



Warsaw
Public
Transport

Warsaw Tourist Lines



Look at Warsaw
and near areas from
different perspective

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The offer of the Warsaw Tourist Lines is subject to change.

The detailed information on individual WTL attractions is available at www.wtp.waw.pl.
Before you use WTL, check the news.



**Warsaw
Tourist Lines**

Dear Sir/Madam

We have got a proposal for you which you simply cannot refuse. The residents of Warsaw, let us not stay at home! Our dear guests, spend your time with us! Let us go to the Vistula banks, stroll around the city, take a train to the country.

This year we have prepared many new attractions for you within the Warsaw Tourist Lines. On Saturdays, we would like to invite you to take a trip to Piaseczno by Piaseczno Narrow-gauge Train. We will reach Piaseczno by historical buses along the route of the non-existent trolley-bus line. The lovers of historical trams and buses can go on a trip by means of two dedicated tram and bus lines. This is an opportunity to recollect old buses and tram carriages, but also a chance to reach many interesting sites in Warsaw.

Obviously, we did not forget about the water attractions. The Vistula River banks are connected by four ferry sites and we can use "Zefir" to go on a day-long trip to Serock.

Do not hesitate to travel with us

Wiesław Witek

Head of the
Public Transport Authority in Warsaw

Ferries and the boat to Serock





Ferries and the boat to Serock

Słonka, Pliszka, Wilga and Turkawka — 4 sites to cross the Vistula river

Where?

- Słonka Ferry: **Cypel Czerniakowski – Saska Kępa**
*we can take **21 people**; you can take your bike*
- Pliszka Ferry: **Most Józefa Poniatowskiego – Stadion PGE Narodowy**
*we can take **21 people**; you can take your bike*
- Wilga Ferry: **Podzamcze-Fontanny – ZOO**
*we can take **40 people**; you can take your bike*
- Turkawka Ferry: **Nowodwory – Łomianki**
*we can take **21 people**; you can take your bike*

When?

From 1 May to 30 June on Saturdays, Sundays and bank holidays, as well as 2 May and 21 June; from 1 July to 31 August every day; from 1 to 15 September on Saturdays and Sundays.

How much?

Free of charge.

From Warsaw to Serock by “Zefir”

Where?

Podzamcze (Bulwar Karskiego) – Serock – Podzamcze

If the water level in the Vistula river is low, the boat will set off from Żerań which will be reached by a dedicated bus from Podzamcze.

When?

From 1 May to 30 June on Saturdays, Sundays and bank holidays, as well as 2 May and 21 June; from 1 July to 31 August on Fridays, Saturdays and Sundays and on 15 August; from 1 to 15 September on Saturdays and Sundays. The planned cruise duration, including a two-hour break in Serock, is 9 hours.

How much?

Standard ticket — PLN 36; reduced ticket — PLN 18. The tickets can be bought at www.bilety24.pl; in the Passenger Service Point ZTM Underground Wileńska (on Wednesdays and Thursdays 4 p.m. to 8 p.m., on Fridays 7 a.m. to 11 a.m. and on Saturdays from 8 a.m. to 12 p.m.) and on the boat before the cruise (if there are any free tickets).

Sightseeing Tram Lines





Sightseeing Tram Line no. 36

Where?

Along the route from: **Plac G. Narutowicza** – Filtrowa – plac Zbawiciela – Marszałkowska – plac T.W. Wilsona – Słowackiego – **Metro Marymont**

When?

From 1 May to 15 September at the weekends.

How much?

All tickets from the Public Transport Authority (ZTM) tariff apply in line no. 36 trams. The ticket inspectors, members of the Club of the Warsaw Public Transport Lovers, will stamp single fare transfer tickets and temporary tickets. Periodic tickets, encoded on the Warsaw City Card or another medium, should be activated in another WPT vehicle or the underground gate before.

We would like to encourage you to travel by line no. 36 trams. First, you can use it to reach many attractive sites in Warsaw, including, for the first time in the history of historical and sightseeing tram lines, the beautiful and green Żoliborz district. Secondly, you can travel by trams 13N nicknamed "sausages" which have been absent from the railroad in Warsaw since 2013.

