Four Generations of the Petřín Funicular Railway

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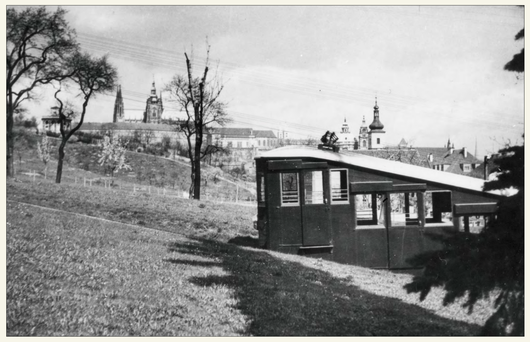
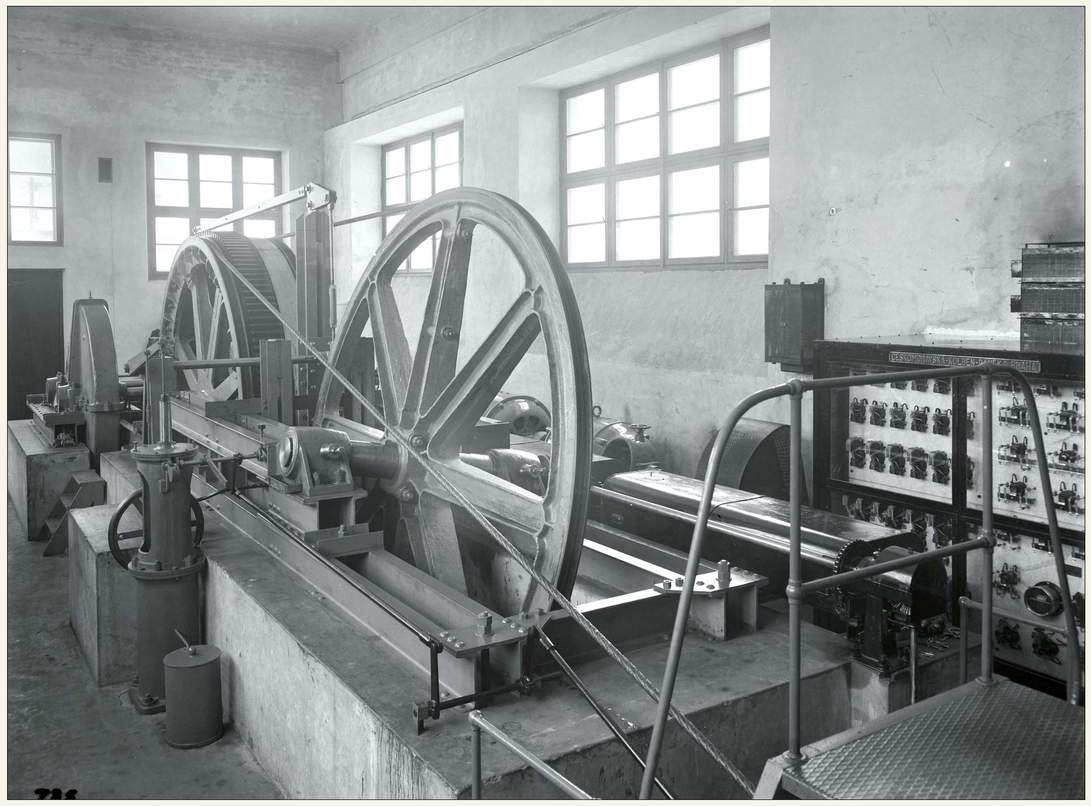
GENERATION II – REALLY THE END? (1932–1965)

Operation of the funicular was interrupted for one month by the mobilisation of 1938 and for a somewhat longer period by the end of the Second World War in 1945. Throughout its existence, the line was regularly maintained, especially before the Spartakiad festivals. However, on 7 June 1965 heavy rainfall triggered a landslide on Petřín Hill, damaging the track bed of the funicular. Operations were immediately suspended. The Prague Public Transit Company planned a major reconstruction, but two years later another extensive landslide caused further damage. For safety reasons, the cables were disconnected, and the funicular was left abandoned for many years.



At the time it entered service, the line was equipped with a 35 mm haulage cable composed of seven strands, each containing 133 wires wrapped around a hemp core.

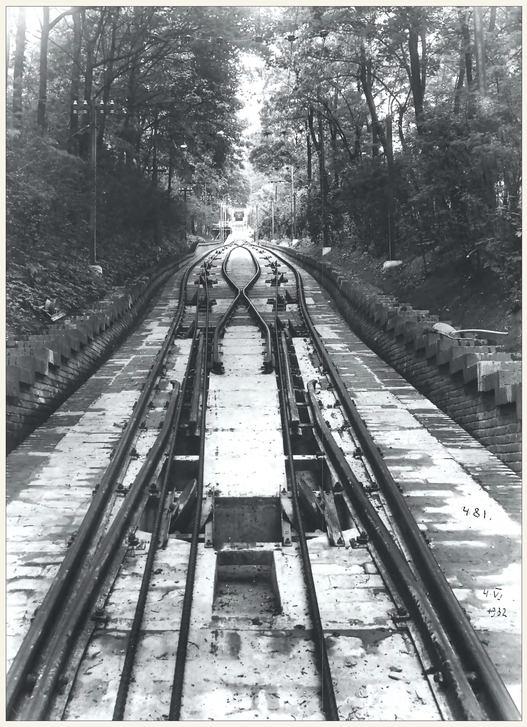
The cars, with a capacity of 100 passengers, could transport up to 1,300 passengers per hour in one direction. According to contemporary reports, this placed the Petřín Funicular first in Europe in terms of capacity.



Interior of the machine room at the upper station after completion in 1932. Through gears and a flexible coupling, the drive motor powered a double-grooved cast-steel pulley with a diameter of 3.04 metres. The haulage cable was wrapped twice around the pulley with the aid of an inclined counter-pulley. A separate deflecting pulley guided the cable to the opposite side of the track.

A funicular car in the early 1960s. At that time the cars carried an unusually light paint scheme, although its exact colour is unknown.

The destroyed and deformed track bed of the Petřín Funicular after the landslides of 1967.



The Abt passing loop on the Petřín Funicular in 1932. The outer rails remained continuous, while the inner crossing rails were interrupted to allow both the haulage and braking cables to pass.

The upper section of the Petřín Funicular line near the Hunger Wall during the winter of 1932–1933.

View toward the lower station, located in a Baroque house that was probably designed by Kilian Ignaz Dientzenhofer

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