

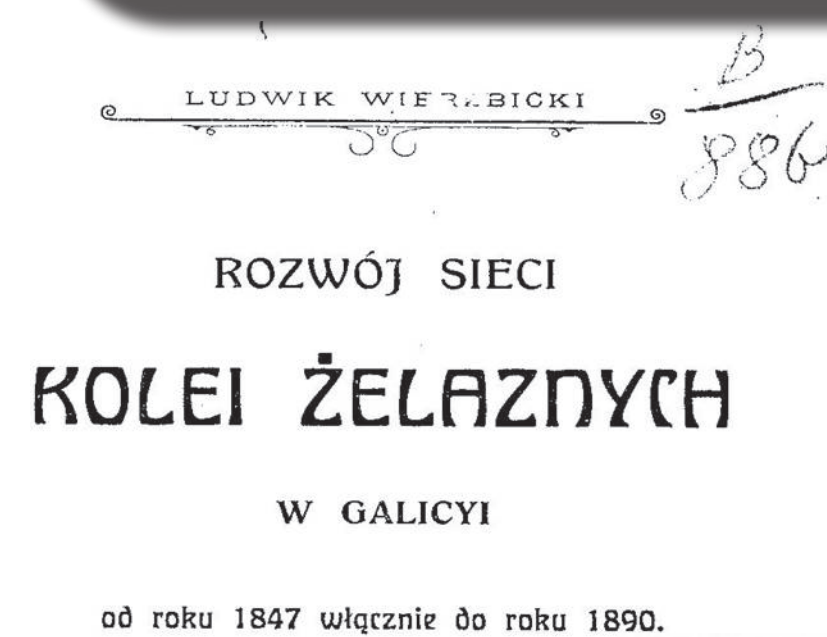
Railway and Urban Development in Central Europe The Case of Lemberg

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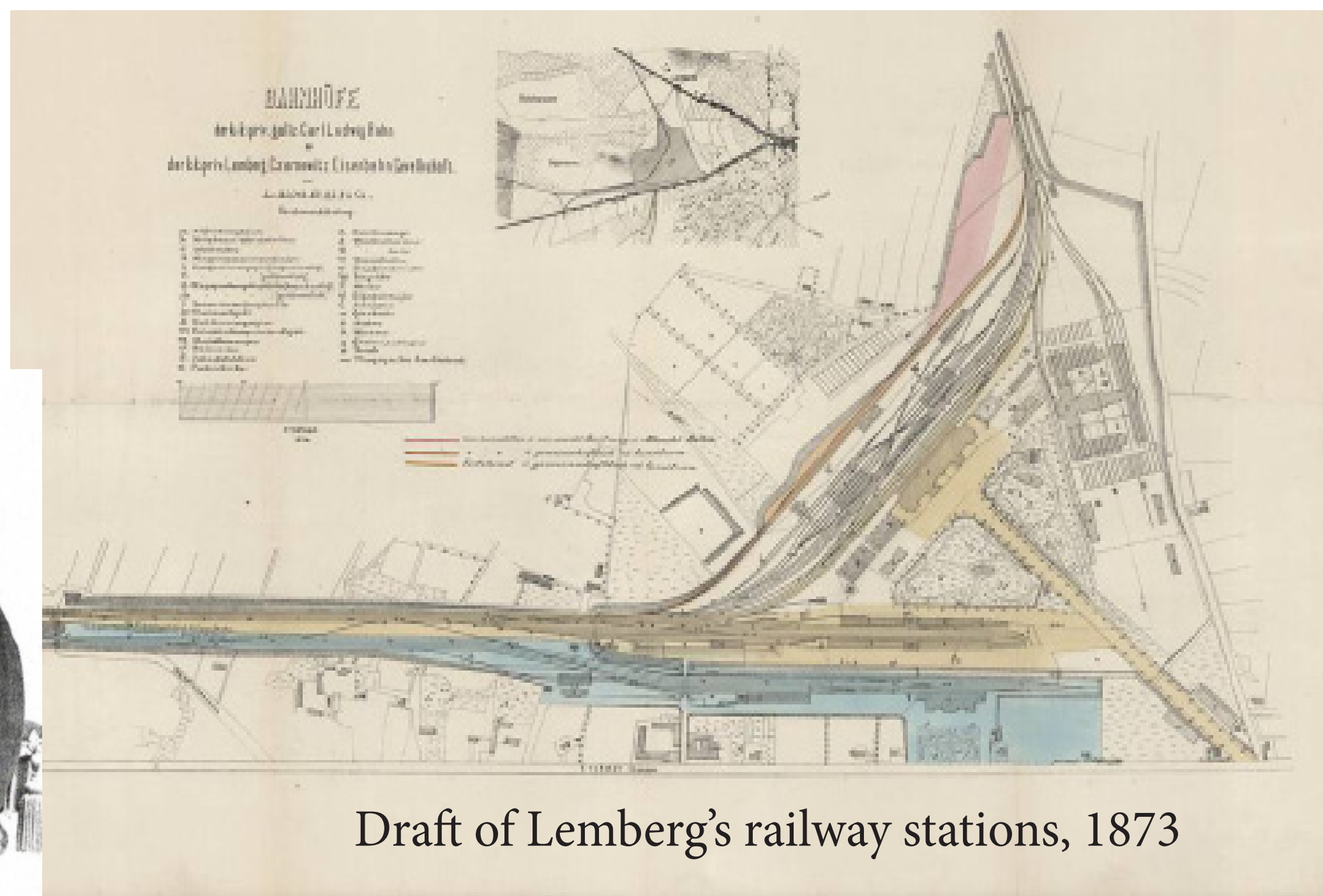
PhD Program "Austrian Galicia" (2010-2013)

