

PRZYSTANEK

Free magazine
for public transport hobbyists

SPECIAL EDITION
27-29 May 2011

www.kmps.org.pl/przystanek

ISSN 1730-6388

2nd meeting of ikarus fans in Loebau

Today, on routes operated by Miejskie Przedsiębiorstwo Komunikacyjne (leading city public transport company) only low floor buses are used. In the memories of citizens, still remain Ikarus 280 – famous Hungarian buses are out of use since 2010.

Ikarus 200 buses for 30 years were used around the city. We give you – as a guest of second Loebau meeting – special edition of publication Przystanek (in translation

Przystanek means bus stop or tram stop). Publication is about history of Ikarus buses in Poznań.

This publication is also an invitation to Poznań – a big city in western Poland, with a lot of interesting things... also connected with public transport.

With best wishes

Editors of Przystanek

History of Ikarus 280 buses in Poznań *Giddyap and ecologist*

Text: Marcin Jurczak, translation: Karol Tyszkla

Last year, the Ikarus 280 buses were withdrawn from passenger service in Poznań after nearly 30 years. It was the end of an era in the history of public transport in Poznań. Thanks to their solid construction and high capacity, these vehicles revolutionised bus transport in Eastern Europe. Poznań was no different – for many years Ikarus buses provided an effective means of transport for thousands of passengers to newly constructed housing estates, where they either replaced or complemented trams.

The Ikarus 280 buses came to Poznań in 1981. In May of that year the first articulated bus was brought over from Katowice – the intention was to use it as a driving school vehicle and as a teaching instrument for the workshop mechanics of what was then the Voivodeship Transport Company in Poznań. At the time it was already certain, that a larger contingent of these buses will arrive in Poznań in the 3rd and 4th quarters of 1981. The decision to send a batch of the buses to Poznań (the 4th city in Poland to receive them) coincided with the construction of a new bus depot at Kopanina street. The design of the depot was thus adapted to fit articulated buses - the exam and overhaul workshops needed to be accessible from both ends, thus avoiding reversing manoeuvres which are both difficult and potentially dangerous to conduct with an articulated bus.

Ikarus 280 – the debut

The first Ikarus 280 in Poznań, bearing the number 1001, entered revenue service on the 29th of June, 1981, on route 82. After enough drivers were trained, the vehicle could be transferred from driving school duties into revenue service. It was then directed onto routes 61, 64, 68 and 82 – replacing articulated Jelcz AP02 and AP021 "gherkin" buses. Drivers operating the buses had additional responsibilities – they noted down actual departure and arrival times at either end of the route and calculated passenger loadings. Depot staff also monitored fuel usage closely. On the 5th of October, 1981, the first batch of 13 Ikarus 280 buses arrived at the Poznań Główny freight station. More arrived on



From left to right - "ecologist" with classic front, the "White Lady" and "giddyap" with the new front wall in the Warszawska depot.

Photo: Marcin Jurczak, 28.07.2006

subsequent days. One bus was returned to Katowice in return for the first vehicle received in May, one other was loaned out to Bydgoszcz on a similar basis. By the end of October 1981, the Voivodeship Transport Company was in possession of 19 Ikarus buses. Following post-delivery inspections, fitting out with ticket punchers, and fleet numbers, these buses ventured out on route 87. Their qualities were much appreciated: they were solid vehicles with a large capacity. Good workmanship coupled with their ability to cope with large volumes of passengers made it possible for the bus to function in any conditions. The company was also pleased with the engines – Raba D2156UH, which were manufactured under an MAN licence.

In 1982 the company received 55 buses, which were of a slightly different type. The Ikarus 280 buses delivered to Poznań were usually of the 280.26 subtype. These ones were of the 280.02 subtype, and were built to German Democratic Republic standards – with open driver cabins and 6-speed gearboxes. Further 280.26 vehicles were delivered in 1982, so that by the middle of the year the buses had completely taken over routes 61, 63, 64, 69, 81, 82 and 87. No-one remembers today, that these buses initially operated in passenger service with foil still wrapped around the seats, in order to preserve them for longer! The foil was removed only after becoming the butt of a few jokes from the press – this led to the seats soon being vandalised. The buses also had fixed teams of drivers, which reflected upon their technical condition and led to lower fuel and tyre use. By the end of 1984 the company had 200 Ikaruses of three different types (of which 175 were articulated).

