

# STARS

## CZECH REPUBLIC RAILTOUR REPORT

10<sup>th</sup> - 18<sup>th</sup> May 2008

*Narrative and Numeric by Simon Smith*

Except for Adrian the rest of the participants arrived in Praha on the Friday with me and Phil Regan flying in from Birmingham via Amsterdam and meeting Brian Davies at Schipol Airport, who had flown in from Teeside. Once at Praha and after checking in to our hotel Phil and I visited the usual haunts at Masrykovo and the Hln. The latest build of Class 471/971 double deck EMU's had been delivered with a revised front end and a new livery emblazoned with CityElefant logos with several mixed formations as well as the converted Class 814/914 DMU's which have been completely rebuilt from 810/010's. At the Hln almost half of the lines at the north end of the station had been ripped up with major rebuilding work going on and reconstruction of one of the platforms. Whilst watching the coming and goings Brian and I both copped the last of our Class 150's (150.002) and also noted that a couple of them had been renumbered into the 150.2xx as well as some 162's renumbered as high numbered 163's.

### **Saturday 10th May**

After checking out of our hotel Phil and I headed into the nearby metro station and after about fifteen minutes or so, due to a problem further up the line, everyone was ordered to leave the station immediately so we ended up travelling by tram to Masarykovo. A brief look in the station was needed before we dumped our bags at the Hln. It had been our intention to get the 09.11 departure to Ceske Budejovice but unfortunately, due to problems with the booking agent, Adrian would be bringing out train tickets with him so our train would now be the 13.11 departure. So with plenty of time on our hands Phil and I went up to Holesovice. As this was Phil's first visit to the country he had his first sighting of a Pendolino which was about to depart for Wien. Several freights went through with the locos now carrying the new CD Cargo logo.

Back at the Hln we met up with Brian, Michael Neil and Stewart Rodgers and as the time drew closer Phil and I reclaimed our luggage and waited for Adrian outside the entrance. By ten past one there was no sign of our leader and the other three, who had bought their own rail passes, carried on south. There was still no sight of him by two O'clock and so a phone call to HQ was required. Whilst I was on the phone to Anita, Adrian was on the other line and told us he was on the platform waiting. Instead of catching the usual Airport bus Adrian had out flanked us by getting a taxi instead and used the side entrance. He even managed to sort out our tickets and purchase a timetable while we were outside. It turned out that the booking agent had sent out the tickets with the wrong dates and then refused to put them right and not to send them out by courier. Our leader would have very serious words with them on his return home.

Eventually we departed at 15.11 for the almost three hour journey, half an hour longer than it took us the last time we came here due to the engineering works along the route. We arrived at Ceske Budejovice on time and met up with the others before proceeding to our hotel for the next three nights. After a quick refresh we met up outside for the walk to the depot. There were plenty of items on here but the dump, which was to the side of the depot, was now devoid of anything of interest. On here we had our first sighting of a Class 240 in the new CD Cargo livery of all over blue and very nice it looked too. Inside one of the locked buildings we failed to identify a couple of locos through the window as they didn't have any plates on them. The one loco we did get was a well off the beaten track Class 181. Then it was back to the hotel for food and beer.

### **Sunday 11th May**

A very warm day beckoned so it was time for the shorts to come out, although I was the only one to take this brave step. First journey of the day was the run to Jihlava and when we arrived Adrian had a huge shock. His very last Class 242, and indeed his very last Czech electric, rolled in with a service from Havlickuv Brod. Guess who will be buying the beers tonight? The works and depot visit was soon done and back at the station it was decided to visit Jindrichuv Hradec on the way back to Veseli instead of doing the visit the next day. Unfortunately after a couple hot dogs and some beers we failed to spot that the service leaves twenty minutes earlier on a Sunday and so we had to revert to the original times on the itinerary.

During our wait a Class 854 arrived with a load of drunks equipped with a drum kit so you can imagine what it must have been like to have been on that journey. With everyone inside the restaurant consuming various liquids and myself, the solitary smoker of the group, outside having a cigarette a freight went through with a pair of 240's at the head. The rest of the party would see this train further on down the line at Jindrichuv Hradec where we also saw a steamer waiting

to depart on a narrow gauge service. There was not much on the depot at Veseli and while I mopped up the trailers in the yard Brian and Phil marched up to the trailers parked up next to the junction of the line to Ceske Velenice.

It was a slow approach to Plana nad Luznici as the gates to the level crossing were out of order and despite the loco driver sounding his horn vehicles were continuing to cross the track until the very last moment. Tabor was next where all four of the Class 113's was sighted with 113.003 disappearing down the steep climb out of the station as we arrived. There was a reasonable amount on here for a small depot including the preserved E422.001 which was parked inside the shed. Photographs of the two Class 113's next to the station was duly taken before we returned to the platforms to be greeted with the news that Manchester United had once again won the premier league title and that, much to Phil's disgust, Birmingham City had been relegated. On the way back through Plana the local drivers were still playing their game of chicken over the level crossing. After that it was a brisk run back to Ceske Budejovice and the hotel only to find that the restaurant was shut. The Alchemist was recommended which was just around the corner. In fact we had walked passed it on so many occasions in the past that we never knew it was there. And yes Adrian did get a round of drinks in after clearing his last Czech electric loco.

