



The Krakow Technology Trail is the first route in Poland designed to showcase urban industrial heritage. Walking along it offers an exceptional opportunity to immerse oneself in the history of Krakow's civilisational development, here set in steel and stone. With the advent of the Industrial Revolution, the cityscapes of Europe changed at an extraordinary pace. Krakow too embraced contemporary technical novelties and engineering solutions. The structures and complexes connected with industry, transport, electric and gas power, and fire and flood prevention from the 19th and 20th centuries have become the **17 stops on the Trail**. Some of them have survived nearly unchanged, with **the old Tram Depot at ul. św. Wawrzyńca** now unique in Europe. It houses **the Museum of Municipal Engineering**: the main and most attractive site on the route, which also belongs to **the European Route of Industrial Heritage (ERIH)**. Some structures *en route* still carry out their original functions, others have been adapted, providing interesting examples of the bringing together of architectural styles and concepts. The most eye-catching of them is the new home of **Cricoteka**, the centre documenting the life and work of an eminent artist, **Tadeusz Kantor**, situated in the former power plant of the Podgórze district. It would be impossible not to mention **the Oskar Schindler Factory**, a branch of **the Historical Museum of the City of Krakow**, or fail to visit **the Miniatura Stage of the Juliusz Słowacki Theatre** housing **the theatre's former power plant**, or **the Krakow Glassworks**, whose premises were taken over by **the Centrum Szkła i Ceramiki Lipowa 3 glassware manufacturers**. A walk along **the Vistula embankments**, as well as a wander across the river via **the Father Bernatek Footbridge**, which is supported on **the abutments of the former Podgórski Bridge**, are the best illustrations of how the industrial structures permeated the city during over a century, showcasing its modernity. Information on how to follow the Trail can be found on the website of the museum:

www.mimk.com.pl/krakowski-szlak-techniki
www.mimk.com.pl/krakow-technology-trail

1. Krakow Główny Railway Station (1847)

Following a blessing by Bishop Ludwik ężtowski, and accompanied by an orchestra, **the first train from Krakow set off with great pompto Mysłowice** at 9:30am on 13 October 1847. This is how the history of the railway in Krakow began. The Prussians needed the route to connect Krakow to Wrocław, and the Austrians – to make a connection with Vienna. It took three years to complete the first building of the station. Raised in the neo-Renaissance style and crowned with a parapet wall, with tall turrets surrounding a massive arcaded portal, it was designed by Wrocław architect Peter Rosenbaum. At the time, it was one of the most beautiful railway stations in Central Europe. **The gathering of all check-in functions for travellers in a single building** was a novelty in those times. Unfortunately, the original building is no longer with us. It was thoroughly rebuilt in 1869–71. Its architecture was extensively remodelled, and it was expanded to nearly twice the size, in a form similar to its predecessor. The following transformation, of 1892–93, involved an **avant-garde construction**: the first **underground passage for passengers** in Galicia, with the ceiling and vaulting made of ferroconcrete: a novelty in the construction industry at the time. It, too, has not endured to our time. The only remnant of the original developments of the first railway station is the **water tower** built in 1925.

In 2014, passenger services were transferred from the old building to **Poland's first underground station hall**, situated below the platforms. The old railway station building is occasionally used for exhibition purposes.





2. The brewery (1840)

Today, the premises of the former Krakow brewery are occupied by a **high-end residential, office, and service complex**. Renovated and adapted to fulfil new functions, the historical buildings of the Mansion of the Götzes, the Racking Room, the Guardhouse, the Malt Drying Floors, the Malthouse, as well as the Machine Room and Boiler Room with its chimney have all retained their former industrial charm. The premises of **Browar Lubicz**, which is the name of the development, are accessible to visitors with the exception of the interiors of the office and residential buildings. **The brewery was built 176 years ago**. In 1840, Swiss brewer Rudolf Jenny purchased the land from the city and raised the first structures. After his death, the facility was taken over by the Johns, merchants from Königsberg, today's Kaliningrad, whose investments contributed to the quick development of the brewery. Steam engines were installed, while modern malt houses, ice storage bunkers and cooling rooms, warehouses and forwarding depots were built, together with one of Krakow's first power plants. The industrialist also built an impressive residence. Browar J. A. Johna Synowie became the largest brewery in Galicia. In the second half of the 19th century, it produced vast quantities of beer, of high quality, as attested to by the great numbers of prizes it was awarded. In 1904, the Johns sold the brewery to Baron Jan Götz-Okocimski, owner of the brewery in Okocim. Jan, and later his son and grandson, carried out investments on an even greater scale. They had three independent plants operating on its premises in 1938: the brewery proper, the malt processing works, and an ice-producing facility. During the Second World War, the Germans produced beer for the army here, and after the war, in 1946, the brewery was nationalised. From the mid-1950s to the end of 1980s, the facility was repeatedly modernised, which, however, meant that the old equipment was phased out. In 2001 Carlsberg closed the brewery down, yet nature abhors a vacuum: in 2015 the Browar Lubicz restaurant opened here, and, as locals confirm, it serves very good beer. Organised groups are welcome to request guided tours.

