

Aufnahme angefertigt wurde, ging in den Fünfzigerjahren des vorigen Jahrhunderts bei der Erweiterung der Fahrbahn in der scharfen Kurve an der Kreuzung der Straßen Zborovská ulice, Čelakovského ulice und ulice Politických vězňů ein.

Rückseite des Umschlages

Abb. Nr. 33: Komotau 1900. *Komotau 1900. Nach der Natur vom Gymnasialthurn. Gezeichnet von Caspar Helling. Schwarzweiße Zeichnung 118 x 179 mm. In: Heimatskunde des politischen Bezirkes Komotau, die Gerichtsbezirke: Komotau, Görkau und Sebastiansberg umfassend, herausgegeben vom Deutschen Bezirkslehrervereine Komotau, Komotau 1898, S. 728.* Scan und digital restauriert von Petr Rak. Im Blick Komotau von der Perspektive des Sternwarte-Turmes am Gymnasium (er ist bei der rechten unteren Ecke gezeichnet) mit der Aussicht auf das Massiv des Erzgebirges, am deutlichsten sind die Ignatius-Kirche und die heute bereits eingegangene dichte Bebauung im Stadtkern zwischen dem Marktplatz und dem langgezogenen Gebäude des ehemaligen Jesuitenseminars zu sehen. Die Menge der qualmenden Kamine belegt die industrielle Entwicklung der Stadt mit angehäuften Industriebetrieben vor allem am Rande der ehemaligen Niederen Vorstadt und Gottesackervorstadt und in Oberdorf.

A Detailed List of Maps, Plans and Pictures in Volume no. 16 – Chomutov

Compiled by Jaroslav Pachner, Petr Rak,
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Front page of the jacket

Pict. no. 1: The coat of arms of the town of Chomutov as of 2007. Graphic processing by Petr Tomas.

Pict. no. 2: A veduta of Chomutov by Jakub Hoefnagel from 1617, based on an older model. *Commoda vulgo Comethaw, Bohemia ciuitas. Communicauit G. Houfnaglius, depictum a filio anno 1617.* The author of the original veduta was Joris Hoefnagel (approx. 1542–1600), his son Jakub Hoefnagel (approx. 1575–1630) drew his veduta according to his father's one. In: Braun Georg – Hogenberg Abraham, *Civitates orbis terrarum*, volume VI., Coloniae – Antuerpiae 1618, sheet no. 25. Compare map sheet no. 37, pict. no. 21.

Text sheets

Pict. no. 3: Reconstruction of the appearance of the building where the commander of the order of German Cross Knights lived in the mid-14th century. Drawing by Jaroslav Pachner. At that time the seat of the order consisted of a large house and a so-called small house – where the commander lived. The large house was connected directly to the central axis of the Church of St. Catherine. In the 14th century these large structures had flat ceilings. Cornices supporting beam ceilings have survived in the basement of the today's town-hall. The *commendata* was surrounded with a moat and a fortification-wall creating thus a large set of residential and farm buildings. The moat and the fortification wall ran through today's Taboritská Street. The whole *commendata* was modified into a seat of feudal noblemen in the last quarter of the 15th and the first quarter of the 16th centuries.

Pict. no. 4: A silver seal of the town of Chomutov from the early second half of the 15th century. The diameter of the seal disc: 48 mm. State District Archives Chomutov, office in Kadaň, A collection of seal samples and stamps, inventory no. 3, registr. no. 3. Photo by Pavel Vychodil. In the seal field there is the town coat of arms of Chomutov and its appearance corresponds with the description in the privilege of 3 November 1457: with a crown above the shield with the Czech lion (and not with a crown above the shield with the municipal coat of arms. The shield is surrounded with a text written in Gothic lower-case letters: *sigillum : civitatis : chomuttow :* ("the seal of the town of Chomutov").

Pict. no. 5: Reconstruction of the appearance of Chomutov Castle after its renovation completed in the 1570s by Bohuslav Felix Hasištejnský of Lobkovice. A drawing by Jaroslav Pachner. The renovation at the turn of the 16th century significantly modified the *commendata* premises. The tower and the nave of the Church of St. Catherine were modified to suit residential purposes, the rooms with flat ceilings were vaulted and as a result of that the height of individual floors changed. We can also find diamond vaults and rich sandstone portals there. Before 1520 the large eastern wing dated according to the Weilmille coat of arms situated on the corner of today's town hall was added. The renovation was completed in the Renaissance style when the castle was owned by the Lobkovicz when also the interiors and the presbytery of St. Catharine's Church were turned into a family vault. The mighty two-storey building was destroyed by fire on 24 June 1598. The second floor was never rebuilt and only several window niches remained of it in the attic.

Pict. no. 6: A brass seal of Chomutov from the 17th century. The diameter of the seal disc: 38 mm. State District Archives Chomutov, office in Kadaň, A collection of seal samples and stamps, inventory no. 1191, reg. no. 28. Photo by Pavel Vychodil. In the seal field marked with a wreath and a line there is the coat of arms of Chomutov in a Baroque shield corresponding with the coat of arms drawn in the privilege from the 3 November 1457: the crown is located above the shield with the coat of arms and not above the shield with a lion. The shield with the coat of arms and the crown reach to the upper and bottom edge of the seal field and the text written in the humanistic lower-case letters is made on both sides of the seal field: *CIVITATIS COMOTOVIE* ("of the town of Chomutov").

Pict. no. 7: The Jesuit College with the Church of St. Ignatio. Digital photo AIREX o.s. Jiří Popel of Lobkovice had to buy eight burgher houses to be able to commence the construction of the college. Seven of the houses were pulled down and the eighth, the house of Chomutov commissioner Hans Zettelberg of Zettelberg no. 84 (with three roof

lucarnes), has survived because only a part of the yard and garden were used for the construction of the Jesuit premises. The tower in the right corner that adjoins the building of the seminary of St. Francisco Xavierius was originally a part of the municipal fortification system (in the foundation deed of the college it is called "the middle guarding tower") and it shows the location of the town walls before the establishment of the Jesuit College.

Map no. 1: A plan of paths in the vicinity of Chomutov and specification of the local section of the land road from Prague to Leipzig from 1660. No name. Photo 251 x 178 mm, State District Archives Chomutov, office in Kadaň. Collection of photos and negatives, shelf mark C 476. Scanned by Petr Rak. The plan shows the surroundings of Chomutov from Horní Ves (it shows the outlines of the settlement on the left bank of Chomutovka, the Church of St. Catherine and noblemen's pub on the corner of Lipská and Kostelní Streets) via the villages of Spořice, Droužkovice and Hořelec and Na Seníku, all the way to Přecápy and Droužkovice between which the rest of Lučnický Lake is drawn. Chomutov is represented by a sketch of the Dean Church and the town walls with four town gates. No houses are drawn in suburbs and its area can only be assumed from secluded gates on access paths. Worth noticing is the alum mill with a cloud of smoke and the execution place on Šibeniční Hill around which a road to Blatno passes.

Pict. no. 8: Houses no. 263–271 opposite today's Žižka Square in the former "Langeasse" (Palacký Street) in a picture taken probably during the first decade of the 20th century. A postcard 138 x 90 mm, Regional museum in Chomutov, partial collection Postcards, inventory no. P 3502. Scanned and digitally restored by Petr Rak. The long-distance road from Prague to Leipzig ran along Long Street which ran outside the fortified centre along the right bank of the river Chomutovka. The road was lined with a row of houses on one side and the river on the other in the 16th century. Simple single-storey terraced houses built during the 18th and 19th centuries are in contrast with richly decorated multi-storey houses no. 1083 and 327 at the back on the corner of Žižka Square and 18 Října Street. The street was built at the beginning of the 20th century by breaking a continuous row of houses in Long Street.

Pict. no. 9: District hospital of Empress Elisabeth, no. 403, after 1913. A postcard 138 x 88 mm, Regional museum in Chomutov, partial collection Postcards, inventory no. P 3506. Scanned and digitally restored by Petr Rak. A newly built structure erected on the site of an older building completed in 1913 according to the design by Josef Zášch. Mighty front gables were typical of his works (a complex of 26 of residential houses which do not exist any more, at the crossroads of Vinohradská, Alfonse Muchy and Viléma Blodka Streets). The park in front of the building was established at the turn of the 1880s on the site of the second Chomutov cemetery used from the end of the 15th century till the mid-19th century.

Pict. no. 10: Masaryk Square after 1934. A postcard 142 x 90 mm, Regional museum in Chomutov, partial collection Postcards, inventory no. P 3510. Scanned and digitally restored by Petr Rak. The newly built District Office no. 3100 completed in 1934 is adjoined by so called "gázistické houses" no. 1744–1748 in Smetanova Street. All these structures were designed by Artur Payr. The last building on the south-western side of the square on the right side of the postcard is the Czech primary and secondary school no. 1626 completed in September 1926 (architect Ladislav Machoň). In front of it there is an unobtrusive monument to František Josef Gerstner unveiled in June 1932.

Pict. no. 11: A new German grammar school in Mostecká Street. A postcard, after 1938, 140 x 97 mm, Regional museum in Chomutov, partial collection Postcards, inventory no. P 3483. Scanned and digitally restored by Petr Rak. The building of the grammar school is interesting due to its location along a street ascending to the top of the long Vinohradský Hill. The structure designed by Artur Pyer and Ernst Landisch, who was Chomutov municipal construction councillor, was never built in full. Instead of an enclosed square yard with a large gymnasium, only two three-storey wings, a small gymnasium and an adjoining one-storey villa for the headmaster were built.

Pict. no. 12: An approximate land-use plan of Chomutov from 1956. Photo 288 x 208 mm. The municipal authority of the town of Chomutov, department of development and capital expenditure of the town, unsigned. Scanned and digitally restored by Petr Rak. This plan also defined the scope of the so-called protective "coal pillar" on which construction activity was supposed to be permitted during the next fifteen years. The border of the pillar ran from mountain slopes in the north-west at a distance of a hundred and fifty metres in parallel with Lipská and Kadaňská Streets, across the road to Černovice and it continued to the north edge of Spořice and further on past Poldi steelworks (with an unprotected island between the factory, cemetery and hospital) and the rolling mill. Near the hill where Údlický Wood is situated (which is strikingly apparent on the right edge of the plan) it turned first to the west and subsequently along the eastern edge of Kamencové (Alum Stone) Lake it ran northward to the mountains.

Pict. no. 13: Beneš Square, 1960s. A postcard, 148 x 103 mm, Regional museum in Chomutov, partial collection Postcards, inventory no. P 3164. Scanned by Petr Rak. The north-eastern side of the square was partitioned by an uninterrupted row of four residential houses no. 3634–3637 completed in June 1955. The landscaping also dates from the early 1950s. The designer tried to adjust the appearance of the houses to the specific environment – their fronts faced Školní Street, the houses were of differing heights and they had elaborate rear sections facing the square.