Monday 12th May

An early start to the day saw us collecting our breakfast bags from the reception as we had early train to catch. It was going to be another very warm day so out came the shorts for the second time. While sitting on our train waiting to depart we discovered the breakfast bags didn't contain any knives to cut the bread, spread any butter or jam and no spoon to eat the yogurt! Mind you with regards to the latter a certain STARS member with the initials AG might be able to offer some suggestions on serving tips. With buying a coffee from the kiosk on the station I had a spoon to tackle my yogurt problem. At Protivin, which was our first depot visit of the day, the depot chief was shocked to see six English railway enthusiasts walking round his depot at that time of the morning and certainly got the hump when Adrian opened one of the doors to the shed to see what was inside. After making his feelings known that our presence was not welcome we duly returned to the station for our next train having got everything with the exception of a bogcart. On the train to Strakonice our eccentric gripper was showing off his language skills in speaking to us in Japanese. After Brian showed him his ticket, with the logo of SNCF on it, he started talking to him in French! How many grippers (sorry train managers) who speak four different languages do you get with at home?

At Strakonice we noted the various items scattered around the station and quickly peered inside the shed which revealed a solitary Class 742. There was a hive of activity here as the main line to Plzen was closed due to engineering works which meant that buses were required, a foretaste of what was in store for us the next day. A long bogcart ride to Volary was next with a couple of long stops along the way so I took the advantage of having some tobacco intake whilst we waited for trains to clear the single line sections. Volary revealed a handful of items before we embarked on another long bogcart ride back to Ceske Budejovice via Polecnice. This was a journey that would take us past the depot and yard.

On arrival back at Ceske Bud Phil was feeling the effects of the early start and went straight back to the hotel. Brian and Stewart stayed on the station and Michael went 210 bashing down to Horni Dvoriste which meant that only Adrian and I completed the day's itinerary. Although the depot doors were locked at Jindrichuv Hradec we did managed to identify everything that was inside with the exception of one item. A couple of services arrived on the narrow gauge lines so our cameras were kept busy. On our return journey back to Ceske Budejovice Adrian was catching up with Anita on the mobile before her hip operation the next day. After a long day it was back to the hotel for some beers and something to eat.

Tuesday 13th May

With our luggage in tow we left Ceske Budejovice for the last time and headed for Plzen. As already mentioned we had to disembark from our train at Strakonice for the short bus ride to Horazdovice and continue our journey onwards. At Plzen we left our bags in the left luggage lockers to continue with the day's itinerary which started with a visit to Plzen depot which required the services of a couple of taxis. As we waited for our guide it was necessary to congregate under the bike shelter as the sun was beating down on us by now. Adrian copped yet another Class 810 while we waited. On the depot the line of dumped locos had been shortened and, with the blockades going on, a shortage of electric locos, particularly the 242's, was evident. What was on show was newly converted 954.006 which was probably a trailer in it's former life. As we were about to enter the roundhouse Adrian had to make an emergency dash for the toilet before he had an accident. There was almost a repeat of the Most experience three years ago. By now one or two of the group was getting anxious as time was getting on, and as Adrian returned a couple of tons lighter the visit quickly resumed and after checking out the works hall the visit was now complete. Whilst walking up the driveway to the entrance Stuart's last Class 242 rolled on so this must surely put his electric loco requirement for the country into single figures.

Klatovy was the next location and once again permission was granted for us to go round. Adrian's last Class 831 was on shed and everyone took advantage of taking photos of the various items parked next to the turntable. For me the

photography was a bit restricted as there were plenty of stinging nettles amongst the weeds as once again I had my shorts on. Our run to Domazlice on a newly rebuilt 814/914 unit was next and when we arrived a freight train was blocking the view of the depot. It was decided that if we couldn't see anything on the depot from the other side of the freight then we would catch the first train back to Plzen. As we crossed the lines to the other side and walked to the point where we could see the depot it was noted that there was nothing parked outside and all the doors to the shed were shut. So it was back onto the station and immediately boarded the Plzen train.

On the approaches to Plzen we passed the Skoda steel factory where there were six locos visible but no numbers could be recorded. Having spent about an hour and a half viewing the activities on the station and the black clouds from above we collected our luggage and boarded the train to the next station at Jizni Predmesti which was where the hotel was situated. After checking in most of us enjoyed the rest of the evening in the restaurant in the basement.

Wednesday 14th May

Another warm and bright start to the day greeted us as we congregated on the platform at Jizni for our train to the Hln. Cheb was the first location on the agenda but before we got there we had to endure another short bus ride between Kozolupy and Stribro. At Cheb depot only one Class 781 was left next to the wagon works compared with how many were there the last time we visited, although there was another two parked under the footbridge but only one could be identified. The rest of the depot was well stacked out and once again camera use went into overtime and anything in the yard was mopped up from the footbridge before returning back to the station. Our haulage to Karlovy Vary would be behind 363.127, carrying the postal advertising livery, and after arriving on another service from Praha it quickly ran round and was coupled up to our train so the opportunity to take photos of this sparkingly clean machine with the sun shining on it was duly taken by me. A pleasant walk down to lower station at Dolni was required so we could get to the depot. What was a bustling depot with a hive of activity on our last visit here now there was just a handful of units and trailers and a solitary Class 742 on shed. Surely time must be running out for this small depot and it can't be long now before it too goes the way of many others. Back at the station we was greeted with thunder, lightning, high winds and a severe downpour of rain before we boarded our train, operated by Viamont using Vogtlandbahn units, for the run to Marianske Lazne.