More information: www.browar-lubicz.com.pl

3. Railway flyover and Talowski's road tunnel (1898)

This is one of Krakow's **oldest two-level street crossings**. In 1896–98, the need to increase transport on the important eastern route to Lwów (today's Lviv) and the development of a **collision-free crossing** for road and railway traffic, resulted in the construction of a railway flyover over Lubicz Street.

The construction was financed by Austrian State Railways, and the design entrusted to the most popular local architect of the time, Teodor Talowski, to whom Krakow owes plenty of structures whose aesthetic and functional qualities have much appeal to this day, as is the case with this structure.

Talowski's flyover and tunnel have survived virtually unchanged and continue to be used. Heavy sandstone constructions fill up the niche created in Lubicz Street, below the overhanging steel beam, whose openwork steel balustrade endows it with an air of lightness. Set by the entrance to the flights of stone stairs leading to the tunnel are decorative gas (today electric) candelabra on sandstone columns. The forged metal ornaments decorating both the flyover and the crest of the retention walls were made by the Józef Górecki company, manufacturers of the famous cross on Mount Giewont in the Tatras, and the gate to the complex of the Church "on the Rock" (na Skałce).

The intricately decorated balustrade features monograms of Emperor Franz Joseph (1830–1916), as the opening of the flyover coincided with the 50th anniversary of his ascension to the throne.





4. The power plant of the Municipal Theatre (1893)

One of the most surprising buildings on the trail, this gem does not look like an industrial building at all. The only proof of such a function is the chimney shyly peering from the roof of the tower. Designed by Jan Zawiejski, the power plant concealed in its interiors machinery that the majority considered to be magic, and it was duly dubbed “the house of machinery”, as there was no Polish word for an “electrical plant” in 1893 yet.

It was the second power plant to be set up in Poland and it provided lighting for the theatre's stage at a time when Krakow was still illuminated by gas lanterns. At the time, many considered the style of a neo-Renaissance villa slightly pretentious, as the sophisticated form housed nothing more than technical facilities. In the 1970s, the building was adapted to house **the Miniatura Stage of the Juliusz Słowacki Theatre**.

The installations for the production of electricity were supplied and assembled by the company of František Křížík from Prague, which later also opened the power plant for the Northern Railways at the Krakow Płaszów Railway Station in 1898, and the municipal power plant in Podgórze a year later. The motors and generators were produced by Langenbold from Frankfurt. The direct current generated was used for the lighting of the theatre stage and interiors, and for the operation of the internal water supply system, also feeding firefighting installations. Surplus electricity was sold to other Krakow theatres. The power plant was in operation until 1906, when the theatre was connected to the electricity supplied by the newly opened Municipal Power Plant in Kazimierz. The repertoire of the Miniatura can be found at:

www.slowacki.krakow.pl

5. Ludwik Zieleniewski Forge (1851)

It is here, **on the corner of św. Marka and św. Krzyża streets, that modern industry was born in Krakow.** Ludwik Zieleniewski, a master blacksmith, decided to start business outside the framework of local guild structures. This is where Krakow's first industrial facility was launched in 1851. Surprisingly, it has operated uninterruptedly until our times, albeit at a different address. The Ludwik Zieleniewski Imperial and Royal Privileged National Agricultural Machines and Equipment Construction Factory specialised in the production of agricultural and industrial machinery. It functioned at its initial address until 1886.

Zieleniewski installed one of Krakow's first steam engines in his factory; it fed its 12 horsepower to lathes for working iron, brass and wood, as well as the drill, plane, and nailer. Seven smith's furnaces, 14 turnery workshops, a carpentry workshop, a lathe and a foundry operated in the factory. The facility won an array of medals at national and international exhibitions. After a fire in the factory at the crossroads of św. Krzyża and św. Marka in 1886, Ludwik's sons built a new one on ul. Krowoderska. Early in the 20th century, they moved it again to the district of Grzegórzki, where it transformed into one of the key branches of metallurgical and machinery corporations between the two world wars.

