

Odd military lines

- a comparative analysis of the Czech railway network's efficiency

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2009

Structure of the presentation

- § Introduction
- § Methodology
- § History of the Czech railways' building
- § Military lines – four cases
- § Conclusion

Introduction

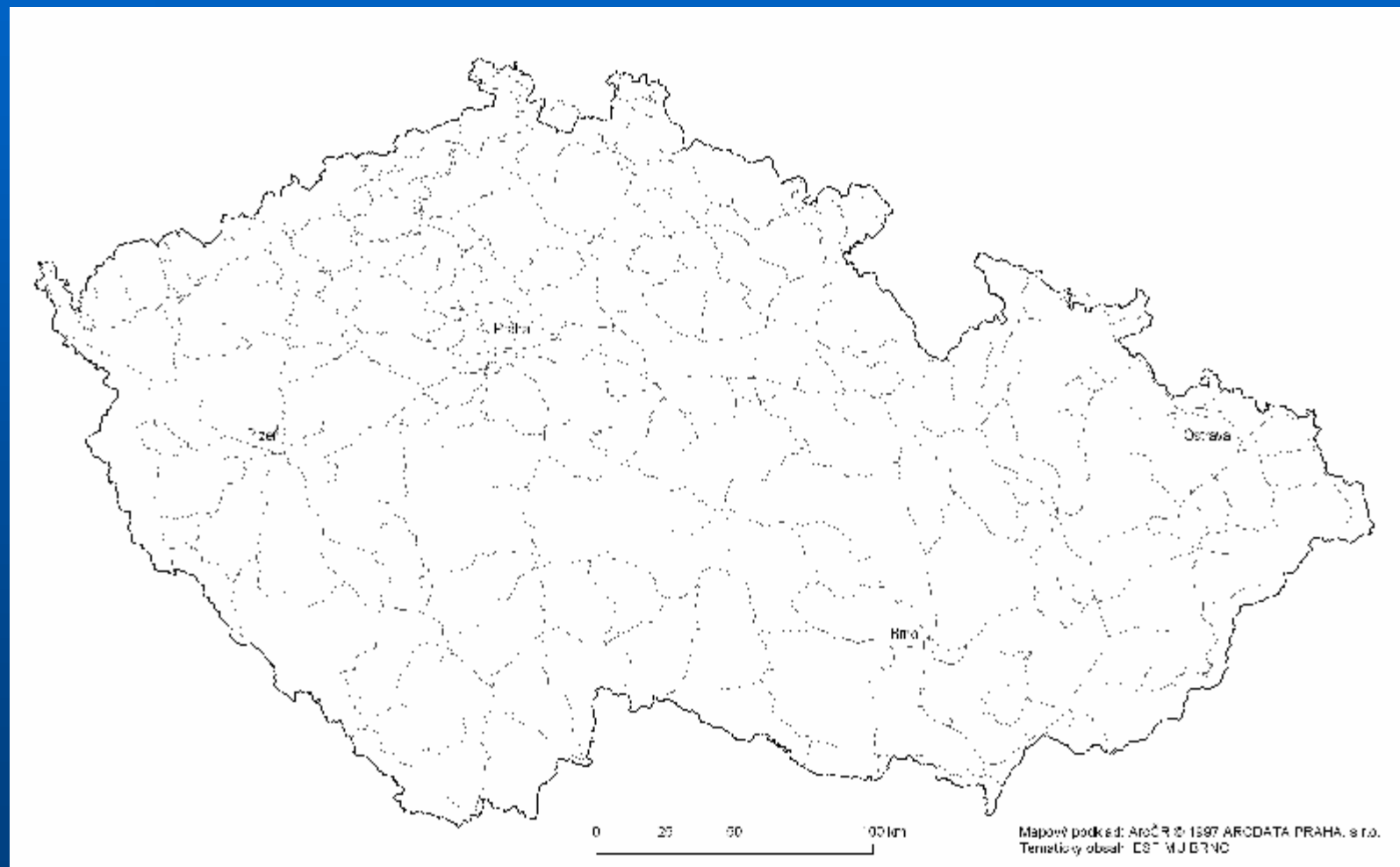
- | CTP (EU) → unbundling → TOCs compete for the market
- | market = network
- | network was established 170 years ago + non-economic reasons → lines did not make a profit / will be ever?

The aim of the presentation: identify former „military lines“ and show their transport importance (potential effectiveness) nowadays.