Pict. no. 14: Žižka Square and Palackého Street, 1957. Two photos combined, height 112 mm; width 140 mm and 125 mm, The Municipal Authority of Chomutov, department of development and capital expenditure, unsigned. Scanned and digitally restored by Petr Rak. The bus terminal was built on the site of demolished houses in Zámecká (Castle) Street in the late 1940s. After the houses were demolished, Renaissance gables of the Town Hall which originate from the third quarter of the 16th century came to the fore. The three-storey house no.

271 in Palackého Street rebuilt during 1932–1933 in the functionalistic style (quite on the right) shows that the houses in the former "Dlouhá Street" started changing gradually. In the first half of the 1960s this part of Palackého Street was pulled down and even the petrol station situated on the wide bridge over the Chomutovka River was removed.

Pict. no. 15: A model of the modification of the territory between the upper portion of Palackého Street, Žižka Square and the lower part of Blatenská Street (it means the area of the historic Horní (Upper) Suburb and Horní (Upper) Písek) completed in January 1968 at the latest. Photo 181 x 65 mm, State District Archives Chomutov, office in Kadaň, Collection of photos and negatives, shelf mark B 820. Scanned and digitally restored by Petr Rak. The model was created according to design documents from 1966 (compare map sheet no. 19, map no. 25). On the right side the centre of town between the Dean Church and Dr. Farského Street is outlined. In front of it there is a monolithic structure – a prefabricated house no. 3393–3397 and 4089–4090 in the middle section of Palackého Street with a lower building of the savings bank no. 4147 on the corner of Vršovců Street. The model already expected demolition of the protestant church in the park in Mánesova Street where an indoor swimming pool is situated. A high-rise building and an adjoining department store were built according to the plan too (even though the building looked rather different). Multi-storey garages were supposed to be built just next to it – however they never were. From what we can see in this model the following structures were also built: two dynamically curved rows of residential prefabricated houses on both sides of the upper section of Palackého Street (except two last blocks facing Školní Street – there is the Land Registry Office no. 5335–5336 on the site of the first one and the other site remained empty) and the building of the district committee of the Communist Party (presently Chomutov Municipal Authority no. 4602 in Zborovská Street). The remaining structures proved to be too expensive for the "realistic socialism" of the 1970s and 1980s – the structures which were never built included: the service centre behind the high-rise building (on the site of the today's car park under the headquarters of North-Bohemian Mines), a cultural house which was supposed to run across Blatenská Street near the town theatre, a bus terminal with a parking house on the corner of Lipská and Wolkerova Streets, relocation of the train station to Lipská Street behind the ice-hockey stadium, extension and completion of this stadium and a high-rise building of a hotel nearby. The atypically coiled prefabricated house erected instead of five planned standard square houses between the ice-hockey stadium and "Za Zborovskou" housing estate is undoubtedly a positive feature.

Pict. no. 16: Relocation of the bed of the Chomutovka River in the early 1970s. Photo 240 x 180 mm, Regional museum in Chomutov, partial collection Photos, inventory no. F 1652. A digital photo of a model by Michaela Balášová. On a completely demolished territory between Palackého and Blatenská Streets there used to be Horní (Upper) Suburb. By demolishing the houses in this area the following streets disappeared: Písková, Malá, U Potoka and Kovářská. In the left upper corner we can see brick residential houses no. 3669–3673 on the corner of Palackého and Zborovská Streets completed in the years 1956–1957; in the right upper corner there are the former barracks no. 569 from 1890 and a part (no. 4265–2468) of an atypical prefabricated residential house in Zborovská Street.

Pict. no. 17: Prefabricated houses in Horní Ves from the years 1964–1970. A postcard from the beginning of the 1970s, 147 x 103 mm, Regional museum in Chomutov, partial collection Postcards, inventory no. P 3151. Scanned by Petr Rak. At the front there is a housing estate built during the so called 1st phase between Cihlářská and Blatenská Streets with a shopping and catering centre Severka; at the back there are prefabricated houses built during the 2nd phase (on the left in Kostnická Street, on the right in Zenger Street). In the middle there are low family houses. The silhouette of the high-rise building on the horizon is the corn silo in Černovice.

Pict. no. 18: An aerial view of the so called 9th and 10th borough of the conglomeration housing estate (today's Březenecká Housing Estate). Digital photo AIREX, o.s. Each of the boroughs built during 1970–1980 is marked out by a circle of four-storey and seven-storey prefabricated buildings interconnected by a service zone (a post office, a cinema, a shopping centre and a health centre) situated between them. In the centre of the first borough there are three eighteen-storey houses designed according to a concept drafted by French designer Le Corbusier in 1946. The same group of houses was supposed to be built in the neighbouring 10th borough; however, due to the construction demands of this structure it was replaced by thirteen-storey prefabricated houses.

Pict. no. 19: The aerial picture shows the so-called 13th conglomeration borough (Písečná Housing Estate) which is delimited by a local street in the left bottom corner and whose centre is dominated by a large square flat roof of a shopping centre and a restaurant. The largest part of the photo shows seven-storey prefabricated houses of Zahradní Housing Estate (12th conglomeration borough) with low buildings of the school and a long shopping, cultural and administrative centre. Unlike the Březenecká Housing Estate, both these estates lack a thorough concept and they prove that the socialist urban architecture of the 1970s and 80s completely abandoned composition integrity. Prefabricated houses in the left upper corner are a part of Kamenná Housing Estate (11th conglomeration borough); low-rise houses in the right upper corner are situated in the cadastral district of Jirkov. Digital photo AIREX, o.s.

Pict. no. 20: Time schedule of the process of surface coal mining in Krušné Mountains brown coal basin. The hatched round sector marks the territory of the "protective coal pillar" for Chomutov from 1956. Even this schematic picture of the pillar shows the breaking line where the border of the pillar turns from the straight line of Ústí railway along Lipská Street to the north. The ten-year-long sections of planned mining areas show that according to the plan from the end of the 1970s, on the basis of which this schedule was prepared, Chomutov was supposed to be destroyed between 2030–2050. (Reprinted from "Otázky teorie a pra-

xe tvorby krajiny v těžebních a průmyslových oblastech – Acta ecologica naturae ac regionis 1980", Ministry of Construction and Technique of the Czech Republic and TERPLAN, Prague 1980, p. 15.)

Map sheet no. 1

Map no. 2: Chomutov and its surroundings on Müller's map of Bohemia from 1720. *Mappa geographica regni Bohemiae in duodecim circulos divisae cum comitatu Glacensi et districtu Egerano adjunctis... à Joh: Christoph: Müller... A: C: M: DCC: XX. Michael Kauffer sculpsit Augusta Vind.* Copperplate engraving, graphic scale [1:132 000], section VII, height 465 mm, width 540 mm, a cut-out. The map collection of the Historical Institute of the Academy of Sciences of the Czech Republic, v. v. i., shelf mark VII/4/A-2587. Scanned by Pavel Vychodil.

Map no. 3: Chomutov and its surroundings on the map of Žatecký Region by František Jakub Jindřich Kreibich from 1828. *Charte vom Saazer Kreise des Königreichs Böhmeim nach zuverlässigen geographischen Hülfsmitteln neu bearbeitet von Fr. Jac. Heinr. Kreybich.* Copperplate engraving, graphic scale [1:249 000], height 444 mm, width 330 mm, a cut-out. The map collection of the Historical Institute of the Academy of Sciences of the Czech Republic, v. v. i., shelf mark VI/8/A-2285. Photo by Pavel Vychodil.

Map no. 4: Chomutov and its surroundings on the special map of the Third Military Mapping of Bohemia from 1882. *Sheet Saaz und Komotau, Zone 4, Col. IX.* 1882, 1:75 000. Heliogravura, height 380 mm, width 490 mm, a cut-out. The map collection of the Historical Institute of the Academy of Sciences of the Czech Republic, v. v. i., unsigned. Photo by Pavel Vychodil.

Map sheet no. 2

Map no. 5: Chomutov on the First Military Mapping of Bohemia from the years 1780–1783. Sectio 52, 53. A manuscript coloured map, graphic scale [1:28 800], section no. 52, 53, section height 408 mm, width 618 mm, a cut-out. Österreichisches Staatsarchiv-Kriegsarchiv Wien. Reproduced by the Laboratory of Geoinformatics UJEP Ústí nad Labem. The possibilities of the presentation of Josef's military mapping are rather problematic as far as Chomutov is concerned - firstly because the relevant sheets are damaged and secondly because the sheets are glued together just in the area which is very close to the town centre.

Map no. 6: Chomutov on the Second Military Mapping of Bohemia from the years 1846–1847, reambulated 1871. A manuscript coloured map, graphic scale [1:28 800], section no. W/5/4, height of the section 527 mm, width 527 mm, a cut-out. Österreichisches Staatsarchiv-Kriegsarchiv Wien. Reproduced by the Laboratory of Geoinformatics UJEP Ústí nad Labem.

Map sheet no. 3

Map no. 7: A situation plan of the mill-race in Horní Ves and Chomutov with relevant water sections, 1831. A manuscript plan, paper, scale 1:8 640, height 273, width 498 (the map itself delimited by the frame height 254 mm, width 480 mm), a cut-out. The Municipal Authority of Chomutov, Department of development and capital expenditure, unsigned. Scanned by Petr Rak, State District Archives Chomutov, office in Kadaň. The millrace was built as an artificial water structure probably as early as the pre-Hussite era. It branched off the right bank of the Chomutovka and ran through Horní Ves, Horní (Upper) Suburb of Chomutov, through the centre of the town under the Jesuit College and Dolní (Lower) Suburb. It crossed the Chomutovka twice – near the present ice-hockey stadium and under Rieger Street. In the 18th century another millrace was built in Bezruč valley, on the left bank. In the first third of the 19th century this system propelled wheels of a total of eleven mills, two tilt-hammers and a cotton spinning mill. In the centre of town, in the section between Blatenská and Rieger Street, the millrace was filled up with soil in 1949; most of its other parts were destroyed during the next decade.

Map sheet no. 4

Map no. 8: The imperial compulsory imprint of the stable cadastre of Chomutov from 1842, lithographed in 1847, sheet no. VII, VIII. Coloured lithography, graphic scale [1:2 880], height of the sheet 526 mm, width 658 mm a cut-out. Central archives of geodesy and cadastre Prague, shelf mark B2/and /6/C2567 Photo by Pavel Vychodil.

Map sheet no. 5

Map no. 9: Chomutov and its surroundings on the map of the district from 1863. *Karte des Bezirkes Komotau herausgegeben und gewidmet Seiner Excellenz dem hochwohlgebohren Herrn Herr Carl Freiherrn Mecský de Tsóor, k. k. Polizeiminister (vormals Statthalter des Königreiches Böhmen) von Friedrich Selner, Saazer k. k. Kreishauptmann im Jahre 1863. Entworfen und gezeichnet von Vict. Jos. Hollmann, Lithographie der kais. königl. Statthalterei in Prag. Scale approx 1:36 000 (1 Wiener Zoll = 500 Wiener Klafter).* Published as a loosely attached appendix to the following work: Friedrich Selner, Statistische Tafeln des Komotauer Bezirkes (Saazer Kreis, im Königreiche Böhmen) für politische Administration. Prag 1863. Comprises two sheets of the map, height of both the sheets 630 mm, width 500 mm; the left part of the map itself, marked out by a frame and a text, showing the western section of the district is 593 mm high and 410 mm wide; a cut-out. State District Archives Most; a collection of maps and plans, shelf mark I-C-5-b (left half of the map); State District Archives Chomutov, office in Kadaň, Collection of maps and plans, no inventory number yet (the right part of the map). Photo and digital reconstruction by Pavel Vychodil.

