

RAILWAY PROTECTION SYSTEM

The station has five standard and six service tracks with fourteen centrally set and five manually set switches. The Roztoky/Jilemnice section includes a level crossing with mechanical crossing signals and warning signal "Shamrock" controlled from the St2 signal box.

Operation is protected using 2nd class electromechanical station protection system with mechanical railway signals. The heart of the system is the control unit "RANK" located in the traffic office in the station building. This comprises gate cabinets based on a lever frame with horizontal board on which the station's track relief is placed. The device, operated by a signaller, is connected by cables to two switching devices "model 5007" at the signal boxes occupied by signalmen. The St2 signal box is also equipped with a gates control using a gearbox with lever.



Lever frame placed on the railway signal tower St. 1

Text by Petr Freiwillig using the Cultural Monument declaration application prepared by Ing. L. Crha, Ing. P. Pěnička, J. Staněk, Ing. J. Vydra, L. Mejvald, T. Gál, L. Stirand and J. Ullrich, prepared by the The Society of Railway History Martinice v Krkonoších, and the Municipal Office of Martinice v Krkonoších. Map: © ČÚZK, Vladimír Vrabec, photos: archives of The Society of Railway History Martinice v Krkonoších, Pavla Marešová and Petr Freiwillig, graphic edit: Michael Čtveráček



Shunting signal. In the background departure mechanical arm semaphores and waterworks



Entrance signal – Speed 40 km/h



Demonstration signal – Alert

RAILWAY SIGNALS



Lights on demonstration signal

Except for the light signals in the direction from Kunčice nad Labem, operations within the station are fully controlled by the mechanical railway signals. They are of high value due to their rare diversity of type; arrival and departure signals in one-, two- and three-arm models, mechanical semaphore signals and marshalling signals. There are three arrival signals in the station, two of which have two arms, one in the direction from Jilemnice with three arms. The arrival signals cover three separate semaphore signals, from Roztoky and Jilemnice mechanical with a hinged round plate with yellow circle. The departure signals are one-arm models in accordance with the number of tracks always "in threes" for each switch. The set is completed with a rare preserved marshalling signal, signalling shifts. As for the semaphore signals, it comprises a hinged board, this time rectangular, on its tip in blue and white with vertical slits. There are two for each switch. All mechanical signals are equipped with a elevating light and covers for signalling in the dark and under poor visibility. These are controlled remotely using guide pullers on steel posts, in covered concrete troughs on the station tracks. At sites of direction change, control rods are replaced by chains. Control rods are connected through lever tighteners on long sections, located in front of semaphore signals and arrival signals.

FUTURE?

The number of railway stations equipped with mechanical railway signals is falling every year as the Czech Republic's railway network is modernised. It is apparent that it will be just a few years before they are entirely gone. It is the job of state heritage preservation to ensure that there is at least one station in our railway network where this system, which has worked for decades, can remain operational in line with laws and transport regulations in force, thus bringing joy and education to future generations. There is no doubt that Martinice v Krkonoších could be one such station.



The switch signal – straight ahead

GPS co-ordinates:

50.5807444N, 15.5411025E

There is a strict ban on entering to the yard!

More information at

www.npu.cz/uop-li
www.nadrazimartinice.cz

Railway links:

Martinice v Krkonoších station, lines Chlumeč nad Cidlinou – Trutnov, Martinice v Krkonoších – Rokytnice nad Jizerou

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**MARTINICE
 V KRKONOŠÍCH**
 railway station



NÁRODNÍ
 PAMÁTKOVÝ
 ÚSTAV

ÚZEMNÍ ODBORNÉ PRACOVISŤE
 V LIBERCI

Liberecký
 kraj



Entrance signal – Speed 40 km/h
 and alert



Locomotive 434.2175 arriving at the station from Rokytnice in 1977

Martinice v Krkonoších (Martinice in the Giant Mountains) railway station is a unique site in the Czech Republic, documenting the extraordinary entirety of the railway's command and control system during the 20th century. The mechanical railway signals are its most characteristic feature, but the station's historical image also includes water cranes, ashpit, lighting columns, mechanical gates and also the buildings themselves, in particular the station building, water house, round house, store house and both signal boxes. The preserved buildings and equipment date back to 1871–1948, thus representing railway transport at the height of its development. The construction of the railway line from Velký Osek to Trutnov-Poříčí, on which the station lies, took place during a period of railway construction fever at the start of the 1870s, when powerful private railway companies built major nationwide lines. One of the largest of these was the Austrian Northwestern Railway, which held an important position in the Krkonoše region. Construction of the feeder line to Rokytnice nad Jizerou, which began in Martinice, took place during a period of construction of local lines at the turn of the 19th and 20th centuries, when local authorities, the aristocracy and local industrialists in particular, initiated these investments. The site's heritage value is further enhanced by the fact that the station's protection system is still fully functional. Since 2015, Martinice v Krkonoších railway station has been a cultural monument entered in the Czech Republic's Central Registry of Cultural Monuments under the registration number 105843.

