

## What's new this month

### WELCOME

This month's digital edition of the European Rail Timetable includes a number of significant updates to European rail schedules. In particular, our pages covering western France have been fully updated with autumn schedules and, along with the rest of the French section, are now valid through to the mid-December timetable change.

Full details of two noteworthy rail developments have also been added this month. Firstly, on September 24, a new stretch of high-speed infrastructure will open in Norway between Larvik and Porsgrunn, resulting in some impressive journey time reductions. Then, on September 28, a new service between Kyiv and Riga via Vilnius will be introduced thus restoring a direct rail service between the Lithuanian and Latvian capitals. Further details are outlined below under the relevant country heading.

The first version of our Winter International Supplement will be found at the back of this edition (pages 585 to 600) showing advance versions of several international tables valid from the December timetable change. It will be updated and expanded further in both the October and November editions as more information becomes available.

### INTERNATIONAL

Trackwork north of Paris will affect Eurostar services over the weekends of September 8, 9 and 15, 16. A reduced service will operate to and from Paris on these dates with all services diverted via the classic line south of Arras. As a result, journey times will be extended by up to one hour with earlier departures from Paris.

A new international service running daily between Ljubljana and Udine via Sezana and Trieste will start running from September 9. A second daily service in each direction will also be provided between Ljubljana and Trieste. These trains are run by a partnership between Slovenian Railways, Trenitalia and the Italian region of Friuli Venezia Giulia and will be operated by CAF ETR 563 electric multiple units. The timings will be found in Table 87 which has been created to specifically show these services together with connections to and from Venezia.

### GREAT BRITAIN

London North Eastern Railway has temporarily withdrawn two return journeys each day between London and Leeds on Mondays to Saturdays together with one return trip on Sundays. In addition, the morning Stirling to London service and afternoon return will no longer run between Stirling and Edinburgh. The operator has stated that these timetable changes have been implemented to improve reliability and will remain in force until December 8. Table 180 has been updated to reflect the amended schedules.

### FRANCE

The fast regional service between Nantes and Rennes via Angers and Laval was expected to recommence on August 27 (Table 287) with five services in each direction Mondays to Fridays, three on Saturdays and four on Sundays. This innovative service, making good use of high-speed infrastructure in the area, was originally introduced in July 2017 following the opening of the *Bretagne - Pays de Loire* high-speed line. However, the service has twice been suspended, most recently in January 2018, owing to technical problems with the trains using the high-speed line.

### SPAIN

From September 10 the 0700 *Avant* service from Segovia to Madrid will start back from Valladolid at 0623 and the evening return train from Madrid at 1925 will extend to Valladolid, arriving 2031 (Table 679).

### PORTUGAL

Last month we were able to show advance details of the significant changes to long-distance trains in Portugal from August 5. Many local trains are also affected and all tables have now been updated. In particular the *Linha do Oeste* from Lisboa to Caldas da Rainha (Table 693) has revised timings, whilst the northern section from Caldas da Rainha to Coimbra is cut back to just three trains each way. This service is now provided by local train, the *IR* trains having been withdrawn, and a change of train at Amieira is required.

### SWEDEN

Further updates have been made to the Swedish section which is now valid until the mid-December timetable change. A significant change on the Stockholm to Oslo route sees the morning *Snabbtåg* service from Stockholm and the evening return from Oslo reclassified as *IC*, running to a slower schedule in both directions (Table 750).

Following the end of various infrastructure improvement projects over the summer period, open-access operator MTR Express has been able to shave a few minutes off its Stockholm to Göteborg schedules (Table 740).

### NORWAY

Services on the southern section of the *Vestfoldbanen* between Oslo and Skien will be accelerated considerably from September 24 when a brand new section of high-speed line opens between Larvik and Porsgrunn. Journeys to and from Skien will be over 20 minutes faster and the long-standing rail replacement bus services, which operate for much of the day between Larvik and Skien, will no longer be required. The revised timings from September 24 are shown in Table 783 (on page 364) whilst timings until September 23 will be found in a separate version of the table on page 568.

### GERMANY

From September 10 to December 8 there will be a much reduced service via Heidelberg Hbf owing to extensive track renewal work being carried out in the area. This affects both long-distance and regional services and most alterations are shown in the relevant tables.

Work to electrify the Ulm to Friedrichshafen route has commenced meaning the northern section between Ulm and Laupheim will be completely closed to rail traffic from September 10 to December 21. Buses will replace trains over the closed section and Table 933 has been fully updated with the revised timings. Readers planning journeys via Ulm Hbf should note that, during most of the day, the fastest bus services actually run from and to Neu-Ulm station rather than Ulm Hbf. As a result, journeys from and to Ulm Hbf are best made using a rail/bus combination and our table indicates this using relevant footnotes.

Electrification work along the route between München and Leutkirch via Memmingen is also ongoing and the bus replacement services shown in Tables 935 and 937 will continue until October 14.

