BOHINJSKA PROGA IN BOHINJSKI PREDOR

BOHINJ RAILWAY AND BOHINJ TUNNEL





FRANZ VITAL LUSSER

28. 4. 1849 (Altdorf)– 9. 9. 1927 (Zug)

BOHINJSKA PROGA

Zaradi zahtevnega terena je v zgodovino zapisana kot eden največjih in najdražjih gradbenih podvigov v Avstro-Ogrski. Ima 28 predorov, 5 galerij in 65 mostov. Reko Bačo prečka kar 11-krat.

Začetek gradnje:	**24. avgusta 1903 na Jesenicah.**
Slovesno odprtje:	**19. julija 1906. Z dvornim vlakom se je z Jesenic v Trst peljal prestolonaslednik in nadvojvoda Franc Ferdinand s spremstvom.**
Dolžina od Jesenic do Trsta:	**157 km**

BOHINJSKI PREDOR

Začetek gradnje na bohinjski strani:	**20. septembra 1900**
Začetek gradnje na podbrški strani:	**23. oktobra 1900**
Preboj stene med severnim in južnim rovom:	**31. maja 1904**
Zaključek gradbenih del:	**1. marca 1905**
Namestitev obeh tirov:	**med 7. in 30. avgustom 1905**
Trajanje gradnje:	**53 mesecev**
Število umrlih med gradnjo predora:	**55 (43 na bohinjski strani, 12 na podbrški)**
Dolžina ob izgradnji:	**6.338,89 m (do 6. maja 1945)**
Dolžina danes:	**6.327,40 m (najdaljši železniški predor v Sloveniji)**

ZANIMIVOSTI

- S podbrške strani so do preboja kopali predor samo ročno.
- Zaradi gradnje predora je konec leta 1902 dobilo Podbrdo prvo utrjeno cestno povezavo Baške grape z Gorenjsko (Podbrdo–Petrovo Brdo–Podrošt).
- V prvi svetovni vojni so desni tir predora usposobili za cestni promet.
- V prostorih podbrške železniške postaje so od leta 1946 do 1952 pod okriljem Vojaške uprave jugoslovanske armade (VUJA) organizirali tečaje za prometne poklice.
- Leta 1953 so obračališče lokomotiv iz medvojnega časa preuredili v bazen.
- Od leta 1951 do 1976 so Jugoslovanke železnice omogočile prevoz avtomobilov skozi predor z vlaki.
- 6. decembra 1999 je na relaciji Most na Soči–Podbrdo–Bohinjska Bistrica začel voziti »pravi« avtovlak, od leta 2016 pa tudi na relaciji Nova Gorica–Podbrdo–Bohinjska Bistrica.

FRANZ VITAL LUSSER 28. 4. 1849 (Altdorf)– 9. 9. 1927 (Zug)

Kariero gradbenega inženirja je začel leta 1876, ko je postal vodja gradnje predora St. Gotthard z južne strani. Po letu 1882 je vodil gradnje železnic v Srbiji, Turčiji in Švici in kot svetovalec sodeloval pri projektiranju najdaljših predorov na svetu.

Junija 1902 mu je glavni izvajalec del pri gradnji Bohinjskega predora grof Giacomo Ceconi ponudil družabništvo in ga avgusta 1902 imenoval za vodjo gradbišča v Podbrdu. To je bila ena najzahtevnejših nalog v njegovi gradbeni karieri. Dela so tekla brez večjih zapletov.

Bil je človek toplih značajskih potez, globoko veren, razgledan, dosleden, nadvse delaven, pravičen, pošten in dober plačnik.

Proti koncu leta 1905 se je vrnil v Švico. Z nekaterimi domačini si je dopisoval še po koncu prve svetovne vojne.

Ob 100. obletnici izgradnje Bohinjske proge je Podbrdo obiskal **Milan Lusser**, vnuk Franza Vitala Lusserja in Giacoma Ceconija in daroval doslej neznano slikovno gradivo o gradnji predora. **Proglašen je bil za častnega krajana Podbrda**.

Besedilo: KTT Društvo Baška dediščina
Fotografije: Tolminski muzej, KTT Društvo Baška dediščina, arhiv Ervin Sorč
Leto : 2020



BOHINJ RAILWAY

Due to the demanding terrain, it is recorded in history as one of the largest and most expensive construction ventures in Austria-Hungary. There are 28 tunnels, 5 galleries and 65 bridges on the railway. It crosses the river Bača 11 times.

