Four Generations of the Petřín Funicular Railway

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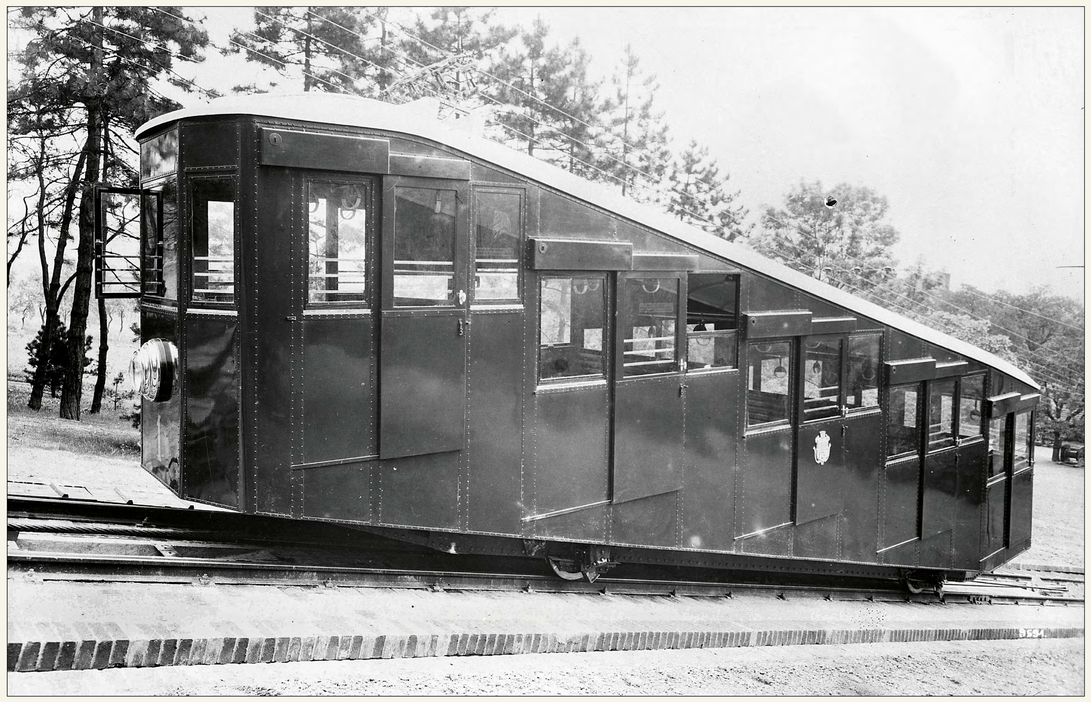
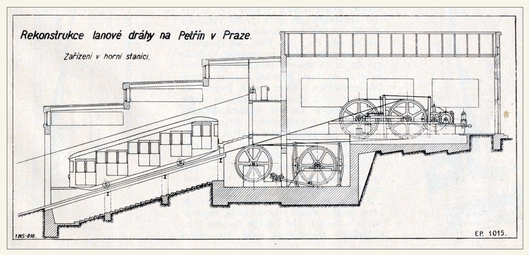
GENERATION II – REBIRTH (1932–1965)

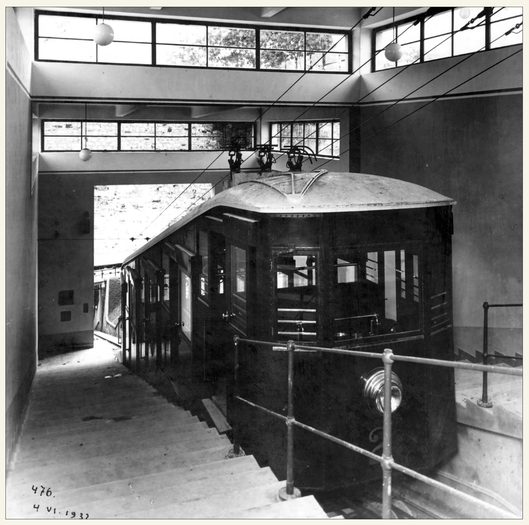
On 2 March 1931, the Prague Electric Enterprises acquired the Out-of-service funicular. With the upcoming Sokol Rally approaching, plans were made to modernise the line. The railway was electrified and extended, and part of the route was even relocated. After extensive reconstruction and the extension of the line, the first passengers rode the new funicular on 5 June 1932. The funicular operated year-round, and the journey took approximately four and a half minutes, excluding the stop at Nebozízek.



The new Ringhoffer cars, built in 1932, were 12 metres long, 2.468 metres wide, and 3.4 metres high. Like their predecessors, they had four compartments with doors on both sides and two enclosed platforms. They accommodated 35 seated and 70 standing passengers. Current collectors mounted on the roofs supplied electricity for lighting, heating, compressor operation, and automatic control systems.



Schematic arrangement of the upper station of the Petřín Funicular in 1932. The fundamental difference from the original funicular was the electric drive. Power was provided by a Ward–Leonard system located in the upper station.



Test run of the funicular on 4 June 1932. The previous day, the Ministry of Railways carried out a technical inspection that authorised regular service. The first passengers travelled on 5 June.

The new cars weighed ten tonnes. They were transported to the line on special bogies using Prague's tram tracks. At the end of April, the Prague Electric Enterprises built a temporary track approximately 175 metres long connecting the tram line with the funicular line through U Lanové dráhy Street

The new upper station in 1932. Following reconstruction, the line was extended to a total length of 511 metres and now overcame a height difference of 130.45 metres.

In order to move the cars through the narrow street, several centimetres had to be shaved off the wall of a nearby house.

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