Two hundred words about the Line no. 36

Trams line 36 served Żoliborz for half a century, from 1961 to 2011. They set off in late 1961 when the new tram line to Marymont was handed over for use, going from T.W. Wilsona square (called Komuny Paryskiej square those days), along A. Mickiewicza Street to the crossroads with Potocka Street. It was there that the new terminal stop Marymont-Potok was built. Initially, 36 connected Marymont with Śródmieście district. Over time, the line was extended southwards to serve also Czerniaków and Sadyba. In 1973, after the tram loop to Wilanów was liquidated, 36 line trams started to reach Wyciągi loop. The routes of tram lines connecting Żoliborz with Śródmieście, along Marszałkowska and gen. W. Andersa Streets were affected significantly by closing the flyover at Gdański Station in 2008. Line 36 was directed along aleja Jana Pawła II to Underground station Młociny loop. In 2010, the line operation was suspended because of railroad works in Marszałkowska and Puławska Streets, and one year later it was liquidated.

Line 36, served by historical 13N, "sausage" trams and still used 105N, "aquariums", can be used as a sightseeing line, from the windows of which you can admire e.g. the picturesque Filtrowa Street, Marszałkowska Street with the social-realistic Marszałkowska Housing District, as well as green Żoliborz with its modernist architecture.

Trams will take you also e.g. to the historical Filter Station Compound, Palace of Culture and Science, Saxon Garden and PAST building, being the subject of fierce fights during the Warsaw Rising.





Historical tram line T

Where?

Along the route from: **Plac G. Narutowicza** – most Józefa Poniatowskiego – Targowa – most Śląsko-Dąbrowski – aleja Solidarności – Towarowa – **Plac G. Narutowicza**

When?

From 22 June to 15 September – on Saturdays, Sundays and bank holidays.

How much?

All tickets from the Public Transport Authority (ZTM) tariff apply in line T trams. The ticket inspectors, members of the Club of the Warsaw Public Transport Lovers, will stamp single fare transfer tickets and temporary tickets. Periodic tickets, encoded on the Warsaw City Card or another medium, should be activated in another WPT vehicle or the underground gate before.

Travelling by the line T is a great idea for a holiday weekend. **Historical trams** ensure access to many sites of Warsaw you can spend your time in using the appealing holiday offer.

Two hundred words about the Line T

The historical line T was first started in 1996 to commemorate the 400th anniversary of Warsaw as the capital of Poland. The trams started at G. Narutowicza square, reached Praga over Józefa Poniatowskiego bridge and returned to Ochota over Śląsko-Dąbrowski bridge, and next along Marszałkowska and Filtrowa streets. However, the beginnings were not successful. There was a short circuit in the historical tram electrical system right before it entered a bridge. It could not go any further. It was connected to the line no. 22 train and pushed to Wiatraczna loop. Finally, the carriage dating back to 1908 was replaced by a younger one.

This year, line T is served by K and N carriages, including the unique 4Nj carriage nicknamed "a drill". This carriage has been appearing on line T route for 21 years. It was manufactured in 1957 by Chorzowska Wytwórnia Konstrukcji Stalowych as the only one-directional version of 4N carriages. For this reason, its distinguishing feature was just one tram driver's cabin and the doors on one side of the carriage. After 9-year use in Warsaw, it went to Szczecin. In mid-1990s it returned to Warsaw and underwent a major overhaul, including door "automation". It was possible thanks to drills, the motors of which, having a characteristic sound, open and close the door.

Line T trams reach e.g. the National Museum, PGE National Stadium, Warsaw Zoo and the Old Town.

Sightseeing bus lines





Historical Bus Line no. 100

Where?

Along the route: **Plac Zamkowy** – Podwale – plac Krasińskich – Wyrbrzeże Gdańskie – most Śląsko-Dąbrowski – Wyrbrzeże Szczecińskie – most Józefa Poniatowskiego – Aleje Ujazdowskie – plac Unii Lubelskiej – Koszykowa – Towarowa – Grzybowska – aleja Jana Pawła II – Senatorska – **Plac Zamkowy**

When?

From 22 June to 15 September – on Saturdays, Sundays and bank holidays.

How much?

All tickets from the Public Transport Authority (ZTM) tariff apply in line no. 100 buses. The ticket inspectors, members of the Club of the Warsaw Public Transport Lovers, will stamp single fare transfer tickets and temporary tickets. Periodic tickets, encoded on the Warsaw City Card or another medium, should be activated in another WPT vehicle or the underground gate before.

Line no. 100 is an offer for those of you who like watching the city from behind the bus window and also appreciate historical vehicles which used to travel along the streets of Warsaw every day. One trip by the “one hundred” bus will take you for more than half an hour along the nooks of Warsaw onboard of a **Jelcz** (nicknamed “**cucumber**”) or **Berliet** bus.

