

STARS

Moravia & Bohemia Circular Railtour Report

Narrative and Numeric by Simon Smith (additional Sightings from Rose Purdy and Adrian Norton)
9th May to 16th May 2011

Monday 9th May

After the successful use of the railcar for one day in 2009 and the two days it was used last year it was only a matter of time where we would have the use of it for an entire tour. With great anticipation from both members and officers alike as well as behind the scenes discussions and planning, that time had arrived. The Wien flyer had taken place just prior to this tour and although I was not part of that tour I had bumped into them several times in the Austrian capital over the weekend and would travel with Adrian, Dave Spencer, Gordon MacLeod and Phil Regan from Wien Meidling to Brno. After checking into the hotel time was spent watching the comings and goings on Brno Hln. The highlight for many was their first sighting of one of the new class 380 electrics. Before long we had to return to the hotel for a briefing by Adrian at 19.30. With everyone assembled in the meeting room Adrian introduced, for those who did not know them, Gary Jones, Mike Cooke and Tony Bartlett to the group.

Tuesday 10th May

A very early start saw all twenty six of us assemble outside the hotel at 06.15. Our eight taxis were ready and waiting and whisked all of us to Dolni Depot without delay. With our luggage loaded onto the railcar a quick look what was around the depot was required before joining M240.0113. Our train crew consisted of Eva Suchankova who was our interpreter, Jan Petras, our caterer and Jiri Kotas who runs and owns the railcar as well as several other vehicles. After an introduction we were soon on our way out of the Brno suburbs and onto the main line. Obviously as a private charter our train would have to give way to the regular services and on our way north we would be held in passing loops a couple of times.

Our first depot of the day was Ceska Trebova. To gain access to the depot we first had to pass by and go into the station area before reversing into the depot proper. With Jiri's many contacts throughout CD, the depot manager here and indeed at all the depots we visited during the tour, made us very welcome. The obvious advantage of having use of your own train is that it takes you straight into the depots cutting out the need to spent time walking to and from stations. Several dumped locos were still here but nowhere near the amount of locos seen in the past. Both the class 470 sets are now dumped here and heavily covered in graffiti. After the depot a slow run past the works was called for before continuing our journey north. Pardubice was next which contained a couple of withdrawn 742's. Kolin housed its usual amount of units and trailers. Time was spent in Kolin yard watching the passing traffic as we waited for our path onto the main line once again. Hopefully it would be too long as the temperature inside the railcar was getting hotter. Time constraints would not allow us to visit Nymburk as it is a very busy junction requiring many manoeuvres back and forth to gain access to the depot and works. For many on board, though, Nymburk was a far better proposition than Pardubice and Kolin combined as it would have certainly housed many more locomotives than the other two depots put together.

The view of Mlada Boleslav depot alongside the Hln was taken advantage of as our train waited for the single line path onward. A reversal at Turnov was next before another wait at Hodkovice nad Mohelkou. Obviously word had got around of our railcar exploits as there seemed to be many railway photographers at most stations we stopped at. Rychnov was our final passing loop and 843.005 made for a pleasing shot as it travelled over the bridge with the church in the background before arriving in

the station. Liberec was our overnight stay but getting to the hotel was a long process. Some members took it upon themselves to catch the tram instead as time was now getting on. Once dropped off at the hotel the majority headed off straight into the hotel restaurant for a meal. The waitress did very well, serving sixteen of us all on her own.

Wednesday 11th May

The taxi problem raised its head again this morning as it nearly three quarters of an hour to transport all of us to the depot which meant that time spent on Liberec Depot was a hurried affair. With everything identified we then passed the sub-shed but a line of parked wagons obscured the view of most of the items. Two trailers and a VBG unit was all that could be noted.

Novina was next with its famous viaduct. After depositing us at the station we all made our way along the bank to get into position to photograph M240.0113 as it rolled onto the structure. A group photo with everyone on the viaduct alongside the railcar was next before setting off to Ceska Lipa.

By the time we had arrived at Ceska Lipa the temperature outside was getting hot again. Since my last visit here, way back in 2004, the line-up of withdrawn diesels had disappeared and in its place were railcars and trailers. A steamer and a 799 were the only locos here. Up in the yard a carriage had been commandeered by the Special Forces unit for anti-terrorist exercises and on several occasions entered the coach firing tear gas canisters. Lots of smoke and noise soon followed.

Decin was our next calling point with a reasonable amount on shed considering it was a week day. A line of electrics in various liveries at the back of the depot made for some nice shots for the photographers among us. Once the visit was complete we were back on board our railcar and proceeded back to the HIn to await our path. Some time was spent waiting at the station as there were issues further on down the line but we were kept entertained watching the various freights moving into and out of the nearby yard. Once the main line was cleared we were soon on our way to Usti nad Labem.

