

CZECH ng



(cover photo) One of two scaled down 705's at the Olympia Parková Dráha, Near Brno.

Narrow gauge railways of the Czech Republic

This is a first stab at a survey of narrow gauge railways in the Czech Republic. It should contain all lines giving rides, pure static museum type locations are not included. Any omissions or corrections gratefully received and will be incorporated into any following editions.

For historical information see the usual sources (wikipedia etc)

For maps use www.mapy.cz

For fleetlists see the individual website of the lines. Numbering of narrow gauge locos is mostly non-existent in the Czech Republic, most ex-mining locos only have the class name, making more detailed identification something of a whodunnit.

This list of railways is organised in rough order of interest to most enthusiasts.

Each railway is described in the following format:

Format: **Name : gauge / length**

[Website](#)

 Description

Shaun Wallace (shaunwallace108@gmail.com) September 2019

Jindřichův Hradec to Nová Bystřice / Obratan (JHMD) : 760mm / 75km

www.jhmd.cz

Current operator JHMD took over from Czech Railways in 1998. The main station and running depot are at Jindřichův Hradec. There is a further maintenance facility at Kamenice used for major overhauls, and a museum depot at Nová Bystřice. The narrow gauge platforms are next to the CD station, and connections between the two are usually held. The northern line runs to Obrataň where you can connect with the Tábor to Horní Cerekev standard gauge line. Line speeds are good, and the line carries genuine commuter / school traffic, so services are less frequent at weekends. The southern line runs into the 'Czech Canada' an area popular with Czech campers in July and August. Off season services are sparse although in 2019 following additional funding the service was improved. In summer and at odd dates through the year steam services are operated on the Nová Bystřice, and to a lesser extent on the northern line, but only as far as Černovice or Kamenice. Steam services are shown in the SZDC timetable, and any additional ones are publicised on the JHMD website. The most interesting part of the line is the departure from Jindřichův Hradec as the narrow and standard gauge tracks run together on a single 3 rail formation for a few kilometres, the Obrataň branching off first to the north, then the Nová Bystřice branch to the south. For many years trains were hauled by T47 / class 705 diesels (TU3 in Soviet terminology). At the end of 2014 JHMD introduced class 805.9 railcars which were rebuilt from PKP MBxd2. These are mostly used to Obrataň, and rarely venture to Nová Bystřice. Because of shortage of serviceable 805's some Obrataň services may be hauled on a weekday, but not so common at weekends. In 2019 operational locos were T47.005 / 015 / 018 / 019, with 46.101 for steam services, although repairs on that were not completed in time. Their Resita U46.001 needs a complete overhaul.

Osoblaha to Třemešná ve Slezsku (CD / SZD) : 760mm / 20km

www.cd.cz

www.osoblazsko.com

This is the only narrow gauge line still operated by CD. The line links Třemešná ve Slezsku (on the Krnov to Jeseník line) with Osoblaha close to the Polish border. The simple depot is at Osoblaha, although for major work locos are taken to Olomouc depot. CD services are operated by class 705 diesels although availability is poor and if no loco is available services are substituted. When this happens it is reported on the CD engineering page so check before travelling.

SZD operate steam trains with one of two steam locos, U46.002, U57.001 and they also have a four diesel locomotive TU38.001 which can assist the steam trains. Their base is at Třemešná.



(above) JHMD T47.005 at Kunžak-Lomy on 256 the 1325 Jindřichův Hradec to Nová Bystřice.
(below) JHMD M27.003 at Jindřichův Hradec on Os21206 the 0920 Jindřichův Hradec to Obrataň.



Kolínská řepařská drážka – Kolin Sendražice to Bychory (KRD) : 600mm / 6km

<https://reparskadrazka.cz/cs/uvodni-stranka/>
www.1loco.eu/ (Kolin based loco repair group)

This beet railway originally ran from the Kolín sugar factory (where the Kolin Elektrarna currently stands) to Jestřabi Lhota north of Bychory. After closing in the 1960's the line was partially restored in stages for tourist trains from Sendražice finally reaching Bychory. Services are either worked by steam or diesel locos as advertised on their website. Currently they have only one BS80 steam locomotive but locos from other lines sometimes visit. Sometimes locos that are overhauled at the industrial museum in Žamberk come here to be tested, as Žamberk only has a very short track. The depot is at Kolín Sendražice 2kms north of Kolín Zálábí station (JR231). There is a 0.3km extension from Kolín Sendražice towards Kolín which is worked by a drasine, but operates on certain dates only.