Short description of the PhD project

In recent years, interest in the development of space has intensified among historians. At the same time, active configuration and the social production of space have become the focus of attention. My PhD project describes one such historical process of developing and changing space. The central question of my thesis revolves around the impact of the establishment of the railway on the spatial and urban development of Lemberg in the second half of the 19th century. Therefore, I describe on the one hand how Lemberg's significance gradually changed within the region while developing to a junction in railway traffic. On the other hand, I focus on the development of the urban territory during the same time period. Three individual parts deal with the question to what extent the railway influenced the development of Lemberg from different angles.



Ludwik Wierzbicki, Galician railway expert



Draft of Lemberg's railway stations, 1873

Sources and methods

The sources of my research are manifold and vary from chapter to chapter. For this reason, I also use different methods to analyze and interpret these sources. There is an extensive amount of secondary literature on the railway histories of the Habsburg monarchy and Galicia, which serves as the basis for the first chapter. Moreover, there are a lot of documents concerning the various private Galician railway associations in archives, for example in the Austrian State Archives. Important sources for writing the second chapter about the changes in Lemberg's urban morphology are maps which were published between the 1830s and 1920s. Methods of urban geography and urban design are used to analyze these city maps. Due to the large variety of aspects that the chapter "Microcosm: railway station" deals with, a multitude of sources serves as the basis for this part. An architectural analysis of the station's main building proves the symbolic importance of the railway for Lemberg and Galicia. The railway station plays an important part in various travelogues, memoirs and feature sections. These texts are analyzed based on analysis schemes of literary studies.



