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The aim of this work is to show the influence of various types of institutions on the development of railway transport infrastructure in Galicia in the years 1847-1914. The starting date is related to the launch of the first railway connection in the Austrian partition, between Kraków and Upper Silesia. The outbreak of the First World War in 1914 caused numerous perturbations in the world economy and contributed to the disintegration of the Austro-Hungarian monarchy in 1918.

The issues raised in this work have been discussed in four chapters. The first chapter presents institutional conditions for the development of railway transport infrastructure in the theoretical aspect. In this part of the work, the concept of a new institutional economy has been presented. The relationship between various types of institutions and the development of transport, including rail transport, was discussed. The next part of the chapter discusses the role of the state in creating institutional solutions that translate into the development of railway infrastructure. The important role of transport and infrastructure as key factors influencing economic development was shown.

The second chapter presents the implementation of main railway lines in Galicia in the years from 1847 to 1914. This part of the work presents both the plans for the development of railways in the Austrian partition and the railway lines that have been implemented. Next, the legal and institutional conditions for the construction of railway infrastructure in Galicia were discussed. It was shown how the changing socio-economic environment influenced the decisions of the rulers as to the directions of development of the railway network and how economic turmoil and the new law influenced the expansion of railway lines. The last part of the chapter focuses on the problems related to financing the construction of railway infrastructure.

The third chapter presents the development of local railway infrastructure and narrow-gauge railways in Galicia. Issues related to legal and institutional conditions regarding the construction of secondary railway infrastructure were discussed. Institutions were presented that were created by the national authorities of Galicia in order to design and build local railway connections faster and more effectively.

The fourth chapter contains a comparative analysis of the development of railway infrastructure in all three partitions. The first part of the chapter presents the development of railway infrastructure in the Prussian partition. The next subchapter presents the railway infrastructure located in the territories of the Russian partition, especially in the Kingdom of Poland. As in the case of the Prussian partition, the focus was on the development of primary and secondary railway infrastructure.