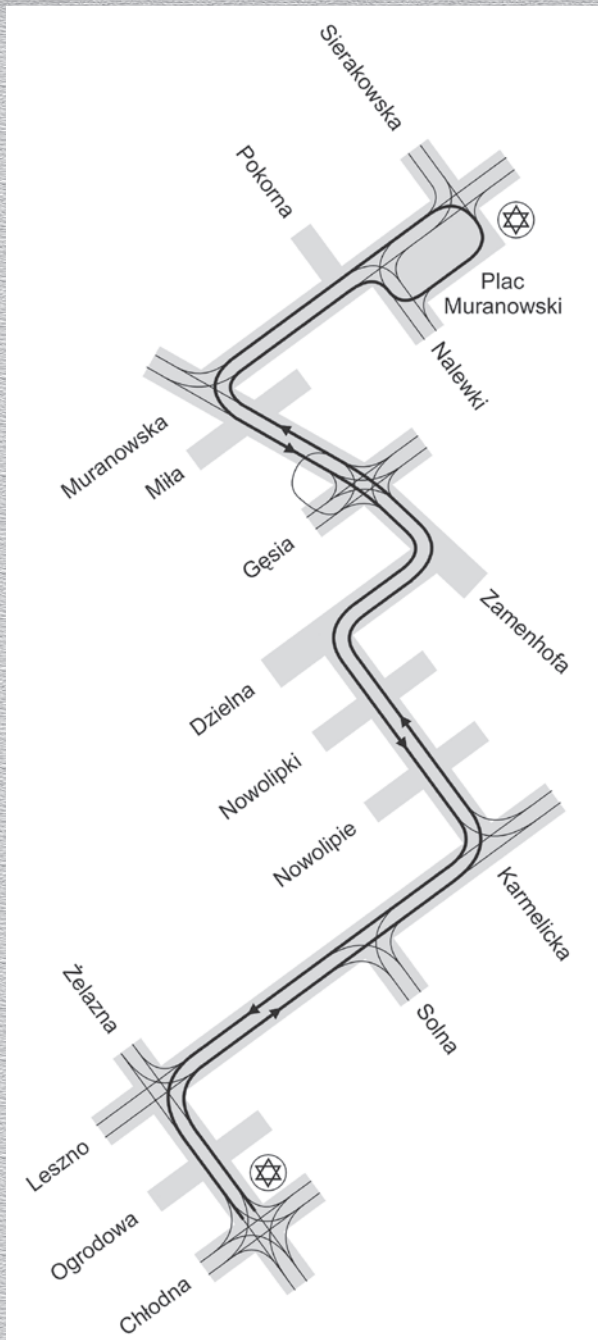




Tramwajem przez piekło



Schemat trasy linii z gwiazdą oraz jej wykorzystanie torów w okresie 21.02.1941–21.04.1941 r.

Route diagram of the 'star' line and the tracks it used between 21 February 1941 and 21 April 1941

rys./Fig.: P. Szczęsny

do niczego tory z ulic Bagno i Świętokrzyskiej (tory nie były używane od kilku lat — ostatnie tramwaje kursowały tam w końcu czerwca 1936 r.), pozyskując tym samym kilkanaście ton jakże cennego budulca.

W wigilię Bożego Narodzenia 1940 r., zlikwidowano pierwszą żydowską linię — „29”. Dwie pozostałe — „15” i „28” — zlikwidowano 21 lutego 1941 roku. Tego samego dnia ru-



Uruchomiona linia z gwiazdą była nieodłącznym elementem pejzażu Getta w okresie od 22 lutego 1941 do (przynajmniej) 22 lipca 1942 roku. W różnych okresach trasa się zmieniała, jednak na ul. Karmelickiej była ona każdego dnia.

The 'star' line was an inherent element of the Ghetto landscape in the period from 22 February 1941 to (at least) 22 July 1942. The route has changed in different periods, however it was a daily sight on ul. Karmelicka.

fot. ze zb./photo coll.: S. Hilkenbach

stock which was more and more worn out was used to its best to provide transport services for the city. In winter 1940 the disused tram tracks were removed from ul. Bagno and ul. Świętokrzyska (the tracks had been disused for a few years already — the last trams ran there at the end of June 1936), this way acquiring a dozen or so tons of valuable building material.

The first Jewish line — “29”, was discontinued on Christmas Eve 1940. The two remaining lines — “15” and “28” — were closed on 21 February 1941. On the same day a tram line marked with the Star of David entered service. It covered the following route: plac Muranowski, Muranowska, Zamenhofa, Dzielna, Karmelicka, Leszno, Żelazna, Chłodna/Żelazna. The line was served by single tram cars with a frequency of 10 minutes. It is not entirely clear how the changing of the tram's direction was performed at ul. Chłodna and Żelazna. The tramcars arriving from the Muranów direction had to use points and curves on this road crossing — they could travel directly through ul. Żelazna and then move back to the left or to the right into ul. Chłodna, so that they could turn back. They could also first turn left or right in ul. Chłodna so that they could drive back into ul. Grzybowska. Unfortunately it was impossible to find a single photograph from this period which would clarify the matter.

Let us make a digression on the marking of the tram line with the star symbol. At the beginning of 2006, in relation to the International Day of Commemoration in Memory of the Victims of the Holocaust, which was celebrated for the first time in Poland, a special tramcar was operated in War-