

On Winged Wheels to the Opatija Riviera

An exhibition at the Croatian Museum of Tourism in Opatija, Villa Angiolina

In the 18th century, a new branch of medicine developed – balneology. It was based on harnessing the beneficial effects of the natural healing properties of the sea, land and atmosphere to maintaining health and provide recuperation. This was the period when thermal spas began to be

built in continental Croatia, mostly on springs of thermal mineral waters which had been known since classical times. During the 19th century, local doctors began to emphasise the benefits of the coastal climate and the opportunities of developing climate health resorts. The first person to ad-

vocate this was Anton Feliks Jačić in 1847. He had a vision for turning the Opatija Riviera into a health tourism destination.

Of course, one prerequisite for the development of tourism was the appropriate infrastructure. The railway lines which ran from Vienna via Ljubljana to Rijeka, and from Budapest via Zagreb to Rijeka, were established within a few months of each other in 1873, allowing the modern, swift transportation of goods and passengers. In the 1870s, when the completion of the tracks was in sight, and more so after they were opened, there were several attempts to build health resorts in the Opatija area.

After completing the tracks, the Southern Railway Company in Vienna purchased Villa Angiolina from Count Viktor Chorinsky in 1882, and in 1886 turned it into a luxury guest house for aristocrats who wanted to visit the Opatija Riviera.

Earlier, when the first stretches of the line south were complete, two hotels had been built in Toblach (1878) and Semmering (1882), but now, the major planned construction of a tourist resort in Opatija got under way. First, Hotel Kvarner was built, with a bathing pavilion, followed by the Hydropathic Institute and the Angiolina Baths (1884), and Hotel Stephanie (now the Imperial) in 1885. Many other buildings were added to form the nucleus of Opatija's tourism, including the Officers' Hall, Villa Amalia, Villa Mandria, the Palace and Manadria Bazaar, Villa Flora, Villa Laura, Villa Gruber (now the Fina company), Villa Ambrozy (now the Grand Hotel of Four Opatija Flowers), the Music Pavilion, the Imperial Pavilion, and the luxurious Imperial



HRVATSKI
muzej
turizma
Croatian Museum of Tourism
Kroatisches Museum für Tourismus

NA KRILATIM KOTAČIMA DO OPATIJSKE RIVIJERE
145. obljetnica željezničke pruge Beč – Opatija – Rijeka i Budimpešta – Rijeka
i 110. obljetnica opatijskog tramvaja

AUF BEFLÜGELTEN RÄDERN BIS ZUR RIVIERA VON OPATIJA
145. Jahrestag des Baus der Bahnstrecke Wien – Opatija – Rijeka und Budapest – Rijeka
und 110. Gedenktage der Straßenbahn von Opatija

ON WINGED WHEELS TO OPATIJA'S RIVIERA
145th anniversary of the building of the Vienna – Opatija – Rijeka and
the Budapest – Rijeka railway and 110th anniversary of Opatija's tramway