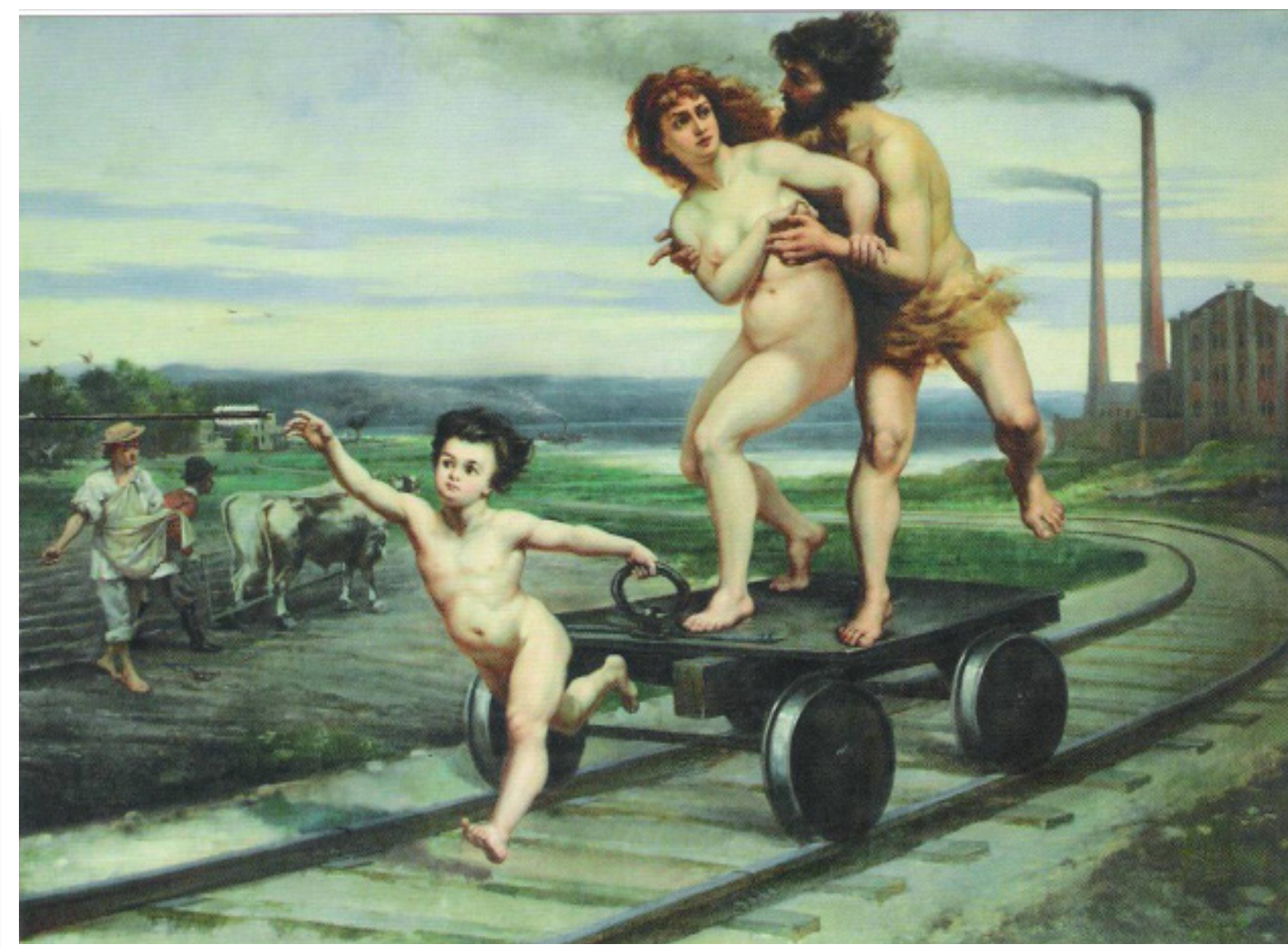
First building of Lemberg's railway station, built in 1861



