



POLAND 2006

The Electric Railroaders' Association is proud to announce its eighth European tour. Polish tramways constitute a diverse assortment of urban, rural and interurban traction, century-old lines through old historic districts, dilapidated trackage in formerly influential industrial areas, as well as modern high-speed lines. These are roamed side-by-side by various local equipment (most of it of PCC origin), renowned second-hand equipment from Germany, Austria and The Netherlands, modern low-floor LRVs and prehistoric 2-axle trams. Each city maintains its own historic fleet of Polish, German, Austrian or Belgian cars, some of them from the turn of the previous century.

During nine days of travel we will cover ten tram systems, extensive interurban networks in Lodz, Krakow and Lower Silesia, a suburban light railway and a subway line of Russian design in Warsaw, two transportation museums, a trolleybus network in Gdynia, and a S-bahn system in Gdansk. We will explore each city utilizing a variety of historic or unique vehicles. There will be an option to visit regular service Poznan – Wolzтын steam railroad, as well as an option to spend the tenth day in Wroclaw, formerly Breslau, which has a lovely tram network and a tram museum.

Poland is a large country, thus, in order to optimize our program, we will be staying in three consecutive hotel bases in Warsaw, in Elblag in the north, and in Katowice in the heart of Silesia in the south. Hotels were carefully chosen to provide a blend of comfort and convenience. Hotel transfers will be by comfortable intercity buses, which will provide door-to-door service between hotels, as well as an opportunity to visit additional tram systems while traveling between our bases. As we make stopovers, our luggage will remain on the bus at all times. All other intercity travel from and to our hotel bases will be done by PKP Polish National Railways.

The formal part of the tour will begin in Warsaw on Saturday, May 20th, with a late afternoon tram excursion. The last excursion will take place in Krakow on Sunday evening, May 28th. Our hotel in Katowice will be paid for until check out time on Monday, May 29th. A return to Warsaw will be by individual choice (frequent express trains departures). International flights are also available from the Katowice-Krakow airport.

Air transportation is by individual choice. Orbis Polish Travel Bureau working closely with the LOT Polish National Airline is recommend: (800) 876-7247, (212) 867-5011. In January a round trip ticket from New York to Poland was quoted at \$880 including taxes. Other suggested carriers: Lufthansa (800) 645-3880 quoted \$960; United (800) 241-6522 quoted \$905 using Lufthansa equipment; Finnair (800)-950-4768, (212) 499-9000 quoted \$732.

Land arrangements will cost only \$1,195 with double occupancy (\$300 single supplement), and will include:

- Twin-bedded rooms at 3-star hotels: Holiday Inn hotel in Warsaw, centrally located just 300 meters from the main railroad station; hotel Viwaldy in Elblag, located in the heart of the old town; and hotel Silesia in Katowice, central location, 500 meters from the main railroad station. Breakfasts at all hotels are included.
- Group travel on PKP Polish Railways and bus transfers by high comfort buses between hotels.
- Welcome dinner on the first day in Warsaw and lunch or dinner on each day of travel.
- All excursions aboard chartered vehicles.

FULL PAYMENT MUST BE RECEIVED BY ERA BY MARCH 30, 2006

Mail payments to: PO Box 3323, New York, New York 10163-3323 Questions: (917) 714-7087

ERA TRIP TO POLAND 2006 (May 20 to May 29)

Name _____ Address _____

City _____ State _____ Zip _____ Phone # _____

If you are rooming with another participant please list name _____

Number of Participants _____ x \$1,195.= _____

Single Supplement _____ x \$300.= _____

* Passport # _____ Total Cost = _____

* If you do not have a passport you must obtain one.

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Day 1: Warsaw

A late afternoon charter using the historic set of classic Polish Konstal 4N+4Nd (1957) tramcars, followed by a welcome dinner with local Association of Railfans (SSKS).



Day 2: Warsaw

A tour of privately operated light rail interurban network WKD with the EMU EN-80 car (1920) and unique 1960s equipment, followed by a visit to the museum at the outer terminal of Grodzisk Mazowiecki. A tour of Warsaw's best tram lines using the ex-Berlin type K tram (1940) and the ex-Breslau Linke Hoffman Lw car (1925). We also requested the oldest Falkenreid type A car (1906). A meal at the hotel, followed by a ride on historic equipment to the southern Mokotow Depot, which houses all 19 Warsaw museum trams. We have also requested access to the subway shops, located at the southern metro terminal Kabaty. The latter visit will require some walking.



Day 3: A day trip to Poznan

The third largest Polish tram network featuring 9 different types of equipment. An all-day tour of the best lines including high speed light rail sections using Polish historic rolling stock, ex-Amsterdam Schendler cars (1957-62), ex-Frankfurt GT8 Duewag cars (1957-59) and one of a few remaining Konstal 102Na cars.