Two hundred words about the Line no. 100

The “one hundred” bus returned to the streets of Warsaw last year, following a few years' break. Line no. 100 appeared in 1949 when it replaced the line O going round the Śródmieście district. The unique nature of the “one hundred” line was attributable to its two options, i.e. 100P and 100L, i.e. clockwise and anti-clockwise. The line started and finished its trips at Unii Lubelskiej square. It was liquidated in 1979. It was reborn in 2001 as a one-directional line. The buses set off from the Castle Square and returned to the starting point once they went round the Śródmieście district. The new aspect was the MAN double-decker brought from Berlin used to serve it. In 2004, the line no. 100 was replaced by line no. 400 which went between the Castle Square and the Culture Park in Powsin. The decision to reactivate the line no. 100 was made again in 2007. Traditionally, it went round the Śródmieście district and finished its route at the Castle Square. It set off in 2009 for the first time.

Last year, line no. 100 buses appeared in the streets of Warsaw again. They started in the centre, reached Żoliborz, went along the Vistula river to Śląsko-Dąbrowski bridge which they used to cross the river to Praga, returned to the left-bank part of the city over Świętokrzyski bridge and then to the starting point along the Royal Route.

This year, the “one hundred” bus starts and finishes its route at the Castle Square, just as it did 18 years ago. The transport from the past is reminded also by the “cucumber” and Berliet buses used to serve it.





Sightseeing Bus Line no. 400

Where?

Along the route: **Powązki-Cm. Wojskowy** – Okopowa – Anielewiczka – Miodowa – Śródmieście – Aleje Ujazdowskie – Sobieskiego – **Powsin-Park Kultury**

When?

From 1 May to 15 September – on Saturdays, Sundays and bank holidays.

How much?

All tickets from the Public Transport Authority (ZTM) tariff apply in line no. 400 buses. The ticket inspectors, members of the Club of the Warsaw Public Transport Lovers, will stamp single fare transfer tickets and temporary tickets. Periodic tickets, encoded on the Warsaw City Card or another medium, should be activated in another WPT vehicle or the underground gate before.

There are at least three reasons why it is worth going on a trip by the line no. 400. This is, first and foremost, the historical and sightseeing route. The second one is the chance to travel by an Ikarus bus. The Hungarian buses reached their depot in late 2013 for the last time and since then meeting them in the city resembles winning a lottery. We should not forget also the unique number 400 which has kept appearing and disappearing from the Warsaw public transport for 15 years.

Two hundred words about the Line no. 400

Until recently, number 400 used to be awarded to a sightseeing, substitute and occasional line in the history of Warsaw buses. In 2004, line no. 400 replaced the previous sightseeing line no. 100. The buses set off from the Castle Square and reached the Culture Park in Powsin. Five years later, in connection with the repair of the W-Z Route, the Line no. 400 was started as a substitute one along the route from Bródno-Podgrodzie – Gdański bridge – Zgrupowania AK "Radosław" Roundabout. Eventually, it was transformed into the accelerated line no. 500 which has operated until today. No. 400 appeared in 2010 for the last time. The occasional line with that number was started in connection with the celebration of priest Jerzy Popiełuszko's beatification. The believers could take line no. 400 from Underground Wilanowska to the Temple of Divine Providence.

This year, the line no. 400 is served by low-floor buses and historical Ikarus buses which have been absent from the streets of Warsaw for 6 years.

The articulated buses manufactured in Hungary carried the residents of Warsaw for 35 years. The first of them reached Warsaw in December 1978, and the last left for their depot in November 2013. We were just a few inches away in Warsaw from being carried by MAN buses. All that was thanks to... a collision. Warsaw needed long vehicles badly. In late 1978, the articulated Ikarus and MAN buses came for tests. It was almost certain the latter would travel along the streets of Warsaw. However, during the last day of the tests, a MAN driver pressed the acceleration and not a brake pedal and hit an Ikarus. The Hungarian bus could be repaired in three days. It was not even possible to import spare parts for the German one at the same time. The availability of spare parts was decisive for selecting the buses.





Piaseczno

Narrow-gauge Train

Where?

Along the route: **Piaseczno** – Runów – Złotokłós – **Piaseczno**

When?

The inauguration on 1 May and on all Saturdays from 4 May to 28 September.



Piaseczno Narrow-gauge Train

The historical narrow-gauge train sets off early afternoon every Saturday from the station in Piaseczno. It goes through Zalesie Dolne, with its historical station dating back to 1930s, through Głusków and Runów, and reaches Złotokłos. On the way back, it stops in Runów for a picnic. You can roast some sausages over the bonfire and rest on the sunny clearing or play some ball game. The trip, including the picnic in Runów, takes about 4 hours. You can reach Piaseczno from Warsaw using e.g. a dedicated historical bus line no. 51.