The ecologists and the White Lady

The last delivery of articulated Ikarus buses took place in 1994. This comprised of 19 vehicles of the 280.70A subtype. These had a fully closed-off driver's cabin, two-leaf doors, and new EURO 1 compliant



The last short Ikarus busses from Kacza depot used to come as extra vehicles for afternoon peak. Car 1154 shows himself to the photographs on Literacka loop as 64/4.

Photo: Marcin Jurczak, 24.04.2003

engines. This is why they received the nickname 'ecologists'. They were also fitted with ZF automatic gearboxes. Initially stationed at the Darzyborska Street depot, these were moved later to Kacza Street, following the closure of Darzyborska. Despite subsequent purchases of low-floor buses, thanks to the solid construction these buses had their lives extended through an overhaul programme, which lasted till 2003. As part of the programme they received new seats, and an electronic passenger information system. A few years back they were fitted with on-board computer units, which controlled the ticket machines and next-stop display systems.

Together with the 'ecologists' Poznań bought one other bus, which was to remain the sole representative of its class in the city. This was a medium-floor, white-green Ikarus 435 – nicknamed the 'White Lady' due to its colour scheme. However, as low-floor buses soon became common in subsequent years, no further medium-floor buses were purchased. Despite initial 'teething' problems connected with engine vibrations, the bus did earn the sympathy of its passengers, thanks to its lower floor height and more comfortable interior compared to the 200-series Ikarus buses. The 'White Lady' is the sole remaining Ikarus bus in revenue service in Poznań today.

The special purpose vehicle

Deliveries of low floor buses have caused the role played by the Ikarus buses in the fleet to change. Instead of working the busiest routes, which are now served by articulated Solaris and MAN buses, the Ikarus buses now have special duties. Their robust frame has made them ideal for transporting football fans to the stadium – both home fans from Poznań, as well as away fans collected from special trains elsewhere. Their high floors also made them ideal for route 95, where a very uneven rail level crossing prevents low-floor bus operation. Of late they received the nickname 'giddyap' – since some passengers associated a fast ride with a rickety bus on suburban streets with a rodeo. Some Ikarus buses were equipped with CCTV and directed to operate night routes. Today these duties have been taken over by the oldest low-floor buses dating from 1995-1997.

A total of 266 Ikarus 280 (types 280.02 and 280.26) and 55 Ikarus 260 (type 260.04) were delivered to MPK (formerly WPK) Poznań. Together with the fleet of 19 'ecologists' this gives a total of 340 buses of the Ikarus 200 series in Poznań. Two of these have been saved for future generations: the Ikarus 280.26 no. 1961 and the Ikarus 260.04 no. 1936.

*Based on information from the archives of
MPK Poznań Sp. z o.o.*

Why we love Ikarus buses? Ikarus 280 a memento

Text: Michał Górny, translation: Karol Tyszka



Subsequent stages of the renovation of the Ikarus 280 bus.

In the first picture: the bus during the dismantling. A group of volunteers representing KMPS took part in the works.

Photo: Bartosz Kopeć, 12.09.2009



Ikarus 280 bus before the assembling of the interior elements.

The renovated bus can be seen during various events or on special lines.

Photo.: Maciej Witkowski, 12.03.2010

Today we are saying goodbye to the good old Ikarus buses in Poznań. Everyone will most definitely have some sort of memory associated with these buses. Maybe some took these to work every day; maybe it was so busy it was impossible to get into. Maybe one day it belched out a thick cloud of black smoke – like a steam engine – enveloping a random passer by... Maybe one day we asked ourselves the question why do those window panes vibrate so loudly and won't leave us in peace? Or maybe we remember the unique sound of the gearbox, the whine of the rear axle and the steep

steps you had to take to listen to those sounds. Oh – and the rubber 'harmonica' in the articulation, which let in rain or snow on occasions through the holes at the top; the creaking and thumping doors, whose closure was preceded by a very annoying buzzer, rather than a vocal 'Warning – doors closing!' Many of us, sitting on the faux leather seats, once sat next to someone they later became friends with. Each of us has our own memories connected with these buses and – for whatever reasons – either likes them or not. But nobody can say they have never spent a minute in these vehicles. And now a part of our memories is being sent to the scrapyard.

For me the Ikarus is my childhood – the way to my grandmother's, my aunt's or to school. I will also remember and cherish them for all the little things such as the request stop buttons I could never reach, for the characteristic 'finger slap' method the drivers used to close the doors, for the magical searching for the right gear, the terrific noise levels as the bus accelerated to 80km/h. Now that the buses are leaving the streets Poznań I feel sad that a part of my childhood is leaving. The fact is that their era has past, but I am happy that at least one of them has been saved for future generations, and that I can from time to time participate in the work to restore one of the most famous and recognisable buses in the world. I am thankful to be old enough to remember when the Ikarus dominated our streets and I could ride it every day.