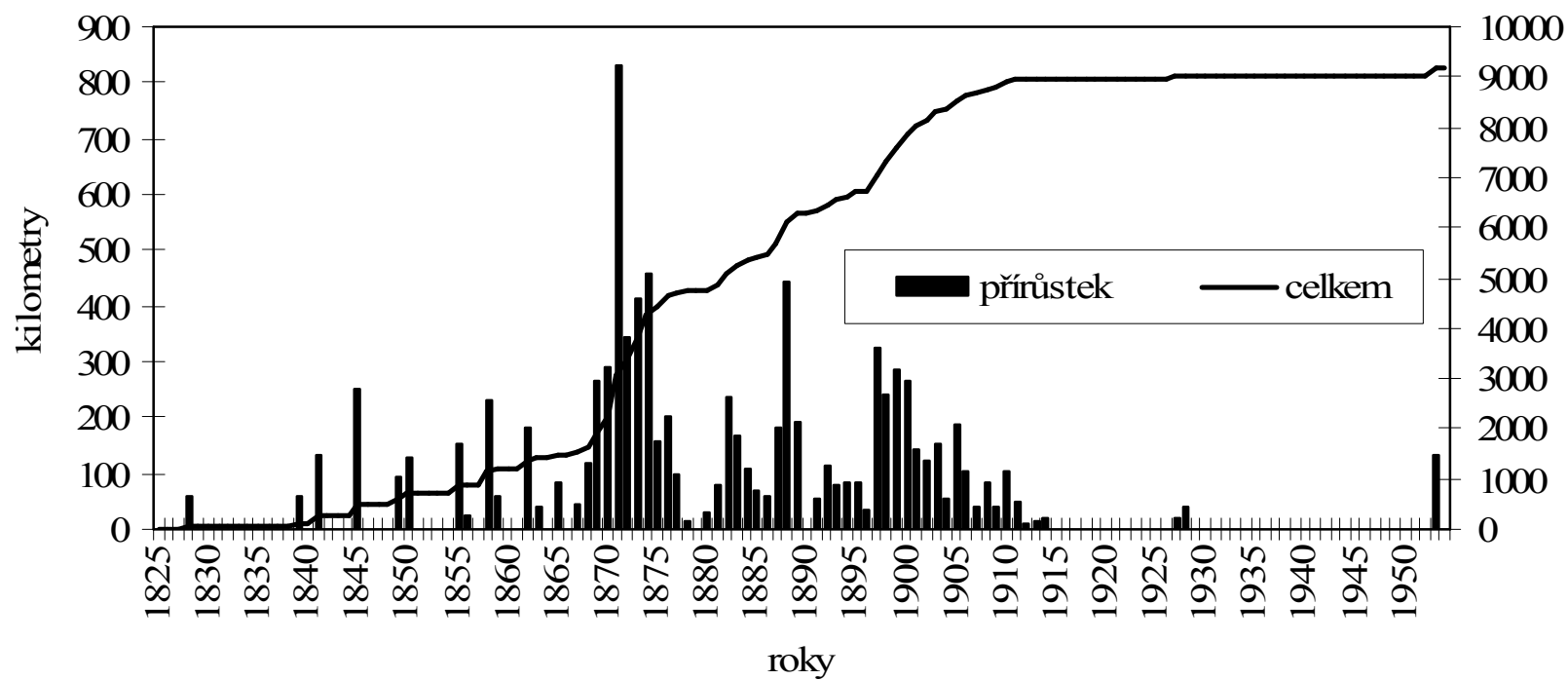
Methodology

- | identification of special kind of lines → built due to strategic reasons = „military lines“
- | path-dependence + „history matters“ (*David 1993, Arthur 1994, Puffert 2002*)
- | transport density = major factor of lines to make a profit (*Keeler 1974, Caves – Christensen – Swanson 1980, Winston 1985, Katz – Shapiro 1985, Walker 1992, Callan – Thomas 1992, Cantos 2000, Nash et al. 2002*)
- | comparison of the rate of transport density on the Czech network → „military lines“ vs. other lines