Surprise number 1. The guard informed Adrian that our tickets were not valid on his train. Despite protestations from Adrian that his train was in the CD timetable, running on CD rails and serving CD stations the gripper, who looked like he had just left college, refused to budge. Reluctantly our leader duly paid the fare which didn't come to very much anyway. Surprise number 2. The guard returned to us and said that his train was only going as far as Beckov nad Teplou as emergency engineering works was being undertaken on the rest of the line and we would have to endure another bus ride. Surprise number 3. As this was an all stopper service we would have to call at every station along the way. Thinking that this was going to be a long drawn out affair our driver was hammering along the straights and hurling his bus into corners at such speeds like Sebastian Loeb tackling a tarmac stage.

We arrived at Marianske Lazne in one piece only to find that our train from Cheb was running twenty five minutes late. We were soon on our way but of course we had to disembark at Stribro for the bus ride to Kozolupy. In comparison with our would be rally driver chauffer, this time I thought our bus was being driven by Miss Daisy. Back at Plzen some of the others stayed on the Hln while Adrian, Phil and myself went back to Jizni. Adrian headed for the hotel while Phil and I went up to the next road bridge to see if we could spot any of the locos in the steel works. Fortunately 704.520 made an appearance next to the main line and with nothing else to see we walked round to the main entrance and managed to get 740.517 in Viamont livery. Back at the hotel it was once again down into the basement for a meal. News from home revealed Anita's hip operation went without a hitch and was a complete success. Let us all hope that she will be back on her feet very soon.

Thursday 15th May

This was another very early start to the day with breakfast once again being served up in bags, fortunately this time equipped with tools for the job. The reason for the early start was because the connection times at Beroun were not favourable if we had caught the train an hour later as we would have missed the connecting service to Rakovnik and would have to endure a wait of nearly two hours. At Beroun it was very foggy and during our wait, which was just under an hour, for our train to Rakovnik a newly renumbered trailer 016.824 was sitting in the station. What it was renumbered from is anyone's guess as there were no tell-tale signs in regards to any previous stickers next to it's new identity. As we left Beroun the sun was making a breakthrough as the fog began to clear. Rakovnik was reached in glorious sunshine and as soon as we arrived we headed straight up to the depot. A respectable amount of items on shed which included one half of the prototype rebuilt units (912.001) but there was no sign of it's other half. Adrian yet again cleared another class nailing 708.003. A Class 735 was also on shed but unfortunately there no markings anywhere to give us a clue as to its identity.

The last time we came here we had to use taxis to get to the preservation centre but this time the schedules in the timetable allowed us to go the proper way, by train. Once there we headed for the rear entrance which happened to be open as T478.3101 was shunting stock in and out of the gate. A couple of workers insisted we used the proper entrance but most of the party went straight in anyway. Phil and I decided to walk along the fence and go in the main entrance. Items of all sorts were on display outside including the steam railcar M124.001 of 1903 vintage and all were perfectly positioned for photography. Even the doors for the round house were open this time so we could identify all the items bar one steam loco which was partitioned off from the rest of the building. An 854 ride to Kladno was next on the itinerary and once there the depot looked as busy as it did the last time we came here. Just three trailers were parked outside this once thriving little depot. Looking through the hole of the shed door revealed a Class 714 inside but no number was visible. Spotting a man sitting in the nearby office Adrian went and asked if he had a key to the door. He did and duly did the honours by opening the door. Once identified, we said our goodbyes and returned to the station. By now it was getting very hot and so most of us were ensconced in the bar before our next train journey commenced.

Kralupy nad Vltavou was next and once again the future for this depot doesn't look to be very promising. Although the units were still using the fuel point the rest of the depot's purpose in life was non-existent. With just three items on shed Adrian announced that if we were quick we could catch the next train to Praha which was just about to depart. Brian got on board and walked along the train but Adrian called the others off as soon as he realised that myself and Phil were not there. Unfortunately we didn't hear his announcement and were still on the other platform. The black clouds began to gather and the distant rumble of thunder meant that we were in for another very stormy afternoon.

Back at Praha Masrykovo Brian had waited for our arrival and after clearing up what was around the station. Not wanting to get a soaking some of the party wanted to get to the Hln by metro but the rain soon eased off and we marched off by foot. We caught the Albert Einstein (Munich bound) train which was comprised of Alex stock. The first class compartments on this train were few in number so getting a seat was the main priority. The compartments themselves consisted of only five seats instead of six and were very firm in comparison to the Czech stock. Once again at Plzen a bit of train watching was required before we returned to the hotel.

Friday 16th May

A late and a lot cooler start to the day saw us all getting to the Hln at various times with our luggage in tow before we caught our train to Louny via Chomutov and Most. Departure was fifteen minutes late due to late connections from other services. At Chomutov there was no sign of anyone at left luggage so we had to do the depot in two shifts, with Adrian, Michael and Stuart going first. Although the shed was locked up various items were seen inside the roundhouses which consisted of mainly museum pieces. As they were returning to the station it started to rain so the rest of us would have to be quick on our toes. We only got as far as the trailers parked just short of the depot itself before a security guard and his dog appeared and politely asked us to remove ourselves and return straight away to the station.