Důl Jindřich (Zbýšov) to Zastávka u Brna (MPZ) : 600mm / 2.7km

www.mpz.cz

Built on a former standard gauge freight line used mostly to transport coal from local mines, traffic finishing around 1990. It is now operated as a 600mm heritage railway with the depot at Důl Jindřich. At Zastávka u Brna a footbridge connects the MPZ platform with the CD station (JR240). Services are steam or diesel operated according to their website. South of Důl Jindřich it is possible to walk part of the trackbed to the Simson mine in Zbýšov. They have built up a sizeable collection of locomotives and their website shows which are currently operational and which are not.

Mladějov na Moravě to Hřebeč doly (MPD) : 600mm / 11km

www.mladejov.cz

http://spz.logout.cz/uzke/cz_mladejov/mladejov.html

This industrial line used to transport coal and shale to Mladějov. Operation finished at the end of 1991, but the whole line has now been reopened for tourist trains. They have three operational steam locos plus a variety of diesels. The narrow gauge platforms are adjacent to the CD station in Mladějov (JR017).

Solvayovy Lomy mining museum (Barbora z.s.) : 600mm / 0.9km

www.solvayovylomy.cz

A quarry railway operated from the 1920's to the 1950's for the transport of Limestone. A gravel cableway connected the site with Loděnice from where the material was transported by railway to Nestemice near Usti nad Labem. From 1993 the company 'Barbora' started to establish a mining museum including a railway, although I'm not sure it follows the route of the original line. Today the railway line is the main highlight of the Skanzen (museum) Solvayovy Lomy. At present the line runs just under 1km with balloon loops at both ends, although you can only get on / off at one end. At the balloon loop trains run alternatively clockwise and anticlockwise to avoid working the points! Trains do not operate to a fixed timetable, and are dependant on enough punters. In the future they hope to build a 5km branch to Bubovice, the first few yards of which have already been laid. Services are operated by a variety of diesel locomotives. A steam loco is currently under restoration at Zlichov muzeum depot Prague. The nearest CD train station is Loděnice (JR171) which was where the oscar winning film 'Closely observed trains' was filmed. It's a 4km uphill walk to the museum and it's not well signposted. The railway is a short walk from the 'Svatý Jan' viewpoint overlooking the monastery of the same name and is well worth the walk.



(above) Draisine south of Kolín Sendražice.

(below) Henschel Fabia No.12311 at Babice u Rosic on the 1105 Zastávka u Brna to Důl Jindřich.



Soos to Kateřina (CS IMC) : 600mm / 1.6km

www.csimc.cz/soos.php

www.facebook.com/mudkcz/

Trains start from 'Soos' station which is next to Nový Drahov (JR146) near Cheb, and runs through a nature reserve. The present terminus for passenger services is 'Kateřina'. The line continues for another 1.5km to the quarry, and the rails on this section are still present but appear to be only used for specials. There was also a branch to Vonšov in the past. There are depots at Soos and Kateřina looking after the various diesels that work this line. Tourist trains started 14/4/2012, the original use of the line was to transport sand and clay to produce ceramics. There is some connection between the operators of this line and the Iron Monument Club who organise mainline steam trips.