Map sheet no. 6

Map no. 10: Chomutov and its surroundings on the school map of the district from 1895. *Karte des politischen- und Schulbezirkes Komotau. Mit Bewilligung des k. k. Bezirksschulrates herausgegeben von A. Strumpf in Komotau. Ausgeführt im k. und k. militär-geographischen Institute in Wien. 1895.* Coloured print, paper mounted

on canvas, scale 1:25 000, height 1 310 mm, width 1 140 mm (the map itself marked out with a frame height 1,246 mm, width 1,071 mm), a cut-out. State District Archives in Litoměřice, branch Žitenice, the Lobkovicz of Roudnice – family archives, Collection of maps, plans, graphic works and photos, inventory no. 656. The map is a part of the Lobkovicz library in Roudnice, Nelahozeves Castle. Photo by Pavel Vychodil.

Map no. 11: Chomutov and its surroundings on the plastic map, probably from the turn of the 20th century. Mounted on wood, size: height 704 mm, width 756 mm, a cut-out. The Municipal Authority of Chomutov, department of development and capital expenditure, unsigned. Photo by Pavel Vychodil. About thirty school maps of the Chomutov District from 1895 were used to create this plastic map. Their parts showing Chomutov and the Krušné Mountains north and north-west from the town were cut up along individual contour lines (drawn in twenty-meter intervals of height difference) and they were glued on identically shaped layers of thin veneer about 1 mm thick upwardly according to the altitude.

Map sheet no. 7

Map no. 12: A location plan of Chomutov, [approx. 1910]. *Lagerplan der königl. Stadt Komotau. Lichtpausdruck von Hermann Eichler, Aussig.* A photo-type from tracing paper with names of streets written in red, no date, scale 1:2 880, height 1 016 mm, width 1 103 mm, a cut-out. State District Archives Chomutov, office in Kadaň, fund - the Archives of the town of Chomutov, inventory no. 4958. Photo by Pavel Vychodil. According to the names of streets, we can assume that the plan was created between 1908–1913 (it shows streets named in October 1908 but does not show another phase of street naming of May 1913). Its creation is undoubtedly connected with modifications of the first location plan of the town from 1898 which the municipal council dealt with on 12 May 1911. Except the specification of street lines, the plan also shows the dimensions (by means of double lines) of the Max Mine (it was situated in today's Dolní Street, from 1877 it was owned by A. Lanna company which stopped mining there ten years later). The interconnection of Školní and Palackého Streets drawn in this plan was never carried out (today's Karolíny Světlé Street is the only remainder of it); in addition to that, a straight street was preferred after WWI instead of the planned crooked connection of Zborovská and Lipská Streets via Tolstého Street.

Map sheet no. 7a

Map no. 12a: A plan of Horní Ves, 1727. *Saazer Creyß, Herrschafft Rottenhauß. Oberdorff. Nr. 1. Die Oberdorffer St. Barbara Kirchen; 2. Das Oberdorffer Wirtshauß; 3. Beken- und Jägerhäußer; 4. Das Judenhauß; 5. Das Dorff nebst Mühlen. Von der Kirchen bis zum Judenhauß ist die Distantz dreyhundertsechzig Präger El[fe]n. Rottenhauß d[ies] 26. Sept[ember] 1727. Richter und Geschworen alta, Georg Ign[atz] Paar, J. J. Juretschek.* A hand coloured plan on paper, no scale given, height 227 mm, width 388 mm, (the plan itself, within the frame height 210 mm, width 370 mm). National Archives in Prague, Collection of maps and plans, inv. no. 1137. Photo Martin Hrubeš. The oldest known picture of Horní Ves was made when the distance of Jewish houses from Christian churches was measured which was ordered all over Bohemia by the Prague vice-regency in 1727 (compare F. Roubík, Plánky židovských obcí v Čechách s vyznačením židovských obydlí z r. 1727, Časopis Společnosti přátel starožitností československých v Praze 39, 1931, pp. 49–68). A view from the north-east accurately outlines the location of Horní Ves on the left bank of the Chomutovka River under a terrain step and it shows a church with a pub and farm buildings on the elevated right bank. The road from Prague to Leipzig running past the church and pub is not included in the plan and we can just assume that the complex of buildings on the right edge of the front line of houses represents a noble manor. Due to extraordinary importance, the plan was included into the atlas post-facto, at the time when the atlas was already being printed.

Map sheet no. 8

Map no. 13: A map of Horní Ves, [1811–1813]. *Geometrischer Grundriß über den Hochobrigkeit Meierhofe Oberdorf*, inserted in the official book of the registration of dominical land of Červený Hrádek farm (*Flaechenberechnung der sämtlichen Hochobrigkeitliche[n] Meyerhöfe der Herrschaft Rotenhaus samt den dazu gehörigen geometrischen Grundrißen. Aufgenommen in den Jahren 1811, 1812 u[nd] 1813. Verfasst 1817 vom Jos. Gab. Weiß.*) A manually coloured map on paper, no dates, scale approx. 1:11 000, height 315 mm, width 454 mm (the map itself marked with a frame is 264 mm high and 419 mm wide). Regional museum in Chomutov, collection of old prints, invent. no. ST 46. Photo by Pavel Vychodil. The map is a valuable document of the appearance of Horní Ves and the landscape in the north-western surroundings of Chomutov at the beginning of the 19th century. It shows the former settlement of Horní Ves with a noble manor, a pub by the Church of St. Barbara, an imperial street and a millrace. Along its western edge there is a picture of Kadaň Chapel with a path from Chomutov, lined with trees (V Alejí Street (in the Alley) was named according to this path at the beginning of the 20th century). On the hill above Horní Ves in the area of today's Zátíší there is only a summer castle from the end of the 17th century (Schloss Ruhland) accessible from Horní Ves; otherwise this area is not inhabited yet and its interconnection with the road to Blatná is provided by a short path only which runs to the former execution site. In the network of field paths around Horní Ves we can easily distinguish the following streets: Lidická, Blatenská, Šafaříkova, Jiráskova, Hornická, Husova, Kadaňská and Elišky Krásnohorské.

Map sheet no. 9

Map no. 14: The imperial compulsory imprint of the stable cadastre of the village of Horní Ves from 1842, lithographed in 1847, sheet no. III, IV. Coloured lithography, graphic scale [1:2 880], height of the sheet

526 mm, width 658 mm, a cut-out. Central archives of geodesy and cadastre Prague, shelf mark B2/a/6/C2170. Photo by Pavel Vychodil.

Map sheet no. 10

Map no. 15: A location plan of Horní Ves, 1927. *Lageplan der Gemeinde Oberdorf. Juni 1927, Zivilgeometer Karl Lang.* Paper mounted on canvas, scale 1:2 880, height 895 mm, width 973 mm, a cut-out. State District Archives Chomutov, office in Kadaň, Collection of maps and plans, no inventory number allocated yet. Photo by Pavel Vychodil. This location plan was approved by the municipal council on 29 September 1927, less than a year before Horní Ves was united with Chomutov. Terraced houses in Horní Ves reached to the following streets on the left bank of Chomutovka: Blatenská, Husova, Jiráskova and Kostnická; on the right bank it was concentrated along Lipská, Kadaňská, Kmochova and Hraníčářská Streets. Individual construction continued until 1938 more intensely; while the areas north-west from Kostnická and Roháčova Streets and east of Blatenská Street were filled up only in the 1960s when prefabricated housing estates were built.

Map sheet no. 11

Map no. 16: A cadastral map of Spořice (Nové Spořice) approx. 1912, sheet no. 6, double-sheet 5, 7, scale 1:2 880, height of the sheet 630, of a double-sheet 787 mm, width 788 mm, of a double-sheet 311 mm, a cut-out. Central archives of geodesy and cadastre Prague, sign. B2/a/13/C7182. Photo by Pavel Vychodil.

Map sheet no. 12

Map no. 17: Chomutov on a map of the district office from 1910. *Generalkarte der Bezirkshauptmannschaft Komotau. Gez. u. lith. von J. E. Wagner. Verlag v. F. Kytka, Buchhandlung Prag. Druck v. A. L. Koppe, Smichov.* Scale 1:220 000, height 270 mm, width 195 mm. The map collection of the Historical Institute of the Academy of Sciences of the Czech Republic, v. v. i., shelf mark B-6249. Photo by Pavel Vychodil.

Map no. 18: School map of the district of Chomutov, 1932. *Karte des Bezirkes Komotau, herausgeg. v. Deutschen Bezirkslehrervereine Komotau, entworfen und gezeichnet von Prof. H. Blumtritt, 1932. Offsetdruck von Johann Künstner, B. Leipa.* Coloured print, paper mounted on canvas, scale 1:25 000, height 1 318 mm, width 1 274 mm (the map itself, marked out with a frame, is 1 231 mm high and 1 171 mm wide), a cut-out. State District Archives Chomutov, office in Kadaň, Collection of maps and plans, no inventory number allocated yet. Photo by Pavel Vychodil.

Map sheet no. 13

Map no. 19: A plan of the town of Chomutov 1931. *Stadtplan von Komotau. Zeichnung ausgeführt durch Zivilgeometer-Kanzle Ing. Karl Lang, 1931. Litogr. und Druck Brüder Butter, Komotau, Verlag Deutsche Volksbuchhandlung G. m. b. H.* Coloured print, paper, scale 1:5 000, height 609 mm, width 709 mm (the map itself, marked out with a frame, is 566 mm high and 684 mm wide). State District Archives Chomutov, office in Kadaň, a fund of the Archives of the town of Chomutov, inventory no. 4959. Photo by Pavel Vychodil. The first map of the complete agglomeration unit resulting from the uniting of Chomutov and Horní Ves in 1928. The settlement on both sides of their cadastral borders in the north-west of Chomutov (along the railway from Ústí to Teplice) and in the area of Šibeniční Hill above Horní Ves (so called "Ruhland", after 1945 Zátíší) documents that the organic unofficial linking of both the locations took place much earlier than the political uniting.

Map sheet no. 14

Map no. 20: A plan of the town of Chomutov 1937. *Stadtplan von Komotau, 1937. Verlag Bücherstube Komotau, Druck von Brüder Butter in Komotau.* Coloured print, paper, scale 1:10 000, height 398 mm, width 600 mm (the map itself marked out with a frame is 301 mm high and 388 mm wide). State District Archives Chomutov, office in Kadaň, a fund the Archives of the town of Chomutov, inventory no. 4960. Photo by Pavel Vychodil.