How much?

The examples of ticket prices are as follows: standard ticket for travelling by train and bus — PLN 35 (travelling by train only — PLN 30); standard ticket for the holders of a Varsovian Card or a Large Family Card for travelling by train and bus — PLN 30 (travelling by train only — PLN 25); reduced ticket for children aged 3–18 years for travelling by train and bus — PLN 25 (travelling by train only — PLN 20); reduced ticket for children aged 3–18 years, holding a Young Varsovian or a Large Family Card for travelling by train and bus — PLN 20 (travelling by train only — PLN 15). Detailed information and ticket purchase at www.kolejka-piaseczno.pl

Two hundred words about the Piaseczno Narrow-gauge Train

In late 19th century, the Wilanów Narrow-gauge Train was opened, going from Belwederska Tollgate to Czerniakowska Road. Wealthy tailor from Warsaw, Eugeniusz Paszkowski, envied the owners for the success of that modern means of transport and dreamed of a competitive train from Warsaw to Piaseczno, going along Trakt Aleksandryjski (today's Puławska Street). The first trains entered the section between Keksholmski square (today's Unii Lubelskiej square) and Dąbrówka in mid-1898 and late the same year they reached Piaseczno. The line had been expanded regularly from that time to 1960s. First, the trains reached Góra Kalwaria, then Grójec and Jasieniec, and finally Nowe Miasto upon Pilica River. In 1924, Piaseczno Narrow-gauge Train served the close to 90 km route, the longest one in its history.

In mid-1930s, the Townhall in Warsaw started to be averse to the railway infrastructure because of the increasing road traffic and the growing popularity of electrical trams. First, the line was removed from Unii Lubelskiej square and shortened to A.E. Odyńca Street, and then to Warsaw Szopy station (Underground Wilanowska at present).

Following World War II the railway, including narrow-gauge trains, was nationalised. In 1950s, Piaseczno Narrow-gauge Train played an important role for the restoration of the Polish capital. Allegedly, every tenth brick in Warsaw was brought using that train from the brick factory in Gólków. 1960s brought about a growing fascination with vehicles and the tram network which was developed in Warsaw. In 1966, the slow, staged liquidation of Piaseczno Narrow-gauge Train started. On 1 July 1991, the traffic along the last section, i.e. Piaseczno – Grójec, was terminated. Seven years later the train returned to the section between Piaseczno and Tarczyn thanks to the commitment of its lovers. Tourist trips have been organised since then. Do not hesitate to visit www.kolejka-piaseczno.pl



Historical Bus Line no. 51

Line 51 is designed solely for people going to travel by Piaseczno Narrow-gauge Train. The bus can be used based on the ticket issued by Piaseczyńsko-Grójeckie Towarzystwo Kolei Wąskotorowej for travelling by train and the bus bringing the travellers to Piaseczno. It is not possible to buy a ticket solely to travel by no. 51 bus.

Where?

Along the route: **Warszawa Centrum** – Marszałkowska – Metro Wilanowska – Piaseczno – **Warszawa Centrum**

When?

The inauguration on 1 May and on all Saturdays from 4 May to 28 September.

Buses of Line no. 51 go every Saturday from May to the end of September. We would like to encourage all the people going to Piaseczno for a trip by Piaseczno Narrow-gauge Train to use this unique Line no. 51 served by historical buses. The number refers to the trolley-bus line existing in Warsaw from 1940s to 1970s and later, after a break, in 1980s and 1990s.

