

Cycle routes around agrarian and technical monuments in Karol Kuffner's former manor in Sládkovičovo (South-West region of Slovakia)

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ABSTRACT

The work presents the agrarian technical monuments built by the first half of the 20th century in the manor belonging to the company "Dioszeghi farm, sugar production and distillery joint stock company" (Diószeghi gazdaság, cukor – és szeszgyár – részvénytársaság a Dioszegher Oeconomie, Zucker – und Spiritusfabriks – Actiengesellschaft) with the seat in Sládkovičovo. Following the localization and the brief historical and geographical characteristics of the manor we have analysed the individual technical monuments (buildings and the remains) and explained the possibilities of their use in tourism. So far, the agricultural technical monuments have not been assorted and introduced as potential sights and destinations. We present the individual technical monuments within coherent cycle routes suitable for an all day trip. The cycle route of the "recrea" category is designed in Danubian Lowland, therefore its character is predominantly flat and it is suitable for families with children.

Key words: agrarian technical monument, tourism, cycle route, Sládkovičovo and the vicinity.

INTRODUCTION

At present, cycling in Slovakia is increasingly being mass used. New cycle routes are emerging which have different intensity, various targeting and facilities. Positive tendency can be observed in this area – the most dense cycle routes network emerges in natural and cultural localities and centres in Slovakia that are well-known parts of tourism sector. Deliberations should currently take place on whether tourist routes do not become only some catalyst of tourism in today's accelerating society within the motto "*to go through (however not to see) as much as possible in the shortest possible time*".

This problem can currently be observed in connection with the expansion of illegal

cycle tourism and motoring in the open landscape, since they are often practised in protection areas. In these cases the "cycle-tourists" or "moto-tourists" cannot watch the landscape because they only have to watch the way to survive.

The aim of this article is to propose a cycle route design in Sládkovičovo vicinity. As a follow-up to the article "*The usage of the agrarian technical monuments built by the first half of the 20th century in tourism* (Hronček, Hronček 2012)", the cycle route is designed to embrace the agrarian technical monuments. Considering the volume of preserved monuments and their remains on a small area we propose their complex use in tourism within an easy and thematic all-day cycle route.

The first formal cycle route in Slovakia

emerged in 1995 when Vážska cycle route (Vážska cyklomagistrála) along the Váh river was approved by the district environmental authority in Piešťany (self-governing region of Trnava).

Nowadays there are about 9 000 km of cycle routes in Slovakia. Trnava region has about 800 km of marked cycle routes, the most of which are concentrated in the Little Carpathians and Záhorie region.

GOALS AND METHODOLOGY

The work aims at drawing up a brief history of Karol Kuffner's manor in Sládkovičovo and the related technical monuments based on archival research. The second section aims at developing a cycle route design involving preserved buildings and former manor buildings remains in accordance with the applicable methodology of cycle routes creation in Slovakia. The main aim is to highlight the possibilities of the use of the cycle route, eventually of the use of the bicycle as a means of transportation in tourism in order to facilitate the access to the places of destination for the tourists. We decided to consider the above mentioned agrarian monuments as the tourist places of destination.

In order to draw up the section dealing with the history of the manor and its objects we based our work on archival research and critical assessment of collected facts in accordance with the works of corporate authors led by M. Hroch (Hroch et al., 1985). The work presents a summary of historical information that can be further used in tourism for description of the proposed cycle route.

Authors such as L. Kudela and V. Lednický (Kudela & Lednický, 2002), V. Lednický (Lednický, 2004) and V. Dvořáková, Ľ. Husovská and others (Dvořáková & Husovská, 2002) deal in their works with the use of technical monuments in tourism on a general level.

The use of agrarian technical monuments

in tourism is also the theme of the work of authors such as P. Hronček and P. J. Hronček (Hronček & Hronček, 2012). Agrarian technical monuments can be used as destinations in agro-tourism (Habán & Otepka, 2004). Our theoretical and methodological work in the field of tourism draws on the works of M. Gúčík (Gúčík 2008, 2010) and I. Chorvát (Chorvát, 2006, 2007).

