

## **HISTORIC RAILWAY STATIONS, DOCUMENTATION AND REVITALIZATION OF THE RAILWAY INFRASTRUCTURE FACILITIES - PROTECTION OF CULTURAL AND SOCIAL HERITAGE**

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### **ABSTRACT**

The article presents problems of documentation and adaptation of buildings which constitute the cultural heritage of the railway infrastructure facilities in Pomerania in Poland. Shows the potential and possibility to be adopted for various purposes. This problem affects many sites and buildings, railway stations, railway warehouses, residential buildings, technical buildings, water towers, trackman shelters, bridges, viaducts, culverts, and the track. Technological innovation has been a huge turn which transformed the system of management of railway facilities. While many positive changes occurred, many valuable from the point of view of historical, architectural, social and sentimental objects no longer serve their original function. They fall into disrepair or are managed in a haphazard manner. Difficulties with their revitalization are associated with many factors. The main problems are connected with the of ownership and location of the function socially justified. In small towns there is no need to locate the service facilities of such a large area, or this function already exists far from the train station. The problem underlies in the lack of detailed database on existing resources, their potential for tracking, communication, technical state of buildings, architectural and historical values. A chance for the complex of railway infrastructure is to create a database in order to plan investment, both the scale of entire historical railway lines, and within individual objects. In Pomerania rail system has changed several times. It happened immediately after World War II, and at the end of twentieth century. The closure of many lines resulted in elimination of useful connections not just withering away of the communication system, but above all, loss of function performed originally by the objects of railway buildings. The result was the most serious loss of life centers and decrease their rank. The initiative of creating a database, then the model transformation and social activities in the field gives you a complete, planned activities in the field of railway infrastructure. At the same time it can have an

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impact on facilitate initiatives and decisions to local communities based on full documentation of resources. Eons ago, life of the community, was focused on the market. However, due to the development of technology, means of transport, in the late nineteenth and early twentieth century railway station has become for almost one and a half century, an important site of social life. Adopting a program of revitalization of the railway infrastructure facilities requires the assembly and development of information resources that will be a source of inspiration for local authorities, individual investors and residents. Primary task is to restore a functioning system of railways serving the residents, but equally important is the action of the railway infrastructure in the system of hiking trails, sightseeing, historical, which stimulate the activity of the local community. All these actions should be taken quickly, otherwise there will be no objects to document and revitalize.

**Key words:** revitalization, heritage, infrastructure, railway stations

## 1. INTRODUCTION

Polish central location in Europe makes at the intersection of major routes, east - west and north - south, is a significant factor shaping the Polish position on the continent. Through Polish territory four pan-European transport corridors cross, and many other significant flow traffic do, which are integrated with the system-wide. It can be concluded that passenger rail will play a dominant role in relation to international road transport. However, on a national scale and development of the region's prospects are less encouraging.<sup>2</sup>



**Figure 1.** network expansion plan directions interregional connections

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<sup>2</sup> The Maastricht Treaty provides for the establishment of trans-European networks in transport, energy and telecommunications to link island, regions, landlocked and peripheral regions with the central regions of the European Community. These networks are the tools to contribute to the development of the internal market while respecting environmental and sustainable development objectives.

The last of the concept involves the construction of railway lines for speeds exceeding 300 km / h connecting four major cities - Warsaw, Lodz, Wroclaw and Poznan (on the possibility of connection to Berlin and the rest of Western Europe).<sup>3</sup> More than 150 year old railway operating time, both the period of rapid development in the early twentieth century, and in the interwar period, when there was a rapid increase in the number of new, important sections of the railway, and the collapse of that can be observed for last decades. The current situation of the Polish railways, and infrastructure is the result of consistent transport policy, which was particularly noticeable in the 90's. Delays in restructuring and governance failures have led to a deep crisis. Although rail transport is more cost-effective than the road, and more environmentally friendly, for many decades we observed a decline in the number of lines.