Instead of being dropped off at the HIn which was within walking distance to the hotel we were dropped off at Zapad station instead. Reasons remain unknown but at Zapad we encountered the same problem of transport to the hotel. Just two taxis turned up to do a shuttle service so it was going to be another protracted affair to get everyone checked in. Three of the group chose to walk it instead. After checking in most of the party ended up on the very long platform to view the comings and goings on the HIn and the avoiding line across the river. A Euro-City express from Germany to Brno arrived into the station and with the horns tooting loudly and excessively came to an abrupt halt, well short of its stopping position. Emergency services immediately arrived on the scene blocking off the centre sections of two platforms. It appeared that someone had gone underneath the train, whether it was here at the station or further up the line was unknown. After some time the de-trained passengers continued their journey south on other trains but work was still going on with the EC train. The loco and first carriage was uncoupled from the rest of the rake so the services could retrieve what was left of the human remains. Once coupled back together 371.001 continued its journey south toward Praha empty stock. A nice meal in the Chinese restaurant ended another fine day.

Thursday 12th May

Another taxi shuttle service from the hotel to the depot was in order so as to re-join the railcar. After three quarters of an hour the party was complete and the depot visit could start. Some of the refurbished and renumbered 753's were on shed and very smart they looked too. Neil Caplan joined the tour here

bringing the total of our group to twenty seven. Once the visit was completed we then journeyed via the secondary line toward Most. The depot itself is more a wagon works these days but nine locomotives were present plus the plinthead steamer at the entrance to the depot, but no sign of the red Trabant with its' body-kit and spoilers in the car park.

As we proceeded toward Chomutov we passed the mines at Trebusice with their fleet of big crocs, more on that later. The depot at Chomutov is now a museum which is under constant lock & key. The man with the key soon appeared and we were treated to view of everything inside. The exhibits ranged from old wagons through to trailer cars and railcars and from small steamers to big ones with a few old electric locos mixing it with newer ones. As we boarded our railcar a few spots of rain came down and as our railcar deposited us at the station the heavens open, bringing with it some thunder and lightning. Our transport to the hotel in Most came in the shape of a bus, specially supplied to us. Not a vintage one as used on the first tour to Brno tram museum but a modern vehicle. As we were early at Chomutov time was spent consuming a few beers in the station bar. Two of our group left us here; Adam Daniels and Mike Casper returned to Praha and flew back to the UK the following morning due to work commitments. Before long our transport had arrived and whisked us off to Most without delay.

Once at the hotel check in was brisk. Most of the party chose to stay put but at least eight of the group managed to get down to the station despite it still raining. Mike Edwards, Ian Sharpe, Paul and Sue Olver sheared a taxi while Phil and I decided to hike it instead. A number of freights passed through to keep us entertained despite the poor weather. After spending time riding around on the trams Dave Spencer soon appeared shortly followed by Nigel Rees. Having spent a couple of hours on the station it was time to return to the hotel for some food and drink. At dinner Adrian informed us of a shock he received in his room. Quite literally as he switched on one of his bedside lamps and sparks flew throwing his room into almost complete darkness. An electrician was called out to repair his room whilst at dinner.

Friday 13th May

Would today be lucky for us? Only time will tell. Bang on time our bus turned up to return us back to Chomutov where our railcar was waiting at the platform. As Laurie Moore does not travel too well on buses he caught the train up from Most and once he was on board we continued on our way. Our first call was to the power station of Tusimice where a fully guided tour to the workshops was undertaken. A number of 130's belonging to the company SD were on view as well as one of the rare 114 electrics. Up on the bridge next to the loading facility we were able to see three of the four class 184's and a couple of diesel workings. Fortunately the weather remained dry but blustery. A short run round to the open cast site where we believe no passenger train has gone before for a photo stop before continuing round to the power station facility at Kadan Prunerov where the other 184 was sighted along with another 114. We re-joined the main line next to the power station and continued along toward Cheb.

A question then rose up, where were the crocs? Everyone on board was looking forward to viewing these rare machines, but it seems that when the tour was being prepared a mix up in translation between Stars and the planners that we wanted to visit the open cast site where the crocs work but not realising there was actually three big open cast sites in the area. The planners mistakenly thought we wanted to visit Tusimice and Kadan. En route to Cheb Adrian called everybody together to explain what had gone wrong. Everyone one was disappointed, including Adrian, that we didn't get to see the crocs but a number of rare locos were seen at the power stations that we might not have seen otherwise.

