THE FUNICULAR FOUR TIMES DIFFERENT

The Petřín Funicular has experienced a history full of twists and turns. During its existence, it underwent two major reconstructions and suspended operation for long periods on three occasions. This small travelling exhibition presents the four generations of its transformation.

Four Generations of the Petřín Funicular Railway

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GENERATION I – BIRTH (1891–1921)

Construction of the Petřín Funicular began in February 1891 in connection with the Jubilee Exhibition as a means of transport to the newly built Petřín Lookout Tower. The line opened to passengers on 25 July of the same year. The journey along the 396.5-metre route took six minutes. In 1891, a one-way fare uphill cost 12 kreuzers, downhill 6 kreuzers, and a return ticket 15 kreuzers. The funicular operated throughout the year, although during the mid-1890s it ran only on weekends. In the winter of 1895–1896, severe frosts and water-supply problems forced it out of service.

Tickets for the funicular from 1899, 1901 (including admission to the Petřín Lookout Tower lift), and 1911.

Founder of the Petřín Funicular and the Petřín Lookout Tower, architect Vratislav Pasovský (13 November 1854 – 24 May 1924).

During construction of the permanent way, 530 iron sleepers were laid and 8,654 bolts were used to connect the rails and rack sections.

The Petřín Funicular in July 1891. The cars were operated by a water-balance system: the tank of the car standing at the upper station was filled with water, making it heavier and causing it to descend.

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