

# THE “GRUMPY BOHEMIAN” RAILTOUR

## Narrative Report

Sunday 8<sup>th</sup> to Sunday 15<sup>th</sup> September 2024

This report was compiled using the “blogs” of Pete Eizens with his permission to edit it into a combination of both his and my words, for which I am grateful. I was about to send a copy of this report to Pete when I received the news that he had suddenly died which, as you can imagine, came as a shock to me, as I am sure it has to all who knew him. I only knew him through STARS, but I enjoyed his company whenever I saw him. On this trip Pete came out to eat (and drink) with the small group I was with, and I would count him as a good friend, sadly missed.

### Sunday 8th September

Participants arrived at Brno throughout the day by their own means & met up in the Grand Hotel in the evening for an introductory chat about the tour.

### Day One - Monday 9th September

After a hearty breakfast everybody assembled in front of the hotel and waited for the coach to collect us for the transfer to our train at Dolni Depot. Whilst waiting for the coach we were able to observe the many trams passing by and any trains entering or leaving the main station, which is located across the road from the hotel.

Following a 10-minute journey on the coach we arrived at Dolni Depot where we were able to deposit our bags on the train before having a look around the site and view the large number of locos kept there. After a short time, the train horn was sounded to summon us aboard for the start of the 6-day tour. The train consisted of two vintage coaches, one of which has a bar and catering facilities, and the tour loco, “Grumpy” 749 254-9. The depot had given us 30+ locos & 2 units, so we were off to a good start.

Unfortunately, the heavens had opened making visibility through the windows poor, not helped by a coach full of slightly damp gricers, with windows that were proving reluctant to open causing it to steam up inside. The rain was to be with us on & off for the whole week and would affect some of us when travelling home the following weekend, but for now we made the most of it and tried to keep the windows clear as best we could.

Due to engineering works our schedule was in tatters. We set off south on a long divisionary route via Brno Horni Hespice, Strelice & Hrusovany nad Jevisovkov. Here we headed west to Znojmo where we reversed into the depot for the first visit of the day. Znojmo Depot gave us 5 units plus a couple in the station before we headed towards Jihlava via Okrisky. At Jihlava the train was reversed into the CZ Loko Works where we were given an escorted trip around the complex, but no photography was allowed inside the buildings. We had to make do with peering inside any doors that were unlocked. On the premises were 8 new build locos, including 2 class 190s for Italy, 3 other mainline locos & 2 shunters. Leaving the works we encountered our first major delay of the tour, a theme that plagued us throughout due to ongoing engineering works, while we awaited the road out of Jihlava.

Eventually we left for Horni Cerekev where we visited the SZDC Depot. Here there were 3 MVTVC vehicles (2 non-operational) and a MUV. After that a half hour run to Jindrichuv Hradec where a visit to the mothballed JHMD narrow gauge railway had been arranged. We were able to view everything in the depot yard, both narrow & standard gauge before the

workshops were opened for us to view the contents. The JHMD depot & yard produced 4 locos, 3 diesel & 1 steam, plus the 4 class 805 (M27) DMUs, as well as a handful of Standard gauge units.

Returning to the train we set off for Ceske Budejovice, but at Donov we came to a halt. Light engine 186 533 was waiting there for a path. Eventually a unit arrived from the opposite direction, and we thought the wait was over. However, this was not to be and the 186 set off. After another long wait we were also given the road, but with this delay added to the earlier ones we were now too late for our planned visit to Ceske Budejovice Depot, so it was postponed until the morning.

On arrival at Ceske Budejovice, we were met by a coach to take us to the Clarion Congress Hotel, our home for the next 2 nights. On arrival at the hotel reception, we were greeted by the site of a coach load of Orientals booking in and our group turning up doubled the pandemonium that was already evident. Luckily Anita was on the ball, and she was soon dishing out the room keys. What a shame she wasn't at Pearl Harbour, she would have soon had that sorted out. The next problem was the queue for the lifts, with 2 coach loads of people vying for a place. The hotel had multiple floors so walking up the stairs was not an option. Someone then found that there were more lifts at the rear of the ones in reception, so we were able to circumvent the situation and quickly find our rooms. So ended the first day.

### **Day Two - Tuesday 10th September**

Breakfast began at 06.30 but previous experiences told us that the "guests from the east" would be waiting for the doors to open so many of us formed a queue at 06.20 to beat the hoards. There was plenty of choice but as predicted it got very busy. For those of us that enjoy "people watching" it was quite entertaining. To add to the entertainment there was a robotic waiter working the tables collecting any empty plates.

The coach arrived at 07.30 to take us directly to Ceske Budejovice Depot. The weather was looking good, and we were able to take a leisurely walk around without the soaking we were getting accustomed to. Highlights were 2 new multi-system Vectrons (393 001/2) & the many re-sectored 242s including 242 254 in a rather fetching crimson & white livery. Also stored here were the 2 class 218s awaiting a decision on their future. More than 100 locos & units were noted on the depot.

Conveniently our train had been stabled here overnight so we were able to climb aboard without further ado. We set off at 09.40, still unsure of our route forward due to the ongoing engineering works throughout the system.

First stop turned out to be the former depot at Horazdovice that is now used as a preservation base. We had 20mins. here to look around before reboarding the train, collecting lunch on the way back to our seats. The train proceeded to Nepomuk where a coach was waiting to take us to Plzen Depot, due to the line ahead being under an engineering possession. Had we taken a diversionary route the available paths would have seen us arriving back at our hotel at 22.00 or later, so bustitution was unavoidable. Ironically the roads were also having some major work done so a diversion through the countryside was undertaken before we arrived at Plzen Depot. What followed was a relaxed affair with all areas of the site visited in decent weather. Nearly 30 locos plus 13 in the yard and, adding the units, this was a good result for a weekday.

The coach took us back to Nepomuk where we boarded the train and set off for Blatna, our next destination. However the pathing issues had returned, and we were held at Kasejovice for 30mins. for a local unit. Despite Blatna being only 14 mins. away, had we arrived in the station the complicated manoeuvre required for us to gain access to the depot would have

delayed the local, so we had to wait, eventually arriving at Blatna at 17.17 then shunting into the depot.