The depot at Karlovy Vary, located near to Dolni Station, must surely be closed by now as there was a new fuelling point next to the main station. Cheb was reached and by now the weather had turned

warm again. This was another depot that seems to have had a clear out of dumped locos. Even the dumped Sergei in the wagon works had gone. The usual suspects of locos and units were present. By now we were well up on time and an earlier path was requested for our journey onward. This was duly granted and before long we reached Plzen. Whilst the unit was conducting manoeuvres one of the corridor doors slammed shut on some of Michael Arkley's fingers. With a drop of claret on the floor it was clear that Mike was in a lot of pain as Tony and Jiri gave first aid.

Check in at the nearby hotel proved troublesome for those shearing a room. The hotel had allocated the rooms with double beds. Adrian explained that two men shearing a bed would simply not do. It's a friendly society but not that friendly. In response the hotel managed to find other rooms with single beds but would have to supply camping beds for the second persons. By the time Phil and I met in reception the rooming arrangements were still to be resolved. A couple of hours were spent on the Hln before we retired back to the hotel and a meal.

Saturday 14th May

After breakfast we all returned to the Hln to await our railcar. Pathing proved to be time consuming as the unit had to run past the Hln heading north before setting down into the station to pick us up. After half an hour's wait we were on-board and heading for the depot. As always there were plenty of items on site but again some of the big diesels dumped here the last time I visited were gone. With everything on shed and in the yard all moped up we travelled back through the Hln to gain access to the line to Strakonice. Unusually there were no 230's stabled at the eastern end of the station but up to ten 742's were stabled at the western end. Passing Plzen carriage works several Praha metro sets were parked outside along with T211 and a steamer. Very little was at Strakonice, not even a line-up of trailers. As we were up on time Protivin was added as an extra with just as much seen at the station and yard as there was on the depot.

At Ceske Budejovice the absence of trailers scattered around the station was evident, and as we set down onto the depot the rain returned. Fortunately the rain was intermittent and not long after the sun came out again. The usual varied collection of locos in various liveries was on show here including newly converted 363.501 & 502. These were former 163's in their previous lives but converted to dual voltage. As we are on the subject of rebuilt machines there was no sign of converted 218.028 but 240.260 (ex 230.060) was on site but no longer in working order. The dump at the bottom end of the depot had quite a collection of both diesel and electrics. It was the most I had seen here in a long time. With one last building to check out we waited for Jiri to return with the key to the workshop a few members were trying out their various accents on the daughter of the depot chief. She spoke very good English but she struggled to understand the broad accents from the likes of Gordon MacLeod and Mike Cooke. When Tony Bartlett started speaking to her in Welsh that just confused the poor girl even more. Jiri soon returned with the key and so the final handful of locos on the depot was all identified. Before departure back to the station Jiri changed the dressing of Mike's finger, and as it was still bleeding more medical attention would be required.

Once we were deposited back to the station it was just a short walk to the hotel. After checking in some of the group spent some time on the station before retiring for food and drink. In the meantime Mike had returned from the hospital to reveal to us that he had broken his index finger and damaged tendons in his right hand.

Sunday 15th May

A wet start to our final full day saw us load our cases onto the railcar for the last time. With the path clear we are soon on our way to the junction station of Veseli nad Luznici. We were due to visit the

depot here but it was reported to have been closed due to the roof collapsing into the round house. As we slowly rolled by the roof seemed okay from the outside but nothing was parked near the turntable and so it was obvious that another depot had gone for a burton. As the single line was now clear we continued toward Jindrichuv Hradec for the narrow gauge locos. Once we arrived the rain had stopped but the temperature was more akin to February or March instead of mid-May. The 705's, or T47's as they have become once again, were in an array of liveries, ranging from light and dark red, green and even a purple one.

Jihlava was our next port of call but only two 754's were present on the depot and we had to make do with a view of the shunters in the works. Havlickuv Brod saw many locos parked in the yard but on the depot only a handful of locos and units remain at this once busy site. We had already seen two double headed freights on this Sunday morning and at Havlickuv Brod we were treated to another. Time to move on to our next location which was the small depot of Tisnov. A small collection of units here and once Jiri had retrieved a key for the shed we bagged a 714 as well.

On the approaches to Malomerice depot it looked like it had started raining again but fortunately it held off. The usual collection of diesels and electrics were on show here as well as a number of stored trailers with a few Slovak examples thrown in. With everything cleared up on the depot and the nearby yard it was off to Dolni depot for the last visit. After speeches from both Adrian and Jiri, via Eva, some of the party went straight back to the hotel while the rest of us chose to stay behind and get everything outside and inside the workshops. Jiri had great pleasure in showing us his workshops and some of his little gems. One odd machine in his fleet was a little BN30 3-speed shunter which he and his team had converted from narrow to standard gauge. The final journey of the day was a short run to the other end of the depot so we could disembark with our cases. A final goodbye from us to Jiri, Jan and Eva and a taxi run back to the hotel saw the end of a very good tour.

