

What's new this month

This is the last edition before the mid-December timetable change which affects most of Europe, and timings in this issue are therefore valid to December 10. However, advance details of international services from December 11 will be found at the back of this edition in the **Winter International Supplement** (pages 571 to 620) which has been expanded to include winter versions of all our International tables (numbered **9** to **99**). A summary of the main changes will be found on page 621. Finland is an exception to the rule and changes on Oct. 31.

The December edition will be valid from the start of the new timetable on December 11, and will show the new timings throughout Europe where possible.

Our recently introduced 12-page **Beyond Europe** section this month covers principal rail services in **North America** (pages 558 to 569). A different area of the world is shown each month, as explained in the introduction to the Beyond Europe section on page 558.

NIGHT TRAINS FEATURE

Our annual **Night Trains** feature will be found on pages 33 to 38, providing an overview of the various types of overnight accommodation to be found on Europe's trains.

AIRPORT LINKS

Madrid Barajas airport has a new rail link to central Madrid (Table 5). Numbered C-1 and forming part of the suburban (Cercanias) network, the service runs every 30 minutes and links Barajas Terminal 4 with Madrid Atocha Cercanias station in just 11 minutes. It also continues to Chamartín station, which is 25 minutes from the airport.

INTERNATIONAL

Just after we went to press with the October edition, the Ukraine Government decided to follow the decision taken earlier by Russia and Belarus to abandon the twice-yearly clock change and to stay permanently on what was previously their Summer Time or daylight saving time. Ukraine and Belarus (also Kaliningrad) will therefore now stay on GMT+3 all year, whilst Moskva time is GMT+4. Since the neighbouring countries of Poland, Romania and the Baltic States (as well as countries further west) will be putting their clocks back on October 30, this will inevitably have an effect on international train times. In general, timings in Belarus, Russia and Ukraine are around one hour later from October 30 until March 24, but there are exceptions. Only partial information had been received as we went to press, so some tables may not yet have the correct timings.

The *Allegro* services between Helsinki and St Petersburg and train **31/32 Lev Tolstói** Helsinki - Moskva (Table **1910**) have a new timetable valid from October 30 until March 24 to take into account Russia staying on daylight saving time as explained above.

The Warszawa - Vilnius overnight bus operated by Polish Railways and formerly shown in Table **93** has been withdrawn. The through Berlin - St Petersburg cars (Table **56**) now only run once a week.

As expected, the restaurant car has returned to *CNL Perseus 451/450* Paris - Berlin (Table **20**).

Train **35 Lviv Express** Wrocław to Lviv, which runs on even days, will change to uneven days from November 1, with the opposite occurring to train **36** in the reverse direction (Tables **96, 1056**).

Thalys services are affected by engineering work on December 10 and 11 (Tables **15, 18**) and will not be able to call at Amsterdam Centraal.

GREAT BRITAIN

Further changes to weekend services from October 30 affect numerous tables this month.

IRELAND

Iarnród Éireann has issued a new timetable for the routes from Dublin Connolly to Belfast, Sligo and Rosslare, and also for DART services. By extending one Dublin to Wexford train, the number of services between Dublin and Rosslare has increased from three to four on Mondays to Fridays (Table **237**).

FRANCE

The new timetable from December 11 will see significant changes with the opening of the Rhin-Rhône high-speed line linking Dijon with Mulhouse. There will be two new stations on the high-speed line, Besançon Franche-Comté TGV, and Belfort Montbéliard TGV. The former will have a shuttle rail service to the existing Besançon station (Besançon Viotte) taking around 15 minutes. Table **370** will be

extended to show the *TGV* service from Paris Gare de Lyon via Dijon through to Basel and Zürich, and an advance version of this table valid from December 11 will be found on page 622. One important effect of the new line will be that *TGV* trains from Paris to Mulhouse, Basel and Zürich will switch to using the new line instead of travelling via Strasbourg, and will therefore depart from Paris Gare de Lyon instead of Paris Est station.

The new line will also revolutionise services on the north-south axis from Strasbourg to Dijon, Lyon and beyond. There will be six daily Strasbourg - Lyon *TGV* trains, three continuing to Marseille and two to Montpellier (see page 623 for advance details). A third Metz - Nancy - Lyon *TGV* train will also be introduced, continuing to Marseille.