The 30mins. we were given to negotiate the depot was more than enough, with just a handful of units present. All safely back on board the news was given to us of the next spanner that had been dropped in the works. We were informed that we probably would not leave until 19.51, the reason given was that the dispatcher was disputing our "right to be there", so causing the delay. Quite how the dispatcher thought we had come this far without permission was not explained, but we made the most of the delay and had a group photo taken in front of the loco.

After a long wait, the many phone calls must have reached the right ears, we were given the road, and we set off again. Arriving back at Ceske Budejovice we boarded the coach for the short journey to the hotel, late but happy, at the end of another eventful day.

### **Day Three - Wednesday 11th September**

Breakfast this morning was a much more relaxed affair, again at 06.30. We left the hotel at 07.30 sharp, this time clutching all our worldly goods as we would be stopping in Prague for the next three nights. After the delays of the last 2 days, we were hopeful that today might be problem free, but the signs were not good on our arrival at the station. Information was received that the train was 60 mins. down and it hadn't left the depot yet. Luckily this soon changed as our "Grumpy" made an appearance & we left only 12 mins. behind time.

The plans for today were to travel the main line to Prague, calling at rail connected locations on the way. First stop today was the preservation site in the old depot at Veseli nad Luznici where 6 diesels locos & 3 units were observed. This was followed by a 7km run to Sobeslav where we entered the premises of JDZ Sobeslav, via there siding. The company produces treated railway sleepers & telegraph poles which are moved around the various processes on their property using a narrow-gauge railway system. 3 narrow gauge locos were seen by us (out of 5 that they operate), plus standard gauge shunter 703.301. Our guide explained the operation from start to finish. It made an interesting change to view a rail related site such as this, giving us insight into a small but important part of what goes on behind the scenes to keep the railways working.

Leaving the complex, we returned to the main line where we headed for Tabor. At Tabor we passed through the station, then reversed into the depot. Inside were 2 preserved locos and 1 "in service" 1500V DC loco. The only 1500V DC line in Czechia runs from Tabor to Bechyne & Tabor Depot services the three locos that work the branch. There were 5 other locos on shed as well as over a dozen units. In the station yard were the 2 other locos that work the Bechyne branch.

The train now headed north, passing a preserved single car unit (M152.0152) in a private garden on the way, to Benesov u Prahy where we stopped in the sidings in front of the old depot. There were 3 locos outside the depot building, and it was just possible to glimpse 2 more through cracks in the doors, inside the building. Leaving Benesov we headed to Cercany, 30 mins. away, where the train again pulled into the depot yard. There was just 1 loco here and a few units & trailers.

Onwards towards Prague we passed Uhrineves where we picked off some locos around the container terminal. We arrived at Praha Vrsovice Hln. where our Grumpy ran round to take us into Vrsovice Depot for an 80 min. guided tour, missing nothing. 67 locos were seen plus some units. Skoda 380.004 was here for spares recovery, following the fatal accident in which it was involved recently, that destroyed a cab in the resulting fire. Also on site was Vectron 193 574 having vinyls applied to its bodysides.

The train reversed back to Vrsovice Hln, changed direction again, passing down the side of Vrsovice Depot to Praha Eden to gain access to Praha JIH carriage & unit depot, where our train was to be stabled overnight. In and around the depot and yard were 8 locos, several Pendolino sets, part & full, plus 6 class 640 DMUs. Once our visit was over, we collected our luggage from the train and walked over to the coach that was waiting for us at the depot entrance. We were then taken across the city to the "Ibis Old Town", our hotel for the next 3 nights.

#### **Day Four - Thursday 12th September**

Following our breakfast, we waited outside the hotel for the coach, which was to take us to Praha Hln. The tram spotters amongst us were kept busy until our transport arrived, as the hotel is on a busy route. Once at the station we found the train & settled in our seats ready for another busy day.

First visit today was to be Louny Depot which we reached via Revnice, Beroun, Rakovník & Domousice. We disembarked the train at the depot and searched all the areas within, making sure nothing was missed. For many of us this was the first time visiting Louny so there some hard-to-get numbers here. Next, we backtracked to Rakovník where we found 2 shunters and 25 diesel units on the depot plus 6 more DMUs around the station. Back on the train we travelled the short distance to Luzná u Rakovníka where the main CD railway museum is located. Here we viewed the impressive collection of exhibits, both standard & narrow gauge. There were 20 steam locos, 25 diesel & electric locos and 5 units on display.

Leaving the museum, we headed to Kladno where we walked the short distance to the former CD depot which is occupied by IVK Loko. Here we were met by our guide who showed us around the depot, which contained 5 preserved main line diesels & 2 units in superb condition, looking ready to be used on rail tours. In a covered area by the vehicle entrance were some stored narrow-gauge locos, of which we were able to identify 4. Back on the train we headed through Kladno Ostrovec, arriving a few minutes later at Kladno Dubi, where we reversed to the stabling point to gain access onto the steelworks system. There were 4 PKP Cargo locos on the SP, one of which, PKP Cargo 740.321-5, was attached to the train and we were dragged around what is left of the steelworks system for a visit to the small loco shed. Here we found 3 locos and a MUV receiving attention. We walked around taking photos whilst making notes, much to the amusement of the bemused depot staff. We returned to the stabling point, where the 740 was dropped off, before heading onwards towards Prague. Passing through Kralupy nad Vltavou we picked off 4 locos & 6 units with the help of the cameras.

We arrived in the main station in Prague and headed for the coach taking us back to the hotel.

#### **Day Five - Friday 13<sup>th</sup> September**

Taking note that today was Friday 13th I looked out of the window to see what today's weather was doing. It was looking grim with heavy rain settled in for the day. The Ibis breakfast was nothing to write home about, so I didn't. Things could only improve, so I went outside the hotel to wait for our lift to the station looking forward to the day's entertainment.