It is a pity that **only the single-storey building of the forge at ul. św. Krzyża 16 and the owner's mansion built after 1886 (at ul. św. Marka 31) have survived to our time.** Both can only be admired from outside, ideally while taking a walk along the Trail from **the Power Plant of the Municipal Theatre to the Fire Station.**





6. Fire Station (1879)

Although a visit requires prior permission, it is worth your while. The station was built in 1877–79 to the design of Maciej Moraczewski (who also designed the building of the Krakow Academy of Fine Arts) in ul. Potockiego (today: ul. Westerplatte). It is an example of what at the time was **innovative architecture for the profession in question**, with a single complex housing the barracks of officers and firefighters, emergency teams, garages for horse-drawn engines and other firefighting vehicles, workshops, a drying hall for the hoses, gym, and emergency telegraph. The front building, the most impressive in the entire complex, faces the street. It was built in the neo-Gothic style, of red brick, with three symmetrically arranged gates, and it used to have a water tank situated over the central one. The building was raised as the headquarters of the city's Professional Fire Brigade, operating in Krakow since 1873.

The entire complex has retained its nearly unchanged original layout, only one of the side entrance gates has been altered, as the lintel had to be demolished to allow for the access of modern fire engines. Originally, a climbing wall used for practising manoeuvres stood in the courtyard, a product of the famous Krakow-based Józef Górecki plant.

Currently, the building houses **the Municipal Headquarters of the State Fire Service** in Krakow. Displayed in its main hall is a water pump mounted on a horse-drawn fire engine.

www.psp.krakow.pl

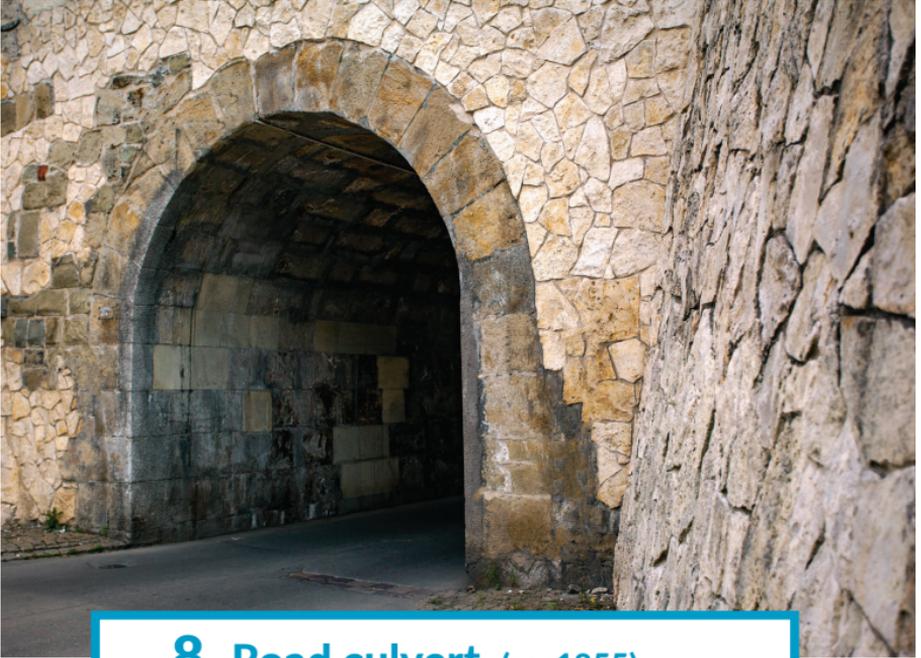
7. Railway bridge over the Old Vistula riverbed (1863)

This landmark is impossible to overlook. The powerful construction of the railway bridge over ul. Grzegórzecka has been **a part of the Krakow cityscape for 153 years**. A testimony to the brilliance of the construction is the fact that it is still fully functional and suitable for both railway and the vehicular traffic. Today it is more of a flyover, though when built in 1863 it was **a proper bridge over the Old Vistula**, a riverbed that ran from Wawel **along today's Dietla Street**. It replaced a former wooden structure. Its construction was important for the streamlining of railway traffic from Krakow to Lwów (at the time Lemberg, today Lviv), for which reason the Galician Railway of Archduke Karl Ludwig managing the line was glad to finance it.

After the riverbed of the Old Vistula had been filled in 1878–80, the railway bridge became a flyover. The investment was supervised by Maciej Moraczewski, at that time the head of City Construction, and the architect of another site on our trail, the Fire Station.

The bridge was built to support two railway tracks. Its total span is 98.6m, with a width of 11.8m (323.5ft and 39ft, respectively). It consists of five bays, each one spanning 10.8m with nearly 7m headroom (35.5ft and 23ft, respectively). The bearing structure consists of brick vaults enclosed in semi-circular arches supported on massive 2.18 m (7.15ft) piers. The piers and abutments of the bridge are made of stone blocks, while the spandrels and side walls are made of “cyclopean masonry”, that is, large blocks of natural stone in irregular polygonal shapes. The digits that mark the year that the bridge opened – 1863 – have been preserved in the tondos over the piers on the eastern side of the flyover, from the side of Grzegórzecka street.





