



MAGYAR MŰSZAKI  
ÉS KÖZLEKEDÉSI  
MŰZEUM

## A KÖZLEKEDÉSI MŰZEUM MEGÚJULÁSA

**Szakmár Tamás**  
tartalomfejlesztési  
alprojektvezető



## [ HISTORY OF THE MUSEUM ]

- 1896** Millennial Exhibition in Budapest City Park with romantic-eclectic style pavilion dedicated hungarian technical and engineering innovation
- 1899** Permanent exhibition is opened in the pavilion as the new Museum of Transport (one of the first transport museum worldwide)
- 1944** The museum is hit by bombs during World War 2, severe damages to both building and collection
- 1966** The Museum is rebuilt in a modest way and reopened, became a centre for transport history research
- 1987** Extension of exhibition spaces
- 2009** Integration of Hungarian Transport and Technical Museums
- 2016** Demolition of the old City Park Building (parallel with park reconstruction)





## [ HISTORY OF THE INVESTMENT ]

- ◆ The City Park building was not suitable for accommodating the ever-expanding collection and archives, even underground extensions.
- ◆ The Museum searched for a new location in Budapest brownfield zone with authentic industrial heritage and good transport connections.
- ◆ The Government accepted the Museum's proposal about the new location in the area of the former MÁV Northern Maintenance Depot and also made available the resources for the preparation process (design contest and planning)
- ◆ [ Government Resolution 2011/2017 (XII.22.) ]
- ◆ The Museum made a master plan covering the whole area for preparing the upcoming design contest.







[ Future Development Site ]

[ Hungarian State Opera's Workshops Construction Site ]

[ Cold War Bunker ]

[ Diesel Hall ]

[ Office Building ]

[ Northern Maintenance Depot ]

[ The Museum Development Site ]

[ Törekvés Community Centre ]





[ 1ST PRIZE: DILLER SCOFIDIO + RENFRO ]







