

Abstract

The Bachelor thesis deals with some tunnels from the total number of 120 railway tunnels build in the period 1848-1910 in the territory of the Czech Republic. The aim of these admirable buildings was the research for masonry, geology and rock strength. The introductory articles are devoted to the classical tunneling methods used in earlier times. As a result of today's higher operating speeds of trains, which was not taken into account when initially planning the lining and limitation to the use of stone and wood only. The work includes the most frequent reconstruction methods for tunnel optimization, the possibility of faster transport and their stability. It has been shown that, for the purpose of possible reconstruction, it is necessary to count on the considerable strength of the masonry which, even after 100-170 years, often does not show signs of deep degradation.