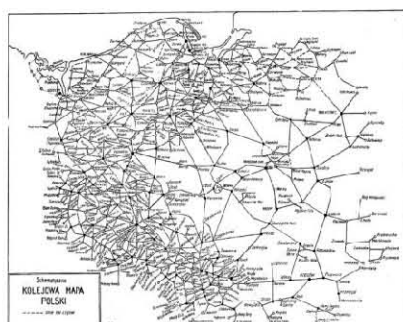


Figure 2. rail network, 1947

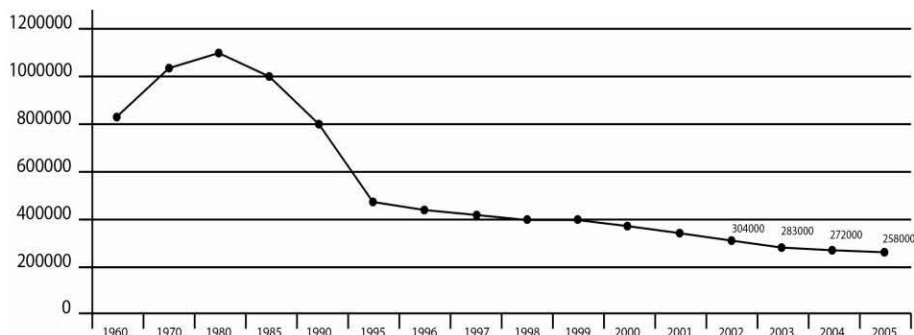


Figure 3. rail network, 2000

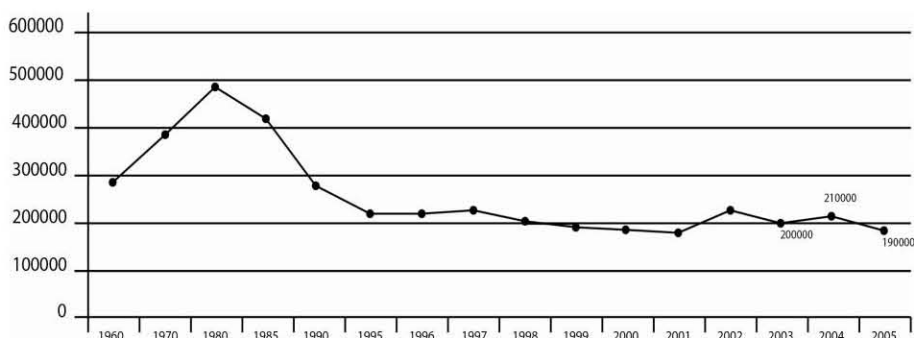
Data concerning the number of traffic does not indicate a significant decrease of them, the data cover the period to 2005, but thereafter there was no improvement in the situation (Figure 4, Figure 5). It should be noted, however, that the decrease in passenger transport is much bigger than the freight. The railway ceased to be an attractive way of transport. Its organizational structure, the stage of development was determined by the needs of the industry, but at the time of change, it did not keep up the current needs. However, we should realize that the achievements of 150 years of activity is huge and covers many areas of technology, management, planning and architecture.

<sup>3</sup> This would shorten the travel time between:

- Warsaw and Lodz to 45 minutes,
- Warsaw and Poznan to 1 hour and 35 minutes,
- Warsaw and Wroclaw to 1 hour and 40 minutes,
- subsequently Warsaw and Berlin to 3 hours.



**Figure 4.** freight and passenger rail between 1960 - 2005, source: M. Juchnicka, "Rail transport in Poland and prospects", Central Statistical Office, the report for 2002, 2003, 2004, 2005.



**Figure 5.** transport of goods by rail between 1960 - 2005, source: M. Juchnicka, "Rail transport in Poland and prospects", Central Statistical Office, the report for 2002, 2003, 2004, 2005.

## 2. SMALL RAILWAY STATIONS

The situation does not only affect the rail system itself and the resources but also the functioning of the small towns that were connected local lines. For many decades, stations were an important factors organizing space and life in small towns, were a landmark and place of representation. In many cases, they have been pride of the village. Station buildings were constructed in a manner characteristic of the region, according to similar principles of design, and in many cases are examples of high-end architecture, at the appropriate scale, with well solved functional program. One of the most interesting examples of railway stations in Pomerania is a train station in Pszczółki, a large communal village on the route between Gdansk and Tczew. The building of the railway station is a valuable example of brick architecture on Pomerania, but the object is devastated and does not have a user who could introduce refreshing new function. Pszczolki is an important passenger stop on the line Tczew-Gdańsk, a line which is a part of Gdansk-Tczew-Bydgoszcz main line.



**Figure 6.** Railway station in Pszczółki

Despite its convenient location on the trail and the fact that many people in the community are employed at Tri-City<sup>4</sup>, but it does not guarantee the possibility of maintenance of the railway infrastructure. The other problem is the fact that in the neighborhood of the station, a new object was settled, whose origin destroyed a chance to revitalize the historic property.