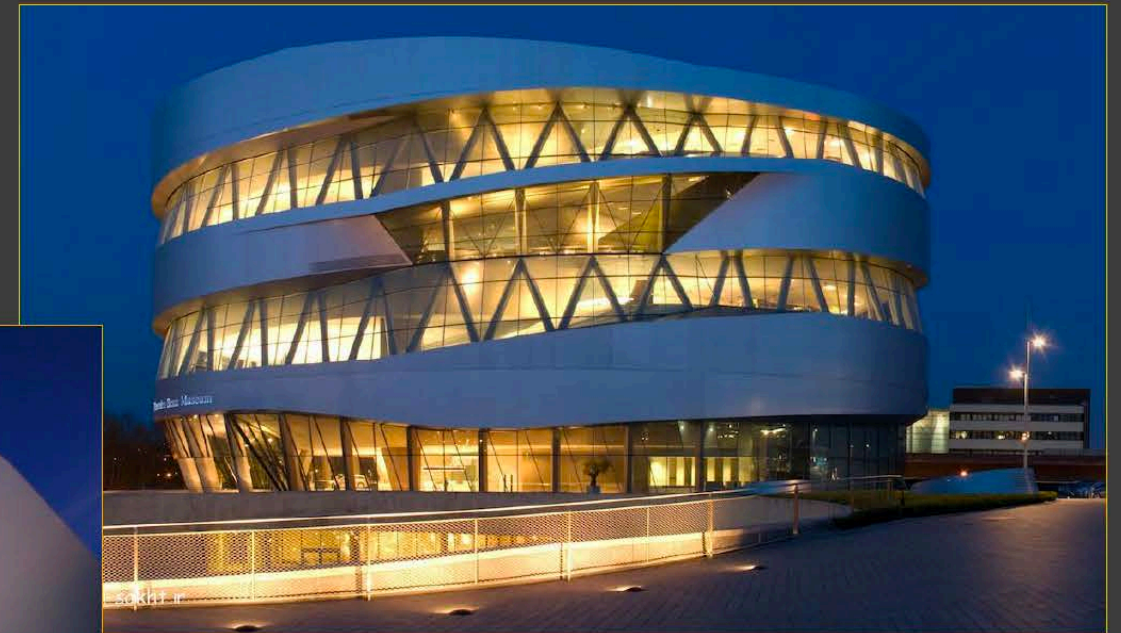
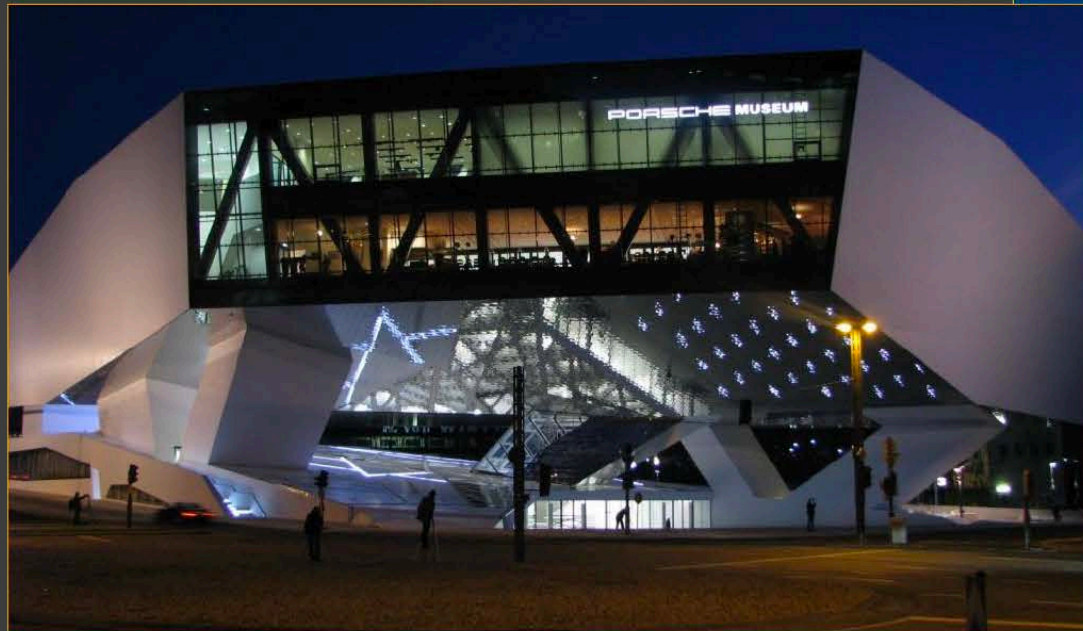








