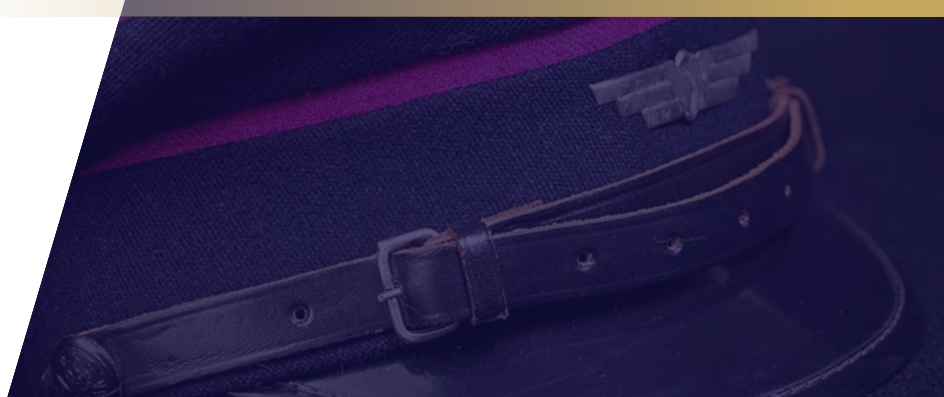
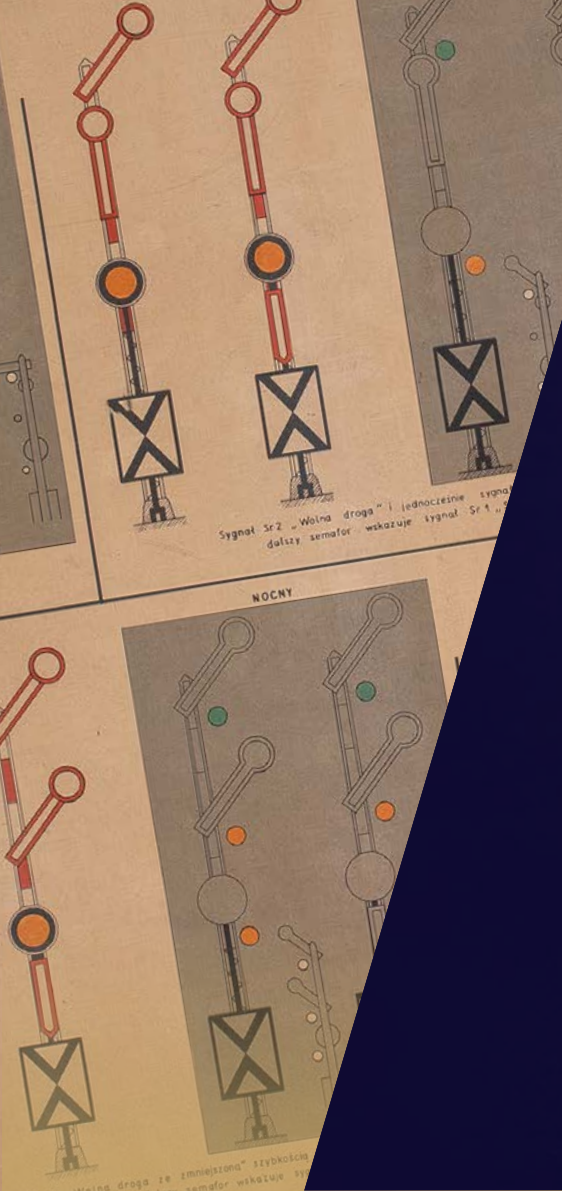




# Exhibition Pyskowice City



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AUTHORS OF THE PUBLICATION:

The historical descriptions and illustrations presented at the exhibition represent a selection of materials providing knowledge about the development of the town of Pyskowice and the Pyskowice railway junction. The materials were obtained as part of a private project entitled „Pyskowice Station – Agglomeration and Museum Railway of the Upper Silesian Industrial Region” carried out in 2024, whose creators are: Piotr Borowiak, Franciszek Krawczyk, Michał Zbiciak, Jerzy Ziobrowski, and Jakub Dąbrowski.

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# Exhibition

# Pyskowice City

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The permanent exhibition „Pyskowice Miasto” at the MOKiS Exhibition Centre in Pyskowice presents the rich history of the town’s post-war development and the importance of the Pyskowice railway junction in the years 1945-2005. The exhibition was created on the basis of unique archival materials, documents, photographs and private memorabilia, obtained thanks to cooperation with residents and local institutions.

Under the slogan „What they were and what they could have been – the town, the station, history”, the exhibition thoroughly documents the reconstruction of the market square, the urban development of the town and the construction of large housing estates. A special section is devoted to the history of the „Pyskowice Miasto” railway station and the ambitious project to build the „Silesian Metro”.

The exhibition includes, among other things, archival photographs from the post-war expansion of the city, documentation of urban plans from the 1960s and 1970s, original information boards and platform signs, clocks and railway equipment from the former station, railway workers’ uniforms, local boards and railway infrastructure markings. The exhibition is complemented by a miniature sculpture by Stanisław Hochuł, whose history was discovered thanks to the efforts of Julia and Jarosław Słomski.

