

Barbara PABIAN
University of Economics in Katowice

Industrial Heritage in the Service of Industrial Tourism. Case Study of Częstochowa District Raków

Abstract

Due to the presence of world famous sanctuary of Virgin Mary, Częstochowa prides itself in having the status of „holy city”. Development of industry associated with formation of factory colony and later rise of working-class district Raków were also significant facts for the history, culture and landscape of the city. In the postwar period there has been not only the reconstruction and technical modernization of industry in Częstochowa, but the concept of changing the shape of the city through the construction of a new transportation system in a south-north direction has also been taken (the artery Raków–Tysiąclecie connected with tram line has become its axis). In the article based on field research the author tries to demonstrate what are the possibilities of using industrial heritage for tourism development of the district Raków and the entire city. The basis of the study were literature studies and query library as well as recorded on a dictaphone directed interviews (formal and free) with the residents of the former factory settlement and social informants from current district Raków.

Keywords: industrial heritage, industrial tourism, Route of Industrial Monuments.

Introduction

Because of more than 600 years presence of Jasna Góra Monastery (the Clarus Mons Sanctuary) with a miraculous painting of the Black Madonna in Częstochowa, the city prides itself on having the status of the spiritual capital of Poland. The existence of Jasna Góra was one of the most important factors of revitalization and urban development of the urban space in the history. The need to ensure optimal conditions for the arriving pilgrims implied the necessity to expand not only the monastery itself, but the entire city. Initially, there were two

towns situated next to each other, Częstochowka with Pauline monastery (also known as the Old Częstochowa) and the bordering Częstochowa. Under the Act of 19 August 1826, issued by the Council of the Polish Kingdom, the merger of these two settlements into a single urban organism was settled. At the beginning of the nineteenth century, the Holy Virgin Mary Avenue became the axis of spatial development, marked with the aim of bringing pilgrimage mass movement to Jasna Góra collision-free. At this time it was one of the greatest achievements of Polish urban thought¹.

The development of industry and development of the factory settlement (later the working-class district of Raków) associated with this process was also significant for the history, culture and space of the city. In the post-war years, Częstochowa industry was not only reconstructed and technologically modernized, but the shape of the city was changed as well by building a new south-north tram and road transportation system between Raków and Tysiąclecie districts, which guaranteed efficient access to the local steelworks for its workers.

In the article, the author, on the basis of literature studies and fieldwork, indicates the possibility of using the industrial heritage of the district of Raków for the purpose of industrial tourism. The bases of the study were, preceded by a query library, recorded and directed interviews (formal) with the residents of the former factory settlement as well as free interviews with social informants in the district of Raków.

Industrial tourism – genesis and sketch of development

Tourism is a multi-faceted and dynamic phenomenon, a subject to permanent changes in time. It enters into relationships with culture as its part, function and message. Mental, historical and social transformations as well as ubiquitous fashion make imprint on its character. Tourism constantly reveals its new aspects, including those controversial, such as: trips to watch stained with blood places of disasters (catastrophic tourism) and, to study of the life of the poorest (slum tourism), the search for the final resting places (cemetery tourism), improvement of beauty and appearance (plastic-surgery tourism), to carry out the divorce process (divorce tourism), abortion (abortion tourism), to satisfy the sexual needs (sex tourism), following in the footsteps of ghosts and ufological phenomena (paranormal tourism), and even to commit suicide (suicide tourism)². Against the background of these trends ambivalently assessed in litera-

¹ D. Ptaszycka-Jackowska, A. Jackowski, *Jasnogórskie pielgrzymki w przestrzeni miasta i regionu*, Kraków 1998, p. 34.

² The term of suicide tourism is present in literature, I doubt, however, whether in this case, especially because of the aim of the journey, we can talk about tourism? There is a lack of touristic motivation for travelling (e.g. cognitive, recreational, leisure, esthetic, intellectual), and

ture, new directions of development of tourism are particularly important, which give an opportunity to explore the cultural heritage, assimilation of values and to preserve tradition. In this context such trends can be pointed: literature, film, theater, pilgrimage, philanthropic, culinary and ethnographic tourism as well as the subject of this paper – the industrial tourism – which is based on the cultural heritage associated with the industry.