Mirakulum theme park, Milovice : 760mm / 1.8km

www.mirakulum.cz/en/homepage/

www.tankodrommilovice.cz/

Milovice used to be the site of the Red Army's main base in Czechoslovakia during the 1968-1989 occupation. New purposes are being found for the abandoned military area and barracks, one of which is the Mirakulum theme park on the outskirts of Milovice. This 1.8km line runs from Mirakulum to a separate site 'Vietnam' where there is a mock Asian village with military equipment on display. The depot is halfway along at the Tankodrom which is independent of Mirakulum. They cooperate closely, and the railway is owned and operated by the guy who runs the Tankodrom. Trains run every half hour from 1100 to 1630. At weekends in July and August it's steam, otherwise it's a diesel. They have three steam locos, all serviceable plus a couple of diesels. One of the steam locos 764.425 was previously at the Welshpool and Llanfair railway. The only entrance to the railway is at the Mirakulum end so you have to pay the theme park entry fee, then a ticket for the train. The entrance is a 2km walk from Milovice station. Services run every half hour from Mirakulum from 1100 to 1630. Days of operation are weekends April to October, daily in July and August. Entry to Mirakulum is 210 czk (140 on weekdays) plus 100 czk to ride the railway.

Fleet:

Diesels:

Poldi no.57 (ex Kladno)

701464 (standard gauge, currently being regauged)

Steam:

764 425 Resita

100.13 Florisdorf 1947

Number 1 / 100.15 WLF 17611 built 1947

Železnice 600, Vracov : 600mm / app 200m

www.zeleznice600.cz/

Located in Vracov, Moravia, this garden railway is a short walk from the CD station on the Brno to Veseli nad Lužnici line. The novelty is they use scaled down approximate versions of Czech rolling stock such as a class 362 locomotive, an 810 DMU and a centre cab loco. If that wasn't enough it has functional electrification. On operating days you can expect to find two sets running on the main loop, with the 810 used on a shuttle service. Due to the limited capacity of the 810 it can be hard to force your way on!

Lužná u Rakovníka railway museum : 600mm / 100m

www.cdmuzeum.cz/

There is a small demonstration loop at the railway museum with rides with diesel (UD72) or steam (Krauss No6682, 1912) locomotives, although only on Saturdays, Sundays and public holidays.



(above) MPZ Deutz at Důl Jindřich after working the 1235 from Zastávka u Brna.
(below) Privni Kolinska No 001 at Solvayovy Lomy during its 2015 loan to the quarry railway.



Turnov museum depot : 600mm / a200m

www.facebook.com/pg/Novopack%C3%A1-%C5%BDeleznice-zs-190753694296288/about/?ref=page_internal

www.kolejklub.cz/

The original plan was to build a narrow gauge line at Nová Paka. When that fell through, it was decided to add a short narrow gauge line as an attraction at the Turnov museum depot. The line is being extended but is still quite short.

Brno Olympia : 127 & 184mm / 1.439km

www.smpd.cz/olympia/olympia.html

Video : www.youtube.com/watch?v=t1pGal-g7wU&feature=youtu.be

An oval of track behind a shopping centre, open Saturdays, Sundays and public holidays 1000-1230, 1330-1800. Free 'Olympia bus' operates between street 'Úzká' near Brno hlavní nádraží and the shopping centre. They have scaled down versions of various classes 705, 770 etc. The main oval has two gauges. No timetable as such as the trains have limited capacity and depart when full, with several trains out on the loop at any one time.

Hradec Králové, Dětská železnice : 5 and 7.25 inches / 0.43km

www.facebook.com/pages/category/Amusement---Theme-Park/D%C4%9Btsk%C3%A1-%C5%BEeleznice-ofici%C3%A1ln%C3%AD-FB-str%C3%A1nka-1166370846710887/

Video : www.youtube.com/watch?v=l6TJuTJqLWk

Opened 2010. Very small park railway running round a short loop in the park by the river at náměstí 5 května, 15m walk from the main station. In 2019 trains run Sundays May to September, also Wednesdays in July and August. Trains run between 1000 and 1200, and 1430 to 1700.

Frydlantské okresní dráhy : 750mm / ?m

www.hermanicka.wz.cz/html/hermanicka.html

There used to be a narrow gauge line linking Frýdlant and Zittau which was closed in 1976. A railway museum has been set up at the depot and a short section of track has been laid to the CD station, where they have tartered up the platforms. They would like to relay at least part of the track towards Zittau, but this will require substantial investment to cross the CD line, so seems wishful thinking at present.