In order to meet the main aim of the work we followed the applicable methodology of classification, creation and marking the cycle routes in Slovakia. The mentioned methodology is elaborated in the standards "STN 01 8028 – Cykloturistické značenie" (Cycle routes marking) (Anonymus, 2000). The applicable standard "STN 01 8028 – Cykloturistické značenie" was elaborated and explained by J. Hlatký (Hlatký, 2011). Within the proposal of the cycle route around the agrarian technical monuments in Sládkovičovo area we followed the applicable common concept of cycle routes in Trnava self-governing region (Anonymus, 2011).

LOCATION OF KAROL KUFFNER'S MANOR IN SLÁDKOVIČOVO

The manor with historical name "Karol Kuffner's manor in Diószeck" was located in south-west region of Slovakia in the Danubian Lowland near Sládkovičovo. The remains of the manor can be found today in Galanta district, Trnava region. Its area had a triangle shape limited by borders – by the Little Danube in the South-West and by the Derňa and Čierna Voda Rivers in the South-East. The rivers Dudváh and partially Čierna Voda flow through the central part of the former manor. Dams have been built on Dudváh River, accumulating water for irrigation of sugar beet fields. In the North, this triangular area is closed by virtual flow-line connecting the towns Sered' and Senec. North from this central triangular area there could be found granges near Špačince (Spácza) in Trnava region and

near Alekšice (Elecske) in Nitra region. In the South there was a grange near Veľký Meder (Nagymegyér) in Dunajská Streda region.

BRIEF HISTORY OF THE MANOR

The sugar factory in Sládkovičovo was founded on 23 October 1867 and its full name was *Diószegský cukrovar Kuffner & Gutmann Viedeň* and *Dioszegher Zuckerfabrik von Kuffner & Gutmann Wien* in German language (Source: *archive*, Nr. A 2. Zakladajúca listina). The first sugar beet campaign in the factory started already in 1868.

The sugar beet factory transformed into a joint stock company on 31 January 1873 and bear the name "Diószegská hospodárska, cukrovarnícka a liehovarnícka akciová spoločnosť so sídlom vo Viedni" (*Dioszegher Ökonomie, Zucker und Spiritusfabriks Actiengesellschaft in Wien*). The joint capital reached 1 500 000 gold coins. The shares were registered and indivisible. They were in the ownership of Kuffner's brothers (Jakub and Hermann Hirsch Adler) and Guttmann's brothers, each of them owned 475 shares. Another member of the Kuffner family, their cousin Móric Kuffner, owned 500 shares. Jakub Kuffner's son Karol owned 50 shares and the landowner Wodianer also owned 50 shares (Source: *Archive*, No. A 2. Koncesionárska listina rakúskeho ministerstva vnútra from 31 January 1873). In 1898 the joint stock company was reclassified, got a new bilingual Hungarian and German name "Dioszegská hospodárska, cukrovarnícka a liehovarnícka akciová spoločnosť" (*Diószeghi gazdaság, cukor – és szeszgyár – részvénytársaság a Dioszegher Oeconomie, Zucker – und Spiritusfabriks – Actiengesellschaft*) and Sládkovičovo became the company's permanent seat (Pokreis 2003). As it is clear from the name of the company, in addition to sugar factory and distillery, the company operated also a cannery, a starch factory, a yeast factory, a

steam mill, a narrow gauge railway and a sugar farm focusing on crop and livestock production (Source: *Archive*). Karol Kuffner (1847 – 1924) was one of the sugar factory shareholders and he came to Sládkovičovo in the age of 22 in 1869. He had been living there for the next 55 years. He was not only a shareholder, but above all the executive director of the sugar factory and related plants.

Since the beginning, sugar farming with the crop and livestock production had been functioning along with the sugar factory. As regards the crop production, sugar beet was mainly grown and cereals and maize to a lesser extent. Initially the "diószeg method" was used, with rotating crops in six-year intervals and in four-year intervals on some plots. In order to achieve high yields deep ploughing and systematic fertilisation were necessary (Hallonet et al., 2006).