Industrial heritage is not only a record of the development of business processes and technology in a given region, but also of the manner and lifestyle, folk traditions as well as rituals and customs. It can be usefully applied to educational, teaching and research objectives. Maciej Kronenberg under the concept of industrial heritage understands this material as part of the cultural heritage, which includes post-production objects of historical and social value (monuments, places)³. In recent years these forms, which are related to the symbolic culture (spiritual) became a matter of interest⁴. According to the authors of the European Strategy for the Promotion of Industrial Heritage in this case it is a question of “intangible assets, such as technical expertise, work and personnel organization as well as social and cultural legacy that shaped the life of the community, and led to changes in the organization of entire societies and the world”⁵. The often undertaken aspect of ecology and sustainability is not less important.

Although, according to Andrzej Kowalczyk, the genesis of industrial tourism can be traced to journeys to world exhibitions organized in the second half of the nineteenth century by T. Cook tourist office, e.g. to Paris, where one of the attractions was the Eiffel Tower, it is true that the same idea of using closed industrial sites for tourism did not arise not until 70s of XX century in the United Kingdom, Belgium, France, and Germany⁶. Previously, no one recognized that industrial objects treated so far only as a driving force of the economy, can be a significant advantage of tourism, attracting visitors and investors to cities. “It took a long time – says Tadeusz Jędrzyński – until artists, historians, architects, as

there is no entry in contact with the cultural environment. With all the doubts of ethical and substantive nature the fact is that suicide and seriously ill people frequently travel to Switzerland, where euthanasia is permitted.

³ M. Kronenberg, *Obiekty dziedzictwa przemysłowego na trasach zorganizowanych wycieczek po Zabrzu*, [in:] T. Burzyński, A. Staszewska-Ludwiczak, K. Pasko (ed.), *Dziedzictwo przemysłowe jako element zrównoważonego rozwoju turystyki*, Katowice 2009, p. 39

⁴ The symbolic culture (spiritual) includes all transcendental and authentic phenomena, lacking instrumental motivation, constituting an end in itself. These include those cultural phenomena that meet the aesthetic, cognitive and ludic functions. Its main systems are religion, science, art, language, and fun. Compare: Pabian B., *Wprowadzenie do wiedzy o kulturze. Podręcznik dla studentów kierunków turystycznych i ekonomicznych*, Katowice 2013, pp. 23–26.

⁵ <http://www.czystabydgoszcz.pl/upload/file/1288.pdf> [reading: 15.05.2015].

⁶ For more, see: A. Kowalczyk, *Współczesna turystyka kulturowa – między tradycją a nowoczesnością*, [in:] A. Kowalczyk (ed.), *Turystyka kulturowa. Spojrzenie geograficzne*, Warszawa 2008, p. 47.

well as people involved in tourism understood that industrial facilities can also be monuments and they can be promoted”⁷.

Industrial tourism in Poland developed in conditions of accelerated economic transformation and, consequently, of restructuring changes. Industrial objects, many of them still remembering the times of the industrial revolution, were considered to be worth saving and reviving through adaptation for purposes other than their original ones⁸. As a result of the undertaken campaigns and strategies to promote places of industrial past, viable products of industrial tourism began to appear throughout the country, e.g.: museums of technology and industry related directly to production sites, underground routes, shafts and tunnels, steel mills, factories, port equipment, hydro-technical facilities, railway monuments, groups of objects forming machinery trails culturally-themed industrial parks (industrial open-air museums), as well as objects indirectly connected with the heritage of industry, such as the old settlements of factory colonies. In the realm of scientific inquiry the term industrial tourism has been adopted to determine the form of “recreation, education and leisure activities organized on the territory of the present or past production activity, based on the building substance and processing lines, associated with the production of material goods or broadly defined services”⁹. It means visiting the monuments of industrial heritage, who have already completed their business operations as well as active industrial sites, respectively adapted to act as tourist attractions.