The project „Pyskowice Station • GOP Agglomeration and Museum Railway”, created in 2015, is the largest publicly available database on the history of Pyskowice, the local railway junction and the development of agglomeration, museum and sand railways in Upper Silesia. This initiative is the work of local history enthusiasts – Piotr Borowiak, Franciszek Krawczyk, Michał Zbiciak, Jerzy Ziobrowski and Jakub Dąbrowski.

Thanks to the support of the Mayor of Pyskowice, Adam Wójcik, the Municipal Centre for Culture and Sport and the Exhibition Centre team, a unique museum space has been created, which presents the history of the town in the context of the transformations of Upper Silesia to residents and visitors in a modern and accessible way.

The exhibition „Pyskowice Miasto” is a must-see for anyone who wants to learn more about the city’s past, identity and heritage.



## We begin our journey into history with the reconstruction of the Pyskowice market square and Wyszyńskiego Square between 1945 and 1950.

In March 1945, the Polish authorities took control of Pyskowice. The reconstruction of the town after the war began in the same year with thorough debris clearance. However, the work progressed very slowly due to a chronic lack of funds. It was not until 1948 that Pyskowice obtained a loan for the reconstruction of the market square, which was the centre of a small town with an oval layout, located at the intersection of important transport routes, including the so-called „salt route” leading from Kraków to Wrocław.

Pyskowice, alongside towns such as Toszek, Gliwice, Żory and Czeladź, is one of the centres that have exceptionally well preserved their medieval oval urban layout. In specialist literature, they are referred to as „Silesian oval towns”. This type of layout, also known as a market layout, characteristic of Silesian towns, derives from their former defensive nature.

The Department of Town and Housing Estate Planning at the Provincial National Council in Katowice sent a letter to the Urban Planning Studio of the Central Office for Architecture and Construction Design in Katowice informing them of plans to rebuild the destroyed market square and further develop and expand the town. At the same time, attention was drawn to the repetitiveness of the spatial form of this type of town, and it was recommended that Pyskowice be made a model town, serving as a reference point for subsequent reconstruction projects in other towns with an oval urban layout.

Almost immediately, a team from the CBPAiB Urban Planning Studio in Katowice arrived in the city and began to develop a reconstruction project, setting out the directions for further action. The team’s work was led by Kazimierz Wejchert, the chief architect of Nowe Tychy, which was being built at the same time as Pyskowice, on the opposite side of the Upper Silesian Industrial Region. The project was carried out in close cooperation with the measurement group of the Urban Planning Department of the Warsaw University of Technology, led by Zdzisław Łuszczynski.

Robert Cholewa was appointed construction manager, supervising the work carried out by the Workers’ Housing Estate Department (ZOR). Seven houses and seventeen tenement houses were designated for reconstruction, comprising a total of 220 residential rooms and several commercial and service premises. There were also plans to build eleven new houses, equipped with more modern installations and room layouts, adapted to post-war standards. In order to maintain the consistent aesthetics of the complex, several corner three-storey buildings erected in 1948 were to be lowered to eliminate their height dominance over the rest of the buildings.

The buildings constructed by ZOR deviated to some extent from the original design assumptions. However, the key principle of maintaining the compact nature of the development was retained. It was also deemed necessary to rebuild the town hall and give its architecture „national Polish features”.

In 1950, Pyskowice began to be referred to as the „future city of steelworkers”, which was the first clear announcement of the city’s large-scale expansion. To the north of the market square, areas were designated for further residential development. The planned development activities were aimed at transforming Pyskowice into a large urban centre, enabling a change in the existing class character of the town.





Upon entering the exhibition, there are three display cases:

## Display case 1

# Railways and everyday life in documents

The display case presents a set of documents concerning the history of the railway in Pyskowice and the lives of people associated with it, as well as the everyday life of Polish State Railways employees.

Among the exhibits is a scan of a **railway worker's family member ID card issued to Stanisław Borowiak** (item 1) – a document confirming membership of a railway worker's family, entitling the holder to discounts and benefits. Next to it are **three PKP employee ID cards issued to Zofia Kumalowa** (items 2–4), which show the changes in the appearance and form of official documents over the years.

The next two exhibits are **passenger train timetables from Katowice valid in 1987–1998** (items 5–6) – a source of knowledge about the railway network, travel patterns and the functioning of public transport during the Polish People's Republic and the political transformation.

The collection is supplemented by documents from an earlier period: a **Military Training ID card from 1947 issued to Zofia Kumalowa** (item 7) and a **proof of payment from the German prisoner-of-war camp Oflag VII A Murnau from 1943** (item 8). These archival materials provide with historical context – the wartime and post-war fates of people who later tied their professional lives to the railways.



The collected materials form a multi-layered story about work, family and memory – about people for whom the railway was not only a place of employment, but also a part of their everyday life and identity.

Scan of PKP ID card of a railway worker's family member issued in the name of Stanisław Borowiak





### RYNEK

ODBUDOWA PYSKOWICKIEGO RYNKU I PL. WYSZYŃSKIEGO - 1945 - 1950

Władze powołały komisję Pyskowskie w marcu 1945. Odbudowę miasta po wojnie rozpoczęto od punktowego odgruzowania, jeszcze w tym samym roku. W 1948. Pyskowskie uzyskało kredyt na prace odbudowy rynku, będącego centrum „całkowicie „wielkopolskiego” miasta, na skrzyżowaniu historycznych szlaków drogowych (m. in. tak zwanego „szlaku wojewódzkiego” kierunku Krakowa w stronę Wrocławia).