## [ OUR VISION ]



**1** A new museum complex matching the world's most recent technical and natural science museums



## [ OUR VISION ]



**2** A centre for presentation, preservation and research of the Hungarian heritage of transportation





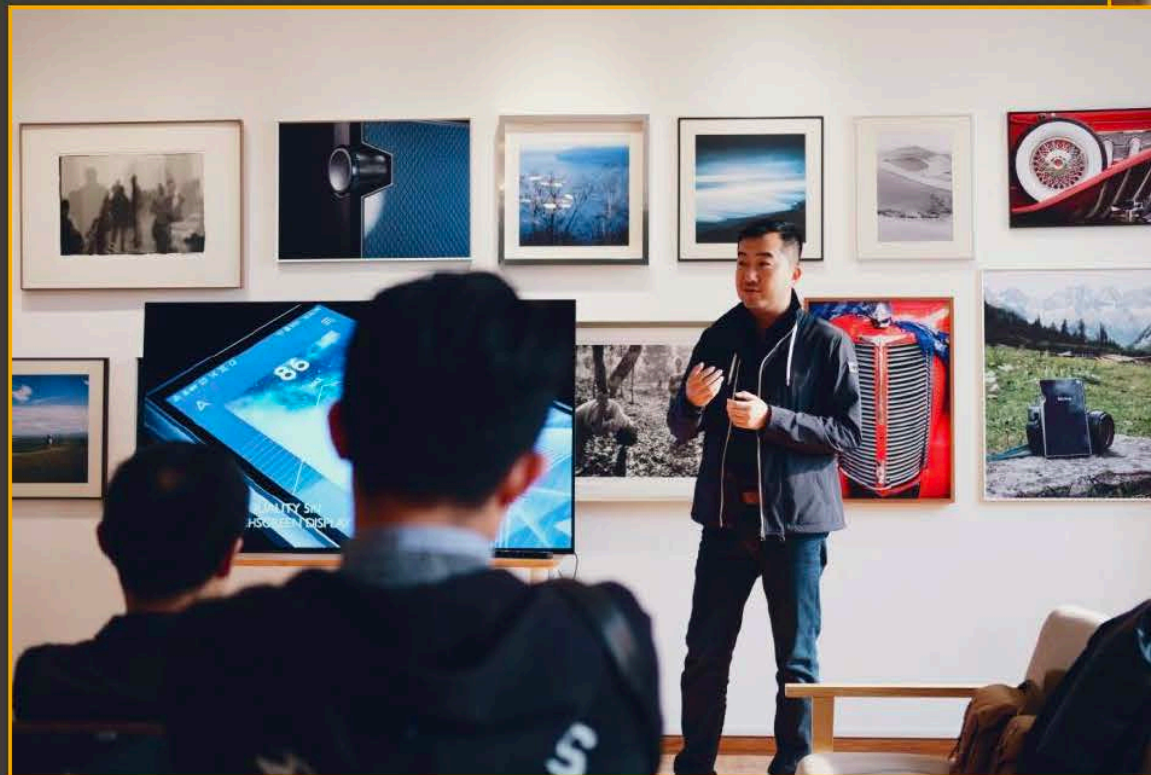
## [ OUR VISION ]