Map sheet no. 15

Map no. 21: A plan of the town of Chomutov 1945. *Orientální plán a abecední seznam ulic města Chomutov, červen 1945. Vypracoval městský stavební úřad. Tiskl A. Schwarz, Chomutov.* Coloured print, paper, scale approx. 1:7 500, height 395 mm, width 576 mm (the map itself marked out with a frame – height 351 mm, width 532 mm). State District Archives Chomutov, office in Kadaň, Collection of maps and plans, no inventory number allocated yet. Photo by Pavel Vychodil. The first Czech plan of Chomutov, prepared during a short period several weeks after the liberation; it shows Czech names of streets suggested by the topographical commission at the end of May 1945 which have mostly remained the same until today. The value of the plan is increased by detail marking of nearly seventy public buildings, schools, industrial companies and churches a significant number of which was pulled down during the four coming decades.

Map sheet no. 16

Map no. 22: Map of Nové Spořice, [after 1945]. A manually coloured map on paper, scale not given, height 1105 mm, width 925 mm, a cut-out. The map was provided by the Municipal Authority in Spořice. Photo by Pavel Vychodil. Coloured marking of development clearly documents the building and territorial development of Nové Spořice. The oldest structures from the time before 1900 include the brickworks (dark-brown). Most houses in this area were built after 1900 (light brown) or even after 1920 (orange). Many of them were damaged during a bomb raid carried out by allied airplanes on 19 April 1945 (yellow) – its target was the nearby train station (a part of Potoční Street on the left bank of Hačka Brook was destroyed during the raid).

Map sheet no. 17

Map no. 23: An approximate plan of the town of Chomutov [1948–1949, author ing. J. Syka]. A coloured map, paper mounted on canvas, scale approx. 1:5000, height 1 090mm, width 1 520mm, a cut-out. The Municipal Authority of Chomutov, department of development and capital expenditure, unsigned. Photo by Pavel Vychodil. This land-use plan of the town which was prepared disregarding the deposits of coal under Chomutov and their strategic importance for the heavy industry during the Communist era was unacceptable already at the time when it was created. It was approved by the council of the Municipal National Committee in Chomutov in March 1949, however declared null and void by the Regional National Committee in Ústí nad Labem in the same year.

Map sheet no. 18

Map no. 24: A plan of "Severka" Housing Estate in Horní Ves, 1960. *Chomutov, Horní Ves – I. etapa. P[odrobný] Ú[zemní] P[lán] – situace. K[rajský] P[rojektový] Ú[stav] pro výstavbu měst a vesnic Ústí nad Labem, investor KNV Ústí nad Labem, vypracoval ing. arch. S. Karpíšek.* Coloured plan, paper, scale 1:1 000, height 992mm, width 966mm, a cut-out. The Municipal Authority of Chomutov, department of development and capital expenditure, unsigned. Photo by Pavel Vychodil. The housing estate between Blatenská and Cihlářská Streets which was completed between 1962–1967 was the first housing estate in Chomutov designed as an autonomous "residential district" which means that prefabricated houses were combined with a newly built kindergarten, school and a service and shopping centre. Designs of old housing estates in Chomutov suburbs (near Kadaňská and Mostecká Streets) neglected such facilities and these were added nearly ten years later.

Map sheet no. 19

Map no. 25: A plan for the modification of the centre of Chomutov, 1966. *Střed města Chomutov. P[odrobný] Ú[zemní] P[lán]. K[rajský] P[rojektový] Ú[stav] pro výstavbu měst a vesnic Ústí nad Labem, projektanti akad. arch. František Machač, ing. arch. Vratislav Štelzig, červenec 1966.* A coloured plan paper, scale 1:1 000, height 815mm, width 1 194mm, a cut-out. The Municipal Authority of Chomutov, Department of development and capital expenditure, unsigned. Photo by Pavel Vychodil. This concept for the renovation of the centre was awarded several prizes and architectural awards. Most of the structures in this plan (their detail description is attached with picture no. 15) were built during the subsequent 25 years; construction of some others lasted even longer and they were modified significantly (the cultural centre was turned into a Delvita supermarket in the mid-1990s and the bus terminal was built in Wolker Street in 2000); the railway station was never shifted, the high-rise hotel in front of the ice-hockey stadium, the high-rise residential buildings in Blatenská Street and the garage house near Žižka Square were never built.

Map sheet no. 20

Map no. 26: A construction plan for the residential borough Nový Březanec, 1978. *Urbanistická studie obytného obvodu V – Chomutov–Nový Březanec. Alternativa B, výkres č. 6. Urbanistické středisko KPÚ Ústí nad Labem pro výstavbu měst a vesnic, vedoucí střediska ing. arch. Jaromír Vejří, vedoucí projektant Jiří Adamczyk, září 1978.* A coloured plan, paper, scale 1:5 000, height 890mm, width 910mm, a cut-out. The Municipal Authority of Chomutov, Department of development and capital expenditure, unsigned. Photo by Pavel Vychodil. One of the first studies regarding the development between Strážiště Hill and road from Jirkov to Boleboř where most inhabitants of Chomutov were supposed to move during the first three decades of the third millennium, since most of Chomutov was intended to be destroyed due to surface coal mining.

Map sheet no. 21

Map no. 27: A land-use plan of Chomutov and Jirkov, 1990. *Chomutov–Jirkov. Ú[zemní] P[lán] sídelního útvaru. Koncept návrhu – zájmové území. Stavoprojekt, s.p. Ústí nad Labem, vedoucí střediska ing. arch. Milan Mišek, vedoucí projektu ing. arch. Pavel Ponča, červen 1990.* A coloured map, paper, scale 1:50 000, height 1 080mm, width 770mm, a cut-out. The Municipal Authority of Chomutov, Department of development and capital expenditure, unsigned. Photo by Pavel Vychodil. The land-use plan from 1990 was mostly based on the original concept of coal mining. The Nástup Mine was supposed to reach as far as Březany u Chomutova and Droužkovice by 2020; the village of Droužkovice was intended to be pulled down, and so were the southern edges of Spořice and Černovice. The Jan Šverma Mine on the eastern side of Chomutov was supposed to reach as far as Strupčice and Okořin between 2010–2020 and these villages were supposed to be destroyed. If this plan were implemented, the whole Chomutov–Jirkov conglomeration would have been surrounded with surface mines. The fast progress of mining activity slowed down significantly after 1990 due to newly implemented ecological mining limits. This land-use plan was never approved; it had to be modified – the route of road I./7 was changed and family houses were built on the site originally intended for Nový Březanec Housing Estate.

Map sheet no. 22

Map no. 28: A land-use plan of Chomutov. *Stav po 8. změně územního plánu sídelního útvaru Chomutov – Jirkov. Výkres funkčního využití, prosinec 2006 (draft).* A cut-out from a digital version of the land-use plan provided by the information technology department of the Municipal authority of Chomutov. © The Municipal Authority of Chomutov. The land-use plan of the urban unit Chomutov – Jirkov reflecting the social changes after 1989 started being created in 2000. The territory on which this plan focuses includes: Chomutov, Jirkov and Březanec and it also overlaps to the cadastres of neighbouring villages of Otvice, Údlice, Spořice and Křimov. This plan was approved by the

Municipal Council on 24 April 2001. With regard to dynamic changes (the need for new industrial zones, acquisition of the former barracks in Vinohrady etc.), the fifth – eighth modification of this land-use plan is being negotiated presently. With regard to the Construction Act no. 183/2006 Coll. which came into force as of 1 January 2007 it will be necessary to prepare a new land-use plan for Chomutov.

Map sheet no. 23

Map no. 29: A vertical aerial picture of the town of Chomutov from 1938. The military geographic and hydro-meteorological authority in Dobruška, A centre of aerial pictures shelf mark no. 5819. The aerial picture was provided by VGHMÚř Dobruška © Czech Ministry of Defence, 2006.

Map sheet no. 24

Map no. 30: A vertical aerial picture of the town of Chomutov from 1953. The military geographic and hydro-meteorological authority in Dobruška, A centre of aerial pictures shelf mark no. 2427. The aerial picture was provided by VGHMÚř Dobruška © Czech Ministry of Defence, 2006.

Map sheet no. 25

Map no. 31: A vertical aerial picture of the town of Chomutov from 1973. The military geographic and hydro-meteorological authority in Dobruška, A centre of aerial pictures shelf mark no. 30589. The aerial picture was provided by VGHMÚř Dobruška © Czech Ministry of Defence, 2006.

Map sheet no. 26

Map no. 32: A vertical aerial picture of the town of Chomutov from 1992. The military geographic and hydro-meteorological authority in Dobruška, A centre of aerial pictures shelf mark č. 4784. The aerial picture was provided by VGHMÚř Dobruška © Czech Ministry of Defence, 2006.

Map sheet no. 27

Map no. 33: A vertical aerial picture of the town of Chomutov from 2004. The aerial picture was made by Geodis Brno, spol. s r.o. and provided by the information technology department of the Municipal Authority of Chomutov. © The Municipal Authority of Chomutov.

Map sheet no. 28

Map no. 34a: A negative plan of Chomutov and its surroundings where street blocks are marked in the second half of the 19th century. The negative plan shows the settlement structure of the town in the landscape and its location with regard to the landscape formation and significant topographic elements, namely the river Chomutovka (Úzká at that time, Assig). A reconstruction map by Eva Semotanová. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. Settlement and waters according to the map of the Second military mapping 1846–1847, reambulated 1871, 1:28 800, section no. W/5/IV.

Map no. 34b: A digital model of Chomutov and its surroundings where development is marked in the 2nd half of the 19th century. The model shows the profile of the terrain with regard to the Krušné Mountains range, to the waterbed of Chomutovka (Úzká at that time, Assig) and defined areas of development. A reconstruction map by Eva Semotanová. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. Settlement and waters according to the map of the Second military mapping 1846–1847, reambulated 1871, 1:28 800, section no. W/5/IV, the relief according to the screen Basic map of the Czech Rep. 1:10 000, Czech land surveying and cadastral authority 2006.

Map no. 35: A negative plan of Chomutov and its surroundings where street blocks are marked as of the end of the 20th century. A negative plan shows the settlement structure of the town in the landscape and its location with regard to the landscape formation and significant topographic elements, namely the river Chomutovka and lakes. A reconstruction map by Eva Semotanová. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. Settlement and waters according to the Basic map of the Czech Rep. 1:50 000, Czech land surveying and cadastral authority 1999.

Map no. 36: A digital model of Chomutov and its surroundings where development is marked at the beginning of the 21st century. The model shows the profile of the terrain with regard to the Krušné Mountains range, to the waterbed of Chomutovka and specified areas of development. A reconstruction map by Eva Semotanová. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. Processed with the use of the Screen Basic map of the Czech Rep. 1:10 000, Czech land surveying and cadastral authority 2006.

Map sheet no. 29

Map no. 37a: Chomutov on a digital model of landscape according to the First Military Mapping from 1780–1783. Draft by Eva Semotanová, Computer processing by Kateřina Křováková, Laboratory of geoinformatics UJEP Ústí nad Labem.