Timetables for Poznan - Wolsztyn regular service steam railway will be given out. Those who interested can ride the steam train on their own instead of a part of Poznan activities. Wolsztyn also features a small railway museum.



Day 4: A day trip to Lodz

This meter-gauge system is famous for lengthy interurban branches operated by the separate suburban tram enterprise. A charter covering the dense city network and most of the interurban lines using the Lilpop II tram (1900s), the historic Konstal 5N+5Nd train (1961), ex-Bielfeld Duewag interurban cars (1957), and unique interurban Konstal 803N cars.



Day 5: Grudziadz & Elblag

Early departure from Warsaw by bus. A stopover in Grudziadz, Poland's smallest meter-gauge ex-German tramway system with a tour using ex-Wurzburg and ex-Mannheim Duewag cars (1960s). Continuing to Elblag on the same bus. A meal at the hotel, followed by late afternoon tour of another ex-German meter-gauge tram network. The choice of equipment is the Konstal 5N+Nd set (1950s), ex-Mainz Westwaggon cars (1958) and ex-Mainz Duewag cars (1960). The uniquely restored old town can be toured after the program.



Day 6: A day trip to Gdynia & Gdansk

A short train ride to the metropolis of 3 coastal cities: Gdansk, Sopot and Gdynia. A tour of the trolleybus system in Gdynia utilizing the historic Swiss Saurer trolleybus (1957), a Mercedes ex-diesel bus trolleybus, and a modern Trollino trolleybus. A short ride to Gdansk on the only Polish S-bahn network, followed by a charter of the ex-German Bergman tramcar (1920s) and the Konstal N car (1950s) through the old town, and via the summer-only suburban line to the beach. Another tram charter with the unique NGd99 car will follow to the area of Gdansk shipyards, the cradle of the Polish revolution of 1989. There will be time for an evening in the old town before returning to Elblag by individual choice [hourly train departures].



Day 7: Bydgoszcz & Torun

Early departure by bus, which will take us across the country to the south of Poland. A stopover to explore two small meter-gauge tramway systems of German origin: a ride on the historic Konstal 5N+Nd tram set (1950s) through Bydgoszcz, followed by a charter of the historic replica tram in Torun. A dinner in the heart of Torun's famous old town, the best preserved historic district in Poland (included in the UNESCO list of historic places), followed by bus departure to Katowice.



Day 8: Katowice

An all-day tour of Katowice's enormous 245 km. long antiquated interurban network, mostly single track, covering 7 industrial cities in Polish Silesia region. A tour of the eastern part of the network in historic Konstal N cars (1950s), visiting Chorzow, Bytom, Zabrze and Gliwice. Free time to explore the legendary Route 38 in Bytom, featuring the only remaining regular service 2-axle Konstal N cars in Poland. A meal at the hotel, followed by the tour of the western section in one of a few remaining Konstal 102Na cars (1960s), visiting long suburban lines in Sosnowice and Bedzin.



Day 9: A day trip to Krakow

A short train ride to Krakow, the 2nd largest and the most scenic city in Poland. A visit to the transportation museum featuring a variety of operable historic equipment. A tour of Krakow's extensive tram network using the Sanock pre-war tram set, the unique Konstal 102N car, an ex-Nurnberg MAN car (1962-65), and an ex-Vienna Lohner tram set (1960s). One of these will take us via the interurban line to the satellite city of Nowa Huta. We have also requested a ride on the historic Jelsz 272 MEX bus + trailer. In the evening members can explore Krakow's old town and return to Katowice by individual choice [frequent train departures].



Day 10: Return to Warsaw by individual choice, express trains leave every 1-2 hours and the ride takes about 2.5 hours. International flights are also available from the Katowice-Krakow airport.

ADDITIONAL ACTIVITIES:



Some members may wish to stay in Polish Silesia for extended period of time, as railfan opportunities here are endless. On Monday, May 29th, a group of railfans is planning a day trip to visit a dense tramway network in Wroclaw, formerly Breslau. Activities will include a visit to the transportation museum. If sufficient number of members are interested, the Linke-Hoffman Berolina tram set (1901) will be chartered at the estimated cost of \$25 per person.



Other suggested destinations, all possible as day trips from Katowice: Czetochowa tram network, Tatranska Lomnica – Poprad electric interurban (Slovakia), Krakow railroad museum, trolleybus networks in Tychy and Lublin.

Your hotel is paid for until check out time on Monday, May 29th. Those who wish to continue their stay in Katowice are encouraged to reserve with Silesia Hotel by calling it directly: 011-48-32-259-6211. Rooms are readily available. According to a good soviet tradition, reservations are only possible Monday to Friday from 9 am to 5 pm Polish time (3 am to 11 am EST).