Four Generations of the Petřín Funicular Railway

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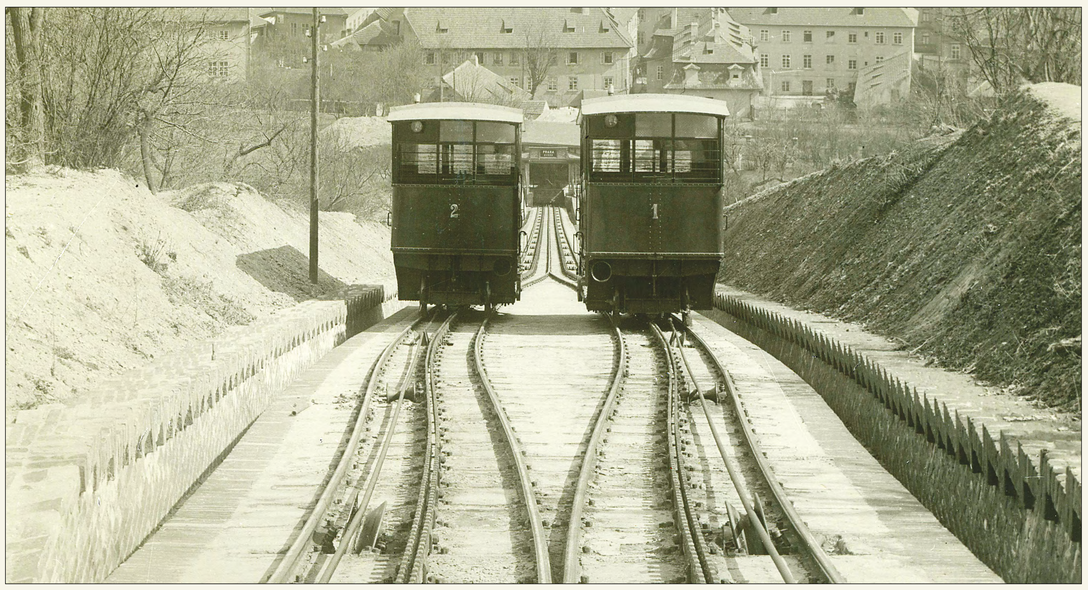
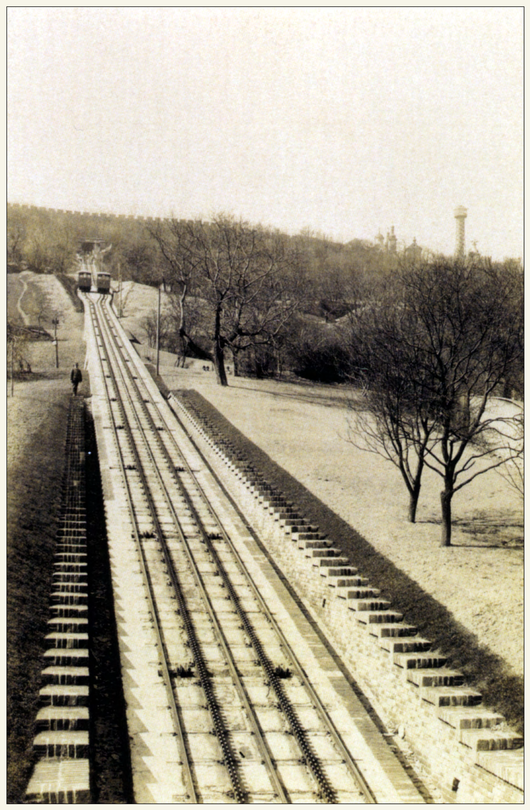
GENERATION I – THE END (1891–1921)

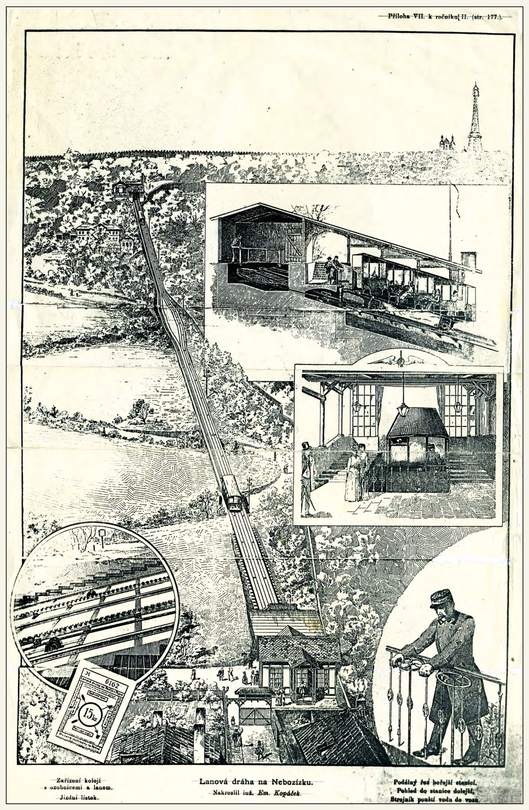
The funicular operated until the First World War, but the water-balance system was expensive, and electrification had already been under consideration. Operations were partially interrupted by the war in 1914, while the definitive end was apparently caused by a shortage of water and the termination of the contract with the waterworks in 1921.



Cars meeting at the passing loop in the middle of the line. The technical solution of the three-rail track with a double Abt rack is clearly visible.



The 1,000 mm narrow-gauge rails were mounted on iron sleepers embedded in concrete.



A contemporary engraving from 1891 depicts the operator filling the car's water tank.

The first-generation cars still existed in 1931, when the line was taken over by the Prague Electric Enterprises. However, they were unsuitable for the new funicular. Car No. 2 was dismantled at the upper station.

Share certificate of the Petřín Lookout Tower Cooperative. (Museum of Cooperatives)

Completed lower station of the funicular. The waiting room was positioned directly in front of the platforms, although its ground plan was slightly skewed.

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