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**TERRITORIAL DISTRIBUTION OF COMPOSITIONAL  
AND STYLISTIC TYPES OF HOUSES OF THE RAILWAY STATIONS  
OF HALYCHYNA AND BUKOVYNA**

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**Abstract.** The buildings of the railway stations in external spatial and plastic lineament are investigated, their composition and stylistic types are formulated, as well as the methods of their location on the territory of Halychyna (Galicia) and Bukovyna (Bukovina) in Ukraine are analyzed. Attention is drawn on importance of maintenance of these railway stations as a ponderable inheritance of building culture of these regions.

**Key words:** compositional and stylistic type, railway station, settlements, passenger building.

### **1. Introduction**

Active construction of the railway stations of Europe started from the middle of the XIXth century in the first turn in the capitals, metropolises, transport knots. This process lasted for nearly one century with interruptions, related to the military operations and political changes. Plenty of railway passenger buildings appeared along railways and near small settlements, covering large territories. In Ukraine these processes took place in a similar way that is why a lot of different railway station buildings are preserved up till now from this approximately centenary epoch. There are many unique railway station buildings on these territories, the other railway stations are constructed according to the standard projects or their series. This is the characteristic feature not only of the architectural objects but of the certain regions where they are built. The historic railway stations are functioning up till now, they are inimitable and belong to the transport chain as well as to the urban planning, architecture of settlements, besides, they effect the entire originality of the whole regions.

### **2. Wording of the problem**

Buildings of the railway stations at the time of their appearance were of a major transportation and public importance and together with churches, town halls and other buildings formed an important urban planning and architectural core of the settlement. Architecture of railway station buildings has its own visual and spatial properties that makes them distinctive in their regions, and they are also a mark of antiquity. Halychyna (Galicia) and Bukovyna (Bukovina) as historical lands have these interesting public transport objects on their territories that have some similarity and actually our researches are directed there. That is why we need to identify such characteristic railway station buildings and modes of their location on the territory.

### **3. Analysis of the recent research and publications**

There are works concerning the history and expansion of the railway (Hrankin P. E., Lazechko P. V., Syomochkin I. V., Shramko H. I. (1996), Yakunin V. I. (2010) etc.), transport and urban development (Dreval I. V. (2013), Riabova O. V. (2008) etc.), architecture, monument protection and their use (Batyrev V. M. (1988), Radlbeck K. (1981), Choban O. Y. (2013), Yaveyn I. V. (1938) etc.). Several

publications are related to railway station architecture and historic lands of the European countries (Benediuk P. O. (2016), Heinersdorff, R. (2004), Kaiser W. (2011), Vorrath E. (2010), and Kubinszky M. (1988, 2009), Preuß E. (2010) etc.). Composition and stylistics of the individual railway station buildings of Halychyna and Bukovyna are analyzed in a number of publications (Rotchniak, 2014–2016). When studying architecture of these lands in general, little attention is paid to the actual architecture of the railway station buildings and, in particular, how they are spread in these areas.

#### 4. Formulation of the article goals

Our aim is to identify the characteristic compositional and stylistic types of the buildings of the railway stations and define the ways of their spatial distribution in Halychyna and Bukovyna within the boundaries of the modern Ukraine.

#### 5. Presenting of the main material

The development of construction of the railway stations is a complex, multifaceted and dynamic process. Under the influence of a large number of factors the public and transport objects of various types, shapes, sizes, ways of combining with other objects and so on are formed (Batyrev, 1988, Radlbeck, 1981, Yaveyn, 1938). Basing on the external spatial and plastic features part of the historic buildings of the railway stations are united into the compositional and stylistic types, named after the characteristic spatial and plastic features or according to the place (direction) of their location. Especial type of buildings can be a number of railway stations, which are built under the same architectural project. There can be, perhaps, several types (series) of projects of one authorship that have visual similarities. These projects were carried out for private railway companies as well as under government order. According to the ownership of this or that railway various stations were designed and built.

