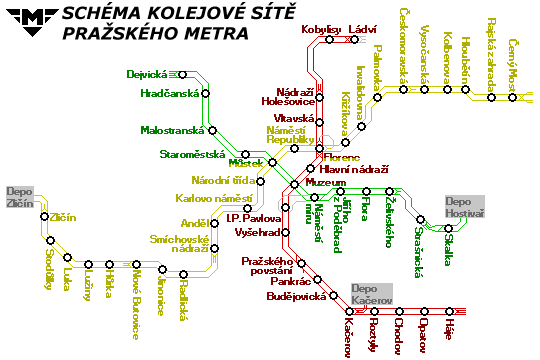
**Route C**



Operations on the first operating section of route C were inaugurated on May 9, 1974. Nine stations were opened on the over 7-kilometer long line, named Skolovská, Hlavní nádraží, Muzeum, IPPavlova, Gottwaldova, Pražského povstání, Mládežnická, Budějovická and Kačerov. Originally, only Ečs  
  
three-car sets, manned by a driver and a driver's assistant, carried passengers . From 1975, four-car sets ran, and in 1979, five-car sets appeared. Later, newer vehicles of type 81-7171 (driving) and 81-7141 (without cab) were also operated on route C, as well as Ečs from the Mytiščín Engineering Plant (USSR). Route C was extended three times, in 1980 to Kosmonautů station (today Háje), in 1984 to Fučíkova station (Nádraží Holešovice) and lastly to Ládví station in 2004. By the time you read this text, route C may be a little longer again . In 1990, some subway stations were renamed. The operation of Ečs cars, the oldest type of vehicle of the Prague metro, was terminated in 1997. The only three-car set was preserved for special occasions and one car was placed in the Public Transport Museum in Střešovice. In 1998, passengers rode the reconstructed [81-71M](https://web.archive.org/web/20231110170008/http:/mechanik.wz.cz/html/8171m.php) set for the first time , and then in 2000, a completely new modern M1 type subway set produced by the ČKD - ADtranz - Siemens consortium. During the flood in August 2002, the Prague metro was partially flooded. On route C, the Nádraží Holešovice, Vltavská and Florenc stations were completely flooded. The total damage in the Prague metro exceeded 7 billion crowns.

**Missions**

The Prague metro simulator contains several 'tasks' (missions). In the current version 2003a there are 4 (+1).  
  
Running the task is very simple. In the directory where you installed the simulator, there are batch files (with the extension .bat), their list can be found in the following table. Choose a task and run the batch file.

|  |  |  |
| --- | --- | --- |
| **The task** | **Job description** | **File to run** |
| For beginners | Same as "low traffic", but the electric traffic lights are removed in Florence | 81Measy.bat |
| Poor traffic | Driving from Florence to Kačerov with set 8171M in light traffic (Sunday) | 81Mslaby.bat |
| Medium traffic | Section Florenc-Kačerov in reconstructed set 8171M during normal operation | 81Mstred.bat |
| Heavy traffic | Rush hour on the IC route with the reconstructed 8171M set | 81Msilny.bat |

**Signs 1**  
  
On this page you will find selected signs used in the Prague metro. Please note that the meaning of some signs has been simplified in the simulator and in the following overview and may therefore differ from the actual meaning according to the sign regulations.  
  
**Signals of absolute and permissive signals**  
If the signal of a light signal commands to expect a reduction in speed or a stop, but the signal on the next signal already allows an increase in speed or further driving, the driver may follow this signal as soon as he observes it. However, if there are switches between these signals, the driver may follow this signal until the entire train passes the last switch.

|  |  |
| --- | --- |
|  | Stop The signal prohibits driving past this signal, the train must stop facing the signal. |
|  | Caution The signal commands driving according to the view to the next signal, at which the signal Stop or the signal Caution must be expected and informs that the track behind the signal may be occupied by another train. |
|  | The Warning Signal tells you to expect a Stop signal or a Caution signal at the next signal. |
|  | Speed ​​40 km/h The sign commands not to exceed the speed of 40 km/h and to expect the sign Stop or the sign Caution at the next traffic light. |
|  | Expect a speed of 40 km/h The sign tells you to expect a speed of 40 km/h at the next traffic light. |
|  | Free At the free signal, the train is allowed to travel at the highest permitted speed. |

**Signals 2**

On this page you will find selected signals used in the Prague metro. Please note that the meaning of some signs has been simplified in the simulator and in the following overview and may therefore differ from the actual meaning according to the sign regulations.  
  
