their existence to Julian Różycki are **Różycki's Bazaar (Targowa Street no. 54)**, **King Władysław IV General Secondary School no. 8 (Jagiellońska Street no. 38)**, **the Praga Hospital** (formerly the Hospital of the Blessed Virgin Mary in Praga, whose construction was supported by the pharmacist). The figure of Julian Różycki was recently commemorated with a special star at the **Praga Hall of Fame (Stalowa Street no. 14)**.

2017

In the Praga Hall of Fame, at Stalowa Street, unique steel plates have been laid. Among the people who were commemorated here are the founding father of the Nowa Praga district – Ksawery Konopacki, aristocrats and philanthropists, Michał and Maria Radziwiłł, as well as Julian Różycki.



2026

The entrance gate to the Różycki's Bazaar functioning to this day in Warsaw's Praga district.



LUDWIK NORBLIN

‘NORBLIN, BROTHERS BUCH AND T. WERNER’ FACTORY



Wincenty Ludwik Norblin (1836–1914)

The Norblins, called visionaries of Warsaw’s metal-plating industry, were descended from the well-known French painter and graphic artist Jan Piotr Norblin de la Gourdaine, who came to Poland in 1774 at the invitation of Prince Adam Kazimierz Czartoryski. Although he returned to France after thirty years, his son, Aleksander Jan Konstanty Norblin, came to the Congress Poland in 1819. After a year, with the help of the government, he founded the first bronze workshop in Warsaw, thus giving rise to the Polish branch of the Norblin family. His products quickly gained fame, as he was entrusted with such prestigious orders as the execution of royal insignia for Tsar Alexander I. After the death of Alexander Jan, the management of the bronze factory was taken over by his son Wincenty Norblin. During this period, the factory was moved to Chłodna Street and transformed into the W. Norblin and W. Meylert Plated Products Factory. The company flourished during the time of another member of the Norblin family, Wincenty Ludwik, who combined the factory with the company of his brother-in-law, goldsmith August Teodor Werner.

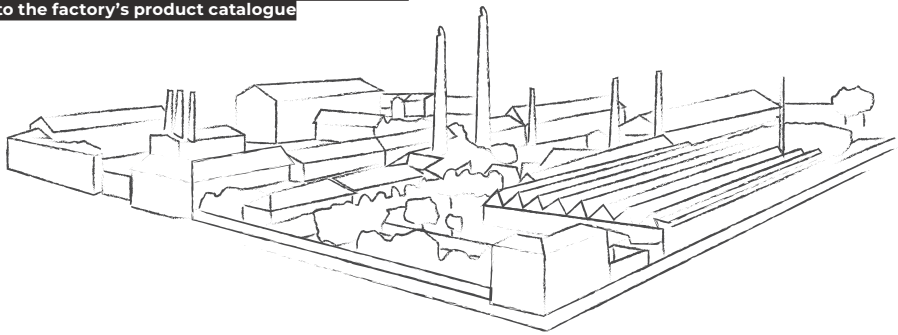
1882 Norblin and Werner took over the factory of metal products of the Buch brothers at Żelazna Street no. 51/53. In 1893, the Joint Stock Company of Metal Factories ‘Norblin, Bracia Buch and T. Werner’ was established. In the following years, the factory was modernized, over time new machines were purchased and more buildings were erected.



Single share of the company of Metal Factories

1889 The company celebrated its 25th anniversary, and it was a just reason to celebrate, taking into account the fact that at the end of the 19th century it was one of the largest factories of the metal industry on the lands of the Congress Poland. At the end of the 19th century, the company built a non-ferrous metal rolling mill, which produced sheet metal, wires, copper and brass pipes. The company was included in the group of the six largest in the metal industry in the Congress Poland. Contracts for the military drove the production of articles for the arms industry.

General view of the factories of the Joint Stock Society ‘Norblin, Br. Buch and T. Werner’, based on fig. to the factory’s product catalogue



1896 The factory won the highest Russian decoration, i.e. the right to use the coat of arms of the Russian Empire on its products (two-headed eagle). The products were released bearing this mark until the outbreak of World War I. The beginning of the 20th century brings the further development of factories: a number of new devices were installed, among others, a skew rolling mill for pipes, a hydraulic press and Morgan furnaces for melting copper. The goods were transported by rail; the tracks located just behind the establishment has a direct connection to the Freight Station of the Warsaw-Vienna Railway and the Orbital Railway line. Through the bridge at the Citadel, the transport first reached Praga district, where the connection with the Petersburg line operated, and then to the eastern markets.

1915 Part of the machinery and equipment was transported deep into Russia. During World War I, the factory was partially converted to military production, manufacturing artillery shell casings and ammunition. In the interwar period, under the management of Engineer Stefan Przanowski, the factory became one of the largest metalworking enterprises in Poland. At that time, the company employed 2,230 workers. During World War II, the factory suffered extensive damage, and most of its machinery and materials were taken to Germany. From 1948 onward, the nationalized plant, operating under the name ‘Walcownia Metali Warszawa’ (Warsaw Metal Rolling Mill).

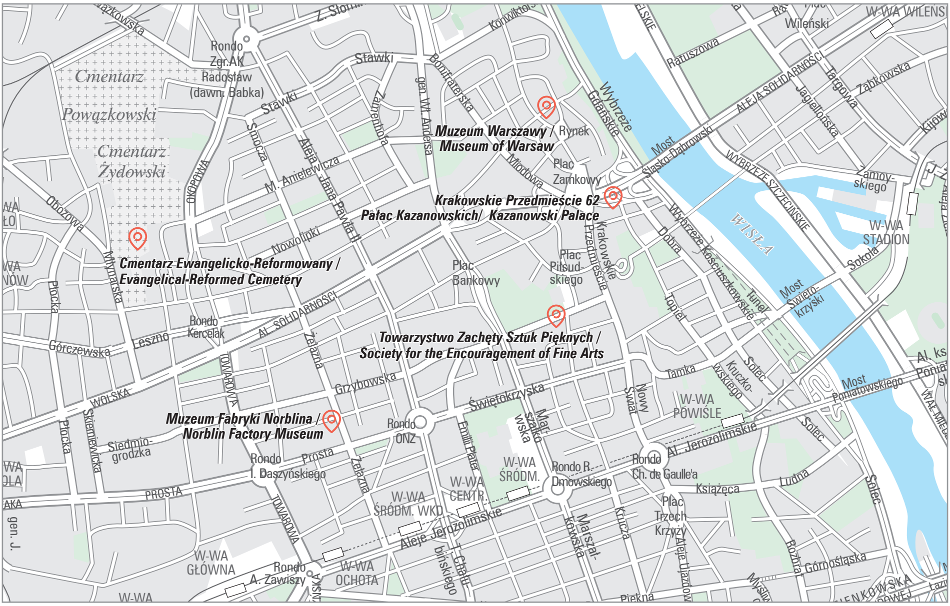
☆ Plate and silver products originating from Żelazna Street were known and sought after not only in Poland, but also in the Russian Empire and the Middle East. Between 1870 and 1914, new styles and decorative motifs appeared in the design of Norblin products, including shells, garlands and bay leaves. Since the mid-1890s, plater was more and more often combined with glass. The offer was addressed to the most demanding customers. More than five thousand items could be found in the company’s catalougs, including very sophisticated products such as oyster forks, asparagus spoons, orange peeling knives and carving cutlery.

Platter from the collection of the Norblin Factory Museum



Sugar bowl from the collection of the Museum of Warsaw





The tour in the footsteps of the Norblin family should start in their former **factory and museum (Żelazna Street no. 51/53, Warsaw)**. Contrary to many industrial memorial sites, this destination, thanks to its thorough revitalisation, impresses with its state of preservation and range of accessibility. Currently, the place hosts various restaurants, music clubs and bazaars. The entire post-industrial complex includes 2 ha, 10 historic buildings and 50 original machines and equipment. At different times of day, thematic tours start which are hosted by characters wearing period costumes. The museum's most valuable exhibits include a hydraulic battery for handling a 520-ton horizontal press (a similar one was used to lift the Tower Bridge in London). Leaving the **Norblin Factory**, it is worth visiting the **Museum of Warsaw (Old Town Square no. 28/42)**, which 'faces' at the Warsaw Mermaid. In the Room of Silverware and Plated Silverware visitors can see, among others, the original sugar bowl called 'The Ball', designed for Norblin around 1935 by a sculptor and metalworker, Julia Keilowa (1902–1943). In the vicinity of the Old Town there are several more places that are associated with Norblin. The **Kazanowski Palace** located at **Krakowskie Przedmieście no. 62** was the seat of the Warsaw Charity Society, generously subsidized by Ludwik Norblin. The **Society for the Encouragement of Fine Arts (today the National Gallery of Art, Stanisław Małachowski Square no. 3)** also benefited from the generous support of the manufacturer. The last stop of the trip is the **Evangelical-Reformed Cemetery located at Żytnia Street no. 42**. Among the graves of numerous famous families, the necropolis hides the burial place of Wincenty Ludwik Norblin (with his wives), as well as the family tomb of Norblin and Szwede (by marriage to Joanna Cerisy). The cemetery also includes the monumental tomb of August Theodor Werner, whose wife was Albertine Wilhelmina Norblin.

1820
Bronzemaker Aleksander Jan Konstanty Norblin creates a bronze factory at the Old Town of Warsaw. At that time, the factory produced, among others, steam locomotive fittings, carriage harnesses, church decorations, clocks, candlesticks and many others.

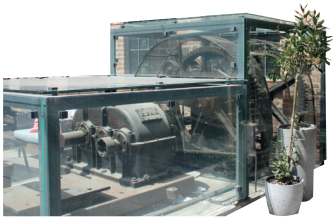


WINCENTY KONSTANTY NORBLIN DE LA GOURDAINE 1805–1872



1872
Wincenty Konstanty Norblin dies, and his son Ludwik takes over the factory. The figure presents the inside of the factory.

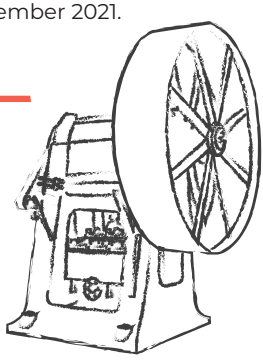
2008
The factory was purchased by Capital Park Group. The first announcements of the revitalisation of the former 'Norblin, Brothers Buch and T. Werner' factory appeared.





2017
Construction works on the site of the former Norblin Factory began in November 2017. The revitalization was completed in November 2021.

2020
The historic 1000T hydraulic press returned to the Norblin Factory. The transport lasted several hours, and the press was transported in two parts.