Na krilatim kotačima do Opatijske rivijere

Izložba u Hrvatskom muzeju turizma u Opatiji, Vila Angiolina

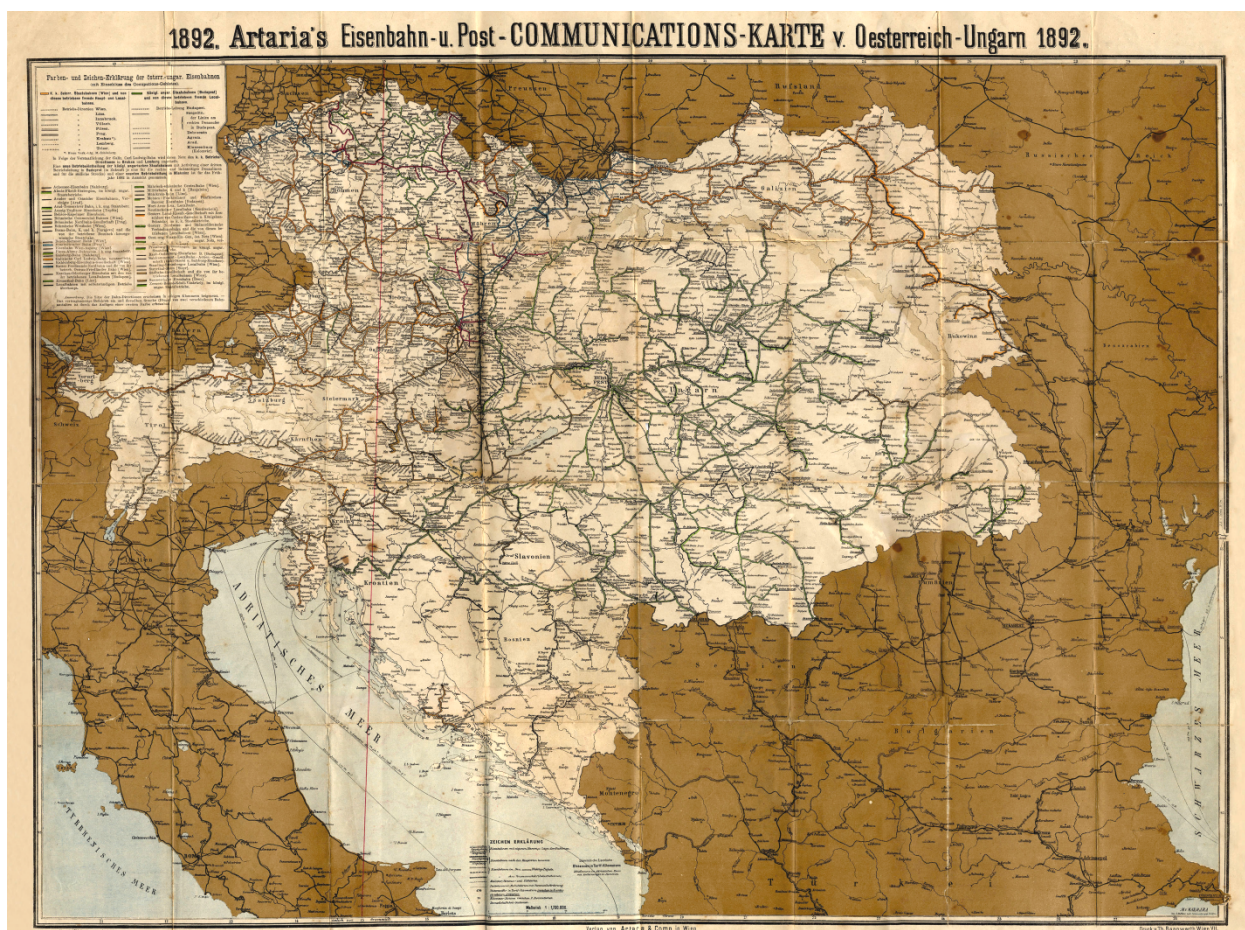
Tijekom 18. stoljeća razvijala se nova grana medicine – balneologija koja se temelji na korištenju i blagotvornom učinku prirodnih ljekovitih činitelja – mora, kopna i atmosfere za očuvanje zdravlja i rehabilitaciju. Tada počinje izgradnja termalnih lječilišta u kontinentalnom dijelu Hrvatske, mahom na izvorištima termomineralnih voda poznatih još u antici. Tijekom 19. stoljeća domaći liječnici ističu pogod-

nosti primorskog podneblja i mogućnost razvoja lječilišno-klimatskog turizma. Prvi je na tu mogućnost ukazao Anton Feliks Jačić još 1847. godine i imao viziju da bi područje današnje Opatijske rivijere moglo postati lječilišno-turistička destinacija.

Dakako, preduvjet razvoja turizma bila je izgradnja prometne infrastrukture. Uspostavom željeznice na relacijama Beč – Ljubljana – Rijeka i

Budimpešta – Zagreb – Rijeka u razmaku od samo nekoliko mjeseci, iste 1873. godine omogućen je suvremen i brz transport robe i putnika. Kada je već bilo razvidno da će se dovršiti pruga i kada je otvorena, tijekom 70-ih godina 19. stoljeća, bilo je nekoliko pokušaja izgradnje lječilišta na području Opatije.

Društvo južnih željeznica iz Beča je nakon izgradnje pruge kupilo vilu



Karta željezničkih pruga i poštanskih komunikacija Austro-Ugarske iz 1892. godine (*Eisenbahn- u. Post-Communications-Karte v. Oesterreich-Ungarn, Artaria & Co., Beč, 1892., inv. ozn. HMT-4215*). Karta se čuva u Hrvatskom muzeju turizma u Opatiji.

Map of the railways lines and postal communications in Austro-Hungary dated 1892 (*Eisenbahn- u. Post-Communications-Karte v. Oesterreich-Ungarn, Artaria & Co., Vienna, 1892, inv. no. HMT-4215*).

The map is housed in the Croatian Museum of Tourism in Opatija.