Pyskowskie, obok miast takich jak Troszek, Gliniszka, Żory, czy Ciesadz, są jednym z miast, które bardzo dobrze zachowały swój średnio-wiekowy, owalnicowy układ urbanistyczny. Przyjęła się w opracowaniach technicznych nazwa „śląskie miasta owalnicowe”. Forma planu owalnicowego, zwanego również „targowym”, „zwałnicowym”. Forma planu owalnicowego, zwanego również „targowym”, „zwałnicowym”. Forma planu owalnicowego, zwanego również „targowym”, „zwałnicowym”.



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www.pyskowitz.pl

### RYNEK

ODBUDOWA PYSKOWICKIEGO RYNKU I PL. WYSZYŃSKIEGO - 1945 - 1950

Wydział Planowania Miast i Osiedli przy WZP w Katowicach kieruje do Pracowni Urbanistycznej Centralnego Biura Projektów, Architektury i Budownictwa w Katowicach pismo, w którym informuje o planach odbudowy zniszczonych zabudowań rynku oraz dalszej rozbudowy i ekspansji miasta. Jednocześnie zwraca uwagę na powtarzalność formy przestrzennej miasta i nakazuje uczynić Pyskowskie miastem „tarcowym”, dającym szkielet wyjątkowy dla dalszych projektów i edulgowy następnym miast o owalnicowym charakterze.

Niemalże natychmiast, w mieście pojawia się Zespół Pracowni Urbanistycznej CBPAiB w Katowicach. Przygotowywany jest projekt odbudowy, według którego będą postępowo dalsze prace. Działaniem zespołu przewodniczy Kazimierz Welchert, główny architekt budujących się na równi z Pyskowicami, po przeciwległej stronie GOP-u, Nowych Tychów. Prace nad projektem były prowadzone w stałej kooperacji z grupą pomiarową Zakładu Urbanistyki Politechniki Warszawskiej pod kierownictwem Zdzisława Luszczynskiego.



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## Display case 2

# Pyskowice – the market square and the new town in photographs and plans

The display case shows the spatial and urban development of Pyskowice and documents changes in the structure of the town, its architecture and the everyday life of its inhabitants in the post-war period and during the communist era.

The oldest materials show the market square and town hall in the 1960s, including an urban plan by Hanna Adamczewska-Wejchert and Kazimierz Wejchert (item 1) and documentary photographs by Zofia Rydet and Władysław Macowicz (items 2–4).

Subsequent photographs show **the process of rebuilding the market square**, aerial views of the town and excerpts from old press articles devoted to the so-called New Pyskowice (items 5–7). The exhibition also presents **town plans** from different periods and a series of photographs showing the expansion and spatial changes in Pyskowice (items 8–21).

A special part of the exhibition consists of **aerial photographs** showing the development of the new part of the town, as well as **photographs of Dworcowa, Wojska Polskiego, Szopena and Strzelców Bytomskich Streets** (items 22–31), which reflect the character of the buildings and the everyday life of the inhabitants in the second half of the 20th century.

The whole exhibition creates a visual story of the evolution of Pyskowice – from the traditional market square layout to the modern housing estates built in the post-war period. The collected materials come from the private collections of Piotr Borowiak, the Zofia Rydet Foundation, the Museum in Gliwice, and state geodetic and cartographic resources.



Photograph. Nowe Pyskowice, Strzelców Bytomskich Street. 'Museum in Gliwice – licensed by S. Borowiak.'



Photography. Guidelines for the development of market square buildings (1964), Hanna Adamczewska-Wejchert, Kazimierz Wejchert, Warsaw 1986 – from the collection of S. Borowiak.



Photograph. Town hall 1966, Władysław Macowicz – postcard – from the collection of S. Borowiak.



Photograph. Archival press clippings concerning Nowe Pyskowice – from the collection of S. Borowiak, complete description available from the exhibition author or at [stacjapyskowice.info/miasto](http://stacjapyskowice.info/miasto)



## In the next part of the exhibition, we move to Nowe Pyskowice in the years 1951-1990.

The decision to expand Pyskowice was made by the Government Presidium in mid-1951, taking into account the future demand for housing for the employees of the expanding Józef Stalin Steelworks in Łabędy, as well as other industrial plants in Upper Silesia.

Initially, a new, huge industrial plant, known today as Nowa Huta, was planned to be built in the area between Łabędy and Pyskowice. Ultimately, however, this investment was implemented as a district of Krakow.

The preliminary spatial development plan for the Upper Silesian Industrial District, including Pyskowice, was commissioned by the State Economic Planning Commission. The city was designed as a model satellite centre, in line with the propaganda slogan: „national in form, socialist in content”, capable of accommodating a large number of workers and their families.

Nowe Pyskowice was supposed to be a modern, metropolitan city, yet green and peaceful at the same time. This was the vision of the authorities and the investor – the only residential construction company at the time, Śląska Dyrekcja Zakładu Osiedli Robotniczych (ZOR).