GREAT INVENTIONS – STEAM ENGINES IN STEAMSHIPS

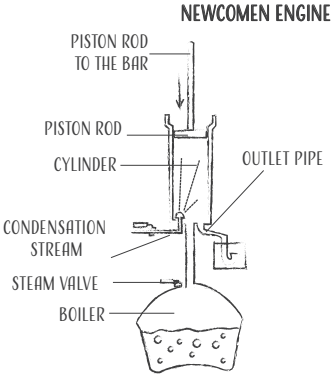


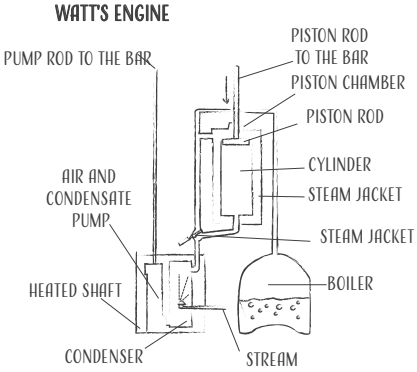
'Steamship Harbor in Powiśle' Franciszek Kostrzewski, ca. 1853, muzeumwarszawy.pl

Prototypes of side-wheel-drive ships, set in motion by a steam engine, appeared at the turn of the 18th and 19th centuries. The first steamer called 'Clermont' was built in 1807, but it was not until the second half of the 19th century that steamers became widespread, mainly due to further improvements. Progress in the field of steamships has mainly consisted in engine solutions. Increasing the efficiency of the drive was associated with the introduction of steam machines with double expansion (1854), and then triple (1874). The steam boilers themselves have also been improved. Thus, in 1890, steamships accounted for more than 57% of the world fleet's tonnage.

NEWCOMEN AND WATT ENGINE

The inventor of the first steam engine was the English engineer Thomas Newcomen. Research on the machine began in 1698, and few years later, the final device was completed. Newcomen's engine had numerous imperfections, but at the time of the inventor's death, more than 100 of its designs were in operation in coal mines in Europe. Many of the improved solutions, and consequently the expansion of steam engines, are due to James Watt's innovations. As a young scientist, he dealt with the problem of excessive energy consumption of the Newcomen engine. He proposed to separate the condensation chamber, at the same time maintaining a constant, high temperature of the cylinder. The machine was faster and became much less prone to breakdowns. In later years, the need to construct a controller arose, which was eventually designed in 1788 under the name of the Watt's regulator. The mechanism consisted of two pendulums with arms joining on a joint mandrel.





☆James Watt is the originator of the concept of 'mechanical horse', although initially the name was 'HP', or steam horse. Mechanical horsepower (HP) is a unit of power, thanks to which the work of the engine could be compared to the work of one horse. For example, 3 hp correspond to the work of 3 live horses in a three-shift system, 8 hours a day.

1807 construction of the first steamer s.s. 'Clermont'.

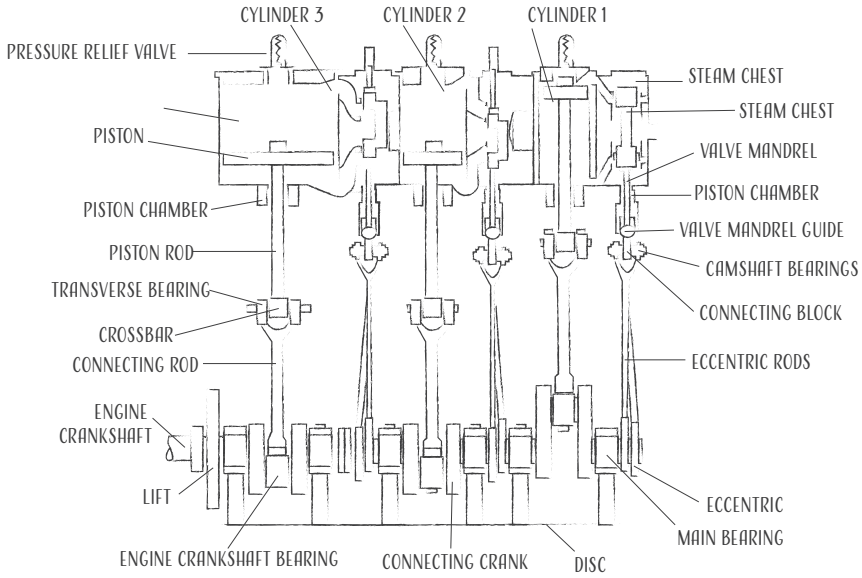
1828 the ship 'Victory' departs from Liverpool, reaches Gdańsk, after a technical break, sails up the Vistula River to reach Warsaw. It was a flat-bottomed, side-wheel drive river tug and the first steamer on Polish soil, purchased by industrialist K. Wolicki.

1848 Andrzej Artur Zamoyski establishes the 'Steam Shipping Company on the Floating Rivers of the Kingdom of the Count of Zamoyski et Compania', launches the production of ships and barges.

1851 The Steam Shipping Company of Count Zamoyski begins the production of ships and barges. It owns the steamers 'Prince de Varsovie' and 'Vistula', 10 cargo barges and a shipyard in Solec.

SO-CALLED TRIPLE EXPANSION STEAM ENGINE

The purpose of this machine was to achieve efficiency gains and reduce specific fuel consumption. Its operation consisted in the flow of steam from the boiler to the cylinder with the smallest diameter and the largest pressure. At this stage the stream was partially decompressed. Then it flowed into a larger cylinder, in which it expanded again. Finally, the steam entered the low-pressure cylinder. It had the largest diameter, and the steam expanded to a pressure slightly above the degree of condensation.



GREAT INVENTIONS – CAMERA

The history of cameras, which dominated the world in the first half of the 20th century, was related to the discoveries of the previous century. The first cameras developed a concept started by a device long known as *camera obscura*. In 1839, French inventors, the Susse brothers, constructed a device that took photographs based on the technique of daguerreotype. And they were the first to start producing cameras for individual customers. Interest in photography and the mechanisms of its execution has spread over the globe. Also in Poland, at those times under the partitions, knowledge about cameras and the desire to construct them on domestic basis improved devices grew really fast. If you want to get to know Polish discoveries and achievements in the field of photography, it is worth taking at least two trips. The collection of the **National Museum of Technology in Warsaw** gathered many interesting exhibits. No less valuable are **the collections of Photoplasticon**, which include more than 10,000 three-dimensional photographs documenting, among others, exotic journeys from the turn of the 19th and 20th centuries and various historical periods of Warsaw.

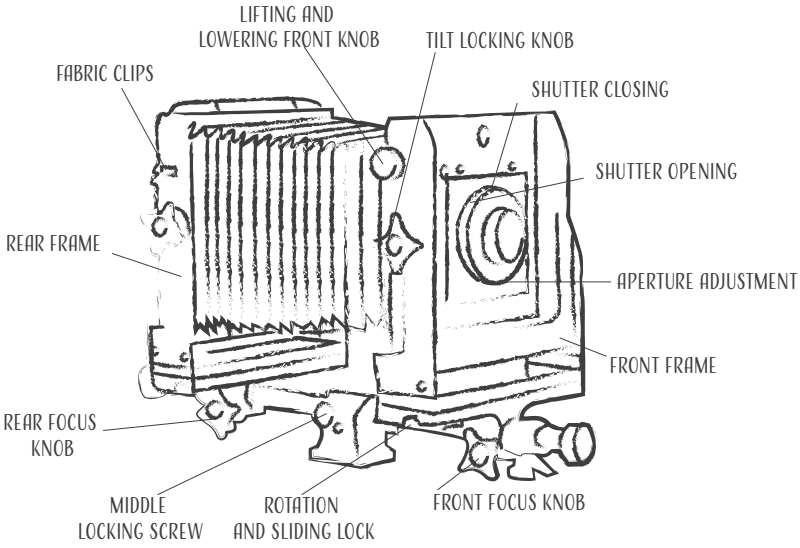


Photoplastikon Warsaw

National Museum of Technology in Warsaw
Plac Defilad 1, 00-901 Warszawa
nmt.waw.pl

Photoplastikon Warsaw
Al. Jerozolimskie 51, 00-697 Warszawa
fotoplastikonwarszawski.pl

STUDIO CAMERA



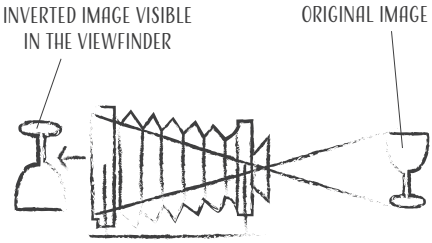
1844 Józef Zieliński writes the paper entitled ‘On the daguerreotype’ published in the ‘Memoir of the Society of Friends of Industry’.

1883 Stanisław Jurkowski was one of the first constructors of focal-plane shutter.

1895 Construction of the ‘Lebiedziński cinematograph’ and recording of two short ‘comedies’ with the participation of actors from Warsaw garden theatres.

1897 A device for photochemical recording of railway deformations for the Warsaw-Vienna Iron Road was created in the Lebiedziński factory.

HOW CAMERA OBSCURA AND FIRST CAMERAS WORKED





daguerreotype camera built by La Maison Susse Frères in 1839 with Charles Chevalier lens

☆ The first daguerreotypes in Poland made by the physicist of the University of Warsaw Jędrzej Radwański presented views of the Visitationist Church and the Kazimierz Palace in Warsaw.