It was considered that the tour of industrial and post industrial facilities is located within the urban and cultural tourism, and the tourism of industrial facilities itself includes a thematic sub-disciplines, such as tourism of mining, urbanization, railway, aviation, and many others¹⁰. According to the definition, proposed by Armin Mikos von Rohrscheidt, “cultural tourism of industrial and technical objects include tourist trips focused primarily on exploring historical or active objects associated with the extraction of raw materials, mass production and technology as well as industry landscape, as far as the main aspect of leading the travel or the main motive is to familiarize oneself with the history of plants, buildings and equipment also historical development of processes and products, or the experience of a personal encounter with the industry, production and technology in places truly connected with their history and current activities”¹¹.

⁷ T. Jędrzyak, *Turystyka kulturowa w obiektach przemysłowych – zagadnienia ogólne*, “Turystyka Kulturowa” 2011, no. 6, p. 17.

⁸ A. Kaczmarek, *Tereny przemysłowe i zurbanizowane jako czynniki rozwoju turystyki miejskiej*, “Studia Ekonomiczne” 2013, no. 147, p. 84.

⁹ Ibidem, p. 82.

¹⁰ A. Kaczmarek, A. Przybyłko, *Wykorzystanie potencjału przemysłowego i postprzemysłowego na potrzeby turystyki. Przykład Szlaku Zabytków Techniki Województwa Śląskiego*, “Krajobraz a Turystyka Prace Komisji Krajobrazu Kulturowego” 2010, no. 14, p. 211.

¹¹ A. Mikos von Rohrscheidt, *Turystyka kulturowa. Fenomen, potencjał, perspektywy*, Poznań 2010, p. 141.

In recent years, industrial tourism has been “a constant upward trend and expanded to other countries”¹². Thanks to its development, today the brown field sites do not have to recall negative connotations associated with the images of devastation, dirt and neglect. As experts estimate, “antique industrial sites abandon the image of historical relics and start earning money again. They not only provide tourists with fresh ideas to spend an interesting weekend, but above all, create new jobs and facilitate the development of their villages”¹³.

Częstochowa industry towards the industrial heritage of the Silesian province

In the province of Silesia industrial heritage has been made a brand showcase of the region in the twenty-first century. Researchers state that “such a high density of post-industrial monuments, as in the Silesian province can be found in no other place in Europe. Many people begin to perceive these objects as a regional attraction, something one can be proud of”¹⁴. In July 2004, work on the concept of the Industrial Monuments Trail began. In practice, it has been organized since 19 October 2006 as a network tourist product, based on the tangible and intangible industrial heritage. At the beginning, it consisted of twenty-nine objects of exceptional historical and architectural significance. At the moment, it includes as much as seventy objects, located in twenty-four towns situated in the region of Silesia¹⁵. Three of them are located in Częstochowa. These include: the Museum of the Production of Matches (production facility), the Museum of the History of Railways (Railway object), the Museum of Iron Ore Mining (mining site).

Częstochowa objects located on the Industrial Monuments Trail are evidence that the industrial tradition is deeply rooted in the history of the region of Częstochowa¹⁶. The beginnings of economic activity in the region of

¹² B. Orłowski, *Fenomen turystyki industrialnej*, Pułtusk 2008, p. 9.

¹³ http://www.wiadomosciturystyczne.pl/artykuly/artukul/348,0,47,0,raport___turystyka_poprzemyslowa.html [reading: 6.05.2015].

¹⁴ A. Kaczmarek, A. Przybyłka, op. cit., p. 225.