Map no. 37b: Chomutov on a digital model of landscape according to the Second Military Mapping from 1850–1851, reambulated 1871. Draft by Eva Semotanová, Computer processing by Kateřina Křováková, Laboratory of geoinformatics UJEP Ústí nad Labem.

Map no. 37c: Chomutov. An example of vectorisation above a screen of the stationary cadastre from 1842. Design by Eva Semotanová, Computer processing by Kateřina Křováková, Laboratory of geoinformatics UJEP Ústí nad Labem.

Map sheet no. 30

Map no. 38: Landscape outline of the Chomutov micro-region from the late 18th century. A reconstruction map by Eva Semotanová. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha.

Map sheet no. 31

Map no. 39: Territorial development of Chomutov from the end of the 1st quarter of the 13th century till 1842. Basic data taken from the digitalized map of the stable cadastre of Chomutov from 1842 (compare map sheet no. 4, map no. 8, where further information is provided.) Evaluation and transfer of the situation to the map by Jaroslav Pachner a Petr Rak. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. The original scattered settlement from the mid-13th century and newly surveyed square and surrounding streets were delimited by the fortification walls which separated them from the gradually growing suburbs at the beginning of the 14th century. The development of the town in the 16th century was a breakthrough in the history of Chomutov since the size of the suburb was several times larger than the centre encircled by walls. This territorial situation did not change significantly until the second half of the 19th century.

Map sheet no. 32

Map no. 40: Territorial development of Chomutov 1842–2005. Basic data taken from the digitalised Základní mapa ČR 1 : 10 000, sheet no. 02–33–11, 02–33–12, 02–33–17, 8th renewed edition 1999. © Czech land surveying and cadastral authority 1979. Evaluation and transfer of the situation to the map by Jaroslav Pachner a Petr Rak. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. Chomutov had medieval features as late as the last third of the 19th century; at this time it expanded into surrounding fields and meadows; first railway and industrial premises were developed and these were followed by residential structures and public amenities. The south-west of the existing centre was expanded towards the railway station and new hospital. The construction in the north-western part of Chomutov cadastre which took place at the turn of the 20th century factually interconnected the town with Horní Ves; this village was connected with Chomutov politically and administratively in 1928. After all free spots in the pre-war development were filled up in the 1950s, large scale construction of prefabricated housing estates on free areas on Vinohradský Hill, in Horní Ves started in the 1960s, and in the 1970s four conglomeration housing estates Březenecká, Kamenná, Písečná and Zahradní were built along roads running up the Krušné Mountains; these housing estates interconnected Chomutov and Jirkov. Another great plan – to build a large housing estate Nový Březanec in the valley behind Strážiště which was to replace the historic centre of Chomutov that was supposed to be demolished due to surface coal mining was not implemented in consequence of the political changes in 1989.

Map sheet no. 33

Map no. 41: Development of the territorial structure of the demesne of German Knights in Chomutov between 1252–1411. A reconstruction map by Petr Rak. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. The map does not show the following: the land whose location is not known between Černovice and Spořice which the order acquired by means of an exchange for the village of Tureč; the village of Běšice, which was wrongly attributed to the order by J.V. Šimák, and the village of Zelená (Grün), which W. Weizsäcker, Die Rechtsgeschichte von Stadt und Bezirk Komotau bis 1605. (Heimatkunde des Bezirkes Komotau, 4. Band, 3. Heft), Komotau 1935, p. 37 and after him J. Kůrka, Ke kolonizaci Chomutovska, Časopis Společnosti přátel starožitnosti 68, 1960, p. 136 mistaken for land under Hraničná (Ranzenberg) Hill, called Grün and Rancengrün at the turn of the 16th century.

Map no. 42: The development of the territorial structure of Chomutov Demesne and the Demesne of the Town of Chomutov in 1559–1739. A reconstruction map by Petr Rak. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. The list of serfs' fees and duties of Chomutov demesne from 1560 when this demesne was bought by Archduke Ferdinand of Tyrol, however, showing the situation as of the first half of 1559; it registers a total of seventeen villages and two pubs with breweries in the mountains beside the town. During the years 1559–1562 their number rose by six other locations. In 1571 Bohuslav Felix Hasištejnský of Lobkovicz became the new owner of the demesne. He had acquired some property in the vicinity of Chomutov before that and in addition to that in 1579 he also bought the Červený Hrádek Demesne. The Chomutov Demesne became a part of the large land complex concentrated in the hands of one owner. Nearly all Felix's property passed through his son Bohuslav Jáchym on Jiří Popel of Lobkovicz. Emperor Rudolf II confiscated Popel's property in 1594 and sold it ten years later. In the middle of a fairly consistent land property, there was the village Boleboř which originally belonged to Červený Hrádek Demesne which was acquired by Linhart Štampach of Štampach in 1578. The reconstruction map shows three most significant time phases: 1) the size of Chomutov Demesne in 1559 and its expansion during 1559–1563 (the dotted line and the line of dashes); 2) the division and sale of confiscated Popel's property in the years 1605–1606 which resulted in disintegration of Chomutov Demesne and creation of a new Demesne of the Town of Chomutov (all colours except purple and light blue) and 3) the subsequent development of the demesne of the Town of Chomutov from 1606 till 1739 after which no significant changes in the territorial distribution of the municipal feudal demesne occurred (red and two blue colours).

Map sheet no. 34

Map no. 43: Territorial development of the political and court district of Chomutov between 1850–2002. A reconstruction map by Petr Rak. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha. Between 1850–1855 Chomutov was the seat of the court district (CD) within the political district (PD) of Žatec and a political branch of the district office in Žatec. The area for which the branch office was responsible is shown by the plain dark and light green spots (CD Chomutov and CD Mountain of St. Sebastian) and the area with hachure shows the territory of Tušimice and Vysočany. CD Jirkov was a part of PD Most during the years 1850–1855. During 1855–1868 court dis-

tricts were in charge of political administration. As of 1 September 1868 PD Chomutov was established and it comprised CD Chomutov, CD Hora Sv. Šebastiána (Mountain of St. Sebastian) and CD Jirkov. During the Nazi administration 1938–1945, Gabriela Huf (Gabriela's Mine) (CD Jirkov) was removed from this district and attached to Brandov (CD Hora Sv. Kateřiny (Mountain of St. Catherine), PD Most); on the other hand the territory of CD Chomutov (Amtsgericht Komotau) grew after Vysoké Březno was added (excluded from CD and PD Most). These temporary changes are not showed in the map. In 1945 the District National Committee in Chomutov started operating on the same territory as the pre-war one. Further modifications of the border occurred in connection with the revival of districts and with disestablishing of the Vejpřty District in January 1949. A month later the existing district courts of justice in Jirkov and Mountain of St. Sebastian were dissolved and the competences of the Chomutov District expanded all over the District of the National Committee. During the territorial reform on 1 July 1960, several villages on the eastern edge of Chomutov District were included in the district of Most and Louny. The new borders expanded the territory of the Chomutov District by nearly the whole former district of Kadaň and some parts of the Žatec, Podbořany and Ostrov nad Ohří districts (from 1958; during 1949–1951 the district was called Jáchymov and during 1951–1958 Karlovy Vary-venkov). Even though district authorities were dissolved in 2002, these borders are respected with regard to the performance of some competences of the state administration (namely for organisational units of the Ministry of the Interior and courts of justice).

Map sheet no. 35

Map no. 44: Chomutov vicarage. A reconstruction map by Petr Rak. Computer processing Marcela Havelková, Earth Tech CZ, s.r.o., Praha. The map shows the territorial-administrative division of the Roman-Catholic Church in the district of Chomutov according to the situation as of 1 January 1941 (Handbuch der Diözese Leitmeritz 1941, Leitmeritz 1941; J. Macek, Biskupství litoměřické, Kostelní Vydří 2005, p. 52–53, 112–123 and 156–157). Beside the territorial structure of the Chomutov vicarage, the map also shows neighbouring parishes ranking under other vicarages – Jáchymov, Kadaň, Žatec, Postoloprty (Louny) and Most – and also the border of Litoměřice diocese into which the Žatec Region was included in 1784. The dates in individual deaneries, parishes and branch offices specify the time of their establishment in the pre-Hussite era (no hachure) or also temporary dissolution and re-establishment after the mid-17th century (red hachure). Parishes newly established in the 16th and 17th centuries are marked with orange hachure; and those established in the 18th and 19th centuries are marked in brown. Parishes from the pre-Hussite era which were not re-established at later periods are marked differently.

Map sheet no. 36

Map no. 45: Development of names in the historic centre of Chomutov. A reconstruction map by Petr Rak. Computer processing by Marcela Havelková, Earth Tech CZ, s.r.o., Praha.

1 Máje Square – in the Middle Ages and New Era – Rynek (Ring, Ringplatz), 1877–1916 and 1919–1938 Trhové Square (Marktplatz), 1916–1919 Archduke Karel František Josef Square (Erzherzog Karl Franz Josef Platz), 1938–1945 Adolf Hitler Platz, 1945–1952/1953 Masaryk Square, from 1952/1953 1 Máje Square

Příční Street – from the Middle Ages until 1945 Úzká Lane (Enggasse), from 1945 Příční.

Hus Square – 1853–1916 and 1919–1938 Školní Square (Schulplatz), 1916–1919 Konrad von Hötendorf Square (Konrad von Hötendorf Platz), 1938–1945 Hans Knirsch Platz, from 1945 Hus Square.

Mostecká Street – in the Middle Ages and New Era Vinná (Wine) Street (Weingasse), shortly after 1945 Vinařská (Vinculture) Street and afterwards Brjanská Street, from 1991 Mostecká Street.

Klostermannova – from the Middle Ages till 1945 Pavi (Peacock) Street (Phoebengasse, Pfauengasse), from 1945 Klostermann Street.

Ulička – established after a house was pulled down in the mid-17th century, no name until 1877, from 1877 Ulička (Small Street; Kleingasse).

Jakoubka ze Stříbra – in the 18th century Školní (School) Street (Schulgasse). Originally a dead-end street, which ended by the town wall, after a gate was made in the town wall, and the town moat was spanned with a wooden bridge about 1790, it became another access path to the town. From the end of the first half of the 19th century until 1945 Ke Střelnici (To the Shooting Range) Street (Schiesshausgasse), from 1945 Jakoubka ze Stříbra (Jakoubek of Stříbro) Street.

Puchmajer Street – created in the second quarter of the 16th century after the fortification walls of the former commenda of the order of German Knights were pulled down and was called Nová (New) or Okrajová (Edge) Street (Neuegasse, Neue Sorge, Sorgegasse), 1877–1922 Alžbětina (Elizabeth) Street (Elisabethgasse), 1922–1945 Gluck Street (Gluckgasse), from 1945 Puchmajer Street.

