



Nowe Skalmierzyce

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Home > Railway in Nowe Skalmierzyce

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The nineteenth century, is called by many the era of steam and iron, was a time of intensive development of the railway network, which is more densely encircled Europe. At the end of this century, the technological revolution didn't miss a little custom, now known as the city of Nowe Skalmierzyce. An important impulse for the settlement became a commissioning of the railway line from Ostrow for Crampons, Ociąż and Śliwniki to Skalmierzyce. In October 1895, the Company received the Iron Road Construction on her license. The following January, after the work was completed there was a grand opening of the new connection. Kaliska newspaper described the event: "31st January 1896 at 12.00 at the station in Skalmierzycach invited guests gathered at the highest government officials from both sides of the border, with Ostrow and Poznan to JW Lord of the governor, the Kalisz president Daraganem Grąbczewskim and representatives of trade and industry. "The local authority was represented by Director of the custom. The ceremony came as Landrat Von Lützow, and Prince Radziwill of Antonina. Here's just launched a new era for the community Skalmierzyce.

It's worth emphasizing, that in bigger Kalisz railway is planned to be launched in November 1902. Further development of this last section, however, stemmed from the border with the Russian Empire. It was a kind of paradox, that Ostrow could not get a train to independent Kalisz. The blame for this situation bears the strained relations between Germany and Russia, two cities lay yet in different partitions. In addition to political problems also encountered technical obstacles in the form of the width of the rails, which in Russia were about 89 mm higher than in other European countries (1.524 m by 1.435 m which was the general rule). For this reason, at the station in Skalmierzycach one part has been designed to operate trains from Russia only, and the other on a narrow gauge rail trains from Germany. In order to build a new connection, the German Government has concluded on 6th December, 1904 with Russian government two international agreements, which set out the legal basis and the conditions of a rail link both countries. The first of the treaties is concerned with the construction of the railway line Skalmierzyce to Kalisz, where began a stretch Kalisz-Warsaw railway. Work on the line, which is based on the contract in question was finally completed two years later. On 28th October 1906 was accomplished the official opening of the station. On this day, two trains departed from here to Warsaw, Lodz and one to three for the city, while nine warehouses came - six of Prussia, two from Warsaw and one in Lodz. This was undoubtedly a major event taking into account the size of the custom at that time. To handle the passenger traffic in 11 months built an impressive new station, which is somehow a symbol of Prussian power. As it is determined to be a "window on the world of Prussia." It was designed by architect Blunck, a government adviser for construction. The railway station along with the technical infrastructure construction was made by Daum and Kuhnt Company from Ostrow. He had a wall thickness of approximately 70 cm constructed of red brick with green trim brick opalescent. The designer chose the neogothic style, deliberately raising the impressive size of the building, which was to impress at this point in excess of the border residents of the Russian Empire. The interiors were once richly decorated and comfortably furnished. Restaurants of the same standard could be found only in Berlin or Vienna. In the coat of arms painted on the facades of train platforms was the emblem of Prussia, and the coats of arms from the front side Skalmierzyce, Ostrow Wlkp, Ostrowska Earth and the provinces of Poznan. The rich interior was decorated with reliefs of white Italian marble and crystal chandeliers. Aside from the restaurants were located here two waiting rooms, one for passengers from first and second class, the other one for passengers from class III and IV, ticket offices, guest rooms and suites.

This building, probably in 1913, hosted Kaiser Wilhelm II and Tsar Nicholas II, the two monarchs, whom through a contract from 1904 border traffic developed to stimulate greater economic development in the region. This date is recorded in the annals of the station, Ostrowski and Kalisz publications and communications people. In 1908 the settlement was a result of the development of its separation from Skalmierzyce and name Neu Skalmierschütz, but the station was still labeled as "Skalmierzyce". Interestingly, the railway opening ceremony was held until October next year, though of course it has served passengers for at least several years. Station skalmierzycki even shortly after the Wielkopolska Uprising continue to play an important role. In January and early February 1919 he served as temporary barracks and store weapons for troops, becoming the main venue for insurgent forces. Interestingly the Allies issued a letter 20th May, 1919 year by Brigadier General Hammond (Head of Allied Railway Mission) to Major Ryan (American Food Mission) to agree on the establishment of the Commission at the station to control the flow ... potatoes between Poznan and Warsaw. In the 20`s of twentieth century the railway station was restarted, trains regularly plied here, but the position of the station has fallen sharply - this was not the object border. Station was rebuilt in the mechanical workshop. Although this action has caused new jobs, but the rich interior irrevocably destroyed the station. From this period, the station gradually lost function, were located here for more manufacturing facilities and housing. 90`s is a period of further reducing the number of trains. Train began to disintegrate, unable to be fully used. A turning point in his discussion of salvation may be route of the High Speed Rail. At a conference organized by the Mayor and the City of Nowe Skalmierzyce Bożena Budzik in December 2009 in the historic interior of the train pass on the hands of the President of PLK, Zbigniew Szafranski the concept of progress in turn, developed jointly by the governments of New Skalmierzyce, Kalisz and Ostrow Wielkopolski. At the stage of its development by the project team strongly lobbied municipal authorities to include in this project, the historic train station. It is the purpose of this conference at this property, this proposal met with great interest the President of PLK and was transferred to a consortium that worked out the feasibility study for this represents billions of gold projects. Further pages of history of the railway train are waiting to written down...

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