Diószeg method in the livestock production consisted mainly in introducing forage crops into the crop rotation and in using sugar factory by-products in the cattle-rearing. Up to 6000 bulls with the market meat production were fed up each year.

At the end of the 19th century the sugar farming was organized into five farms. They were in Sládkovičovo, Pusté Úľany, Galanta, Košúty and Špačince. The preserved statistical reports from 1897 provide types and number of agricultural machines in the individual farms. We have also found the amounts of domestic animals in the statistics (Source: *Archive*, No. A 7. Statistical reports from 1897).

The statistic data in Tab. 2 show that the sugar farming focused mainly on market beef production. Cattle were reared in all farms, but the highest number of cattle was in Pusté Úľany. Horses were reared in all farms for the purpose of pulling the harness and their numbers corresponds to the numbers of ploughs and wagons in the respective farms. Pigs intended for market meat production were reared only in Špačince.

Tab. 1 Overview of the machinery used in individual farms in 1897

(Source: Archive, No. A 7. Statistical reports from 1897 and Anonymus 1897)

Type of the machine	Sládkovičovo	Pusté Úľany	Galanta	Košúty	Špačince
Steam locomotive	1	1	1	1	1
Thresher	1	1	1	1	1
Drills	6	13	8	7	3
Ploughs	26	90	37	36	5
Mashers	1	4	2	1	3
Harrows	10	26	14	20	23
Rollers	5	0	12	12	8
Horse wagons	32	106	67	71	26

Tab. 2 Overview of the reared livestock by farms

(Source: Archive, No. A 7. Statistical reports from 1920 and Anonymus 1897)

Livestock	Sládkovičovo	Pusté Úľany	Galanta	Košúty	Špačince
Cattle	718	1 014	552	480	372
Horses	58	88	48	57	22
Pigs	2	0	0	0	70

The largest area farmed by the sugar farm was 13 760 ha. In 1920s, following the land reform, the farming area was reduced to 5 160 ha. The sugar factory lost the larger part of the agricultural land, but it got financial compensation from the government. Reduction in the size resulted in the lack of sugar beet. The sugar factory rented land from the government and the new owners. Sládkovičovo remained the centre of sugar farming (Source: *Archive*, No. A 4, A 6.).

Because of the land reform the sugar factory lost almost the whole farm in Pusté Úľany (Pustafödemes) and related granges in Abrahám (Ábrahám), Tárnok (Tárnok), Poros (Poros Major), Nový Dvor (Újhely), Jelení majer (Sarvas major), Lúčný Dvor (Réti major) and Jurajov Dvor (Dyurcsi major). In Pusté Úľany, Lúčný dvor, Nový Dvor a Tárnok granges around 1000 heads of cattle were reared within the animal production. This grange worked the land of 1 806 ha, of which 1 470 ha were arable land and 11 ha were forest. Following the land reform in 1930s the farm owned only two granges Tarnók and Lúčný Dvor.

CHARACTERISTICS OF THE FARMS

In 1930s the whole farm consisted of five larger individual farmyards and two smaller granges. The sugar farm proceeded with the

crop and livestock production.

The central farm was in Sládkovičovo. The farming land took 531 ha, of which 494 ha belonged to the sugar factory. The farm consisted of Dvor Mária grange, Diószeg and the distillery in Galanta. Central manufactories where all machinery was repaired presented also one part of it. In winter time all large machines from the individual farms were brought there, such as steam ploughing equipment, tractors, threshers. A manager, two assistant managers, four supervisors, 22 workers, guards and a gardener were employed on this farm. Vegetables, such as onion, scallion, spinach and asparagus, and small fruit, such as gooseberries, strawberries, raspberries and currants were also grown there.

The outermost and at the same time the largest farm was in Veľký Meder. Its area took 1 037 ha and it consisted of Ómajor, Újmajor, Tájlak and Tábor granges. A manager, two assistant managers, three supervisors, five craftsmen, a guard, a forester and six workers were employed on this farm. In the Ómajor grange there were stables for horses and oxen, a granary comprising 50 wagons of grain, a store, mechanical, blacksmith and wheelwright workshops, and the lodging for the manager. In Újmajer grange there were four stalls for oxen, a granary, an easily available store, three corn grain granaries,

lodgings for employees and the manager. In Tájlak grange there was a stall for oxen, a stall for 400 pigs, a granary and a corn grain granary, and lodgings for six workers. There was a concentration camp in Tábor grange rebuilt into a stall for 2 500 pigs.