Žižka Square – created in the second half of the 19th century after the Upper (Horní) Gate was pulled down (in 1837), destruction of the adjoining sections of the town walls, the Chomutovka River spanned with a bridge and extension of today's 28 Října Street and formation of U Železného Mostu (By the Iron Bridge) Square (Platz bei der eisernen Brücke), 1913–1945 Německých Rytířů (German Knights) Square (Deutschherrenplatz), from 1945 Žižka Square.

Husitská (Hussite) Street – established in the second quarter of the 19th century on the site of former moats on so called Horní Pisek (Upper Moat) (Oberesandgraben), 1877–1913 Na Nábřeží (Embankment) Street (Am Quai),

1913–1945 Německých Rytířů (German Knights) Street (Deutschherrenstrasse), from 1945 Husitská Street.

Táboritská Street – established in the second quarter of the 16th century after the fortification walls of the former commenda of the Order of German Knights were destroyed and the building was turned into a castle, until 1945 Zámecká (Castle) Street (Schlossgasse), from 1945 Táboritská Street.

Chelčický Street – from the 16th century U Chlebných Krámů (At Bread Shops) Street (Brotbankgasse), second quarter of the 19th century–1945 U Šatlavy (At Prison) Street (Frohngasse), from 1945 Chelčický Street.

U městských Mlýnů (At Municipal Mills) – the name dates from the late 19th century (Stadt Mühlgasse).

Ruská (Russian) Street – from the Middle Ages until 1945 Dlážděná (Cobblestone) Street (Steingasse), from 1945 Ruská Street (except 1968–1969, when the name was changed into Česká (Czech) Street).

Neruda Str. – from the Middle Ages until 1945 U Masných Krámů (At Meat Shops) Street (Fleischbankgasse), from 1945 Neruda Street.

Revoluční (Revolutionary) Street – in the Middle Ages and New Era the street was called Nové Město (New Town) or Novoměstská Street (New-Town Street) (Neustadt, Neustadtgasse); from the 18th century sometimes called Panská (Lords) Street (Herrengasse), this name prevailed in the 19th century. From 1945 Revoluční Street. The section between Neruda Street and Na Příkopech (On Moats) Street was built in the early 19th century after some residential houses and a section of town walls were pulled down. And this section of the street was called Loos Bridge (Loosbrücke) until the early 20th century.

Na Příkopech (On Moats) Street – was established in the first half of the 19th century along the former town moats, and it has been officially called this name since 1877 (Am Graben).

Rieger Street – in the 19th century U Plačí Tyče (At the Bird Pole) Street (Vogelstanggasse), 1877–1945 Jindřich (Henry) Street (Heinrichstrasse), from 1945 Rieger Street.

Palacký Street – former suburb Dlouhá Street (Long Street), 1877–1938 Dlouhá

(Long) Street (Langegasse), 1938–1945 Langemarck Street (Langemarckstrasse), 1945–1962 Stalingrad Street, 1962–1991 Velké říjnové socialistické revoluce (Great October Socialist Revolution Street) Street (except the years 1968–1969, when its name was changed into Politických Vězňů (Political Prisoners) Street) Street. In 1991 it was called according to the adjoining street section – the former upper section of Long Street (Obere Langegasse), 1877–1945 Nádražní (Station) Street (Bahnhofstrasse), after 1945 Palacký Street.

Mánes Street – established in the mid-19th century on the site of municipal moats, 1877–1915 Park Street (Parkstrasse), 1915–1922 Bismark Street (Bismarckstrasse), 1922–1945 Dürer Street (Albrecht-Dürer-Strasse), from 1945 Mánes Street. In 1948 its part near Žižka Square was called Dr. Farský Street.

Map sheet no. 37

Pict. no. 21: A veduta of Chomutov from 1617, based on an older model. *Commoda vulgo Comethaw, Bohemia ciuitas. Communicauit G. Houfnaglius, depictum a filio anno 1617.* The author of the original veduta was Joris Hoefnagel (approx. 1542–1600); his son Jakob Hoefnagel drew the veduta according to it (1575–approx. 1630). In: Braun Georg – Hogenberg Abraham, *Civitates orbis terrarum*, volume VI., Coloniae – Antuerpiae 1618, sheet no. 25. Photo by Pavel Vychodil. The veduta shows Chomutov from the north-west, from the Krušné Mountains slopes, where the road to Leipzig ascends. The skyline of the town shows the town tower, the castle complex, the Jesuit premises which are under construction (a so called "granary" with a Renaissance tower which is included in the front of St. Ignatio Church). The other towers symbolise probably the municipal gates or the belfry of St. Wolfgang Church. According to the appearance of the buildings, we can say that Joris Hoefnagel drew his picture before the fire in July 1598.

Map sheet no. 38

Pict. no. 22: A veduta of Chomutov, 1650. *Commutau.* In: Merian, Matthaeus, *Topographia Bohemiae, Moraviae et Silesiae...*, Frankfurt 1650, pict. supplement behind p. 20. The map collection of the Historical Institute of the Academy of Sciences of the Czech Republic, v. v. i. Photo by Pavel Vychodil. A view of Chomutov from the same place as the previous picture which this veduta takes over mechanically and including mistakes.

Pict. no. 23: A veduta of Chomutov, 1712. *Commutau.* In: Vogt, Mauritius, *Das Jetzt-lebende Koenigreich Boehmen...* Franckfurt – Leipzig 1712, s. 88. The map collection of the Historical Institute of the Academy of Sciences of the Czech Republic, v. v. i. Photo by Pavel Vychodil. Another veduta based on Hoefnagel's veduta from 1617.

Map sheet no. 39

Pict. no. 24: A picture of capturing Chomutov by the Hussites in 1421, end of the 17th century. *Die erschreckliche tyranneij, so am heijligen Palmsonntag A[n]no 1420 [!] in allhiesiger Statt Com[m]otau von Jan Zisska verubt, in deme auff 1 303 Menschen morderisch umbracht und hingericht worden.* Oil on canvas, height 1 230mm, width 975mm, Regional museum in Chomutov, partial collection Pictures, shelf mark O 21. Photo by Pavel Vychodil. The picture (with a wrong date in the name) was originally located in the Dean Church on a side altar. On the left side of the picture, there is the Town Hall as it looked in the late 17th century. The painter was aware of the fact that in 1421 the municipal tower had not stood yet and so the late

Gothic Dean Church is drawn without a spire. An interesting feature is the connecting corridor on pillars between the Town Hall (the noble residence) and the church of which no written information exists. But the platforms for the Weitmiles and the Lobkoviczs' in the Dean Church of the Assumption suggest that this bridge corridor might have really existed between the noble manor and the church (the Lobkoviczs' platform has survived including wooden benches and a sandstone coat of arms of the Lobkoviczs' and Rederns). We are sure that at the time when this picture was drawn, this corridor did not exist any more, and therefore, its connection to the church gable looks rather strange. The picture shows an interesting detail of a remainder of water moat in today's Táboritská Street which protected the *commenda* from the north-west.

Map sheet no. 40

Pict. no. 25: A view of Chomutov from the north, 1748. *Situation der löblichen Statt Commotau wie selbe eigentlich von Mitter-Nacht her anzusehen.* Oil on canvas, height 840mm, width 1 060mm, a cut-out, Regional museum in Chomutov, partial collection Pictures, shelf mark O 1107. Photo by Jaroslav Pachner. The picture shows the town from Vinohradský Hill where the grammar school stands today. Some of the structures showed in this picture have survived: the town tower, two spires on St. Ignatio Church, observation tower of the old grammar school and the general skyline of house roofs in the centre. Structures which did not survive include: the belfry of St. Wolfgang Church, Prague Gate Tower and ruins of towers incorporated in the town fortification walls. Worth mentioning is the gate in today's Most Street consisting of a mighty wooden gate incorporated in simple walls.

Pict. no. 26: A veduta of Chomutov by F.B. Werner, about 1750. Photo 122 × 298mm, State District Archives Chomutov, office in Kadaň, A collection of photos and negatives, shelf mark C 475. Photo by Pavel Vychodil. A view of the skyline of Chomutov from the east showing the town tower, St. Ignatio Church and left from the church maybe also an observation tower on the Jesuit premises near the college. The hospital Church of St. Spirit is at the front and the picture probably also shows the Cemetery Church of St. Wolfgang. We can also find towers of town gates and destroyed bastions of the town fortification system. The picture shows the actual situation in a rather distorted way and it can correspond with the reality just partly (for example the route of the Chomutovka River does not correspond with the actual situation at all). The drawing was certainly not drawn on the site and is probably based on an older veduta of Chomutov.

Map sheet no. 41

Pict. no. 27: A view from the town tower towards Vinohradský Hill, [1912]. A photo 117 × 168mm, Regional museum in Chomutov, partial collection Photos, shelf mark F 1191, a cut-out. Scanned and digitally restored by Petr Rak. Houses in Mostecká Street in the left part of the photo respect the original layouts of the smallest suburb in Chomutov – Vinná (Wine) Street (what is new is the front of the Jewish synagogue from 1876). The sports ground and so called Prokschova Meadow left of them, as well as the trees in the town park, were established (planted) in the second half of the 19th century after drying out a swamp; later on, in 1913, this area was used for an exhibition organized by Germans living in Bohemia. Čelakovský Street with a number of impressive villas, a new brewery and two villas at the top of Vinohradský Hill represent modern structures built behind the settlement territory of historic Chomutov suburbs at the turn of the 19th and 20th centuries.

Pict. no. 28: A view of the south-west part of Chomutov from the observation tower of the old grammar school Chomutov, 1913–1916. Photo 84 × 157mm, Regional museum in Chomutov, partial collection Photos, shelf mark F 1189, a cut-out. Scanned and digitally restored by Petr Rak. The fields between Spořice and Chomutov became the first modern development territory in the town. The main street of this territory was Školní (School) Street built in the last quarter of the 19th century where a single-storey building of Secondary Technical School no. 1060 was built in 1902 (with a flat roof and protruding entrance). Opposite the school there was a light two-storey house no. 1251 from 1912 built by the Cistercian monastery in Osek and intended as an accommodation facility for professors from Chomutov grammar school (the building has semi-circular bay windows, balconies and a striking bow at the rear section). In the bottom part of the picture there are workshops and stalls in the yards of houses in Palacký Street and gardens behind which there is free space where T.G. Masaryk Square was built subsequently. At the rear section of the picture there is a complex of hospital buildings in Koch Street; in the right corner there is the station and on the left side there is a town cemetery under the trees (in the years 1916–1917 a branch of Poldi Steelworks from Kladno was built in its vicinity). Houses in Spořice depicted as light spots far at the horizon are hardly recognizable. Free spaces between Školní Street and hospital provided enough space for the construction of public amenities and residential houses in the late 1980s.

Pict. no. 29: The brewery, after 1903. A postcard, 89 × 138mm, Regional museum in Chomutov, partial collection Postcards, shelf mark P 2892. Scanned and digitally restored by Petr Rak. A medieval vineyard and subsequently an orchard on the slope of Vinohradský Hill was selected as the site for the construction of a modern brewery of the local burghers who held the right to brew beer in the early 20th century. This new brewery replaced an old brewery located in the town hall yard. Beer was brewed there until 1952 and since then this remarkable building featuring a mixture of historicising architectural styles has been used as a warehouse.