¹⁵ Industrial Monuments Route has been many times honored in the category of tourism product. In 2008 won a Golden Certificate of Polish Tourist Organization, in 2010 Gold Medal of Poznan Fairs for the best tourist product in Poland. In the same year as the only route from Central and Eastern Europe joined the European Route of Industrial Heritage – ERIH. Since 2010. In designated Saturday of June there is Festival Trail organized – Industriada.

¹⁶ Renata Biadacz and Konrad Głębocki take the understanding of the Częstochowa region as an area covering six counties of today's Silesia province and four districts of the province of Lodz (Pajeczno, Radomsko, Wieluń, Wieruszów). Compare: R. Biadacz, K. Głębocki, *Wykorzystanie funduszy strukturalnych w ramach zintegrowanego programu operacyjnego rozwoju regionalnego w regionie częstochowskim*, [in:] K. Głębocki (ed.), *Region częstochowski*, Częstochowa 2006, p. 85.

Częstochowa are believed to have taken place in the early Iron Age (700–400 years BC), which is documented, among others, by the exposure of the Archaeological Reserve of Lusatian Culture in the district Raków. Place names that can be found in the vicinity of Częstochowa, such as: Żarnów, Zarki, Ruda, Rudniki confirm the fact of iron ore mining early in the area. In the second half of the fourteenth century, there were 10 plants producing iron in the Częstochowa basin. In Częstochowa itself, an ironworks was placed in the area of today's district Raków. According to documents from 1377, Władysław Opolczyk gave it to brothers Jasiak and Niczko¹⁷. In the late nineteenth century, there was intensive development of heavy industry¹⁸, and in 1913, the Industrial District of Częstochowa achieved the first place among the regions of Poland in terms of iron ore extraction. A significant development of the industry also took place in the interwar period and after the war, when metallurgic, textile, metal, machinery and construction materials' industries were modernized¹⁹.

The development of metallurgical traditions in the industrial settlement, later referred to as: working-class neighborhood of Raków was important for the economy, the culture and the traditions of Częstochowa²⁰. Ironworks "Częstochowa", referred to in the beginning of its activities as "Raków" or by the name of the owner "B. Hantke", was in the late nineteenth century, the second largest steel mill in the Polish Kingdom after "Huta Bankowa" in Dąbrowa Górnicza. After the World War II, functioning under the auspices of Bolesław Bierut, it was the largest steelworks after the "Lenin" steelworks²¹. Its presence influenced the urban development not only of the Raków district, but of the entire city.

Raków district – the genesis, development and prospects

The village Raków transformed into an industrial settlement at the turn of the nineteenth and twentieth century, when Bernard Hantke, owner of the nail factory in Warsaw, (functioning since 1882 as the Metal Works joint stock company), decided to build a steel mill there. Employees for the mill were recruited from

¹⁷ See: *Zbiór dokumentów zakonu o.o. Paulinów w Polsce*, oprac. X. dr J Fijałek, Kraków 1938, vol. 1, p. 16.

¹⁸ See more: B. Pabian, *Dziedzictwo kulturowe Częstochowskiego. Wierzenia, zwyczaje i obrzędy rodzinne*, Wrocław 2005, p. 34–35.

¹⁹ <http://encyklopedia.pwn.pl/haslo/Czestochowski-Okreg-Przemyslowy;3889719.html> [reading: 5.06.2015].

²⁰ Raków is the south-eastern district of Częstochowa, located on the left bank of Warta river. Its name is probably derived from shellfish likely occurring on the local wetlands, mainly in the backwaters of the river.

²¹ F. Sobalski, *Przemysł częstochowski (1882–1914)*, Częstochowa 2009, p. 125–127; H. Rola, *Huta Częstochowa w latach 1897–1945*, "Ziemia Częstochowska" 1970, vol. 8/9, p. 123.

neighboring, overcrowded villages, while qualified mid-level staff was brought from Russia. After the World War II, people willing to work in the mill were coming from Upper Silesia²². A steel mill worker and resident of Raków in the third generation said:

When there was crisis in the steel mill, the capitalist slowed. Employees, who lived in the houses of the factory were laid off. There were low rents. But, when the economic situation became better, a special messenger flew and they were employed again. So the difference between former and present-day capitalism is that if you lost your job, you could get again half a year later. For example, my grandfather was laid off eleven times in 1934 and taken again, because he was an expert²³.