**Figure 7.** Puck station building



**Figure 8.** Reda station building



**Figure 9. 10.** Władysławowo station building, the state before 1939 and now

### 3. TRAIN STATION IN KARTUZY – THE CAPITAL OF KASZUBY

Kartuzy a town with a population of nearly 16.000, is larger urban center, but the situation is typical of the railway station building for objects of this function. The station is in the immediate vicinity of the center. In 2003 passenger rail service was suspended. By 2010, the station served only warehouses and trolleys. At present, traffic is restored using the splint buses. Further plans to restore passenger rail to Kartuzy are included in the development of rail transport for 2007-2013, which envisages the establishment of a direct connection from Gdansk. However, due to the small number of connections, the station building function changed in an

<sup>4</sup> Tri-City is a system of three cities in Gdańsk, Sopot and Gdynia, which are connected by proximity, communication system and complementary function

uncontrolled way. At the moment is shared between many users. There are commercial service points, such as beauty salons, solarium, copy centre, and second hand clothes. The area in the immediate vicinity of the railway station, so it become car park space to service a center of the city.



Figure 11. 12. Kartuzy - Station buildings

#### 4. GDYNIA - KOŚCIERZYNA RAILWAY LINE

The increase in exports of coal from Silesia by Gdynia, mainly to Scandinavia, has forced the need to build the so-called, “Carbon main line” (457 km), the largest railway investment of the Polish state between the first and second world war. In 1930, the French company - Polish Association of Railway SA headquartered in Paris, built a new railway line, which run still exists today, and the old track was partially removed, creating a path. Concession granted to a private company to build and operate the route would have expired if it had not World War II, until 31 December 1975 year. The construction of the main line under the direction of Ing. Joseph Nowkuński made a significant contribution to the development of the port of Gdynia. Construction of a new main line connecting Herby Nowe in Silesia of the port of Gdynia, had huge economic and political, social and military importance for newly reborn Polish state. Due to the very difficult terrain in Kaszuby between Kościerzyna, and Gdynia is a typical mountain line with sharp curves and steep profiled driveways. Many technical innovations have been applied to this historic line like this, but as a result of a number of reconstructions longer exist<sup>5</sup>.

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<sup>5</sup> There were (already canceled) catching tracks, or sidings at special exits, which sent wagons that have broken away from the train at the time of the driveway. Railway workers had to report without delay to the next track or train stations, which is the final signal was let through. If the signal on the last wagon was gone, it was clear that part of the composition was going back down the hill and sent it to the catching track. This track existed several years ago, leaving from the Wielki Kack station through the Sopot street. The track embankment is still there. A second locomotive was often also used to pushing trains uphill. A section Gdynia - Osowa (now Gdańsk Osowa) was a two-way for safety reasons (those being distracted wagons) and higher volume of local passenger rail traffic. Its original course has been slightly modified (hence Starodworcowa and Nowodworcowa streets in the Grand Kacku). Nearby Gdynia station, where tracks going to the side of a Danzig line (due to steepness) the catching track was used (it still exists), and between Gdynia and the main port there was a braking track built (buried under a thin layer of sand) used in the same way as catching track

Line Bydgoszcz - Kościerzyna – Wielki Kack - Gdynia since 1939, is a local line, not modernized, so apart from disappearing stations and lines is now almost open-air museum of pre-war railway order.



Figure 13. Babi Dół station building



Figure 14. 15. Osowa Gdańsk station building

The entire line of Bydgoszcz - Kościerzyna - Big Kack - Gdynia newly rebuilt stations had the same standard architecture stylized bit on the small noble mansions with distinctive entrances and alcoves. Most of them still exist. Still a functioning traffic lights shaped in this section. It is possible to preserve the historic railway control sections, which are located in the building of the Wielki Kack station, Gdańsk Osowa, Babi Dół and Wieżyca. There are also some remaining historic buildings and workshops, which, converted into apartments lost their specific climate and architecture. It is sleepy and quiet here - now it's just a line of local importance. The rest of the pre-war legend, the northern section of Carbon main line. Particularly interesting and illustrating the phenomenon of collapse and the crisis is an example of the Gdynia – Kościerzyna line. This rail link of secondary importance, the system maps the essential rail Pomerania, was important for the functioning of many tourist destinations. For many years it was the line, which transported hundreds of people living in the Kaszuby, are employed in Tri-City, especially in Gdynia, it was also a holiday and tourist line, who set off with backpacks and bicycles to the "Kashubian Switzerland". This line is extremely picturesque, beautifully winds between hills, small stations, the stations with attractive architecture. Existing groups of buildings rail stations: Big Kack, Osowa, Żukowo Wschodnie, Babie Doły, Somonino, Sławki, Wieżyca made constituted a harmonious unity, some have changed their function, some of them are not used. Many years ago, waiting rooms and ticket offices were heated with coal stoves, but they got closed. Train station buildings, have become residential objects and yards, became backyard enclosures for livestock. - but they are in a better position than those which are not used and they go to rack and ruin. Even 20 years ago due to the rapid development of housing in towns west of the Tri-City there was a

discussion on the reconstruction of the line to electric one. Track reconstruction expected to get rid of turnout points in Gdańsk - Osowa, Żukowo – Wschodnie, Babi Dół, not to impede the introduction of other rail connections.<sup>6</sup> Modernization of which is led, however, only applies to the railway line system and does not solve the problem of existing historic infrastructure, such as water towers, railway station agent shelters, complex of the train station, rail facilities.