Košúty farm had 1 048 ha of agricultural land, but only 5,7 ha belonged to the sugar factory. This farm consisted of Košúty, Taňa, Čierna Voda, Vozokany, Hed', Zugó and Adler granges. There was a manager, two assistant managers, six supervisors, four craftsmen, three guards and 29 workers in each grange. In Taňa grange there was a lodging house for 120 workers. Lodgings for managers or workers were in each of the granges.

Gáň farm consisted of three granges – Nebojsa, Gáň and Barakon. They farmed 612 ha of agricultural land, 71 ha of it belonged to the sugar factory and the remaining land was hired out. A manager, five supervisors, four craftsmen, four guards and 13 workers were employed there. The lodging of the manager was in Nebojsa grange and the lodgings of the workers were in the other granges. In Gáň, the sugar factory managers established a school for children living in the granges.

Galanta farm farmed 967 ha of arable land, 211 ha of it were in the ownership of the sugar factory. Galanta farm consisted of Galanta, Garašd, Óň, Teréz and Bibíc granges. A manager, two assistant managers, seven supervisors, three guards, two craftsmen and 22 workers were employed there. At the entrance to Galanta from Sládkovičovo, two stalls similar to stalls in Nový Dvor grange are preserved at the left side of the farm.

Tárnok farm consisted of one grange with total of 522 ha leased farmland.

Lúčny dvor farm was leased as a whole and it consisted of one grange. The sugar factory farmed the land of

Špačince and Alekšince farms until the expiration of hiring contract in 1938 and then the Slovak state took over these two farms (Pokreis, 2009).

NARROW GAUGE FIELD RAILWAY IN THE OWNERSHIP OF THE MANOR

Given the size of the manor with a number of granges and due to the existence of very poor quality country roads a narrow gauge field railway for internal transport was built. The railway named Ponvágli was designed for transportation of material from the fields to the factories, of sugar beet from fields to the sugar factory, of vegetables to the cannery, of potatoes and pulp to the distillery and the stark factory, of the grain to the mill, and also for transfer of cereals and fodder between the individual farms and granges, for transportation of the manure to the fields, for transportation of sugar factory and distillery fallout to the fields and to feed the livestock. The railway was also used to deliver the goods to traders, to transport building material, wood and lime sludge from the sugar factory, but it also was used by children to travel to school and by people to travel to the fairs.

The main routes were about 50 km and the minor ones were also about 50 km long. Cart horses pulled two to three railway wagons. Some part of the railway was mobile, thus having conveyed the sugar beet, the fallout and the manure were transported. Subsequently the railway was dismantled and reassembled on another field where the crops had not been harvested yet. The first benzene locomotive was delivered to Sládkovičovo in 1919. The railway was connected with a minor railway built by Esterházy family on their land and with the minor railway of the landlords from Horné Saliby. A biaxial locomotive operated there from 1920 and additional two triaxial locomotives type Montánia L – 200 by the company Orenstein & Koppel (O&K) operated there from 1920 and 1924. The gauge was 600 mm and the maximum payload was 1400 kg (Talamon, 2009).

Bridges, level crossings, wagon scales, loading platforms, unloading channels and

workshops of course were built for the purposes of the railway. The workshops not only served to repair locomotives and wagons, but also to construct new wagons, to repair steam railway locomotives, steam engines pulling ploughing equipment, machines working in the sugar factory, the distillery, the mill, the cannery and the stark factory.

DESIGN OF CYCLE ROUTES

The proposed cycle route is drawn up on the basis of our own field research. It is located in the West of Sládkovičovo town, where the Pusté Úľany farm (Pustafödemes) was operating in 1920s and where original agrarian technical monuments are preserved.