**4** Scenic and interactive representation of technical achievements



## [ OUR VISION ]

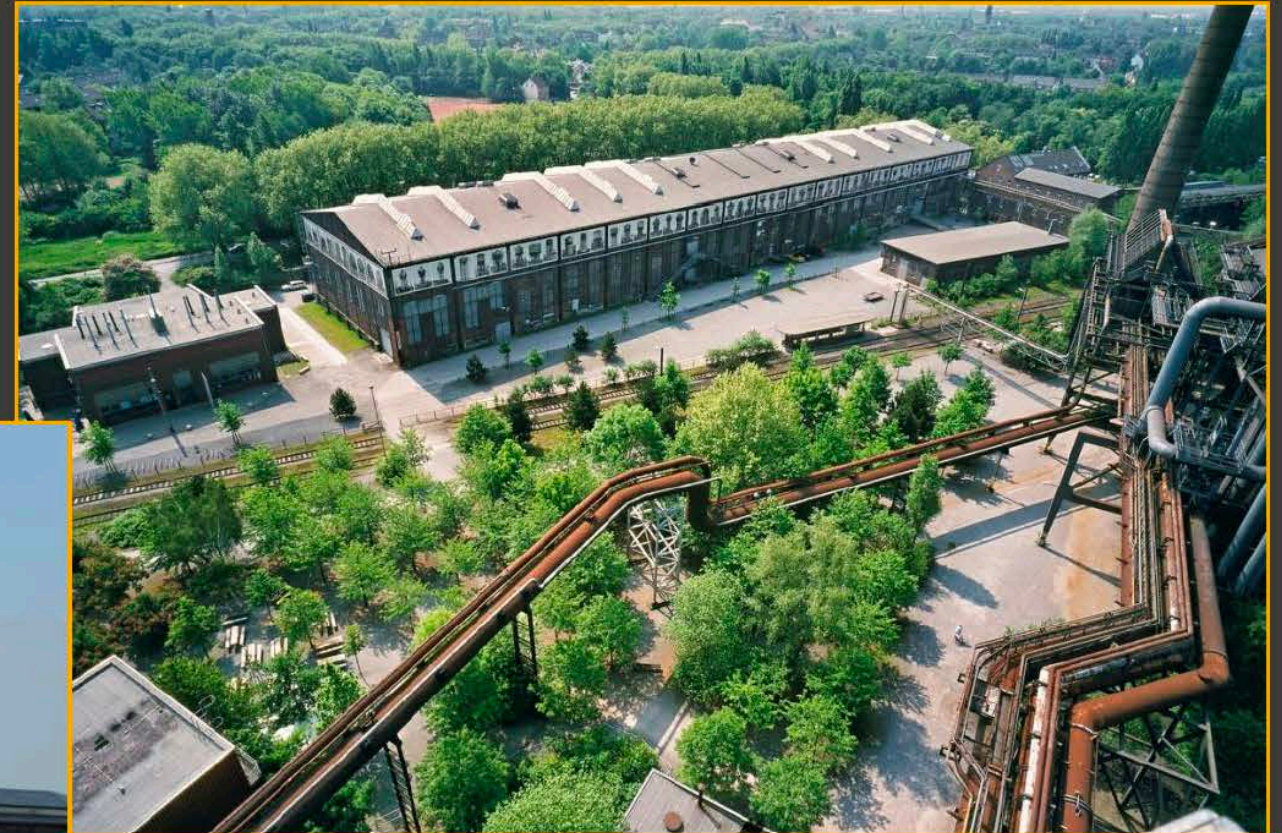


**5** A professional platform and community space for social dialogue of transport innovation





## [ OUR VISION ]



**6** An exciting, vibrant new neighborhood by the revitalization of a degraded area



## [ THE COLLECTION AND ITS PLACEMENT ]

- ◆ More than 21,000 transport-related items from the last two hundred years.
- ◆ archive and library of 200,000 volumes of books, journals, plans and other written material
- ◆ 3,000 items will be on display in the new permanent exhibition, the rest will be placed in visitable storages
- ◆ focus on land transportation (shipping and aviation history will be located elsewhere)
- ◆ 30% more artifacts is expected to be purchased and stored in the next 30 years
- ◆ approximately 620 vehicles to be placed in the new museum complex (100 railway vehicles, 60 buses and trucks, 150 cars)