In order to ensure full availability of the crew, a housing estate was built for steelworkers employed at the mill as well as for their families. In the beginning houses of unclad red brick, laid out in two rows were erected near the steelworks factory. A little later, in the years 1902–1903, houses for foremen and senior engineering staff was built (Figure 1).



Fig. 1. Townhouses of former steelworks colony in Limanowskiego street (photo: B. Pabian, 2015)

At that time they were characterized by a high standard. These were the only buildings not only in Raków, but also in Częstochowa, which were equipped with a water supply and a sanitary sewage systems. According to an informer,

²² <http://czestochowa.gazeta.pl/czestochowa/1,35271,3614597.html> [reading: 4.07.2015].

²³ Inf.: Roman Sitkowski, 65 years old, Częstochowa steelmill worker and resident of Raków in the third generation, record: 2014 r.

Everyone thinks that Raków was always so trashy as it is now. It turns out that it was not. On the contrary, there were – electrification, water supply, communication. In Częstochowa, it was just getting started, whereas residents of Raków already had it²⁴.

As a result of operations connected with the steelworks, the rural landscape of Raków had been changed into a typical factory settlement. Integrated production and consumption space had been created without typical characteristics of the city yet. A place where cultural life was activated was the sports and football club KSF Rakovia created in 1921, then dissolved in 1925 and reactivated after a two-year break in 1927, but under the new name: Workers' Sports Club (WSC) Raków²⁵. The club enjoyed great attention and favor of the workers, for providing opportunities for collective and active spending their free time. It accomplished not only its sports, but also its cultural mission, as it included various organizational units, such as an amateur theater or mandolin section²⁶. In the years 1925–1927 (during a break of club operations), the players of Raków represented the Sparta Sports Club. In the analyzed period, there were also three schools, two orphanages, three grocers' associations, thirty-six shops, four bakeries, three pubs, a pharmacy, a water mill, a hospital and six processing plants of handicraft²⁷.

On April 30, 1928 the will of the inhabitants of Raków, expressed in the form of a referendum, led to the decision of joining the settlement Raków to Częstochowa. According to a social informant,

Raków, a part of the rural municipality of the social structure of the city, has historically been one of the first urban structures involved in the area of Częstochowa. They already had electrification due to the mill, because it invested in infrastructure. Electrification was carried out, there was a school and a church²⁸.

After the World War II, for the industry of Częstochowa expenditures of around 4 billion were earmarked, of which approximately 3.5 billion was spent on the ironworks in Raków²⁹. Among others, a new steel mill of six open-hearth furnaces was built, two blast furnaces, seamless pipe rolling mill with two production lines, agglomerating plant with two belts, the coking plant with six batteries, a division of granulated blast furnace slag as well as expanded and modernized a number of auxiliary departments³⁰. It was also decided to build a new

²⁴ Informer: woman, an employee of the library in the district Raków, record: 2014.

²⁵ The first sports club, founded before the Second World War, was "Jedność". Care of the club performed management team of mill Raków.

²⁶ G. Basiński: *Społeczne aspekty działalności robotniczego klubu sportowego "Raków" w Częstochowie w latach 1921–1939*, [in:] R. Szwed, W. Palus (ed.), *Społeczeństwo Częstochowy w latach 1918–1939*, Częstochowa 1997, p. 333.

²⁷ Ibidem, p. 333–335.

²⁸ Inf.: Chairman of the Raków District Council, noted: 2014.

²⁹ S. Podczarski, *Nakłady inwestycyjne jako czynnik rozwoju przemysłu*, [in:] M. Batorek, A. Chojnowski, A. Misiak, J. Sętowski (ed.), *Almanach Częstochowy*, Częstochowa 1998, p. 142.