The route begins at Fučíkova street in Sládkovičovo next to the former firehouse, where it is possible to park. Alternatively it begins at the railway station or the bus station, where the tourists can arrive by public transport. At the present, the proposed cycle route does not join directly the existing cycle route network in Trnava region. The nearest cycle route (about 10km) is the route around the Kráľová reservoir.

In the centre of Sládkovičovo there are facilities where you can buy refreshment and drink coffee. There are also ATMs of various banks there. After leaving the parking and turning left to Fučíkova street direction Sered', after 200 m you can see at the right the late-baroque Virgin Mary Assumption Roman Catholic church. The church tower has a unique hip location. The church is located at the corner of Fučíkova and Cukrovarská streets and it is located in the manor house area. In 1885 Kuffner rebuilt the renaissance mansion from the 18th century into the manor house in electrifying style.

The route continues along Cukrovarská street directly in front of the sugar factory entrance and the building of the directorate. A casino is to the right of the office

building and a historic villa where the sugar factory director lived is in the park opposite the office building. Riding along Cukrovarská street we come in the Mária majer grange area, where we can see the buildings of former stalls, central workshops and a cannery.



Fig. 1 Dudvák River and the wooden bridge with the former narrow gauge railway. Buildings of Mária majer grange are in the background.

Along the proposed route we come back from Mária majer grange to Cukrovarská street where we turn left to Fučíkova street and after 400 m we turn right to Pionierska street, Pusté Úľany direction. Below the right half of the road in this direction there are the rails of the narrow gauge railway Ponvágli. This route leads at the right roadside to Nový Dvor. The route divides there it turns right and leads through the fields to Pusté Úľany and Abrahám, and left across the road to Jurajov Dvor, Lúčný Dvor and Jelení majer granges. The embankment and gang board remains are well visible there at present.

The brick building of the former Special agricultural research institute for crop production is the most interesting monument at the Sládkovičovo exit and we can see it on Pionierska street about 300 m after the turn-off to Cintorínska street.

Preserved outbuildings of Nový Dvor grange are situated at the left side on the way from Sládkovičovo to Pusté Úľany, 2 km from the crossing with Senec – Sered' road. After turning left from the main road and at the beginning of the built-up area we can see a long residential building (at the right) converted into lodgings for five

families. In the past, this building served as rental apartments for agricultural workers who were employed on this farm. There is a one-storey granary to the left, used for grain storage. Further on the right there are stalls for housing cattle, the buildings of the stalls are distributed in a U-shape. Upright to the stalls, there are former preparation rooms. The stalls from 1880s are one-storey premises with vaulted ceilings. The roof is reconstructed and it was used to store the forage in the past. In the middle of the stalls there was a passage corridor for feeding and cleaning purposes. An interesting part of the building is its gable with the preserved date of building the preparation rooms. The year 1906 is easy to read.



Fig. 2 Stalls for housing cattle in Nový Dvov grange.



Fig. 3 Preserved building with forage preparation rooms in Nový Dvov grange and the gable with the date detail.

Having returned to the main route we keep cycling about 150 m in the direction Pusté Úľany, where we turn right and then left at the end of the road. We come to a road which is a preserved remain of the narrow gauge railway. The railway was initially pulled by horses of Muráň type, which were replaced by steam and diesel locomotives in 1920s. The route then goes through Poros settlement, a former grange belonging to Pusté Úľany farm. Several ruins of stalls are preserved there and five small houses for the former agricultural workers stand at the right side of the left turning.

Modern farm buildings can be seen at the entrance to Pusté Úľany village, which were built at the place of the original Kuffner farm. There was also the end of the railway.

Cycling through Pusté Úľany village we continue in the direction Veľký Grob and Senec, where we turn left after 2 km to Tárnok grange, which is the outermost grange in the Senec direction. The turning at the crossing is not marked by road signs, but it is located in a mild field depression about 100 m behind the marked bus stop. A stall for housing cattle and a one-storey granary have been preserved in this grange. There is no roof on the brick building any more and the building is decaying little by little. Some additional farm and residential buildings have been preserved there, but they are in poor condition.