A further innovation from December will be the introduction (by linking existing services) of several through trains from Paris Bercy via Dijon to Lyon, using the classic PLM line. Through journeys by this route will take five hours, as opposed to two hours by *TGV*. In fact, there will be extensive changes throughout France following an unprecedented rewriting of the timetable, with SNCF claiming that 85% of their services will be changed. Full details of all the new timings will, of course, be shown in the December edition.

ITALY

Owing to problems with sleeping car availability, some trains advertised as conveying sleeping car accommodation may currently not do so.

PORTUGAL

The service from Lisboa Cais do Sodre to Estoril and Cascais has been increased to every 12 minutes at peak times on Mondays to Fridays (Table **699**). From October 15 there have been minor changes to a number of services, notably the *Beira Baixa* line from Lisboa to Covilhã (Table **691**). The morning train from Elvas to Entroncamento in the same table has also been retimed.

FINLAND

The Finnish section has been updated to show the new winter schedules valid from October 31 to March 4. Most changes are of a minor nature, although there are a small number of trains which have been significantly retimed or withdrawn.

The first early morning Pendolino service from Pieksämäki to Helsinki (via Tampere) has been withdrawn between Pieksämäki and Jyväskylä and now runs as an *IC* train from Jyväskylä (with a later arrival in Helsinki). Train *IC 86* (0822 from Jyväskylä to Helsinki) is withdrawn on Mondays to Saturdays and runs approximately one hour earlier on Sundays. The through *IC* train from Pori to Helsinki now runs approximately two hours later (the return train remains unchanged).

The city of Vaasa will gain an additional through service to/from Helsinki from mid-December (see Tables **793** and **794**).

From October 31 to November 26 engineering work between Karjaa and Turku will affect evening services (from 1900) in Table **791**. Further details will be found in the Finnish country heading, page 364.

GERMANY

Services on the Mollibahn between Bad Doberan and Kühlungsborn West (Table **833**) are suspended from November 1 so that engineering work can take place at various locations. It is not yet known when services will be able to start running again.

AUSTRIA

Since October 18 trains **559** (1102 from Wien to Graz) and **754** (2025 from Graz to Wien) have been operated by *Railjet* trains, the first time this train type has operated to Graz. The Wien - Villach route will also gain a pair of *Railjet* services from November 7 when trains **533** and **730** are switched to *Railjet* operation.

POLAND

The overnight international bus run by Polish Railways Inter City between Warszawa and Vilnius ceased from October 1 (Table **1040**).

The services between Warszawa and Łódź (Table **1090**) have been recast again. Łódź Fabryczna station closed on October 16 and most trains are now terminating at Łódź Widzew rather than running through to Łódź Kaliska as originally planned.

CONTINUED ON PAGE 621

What's new this month - continued from page 3

SERBIA & MONTENEGRO

Tables have been updated to reflect further service suspensions and cancellations. In addition, the daytime Bar - Beograd service is retimed to depart at 0900 instead of 1240 (Table 1370).

ALBANIA

Further changes to schedules have been made and Table 1390 updated accordingly.

GREECE

Following recent information and suggestions received from a correspondent, some restructuring has been carried out to our Greek pages. Long-suspended Peloponnese narrow gauge routes have now been removed from our tables: Pátra - Kalamáta (Table 1450), Kórinthos - Náfplo and Kalamáta (Table 1452) and the Lutráki branch (Table 1455). Table 1450 gives updated Kíató - Pátra bus schedules, together with train connections to and from central Athína and its airport. The full (updated) rail service is shown in Table 1440 as previously.

In recognition of the growing importance of the interchange station at SKA (Acharon), it has been added to the Athína - Thessaloníki and Athína - Halkída tables (1400 and 1420 respectively). Finally, Kozáni and Flórina have been removed from Table 1410, having had no service for some months.

TURKEY

Domestic train services in European Turkey have been severely disrupted following damage to the main line in May 2010. A reduced service of just one return train between Kapıkule and İstanbul has been in operation during works to repair the line. The good news is that work appears to have been completed with a full service now restored. See Table 1550 for details.

RUSSIA, BELARUS, UKRAINE

Due to poor loadings, the through Nizhni Novgorod - Moskva - St Peterburg *Sapsan* service will no longer run as a through train from October 30 and passengers will have to change in Moskva. As a result,

the afternoon *Sapsan* from Nizhni Novgorod to Moskva will run 30 minutes earlier at 1445 (Tables 1900, 1990).

