

Case 10

● PL-Rzeszów: Railway Facilities & Main Station

Location: Rzeszów, Subcarpathian Region, Poland

Type of site: Transport and technical infrastructure brownfield

Size: ~20 ha (station complex and rail yards)

Ownership: Polish State Railways (PKP) + municipal plots

Main legacy: 19th-century rail hub with workshops

Period of activity: 1858 – present

Main challenges: Fragmented ownership, heritage restrictions, low functional intensity

Priority of cluster relevance: Heritage & City Image, Economy & Reuse, Public Space & Housing

Historical Overview

Founded in 1858 on the Kraków–Lviv line, Rzeszów developed a dense railway district of workshops and depots. Post-1989 technological change left many facilities idle. Modernisation of the main station (2025) restored its historic fabric and added public amenities such as a library and exhibition spaces.

Present Condition

Core transport functions remain, while adjacent heritage buildings await reuse. Accessibility improved through new pedestrian routes, yet peripheral plots remain disconnected and underutilised.

Governance & Actors

- City of Rzeszów – urban integration and cultural reuse
- University of Rzeszów – heritage analysis
- PKP Real Estate – country-wide railway property management
- Local NGOs – volunteer-run Railway Heritage Museum

Key Insights

Rzeszów shows how mobility infrastructure can become a cultural asset. Integrated planning turns transport nodes into public places that bridge memory and modern use.

Leverage Points

Reuse of technical buildings

Volunteer museum

Lessons Learned

Multi-functionality prevents deterioration

Civic curation builds ownership

Transferable Tools

Manufacturing and repair hub based on local businesses

Community based cultural initiatives



In the abandoned facility complex next to the Main Station, where the former railway turntable and locomotive sheds stand amid rusting infrastructure and emerging vegetation.

Photo: Bartosz Korczyński / University of Rzeszów

Part of the project **Revitalizing Postindustrial Peripheries** (PAD Foundation, 2025)

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