Our coach arrived at 07.30 and we headed out into the heavy rush-hour traffic. We soon arrived at the station, found out from which platform we were leaving, and climbed aboard the train. Things were looking good when we left at 08.27, 6 minutes early!

We headed east, passing through Lysá nad Labem, before arriving at Nymburk. Here we visited the DPOV Works & CD Depot. This large site produced 23 locos, including those in the yard & passing on the main line. 5 more locos were in & around the station. We returned to the train, wet but happy with the tally of numbers.

Kutna Hora was the next destination which we reached via Velky Osek and then Kolin Zalabi, where 2 out of 3 210s were identified accompanied by a 162. Kolin Docks produced a Vectron and a 742 before we passed through Kolin as if our tail was on fire, despite us being 25 mins. early. After much conferring within the train a list of 9 locos & a couple of units was produced. We reached Kutna Hora where we visited the depot. More than a dozen locos were here including a stripped 740 frame, plus 7 MUVs. Of interest to many here was a wall which had 60+ number plates attached to it, mainly taken from 742s as they were rebuilt. Again, we climbed aboard the train pleased with our haul of numbers but having received another soaking for our troubles.

Moving on we passed the Velim Test Centre which we had hoped to visit, but we had a refusal at the last minute. Apparently the "powers that be" were worried that photographs of their customers products might appear on the internet before being released officially into the public domain. We kept going, eventually arriving at Praha Liben where we were held for 54 mins. awaiting access into the depot. The time wasn't a total waste as 10 locos were noted in the yard and a further 7 past us by on trains. Once permission was given, we climbed the bank into the head shunt then reversed back, stopping inside the depot building.

Praha Liben Depot is primarily a unit depot but, as well as the 21 units that were here there were also 5 diesel & 2 steam locos. Inside one of the buildings double-deck unit 471.007 was receiving vinyls, in the new PID livery. There was also an 814 set that had been involved in a runaway incident where it ended up derailling, turning over, and crushing its roofs. It seems unlikely that it will return to service. Once the visit was over, we climbed back onboard the train and headed back to Prague main station where the coach was waiting to return us to our hotel.

Most of us were going on a tour of Prague on a vintage tram & trailer so we freshened up and got into some dry clothes in our rooms. The weather was still as bad as ever so we sheltered as best we could whilst awaiting the arrival of the tram. It duly arrived and we took our seats, but as a sightseeing tour it failed dismally because the windows were continuously steamed up. All was not lost however, because it was just possible to get the passing tram numbers along the way. The journey lasted about an hour, but with no heating onboard we were very cold by the end of the trip. We returned to the centre by service tram, bringing the curtain down on another productive day which was somewhat tarnished by the weather.

### **Day Six - Saturday 14th September**

We awoke to the news that the rain was still coming down in stair rods, having not relented all night. Breakfast was average but at least there was plenty of it.

First problem of the day was that the coach driver could not park in either of the designated pickup points outside the hotel. Double parking was not an option because the road outside the hotel is a busy tram route, and the coach would have been blocking the lines. The driver appeared on foot and informed us that he had parked in the street parallel to the one we were in, so we had no option than to walk with our cases through the rain to where the coach was located. It was not the coach drivers' fault and at least he didn't just keep driving round in circles waiting for the pickup point to become available, which could have resulted in us delaying the train. We were dropped at the station and, once we had queued for the lifts to get to the correct platform, we waited for the train.

The train arrived and we climbed aboard, before setting off 25 mins. late, heading east towards Ceska Trebova. The driver appeared to be determined to make up time as we passed through both Kolin and Pardubice at speed. Visibility was again an issue because of the wet conditions ,despite our best efforts to clear the windows. However, after much

deliberation on board, a comprehensive list of what we had seen at both locations was agreed upon.

As Pardubice disappeared behind us, we noticed that the fields either side of the tracks were flooding, as the riverbanks were breached by the sheer volume of water that had fallen over the past few days. When we reached Brandys nad Orlici, where we were held, there was a constant stream of locals arriving at the weir, which was located next to the railway line, taking photos of the river's height.

The delay of 25 mins. was caused by single line working, but during our wait no fewer than 8 trains passed by so relieving any thoughts of boredom. We finally got the road and set off passing through Usti nad Orlici where 2 prototypes were seen in the forms of 744.001 & E469.2001 (122.001).

Arriving at Ceska Trebova we passed through the station & into the depot yard. We were then given a guided tour, but the second roundhouse was not included, due to CZ Loko owning it. Neither did we visit the parts of the yard where most of the scrappers are stored. I think a combination of the poor weather & the guide being a little bit grumpy, (I'm being diplomatic here for those who don't know me), was the reason for the less than thorough visit. On re-boarding the train, we collected our lunch of baked beans, hard-boiled egg & bread and headed for Olomouc.

On arrival at Olomouc we reversed from the station into the depot where we were met by our friendly guide. He took us to every part of the site, apart from the carriage cleaning shed, which is located at the far end of this long depot. Most of the main line locos that were allocated to Olomouc have been replaced by units, as have the old 460 units. However, we still saw 12 locos plus 4 passing & 16 units with 3 more passing.

Thanking the guide, we got back on the train, this time heading for Brno Malomerice Depot, which we reached 1 hour late. We left the train and were shown around, using the buildings as much as possible to shelter from the rain that had been with us for the whole day. Unfortunately, because of a combination of time, the wet weather and alarms that were set in the yards to deter the "half-wits" who call themselves "graffiti artists", we were unable to walk to the far-flung areas of the depot.

Once back onboard the train all that was left for us to do was return to Brno Dolni Depot. Once the train had reversed into Dolni Depot everybody gathered in one of the coaches & Adrian made a mercifully short speech thanking the train crew for all their hard work arranging and running the tour. The crew were then presented with the contents of a large collection, given by all the participants on board.