Czech railways – contemporary network



Building of railways within the Czech territory



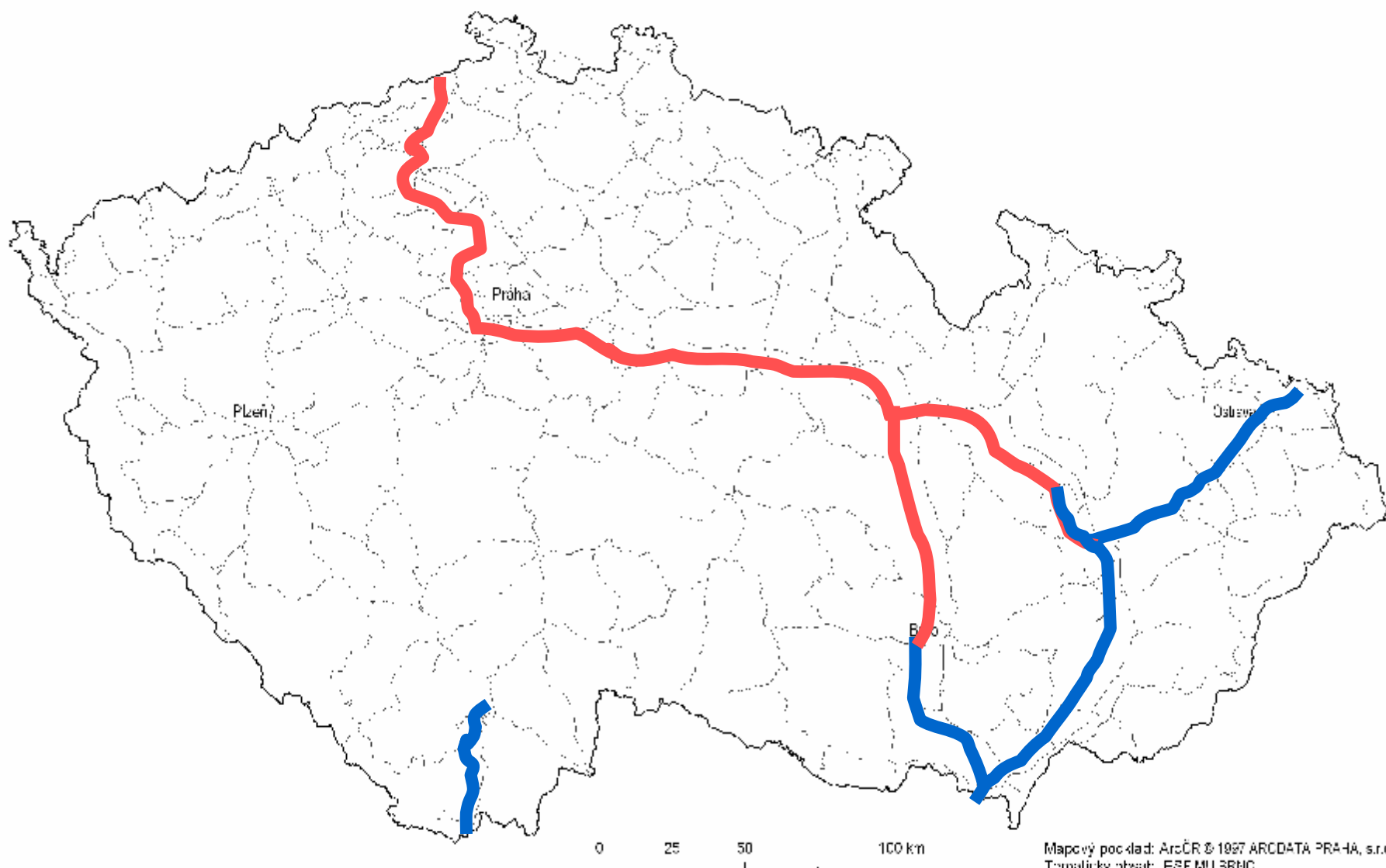
Austrian Empire in the 19th century



First railways at the Czech territory

- | 1828 – horse-drawn - Linz and Budweis**
- | 1839 – Kaiser-Ferdinands-Nordbahn - Wien and Brünn (Krakau)**
 - private railways without state subsidy**
 - economic reasons for establishing**
- | 1841 – KK Statsbahn (Nordbahn) – Olmütz and Prag (Dresden)**
 - state lines**
 - economic and strategic reasons for establishing**

Railway lines in 1850s



„Punctation of Olmütz“ – beginning of military lines

- | 1850 – a treaty between Prussia and Austria
 - Prussia gave up its claim for leadership of the German Confederation (Deutscher Bund) dominated by Austria
 - Austria moved 75 000 men by railway to threaten Prussia
- | 1855 – the state resigned building railways
 - the state began to influence routing of private lines according to political and strategic concerns