THE POLISH INVENTOR

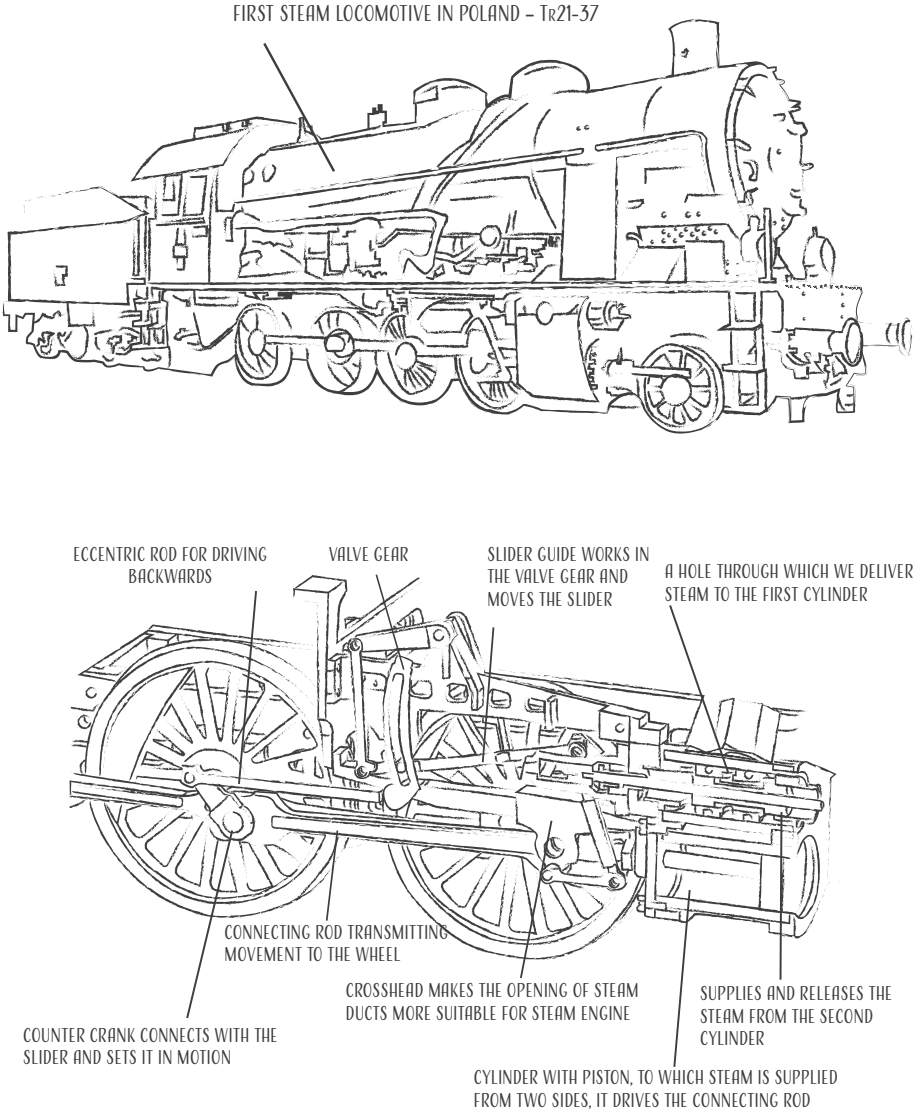
Piotr Lebiedziński (1860–1934) – cinema pioneer, talented engineer, chemist, entrepreneur and inventor. He ran specialty stores at Krakowskie Przedmieście Street no. 65 and Marszałkowska Street no. 99 in Warsaw. In Warsaw’s Praga district, he opened his own photographic paper factory, exported, among others, to Vienna, Paris and London. The factory also produced the famous ‘Chicago’ and ‘Varsovie’ cameras. Lebiedziński also designed ‘Cycloscope’ camera dedicated to burst mode, a sound head and an optical shutter for cinematographic cameras. Lebiedziński’s company was transformed into a thriving company ‘Foton’ and its fate was intertwined with the photochemical production department ‘Foto’ of the company ‘J. Franaszek S.A.’. After the war, the Warsaw Photochemical Works ‘Foton’ adopted the tradition and the name of the factory.



PIOTR LEBIEDZIŃSKI – CINEMA PIONEER, ENGINEER, CHEMIST, ENTREPRENEUR AND INVENTOR

GREAT INVENTIONS – STEAM LOCOMOTIVE

A steam locomotive is fitted with an engine in which steam comes from a boiler most often heated with coal. The first attempts to construct the locomotive began immediately after James Watt's design of the steam engine in the 1770s. Richard Trevithick was among the pioneers, however, George Stephenson is ultimately considered the inventor of the modern steam locomotive. His machine, 'the Rocket' from 1829, became the prototype of successive constructions.



1845 The first rail connection of the Warsaw-Vienna Railway begins to operate.

1921 Act on the takeover of railways built by former occupiers.

1920s. The factories produce at 'full blast'. FABLOK in Chrzanów signs a government contract, and the Warsaw factories after reconstruction reach the peak of production in 1931.

1937 The Pm36 series locomotive wins a gold medal at the World Exhibition of Art and Technology in Paris.

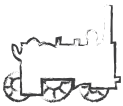
Three main train wagon construction centres flourished under the partitions – in Sanok (Galician Society for the Construction of Wagons and Machines in Sanok, former Kazimierz Lipiński's factory), Chrzanów (branch for the construction of freight wagons in the Upper Silesian United Royal Steelworks and Laura S.A.) and Warsaw (the Industrial Association of Mechanical Works 'Lilpop, Rau and Loewenstein' Joint Stock Company).

A rich collection of locomotives and wagons can be seen, among others in:

Warsaw Railway Museum
Towarowa 3, 00-811 Warszawa
stacjamuzeum.pl

Museum of Narrow Gauge Railway in Sochaczew
Licealna 18, 96-500 Sochaczew
kolejkasochaczew.pl

WARSAW-VIENNA RAILWAY

	STEAM LOCOMOTIVES	PASSENGER COACHES	FREIGHT WAGONS
ROLLING STOCK:			
1845 R.	8	58	62
1848 R.	35	87	312

The Warsaw-Vienna Railway was the first iron line on the lands of the Congress Poland. With the arrival of the advancement of technology it was modernized, rails were changed from pine to oak, iron and steel. The rolling stock also grew rapidly.

Kazimierz Zembrzuski (1905–1981) – engineer, mechanic, constructor, professor at the Warsaw University of Technology, member of the Polish Academy of Sciences. He was the creator of the first self-designed steam locomotives in Poland. In 1931 he finished the project of the steam locomotive Pt31, and in 1936 Pm36 (golden medal at the World Exhibition of Art and Technology in Paris).



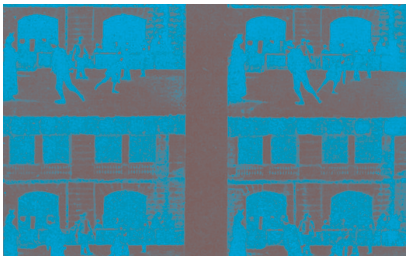
KAZIMIERZ ZEMBRZUSKI – ENGINEER, MECHANIC, CONSTRUCTOR

GREAT INVENTIONS – AEROSCOPE

Aeroscope is a revolutionary invention, widely used by reporters around the world from 1910 to the 1930s. It was the first automatic film camera with image stabilization. It was invented by a Pole, Kazimierz Prószyński. The design from 1908 had many advantages – simplicity of use, portability and an independent energy supply system. Thanks to the aeroscope people can watch archival reportages and documentaries. One of the first recordings made on this device was the coronation of King George in London in 1911.



Kazimierz Prószyński filming with an aeroscope. The streets of Paris in 1909.

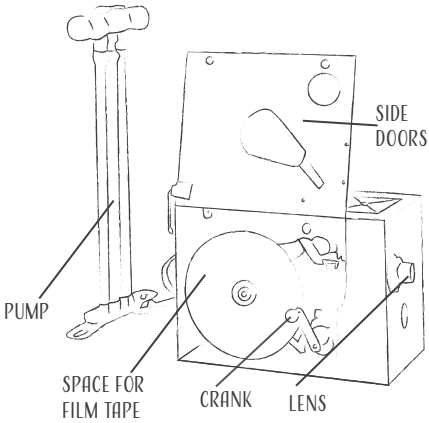


Four surviving frames of one of the first Polish films 'Sliding in the Swiss Valley', reproduced in the Polish press

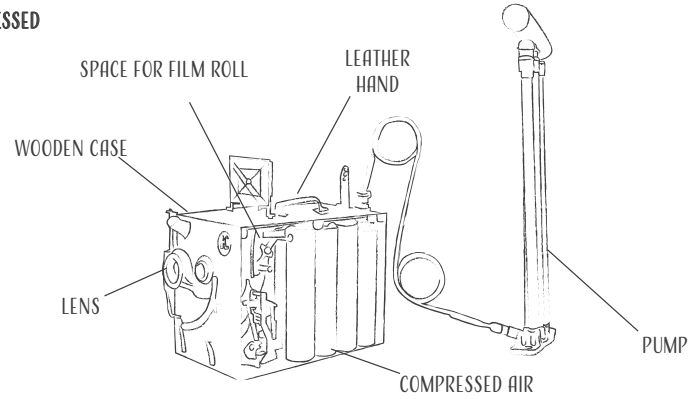


Aeroscope front without the cover

AEROSCOPE, INTERIOR VIEW WITH SPACE FOR TAPE



AEROSCOPE, VIEW OF COMPRESSED AIR TANKS

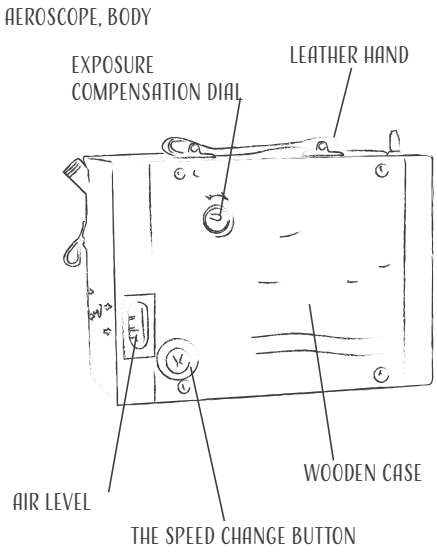


1901 Prószyński establishes the 'Pleograf' Shareholding Society and begins production of short documentaries.

1902 The first screenings of films at the Summer Theatre in the Saxon Garden (e.g. 'Sliding in the Swiss Valley', 'Ambulance' and 'Under the Gate of Dawn in Vilnius').

1908 Kazimierz Prószyński constructs the first aeroscope.

1910 Public presentation of the camera at the French Academy of Sciences with the participation of Nobel Prize winner Gabriel Lippmann.



THE POLISH INVENTOR

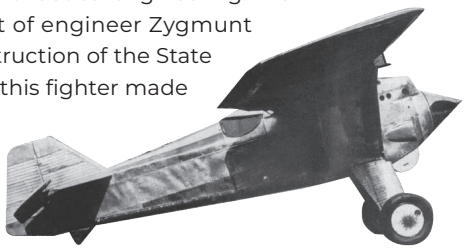
Kazimierz Prószyński (1875–1945) – Warsaw engineer and inventor. An outstanding camera builder, which came into common use at the beginning of the 20th century. He patented the aeroscope first in France and then in England and the USA. The series was produced in England by Newman & Sinclair and Cherry Kearton Limited. In addition to the aeroscope, he also invented the shutter which was then put into production by the French company Gaumont, a cinema recorder and a hand-held OKO camera. During the German occupation, he was active in the Polish underground resistance. After his arrest during the Warsaw Uprising, he was sent to Gross-Rosen and eventually died in the Mauthausen-Gusen concentration camp.