Conclusions

As mentioned earlier everyone was disappointed about the open cast mine and their crocs but that is something than can be addressed for the future. What would need to be addressed is the transfer to and from the hotels. It was the first time that a tour like this had been conducted so there was always going to be something that could be improved upon. The amount of hard work and planning in putting a tour like this together cannot have gone unnoticed. Eva, Jan and Jiri had looked after us very well indeed throughout the tour, keeping us well supplied with both food and drink and I'm sure they enjoyed the week just as much as we did. In fact Jiri and Jan were taking just as many photos as we were on the depots. A very big thank you must go to them. Thanks also must go to Adrian, Gary, Mike and Tony for their part on this tour and keeping us all in check (pardon the pun). The 1960's built railcar played here role admirably too, taking us on a jaunt around the country covering over 1100 kilometres. The old girl did alright. A final thanks to all the members who took part in this tour for their company. Hopefully see you all on next year's sortie.

Numeric List (* not seen by everyone)

Haulage: M240.0113

Tuesday 10th May

Brno Dolni Depot

020.158(ZSR) 022.575 700.790/831 701.442/777 702.653
703.648 706.544 716.518 740.591/704/751/763 748.457
750.132 820.033 830.084 850.044 M240.0113 T211.1742

	T212.1602 T435.003 T444.080/0225
Brno Dolni Yard	363.031 731.041
Brno Malomerice Yard	230.001/009 OBB 1216.210
Bilovice nad Svitavou	242.204
Blansko	242.274 363.032 560.001/002 680.007
Dolni Lhota	363.033
Rajec Jestrebi	350.001 560.005/006
Skalice nad Svitavou	810.617 T212.1662 9329.064 OBB 1216.227
Letovice	814.084 914.084 Moravska Chrastova 362.168
Hradec nad Svitavou	OBB 1216.237 Svitavy MVTV2-012/030
Ceska Trebova	150.222 151.004 163.083 742.096 814.031 914.031
Ceska Trebova Depot	020.037/038 051.012/031/034/068/075/076/085/086/098 052.001/007/010/080 070.001/002/003/004/005/006 110.039 111.014/019/028/031/032 141.009/037/055 163.040/065/072/083/234/242/245/251/256 180.001 230.014/038/062 363.071/114 451.037/039/049/076/085/086 452.003/010 470.001.002/003/004 702.023/091 703.036/048 710.607 721.152 725.268 742.193/196/205/213/260/321/384 749.218/258 750.063/079/088/116/288/302/380 751.184 753.265 771.172 781.202/529 799.007 810.060/254/275/296/297/325/339/458/541 814.030/085 850.028 851.006/012/020/021 891.015/016 914.030/085 M144.0006 T334.0778 24 29.033/085/134/248/252/260/319/327/338/345/373 24 29.407/515/528 29 29.365 93 29.040/061/078 Steam 310.922 423.009 Yard 730.009 Passing 123.022 130.042 151.006 680.005 810.565 OBB 1216.240
Ceska Trebova	111.017/051 130.016/034 162.039 350.004 363.032/075 751.091/156/315 810.059 814.031 914.031
Ceska Trebova Works (pass)	709.401 719.701 740.609 754.075
Chocen	162.040 163.081 362.159 680.001 810.327 MVTV2-086 24 29.084
Sedlistka	130.040

Pardubice Pardubicky	162.011
Pardubice Hln	151.008 163.042/043/073/086 680.003 MVTV2-095 OBB 1216.226
Pardubice Depot	725.247 742.127/254/318 799.031 810.052/289/540 814.018/050/136 914.018/050/136 M131.1133/1228/2053 24 29.116/243/259 Passing 130.004 350.014 742.065
Pardubice Hln	130.026 163.021 380.008 742.249 814.041 843.025 914.041 971.015 20 29.131 29 29.008/031 MD1 MD1-1 MPV22.2 OBB 1216.239
Prelouc	742.409/453
Recany nad Labem	122.046 742.144
Zabori nad Labem	122.049 Stary Kolin 150.224
Kolin Yard	163.013 814.105 914.105 24 29.003/136/220/332/335 93 29.074
Kolin Depot	703.051 731.005/058 742.239 799.017 810.240 24 29.086/205/246 93 29.014 Steam 422.062
Kolin Dilni	071.015/037 362.123/166 363.087 471.015/037 740.676 971.015/020
Kolin Yard	130.031 163.013 731.056 29 29.353
Kolin	071.009 122.046/055 150.202 151.019 163.087 362.158/167 363.030 471.009/066 702.531 703.503 731.018 753.707 854.225 971.009/051/066 80 29.244 OBB 1216.226
Velky Osek	122.022 363.016
Nymburk Works (pass)	680.002
Nymburk Yard	122.014 742.140 814.080/115 914.080/115
Nymburk Hln	051.101/102 071.065/070 451.101/102 471.052/065/070 742.084 814.128 971.047/065/070 80 29.204 93 29.060
Dobrovice	753.777 814.099 914.099
Mlada Boleslav Hln	810.220 814.079 854.027/225 914.079 80 29.211