A correspondent recently suggested that the hourly regional cross-border service between Düsseldorf and Arnhem would be better shown in our international Table 28, rather than in the German section (Table 802). Unfortunately, space constraints do not allow us to do this but we do agree that the additional cross-border journey opportunities this service provides should be highlighted better. Therefore we have added a note in Table 28 stating that additional regional services are available and indicating where the timings can be found. Another recently introduced cross-border regional service runs between Hengelo and Osnabrück and we have added a similar cross-reference in Table 22.

### SERBIA

Many services are affected by ongoing engineering work in the Beograd area, with trains to and from Novi Sad terminating at Beograd Zemun, located eight kilometres north-west of Beograd Centar. International services to and from Budapest are departing earlier and arriving later in Beograd Centar.

Last month we warned readers that certain local services in Table 1360 were still awaiting confirmation. It now transpires that these have actually been withdrawn and so have been removed from the table.

### UKRAINE and BALTIC STATES

An interesting development is the introduction of a Kyiv – Minsk – Vilnius – Riga train from September 28, for which a new table has been created (numbered 1820). Initially the train will run only every six to eight days, but an increase in frequency is expected from the December timetable change. Between Kyiv and Minsk the train will run via Kalinkavichy rather than the existing route via Homel. The train restores a rail link between Vilnius and Riga after a gap of many years, and also marks the reopening of the cross-border Siauliai – Riga line to passenger traffic.

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## What's new this month (continued from page 5)

### RUSSIA

Traditionally Russian Railways has used Moscow time for all train times, departure boards and station clocks, even in the far east where Vladivostok, for example, is seven hours ahead of Moskva. In a radical move, the railways have now adopted local time as the principal means of conveying timetable information, including booking systems, station announcements and clocks, and information on tickets. From this edition we have therefore changed our Russian tables to show local times, and affected tables have a new column clearly showing the time zone for each station, for example UTC+10 for Vladivostok (Moskva is UTC+3). Note that UTC, or Universal Time Coordinated, is equivalent to GMT, Greenwich Mean Time.

This mostly affects Tables **1965 to 1990**, with many timings now being later than before to reflect the change to local time. An exception is Kaliningrad (Table **1950**) where timings are now shown one hour earlier, as local time in Kaliningrad is UTC+2, one hour earlier than Moskva. In order to facilitate the change we have added an extra page to the Russian section and certain tables have been renumbered into the range **1991 to 1995**, whilst the fast day trains between Moskva and Nizhni Novgorod now have their own table, numbered **1989**.

### BEYOND EUROPE

This month's Beyond Europe section features the latest schedules in China and will be found on pages 570 to 583. We have added a new table, numbered **7168**, showing schedules on the new high-speed line between Jiangmen and Maoming which opened on July 1. The new route has enabled a dramatic reduction in the journey time between Guangzhou and Zhanjiang from around eight hours to just three.

In August, 350 km/h running was restored on the high-speed line between Beijing and Tianjin meaning the fastest journey between these cities, which are 120 kilometres apart, is now just 30 minutes (Table **7045**). This section of line has also seen a dramatic increase in service frequency with a staggering 272 trains a day operating in each direction. There are 15 other long-distance train pairs each day timed to run at the highest maximum speed, operating between Beijing and Shanghai, Hangzhou and Hefei (see Tables **7097**, **7100** and **7102**).

There is some good news in New Zealand where it has been confirmed that KiwiRail's *Coastal Pacific* service will resume later this year after a lengthy suspension caused by earthquake damage. We have included an updated version of our New Zealand section on page 584 with full details.

### WINTER INTERNATIONAL SUPPLEMENT

**Table 18 (Winter)** – The remaining Amsterdam – Lille Thalys services will be withdrawn from December 9, being replaced by additional services between Paris and Amsterdam. New departures from Paris will be available at 1125 (Mondays to Thursdays) and 2025 (daily except Saturdays) whilst southbound departures from Amsterdam will also be available at 1515 (Mondays to Thursdays) and 1615 (on Sundays).

Overnight trackwork will generally end later than is currently the case meaning early morning services between Paris and Brussels will depart earlier with extended journey times.

Thalys will introduce two daily Amsterdam – Paris Charles de Gaulle – Marne la Vallée - Chessy services from March 31, 2019.

**Tables 60 and 99 (Winter)** – Austrian Railways will introduce a new *nightjet* service **457/456 Metropol** between Berlin and Wien/Budapest operating via Frankfurt an der Oder, Wrocław, Chałupki and Bohumin. The service will also convey through cars Berlin – Wrocław – Przemyśl. German Railways withdrew the original *Metropol* service, which was routed via Praha, in December 2017.

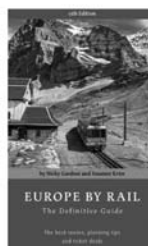
**Table 99 (Winter)** – From April 13 **EC105/104 Sobieski** Wien – Warszawa – Gdynia will convey a portion with 2nd class seats to and from Kraków.

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