All that was left to do was collect our luggage and board the coach that was waiting to take us to our hotel for the night. However, fate had one more trick to play on us. When the driver went to start the coach, he found that the battery was dead, so we had to wait while a replacement vehicle was summoned. Eventually another coach arrived and delivered us safely to our accommodation, the Grand Hotel, where we had stayed on the first night of the tour.

On arrival at the hotel, those of us who were leaving early the next morning bid farewell, thereby bringing down the curtain on this year's "extravaganza", which was only let down by the awful weather and the many delays caused mostly by engineering works, none of which could be blamed on the organisers. The best judges of how successful the tour was are the participants and, going by the number of bookings taken for next year's tour, they gave it a resounding thumbs-up.

**Steve Humphries**

# THE “GRUMPY BOHEMIAN” RAILTOUR

## Numeric Report

Sunday 8<sup>th</sup> to Sunday 15<sup>th</sup> September 2024

### 9/9/2024 Monday – Day 1

**Brno HIn (from 06.25 Breakfast at the Hotel, outside before the Coach transfer and during Coach transfer)**

Locos 1216239 (Austrian)

Units 530002/021/022/023/029, 550005/006

Trams 1072/78/80/82/92/94/96/99, 1101/02/03/08/09/10/14/17/20/26/27/28/31/32,  
1207/08/11/12/13/14/33/34/45/46/47/48, 1497,  
1517/30/39/41/51/58/61/64/67/75/82/92/95/97/98,  
1601/03/04/05/13/14/16/17/19/26/27/28/29/30/53/54/61/62/63/64/65/66,  
1701/04/05/10/11/14/15/29/33/34/35/38/51/62,  
1809/11/12/16/21/22/23/24/26/29/30/31/33/35/36/37/38/39/40/41/42/44/45/47/48/49/50,  
1901/05/08/09/17/19/22/27/28/31/34/35/44

### **From Coach Transfer to Dolni Depot**

Locos 754012(not seen by all)

### **Brno Dolni Depot**

Locos 110017, 210006/017, 240121, 700700/790, 701102, 703513/529/624, 716523/528,  
718501, 720113/502, 721106, 726516, 729609, 748.451 (but numbered 747471), 748471,  
748537/538, 749254 (Tour Loco), 751058/220, 771701, S200.2123 (Polish), V60.16994  
(German), LDH45.006, Steam 213.902, BNE50 (1435)

Units 830098, 850022

### **Brno Dolni Nadrazi**

Locos 362039, 731023

### **Junction to Brno Horni Herspice**

Locos 714028

### **Brno Horni Herspice Depot**

Units 842015/034, 854014

### **Strelice**

Locos 703658, 740671, 742119

Units 842026/028

### **En Route**

Engineers MUV 69.2.234

### **Moravsky Krumlov**

Locos 703584/660, 740880

**Raksice**

Unit 842018

**Miroslav**

Locos 744120

**Hrusovany Nad Jevisovkou**

Engineers MUV 69.904

**Znojmo**

Units 814095, 854218

Engineers MUV 69.3.963

**Znojmo Depot**

Units 814067/068/197, 854007/009

**Greslove Myto**

Locos 742426

**Jaromerice Nad Rokytnou**

Unit 814198

Engineers MUV 69.904

**Okrisky**

Units 814071

**Luka Nad Jihlavou**

Locos 750709

**Jihlava**

Locos 731020

Units 810123/433/595/622, 854028 (810433, 810595, 810622 stored in the bushes)

**Jihlava CZ Loko**

Locos 190003/004 (Italian) 704201, 709601, 723729, 744161/163/169/170/171/182, 750308, 753608 (744169/182 and 723729 not seen by all)

Engineers MUV 75.036

**Jihlava CD Depot**

Locos 754016

**Jihlava**

Locos 242207, 754018

Units 650229, 814174, 854012, 847002/030/032

**Jihlava Mesto**



Locos 710671, 730632, 749247, 751232

Engineers MUV 71.1.006

**Kostelec u Jihlavy**

Units 814122

**Batelov**

Locos 242248, 703573

**Horni Cerekev**

Engineers MVTV 2.1.029, 3.017, 3.026, MUV 69.1.1185

**Jarosov nad Nezarkou**

Locos 242246

**Jindrichuv Hradec Depot**

Locos T47.005/015/018

Steam U37.002

Units M27.001/002/003/004, 020094, M262.0206, 810310, 831167

Engineers MUV 69.9.926

**Jindrichuv Hradec**

Units 650219, 244

**Donov**

Locos 186533 (German), 362084

**Veseli Nad Luznici**

Locos 210046, 240047/050

Units 814027/066

**Veseli Nad Luznici Depot**

Locos 701631, 749262

Units 811020

**Near Veseli Nad Luznici Depot**

Locos 754062

**En Route**

Locos 193289, 230055/057

**Hluboka Nad Zamesti-Bitabou**

Engineers MUV 69.1.1297

**Ceske Budejovice Budvar Brewery**

Locos 703718

**Ceske Budejovice**

Locos 210023, 240099, 242253, 362040, 731008

Units 650004

Engineers MVTV 2.3.007

### **10/9/2024 Tuesday – Day 2**

#### **Ceske Budejovice Depot**

Locos 189153 (German), 210014/015/024/053/054/059/073/074, 218028/216,  
230031/041/042/056/063/069/072/073/081/083/087/101/102,  
240021/025/026/044/047/048/050/065/066/094,  
242201/204/209/211/221/230/241/244/245/249/253/254/259/261/268/269/272, 340055/062,  
362108, 363043/245/506/508/515/526/528, 393001/002, 704003/006/011,  
708004/009/013/702, 709001/002, 714218, 731008/009/011,  
742111/204/206/238/243/274/347/403/435/439/442/721/735/737/769/787,  
743001/003/006/009, 749254 (Tour Loco) 754062/064, 799033

