

Jiří Štaif: Josef Kalousek: A Half-Forgotten First Professor of Bohemian History at Prague University

Josef Kalousek (1838–1915) was appointed as the first teacher of Bohemian history at the University of Prague, at first associate and then full professor (1882 and 1885). His academic career differed significantly from the usual standards. During his university studies and afterwards, he was forced to make a living as a journalist. This brought him close to Old Czech politicians František Palacký and his son-in-law František Ladislav Rieger. At their instigation, he began to study the history of the State Law of Bohemia. This subject, together with the theses on the important role of the peasant class in Czech history, became the basis of his postdoctoral university teaching qualification (1871). Kalousek always embraced the idea that scientific objectivity can be compatible, with minor corrections, with Palacký's and Rieger's concept of Czech national unity. Like Palacký, he firmly believed that the main direction in which history is going is ultimately decided by the human ability to control one's actions by high motivations. At the University of Prague, however, he did not become a leading personality, even though he initiated research on economic and social history and was a historian considering more general theoretical and methodological issues. He can be probably best described as a person moving 'between the streams' of what was then the Czech historiography.

Patrik Vedral: Loyal — Black — Red: City of Pilsen Identity in Years 1860–1938

The main topic of the article is the identity of Pilsen, a city in Western Bohemia, from 1860 to the end of the First Czechoslovak Republic in 1938. The aim is to show several 'proposals' of the identity and to examine why some of them won and other vanished. The author is therefore seeking the answer to the question how is the urban identity formed, why is it gaining support (and vice versa), who articulates it and where lies the main legitimization. This is all happening during complex social processes. In 1938, Pilsen was town renown for its industry and it was home to many political and nationalist organizations. However, industrialization (or generally speaking modernization), modern nationalism and mass political movements were quite weak or even absent in 1860.

Urban identity was to a certain extent formed by these processes. Black Pilsen was associated with the industry, Red Pilsen with the socialist movement and Loyal Pilsen

with the nationalist movement. But we should not think of it as a mechanical process, meanings could change and do. Identity, self-understanding and self-projection, is not independent of the will and abilities of people. The method of this article could thus be compared to a dialogue, dialogue between Czechs and Germans, between the political parties, between the elites and their clients, between the region and the center. It could be one-sided dialogue, but dialogue still.

Radim Ječný: Beginning of the Liberalization of Rail Freight Traffic in the Czech Republic

The subject of this study is a historical analysis of the newest history of rail freight transportation in the Czech Republic, starting from the establishment of independent Czech Railways in 1993 to the opening of freight transportation to international competition after joining the EU in 2005. This period is characteristic for certain basic changes in more than 150 years long history of railways transport. It is significant for the detachment of railroads from the actual conveyance of trains and for the opening of rail market to other carriers and thus setting the competition to the market. These changes took place throughout period of deep restructuring of Czech industrial and energetic business environment, finding railways totally unprepared.

The opening part of this study is reflecting the first known reform models in Europe — Britain and Germany — which were followed by the legal regulations of European Community. Their role was to raise the attractiveness of the railway transportation due to the market liberalization.

Despite the formal opening of the Czech railroads to other carriers already in 1994 the state company Czech Railways possessed far enough strength to block potential competition. Therefore, the first external competition recruited from the existing big business partners of the Czech Railways, i.e. OKD Transport and Unipetrol Transport. Both companies owned trains, wagons and could facilitate large siding tracks areas. Besides mentioned, they disposed of enormous bargaining power which enabled them to be competitors to Czech Railways just as partners. Similar way, thanks to the construction contracts on railways, the company Viamont emerged. The author pays special attention to the openings of international crossings. Here, in this sector, the Czech Railways managed to hold monopoly until 2005.

Liberalization of the railway market and its opening to competition lasted for more than 10 years. Throughout this period the Czech government tried repeatedly to reform even the state owned railway companies. Nevertheless, these reforms were very cautious and gentle, primarily due to the strong position of unions which blocked any major changes. Even though the state Czech Railways, or rather the CD Cargo could hold dominant market position after 2005, the market managed to become fully competitive and comparable to other EU markets according to the level of liberalization.

Jan Slavíček: From Post-war Enthusiasm to Pre-war Self-Confidence: Czech Consumer Co-operatives between 1918–1938

The study focuses on changes in Czech consumer cooperatives in the years of the so-called “first” Czechoslovak Republic, i. e. between 1918–1938. These changes are ex-



amined under three different viewing angles: 1. development of economic parameters; 2. organizational structure; 3. transformations of primary and secondary roles of consumer cooperatives. On the basis of this, the study concludes that the Czech consumer cooperatives can be evaluated as highly developed. They constituted a well-organized market component, with a significant market position, despite its political fragmentation. Their development was surprisingly stable and continuous, especially in contrast to the development of the economic cycle.