8. Road culvert (ca. 1855)

The road culvert by the eastern end of Miodowa Street is another element of the Trail that continues to carry out its original function. The thorough overhaul in 2011 also brought back its original appearance. Its location next to **the Jewish Heritage Route and the New Jewish Cemetery** makes throngs of tourists use it every day.

It was built around 1855, as it pierced the railway embankment of the Eastern State Railways (Östliche Staatsbahn), a state company that built the line from Bochnia, and later from Krakow to Lwów (then Lemberg) in 1850–58. The team that designed and built this section of the railway line was managed by master engineer Fegy in 1850–54, and later by master engineers Dümmer and Zapałowicz. In 1858, the operation of the line was taken over by the Galician Railway of Archduke Karl Ludwig, and in 1891 again by the Austrian Östliche Staatsbahn.

The culvert led through an embankment that originally supported a single railway track, and since 1892 – two. The addition of a third for a local siding from Krakow to Kocmyrzów, launched in 1899, resulted in the need to reconstruct the embankment, reinforce the retention walls, and extend the culvert.

9. Krakow Power Plant (1905)

The buildings of the former power plant at ul. Dajwór 27 still serve a role in the power industry, as they are now used as offices by Polish energy company Tauron Dystrybucja SA. In turn, the halls built at ul. św. Wawrzyńca 19 in 1914 were recently adapted into a residential and service complex, and can only be savoured from the street.

The plant was built in 1904–05. Its development was supervised by Jan Rzymkowski, at the time an inspector of Municipal Construction, and the electric part was entrusted to Kazimierz Gayczak, an employee of the Krakow Municipal Gas Plant. The furnishing was in the hands of engineer A.W. Schlayen. The first generators produced **direct current**, and were powered by internal gas combustion engines. The first rotating generator, installed in 1906, **made it possible to produce alternating, three-phase current**, and deliver energy to Płaszów Railway Station.

The power plant developed as a section of the Krakow Municipal Gas Plant, and only began to operate independently in 1908 as Elektrownia Miejska w Krakowie (Krakow Municipal Power Plant).

The plant was expanded in 1906–08 and again in 1914, with the new buildings also being designed by Jan Rzymkowski. Successive extensions and modernisations followed in the 1920s and 1930s. At the time, the plant produced and sold not only electric energy but also technological steam. As far back as 1957 **it delivered 45% of the electric energy used in Krakow**, reaching its peak production capacity of 90,000 MWh. In the 1960s, the plant began to reduce its production, turning primarily into a combined heat and power plant. Finally, a decision to stop producing electric energy was reached in 1976, and heat and technological steam were likewise discontinued in 1984.





10. Tram Depot (1882)

The complex on the corner of św. Wawrzyńca and Gazowa streets is **one of only a few examples of municipal transport heritage in Europe** that is so well preserved. It is also the central attraction of the Route, enjoying great popularity among visitors. Today it is the seat of the **Museum of Municipal Engineering** in Krakow. It was returned to its previous splendour during the works conducted from 1997 to 2010. The overhauled hall of the normal-gauge tram, the most spectacular element of the complex, was inaugurated during the Krakow Night of Museums in 2009.

The tram stop by the museum serves line 0 historical trams (light trains) for tourists, operating on Sundays and holidays from June to September.

The Krakow Depot was built in stages in the late 19th and early 20th centuries. The first buildings were raised by the Belgian Local Railways Society, licenced by the Municipality of Krakow to build and operate the city's first tramlines. The oldest building preserved to this day, the horse-drawn tram hall, was built in 1882 to the design of H. Géron, and expanded in 1896 under Tadeusz Stryjeński and Zygmunt Hendel. It is a timber-frame building with brick infill.

The complex was expanded in 1900 in the wake of the electrification of Krakow's tramlines. A complex of halls composed of sheds for the rolling stock, workshops, and the site's own power plant was developed for the narrow gauge electric tram (900 mm gauge). The administrative and ancillary buildings were also rebuilt, now being made of masonry. The remaining structures were built of wood and brick and delivered for use in 1912-13 (control rooms and sheds for regular-gauge rolling stock) and in the 1920s (bus garages and workshops). Trams finally disappeared from the depot in ul. św. Wawrzyńca in the 1950s/60s, and the premises were rearranged for bus workshops/garages and warehouses.