Steam 310.093

Units 650001/002/003/004/216/217/218/222/224

#### **Ceske Budejovice Depot (Passing during visit)**

Locos 380019

Units 650223

#### **Ceske Budejovice**

Locos 240099, 362125

Units 650245, 814501, 818002/012

#### **Ceske Budejovice Carriage Sidings**

Locos 362084

#### **Ceske Budejovice Budvar Brewery**

Locos 703718

#### **En Route**

Locos 242248

#### **Divcice**

Locos 742420

#### **Cicenice**

Locos 242253, 740536

Units 650001, 845122

#### **Protovin**

Units 814308

## **Strakonice**

Locos 242207/279

Units 650542, 814306, 841266, 842006

Engineers MUV 69.1.1292, 77.018

## **Strakonice Heating Plant**

Locos 797504

## **Horazdovice Predmesti**

Units 650009/011/012/016/017, 841267

## **Horazdovice Depot**

Locos T212.0680/1642, 701067, 702667, 721035/532, 730006/015, 740874, 744501, 749146, 751002/007, 770412, T334.0722, T444.0037

Units 830193

## **Nepomuk**

Locos 242253

Units 650214, 814305

## **Plzen City Centre**

Trams 388/89/92

## **Plzen Hlavni Nadrazi (from Coach)**

Locos 742762

## **Near Plzen Depot**

Locos 742284

## **Plzen TSR Kovosrot**

Locos 711704

## **Plzen Depot (Passing)**

Locos 363038, 742137/329

Units 844007

## **Plzen Depot/Yard**

Locos 210021/057, 242231/235/237/238/276/281, 263001, 362055/079/081/083/086/115/122, 702540, 714021/220/224/225, 742033/172/323/393/437/441/736/738/749/750, 743214, 754006/009/020(frame only)/027/039/066/063/074/078, 799039 (362055/079 only seen by those that used the toilet at end of visit)

Steam 310.072 ("990.003"), 475.111, Steam 3627/1957 (dismantled)

Units 650010/013/014/201/210/215/246, 810100/193/319, 375/670, 814001/008/016/034(only 814034 part)/157/173/302/303/304/310, 842007/013/014/029/030, 844006 ("A" half end only, "B" end scrapped), 847069/070/071/073/074, M131.1365, M133.005 (stored wreck, unnumbered)

**Plzen Hlavni Nadrazi (from Coach)**

Locos 193023

Unit 650205, 844008

**Plzen City Centre**

Trams 298, 333/60/87/94/95

**Kasejovice**

Units 814176

**Blatna Depot**

Units 810411, 814305, 842020/033

**Blatna**

Units 814175/179/306

**Radomysl**

Units 814306

**Strakonice**

650.218

**Protovin**

Locos 708701, 743005

Units 650221, 814160

**Zliv**

Units 650001

**Ceske Budejovice**

Locos 1116064 (Austrian)

**11/9/2024 Wednesday – Day 3**

**Ceske Budejovice**

Locos 240099, 242207, 362.078, 362127, 380006, 749254 (Tour Loco)

Units 650001/004/243, 814501

**Sevetin**

Locos 362060

**En route**

650224

**Veseli Nad Luznici**

Locos 754062

Units 650242, 814046

**Veseli Nad Luznici Depot**

Locos 701485/631/692 (numbered 600007), 703610, 720607, 749262, CS400 CKD3629 ("881")

Units 811020/027, M124.001, M262.045

Engineers MUV 69.1.891

**Veseli Nad Luznici Depot**

Engineers FS3 (464.001/810.272)

**Veseli Nad Luznici**

Engineers MVTV 2.051/22.2, MUV 69.492, 69.1.1043/1226

**Sobeslav**

Locos 703301, DS09.980 (NG), Galy 003 (Year 1947) (NG)

**Doubi U Tabora**

Locos 380013

**Plana Nad Luznici**

Units 814134

**Tabor Capuv Dvur**

Locos 380012

**Tabor Depot**

Locos 100001/003, 113002, 701776, 704013, 714221, 754021, 799034

Units 814006/011/026/027/066/131/153/155/174, 814131, 842024, 847002/022, EM400.001

**Tabor Depot (Passing during visit)**

Locos 189156 (German), 363010, 380019

Units 814152

**Tabor**

Locos 113001/003, 230073/087, 742739

Units 847021

**Chotoviny**

Locos 362084

**Strezimir**

Units 814123

**Olbramovice**

Units 814026

**Bystrice (Close to - Off Railway)**

Units M152.0152

**Bystřice U Benesova**

Units 810229

**Benesov U Prahy**

Locos 362068/125

Units 471012/026, 810633

Engineers MUV 69.760

**Benesov U Prahy Depot**

Locos BN60 c3564 (706601), 720003/114, 751236, T334.0869

**Benesov U Prahy**

Locos 186534 (German), 380013

**En Route**

Locos 380002

**Mrac**

Locos 362127

Units 471044

**Cercany**

Units 810446, 814213/214

Engineers MUV 75.008

**Cercany Depot**

Locos 754049

Units 810007/289/487/511/512/608/644, M262.005

**Cercany Opposite Depot**

Units 814106

**Cercany Depot (Passing during visit)**

Locos 362126

Units 471040

**Svetice**

Locos 362060

**Ricany**

Units 471053

**Praha Kolovraty**

Units 471003/023

**Praha Urihneves Metrans Stabling**

383409/412, 386002, 742732

### **Praha Urihneves**

Units 471039

### **Praha Urihneves Metrans Complex**

Locos 740651, 742201

### **Praha Zahradni Mesto**

Locos 380001

### **Praha Eden**

Locos 362161

Units 471051

Engineers MUV 69.1087

### **Praha Vrsovice**

Locos 193570/575/981, 362030/117, 742786

Units 471073

### **Praha Vrsovice Depot**

Locos 111002/006/011/023/031/032/035, 141004, 150202/203/210/213/215/224, 162011/012/020/036/053/225, 163074/087, 193292/294/295/297/298/567/574/685/688/844/980/984, 361128, 380003/004/009/010/012/015, 383056/435, 704002/009, 714011/019/026/203/206/216/217/229/230/231, 726062, 742777, 749008/250/252 (749252 also numbered 752080)/264, 754008/031/042/044/045/061 (383435 not seen by all)