³⁰ Ibidem, p. 142.

transportation system along the south-north axis from Raków to Tysiąclecie, connected with a tram line. It provided steelwork's employees with an opportunity to commute to and from work from distant places of Częstochowa.

After political transformation of the 90s, many factories went bankrupt. Financial problems of Raków steel mill also intensified. In 2005, it passed into the hands of Ukrainian Industrial Union of Donbass (ISD), which was reflected in 2006 in the modification of its name to the ISD Częstochowa Steel Mill. In 2010, there was another transformation of the ownership structure, which resulted in the fact that 51% of the steel mills' shares were accounted for Russia³¹. The results of the restructuring were limitations in employment, which directly resulted in the decrease in the living standard of Raków inhabitants, regress of the same district as well as formation of the enclaves of poverty. As a result of depreciation of incomes and limitations of repairs, degradation of old residential colonies began. In crumbling and not repaired houses, with bathrooms shared by many households, families who had rent debt were lodged. The historic tissue of Raków housing began to fall into ruin.

In recent years, thanks to the involvement of social activists and the local inhabitants, many revitalization activities for restoring the splendor of the whole district of Raków have been undertaken³². Among others, renovation work has been made, outdoor events, educational and integration picnics, information programs for residents and others were organized. These successful activities resulted in improvement of social life. They haven't helped, however, to adapt and make visible the values of Raków as important from the point of view of the industrial tourism. Meanwhile, in this respect, the district has something to be proud of. As a social activist rightly assesses,

there are still a lot of interesting things that remind heyday days of the district. I can tell you about the old tram line traction, the Raków line, the remains of which can be seen on the Łukasińskiego Street. There are tracks embedded in the ground under the viaduct, which is an evidence of the fact that once this district had its own tram line³³.

The unique character have the red brick buildings at Limanowskiego and Łukasińskiego streets, preserved until the present day, which after appropriate adaptation and development for the needs of industrial tourism could just as *Nikiszowiec*³⁴

³¹ <http://huta.isd-poland.com/o-nas/historia>, [reading: 7.04.2015].

³² Urban Revitalization Program was developed by the City of Częstochowa and was subject to an update by the Institute of Ecology of Industrial Areas in Katowice. It was carried out not only in urban spatial and urbanic-economic terms, but above all in the socio-cultural aspect.

³³ Inf.: B. Osyra, Chairman of the Raków District Council, noted: 2014.

³⁴ Nikiszowiec is located in the eastern part of Katowice, bordering with Myslowice. Its name comes from mine shaft "Nickischschacht" (currently "Poniatowski"), built there in the early twentieth century, named after Baron von Nickisch Rosenegk – a member of the Supervisory Board. The estate is unique. It was designed by Emil and Georg Zillman in the years 1908–1919 in the shape of the amphitheater audience. According to the established architectural con-

(upper Silesia) or *Giszowiec*³⁵ (located in Katowice), or work colony *Ficinus* (in Ruda Śląska)³⁶ enrich the number of objects along the Trail of Monuments of Technology and be listed among other attractions of Częstochowa. The main global trends concerning the management of this type of sites for industrial tourism are now: „conversion of large steel mills, power plants, etc. into the elegant artistic districts, creating multidisciplinary centers of leisure and entertainment, providing visitors with the existing buildings in their current condition and use of the infrastructure with active forms of free time spending”³⁷. Such activities, as the experience of other cities shows, lead to conservation of cultural heritage of working class, facilitate economic development and help avoid the risks of social disintegration resulting from growing unemployment. So they should also find their place in the district Raków of Częstochowa.