Main entrance of the new railway station, built in 1904, architekt W. Sadłowski



Current Picture of Lviv's Railway station



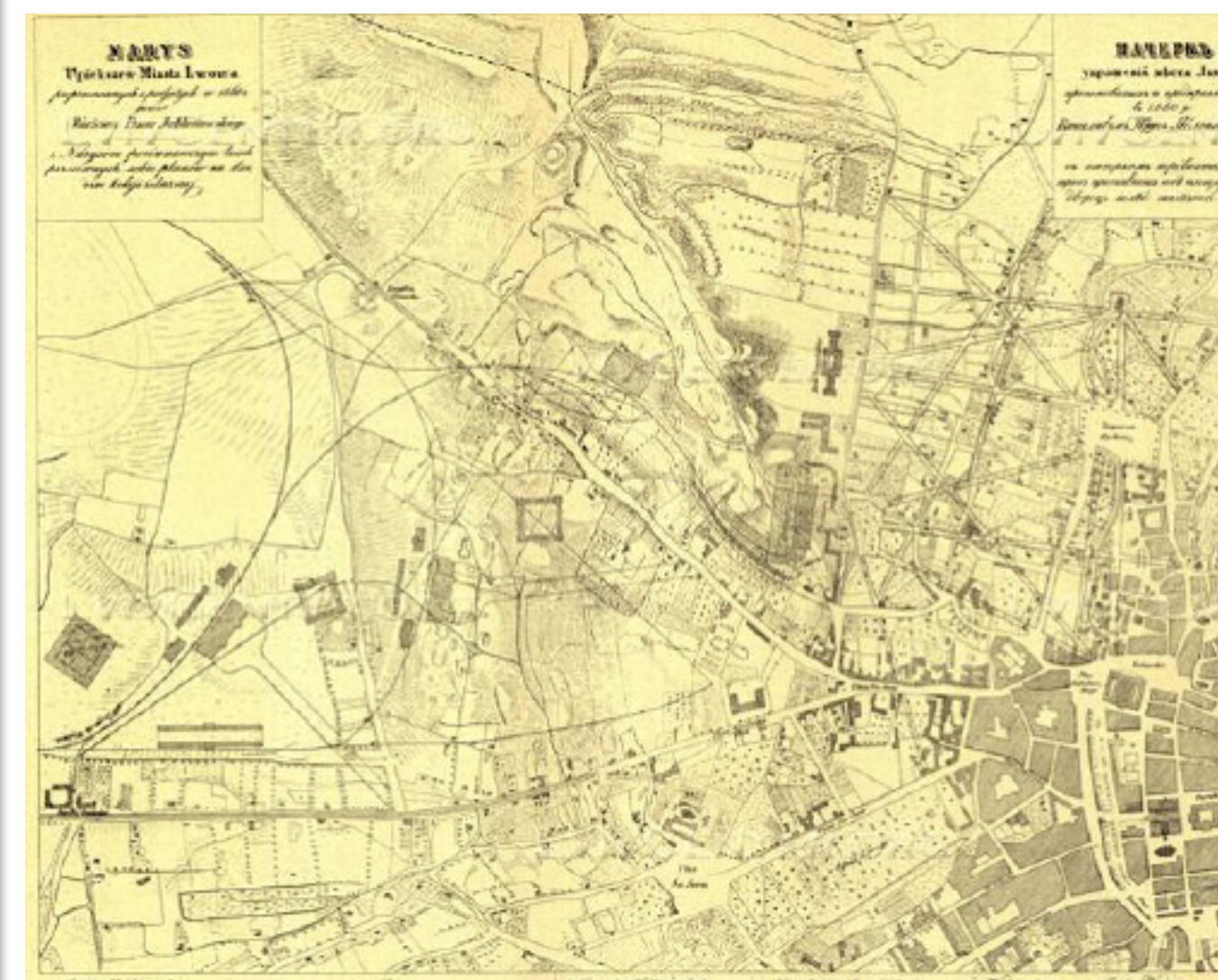
Jan Matejko: Invention of the Railway 1888 - 1892