*Compositional and stylistic types of railway stations in Halychyna and Bukovyna.* The works of M. Kubinszky (1988, 2009) present a lot of samples and types of the railway station buildings in Austria and Austria-Hungary. Their analysis is presented in these works as well. In particular, it concerns the period of reigning of the Caesar of Austria. Among the specified objects we see a striking similarity in compositional and stylistic techniques in the construction of the railway stations in various historical crown lands, including Halychyna and Bukovyna. This is especially true for the period of the expansion of state railways from the end of the 19<sup>th</sup> century to the beginning of the First World War, when typical projects were used for the construction of the railway buildings throughout the monarchy. Small differences in the local execution of the typical projects add specifics to the individual terrain and areas (Fig. 1, 2). Similarly, one can observe the general architectural background of the nature of the railway station buildings in Germany (Preuß, 2010).



Fig. 1. The railway station of Bad Goisern, Oberösterreich.  
Photo Kubinszky, 1988, p.165.

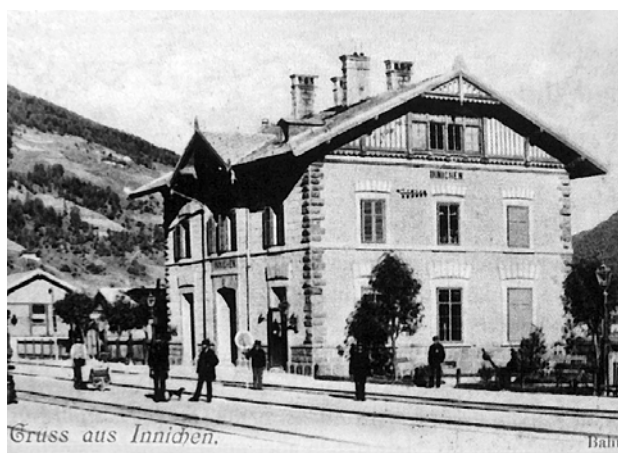


Fig. 2. The railway station of Innichen, Tirol / Südtirol.  
Photo Kubinszky, 2009, p. 115.

In this area, as the result of the interaction of historical, economic, ideological and other several factors the compositional and stylistic types of buildings of the railway stations were formed (Kubinszky, 2009, Rotchniak, 2014–2016).

Semicircular arched compositional and stylistic type combines a number of specific railway stations of the late classicism with elements of historicism of the mid-nineteenth century. This type was common in this region from the 1860s. By using several model projects with arches and blind arcades in facing of the facades many railway stations were built in Halychyna, of which today 4 are saved – Kolomyia, Korshiv, Stare Selo, Zabolotiv. On the territory of Bukovyna such railway stations are Hlyboka-Bukovynska, Luzhany, Suceava-Nord (Suchava-N.), Velykyi Kuchuriv (Fig. 3, 4). According to the size three different subtypes are distinguished: the largest is railway station Suceava-Nord (Romania), the medium size is railway station in Kolomyia, and the others are mentioned as a small subtype. The large and splendid North railway station in Vienna (Nordbahnhof Wien) probably served as the general compositional and stylistic prototype of those railway stations; the first railway stations of Lviv – the one of the Karl Ludwig Society and the Chernivtsi railway station of the city were constructed in the same style. The railway stations in Stanyslaviv (Ivano-Frankivsk) and Chernivtsi have been built exactly in the same way. They, as well as the oldest Lviv railway stations were dismantled at the turn of the previous centuries to make space for the new construction. Spreading of the architecture of railway stations of such composite form is associated with the activities of the architect and manager of the Galician railways Ludvik Wierzbicki (1834–1912), who studied and worked initially in Vienna (Hrankin P. E., et al., 1996).

Mostyska compositional and stylistic type comprises three saved railway stations Mshana, Mostyska-1, Sudova Vyshnia that were built on the same project. It has the characteristic twin doorways of the parter and windows of the second floor with a original tread of rustic facing of risalit and declivous roofs of single-storey building with the second level in the middle (Fig. 5). Former station in Horodok belonged to the same type (Hrankin P. E., et al., 1996).