We were able to leave our bags at the left luggage lockers on Most station to enable us to catch the bogcart for the short ride to the depot. Although now a wagon repair facility there was still eight items on shed which included three Class 743's. Trabant's are very much a dying breed in the Czech Republic so it was nice to see one in the depot car park decked out in bright red and fitted with a spoiler kit. Whether it made any difference to its meagre performance is anyone's guess. Back at Most station we had to hurriedly retrieve our luggage so we could catch our train to Louny, courtesy of another rebuilt 814/914 unit. It has to be said that there is not much room for seating compared with the old units especially when you've got your luggage with you.

The left luggage office at Louny was called upon to enable us to visit the depot. A couple of steamers and a preserved 720 were parked outside. The works building was locked up so whether this was because it was late Friday afternoon and everyone had gone home or that they no longer carry out major work on the units and trailers. Taxis were called for to enable us to get to the centre of town and the hotel. One taxi turned up to take half of the party while the other half stayed to wait for him to return to pick us up. During our wait several trains turned up including a 742 towing trailers.

Saturday 17th May

Our last full day of the tour started with the run up to Usti nad Labem and once we arrived at Zapad station we headed straight for the depot via the yard. A number of locos were parked in the yard including one in the new CD Cargo blue livery. The depot contained the usual suspects and so did the nearby dump which included 751.092 which had suffered serious misfortune with one side completely covered with oil and diesel. The main yard next to the depot was very well stacked out with wagons so it was difficult to see if there were any locos dumped up there. The Hln at Usti has been completely transformed since we were last here as all the platforms have been rebuilt in line with the upgrading of the route all the way from Praha to the German border.

Decin was effectively the last depot visit of the tour which contained a reasonable amount of items including a pair of

DB 642's from Dresden and a Class 189 sitting in the nearby yard. The visit was done in double quick time and so enabled us to catch an earlier train to Lovosice. The depot here was reported as closed down by Tony Bartlett but Adrian had also been told that there might be something there so we went and had a look anyway. Back at Lovosice we decided that we would stay on here for a couple of hours for some train watching and were kept entertained with various movements passing through including a couple of Doprava owned 753's. News from home was filtering through of Portsmouth taking the lead in the F.A. Cup final against Cardiff City. A lead they eventually kept. Time was up for us as we marched across to the other platform for our train back to Louny. At Libochovice we were met by the mother of all downpours and a severe thunder storm which meant visibility was non-existent, however by the time we got back to Louny it had stopped. With a large party having a meal in the hotel restaurant it meant that we were in for a bit of a wait. Adrian chose to eat elsewhere instead.

Sunday 18th May

Dispersal day saw all of us retracing our steps back to Lovosice for the connecting service to Praha. Once there Adrian and Stuart said their goodbyes as they weren't flying back to the UK until Monday. Brian went tram bashing, Michael went metro bashing while Phil and I stayed on the Hln before we all headed back to the airport for our flights home. The tour was once again a success with very good company although only five members took part. Perhaps the lack of large depots had an effect on the amount of people taking part on this tour but it was still very enjoyable. This tour may have to be revised if some of the depots we visited like Louny, Kralupy nad Vltavou and Karlovy Vary end up like the closed locations of Zdice, Vstavy and Lovosice, but that is something to decide in the future. We had excellent weather for most of the tour with some of the days being very hot. I wish to give my thanks to everyone for their company on this tour and best wishes to Anita for a speedy recovery.

Sightings: \* not seen by everyone

### Saturday 10th May

Haulage:	363.069 Praha Hln - Ceske Budejovice
Praha Hln *	051.035/057/058/068/091/092/094 053.024 071.015/021/027/032 111.011/012/029/031/035 150.002/010/215 151.006/012/019 163.029/087 362.112 363.033/052/068/069/077/080/125/126/129/131 451.057/076/091/092/093/094 471.015/021/027/031 703.017/716 740.404/746/837 749.187 810.386 854.031 971.012/015/027/032 MVTV2-110
Praha Vrsovice *	010.379/537/545 162.013 714.012 742.354/408
Pass Vrsovice Depot *	110.027 111.013 Steam 475.111
Praha Hostivar *	163.234 363.049
Praha Uhrineves *	742.027/270
Praha Kolvraty *	451.079
Senohrady *	051.031/032 451.031/032 740.876 MVTV2-083
Pysely *	451.035/078
Pass Cercany Depot *	010.572 810.188
Cercany *	010.381/581 141.004 740.460/701 749.006 810.027
Benesov u Prahy *	363.085 703.558 720.508 742.282/302 810.436
Votice *	700.648

Hermanicky *	363.083
Strezimir *	363.084
Tabor *	010.065/067/097/099 012.171 113.001/002 363.076 704.013 810.033/645 814.012 914.012
Pass Tabor Depot *	742.219/220/441
Sobeslav *	242.206
Veseli nad Luznici *	240.008/045 242.228
Pass Veseli Depot *	210.026 242.282 742.200 809.208
Pass Junction SP	010.049/102
Chotycany *	242.218
Ceske Budejovice	010.032/083/095/105 012.117/190396/778 013.043 015.165/187/373/492 050.005 210.059 242.245/266/277 340.062 363.125 749.255 842.032
Ceske Bud. Depot	010.055/063 012.800 042.001 050.015/030 181.106 210.016/039/045/059 230.026/030/052/076/081/083/099 240.007/048/053/064/065/066/106/107/109/139 242.201/206/207/241/250/256/269/280/283 363.129/131 704.011/015/016 708.004 742.033/087/152/242/253/265/283/322/439/440/442/443 749.051/100/134/252 751.210/223 770.081 771.045/099/110/137 799.033 809.534 810.215/622 842.009/016/029/030 Steam 310.093 556.0506