Pardubitz and Reichenberg line – 1859

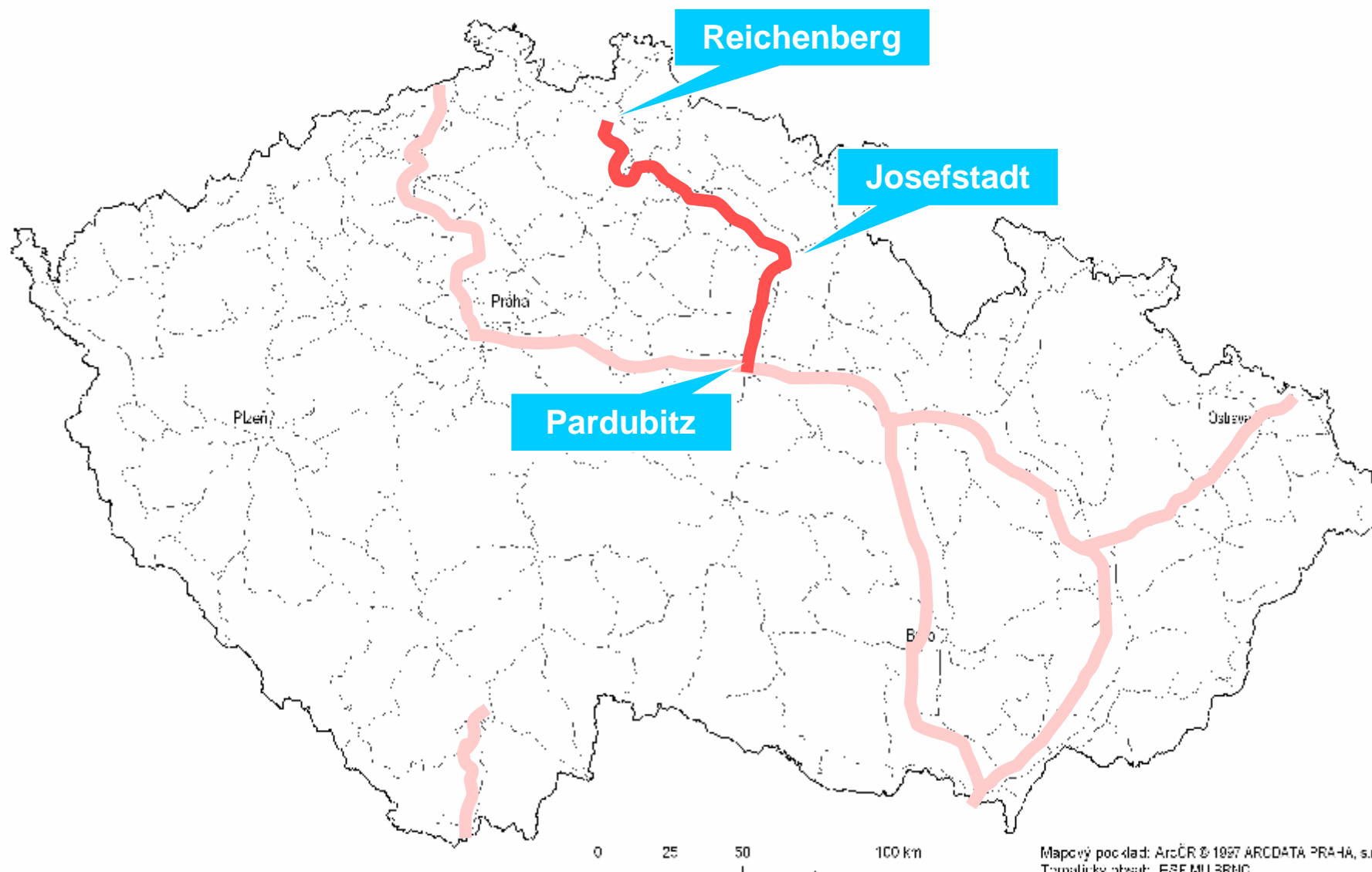
§ 1859 - Südnord-deutschen Verbindungsbahn (SNDVB)

- **private company**
- **the state compelled the company to connect the stronghold of Josefstadt**
- **the state supported the railway by guarantee of a minimal gain from invested capital, by direct subsidy, and by purchase of railway shares**

Reason: supplies of the stronghold, transport of troops

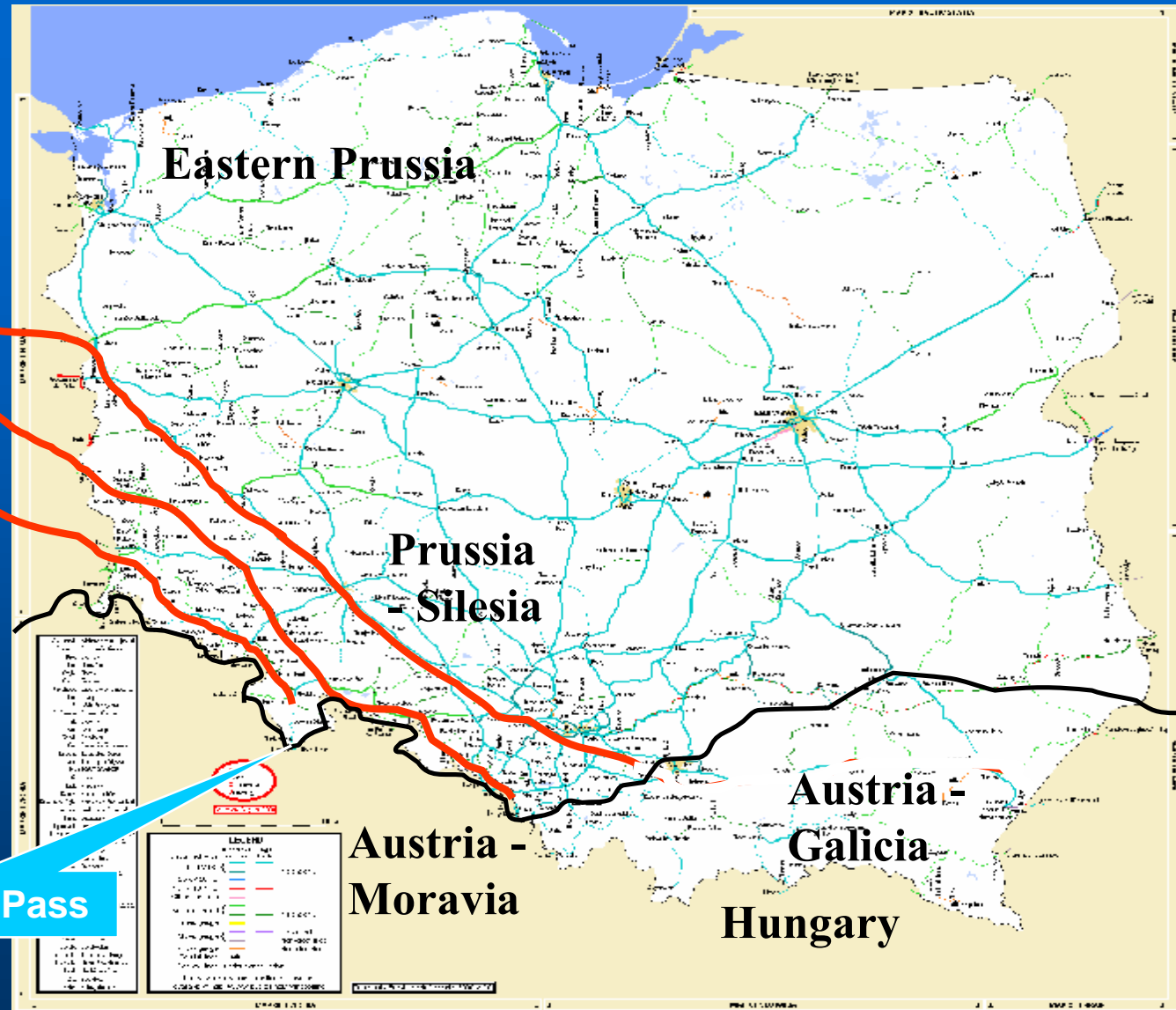
Result: longer connection, higher construction and operating costs

