

The map presents the public transport capacity and spatial distribution of all bus and tram routes, as well as taxi ranks, within the administrative boundaries of Łódź against the background of the street map. Transport capacity is expressed by the number of passengers carried on the given route on daily basis. Taking into account the size of transport (optimum number of passengers: trams – 250, buses – either 92 or 161) identified was the capacity of bus transport and tram transport both of which add up in certain street sections, which gives an overall picture of the public transport capacity. For each transport mode five capacity categories were identified.

The transport capacity is shown using the flow lines. The data so presented is valid as of 1 January, 2001.

The map also indicates taxi ranks but omits those of individual taxi companies.

On the territory of Poland, the electric tram first appeared in 1883 in Wrocław. In the Congress Kingdom of Poland the earliest municipal electric trams appeared in Łódź, on 23 December, 1898, while in Warsaw only in 1908. Electric tramways connecting Łódź with Pabianice and Zgierz were launched in January 1901. Łódź received an electric tramway as a 'Christmas gift' in 1898. Of course, it was not any gift or charity, rather the shareholders in the Towarzystwo Łódzkich Dróg Żelaznych Miejskich [Łódź Urban Railway Company] expected sizeable profits from the investment project. It is worth noting that the name of the company was displayed on electric trams from February 1900 until WWI, earlier the lines had been operated by the Konsorcjum Kolej Elektrycznej Łódzkiej [Łódź Electric Railway Consortium], while in the interwar period by a public limited company Kolej Elektryczna Łódzka [Łódź Electric Railway] abbreviated to KEL. The investors' expectations came true nearly overnight. Within a few days the trams carried 250 000 passengers who paid either 5 kopeks second class or 8 kopeks first class fares.

Trams operated from 7:00 AM until 10:58 PM, almost four hours less than today. The first trams ran on the route from Plac Kościelny through Nowomiejska Street to Nowy Rynek and Piotrkowska as far as 'Paradyż' (Piotrkowska 175). In the first year there were four routes and all ran along Piotrkowska Street. In the following year there were still only four routes, but by 1901 there were already ten routes.

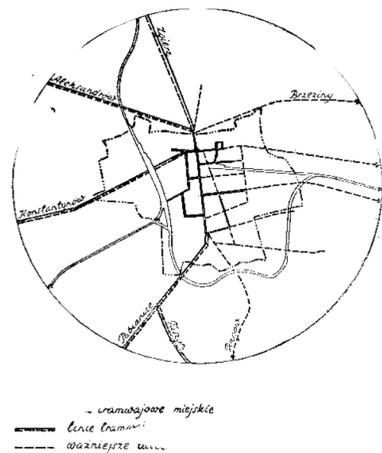


Fig. 1. Urban and exurban transport network before WWI

After the tram transport was launched, congestion and certain dangerous conflicts between horse-powered vehicles and trams in the streets of Łódź became difficult. Therefore, the 'chief constable' (policmajster) of Łódź issued several traffic regulations and appointed the policemen who were to direct traffic in Piotrkowska Street and other streets with tram tracks. That moment therefore, i.e. 1898, marks the beginnings of traffic police and traffic code in Łódź.

On 14 July, 1908 established was the Łódź Narrow-gauge Electric Access Railways Joint-stock Company (Towarzystwo Akcyjne Łódzkich Wąskotorowych Elektrycznych Kolei Dojazdowych) (LWEKD) which after forty years merged with KEL to form a single enterprise Municipal Transport Works (Miejskie Zakłady Komunikacyjne), and from 1 January, 1951 – the Municipal Transport Company – Łódź (Miejskie Przedsiębiorstwo Komunikacyjne 'MPK' – Łódź).

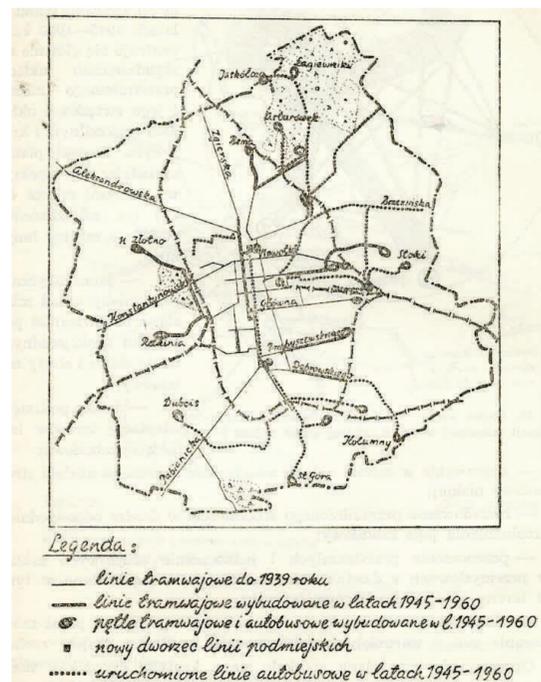
As of 1901 trams were marked with numbers, earlier they had only displayed shields of different size and colour specific for each route. The numbers of cars and routes changed, for example for a long time there was no route 13 (a superstition among tramway workers).

In comparison with the current situation (presented on the map), in 1929 on the existing 17 tram routes the average daily passenger throughput was 238 000. In 1936, the busiest service was the tram no. 11 which ran from Bałucki Rynek to Chojny via Piotrkowska Street. The lowest number of passengers travelled on the route which seemingly was the most necessary – that connecting the railway stations of Łódź Fabryczna and Łódź Kaliska.

In the interwar period there were no city bus services. The LWEKD did use a few buses, but they exclusively operated on the intertown routes. During the Nazi occupation there was an attempt to set up city bus services, but they only operated on two routes, were highly irregular and for Germans only.

In 1945–1946 urban tram routes were extended by popular demand to the suburbs of Zdrowie, Ruda Pabianicka, Zabieniec, and Julianów. Further development followed WWII with routes being introduced to Stoki, Nowe Złotno, Karolew, and Lagiewnicka, Warszawska Street, and Wojska Polskiego Street.

In the meantime, the MPK received its first seven buses and from 11 October 1948 launched the first bus route – 'A' – between Plac Niepodległości and Józefów, and then from the railway track to Józefów along Rzgowska Street. In 1951, another route was introduced along Piotrkowska Street between Plac Wolności and Plac Niepodległości



Map legend:
 - Tramway lines before 1939
 - Tramway lines built in the period 1945–1960
 - Tramway and bus terminuses built in the period 1945–1960
 - New suburban lines station
 - Bus services launched in the period 1945–1960

Fig. 2. Changes in the public transport network in Łódź in the post-war period.

In 1986 the tram shed in Telefoniczna Street was built which at the time was the most modern facility of the kind in Poland, and three new depots were built for the bus transport which observed significant development, too.

Since the late 1970s no further growth has been observed for tramways; instead, a number of tram services, both urban and exurban, have been closed down for the reason of economic conditions and changes to the organisation of traffic flows in the city. It all started in 1978, when the Tuszyń route was closed down, followed by the Aleksandrów line in 1991, and the Rzgów line in 1993.

To illustrate the magnitude of the transport network operated by the Municipal Transport Company – Łódź Ltd. (MPK Łódź Spółka z.o.o) the combined route length can be compared to the distance from Świnoujście (in far NW Poland) to Ustrzyki Dolne in Bieszczady (in the far SE).

Literature and sources

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 Rosin R., 1988, *Łódź dzieje miasta*.