However, the implementation of this vision was fraught with difficulties. Nowe Pyskowice was built „in pain”, and the concepts for the city’s development changed over the decades. Only some of the ambitious plans were realised. These included, among others:

- the creation of the main thoroughfares WZ (now Wojska Polskiego Street) and NA (now 3 Maja Street),
- the construction of three primary schools, two kindergartens and a nursery,
- the construction of workers’ hotels, a new hospital, a heating plant and a sewage treatment plant,
- the creation of a bus depot and bus station in the city,
- the construction of the „POLKON” Clothing Cooperative,
- construction of railway line No. 198 with a modern station building in Pyskowice Miasto.



What was not achieved could have contributed significantly to the transformation of Pyskowice into a large, dynamically developing city. However, some of the unrealised investments, paradoxically beneficial to the residents, meant that individual districts remained quieter and more peaceful. On the other hand, the abandonment of many key projects led to long-term transport and development problems for the city.

The projects that directly or indirectly contributed to limiting the development of Pyskowice included, among others:

- the relocation of the construction site for „Nowa Huta” from Łabędy to Mogiła near Krakow,
- the abandonment of plans to build buildings taller than five storeys,
- abandoning plans to build a tram network and a party headquarters in the city,
- the abandonment of the construction of the Pyskowice / Czechowice coal mine,
- the collapse of financing for the Regional Transport Railway (the so-called „Silesian Metro”), with its starting station in Pyskowice Miasto and its main technical support station on Mickiewicza Street,
- blocking the construction of a shopping centre in the area of Szpitalna and Dworcowa Streets,
- abandonment of efforts to elevate Pyskowice to the status of a county town.





## Display case 3

# Pyskowice and the railway – industry and service

The display combines two themes: the development of industry in the Pyskowice area and the symbolism of railway work, which is important for the history of the town and its inhabitants.

The display case (object 1) presents **a printout of a scan of a sketch of the location of a metallurgical plant in the Pyskowice area** on a scale of 1:25,000. The document shows the planned location of industrial plants and their connections with the transport and spatial layout of the region. It is an example of cartographic material that reflects the economic development plans for Upper Silesia in the second half of the 20th century.

The display case below contains elements of railway uniforms – a cap and two rogatywka hats (items 1–3). Headgear was a characteristic element of railway workers' uniforms, emphasising the prestige of the profession and their affiliation with the civil service.

Together, these objects refer to two important areas of Pyskowice's history – heavy industry and railways – which shaped the identity of the town and its inhabitants for decades.



Railway cap



Railway peaked cap



## The next stage of the journey through the history of Pyskowice focuses on regional rail transport in the years 1979–2005.

At the end of the 1970s, the Regional Rail Construction Office was established within the structures of the Railway Design Office in Katowice. It was assumed that the KRR would serve as the primary transport system, a kind of „backbone” of the Upper Silesian Industrial Region. This system was to be connected to the public transport network – trams, buses and taxis – with full integration in terms of timetables and fares with the WPK and PKS.

The construction of a double-track, fully electrified railway line on the Pyskowice – Gliwice – Katowice – Dąbrowa Górnicza route was planned. It was estimated that approximately 1,140,000 people lived or worked in the area covered by the first KRR line. The route was determined primarily by the concentration of large workplaces in its immediate vicinity, such as the Katowice Steelworks, the Łabędy Steelworks and coal mines, as well as the presence of five universities and a dozen or so key state administration offices.

In 1986, work began on both the Regional Transport Railway and the Cross-City Road (DTŚ) – an expressway designed to relieve traffic congestion in the central part of the Upper Silesian Industrial Region.

In the 1980s and 1990s, using existing rail connections, special ticket fares were tested and modern passenger service infrastructure was designed for the planned line. It quickly gained an unofficial but proud name among travellers: the „Silesian Metro”.

Construction of the KRR began on schedule on 1 June 1986. The grand opening of the investment, combined with the laying of the cornerstone at the Katowice Bogucice station, took place on 26 June 1986.

However, the construction of the Regional Transport Railway was suspended in the early 1990s as a result of political changes, growing competition from the Drogowa Trasa Średnicowa (Cross-City Road) and a deep financial crisis at PKP.