### Sunday 11th May

Haulages:	242.241 Ceske Budejovice - Jihlava 242.276 Jihlava - Veseli nad Luznici 363.130 Veseli nad Luznici - Tabor 363.125 Tabor - Ceske Budejovice
Ceske Budejovice	010.084 012.113/117 015.368/492/494/501 242.241 363.057
Chotycany	210.027
Pass Veseli Depot	242.282 809.163 842.013
Veseli nad Luznici	010.013/030 050.029240.107 242.267 810.213
Kardasova Recice	242.245
Jindrichuv Hradec	210.074 T47 005(705.905) Steam Px48 1916(U46.101)
Jarasov nad Nezarkou	230.097
Beonarec	242.247
Pocatky Zirovnice	240.064/139

Horni Cerekev	210.057 242.212/276 742.029 MVTV2-011
Jezdovice	242.228
Kostolec u Jihlavy	012.366 810.246
Jihlava	050.033 054.222 210.015 240.008/045 242.272/274/276 754.043/063 854.007/222 954.004
Jihlava Depot/Works	700.647 701.670 702.090 703.010/026/035/070/603 710.457 731.020 754.009/025/062 MV97.003 T211.1638(709.638) T212.0565(702.565)
Horni Cerekev	242.228/245/274 742.029 810.266
Polatky Zirvnice	809.208
Jindrichuv Hradec	210.057 240.008/045 T47 007(705.907)
Kardasova Recice	240.086 242.283
Veseli nad Luznici	010.030 242.241/269 363.080/130/131 809.350 810.213
Veseli Yard	010.050 012.172/772/777 050.029 210.036 240.008/035/045
Veseli Depot	210.026 242.282 742.440 809.163/179 810.215
Junction S.P.	010.049/061/068/070/072/082/085/102/103 012.216
Tabor	010.055/067/097/099 012.173 113.001/002/003 363.076/125/129 742.441 810.669 814.013 914.013
Tabor Depot	113.004 242.216 363.049/066 704.013 742.219/276 749.018/262 771.107 797.705 799.034 810.266/575/595/633/634/645 MV97 001 M131.105 E422.001(100.001)
Plana nad Luznici	242.269 742.441
Sobeslav	242.276
Veseli nad Luznici	210.036 242.214
Pass Veseli Depot	210.026/027/057 810.075
Ceske Budejovice	012.190 015.174 042.004 210.059 242.245/259 363.129 810.620/622 OBB 1216.239
Ceske Bud Yard	230.052

### Monday 12th May

Haulages:	842.028 Ceske Budejovice - Protivin
	242.283 Protivin - Strakonice
	810.393 Strakonice - Volary
	810.053 Volary - Ceske Budejovice
	242.252 Ceske Budejovice - Jindrichuv Hradec

	242.245	Jindrichuv Hradec - Ceske Budejovice
Ceske Budejovice	042.002/004	842.028
Factory Ceske Bud.	703.582	
Zliv	230.052	242.277
Cicenice	751.223	
Protivin	012.774	210.067 242.239/283 810.111 842.013
Protivin Depot	010.096	012.217/392/397/786/802 708.007 810.194/635
Razice	814.012	914.012
Cejetice	242.206	
Strakonice	012.186/376/393	242.245/252 708.006 810.178/393/416/641
Strakonice Depot	742.318	
Ckyne	810.524	
Vimperk	012.394	742.265
Kubova Hut	810.510	
Volary	742.437	810.053/214
Volary Depot	012.180	015.187/803 751.228 810.265/620
Cezny Kriz	012.778	015.174 810.523
Polecnice	015.373	810.522
Kajov	012.396	751.233
Kremze	742.439/442	
Borsov nad Vltavou	012.113	809.534
Pass C. Bud Depot	230.076/099	242.280 704.011
Ceske Bud. Yard	012.172	050.003/009 210.059 240.060/063/064/139 242.220 704.016 709.002 742.253
Ceske Budejovice	010.032/105	013.043 015.494 050.005 210.052 242.201/220/241/252/267/269/283 360.049 363.130 704.015 749.134 842.027
Pass Veseli Depot *	363.066	810.215
Veseli nad Luznici *	242.212/273	