**Signal lights for electric traffic**

|  |  |
| --- | --- |
|  | Turn off the current At the Turn off the current signal, the train must run with the traction engines turned off, from the moment the front of the train passes the signal. |
|  | Switch on the current At the signal Switch on the current, the train can run with the traction motors switched on, from the moment the front of the train passes the signal. |

**Other clues**

|  |  |
| --- | --- |
|  | Stopping place The sign indicates to a passenger train traveling in the right direction the place where it must stop facing. |
|  | Stopping place The sign indicates to a passenger train traveling in the wrong direction the place where it must stop facing. |
|  | Brake The sign indicates the place at which a passenger train usually starts to reduce speed to stop at the station facing the Stopping place sign. |
|  | The table with the number Sign indicates the border between two circuits, the place where the passenger train stops - the train stops facing the sign on which the number corresponding to the number of cars of the train is marked. Used on rails for turnover. |
|  | Circuit marking A sign marks the boundary between two circuits. |
|  | Circuit marking The sign indicates the circuit of the reporting station. |

**Track markers**

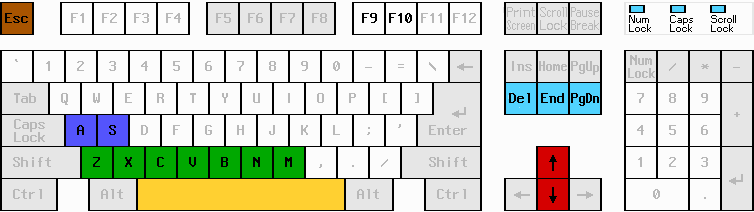
|  |  |
| --- | --- |
|  | Right-hand platform A track sign informs the driver of a passenger train traveling in the correct direction that the passenger platform is located to the right of the track. |

**Audible cues**

|  |  |
| --- | --- |
| One long horn blast | Caution The signal must be given by the driver in the following cases: - To warn people wearing seat belts - When a passenger train enters the station at the signal Caution - Before starting the train after every emergency stop - When a passenger train passes through the station - When a passenger train enters a platform from the wrong direction |
| \_\_ \_\_ Two long sounds by bell signal or horn | Handover of control The driver at the head of the set announces to the driver at the opposite end of the train that he has put his station out of service and is handing over control. |

**Maximum speed**

|  |  |
| --- | --- |
| ***60 km/h*** | In the Main Station - Museum section |
| ***80 km/h*** | On the entire route C, except for the section Hlavní nádraží - Muzeum |

**Control description**  
  


|  |  |
| --- | --- |
| A, S | Horn |
| Z | Coasting (driving with the traction motors switched off) |
| X, C, V, B, N, M | Drive levels (X lowest, M highest) |
| space bar | Vigilance button |
| up arrow | Brake one step |
| down arrow | Brake one step |
| Delete | Opening and closing the left door |
| End | "Exit output" message |
| Page Down | Opening and closing the right door |
| Esc | Game over |

**81-71M**

|  |  |
| --- | --- |
|  |  |

In 1996, the Škoda Plzeň and ČKD Praha Holding consortium carried out the first prototype modernization of the 81-71 five-car train to the 81-71M type. A comprehensive train unit was created - auxiliary devices, such as accumulator batteries or compressor sets, unlike the original type, are only located in some cars.  
  
The 81-71M has a completely new electrical equipment with pulse regulation of the power of the traction motors and enables recuperation during electrodynamic braking. The driver's cabin and the front of the driving cars are also newly designed, the interior of the vehicle has also been redesigned, the new seats are arranged transversely.  
  
Trial operation with passengers began in 1998, in the summer of 1999 the trials were successfully completed. Since 2000, Škoda - Dopravní technika has been providing reconstruction of other sets.

|  |  |
| --- | --- |
| 81-71M | |
| Number of axles (set) | 5 x 4 |
| Number of traction motors (set) | 5 x 4 |
| Power of traction motors (set) | 5 x 4 x 110 kW |
| Weight (set) | 157500 kg |