www.mimk.com.pl/krakowski-szlak-techniki

www.muzealna.org



Kraków



Krakow Technology Trail



InfoKraków
Tourist Information Points



1 Krakow Główny Railway Station



2 The Brewery



3 Railway Flyover and Talowski's Road Tunnel



4 The Power Plant of the Municipal Theatre



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10 Tram Depot



11 Municipal Gas Plant



12 Abutments of the Podgórski Bridge



13 Piłsudski Bridge



14 The Vistula Embankments



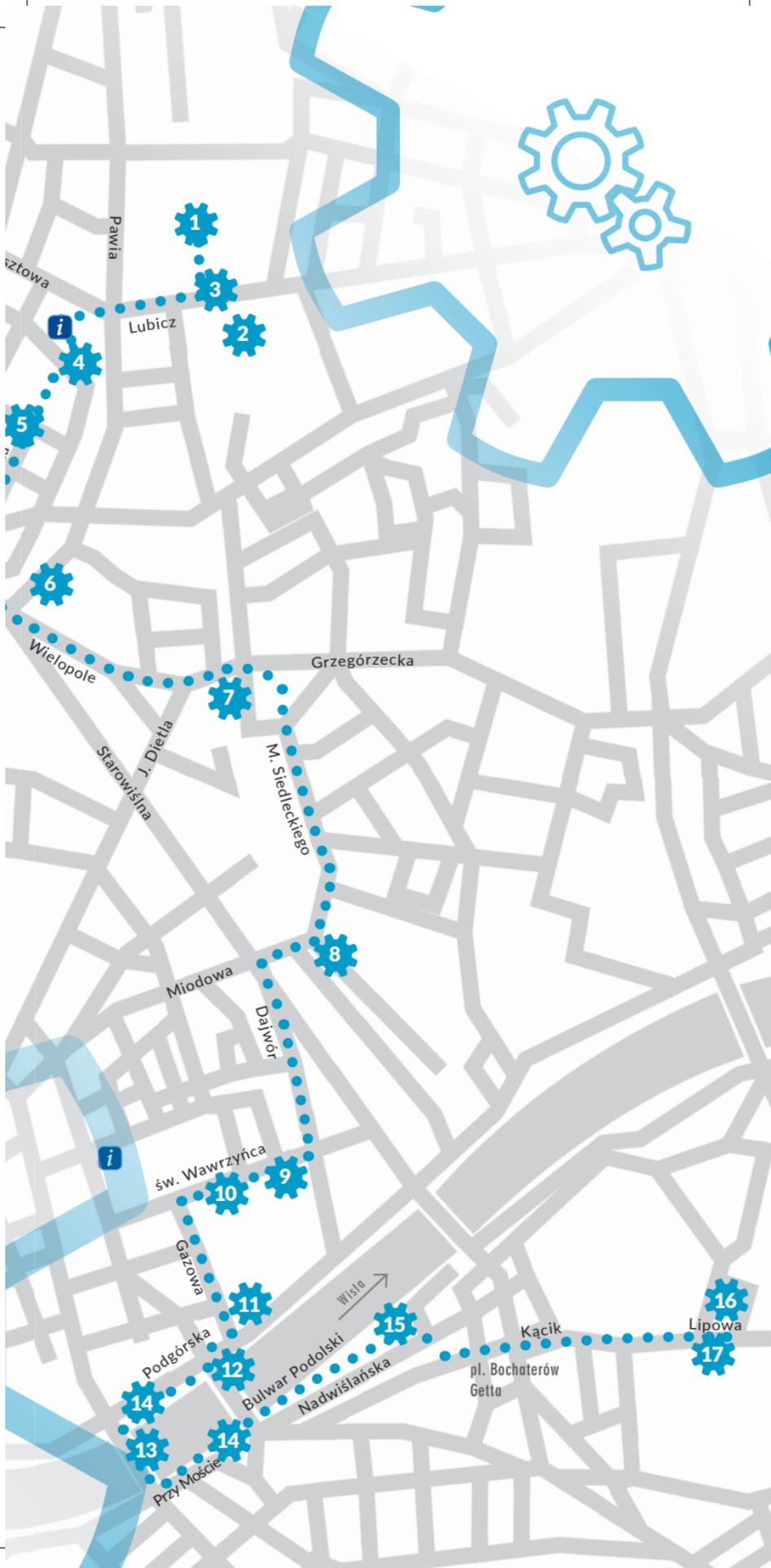
15 Podgórze Power Plant



16 Oskar Schindler's Enamel Factory



17 Krakow Glasswork Factory



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11. Municipal Gas Plant (1857)

Although **the first attempt at gas lighting on Polish soil took place in Krakow** as early as 1830, with Professor Karol Mohr illuminating Gołębia Street with gas lamps, the city's first gas plant was not built until 1857. Its administrative buildings, a residential building with a garden, a former common room for workers, a laboratory, the so-called new boiler house, and the water gas production facility have survived to this day. The premises are currently owned by a gas company under the name of Spółka Gazownictwa sp. z o.o. Gas lanterns in Krakow can still be seen by the entrance to the site and in the vaults of the Cloth Hall. Although the complex is inaccessible to the public, its **Chamber of Krakow Gas Industry Traditions** opens to visitors several times a year, notably during the Night of Museums.

