

All videos of the project The DEPO2015 Industrial Heritage Trail can be found at [www.bit.ly/stezkaDEPO](http://www.bit.ly/stezkaDEPO).  
More information about the history of the Cukrovarská complex, public transport in Plzeň, and the future of the DEPO2015 creative zone can be found in the permanent DEPO2015 exhibition in the Market hall in the main building.  
The map was released, and the videos were produced by Plzeň 2015, o.p.s., in 2020 with the support of the Plzeň Region.

# DEPO2015



## INDUSTRIAL HERITAGE TRAIL

### WHERE DID THE NAME OF CUKROVARSKÁ (“SUGAR REFINERY”) STREET COME FROM?

From the 1860s, sugar beet became a crop that guaranteed high and stable profits. Although it demanded good soil and care, that did not bother the local farmers who decided to grow it. Their beliefs were strengthened by articles and lectures by Hugo Jelínek, who assumed that the soil, which yielded excellent cabbage, would also be suitable for sugar beet. No one doubted the words of an excellent expert in the field of sugar refinery construction, a member of the Chamber of Commerce, an entrepreneur, and a Czech patriot. It is only logical that he became the chairman of the committee for the establishment of the Pilsen Farmers’ Joint-Stock Sugar Refinery. With his knowledge and courage, he easily gained the trust of 214 shareholders, who became the owners of 750 shares valued at 15,000 Austro-Hungarian Gulden.

The construction of the sugar refinery was completed in an unusually short period of time. It took less than 7 months from receiving the building permit to its completion. The grand opening and blessing of the refinery took place on November 21, 1869.

But the sugar refinery was not thriving. The lower yield of sugar beet and the need to transport it from a greater distance, and the consequent higher costs than Jelínek expected, caused the sugar refinery to fall into debt. However, Jelínek was optimistic: the sugar refinery was modern, economical and the initial difficulties would be overcome. The mayor of Pilsen, Emanuel Tuschner, was convinced and as the financial director of the sugar refinery and chairman of the Pilsen Civic Credit Union obtained further loans. By June 1872, the debt reached 264,000 Austro-Hungarian Gulden. The beet harvest in Bohemia was also poor that year. The crash of the Vienna Stock Exchange in 1873 ultimately decided the further destiny of the company.

nounced to the city council on December 20, 1926. In 1928, the city bus service was started and the bus garage buildings were constructed near the Tram Depot.



### CENTRAL WORKSHOPS

The construction of the workshops was part of the depot project already during the establishment of the tram tracks. It was not until 1931, with the massive development of public transport, that the city council decided to build new Central Workshops on the city land in Cukrovarská Street, near the tram depot and bus garages. The realization of the Central Workshops was to be the first stage of a generous project, prepared by František Mlynařík (in 1931 he was entrusted with the management of EP workshops and depots), who proposed to use the whole plot between Cukrovarská and Presslova Streets for this purpose. The author of the architectural design of the new building was probably the Pilsen architect Emil Ondráček.

The Pilsen sugar refinery did not survive. Its bankruptcy was announced on April 2, 1874. The buildings were purchased by the City of Pilsen in 1881 for 50,000 Gulden and turned into troop accommodations, a municipal pasture, and an epidemic hospital.

### TRAMS AND FRANTIŠEK KŘIŽÍK

At the turn of the 1890s, the need to connect the developing suburbs with the city center led the municipal council to consider building a horse-drawn tram railway, such as the one running in Prague since 1875, or a steam-powered tram engine based on the one introduced in Brno in 1884.

On February 27, 1892, the Pilsen Municipal Council resolved “that the municipality should apply for a concession to establish a tram, and as experience shows that an electric-powered tram is the most advantageous, it should apply for a concession to establish an electric tram.” Engineer František Křižík was entrusted with the preparation of the single-track city railway project, which was the basis for obtaining the concession. In the tender, František Křižík’s company then succeeded in of-



The construction was completed in 1934. The new Central Workshops were evaluated as efficient, economical, and with perfect operation design. It was stated that: “in our Republic, there are no railway workshops that could be used as a model for our work. Our workshops are designed completely independently and arouse an extraordinary interest of all visitors.” The new workshops were used to perform not only maintenance and repairs of electric rail cars and buses but also of all other city vehicles.