16.01.2010



Ikarus 260.04, fleet no. 1735 is the second preserved bus. Its state from the time when it just stopped running on regular lines in January 2010 has been maintained.

Photo: Bartosz Kaj, 2010

Welcome to Poznań – how to find our city interesting? Between Warsaw and Berlin

Text: Andrzej Kłos, translation: Łukasz Bandoz

Poznań, a city founded in the Middle Ages on the Cathedral Island, became a bishopric in 968, and received city rights in 1253. Among the main attractions of the city you can find the Old Market Square with its Renaissance town hall (with goats which are fighting with their antlers at noon), the Gothic cathedral, many historic churches. It's worth to see Przemysł Hill where royal castle is reconstructed, the emperor castle which is today the center of the culture or the National Museum. The city, is also known as a trade and fair town, you can find here Poznań International Fair. Enough about the rich years of history of the city. What interesting can Poznań offer to public transport and rail vehicles fans?

By train...

The city has a rich history of public transport. There functioned horse omnibuses, horse trams, trolley buses, streetcars, water taxis and municipal taxis. To the present time survived only electric trams and buses. The offer of public transport lines are supplemented by standard gauge rail - Poznań is in fact one of the major railway hubs in Poland. Railway reached the town in the mid-nineteenth century through the lines of rail from Szczecin and Wrocław, Toruń, Zbąszyń and Kluczbork. Initially, each line had its own train station and shops. In the second half of



Tatra RT6N1 and Siemens Combino on the Starołęka loop.

Photo: Robert Bartkowiak, 20.06.2009

the nineteenth century current Central Station was put into operation.

In Poznań functioned Railway Vehicles Repair Plant, Rail Vehicles Factory H. Cegielski Poznań and other smaller workshops. Currently ZNTK is put into liquidation, as the FPS, which still carries smaller orders. Both companies were producers of railway vehicles from locomotives and carriages (HCP) on the rail buses (ZNTK). Recently a new carrier Greater Rail (Koleje Wielkopolskie) was established, it will operate the rail passenger transport in the region.

By tram...

Tram history in Poznań started in 1880. Then the first horse tram line - connecting the current Central Station and the Old Town was launched. At that time, Poznań was a stronghold, and the current town center was surrounded by a continuous ring of Prussian fortress. Entering the city trams overcame city gates. In subsequent years, trams reached next parts of the city. After the war new routes and depots were built, also fleet has been replaced. In connection with the construction of a new residential area Rataje, a lot of investment on the right bank of the Warta were carried out. Loops were built at the ends of trails, city also bought high-speed cars. At the end of 1992 obsolete technical and uncomfortable two-axle trams disappeared



MPK Poznań has a.o. the Solaris Urbino 18 Hybrid in its rolling stock.

Photo: Robert Bartkowiak, 20.06.2009

from the streets. In January 1997 the Poznań Fast Tram route was opened. To overcome the six kilometers of collision-free track tram needs 11 minutes.

In Poznań runs 20 tram lines, including one night and one which runs in heavy traffic. The entire tram network has a length of 65 kilometers. Trams are stationed in the three depots, but at night some of them are put at additional haulage tracks and three loops. It is worth noting the diversity of tram fleet - no other city in Poland have such a large number of types of cars. As the last city in Poland Poznań utilize polish production type of cars: Konstal 102N and Konstal 105N. They run on selected lines and are supported by constant group of motormen.

In addition to the historical cars local carrier has: Konstal 105Na trams (including the latest version of modernization: Moderus Alfa with changed front); group of german GT cars - GT8 from Duesseldorf and Frankfurt/Main (including GT8ZR cars), as well as the last wagon GT6 from Duesseldorf. You can also find some GT6 from Frankfurt as the technical wagons. Still in operation are 3G series cars which were purchased in 2003 from Amsterdam - in the coming months, this series will be completely withdrawn from circulation. Among the low-floor wagons are CKD RT6N1 (10 units) and Siemens Combino (14 units). Municipal carrier operates two prototypes of local factories: FPS Puma 118N (currently in repair) and Solaris Tramino S100. Recently supply of partially low-floor cars Moderus Beta and completely low-floor Tramino

S105p Solaris has started (both products come from local factories).