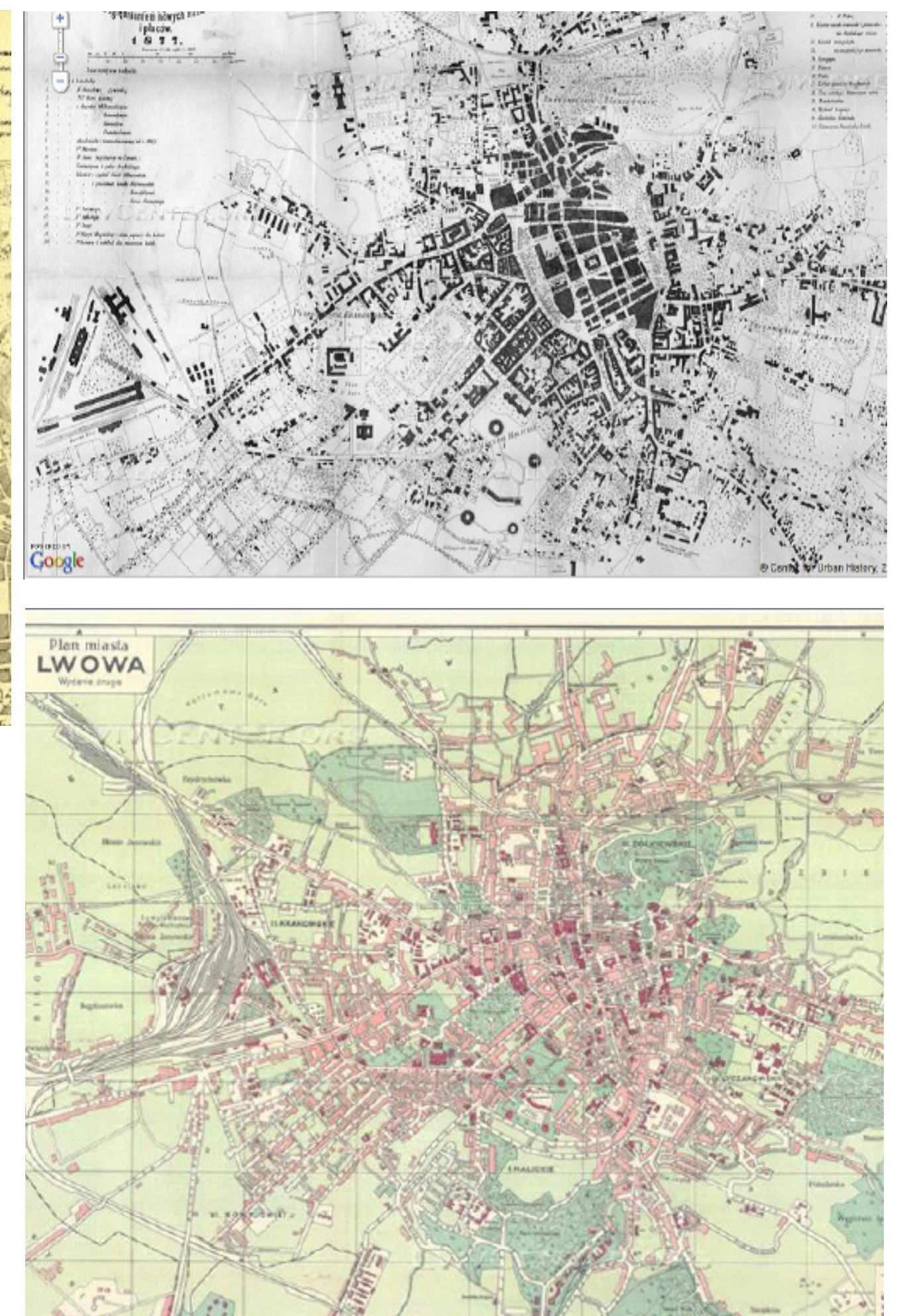
Leon Sapieha, Galician Railway Entrepreneur

Structure of the Thesis

The first chapter titled "Position in space: the development of Lemberg to a junction in railway traffic" focuses on how the significance of Galicia's capital grew because of its development to an important junction in railway traffic. After the first part deals with the growing importance of Lemberg concerning its regional and trans-regional significance, the second chapter focuses on the urban morphological changes of Lemberg caused by the laying of tracks and the construction of railway stations within the city's territory. The third chapter with the title "Microcosm: railway station" finally explores the role of the main railway station in Lemberg. Besides its function as a place of arrival and departure, the railway station also acted as a space for representation. It was a place where Galicia's social, ethnic and religious variety became visible.



City maps of Lemberg, 1861, 1877, 1925
Development of urban territory



Conclusions

The first railway lines, which in the 1860s and 1870s connected Lemberg with the west (Cracow), the south (Chernivtsi) and the east (Brody), were built in a second wave of construction of private railway companies. Lemberg serves as an example of how the government in Vienna, railway societies and municipal authorities in Lemberg tried to deal with the new situation of towns being reshaped by the construction of railways. Indeed, in Lemberg urban space shifted more towards the west during the decades following the construction of the railway station in the western part of the city. However, because of the station's remote location, the approximately one-kilometer-long street leading from the station to the city center never became part of the town.