The Gas Plant was built by the German Continental Gas Company from Dessau. The oldest structures were designed by engineer Seizig, and the first director of the plant was engineer Konrad Voss. The technology was based on **the process of dry coal distillation**, and the chief combustible gas fractions obtained were hydrogen and methane.

In the initial period of its operation, the plant only produced gas for illuminating the city. **A grid of street gas lanterns was inaugurated on 22 December 1857.** Subsequently, in the 1880s, the plant began to promote other uses of gas: for heating water, cooking, and heating apartments. Late in the 19th and early in the 20th centuries, the plant produced coal gas, water gas, and ammonia. The plant had its own water intake and water tower, railway siding, and three cylindrical gasometers for gas storage that unfortunately have not survived to our times.

The developing city and industry required an increasing amount of gas, which the plant in the Kazimierz district was unable to provide. In 1958 the steelworks complex of Nowa Huta undertook to produce coking gas for the city, putting the municipal gas plant out of business by 1968. Since 1982, the only fuel pumped into Krakow's gas network has been natural gas.



12. Abutments of the Podgórski Bridge (1850)

The abutments are all that is left of the Podgórski Bridge. They were used to support **the Father Laetus Bernatek Foot and Cycle Bridge**, which opened up the Podgórze district to tourists and locals of Kazimierz and Krakow on an unprecedented scale. By the way, in the mid-19th century, this was the function played by **the Bridge of Franz Joseph I**, which everyone however called "Podgórski". Its very construction in 1844–50 was an attraction in itself: for the first time a bridge over the Vistula was built on stone piers in a process that moreover involved a steam machine with a pump, previously unseen in Krakow.

Designed by engineer Tomasz Kutschera, the Podgórski Bridge connected ul. Mostowa (on the Krakow bank) to Brodzińskiego and Józefińska streets (on the Podgórze bank). The project was an initiative of the Senate of the Free City of Krakow, yet it was insisted on by the government in Vienna, which was interested in the development of Podgórze – at the time an independent city in the Austrian Empire. The bridge was 145m long and 6.8m wide. Five wooden, arching spans were made of resin-coated bent larch wood, plated with lead sheets. Four stone piers were set in the waters of the river; like the stone abutments they were supported on wooden foundation structures. The bridge served more than the transport of people and goods across the Vistula, as it was also used for extending the gas installation from the municipal gas plant in Kazimierz to Podgórze. Since 1882, the first Krakow tramline (light train) has started its course by that bridge, proceeding via the Main Market Square to the railway station.

In 1925 the bridge was closed due to potential danger arising from its overexploitation. The spans were disassembled, and provisional wooden truss spans were installed on the piers and abutments. The bridge was again delivered for use in 1926, yet only for a transitory period, until the completion of the Piłsudski Bridge. The demolition of the bridge was carried out in 1936, yet the piers were not removed until the mid-1950s.

13. Piłsudski Bridge (1933)

The Piłsudski Bridge, colloquially dubbed “the turtle”, became a worthy replacement of the Podgórski Bridge. **It is the city's oldest bridge over the Vistula to have endured in its original form**, and offers a magnificent panorama of the Podgórze district and a curve in the Vistula. Had the Powstańców Śląskich Bridge survived in its original guise, it would only be second to it. Piłsudski Bridge was built to connect Krakowska and Legionów streets. Construction began in June 1926, and the official opening took place on 19 January 1933.

The bridge is the work of a team of engineers from the design studio of the Bridge Construction Department at the Ministry of Public Works in Warsaw: Aleksander Witkowski, Tadeusz Zagner, Michał Zalewski, and Professor Andrzej Psenicki managed the works. The concrete abutments were set on foundations that were made during the construction of the Vistula embankments in 1914, receiving dolomite cladding. The two concrete piers of the bridge received granite cladding for the surface hit by the water flow, and the aforementioned dolomite for downstream cladding. The riveted iron truss was made by the Krakow Zjednoczona Fabryka Maszyn, Kotłów i Wagonów L. Zieleniewski i Fitzner-Gamper.