Mlada Boleslav Depot	742.030/032/406/424	810.113/329	24	29.046/154
Bakov nad Jizerou	810.098	854.002/213	21	29.329 80 29.213
Mnichovo Hradiste	814.110/	914.110	Turnov	743.001 742.332
Hodkovice nad Mohelkou	843.009	29	29.005/030	
Rychof u Jablonce	843.005			
Liberec Depot (pass)	850.160	799.003	814.203/204/235	843.011
Liberec	843.025			
Wednesday 11th May				
Liberec	014.001	020.239	743.010	753.758/759/760/761/776/780 810.577/652 814.116/201/202 843.010/018 854.217 914.116 21 29.001/343 24 29.513 29 29.005/030 80 29.009 93 29.004/005/033/036/091/098
Liberec Depot	704.002	742.115/149/159	750.118	799.003 810.183/471 843.005/011/013/014 24 29.516/521 29 29.026 Steam Adolf
Liberec	014.002	742.008	814.097/203/204	914.097 21 29.346 DB 612.001
Liberec Sub Shed (pass)	24	29.087/216	VBG VT24 (642.324)	
Rynoltice	742.074	854.202	21	29.342 24 29.149/505
Brniste	750.160			
Ceska Lipa Yard	742.105/135/187/225/271			
Ceska Lipa Depot	020.071	799.020	814.096/108	830.154/159 914.096/108 21 29.011/017/316 Steam 524.1110
Ceska Lipa Hln	810.653	814.087/097	843.009	854.213/218 914.087/097 21 29.347 80 29.213 93 29.079
Struznice	814.126	914.126		
Decin Hln	122.053	162.053	163.075	371.001/.015 810.600 914.117 854.212/218 914.117 21 29.066/343/348
Decin Yard	163.002	742.396	DB 189.010	

Decin Depot	122.001/004/032/035/044	123.001/020/028			
	163.014/023/079/090/092/100/257	703.042/045	714.208		
	742.035/059/506	750.410	770.536	799.005/032	
	810.340/589	814.016/109/127	914.016/109/127		
	24 29.041/504	MVTV2-046/047	E499.112	T478.3001	
	Passing 163.096	372.011	753.715/716	DB 189.012	
Decin Hln	162.053	371.201	742.074	814.117	914.117
	DB 180.015/017	642.145			
Vilnice	163.076	750.160		Povrly	163.097 371.004
Usti nad Labem Sever	123.019	162.035	742.109		
Usti nad Labem Hln	362.127				
Usti nad Labem Zapad	122.055	123.006	130.041	163.076/080/091/095/098/099/249	
	362.057	704.008	742.236	810.349	
Usti nad Labem Hln *	071.051/068	122.037	123.011	130.036	150.213
	163.001/014/075/080/091/093/096/097/249/260	363.052			
	371.001/005/201	471.026/068	704.008	753.713/719/724	
	810.590	854.212	971.026/068	21 29.348	
Thursday 12th May					
Usti nad Labem Yard	122.051	363.049			
Usti nad Labem Depot	110.009/037/038	111.005/009/019/020/033/034			
	121.011/019/030/055/083				
	122.01/014/023/026/028/036/053/055				
	123.004/008/010/012/014/015/024	163.010/017/077			
	363.044/072/074	372.008/012	703.046	704.006	
	730.003/005/007/014				
	742.063/089/099/116/146/170/307/316/355	750.061			
	753.006/073/141/211/212/263/352/372/755/762/763/767/768				
	799.013/014	E469.159 (carrying the plates of E469.110)			
Usti nad Labem Yard	111.024	123.007	163.032	742.236	753.707/727/728
Usti nad Labem Zapad	163.075/094/097/099/249/259	704.008			
Trmice	122.047	750.199	752.603	753.706/731/734	
Rehlovice	810.590			Velvety	163.007
Lbin	122.007				
Svetec	110.006	740.410/803			