KAZIMIERZ PRÓSZYŃSKI – INVENTOR OF THE AEROSCOPE

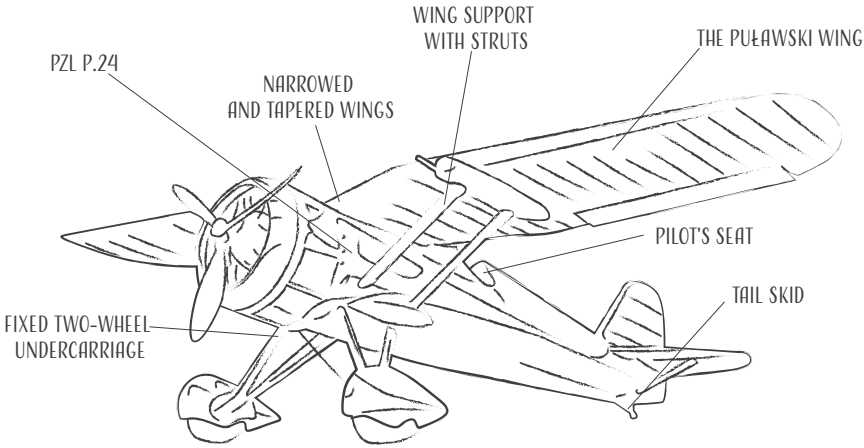
GREAT INVENTIONS – AIRPLANES

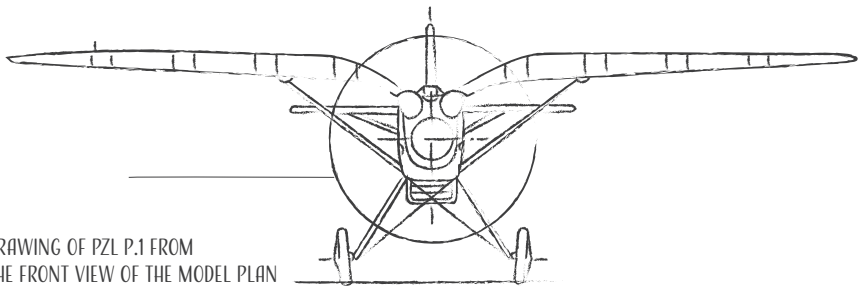
Mazovia is the cradle of Polish aviation and aeronautical engineering. The PZL P.1 fighter aircraft was a pioneering project of engineer Zygmunt Puławski, which was also the first own construction of the State Aviation Works in Warsaw. The prototype of this fighter made its first flight in August 1929, piloted by an experienced pilot Bolesław Orliński. In PZL P.1, Puławski used a tapered wing at the fuselage and refracted in the form of a gull wing, allowing very good visibility from the pilot's seat, later called the 'Polish wing' or the 'Puławski wing'. Its Operating Empty Weight was 1118 kg, while its maximum speed was 302 km/h.



PZL P.1 fighter aircraft (first prototype, 1928)

PUŁAWSKI AEROPLANES WITH TAPERED WING BY THE FUSELAGE





DRAWING OF PZL P.1 FROM THE FRONT VIEW OF THE MODEL PLAN

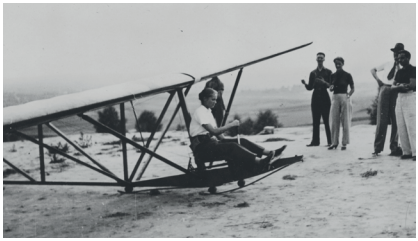
1930 First issue of the most recognisable aviation monthly magazine ‘Skrzydlata Polska’ (‘Winged Poland’).

1931 The first mass-produced passenger aircraft of Polish construction, put into operation by PLL LOT. It was a six-seater mail-and-communication aircraft.

1942 Jadwiga Piłsudska joins the Air Transport Auxiliary, the auxiliary service of the Royal Air Force. Serves two years, reaching the rank of second lieutenant in wartime.

1969 Establishment of the aerobatic team of the military aviation ‘Rombik’. Today, this tradition is continued by aerobatic team ‘Biało-Czerwone Iskry’ (‘White-Red Sparks’).

2005 Production of the documentary film ‘Polki nad Londynem’ (‘Polish Women above London’) on aviation service, among others, of Jadwiga Piłsudska.



Jadwiga Piłsudska during training on the training glider ‘Wrona’, 1937, arch. NAC



Cover of the first issue of ‘Skrzydlata Polska’ monthly magazine (1930) and its 50th issue (1977)

THE POLISH INVENTOR

Zygmunt Puławski (1901–1931). In 1920 Puławski began his studies at the Faculty of Mechanical Engineering of the Warsaw University of Technology. He was an active member of the Aviation Section of the Students’ Mechanics Scientific Association of the University of Technology in Warsaw, where he was involved in the design of gliders. From 1927 he worked as the main constructor in the Central Aviation Workshops in Warsaw, later known as Polish Aviation Works. On 18 May 1931, Puławski received Polish patent No. 13826. The system first used in prototype hunting structures, colloquially known as ‘Puławszczaki’, gained great interest worldwide in the early 1930s. Puławski died in Warsaw on 21 March 1931 in a plane crash. **A commemorative plaque at 16 Kaliska Street in Warsaw marks the site of the PZL.12 crash in which Puławski lost his life.** It also contains information about the PZL P.11 aircraft, which took part in World War II.



ZYGMUNT PUŁAWSKI – ENGINEER, CONSTRUCTOR AND PILOT

GREAT INVENTIONS – WATER INTAKE AND TREATMENT IN WARSAW

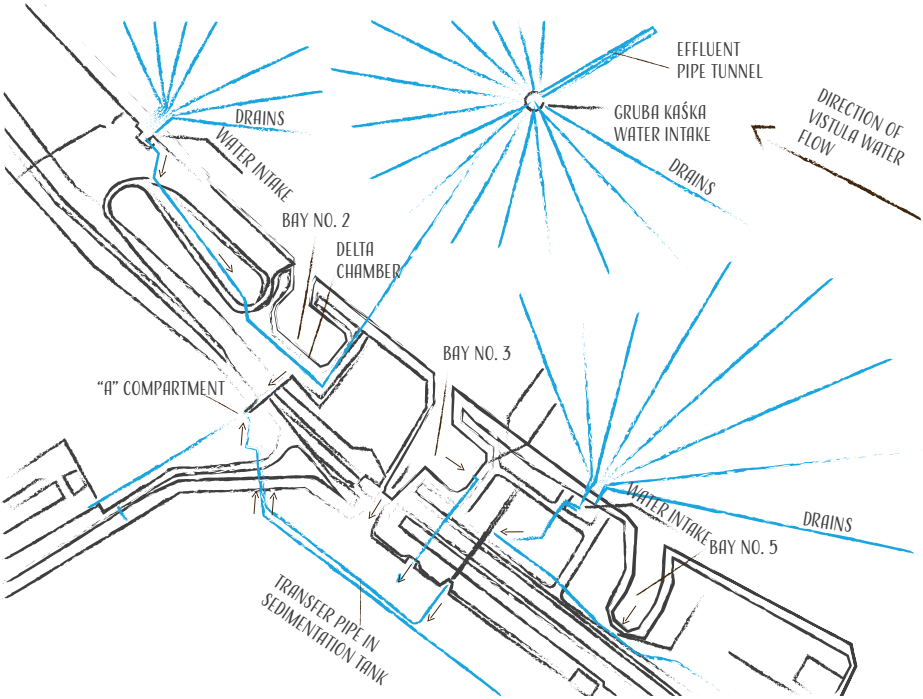


Water intake 'Gruba Kaśka'.

For centuries, Warsaw's main source of water supply has been the Vistula River, which flows through the city. The oldest water collections, wells and waterworks are the works of such outstanding architects as Christian Piotr Aigner (co-creator of the Water Reservoir in the Royal Łazienki Park) or Henryk Marconi (pump station at Dobra Street, water is pumped into the Saxon Garden). The next big step in the provision and purification of water for Warsaw is the water supply system designed by William Lindley and his son William Heerlein Lindley. The investment, which was created at the end of the 19th century, is still in operation today, however, it required the necessary modifications and modernizations.

Every day, the Warsaw Waterworks (Municipal Water and Sewage Company in Warsaw) supplies 330 million litres of water. Water undergoes a number of complex technological processes and research. It is subjected to, among others, multi-stage filtration, ozonation and disinfection. Water is taken from approx. 7 metres from the bottom of the Vistula. Then it is treated in the Central Plant (in two Warsaw water treatment stations: 'Filter' and 'Praga'). The modern system of water intake was established after the war.

INTAKES OF WATER FROM THE VISTULA RIVER



1961 The construction of the Burakowski collector was completed. Its task is to transport sewage from the left-bank sewage system.

1964 The water supply in Warsaw Praga district was launched along with the main intake, the originators of which were Włodzimierz Skoraszewski and Stanisław Wojnarowicz. The largest infiltration well in Europe, 'Gruba Kaśka', was built.

1972 The so-called 'Second Technological Series' was put into use in the area of the Filter Station.

1986 The Northern Waterworks in Wieliszewo was launched, which treats water from the Zegrze Reservoir.

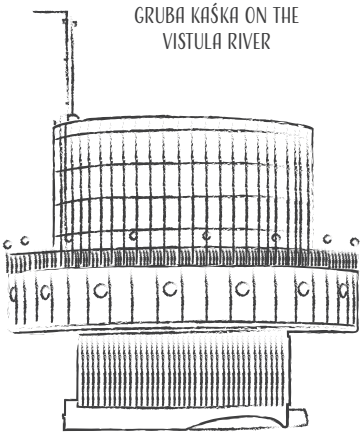
1991 The 'Czajka' sewage treatment plant was set up on the right bank of the Vistula river

2010 A modern indirect ozonation and carbon filter station was launched at the 'Filtry' Water Treatment Plant and a pressure flotation station.

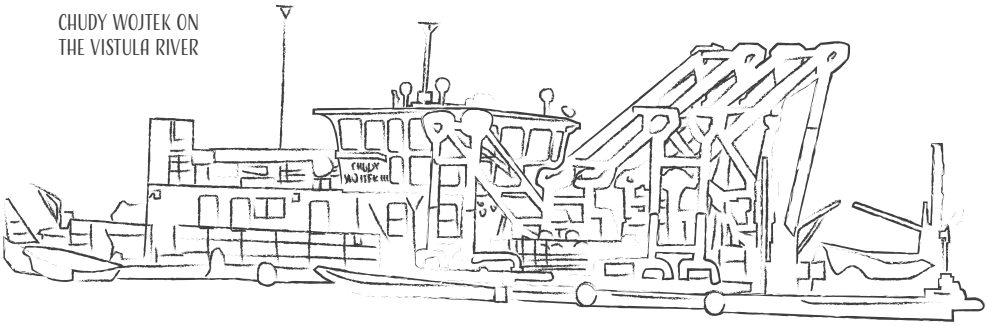
'GRUBA KAŚKA' AND 'CHUDE WOJTKI'

The task of 'Gruba Kaśka' is to supply water by means of pipes (drains) and to provide an early phase of water filtration. Mussels are also used to monitor water quality in the vicinity of 'Gruba Kaśka'. These bioindicators have electronic devices informing about the degree of opening of the shell. When an irregularity is detected, the warning system shall be activated.

'Chude Wojtki', by contrast, are pumps installed on specialised vessels. Under strong water flow, they rinse off the most fouled deck layers and loosen up and agitate the sand located above the bottom drains to prevent their obstruction and clogging. The well, which is 'Gruba Kaśka', is supported by two water intakes (two shore wells) located a few hundred meters further south, on the Praga district shore.