Two hundred words about trolley-buses in Warsaw

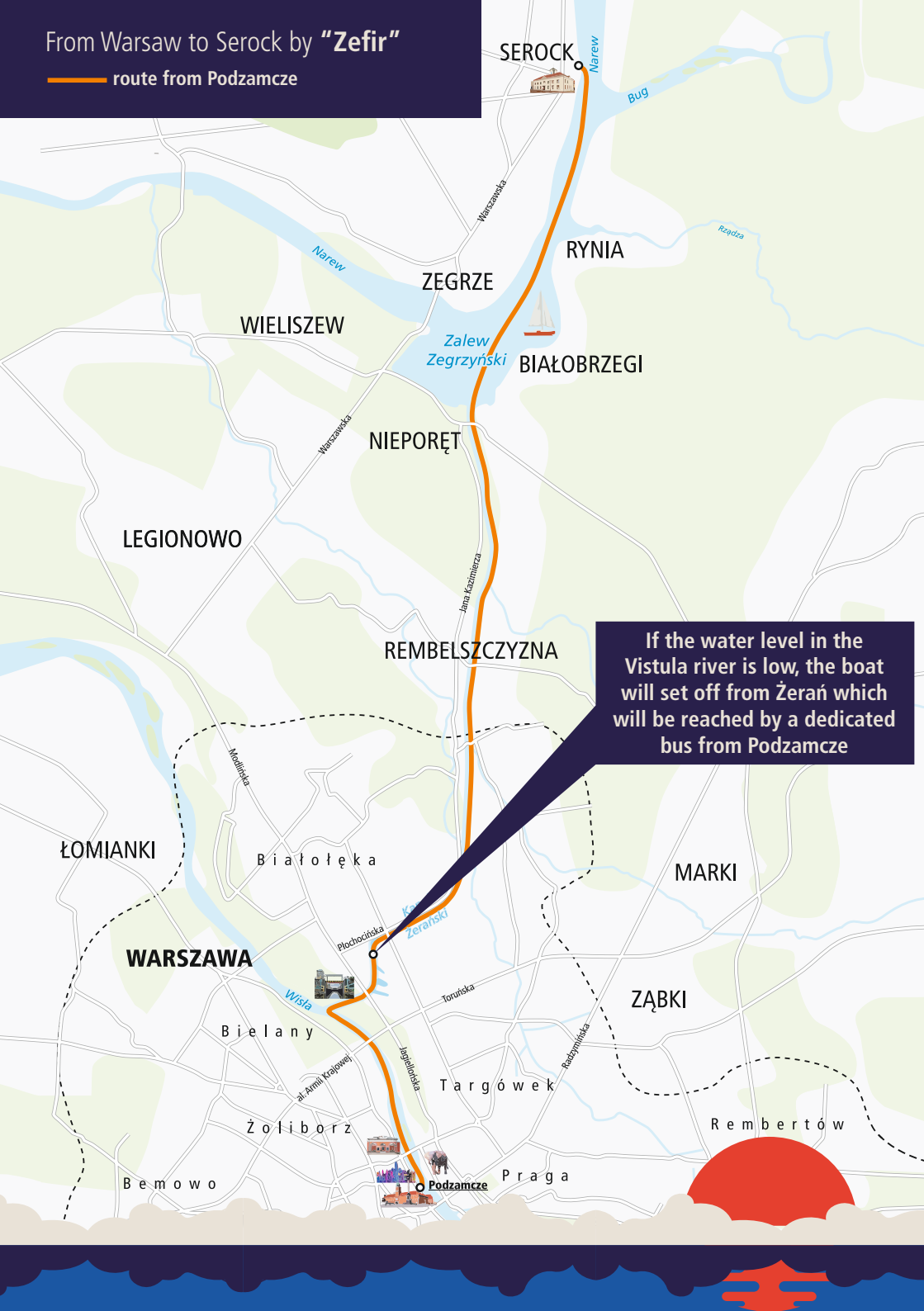
The first trolley-buses appeared in Warsaw in 1940s. The municipal public transport was virtually non-existent after World War II. Help came from Marshall Stalin and the Soviet Union countries who donated 30 heavily worn trolley-buses, accessories and the overhead contact line. In January 1946, two lines were started. Two years later, for the first time, line no. 51 from Gdański Station to Unii Lubelskiej square appeared. The development of the trolley-bus network was most intense in early 1960s. There were six lines served by 127 trolley-buses. The trolley-bus liquidation started in 1967 and the network was eliminated 6 years later.

The first mentions of restoring the trolley-buses appeared just three years later. However, they were to play an entirely different role. Instead of serving the centre of Warsaw, they were to go outside the city. There were plans they would reach Piaseczno first as it was developing dynamically both in terms of accommodation opportunities and industry. However, only 10 years after the network was removed from the centre it became possible to start the trolley-bus connection from the Południowy Station (Underground Wilanowska at present) to Piaseczno. The line 51 trolley-buses set off along that route on 1 June 1983.

Nine years later, the development of the plans to restructure the Warsaw public transport was accompanied by the plans to liquidate the trolley-buses. The last day of the summer holidays 1995 was also the last day of the trolley-bus trips. Line no. 51 was replaced by bus line no. 709.

From Warsaw to Serock by "Zefir"

— route from Podzamcze



If the water level in the Vistula river is low, the boat will set off from Żerań which will be reached by a dedicated bus from Podzamcze

LEGENDA / Key to symbols

-  przystanki linii tramwajowych T i 36
tram tourist lines T and 36 stops
-  przystanki linii autobusowych 100 i 400
bus tourist lines 100 and 400 stops
-  przystanki linii promowych
ferry tourist lines stops