Summary

Tourist specific character of Częstochowa is determined by the presence of centuries-old Pauline Monastery of Jasna Góra (Clarus Mons). It is the most frequently visited pilgrimage sanctuary in Poland, the center of Virgin Mary devotion, as well as one of the largest pilgrimage centers in the Christian world³⁸. The existence of Jasna Góra exerted great influence on the development of spatial and urban development of the city of Częstochowa³⁹. Significant for the space,

cept, all the streets come down to the central square where shops, a post office, a pharmacy, a church and a primary school with a complex of housing for teachers were located. Residential buildings have three storeys and with inner courtyards created a kind of quadrangles. They were, at that time, equipped with running water supply, electricity and sewage systems.

³⁵ Since 1960 old village Giszowiec has remained a district of Katowice. It is situated in the south-east of the city center. The genesis of its establishment is associated with the activity of the coal mine “Giesche”, now “Wieczorek”. Giszowiec was built just as Nikiszowiec according to the project of Emil and Georg Zillman in the years 1906-1910. However, there was a different architecture premise adopted. Due to the rustic origin of the majority of workers of the mine, decided to build rural type settlement, including ground-floor houses with a garden-reminiscence of Upper Silesia cottage country. Service functions were performed by, among others, tavern, ice factory, bakeries, shops, canteen, cafeteria, bath, laundry and a place where linen was pressed.

³⁶ Historical workers’ colony “Ficinus” in Ruda Śląska was built in 1867 for miners of mine “Gottesegen” functioning later under the name of “Pokój”. Cologne brought together sixteen two-storey residential buildings made of natural sandstone ridge that were located along the street. The entire estate was founded on a rectangular plan. Currently, buildings are used for service and trade purposes.

³⁷ A. Kaczmarek, op. cit., p. 83.

³⁸ A. Jackowski, Wstęp, „Peregrinus Cracoviensis” 1996, vol. 3, p. 10.

³⁹ Initially, there were two towns next to each other, Częstochowka with Pauline monastery and bordering Częstochowa. Under the act issued by the Council of the Polish Kingdom, the merger of these settlements into a single urban organism was settled. See more: B. Pabian,

history and culture of the Polish spiritual capital was the development of industry and the associated development of the industrial settlement, the Raków district of Częstochowa.

Sacrum and industry spaces are important determinants of socio-cultural and economic development of Częstochowa, defining its specificity and character. However, while numerous of objects are typical for pilgrimage tourism (e.g. the Jasna Góra museums, the Museum of coins and medals commemorating John Paul the Second, a park of sacred miniatures on Golden Mountain, cultural events inspired by religious tradition such as the Festival of Sacred Music *Gaude Mater*), the potential of the former industrial district Raków has not been properly explored yet. A district with such a rich industrial tradition, which shaped the culture of working and sporting traditions of the spiritual capital of Poland should, like other cities and industrial centers, reveal its advantages to be exploited in terms of industrial tourism. Apart from the strictly commercial dimension, this would allow protection of Częstochowa unique industrial heritage and its preservation for the future generations.

Bibliography

A. Literature

I. Publications

- Basiński G., *Spoleczne aspekty działalności robotniczego klubu sportowego "Raków" w Częstochowie w latach 1921–1939*, [in:] R. Szwed, W. Palus (ed.), *Spoleczeństwo Częstochowy w latach 1918–1939*, Częstochowa 1997, pp. 331–337.
- Biadacz R., Głębocki K., *Wykorzystanie funduszy strukturalnych w ramach zintegrowanego programu operacyjnego rozwoju regionalnego w regionie częstochowskim*, [in:] K. Głębocki (ed.), *Region częstochowski*, Częstochowa 2006, pp. 85–97.
- Jackowski A., Wstęp, „Peregrinus Cracoviensis” 1996, vol. 3, pp. 9–13.
- Jędrzyśiak T., *Turystyka kulturowa w obiektach przemysłowych – zagadnienia ogólne*, „Turystyka Kulturowa” 2011, no. 6, pp. 17–35.
- Kaczmarek A., *Tereny przemysłowe i zurbanizowane jako czynniki rozwoju turystyki miejskiej*, „Studia Ekonomiczne” 2013, No. 147, pp. 81–93.
- Kaczmarek A., Przybyłka A., *Wykorzystanie potencjału przemysłowego i przemysłowego na potrzeby turystyki. Przykład Szlaku Zabytków Techniki Województwa Śląskiego*, „Krajobraz a Turystyka. Prace Komisji Krajobrazu Kulturowego” 2010, No. 14, pp. 207–228.