Pict. no. 30: A hospital, after 1908. A postcard, 88 × 136mm, Regional museum in Chomutov, partial collection Postcards, shelf mark P 24. Scanned and digitally restored by Petr Rak. Chomutov hospital with its palace-like front was one of the largest capital expenditure projects in the town in the field of public facilities. The hospital started operation in 1908 and its capacity was 120 beds. Due to the fact the hospital was not located in the centre of the city, it was possible to expand it as needed; in 1985 a new outpatient department was completed.

Pict. no. 31: Mannesmann's Factory [1898]. A postcard, 91 × 145 mm, Regional museum in Chomutov, partial collection Postcards, shelf mark P 109. Scanned and digitally restored by Petr Rak. A view of Mannesmann's rolling mill from the eastern part of Vinohradský Hill; the mill is depicted in its original scope, connected with the development in Hřbitovní Suburb (on the right bottom edge of the oval) and marked with S.K. Neumann Street and Mechanická Street which do not exist any more (Michanice is showed in the left back part of the oval). In the right upper quarter of the picture, we can see two chimneys of Chomutov gasworks, an uninterrupted row of houses along Dukelská Street and a deep coal mine "Karel" (after 1904 called "Julius" and from 1964 "Jan Žižka"). When the rolling mill was expanded at the turn of the 1960s, the premises expanded south-westward to the gasworks in Dukelská Street.

Pict. no. 32: Villas in Čelakovský Street, after 1905. A postcard, 89 × 140 mm, Regional museum in Chomutov, partial collection Postcards, shelf mark P 3882. Scanned and digitally restored by Petr Rak. Large villas in spacey gardens were built on the slope above the town park from the beginning of the 1890s. The oldest of them, no. 821 is the second on the right in the postcard; the most dominant structure is the three-storey villa no. 1090 of JUDr. Richard Goldmann and his wife Sally completed in 1903; the villa was built in a very progressive puristic style. The tip of the town park from which the photo was taken was turned into a street in the 1950s when the crossroads between Zborovská, Čelakovského and Politických Věznů Streets was rebuilt.

Back side of the cover

Pict. no. 33: Chomutov in 1900. Komotau 1900. Nach der Natur von Gymnasialthurm. Gezeichnet von Caspar Hellering. A black&white drawing 118 × 179 mm. In: Heimatskunde des politischen Bezirkes Komotau, die Gerichtsbezirke: Komotau, Görkau und Sebastiansberg umfassend, herausgegeben vom Deutschen Bezirkslehrervereine Komotau, Komotau 1898, s. 728. Scanned and digitally restored by Petr Rak. A view of Chomutov from the astronomical tower in the grammar school (drawn in the right bottom corner); the picture includes a view of the Krušné Mountains. We can also see the Church of St. Ignatio and dense network of houses in the centre of town between the square and the long building of the former Jesuit College. The number of smoking chimneys documents the industrial development of the town with large numbers of industrial companies namely at the edge of the former Dolní (Lower) and Hřbitovní (Cemetery) Suburbs and Horní Ves.

Resümee

Chomutov (Komotau) entstand am linken Ufer des kleinen Flusses mit dem ursprünglichen Namen Úzká (heute Chomutovka, früher auch Assigbach) an der Kreuzung von Erzgebirgsvorland-Handelswegen mit der wichtigen Fernverbindung von Leipzig nach Prag. Die erste schriftliche Erwähnung über den Ort stammt aus dem Jahre 1252, als ihn sein Besitzer Friedrich von Komotau dem Deutschen Ritterorden schenkte. Die geistliche und Höhendominante von Chomutov stellte in dieser Zeit die Kirche der hl. Katharina dar. Die Längs- und die Querachse des Kirchenschiffes verfolgten die Richtung beider Handelswege, an deren Kreuzung Chomutov entstand, und belegen so die planmäßige Eingliederung des Sakralbauwerkes in die entstehende Ortschaft.

Die deutschen Ritter bauten um die Kirche der hl. Katharina herum auf einem ausgestreckten Areal Ordensgebäude. Das Gebäude der Kommende und ihr ganzes Areal zerrissen die Flächenverhältnisse zwischen der Kirche und der ursprünglichen Siedlungsagglomeration, die sich wohl nordwestlich davon erstreckte. Der neue Zentralplatz der sich bildenden Stadt wurde an der südöstlichen Seite der Kommende angelegt. Seine Achse bildete der Handelsweg in Richtung Prag. Auf dessen Seiten wurden zwei Reihen von vierzehn regelmäßigen Hausparzellen ausgemessen. Auf der Scheide der vermutlich ursprünglichen Siedlung und des neuen Stadtteils wuchs ein weiteres sakrales Bauwerk empor (die heutige Maria-Himmelfahrt-Dekanalkirche) und es wurde ein Friedhof angelegt. Die Kirche und der Friedhof wurden mit einer Mauer umgeben und bildeten gemeinsam mit der Kommende zwei Fortifikationspunkte der bisher unbefestigten Agglomeration.

Der Gürtel der Stadtmauer mit Türmen und Gräben um die Stadt herum wurde im 14. Jahrhundert geschaffen. Die Linie der Stadtmauer brachen drei Türme durch. Vor dem Oberen Tor (Kaaadner Tor) erstreckte sich die Obervorstadt (früher auch Truncken Viertel genannt), die als möglicher Überrest von der ursprünglichen Siedlung aus der ersten Hälfte des 13. Jahrhunderts betrachtet werden kann. An das Untere Tor (auch Prager oder Hotter Tor) knüpfte die Niedere Vorstadt mit der Spitalkirche des hl. Geistes an, die bereits im 14. Jahrhundert die größte Komotauer Vorstadt war. Die kleinste Vorstadt – Weingasse – lag vor dem gleichnamigen Tor beim nordöstlichen Teil der Stadtmauer. Die vierte Komotauer Vorstadt – Langegasse – verfolgte die Linie eines halb Kilometer langen Verbindungsweges zwischen den Kreuzungen am Oberen und Unteren Tor, die durch den Außenbereich am linken Ufer des Baches Chomutovka führte.

Im Jahre 1411 musste der Deutsche Ritterorden die Stadt Wenzel IV. abtreten. Am 16. März 1421 eroberten die Stadt die Hussiten und brannten sie aus. Von dieser Katastrophe erholte sich die Stadt mehrere Jahrzehnte. Im November 1457 erteilte König Ladislaus Postumus dem Ort das Stadtwappen. Zu Beginn der zweiten Hälfte des 15. Jahrhunderts endete auch die oftmalige Abwechslung der Pfandsinhaber von Chomutov und ab 1465 gehörte die Stadt den Herren von Weitmühle.

Am Ende des 15. und zu Beginn des 16. Jahrhunderts veränderte sich wesentlich das Aussehen der Stadt. Es wurden die Kommende in ein Schloss umgebaut, der Friedhof in die Vorstadt übertragen und die Dekanalkirche, erweitert um einen Stadtturm, fertiggebaut. Nach

dem Brand am 2. August 1525 wurde die Befestigung der ehemaligen Kommende abgetragen. Dadurch vergrößerte sich das Innenareal der Stadt und beim Presbyterium der Katharina-Kirche entstand das vierte Stadttor, Brottor, auch Brotbänkentor genannt, welches den Ringplatz mit der Vorstadt Langegasse verbunden hat. In den Dreißigerjahren des 16. Jahrhunderts wurde am östlichen Fuße des Weinberges auf einem rechteckigen Grundriss die Vorstadt Gottesacker (Gottesackervorstadt) gegründet. Man kann sie als Beleg des Wirtschaftswachstums der Stadt in der ersten Hälfte des 16. Jahrhunderts betrachten. Ihr Ausmaß war größer als die Fläche des befestigten Stadtzentrums und reichte aus, den Bedarf der Flächenentwicklung von Chomutov bis in das dritte Viertel des 19. Jahrhunderts zu decken.

Jan z Weitmüle (Johann von Weitmühle) verkaufte 1560 Chomutov dem Erzfürsten von Tirol. Von ihm erwarb den Besitz Bohuslav Felix Hasištejnský von Lobkowitz (Bohuslaus Felix Hasenstein von Lobkowitz). Seine Bestrebungen die Stadt in eine Residenzstadt umzuwandeln, die materiell mit dem Umbau des Schlosses und der Umgestaltung der Katharina-Kirche in eine Familienkrypta zum Ausdruck gebracht wurden, blieben unvollendet. Von Felix' Sohn Bohuslaus Joachim erwarb im Dezember 1588 den Besitz Georg Popel von Lobkowitz.

Mit ihm ist die Gründung des Jesuitenkollegs verbunden. Seinem Bau stellten sich zuerst der Aufstand der Komotauer Bürger im Juli 1591 und dann der Brand am 24. Juli 1598 in den Weg. Da war bereits Rudolph II. der neue Inhaber der Stadt, der im Jahre 1594 Popels Besitz konfiszierte. Am Ausgang des Jahres 1605 kaufte sich Komotau aus der Untertänigkeit los und wurde als freie Stadt erklärt. Das Kolleg und die Ignatius-Kirche wurden erst am Umbruch der Sechziger- und Siebzigerjahre des 17. Jahrhunderts nach dem Projekt von Carlo Lurago vollendet.

Gleich zu Beginn des 19. Jahrhunderts wurde in der Stadt die erste Manufaktur gegründet und in den Dreißigerjahren dann weitere Industriebetriebe. Durch die Ersäufung des ehemaligen Alaunbergwerks entstand in den Zwanzigerjahren des 19. Jahrhunderts nordöstlich von der Stadt der Alaunsee. In den Jahren 1837-1838 wurden alle Stadttore abgetragen und der Stadtgraben, die Stadt- und Vormauern boten Platz zum Bau von neuen Verbindungswegen um die Stadt herum, bzw. erwarben diese Flächen die Hausbesitzer aus der Innenstadt, deren Gärten und Höfe an der Stadtmauer lagen. Seit der zweiten Hälfte des 19. Jahrhunderts kann man in der Stadt den Bau von modernen Schul- und öffentlichen Gebäuden verfolgen. Im Rahmen der Reform der staatlichen Verwaltung in den Jahren 1848-1850 wurde hier das Bezirksgericht errichtet. Sitz des politischen Bezirkes war die Stadt seit 1868.

Im Oktober 1871 wurde das städtische Gaswerk in Betrieb gesetzt und fast gleichzeitig entstand hier ein großes Eisenwerk. Seine Gründung hängt direkt mit dem Bau der Eisenbahnlinie zusammen, womit die Stadt mit Prag, Ústí nad Labem (Aussig), Karlovy Vary (Karlsbad) und dem dichten Eisenbahnnetz in Deutschland zusammenhängt. Seit dem letzten Viertel des 19. Jahrhunderts entwickelte sich rasch das Gebiet der Stadt, das sich um neue Viertel mit Reihenhäusern zwischen dem historischen Stadtkern und dem Bahnhof und um das Villenviertel am Vinohradský kopec (Weinberg) erweiterte. Zu Beginn des 20. Jahrhunderts wurde der Stadtkern die zwei letzten größeren Industriebetriebe (Bierbrauerei und Dampfmühle) los.