GRUBA KAŚKA ON THE VISTULA RIVER



CHUDY WOJTEK ON THE VISTULA RIVER

FRANCISZEK KSAWERY DRUCKI-LUBECKI

LAND CREDIT SOCIETY AND BANK OF POLAND



Franciszek Ksawery Drucki-Lubecki (1779–1846)

Prince Franciszek Ksawery Drucki-Lubecki was the son of the castellan of Pińsk, Prince of Lubeka. At the age of 7, he was sent to the Cadet Corps in St. Petersburg. After graduating from school, he served as an officer in the tsarist army. He took part in the campaign against France. From 1813 to 1815 he was a member of the Provisional Supreme Council of the Duchy of Warsaw. In 1823 he was appointed Minister of Treasury of the Congress Poland. In December 1830, together with Jan Jezierski, he went to Tsar Nicholas I, to whom he submitted a petition calling for compliance with the Constitution of the Kingdom and the withdrawal of Russian troops from the country. The Tsar turned it down. Then Prince Drucki-Lubecki decided to stay in Russia. For his loyalty to the Tsar he became one of the members of the State Council in 1832.



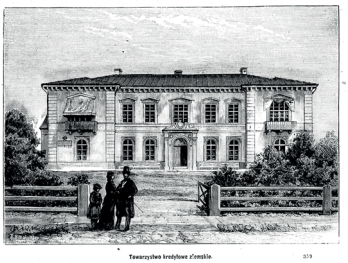
☆ The coin minted on the 180th anniversary of Polish banking by the National Bank of Poland in 2008.

Contemporaneous researchers do not know how to approach Drucki-Lubecki's legacy. On the one hand, he can be considered a Russian collaborator, and on the other hand, a patriot who saw the future of Poles alongside Russia and the very liberal, at least at the beginning, Tsar Alexander I.

☆ A living souvenir of Prince Drucki-Lubecki is a beautiful horse chestnut in the **courtyard at the Office of Measures at Elektoralna Street in Warsaw**. He was planted by the Prince himself in 1827.

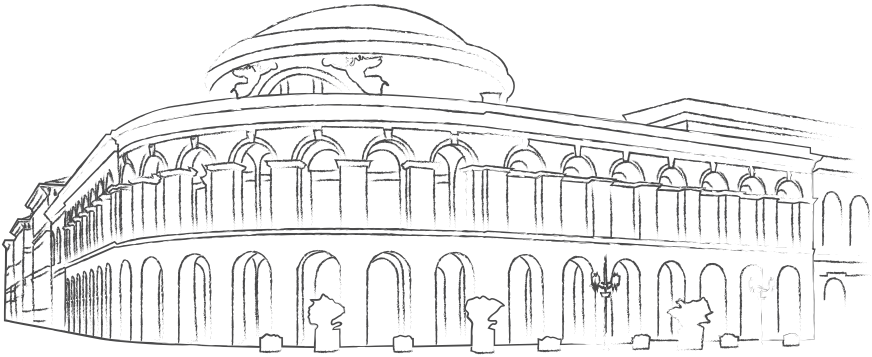


The building of the former Detailed Directorate of the Credit Society designed by Henryk Marconi and Ludwik Radziszewski can be admired at Żeromskiego Street no. 35 in Radom.



Land Credit Society, Radom, 1880, arch. the National Library

Warsaw Stock Exchange and Bank of Poland Building (Bank Square)



The building of the former Detailed Directorate of the Credit Society designed by Julian Ankiewicz can be seen at Piłsudskiego Street no. 62 in Siedlce.

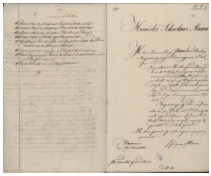
1823 The prince took over the position of the minister of the treasury after two previous incompetent ministers. At the beginning of his work, he identified the main problems that occurred in state finances. One of them was the so-called *bayonet sums*. This phrase, which entered the everyday language, meant huge amounts to be repaid, which were borrowed in the times of the Duchy of Warsaw. In addition, the landowners were horribly indebted, smuggling flourished, and the terms of trade with Prussia were unfavorable. Drucki-Lubecki was not a liberal. He believed that the state should approach finance and economic processes in a protectionist way. In his opinion, in this way one could show strength and remedy any problems.

1825 On his initiative, the first Polish financial institution, i.e. Land Credit Society in the Congress Poland, which main task was to grant loans to landowners, but only targeted loans, aimed at modernising assets, not for paying their debts, was established.

1828 Drucki-Lubecki established the first Polish bank, i.e. Bank of Poland, initially with a capital of 30 million Polish zlotys.

1950 By the decision of the Minister of Finance, the Land Credit Society was formally dissolved (after 125 years from its establishment!).

☆The bayonet sums amounted to about 20 million francs, which the Duchy of Warsaw was to pay to the French.



'(...) Relative to the sums surrendered to the treasury of the Duchy of Warsaw by the Bayonne Convention', arch. Polona

PHILIPPE HENRI DE GIRARD

MODERN LINEN INDUSTRY IN THE 19TH CENTURY



Filip de Girard (1775 –1845)

Philippe de Girard was a French inventor and engineer. His innovative ideas predated the era in which he lived, but at the same time a combination of unfortunate events made him a tragic figure. He was born into a middle-class Calvinist family. Ever since he was a child, he demonstrated strong engineering and construction skills. At the age of 16, he created an electric capacitor, and at the age of 24, he obtained a patent for a turbine moved by the force of sea waves. In 1810 he took part in a competition organized by the Napoleonic authorities. The prize was a staggering one million francs. De Girard created a structure that surpassed all others – a spinner that from one kilogram of flax produced 150 km of thread! Unfortunately, he never received the prize, because the First Empire fell with Napoleon. In the following years, he became the author of over 30 various inventions that were widely used, among others, in Paris and Vienna factories. However, none of them brought him the wealth or recognition he deserved. It seemed that the situation of the great constructor would change forever after arriving in the Congress Poland.

☆ Many of de Girard's ideas, although they did not bring him a fortune, went into mass production. Some inventions and improvements survived in factories in Poland until the end of the 20th century. German and Austrian companies at the turn of the 19th and 20th centuries produced de Girard turbines.

The exhibitions and collections of the **Museum of Western Mazovia in Żyrardów** brings us closer to the figure of Philippe de Girard. **The Linen Museum** shows in detail the Żyrardów's linen heritage.

Philippe de Girard Linen Museum in Żyrardów
ul. K. Dittricha 18, 96-300 Żyrardów
tel. +48 793 134 703
muzeumlniarstwa.pl

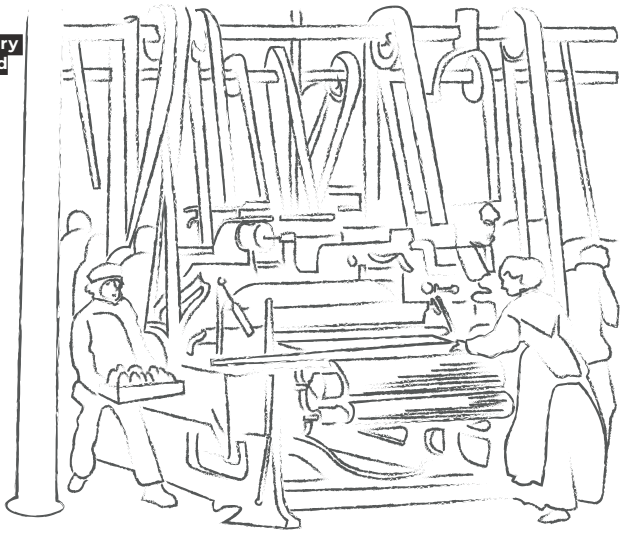
Museum of Western Mazovia in Żyrardów
ul. K. Dittricha 1, 96-300 Żyrardów
tel. +48 46 854 81 80
Fb:muzeumzyrardow





Spinning inventions of de Girard

Interior of the factory created by de Girard



1825 Prince Francis Ksawery Drucki-Lubecki brings de Girard to the Congress Poland. He entrusts the engineer the position of chief mechanic at the Mining Department of the Government Revenue and Treasury Commission. De Girard was responsible for the modernization of technological solutions in Polish mines and steelworks.

1829 The joint-stock company 'Karol Scholz & Co.' was established, which included Henryk Łubieński (President of the Bank of Poland), Józef Lubowidzki (Vice-President), Karol Scholz (Business Advisor to the Bank) and the Łubieński brothers. Thanks to the company, a linen factory was established in Marymont near Warsaw. Filip de Girard was appointed its Technical Director.

1831 De Girard supported the November Uprising by developing a technique for the manufacture of rifle stocks. The linen factory under his leadership began to produce weapons.

1833 The factory was moved from Marymont to the village of Ruda Guzowska. From the name of the acclaimed director, the settlement was named Żyrardów in 1834. In the following years, many of de Girard's new inventions were used in factories, including a mechanical flax spinner.

1830–1840 Workers from Bohemia and Germany arrived in Żyrardów. Social infrastructure has grown. The factory, although modern and constantly modernized, began to fall into debt. The Bank of Poland withdrew the loan and despite further restructuring, in 1847 the Żyrardów factory was auctioned off.

1844 Philipe de Girard returned to France. Shortly before his death, he had already presented many of his inventions to the public. One of them was the tremolophone, a new type of piano, on which Ferenc Liszt himself once played.

THE EVANS BROTHERS

IRON FOUNDRY FACTORY, AGRICULTURAL MACHINERY FACTORY

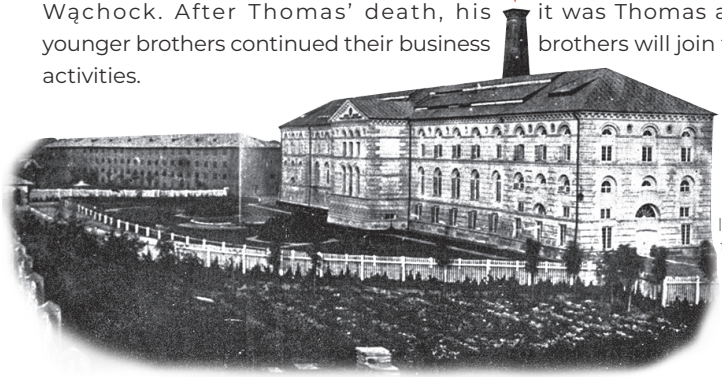


Alfred Evans Smith (1802–1870)

Thomas Evans (1794–1837) was English. His family did business in the Congress Poland. In 1816 he lived in Warsaw. The authorities encouraged industrialists to settle on Polish lands due to the fact that earlier war turmoil prevented the development of industrial ventures. Evans' first investment was an English goods warehouse at Miodowa Street. In the following years, the Evans brothers (apart from Thomas, Douglas, Alfred Smith and Andrew Birch) developed their activity in the field of iron and brass production. In order to become independent from external suppliers, in 1827 they leased an old factory in Drzewica near Opoczno. They also leased factories in Parszów near Wąchock. After Thomas' death, his younger brothers continued their business activities.