## [ CONCEPT OF EXHIBITION ]

Expected duration of a single visit is 3.5 to 4 hours on site

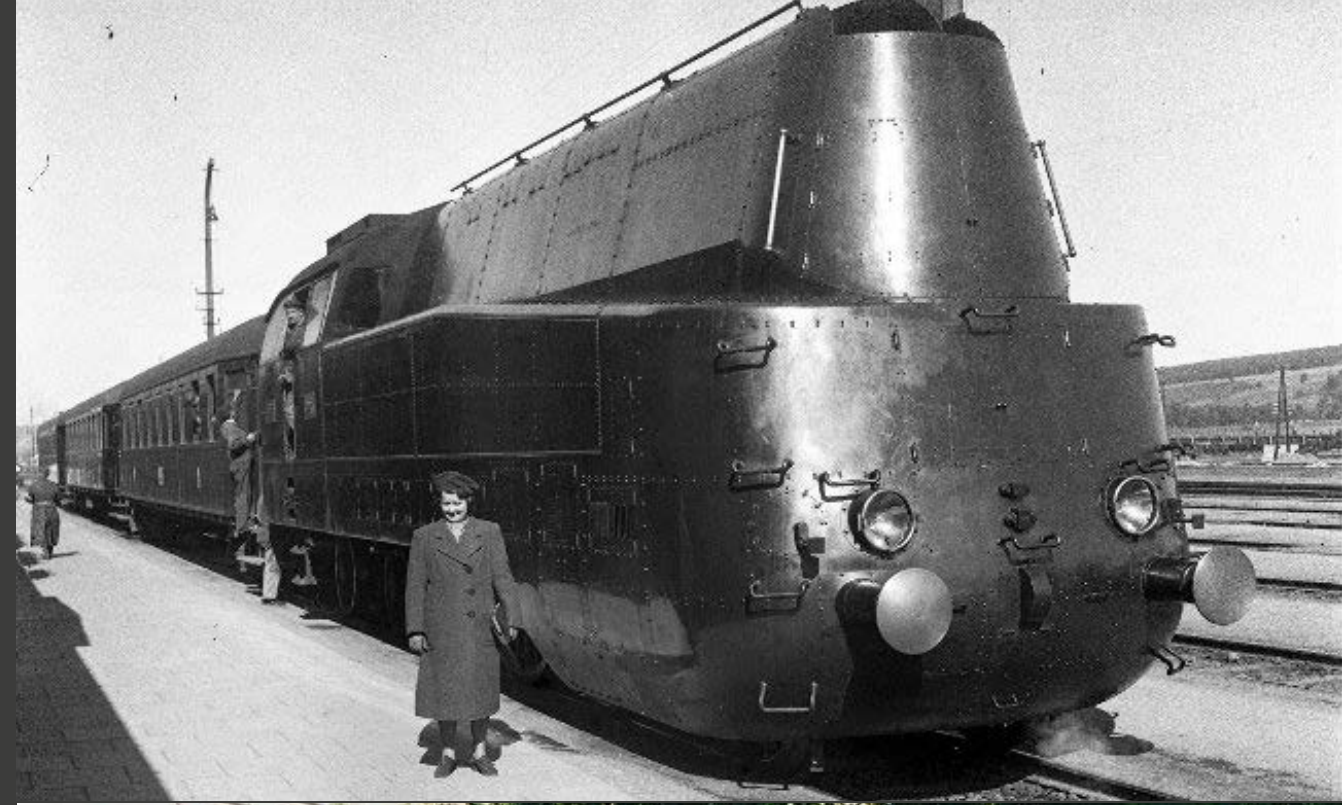
**Storyline:** the history of Hungarian transportation based on social chronology

### Focus on

- ◆ public transportation
- ◆ the importance of city and rail transport
- ◆ vehicles and services of regular day-to-day transportation

### Theme units

- ◆ T1 (1800-1920): beginnings and exponential development
- ◆ T2 (1920-1945): an exceptional era of innovation
- ◆ T3 (1945-1970): transformation after political and social changes
- ◆ T4 (1970-): the legacy of the socialist era and challenges of the future















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## A TROLIBUSZOK MŰLTJA

**Merczi Miklós**  
muzeológiai főosztályvezető



Werner von Siemens, 1882. április 29.





# Ó-Tátrafüred, 1904





Nagyszében, 1904. augusztus 4.



