

ABSTRACT

DOMONKOS, Csaba: The Permanent Danube Bridge in Pozsony [Bratislava] 3

The Danube Bridge in Pozsony was built in 1890–1891 after protracted preparations. The peculiarity of the bridge is that two bridges were actually built on a single substructure, a separate road bridge and a separate railway bridge. Outside Budapest, it was the first permanent road bridge and the second railway bridge over the Danube.

The last comprehensive study of this significant enterprise of the period was written in 1891, since then the bridge has not been described more seriously, and the bridge has even “dropped out” of Hungarian public discourse, and it has not been customary to talk about this bridge in Hungarian history. The study seeks to fill this gap, briefly describing the previous plans, the economic, political, and military antecedents of the construction of the bridge, the circumstances of the construction, and the afterlife of the bridge.

TINKU-SZATHMÁRY, Balázs: Prestige and Company:

The DDSG ORIENT as a Symbol of Eastern Orientation

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The idea of the trade route along the Lower Danube has occupied the Hungarian public since the reform era, and, aside from István Széchenyi and Pál Vásárhelyi, the first Danube Steam Company (DGT / DDSG), founded in Vienna in 1829, played a pioneering role in organizing the trade route. After the Crimean War, the DDSG deepened its network of services and agents along the Lower Danube and around the Black Sea, but, due to market competition with other shipping companies, it had to strive to maintain good relations with the Hungarian government and those individuals and organizations that could help uphold its position. A tool for this was the steamship ORIENT, built in 1870, which was used in a variety of roles until the ship was sold in 1895. A model of the imposing ship was also made, and was later added to the collection of the Hungarian Museum of Technology and Transport.

**BALOGH-EBNER, Márton: Szilárd Zielinski the Pioneering Engineer:
The Register of the Design Office of Reinforced Concrete Structures
as a Historical Source** **32**

Szilárd Zielinski was a pioneer of reinforced concrete architecture in Hungary. The first Hungarian doctor of engineering received commissions from all over the country due to the positive properties of reinforced concrete. Customers hired the office to design mostly industrial facilities, including water towers, tram depots, railway engine houses, and bus garages for the new type of transport vehicle.

The records were kept in a simple but consistent manner by Zielinski's company, and the publication of the register listing these gives an insight into the scope of the office's activities as well as the territorial distribution of the customers. The study aims to assist researchers of an engineer who will have died a hundred years ago in 2024.

**PÉTERFFY-CSERHÁTI, Katalin: Railwaymen as Embodying
Hungarian Supremacy: The Ordeals of
Transylvanian Railwaymen after the First World War** **105**

In connection with the centenaries of the First World War and the Treaty of Trianon, several conferences were organized and scholarly works were written, which presented the era from several aspects, including that of the railways. In this paper, I examine the events influencing the social situation of the Transylvanian railwaymen from the point of view of social history, without claiming completeness. I describe the most important decisions that unified the individual railway companies in the Austro-Hungarian Monarchy, and made them be an attractive profession even for non-Hungarians. I detail the life situations and trials of the Great War and the following period, which significantly influenced the development of railway traffic and personnel policy. In point of interest, I also provide brief outlines of specific situations in the interwar period and the return of the territories of Northern Transylvania.

**ZSIGMOND Gábor: Development of Urban Transport in Fiume [Rijeka]
(1870–1918)** **118**

The history of urban transport in Fiume has been studied the least among the cities of historical Hungary, while, for the first time in modern Croatia, modern urban public transport, the first omnibus and the first tram operation, started out here.

After the re-annexation of the city to Hungary (1870), horse-drawn tram lines began to operate, and then electrification appeared due to the public developments of the port. Before the First World War, 17 cities in the country

had city trams, of which Fiume was the sixth to start a line, and the city was one of the first to be able to buy and take into public ownership the profitable venture. Trams have become an important symbol of modern cities, while providing the basic infrastructure for industrial development and tourism. This can also be observed in Fiume, where a tram line led the torpedo factory, while other means of transport (omnibus, rental car, boats) also played a significant role in growing tourism. The latter was also the main driving force behind the creation of steam boats between Quarnero Bay ports and the first suburban bus services.

PELLES, Márton: The Role of Zsigmond Bakari Copaitich in the Development of the Modern Hungarian-Croatian Merchant Navy between 1895 and 1914

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Zsigmond Bakari Copaitich (1853–1925) was a leading sailor and businessman in Fiume in the second half of the 19th century. His name is associated with the creation of coastal Croatian-Hungarian trade and passenger transport based on modern steamships, and, after inheriting his father's business based on sailing ships, basing the transportation of Russian grain and Mediterranean goods on modern steamships. Over the years, Copaitich became a major Croatian shipping specialist on the Hungarian coast, and in 1899 he was able to further Croatian interests in long-distance shipping as well, while his ships visited the most important ports worldwide. In my study, I deal with the life of Zsigmond Copaitich and the shipping companies he founded and ran. Its novelty is that I am the first to use the contemporary Croatian literature and the relevant documents of the State Archives in Rijeka available for search since 2011.

TÓTH Bálint: Vestiges of the Operation of the French-Romanian Airline in Hungary

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While the countries of the victorious Entente Powers established and networked airlines all over Europe after the First World War, Hungary was banned from flying under the aviation provisions of the Peace Treaty of Trianon in 1920. In the hope of easing the disproportionately strict provisions, the Hungarian government permitted a foreign company, the *Compagnie franco-roumaine de navigation aérienne*, to establish a stopover on its Paris–Constantinople flight in Budapest. The Hungarian representative of this company was József Szilber, whose legacy is preserved in the Hungarian Museum of Science, Technology and Transport. The documents provide insights into the operation of the French-Romanian airline in Hungary. the circumstances of the construction, and the afterlife of the bridge.

Reviews

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