Kardasova Recice *	242.271
Jindrichuv Hradec *	210.039/057/074 242.212/245 T47 005(705.905)/021(705.921)
Jindrichuv Depot *	T47 007(705.907)/018(705.918) T48 001(706.901) Made in Romania 24070/1980 Steam Px48 1916(U46.101)
Kardasova Recice *	242.201
Veseli nad Luznici *	240.260 242.271
Pass Veseli Depot *	210.027/039/074 242.218 363.066
Ceske Budejovice *	010.368 013.043 015.373/501 210.052/059 242.207/239 363.078 730.624 842.031 Steam 310.076 OBB 1216.235
<b>Tuesday 13th May</b>	
Haulages:	242.214 Ceske Budejovice - Strakonice 242.211 Horazdovice Predmesti - Plzen Hln 363.082 Plzen Hln - Klatovy 814.040 Klatovy - Domazlice 754.060 Domalice - Plzen Hln 854.026 Plzen Hln - Plzen Jizni Predmesti
Ceske Budejovice	012.190 015.174 042.004 210.037/059 230.058/059/099 242.212/214/256 749.255 810.053
Hluboka nad Vltavou	842.009
Cicenice	012.392/517 708.013 751.223 810.635
Protivin	210.067 242.269 810.176
Pass Protivin Depot	010.096 012.217/397/774/786/802
Razice	814.013 914.013
Strakonice	012.186/376/395 242.239/280 810.174/178/523/641
Horzdovice Predmesti	242.211 810.033 914.040
Stary Plzenec P.W. Yard	740.536/704
Plzen Koterov	242.220 742.048 MVTV2-070
Plzen Hln	012.784 210.021/058 230.052/082/087/104 242.249/259/266
Plzen Yard	742.017/319
Plzen Depot	010.091/206/207/248 012.149/607 020.037/038/096 021.024/043 054.229/244/261/296 210.002 242.226/235/240/258/281 363.076/117/131 704.014 740.670 742.034/036/063/066/206/207/231/264/275/350/384 749.241

750.253/314 751.157 754.019/028/057/059/060/078 771.061  
799.024 810.250/430 842.007 843.012/027 854.010 943.011 954.006  
M131.1184/1365/1487 T435.0111(720.111)  
T448.0667(740.667) Steam 310.072 433.025 475.111

Alstom Ind Complex 740.814

Plzen Hln 054.269 210.021 242.215 363.061/068/082 842.024 843.030 943.005

Chlumcany u Dobran 242.209/216 754.029

Klatovy 020.094/106 242.209/213 742.229 754.024 814.039/040 831.117/229  
914.039/040

Klatovy Depot 010.036/037/347/349/351 012.604 020.027/042/090/093/098/099/101/109  
742.213 750.236 754.015 799.039 810.033/042/440/599 814.014  
831.043/134/167/187/212/217 842.021 914.014

Polinovice 831.168

Domazlice Yard 742.067/069

Domazlice 010.044/340 754.029/060 810.034/419

Stankov 810.676

Holysov 754.019

Nyrany 010.342 053.041 810.418 854.028

Vejprnice 742.206/231

Plzen Hln 010.091 012.149/784 053.070/076 054.229 210.058 230.082/087/104  
242.209/215/216/239/249/254/259/267/282 363.052/068/071/079/127  
742.017/193/213 754.058 810.318 854.010/026

### Wednesday 14th May

Haulages: 242.226 Plzen Jizni Predmesti - Plzen Hln  
363.061 Plzen Hln - Kozolupy  
242.237 Stribro - Cheb  
363.127 Cheb - Karlovy Vary  
VGT 36 Karlovy Vary Dolni - Becov nad Teplou  
242.244 Marianske Lazne - Stribro  
363.052 Kozolupy - Plzen Hln  
854.026 Plzen Hln - Plzen Jizni Predmesti

Plzen Jizni Pred. \* 242.226/239 742.211/319/349/350

Plzen Hln 021.040/065 054.269/296 210.021/058 230.082/087/088/104  
242.205/209/254/259/266/269/282 363.061/071/085 742.420  
750.312 754.029 842.023/024 843.006/012 943.004

Stribro 242.222/237/264 730.602 740.876

Plana u M Lazni	742.016 810.032
Chodova Plana	742.410/412
Marianske Lazne	742.194
Cheb C.S.	742.155
Cheb Yard	242.279 720.539 DB 233.588
Cheb	012.126 230.022/024 242.203/237/264/265/279 363.126/127 749.170 810.383 814.035 914.035 MVTV2-086 Vogtlandbahn VT 01/16/20
Cheb Depot	010.111/114/115/197/355/411 012.391/491/503/680 210.054/056 230.072 242.208/231/255/265/275 363.086 701.671 703.023 720.145 731.046/048 740.575/750 742.145/195/201/218/289/358 751.184 781.592 799.041 810.155/201/333 814.004/046 914.004/046 MVTV2-018 T334.0794(710.794) T444.030(725.030) T669.0001(770.001)
Wagon Works	781.591
Sokolov Yard	230.096 731.047 742.365
Sokolov	774.702
Karlovy Vary	242.230/242 742.294/419 810.548 814.034 914.034
Karlovy Vary Depot Karlovy Vary Dolni	010.107/113 012.785 015.527/796 020.146 742.343 810.041 M131.1266 810.441/548 814.005/034 914.005/034 Vogtlandbahn VT 36
Becov nad Teplou	810.561
Marianske Lazne	230.084 242.230/237/244
Chodova Plana	742.410/412
Plana u M Lazni	742.016 810.034
Svojsin	810.018
Milikov	242.264
Stribro	242.242 730.602 740.876 797.704
Kozolupy	242.249 363.052
Vochoz	363.081
Skoda Steel Works	704.520 740.517
Plzen Hln	012.149 053.041/045/070/076 230.104 242.205/212/213/249/259/266 363.071 742.048/193 754.059 810.430 854.026/028