Steam 434.2186

Units 810224/306/545/578/616

### **Praha Vrsovice Depot (Passing During visit)**

Locos 193568, 362040, 1216227 (Austrian)

Units 814113/213/223, 845318

### **Praha Vrsovice**

Locos 162116, 362084, 383065

### **Praha ONJ Yard**

Locos 111006, 151004, 162239, 362069/160, 714012, 743206

Units 471010/043/047, 640246, 681001/006 mixed set

### **Praha ONJ Depot**

Locos 151001, 193682, 714207

Units 471001/009/030/034/042/048, 640237/241/242/243/244/253, 681003

### **Praha Centre (Passing ONJ Depot and En Route to Hotel)**

Trams 8179, 8241/94, 8305/15/16/45/86, 8443/69, 8544, 9079, 9120/53, 9270/82, 9304/33/99, 9413/35

**Praha Masarykovo (Viewed from Coach)**

Locos 702517

**Praha Hlavni Nadrazi (Viewed from Coach)**

Locos 151004/014, 362071/170

Units 814215

**12/9/2024 Thursday – Day 4**

**Praha Centre (at Hotel from 07.20)**

Trams 8165/73/75/80, 8217/18, 8406/07, 8517/24/27, 9074/75/76, 9153/71, 9256/58/67/92, 9311, 9406

**Praha Hlavni Nadrazi**

Locos 162019, 193579/683, 362060/109/118/127/131/160/163/170/175, 380010/013/019, 388202, 749254 (Tour Loco), 750706

Units 471021/037/045, 814096/107/213, M131.105

**En Route**

Tram 8530, 9228

**Praha Smichov**

Locos 150209, 362085

Units 471075/071065/971065 (Mixed Set), 810620, 847005/006

Engineers MUV 77.009

**Praha Zlichov Small Preservation Depot**

Locos T211.0771

**Praha Velke Chuchle**

Units 471073/076

**En route**

Locos 162066/239

**Praha Radotin**

Locos 163089

**Cernosice**

Locos 162088

**Cernosice Mokrosky**

Engineers MVTV 2.050



**Dobrichovice**

Locos 193579, 362061/077, 363241

Units 471050/067, 681004

**Revnice**

Units 471012/037

**Karlstejn**

Locos 362110, 721555

**Beroun**

Locos 363020, 740559, 751119

Units 650213, 810333, 814056/130

Engineers MUV 69.937, 69.1.964, 74.2.014, 75.017

**Roztoky U Krivoklatu**

Units 847018

**Rakovnik Depot**

Units 814032/057/083/128, 854213

**Rakovnik**

Locos 742779

Units 654033/034, 845108/307

Engineers MUV 69.1180, 74.2.035

**Louny**

Units 654042/043, 818246

**Louny Depot**

Locos 704008, 714227, 735175, 799009, BN60.3854 (Year 1956)

Depot 654039, 809057/080/179/208/239/249/307/336/358/434/495/596/657/677, 810213, 841201/202/203/207/209/217, M131.1413, M144.0007, M262.0090

**Rakovnik**

Units 810590, 814090

**Rakovnik Depot**

Locos 704004, 799027

Units 810236/296/313/337/341/418/436/458/459/559/573/575/676, 814057/082/083/100/102/125/128, 847004/006, 854032/213, M262.076

**Rakovnik**

Units 810228, 845124/309, 847005

**Luzna U Rakovníka**

Locos 720509

**Luzna U Rakovnika Museum**

Locos 180001, 181001, 701667, 702034, 703031, 705916, 720139/145, 721190, 753101, 754023, 770001, 799019, T334.085, S489.0044 (230.044), E499.101, T435.058, E212.001, T679.1600, T334.004, BN60.3571 (Year 1955), DH120 (72), DH120 (77), DH120 (84), BN60 H49,

Steam 310.076/127, 313.432, 365.024, 387.043, 414.096, 422.062, 433.002, 434.1100, 464.008, 464.044 / "K-699" – stored steam), 477.043, 534.0323, 556.0271/0298, 32, CS400c3624/1957, Krauss c21 n/g steam, CS500 KND c29

Units M131.105/1448, M152.0002 (810002), M240.0100, M262.1011

Snowplough 411S-09

**Luzna U Rakovnika Museum (Passing During visit)**

Units 814101

**Kladno**

Units 814060/064/065/070/088

**Kladno IVK Loko Depot**

Locos 735502, 753127, T478.2078 (749240), T669.1130 (771130), T679.1578 (781578), DH60 (5), DH60 (12), DH120 (69), DH120 (74)

Units M131.1266 (801266), M152.0477

**Kladno**

Units 854029/212/223

**Kladno Ostrovec**

Units 814101/170

**Kladno Dubi Stabling Point**

Locos 740306/321, 753713/714

**Kladno Dubi Steelworks Depot**

Locos 709513, 730613, 740302

Engineers MUV 69.1.1218

**Dretovice**

Units 814032

**Near Kralupy Nad Vltavou**

Units 809534

**Kralupy Nad Vltavou Depot and Yard**

Locos 388010, 743207, 753717/763

Units 471007, 809163/281/282/398, 814098

**Roztoky U Prahy**

Locos 130034

**Praha Holesovice**

Locos 162054, 193901

**Praha Hlavni Nadrazi**

Locos 111006, 162035, 193568/579, 362161

**Praha Centre (Coach to Hotel)**

Trams 9075/78

**13/9/2024 Friday – Day 5**

**From Coach Transfer to Praha Hln**

Locos 745703

Trams 8389/90, 8401/70, 8528/69, 9074/99, 9138/41/53, 9266, 9314/17/87, 9413.

