

SoLiLL

Project Group „Bread and Housing“ in České Budějovice

Renovation of an ancient area of city

Renovation of historical objects of Horses drawn railway in České Budějovice

Renovace historických objektů Koněspřežní železnice v Českých Budějovicích

Miloslav Kohout

University of South Bohemia in České Budějovice, Faculty of Health Studies
University of the Third Age : **SoLiLL 2002**

Horse drawn railway

Horse drawn railway České Budějovice – Linz that was built between years 1825 – 1832 is the oldest railway in European continent. However its primary isn't in using railroad track for transport. There is an evidence of using primitive wooden railroad tracks in some mines, in Germany and in England during 17th century. The importance of this railway comes from its new way of construction, work organization and traffic intensity. It has become the direct predecessor of modern railways.

Both towns České Budějovice and Linz haven't been chosen as starting points by chance. One of the trade paths led along this direction in primeval age already and connected "civilized" south with "barbarian" north. During the time the upperaustrian salt came most important goods transported on this path.

In the last third of 18th century main road connected both the towns. The effort to speed up and mainly to reduce the price of the goods transport led to unsuccessful attempts at linking both the towns by water canal.

It was František Josef Gerstner (1756-1832) who introduced a proposal of constructing iron road in the end of year 1807. However, as late as 14 years later František Antonín Gerstner (1796-1840) was put in charge of realization of his father's project. The construction started on 28 July 1827 near the village of Netřebice. The regular connection along the whole railway started on 1st August 1832.





Establishing of the Horse Drawn Railway caused sudden invasion into peaceful development of provincial town. Railway , it wasn't only better and quicker transport but mainly cheaper transport. Due to the agricultural character of this region and pretty good supplies of some raw materials as wood and clay the town of České Budějovice became an ideal place for business. It was the reason for establishing new modern factories often close to the railway.

New factories brought new jobs and make better living not only for people from this town but from the whole surroundings as well. It was the reason why many villagers moved to České Budějovice between the twenties and sixties of the last century. In 1830 about 8,500 people lived in České Budějovice but twenty years later there were 11,444 inhabitants already. Horse Drawn Railway České Budějovice – Linz stood at the beginning of this town transformation into industrial centre and real South Bohemian metropolis.

History of Revitalization of the Horse Drawn Railway

- 1950** - Proposal for presentation and revitalization of the Horse Drawn Railway
- 1977** - Watch house No. 1 in Mánes Street was replaced for about 10 metres and reconstructed because of the extension of the street
- 1977** - Bridge in Holkov was reconstructed with the original railway top
- 1994** - BRISAMM Company, Ltd. Treated “Project of Reconstruction of the Horse Drawn Railway in České Budějovice”.
- 2000** - Exposition “The Horse Drawn Railway today – České Budějovice – Linz - Gmunden” took place in České Budějovice
- 2001** - LESINFO CZ Joint-Stock Company treated project “Revitalization of the Horse Drawn Railway in České Budějovice – Gmunden Objects”.



Specific and quantitative perspectives of the project :

- expansion of employment in the region and town
- redevelopment of the first three objects : **The Green Twig, The Salt Store, The Watch House**
- underscoring of over-the-border character of the project
- support and completion of the exhibition “The Horse Drawn Railway České Budějovice – Gmunden”
- increase in the number of visitors in our region by 10% and extension of their stay here for one day.

Localization of the project is determined by the ex-railway route: The Green Twig, Municipal Park, Czech Street, Salt Store, Přemysl Otakar II Square, Watch House No. 1 in Mánes Street No. 10.

Technical conception of the project

Variant 1 – minimization

Variant 1 : New information system for the visitors along the route of the Horse Drawn Railway.

1. **The Watch House:** To extend the outer exposition and establish here the branch of the Town Information Centre. Budget expenses come to 71. 415 EUR. The South Bohemian Museum is the owner of the object.



2. **The Salt Store:** The object is empty and needs reconstruction. The aim is to create a polyfunctional and distinctive local colour. The entrance to the Malše blind branch would be possible through the town wall and as well as the establishment of the open-air restaurant. Budget expenses come to about 165.974 EUR and the owner of this object is “Development Ostrava Company, Ltd.”