1820 Different sources provide contradictory information, but most likely in 1820 in Nowe Miasto at Miodowa Street, Evan established a foundry and a factory of iron and brass products. It is certain that they were still in operation in 1822. It was the first foundry in Poland.

1823 The entire factory was moved to the former Church of St. George at Świętojerska Street. The land was owned by J. Morris, an outstanding English metallurgist, who thus joined the company. However, it was not for long, because a year later he left the company and thus the company began to operate under the name ‚Brothers Evans'. Namely, it was Thomas and Andrew. Two more brothers will join the business a little later.



In 1827, a steam engine for the Warsaw Grain Mill in Solec was assembled in the Evans Brothers' factory, arch. National Museum in Warsaw



'Evans, Lilpop and Rau' factory

1827 Until this year, two steam machines with a total power of 64 hp were installed in the factory. The plant employed 150 employees who were engaged in the production of textile machinery and agricultural tools, such as forage harvester and threshing machines.

1830 In the November Uprising, the Evans company manufactured cannons for the Polish army, but weapons were also produced for other countries.

1837 After Thomas's death, the other two brothers, Alfred and Douglas, joined the company. After Andrew died, they became the sole shareholders.

☆**The Evans factory was the first in the capital to have gas lighting.**

1842 The number of employees increased to more than 200 employees. Further modernizations and investments have taken place: new steam machine, drilling machines, lathes, metal-working equipment. The main production focused on agricultural machinery and equipment, including threshing machines and forage harvesters.



Reaper from the 'Evans, Lilpop and Rau' factory, Fig. the Mazovian Digital Library

1854 As a result of the Crimean wars, the Evans brothers had to leave Warsaw as British citizens. 60% of the shares in the company had to be sold to Lilpop and Rau. The remaining shares were disposed of a few years later.

1881 Factories at Świętojerska Street, after various ownership transformations, were eventually dissolved.

☆ Evans, as far as he could, helped the November insurgents, but thanks to the factory in Drzewica, also the January Uprising received support for the Evans brothers. In this factory, insurgent guns were repaired. However, due to the low combat value, they were later abandoned by the insurgents.

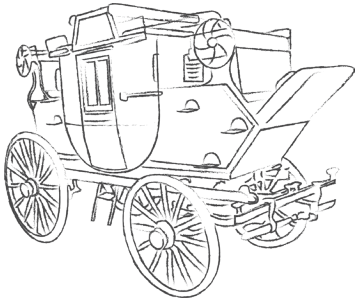
PIOTR ANTONI STEINKELLER

WARSAW-VIENNA RAILWAY, POLISH STAGECOACHES, INVESTMENTS IN SOLEC



Piotr Antoni Steinkeller (1799-1854)

Piotr Antoni Steinkeller was an entrepreneur, investor, banker, pioneer of Polish industry, but at the same time a figure little known to the modern world. He conducted business activity in the Free City of Cracow and in the Congress Poland in Warsaw and in the Cracow Region. From his name, the stagecoaches carrying mail in the Congress Poland were called steinkellers. He had a unique social sensitivity at that time.



The Steinkeller stagecoache – 12-seater, 4-wheeled, 2- to 4-horsepower omnibus produced by P.A. Steinkeller

1813 After his father's death, Piotr Steinkeller went to Vienna, where he studied commerce and undertook apprenticeships.

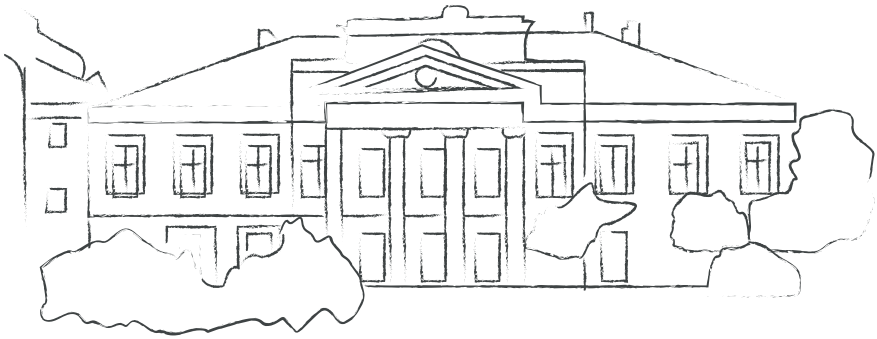
1818 He returned to his native Cracow, but also – actively running his business in the Lesser Poland Region, made some investments in the Congress Poland.

1825 Piotr Steinkeller moved to Warsaw and established a department store called 'Piotr Steinkeller'.

1837 From Tomasz Łubieński he bought a indebted steam mill in Solec in Warsaw. He expanded it and increased its efficiency. He carried out wholesale deliveries for the needs of the Russian army in the Congress Poland. Due to the high Prussian customs duties, he did not manage to expand the export of flour to England.

1837 He founded a number of other establishments in Solec, such as: carriage factory, mail carriages, locksmith, upholstery, saddlery workshops or tile factory, sawmill, oil mill. He promoted them at trade shows and in the press.

Mniszchów Palace in Warsaw, since 1829 owned by Piotr Steinkeller



1839 Thanks to his efforts, a wooden pavement and gas lighting appeared in Nowy Świat in Warsaw. He built a road connecting Nowy Świat with the Vistula coast in Solec, and after the flood he regulated the Vistula shore.

1845 He concluded a contract with the magistrate of Warsaw for the construction of flood embankments.

1852 The avalanche of debt and the fire of the factory complex in Solec, which generated losses in the amount of over 2 million Polish zlotys, caused that a year later the Bank of Poland took over all Steinkeller's property in the Congress Poland.

☆ There is a connection between the history of the Modlin Fortress and Peter Steinkeller. Hoping for large orders related to the expansion of the fortress by the Russians, in 1835 he built a brickworks in Pomiechówek with a capacity of over 1 million bricks per year.

☆ Steinkeller initiated the establishment of the Warsaw-Vienna Iron Road Society, a company that was to build this railway route. The concession authorising the establishment of the company was issued by Tsar Nicolai I in person. The planned railway line was to run from Warsaw through Grodzisk Mazowiecki, Skierniewice, Częstochowa to Maczki on the border with the Free City of Cracow. In the spring of 1842, earthworks were completed along the entire route – preparations for the location of the tracks. And that's where the big problems started. At the stage of preparing for the investment, one of the shareholders, a company from Austria, went bankrupt, and the Society, contrary to hopes, did not receive a subsidy from the Russian government. The company was declared bankrupt in May 1842.



The memorial plaque of Piotr Antoni Steinkeller is located in the St. Peter and Paul Church in Warsaw.

STANISŁAW WYSOCKI

WARSAW-VIENNA IRON ROAD



Stanisław Wysocki (1805–1868)

Stanisław Wysocki is considered one of the main creators of the Warsaw–Vienna Railway. After graduating from high school in Cracow, he worked in the Department of Land and Water Communica-tions in the Congress Poland, then he was educated at the University of Warsaw in the field of measurement and construction at the Institute of Civil Engineering.

☆ Among the objects forming the Warsaw-Vienna Railway **part of the building of the old Warsaw Main Train Station, now the Station Museum** has been preserved. At the Station Museum exhibition, visitors can carefully follow the subsequent stages of the construction of the Iron Road.
ul. Towarowa 3, stacjamuzeum.pl

1830 Wysocki worked as an engineer at Bank of Poland. After the November Uprising, in which he was a lieutenant of the National Guard, he began the implementation of construction projects.

1835 Wysocki gained the position of chief engineer. At that time, he prepared the assumptions constituting the preliminary technical design of the railway line intended to connect the Kingdom with Galicia.

1837 He was sent on a journey to England to deepen his knowledge of modern railway solutions. He expanded his expertise in the field of iron roads, but also the use of asphalt. After returning to the country, he made a number of tarring attempts (Elektoralna Street in Warsaw), founded his own asphalt factory and patented its use.

1838 Wysocki started routing the railway and a year later he consulted the project in London in the office of George Stephenson, the famous creator of the first steam locomotive 'The Rocket' and the father of British railways.

1849 Despite numerous difficulties related mainly to the lack of funds, the construction of the Warsaw-Vienna Iron Road with the Skierniewice-Łowicz section (a total of 328 km!) was completed.

Railway workshops at Chmielna Street, currently non-existing



1863 When the January Uprising broke out, Wysocki was in his late 50s. He did not take an active part in the fighting, however, as a result of official decisions, he significantly hindered the actions of the Tsarist forces, for which, as part of the retaliation, he was supervised by two Russian officials working on independent positions to 'help in running his affairs'.

☆ Russian troops suppressing the November Uprising brought with them an epidemic of cholera. The disease has taken a greater toll than the uprising itself. One of the victims was the young wife of engineer Wysocki. Stanislaw never married again.

☆ Both Stanisław's brothers, Felix and Kasper Napoleon (a soldier of the 4th Light Horse Artillery Battery commanded by Major Józef Bem), took part in the November Uprising. Both were wounded in the Battle of Ostrołęka. After the uprising, Felix graduated from medical studies in Cracow, while Kasper became a Warsaw composer.

☆ Over the years, Stanisław Wysocki has published articles in 'Tygodnik Ilustrowany' i 'Gazeta Warszawska' ('Illustrated Weekly and 'Warsaw Gazette').

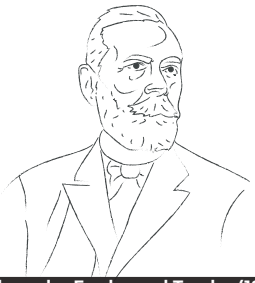


The grave of engineer Stanisław Wysocki is located in the Catacomb Avenue in Stare Powązki Cemetery in Warsaw.



JAN GOTTFRIED TEMLER AND LUDWIK SZWEDE

THE WARSAW TANNERIES



Aleksander Ferdynand Temler (1825–1917), son of Jan Gottfried Temler



Ludwik Szwede (1816–1901)

Jan Gottfried Temler (1793–1885) arrived in Poland from Saxony with Napoleonic troops. In Warsaw, thanks to the pro-industrial policy of the then Minister of Treasury Franciszek Ksawery Drucki-Lubecki, he found favorable conditions for the establishment of a tannery factory, which he opened in 1817. In practice, the factory was run by his wife Anna Maria née Franke (1797–1857).

Ludwik Szwede was a long-time president of the Warsaw Charity Society and a member of the board of the 'Norblin, Brothers Buch and T. Werner' Metal Factories Joint Stock Society in Warsaw. He graduated from Piarist Fathers' Gymnasium. He went abroad, where he learned the profession of tanner. After returning, he founded a tannery in Nowolipki, then in 1858 he entered into a partnership with the Temler brothers. Until its nationalisation in 1948, the company, transformed into a public limited company, operated under the name 'Temler and Szwede'.

The former tannery of Temler and Szwede is still located at Okopowa Street no. 78. Unfortunately, it is in a state of ruin and can be an attraction only for illegal urbex tourism. The object has been entered in the register of monuments, and the Temlers are trying to recover it.