A TROLIBUSZOK MÚLTJA

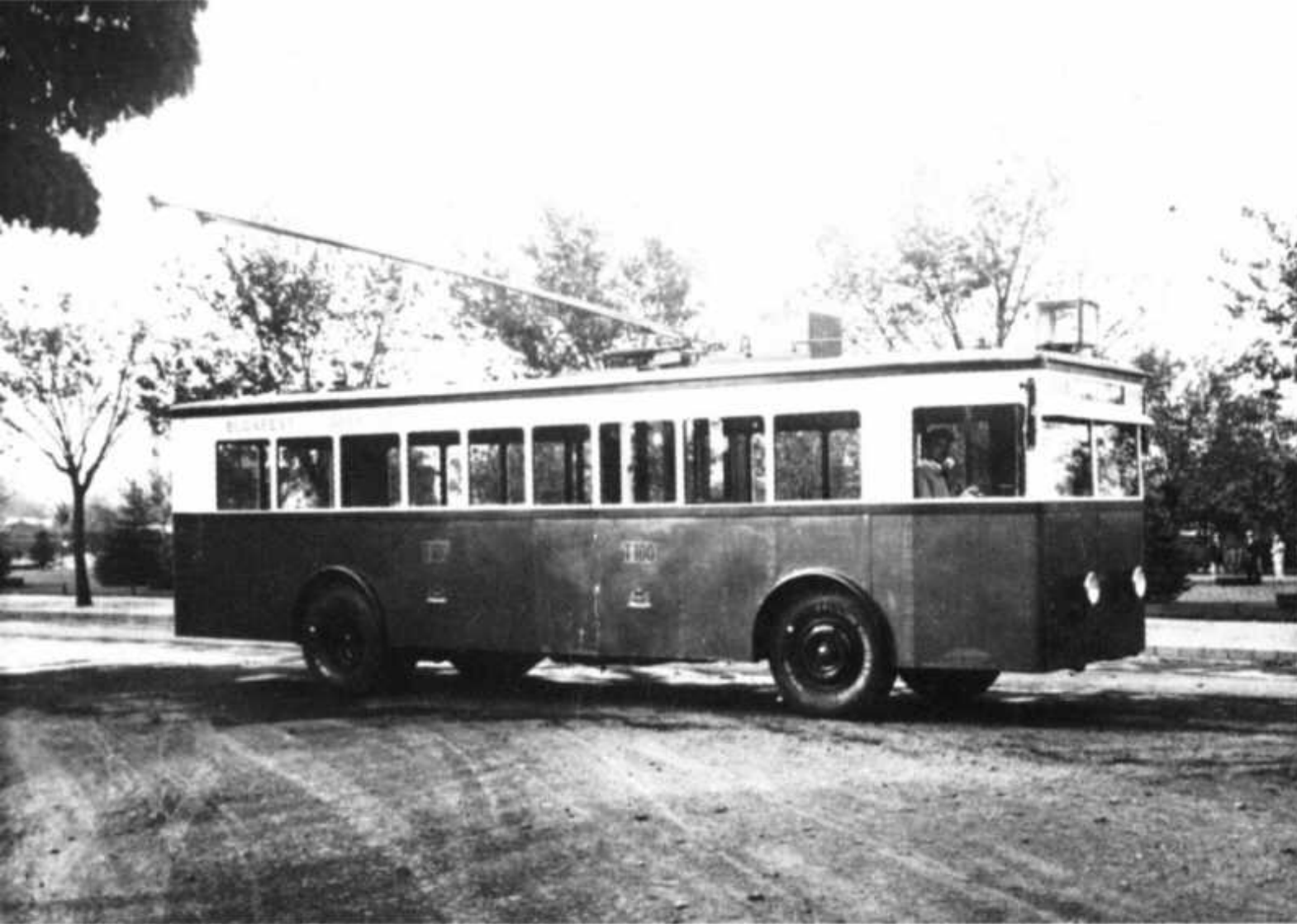


*Pozsony. Vaskutacska.  
(Pressburg.) Eisenbrünnel.*



**Pozsony – Vaskutacska 1909. július 19.**





Óbuda 1933. december 16





Óbuda 1941. november 9. után

A TROLIBUSZOK MÚLTJA



**Budapest 1949. december 21.**



**A TROLIBUSZOK MÚLTJA**



**MTB 82**



**A TROLIBUSZOK MÚLTJA**



Budapest 1952-től IK 60T



A TROLIBUSZOK MÚLTJA





**IK 60T + pótkocsi**

**IK 60T + TR 5  
utánfutó**