Waiting-Room at the Opatija-Matulji railway station. According to the General Director of the Southern Railway Company, Julius Schüller, it was a happy marriage between transporting goods and passengers, and the development of a new branch of the economy – tourism.

This exhibition, *On Winged Wheels to the Opatija Riviera*, is dedicated to two important anniversaries: the establishment of the railway lines and the introduction of the Opatija tram line. It includes many artefacts and historical facts about the railways and trams – a map of rail and postal connections, photographs of the railway construction, commemorative postage stamps, original blueprints of the railway stations, a sketch of the tram line, a brake from an Opatija tram, and photographs of tram workers and passengers on the last ride before the tram was taken out of use in 1933. The authors of the exhibition are Mirjana Kos and Jan-Bernd Urban.

The last stretch of the line from Vienna to Rijeka (Sveti Petar (Pivka) – Rijeka) with the station in Matulji (Opatija) was completed in 1873. It was 55 kilometres long and connected

with the Trieste line in Sveti Petar na Krasu (today Pivka) in Slovenia. In 1869, the Monarchy relieved the Southern Railway Company of its concessionaire obligations and provided the resources to build the railway. The Company completed the construction which had already begun and officially opened the line on 25 June 1873. A few months later, on 23 October, the other line linking Rijeka with Karlovac, Zagreb and Budapest was opened. So, in the same year, Opatija gained rail links with Vienna, Budapest, Zagreb, Trieste, Ljubljana and other towns along the routes. For Rijeka, this meant a strong port could develop and economic growth was assured, while for Opatija, the development of tourism could go ahead. The Southern Railway Company participated in this grand project to build Opatija as the cradle of Croatian coastal tourism (Hotel Kvarner, 1884).

During the first decades, transport from the railway station in Matulji to Opatija was provided by coach. Around 1900, it was proposed to build a small electrified railway line from Matulji, via Volosko, to Opatija and

Lovran. The funds were assured by the Viennese Credit Bank, and the contractor was Jakob Ludwig Müntz. A concession for a 12-kilometre tram line was issued on 12 November 1906 and construction began on 9 February 1908. The tram line was operated by the Matulji-Opatija-Lovran Electric Tram Company. The first stop was in Matulji, 212 metres above sea level, from where the line sloped down to the coast, following the main (state) road to the terminus in Lovran. Luggage was carried in separate wagons, and in summer, open carriages were used. The electric tram line had a charge of 750 V, the largest in Austro-Hungary, and the journey to Lovran, stopping 30 times along the way, lasted about an hour. In 1933, buses were introduced, and the tram line was dismantled. Some of the rolling-stock was sold to the City Magistrate's Office in Ljubljana, where it continued to be used up to the mid-20th century.

The exhibition includes several postage stamps bearing the image of Carl Ritter von Ghega (1802-1860). In the mid-19th century, he was the most prominent Austria railway engineer and builder. The Council of European Geodetic Surveyors proclaimed him European geodesist of the year in 2018.

There are also a map of the railways lines and postal communications in Austro-Hungary dated 1892 (*Eisenbahn- u. Post-Communications-Karte v. Oesterreich-Ungarn*, Artaria & Co., Vienna, 1892, inv. no. HMT-4215). The map is housed in the Croatian Museum of Tourism in Opatija and a smaller version is reproduced on the cover of this issue of our journal.

Mirjana Kos, Miljenko Lapaine ■

Angiolinu od grofa Viktora Chorinskog 1882. godine, a 1886. godine preuredilo je u luksuzni pansion za aristokraciju koja je dolazila na Opatijsku rivijeru.

Kako su već ranije nakon izgradnje prethodnih dionica pruge prema jugu, sagrađena i dva hotela u Toblachu (1878) i Semmeringu (1882), započela je velika planska izgradnja turističkog naselja u Opatiji. Najprije je izgrađen hotel Kvarner, uz njega kupališni paviljon, te hidropatski zavod i kupalište Angiolina (1884), a zatim hotel Stephanie (danas Imperial, 1885). Osim toga sagrađene su i mnoge druge građevine koje su činile nukleus opatijskog turizma. To su: Časnički dom, vila Amalia, vila Mandria, Palača i bazar Manadria, vila Flora, vila Laura, vila Gruber (danas tvrtka Fina), vila Ambrozy (danas Grand hotel četiri opatijska cvijeta), glazbeni paviljon, carski paviljon, luksuzna carska čekaonica na željezničkoj stanici Opatija – Matulji. Bio je to, po zamisli generalnog direktora južnih željeznica Juliusa Schülera, spretan i sretan spoj transporta robe i putnika i razvoja tada mlade gospodarske djelatnosti – turizma.