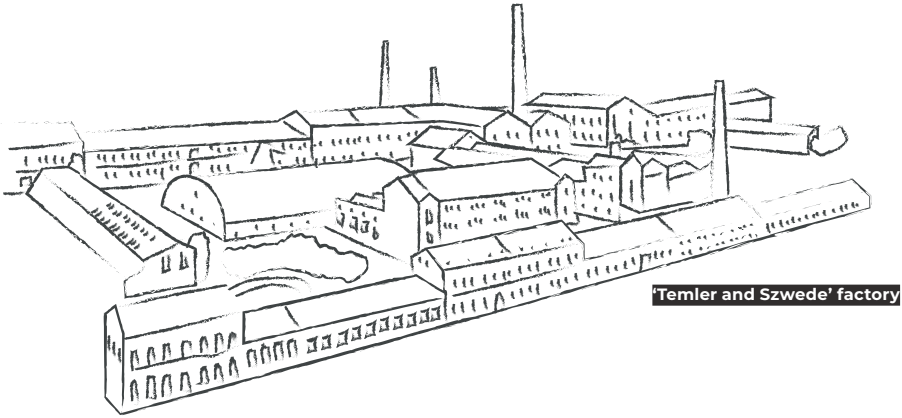


Former tannery

In 1909, the Great Exhibition of Industry and Agriculture was held in Częstochowa. It gathered 660 exhibitors and over half a million visitors. Among them was the Joint Stock Company of the 'Temler and Szwede' Tanner Factory. Their exhibitions were located in the Pavilion of Great Industry.



Main gate at the Exhibition of Industry and Agriculture



'Temler and Szwede' factory

☆ The Joint Stock Company of the 'Temler and Szwede' Tanner Factory had representatives in Warsaw, Kiev, Odessa and St. Petersburg. It employed between 300 and 400 employees. The share capital was 1,000,000 rubles. 40% of the goods were exported to the Russian Empire.

1817 The tannery was established at Ogrodowa Street no. 13/15.

1847 The factory became the property of the Jan's sons of: Karol Ludwik (1823–1906) and Aleksander Ferdynand (1825–1917) Temler.

1857 Tannery products gained recognition in the country and in the world. They were awarded a number of medals of different colours – from gold to bronze – at industrial fairs and exhibitions in both Warsaw and St. Petersburg, Moscow and Paris. A particular distinction was awarded to the tannery in Moscow, which was then allowed to place the state coat of arms on its products. This was proof that the products were of the highest quality.

1859 The Temlers formed a partnership with Ludwik Szwede. As a result, a plot of land was purchased at the Warsaw tollgates, near Powązki, at Okopowa Street no. 78. In the previous seat, the company had to deal with shortages of water, while its large amounts are necessary for running tanneries.

1880 The factory became the largest tanning plant in the Polish territories of the Russian Empire.

1925 Beginning of the tanning crisis. Despite the difficulties after the ownership transformations, the factory continued to operate. The factory was rescued by the Pfeiffer brothers. It functioned even during World War II. In 1944 it was burned by the Germans. After the war, production resumed.

1948 In the era of People's Republic of Poland, the tannery met the same fate as almost all prewar private factories. It was nationalized and, as a result of various transformations, it was merged with other factories. This is how Warsaw Tannery Factory no. 1 was established, which then created the 'Syrena' Footwear Factory. 'G. Weigle and Sons' factory located at Piaskowa Street no. 4 and tanneries from Kamionkowska Street no. 43 joined the 'Temler and Szwede' factory located at Okopowa Street.

LUDWIK SPIESS

POLFA TARCHOMIN, PHARMACY AND PAINT WAREHOUSE



Ludwik Spiess (1820–1896)

Ludwik Spiess came from a family of pharmacists and industrialists. He was a pioneer of the pharmaceutical industry, but also an investor. He was one of the founders of the Loan Fund of Warsaw Industrialists and the Warsaw Mutual Credit Society, of which he was the director. He served as a commercial advisor to the Bank of Poland and served on the management board of the Warsaw Charity Society's Affordable Kitchens. He was the curator of the Evangelical Hospital. He was educated as a pharmacist in Vienna, where he obtained the title of pharmacist and practiced in a pharmacy. In addition to the pharmaceutical business, he was also involved in the production of artificial fertilizers and vinegar.



Eurirsol medicament leaflet from Spiess's factory, arch. Polona

1844 At Senatorska Street, on the current Theatre Square, Spiess started his activity in the Pharmacy and Paint Warehouse which he established. In the oldest part of today's Żyrardów, in Ruda Guzowska, he also opened a pharmacy laboratory.

1860 He purchased one of the most extensive chemical factories in the Congress Poland, the Tarchomin factory. There he began to produce artificial fertilizers, bone adhesives, vinegars, waxes, impregnants, paints, varnishes and other chemical products. In subsequent years, the company's products were showered with awards, medals and other distinctions at numerous international exhibitions, including in St. Petersburg, London, Paris, Königsberg, Berlin and Vienna. There was a common opinion that Spiess's bone adhesives were better than Russian and German ones. In addition, the manufacturer developed a network of pharmacies, which he opened in various places on Polish lands, including several in Warsaw, but also in Płock and Radom.

1875 The production of pharmaceutical products began in Tarchomin. Cosmetics, toothpastes and galenical products had the largest production volume.

1886 Ludwik Spiess handed over the management of the Tarchomin factories to his son Stefan.

Loan Office of the Warsaw Industrialists at the corner of Złota and Zgoda Streets



1920 Reconstruction of factories after the war. The most important production lines were quickly restored. The company started working efficiently again.

1921 A laboratory was opened in Tarchomin, employing the most outstanding chemists and pharmacists. The first issue of the periodical magazine dedicated to pharmacists '*Medicamenta Nova*' was also published.

1928 Spiess employed 278 people, including 10 chemists, 11 physicians and 12 pharmacists. The company's offer consisted of over 100 medications. Commercial branches began to operate in Czechoslovakia, Turkey and Greece, not to mention numerous representative offices in the Congress Poland itself.

1944 The Germans exported most of the equipment and devices and significantly destroyed the factory.

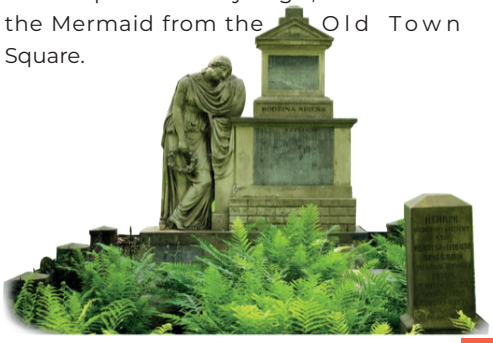
1950 Nationalization of the establishments and factories, which also gained another name: Tarchomińskie Zakłady Farmaceutyczne Polfa (*Polfa Tarchomin Pharmaceutical Factories*). Continuous production of penicillin and antibiotics based on their own biosynthesis have been launched.

2004 The state-owned Polish Pharmaceutical Holding was established, which included Polfa Tarchomin, Polfa Pabianice and Polfa Warszawa.



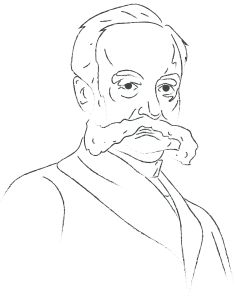
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☆**The grave of the Spiess family at the Evangelical-Augsburg cemetery in Warsaw.** The statue comes from the workshop of Konstanty Hegel, the creator of the Mermaid from the Old Town Square.



WILHELM RAU

MECHANICAL WORKS, PRODUCTION FOR RAILWAYS AND CARS UNDER THE LICENSE OF GENERAL MOTORS



Wilhelm Rau (1825–1899)

Wilhelm Rau came from Mainz and was a Warsaw industrialist, co-founder of metal works, manager of the Government Machines Factory in Solec in Warsaw, co-owner of the Evans industrial factories, main shareholder of the Industrial Association of Mechanical Works 'Lilpop, Rau and Loewenstein' Joint Stock Company (Towarzystwo Przemysłowe Zakładów Mechanicznych 'Lilpop, Rau and Loewenstein' S.A). He was a member and chairman of the boards of several joint stock societies in heavy and railway industry, as well as founder and president of nine sugar factories. His name went down in the history of Warsaw thanks to the foundation established by his heirs, who financed the launch of children's gardens in the capital. W.E. Rau Gardens, the Warsaw name for the open-air playgrounds and parks for children commonly called in Poland the Jordan Park, were created at the beginning of the 20th century. At the peak of their popularity, there were dozens of them. They were open until World War II.

The only surviving remains of the 'Lilpop, Rau and Loewenstein' factory are located near Aleja Prymasa Tysiąclecia in Warsaw at Bema Street no. 65. There is a complex of post-industrial buildings made of dark ceramic brick. Currently, there is a VooDoo Club well known to Varsovians.



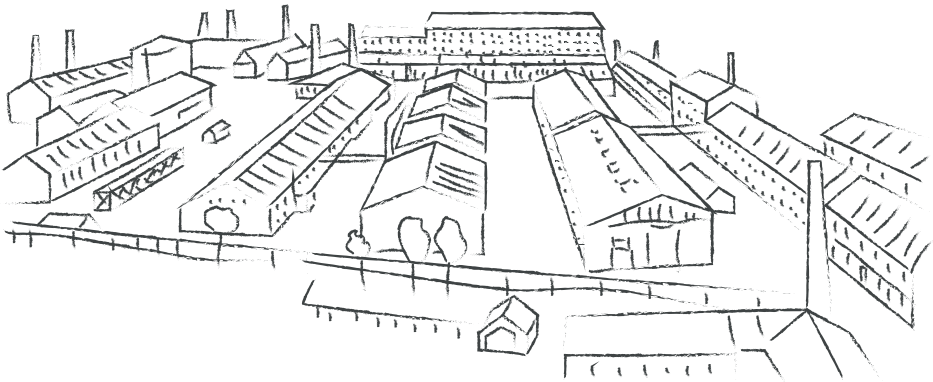
Residues of the 'Lilpop, Rau and Loewenstein' factory

At the intersection of **Piękna Street and Ujazdowskie Avenue in Warsaw, there is the mansion of Wilhelm Rau**. In 1865, the industrialist hired Leander Marconi to build it. The villa was built between 1866 and 1868 in the style of the Italian Renaissance. The building burned down in 1944. Between 1948 and 1949, it was rebuilt with modifications according to the design of Szymon Syrkus and Swiss architect Hans Schmidt for the Swiss Embassy.



Swiss Embassy, the former villa of Wilhelm Rau

Machinery factory 'Lilpop, Rau and Loewenstein'



1866 The company 'Evans Brothers' was taken over in 100% by Wihelm Rau and Stanisław Lilpop. The company was founded on the basis of a factory established in 1818, engaged in the casting of iron and non-ferrous metals, which was initially owned by Thomas Evans and Joseph Morris (later joined by Andrew Evans). Immediately before the acquisition, Rau and Lilpop produced wagons and rails, which was associated with the emerging Warsaw-Vienna Railway.