The bridge is 146 m long, of which 72 m is the run of the central span, sharply arching up. The 10-metre-wide roadway was paved with basalt cobble. The 3-metre pedestrian pavements on both sides of the roadway, from which they are separated by the girders, were tarmacked with Limbit: a bituminous mass patented, made, and poured by Polmin. The central section of the roadway has two parallel tram tracks, yet the first trams only crossed the bridge after the Second World War. The metal railing was made in Huta Pokój in Ruda Śląska. In January 1945, the German army placed explosive charges under the bridge, partially damaging it, yet it was returned to its original form in 1948.





14. The Vistula Embankments (1913)

On sunny days this charming place for a breather, with pedestrian and cycle paths, teems with locals. Intended as an element of flood precautions for Krakow and Podgórze (which were separate cities until 1915), it was also a section of the Danube – Odra – Vistula – Dniester canal. The embankments were designed by Roman Ingarden, and the decorations on the stone walls by architect and city councillor Jan Peroś. The works were completed in **1907–13**.

Embankment walls were built on both sides of the river, each with loading docks and quays, between the external and internal walls: 16.5 m wide on the right (Podgórze) and 20-metre-wide on the left (Krakow) bank.

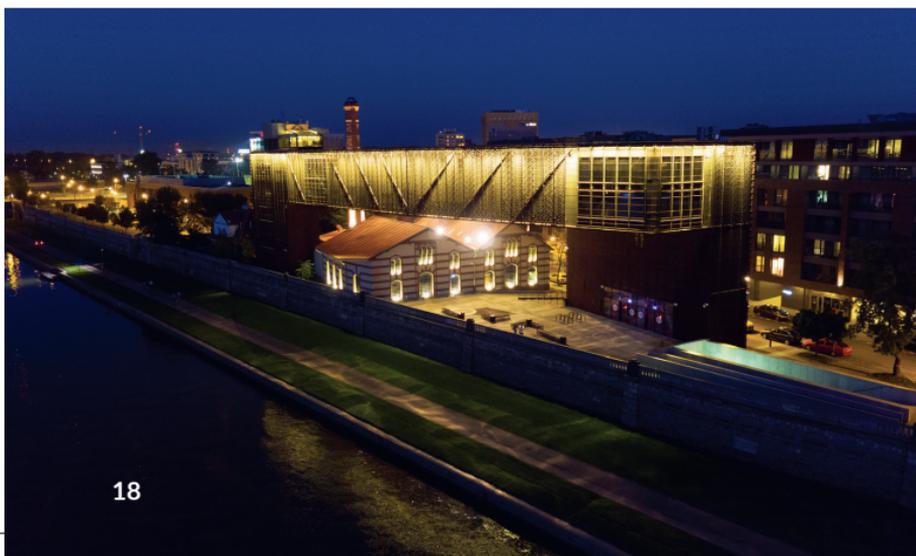
The so-called “lower platforms” had not only hard surface roads but also railway tracks. There was a double track connected to a ramp to the Kraków Grzegórzki railway station (around today’s Galeria Kazimierz) on the left bank. On the right bank, a single track was connected to the industrial railway track running from the station in Płaszów to the industrial plants in Zabłocie. To connect the upper and lower embankment roads, 6-metre-wide ramps were built: three on the Krakow bank and two on the other side. Stairs from the top of the embankment to the “lower platforms” were built for pedestrian access. The riverbed was deepened by the lower walls so that ships could dock there. Concepts included a plan of damming water in the Vistula to help steamship and barge traffic. The construction of the canal was interrupted by the outbreak of the First World War and the breakup of Austria-Hungary. In spite of these events, the construction of flood precautions by the Vistula continued into the following decades. The adaptation of the oldest section of the stone embankments into a recreational area began as early as the 1930s, when park-type electric lamps were installed.

15. Podgórze Power Plant (1900)

Revitalised in recent years, the building of the Podgórze Power Plant currently houses **Cricoteka – Centre for the Documentation of the Art of Tadeusz Kantor**. It has become another landmark of the city and a perfect example of combining architectural styles, and melding new concepts with 19th/20th-century architecture.

The plant was built in 1899–1900. The construction continued under a Czech, Antoni Friedrich, and the equipment was delivered by the company of František Křížik from Prague, who had previously furnished the power plant of the Municipal Theatre in Krakow and another one at Płaszów railway station. The complex in ul. Nadwiślańska included a generator room, an accumulators room, a boiler house, and a two-storeyed residential house. A special flue gas duct connected the boiler room to an external brick smokestack, to this day standing on separate foundations. The generation system consisted of three horizontally arranged single-cylinder steam engines, three 150V direct current generators with a total output of 0.28 MW each, and a battery of accumulators feeding the grid in peak time. The total connection power was 0.64MW. **Thanks to its power plant, Podgórze launched electric lighting in its streets in March 1900.** The facility also provided power for 57 engines installed in Podgórze industrial plants. Other consumers of electricity included offices, a hospital, the municipal covered market and a cooling facility, and also individual residents. After the amalgamation of Krakow and Podgórze in 1915, the two power plants were connected as well. It was the Krakow one that became the central power plant of Greater Krakow. In these new circumstances, an expansion of the Podgórze plant was considered unfeasible, which is why it ceased to operate around 1926.