Start of construction:	***24 August 1903 in Jesenice.***
Grand opening:	***19 July 1906. Crown Prince and Archduke Franz Ferdinand and his entourage took the court train from Jesenice to Trieste.***
Length from Jesenice to Trieste:	***157 km***

BOHINJ TUNNEL

Start of construction on the Bohinj side:	***20 September 1900***
Start of construction on the Podbrdo side:	***23 October 1900***
Breakthrough of the wall between the northern and southern tunnels:	***31 May 1904***
Completion of construction works:	***1 March 1905***
Installation of both tracks:	***Between 7 and 30 August 1905***
Duration of construction:	***53 months***
Number of deaths during tunnel construction:	***55 (43 on the Bohinj side, 12 on the Podbrdo side)***
Length at construction:	***6,338.89 m (until 6 May 1945)***
Length today:	***6,327.40 m (the longest railway tunnel in Slovenia)***

TRIVIA

- *From the Podbrdo side, the tunnel was dug only by hand.*
- *As a result of the construction of the tunnel, at the end of 1902 Podbrdo got the first paved road connection of Baška grapa with Gorenjska (Podbrdo – Petrovo Brdo – Podrošt).*
- *During the First World War, the right track of the tunnel was made ready for road traffic.*
- *From 1946 to 1952, courses for transport professions were organized in the premises of the Podbrdo railway station under the auspices of the Military Administration of the Yugoslav Army (VUJA).*
- *In 1953, the turning point of locomotives from the interwar period was converted into a swimming pool.*
- *From 1951 to 1976, Yugoslav Railways made it possible to transport cars through the tunnel by train.*
- *On 6 December 1999, a "real" car train started running on the Most na Soči–Podbrdo–Bohinjska Bistrica route, and since 2016 also on the Nova Gorica–Podbrdo–Bohinjska Bistrica route.*

FRANZ VITAL LUSSER *28 April 1849 (Altdorf) – 9 September 1927 (Zug)*

He began his career as a civil engineer in 1876, when he became head of the construction of the St. Gotthard tunnel from the south side. After 1882, he led the construction of railways in Serbia, Turkey and Switzerland and participated as a consultant in the design of the longest tunnels in the world.

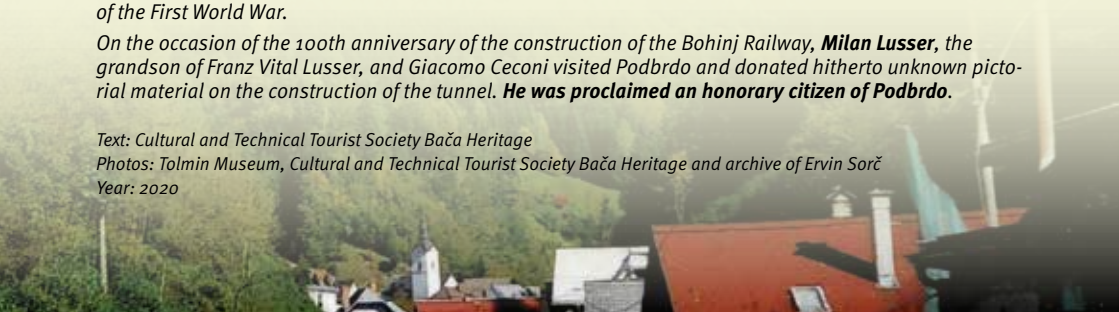
In June 1902, Count Giacomo Ceconi, the main contractor for the construction of the Bohinj Tunnel, offered him a partnership and in August 1902 appointed him head of the construction site in Podbrdo. This was one of the most challenging tasks of his construction career. The work went without major complications.

He was a man of warm character traits, deeply faithful, knowledgeable, consistent, exceedingly hardworking, just, honest, and a good payer.

Towards the end of 1905 he returned to Switzerland. He corresponded with some locals even after the end of the First World War.

On the occasion of the 100th anniversary of the construction of the Bohinj Railway, ***Milan Lusser****, the grandson of Franz Vital Lusser, and Giacomo Ceconi visited Podbrdo and donated hitherto unknown pictorial material on the construction of the tunnel.* ***He was proclaimed an honorary citizen of Podbrdo****.*

Text: Cultural and Technical Tourist Society Bača Heritage
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