SNDVB



Berlin

Lichtenau Pass



Lichtenau Pass lines

§ 1873 Mährische Grenzbahn (MGB)

- private company
- the construction was heavily affected and supported by the state

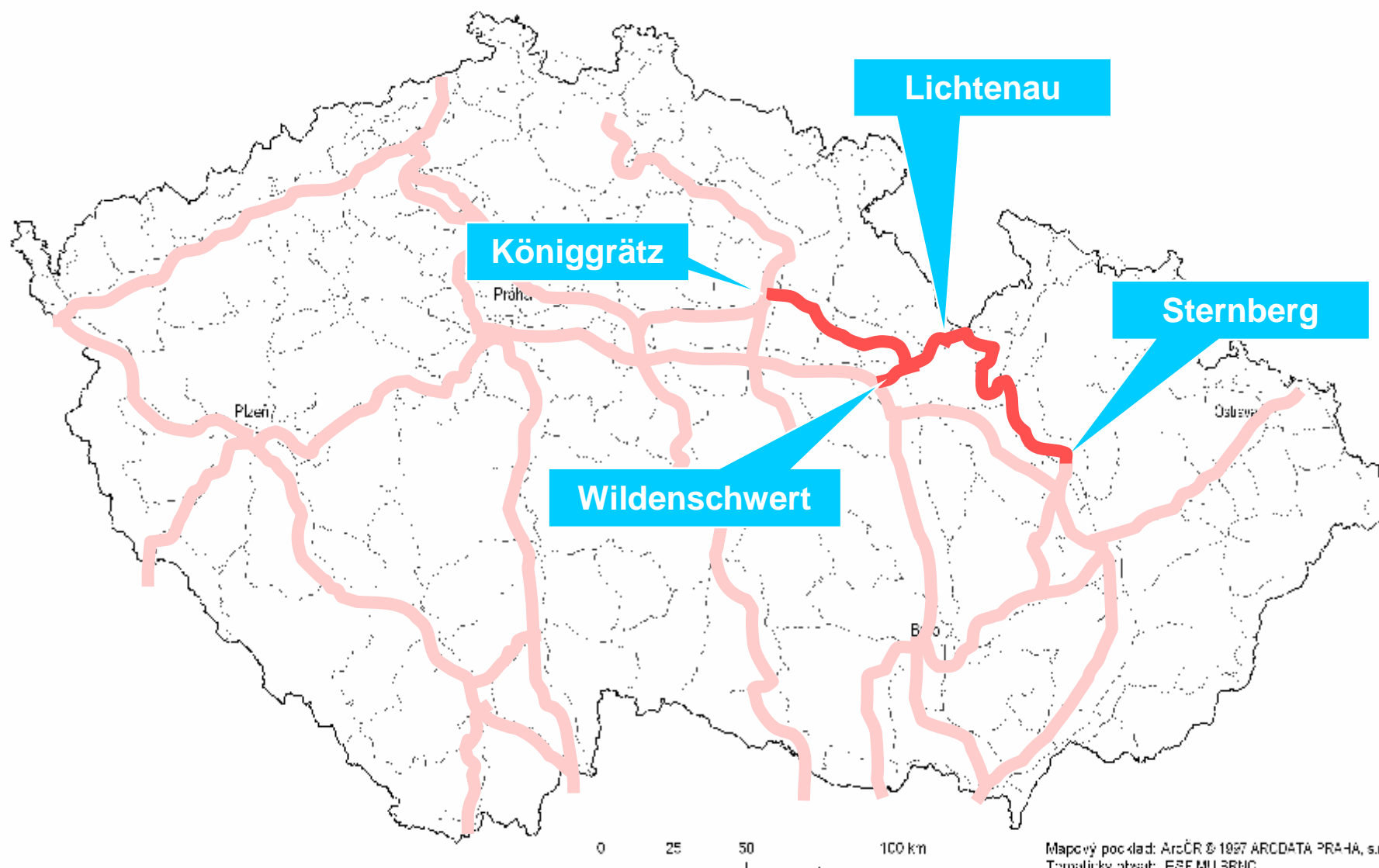
§ 1874 Österreichische Nordwestbahn (ÖNWB)