Bilina	111.015 122.005 742.333 743.005 810.589 MRCE ER20-008 (223.008)
Most	122.015 163.080/259 363.081 810.559 24 29.541
Most Yard	123.021 743.009
Most Depot	730.013/015 742.088/151/190/431 743.003/004 799.010 Steam PJ MOST
Trebusice	122.008/026 123.006 130.042 704.550 743.008
Trebusice Mine	127.683/696/698
Chomutov Yard	742.031/166
Chomutov Depot/Museum (see also Adrian's listing)	020.149 022.001 121.017 140.089 180.002 181.030 230.050 700.548 702.520 720.087 725.211 770.069 771.069 781.592 810.528 850.008 860.001 24 29.204/329 BN60 3448(1956) E225.001 E406.0501 E422.002 E423.001 E436.004 M240.0046 M262.012/075 M273.006 T200.002 T435.001 T466.0057 T478.3016 Steam 11(2957/1951) Gartenau Petra 881(3929/1957) 310.0118 322.302 354.1217 422.025 423.001 434.2298 475.1142 498.106 524.184 534.027/0301 556.0510
Chomutov	163.080 362.057 363.078/081 814.058/059 914.058/059
Chomutov Mesto	363.043/045
Most*	122.010/012 123.021/023 130.032/038 162.020 163.076/077/080/092/094/259 362.057 363.045/070/078/081 741.511/513 742.372 810.046/054/150/420/559 814.001/090/122 914.001/090/122 MVTV2-067 24 29.125/379/541
Friday 13th May	
Chomutov	163.095/249 363.130 810.333 814.070 914.070 24 29.328/371
Chomutov Yard	363.043 742.031/088/166/169 755.001/002
Drouzkovice	814.032 914.032
Brezno u Chumutova	742.151 892.112
Tusimice Power Station	114.502 130.044/045/046/050/053/054 184.501/502/503 721.524 744.703

Kadan Power Station	114.501	130.051	184.504	744.702		
Kadan Prunerov	363.130				Klasterec nad Ohri	242.242
Vojkovice nad Ohri	363.083					
Karlovy Vary	242.205/215	363.043	714.225	810.226/601/633		
	MVTV2-017	24	29.237/300	93	29.105	
Chodov	742.083				Nove Sedlo Lokte	210.053
Sokolov	230.029	363.070			Kynsperk nad Ohri	242.239
Trsnice	230.107					
Cheb Yard	210.016/054/056/066		742.357/365			
Cheb Depot	020.146/285	242.208	701.671	714.214		
	742.016/195/392	770.001	799.028/041	810.041/548/644		
	814.035/046	914.035/046	24	29.361/543	93	29.013/051
	VBG VT18	(642.318)				
Cheb	242.242/255	362.112	714.212	814.005/034	914.005/034	
Dolni Zandov	230.107	242.249				
Marianske Lazne	VBG VT21	(642.321)			Chodova Plana	363.082
Plana u Marianskych Lazni	230.092	240.066	363.047	703.558	730.632	742.219/419
	797.701					
Oselin	242.282					
Svojsin	703.549	740.559			Kozolupy	363.044
Vochoz	363.052					
Skoda Steel Works	704.520/544				Plzen Jizni Predmesti	754.029
Plzen Hln*	210.021/058	230.029				
	242.205/207/212/218/220/222/237/250/251/256/276/277/280					
	362.057/085/127	363.041/046/051/061/079/082				
	742.067/154/231/242/243/300/323/347/385	754.015/059/060				
	814.124	842.013	843.006/030	854.024/028	914.124	
	21	29.203/312/313/333	80	29.004/011	Arriva	223.065
Plzen Yard*	230.067					

Saturday 14th May

Plzen Hln 210.021/058 240.066 242.212/220/237/264/277/279
363.051/055/070/079/084/086
742.033/242/300/319/347/350/385/397 750.253
754.029/060 842.013 843.006 850.024 854.028
21 29.203/311 MVTV2-085 Arriva 223.072

Plzen Yard 230.035/043/069 240.065/066 363.037 742.034/200
750.253

Plzen Depot 021.032/041/064 210.039
242.207/216/222/231/254/263/266/269 362.085
363.054/081/126 704.014 740.517/814
742.066/207/243/323/348 749.255 750.236
754.006/015/029/060 771.061/131 799.024
810.382/418/419 814.088/112/124 831.168
842.006/007/023/030 843.012/027 914.088/112/124
M131.1184/1365
21 29.014/019/047/058/059/076/077/089
21 29.201/202/204/309/312/319
24 29.028/047/068/075/146/160/162/164/170/268/271/302/304
24 29.315/318/370/374/380/382/388/394
28 29.030/037/048/061 80 29.005 93 29.003/088/104
95 29.043 Steam 310.072 433.025 475.111
Arriva 223.068