Rustic-roofing compositional and stylistic type. The same compositional and stylistic model type with rustic facing and declivous roofs includes several buildings of railway stations with characteristic s rustic facing of parthers, corners of the house and the roof has a clear half-hip form and attic floor is cased with boards. This type of railway stations include existing railway stations Vorokhta, Hrebeniv, Kopychyntsi, Mykulychyn, Nadvirna, Napolokivtsi, Sykhiv, Turka, Yasenytsia, Velyki Hlibovychi (destroyed in 2015) and some others (Fig. 6). Mostyska type railway station and railway stations of Rustic-roofing compositional and stylistic type relate to the architecture of national romanticism, which has been by then spread.

Sambir compositional and stylistic type includes four stations Komarno, Rudky, Staryj Sambir, Strilky. It is a longitudinal two-storey block building with an attic level, which is covered with a high declivous in four sides roof with distinct symmetrical pointed upward curved pediment with curved baroque-like symmetrical volutes on the side walls. The railway station building Strilky has doubled symmetrical gable from the side of the tracks. In this type of railway stations can be vividly seen “palace-like” style of architecture (Fig. 7).



**Fig. 3.** The railway station of Vadul Siret (old one).  
Author's Photo, 2013



**Fig. 4.** Non-existing Wien Nordbahnhof.  
Photo Kaiser, W., 2011



**Fig. 5.** The railway station of Mshana, Halychyna.  
Author's Photo, 2013



**Fig. 6.** The railway station of Hrebeniv, Halychyna.  
Author's Photo, 2010

Rava compositional and stylistic type includes four railway stations Hlynske, Dobrosyn, Zashkiv, Kulykiv. Its characteristic feature is high central block across the middle of the building, which is covered by significantly higher roof over one-storey house with an attic. This central unit juts by risalit; roof shape is different (Fig. 8).

Podillia compositional and stylistic type is a two-storey symmetrical building with an attic and characteristic finishing of the corners, window frames and entrance with pilasters. In some places the rustic finishing of the first tier is preserved with round small windows on the triangular gables. Railway stations Bila-Chortkivska, Borshtchiv, Vyhnanaka, Vyzhnytsia, Verenchanka, Ivane-Puste, Stafaneshti (Stefanesti), Tovste, Yahilnytsia and some others are built according to this type. External plastic motives of these buildings are very similar with the finishing of the Ternopil castle (Fig. 9).

Bukovyna compositional and stylistic type of the railway stations Banyliv, Ispas, Karapchiv, Kupka, Mezhyrichia, Petrivtsi is based on standard designs for local railway stations of Bukovyna (Hrankin P. E., et al., 1996, p. 51). It reminds one-storey manor house with an attic above the entrance. This type can also be attributed to a more general stylistic direction of national romanticism (Fig. 10).

Soviet-classical compositional and stylistic type reflects the character of so-called "Order oriented" architecture of the mid-twentieth century totalitarian era and the later time. There are the examples of the bigger railway stations of such type as Drohobych, Stryj, Ternopil and smaller ones: Burshtyn, Koniukhiv, Lubyntsi, Mamaivtsi, Mykolaiv-Dnistrovskij, Skole, Slavske, Shtchyrets etc. These smaller railway stations were built according to standard design (Fig. 11).

"Pavilion" compositional and stylistic type includes small passenger railway station facilities in a form of separate open or half-open pavilions, air sheds or sheds connected with a stone building. Most often they occur at railway platforms of small railway stops (Bortnyky, Bovshiv, Tsutsyliv, serial sheds and pavilions, Fig. 12).

The most of compositional and stylistic types of buildings of railway stations originate with the appearance of railways as such. By the time of the hard times of war, there were significantly more stations built of the mentioned types. After the destruction part of them were not renovated or acquired new forms (Hrankin P. E., et al., 1996). Classical soviet type and Pavilion compositional and stylistic types were developed on the territory of Halychyna and Bukovyna from the middle of the twentieth century.

The common features of all types is the general layout of the buildings of small-sized railway stations along the lines of the manor house. There is a tendency to transverse and longitudinal plan of symmetry of facade design, as well as placing of the main entrance to the passenger hall in the middle of the building and not seldom with a through passage to the platform. Declivous rooftops of the railway stations emphasize the relationship with local housing. Some larger railway stations resemble, by their image, palaces with active usage of plastic decorations. Over time around the railway stations the social and urban centers start to develop that have an impact on the nearby settlements in the specific way (Dreval, 2013, Riabova, 2008, Choban, 2013).