As mentioned under the International heading, Russia, Belarus and Ukraine will not put their clocks back on October 30 and will therefore be an extra hour ahead of their western neighbours until March 24, affecting the timings of international trains. Only partial details of the revised timings had been received as we went to press.

SHIPPING

Stena Line has announced that it will switch its Scottish sailings from Belfast to serve the port of Cairnryan, rather than nearby Stranraer, from November 21 (Table 2002).

BEYOND EUROPE

Regular readers will be aware that each edition of this timetable now includes a section covering a different area of the world outside Europe each month, rotating around six different areas. This month we are including tables for **North America** on pages 558 to 569.

CLOCK CHANGE

Daylight saving time (summer time) will finish as usual on the last weekend in October, with clocks going back one hour during the early morning of October 30. This applies to all European countries except Iceland, but (as mentioned above) no longer applies to Russia, Belarus and Ukraine.

RAIL PASSES

From January 2012 Slovakia will be added to the 22 countries covered by the global Eurail pass, available to residents of countries outside Europe. Further details of the Europe-wide InterRail and Eurail pass schemes will be found on page 46.

NEXT MONTH

The December edition will be available from Thomas Cook Publishing from November 25, and will be valid from December 11, showing where possible the new winter timings. Timetables can be preordered from our website www.thomascookpublishing.com.

INTERNATIONAL SERVICES FROM DECEMBER 11

A brief summary of the principal changes contained within the Winter International Supplement (pages 571 to 620) appears below:

Table 10 - Eurostar tables are now valid until July 7.

Table 10a - P & O Ferries will alter the schedules of their ships four times during the winter timetable period and this will affect the rail-sea-rail timings between London and Paris.

Table 11 - This table is significantly recast with many changes. Amongst the highlights are 5104/5187 Lille - Toulouse terminating at Montpellier, and 9286/9864 Brussels/Lille - Nice calling at Lyon St Exupéry with the northbound service running 60 minutes later. Train 5100 Lille - Lyon extends to Marseille, runs an hour earlier, and has a portion for Montpellier.

Table 13 - Three out of the four Paris - Figueres Vilafant TGV services have been retimed, with the connecting services to Barcelona being retimed accordingly.

Table 17 - Train 9074/9057 London to Marne la Vallée (for Disneyland Paris) will continue to run on five days a week and daily during the school holidays. The outbound service will run 30 minutes later, the additional outbound on Saturdays will run 30 minutes earlier and the inbound 90 minutes earlier.

Table 18 - One pair of *Thalys* trains on the Paris - Brussels route will be extended to and from Brussels Nationaal/Zaventem airport daily.

Table 20 - Two additional *Thalys* services between Paris and Köln will be extended to Essen.

Table 24 - The *Moskva Express*, running between Berlin and Moskva three times a week, will be extended to start from Paris. At least one source suggests it will be renamed the *Trans-European Express*, although this has yet to be confirmed. It will replace the existing twice weekly Paris - Moskva service, with its long layover in Berlin. Connections from and to London will be available at Frankfurt, although passengers will have to make their way between the

Hauptbahnhof and Frankfurt Süd, as the Moskva train will only call at the latter station. Therefore, as an alternative, connections via Köln and Berlin have also been inserted.

Table 40 - With the opening of the Rhin-Rhône high-speed line, the Paris - Basel - Zurich TGV services will cease to run from Paris Est via Strasbourg, but will now run from Paris Gare de Lyon via Dijon, Besançon and the new line. Services will increase from five a day to six. Trains 91/90, 97/96 and 295/296 on the Brussels - Strasbourg - Basel corridor have been moved out of Table 40 and into a revamped Table 43, in order to accommodate the Paris - Zürich services. Connections London - Lille - Strasbourg - Basel will be recast.

Table 43 - This table has been altered to show two alternative routes between Brussels and Milano via Köln or Strasbourg. EC 295/296 Brussels - Luxembourg - Strasbourg - Basel will run only between Luxembourg and Strasbourg and details will be shown in Table 383.