STACJA PYSKOWICE

KOLEJ AGLOMERACYJNA I MUZEALNA GOP



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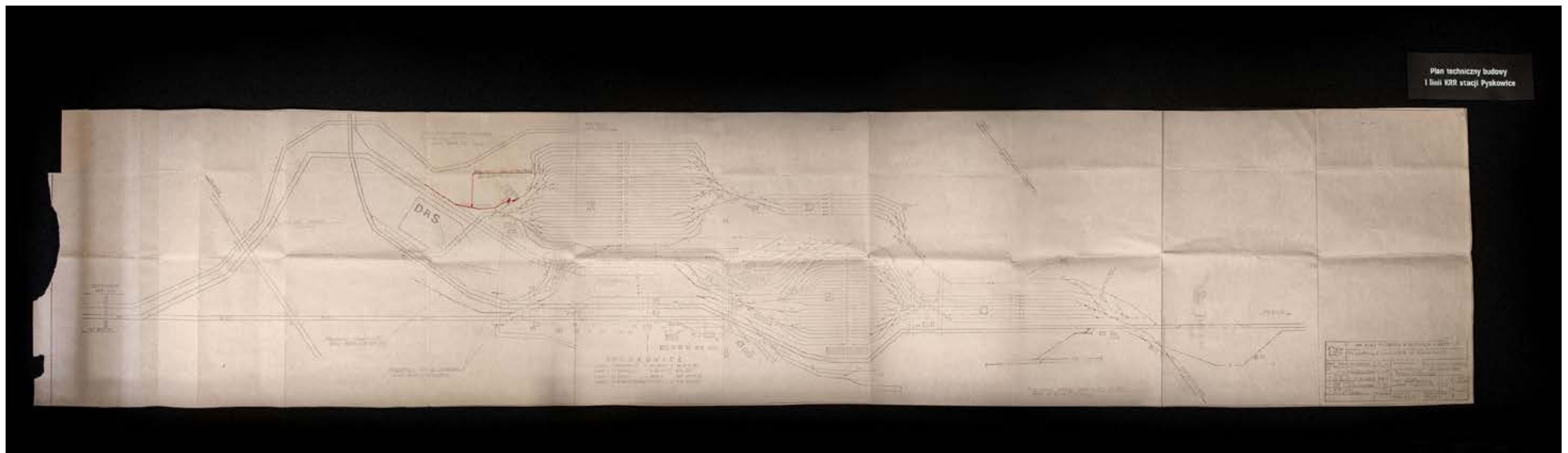


## Display case 4

# Technical plans

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The display case contains two colour plans related to the history of railway infrastructure in Pyskowice. The second one, labelled „**Technical plan for the construction of the first line of the Regional Railway at Pyskowice station**”, is particularly interesting. This document illustrates the technical concept of one of the phased railway investments, providing an example of design material related to railway operations in the region.



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Technical plan for the construction of the first line of the KRR at the Pyskowice station



## The next stage of our journey through time is railway modernity in the heart of the housing estate, i.e. Pyskowice Miasto in the years 1964–2001.

Between 1961 and 1964, a new railway line was built, connecting the emerging housing estate in the northern part of the city with Gliwice and Katowice. The construction of a five-kilometre branch line leading from Pyskowice to Pyskowice Śródmieście (later Pyskowice Miasto) cost approximately PLN 26.5 million.

The official inauguration of passenger traffic on line No. 198 took place on 4 December 1964. On that day, according to the timetable, the first passenger train, operated by the EN57-098 electric multiple unit, set off on the Pyskowice – Pyskowice Miasto – Pyskowice route.

The „Miasto” station building was designed in 1966. The author of the design was Karol Fojcik, a leading architect at the Railway Construction Design Office in Katowice. The designer proposed a glass pavilion towering over the platforms, located in a small excavation. The building was ahead of its time – it was modern in form and architectural expression, and its openwork finish made it impossible for travellers to remain indifferent.

The station building, which was put into use in 1969, covered an area of approximately 1,200 m<sup>2</sup>. It housed ticket offices, a newsagent's, a waiting room with a departure and arrival board, and a luggage storage room. There was also a staircase leading to the toilets from the platforms and bus stops. The rear façade of the building was almost entirely glazed, which made it possible to observe the movement of trains at the station from anywhere inside the building.

On 2 April 2000, the last passenger train arrived at Pyskowice Miasto station. A day later, by decision of PKP, passenger traffic at the station was completely suspended.

Almost two decades later, Metropolia GZM embarked on the Metropolitan Railway project, which draws heavily on the experience and principles of the Regional Transport Railway. One of the starting stations of the new agglomeration railway network is to be the rebuilt Pyskowice Miasto station.





## Display case 5

# Pyskowice Miasto railway station – from its establishment to its closure

This display case documents the history of the **Pyskowice Miasto** railway station – an important element of the city's transport infrastructure in the 20th century. The photographs and artefacts on display show both the period of its intensive operation and the gradual process of its closure.

The oldest photograph (item 1) shows the station at the beginning of Pyskowice's dynamic development. The following photographs (item 2) show the area around the station and Dworcowa Street during the communist era.

Some of the material (item 3) presents **special trains pulled by the TY45-158 steam locomotive**, running to Pyskowice Miasto, and the next series of photographs (items 4–7) document the decline of the station – EN57 electric units, disused tracks and the demolition of railway infrastructure in 2000 can be seen.

The exhibition is complemented by the original glass sign from the Pyskowice Miasto station (object 8) – a tangible testimony to the history of a place that for decades was an important point on the city's transport map.

Together, the objects tell a chronological story of the creation, development and liquidation of the railway station, showing the urban and transport changes in Pyskowice in the second half of the 20th century.



Photograph. Nowe Pyskowice, Pyskowice Miasto railway station, 1964. Author unknown – upscaling by P. Borowiak



Photograph. Pyskowice Miasto railway station, disused PKM signal box awaiting demolition. From private archives and courtesy of A. Kaliszewski



Photograph. Pyskowice Miasto railway station, demolition of the track, 2000. From private archives and courtesy of M. Kołodziej





## Display case 6

# Projects, plans and visions for the railway in Pyskowice and the region

This display case presents documents, designs and materials related to the operation and development plans for the railway infrastructure in Pyskowice and Upper Silesia. The collected items present both the technical aspects of the railway station's operation and visionary concepts for the modernisation of rail transport in the region.