- private company operated Wien and Nimburg line; asked for extension to Tetschen
- the state compelled the company to build Königgrätz and Lichtenau line

Reason: the lines doubled and backed up the trunk line + the invading way against Prussia

Result: poor operations and no profit

ÖNWB + MGB



Pilsen and Eisenstein line

§ 1877 - Eisenbahn Pilsen – Preisen – Komotau (EPPK)

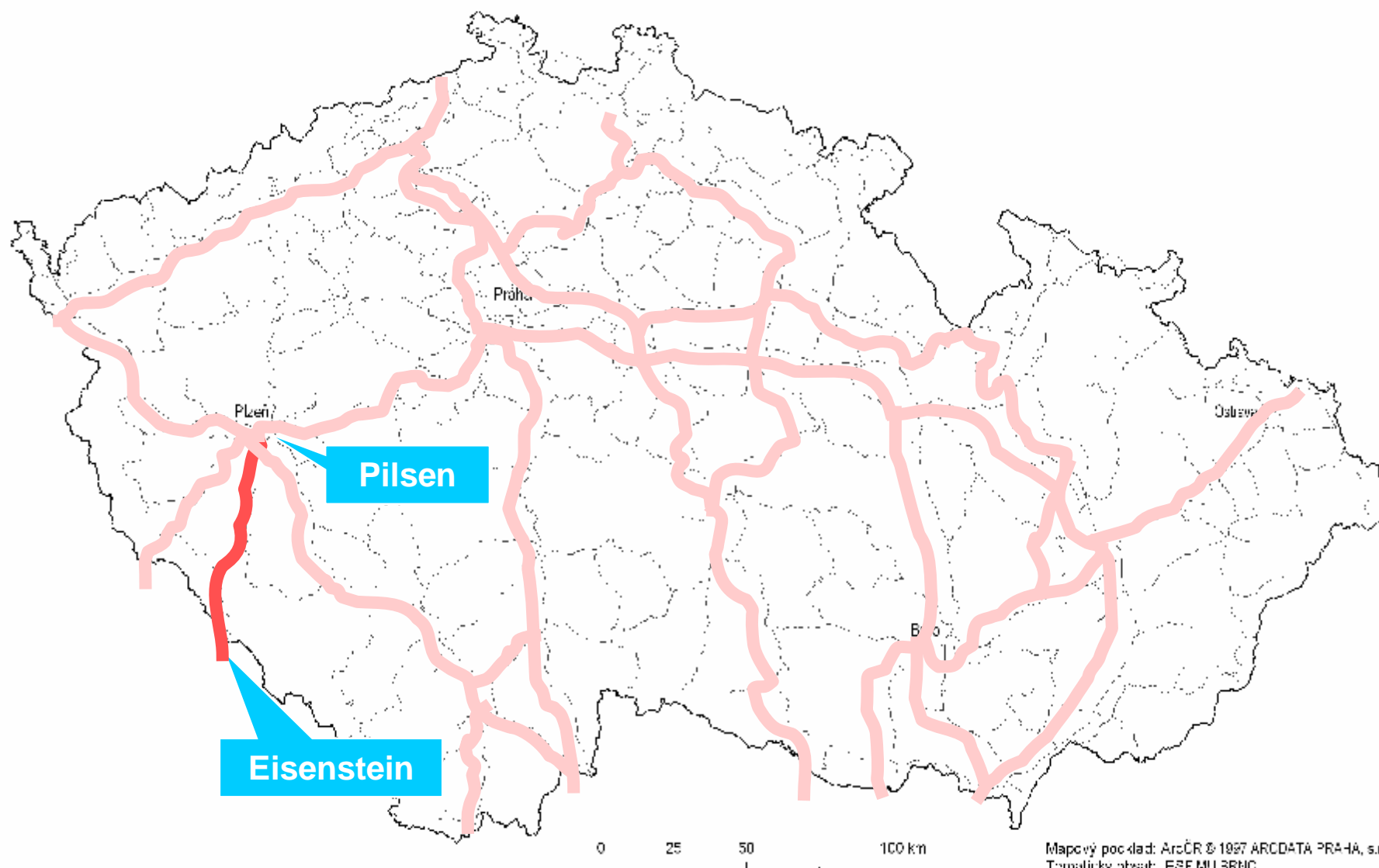
→ private company

→ the state compelled the company to build Pilsen and Eisenstein line

Reason: to reinforce connection towards an ally – Bavaria

Result: poor operations and no profit + higher construction and operating costs

EPPK



Kojetein, Friedeck and Teschen line

§ 1888 – the licence for the KFNB for Wien and Krakau line expired in 1886

→ the company asked for renewal of the licence

→ the state compelled the company to build Kojetein and Teschen line + four branch lines