With the generation equipment having been removed, the buildings were adapted into **the Municipal Refuge and Baths** for the homeless. During the German occupation, the bathroom and the disinfection chamber were used to prepare transports of Jews to concentration camps.



16. Oskar Schindler's Enamel Factory (1940)

This is certainly the most recognisable post-industrial building in Krakow. Its address, **ul. Lipowa 4**, is surely known to every local. Thanks to **Steven Spielberg's** famous film portraying the brutal reality of the German occupation, the factory gained fame as well. This popularity helped to have it revitalised in 2007, when no fewer than two museums opened on its premises. The administrative section of the former production facility is today home to a **branch of the Museum of the History of Krakow – Oscar Schindler's Enamel Factory**. In turn, the production halls became the seat of **MOCAK: Museum of Contemporary Art in Krakow**.

This is where the "Rekord" First Małopolska Factory of Enamelware and Metal Products limited liability company incorporated by Izrael Kohn, Wolf Luzer Glajtman, and Michał Gutman began operating in January 1937. In June 1939, the company became insolvent. After the German invasion, it went into German receivership, with **Oskar Schindler**, a Moravian German and son of a producer of agricultural machinery, becoming its trustee in November 1939. In the 1930s, Schindler was a trade representative of Moravská Elektrotechnická AS in Brno and an agent of German military intelligence (Abwehr). He became the leaseholder of the factory in January 1940 and the owner in 1942, continuing operations until 1944, when he moved production to the Czech city of Brünnlitz. To continue manufacturing, Schindler employed among others Jews threatened with extermination. During his time in Krakow he greatly expanded the factory, building a three-storey office building facing ul. Lipowa, a production hall with lathes, punches and presses, and warehouses including the stamping and die cutting rooms. His **Deutsche Emailwarenfabrik** (DEF) turned out army billycans, ammunition, shells, fuses for artillery shells and aerial bombs, and enamelware primarily for the needs of the army, yet perhaps also for the black market.

From 1948 to 2000 the premises in ul. Lipowa were used by Wytwórnia Podzespołów Telekomunikacyjnych TELPOD, which developed them for its individual needs.

www.mhk.pl/oddzialy/fabryka-schindlera | www.mocak.pl

17. Krakow Glasswork Factory (1932)

Another revitalised building stands opposite the Schindler Factory. It is worth a look, especially if you are lucky enough to find yourselves there during **shows of manual glass forming**, as the Krakow glassworks used to have no paragon in this field. Formed by hand, **“Krakow glass”** used to be a trademark of the city in Poland and Europe, standing out against the grey drabness of products from the People's Republic. **Centrum Szkła i Ceramiki Lipowa 3** became the new tenant on the premises of the former glassworks, and a special exhibition on the history and technology of glassmaking has been created for visitors. The place also boasts temporary exhibitions of Polish contemporary artists working in glass and ceramics.

The factory at ul. Lipowa 3 began operating in 1932 as Krakowska Huta Szkła, inż. L. Bąkowski, D. Chazan i Ska, a name that was changed to Krakowska Huta Szkła, D. Chazan i Ska in 1936. Its main shareholders were a former legionary Leon Bąkowski and Dawid Chazan. Most of the skilled workers arrived in Krakow from Białystok and Narewka, where the company owners had previously operated glassware factories. Initially, the facility turned out vodka, wine and mineral water bottles, and pharmaceutical glassware. Depending on the volume of commissions from the State Alcohol Monopoly, the works employed anything from 300 to 500 people, which made it the sixth largest enterprise in Krakow in 1938. In 1940, the Krakow Glassware Factory was confiscated by the German occupiers. Until May 1943 its assets were managed by the Treuhand Verwertung GmbH trust, and later the plots and buildings were sold to the General Board of the Monopolies (Generaldirektion der Monopole). After the German army left Krakow, its assets were nationalised. In the 1960s, a scientific and research centre of the glass industry developed here to be merged with the factory in 1971.

A year later, the centre became a branch of the Warsaw-based Glass Institute. The 1970s were the time of the greatest prosperity of the branch: this was precisely the time when it turned out “Krakow glass”, whose production ended in 1998.

www.lipowa3.pl