The technical section presents **original, colour schematic plans** from the Pyskowice Miasto station (items 1–2), including a diagram of the control panel and a plan of the PKM signal box. These materials document the method of controlling rail traffic and the organisation of the track infrastructure.

This is complemented by a **design model** (object 3), illustrating the planned changes within the railway station in Pyskowice. This object shows how urban and technical concepts are presented in a spatial form.

Part of the exhibition is also devoted to unrealised and conceptual transport projects. There is a **photograph illustrating the vision of the „Metro for Silesia” from 1974** (object 4) and archival **press clippings concerning the Regional Transport Railway (KRR)** (objects 5–6), documenting ideas for the modernisation of transport in the region. The exhibition concludes with a **photograph depicting the design of the first KRR line in the Upper Silesian Industrial Region from 1990** (item 7), developed by the Railway Design Office in Katowice.

The collected materials show a variety of approaches to planning and visualising railway development – from technical documentation to concepts for future transport solutions for Pyskowice and the entire region.



Scan of an illustration depicting the first line of the KRR in the Upper Silesian Industrial Region, 1990. Katowice Railway Design Office – from the collection of S. Borowiak.



Scans of archival press materials concerning the KRR - from the collection of S. Borowiak, complete description available from the exhibition author or at [stacjapyskowice.info/miasto](http://stacjapyskowice.info/miasto)



Scan of an illustration depicting METRO DLA ŚLĄSKA (Metro for Silesia), 1974 Świat Młodych (World of Youth) – from the collection of S. Borowiak





# Display case 7

## Railway signs and markings

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The display case contains original signage and technical identification elements used in the infrastructure and rolling stock of Polish State Railways. The collected items show the diversity of forms and materials used to mark railway equipment, buildings and vehicles.

The exhibits include **cast iron plates from steam locomotives** (items 1, 3 and 4), which are a characteristic feature of locomotive equipment. Such plates were placed on steam locomotives and tenders (i.e. special carriages attached to steam locomotives, used to transport fuel (usually coal) and water, which are necessary for the production of steam to power the machine) for identification purposes – they specified the number, type or affiliation of the vehicle to a given railway unit.

The set is complemented by a **metal information board** (object 2) marking **the PKP Wired Communications Section** in Pyskowice.

This type of board was used to identify local organisational units responsible for maintaining the railway's communication and technical network.

The collected items illustrate the material dimension of railway operations – from plates mounted on steam locomotives to markings on technical support facilities. Together, they create a picture of a precise identification system that accompanied Polish railways for decades.



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PKP Pyskowice Wired Communications Section. Local board



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PKP sign from a steam locomotive



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PKP sign from a steam locomotive





## Display case 8

# Railway signs from Pyskowice

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The display case presents **original metal railway signs** from former technical facilities of the Polish State Railways and the Piaskowe Railways in Pyskowice. They are a material trace of the infrastructure related to the functioning of local railway services.

Both boards (objects 1–2) are decorated in characteristic white and red colours. The inscriptions on them identify the organisational units – **the First Class Automation Section** located at 1 Piaskowa Street in Pyskowice and **the Gliwice-Łabędy Line Supervision**.

These exhibits document the everyday dimension of railway operations – a network of local technical facilities whose task was to service and maintain traffic control equipment. Today, these boards are part of the region's railway heritage, reminding us of the technical infrastructure that enabled the entire network to function efficiently.



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PKP Automation Section I class 44-120  
Pyskowice, ul. Piaskowa 1 Local board



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PKP Automation Section I class 44-120  
Pyskowice ul. Piaskowa 1 Line Supervision  
Gliwice-Łabędy Local board



**KASY BILE**  
**CZYNNE CAK**

Oryginalny szyld  
Miasta Pyskowie

## An unusual exhibit at the exhibition is FOKA, a memento of the Pyskowice Miasto station in the years 1965–2023.

A miniature sculpture – a prototype of „Foka” by Julia Słomska – is presented on a pedestal. This work is a contemporary reinterpretation of the sculpture „Foka” by Stanisław Hochuł, which once adorned the centrally located atrium of the Pyskowice Miasto railway station. The original, made in the 1960s, was an example of applied art characteristic of post-war public spaces and for many years was a recognisable element of the station’s surroundings. The statue of a woman, which was not obvious in form, was affectionately nicknamed by the town’s residents. The most popular name was „Foka” (Seal), although many residents of Pyskowice also used the names „Kaczka” (Duck) or „Bałwanek” (Snowman). The sculpture disappeared under unexplained circumstances when the station was closed. It has not been preserved in photographs or drawings.



The prototype by Julia Słomska refers to that work, recreating its form on a smaller scale and retaining its characteristic stylistic features. This work is both a gesture of commemoration of a lost element of the former infrastructure and an attempt to engage in dialogue with the history of the place. The miniature „Foka” combines artistic sensitivity with local heritage, reminding us of the role of art in everyday life and in the urban landscape of Pyskowice.

The large-scale reproduction, which now stands in front of the former station, was made by Jarosław Słomski.