Reason: the lines doubled and backed up the main railway

Result: poor operations and no profit

KFNB



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Tematický obsah: ESF MU SRNO

line	railway company	year of opening	length (km)
Pardubice (Pardubitz) – Liberec (Reichenberg)	SNDVB	1859	161
Hrušovany n. J. (Grusbach) – Znojmo (Znaim)	StEG	1870	26
Česká Lípa (Bömisc h Leipa) – Benešov n. P. (Bensen)	BNB	1872	20
Rumburk (Rumburg) – Mikulášovice (Nixdorf)	BNB	1873	21
Šternberk (Sternberg) – Lichkov (Lichtenau)	MGB	1873	95
Ústí n. O. (Wildenschwert) – Lichkov (Lichtenau)	ÖNWB	1874	35
Hradec Králové (Königgrätz) – Letohrad (Geiersberg)	ÖNWB	1874	62
Plzeň (Pilsen) – Klatovy (Klattau) – Železná Ruda (Eisenstein)	EPPK	1877	97
Frýdek-Místek (Friedeck) – Český Těšín (Teschen)	KFNB	1888	27
Bystřice p. H. (Bistritz / Hostein) – Frýdlant n. O. (Friedland)	KFNB	1888	66
Kojetín (Kojetein) – Kroměříž (Kremsier)	KFNB	1888	9
Hostašovice (Hostaschowitz) – Nový Jičín (Neutitschein)	KFNB	1889	10
Rohatec (Rohatetz) – Skalica (Szakolca)	KFNB	1889	7
Suchdol n. O. (Zauchtel)– Budišov n. B. (Bautsch)	KFNB	1891	39
Suchdol n. O. (Zauchtel) – Fulnek (Fulneck)	KFNB	1891	10
Studénka (Stauding) – Bílovec (Wagstadt)	KFNB	1891	7
Opava (Tropau) – Svobodné Heřmanice (Frei Hermersdorf)	KFNB	1892	25
<u>total</u>		<u>1859-92</u>	<u>717</u>
			20

