Four Generations of the Petřín Funicular Railway

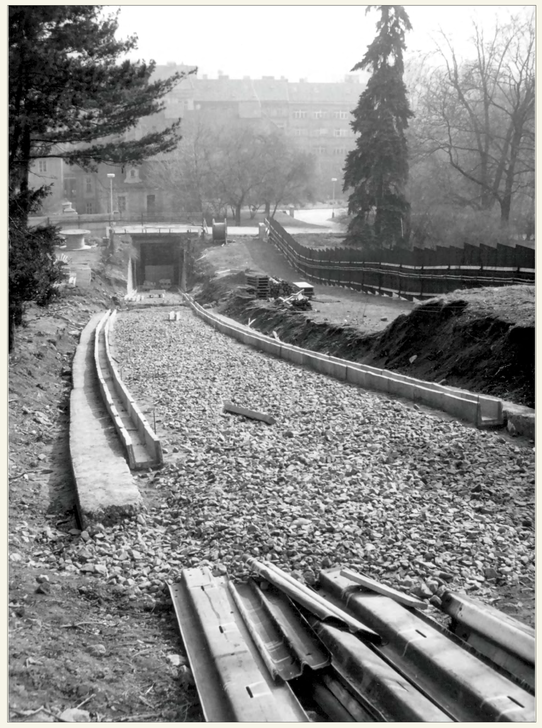
5

GENERATION III – NEW LIFE (1985–2024)

In 1981, extensive stabilization work was carried out on the slopes of Petřín Hill, and a decision was made to restore the funicular. The line itself remained largely unchanged, with the main differences being the new cars. The track was renewed, and the section destroyed by landslides was bridged by a reinforced-concrete structure. Construction began in 1983, and regular passenger service resumed on 15 June 1985. The funicular operated year-round, and the journey took five minutes with a stop at Nebozízek.

Installation of the new cars in February 1985. Built in Studénka, they travelled approximately 350 kilometres to Prague on special transport trailers.

The inaugural ride. According to operating instructions, the scheduled travel time was six minutes with a stop at Nebozízek and three minutes without stopping.



The total length of the line remained unchanged compared with the 1932 configuration. The central section destroyed by landslides was replaced by a reinforced-concrete monolithic bridge structure.

The drive motor was powered by a transformer with a semiconductor converter, while operation was controlled by a computerised system. The original Ward–Leonard equipment from 1932 was retained as a backup and remains in service.

The original machinery dating from 1932 is still in operation. Only the electrical part of the drive system has been modified.

A car carrying honorary guests at the lower station during the reopening ceremony on 15 June 1985. Twenty years had passed since operations had been involuntarily suspended.

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