Plzen Yard 210.047 240.065/066 242.230 363.037/041 742.319
842.006 21 29.308

Plzen Hln 242.206/237/239 363.046/058 742.300/347 754.059
854.026

Plzen Carriage Works T211.0055 Steam 556.0210

Stary Plzenec P.W. 730.602/628 740.750 742.410/411

Nezvestice M131.1386

Zdirec u Plzne 242.279

Nepomuk 810.210 MVTV2-068

Horazdovice Predmesti 242.264

Strakonice 230.043/047 742.194 797.5047 810.077

Razice 740.721

Protivin 210.073 242.211 708.004/013 742.437 842.029

Protivin Depot	809.534	810.174/572	24 29.235	93 29.024/052
Cicenice	814.134	914.134	Zliv	750.704
Ceske Budejovice Brewery	703.718			
Ceske Budejovice	242.213/244/256/283	363.131	24 29.252	
Ceske Budejovice Yard	230.023/026	703.712	740.732	
Ceske Budejovice Depot	210.029/038/072	230.016/022/024/030/052/055/057/059	230.061/063/065/071/079/081/083/087/089/090/098/104	240.011/014/019/021/023/025/026/035/044/045/047/048/050
	240.053/063/086/094/108/139/260	242.203/206/226/241/267/280	340.055	362.062
	363.050/125/501(ex 163.031)/502(ex 163.004)	704.003/015	708.001/007	709.001
	742.027/069/087/153/155/206/211	742.265/281/283/288/289/322/346/358/371/382/390/421/438/443	749.018/019/051/100/187/262	750.703
	751.031/066/080/088/095/137/138/147/167/210/212/219/228	751.232/239/382	771.137/182	799.036
	814.082	914.082	Steam 310.093	
	Passing 242.244	OBB 1116.185	Yard 210.045	
Ceske Budejovice*	210.045/059	242.202/211/226/241/244/251/281	363.061/076/115/129	704.016
	742.441	749.006/162/252/256	810.265/573/620	93 29.002/023
	OBB 1116.133/273	Yard 230.090/095	240.086	709.002
Sunday 15th May				
Ceske Budejovice	210.045	242.211	363.117	750.704
	809.179	24 29.507	93 29.002	
C. Bud Serverni Zastavka	242.256		Nemanice	242.275
Hlabovka nad Vltavou	242.241			
Veseli nad Luznici Depot	210.067/074	230.039	363.059	742.436
Veseli nad Luznici	363.082	814.060	914.060	
Donov	230.034		Velky Ratmirov	242.202
Jindrichuv Hradec	210.037	242.267	M27.001	T47.005/011/021
	T48.001			
Jindrichuv Hradec Depot	T47.006/015/019	Steam U37.002	U46.001	
Pokatky Zirovnice	242.280		Jihlavka	240.014/021

Horni Cerekev	240.057/064	242.209	MVTV3-017/026
Kostelec u Jihlavy	242.253		Jihlava Mesto 242.267
Jihlava	210.015/025	230.075/076	242.245/286 754.046
Jihlava Depot	754.009/018		
Jihlava Works (view)	700.647	701.302	702.578 703.010/030/035/573/580/606
Dobronin	242.234		
Havlickuv Brod Depot	242.238	742.047/114/198/452	754.043 799.030 810.212/323/449/674 814.011/068 914.011/068 24 29.163/183/184/286 93 29.009/047/057/066/107
Havlickuv Brod	210.030	230.102/103	242.243 363.017
Havlickuv Brod Yard	230.018/026	242.274	731.004/012/020/042 742.090/098/203/247 MVTV2-049
Pohled	742.533		
Zdar nad Sazavou	014.019	242.204	754.007 814.237/238
Krizanov	242.272		Vlkov u Tisnova 740.800
Rikonin	362.112		
Tisnov	014.015	210.008	242.229 363.026/027/042/045 814.229/230
Tisnov Depot	014.009/014	714.006	814.217/218/227/228 MVTV2-078 24 29.076/099 93 29.086
Rekovice	242.278		
Brno Malomerice Yard	210.014	230.001/006/028/054/078/091/094/102/103/105	363.007/010/034/075 731.006/007/008/039/040/041 750.103/163/275/326
Brno Malomerice Depot	014.010	060.037/038/039/040/301/302/331/332	063.352/353/362/365 210.002/003/023/031 242.214/219/221/223/236/240/261/273 362.019/109/118/120/161/164/170 363.162 560.003/004/015/019/025/026 702.062 714.004/220/222/226 751.002 754.008/026/044/063/075 799.023/026/040 814.219/220 M131.1448/1463