Conclusion

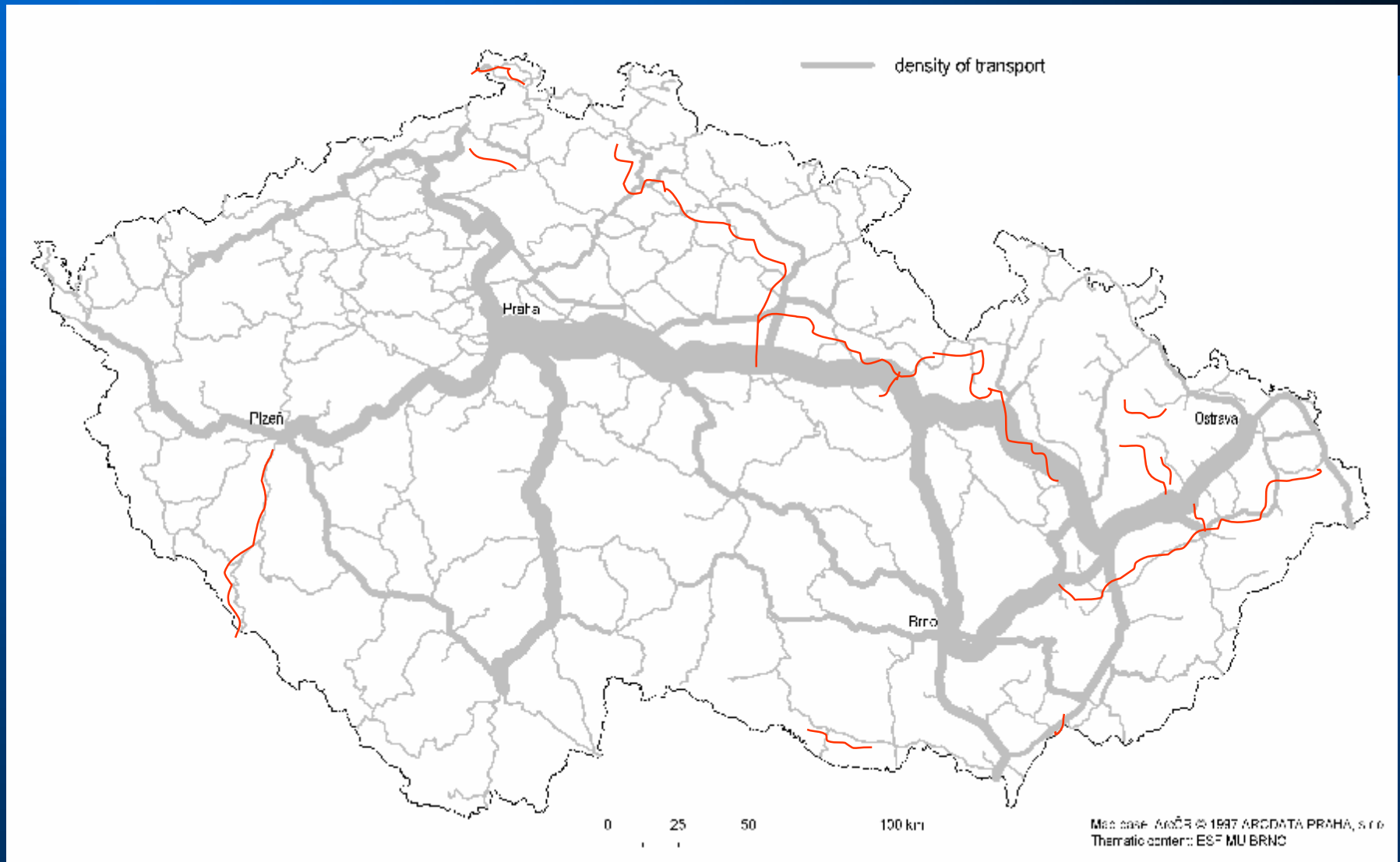
717 km of military lines were built

Military lines in the time of their establishing:

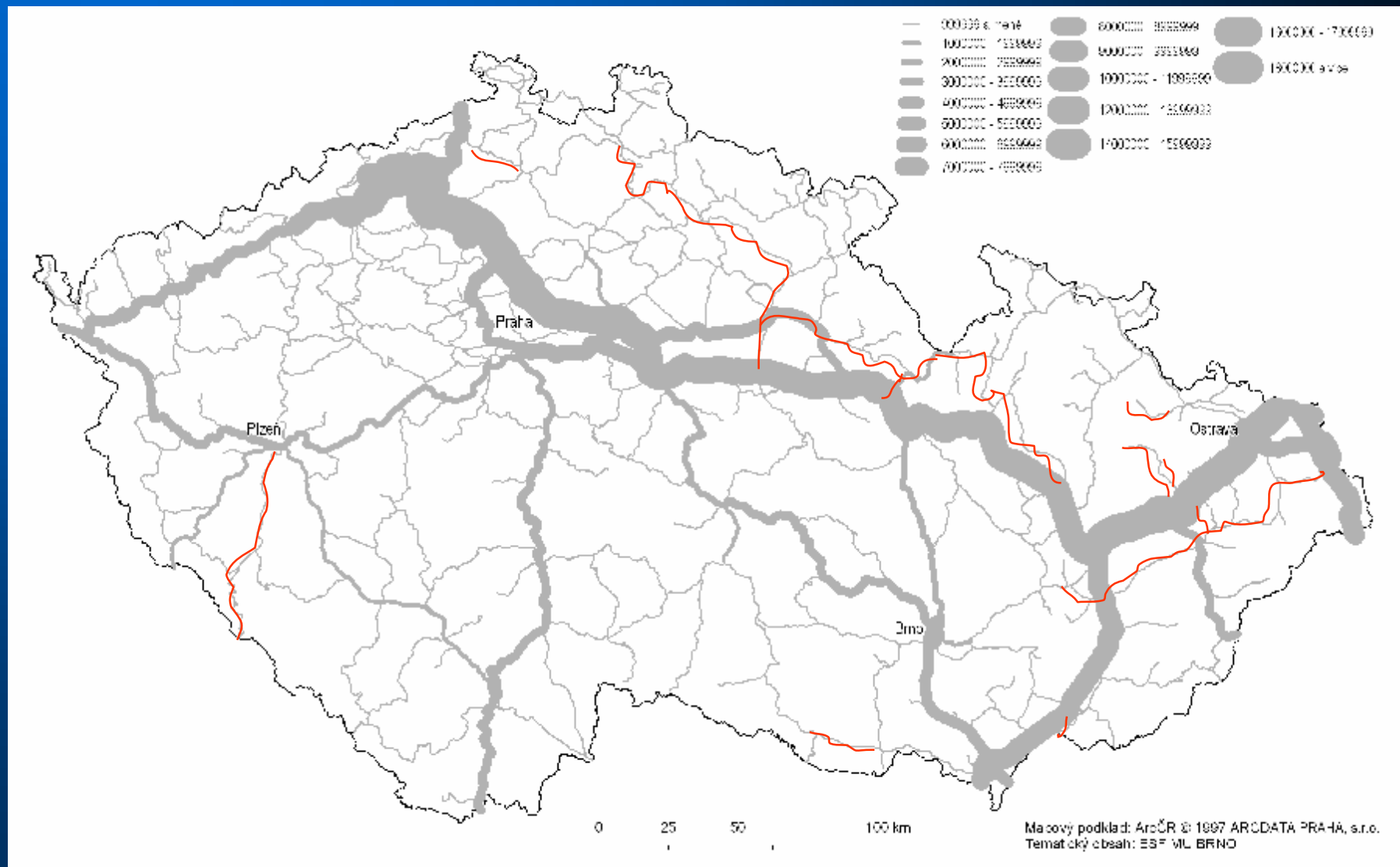
- | were built with higher construction costs**
- | operated with higher costs**
- | transport density was low**

Nowadays?

Density of passenger transport– (persons, 2004)



Density of freight transport– (tons, 2004)



<http://www.transporteconomics.eu>

Thank you for your attention.