

Ph.D. dissertation abstract:

PUBLIC TRANSPORT IN ŚLUPSK FROM 1945 TO 2015

The subject of public transport, mostly in cities and metropolitan areas, is mainly the domain of research in academic disciplines other than history. These analyses largely focus on the present or future time, mostly ignoring the past years. They are aimed at the continuous improvement of people's public transport, so that associated issues can be optimized. The topics of public transport in the above-mentioned publications include traffic engineering, urban planning of public transport, traffic technology and organization, issues of economics in public transport, the means of transport used, the organization of maintenance and repair of rolling stock, and the construction and operation of supply networks and infrastructure.

Comprehensive analysis of the history of public transport, is not particularly popular in the circle of scientific research interests in history. Emerging works on this subject are mainly popular science publications. Their authors focus primarily on presenting certain types of vehicles, no longer seen on the streets of Polish cities, often treating them in a sentimental way. The second issue often discussed in popular science publications is the topic of transport networks and their evolution over a certain period of time.

Until now, the issue of the history of public transport in Ślupsk has not been taken into account in historical research. Meanwhile, public transport, being one of the fields of municipal economy of the city, is an important aspect of public utility, being of great importance for the smooth functioning of large communities of people. This dissertation aims to fill the existing research gap. This dissertation scientifically and comprehensively describes the activity of public transport in a selected city, Ślupsk in this case. Investigating in a detailed way, on the basis of scientific research, the process of shaping public transport in Ślupsk, will give the opportunity to look at the history of Ślupsk from a broader perspective, thus creating an additional element which has been missing up till now.

The works that have been written so far relating to public transport in Ślupsk are popular science publications. The first concerns the tramway traction network, which no longer exists, and focuses mainly on the description of tramway lines and streetcars from a technical point of view. The next two, written by the same author, largely take a closer look at the buses used in Ślupsk. The last item is a jubilee publication related to the 100th anniversary of public transport in Ślupsk, written on behalf of the Ślupsk Municipal Transport Company.

The intention of this dissertation is to present the history of public transport in Ślupsk in great detail. In the author's opinion, most people perceive public transport as the means of

transport used, the transport lines operated and possibly the infrastructure used for it. Meanwhile, in the author's opinion, the most important thing in public transport is the human factor, which is often overlooked or noticed as something of a secondary importance. These people are mainly employees who, over many years, created and shaped the development of public transport in Słupsk. Their attitude to work undoubtedly had a significant impact on the final results and perception of public transport.

The dissertation was mainly based on source materials from archives. Taking into account the number of resources used, these are the archives in the following order: State Archive in Koszalin Branch in Słupsk, Company Archive of Słupsk Municipal Transport Company, Archive of the Institute of National Remembrance Branch in Gdansk, State Archive in Koszalin, Archive of New Records in Warsaw, State Archive in Szczecin and State Archive in Poznań. In order to show more fully the issues raised in the dissertation, the work also taps into scientific publications relating to regional history. Press articles from the following newspapers were also used in the dissertation: "Dziennik Bałtycki", "Głos Koszaliński", "Głos Pomorza", "Głos Wybrzeża", "Konfrontacje" and "Zbliżenia". In the dissertation, the author also used three interviews held with the following individuals: Mirosław Pajak, Wiktor Usyk and Leszek Bocian.

The dissertation spans over 70 years of public transport in Słupsk. The starting point is at the time of the end of World War II, when, thanks to territorial changes, Słupsk was incorporated into the Polish state. As for the end date, however, it was the author's intention to cover the largest possible period of the history of public transport in Słupsk. Therefore, 2015 was adopted as the end date.

The dissertation consists of five chapters. In the first one, *Concepts and directions of development of public transport in Słupsk in 1945 - 2015*, an outline of public transport in the years 1910 - 1945 is presented, i.e. at the time when Słupsk territorially was part of the German state. The same chapter presents intentions and plans related to the development of public transport in 1945 - 2015.

The second chapter of *Public Transport Companies* discusses chronologically all establishments and enterprises that were responsible for carrying out urban public transport. This was followed by a description of the additional activities carried out by the above-mentioned companies, which were not directly related to the core business. These had a significant impact, mainly economic. These included passenger taxi network, baggage taxi network and the Motor Transport Company (trucks). This chapter also presents an outline of

public transport in Lębork from 1975 to 1988, when the branch was directly subordinate to public transport in Słupsk.

The third chapter *Personnel of Public Transport Companies* presents the management staff with a breakdown for the years 1945 - 1989 and 1989 - 2015, followed by a presentation of the lower-level staff from 1945 - 1989 with a description of the professional groups: drivers, mechanics, conductors and ticket inspectors, as well as a presentation of the level of education and the fluctuation that occurred. The further description of lower-level employees continues from 1989 to 2015, during which time two restructuring processes took place. The rest of the chapter shows the functioning of party organizations until 1989 (Basic Units of Polish United Workers' Party, Polish Socialist Youth Union), the Workers' Council, the Employees' Council, the "rationalization" of labor, the company's unit of the Volunteer Reserve of the Citizens' Militia and other organizations that existed in the studied companies and enterprises. The next section shows the social and living sphere, the activities of trade unions, describes protest and strike actions, trade education and the driver training center.

The fourth chapter of the *Public Transport Network* shows the formation of tramway lines from 1945 to 1959, bus lines from 1958 to 2015, and trolleybus lines from 1985 to 1999, the last of which places considerable emphasis on showing the circumstances of the creation and decommissioning of trolleybus traction.

The final, fifth part of the dissertation *Operation and Modernization of Rolling Stock and Infrastructure* describes tramway rolling stock and traction network from 1945 to 1959, bus and microbus rolling stock from 1958 to 2015, and trolleybus rolling stock and traction network from 1985 to 1999.