Plzen Jizni Predmesti \* 010.044 810.419

### Thursday 15th May

Haulages: 754.019 Plzen Jizni Predmesti - Plzen Hln  
363.070 Plzen Hln - Beroun  
810.304 Beroun - Rakovnik  
810.028 Rakovnik - Luzna u Rakovnika  
854.035 Luzna u Rakovnika - Kladno  
810.028 Kladno - Kralupy nad Vltavou  
451.101 Kralupy nad Vltavou - Praha Masarykovo  
363.068 Praha Hln - Plzen Hln  
810.417 Plzen Hln - Plzen Jizni Predmesti

Plzen Jizni Predmesti 754.019

Plzen Hln 012.149 054.296 242.205/209/226 363.061/068/070 754.024/028 810.417  
843.027 854.022 943.011

Plzen Yard 363.050/073 742.397

Horovice 363.082

Zdice 230.028/087 742.026

Beroun Yard 742.011

Beroun 010.357/578 016.824 050.005 051.007/051/052/068/091/092//094/097  
052.010/020/080 122.022 363.052/071/082 451.008/052/091/092 452.003/010  
708.009 742.381 810.073/304/559 842.013

Zbecno 042.002 842.030

Rakovnik 010.235/242/246/247/329/386/391/407/605 012.106/555 016.824  
021.001/007/014 714.225 742.153 810.028/313/319/560/592

Rakovnik Depot 010.322/384/394 021.005/028/030/050 703.047 708.003 714.226/227/230  
735.175 742.015/106/165/348 751.007/333 799.027  
810.014/288/304/313/323/337/344/482/561/585  
811.082 814.001 CD 912.001 914.001 T466.0286(735.286)

Luzna u Rakovnika 021.004/017/034 053.007 708.001 714.228 810.054 854.035

Preservation Centre 020.285 100.003 701.069/776 720.058 781.600 830.090  
M124.001 M240.0100(820.100) T334.0869(710.869)  
T435.040(720.040) T478.3101(753.101) T669.0085(770.085)  
DH20 Steam B55 6.21(800mm Built 1912) BN60 3571  
No.29(2438/1950) 3624 300.609 310.037 342.391 354.195/7152 387.043  
422.002/025/098 423.094 433.049 434.1100/2218/2298 464.053 477.043  
524.159 534.0323/0456 555.0153/0301(ex SZD TE-3644, DR52 3644)  
555.3221 556.0213/0254/0271

Kladno 010.391/402/605/607 021.004/016/017/031/034/037 714.216/228  
751.165/232/239/316 810.028/303/322/592 811.494 812.613 814.044/045  
914.044/045

Kladno Depot	010.237/243/430 714.214 T334.019(710.019)
Kladno Ostrovec	810.322
Otovice	814.044 914.044
Kralupy Depot	751.138/166 799.032
Kralupy nad Vltavou	010.232/323/375/406/410 012.439 051.012/055/101/102 121.083 122.008/032 162.011 163.027 451.012/101/102 751.165/232 809.342 810.314/592 M262.0124(830.124)
Kralupy Yard	110.009 708.011 740.424 751.066
Libcice nad Vltavou	123.022
Roztoky Zalov	451.059/060
Roztoky u Prahy	163.080
Praha Bubeneč	122.032
Praha Bubny	052.015/016 452.015/016 749.218
Praha Masarykovo	010.234/236/391/402/407/566 011.434 053.005/016/023/028/054 071.005/012/017/019/033/037 110.032 162.020 471.017/019/020/022/033/037 714.224 742.078/290 811.491 812.613 854.006 971.005/012/017/020/022/033/037
Praha Hln	052.010/019/020/080 111.031/035 141.004 151.011 163.034/087 363.068/079/085/125 452.003/010 703.716 740.557/704
Praha Smichov	111.011 710.433742.086
Revnice	452.001/020
Beroun	010.144 012.555 051.044/068/091/092/094 363.081/125 451.091/092 742.381/385/399 810.014/086/321
Beroun Yard	163.032 742.011
Cement Works	740.416
Zdice	230.028 242.226 742.026
Rokycany	363.082 742.421 810.670
Plzeň Hln	012.149 053.041/045/070/076 210.021/058 230.104 242.209/214/215/216/239/259/268/280/281 363.046/054/061/079/081 742.048/193 750.312 810.211/417 843.027 854.010/028 943.011