### THE CONVERSION TO A HALL FOR TROLLEY-BUSES

Trolleybus transport on the first two lines started in Pilsen in the spring of 1941, with six trolleybuses manufactured at the Škoda Works. As trolleybus transport proved to be very useful in the first years of operation, in 1945, František Mlynařík (the director of the EP at the time) developed a project to build three new trolleybus lines, and 25 new trolleybuses were ordered. Between 1947 and 1949, a new trolleybus facility was created by rebuilding the original tram depot. The entrance on the south side (to Cukrovarská Street) was modified, and a new one was created on the opposite north side so that the depot could be passed through.

### NEW BUS HALL

The bus garages from 1930 were used until 1948 when the company began modernizing its fleet by purchasing larger Škoda 706 RO cars. However, the cars did not fit in these garages. New hall garages that were connected to the Central Workshops were built in 1952 based on a project by architect S. Janke. The two-aisle hall was complemented on the sides by two- and three-level tracts with offices and facilities for employees. However, the bus hall soon ran out of capacity and was converted into workshops, as was the trolleybus hall. The entire fleet was

fering to supply 20 tram cars and laying rails and power lines for the proposed three lines, in cooperation with Škoda Works, which supplied components for the steam power plant.

At the end of May 1899, the construction of the electric railway was completed. On June 29, 1899, the operation of the municipal transport company, which was then called “Electric Railway of the Royal City of Pilsen” began. The total costs for the construction of the power plant and the electric railway amounted to 2,013,584 crowns. The former sugar refinery was converted into a steam power plant and the Infectious Diseases Hospital into workshops for tram maintenance. A new tram depot from where the trams were dispatched was also built within the complex.



Significant growth in the number of people transported by electric rail led to a gradual increase in the number of trams. The plan for extension and double-tracking of tram lines led to the intention to expand the depot by an additional hall. The authors of the design for the extension of the depot and the modification of the entrance from 1925 were architect Hanuš Zápala and builder Karel Ulč. The completion of the extension was an-

