BOHINJSKI PREDOR *BOHINJ TUNNEL*





BOHINJSKA PROGA

Zaradi zahtevnega terena je v zgodovino zapisana kot eden največjih in najdražjih gradbenih podvigov v Avstro-Ogrski.

Slovesno odprtje: 19. julija 1906, ko se je z dvornim vlakom z Jesenic v Trst peljal prestolonaslednik in nadvojvoda Franc Ferdinand s spremstvom.

Dolžina od Jesenic do Trsta: 157 km

Proga ima 28 predorov, 5 galerij in 65 mostov. Reko Bačo prečka kar 11-krat.

BOHINJSKI PREDOR

S podbrške strani so ga do preboja kopali samo ročno.

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 tirov:	med 7. in 30. avgustom 1905
Trajanje gradnje:	53 mesecev
Število umrlih med gradnjo:	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)

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 (Švica) 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. Izkazal se je kot odličen organizator. Na gradbišče je vpeljal red, dela so tekla brez večjih zapletov.

F. V. Lusser je bil človek toplih značajskih potez, globoko veren, razgledan, dosleden, nadvse delaven, pravičen, pošten in dober plačnik.

Proti koncu leta 1905 se je vrnil v Švico. Čeprav mu Podbrdo zaradi neprijazne lege ni ugajalo, si je z nekaterimi domačini 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 Sloveniji doslej neznano slikovno gradivo o gradnji predora. **Proglašen je bil za častnega krajana Podbrda**.

Besedilo: KTT Društvo Baška dediščina
(Vir: Ervin. Sorč: Skrivnosti Bohinjskega predora. Ljubljana: Holding Slovenske železnice, 2006)
Leto: 2020
Fotografije: arhiv Tolminski muzej, Jože Miklavič in KTT Društvo Baška dediščina

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.

Grand opening: 19 July 1906, when Crown Prince and Archduke Franz Ferdinand and his entourage took the court train from Jesenice to Trieste.

Distance from Jesenice to Trieste: 157 km

There are 28 tunnels, 5 galleries and 65 bridges on the railway. It crosses the river Bača 11 times.

BOHINJ TUNNEL

From the Podbrdo side, it was dug only by hand until the breakthrough.

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 work:	*1 March 1905*
Track installation:	*Between 7 and 30 August 1905*
Duration of construction:	*53 months*
Number of deaths during 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)*

FRANZ VITAL LUSSER

28April1849 (Altdorf) – 9September1927 (Zug)

He began his career as a civil engineer in 1876, when he became head of the construction of the St. Gotthard (Switzerland) 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. He proved to be a great operator. He brought order to the construction site, and the work went without major complications.

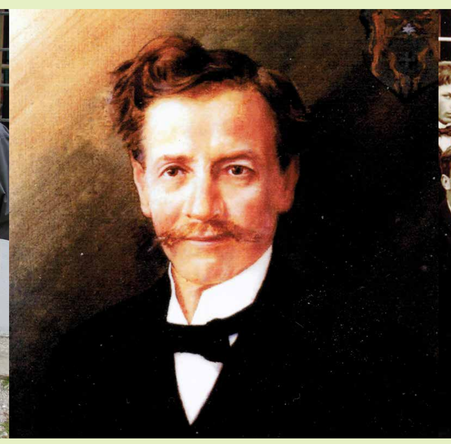
F. V. Lusser was a man of warm character traits, deeply faithful, knowledgeable, consistent, exceedingly industrious, just, honest, and a paid well.

Towards the end of 1905 he returned to Switzerland. Although Podbrdo did not appeal to him due to its unfriendly location, he corresponded with some locals even after the First World War.

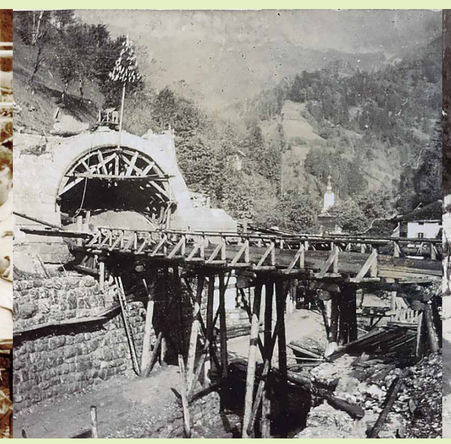
*On the occasion of the 100th anniversary of the construction of the Bohinj Railway, **Milan Lusser**, the grandson of Franz Vital Lusser and Giacomo Ceconi, visited Podbrdo and donated to Slovenia hitherto unknown pictorial material on the construction of the tunnel. **He was declared an honorary citizen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

Text: Cultural and Technical Tourist Society Baška Heritage
(Source: Ervin.Sorč: Skrivnosti Bohinjskega predora. Ljubljana: Holding Slovenske železnice, 2006)
Year: 2020
Photos: Archive of the Tolmin Museum, Jože Miklavič and Cultural and Technical Tourist Society Baška Heritage

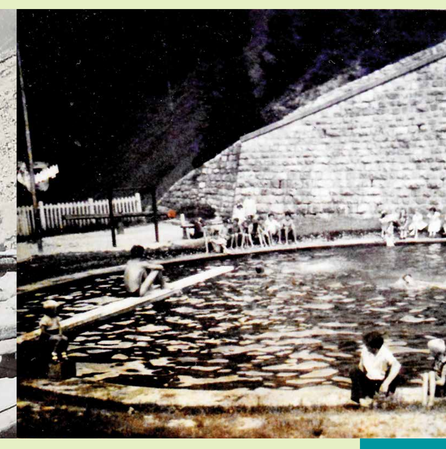












EVROPSKA UNIJA
EVROPSKI SKLAD ZA REGIONALNI RAZVOJ
NALOŽBA V VAŠO PRIHODNOST

Občina Tolmin

LAS Dolina Soče

Mrouce cajta

KTT DRUŠTVO BAŠKA DEDIŠČINA

Baška grapa

Dolina Soče

Oblikovanje: D.J. d.o.o. • Tisk: A-media d.o.o. Nova Gorica • Prevodi: Preteks d.o.o.