Kořenov mining locos 600mm / a250m

www.facebook.com/dulnizelezniceKorenov/

A short circuit next to Kořenov station using ex-mining locos. Trains only run on specific dates, usually when the 'Zubačka' organisation have events on the Tanvald to Kořenov line (JR036).

Plná Páry, near Telč / Slavonice : 600mm / ?m

www.facebook.com/pg/zelezniceplnapary/about/?ref=page_internal

Quite a new set up, which opens on selected dates only. Steam and diesel.

Rajnochovická Lesní Železnice : 600mm / 280m

www.rajnochovicka.cz/

www.facebook.com/rajnochovicka/

Early days for this railway out in the wilds south of Valašské Meziříčí. This forestry line was opened in 1905 but had closed by 1921. The focus of the current project has been on creating an attractive terminus at Rajnochovicka, and a 280m section has been laid so they can give rides with diesel locos. In 2020 the length of the line should be doubled. Further extensions will depend on finance. Given time this could be a nice railway.

Zahradní Železnice Zásnucka : 127 & 300mm : ?m

<http://zZZ-chvatliny.wz.cz/#>

Garden railway with public open days. Bečvary station is 3km away.



(above) L8 on Os106 1150 Kateřina to Soos.
(below) Vracov, Železnice 600.



Muzeum Starých Strojů a Technologie, Žamberk : 600m / ?m

www.facebook.com/starestroje/

An industrial museum not only about railways. They sometimes overhaul locos from other countries e.g. Germany here. There is a short demonstration section of track and they give short rides on special weekends.

Železniční muzeum Zlonice : 225mm / ?m

<http://zmzlonice.draha.net/>

There used to be a railway museum next to the main line railway station. That then moved a few years ago to former farm buildings at the Louny end of the station. Several inoperable standard gauge steam locos are displayed in the area, and there is a short narrow gauge line within the complex over which rides are given with their diesel locos.

Zahradní Železnice Podhradí, Bakov : ?mm / ?m

<https://zahradni-zeleznice-podhradi.webnode.cz/>

www.facebook.com/Zahradn%C3%AD-%C5%BEleznice-Podhrad%C3%AD-u-Bakova-nad-Jizerou-660738230750859/

A small loop open on selected days only. Located close to the main railway line 1km south of Bakov nad Jizerou station (JR070).

Plzeňská Železnice : 600m / 550m

www.plzeneckazeleznice.cz/

www.facebook.com/uzkorozchodnamuzejnidraha/

Small scale museum with track open for special events only.

Malá Dráha, Skalsko : 184mm / a350m

<http://vidner.net/mala-draha-skalsko/index.en.html>

www.facebook.com/MalaDrahaSkalsko

Garden railway in Skalsko between Mlada Boleslav and Mšeno.

Grafitový důl Český Krumlov : ???mm / ?m

www.grafitovydul.cz/

www.facebook.com/Grafitov%C3%BD-d%C5%AFI-%C4%8Cesk%C3%BD-Krumlov-464466180353105/?ref=aymt_homepage_panel

Mining museum with underground narrow gauge railway ride.

Hornické Muzeum, Příbram : ???mm / ?m

<https://www.facebook.com/HornickemuzeumPribram>

Mining muzeum which also offers underground rides, but you might need to reserve a place in advance.

Šikland theme park : ???mm / ?m

www.sikland.cz/arealy/fotogalerie/sikluv-mlyn-7/atrakce-191/vlacek-union-pacific-32/

Wild West theme park near Blažkov village, nearest railhead Rožná (JR251). Features a cheesy wild west style train which runs along a short line with balloon loops each end.

Links:

Narrow gauge locomotive database

www.uzkorozchodky.hys.cz/databaze/databaze.php

Czech and Polish ng lines

www.facebook.com/dulnizeleznice/

Wiki survey of all ng lines in Czechia

https://cs.wikipedia.org/wiki/Neve%C5%99ejn%C3%A9_%C3%BAzkorozchodn%C3%A9_d%C3%A1hy_v_%C4%8Cech%C3%A1ch

(final photo) Kladno 20D at Nova Ves u Kunčiny between Mladějov na Moravě and Hřebeč dolů.