1868 Leon Loewenstein joined the company. In this way, the company was named the Industrial Association of Mechanical Works 'Lilpop, Rau and Loewenstein' Joint Stock Company.

1914 The factory produced military equipment for the needs of the Russian army.

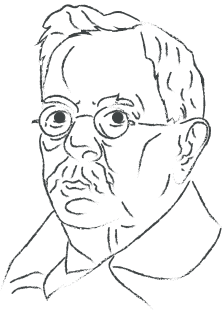
1936 A license agreement was signed with the American concern General Motors, guaranteeing the company exclusivity for the production and sale of cars of the brands Opel, Chevrolet and Buick. Until World War II, the company held a leading position in the Polish machinery industry, producing, among others, locomotives, railway and tram wagons, cars, bus bodies, water supply equipment, agricultural machines, internal combustion engines, steam machines, water turbines. Among the larger recipients of the company can be distinguished the Grójec Commuter Railway.

1938 Factories occupied the area of approx. 22 ha and employed approx. 3,500 people. It was the largest industrial factory complex in Warsaw.

1945 The property of the company was taken over by the communist authorities. The Soviet army was stationed in the surviving buildings. Subsequently, state-owned enterprises were established there: 'Pinokio' Cooperative (toy manufacturer), Conscious Motherhood Society and 'Etob' Building Industry Information Technology Company in Warsaw.

JÓZEF FRANASZEK

WALLPAPER FACTORY AND ‘FOTON’



Józef Franaszek (1840–1916)

Józef Franaszek was the soul and drive of the Paper Tapestries Factory. He was born in Zarki. As a young man, he participated in the January Uprising. Exiled, wandering the world. In the French city of Mulhouse, he made a living selling iron products. Thanks to the amnesty, he was able to return to Poland and take care of business here. In 1908, he handed over the reins of the company to his sons Stanisław and Jan.



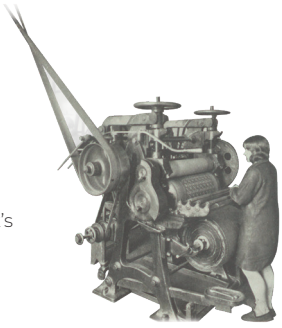
Advertising balloon ‘Franaszek’ made in the Balloons and Parachutes Factory as an advertisement during the FIS Competition in Zakopane in February 1939, arch. NAC

☆ The only thing left of the Franaszek factories is a piece of the wall at Wolska Street no. 41. It is easy to find, because commemorative plates associated with the slaughter of Wola district are attached to it.

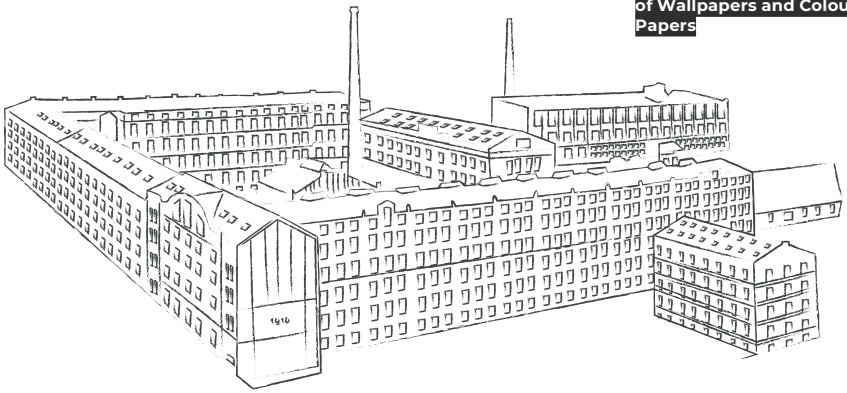
1873 The origins of the ‘Franaszek’ company. Józef Franaszek bought the struggling Wallpaper Factory ‘Loth and Vetter’. It was then located on the corner of Marszałkowska and Złota Streets in Warsaw. However, it was soon moved to a not that large premises situated at Wolska Street no. 37 in Warsaw’s Wola district, which was just expanding.

1874 Lack of space caused that Józef Franaszek decided to build another building next to Wolska Street no. 41. It was designed by Leandro Marconi (son of Henry). All production was transferred there. In the following years, the factory was expanded: a wing was added, and new offices were erected.

1908 ‘J. Franaszek’ Joint Stock Company was established. Another reconstruction began, which resulted in the creation of a vast building at Wolska Street no. 37. The boiler room was added and the wings were extended. It is likely that the next floors of the building at Wolska Street no. 41 were added at that time and another plot at Wolska Street no. 45 was acquired. The company has become the main producer of wallpapers in Warsaw.



Machine in Franaszek’s factory, 1920s, archival publication edited by K. Cholewicki



J. Franaszek, Joint Stock Society of Wallpapers and Coloured Papers

1936 The factory employed 400 people. In the same year, the construction of another building at nearby Skierniewicka Street no. 32. This time, the plan was to build a photography department. Photographic films were to be produced there. The branch was called 'Foto' and operated in parallel with Piotr Lebiedziński's 'Foton' factory.

1944 The Germans slaughtered and killed 5,000 inhabitants of Wola, including the factory manager Kazimierz Franaszek, on the premises of the factory. Then most of the factory was burned and blown up. Devices have been stolen. Only the building at Skierniewicka Street, the 'Foto' branch, remained intact.

1945 Production was restored at Skierniewicka Street, but property was nationalized. Only the State Enterprise 'Film Polski' (Polish Film) could produce film tape and deal with photochemistry. Therefore, the factory was included in its structures. The director of 'Polish Film' was Aleksander Ford.

1949 Buildings in Wolska were rebuilt and the company was already operating under a new state name: Warszawskie Zakłady Fotochemiczne 'Foton' (Warsaw Photochemical Factory 'Foton'). The business at Skierniewicka Street was also significantly expanded, which resulted in the further development of the factory.



'Foton' products

2012 The building at Skierniewicka Street no. 32 was demolished, and in the following years the remaining buildings were torn down as well.

The former company headquarters at 45 Wolska Street also fell into decline.



KAZIMIERZ OŁDAKOWSKI

ARMS FACTORY IN RADOM, WALTER, ŁUCZNIK



Kazimierz Ołdakowski (1878–1940)

Kazimierz Ołdakowski was an engineer. In 1919, he supervised the transfer of the Gdańsk arms factory to Radom, and with it production plans and a part of machinery. From 1922 he was the technical director of the Radom factory, which had not yet been built, but in fact he was responsible for everything there. He negotiated with landowners, arranged contracts. The factory was his child. In 1929, he became its main director. He was not only responsible for the production, but also cared about the employees. He supervised the construction of a school, a casino, a dining room, a clinic and a housing estate for the families of the workers. He organized spring holidays, occasional holidays and trips, provided protection for the children of workers, whom he also organized summer camps colonies by the sea or in the mountains. From 1929, he was the president of the Radom branch of the Polish Sightseeing Society, which after the war turned into the Polish Tourist and Sightseeing Society (PTTK). Because he did not want to cooperate with the Germans, he fled to Warsaw at the beginning of World War II. Chased by the Gestapo, on 30 April 1940, he decided to commit suicide.

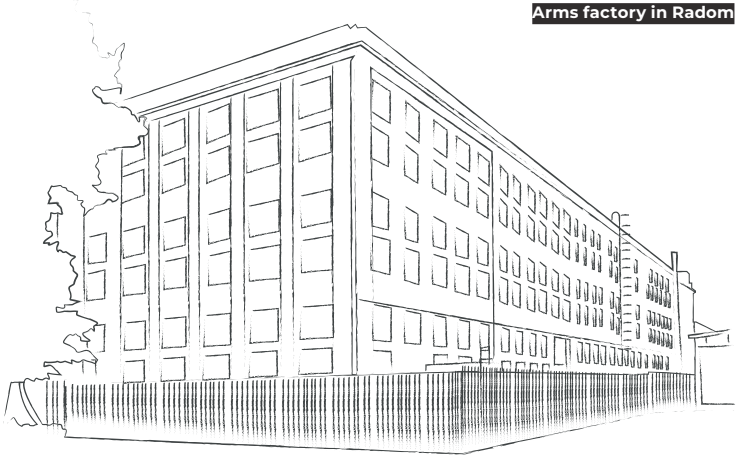
1922 After regaining independence, the Polish authorities wanted to gain independence in terms of access to arms. It was decided to build an arms factory in Radom. Already in March 1923, the construction of the first buildings began.



Patrol of cyclists in field uniforms. Personal belongings are strapped down to the rack of the bicycle (made in the 'Łucznik' factory), under the frame of the first bicycle there is a rifle Mauser wz. 29, arch. NAC

1931 By decision of the Ministry of Military Affairs, the factory obtained a monopoly. Only in Radom it was possible to produce rifles for the Polish Army. The production of Mauser rifles was maintained at a high level.

1940 The Germans took over the factory, which worked for the Wehrmacht throughout the war. In 1944, when the occupiers ordered the evacuation from Radom, they stripped the plant of everything that could be taken away. The electrical grid was even dismantled. The factory became a ruin, but after the war the communist authorities quickly rebuilt it.



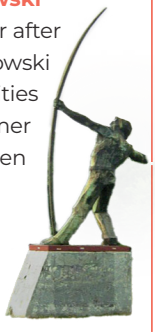
Arms factory in Radom

1951 The factory changed its name to General Walter Metal Works in Radom.

1969 'Walter' was not only known for its weapons production, but also for being the world's largest manufacturer of sewing machines. By this year, 2 million legendary 'Łucznik' machines had been produced.

2000 After the economic transformation, 'Łucznik' was divided into two separate parts: civilian and military. Today, the Radom factory has a well-established market position.

☆ The **Kazimierz Ołdakowski Square** in Radom is a reminder after the park established by Ołdakowski for the health and leisure activities of the factory workers. The former park complex stretched between the streets of Engineer A. Dowkontt and Prince Józef Poniatowski.



Sculpture located on Ołdakowski Square

☆ **The historic complex of Arms Factory 'Łucznik' is located on 1905 Revolution Street (ul. 1905 Roku).** The factory complex consists of several buildings connected by a network of streets. Today, there are offices, service premises and shops. The factory itself moved to the new head-quarters at Grobickiego Street.

☆ Today, the flagship branches of the Radom industry, as well as famous products are resembled by the trail called 'Industrial Symbols'. This is a proposition for lovers of industrial history in a nutshell. The area of Radom's Śródmieście district is decorated with 23 casts of Radom's industrial products. Each sculpture is a reproduction of the original artifact in a 1:1 scale!



Sculpture depicting a sewing machine Łucznik and a fashion magazine from 1968

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