**Friday 16th May**

Haulages: 854.026 Plzeň Jizni Predmesti - Plzeň Hln

	843.012 Plzen Hln - Chomutov
	363.054 Chomutov - Most
	810.079 Most - Most Kopisty
	810.420 Most Kopisty - Most
	814.032 Most - Louny
Plzen Jizni Pred. *	053.070/076 054.269/296 363.052/061 720.523 740.534 754.057 854.010/026
Plzen Hln	012.149/784 210.021/058 230.088/104 242.209/215/226/239/249 363.046/068/076/082/131 742.319 750.312 810.182/369 843.012/030 943.005
Plzen Yard	210.047 363.049/052 742.193
Pass Plzen Depot	020.038 742.231
Kaznejov	742.371
Mladotice	740.536 843.027 943.011
Blatno u Jesenice	021.040 810.323 842.024
Podborany	854.024 954.006
Zatec Zapad	010.006 708.002
Zatec	810.316/528/559
Chomutov	010.328 053.028/048 163.251 363.053/054/127 742.131/133 810.029/231/411/601 843.012 854.033 943.005
Chomutov Depot *	010.327/328/330/331 015.324/761 100.002 751.010 753.016 799.028 850.005 M262.012(830.012) Steam 423.001 534.0301
Chomutov Yard	122.014/021 742.169/187
Trebusice	743.008
Trebusice Mine	127.662
Most	012.353/589 015.320/573 163.095/097/251/260 363.072 810.079/150/268/528
Most Depot	701.302 709.703 743.004/005/006 799.010 MVTV2-066 T444.0101(725.101) K739(556.0498)/740(534.0463)
Most Kopisty	810.420
Most	123.028 163.096 363.127 810.218/268 814.032 914.032
Louny	010.210/213/216/228/348/385/418 015.814 742.146 810.044/105/128/268/376/653 Steam 317.001
Louny Depot	701.450 703.031 799.009 810.039/129/314/593/666 814.033 820.114 914.033 T435.0139(720.139) Steam 498.112 556.0238??

Louny \* 010.239/334/554 053.005/016/054 742.290  
810.012/083/128/218/268/375/376/459

### Saturday 17th May

Haulages: 810.105 Louny - Most  
163.097 Most - Usti nad Labem Zapad  
163.098 Usti nad Labem Zapad - Decin Hln  
162.054 Decin Hln - Lovosice  
451.011 Lovosice - Lovosice Mesto  
451.012 Lovosice Mesto - Lovosice  
810.149 Lovosice - Louny

Louny 010.213/216/228/334/348/385/387/418/554 810.039/105/148 814.032 914.032

Most 122.031 163.097/100/260 810.150 843.027 943.011

Zelenice nad Bilinou 123.013

Bilina 740.746/845

Oldrichov u Duchcova 740.321 742.109

Teplice v Cechach 010.226 810.348 M131.1405

Usti nad Labem Zapad 053.010/029 122.008 163.075/077/094/098/259 742.059 810.087 854.008

Usti nad Labem Yard 110.037 111.009 122.001/005/014/036 123.001/009/023/026 163.007/090/093  
363.051 742.116/117/150/196/396 753.725/726

Usti Wagon Works 122.039

Usti nad Labem Depot 063.414 110.006 121.030  
122.012/016/022/029/030/035/037/040/050/052  
123.004/011/012/015/021/024 363.045/048/058/072/127  
372.009/011 709.001 742.032/095/151/161/171  
742.216/236/238/252/257/307/330/355/372 750.287  
751.092/147/209/217/219/364/374 753.073/263/301/372  
799.013/014 810.014 E469.110

Usti nad Labem Hln 010.039 163.097 363.086 371.005 471.018 810.087/589

Usti nad Labem Sever 123.016 701.674 T211.0741(700.741) DB 180.013

Povrly 753.703

Decin Hln 010.173 162.054 163.098 372.010 750.409 810.300

Decin Yard DB 189.016

Decin Depot 010.162/189 012.279/446 015.087/103 020.001/071 110.030 121.017/046  
141.015 163.033/076/091/099/248/255 703.036/037/045 704.005 714.208  
742.035/071/074/092 749.130 750.410 751.095 799.005/020  
810.255/335/587/590/600 830.154/159 M131.1130/1405  
Steam 475.179 DB 642.037/038 Passing 372.007

Usti nad Labem Sever	742.105
Usti nad Labem Hln	363.055 810.334
Lovosice	010.039/160/239/387 012.355/439 015.814 051.004/011/012/026 122.025 162.011/020 372.014 451.011/012/025/026 742.166 10.087148/149/348/528 MVTV3-030
Lovosice Mesto	051.011/012 121.011 451.011/012 372.007
Lovosice	010.026/039/119/160/226/239/364/387 051.004/026/055/056 071.018 122.015/021/028 162.011/020/038/040/054 371.003/015 372.008 451.025/026/056/098 471.018 742.061/095 753.711/712 810.030/039/043/087/148/149/268 971.018 DB 180.009
Kostice nad Ohri	010.119 810.083
Louny	050.005/009 810.396 842.031
<b>Sunday 18th May</b>	
Haulages:	810.149 Louny - Lovosice 162.038 Lovosice - Praha Masarykovo
Louny	010.026 810.149/150
Kostice nad Ohri	010.387 810.083
Lovosice	010.119 012.355/439 162.038/054 810.046/087
Lovosice Yard	122.009/013 742.061/095
Roudnice nad Labem	163.100
Hnevice Yard	122.006
Hnevice	742.176
Dolni Berkovice	122.051
Kralupy nad Vltavou	010.406 051.077/081 110.009 163.019 451.020/034 810.054/653
Pass Kralupy Depot	751.138/316
Kralupy Yard	052.005/006 163.009 452.005/006 708.011 740.424 751.165/232
Roztoky u Prahy	051.004/026 451.025/026
Praha Bubeneč	162.040
Praha Holesovice Zast.	081.006 082.006 084.006 350.001 681.006 683.006 684.006
Praha Masarykovo	010.386 071.012/017/031 110.032 471.017/022/032 810.231 971.012/017/031