Table 44 - From the timetable change there will be a change of operator running the Paris to Roma, Milano and Venezia international overnight services. A joint venture between Trenitalia and Veolia Transdev, called *Thello*, will take over from *Artesia*, itself a joint venture between Trenitalia and SNCF. The first *Thello* (pronounced Tell O) service will be from Paris to Milano and Venezia. *Thello* are unable to operate the Paris to Bologna, Firenze and Roma service until mid 2012, but connections have been inserted in Table 44 at Milano (or at Brescia for passengers who require a later arrival or earlier departure). Another change will be that *Thello* services will depart from Paris Gare de Lyon after over ten years of overnight trains using the nearby Paris Bercy station. A full restaurant car will be provided.

The day services between Paris and Milano will be run by SNCF under the title of *Società Viaggiatori Italia*. We understand that the third TGV between the two cities will be reinstated, departing Paris Gare de Lyon at 1041 and Milano at 1010.

CONTINUED ON NEXT PAGE

INTERNATIONAL SERVICES FROM DECEMBER 11 - continued from previous page

Table 46 - TGV 8505 Paris to Irún will terminate at Hendaye, thereby severing the onward connection into train 413 to Valladolid and Salamanca. The two following southbound TGV services will be retimed earlier, increasing the connection time into the Renfe services at Irún. Northbound connection time will increase but this is of course based on existing Renfe timings. The Paris - Irún overnight service (train 4053/4052) will be cut back from running daily to three times a week and diverted via Toulouse, increasing the journey time by three hours and severing the onward Renfe connections to Madrid and A Coruña.

Table 47 - With the opening of the Rhin-Rhône high-speed line, there will be a new daily TGV 9580/9582 from Marseille to Strasbourg via Lyon. From March 23 this service will be extended to Frankfurt(Main) with connections at Frankfurt and Karlsruhe to and from a number of German destinations.

Table 54 - CityNightLine will introduce a new service between København and Praha named Orion, conveying sleepers and couchettes and also a restaurant car between Hamburg and København.

Table 59 - Train 17 Moskva to Nice will be retimed to depart earlier on Thursdays to enable an earlier arrival in Nice on Saturday mornings. This in turn will allow train 18 Nice to Moskva to depart almost 24 hours earlier on Saturday evening.

Table 60 - Avala 345/344 Praha - Beograd will be renumbered 271/270. A Praha - Bratislava service will be extended to Budapest making a total of five direct daytime services.

Table 61 - Dacia 347/346 Wien - Budapest - București will be cut back to run between Budapest and București, but will continue to serve Wien on a seasonal basis, including the period from the start of the timetable until mid January. Beograd 271/270 Wien - Budapest - Beograd and Sofia will be withdrawn between Wien and Budapest.

Table 62 - EC 110/111 München - Klagenfurt will no longer convey a portion to Beograd, but a connecting service, EC 211/210, will be available at Villach for Ljubljana, Zagreb and Beograd.

Table 70 - A pair of München - Verona services will be extended to and from Bologna, where Firenze and Roma connections will be available.

Table 76 - Four new pairs of buses will be introduced between Praha and München with a journey time of four hours 45 minutes. Jointly run by German Railways and the Czech company Student Agency they will be included in this table when timings have been received.

Table 86 - Railjet 165 / 162 Zürich to Wien will be extended to and from Budapest.

Table 91 - The four Wien/Graz - Maribor services will be withdrawn.

Table 92a - EC285 Wien to Zagreb will start at Wiener Neustadt but the return working EC284 will run through to Wien.

ADVANCE TIMINGS FROM DECEMBER 11 - FRANCE

370 (Winter)

PARIS - DIJON - BESANÇON - MULHOUSE - BASEL

TGV services

Advance timings from December 11 - services from Paris via new Rhin-Rhône high-speed line