Miniature sculpture – prototype of ‘Seal’ by Julia Słomska  
<https://www.stacjapyskowice.info/rzezba>



# FOKA

WSPOMNIENIE PO PYSKOWICACH MIEŚCIE • 1965 — 2023

W centralnie ulokowanym atrium dworcowym Pyskowic Miasta znajdowała się fontanna z rzeźbą wykonaną przez Stanisława Hochuła, kierownika pracowni rzeźbiarskiej Katowickiej Akademii Sztuk Pięknych.

Nieoczywisty w formie posąg kobiety był pieśczośliwie przezywany przez mieszkańców miasta. Najpopularniejszym określeniem stała się "Foka", choć wielu pyskowiczian używało także określeń "Kaczka" lub "Bałwanek".

Rzeźba wraz z zamknięciem dworca zniknęła w niewyjaśnionych okolicznościach. Nie zachowała się na fotografiach, czy rysunkach. Szczęśliwie jednak, w 2022 roku, z dziecięcych wspomnień rodzeństwa Julii i Jarosława Słomskich powstał projekt rekonstrukcji "Foki" i ponownego jej ustawienia w pobliżu dworca Pyskowice Miasto. Rok później, Pyskowice odwiedził autor oryginału wraz z autorem i pomysłodawcą rekonstrukcji - Jarosławem Słomskim.



## Display case 9

# Railways in detail – everyday and symbolic objects

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The display case presents items of various kinds, which are connected by their relationship with the material culture of the railway and the everyday life of its employees. Both objects are examples of preserved items with a functional or decorative purpose, which today serve as testimonies to an era.

The first of these (object 1) is a **decorative element placed on a wooden board**, made of metal and wood. Its original purpose is not clear – it could have served as a measuring device or a symbolic element related to craftsmanship.

The second exhibit (object 2) is a **curtain** used in passenger carriages between 2000 and 2010, measuring 148 × 129 cm when folded. The item served as a tablecloth, but its original purpose was to darken the windows in passenger carriages.

Together, these objects show the less formal, everyday dimension of railway operations – from items with unclear technical applications to decorative accents present in railway workers' workplaces.



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An object of unclear purpose. Probably a measuring device or scales.



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A curtain used in passenger carriages between 2000 and 2010, measuring 148 × 129 cm, folded. The item was used as a tablecloth, but its original purpose was to darken the windows in passenger carriages.





# We end our journey through history with a look at other elements displayed on the wall and floor.

The walls display elements related to the history and spatial planning of Pyskowice and the functioning of the railway.

**Two railway clocks**, which evoke the characteristic rhythm of everyday life at the station, are particularly noteworthy.

There are also two boards on the walls - one between the clocks and the other on the next wall. The first is a black and white aerial photograph of **Pyskowice Miasto** in 1973, made available under licence from the State Geodetic and Cartographic Resource to P. Borowiak. The second board presents **the preliminary spatial development plan for Pyskowice from 1957**, in the field of transport, from the collection of P. Borowiak.

Together, these exhibits combine historical and spatial aspects, showing the development of urban and railway infrastructure in Pyskowice and the daily functioning of the station in the context of urban planning.