**ZIU-5 1966-1978, 100 db**

**ZIU-9 1975- 172 db**





**IK 260T**



**A TROLIBUSZ MÚLTJA**



**Szeged 1979-től**



**ZIU-9**

**A TROLIBUSZ MÚLTJA**



**ZIU-9**



**Debrecen 1985-től**

**A TROLIBUSZ MÚLTJA**



# Budapest:

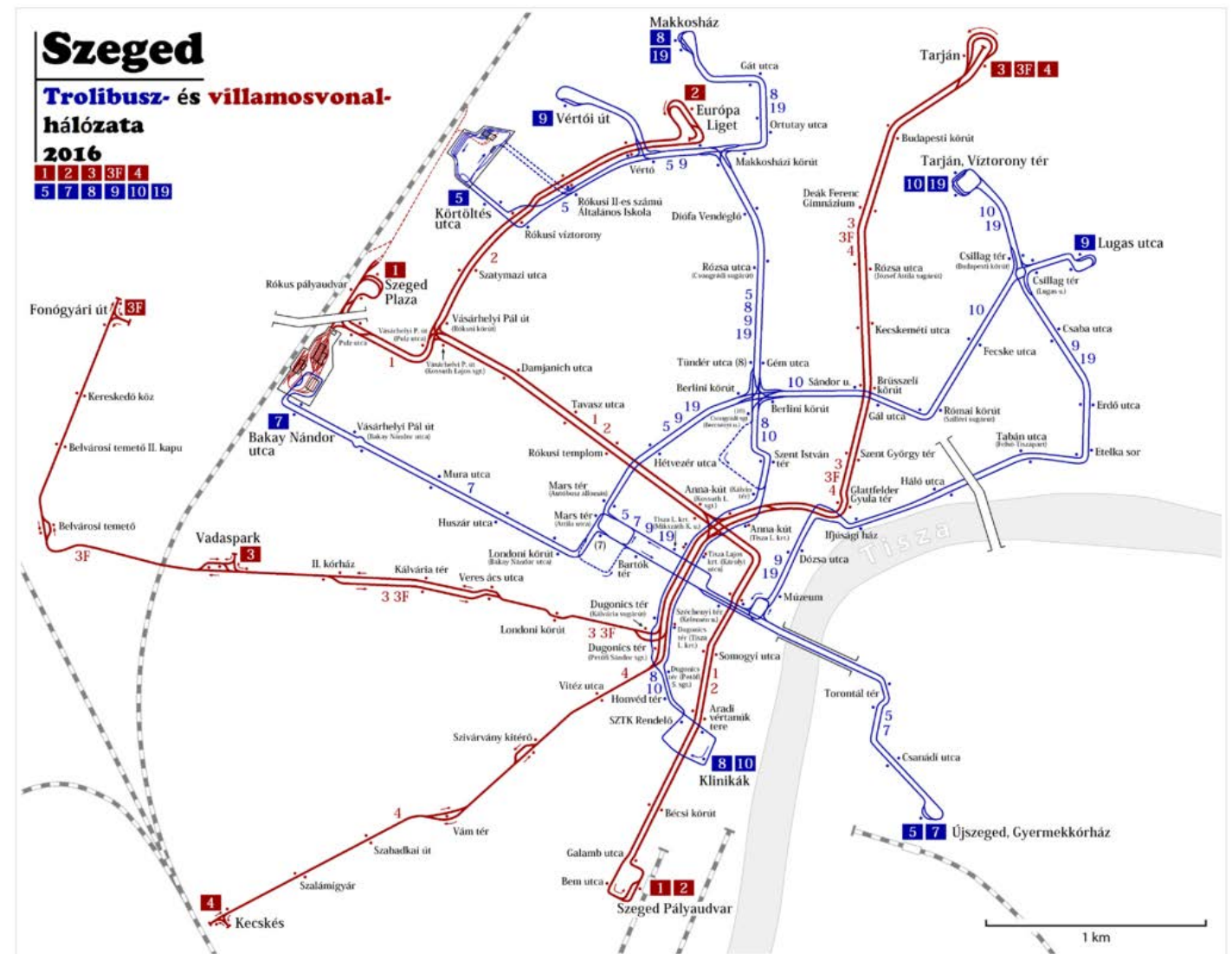
- 9 típus, 15+1 viszonylat

# Szeged:

- 7 típus, 7 viszonylat

# Debrecen:

- 5 típus, 5 viszonylat







## Az MMKM trolibuszai:

- ZIU-5, BKV 513-as
- ZIU-9, BKV 933-mas
- És...







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KÖSZÖNJÜK A FIGYELMET!