Miastotwórcza rola Jasnej Góry, [in:] I. Bukowska-Floreńska (ed.) *Studia Etnologiczne i Antropologiczne*, vol. 8: *Miasto – przestrzeń kontaktu kulturowego i społecznego*, Katowice 2004.

- Kowalczyk A., *Współczesna turystyka kulturowa – między tradycją a nowoczesnością*, [in:] A. Kowalczyk (ed.), *Turystyka kulturowa. Spojrzenie geograficzne*, Warszawa 2008, pp. 9–57.
- Kronberg M., *Obiekty dziedzictwa przemysłowego na trasach zorganizowanych wycieczek po Zabrze*, [in:] T. Burzyński, A. Staszewska-Ludwiczak, K. Pasko (ed.), *Dziedzictwo przemysłowe jako element zrównoważonego rozwoju turystyki*, Katowice 2009, pp. 87–98.
- Mikos von Rohrscheidt A., *Turystyka kulturowa. Fenomen, potencjał, perspektywy*, Poznań 2010.
- Orłowski B., *Fenomen turystyki industrialnej*, Pułtusk 2008.
- Pabian B., *Miastotwórcza rola Jasnej Góry*, [in:] I. Bukowska-Floreńska (ed.), *Studia Etnologiczne i Antropologiczne*, vol. 8: *Miasto – przestrzeń kontaktu kulturowego i społecznego*, Katowice 2004, pp. 119–139.
- Pabian B., *Atrakcje turystyczne Polski. Walory kulturowe*, Częstochowa 2006.
- Pabian B., *Dziedzictwo kulturowe Częstochowskiego. Wierzenia, zwyczaje i obrzędy rodzinne*, Wrocław 2005.
- Pabian B., *Wprowadzenie do wiedzy o kulturze. Podręcznik dla studentów kierunków turystycznych i ekonomicznych*, Katowice 2013.
- Podczarski S., *Nakłady inwestycyjne jako czynnik rozwoju przemysłu*, [in:] M. Batorek, A. Chojnowski, A. Misiak, J. Sętowski (ed.), *Almanach Częstochowy*, Częstochowa 1998, pp. 140–144.
- Ptaszycka-Jackowska D., Jackowski A., *Jasnogórskie pielgrzymki w przestrzeni miasta i regionu*, Kraków 1998.
- Rola H., *Huta Częstochowa w latach 1897–1945*, “Ziemia Częstochowska” 1970, vol. 8/9.
- Snoch B., *Miasto Częstochowa w ostatnich wiekach*, [in:] M. Batorek, A. Chojnowski, Misiak A., Sętowski J. (ed.), *Almanach Częstochowy*, Częstochowa 2004, pp. 92–100.
- Sobalski F., *Przemysł częstochowski (1882–1914)*, Częstochowa 2009.
- Zbiór dokumentów zakonu o.o. Paulinów w Polsce*, oprac. X. dr J Fijałek, Kraków 1938, vol. 1.

B. Sources

I. Internet websites

- <http://www.czystabydgoszcz.pl/upload/file/1288.pdf>, [reading: 15.05.2015].
- http://www.wiadomosciturystyczne.pl/artykuly/artukul/348,0,47,0,raport___turystyka_poprzemyslowa.html, [reading: 6.05.2015].
- <http://encyklopedia.pwn.pl/haslo/Czestochowski-Okreg-Przemyslowy;3889719.html> [reading: 5.06.2015].
- <http://czestochowa.gazeta.pl/czestochowa/1,35271,3614597.html> [reading: 4.07.2015].
- <http://huta.isd-poland.com/o-nas/historia>, [reading: 7.04.2015].