**Praha Hlavni Nadrazi**

Locos 162039, 193031/508/681/684, 362062, 380014, 749254 (Tour Loco), 750707

Units 660106, 814107/110/221, 845120

**Near Praha Vysocany**

Units 813202

**Zelenec**

Units 471038/041

**Mstetice**

Locos 740325

Units 471018

**Celokovice**

Locos 721526

**Celokovice Jirina**

Units 471068

**Lysa Nad Labem**

Locos 162061, 163046

**En Route**

Units 471031

**Nymburk Hlavni Nadrazi**

Locos 362130, 383403, 742073/215, 753769

Units 814086/168

Engineers MUV 69.2.179

**Nymburk Yard (Behind Depot)**

753753

**Nymburk Depot/DPOV Works**

Locos 111024, 703717, 708012, 731010/057/058,  
742179/184/188/200/253/333/349/369/380/782, 750326, 753618/751, 799037

Units 810654

**Nymburk Depot (Passing During visit)**

Locos 363007, 383007

**En Route**

Units 471030

**Podebrady**

Locos 363043

**Velky Osek**

Locos 721544

Units 843005

**En Route**

Locos 742781

**Kolin Zalabi**

Locos 162117 210035/061

**Kolin Docks**

Locos 193590, 742520

**Kolin**

Locos E499.118 (141018), 162086, 383062, 721122

Units 471069, 650227

**Kolin Yard**

Locos 121056, 130022, 363045, 742216/239

Units 845302

Engineers MUV 75.030

**Kolin Unit Depot**

Units 814078

**Kolin Metrans**

Locos 386017, 702001

**Kutna Hora**

Locos 110021, 708008

Engineers MTW 100.1 001

### **Kutna Hora Depot**

Locos E499.0042 (140042), 210044, 703501/641, 709536, 710682, 740517 (frame only)/585/653, 742015/388/783/785/790, 753728, 770106 (not 770606 as numbered)

Engineers MUV 75.010/ 016/028/031/032/037/050

### **Kolin Metrans**

Locos 797402

### **Kolin Yard**

Locos 193629, 742780

### **Kolin**

Locos 162116, 193572, 361124, 380014, 388212, 721549, 753613

Units 471068, 650231, 681003, 814185, 843018, 845117

Engineers MUV 69.2.081

### **Velim**

Locos 130039, 193987, 362024

Units 640254

### **Pecky**

Units 471071

### **Poricany**

Engineers MVTV 2.084, 3-029

### **Cesky Brod**

Units 471015/036/075

### **En Route**

Locos 1216230 (Austrian)

Units 471049

### **Praha Beckovice**

Locos 122025, 163034

Units 471051/077

### **Near Praha Liben**

Locos 162037

### **Praha Liben**

Locos 122013, 123008/012, 130009, 162039, 361128, 363008/029/065, 1216231, 1293904 (Austrian)

Units 471032/033/059/060, 642344 (ex German), 681004, 854035

### **Praha Liben Yard**

Locos 111013/020, 163083, 362061, 363045, 386029, 388015, 742381/721/770

### **Praha Liben Depot**

Locos 703051, 704018, 714217, 743207, 750705

Units 165002, 471005/013, 812613, 814096/106/107/110/111/113/115/213/215/225, 854006/008/010/019/027/031, M296.1021

Steam 498.022, 534.0432

### **Praha Liben Depot (Passing)**

Locos 162038, 750706, 1293003 (Austrian)

Units 471018, 642338 (ex-German)

### **Praha Liben**

Locos 162114, 193686/987, 362061/160, 386203, 1216227 (Austrian)

Units 471015/016/021/026/034/067, 471075/071065/971065 (Mixed Set), 480005

### **Praha Hlavni Nadrazi**

Locos 193572

Units 471001, 845102/205

### **Trams (from bus to hotel)**

Trams 5516, 8241, 8390, 8444/70, 8510, 9095, 9105/25/38, 9216/47/66/70/99, 9300/28, 9413

### **Praha Centre (from 17.04 meeting time to start of Tram Tour)**

Trams 5516, 8152/69/72, 8285, 8335/37/74/85/99, 8402/03/05/06/07/44/82/83, 8510/29/47/48/58/59/72, 8752/54, 9074/75/93/94/96/98/99, 9105/34/46, 9247/79/90/99, 9314/28/39/50/79

### **Praha Centre (Tram Tour)**

Trams 412 (Tour Tram), 1562 (Tour Tram), 5573, 6004, 7269, 8185, 8224/51/54/57/64/65/75/96, 8301/27/29/87/96, 8400/25/26/27/31/39/50/58/78/86, 8530/40/54/55/57/61/64/65/75/79, 8757, 9061/63/67/70/76/81/84/98, 9133/39/48/59, 9207/25/33/35/37/47/57/67/76/77/83/84/85/93/97/99, 9300/09/11/15/20/22/27/31/33/36/40/44/45/49/66/86, 9400/03/04/28/29/39/47

### **Praha Tram Depot (Outside)**

Trams 5602, 6921, 7122/88, 7205/90 (Not all Trams viewed by all)

## **14/9/2024 Saturday – Day 6**

### **Praha Centre (at Hotel from 07.10 and En Route to Hlavni Nadrazi by Coach)**

Trams 8166, 8241/75/86, 8305, 8401, 8528/75, 9087/98, 9156, 9325/76, 9416

**Praha Hlavni Nadrazi**

Locos 162020/037/054, 193022/222, 362132, 380006, 749254 (Tour Loco), 754008/045

Units 814247

**Near Praha Liben**

Units 814213

**Praha Liben Yard and Station**

Locos 111013/020, 122025, 123012, 130009/020, 163034, 363008/029, 742721/770/786

Units 471077

**Praha Beckovice**

Locos 383058

**Enroute**

Locos 162012

**Uvaly**

Units 681002

**Tuklaty**

Units 471026

**Cesky Brod**

Engineers MUV 75.016

**Poricany**

Locos 151019

Units 814087

Engineers MVTV 2.084, 3.029

**Tatce**

Locos 380017, 1216235 (Austrian)

**Pecky**

Locos 702511, 742195/348 (702511 not seen by many)