In der zweiten Hälfte des 19. Jahrhunderts vervierfachte sich die Anzahl der Stadtbewohner – von 4 014 im Jahre 1843 auf 15 896 im Jahre 1900. Hand in Hand verbesserten sich damit auch die hygienischen Maßnahmen. Seit Ende der Achtzigerjahre verfolgte man die bakteriologische Wasserqualität in den öffentlichen Brunnen, seit Mai 1898 mussten alle Komotauer Häuser undurchlässige Betonsenkgruben haben und im Jahre 1898 entschied die Gemeindevertretung einen Trinkwasserstaudamm am Bach Kamenická (Gröllbach, Neuhauser Flossbach) zu errichten. Mit der Vollendung des Damms im Jahre 1904 wurde die Wasser- und Abwasserleitung in Betrieb gesetzt. Zur Verbesserung der hygienischen Bedingungen trugen auch das städtische Schwimmbad bei, das am Alaunsee im Jahre 1894 fertiggestellt wurde, und das Heilbad in der ehemaligen Alaunhütte. Als zwei bedeutendste Industriebetriebe entwickelten sich die Mannesmannröhrenwerke (gegründet 1890) und die Zweigstelle der Poldihütte aus Kladno, die ihren Betrieb im Jahre 1916 aufnahm.

Ungefähr 1 200 Meter nordöstlich vom Komotauer Ringplatz wurde wohl in der zweiten Hälfte des 13. Jahrhunderts Horní Ves (Oberdorf) gegründet. Noch 1842 konzentrierte sich die Besiedlung der Ortschaft in zwei nicht allzu große Gruppen von Anwesen, die auf beiden Ufern des Baches Chomutovka an Wegen lagen, welche aus der Stadt nach Sachsen führten. Insgesamt lebten hier damals 511 Menschen in 72 Häusern.

Das Leben in diesem Dorf veränderte sich durchgreifend im letzten Viertel des 19. Jahrhunderts, als es seinen landwirtschaftlichen Charakter verlor. Der demographische Zuwachs des Ortes war in der zweiten Hälfte des 19. Jahrhunderts sehr stark. Im Laufe von vierzig Jahren ab 1843 verdreifachte sich die Anzahl der Bewohner (1 596 Menschen und 116 Häuser im Jahre 1880) und in den darauf folgenden vierzig Jahren vervierfachte sich die Anzahl (6 887 Bewohner und 472 Häuser im Jahre 1921). Das schnelle Wachstum der Ortschaft verursachte, dass sich ihre Besiedlung mit der Stadt zu einer homogenen Einheit entwickelte und so eine Voraussetzung bildete, dass beide Gemeinden in eine politische Gemeinde zusammengeschlossen werden konnten, wozu es im August 1928 auch kam.

Im Laufe der Jahre 1918-1938 war das Einwohnerwachstum in der Stadt nicht mehr so intensiv wie vor 1914. Die Zuwanderung von tschechischen Staatsbeamten nach 1918 störte im Grunde genommen das bisher homogene Milieu der deutschen Nationalität. Die Sprachtrennung kam auch im Bau von städtischen und staatlichen Wohnungen und öffentlichen Gebäuden zum Ausdruck. Beide Nationalitäten bauten diese selbständig und nur in Hinsicht auf ihren eigenen Bedarf.

Nach Anschluss an Nazideutschland wurden in der Stadt in den Jahren 1939-1943 unter ausgiebiger Hilfe von Reichssubventionen über hundert neue Häuser gebaut. Fast am Kriegsende, am 19. April

1945, beschädigte ein Angriff der Alliierten schwer den Bahnhof und die Poldihütte. Insgesamt wurden in der Stadt bei Flugzeugangriffen an die 25 Häuser vernichtet.

Durch den Abschied der deutschen Bevölkerung sank spürbar die Bevölkerungsanzahl von Chomutov (auf 28 848 im Jahre 1950) und es dauerte über fünfzehn Jahre bis diese die Vorkriegsanzahl erreichte (33 070 im Jahre 1961). Das Begleitelement von vier Jahrzehnten kommunistischen Aufbausystems von Chomutov war die Demolierung der ursprünglichen Bebauung, besonders in den historischen Vorstädten. Die Anzahl der Gebäude, die in den Jahren 1945-1989 in der Stadt abgerissen wurde, ist einstweilen noch nicht genau zusammengerechnet, aber ihre Schätzung von 500 bis 800 wird wohl nicht übertrieben sein.

In den ersten Nachkriegsjahren wurde der Bau einer weiteren Trinkwasserversorgungsquelle für die Stadt geplant: Křimovská přehrada (in Übersetzung Krímaer Talsperre) unweit der Talsperre am Bach Kamenická im Seitental vom Bezručovo údolí (Tal des Krímaer Baches). Ihr Damm wurde erst im November 1957 vollendet.

Seit 1947 wurde auch ein neuer städtischer Bebauungsplan konzipiert, der die inzwischen ungültigen ursprünglichen Regulierungspläne von Komotau aus dem Jahre 1898 und von Oberdorf aus dem Jahre 1927 ersetzte. Da er jedoch nicht die Kohlelagerstätten unter der Stadt berücksichtigte, die für die kommunistische Wirtschaft einen strategischen Rohstoff darstellten, wurden weitere Arbeiten daran im Jahre 1949 eingestellt. Geologische Untersuchungen im Jahre 1951 stellten fest, dass fast die ganze Stadt auf Kohlenflözen erbaut ist. Diese Tatsache widerspiegelte sich im neuen Bebauungsplan aus dem Jahre 1956. Er deklarierte für Chomutov einen sog. „Kohlenpfeiler“. In seinem Umkreis sollte in den darauf folgenden fünfzehn Jahren die Bautätigkeit bewilligt werden – mit der Voraussetzung, dass nach der Lebenszeit der neuen Bauwerke, im Jahre 2040, der Kohlentagebau auch hinter den Grenzen des Pfeilers vorgenommen werden kann.

Die planmäßige Bautätigkeit konnte so erst ab 1957 in Angriff genommen werden. (Neue Siedlungen von typisierten Wohngebäuden wurden jedoch in der Stadt im beschränkten Umfang bereits seit 1951 gebaut, ihre Realisierung weist jedoch meist grobe urbanistische Mängel aus.) In der ersten Etappe der planmäßigen Bebauung wurden bis 1960 freie Stellen und Häuserlücken in den Vierteln zwischen dem Bach Chomutovka und dem Krankenhaus am Vinohradský kopec bebaut, wo dann die Bautätigkeit schnell mit der Errichtung von Plattenbausiedlungen auf bisher un bebauten Flächen weiterging.

Zu Beginn der Sechzigerjahre wurde die Demolierung und die neue Bebauung an der Hauptverkehrsader von Chomutov (Palackého ulice) und des daneben sich befindenden Gebietes der ehemaligen Obervorstadt in Angriff genommen. Hier entstand in der zweiten Hälfte der Siebzigerjahre auch das größte hiesige Bauwerk, das 51 Meter hohe Gebäude der Firma Armabeton.

Den südöstlichen Teil der ehemaligen Gottesackervorstadt veränderte drastisch die Erweiterung der Anlage von dem ehemaligen Mannesmann-Walzwerk um einen Häuserblock, der seit Ende der Fünfzigerjahre gebaut wurde, und die Schaffung einer sog. hygienischen Streifzone zwischen der Stadt und der Fabrikanlage, die erst 1990 vollendet wurde. Dabei verschwanden sieben Straßen und Gassen gänzlich und fünf weitere wurden wesentlich verkürzt.

In den Sechzigerjahren lief in einigen Etappen der Bau der umfangreichen Siedlung am linken Bachufer in Horní Ves, ergänzt in den Siebziger- und Achtzigerjahren um weitere Baumaßnahmen, welche die zusammenhängende Bebauung von Chomutov bis direkt zum Fuße des Erzgebirges vorrückte. Etwas minder intensiv verlief der Siedlungsbau auch am rechten Ufer an der Kaadner Straße und in Nové Spořice (Neu-Sporitz), wo an einer größeren Entfaltung die unterirdischen Kohlenflöze hinderten. In dieses städtische Randgebiet und auch auf die Hänge unter dem Strážiště (Hutberg) konzentrierte sich fast die gesamte Bebauung mit Familienhäusern.

Die umfangreichste Siedlungsanlage, aus fünf Teilrayons bestehend, entstand in den Siebziger- und Achtzigerjahren auf der Höhenebene zwischen der Stadt und Jirkov (Görkau). An deren Anfang war der Bau der Siedlung Březenecká, bestehend aus zwei Siedlungsrayons. Der Kernpunkt von der urbanistischen Gestaltung des älteren davon sind drei achtzehnstöckige Häuser mit Wohnungen in zwei Etagen, deren Form der Architekt Le Corbusier konzipierte. In der Mitte der Siebzigerjahre begannen die Bauarbeiten im entferntesten Rayon bei Jirkov (Siedlung Pisečná) und gingen weiter in Richtung Chomutov über die Siedlung Zahradní, wo sich bei dem letzten Siedlungsrayon (Siedlung Kamenná) beide Bauströmungen vereinigten. Während der Bautätigkeit stieg wesentlich die Anzahl der Bewohner von Chomutov (51 769 Bewohner im Jahre 1980 und 53 191 im Jahre 1991).

Der Wandel der gesellschaftlichen Verhältnisse im Jahre 1989 verhinderte den weiteren Siedlungsbau im Raum von Březenecká (Pirken), der bereits zur Kohlenförderung im Gebiet von Chomutov in dem zweiten Viertel des 21. Jahrhunderts in Anspruch genommen werden sollte, und weitere Projekte mit devastierenden Folgen auf die städtische Bebauung (Straßenbahnverbindung zwischen der Stadt und Jirkov, im Jahre 1995 durch den Oberleitungsomnibusverkehr ersetzt). Statt Siedlungen werden Familienhäuser gebaut. Die Hemmung der Schwerindustrie nach 1990 bedeutete auch den Rückgang der Bevölkerung (51 709 im Jahre 2001). Das Aussehen der Stadt wurde vom Bau großer Einkaufszentren und vom neuen Gewerbegebiet in den Randzonen beeinträchtigt. In den Jahren 1992-1996 wurde der Bebauungsplan Chomutov-Jirkov aktualisiert und 1996 genehmigt. Die größte Belastung für die Zukunft stellen für Chomutov die großen Industrieanlagen der Walz- und Eisenwerke mit den daneben liegenden Schlammanlagen und Abraumbalden dar, deren Revitalisierung von der Zeit her und finanziell anspruchsvoll sein wird; sie ist jedoch eine unerlässliche Voraussetzung, dass sich das ehemalige Zentrum der Schwerindustrie in eine Stadt umwandelt, die zu ihren Bewohnern und Besuchern freundlich sein wird.