3. **The Green Twig:** The object will be reconstructed by the owner – “The Green Twig Company, Ltd.” Budget expenses come to 157.264 EUR.



Variant 2 - extended minimization, optimization

Variant 1 will be employed and new 805 metres long rails will be built. The railway top will be adapted for motor traffic, cyclists and pedestrians. The 19th century atmosphere en route will bewitch the visitors travelling in 3 wagons for 16 people. Budget expenses come to 935,751 EUR.

Variant 3 – maximization

Variant 3 : The same as variant 2 but length of the route is 1,824 metres and it is prolonged to Winter Stadium with the exposition of Kooh-i-noor factory. Budget expenses come to 1.482.791 EUR.

Assessment of individual variants

Variant 1- is a footpath and there will be no anticipated profit.

Variant 2 - relies on optimal attendance and the profit will be adequate to overhead costs.

Variant 3 - has high maintenance and operating expenses.

Organizations and institutions participating in the project of revitalization

1966 – Memorial of Carrying Trade was established at the South Bohemian Museum

1969 – Commission for Preservation and Reconstruction of the Horse Drawn Railway České Budějovice – Linz was established

1996 – Foundation Hereditas and its program Islands for the Horse Drawn Railway reconstruction were established, all the historic buildings were completely registered, and proposals for their enrolling into the state cultural heritage program of still unregistered objects were submitted.

2000 – Non-profit civic association the Horse Drawn Railway was founded.

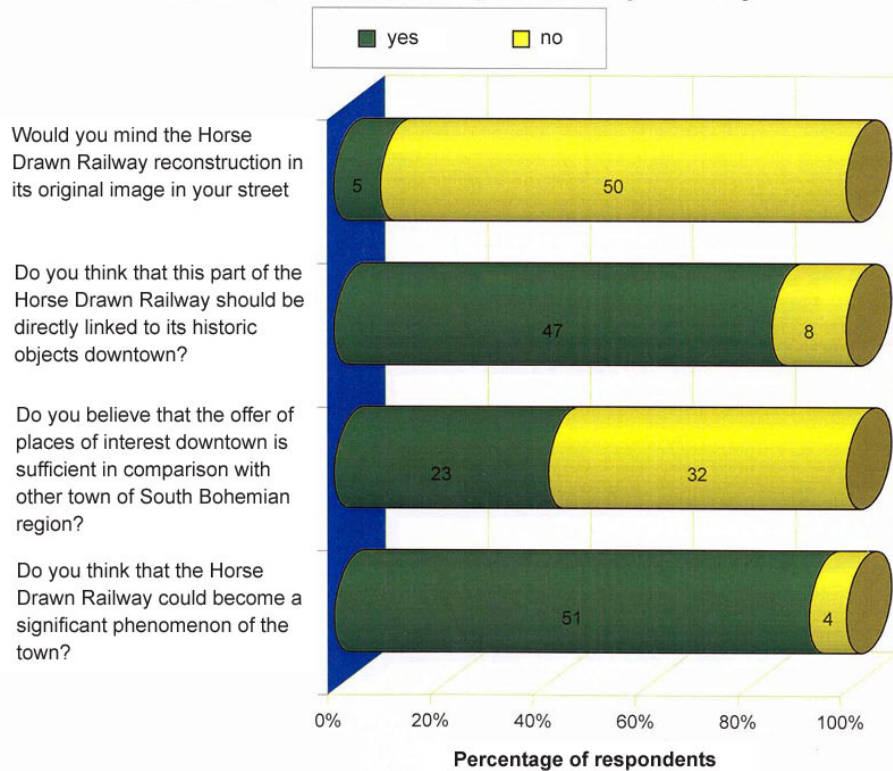
Municipal Office České Budějovice is a property developer and Regional and Developmental Agency České Budějovice (RERA, Ltd.) is a supporter. Implementation of the project will be financially challenging and that is why it will be completed in single phases till 2003.



