

# Railtalk Magazine

**Special**  
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**Czech Railways, Britain as it used to be?**



## Credits

Many thanks to the time and effort put in by Paul Godding in helping to put together this special edition.

## Submissions

If you have every wanted to submit pictures to a magazine, here is your chance. Send us your news and pictures to email: [entries@railtalk.net](mailto:entries@railtalk.net)

## When do we publish

Railtalk Magazine is published on the last Sunday of each month.

More information can be found by visiting Railtalk forums.

<http://forums.railtalk.net>

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## From our guest editor...

The Czech Republic is perhaps one of the most interesting countries in Europe to visit where railways are concerned, it shows how Britain used to be 20 plus years ago. Electric locomotives dominate all mainline services, but the type varies depending on the region, the easy way to identify which works where is by livery, for example Green is DC only, Blue is Dual Voltage and Peach/Red is AC only.

All electrics operated have been built by Skoda, and many old classes can still be seen in service. Classes 121, 122, 123 and 130, (these are DC Only) tend to operate on freight trains, and can make quite a good noise, a very good location to see these is Kolin, about 40 miles outside of Prague. Newer Classes 150, 151, 162 and 163 dominate the passenger workings, the former two classes work solely between Prague and the south of the country, the other two classes work both long distance and regional trains, the equivalent of Birmingham to Longbridge

having three coaches and an electric loco. The Dual Voltage versions of Classes 162 and 163, are Classes 362 and 363, and again these are found working passenger trains nationwide. On the AC only side there is Class 242, which is essentially the same as the freight classes above, but these can be found on passenger services around Plzen. The most distinctive of the electric classes are Classes 230 and 240 which are easily identifiable by their large drivers windcreens, these can be found in service around Havlíčkův Brod, working freight as well as the odd passenger working. There are far more diesel types than electrics, again some certainly distinctive, of these Classes 750, 753 and 754 are nicknamed "Goggles" due to their unusual but quite handsome cab fronts, and although the Class 750's are virtually silent, the latter two produce quite a nice sound when working, they can be found on passenger services around Plzen. The classes that most enthusiasts go for though, are Classes 749 and 751, nicknamed "Slugs" and although many are silenced, an unsilenced one is unmistakable, with a definite combination of British Class 25 and Class 37/9 mix of sounds. Other classes include a plethora of shunting types, with Classes 742 and 743 the most common, and look remarkably like our long withdrawn Class 15 Claytons.

The future has arrived in the Czech Republic though, with the arrival of Pendolinos for long distance services, and modernisation of track and platforms may take the character of the country away, but for sheer variety, there is nothing like it.

A couple of us travelled round the country in late September, and the following pages are just an example of what can be seen. This is by no means a difinative guide to the railways in the Czech Republic, but for anyone who likes loco haulage, we can think of no better place to go. Should anyone wish to ask any questions regarding travel, accomodation, tickets, where to go, etc., we are more than happy to help. Contact us via the usual email address: [editor@railtalkmagazine.net](mailto:editor@railtalkmagazine.net) or post a question on the forum: <http://www.railtalk.net/forums>

**Paul Godding**



Front Cover: The splendid sight of Praha Hl.n at night, well lit and clean, it is an example of how stations should be in the UK.





druh vlaku číslo vlaku cílová stanice odjezd  
Ex 525 VESELÍ N. M. 9.06  
směr Pardubice-Olomouc Přerov-Hulin zpoždění  
"ŠHAJ"

exit





















Left: Class 751 138-9 runs light engine through Praha-Vršovice. This station although only a few mins by train from Praha Hl.n, sees much more diesel loco activity, and has a large depot located just off one end of the station.

Right: One of the very versatile Class 854 diesel units, is seen at Praha Hl.n working a service to Vsetaty. Behind the unit is an unpowered coach, some of these units work alone, but services are strengthened according to passenger flows. *(What a good idea)*

















Left: A Class 122 rounds the curve at Vsetaty with a mixed freight train. The line at Vsetaty sees a large amount of cross border freight and this train would have probably originated from Germany or Poland.

Above: The replacement for the "City Frog" Class 451 units is the Class 471 "City Elephant" designed for local services around Praha.





Above: A Class 230 is seen with other class mates stabled at Havlíčkův Brod awaiting their next freight turns.



Left: Eye catching livery worn by some of the Class 363's is that of the Poštovní spořitelna (Czech postal service).



Right: Looking remarkably like a long withdrawn Class 15 "Clayton" locos these Class 742 shunting locos can be seen all over the country on trip workings.













Above: A side on view of Class 751 031-6 shows how stylish and robust these loco are, considering the harsh weather they work in.



Left: A couple of Class 740 diesels both in private owner livery, wait to depart Cheb with a loaded coal train.





Left: A German DB Class 189 loco stands at Děčín hlavní nádraží awaiting it's next duty.

This station is just over the border from Germany and does tend to see quite regular visitors from other countries.

Above: Another German loco at Děčín whilst we were there, was this German Class 180, which had run light engine to pick up a freight from the large yard just south of the station.