**Velim**

Units 640254

**Kolin**

Locos 162018/096, 721122/549, 742520

Units 741032

**Kolin Yard**

Locos 150209, 162077/093, 193729/976, 363242, 742216/239/780/781

Units 471033/068, 845302/316

**Kolin Small Unit Depot**

Units 471051, 814171/186

**Kolin Metrans**

Locos 388205, 740758

**Recany Nad Labem**

Locos 363051, 742309

Engineers MVTV 2.095

**Prelouc**

Engineers 69.180, 75.004

**Prelouc Excalibur Army**

Locos 701441

**Valy U Prelouc**

Locos 193973

**Pardubice Opocinek**

Locos 162086

**Pardubice Unipetrol**

Locos 740824

**Near Pardubice Hlavni Nadrazi**

Locos 388212

**Pardubice Hlavni Nadrazi**

Units 847012/015

Engineers MVTV2-014

**Pardubice Yard**

Locos 123002, 186945 (German), 741509, 742751/752, T448 p034

Units 471071

Engineers 69.2.822, 75.029

**Pardubice TRAK Rail depot**

Locos 749018, 751149, 752601

**Pardubice Depot**

Units 847011

**Nera Pardubice Centrum**

Locos 753197

**En Route**

Locos 193687, 362019 (Slovak Version)



**Pardubice Pardubicky Oil Terminal**

Locos 711589

**Near Pardubice Pardubicky**

Locos 365007

Units 640109

**Kostenice**

Locos 2016904 (Austrian)

**West of Uhersko**

Loco 193987

**East of Uhersko**

Loco 386007

**Chocen**

Locos 163234, 742316

**Brandys Nad Orlici**

Locos 123013, 162079/112, 193222/576/686/963, 1216227 (Austrian)

**East of Brandys Nad Orlici**

Locos 362171

**West of Usti Nad Orlici**

Engineers MVTV 2.012

**Usti Nad Orlici**

Locos 744001, E469.2001 (122001)

Engineers MVTV 2.2.008

**West of Ceska Trebova**

Locos 130034, 162114

**Ceske Trebova Yard**

Locos 749247/251

**Ceska Trebova CZ Loko**

Locos 704708, 741719, 743208

**Ceska Trebova**

Locos 193809, 742758

Units 480003, 841015/218

**Ceska Trebova Yard**

Locos 123011, 130001/029, 363013, 799024

**Ceska Trebova Metrans**

Locos 742760

**Ceska Trebova Depot**

Locos 130028, 150221, 162014/040/073, 163084, 362118/119/123, 701484/642, 702675, 714008, 721152, 735286, 742778, 743203/210, 799007/031, BN60.3566

Steam 354.195, 423.009

Units 460007/064, 471056/471065 (only this part), 071075/971075 (these 2 parts), 650997, 810050/059/245/327/351/482/539/541/550/564/565/589/618/630/669/673, 814049/050/117/136/169/177/914187 (only this part)/814194 (only this part), 841007/016/210/211/220, M144.0006

Unit Coaches 021012/049, 063394/395

**Ceska Trebova Depot (Passing during visit)**

Locos 162093/096, 193573, 363058

Units 660101/106, 841017/219

**Ceska Trebova Yard**

Locos 742753/754

**Ceska Trebova**

Locos 130014

**Ceska Trebova Depot (viewed from train only)**

Locos 150222/226, 162018, 163099/100

**Lupene (Off rail)**

Steam 317.053

**Zabreh Na Morave**

Locos 193898, 742759, 750702

Units 841017

**North of Mohelnice**

Locos 193024, 361129

**South of Mohelnice**

Units 640217

**Cervenka**

Locos 741517

Units 810071

**North of Stren**

Locos 362070

**Olomouc Yard**

Locos 123005, 130040, 731030, E469.165 (121065)

**Olomouc Depot**

Locos 714024, 731029, 742734

Units 640203/209/212/214/222/226/228, 810180, 848023

Engineers MUV 75.041

**Olomouc Opposite Depot**

Locos 731027, 742719, 753768

**Olomouc Hlavni Nadrazi**

Locos 362017

Units 640218, 848015/016

**Olomouc (Branch Behind Depot)**

Locos 749162/181

**Olomouc Depot**

Locos 362158, 705914, 714018/023, 731021/029, 742734, 750714, 754041, 794007, 799032/035

Units 460060, 640001/206/214/216/228, 646009 (German), 810479/645, 843001/026/027, 848007/018/020/027

Unit Coaches 063341

**Olomouc Depot (Passing during visit)**

Locos 193681, 361125

Units 480005, 640002/201/207/218/225

**Olomouc Hlavni Nadrazi**

Units 681002

**Blatec**

Locos T458.1541, 362019 (T458.1541 was only viewed by a small number of people)

**Vrbatky**

Locos 703550 (only viewed by a small number of people)

Units 640207

**Prostejov**

Locos 742030

Engineers MUV 69.497, 9628.201 (MUV number not visible)

**Ivanovice Na Hane**

Locos 362163, 388213

**Brno Zidenice**

Units 530026/029

**Brno Malemorice Yard**

Locos 230009, 240129, 731032

Engineers MUV 75.035

**Brno Malemorice Yard (Passing)**

Units 530003/016

**Brno Malemorice Depot**

Locos 230009/070/088, 240010/053, 242228/240/242/245/264/273,  
362021/027/033/062/064/159/161/162/165/169/174, 714006/007/016/028, 731040, 742346,  
744114/120, 751001, 754043/051/067/068/075, 794002/012, 799002/023/026/030

Steam 433.001, 475.101

Units 530001/002/008/010/014/019/024/030, 560023/024, 640005/006,  
660002/004/102/110, 810506, 814069/132/227/229/237

Units Coaches 060032

**Brno Dolni Nadrazi**

Locos 193511

Engineers MVTV 2.108, MUV 75.033

**Brno Dolni Nadrazi Depot**

Locos 721519 (Nothing else noted that was different)

**Brno Centre (from Depot to Hotel)**

Trams 1763, 1917/47

This report was submitted by Richard Irvine, for which I am grateful for all the hard work he has put into it.