km	TGV 9205 ①-⑥	TGV 6743 ①-⑤	TGV 6701 ①-⑤	TGV 9261 ①-⑤	TGV 9207 ①-⑤	TGV 6747 ⑥⑦	TGV 9211 ①-⑤	TGV 6703 ①-⑤	TGV 9269 ①-⑤	TGV 9271 ①-⑤	TGV 9215 ①-⑤	TGV 6755 ①-⑤	TGV 6741 ①-⑤	TGV 9273 ①-⑤	TGV 9219 ①-⑤	TGV 6759 ①-⑤	TGV 6705 ①-⑤	TGV 9277 ①-⑤	TGV 9223 ①-⑤	TGV 6757 ①-⑤	TGV 6707 ①-⑤	TGV 4802 ①-⑤	TGV 6709 ①-⑤	
	b	n	u			d				e		n	v								h	h	h	h
Lille Europe 11.....d.																								
0 Paris Gare de Lyon.....d.	0615	0653	0723	0757	0823	0853	1023	1123	1157	1357	1423	1453	1520	1557	1623	1653	1723	1757	1823	1853	1923			1900f
212 Montbard.....d.		0759				0959						1559				1759				1959		2109		2023
287 Dijon.....a.		0834	0858	0934	0958	1034	1158	1258	1334	1534		1634	1658	1734		1834	1858	1934	1958	2034	2058	2143	2158	
287 Dijon.....d.		0837	0901	0937	1001	1037	1201	1301	1337	1537		1637		1737		1837	1901	1937	2001	2037	2101	2146	2201	
333 Dole.....a.				1006						1406	1606			1806				2007		2104				
364 Besançon TGV ⊕.....d.	0817	0908	0930	▽		1108		1330	▽	▽	▽	1708	▽	▽	1908	1930	▽	▽	▽	2104	2130	2218	2230	
377 Besançon Viotte.....a.		0920				1120						1720			1920					2134				
446 Belfort Montbéliard TGV.....d.	0841		0954					1354				1642			1842			1957			2154	2241	2254	
491 Mulhouse.....d.	0906		1017			1106		1306	1417			1706			1906			2019			2106		2217	
525 Basel.....a.	0926					1126		1326				1726			1926					2126				
Zürich HB 510.....a.	1026					1226		1426				1835			2026					2226				
Zürich HB 510.....d.							0734			0927			1134		1334			1534						1727
Basel.....d.							0834			1034			1234		1434			1634						1834
Mulhouse.....d.		0542	0551			0742	0855		0942	1056			1255		1456	1542		1656			1742		1855	
Belfort Montbéliard TGV.....d.		0607	0617			0807	0921		1007				1320			1607					1807		1921	
Besançon Viotte.....d.	0527			0635	▽							1221	1235	▽	▽	▽	▽	▽	▽	▽	1834			
Besançon TGV ⊕.....d.		0630	0642	0648	▽	0830		▽	1030			1235	1249			1630			▽	1830	1848		▽	
Dole.....d.	0552				0804			1007						1400					1801				2009	
Dijon.....a.	0622	0658	0710	0719	0834	0858		1037	1058	1158		1305	1319		1435	1558	1658		1758	1830	1858	1918	2040	
Dijon.....d.	0625	0701	0713	0726	0837	0901		1040	1101	1201		1320	1326		1438	1601	1701	1725	1801	1834	1901	1925	2044	
Montbard.....d.	0701		0748	0801								1407	1401					1801			2001			
Paris Gare de Lyon.....a.	0807	0837		0907	1011	1037	1137	1218	1237	1337		1511	1507	1537	1617	1737	1837	1907	1937	2021	2037	2107	2221	
Lille Europe 11.....a.			0957																					

- b - Not Apr. 9, May 1, 8, 28.
- d - Also Apr. 9, May 1, 8, 17, 28.
- e - Also Apr. 9, May 1, 8, 28.
- f - Lille Flandres.
- h - Not May 17.
- n - Not Apr. 9, May 1, 8, 17, 28.
- q - Also Dec. 24, Apr. 28, May 26; not May 1, 8, 17.
- t - Also May 17.
- u - Also Dec. 17, 24, Feb. 18, Apr. 7, May 26; not Apr. 9, May 1, 8, 17, 28.
- v - Also May 16.
- w - Also Feb. 25, Mar. 3, Apr. 9, May 1, 8, 16, 28.
- TGV - □, supplement payable, ▽.
- ♥ - Via Charles de Gaulle + (depart 1957) and Marne la Vallée-Chessy (depart 2011).
- ♣ - Via Marne la Vallée-Chessy (arrive 0848) and Charles de Gaulle + (arrive 0902).
- ⊕ - Full name: Besançon Franche-Comté TGV.
- ▽ - To/from Lausanne or Bern (Table 375).

Certain arrivals at Paris are 5 minutes later March 12 - April 1