T478.1001 20 29.106 24 29.024/157/168/239
28 29.002/018/0169/020/024/042/050 93 29.113
Steam 475.101

Brno Dolni Depot* 020.158(ZSR) 022.575 700.790/831 701.442 702.653
703.648 716.518 720.113 726.516/532 730.635 735.006
740.591/704/751/763/869 748.457/471/538 750.132 820.033
830.084 850.044(ZSR) 851.032 409DA333 L18H.023
M144.0008 T203.0544 T211.0689/1742 T212.1602
T334.0777/0969 T435.003 T444.0080/0225/0551
T458.1509 V60.18107 Steam 3579(1954)
Passing 230.009/082

Additional Sightings from Rose Purdy

Monday 16th May

Brno area. 230 051. 242 210/252. 363 002/023. 560 021/022/023/024. 681 001. 731 006. 742
100. 754 009/013/049. 750 022. 814 217/218/229/230. 842 008/018. 854 030/222. 1216
226/227.

Kyjev. 810 223.

Veseli Nad Moravou station. 810 384. 814 132/205/206/209/210. 842 002. 854 203/222.

Depot. 182 001/107/128/164. 742 103/320/402. 750 045. 799 015/016. 809 057/366/502.
810 223/295/533/537/627/651. 814 008/103/104/207/208. 843 004/023.

Uherske Hradiste. 754 067. 810 628. 842 018.

Stare Mesto. 140 042/079. 151 001. 163 074. 742 428. 754 041.

Otrokovice. 130 029/038. 810 181/502/519. 814 002.

Prerov Station. 151 012. 162 012/115. 363 040/056. 714 014. 731 032.

Olomouc station. 150 203. 151 020. 162 011. 163 063/069/074/084/089. 362 111. 363 160. 460
021/077/078/082. 560 071/072. 681 005. 714 015/024. 731 031. 742 366. 749 250. 754 028.
814 057/231/232/233/234/241/242/251/252. 843 022. MVTV=2062. EU07-446.

Roundhouse. 701 484. + unid electric.

Depot. 110 007. 141 018/045/054. 163 085. 460 017/018/085. 701 485. 731 025/062. 742
218/367. 749 250. 754 028. 799 035. 814 215/216/245/246. 843 001/002/003/022/024/031. 851
026/028.

Prerov station. 151 012. 162 115. 163 069/078/242. 362 025/122/165*/172/175. 363 010/128.
460 077/078/023/024. 714 014. 742 501/510. MV97001.

*Still stabled at station with burnt out cab.

Prerov Depot. 111 010/016. 130 013/029. 141 014/023. 163 074/085. 150 225. 151 011. 181
107. 182 055/072/105/123. 242 254. 363 024/077. 371 003. 471 005/017. 714 207. 740 655.
799 011/022. 971 018/019.

Kojetin. 181 115. 363 063. 742 251. 810 519.

Vyskov. 230 028.

Brno. 242 210/252. 363 114. 560 005/006. 742 043. 754 013/049/074. 842 014/020.

Chomutov Museum

Thursday 12 May 2011 by Adrian Norton

Steam Locos (16)

475.1142	423.001	534.027	524.184	310.0118
354.1217	322.302	556.510	422.025	434.2298
534.0301	498.106	210.001 (in bits)		

'Gartenau' 0-4-0 Tm of 1887 (I am sure this is Kladno Steelworks/Salzburg ETG No. 6 KrLi fabric 1879 of 1887, previously exhibited in the NTM Prague)

Boiler marked 33.1046

Narrow Gauge

No. 881 0-4-0T 900mm CKD fabric 3929 of 1957

No. 11 0-4-0T 650mm CKD fabric 2957 of 1951

Electric Locos (10)

180.02-8	121.017-8	E423.001	E436.004	E225.001
E422.0002	230.050-7	140.089-6	181.030-8	
E406.0501 OKD fabric 1985 of 1959				

Diesel Locos (12)

725.211-7	700.548-6	702.520-8	735.057-2	T478.3016
781.592-1	T435.001	771.069-2	770.069-3	720.087-6
T200.02 Breuer of 1931				
CKD 0-4-0 DM fabric 3848 of 1956				

Diesel Units (6)

M240.0046	M262.012	M262.075	M286.0008	M273.006
M475.0001				

DMU Trailers (2)

020.149-1	022.001-2
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