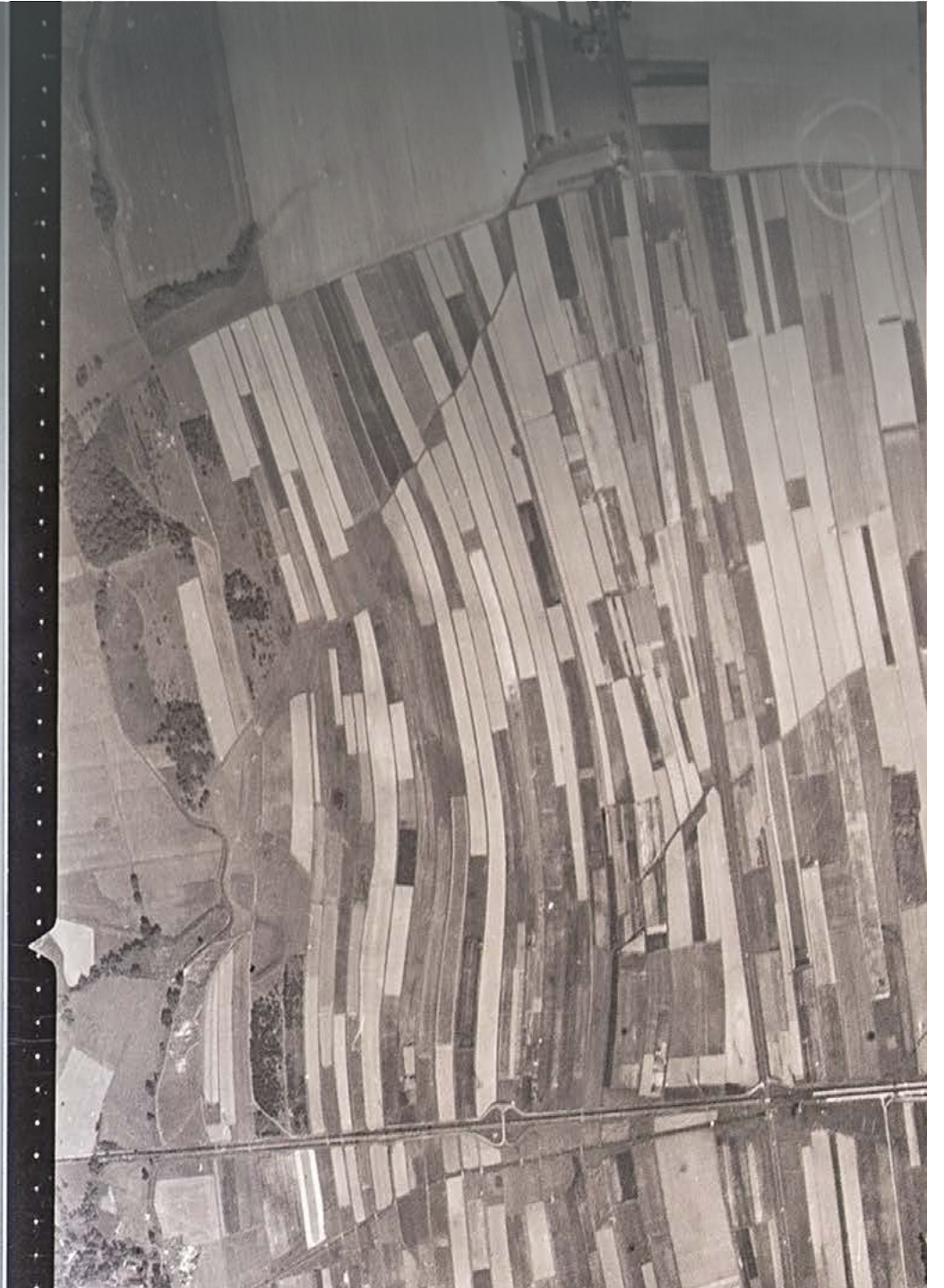


Railway clock



Colourful board showing the preliminary spatial development plan for Pyskowice, Transport (1957). From the collection of Stanisław Borowiak

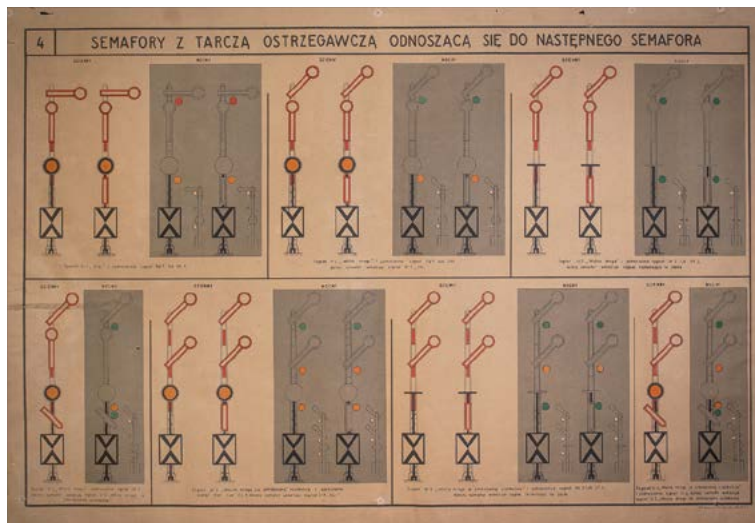




A set of boards, educational elements and exhibits related to the railway theme are arranged on the floor. Two colourful maps show **the Upper Silesian Railway Junction** on a scale of 1:25,000, illustrating the region's extensive railway network. They are accompanied by a **platform sign from the railway station in Pyskowice**, which is an original piece of station equipment.

The next two boards are educational in nature – they present **the railway signal system**, including signals with a warning disc referring to the next signal and a general set of light signals used in railway traffic.

The whole is complemented by a **railway uniform** placed on a foam mannequin, consisting of a jacket and cap. This outfit gives visitors an idea of the appearance and character of railway workers' clothing, complementing the presented infrastructure and historical themes.



Colourful educational board - Semaphores with warning discs referring to the next semaphore



Railway uniform on a foam mannequin (jacket, cap)





### PYSKOWICE MIASTO

**KOLEJOWA NOWOCZESNOŚĆ W SERCU URBEDIA 1844 - 2001**

W 1844 roku, kiedy rozpoczęto budowę linii kolejowej, Pyskowice stało się ważnym węzłem kolejowym. W tym czasie w mieście rozpoczęto budowę pierwszego dworca kolejowego, który służył do dzisiaj. W 1844 roku w Pyskowicach rozpoczęto budowę pierwszego dworca kolejowego, który służył do dzisiaj. W 1844 roku w Pyskowicach rozpoczęto budowę pierwszego dworca kolejowego, który służył do dzisiaj.



**STACJA PYSKOWICE**

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**STACJA PYSKOWICE**

### FOKA

**WSPOMNIENIE PO PYSKOWICACH MIEŚCIE 1965 - 2023**

W centralnie ulokowanym atium dworcowym Pyskowice Miasta znajdowała się fontanna z 1965a wykonaną przez Stanisława Hochhuta, kierownika pracowni rzeźbiarskiej Katowickiej Akademii Sztuk Pięknych.



**STACJA PYSKOWICE**

### STACJA KOLEJOWA

Przygotowanie materiałów pyskowickich projektu 10



1968 - 1969, Budowniczy: Antoni Borkowski, architekt