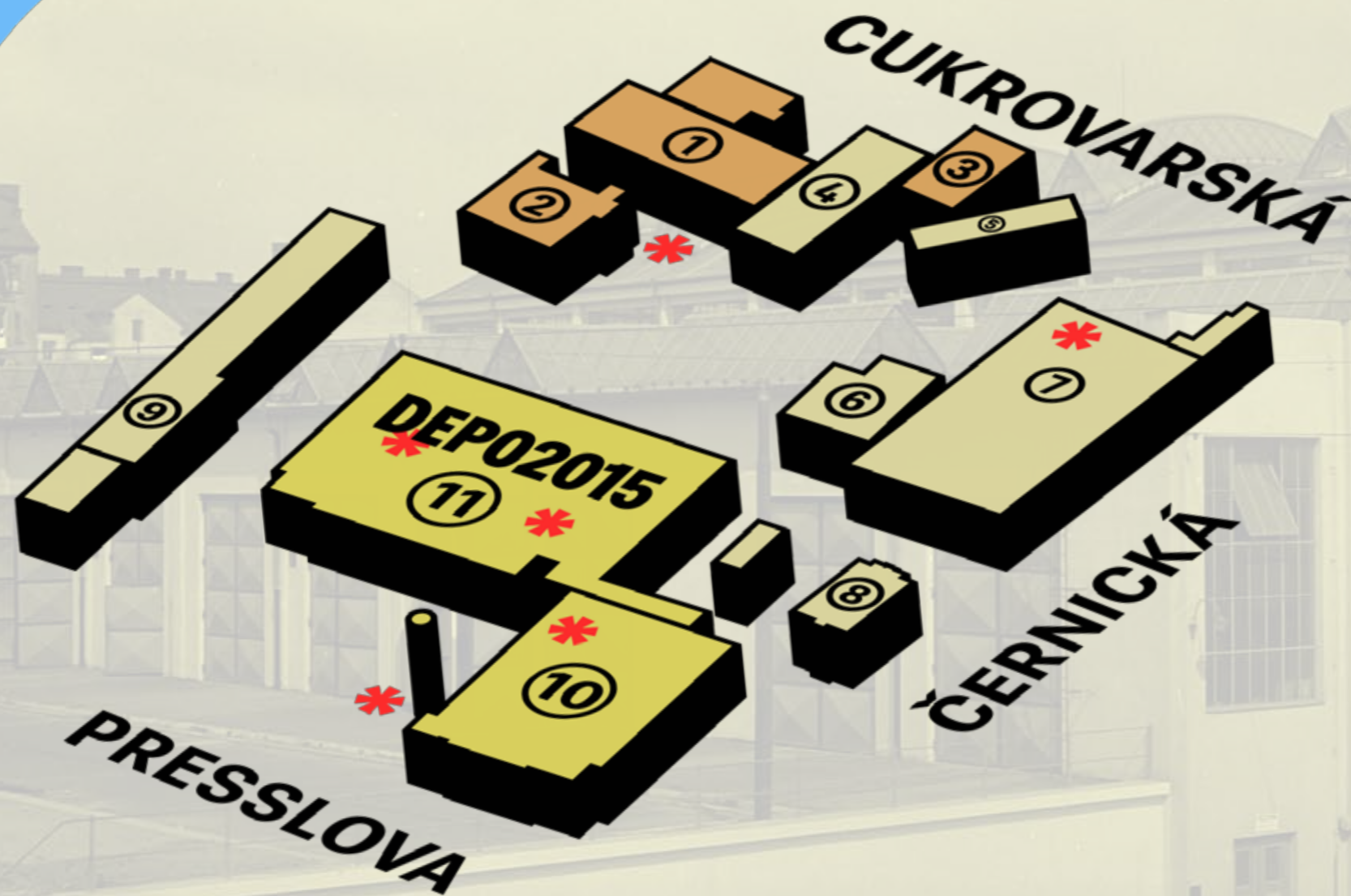
gradually parked in open areas within the compound and later in the adjacent streets. The construction of a new parking area on the site of a football pitch, which was adjacent to the premises of transport companies on the east side can be considered a partial improvement.

### MOVE TO KARLOV

Since the completion of the new bus garages in 1952, construction activity has been limited to partial alterations or extensions to older buildings. In 1995, a new paint shop was completed, and in 1996, the former office building of the sugar refinery was repaired, creating 9 flats for municipal employees and later offices of transport companies. After the flooding of municipal land at Jateční Avenue during the flood in 2002, the long-term plan to move the depot for city buses and trolleybuses to these places was abandoned. Subsequently, there was a plan to build a parking area in the premises of Škoda Plzeň in Karlov - and thus, at the turn of 2014 and 2015, DEPO2015 was created. Since then, DEPO2015 has taken care of the sustainability of the project called “Pilsen - European Capital of Culture 2015”.



RADBUZA



- 1 ROBOTICS CENTER  
(FORMER SUGAR REFINERY)
- 2 FORMER BOILER HOUSE
- 3 FORMER OFFICE BUILDING
- 4 FORMER PAINT SHOP
- 5 FORMER CAR WASH
- 6 FORMER INFECTIOUS DISEASES HOSPITAL
- 7 TRAM DEPOT  
(LATER TROLLEYBUS HALL)
- 8 NADĚJE FOR PEOPLE IN NEED
- 9 GARAGES AND GAS STATION
- 10 BUS HALL
- 11 CENTRAL WORKSHOPS BUILDING  
(TODAY MARKET HALL, EXHIBITION SPACE, TIN SHOP AND CAFÉ)

\* INDUSTRIAL HERITAGE TRAIL STOPS  
EMBARK WITH US ON A JOURNEY THROUGH THE DEPO2015 COMPLEX  
SCAN THE QR CODE IN THE MARKED PLACES