There is a gravel pit behind the buildings, offering the possibility of cooling down during the summer heats. However,



Fig. 4 Ruins of the one-storey granary in Tárnok grange



Fig. 5 Damaged buildings in Tárnok grange

swimming is possible only at your own risk. The cycle route turns left at the gravel pit and continues eastward back to Pusté Úľany village. South of the village it turns right and joins the road connecting Pusté Úľany village with the Senec – Sládkovičovo road. Here, looking right westward to Čierna Voda, the preserved buildings of Lúčny Dvor farm can be seen. These buildings do not serve their original purpose now, but they are offices of various companies. There is also a gas station in this area (approx. 500m) with toilets and refreshments.

The cyclists with better physical fitness can ride 5 km along the parallel road in the Senec direction. Here, after turning right direction Nový Svet or Veľký Grob they can see remains of Jelení majer grange on the left. Little houses for agricultural workers have been preserved and several companies have their seats there.

If you take the left turn at this crossing to Sládkovičovo direction you will ride 2 km a parallel road. Unfortunately, there is about 1 km of this route missing.

In the middle of this cycle route section there is the Jurajov Dvor grange. A preserved water tower, houses for workers and stalls foundations have been preserved in this grange right behind the modern blue hall.

Between the Jelení majer and Jurajov majer granges next to the field road, a parallel narrow gauge railway led into the fields. Nowadays you can still see remains of a railway embankment in the field.

At the end the cycle route continues about 5 km parallel with the Veľké Úľany road past the former flax and hemp processing factory (nowadays Bekaert and sawmill with a wood dryer) to the starting point in

Sládkovičovo, either at the railway station, or at the market place.



Fig. 6 Water tower and the workers' houses in Jurajov Dvor grange.



Fig. 7 The map of the narrow gauge railway "Ponvágli" in Pusté Úľany farm in the interwar period.

BASIC CHARACTERISTICS OF THE CYCLE ROUTE DESIGN

We have produced the main description of the proposed cycle route in compliance with the applicable methodology of cycle route building in Slovakia (Anonymus, 2000; Hlatký, 2011; Anonymus, 2011):

The name of the cycle route – Sládkovičovský cyskloturistický okruh po agrárnych technických pamiatkach Kuffnerovho veľkostatku;

Thematic content – the cycle route is monothematic; it focuses on agrarian monuments;

Cycle route marking – the marking is green (i.e. in the cycle routes hierarchy it is in the third place following the red and