Izložba *Na krilatim kotačima do Opatijske rivijere* posvećena je dvjema važnim obljetnicama – uspostavi željezničkih pruga i uvođenju opatijskog tramvaja. Sadrži brojne artefakte i povijesne činjenice o prugama i tramvaju – kartu željezničkih i poštanskih veza, fotografije izgradnje pruge, obljetničke filatelističke marke, originalne nacрте kolodvorskih postaja, nacрта trasa pruge, kočnicu opatijskog tramvaja, fotografije djelatnika na tramvaju i fotografiju putnika zadnje vožnje tramvaja kada je ukinut 1933. godine, ... Autori izložbe su Mirjana Kos i Jan-Bernd Urban.

Zadnja dionica pruge od Beča do Rijeke – Sv. Petar (Pivka) – Rijeka s postajom u Matuljima (Opatija) dovršena 1873. godine. Dužina trase bila je 55 kilometara te se s prugom za Trst spajala u Sv. Petru na Krasu (danas Pivka), u Sloveniji. Monarhija je 1869.



godine razriješila Društvo južnih željeznica koncesijskih obveza i osigurala sredstava za izgradnju željeznice. Društvo južnih željeznica dovršilo je već započetu izgradnju i svečano pustilo u promet prugu 25. lipnja 1873. Iste godine, nekoliko mjeseci kasnije (23. listopada 1873.) puštena je u promet i druga željeznička pruga koja je Rijeku povezala s Karlovcem, odnosno Zagrebom i Budimpeštom. Tako je i Opatija te godine dobila željezničku vezu s Bečom, Budimpeštom, Zagrebom, Trstom, Ljubljanom i ostalim gradovima na trasi pruge. Za Rijeku su te prometnice bile preduvjet snažnog lučkog prometa i gospodarskog rasta, a Opatiji su omogućile turistički razvoj. Društvo južnih željeznica sudjelovalo je u tom grandioznom projektu i izgradilo kolijevku hrvatskog priobalnog turizma – Opatiju (hotel Kvarner, 1884. godine).

Veza od željezničke postaje Opatija – Matulji do Opatije (oko 5 km) prvih se desetljeća odvijala kočijama. Oko 1900. godine promišljalo se o izgradnji male električne željeznice od Matulja, preko Voloskog, do Opatije i Lovrana. Sredstva je osigurala Bečka kreditna banka, a graditelj je bio Jakob Ludwig Müntz. Koncesija za 12 km tramvajske pruge izdana je 12. studenoga 1906., a promet je započeo 9. veljače 1908. Tramvajem je upravljalo dioničko društvo Električni tramvaj Matulji – Opatija – Lovran. Polazna

stanica trase nalazila se u Matuljima na 212 metara nadmorske visine, a pruga se spuštala prema obali prateći pretežito glavnu (erarsku) cestu sve do okretišta u Lovranu. Prtljaga se vozila posebnim vagonima, a tijekom ljeta koristili su se otvoreni vagoni. Mala električna željeznica – opatijski tramvaj imala je napon od 750 V, najveći u Austro-Ugarskoj, a vožnja do Lovrana, sa zaustavljanjem na 30 postaja u cijeloj dužini, trajala je oko jedan sat. Godine 1933. uveden je autobusni promet, tramvajska pruga je demontirana, a dio vagona prodan je Gradskom magistratu u Ljubljani gdje su prometovali do sredine 20. stoljeća.

Na izložbi je izloženo nekoliko poštanskih maraka na kojima je prikazan Carl Ritter von Ghega (1802–1860). Sredinom 19. stoljeća bio je najistaknutiji austrijski željeznički inženjer i graditelj. Vijeće europskih geodeta (*Council of European Geodetic Surveyors – CLGE*) proglasilo ga je europskim geodetom za 2018. godinu.

Na izložbi se može pogledati i karta željezničkih pruga i poštanskih komunikacija Austro-Ugarske iz 1892. godine (*Eisenbahn- u. Post-Communications-Karte v. Oesterreich-Ungarn, Artaria & Co., Beč, 1892., inv. ozn. HMT-4215*). Karta se čuva u Hrvatskom muzeju turizma u Opatiji, a u smanjenom obliku tiskana je na koricama ovog broja časopisa.

Mirjana Kos, Miljenko Lapaine ■