Since World War II we observe a continuous increase in the role of buses. Currently, MPK Poznań operates low floor buses brands: Solaris, MAN, Neoplan and Jelcz at length of 9, 12, 15 and 18 meters. Buses (over 300 units) operates daily on 53 routes (including two fast lines), 21 night lines and special lines - a route Z to the zoo and tourist lines. And trolleybuses worth mentioning here, they circulated in the years 1930-1970. There were six trolley bus lines which run on three separate networks, away from the depots.

History doesn't die

On 28 December 2010 tram depot at Gajowa street was closed, it was in service since 1880. The city sold the land to a private investor and the carrier had to leave historic halls. Investor plans include creating a museum of technology there.

Municipal Communications Ltd. has in its collection historical wagons - the composition of two-axle wagons type N and 102N type car. There are also some old vehicles among the buses: Jelcz 043 with P01 trailer, Jelcz PR110, Ikarus 280.26 and DAF MB200 - one from a series of 29 vehicles purchased in the early 90s from Utrecht.

From May to September, every Sunday run sightseeing routes. Both bus (line 100) and tram (line 0) start at the gate of the former tram depot at Gajowa street. Journeys are accompanied by a guide. Trams and buses are on routes also on Saturdays evenings. Operating the tourist (as well as numerous special events for fans of public transportation) ensure members of Association of Railway Vehicles Fans.

Municipal Communications Ltd. also operates Park Railway "Maltanka". Narrow gauge railway was established in 1972. "Maltanka" route runs next to Lake Malta, leading to the New Zoo. It's ended with two loops, has two stations and automatic traffic lights. On route run diesel locomotives, locomotive Borsig and summer carriages. During weekends courses are carried out every half hour.

The city has a rich history of urban public transport. The city is worth visiting not only for public transport fans, but also because of its vitality and development.



Recent history - motor car N 602 with trailer ND 456 and 102Na 71 car in service on "0 by night" - an evening edition of the tourist line. On chosen Saturdays "0" trams can be seen on the streets during the evenings..

Photo: Łukasz Janowicz, 20.06.2009



Association KMPS operates for 15 years KMPS Mission Statement

Text: Łukasz Bandoz, translation: Karol Tyszka

Public transport is a key element of any large city, allowing it to function correctly. It is also an important part of the history and the development of the city. It is directly connected to the everyday lives of its inhabitants. It is therefore necessary to protect the history of public transport in the city from being forgotten. This is why those, for whom the history of public transport is close to their hearts, create institutions allowing them to work towards this. Such an institution is the Rail Vehicle Fan Club (KMPS), created by Krzysztof Chrzan and Jan Wojcieszak in 1996. It was formally registered as an organisation in 2001.

The goals of KMPS are to spread knowledge about public transport, to take care of historical bus and tram vehicles, as well as to organise events connected to the subject of public transport both for the inhabitants of the city and for tourists. These goals can only be achieved through a close cooperation with MPK – Poznań's transport company.

The specific goals of KMPS and actions that should be carried out to achieve these goals are specified in the statute of the organisation. The club's members propagate the knowledge of public transport through the free "Przystanek" newsletter. The newsletter also publicises the actions of the club, especially events.

One of the key goals that KMPS sets itself is taking care of historical vehicles. This could be achieved through much work, time and effort of the KMPS members, as well as the greatly valued help of MPK Poznań. The number of overhauled historical vehicles has been growing slowly, but systematically. Further historical vehicles are currently on the overhaul waiting list. A more distant, but nevertheless important, goal is the creation of a museum of public transport at the Gajowa Street tram depot.

During various anniversaries and holidays, the KMPS – together with the MPK – organises events for the

inhabitants of Poznań and tourists visiting the city. These are usually outdoor events combined with historical tram rides, depot visits, and exhibitions. KMPS members also often take part in events which make public transport more popular – conferences or discussions organised by other institutions.

In order to best achieve its goals, to develop and to continuously broaden its collective knowledge and the experience of its members, the KMPS co-operates with other organisations and public transport companies in Poland and abroad. Comparing our views and experiences with those from other cities allows us to look at the situation of public transport in Poznań from a broader perspective. The cooperation with other organisations who deal with collecting and caring for historical vehicles is particularly important for us. The value of exchanging experiences and mutual help in this field cannot be underestimated.

The most important partner for cooperation for the KMPS is MPK Poznań. The members of the Club try to interest the company in the most recent developments in the field of public transport, and are the authors of many opinions and recommendations regarding the functioning of public transport in Poznań. The cooperation of both institutions reaps large mutual benefits, even if these are difficult to quantify.

PRZYSTANEK

PUBLISHER: Klub Miłośników Pojazdów Szynowych,
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CIRCULATION: 300 copies