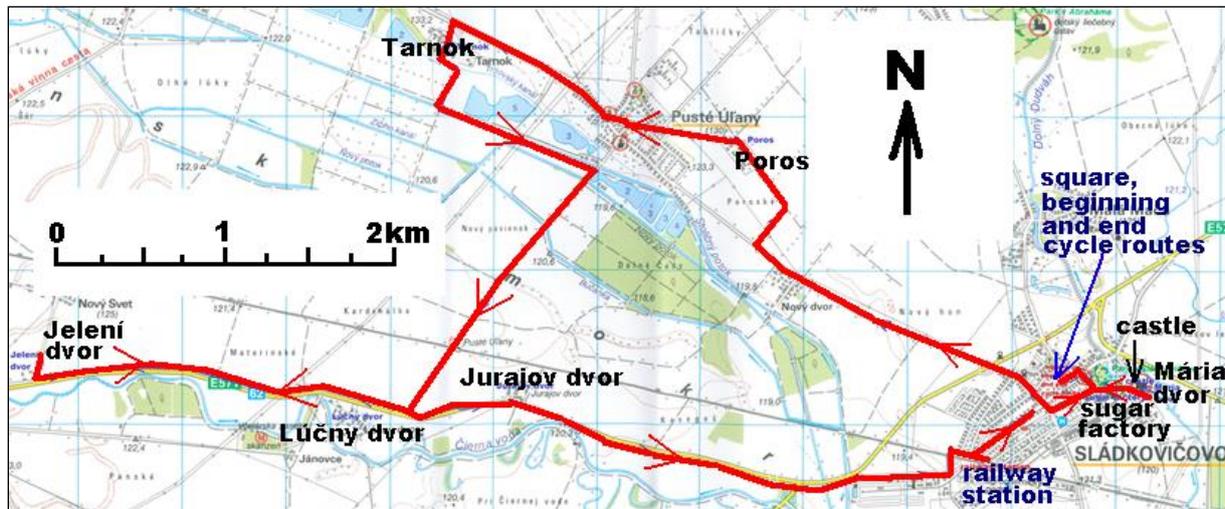


Fig. 8 Cycle routes around agrarian and technical monuments in Karol Kuffner's former manor in Sládkovičovo (base map: Tourist Map no. 151, Trnava upland - Senec, 1:50 000, VKÚ Harmanec 2003)

green markings);

Total length of the cycle route – 26 km with the possibility of riding to Jelení majer grange (total 10km);

Cycle route type according to the surface – road cycle route with two sections with reinforced field roads;

Form of the cycle road – a circuit with the identical start and finish – cycle route circuit;

Cycle route difficulty – REKREA, easy – "health route", suitable for families with children;

Negotiability – with possibilities for road trekking bicycles;

The importance of the cycle route – regional, with the possibility of connecting to neighbouring cycle routes – the circuit around the Kráľová reservoir (10 km) with a direct connection to the cycle routes network;

Beginning and end of the cycle route – Fučíkova street in Sládkovičovo with the alternative of railway or bus station (since the route is designed as a circuit, it is possible to enter it anywhere);

Description of localities, route and facilities – it is elaborated in the separate section "Design of the cycle route".

CONCLUSION

At present, in the Trnava autonomous

region there are 30 TOP cycle destinations defined as the main points of interest of the cycle tourists (Anonymus 2011). These are following: 1. Historic centre of Trnava; 2. Historic centre of Skalica; 3. Monuments in Holíč; 4. Spa island Piešťany; 5. Waterworks Sĺňava; 6. Waterworks Gabčíkovo; 7. Baťa's channel in Skalica; 8. Basilica of Šaštín and holiday centre Gazárka; 9. Monuments in Kopčany; 10. Monuments in Dunajská Streda; 11. Architectural and natural features of Smolenice; 12. Monuments and features of Galanta; 13. Water mills on Žitný Island; 14. Monuments in Hlohovec; 15. Waterworks Kráľová; 16. Dobrá Voda; 17. Cerová, Rozbehy – Korlátka castle and the tower; 18. Ducové Fort; 19. Lancára Church; 20. Katarínka Monastery; 21. Dachtice Rotunda; 22. Vrbové; 23. Štvrtok na Ostrove; 24. Dolná Krupá; 25. Buková; 26. Little Carpathian wine region; 27. Podbranč; 28. Smrdáky; 30. Hlboké.

We can conclude that the Sládkovičovo area, where the former Kuffner manor with lots of preserved technical agrarian monuments and their remains is located, is missing in the register. This area located west from Sládkovičovo equals many localities included in the second half of the register from the historic, cultural, societal (genius loci) and natural point of view. This area is different, comparing to the other areas, since it is a set of number of technical

agrarian monuments. The absence of this area in the register can be attributed to the fact, that it still has not been sufficiently described from the historic point of view and promoted among the potential cycle tourists. It can also be attributed to the fact, that at present most of the cycle routes are concentrated in the northern and western part of the region in the Carpathians and Záhorie areas and, to a lesser extent on the Žitný Island.

The separateness of the cycle route as a individual monothematic circular route will change following making functional the planned main cycle flow line leading through the Danubian Lowland and connecting the North and the South part of the Trnava region and passing through Sládkovičovo.

The cycle route is monothematic and focuses on agrarian technical monuments and their remains. At present, two cycle routes in Trnava region have similar character – Hradná and Vílna cycle routes in the Little Carpathians. New thematic cycle route around the agrarian monuments with transregional significance is being prepared in the Danubian Lowland, called "To the watermills" (Za vodnými mlyni).

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Explanatory note: Štátny archív Bratislava: *Fond Dioszegská hospodárska, cukrovarnícka a liehovarnícka akciová spoločnosť – archív.*