HISTORY

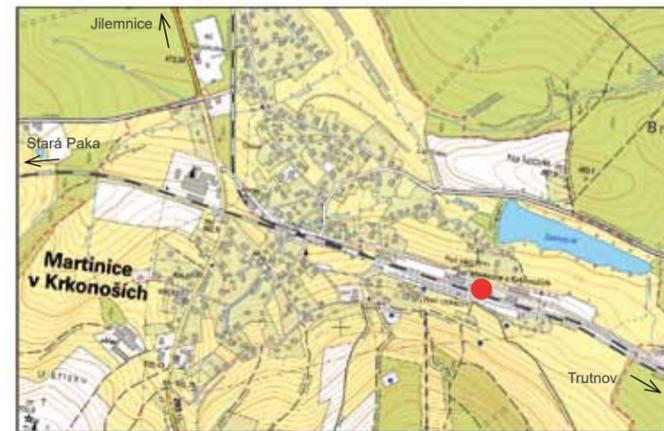
The first train arrived at Martinice station on 1 June 1871. This marked the linking of two now ready construction sections from Trutnov-Poříčí to Kunčice nad Labem and from Velký Osek to Ostroměř, which had begun operating on 21 December 1870. The concession for construction of over a hundred kilometres of line from the Polabí (Elbe lowlands) to the Krkonoše foothills, of which Martinice at an elevation of 482 metres is the highest point, was acquired on 8 September 1868 by the Austrian Northwestern Railway (Österreichische Nordwestbahn, ÖNWB). Over the forty years it was in existence (1869-1909), this company built almost one and a half thousand kilometres of lines, with most of its

IMPORTANT DATES IN THE STATION'S HISTORY:

1. 6. 1871

Operations on the Ostroměř – Kunčice nad Labem section of line from Velký Osek to Trutnov-Poříčí begin

operations lying within the Czech lands. The company's core line went from the Imperial capital of Vienna via Znojmo, Havlíčkův Brod, Nymburk, Mělník and Ústí nad Labem-Střekov to Děčín. Our line from Chlumec nad Cidlinou (or Velký Osek) to Trutnov-Poříčí allowed for a connection to Královec and thus the Prussian railway network. The way to towns and factories which the line missed allowed for a short feeder line from Ostroměř to Jičín, from Kunčice nad Labem to Vrchlabí and from Trutnov to Svoboda nad Úpou. It crossed the Pardubice-Liberec railway, or the South-North German



7. 12. 1899

Operations on the local line from Martinice v Krkonoších to Rokytnice nad Jizerou begin

Connecting Railway (SüdnorddeutscheVerbindungsbahn, SNDVB) at Nová Paka, which then became an important regional railway node. It is worth noting that SNDVB was ÖNWB's parent company, although it soon exceeded it in importance. Both companies were nationalised in 1909 and their property and operation was taken over by Austrian State Railways.

An important milestone for Martinice station was the construction of the connecting line to Rokytnice nad Jizerou. The concession to build this twenty-kilometre line in the upper Jizera valley was acquired on 29 August 1898 by Count Jan Harrach, textiles industrialist Josef Haney of Rokytnice, Clerk Theodor Hübner of Jablonec nad Jizerou, district mayor Jan Zubatý and Mayor of Jilemnice František Jerie. The Jilemnice – Rokytnice Local Railway Company (Localbahn Starkenbach – Rochlitz) thus established owned the line until it was nationalised in 1935. In this regard, one should note that the station first bore the name Jilemnice (Starkenbach), then Jilemnice-Martinice (Starkenbach-Martinitz) and not until 1921 the name Martinice.

With the occupation of the borderland and during the years of Nazi occupation, Martinice fulfilled the role of a border and exchange transit station with the Greater German Reich, and thus customs and passport control were to be found here. A year after liberation, in June 1946, the construction of the station's electromechanical protection system with mechanical railway signals began. This was fully completed on 9 June 1948 and is still reliably used today.



View of the building from the railway station, on the left extension for the local railway to Rokytnice nad Jizerou

BUILDINGS AND STRUCTURES IN THE STATION

The station prides itself on the well-preserved station building, no. 93, which was built in two phases. The original symmetrical front design with two avant-corps, which architect Carl Schlimp (1834–1901) gave to ÖNWB's project was redesigned in 1899. A three-storey extension was built for the needs of the newly opened local line to Rokytnice, next to the western face. At the same time, passengers were now able to find shelter under the new platform veranda. While the original building of the first two storeys was built at a high cost using the typical local ferrous red sandstone, the brick extension had to make do with plaster imitating the stonework. The toilets and partially covered platform veranda date back to the 1950s. Standing with our back to the station building, there is a brick store to our left dating back to the time operations began here, alongside a wooden store on a loading ramp. The more recently modified roundhouse on the other side of the track dates back to 1871, and this is where the guardhouse could also be found, no. 60/96 with a toilet outhouse, made from sandstone blocks. The building was originally used by crossing keepers and switch operators working on the station's Kunčice switch. This role is today undertaken by signal box St1, built in 1946. The second signal box, St2 is located at the Roztoky/Jilemnice switch on a tower built in 1947–1948. The tower conceals vertical chain lines with guide pulley which connect the switching device to the controller of the signals and switches. The gates of the adjacent level crossing were also operated from here. To the right of the station building is the water house and well from 1871. There are two steel riveted cylindrical containers in

9. 6. 1948

The current electromechanical station protection system is put into operation



The train driven by locomotive 313.4 in front of the expedition building around 1910

its upper section, with a volume of 2 x 35 m3. Also still standing is the pipeline from the well to the containers, and from there to the track and water cranes. Unfortunately, the vertical steam boiler, steam engine and pumps are no longer present. The system for providing steam engines with water was completed with two Spitzner brand water cranes, one on each head. There was an ashpit at the crane on the Roztoky/Jilemnice switch which was used for unloading ash from steam engines. The ash was then removed with shovels and taken to a landfill. The station's image also includes thirty lighting columns, seventeen of which are made of steel, and thirteen of wood.

3. 12. 2015

The station is declared a Cultural Monument



A view of Roztoky/ Jilemnice station header. On the left water crane and waterworks, in the background the railway signal tower St. 2