**Figure 16. 17.** Wielki Kack railway station buildings before 1939 and the present

## 5. ADAPTATION OF STATION BUILDINGS - PROPOSED LOCATIONS

The devastation of railway stations buildings is caused by many reasons, one of which is the ownership structure of the property. The owner of a number of objects is the railway, one of the companies founded after 2000, and the demand for usable space-related activity is limited. There is a problem establishing the user and functions of these objects can be used for. Adaptation and modernization of small stations on the Gdynia - Kościerzyna became the subject of Architectural Design on the 5th semester, at the Faculty of Architecture of the Technical University of Gdansk in the Department of Marine and Industrial Architecture. Three stations were selected to be the subject of architectural action, transformation, where the situation is different, the buildings are used differently, have different conditions and potential. In the case of adaptation the different solutions are possible.

### 5.1. Wieżyca railway station



**Figure 18.** Wieżyca railway station building

<sup>6</sup> The modernization of the railway line Gdynia - Kościerzyna, "Kościerski Rail Corridor" gives some chances to rail and revival movement. There is a chance that next year that form Kościerzyna to Gdynia will be reached in 50 minutes, not in 120min. as at present.



The first station, which was the subject of design was the Wieżyca railway station. The complex of buildings consists of a main building, apartment buildings, warehouses and technical facilities. The main building was built at the beginning of the last century, during the construction of the railway line Somonino - Kartuzy. Station selection is not random. In addition to the picturesque location of the station is adjacent to the lookout tower on Mount Wieżyca and ski lifts on the slopes in the neighborhood. Today Wieżyca is a popular tourist destination. Summer holidaymakers arrive here by rail, cyclists and fans of the lakes, and in winter skiers and participants of sleigh rides. However, the building and its surroundings looks like everyone forgot about him, except for vandals. You repeatedly devastated the object from the outside and the inside. The recently it was secured - walled up all the holes on the dilapidated doors and windows. Station buildings, except for the rail can play an important role as a base for tourism. They can function as shelter, hostel, "green schools", hotel, tourist information, shopping and other facilities for tourists. Number of objects allows the location of rental of sports equipment, bicycles, skis sled. It can be a place to organize sleigh rides.

## 5.2. Krzeszna railway station



Figure 19. Krzeszna station building

Another station is located in Krzeszna. The building with the main part of the village is located on the slope of hills Szymbarskie, with a breathtaking panoramic view of the lake and Patulskie Ostrzyckie waterway as part of "Circulo Raduński". It leads the way Kaszubski tourist trail. Town is famous for its water sports, kayaking and permanent residents in addition to guests during the holidays in cottages holiday makers. The station is not an object of valuable architecture, it is not used, and it is devastated. Attempts were made to adapt the object on the common room and shop, but without extensive remodeling, and major investments have failed. With time, the decrease in the number of railway connections, the life of the community moved to the vicinity of shopping. Competition won by a large supermarket. Store and a square in front of him serves as a place of social networking. Due to the unique location of the station on the hiking trails, the place can be used as commercial functions, meeting places, clubs, tourist information. However, the condition of the object points to the need for major reconstruction, expansion or even rise a new building.

### 5.3. Golubie railway station



**Figure 20.** Golubie station building

The third location is the train station in a holiday village Golubie, located on the north of the Zamkowisko lake, where the remains of ancient settlement still exist. Golubie is visited by scouts every year during the holiday season. There are many resorts, farmhouses and Scout campsites Scout camp on Lake Dabrowski. Located in the village Golubiński botanical garden with an area of 2.12 hectares, which collected collection of plants with approximately 3,500 species and varieties, including 140 species protected by law. Existing station building is only partially used. Location of the station in the vicinity of tourist attractions makes it possible to upgrade the existing facility, and the restoration of its functions relating to the operation of rail and road communications support .

## 4. CONCLUSION

The result of study and design works are many very different concepts. Some of them provide for the adaptation of the existing building, sometimes its significant expansion. Many proposals provide for the location of the new facility on the site of the old station building. However, it is characteristic, that in all the projects the maintenance or restoration of the basic functions of the station is very important, and enrichment, its expansion to more attractive locations. These actions demonstrate the belief that rail is an important part in the life and functioning of small towns. There is a belief that there is the need to improve the situation of the railways and awareness of the legacy of great value of architecture and technology heritage.

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