**Fig. 7.** The railway station of Saryj Sambir, Halychyna.  
Author's Photo, 2009



**Fig. 8.** The railway station of Hlynsko, Halychyna.  
Author's Photo, 2010



**Fig. 9.** The railway station of Verenchanka, Bukovyna.  
Author's Photo, 2014



**Fig. 10.** The railway station of Petrivtsi, Bukovyna.  
Author's Photo, 2006

**Methods of spatial distribution of compositional and stylistic types of railway stations in Halychyna and Bukovyna.** Coverage of the territories with railways belongs to the strategic objectives of the state including, in its turn, the care about passenger traffic (Yakunin, 2010). Construction of the passenger railway buildings “binds” the architecture to a particular territory in many ways (Benediuk, 2016, Rotchniak, 2015). There are several ways to accommodate these compositional and stylistic types of the railway station buildings on the territories.

Point method recognizes “one-off” placement of individual railway station buildings throughout the territory and they are especially typical for large in size railway stations Lviv, Ivano-Frankivsk, Ternopil, Chernivtsi that belong to these types partly because they are unrepeatable. Also the slightly smaller, but very expressive railway stations, separately designed and built railway station buildings belong to this type i.e. Vadul-Siret (new), Diliatyn, Drohobych, Zolochiv, Mostyska-2, Morshyn, Nyzhankovychi, Otnia, Sokal, Stryj, Tatariv, Truskavets, Khyriv and some others. These listed railway stations have buildings of very characteristic and expressive architecture of different periods of construction, but their location is not of any consistency.

Linear method displays the placement of the railway stations along certain lines: in such manner the railway stations of the Semicircular arched type (track Lviv – Chernivtsi – Suchava), Mostyska type (stretch of track Mshana – Mostyska-1), Sambir type (stretch of track Komarno – Saryj Sambir) and Rava type (stretch of track Zashkiv – Dobrosyn) are located. In Romania outside the historic Bukovyna a number of such railway station buildings exist of Semicircular arched type on the railway branch from Suchava / Suceava-Burdujeni to Botoşani.

Zonal method is the continuation of spreading of the compositional and stylistic type on the compact territory. In this way the railway station buildings of the Podillia compositional and stylistic type in the southern



## 6. Conclusion

1. The most widely used compositional and stylistic types of buildings of railway stations of Halychyna and Bukovyna are discovered and formulated and the ways of their spatial distribution are established i.e. point, linear, zonal and disperse. The general image of small railway stations resemble symmetrical manor houses, some bigger railway stations are more related with palaces.

2. There are no distinct regularities of dominance of one or another method of distribution of compositional and stylistic types of buildings of the railway stations in Halychyna and Bukovyna. Among to the most diverse compositional and stylistic types of buildings of the railway stations is the railroad Peremyshl / Pzemysl – Lviv – Chernivtsi – Suchava / Suceava, which at the time of the monarchy was the main transport line on the historic Halychyna and Bukovyna territory and the main backbone railway through Lviv .

3. The compositional and stylistic types of railway stations are singled out in the article. Their distribution in Halychyna and Bukovyna demonstrate the development of a common territorial base in the railway station architecture development , which is essential for their protection, conservation and development. They are the basis of the architectural identity of the region, which reflects the complex interweaving of spatial-plastic and figurative factors under the influence of objective and subjective circumstances, their uniqueness and memorability.

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*Юрій Рочняк*

**ТЕРИТОРІАЛЬНЕ ПОШИРЕННЯ КОМПОЗИЦІЙНО-СТИЛІСТИЧНИХ  
ТИПІВ ЗАЛІЗНИЧНИХ ВОКЗАЛІВ У ГАЛИЧИНІ ТА БУКОВИНІ**

***Анотація.** Досліджено будинки залізничних вокзалів у зовнішніх просторово-пластичних рисах і сформульовано їхні композиційно-стилістичні типи, а також виявлено способи їхнього розташування територією Галичини та Буковини в Україні. Звертається увага на важливість збереження цих вокзалів як вагомого спадку будівельної культури.*

***Ключові слова:** композиційно-стилістичні тип, залізничний вокзал, будинок.*