Public opinion concerning the Horse Drawn Railway revitalization

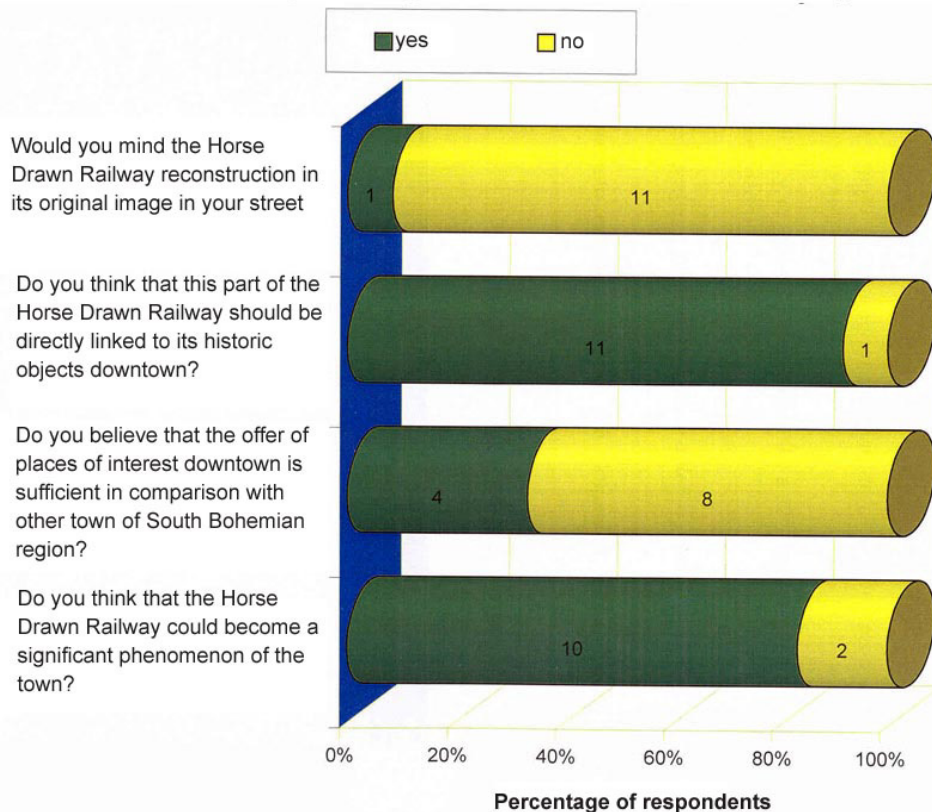
Sept. 2001 – 67 citizens and town visitors were asked and 90% of them agreed with the realization. 93% of citizens and 83% of visitors said it could be an outstanding phenomenon of the town.

Results of a survey among the residents in České Budějovice



Oct. 2002 – 17 owners and 33 users and tenants of the houses in Česká Street were asked.

Results of a survey among the visitors in České Budějovice



80% of respondents said they would not mind the realization, 75% of them thought that the Horse Drawn Railway working could increase the street attendance and 92% said they would not mind the face-lift of their street.

Results of a survey among the tenants of shops and apartments in Česká Street



May 2002 – The financial study is being compiled and the Municipal Council in Česká Budějovice will have their final say as for realization of the revitalization project.

Donation

As a basic material to starting co-operation between the Faculty of Health and Social Studies at South Bohemian University (Doc. Dr. Jana Šemberová) and LesInfo CZ, a.s. (Ing Petr Nedvěd, manager) we got the study Revitalization of the objects of the Horse Drawn Railway, which we would like to thank for.

References :

- Encyklopedie Českých Budějovic.* České Budějovice : Nebe 2000.
Hajn, I.. *Košská dráha v Českých Budějovicích.* České Budějovice : Jihočeské muzeum, Úřad města České Budějovice a nadace Heredita, 1997.
Kadrmas, P. *Po stopách koněspřežky.* České Budějovice, TJ Lokomotiva,1979.
LesInfo CZ, a.s. *Revitalizace objektů koněspřežní dráhy Č. Budějovice – Gmunden, 2001.*
Město České Budějovice-marketing cestovního ruchu. České Budějovice : VŠO 2001.
Profil cestovního ruchu v jižních čechách. České Budějovice : Jihočeská univerzita, 2001.
Svoboda, M.. *Začalo to koněspřežkou.* Praha : NADAS, 1968.

Appendices :